

## Full List of Public Comments

CATEGORY	COMMENT
Building design	Incorporate rowhouse design
Community process	Facilitate community-led improvements as part of street design process. By creating street standards, don't rule out or make more difficult unique community solutions suited to a particular project
Crosswalks	p. 104: parked cars at corners force cars to slow turning the corner
Crosswalks	Add mid-block crosswalks where pedestrian desire lines exist
Crosswalks	Restrict parking at corners 8-10'
Crosswalks	Badly maintained crosswalks are worse than no crosswalk
Crosswalks	Consider other safety elements such as: red light cameras, extra crossing time, wider sidewalks, property front setbacks, countdowns, smaller corner radii, narrower streets, bus bulbs, safe boarding zones for LRVs, gateways at freeway ramps, timed signal progression for slower speeds, elimination of double turn lanes, LPI, lower speeds in Golden Gate Park, and automated enforcement of speed limits
Curb radii	At-grade paving treatment for large truck turns may be dangerous for pedestrians, and is just a visual treatment
Curb radii	Use 5' radii on all streets except allow larger on industrial streets, throughway streets designated as freight routes in the GP, and Muni turning intersections
Curb radii	Assess using smaller street sweeping machines that can clean tighter corners
Curb radii	Assess using smaller fire trucks so can have tighter turn radii and minimum lane widths
Driveways	Minimize driveway cuts
Driveways	Place stop signs and yield-to-ped signs for cars exiting parking lots and driveways
Education	Provide education on public responsibilities for maintaining streets
Enforcement	Need greater emphasis on enforcement; particularly in regards to use of pedestrian areas. Detail agencies responsible for enforcement and relevant codes
Enforcement	Recognize that social problems such as homelessness are present and work towards reducing the impact of such ills by 1) enforcing proper street behavior such as cleanliness standards and outlawing panhandling and sleeping on sidewalks, 2) provide appropriate shelter, restrooms, and services for people who have behavioral difficulties.
Enforcement	Need to accompany plan with way to enforce compliance by departments, homeowners and developers
General	Document should be 8.5"x11"; images repeat, and are overly large; images should have captions; chapter tabs should be different colors and location
General	Images should show active streets with pedestrians and bicyclists
General	Add context discussion of streets as public space
General	Add references to bicycling and Bicycle Plan
General	Provide captions for photos in document
General	Consider expanding executive summary into stand-alone document
Goals and policies	Likes focus on streetscape features, pedestrian safety and universal design
Goals and policies	Policy 2.4 should consider liability issue; homeowner improvements should not result in increase sidewalk encroachment fee
Goals and policies	Make on-street loading accessible and well-defined to minimize double parking
Goals and policies	Accessibility should not preclude other goals
Goals and policies	2.1. define flexible parking zones
Goals and policies	3. Add a policy "Promote pedestrian-only streets when not needed for deliveries"
Goals and policies	7. Consider Muni mid-intersection transfers
Goals and policies	Pedestrian safety should be first priority
Goals and policies	Increase priority for health and safety of walking
Goals and policies	Add enjoyment of nature as an objective under 'Supports Diverse Public Life'

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Goals and policies	2.3. add 'or provide public open space'
Goals and policies	2.4. add 'allow property owners to convert this space to usable open space; consider enforceable guidelines
Goals and policies	5. Should mention promotion of higher-density , mixed-use livable communities
Goals and policies	5.1. streets as open space is good concept but should not substitute for real parkland
Goals and policies	5. Reducing car traffic is most important for improving ambient air quality
Goals and policies	Parking lane is not a good buffer or good excuse for parking; consider other buffers such as landscaping, etc.
Goals and policies	10.3. minimizing clutter is good but 'order' shouldn't be the goal
Goals and policies	Likes emphasis on street trees and plantings, pedestrian safety and traffic calming
Goals and policies	Develop program to make streets healthier by managing noise, paving quality, plantings, and other buffers
Implementation	Hold an ideas competition to generate innovative street design ideas
Implementation	Focus on improvement of existing infrastructure before building new or redeveloping
Implementation	Plan needs to focus on delivering street improvements; bringing together single-focus departments towards overarching vision for street design; have city dept in charge of delivering complete great streets and receiving accountability from other depts. toward that goal
Implementation	Test innovative solutions by doing a pilot project
Implementation	Given limited funding, BSP should set priority criteria for areas and actions
Implementation	Clarify and streamline city efforts to assist private efforts; revisit issues relating to liability/property owner responsibility for maintenance and liability
Implementation	Need more robust implementation section, including financing plan
Implementation	Should identify and locate potential pilot projects
Implementation	Re: maintenance, consider volunteer maintenance agreements with adjacent homeowners; brings up a 'hold-out' problem, where individual property owner can hold project hostage
Implementation	Increase focus on implementation
Implementation	Encourage investment by neighborhood groups/property owners; provide list of grants and resources
Implementation	Develop multi-agency implementation manual and process analysis to improve coordination
Implementation	Include decision matrix or flow chart for setting streetscape goals, potential design options, etc.
Implementation	Add roadway design guidelines
Implementation	Conduct pilot projects
Implementation	More concrete strategies for implementation: prioritizing projects, integrating into planning efforts such as Eastern Neighborhoods, evaluation criteria
Implementation	Add success criteria and performance measures
Implementation	Given limited funding, BSP should set priority criteria for areas and actions
Implementation	Develop thresholds for healthy streets; monitor street environmental quality; publish findings annually
Implementation	Do full update of Public Works Code
Implementation	Update Planning Code to remove residential and commercial parking requirements, protect important ped, bike and transit streets from driveways and curb-cuts, require screening of parking, require active pedestrian frontages, and require high ground-floors in commercial and mixed-use zones
Implementation	Require neighborhood plans to address transportation, streetscape, and public space needs in a comprehensive way

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Implementation	Define a set of neighborhood boundaries that can be used as units for planning, data, and outreach efforts
Implementation	Create streetscape and transportation plans for all neighborhoods in the city on a rolling basis; create inter-agency working group to implement plans; report annually on status of plans
Implementation	Conduct performance audit of City's street delivery system; recommend changes to specific practices, plans, codes, charter, and organization
Implementation	Provide timeline, project list and funding requirements for implementation
Lighting	Emphasize negative impacts of glare, light trespass, and benefits of dark skies on bird and insect migration.
Lighting	Focus on shielded, downward-facing street lighting, shorter, less-bright fixtures (no more than minimum light standard), and motion-sensor lighting,
Lighting	Adopt LEED and IDSA lighting standards
Lighting	Restrict use of upward-facing billboard lighting
Lighting	Consider PV-powered street lamps which adjust light output to brightness in night sky
Lighting	Eliminate unnecessary lighting of the atmosphere to improve conditions for migrating birds
Lighting	Discuss maintenance arrangements, relation to specific lighting standards; inventory of existing City standards
Lighting	Consider shorter pedestrian lighting, e.g. 6' in ht.
Lighting	Provide downward-facing lighting so as not to confuse birds
Lighting	Do not light areas that don't need it to reduce spill light
Lighting	Prohibit event lighting during bird migration periods
Lighting	Protect dark skies; consult avian biologists in lighting design
Lighting	Far more important to light sidewalks than roadways; cars have own lights
Lighting	Begin conversion to LED lights immediately
Lighting	Energy efficiency, light direction, dark skies are more important than 'unified palette'
Lighting	Develop comprehensive street and pedestrian lighting standards; require distinguished design, energy efficiency, minimization of glare and light trespass, lighting below tree canopy
Lighting/implementation	Move Bureau of Street Lighting into DPW
Lighting/implementation	Develop capital funding strategy to bring city's street lighting to new standard
Medians and islands	Add section on minimum safety standards for medians, including width, signage, extension into the intersection
Parking lanes	Show additional ways of creating chicanes by using the parking lane
Parking lanes	Encourage property owners to remove garages and curb-cuts; perhaps incentivize by allowing dedicated on-street parking space
Parking lanes	Perpendicular or angled parking is more dangerous to cyclists than parallel parking
Paving	Memorable paving is also key ingredient to achieving great streets
Paving	Enhance discussion of recycled or re-used paving; include specific materials
Paving	Discuss necessity to commit to long-term maintenance and replacement when non-standard materials are used
Paving	Safety is more important than texture: e.g. no cobbles in bike lanes
Paving	Driveways should not have special paving; sidewalk paving should be continuous
Paving	Environmentally friendly non-toxic materials should be required if they exist, not encouraged

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Pedestrian signals	p. 106-7: show image of accessible ped signal without push button; push buttons should not be required as a matter of course
Pedestrian signals	p. 106 eliminate language about pedestrian detection technology; pedestrians should be able to cross at each cycle, not only if detected
Pedestrian signals	p. 106: ped scrambles should allow peds to cross when traffic going in same direction has a green
Pedestrian signals	p. 106: Transit delay is not a good reason to make pedestrians travel a circuitous route; transit should have signal priority equipment
Pedestrian signals	p. 106: Call for existing ped-actuated signals to be removed
Pedestrian signals	Add discussion of traffic control devices such as priority signals for transit, added time controls for slow pedestrians and instant crossing signals for off-peak times downtown on blocks that do not have transit service
Roadway design	Eliminate roads or focus streetscape efforts on transit and bicycle corridors to encourage those uses over car use
Roadway design	Look comprehensively at trade-offs between various modes in the roadway; ability to make strategic decisions about roles of certain streets
Roadway design	Include recognition of bike paths and multi-use paths on certain street types
Roadway design	Don't water down to auto-dominated status quo
Roadway design	Include focus on widening sidewalks, removing auto lanes, and converting streets from one-way to two-way
Roadway design	p. 8: Show Folsom Street photo as converted to two-way street
Roadway design	Make more references to bike lanes and bike parking
Roadway design	Transit improvements will improve conditions for bikes and peds by decreasing congestion
Roadway design	Consider jitneys, taxi subsidy, or other strategies to encourage people to leave their cars at home
Roadway design	List vehicle lanes as a street element to catalogue existing and preferred
Roadway design	Convert one-way streets to two-way
Roadway design	Emphasize pedestrian infrastructure; car is not necessary in SF
Roadway design	Improve focus on streets that are, and should remain, vehicle-centric; if adding density in city, do not also decrease road capacity.
Roadway design	Provide vehicle-centric model that is more pedestrian-friendly
Roadway design	Set upper limits for traffic speed and volume based on street types
Roadway design	Reduce minimum roadway width to those of European and N. American best practice cities; excess width for large vehicles makes crossing distances longer, speeds faster, etc.
Roadway design	Set new standards for noise and vibration from city vehicles (emergency vehicles, buses, service vehicles, etc.)
Shared streets	Expand on criteria for shared streets and pedestrian-only streets; also consider 'restricted streets', and grade-separated bike lanes
Shared streets	Shared space concept is inconsistent with current provisions for accessible design which require barriers or warning devices. There may be multiple ways to achieve the ideal
Shared streets	Emphasize shared streets as its own street type
Shared streets	Encourage mixed traffic of bicycles, pedestrians and skateboarders where possible. On some streets, grade separate peds, bikes, and cars
Shared streets	Design alleys and other non-alley sites such as Union Square as shared streets
Shared streets	Make shared street a street type; between alley and paseo. Define based on low maximum speed limit
Shared streets	Shared streets are wonderful
Sidewalk width	Sidewalk width should be 'optimized' [as opposed to maximized - policy 2.3] per land use and function of the street

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Sidewalk width	p. 9: When adding planted areas, take space from roadway, rather than sidewalk
Sidewalk width	4' is too narrow a minimum sidewalk width. Should be 6' with 9' preferred
Sidewalk width	pp. 162, 165, 167, 170, 175: illustration shows too much sidewalk space taken away from pedestrians and given to planting
Sidewalk width	8' unobstructed sidewalk width is necessary for good pedestrian quality
Sidewalk width	Sidewalks over 12' wide should be active; may have overly wide sidewalks that become deserted and attract crime and homelessness
Sidewalk width	p. 93: 6' should be minimum sidewalk width; use formula of people/width; consider functional width (i.e. clear width)
Sidewalk width	To extent possible, put sidewalk cluttering elements into parking lane
Sidewalk zones	Frontage zone should not be for people to put pots out which creates a tripping hazard - better for in-ground plantings
Sidewalk zones	Setbacks should negate the need for a frontage zone
Sidewalk zones	Minimize edge zone except where needed for getting in and out of vehicles; prefer width to be in throughway zone; furnishings zone and edge zone can share space
Sidewalk zones	Bicycle paths function as edge zone and throughway zone, as a buffer to vehicles
Sidewalk zones	Consider possibility of pedestrians getting 'doored'
Site furnishings	Public seating is necessary for achieving world-renowned streets
Site furnishings	Should allow for new lighting and furnishing palettes as they become available
Site furnishings	Visual clutter should include advertisements
Site furnishings	Discuss necessity to commit to long-term maintenance and replacement when non-standard materials are used
Site furnishings	Add kiosks
Site furnishings	Encourage and facilitate cafes and restaurants to utilize outdoor seating
Site furnishings	Add criteria of safety and usability for design of site furnishings; encourage proper use of trash cans and make it easy to do so
Site furnishings	Set advertising and billboard guidelines per district
Site furnishings	Billboards create visual blight in the streetscape and should be mentioned in the BSP
Site furnishings	Site furnishings less important than sidewalk width; only place if sidewalk is sufficiently wide
Site furnishings	Trash cans should always include recycling containers
Site furnishings	Site furnishings should go in bulb-outs/parking lane wherever possible
Stormwater	Street sweeping is often at odds with desirable stormwater design features
Stormwater	Consider financial and technical feasibility of stormwater LID improvements: may conflict with toxics in the soil
Stormwater	Give guidance on permeable surfaces in roadway, including gutters in parking lanes, bus layover areas and areas between LRV tracks
Stormwater	Needs greater emphasis on LID best practices and increased permeable surfaces
Stormwater	Minimize impermeable surfaces
Stormwater	Permeable paving good where no ability to do plantings
Stormwater	Strengthen recommendation to use pervious pavers in driveways
Street types	Consider historic street patterns and exceptions to the grid pattern, including those in master planned communities such as Park Merced
Street types	On Industrial and Industrial/Mixed Use street types, focus on mitigating environmental and safety issues while accommodating necessary auto/truck traffic. Could mean more greenery, better management of stormwater
Street types	Should allow for innovative and new designs not covered in the plan
Street types	Add more ped-only zones
Street types	Address seating and paving at frontage lanes in boulevards; show sharrows; add planting

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Street types	Rationalize or explain why elements are appropriate for some zones but not others
Street types	Recognize that when designing streets in totality, better to have narrow streets to start than to widen to be able to add elements such as bulb-outs, medians, etc.; those are more appropriate to retrofit conditions; include plan views with different scenarios for these elements
Street types	Consider obtuse/acute angle streets
Street types	Add bicycle-supportive streetscape design
Street types	Consider obtuse/acute angle streets: sightlines, vehicle turns, drainage, crosswalk connectivity, place-making
Street types	Street types is improvement over existing transportation classification system; incorporate into General Plan, and show which streets are of what type
Streetscape layout	Streets/sidewalks and transit facilities should be designed as a continuous aesthetic and should not be pitted against one another
Streetscape layout	Streetscapes should balance between consistency and uniqueness; repetition is as bad as haphazardness. Define 'wholeness', consider different scales
Streetscape layout	Design decisions should relate to intent; consistent rhythms are not always the goal; may differ on opposite sides of the street, for example, with wind row trees
Streetscape layout	p. 95. trees are not always the organizing principle of streetscape
Traffic calming	Utilize chicanes
Traffic calming/shared streets	Designate residential and mixed-use areas as 'home zones', develop standards and implement program
Trees and landscaping	Vet idea of streets as habitats with wildlife biologist. Could be an attractive hazard.
Trees and landscaping	8' clear between tree well and disabled parking space is excessive
Trees and landscaping	Tree grates can be ADA-compliant (have gaps of <1/2"
Trees and landscaping	Add more opportunities for greenery on all street types
Trees and landscaping	Alleys are good opportunities for small landscape footprint (e.g. vines); can be as little as 6" planter
Trees and landscaping	Show greenery adjacent to building frontages too; preferred where there are curb-cuts
Trees and landscaping	Tree basins should be 5x5; 5x8 preferred
Trees and landscaping	Connect unconnected planting areas
Trees and landscaping	Use bollards and trees at curbs to prevent trucks from being on sidewalk
Trees and landscaping	Add planters in bus zones
Trees and landscaping	Plantings adjacent to mid-block bulb-outs need not align
Trees and landscaping	Add pathways and seating around planted areas; Use plantings at buffers on bulb-outs, wrapping seating areas
Trees and landscaping	Small areas between adjacent driveways are good for planting
Trees and landscaping	Don't use above-ground planters - plant in ground
Trees and landscaping	Park edge street should have plantings on non-park side of the street
Trees and landscaping	All plantings should emphasize drought tolerance
Trees and landscaping	Add greenery to 19th Ave to support peds and local activity
Trees and landscaping	Ground level plantings should consider ability to provide maintenance
Trees and landscaping	Provide resources for best tree selection (e.g. Trees for San Francisco)
Trees and landscaping	Discourage bushy plantings; encourage ground plantings and trees
Trees and landscaping	Incorporate greenery and water features wherever possible
Trees and landscaping	Use landscaping that has habitat value
Trees and landscaping	Consult wildlife biologists for appropriate plantings with habitat value
Trees and landscaping	Require homeowners to plant street trees or offer good incentives
Trees and landscaping	Does continuous trenching require Sidewalk Landscape Permit?

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Trees and landscaping	Soil amendments may be detrimental to tree health as the transplanted tree roots will not want to leave the nutrient rich soil in the basin. The roots do not grow out into surrounding local soil and then the roots is weak, the top of the tree grows and the tree falls over.
Trees and landscaping	Require smaller tree sizes: 24" box and 2" caliper are more expensive to install
Trees and landscaping	Minimum basin size (24 sf) is too large; many sidewalks cannot handle this basin size
Trees and landscaping	Make clearer suggestions for covering open soil in tree basins
Utilities	Consider the visual impact of utility boxes on the streetscape visual environment
Utilities	Consider trash service; effect on sidewalk plantings
Utilities	Surface-mounted utility boxes are a problem when they are visible in the right-of-way, even when screened by landscaping; also take up valuable sidewalk space.
Utilities	Concern about surface-mounted utility boxes
Utilities	Add about undergrounding of utility wires
Wayfinding and signage	Wayfinding signs should be encouraged in high-visitor traffic areas with information such as city maps, points of interest, and transit routes
Wayfinding and signage	Add more street signs and wayfinding
Wayfinding and signage	Have well-designed, pedestrian-scaled, ubiquitous wayfinding of all varieties