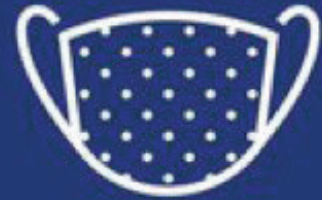


in the works
July 2020





I got you covered

I protect you. You protect me.

Covering your face is now required to prevent the spread of COVID-19.



City & County of San Francisco
Department of Public Health
sf.gov/coronavirus

1918

Red Cross workers hand out flu masks in San Francisco during the Spanish flu pandemic.





WE MARCH IN UNITY FOR FREEDOM IN
BIRMINGHAM & EQUALITY *in* SAN FRANCISCO

KENNEDY:
Less Profile
and
MOORE Courage!

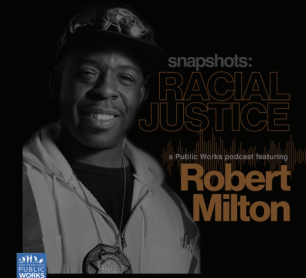
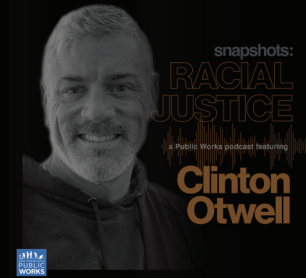
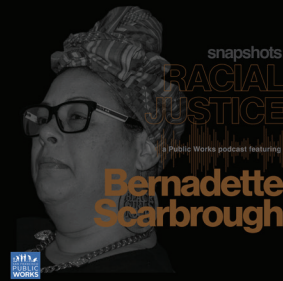
Human Rights
Human Dignity

THE DEEP
SOUTH SAYS:
NEVER
BY CONNOR

snapshots: RACIAL JUSTICE

a Public Works podcast

In *Snapshots: Racial Justice* we shine a spotlight on the Black Lives Matter movement for racial equity. Listen to these Snapshots of our colleagues' lives as they share their experiences with bias and social injustice - and their hopes moving forward. Everybody has a story and everybody deserves to be heard. For upcoming episodes, you can subscribe on [Spotify](#) and [Soundcloud](#).

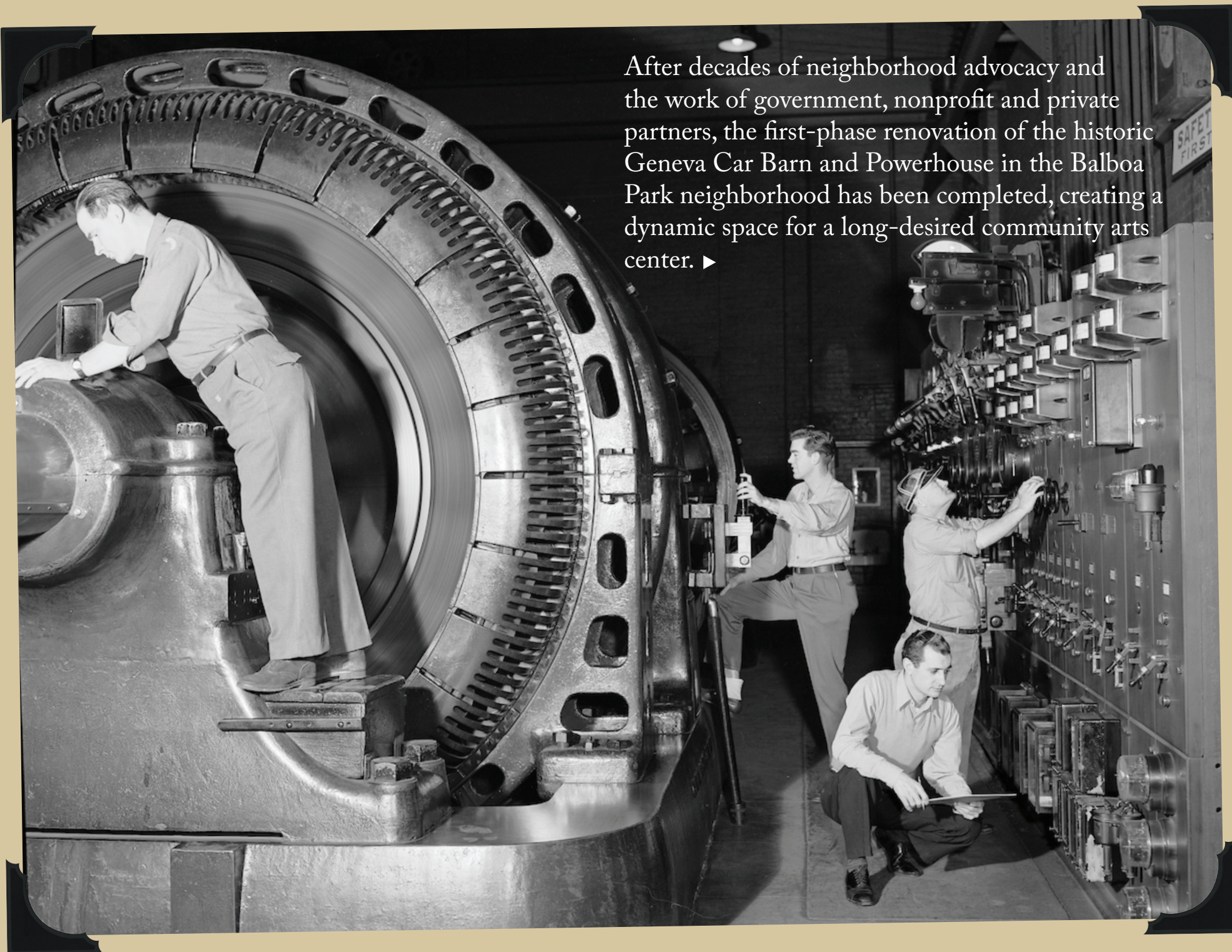


The image shows the interior of a large, converted barn. The space is characterized by its high ceiling with exposed black metal trusses and beams. The walls are a mix of weathered brick and dark wood paneling. Two large, arched windows are positioned on the upper level, and two sets of large, multi-paned windows are on the ground floor. A mezzanine level with a black metal railing is visible on the right side. The floor is a smooth, light-colored concrete with two large, dark glass panels in the foreground. The overall atmosphere is industrial and modern.

Raising the Barn:

From Historic Landmark to Creative Arts Hub

Photos: San Francisco Recreation and Park Department



After decades of neighborhood advocacy and the work of government, nonprofit and private partners, the first-phase renovation of the historic Geneva Car Barn and Powerhouse in the Balboa Park neighborhood has been completed, creating a dynamic space for a long-desired community arts center. ▶





advocated for the facility to be recognized as a historic landmark for listing on the National Register of Historic Places. This jump-started a fund-raising drive to support renovating the former 3,100-square-foot Powerhouse and turning it into a soaring space to host arts performances and exhibitions, community events and arts classes.

The \$14 million improvement project included seismic upgrades, modern utility systems, hazardous materials remediation, a new roof, restored windows, accessibility upgrades to meet today's Americans with Disabilities Act standards, a more welcoming entrance, a new floor with radiant heating, the restoration of historic features and streetscape enhancements outside. The renovation was designed to achieve LEED Gold Standard. Funding came from a variety of sources, including City and State funds, tax credits and grants. The Public Works construction management group worked in partnership with Rec and Park to deliver the project. Dave Wang led our

team, which included resident engineer Robert Tigbao and inspectors Ed Ryan and Eugene Hom. Our thanks to them for helping make this community dream a reality!

Phase 2 of the renovation, which has yet to be funded, will focus on renovation of the adjacent 13,000 square-foot Car Barn and provide more space for arts-related features.

Located across from the Balboa BART/Muni Metro station, the Car Barn is the last physical reminder of the City's first electric railway system. First owned by private railway companies and then by the San Francisco Municipal Transportation Agency (SFMTA), it was occupied until 1989, when it was heavily damaged in the Loma Prieta Earthquake. Since then, community groups have championed for

its preservation and its rebirth as a neighborhood arts beacon.

In 2004, the Car Barn was transferred from the SFMTA to the Recreation and Park Department with the goal of creating a recreational space for youth and families, especially for arts-related youth development. And in 2010, the community successfully

120 years

of service

Archival photos provided by: OpenHistorySF.org

1906

View from Twin Peaks toward Market Street after the Great Earthquake and Fire.



Jan. 8, 1900 was the day the City of San Francisco officially marked the beginning of the San Francisco Board of Public Works through legislation that would usher in an era of cleaner streets and safer infrastructure for the residents of the City.

Today, we're known as San Francisco Public Works and we continue to provide many of the same programs and services that we did 120 years ago – while facing many of the same challenges.

As San Francisco's history has moved forward through prosperous and challenging times – natural disasters, wars, social and technological revolutions, pandemics – Public Works always has been stalwart in keeping the City clean, beautiful and safe.

Countless men and women have served the City through our organization. Technology has revolutionized our work. Our values have evolved. We've become a much more diverse organization. However, we know there always will be room for improvement as we continue to face old and new challenges.

We've devoted this issue of In the Works to share with you our history through many rare images from early in the 20th century, which trace the development of Public Works and the City of San Francisco itself. Who knows what another 120 years will bring?



1915

San Francisco General Hospital
emergency room entrance, with
an ambulance parked outside.



1915

San Francisco General Hospital
administration building.



Priscilla Chan and Mark Zuckerberg San Francisco General Hospital and Trauma Center

Public Works managed construction of one of the largest capital projects in our department's history: a 484,000 square foot, seven-story hospital with 284 beds, birthing suites with soaking tubs, a specialized geriatric unit, a dedicated pediatric waiting room, a rooftop garden and new equipment and technology in order to meet the needs of a 21st-century hospital and regional trauma center. Hospital construction was financed by an \$887.4 million bond, overwhelmingly passed by San Francisco voters in 2008.

Architects and medical staff collaboratively designed the new acute care and trauma center, creating a facility that enhances patient experience, promotes wellness and healing and speeds life-saving care.



1915

The Palace of Fine Arts, designed by Bernard Maybeck and built for the Panama-Pacific International Exposition that San Francisco hosted in 1915, wowed crowds as an architectural showcase.



1915

The Pioneer Mother statue, now in Golden Gate Park, stood outside the Palace of Fine Arts during the Panama-Pacific International Exposition.



Constructed as part of the Panama-Pacific International Exposition in 1915, the **Palace of Fine Arts** – made primarily of plaster and burlap fiber – originally was intended to be temporary and torn down after the fair closed. But the domed structure was so beloved by locals and visitors that it remained in place for decades, despite its drastic deterioration. A lack of funding stymied the City's planned restoration efforts until businessman and philanthropist Walter Johnson kicked in \$2 million in 1959 to help save the Palace. His generosity galvanized other donors, passage of a City bond and a state grant to pay for the needed reconstruction that saved the landmark from ruin.



1933

The structural steel frame of the Third Street Bridge nears completion.



No date

An unidentified man observes the gears used to move the Third Street drawbridge up and down.



Third Street Bridge

It's not every day that we get to see a drawbridge at work, but here in San Francisco, the historic Lefty O'Doul Third Street Bridge has been performing the engineering feat for generations. And San Francisco Public Works is [making sure](#) the workhorse span has an enduring future.



1915

View of the intersection of Market and Grant streets in downtown San Francisco.



Better Market Street

Since the road was first constructed in the 19th century, Market Street has been the backbone of San Francisco's commerce and transportation. The [Better Market Street](#) project will deliver transformative transportation, streetscape and safety improvements along 2.2 miles of the corridor between Octavia Boulevard and Steuart Street. The project offers a special opportunity to envision a new Market Street that is more beautiful and green. Better Market Street offers enlivened public plazas and sidewalks with public art and performances, dedicated bicycle facilities; and efficient and reliable transit. Construction begins this year.



1906

A Trip Down Market Street, is a historical film that gives us a first-person perspective of travelling down the iconic boulevard.

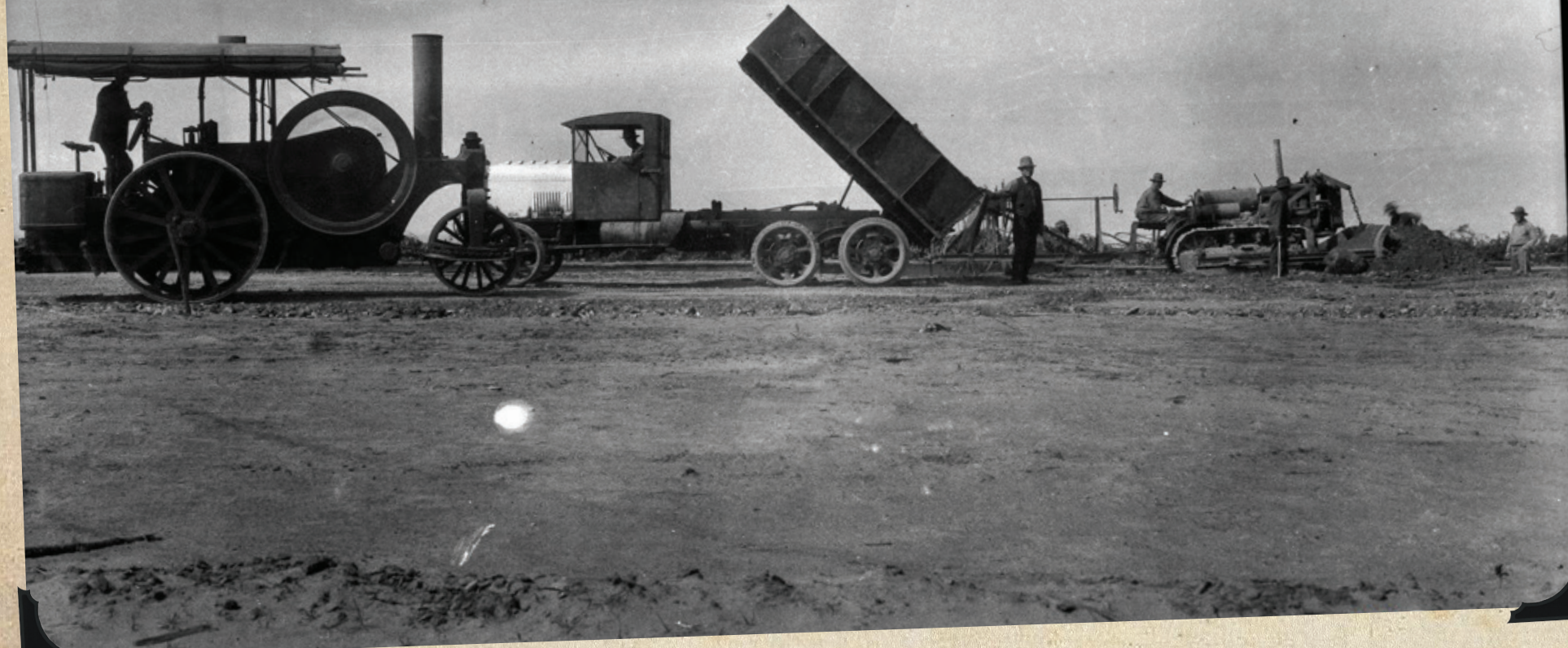


1937

Surveyors measure a sidewalk on Market Street near Montgomery Street.

Our **Bureau of Street-Use and Mapping** ensures that City sidewalks and streets are safe and accessible by permitting and inspecting the use of the public right of way, including the installation and inspection of sidewalks. [Today's surveying tools](#) use cutting-edge technology to get the job done.





1928

Workers move sand at Ocean Beach with a steamroller, dump truck and tractor.



Sand Removal at the Great Highway

Every year, we redistribute approximately 16,000 cubic yards of sand, moving it from the side of the roadway toward the ocean to reduce the likelihood of sand buildup on the Great Highway during windy weather.

[Public Works has a small window to perform the annual work](#); it must be timed to make sure crews do not disturb the Snowy Western Plover, a small shorebird that is protected under the U.S. Endangered Species Act. The plovers can be found at Ocean Beach about 10 months out of the year but take off in the spring or early summer to nest in other coastal areas and inland salt flats.



1924

A San Francisco Board of Public Works street cleaning truck.



Street Cleaning

Street cleaning is one of the oldest and most essential services that a municipality can provide to keep our commons welcoming to all. The methods always have been the same: A worker removes garbage and places it in a vehicle to be transported to the dump.

Today, our crews remove an average of 900,000 pounds of trash from the public right of way every week.



1915

Horse-drawn street sweepers work their way down 11th Street, near Bryant Street.



Mechanical Street Sweeping

Today's mechanical street sweepers have come a long way from the horse-drawn carriages of a century ago, but the concept is still the same. Today, we clean about 90 percent of San Francisco streets with mechanical sweepers, covering 150,000 curb miles and removing approximately 25,000 tons of litter and debris every year. Mechanical sweepers remove litter from residential neighborhoods and commercial corridors and also prevent grime and pollutants from entering the City's sewer system, reducing the amount of contaminants that enter the San Francisco Bay and Pacific Ocean.



1910

Workers pave Mission Street at 18th Street.



Paving

San Francisco Public Works maintains more than 900 miles of streets, comprising more than 12,900 street segments or blocks. Streets provide mobility for motorists, cyclists and pedestrians. Neither public transportation nor the movement of goods and services would be possible without a system of well-maintained streets.



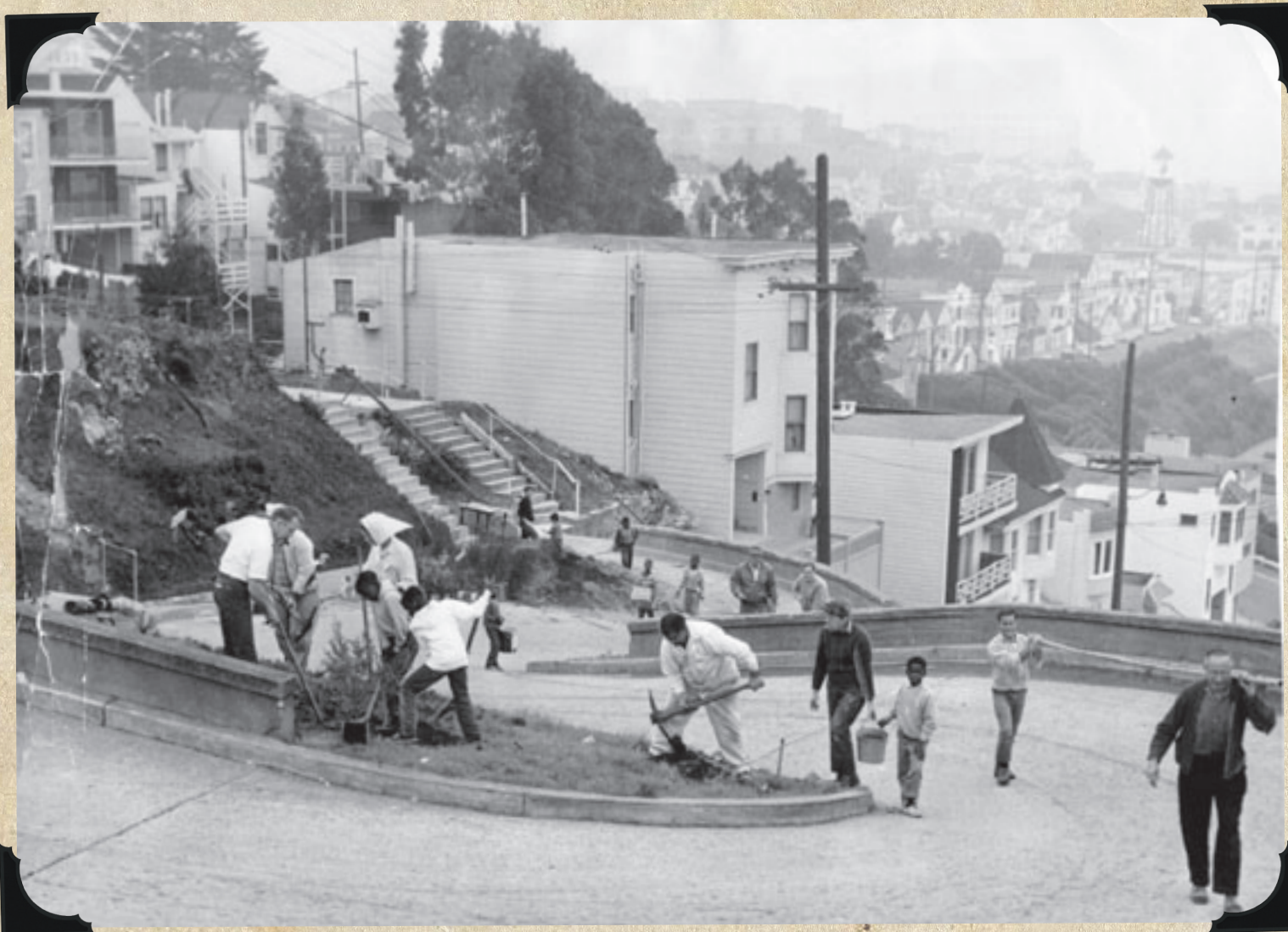
1952

Newscopy from an unknown print source: "CITY WOODSMEN – Traffic over Portola Drive was shut off today because of this big tree, blown down in the 1500 block. Public Works Department crews are chopping it up preparatory to clearing the road for traffic."



Urban Forestry

Our urban forestry bureau is responsible for the care and maintenance of the City's 124,000-plus street trees and surrounding sidewalks. Our crews maintain street trees on a block-by-block basis, ensuring that all street trees are inspected and pruned on a regular schedule. In addition, we respond to emergencies, such as trees that have fallen due to disease and storms.



1962

Newscopy from an unknown print source: "'Twisty Hill' is that curving part of Vermont St. which serpentine up from 22nd to 20th St. next to the James Lick Freeway and east of S. F. General Hospital. The Potrero Hill neighbors went to work today to beautify the earth areas alongside the road. They hope to emulate the now world-famous Lombard St. 'twister,' over on Russian Hill, whose residents long ago planted big masses of flowers alongside the pavement. Photo at right shows just a few of the Vermont St. folks who labored for the third straight Saturday to create a parkway of flowers.'".



Volunteer Programs

Before social distancing, our volunteer programs helped to keep San Francisco beautiful through landscaping and gardening projects, graffiti removal and litter cleanup in our neighborhoods.

By partnering with San Francisco's residents, businesses and nonprofit organizations, we're able to keep the City clean and green while instilling a sense of community stewardship.



1906

After the Great Earthquake and Fire of 1906, temporary toilets were set up, including this one on the corner of Golden Gate Avenue and Octavia Street.

Pit Stops

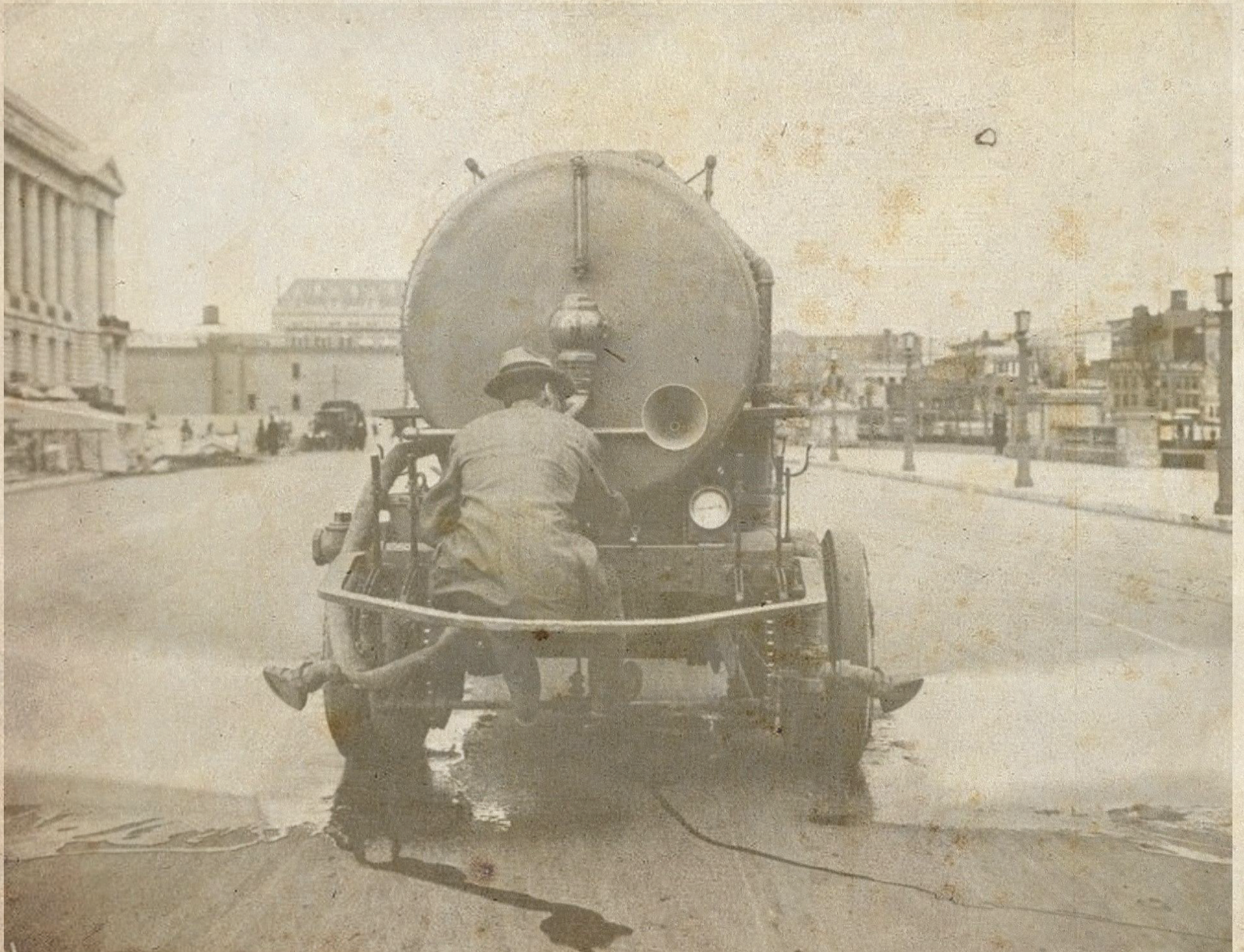
San Francisco Public Works launched the innovative Pit Stop program in 2014 to expand access to clean and safe public toilets. Starting with three locations in the Tenderloin, the Pit Stop initiative had grown to 24 locations in 13 neighborhoods by the start of this year. When the COVID crisis hit, Public Works responded with the addition of 33 temporary Pit Stops. Today, almost all the facilities are open around the clock.

The Pit Stops are staffed by our nonprofit partners to ensure they are used for their intended purpose.

The toilets, which also have hand-washing stations, serve anyone who needs a bathroom, among them unhoused residents, tourists, Uber and Lyft drivers and families with young kids. The shutdown of businesses during the pandemic have made it even more difficult for people to find a restroom, elevating the need for the Pit Stops.

Collectively, they have accounted for more than 1.5 million flushes since the program began. Several other cities have followed the San Francisco model, including Los Angeles, Denver, Sacramento and Miami.





1916 - A street flusher makes its way down Polk Street in front of City Hall.