FILE NO.

[General Plan Amendments in connection with the Better Streets Plan]

These General Plan amendments are incorporated by reference into Ordinance No. _____, amending the Urban Design and Transportation Elements of the San Francisco General Plan to incorporate the San Francisco Better Streets Plan by reference, and to make objectives and policies relating to pedestrian transportation consistent with the Better Streets Plan.

Section 4. The Urban Design Element of the San Francisco General Plan is hereby amended as follows:

CITY PATTERN

Objective 1 Emphasis of the characteristic pattern which gives to the city and its neighborhoods an image, a sense of purpose, and a means of orientation.

San Francisco has an image and character in its city pattern which depends especially upon views, topography, streets, building form and major landscaping. This pattern gives an organization and sense of purpose to the city, denotes the extent and special nature of districts, and identifies and makes prominent the centers of human activity. The pattern also assists in orientation for travel on foot, by automobile and by public transportation. The city pattern should be recognized, protected and enhanced.

IMAGE AND CHARACTER

Policy 1.1 Recognize and protect major views in the city, with particular attention to those of open space and water.

Views contribute immeasurably to the quality of the city and to the lives of its residents. Protection should be given to major views whenever it is feasible, with special attention to the characteristic views of open space and water that reflect the natural setting of the city and give a colorful and refreshing contrast to man's development.

Overlooks and other viewpoints for appreciation of the city and its environs should be protected and supplemented, by limitation of buildings and other obstructions where necessary and by establishment of new viewpoints at key locations.

Visibility of open spaces, especially those on hilltops, should be maintained and improved, in order to enhance the overall form of the city, contribute to the distinctiveness of districts and permit easy identification of recreational resources. The landscaping at such locations also provides a pleasant focus for views along streets.

Policy 1.2 Recognize, protect and reinforce the existing street pattern, especially as it is related to topography.

Streets are a stable and unifying component of the city pattern. Changes in the street system that would significantly alter this pattern should be made only after due consideration for their effects upon the environment. Such changes should not counteract the established rhythm

of the streets with respect to topography, or break the grid system without compensating advantages.

The width of streets should be considered in determining the type and size of building development, so as to provide enclosing street facades and complement the nature of the street. Streets and development bordering open spaces are especially important with respect to the strength and order in their design. Where setbacks establish facade lines that form an important component of a street's visual character, new and remodeled buildings should maintain the existing facade lines.

Streets cutting across the normal grid pattern produce unusual and often beneficial design relationships that should not be weakened or interrupted in building development. Special consideration should be given to the quality of buildings and other features closing major vistas at the ends of these and other streets.

Policy 1.3 Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts.

Buildings, which collectively contribute to the characteristic pattern of the city, are the greatest variable because they are most easily altered by man. Therefore, the relationships of building forms to one another and to other elements of the city pattern should be moderated so that the effects will be complementary and harmonious.

The general pattern of buildings should emphasize the topographic form of the city and the importance of centers of activity. It should also help to define street areas and other public open spaces. Individual buildings and other structures should stand out prominently in the city pattern only in exceptional circumstances, where they signify the presence of important community facilities and occupy visual focal points that benefit from buildings and structures of such design.

The form of buildings is covered in greater detail in this Plan under the section on Major New Development.

Policy 1.4 Protect and promote large-scale landscaping and open space that define districts and topography.

Open spaces provide a unifying and often continuous framework across the city. These open spaces are most prominent when they occur on hills and ridges and when they contain large trees and other large-scale masses of landscaping. Future landscaping efforts, both public and private, should be directed toward preservation of existing trees and other planting that contribute to this framework, and toward addition of large-scale landscaping that will add to and fill out the framework.

Where open spaces of any kind can be made more prominent by addition of new or large-scale landscaping, such additions should be made in order to enhance the city pattern and make the open spaces more visible in nearby neighborhoods. New building development should

respect existing landscaping and avoid displacing or obscuring it. In the event that such landscaping must be displaced or obscured, a strong effort should be made to replace it with new landscaping of equal or greater prominence.

ORGANIZATION AND SENSE OF PURPOSE

Policy 1.5 Emphasize the special nature of each district through distinctive landscaping and other features.

The design of improvements for street areas, and to some extent for private properties as well, should capitalize on opportunities to emphasize the distinctive nature of districts and neighborhoods.

Street landscaping, in particular, can be selected and designed according to a special theme for each area, providing a sense of place in addition to its other amenities. Planting for public open spaces and on private properties can be carried out in the same way, taking account of established themes and the differences in climate among districts. Distinctiveness can also be imparted by preservation and highlighting of architectural features common to the area, and the use of special materials and colors in buildings.

Policy 1.6 Make centers of activity more prominent through design of street features and by other means.

Shopping streets and other centers for activity and congregation of people should stand out in an attractive manner in their districts. Some such centers, in appropriate cases, will have buildings larger than those in the surrounding area, while others will be set off only by their distinctive design treatment.

Street landscaping of a type and size appropriate to the area should be used, as well as lighting that identifies the area through special fixtures and quality of light. Sidewalk treatment should be coordinated, with distinctive paving, benches and other elements suitable to the needs and desires of merchants, shoppers and other people using the area. Building facades and the total composition of the activity center should be designed to make clear the geographical extent of the center and its relationship to the district.

Policy 1.7 Recognize the natural boundaries of districts, and promote connections between districts.

Visually prominent features such as hills, roadways and large groves of trees often identify the edges of districts and neighborhoods. Although these features should not be regarded as barriers to movement from one area to another, they do have the advantage of creating an awareness of districts and neighborhoods within the total city pattern.

The positive effects of natural district boundaries should be emphasized in decisions affecting visually prominent features such as new roadways and large-scale landscaping. At the same time these same types of features can be useful links between districts, and between parks and other public and semi-public facilities. Connections between districts and facilities should be

improved, with special attention to the possibilities for landscaped pathways that will provide an alternative to the street system in movement about the city.

ORIENTATION FOR TRAVEL

Policy 1.8 Increase the visibility of major destination areas and other points for orientation.

In travel about the city, the ability to see one's destination and other points of orientation is an important product of the city pattern. Such an ability should be fostered in public and private development.

The design of streets, the determination of street use and the control of land uses and building types along streets should all be carried out with the visibility of such orienting features taken into account. Views from streets and other public areas should be preserved, created and improved where they include the water, open spaces, large buildings and other major features of the city pattern. Entranceways to the city and to districts are of special concern in this respect, as are lateral and downhill views that show a panorama or corridor with prominent features.

Policy 1.9 Increase the clarity of routes for travelers.

Many types of improvements can be made in street areas and in their surroundings to provide greater clarity and increase the ease of travel. Once such improvements have been made, adequate maintenance of them is of equal importance.

Among the least difficult actions would be development of a better system of identifying and directional signs, through improvement of verbal messages, symbols, graphic design and sign placement.

Although trafficway signs should be improved, the purpose and direction of traffic channels should also be made as clear as possible through design of the channels themselves. The roadway should be consistent in width and materials, with channels separated by islands and dividers where possible and changes of direction made distinct. At intersections, the differences in importance and function of the intersecting streets should be made visually clear by differences in roadway width, landscaping and lighting. The number of streets intersecting at one point should be minimized, and signs and traffic control devices should be adequate to indicate the movements permitted in all traffic lanes.

The roadway environment should be simplified and made attractive through screening of distracting and unsightly elements by landscaping, walls and buildings. The clutter of wires, signs and disordered development should be reduced. Conflict between unnecessary private signs and street directional signs should be avoided.

Clarity of routes is of similar importance for transit riders. Legible and frequent trafficway signs and an ordered roadway environment will assist these riders. Other improvements should be made in the vicinity of transit stops: these include wider sidewalks, landscaping, lighting and waiting shelters to help identify the stops, and better signs at stops and on vehicles to explain

routes, types and frequency of service, and transfer points.

Policy 1.10 Indicate the purposes of streets by adopting and implementing the Better Streets Plan, which identifies a hierarchy of street types and appropriate streetscape elements for each street type.

Orientation for travel is most effectively provided where there is a citywide system of streets with established purposes: major through streets that carry traffic for considerable distances between districts, local streets that serve only the adjacent properties, and other streets with other types of assigned functions. Once the purposes of streets have been established, the design of street features should help to express those purposes and make the whole system understandable to the traveler.

The appropriate purpose of and role for a street in the overall city street network depends on its specific context, including land use and transportation characteristics, and other special conditions. Streets in residential areas must be protected from the negative influence of traffic and provide opportunities for neighbors to gather and interact. Streets in commercial areas must have a high degree of pedestrian amenities, wide sidewalks, and seating areas to serve the multitude of visitors. Streets in industrial areas must serve the needs of adjacent businesses and workers; and so forth.

Similarly, busy transportation corridors by necessity carry high volumes and speeds of vehicle traffic, while neighborhood streets have lower speeds and volumes. Hence, the goal for busier corridors should focuses on creating a strong image appropriate to the street's importance to the city pattern, buffering pedestrians from vehicular traffic, and improving conditions for pedestrians at crossings. The goal for neighborhood streets should be to protect neighborhoods by calming traffic and providing neighborhood-serving amenities.

The Better Streets Plan identifies and defines a system of street types and describes the appropriate design treatments and streetscape elements for each street type. Future decisions about the design of pedestrian and streetscape elements should follow the policies and guidelines of the Better Streets Plan, as adopted by the Board of Supervisors on DATE and amended from time to time. The Better Streets Plan, is incorporated herein by reference.

~~*Policy 1.10*~~ *Policy 1.11* Indicate the purposes of streets by means of a citywide plan for street landscaping.

~~*Orientation for travel is most effectively provided where there is a citywide system of streets with established purposes: major through streets that carry traffic for considerable distances between districts, local streets that serve only the adjacent properties, and other streets with other types of assigned functions. Once the purposes of streets have been established, the design of street features should help to express those purposes and make the whole system understandable to the traveler.*~~

One type of feature that can be readily adjusted to the street system is landscaping. Accordingly, a plan should be put into effect for street landscaping that indicates the relative importance of streets by the degree of formality of tree planting and the species and size of the trees. In addition to differences in traffic-carrying functions, the plan recognizes the width and visual importance of certain streets, the special nature of various activity areas, and the need for

screening or buffering of residential uses along streets carrying heavy traffic. Special consideration is also required for major intersections, and for important views that should not be blocked by landscaping.

~~*Policy. 1.11*~~ *Policy 1.12* Indicate the purposes of streets by means of a citywide plan for street lighting.

The same considerations that apply to street landscaping under Policy ~~*10*~~ *1.11* apply to street lighting as well. A plan similar to that for landscaping should therefore be carried out with respect to lighting, with the design and placement of lighting fixtures and the type of illumination determined by street type and other relevant factors.

NEIGHBORHOOD ENVIRONMENT

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Fundamental Principles for Neighborhood Environment

These fundamental principles and their illustrations reflect the needs and characteristics with which this Plan is concerned, and describe measurable and critical urban design relationships in the neighborhood environment.

1. The livability, amenity and character of residential areas are greatly enhanced by trees, more so than by any other single element.

2. In areas where houses have no front yards, a sense of nature can be provided by planting in the sidewalk area.

COMMENT: Front yards (setbacks) are not required in many parts of the city. This results in rows of buildings adjacent to the sidewalk. At times it creates a pleasing sense of enclosure; but the result can be rather bleak and monotonous when the street is unrelieved by landscaping or the buildings lack visual interest. A few large trees or other street landscaping can add a needed sense of nature and variety.

3. The use of appropriate plant material, and careful consideration of environmental factors in the design of landscaping and open space, contribute to a neighborhood's identity and improve its environmental quality.

COMMENT (a): Areas of poor environmental quality can often be improved by the addition of benches, trees, shrubs, and textured paving. A "vest-pocket" park in a dead-end service court in Chinatown is one potential form for such improvement.

COMMENT (b): Landscaping can screen residences from commercial or industrial activities, such as by reducing the glare of lights at gas stations and parking lots.

COMMENT (c): Windbreaks can make open spaces more pleasant and usable in windy areas. The sunning area at Phelan State Beach is a good example.

COMMENT (d): A consistent and attractive neighborhood landscaping theme can be established, such as the flowering street trees on Edgewood Avenue.

COMMENT (e): Open space that contains facilities desired by the residents, and that is designed when possible with local participation, is more likely to be used and cared for by local residents.

4. Open space and landscaping can give neighborhoods an identity, a visual focus and a center for activity.

COMMENT (a): Dolores Street has a special identity because its median is consistently planted with large, distinctive palm trees.

5. COMMENT (b): Mission Park and Washington Square are examples of open spaces that are both centers for activity and features giving identity to the surrounding area.

Street rights-of-way on hills too steep for cars or not needed for traffic use are useless for people if covered with concrete. They can be modified to provide useful and attractive open space.

6. Wide, generous sidewalk areas provide opportunities for outdoor recreation and pedestrian amenities.

A. Portions of wide sidewalks can be turned into children's play areas, and sitting areas for adults.

B. In intensive shopping areas, wide sidewalks allow free pedestrian movement, and provide room for benches for resting and shelters for transit patrons.

7. Interesting details in the design of street furniture, paving and other features in pedestrian area can increase the amenity and character of streets.

8. Wide streets can be narrowed at the intersections and landscaped to provide sitting areas and visual amenity.

9. Open, unlandscaped parking areas are dull and unattractive, and generally have a deleterious effect upon their surroundings.

A:. Parking lots next to the street, such as those for supermarkets and diners, detract from street life and impair definition of street space. Placement of buildings adjacent to the street, with the parking behind, can improve this condition.

B. Parking lots along the street in housing developments neither define the street nor contribute visual interest.

C. Parking under buildings or in an inside court allows the building to help define the street and avoids the blighting visual effects of an exposed parking lot.

10. Parking garages lack visual interest if they have extensive rows of doors, blank walls or exposed vehicles. Extensive curb cuts prevent planting and other enhancement of the street, eliminate curb-side parking and are potentially dangerous to pedestrians.

A. Arcades create some visual interest where long garage facades or multiple driveways cannot be avoided.

B. Restricting entry and exit points minimizes curb cuts.

C. A basement garage one-half level down brings the building closer to street level and increases visual interest for pedestrians.

D. The inclusion of stores at ground level maintains continuity of pedestrian activity on what would otherwise be a sterile street frontage of parking garages in a commercial area.

11. Fast and heavy traffic on residential streets makes them unattractive for pedestrian activities, and generates irritating dirt and noise.

COMMENT: Widening of residential streets or making them one-way can increase traffic-carrying capacity at the expense of the environment for fronting residences.

12. Excessive speeds and amounts of traffic in residential neighborhoods can be reduced by a variety of design techniques, including narrowing of streets or intersections, landscaping, diversion of traffic and closing of streets.

A. Visually narrow street spaces assist in reducing the speed of traffic. Most drivers tent to reduce speed in confined spaces, since confinement narrows the field of vision and creates a sense of rapid movement.

B. Diversion of cars from a straight path in a residential neighborhood is an effective way of discouraging through traffic.

C. Modifying long, wide, straight sections of street eliminates the opportunity or temptation for vehicles to speed.

13. Intensive landscaping, walls and other screening devices can insulate residential and pedestrian areas from the adverse effects of heavily used trafficways.

A. Buffer planting can effectively screen adjacent residences from heavy traffic.

B. Park areas and smaller open spaces can be protected from the noise and sight of traffic if well screened by berms, changes in level, and landscaped barriers.

C. Even small-scale landscaping can ameliorate the effect of heavy traffic on adjacent areas.

14.

~~*Separation of pedestrian and vehicle movement eliminates conflicts and contributes to pedestrian comfort.*~~

~~*Pedestrians and vehicles can be separated by creating separate levels or by prohibiting traffic from certain streets.*~~

Vehicle-free or pedestrian-priority spaces contribute to pedestrian comfort and the public life of the city.

Pedestrians can be given primacy in certain areas of the city by prohibiting traffic from certain streets, either permanently or temporarily, or through the design of shared public ways that prioritize pedestrian travel but accommodate small numbers of slow-moving vehicles.

15. In the design of new pedestrian areas, changes of level can add greatly to interest and amenity if a reasonable relationship between levels is maintained.

Most important is the visual connection between levels, which enhances the experience of being on one level through awareness of the other level(s).

COMMENT (a): A space slightly above street level gives a sense of overlook and advantage to its occupants, while the passerby retains visual connection and interest.

COMMENT (b): A space slightly below street level gives a sense of intimacy and enclosure to its occupants, as well as a sense of overlook and advantage for the passerby on the sidewalk.

COMMENT (c): A space too far above street level loses visual contact with the street.

COMMENT (d): A small space too far below street level is uncomfortable to its occupants and suitable only as a place of movement or access.

16. Continuity of interest and activities at ground level in commercial buildings adjacent to pedestrian ways creates rich street life and enhances pedestrian experiences.

A. Stores contribute both visual interest and activity to the street in downtown and district shopping areas and are the principal generators of street life.

B. Office lobbies usually lack interest for the passerby, and they can detract from a good shopping environment.

C. Major office buildings contribute more to street life if they have commercial activity at ground level.

17. Arcades provide continuous covered access to buildings and greatly increase pedestrian comfort in inclement weather.

18. lleys and small streets which are usable as part of the general network of pedestrian and service ways are potential areas of activity and interest.

COMMENT: Large new projects that provide mid-block pedestrian and service shortcuts similar to those that now exist would continue and improve upon a workable pattern.

19. Planting and paving treatment in alleys, coupled with active uses in the adjacent buildings, form, in effect, a commercial promenade.

COMMENT: The intimate pedestrian scale offers a welcome contrast to the wider streets around.

20. Dignified and well-maintained signs designed with respect for the scale and character of the street can enhance commercial areas.

When signs do not relate to the area, when they reach excessive size, and when they feature blatant and discordant designs, they reflect poorly upon the overall quality of a commercial area.

21. Pedestrian scale can be achieved at the base of large vertical building surfaces by the use of arcades, emphasis of horizontal divisions, texture and other architectural details.

22. The undergrounding of overhead utility wires enhances the appearance of streets and neighborhoods.

23. Attractive and well-maintained public buildings, streets and parks can stimulate private improvements.

24. Public buildings can contribute to neighborhood appearance if they are well-designed, attractively painted and generously landscaped.

COMMENT (a): Chain link fencing used around many school grounds is unattractive. The growing of ivy on such fencing can ameliorate its effect somewhat.

COMMENT (b): Lack of landscaping and total asphalting make school playgrounds a negative rather than a positive feature in many neighborhoods.

COMMENT (c): Use of bright and lively colors in painting drab public buildings could enhance many neighborhoods.

25. Parks on hillsides can be developed for sitting areas with views, and for unusual recreational facilities that take advantage of the hill, such as a long slide for children.

26. Private lands that are landscaped or developed as open space contribute to the visual and recreational resources of the city.

COMMENT (a): Private landscaping or developed as open space contribute to the visual and recreational resources of the city.

COMMENT (b): As the city becomes increasingly built up and acquisition of public open space more difficult, privately developed open spaces become more important. Open spaces at the Crown-Zellerbach Building and St. Francis Square are good examples of such private development.

27. Improved and diverse means of transportation can increase the value and use of parks.

The ease with which pedestrians and motorists locate parks can be increased by improved signs or special roadway treatment.

28. If auto traffic and parking in parks are discouraged, recreational use can be increased.

COMMENT: A large park such as Golden Gate Park can be made more usable by a special transportation system that links various facilities and encourages motorists to leave their vehicles outside the park or in peripheral parking areas.

29. Waterfront development that maximizes the interface between land and water increases the opportunities for public access to the water's edge.

A. Finger piers create a greater variety of possible ways to experience the water and the city.

B. Commercial and residential uses oriented toward the water and designed to create varied public spaces can add visual interest to the waterfront.

30. Open space along the water provides opportunities for maximum public use of the waterfront.

31. Street rights-of-way carried through to the water allow views directly to the waterfront and provide a sense of contact with the water.

Section 5. The Transportation Element of the San Francisco General Plan is hereby amended as follows:

VEHICLE CIRCULATION

Objective 18 Establish a street hierarchy system in which the function and design of each street are consistent with the character and use of adjacent land.

There should be a hierarchical system of streets functioning in accordance with the planned movement of vehicles and the management of congestion. Street design, capacity and treatment should be a direct manifestation of the streets intended use in satisfying both present and prospective travel demand, and also its non-traffic purposes such as open space and pedestrian movement. It is recognized that in some cases it will be necessary to determine a maximum level of traffic for which street capacity will be provided, implying a tolerable level of congestion as a constraint, if other objectives of the city are to be attained.

Safety and livability along the city streets are primary concerns. This element seeks to balance the needs for vehicle circulation in the provision for through traffic on major arterials and discouragement of it on local streets, particularly residential streets. The following factors determine the selection of major and secondary arterials:

- The width of the right-of-way relative to traffic capacity required;
- The extent of transit use on the street;
- Land uses bordering the street;
- Safety of the street for moderate- and high-speed traffic, and the ability to "calm" traffic where appropriate;
- The relation of the street to the definition of the neighborhood by its residents;
- The presence or absence of conflicts caused by driveways, parking, and deliveries to commercial uses.

Certain streets, such as Geary Boulevard, Van Ness Avenue, Columbus Avenue and The Embarcadero, are important to more than one mode of transportation, and a balance of transportation systems must be maintained. Even with ample right-of-way width, the ability of these streets to be all things to all users is inherently compromised. Special attention, including the allocation of resources, the range of treatments and the long-term improvement strategies, should be given to achieve the desired balance on these streets.

TABLE 2: DESIGN GUIDELINES FOR STREETS

Design of streetscape and pedestrian elements should follow the policies and guidelines for the appropriate street type as described in the Better Streets Plan, as adopted by the Board of Supervisors. The Better Streets Plan is incorporated herein by reference. The street types in the Better Streets Plan are intended to guide the design of streetscape and pedestrian features, and not to replace functional transportation classifications.

Major and Secondary Arterials

Where residential uses abut on major and secondary arterials, they should be screened visually and physically wherever possible.

A consistent pattern of trees at regular intervals should be used to identify major streets.

Medians should be landscaped with attention given not to diminish the safety and sightlines of traffic, especially at intersections.

Extensive buffers should be used to separate busy arterials from active pedestrian areas.

Sufficient space should be provided in the right-of-way to allow safe bicycle movement on all city streets.

The brightness (apparent illumination) of street lighting should be greater than on residential streets ~~*and the color or hue different from that on residential streets.*~~

Destination information should be concentrated on major streets with signs used to route traffic on the major streets system.

Local Residential Streets

Excessive traffic speeds and volumes should be restricted and discouraged by **every means possible** *per Policy 18.4***.**

Where possible, vehicular access directly to and from local streets should be from other than major arterials, e.g., via a secondary arterial or collector street.

When alternate access is possible, residences should not access to major arterials.

Local streets, other than collectors, should be primarily for access to residences and to serve for emergency vehicles; pedestrian-dominant streets with the maximum feasible amount of street space devoted to environmental amenities desired and needed by the residents.

Residential streets should be well-lighted without being excessively bright.

Sufficient space should be provided in the right-of-way to allow safe bicycle movement on all city streets.

Intersections

All intersections should accommodate safe pedestrian crossings. Accommodations may include bulb-outs to shorten the distance that pedestrians must cross; pedestrian refugees in the middle of major arterials such as Market Street, for pedestrians to rest safely if they do not cross within one light cycle; ~~*and preferential or on-demand signaling for intersections with low pedestrian volumes*~~ *pedestrian signals; pedestrian-priority signal timing; and other pedestrian facilities.* Every street intersection should accommodate pedestrian crossings safely; intersections that sacrifice pedestrians crossing opportunities to better accommodate automobile traffic should be re-designed.

Street width, traffic controls, destination and route information and illumination should be maximized at the intersection of two major arterials.

Two intersecting residential streets should have minimal roadway width, wide sidewalks and no change in illumination from that on the streets themselves.

Intersections of residential streets and major arterials that are not transit corridors should be minimized; where they must intersect, cross and left-turn movements should be limited by curb alignments or medians.

Policy 18.1 Wherever feasible, divert through automobile and commercial traffic from residential neighborhoods onto major and secondary arterials, and limit major arterials to nonresidential streets wherever possible.

Major and secondary arterials are to carry traffic among districts in the city. Local streets are intended only to provide access to and from homes and other uses within each neighborhood. However, many residential streets function as major or secondary arterials, and because there are no other alternatives, the function of these streets is needed to prevent traffic from spreading onto other residential streets. In such cases, buffering measures such as landscaping in sidewalks and medians should be taken to mitigate the impacts of traffic.

Policy 18.2 Design streets for a level of traffic that serves, but will not cause a detrimental impact on adjacent land uses, or eliminate the efficient and safe movement of transit vehicles and bicycles.

The need for traffic carriers must be balanced against the adverse effects of heavy traffic on the use of adjacent land and the quality of the environment. The needs of residents for peace and quiet, safety from harm, and useful open space must be given consideration. Each area and each street of the city have different characteristics which determine the level of traffic which can be absorbed without serious adverse impacts. The following factors should be the basis for a judgment on the acceptable levels of traffic on a specific street:

- The predominance of land uses fronting the street;
- The distance between the curb and building line established by sidewalk width or setback;
- The presence or absence of buffering between street and building in the form of landscaping, change in elevation, or similar condition;
- The level of pedestrian and bicycle traffic;
- The proportion of the street which is residential in land use;
- Whether residences face the street;
- The presence of hospitals, schools, parks, or similar facilities on or near the street.

The widening of streets at the expense of sidewalks or of setbacks should not occur where space is necessary for pedestrian movement, buffering from noise, useful open space and landscaping. This is especially true in densely populated neighborhoods with little public or private open space. No additional sidewalk narrowings, tow-away zones and one-way streets should be instituted in a residential neighborhood if it would compromise the safety and comfort of the pedestrian resident. Existing towaway lanes should be phased out if they present a hazard to pedestrian safety. In addition, widening of streets should not occur at the expense of bicycle travel. The roadway space needed by bicyclists, whether between the line of traffic and the curb or the line of on-street parking, varies between four and six feet. The needs of bicyclists must be

considered wherever the curb lane is proposed to be narrowed. Street restripings and widenings may be appropriate in industrial areas where access for oversize freight vehicles is important, but these projects should not reduce or eliminate the efficient movement of transit vehicles and bicycles.

Policy 18.3 The existing single-occupant vehicular capacity of the bridges, highways and freeways entering the city should not be increased and should be reduced if needed to increase the capacity for high-occupancy vehicles, transit and other alternative means of commuting, and for the safe and efficient movement of freight trucks. Changes, retrofits, or replacements to existing bridges and highways should include dedicated priority for high-occupancy vehicles and transit, and all bridges should feature access for bicyclists and pedestrians. When bicycle access is increased on a bridge, care needs to be taken to provide appropriate and safe bicycle access to both ends of the bridge.

It is recognized that provision for further vehicular access into the city would conflict with the environmental objectives of the city, overload the city street system, and jeopardize the city's commitment to mass transit. This policy allows for the introduction of exclusive transit, bike and carpool/vanpool lanes on bridges, highways and freeways where these lanes are compatible with the overall transportation system's needs.

Policy 18.4 Discourage high-speed through traffic on local streets in residential areas through traffic "calming" measures that are designed not to disrupt transit service or bicycle movement, including:

- Sidewalk bulbs and widenings at intersections and street entrances;
- Lane off-sets *(chicanes)* and traffic bumps;
- Narrowed traffic lanes with trees, landscaping and seating areas; and
- Colored and/or textured sidewalks and crosswalks.
- *Median and intersection islands*

Policy 18.5 Mitigate and reduce the impacts of automobile traffic in and around parks and along shoreline recreation areas.

Streets in large parks, around small parks and along recreational parts of the shoreline should function primarily for access to recreational facilities and for scenic driving, not as thoroughfares. Heavy or fast surface traffic endangers pedestrians and cyclists, cuts off access to recreation and reduces the pleasure of being in parks by causing noise, pollution and visual disharmony. Excessive automobile traffic also inhibits the movement of freight rail, freight and delivery trucks and vans that supporting the maritime uses along the waterfront. Pedestrian entrances to parks should be at street intersections to the extent possible.

Policy 18.6 Use the Street Hierarchy System of the Transportation Element as the foundation for any national, state, regional and local network of streets and highways in San Francisco.

The Street Hierarchy System of the Transportation Element incorporates the CMP and MTS networks, which were developed with the cooperation of local, regional and state agencies and representatives. Any future classification of streets and highways should reflect the structure of the hierarchy system of this document.

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MASS TRANSIT

Objective 20 Give first priority to improving transit service throughout the city, providing a convenient and efficient system as a preferable alternative to automobile use.

In order to encourage residents, commuters, and visitors to switch their travel modes away from the automobile, we must improve transit service to make it a preferred alternative. Improvements to the existing system can be implemented at a relatively low cost, however, such improvements are often resisted due to real or perceived negative impact on parking or traffic circulation. For this reason, transit improvements should be based on a rational street classification system in which all transportation functions of the street network are analyzed, and only certain streets or locations are designated "transit preferential." Transit preferential streets (TPS) should be established along major transit routes, and general traffic should be routed away from these streets wherever possible.

In certain locations pedestrian' needs must also be addressed in transit system improvements. This is important near major activity centers and interline transfer points. For this reason "transit centers" should be established as part of the transit preferential streets (TPS) system where pedestrian safety, accessibility, and circulation needs are addressed, and transit information and minimum passenger amenities are provided.

Policy 20.1 Give priority to transit vehicles based on a rational classification system of transit preferential streets.

The TPS classification system should consider the multi-modal functions of the street, the existing and potential levels of transit service and ridership, and the existing transit infrastructure. Through street classification, transit preferential treatments should be concentrated on the most important transit streets, and the treatments applied should respond to all transportation needs of the street. For example, on streets that are major arterials for transit and not for automobile traffic, treatments should emphasize transit priority. On streets that are major arterials for both transit and automobiles, treatments should emphasize a balance between the modes, emphasizing the movement of people and goods rather than vehicles. This method ensures that transit preferential treatments are applied in the most efficient and cost effective manner.

Policy 20.2 Reduce, relocate or prohibit automobile facility features on transit preferential streets, such as driveways and loading docks, to avoid traffic conflicts and automobile congestion.

Limiting curbcuts allows traffic, specifically transit vehicles, to proceed more efficiently.

New curb cuts for access to private property should be avoided when possible. In some instances, curb cuts are restricted.

See Map 9 of the Market Octavia Plan Area

Policy 20.3 Develop transit preferential treatments according to established guidelines.

Treatment guidelines are important in establishing consistency in treatment type and design, and to ensure that all functions of the streets are considered in treatment design, not just transit. The emphasis is on reducing conflicts between modes wherever possible and on moving people and goods rather than on moving vehicles.

Policy 20.4 Develop transit centers according to established guidelines.

Transit centers have significant potential to improve transit service by improving conditions at major stops and transfer points. Transit centers should address both pedestrian and transit needs and be designed to reinforce the link and interdependence between the surrounding neighborhood and the transit system, enhancing the sense of place for the neighborhood, and improving the visibility of the transit system. Guidelines must be followed to facilitate design consistency and ensure that safety, accessibility, circulation, information, comfort and aesthetic issues are adequately addressed. Transit Center treatments include enlargement of passenger queuing areas by bulbing at bus stops; the accommodation of passenger needs e.g. shelter, transit information; and by ensuring that adequate safety, accessibility, circulation, and aesthetic concerns are addressed.

Policy 20.5 Place and maintain all sidewalk elements, including passenger shelters, benches, trees, newsracks, kiosks, toilets, and utilities at appropriate transit stops according to established guidelines.

Transit amenities should be provided according to the importance of the transit station. On primary transit streets, greater numbers of amenities for waiting riders should be provided; on secondary transit streets, fewer amenities may be provided. All amenities should be designed and located to provide for comfort for waiting passengers, ease of access to and from the waiting bus, accessibility of the adjacent sidewalk, and to denote the transit station as a special place in the streetscape environment. ~~*Bus shelters and other passenger facilities and amenities are often not placed due to objections from adjacent property owners. Guidelines ensure that all relevant issues are addressed up front in locating sidewalk elements at transit stops.*~~

Policy 20.5 Place and maintain all sidewalk elements, including passenger shelters, benches, trees, newsracks, kiosks, toilets, and utilities at appropriate transit stops according to established guidelines.

Bus shelters and other passenger facilities and amenities are often not placed due to objections from adjacent property owners. Guidelines ensure that all relevant issues are addressed up front in locating sidewalk elements at transit stops.

Policy 20.6 Provide priority enforcement of parking and traffic regulations on all Transit Streets, particularly Transit Preferential Streets.

Transit service is substantially improved when enforcement of existing parking and traffic regulations is applied. Enforcement efforts should be maximized by establishing a priority system whereby enforcement is first applied on the primary transit streets. This includes enforcement against meter feeding, illegal parking, double parking, bus zone parking, and illegal use of bus lanes.

Policy 20.7 Encourage ridership and clarify transit routes by means of a city-wide plan for street landscaping, lighting and transit preferential treatments.

Sidewalks along transit routes should be attractive and well-lit to encourage walking to and from transit. Streetscape design elements such as trees and lighting are often placed without regard to the transit lines operating on the street. Many lines use fixed guideways which are as much a part of the streetscape as the trees and lights. Street design which is coordinated with transit routes improves the ability to comprehend the routing of lanes and the layout of the transit system.

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Objective 21 Develop transit as the primary mode of travel to and from downtown and all major activity centers within the region.

The automobile cannot serve as the primary means of travel to and from downtown. An alternative means of equal convenience and greater efficiency is required, not only to downtown, but also among all major activity centers. While direct service is available from almost all parts of the city to downtown, travel is often slow and vehicles are overcrowded during the peak hours. Crowding can never be eliminated completely. However, it is important for continued patronage that transit service, from feeder buses to regional trunklines, accommodate basic ridership comfort in conformance with the service standard ratio of passengers to seats for each operator and type of transit vehicle. Travel to downtown should be possible in less than 30 minutes from all parts of the city. This can be achieved with express buses, exclusive bus lanes, and construction and expansion of rapid transit lines along major corridors.

The use of transit to travel between the suburbs and downtown and other major centers in the city can only become primary with the development of a good regional transit system connecting downtown to other parts of the region. Existing regional rail lines should be expanded where feasible.

Policy 21.1 Provide transit service from residential areas to major employment centers outside the downtown area.

Reverse commuting to areas other than downtown is expected to increase and place new requirements on the transit system. The city should pursue means of providing this transit for residents where it is not available.

Policy 21.2 Where a high level of transit ridership or potential ridership exists along a corridor, existing transit service or technology should be upgraded to attract and accommodate riders.

Policy 21.3 Make future rail transit extensions in the city compatible with existing BART, CalTrain or Muni rail lines.

In order to ensure potential linkages, interchange of vehicles and cost savings, new rail transitlines should be of the same basic type as either the BART, CalTrain or Muni systems, depending on the potential link. Special systems, such as cable cars or other limited service facilities, need not be compatible.

Policy 21.4 Provide for improved connectivity and potential facility expansion where any two fixed-guideway transit corridors connect.

The development of any rail or fixed-guideway transit corridor requires a significant capital investment and often results in surface disruption during construction. While the Citywide Rail Transit Plan proposes several new rail transit corridors, it is unlikely that all planned transit corridors will be built at the same time. To facilitate future corridor expansion, reduce long-term costs and minimize future disruptions, provisions should be made where two or more planned corridors intersect to accommodate the later development of the corridors.

Policy 21.5 Facilitate and continue ferries and other forms of water-based transportation as an alternative mode of transit between San Francisco and other communities along the Bay, and between points along the waterfront within San Francisco.

Since the Loma Prieta earthquake, ferry service has resumed between San Francisco and the East Bay. Commuter ferries now provide service between San Francisco and Vallejo, Larkspur, Tiburon, Sausalito, Oakland and two points in Alameda. They help reduce traffic congestion while providing a pleasant and useful alternative to a number of commuters who might otherwise choose to drive, and should be promoted in accordance with the recommendations of MTC's Regional Ferry Plan and any future local and regional transit expansion programs.

Policy 21.6 Establish frequent and convenient transit service, including water-based transit, to major recreational facilities and provide special service for sports, cultural and other heavily attended events.

It is important to promote transit as the primary mode of transportation to sports, cultural and other heavily attended events. Certain popular destinations, such as the Zoo, Golden Gate Park and Yerba Buena Gardens, are well-served by transit. The future recreational and cultural uses for the Presidio, Hunter's Point and Treasure Island are likely to need expanded landside and water transit to relieve congestion. The objective should be increased access to these places for those without cars; and reduced noise, pollution, and congestion when those with cars use transit.

Policy 21.7 Make convenient transfers between transit lines, systems and modes possible by establishing common or closely located terminals for local and regional transit systems, by coordinating fares and schedules, and by providing bicycle access and secure bicycle parking.

Policy 21.8 Bridges and freeways should have exclusive transit lanes where significant transit service is provided by transit.

Transit lines can provide more efficient service by operating on their own rights-of-way. These can be instituted on bridges and freeways leading into the city, and interconnect, where feasible, with a system of exclusive transit lanes or transit priority street treatments within the city.

Policy 21.9 Improve pedestrian and bicycle access to transit facilities.

Pedestrian access to and from major destinations and the serving transit facility should be direct, ~~and~~ uncomplicated, *safe, accessible, and inviting*. Bicyclists should be accommodated on regional and trunkline transit vehicles including light rail vehicles wherever feasible, and at stations through the provision of storage lockers and/or secured bicycle parking.

Policy 21.10 Ensure passenger and operator safety in the design and operation of transit vehicles and station facilities.

Policy 21.11 Ensure the maintenance and efficient operation of the fleet of transit vehicles.

Consideration should be given with every transportation system funding and development decision to maintaining and operating transit vehicles and the facilities that support them.

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PEDESTRIAN

The close-knit urban fabric of San Francisco, combined with the dramatic hills and sweeping vistas, makes walking an ideal mode for exploring and moving about the city. In a dense city such as San Francisco, the sidewalk is a vital source of open space, a refuge for sun and air. It is the space that everyone shares, the place in which the entire spectrum of urban life is encountered and experienced, for better or for worse. Since everyone is a pedestrian at one point or another, the sidewalk provides a strong sense of the overall image of the city.

Over much of the twentieth century, the priority given to traffic concerns has contributed to the significant degradation of the pedestrian environment. Freeways were built, streets were widened, and pedestrian crossings were eliminated. Peak-hour tow away traffic lanes were established on busy pedestrian streets, creating a hazardous situation where automobiles speed past within a few feet of overcrowded sidewalks.

The purpose of this section is to address pedestrian issues and to provide direction and policy that ensures pedestrian movement in the city is safe, convenient and pleasant, in recognition that pedestrian travel is an important component of the transportation system, especially in this transit-oriented city.

Objective 23 Improve the city's pedestrian circulation system to provide for efficient, pleasant, and safe movement.

Policy 23.1 Provide sufficient pedestrian movement space with a minimum of pedestrian congestion in accordance with a pedestrian street classification system.

Sidewalks should be sufficiently wide to comfortably carry existing and expected levels of pedestrians, and to provide for necessary pedestrian amenities and buffering from adjacent roadways. The need for these elements varies by the street context – sidewalk width should be based on the overall context and role of the street.

Policy 23.2 Widen sidewalks where intensive commercial, recreational, or institutional activity is present, sidewalks are congested, *where sidewalks are less than adequately wide to provide appropriate pedestrian amenities, or* ~~*and*~~ where residential densities are high.

Wider sidewalks provide more pedestrian space and also permit more pedestrian amenities. In high-density residential and recreational areas, sidewalks are often utilized as open space, and should be designed and built to accommodate such a use. A good example of this type of sidewalk construction is in Duboce Triangle.

All sidewalks should meet or exceed the minimum sidewalk width for the relevant street type as described in the Better Streets Plan. Sidewalks below this width should be widened as opportunities arise to do so, balanced with the needs of other travel modes for the street as described in other sections of this element.

Where new publicly-accessible streets are created, such streets should meet or exceed the recommended sidewalk width for the relevant street type.

Policy 23.3 Maintain a strong presumption against reducing sidewalk widths, eliminating crosswalks and forcing indirect crossings to accommodate automobile traffic.

New crosswalk closures should not be implemented. Existing closed crosswalks should be evaluated and removed where feasible.

Sidewalks should not be narrowed if doing so would result in the sidewalk becoming less than the minimum sidewalk width for the relevant street type.

Policy 23.4 Tow-away lanes should not be approved, and removal should be considered, if they impair existing and potential pedestrian usage and level of service on abutting sidewalks, as well as the needs of transit operation on the street.

~~*Policy 23.5 Minimize obstructions to through pedestrian movement on sidewalks by maintaining an unobstructed width that allows for passage of people, strollers and wheelchairs*~~

Policy 23.5 Establish and enforce a set of sidewalk zones that provides guidance for the location of all pedestrian and streetscape elements, maintains sufficient unobstructed width for passage of people, strollers and wheelchairs, consolidates raised elements in distinct areas to activate the pedestrian environment, and allows sufficient access to buildings, vehicles, and streetscape amenities.

Sidewalks should be viewed holistically and through the organizing logic of a set of zones. Sidewalk zones ensure that there is sufficient clear width for pedestrians, and that there are appropriate areas for streetscape elements that will activate the sidewalk and provide amenities to pedestrians. New streetscape elements should be placed according to established guidelines for sidewalk zones, and existing elements should be re-located to meet these guidelines as opportunities arise to do so.

Policy 23.6 Ensure convenient and safe pedestrian crossings by minimizing the distance pedestrians must walk to cross a street.

Appropriate treatments may include widening sidewalks at corners to provide more pedestrian queuing space and shorter crosswalk distances, especially where streets are wide. Large pedestrian islands should be installed to provide pedestrians with a safe waiting area while crossing where traffic volumes are high and/or streets are unusually wide. Consideration should be given to bicycle movement and the efficient operation of transit service in sidewalk widenings.

Corner bulbs reduce the crossing distance and provide more corner queuing space. The reduced crossing distance makes crossing safer, while the increased queuing area reduces the corner overcrowding that often spills into the street. Care should be taken not to constrain the movement of bicycles and transit vehicles in the design of sidewalk bulbs. *Corner bulbs should be designed to shorten crossing distance and enhance visibility to the maximum extent possible while still retaining necessary vehicle movements.*

Policy 23.7 Ensure safe pedestrian crossings at signaled intersections by providing sufficient time for pedestrians to cross streets at a moderate pace.

The timing and length of traffic signals should be set to provide enough "green" time for all pedestrians to cross streets safely. Timing should account for people using wheelchairs and carriages, where use of curb cuts is necessary for access to the crosswalk from the sidewalk. On wide streets, pedestrian islands should be established as necessary to provide slower-moving pedestrians with some relief and a waiting area. U-turns permitted at intersections with large pedestrian volumes should be reconsidered in the interest of improving pedestrian safety.

Policy 23.8 Support pedestrian needs by incorporating them into regular short-range and long-range planning activities for all city and regional agencies and include pedestrian facility funding in all appropriate funding requests.

Pedestrian issues are affected by decisions in a variety of agencies and need to be considered. A number of local and regional agencies and departments plan transportation projects, which are increasingly developed as multi-modal projects, could incorporate pedestrian improvements. In particular, local and regional mass transit projects must pay particular attention to pedestrian needs, especially at significant transfer points. For many transportation projects, pedestrian improvements could be included with the project for far less than if the pedestrian project was a stand alone project. In general, the larger the project, the more potential to address pedestrian needs.

Policy 23.9 Implement the provisions of the Americans with Disabilities Act and the city's curb ramp program to improve pedestrian access for all people.

Consideration of special pedestrian and wheelchair access should be given to areas and crosswalks where there is a large concentration of ~~*elderly*~~ *seniors* and ~~*disabled*~~ persons *with disabilities. Design of streets should follow the principles of "universal design" where practicable. Universal design is a best practice that seeks to serve the needs of individuals with disabilities while providing cross-benefit to all users. Curb ramps should be provided at all crossings, prioritized based on the City's ADA Transition Plan for Curb Ramps and Sidewalks.*

Objective 24 Improve the ambience of the pedestrian environment.

Policy 24.1 Preserve existing historic features such as streetlights and encourage the incorporation of such historic elements in all future streetscape projects.

Historic street lights impart a sense of history and character and can create continuity in the public realm even as the surrounding built environment changes over time. Historic street lights such as the Path of Gold (Market Street) lights and Golden Triangle (Mason/Powell) lights should be preserved, and restored as funding allows, according to the Secretary of the Interior's Standards. New street improvements should be designed to be compatible with the character of historic street lights and other existing historic streetscape elements.

~~*Historic streetlight removal is an on-going problem in the city as the responsible departments argue that historic streetlights are not worth the expense. Given San Francisco's historic architectural heritage, we should be protecting more historic elements not removing them.*~~

Policy 24.2 Maintain and expand the planting of street trees and the infrastructure to support them.

Street trees are *the organizing element of the pedestrian environment. Locations for street trees should be identified and other streetscape elements placed in relation to existing or potential street tree planting locations, so as not to remove opportunities for planting new trees.* ~~*one of the most important elements in creating a liveable streetscape. They*~~ *Street trees* provide shade, create a human scale on the street, soften the edge between the building and the street, and serve as a buffer between pedestrian space and the street. Moreover, street trees are an important environmental consideration as they contribute to cleaner air. An appropriate program of irrigation and maintenance should be implemented with street tree planting.

Policy 24.3 Install pedestrian-serving street furniture where appropriate.

Street furnishings, including seating, should be provided according to the appropriate guidelines for the relevant street type. Higher concentrations of street furnishings are appropriate on downtown and commercial streets, near major civic or institutional uses, and adjacent to transit stops. Street furnishings may also be located in less active areas where there is a need to provide neighborhood open space, and the possibility for people to use and care for the space.

Policy 24.4 Preserve pedestrian-oriented building frontages.

Building frontages that invite people to enter, that provide architectural interest and a sense of scale, and that are transparent enough to provide visual connections to and from the sidewalk help make the pedestrian environment more agreeable and safe.

Policy 24.5 Where consistent with transportation needs, transform streets and alleys into neighborhood-serving open spaces or "living streets" ~~,~~ *by adding pocket parks in sidewalks or medians*, **especially in neighborhoods deficient in open space.**

Public open space gives neighborhoods their identity, a visual focus, and a center for activity. San Francisco*'s* ~~*should make improvements to*~~ streets and alleys *play a key* role in the City's open space network *– streets comprise approximately 25% of the city's overall land*. In many neighborhoods currently underserved by open space there is little opportunity to create significant new parks due to a lack of available land. In high-density areas, ~~*the*~~ streets *and alleys* afford the greatest opportunity for new public parks and plazas. ~~*Public open space gives a neighborhood its identity, a visual focus, and a center for activity.*~~

In these areas, the city should create"living streets:" streets transformed into neighborhood-serving open spaces. In many locations, historic development patterns and the intersection of street grids result in excessive but unusable pavement spaces (called "pork chops" to describe a common shape). Similarly, many city streets are designed for more traffic than actually uses them.

These excess paved areas should be converted to pocket parks on widened sidewalks, curb extensions or new medians in appropriate circumstances. Pocket parks are small, active public spaces created in the existing public right-of-way. In addition to landscaping, pocket parks may include features such as seating areas, play areas, community garden space, or other elements to encourage active use of the public open space.

~~*Residents and visitors would have an opportunity to experience some of the benefits of open space if streets, alleys and sidewalks were modified. Sidewalks can be widened and landscaped to accommodate open space needs and establish or strengthen neighborhood identity. The Market and Octavia Area Plan provides a number of "living street" proposals which should be studied further.*~~

Objective 25 Develop a citywide pedestrian network.

Policy 25.1 Create a citywide pedestrian street classification system.

Similar in scope to the classification systems developed for pedestrians downtown and for automobiles citywide, the system permits directed planning for pedestrian improvements and the designation of pedestrian routes between significant destinations. Also similar to the other systems is the need to balance treatments and priority functions on streets that have an important function as defined by one or more street classification system, such as Van Ness Avenue, Geary Boulevard and The Embarcadero.

The classification system also addresses auto-oriented conditions that conflict with pedestrian travel on pedestrian-priority streets.

Policy 25.2 Utilizing the pedestrian street classification system, develop a citywide

pedestrian network that includes streets devoted to or primarily oriented to pedestrian use.

This network is composed of existing routes such as the Bay and Ridge trails, stairways, exclusive pedestrian streets, and pedestrian-oriented vehicular streets. The network links important destinations, neighborhood commercial districts, and open spaces.

Policy 25.3 Develop design guidelines for pedestrian improvements in Neighborhood Commercial Districts, Residential Districts, Transit-Oriented Districts, and other pedestrian-oriented areas as indicated by the pedestrian street classification plan.

The design guidelines ensure identifiable, pedestrian-oriented treatments for important pedestrian streets and set minimum standards for the placement of pedestrian streetscape elements.

Pedestrian Enclaves: The City can also improve portions of public rights-of-way to improve neighborhood character and provide open space improvements on portions of streets by establishing “pedestrian enclaves.” Pedestrian enclaves are defined by location rather than size; enclaves can utilize portions of the street and can establish broad corner bulb-outs. They should provide either restful space for pedestrians to enjoy a moment of reflection or active space such as open air weights or a dog obstacle course. In all cases, the design of the space should be mindful of adjacent activities and uses. In most cases enclaves should include benches, landscaping, and should improve the streetscape environment. A vista, garden, or streetscape view should be included to provide the user with a springboard for reflection. Examples of pedestrian enclaves include bulb outs on Noe Street north of Market Street, Octavia Square at the base of Octavia and Market, and could include programming on some major transit plazas. Pedestrian enclaves serve a very localized population.

Policy 25.4 Maintain a presumption against the use of demand-activated traffic signals on any well-used pedestrian street, and particularly those streets in the Citywide Pedestrian and Neighborhood Networks.

Demand-activated traffic signals favor motor-vehicle traffic over pedestrians, and are relatively uncommon in San Francisco. Where they do occur, the signal must be triggered to secure enough time to cross. Otherwise, only a very short time is allocated -- for cross traffic, not pedestrians. As such, demand-activated traffic signals present an inconvenience to pedestrians and should not be used on streets except where there is no significant pedestrian traffic.

Policy 25.5 Where intersections are controlled with a left-turn only traffic signal phase for automobile traffic, encourage more efficient use of the phase for pedestrians where safety permits.

Left-turn only phases often occur where the streets from which the turn is made are wide and heavily-trafficked, and are usually followed by a red light that activates cross traffic. To help overcome the pedestrian challenges of street width and traffic volume, the left-turn phase time

may enable pedestrians to begin their crossing earlier when safety allows. If the left turn is made onto a one-way street, the pedestrian traffic crossing against the one-way direction would have a relatively conflict-free opportunity to begin crossing early.

Policy 25.6 Provide enforcement of traffic and parking regulations to ensure pedestrian safety, particularly on streets within the Citywide Pedestrian and Neighborhood Networks.

Cars that fail to stop at signs and lights, park across sidewalks and travel at excessive speeds pose serious threats to pedestrian safety.

Objective 26 Consider the sidewalk area as an important element in the citywide open space system.

Policy 26.1 Retain streets and alleys not required for traffic, or portions thereof, for through pedestrian circulation and open space use.

Small streets and alleyways play an important role in the citywide open space system, particularly in areas that are deficient in open space. They should be designed to prioritize the full use of the right-of-way for pedestrians, while accommodating small numbers of slow-moving vehicles where appropriate. Such shared public ways should have appropriate pedestrian and open space elements, traffic calming features, and detection cues for persons with visual impairments or other disabilities.

Policy 26.2 Partially or wholly close certain streets not required as traffic carriers for pedestrian use or open space.

Policy 26.3 Encourage pedestrian serving uses on the sidewalk.

Outdoor café and restaurant seating, merchandise displays, and food vendors all serve to enliven the pedestrian environment. Such uses should be encouraged on appropriate street types, consistent with established guidelines for safety, accessibility, and maintenance.

Policy 26.4 Encourage and support the development of walking tours incorporating signage wherever possible.

There are a number of organized and semi-organized walking tours in the City supported by both private and public entities. Coordination and recognition of these walking tours should be encouraged and, utilizing an idea popular in other cities, signage or markers to direct pedestrians along prominent walking routes should be considered and implemented.