



PGP Steering, the State and SFMTA
August 19, 2020 3:00-400pm
ZOOM

Steering Committee Representatives: Jean Bogiages, Daniel Sheeter, Sheldon Trimble, Kanwar Kelley, JR Eppler, Peter Beldon

Public Works: Trent Tieger, Public Works

D10 Supervisor: Percy Burch, D10 Legislative Aide

CA Assembly (Chiu's Office): Alex Shorter, District Office Field Representative

SFMTA: Jamie Parks, Livable Streets Director,
Damon Curtis, Traffic Calming Program Manager

The meeting was called to order at 3:05 and introductions were made.

1. Summary of Potrero Gateway Project

Jean quickly paged through the presentation (Appendix) which covered the highlights of the three phases of the Potrero Gateway Project and the current budgetary plans.

2. Help needed from SFMTA

Peter Beldon explained the plan for 17th Street which included sidewalk widening and medians and protected intersections. Jaime Parks noted that SFMTA has been involved and is happy to continue to be a project partner. There was a discussion about the red highlights that are intended to create mixing zones. Jaime said the physical features aren't the problem, but the technical side, making sure the area is geometrically viable for traffic and fire department requirement will take more work.

JR Eppler noted that the Vermont Street freeway exit has been identified as a traffic calming problem for the neighborhood. He pointed out that we are asking for help with design and funding. Jaimie pointed out that the problem is with the community process. The last attempt to remove a land was rejected by the community. Both Kanwar Kelley and JR noted that the problem was the diagonal parking. The current idea is to maintain the parallel parking. The lane removal is being planned in conjunction with sidewalk gardening that is an extension of the Eco-Patch test garden that the neighborhood is currently creating. One idea is making temporary completion of the lane reduction which is started at the Mariposa end. Trent pointed out that the GBD is considering a Street Park project. Jaime said he would work with Trent on a technical analysis to incorporate some of the ideas.

3. Help needed from Caltrans

Daniel Sheeter noted that getting work done with Caltrans depends on their involvement and cooperation. The PGP project needs help with slope stabilization for the Art component. Trent explained that stabilization is the kind of work that Caltrans does, and our hillside is known to need stabilization. Our problem is that they will do it whenever it fits into their schedule. This will not work with our schedule. Jean compared it to the paint project for the undersides of the local freeway bridges which is a 5-year project planned to start in 2021. We need to be first on the list for that project. Daniel brought up the condition and placement of the fences. Currently the area is fenced in by chainlink fences in poor condition that have been there for years. Caltrans needs to work with us to realign the fence locations and fund the fence replacement costs. On the San Bruno side, protective walls are not the kind of work that Public Works does.

In order to help us with stabilization, Caltrans needs to start now. We need Assembly person Chiu's office to understand how important this project is to the community. Alex asked if we could get cost



estimates for each of the bullets on or presentation slide. Jean replied that she and Trent could work on this. Alex also asked to know who Trent has been working with at Caltrans.

4. Next Steps

A. SFMTA

Trent will work with Jamie and the new traffic engineer to identify funding and update the 17th Street conceptual plan so that it contains:

- Bulbouts on the corners
- Bike median
- Bike striping plan
- Bike safety enhancements
- Vermont Street sidewalk-lane removal solution
- Identification of elements that SFMTA can fund so that will not need to be part of the \$1M construction contract Caltrans will review

Trent and the new traffic engineer will review the concepts with the PGP steering committee before the meeting with D10 Supervisor

B. CALTRANS

Jean and Trent will deliver a description of what is needed to Alex which will contain:

- Cost estimates for San Bruno fencing options
- Cost estimates for remaining fence options
- Cost estimate for hill stabilization
- List of the meetings Trent has had with Caltrans personnel and who was involved

Alex will take this description to her team and see how Assemblyperson Chiu's office can help.

C. Supervisor Walton's Office

Jean will set up a meeting with this group to review the results of the work done in A. SFMTA and B. CALTRANS



Potrero Gateway Park

Focus on the Rectangle

8/19/2020

Bloom wherever you're planted.

Potrero Gateway Vision

A neighborhood initiated project that will address:

- Safety – Pedestrian, Bike, Open-Space
- Environment – Community need for neighborhood space to enjoy nature



10-2019 Jeff Miller work overlaid on Google map

Potrero Gateway Vision

Highlights

Phase 1 - Bike & Ped Safety connecting Mission to Potrero Hill

17th Street and the two corners, Vermont and San Bruno.

- Increase the sidewalk size
- Increase bike and pedestrian safety
- Remove parking on the south side of 17th
- Add bulbouts and greening on both corners

Phase 2 – Green Open Space, Traffic Calming and Protection from Freeway

Vermont Street right of way

- SF Native Habitat Serpentine Test Garden – a year long project to determine preparation methods as well as seasonal native plants
- SF Native Habitat Serpentine Demonstration Garden – making use of lessons learned in the test garden, the demonstration garden will have examples of habitat supporting plants and will have programs to help neighbors who want to support native habitat in the neighborhood. It will provide rustic pathways to enjoy the greening and will reclaim a traffic lane
- Partial 3rd lane replaced by greening

San Bruno right of way

- San Bruno Avenue Fencing will be replaced by some version of green fencing which is still under discussion
- Green and accessible Open Space

Phase 3 – Art Under the Bridge – Community Destination

17th Street air space under the freeway

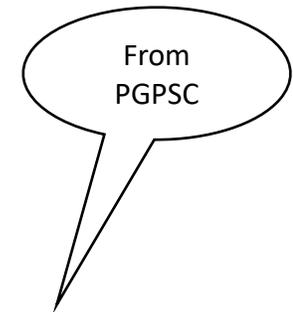
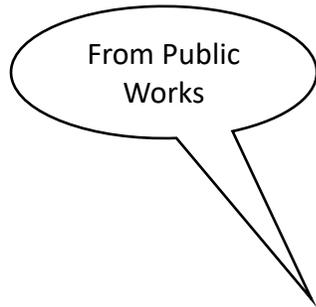
- The Steering Committee is working with the SF Arts Commission to come up with a solution under that bridge which adds lighting and movement and transforms the area into a destination for the community.
- The solution needs to prevent camping at the very top of the hill under the freeway

The Three Phases

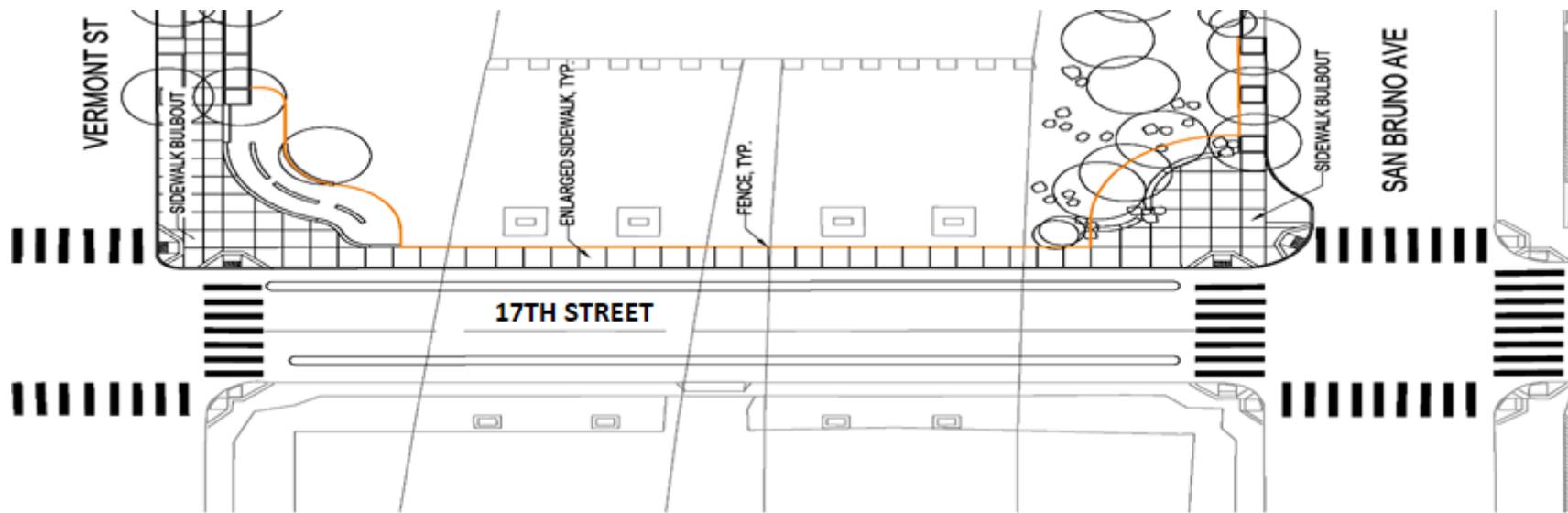
Public Works is focusing on Phase 1 with Caltrans

The following slides are parts of the design discussion that Public Works is having with the Potrero Gateway Steering Committee

Some drawn by Public Works, Some edited by PGPSC



Phase 1



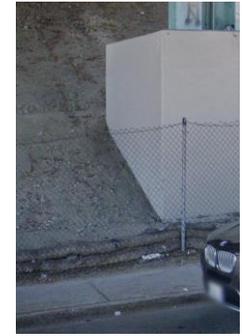
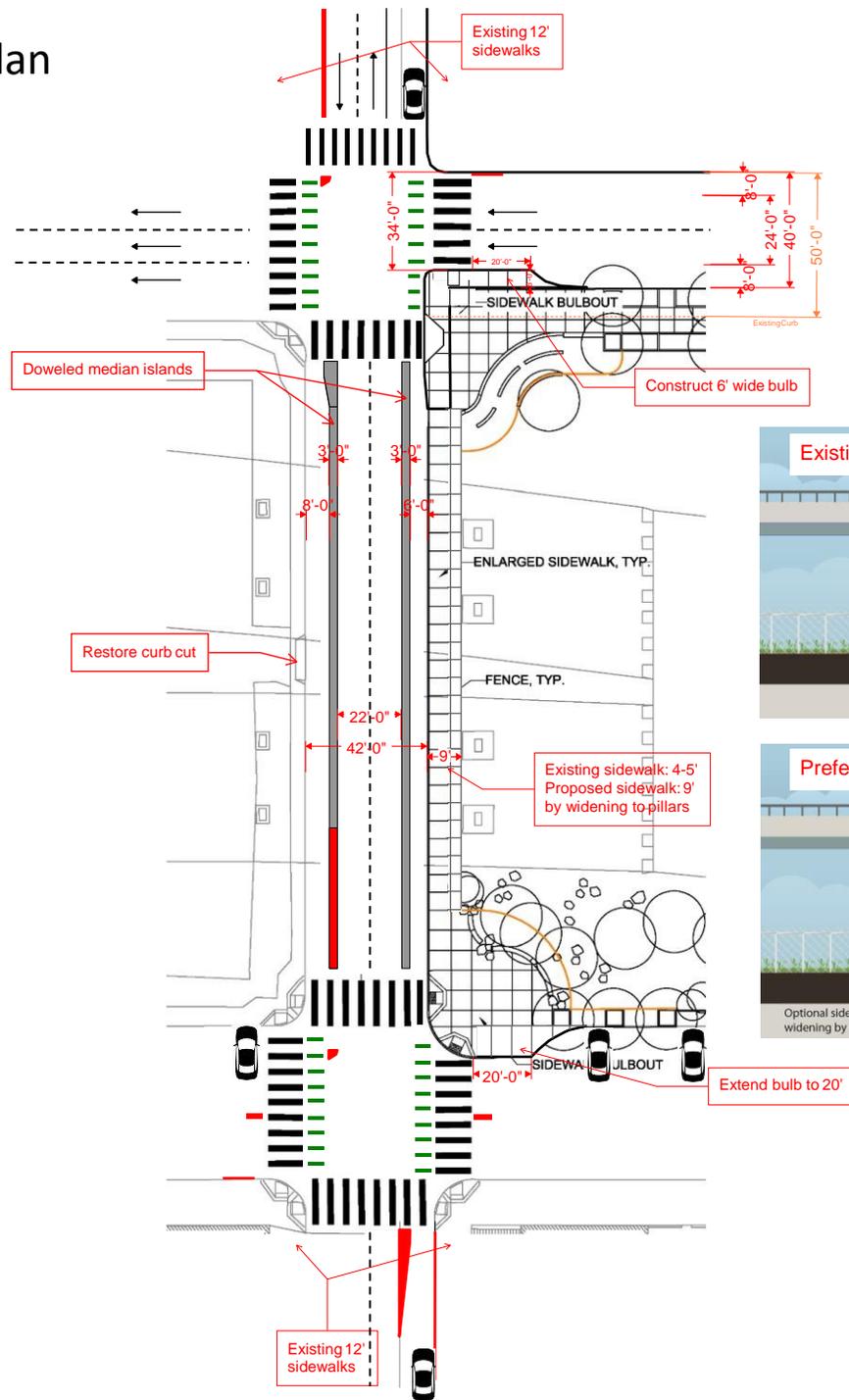
From Public Works

17th and Vermont Street

17th Street Streetscape Plan

8/19/20 v2

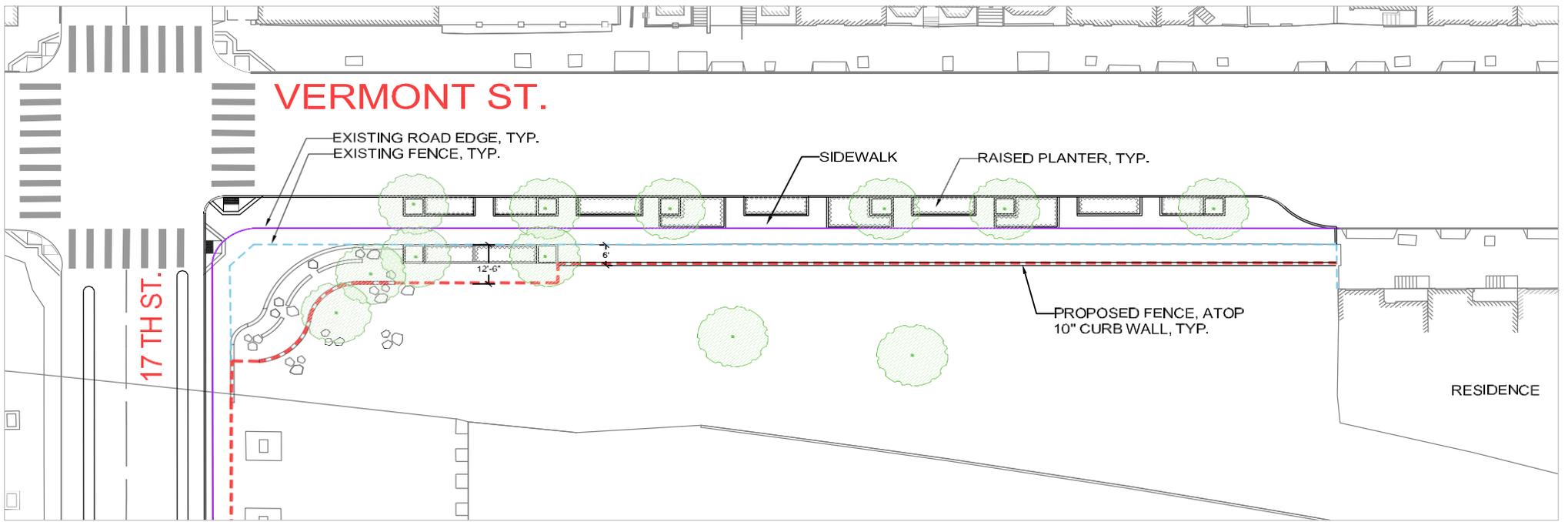
Phase 1



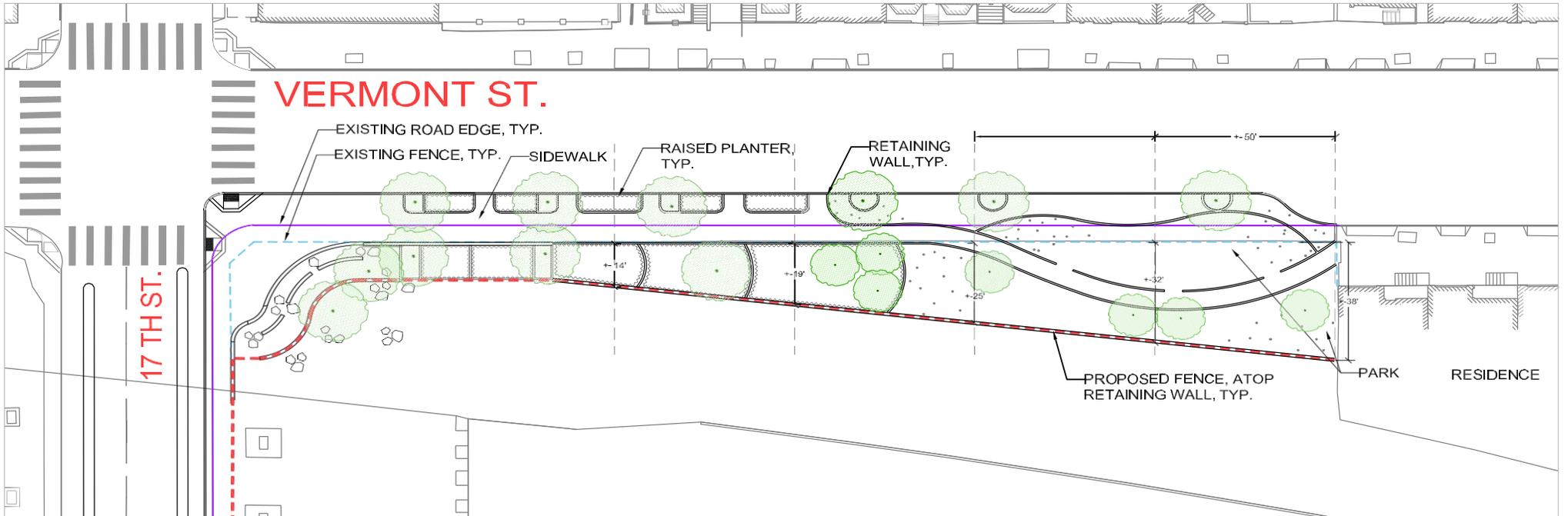
Phase 1

OPTION 1

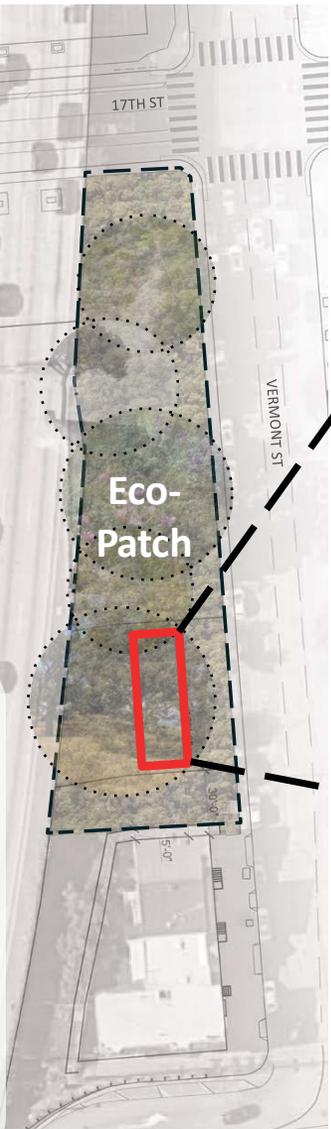
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OPTION 2



Potrero Gateway | Eco-Patch

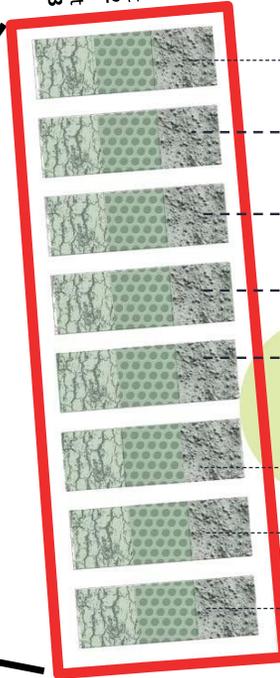


Overall Project Vision

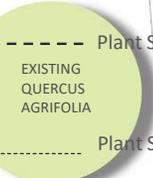
The Potrero Gateway Eco-Patch builds on the work done to establish 17th Street between San Bruno Avenue and Vermont Street as the Gateway to Potrero Hill. The Eco-Patch features **native San Francisco plants** with the intention of providing wildlife habitat and restoring biodiversity in San Francisco. This particular piece is situated above **serpentine bedrock**, which underlay portions of San Francisco. The selection of plants that survive and thrive in serpentine conditions highlights the natural history of the site and creates habitat for wildlife that have coevolved with those plants.

By design, the Eco-Patch encourages imitation, as it seeks to show the **positive impact that a network of patches can have on biodiversity**. Geographic isolation caused by habitat fragmentation is one of the leading causes of biodiversity loss and so a network of patches in close proximity helps remedy this. Currently, the habitat corridors needed to get rare and endangered wildlife that depend on serpentine adapted plants from their current locations to the Potrero Eco-Patch do not exist. However, if enough patches are planted, wildlife such as the Mission Blue Butterfly and the Bay Checkerspot Butterfly can access the Potrero Gateway Eco-Patch and beyond.

Weed Management Zone 1
Weed Management Zone 2
Weed Management Zone 3



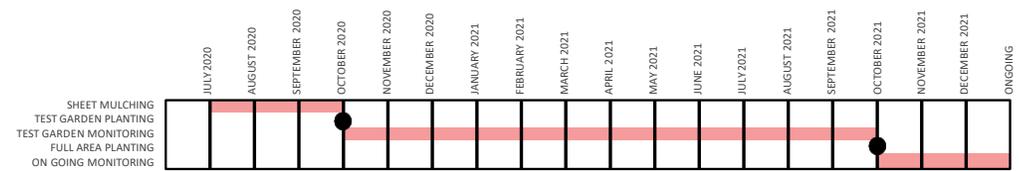
Plant Study Area 1
Plant Study Area 2
Plant Study Area 3
Plant Study Area 4
Plant Study Area 5
Plant Study Area 7
Plant Study Area 7
Plant Study Area 8



Eco-Patch Test Garden



Example of a Plant Study Area Palette



Project Timeline

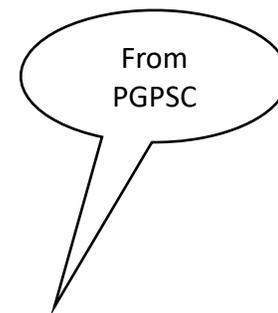
Partial Lane Replacement with Greening

Problem

- The 400 block of Vermont is an extension of the freeway exit from 101
- The current lane arrangement is three lanes going down hill
- The Mariposa Vermont intersection is dangerous
- The three lanes of Vermont need traffic calming
- There intersection of Vermont and 17th is dangerous

Solution

- Replace a lane from the 400 block of Vermont on the west side
- Turn that lane into an extension of the park/garden area
- Increase the sidewalk size.
- Integrate the additional land into the park/garden



Issues with San Bruno Avenue right-of-way

Phase 2



From
PGPSC



Some sort of Fencing or Wall is Needed



Problem:

- Chainlink fence is all that protects homes and parked cars from the 101 freeway
- Cars on freeway produce toxic exhaust and toxic noise
- Badly designed landscape encouraged homeless camping
- Badly designed landscape encourages dumping and fires
- Developable green open space is not accessible

From
PGPSC

Some sort of Fencing or Wall is Needed

Solutions

- A. Desired solution is a green wall separating the street from the freeway
- B. Second choice is a freeway sound wall covered with vines
- C. Third choice is steel fencing backed by trees
- D. Fourth choice is steel fencing covered with vines

Additionally Caltrans can put the concrete guards at the freeway level to prevent uphill traffic

Projected Costs

- A. Green wall costs – Based on an Ohio study by Ohio Dept of Transportation, twice the cost of a standard sound wall. We have no design that Caltrans will accept
- B. Caltrans Sound wall costs - \$2,000/LF or about \$750,000 for materials for about 375 LF plus \$250,000 for design
- C. Caltrans Steel Fencing – \$??
- D. Trees or Vines – 20 Oak Trees @ \$300/tree =\$6,000



Caltrans Fence

17th Street – Art Under the Bridge

Phase 3



Working with the SF Art Commission, the project will follow the public art process starting with an RFQ, then an RFP and involving public comment during the process.

The design will focus on beauty, safety and maintenance/

Art Under the Bridge (\$500,000)

- SFAC assists with RFQ/RFP process



Ideas for day and night from PGPS member Michael Kerbow

The Finances

Funding for Potrero Gateway Park

INCOME

FY	Source	Public Works Budget	Allocated for
16/17	IPIC (Awarded by ENCAC)	\$300,000	Streetscape
16/17	Addback (from Public Works)	\$50,000	Land Survey
17/18	IPIC (Awarded by ENCAC)	\$1,450,000	Open Space
17/18	Addback (from D10 Supervisor)	30,000	Geotech
17/18	AHSC Grant	\$700,000	Construction
17/18	Prop AA Grant	\$300,000	Construction
15/16	CNG (MOHCD)	\$199,470	Design
18/19	CNG (MOHCD)	\$80,000	Design
17/18	Donations to GBD	\$6,000	Eco-Patch
19/20	Donation from Spear Street Capital	\$7,500	Limit of Work Drawing
	Total	\$3,122,970	

Public Works Estimates for Phase 1

PW POTRERO GATEWAY PARK	ROM Estimate for Phase 1		5/29/2020
PLANNING		\$ 190,000.00	
DESIGN		\$ 480,000.00	
CONSTRUCTION SCOPE	CONSTRUCTION COSTS	CONSTRUCTION SOFT COSTS	SUBTOTAL
HARDSCAPE			
17th South Sidewalk Widening	\$ 165,000.00	\$ 66,000.00	\$ 231,000.00
17th & San Bruno Bulb-out	\$ 85,000.00	\$ 34,000.00	\$ 119,000.00
17th & Vermont Corner	\$ 70,000.00	\$ 28,000.00	\$ 98,000.00
Vermont Sidewalk Widening	\$ 280,000.00	\$ 112,000.00	\$ 392,000.00
HARDSCAPE TOTAL	\$ 600,000.00	\$ 240,000.00	\$ 840,000.00
LANDSCAPE			
17th & San Bruno Corner	\$ 175,000.00	\$ 70,000.00	\$ 245,000.00
17th & Vermont Corner	\$ 175,000.00	\$ 70,000.00	\$ 245,000.00
Vermont Sidewalk (Option 1)	\$ 50,000.00	\$ 20,000.00	\$ 70,000.00
LANDSCAPE TOTAL	\$ 400,000.00	\$ 160,000.00	\$ 560,000.00
CONSTRUCTION TOTAL	\$ 1,000,000.00	\$ 400,000.00	\$ 1,400,000.00
PHASE 1 GRAND TOTAL		\$ 2,070,000.00	

Public Works Estimates for Under the Bridge

Hillside Mitigation needed in 17th Street

Textures Concrete Paving	
\$22/SF at 8,000SF	\$176,000
Lighting & Electrical Infrastructure	
PG&E Service	\$20,000
PG&E Meter Pedestal	\$10,000
Uplights(Total of 8)	\$16,000
Pull boxes	\$ 9,000
Conduit and wiring	\$50,000
30% Contingencies	\$31,500
Total	\$312,500

Conservative Net for Vermont and San Bruno Phase 2

Income	
\$	3,122,979
Expense	
\$	2,070,000
\$	312,500
\$	500,000
Net	
\$	240,479.00

We need Caltrans and SFMTA to chip in so that we can cover all three phases of the project.

Help Needed from SFMTA

Help Needed from SFMTA – become a project partner

17th Street—Bulbouts, sidewalk widening, medians for protected bike lanes.

- Contribute additional funding to the plan to restripe the street with the new lane configuration once the sidewalk and median construction is complete.
- Work with Public Works to engineer protected intersections at San Bruno Ave and Vermont St to eliminate the bike and turning vehicle mixing zones.
- Continue the bike lane protection all the way to the intersection

Vermont Street—Sidewalk widening, traffic calming

- Contribute funding previously identified traffic calming of Vermont Street.

Help Needed from Caltrans

Help Needed from Caltrans – become a project partner

Hill Stabilization

- Based on the Public Works Geotech report, stabilize the slope under the freeway bridge. Caltrans should contribute funds and deliver this element of the overall Gateway project.

Freeway Access and Bridge Protection

- Develop design criteria and alignments for new fencing that is needed to prevent access to the freeway under the bridge and at the top of the hills on both sides.
- Caltrans should contribute funds and deliver this element of the overall Gateway project.

San Bruno Avenue Shielding

- Work with Public Works to develop design criteria and contribute to the funding for appropriate to protect the neighborhood.