

7. TRAIL & GREENWAY IMPLEMENTATION & MAINTENANCE

Capital Funding Opportunities

Since the early 1990s, the number of programs and available dollars for implementing trails and greenways has experienced tremendous growth. During the period from 1973-1991, the states collectively spent just \$40 million on the development of bicycle and pedestrian facilities nationwide. With the passage of ISTEA, the Intermodal Surface Transportation Efficiency Act, and TEA –21, the Transportation Equity Act for the 21st Century, this number is now \$600 million, and is still on the rise. When a trail is proposed, one of the chief concerns of local jurisdictions is that a new project will drain local coffers, and put additional strain on budgets that are already stretched thin.

Contrary to popular belief, numerous local, state and federal funding sources are available to acquire, plan, construct and maintain trails and greenways. In addition, rail-trail land acquisition and construction costs, on average are less than one-fifth those of City roads, and less than two percent of highway construction costs. The public health, alternative transportation, and property values benefits associated with greenway development typically outweigh the initial outlay of funding necessary for their construction. Following is a list of the sources that have traditionally been used to fund trail and greenway implementation.

Bicycle Transportation Account (BTA)

Grant funds for new bike paths, bike lanes, and bike routes, bicycle parking facilities, bike racks on buses, traffic control devices to improve safety, planning, safety, education, and maintenance of bikeways and bicycle parking facilities. Account provides money to local agencies to projects that improve safety and convenience for bicycle commuters. Currently funded at \$7.2 million per year, administered by Caltrans.

Bond Issues

Though most of the funds from Prop 12, the 2000 Park Bond have been programmed, in March 2002, the voters approved a new \$2.6 billion park bond to improve opportunities for recreation and open space preservation in California. Rail-trails will be eligible under several categories, including Roberti-Z'berg Harris, and a program to preserve historic transportation structures in California.

Coastal Conservancy

Funded through Park Bonds and acts of the legislature, the Coastal Conservancy is charged with facilitating and maintaining access to the Coast for all Californians. The Bay Area Conservancy is dedicated to improving access to the San Francisco Bay waterfront, through projects that help to complete, or connect to the 400+ mile San Francisco Bay Trail.

Environmental Enhancement And Mitigation (EEM)

The EEM program, administered by the Resources Agency, provides \$10 million a year for projects that can enhance or mitigate the impacts of a transportation project. Trails, bike

lanes, and other facilities that may encourage alternative transportation modes to mitigate the air and water quality impacts of another major transportation investment, are eligible.

Safe Routes To Schools

This program, funded at \$20 million a year, and administered by Caltrans, aims to improve school area safety, and encourage children to walk or ride bicycles to get to school. Bike trails, safe crosswalks, speed humps, stop signs and other school area traffic calming or safety improvements are eligible.

TDA Article III

Awarded to local agencies as block grants, Transportation Development Act III funds cover bicycle and pedestrian projects in California. Administered locally, TDA Article III funds are state gas tax monies, and are distributed based on population.

TEA-21

Federal gas tax funding through TEA 21 (Transportation Equity Act for the 21st Century) has been the single largest source of funding for trail and greenway projects across the United States. There are several funding sources through TEA-21 for which trails are eligible. Currently TEA-21 contains three major trail-funding programs: the Transportation Enhancements Activities (TEA), Congestion, Mitigation and Air Quality Improvement (CMAQ) and The Recreational Trails Program (RTP). Trails have been the most successful under the TEA program, which currently provides roughly \$60 million a year to California, for projects that create a more balanced transportation system, and provide travelers with more choices and a richer experience.

In the Bay Area, the TEA funds are administered through the Metropolitan Transportation Commission's Transportation for Livable Communities (TLC) program (the grant that funded this concept plan). Typically, \$9 million a year is available for capital construction projects. CMAQ and the Recreational Trails Program provide \$350 million, and \$50 million respectively, on a national level every year through 2003. The Recreational Trails Program is notable because it is available to fund trail maintenance, a top concern of local agencies.

Transportation Funds For Clean Air

TFCA funds are available for transportation projects that improve air quality in California, and bicycle projects are one eligible category. These funds are distributed through the regional level; the Bay Area Air Quality Management District (BAAQMD) administers the \$18 million annually available in the San Francisco Bay Area.

Transit Development Fees

One means to underwrite maintenance of transit systems used in San Francisco are Transit Development Fees, which are levied on real estate development projects downtown, in proportion to the costs of their developments. In downtown San Francisco, where more automobile parking is discouraged, the MUNI bus and railway system is funded in part by local real estate developers; the scope of this program could be expanded to include other areas of the City, and to fund the maintenance of bicycle transportation projects.

Bonus Incentives for Development Projects

Common practice in the entitlement process for real estate development is to give bonus incentives to projects that fulfill some policy goals of the Planning Department. Projects may obtain permission to build higher than normal, for example, if they contribute land or money to neighborhood parks or a bikeway project nearby.

Maintenance Funding Opportunities

An ongoing maintenance and improvement program will ensure that the entire bikeway is kept in optimal condition, and meets or exceeds existing standards. Landscaped areas along the trail will require some periodic maintenance, but good design can keep this to a minimum. Low maintenance and drought resistant trees, shrubs, and ground covers can also minimize upkeep activities. The UC Extension class provided recommendations for plantings that are included in Appendix F.

One specific concern raised by numerous stakeholders was that landscaping in this area would attract homeless encampments. At the Yerba Buena Center Gardens, trained social workers are hired as security guards and are better equipped to work with the homeless and refer them to social service agencies. A similar model might work along the MCB.

Like all transportation improvements, bikeways require funding and staff time for maintenance. Fortunately, several strategies and funding programs are available to reduce the burden to local agencies. Hundreds of trails around the state provide examples of successful management and maintenance strategies. Following is a series of suggestions for innovative ways to fund continued maintenance of the Mission Creek Bikeway.

Business Improvement Districts (BID)

A common strategy to ameliorate conditions in commercial areas, special assessment districts can be created to subsidize landscaping, streetscape improvements, and other amenities for local residents and employees. San Francisco's Union Square presents a successful model of this strategy; revenues from local businesses currently fund a program to keep streets clean and safe. Similarly, a BID would be one way to fund maintenance of the Mission Creek Bikeway and associated landscaping. A BID would require strong support from the area's businesses, which seems to be largely in place along the proposed alignment.

California Conservation Corps

This is not a grant program, but a low-cost source of labor, that can be used to build or maintain trails. The mission of the CCC is to provide meaningful work and educational opportunities to assist young men and women, while protecting and enhancing California's environment, human resources and communities. The program is organized to provide corps members and services depending upon the project requirements. A crew consists of 10-15 well-trained young men and women; a staff supervisor who directs the crew; a vehicle, and basic tools.

Recreational Trails Program

A portion of the federal Transportation Legislation, TEA-21, the Recreational Trails program is notable because it is commonly used for trail maintenance. Administered in California by State Parks, this program provides \$50 million annually for trail projects across the country.

Funding Opportunities Unique to the Mission Creek Bikeway

The City's eastern neighborhoods are undergoing rapid change. These redevelopment efforts present creative opportunities to fund the MCB, including through existing budgets, developer fees, and other private sources. The following is a discussion of these opportunities, for the entire right-of-way and by project segment.

General Funding Sources for MCB Project

SF/PUC Water Department Bond

A potentially significant source of local funding within the City and County could be the SF PUC/Water Department (Hetch Hetchy Power and Light). There is a major Capital Improvement Project planned to repair and improve the fresh water and waste water treatment systems in San Francisco. Since one of the main sewer collection systems follows the route of the Bikeway (see appendix K), there may be opportunities to include aspects of the MCB Project in the upcoming capital improvement bond. Hetch Hetchy Power & Light have also been identified as a landowner adjacent to the Bikeway at the entrance at Treat and Harrison, and their small building at 15th and Harrison has been identified for a potential community resource center. (See discussion under NEMBA on page 61)

San Francisco League of Urban Gardeners (SLUG)

This non-profit organization, a project of SF DPW, provides landscaping training to men and women from low-income backgrounds, who provide project and maintenance assistance to over 100 gardens citywide. SLUG would be a valuable partner in developing and maintaining landscaping areas along the MCB.

Funding Sources By Project Section

Treat Avenue Street Reconstruction

The San Francisco Department of Public Works (SF DPW) has an ongoing railroad track removal and street reconstruction program citywide, which already removed the tracks along Harrison St a few years ago. The program also includes Treat Ave. between Harrison and Bryant, but the scheduling of this work was postponed while the MCB planning team finalized their proposal. Joe Ovadia of SF DPW, who coordinates this program said that the northern section of Treat Ave. is currently scheduled for early 2003, and it would be possible to get some of the improvements proposed in the MCB Plan done at this time if the required sidewalk legislation for curb bulb-outs, etc. could be completed by that time. Plans for landscaping the section between 15th and 16th are too ambitious to be included in their routine sidewalk budgets, and will need to secure additional funding to be implemented.

Division Street Bikeway

Three “pocket parks” along Division St, at Bryant, San Bruno and at 9th Street are proposed to landscape the Greenway. Local businesses may be willing to contribute time, money, and materials to these pocket parks, which may be more difficult to fund through traditional non-motorized transportation funding. Developer fees collected from surrounding developments could also be levied to support these landscaping improvements (see above).

Eighth and Townsend Circle

Bike lanes along Division Street east of the circle are already included in the San Francisco Bicycle Plan. Presumably, the remaining striping will be done using existing City funds with the relatively minor adjustments proposed herein. Most of the other proposed improvements: curb bulb-outs and minimal landscaping, could be absorbed by the private developers who have proposed large projects on the adjacent properties.

For instance, the owner of the Showplace Square properties-- the Bay West Group, currently maintains existing landscaping at the center of the Townsend traffic circle. If funds are obtained to expand the landscaping, including adding public art, they may be willing to assist in the maintenance of these expanded areas. The Bay West Group has also agreed to improve at least a portion of their triangular parcel at the corner of Vermont and Division with landscaping.

Commons Crossing to Mission Bay

The preferred alternative from the “upstream” Mission Creek corridor, across the railroad tracks to Mission Bay and the Channel Park, would be a non-motorized bridge, which would be of significant cost, most likely over a million dollars. Projects such as this have been awarded grants under the major trail funding sources mentioned above, such as Transportation Enhancements, Bicycle Transportation Account, and federal/ state appropriations. Funding for Alternative #2 would likely come from similar sources, yet could be at least partially covered by developer’s fees.

8. COMMUNITY OUTREACH AND FEEDBACK

Community Outreach

Community outreach for the Mission Creek Bikeway planning process has included:

- three public meetings
- three informational sessions
- several brief presentations at neighborhood meetings
- creation and maintenance of a special web site
- freestanding exhibits in various locations near the project site
- bike tours of the corridor
- committee meetings
- numerous one-on-one meetings with specific, key stakeholders.

Opportunities for feedback, such as surveys and questionnaires, were circulated at each public meeting, at the displays set up at the Design Center, and at the storefront exhibit on Florida St. In addition, there was also substantial feedback gathered through the Mission Creek Bikeway website and solicited through postcard and email announcements.

1. SFBC sponsored a SF Natural History Bicycle Tour on January 27th, 2001.

Approximately 50 bicyclists showed up for a tour of Eastern San Francisco's Natural History, which featured a tour of the proposed Mission Creek Bikeway Route, all the way from Pac Bell Park to 16th and Harrison. RTC Project Coordinator Josh Hart gave a presentation about the project and the natural history of the Mission Creek, and oral feedback was solicited. Bicyclists witnessed firsthand the need for a bridge over the Caltrain tracks as they trudged through the mud (see photo below).



Bicyclists crossing Caltrain tracks near site of proposed bridge

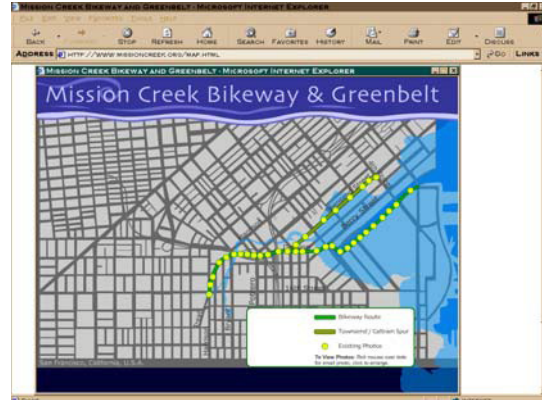


Cyclists stop to enjoy the circle at 8th and Townsend during the Jan. 2001 SFBC Natural History Tour

2. Creation of an official Web Site at <http://www.missioncreek.org>



Mission Creek Home Page



Interactive map at www.missioncreek.org

Digipop, a web-consulting firm based in the Mission District, designed and produced the Mission Creek Bikeway web site pro bono. The web site includes a description of the project, photos of the mural at 16th and Harrison, updates on the project's progress, tips on how to get involved, feedback opportunities, and press mentions of the project. Arena Reed and Digipop created an interactive bikeway map produced using Flash, showing photos of each section of the corridor. References to the site have been included in mailings advertising the public meetings, and the web site has received thousands of hits since the beginning of 2001. This concept plan will be posted on <http://www.missioncreek.org/> in its entirety.

3. Two public meetings were held April 23, 2001, at Southern Exposure Gallery

Approximately 600 people were directly invited to attend these morning and evening sessions—200 from our Mission Creek Bikeway database (see Appendix O), including residents, business owners, and property owners along the route as well as 400 Rails-to-Trails Conservancy members living in San Francisco. The meetings were also advertised through the San Francisco Bicycle Coalition's newsletter and member emails, mailed to the SFBC's 3,500 members, through Walk SF's email newsletter, and through the MCB web site, www.missioncreek.org. An SFBC volunteer hand delivered close to 50 invitations to businesses along the proposed bikeway route about a week prior to the meetings. And the meetings were announced in two popular media outlets: the weekly *Bay Guardian* event listings and a full-length feature article in the monthly *New Mission News*.

The meetings were held at Southern Exposure, a large gallery close to the beginning of the proposed bikeway at 16th and Harrison. A full range of information compiled about the project was displayed. There were five stations set up covering different topics: Transportation, History & Culture, Community Amenities, Engineering/ Planning, and Opportunities and Constraints. Opportunities for public input on each topic included sticky-notes to place on displays, questionnaires asking specific land-use questions (see appendix N) of participants and maps for people to mark up with their ideas.



Stakeholders gather at Southern Exposure Gallery to listen to a presentation by Kate Bickert of RTC



Amanda Eaken of RTC registers a neighbor of the proposed bikeway at the April 2001 Public Meeting

Approximately 50 people attended the meetings, many of who provided input and ideas for the bikeway. Participants included key property owners along the route (Michael Nicolai of SF Gravel for example), representatives from S.F. Supervisor Chris Daly's office, San Francisco Beautiful, and both the Mission and South of Market Planning Councils. Participants' comments are summarized on page 62.

4. **Storefront exhibit at 405 Florida @ 17th (on display for 8 months starting May '01)**
R&M Development donated space in a new but empty storefront at the corner of Florida and 17th Street, 2-3 blocks from the 16th & Harrison corner and the portal to the Bikeway. The storefront is narrow and exhibits hanging on the walls could be seen by passersby on the sidewalk. The space was used to meet small groups of stakeholders and share information about the Mission Creek Bikeway project.

5. **NE Mission Business Association (NEMBA) meetings, Apr. 26 & June 28, 2001**
Two presentations were made to the local business group at the southwest terminus of the proposed bikeway. This group has been familiar with and supportive of the project for many years. From ongoing dialogues with members of this group, loss of on-street parking is a primary concern to them. At their April 26, 2001 meeting they were asked in particular to provide input as to how the section of Treat Ave between Harrison and Bryant should be improved. Landscaping was their primary interest. Concern was also expressed about how bicycles would merge from the side with the intersection at Harrison & 16th Street. Seven questionnaires were returned from this group, from business owners and property owners. The second presentation at their monthly meeting in June attempted to solicit input on landscaping for Treat Ave. No clear consensus developed but concern was raised that landscaping could attract homeless people and should be designed so as not to create shelters.

6. Ballpark Mission Bay Transportation Coordinating Committee meeting, 7/12/2001

This is a group that meets bi-monthly and includes representatives from each of the transportation related stakeholders in the area, including MUNI, SF DPT, SF DPW, Caltrans, Caltrain, BART, S.F. Giants, Catellus, UCSF, local community groups, etc. The group is already familiar with the MCB Project, and the Madrina Group solicited their input on the most recent plans for the 8th & Townsend Circle and the Caltrain crossing from 7th St to Mission Bay. The Townsend Circle is still intended to have signals installed once the developments at Mission Bay generate sufficient traffic in 5 years or so. However, the group seemed to think that 5 years was too far off to deal with at this time.

Regarding the current scheme for the “Commons Crossing” the Wilbur Smith traffic engineer (hired by Catellus) confirmed that there was not room enough even for bike lanes in this crucial portal to Mission Bay, due to the configuration of the overhead freeway columns. The Caltrain representative said that discussions were still alive regarding the undergrounding of the railroad tracks for the Caltrain Downtown extension, which could solve the problems created by the restriction of adding more at-grade crossings of the tracks.

Subsequently it was determined that if the Caltrain Downtown Extension project ever happens, it would only go underground around 5th St., and would likely not alleviate the problem currently faced by the Mission Creek Bikeway (and current bicycle routes) connecting to Mission Bay from the west. Comments were solicited regarding a pedestrian/bicycle bridge and this proposal received favorable feedback. Many people commented that such a bridge would likely be expensive, however.

7. Mission Bay Community Advisory Committee meeting, July 12, 2001

This is a community group supported by the SF Redevelopment Agency that meets regularly to provide input to Catellus and UCSF regarding the overall development of Mission Bay. They have been intimately involved in the design of the new park and bikeway around the harbor/channel where Mission Creek reaches the SF Bay. The Madrina Group has been involved with the MBCAC for years and they are familiar with and supportive of the “up-stream” segment of the Mission Creek Bikeway (from 7th St. to 16th and Harrison). At the July 12 meeting we updated them on our planning study progress, notified them of the semi-permanent exhibit at 405 Florida Street and solicited their suggestions regarding improvements to the Caltrain crossing. They expressed frustration with the traffic engineering to date, especially with the lack of bicycle lanes in or out of Mission Bay at the “Commons Crossing.” We discussed the likelihood of raising money for a bicycle/pedestrian bridge over 7th Street and the Caltrain tracks and agreed that both our groups should begin raising the idea with other relevant agencies.

8. SPCA Animal Wingding, September 9, 2001

A tabletop exhibit was presented at the annual SPCA street fair held along Treat Ave. and Alabama St. Few of the people interested were local stakeholders yet feedback was overwhelmingly supportive. The most frequent feedback involved the danger of riding a

bike in San Francisco at all, anywhere. Few people were familiar enough with the immediate area to respond to our questionnaire.

9. Design Center Informational Meetings, September 20-26, and October 4th, 2001

The SF Design Center is a collection of buildings leased primarily to professionals in the interior design and related trades, located on Division Street at the 8th & Townsend Circle. A triangular portion of land in front of the Design Center (which was once railroad right-of-way and is owned by the Bay West Group) offers an ideal space in which to incorporate green space and/or art installations. An exhibit was set up in the Design Center's Pazzo Café and tenants and other neighborhood businesses were invited to attend one of two informational sessions at the end of the day. Attendance by the tenants was poor but the conveniently located and accessible exhibit was helpful in getting individual stakeholders to meet with the planning team (see discussions below), with a full display of information at hand. The exhibit remained posted for a few additional weeks in order to solicit greater input from local residents and employees.

10. Dolby Laboratories Meeting, February 20, 2002

Dolby Labs is located directly along the proposed Mission Creek Bikeway route. About 12 Dolby employees attended an hour-long presentation made at Dolby Headquarters. There was unanimous support from the group for the Mission Creek Bikeway project. Henk Van Bijlevelt, Dolby Facilities Director, offered to write an official letter of support for the project from Dolby, and the other attendees offered to write personal, individual letters of support. Van Bijlevelt also offered Dolby's assistance in maintaining the path once built, pointing to Dolby's current \$700/month commitment in maintaining landscape in the area. It is anticipated that Dolby could be a leader in local, corporate support of a Mission Creek Bikeway.

The group emphasized the importance of linking the Bikeway to transit stations, particularly the Caltrain station at 4th & King Streets. Because Dolby operates out of two buildings on Division Street, their employees generate much foot traffic in the area, and they believe a pathway will be a great safety benefit. The Dolby employees expressed concern or interest in a number of specific bicycle safety issues, including: developing creative solutions to dealing with the busy intersections at Division & Potrero and at Division & Bryant Streets, providing adequate lighting on the pathway, and ways to deal with trucks' sometimes limited visibility. The group expressed that while parking loss should be considered, it was acceptable to replace parking spaces with the bike path, as they expected bicycling would greatly increase in the area if the pathway were developed, thus reducing demand for parking in the area generally.

11. Public Meeting held May 8, 2002 at 321 Potrero St.

Approximately 40 people attended this public meeting intended to update interested parties in the progress of the Mission Creek Bikeway planning process and to solicit input before the plans were submitted. The meeting was held at a large gallery/studio space at 321 Potrero Street, close to the site of the proposed Bikeway. (The space was also useful for holding other, smaller meetings with key stakeholders such as local landowners, etc.)

Postcard invitations were mailed to approximately 300 people, including key stakeholders and individuals who had attended previous meetings or expressed interest in the project via the website, etc. The public meeting was also announced on the Mission Creek Bikeway website and to the SF Bicycle Coalition's 3,500 members via an electronic newsletter. Participants in the public meeting included area neighbors, representatives of tenants along the Bikeway site (including AC&C and Dolby Labs), and city representatives.

A colorful exhibit was set up in the two-story gallery space showing the progress of the Mission Creek Bikeway project to date, including historical maps and photos and a range of initial design concepts, including many creative ideas for the Treat Avenue section submitted by planting design students at UC Berkeley Extension (see appendix G and the discussion on page 45). Attendees were encouraged to share their suggestions on sticky-notes placed on the design concepts posted on the walls. Judy West of Madrina Group and Josh Hart of Rails-to-Trails Conservancy made a brief presentation about the evolution of the project and the next steps. A great deal of informal discussion took place between meeting attendees during the two-hour open house-style meeting, most of whom stayed at the event for well over an hour.

Attendees expressed support and enthusiasm for the project, emphasizing the anticipated effects of increasing the area's livability and the importance of art in the area. Bike safety was a top concern as well, with much interest in improving the visibility of bicyclists, particularly at intersections. Support was expressed for colored pavement on the trail to emphasize bicyclists' presence, as well as bike-only phases at busy intersections.

12. NEMBA meeting May 30, 2002 with SF PUC Planning Bureau Manager, Michael Carlin. The SF PUC (Water Dept, Hetch Hetchy, etc) is preparing a 4 billion dollar capital improvement program aimed at upgrades to the regional fresh water and local waste water systems over the next decade. Mr. Carlin came to speak to NEMBA members about the bond measure expected to be on the November 2002 ballot and the scope of capital improvements to be funded. The PUC had just changed their approach, by separating the waste water component of their program, from upgrades to the fresh water systems, in response to community feedback requesting more modern approaches to waste water management, especially in regards to separation of the street run-off from the sewers. The PUC will spend the next year with community stakeholders preparing a more comprehensive program with alternatives to traditional big sewer plants.

The issue is important to NEMBA because this organization represents businesses along the lower reaches of the main sewer collectors for the eastern part of the City. The Mission Creek Bikeway runs over the top of these huge sewer mains, which understandably follow the course of the natural drainage and river. Mr. Carlin was enthusiastic about the suggestion that landscaping and streetscape improvements for the MC Bikeway could possibly tie into possible efforts to separate street run-off from sewer flow. The industrial areas at the bottom of the drainage basin would be ideal locations for pilot projects, which could expand "upstream" later.

13. Showplace Square/Potrero Hill, Community Planning Meetings spring 2002. A series of meetings have been held in each of the eastern neighborhoods (See Exhibit 5 for locations), sponsored by the SF City Planning Dept., in which rezoning options for these industrial areas is under discussion. The MCB is located primarily in the Showplace Square area, where it has received widespread support by the major property owners along the route, and by the larger community who are looking for more open space opportunities. The overwhelming consensus in these meetings has been to support a change in zoning to encourage housing, which is consistent with the amenities provided by the Mission Creek Bikeway.

14. Mission Bay Bicycle Coordinating Committee June 6, 2002 at DPT with Catellus, SF Redevelopment Agency, Jack Fleck & Pete Tannen (DPT), Corrine Woods (MC Harbor Assoc.), SFBC, Madrina and Rails to Trails. Outstanding bicycle issues in the Mission Bay Redevelopment Area were reviewed by the major stakeholders. These included bike access across the Caltrain tracks at the Commons and 16th St. crossings, the surface of the bike path along the new MC Park, bike access across the 3rd St bridge and bike lanes along the waterfront. It was determined that there was enough room to stripe a bike lane on the EB roadbed from 7th St to the Commons Circle (no bike lanes over the tracks themselves, however). DPT, RTC, and SFBC objected to the decomposed granite surface planned through Mission Creek Park. Redevelopment promised to explore alternative hard surfaces for this path that are recommended. DPT agreed to confirm there was enough space to provide a “refuge” in the median, for EB bicyclists turning left onto Berry. Bike lanes over the 16th St crossing will remain problematic due to freeway column space constraints, which leave the Commons Crossing all the more vital for access in and out of Mission Bay. Accommodations for a non-motorized bridge over the tracks was beyond the scope of this meeting.

Community Feedback

A survey (see appendix N) distributed at the first two community meetings asked participants to prioritize six potential uses of the space along the Mission Creek transportation corridor. Averaging the scores of each of the six uses presented, there was widespread consensus on the following ranking:

1. Off-street bikeway and pedestrian path
2. Green Space
3. MUNI Line
4. Public Art
5. Parking Lots
6. On-street Parking

Participants were also asked for input on specific sections of the bikeway and overall comments and suggestions. Comments generally fell into the following categories:

1. **Safety:** emphasize safety for cyclists and pedestrians with a separated path to encourage new or inexperienced cyclists; intersections need special attention; consider raised crosswalks/specially colored crossings
2. **Continuity:** while most participants indicated their preference for a separated, continuous path, some advocated using and expanding existing bike facilities and locating the path in less auto-intensive areas wherever possible rather than having to acquire property or build a new, dedicated path.
3. **Connectivity:** with existing/future bike lanes, destinations, and transit hubs, e.g., Caltrain station at 4th and King; connect with a southbound bike route; connect UCSF facilities at Harrison and 14th with the new facilities under construction at Mission Bay
4. **Decrease driving:** the bikeway should be designed and promoted to encourage commuting downtown (including South of Market) by bike or foot (including in-line skates)
5. **Landscape and art:** look for opportunities for small parks and picnic areas; use benches, vegetation, bollards, or other small-scale markers continuously along path—as both practical and decorative elements to enhance the safety and visual continuity of the route; use low-intensity lighting, especially in industrial areas, to highlight the route.
6. **Maintenance:** the bikeway represents an ideal opportunity to make the areas along the route cleaner and safer; funding and implementing long-term maintenance is critical.

Feedback from Key Stakeholders

In addition to the public meetings, Judy West and project partners met with many of the key business and property owners and governmental decision makers along the route to discuss issues and concerns and garner their support for the project.

The following stakeholders are actual owners/tenants of the railroad land sold in 1991/1992:

Allan and Marian Byer, of **Byer Properties**, are by far the largest property owner of the railroad lands. They operate a clothing manufacturing business in several buildings along Division and lease other properties in the area as well. The railroad land they purchased 10 years ago has been used entirely for parking and truck loading. The Madrina Group had been trying to make contact with Byer Properties intermittently for many years with no avail, regarding the concept of a bikeway and greenbelt along the rail corridor that they purchased. In late 2000 Madrina was informed of a permit approved by City Planning for a warehouse building on the one parcel of railroad land owned by the Byers where a building could be constructed (since it was not under the Central Freeway) at the corner of Treat and Bryant. The Madrina Group filed an appeal of the permit to the SF Board of Appeals in 2001, which finally resulted in an audience with Alex Byer. At that meeting, Judy West and Mr. Byer discussed alternatives to the subject building proposal, which included a land trade with the City for a MUNI building across the street. Mr. Byer said they would be open to proposals from the City but they did not think it was likely that the City could respond in a time frame

that would meet their requirements to expand their operations. Conversations with MUNI were not forthcoming of a land trade proposal.

The Board of Appeals upheld the site permit in 2001 and in 2002 the Madrina Group again tried to have the design of the loading docks modified during the building permit review process to no avail. As of June 2002 the building is currently under construction, occupying space that would have provided landscaping and a strong visual perspective of the curved river. But Treat Ave. is relatively slow moving and with additional traffic calming, the street can be used as a Bike Boulevard. But the relationship between the MCB project and Byer Properties has been strained in the process. Further communication with the Byers should come from the City and Caltrans.

Alex Szabo, former manager of **Gold's Gym**, leases much of the Byer's railroad land for parking. Gold's Gym also shares a large Caltrans lease with the Jewelry Center for parking, between Alameda & Division, Potrero & San Bruno. Conversations with Mr. Szabo revealed that their primary concern was maintaining car parking for clients. Yet he added that many more of their clients would ride a bike to the site if secure bike parking were available. Visitors to the area are reluctant to park their bikes due to theft of bike parts, primarily by homeless. Because the Mission Creek Bikeway would require land that is currently utilized for Gold's Gym client parking, we discussed the possibility of a land trade where the Byer's RR land would be exchanged for the section of San Bruno Ave. between Division and Alameda, which he thought was acceptable, as long as the number of spaces is maintained.

Bill Poland and the Bay West Group own the SF Design Center and many other buildings in the area. He expressed enthusiastic support for the bikeway concept and has plans to develop housing on some of their properties, which he feels would benefit from the landscaping and street level improvements. Mr. Poland has a landscape architect (Smith and Smith) working on generalized plans for their properties.

Barry Campbell is the Operations Manager at the **SF Design Center**, located at the 8th & Townsend Circle. Mr. Campbell was kind enough to allow us to place an exhibit in the main lobby of their building at the corner of Division & Kansas, where we have had informal informational sessions and meetings with specific stakeholders. He maintains that their tenants depend on him to look out for their interests on issues such as the bikeway planning. He sees the area as primarily pedestrian, with automobiles passing through creating problems for the local businesses. He commented that the 8th & Townsend Circle needs better signage and earlier warnings for drivers not accustomed to traffic circles. His employer, the Bay West Group, maintains the landscaping (pays for water, etc) in the center of the circle and places a high priority on visual improvements to the area. Currently the triangle of land in front of the Design Center (which was originally railroad corridor) is used for parking and storage containers. Any plan to landscape this triangle and incorporate it into the bikeway is dependent on the Design Center's need for a new site to accommodate these containers. Mr. Campbell would support a coordinated effort by the primary stakeholders in the area to create a plan whereby everyone's needs were addressed.

William Smith of **Smith and Smith Landscape Architects** has been retained by Bill Poland and the Bay West Group (Showplace Design Center). He was inspired by the MCB proposal and encouraged the MCB design team to move ahead step by step, with small pockets of landscaping, which he assured us would eventually string together like a jeweled necklace.

Steven Kuklin of **AF Evans Development**, who own one of the key properties on the corridor, including the sewer easement (on which it is forbidden to build any permanent structures) which links Division Street to 7th Street and the portal to Mission Bay. They propose to build a housing project at 601 King St., which is scheduled for a public hearing with the SF Planning Commission June 20, 2002. They have incorporated the Mission Creek Bikeway into their open space design (see Exhibit 17 on page 33), providing an important linkage of the Bikeway to Mission Bay. Preliminary discussions with Mr. Kuklin regarding a pedestrian/bicycle bridge over 7th Street and the Caltrain tracks, indicated that he thought it would enhance their property and could be located along the north side of Berry, adjacent to his building.

SPCA held their annual street fair along Treat Ave. on Sept 9, 2001, and a small exhibit was presented. Prior to the beginning of the Mission Creek TLC planning process, the Madrina Group helped facilitate a “land trade” between the SPCA the City of SF in which 15 feet of the railroad corridor was added to the public right-of-way to be used for the Bikeway. At the time the improvements were made to reconfigure the property lines and pave the street, a parking lot and sidewalks, the SPCA was not willing to provide landscaping on their property as they thought it would attract homelessness until the area was improved. The SPCA runs an ongoing dog-walking program and is increasingly supportive of landscaping plans for the area.

Michael Nicolai of **SF Gravel & Nicolai Supply** owns a key parcel adjacent to the corridor, which also includes part of the sewer easement owned by AF Evans. Mr. Nicolai came to our first meeting in April and was favorably impressed. He operates a gravel supply company, which is becoming outdated relative to the high-end office and residential complexes going up in the neighborhood. We have spoken about trading some of his land along the sewer easement (to create a real public right-of-way) in exchange for narrowing the public street along one of his frontages. He expressed openness to these ideas.

Other Primary Stakeholders

Chris Daly is Supervisor for District 6, which includes the vast majority of the Mission Creek Bikeway project area. Representatives of the MCB planning effort (Leah Shahum, SFBC; Kate Bickert, Rails-to-Trails; Judy West, Madrina Group) met with Supervisor Daly on May 22, 2001. Supervisor Daly expressed his support for the project and authored the resolution to support planning and creation of the MCB, which passed in May 2001 (See Appendix C). Supervisor Daly's legislative aide, Bill Barnes, also attended the MCB open house in April.

The **San Francisco Planning and Urban Research Association (SPUR)** is San Francisco's preeminent public policy think tank, promoting progressive land use planning. The Mission

Creek Planning Team met with SPUR several times over the past year, including a meeting with staff and board members on July 11, 2001 and May 2002 to discuss SPUR's involvement in the Mission Creek Bikeway planning project. SPUR offered to bring additional resources to the project in terms of contacts, expertise in working on complex city development projects, and helping to build support within the local business community. Jim Chappell said he believed that the SF Transportation Authority was the City entity most able to move the project forward.

Jose Luis Moscovich, Executive Director of the **SF County Transportation Authority**, oversees most of the transportation funding in San Francisco. Project partners met with Mr. Moscovich on January 30, 2002, along with **Joe Speaks**, Special Assistant to the **MUNI** General Manager, to discuss the MCB project. Both expressed support for the project. Mr. Moscovich discussed the probable inclusion of the MCB project in San Francisco's upcoming 20-year transportation plan update. He also offered advice on dealing with multiple city agencies on a broad project of this type. He shared key information regarding Caltrain passing through the Mission Bay area and its effects on the Bikeway. The discussion with Mr. Speaks focused on the possibilities of utilizing MUNI property along the MCB corridor to help facilitate the project's progress.

Jose Farran is a transportation consultant for **Wilbur Smith**, which is working for Catellus to develop the Mission Bay area. Discussion focused on bicycle connections to the planned Mission Bay area, including 7th Street and 16th Street. Also covered was a discussion of bikeways within Mission Bay, including the Commons, which crosses the tracks closest to the MCB route. Discussions will continue outside of the Mission Creek Bikeway planning process on these issues.

Mr. Farran shared useful details regarding the future grade separated crossing of 7th Street and the railroad tracks. It was concluded that the eastern end of the channel is open space, and apparently no permanent structures would be erected on this site that would prohibit a future bike/ pedestrian bridge from 7th and Berry directly to the Channel pathway although space is always tight. Further engineering analysis needs to be completed, but as far as we know, nothing in the Mission Bay plans should prohibit such a structure. Mr. Farran also suggested that the pedestrian at-grade crossing of the tracks could be slightly expanded to accommodate bicycles as well. A previous study of a grade-separated structure for cars to replace the Commons at-grade crossing was conducted some years ago and may be helpful in determining the feasibility of a new bike/ pedestrian bridge there.

Peter Straus is Manager of Service Planning for **SF MUNI** that owns key properties adjacent to the corridor. MUNI was contacted when the idea arose of trading some of the Byer property for the MUNI building located at Division/Alameda and Bryant. A presentation was made to the Municipal Transportation Agency in February 2001 at which time the MUNI Board directed Mr. Straus to work with the Madrina Group and consider a light rail extension along the Mission Creek corridor. In conversations over the following months, Mr. Straus relayed that while MUNI would consider selling property, they generally prefer to sell more valuable parcels that could be used for things like housing development. In order for them to look favorably at trading the subject site for portions of a rail corridor,

they would need to view the rail corridor for their own use, otherwise funds would need to come from outside sources to purchase the property outright. Because MUNI has determined that 16th Street is the preferable alignment, it is unlikely that MUNI will play a lead role in land acquisitions. In order for further consideration of a possible land trade/ sale, direction must come from the Board of Supervisors.

Quinn Printing owns a building adjacent to the corridor at the corner of 16th, Harrison & Treat. In 1999 the company authorized the installation of a permanent, tile mosaic mural depicting Mission Creek on the side of their building. This site is prominent as it is part of the western entrance to the Bikeway from Harrison St. In recent conversations they have expressed interest in more decorative artwork along their diagonal wall and fence that follows the corridor.

Tim Hill is the architect for 675 Townsend St. project, being proposed just east of the 8th and Townsend Circle by **De Anza Development**. Discussion centered around the width of sidewalks in the area and a planned truck loading dock at King and Division Streets, which could conflict with the Bikeway through the area. There may be an opportunity to move the loading entrance slightly east and/or to "bulb out" the bikeway so that a line of bollards would separate the bike/ pedestrian and loading uses, and trucks would access the loading dock from 7th and King. Unfortunately, the development is far enough along that a wholesale relocation of the loading dock is impossible at this point, but there may be ways to make it work with slight modifications. Hill was personally receptive of the planning effort and will continue to stay informed and involved. We hope the Class I bikeway in front of their property can be incorporated into their normal sidewalk work.





Hints of transportation modes along Mission Creek, both past and future: a remnant of the railroad with a hanging bicycle tire at Division and De Haro

GLOSSARY OF TERMS

AC&C	Animal Care and Control, located at 15 th and Treat
ADA	Americans with Disabilities Act
APN	Assessor's Parcel Number
Arterial	A major motor vehicle through route
BAAQMD	Bay Area Air Quality Management District
BART	Bay Area Rapid Transit – San Francisco Bay Area Transit service
BID	Business Improvement District; collects fees from local businesses for street enhancements, improvements, and maintenance
Bike route	A street or pathway designated by a city or county for use by bicycles.
Bikestation	A valet parking facility for bicycles, often located at transit terminals, often provides other services such as bike rental, repair, information, and refreshments
Bikeway	A bike path, lane, or route designed for use by bicycles
Bollard	A barrier post, usually 30 to 42 inches in height, used to inhibit vehicular traffic
Bollard (automatically retractable)	An electronic bollard that recedes into the ground, either on a fixed schedule or by remote control, frequently used in European central cities
Bulb-out	Another term for curb extension; a section of sidewalk at an intersection or mid block crossing that reduces crossing width for pedestrians and can help slow traffic
CAD	Computer aided design
Caltrain	Commuter rail between Gilroy and San Francisco along the Peninsula
Caltrans	California Department of Transportation
Catellus	Private corporation responsible for redevelopment of Mission Bay
CCC	California Conservation Corps

CEQA	California Environmental Quality Act
Class I	Exclusive non motorized pathway, usually used by both bicyclists and pedestrians
Class II	On street bike lanes
Class III	Bike route, usually slow speed neighborhood street, no specific design features
CMAQ	Congestion Mitigation Air Quality (federal grant program)
Curb cut	A ramp to allow wheeled vehicles access between street and sidewalk
Designated (signal) phase	A signal phase with no conflicting traffic, i.e. no right or left turns across a given path
DPT	San Francisco Department of Parking and Traffic
DPW	San Francisco Department of Public Works
EB	Eastbound
EIR	Environmental Impact Report
F Line	Historic MUNI streetcar line, runs from the Castro District to Fisherman's Wharf
Greenbelt	Protected natural or restored lands that provide a continuous corridor through or around urbanized areas
Greenway	A linear open space established along a corridor, such as a river, railroad, ridgeline, or other route for conservation, recreation, and transportation
HHP&L	Hetch Hetchy Power and Light, part of SF Public Utilities Commission
ISTEA	Intermodal Surface Transportation Efficiency Act, federal transportation bill authorized in 1991, predecessor to TEA21
LOS	Level of Service; a measurement of the delay to motor vehicles at a given intersection; does not consider safety or convenience for bicyclists, pedestrians or transit riders; measured on scale from A to F
MBCAC	Mission Bay Citizen's Advisory Committee
MCB	Mission Creek Bikeway

MTC	Metropolitan Transportation Commission, responsible for transportation planning and distribution of federal transportation funds to the nine county San Francisco Bay Area
MUNI	San Francisco Municipal Railway (includes bus system as well).
NEMBA	Northeast Mission Business Association
Ohlone	The Native Americans who inhabited the San Francisco Bay Area before European Colonization; also referred to as Costanoan
Pedestrian style (left turn)	A bicycle maneuver intended to avoid merging left for a turn, esp. in heavy traffic; involves riding across an intersection, waiting at the crosswalk, and crossing with pedestrians, on or off one's bicycle
Pocket (left or right turn)	A short lane intended to separate vehicles making turns from those proceeding straight through an intersection
Pocket parks	A small park, often implemented on corners or other under utilized areas
PUC	Public Utilities Commission, responsible for approval of at-grade crossings of railroads among other things
RTC	Rails-to-Trails Conservancy, a national organization based in DC with over 100,000 members with an office in San Francisco; see http://www.railtrails.org
RTP	Recreational Trails Program, a subset of TEA-21
SFBAC	San Francisco Bicycle Advisory Committee
SFBC	San Francisco Bicycle Coalition, with over 3,400 members, works to promote better bicycle facilities in San Francisco and greater numbers of people riding
SLUG	San Francisco League of Urban Gardeners
SOEX	Southern Exposure Gallery at Project Artaud in the Northeast Mission
SOMA	South of Market Area of San Francisco
SP	Southern Pacific Railroad Company, merged with Union Pacific in 1996
SPCA	Society for the Prevention of Cruelty to Animals, located at Alabama and 16 th St.
SPUR	San Francisco Planning and Urban Research Association
TDA article 3	Transportation Development Act funds intended for bicycle/pedestrian projects, originates from state gas taxes and distributed based on population
TEA-21	The Transportation Equity Act for the 21 st Century

TEA	Transportation Enhancement Activities, a funding program within TEA-21; see http://www.enhancements.org/
TLC	Transportation for Livable Communities; a planning and capital program administered by the MTC using TEA funds to enhance the transit/ bike/ ped experience
Traffic calming	Techniques used to slow motor vehicle traffic, can include bulb-outs, chicanes, speed bumps, street parties, banners, statues, or other strategies to capture a driver's interest
UCSF	University of California San Francisco; the medical arm of the UC system; new campus is being developed at Mission Bay
Vacation (street)	The abandonment of a public thoroughfare for sale, trade, or development; must be approved by Board of Supervisors
WB	Westbound
Zebra style (crosswalk)	A crosswalk striping design, also called "ladder style" with parallel stripes, considered the most visible marking to drivers