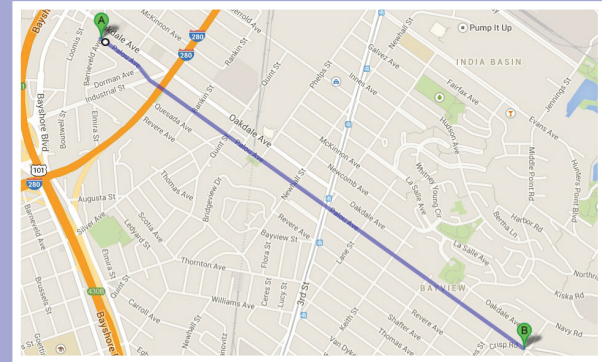


# PALOU AVENUE STREETSCAPE IMPROVEMENT PROJECT FACTSHEET

Visit [sfpublicworks.org/palou](http://sfpublicworks.org/palou)  
for more information or contact:

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## THE PROJECT

Significant improvements are coming to Palou Avenue, from Barneveld Avenue to Crisp Road.

The project will **green** and **improve the appearance** of the corridor and **increase pedestrian safety** by calming traffic and improving visibility at intersections with:

- new street trees and plants
- curb ramps
- bulb-outs and median islands
- repaving

## GUIDED BY

- Better Streets Plan
- Complete Streets Policy
- Bicycle Plan
- Vision Zero SF
- Muni Forward
- Green Connections
- Candlestick & Hunters Point
- Shipyard long-term plan

## PROJECT UPDATES

- Road base repair and repaving work has been added to the block of Newhall between Palou and Oakdale
- Jennings Plaza was removed from the project. We were unable to find a steward, obtain community sponsorship nor develop a maintenance plan.

## BUDGET

The Palou Avenue Streetscape Improvement Project is funded by the 2011 Road Repaving and Street Safety bond. Approximately \$13 million contributed by the following programs:

Streetscape program (2011 Prop B funds)  
Paving program  
Sewer program  
SFMTA-Oakdale / Phelps bulb-outs  
Vision Zero SF program

## SCHEDULE

Sept. 2013 – July 2015	Planning
July 2015 – July 2018	Design
Sept. 2018 - Dec. 2018	Bid/award
Jan. 2019 – Mar. 2020	Construction

## PROJECT MANAGER

Marcia Camacho, San Francisco Public Works



# FREQUENTLY ASKED QUESTIONS

## How long does construction take to do one block?

The length of time for construction on one block depends on the work (i.e.: repaving, sewer repair, relocating utilities, streetscape elements such as bulb outs, MUNI stops, bus shelters, street trees, etc.) Without utility relocation or repair work, construction could range from 1-3 months. With utility relocation or repair work, construction could be significantly longer. Secondary disruptions that may occur during construction include slower access to driveways and temporary loss of street parking.

## Does the project include the undergrounding of utilities?

At this time, no City funds are available to support undergrounding utilities. Undergrounding one block costs approximately \$1 million per block, depending on the number of utilities. In addition, each homeowner must pay to convert service panels to connect to the new underground service. A petition must be filed by the homeowners agreeing that they want utility undergrounding. Next, formal legislation must be passed through the Board of Supervisors and approved by the Mayor to request the utility companies start the design work.

## What type of design elements will be incorporated for traffic calming on the street?

We will install chicanes, median islands and bus bulbs in locations that need them most and paint more visible crosswalks and improved striping on the street. Speed tables are normally not used because they slow bus riders by creating an uneven road surface similar to a speed bump.

## What is "Green Connections"?

Green Connections is a San Francisco Planning Department effort that developed a concept design for Oakdale between Quint to 3rd, with no funds for construction.

Please visit the Green Connections website for more information:

<http://www.sf-planning.org/index.aspx?page=3002>

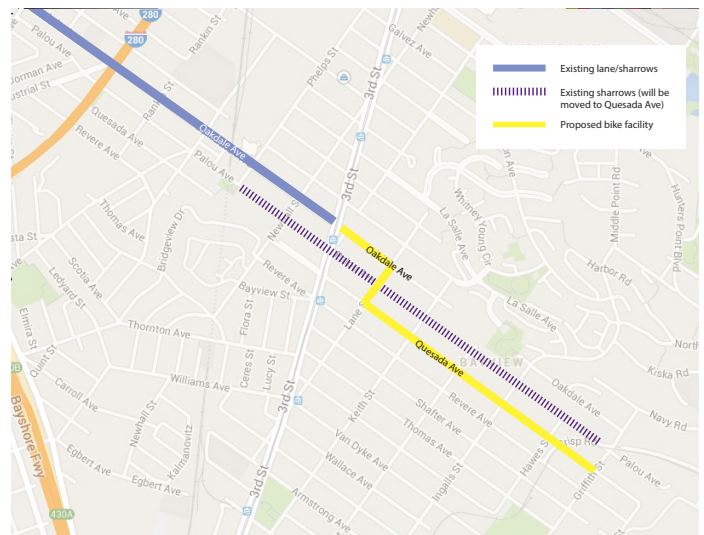
At this link, you can view the Bayview: Oakdale Avenue concept plan: scroll down to **Plan Documents, CH 7: Neighborhood Concept Designs.**

## How does this project affect adjacent areas?

The project affects Oakdale with construction planned for late-2014 to mid-2016 through the addition of a buffer to the existing bike lane between Quint and Phelps; curb bulbouts at Oakdale and Phelps; a bike facility (either sharrows or lanes) to Oakdale between Mendell and Lane; and a buffer to the existing bike lane between Loomis and Industrial

## How does this project affect the bike facilities on and near this corridor?

- The bike lane on Palou (Lane-Crisp) will move to Quesada. The existing bike sharrows on Palou, from Crisp to Phelps, will be removed
- The bike lane on Oakdale, from 3rd to Industrial (280 Hwy) will remain
- New bike routes on Quesada, from Crisp to Lane, from Lane to Oakdale, and from Oakdale to 3rd



## How will the project affect the 23 bus route?

Please see diagram below:

**23 Monterey** Faster, more direct trips through Bayview  
Safer, more comfortable streets for walking and waiting

**PROPOSED CHANGES**  
Reroute 23 Monterey 3 blocks south, off Jerrold Ave and onto Palou Ave

**EXPECTED OUTCOMES**  
**Reduce travel time** and improve reliability by minimizing twists and turns  
**Increase ridership** by moving line closer to high-demand residential areas, and away from low-demand industrial areas  
**Improve the walking, waiting, and riding experience** for customers by taking advantage of streetscape improvements along Palou Ave

**BY THE NUMBERS**

<b>900</b>	Average weekday boardings between Griffith St and Bayshore Blvd
<b>10%</b>	Percent of Bayview customers who use a Jerrold Ave stop
<b>20</b>	Typical travel time between Griffith St and Bayshore Blvd
<b>5</b>	Minutes required to serve the Jerrold Ave detour

The Jerrold Ave detour adds over 5 minutes through Bayview (25% of travel time), but serves only 10% of Bayview customers