



Better Streets Plan Kick-Off Event

Thursday, April 5, 2007; 5:15-8:00 PM

City Hall North Light Court
1 Dr. Carlton B. Goodlett Place

Program

Opening remarks: Mayor Gavin Newsom

Better Streets Plan overview

Keynote Speaker: Dr. Richard Jackson

Question and answer period

Next steps/How to get involved

www.sfbetterstreets.org



SAN FRANCISCO
**PLANNING
DEPARTMENT**



Mayor's Office on
Disability



MTA | Municipal Transportation Agency





Rendering by Robin Chiang

The **Better Streets Plan** will result in a street system designed to promote the use and enjoyment of these public spaces by all. It will prioritize the needs of walking, bicycling, transit use, and the use of streets as public spaces for social interaction and community life.

The Better Streets Plan will result in streets where people walk and spend time out of choice—not just necessity—because streets are memorable, engaging, safe, accessible, healthy, attractive, fun, and convenient.

The Better Streets plan will result in streets that improve pedestrian connections and linkages among the City's nodes, hubs, destinations, transit system, and major land use centers.

The Better Streets Plan will result in a green network that enhances the City's long-term ecological functioning and people's connection to the natural environment.

Finally, the Better Streets Plan will result in improved street-based social opportunities, community life, access, and mobility for all San Franciscans, regardless of cultural identity, income group, neighborhood identity, or mobility level.

Vision



CIVIC QUALITIES	01	Memorable	San Francisco's streets will be designed to give the city and its neighborhoods a recognizable image and a means of orientation and understanding of the city.
	02	Supports Diverse Public Life	San Francisco's streets will provide opportunities for diverse experiences and encourage people to spend time engaging in social and recreational activities.
	03	Vibrant Places for Commerce	San Francisco's streets will be designed and managed as attractive and exciting destinations that encourage residents and visitors to walk to and use local shopping areas, rather than to drive to regional shopping centers.
	04	Promotes Human Use and Comfort	San Francisco streets will be designed to prioritize the everyday needs of people and to support human comfort and enjoyment.
	05	Promotes Healthy Lifestyles	San Francisco's streets will promote healthy lifestyles by encouraging walking to daily and occasional destinations, minimizing pedestrian injuries, and helping to decrease major chronic diseases related to air quality and pedestrian activity.
PHYSICAL QUALITIES	06	Safe	San Francisco's streets will be designed to create a street environment that supports a high level of pedestrian safety and security.
	07	Convenient Connections	San Francisco's streets will be designed to facilitate safe, accessible, and convenient connections among major nodes, hubs, destinations, transit centers, and major land use and activity centers.
	08	Ecologically Sustainable	San Francisco streets will be designed as a green network, enhancing the City's long-term ecological functioning.
	09	Accessible	San Francisco commercial streets will be designed for ease of use and access to destinations for all populations, particularly those with visual or mobility impairments.
	10	Attractive and Well-Cared For	San Francisco's streets will be beautiful, create an engaging visual impression, appeal to senses of sight, smell and sound, and encourage a sense of ownership and civic pride in streets that is reflected in streets' physical appearance and level of activity.

10 Elements of Better Streets



01	Education and Outreach	Provide education and outreach to community members, decision makers, and City staff about street design and pedestrian issues.
02	Enforcement	Reduce parking and traffic violations that negatively effect pedestrian safety and comfort through enhanced enforcement of laws and regulations.
03	Monitoring	Create a monitoring program to accompany all programs, polices and procedures stemming from the Better Streets Plan.
04	Maintenance and Management	Develop an inclusive maintenance program for streetscape and pedestrian infrastructure that uses available resources effectively and efficiently.
05	Planning, Design, and Construction	Develop an inclusive process for planning, design, and construction of streetscape and pedestrian infrastructure and use available resources effectively and efficiently.
06	Institutional Coordination	Foster greater coordination and collaboration among City agencies to result in more well-designed, timely, and cost-effective planning, design, and management of street infrastructure projects.
07	Funding	Create a plan for ensuring adequate funding for planning, capital and maintenance improvements of streetscape and pedestrian improvement projects.

Institutional Goals

The **Better Streets Plan** will guide how the City improves walking conditions for all on San Francisco's streets, resulting in enhanced pedestrian safety, accessibility, convenience, and attractiveness.

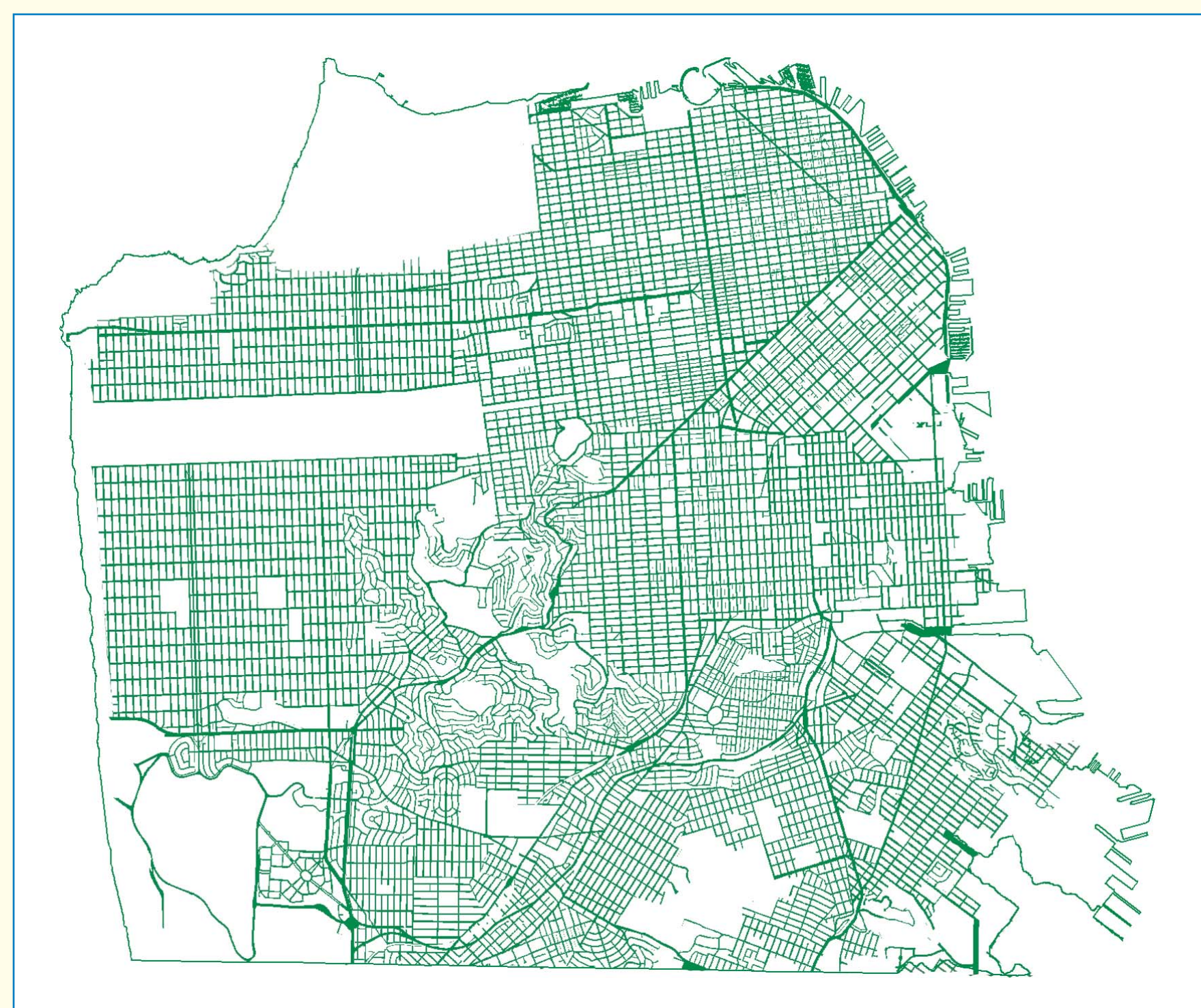
It will establish a unified set of guidelines and standards to guide the design and management of the sidewalk and crossing areas of streets and alleys, and a framework for turning these guidelines and standards into on-the-ground, built improvements.

The **Better Streets Plan** will reflect the understanding that streets are about much more than just a way to get from here to there -- that they are important elements of our community and serve a multitude of social, recreational, and ecological needs.

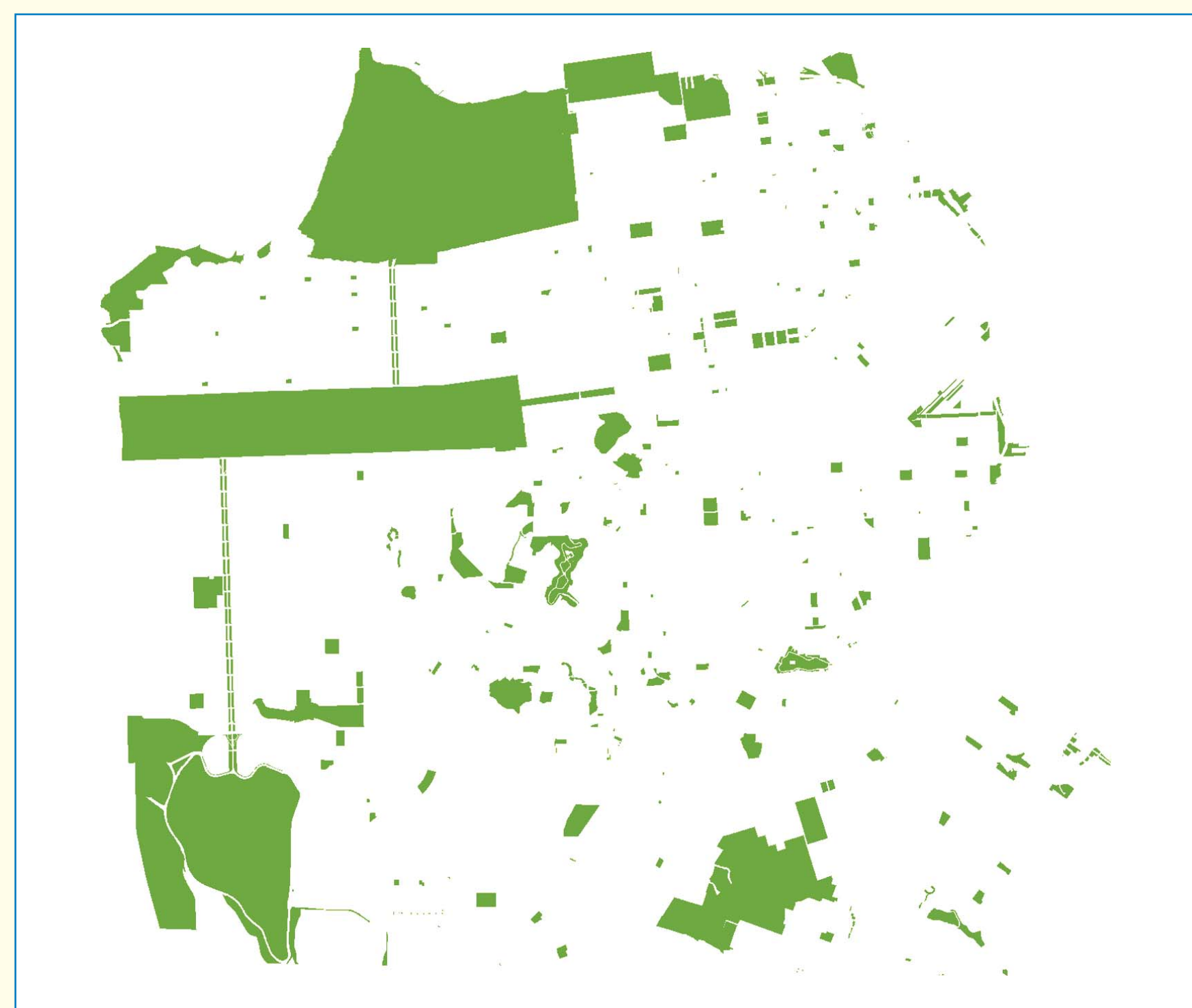


What is the Better Streets Plan?

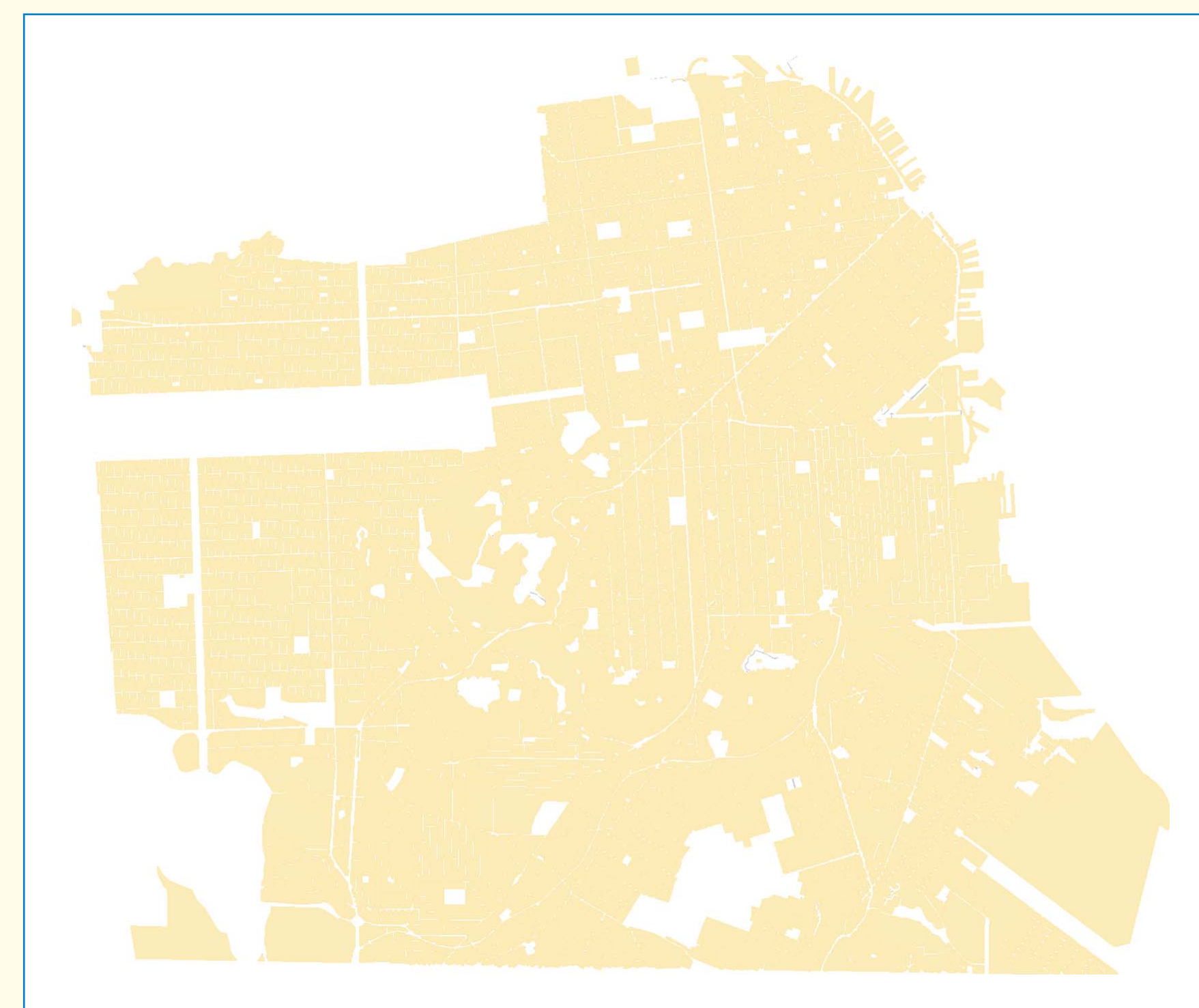
San Francisco's streets are our most valuable public space, comprising over 25% of the City's land area.



Streets - 25%



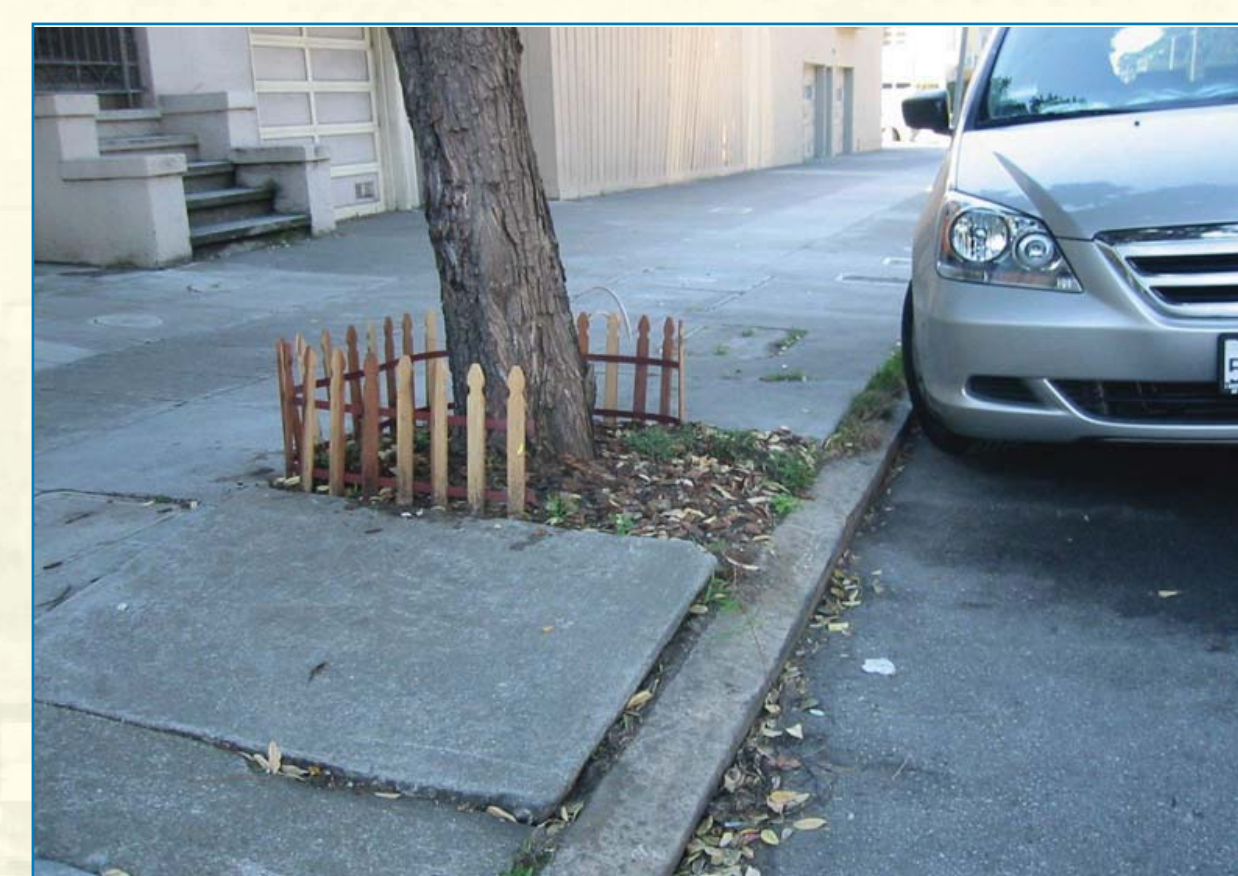
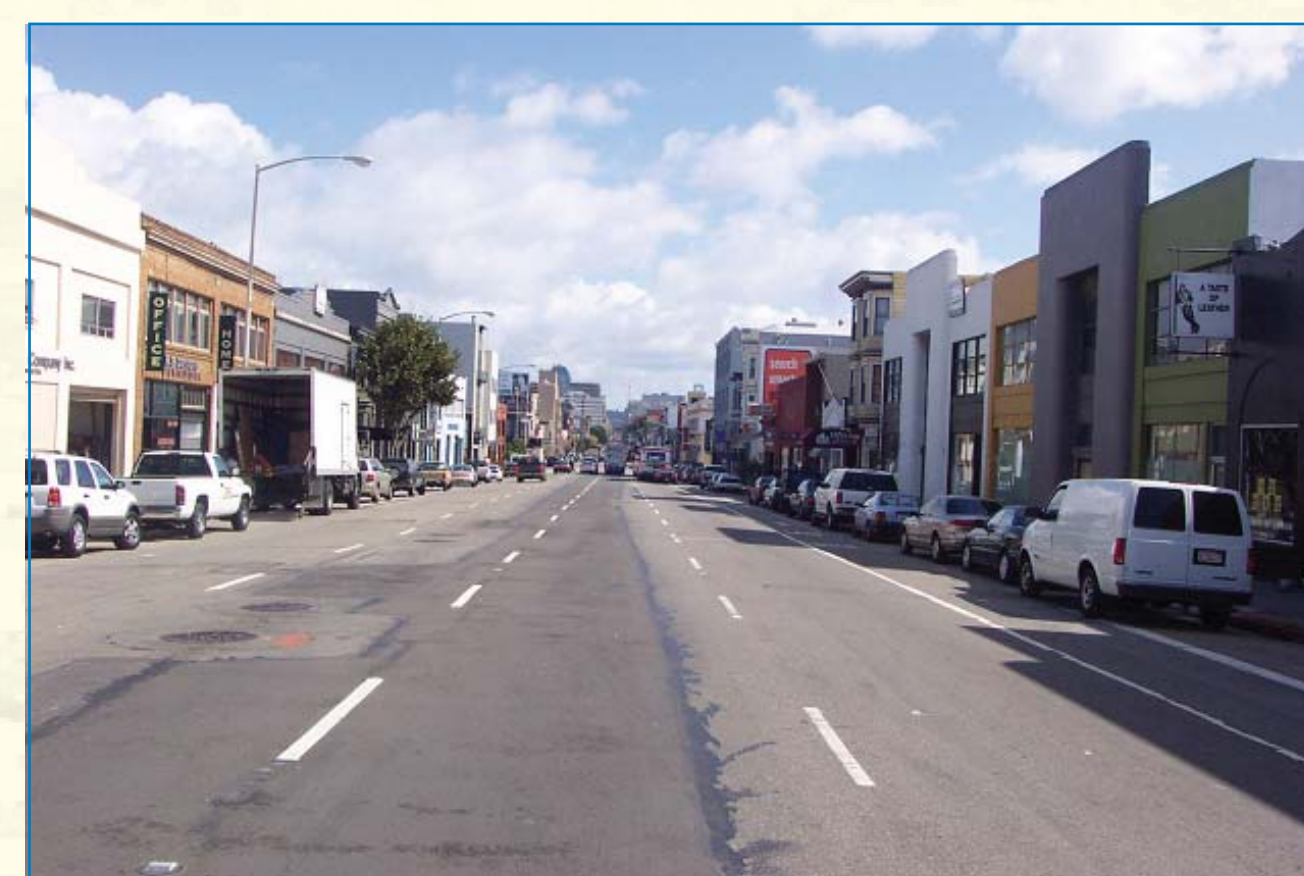
Parks - 17%



Other - 58%

A world-class city deserves world-class streets. The quality of San Francisco's streets could be greatly improved to better meet a variety of daily needs.

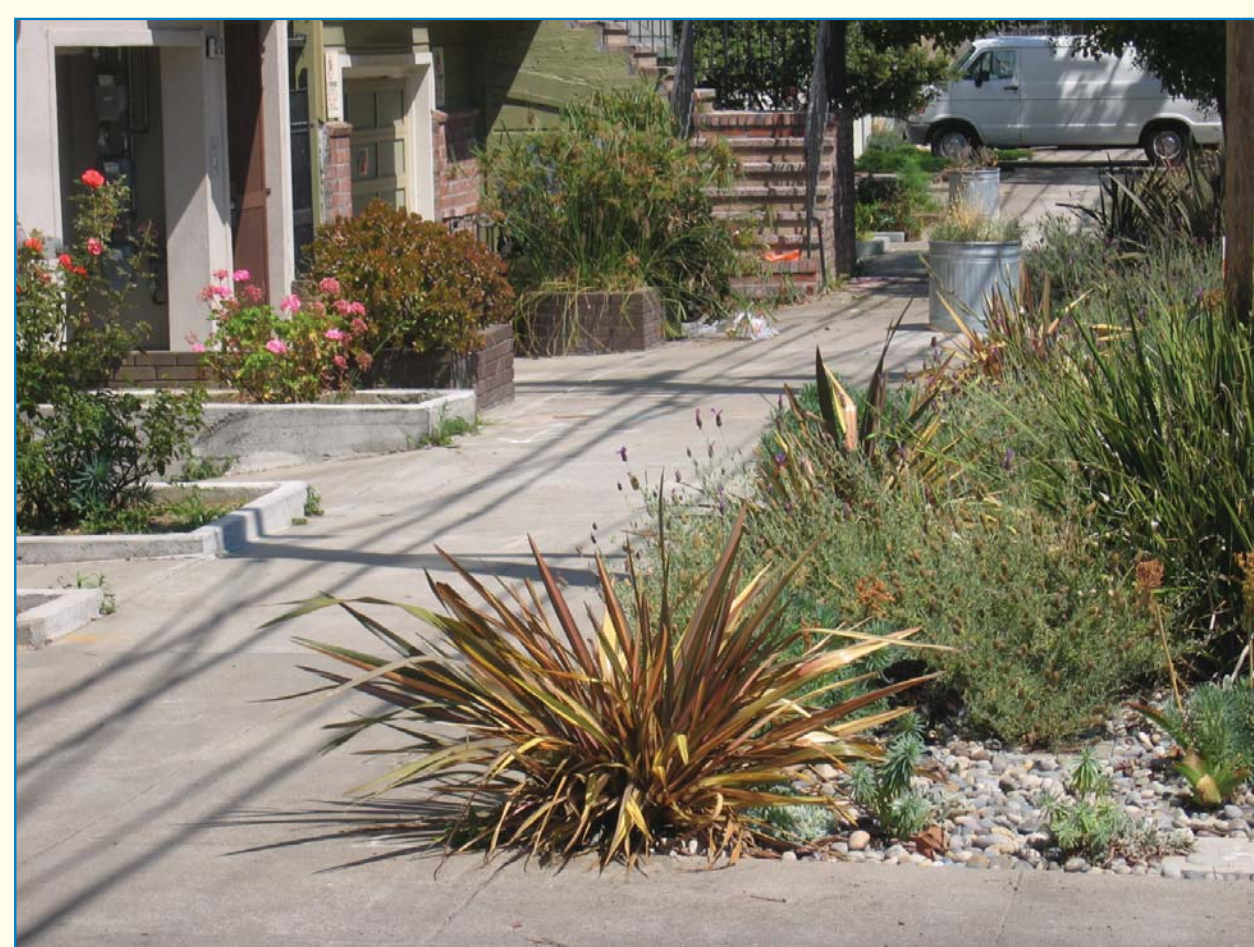
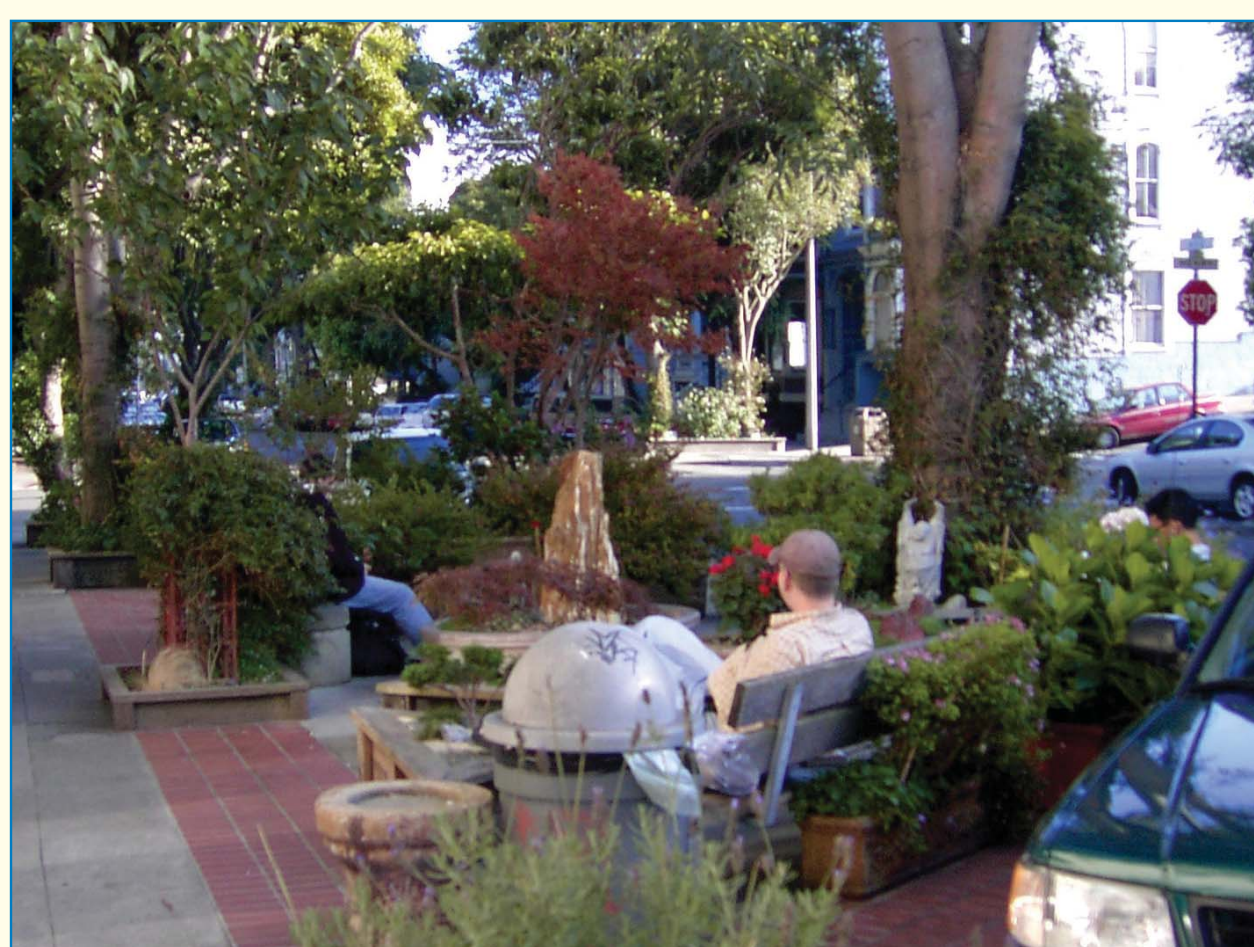
Numerous City departments are responsible for designing and maintaining our streets. The [Better Streets Plan](#) will bring together these departments to guide the City's street design in a more coordinated fashion.



Some of the conditions the Better Streets Plan intends to address

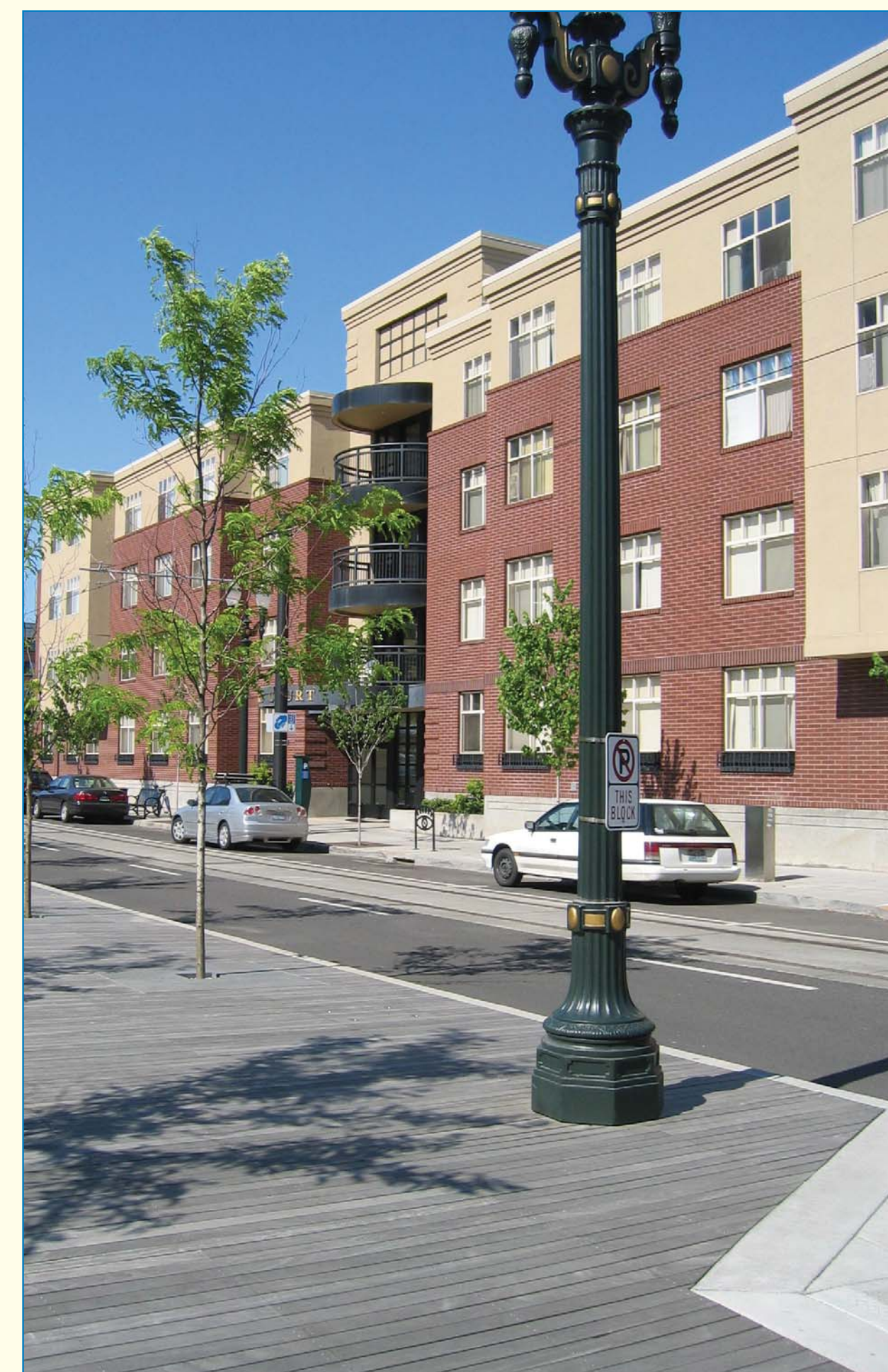
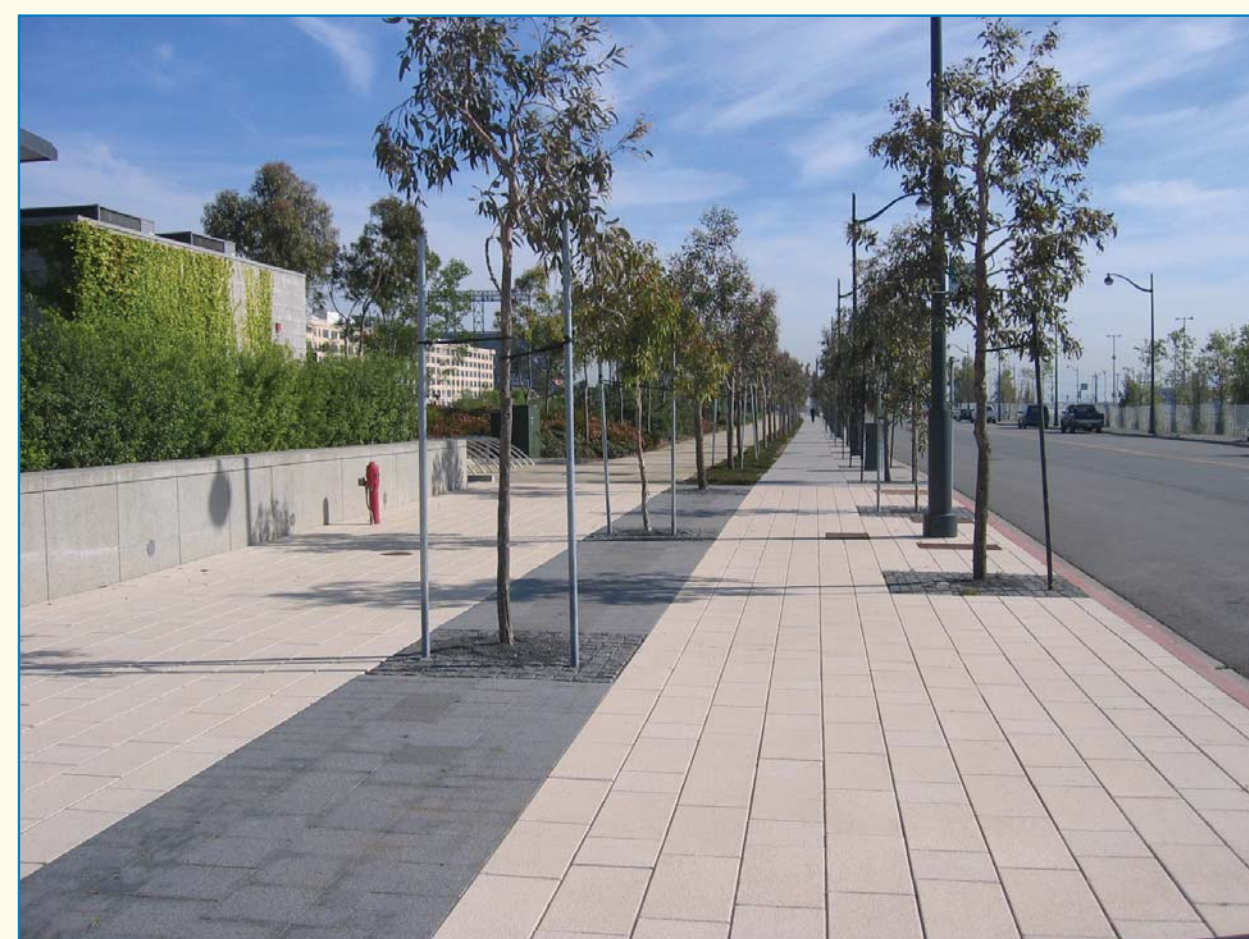
Why do the Better Streets Plan?

Neighborhoods



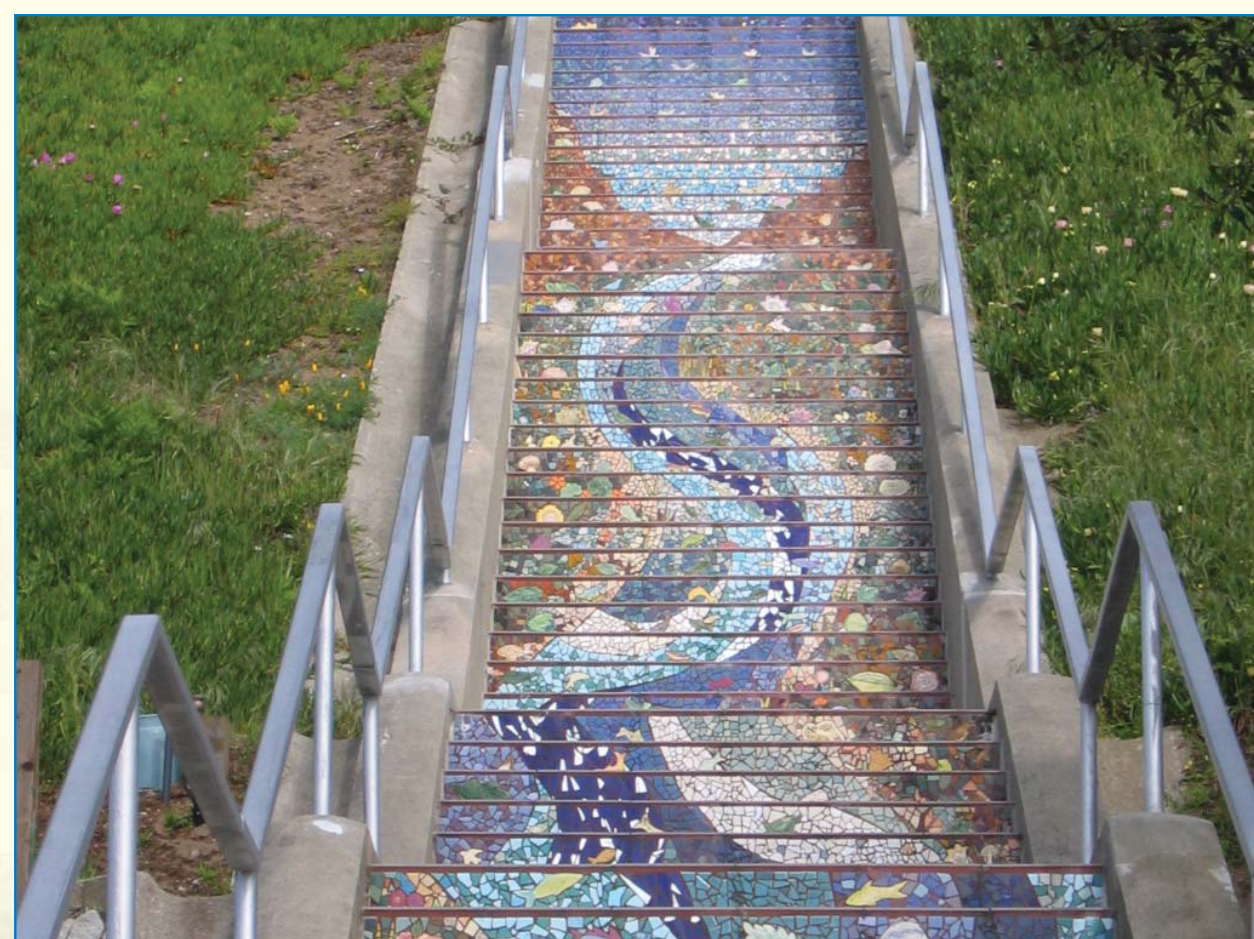
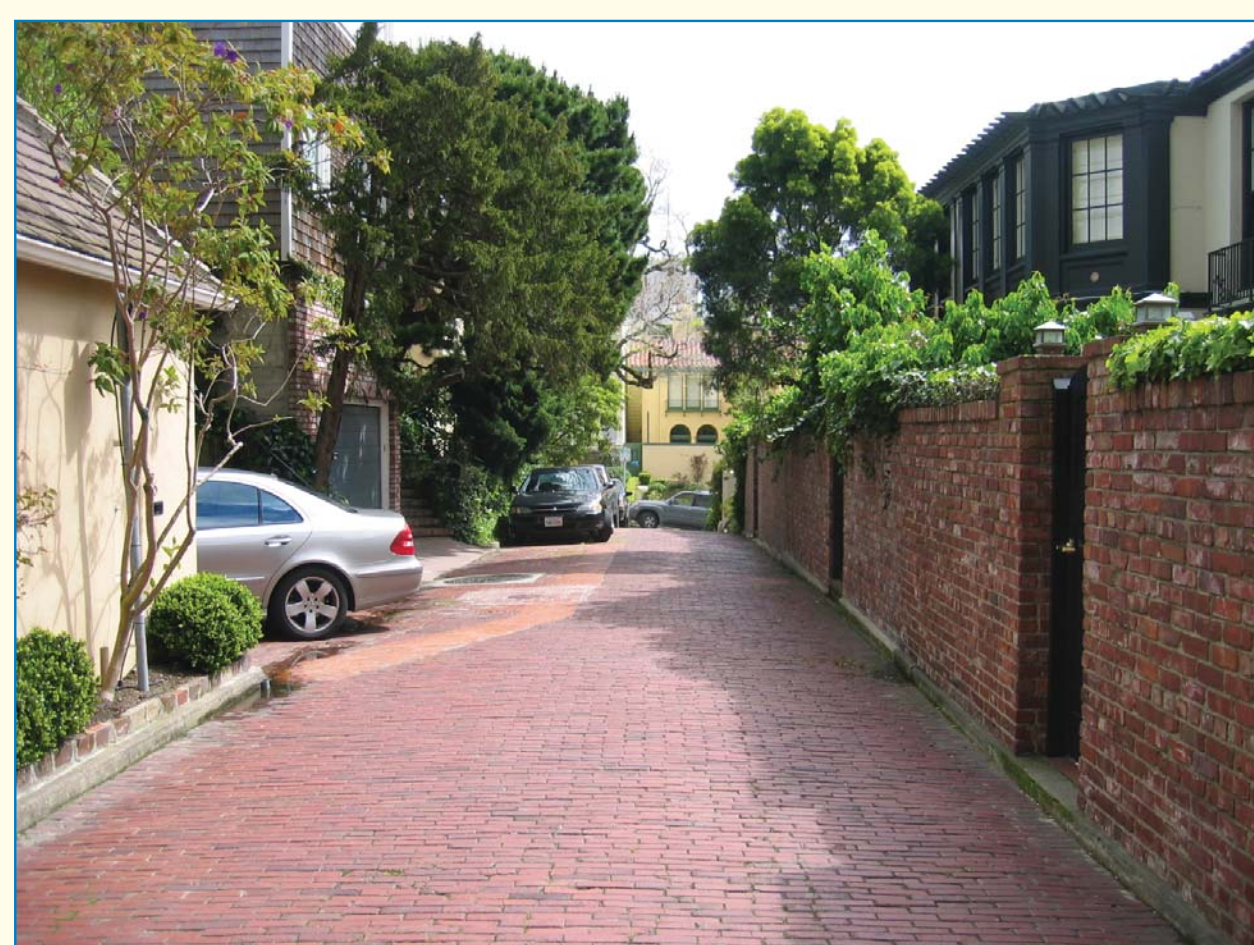
Neighborhood streets are places where residents enjoy spending time, where children are safe from fast-moving traffic, and that offer an overall attractive and quiet environment. Neighborhood streets should have narrow crossing distances at intersections, community spaces, and ample greenery.

Throughways



Residential Throughways use high quality streetscape design to protect residents from faster moving and higher volume traffic. These streets balance the needs of residents for calm and privacy with the street's citywide role for vehicular movement.

Small Streets



Small streets, because of their narrow width, can be important community spaces. Design can reinforce this role by emphasizing the pedestrian orientation of small streets, and by using high-quality materials.

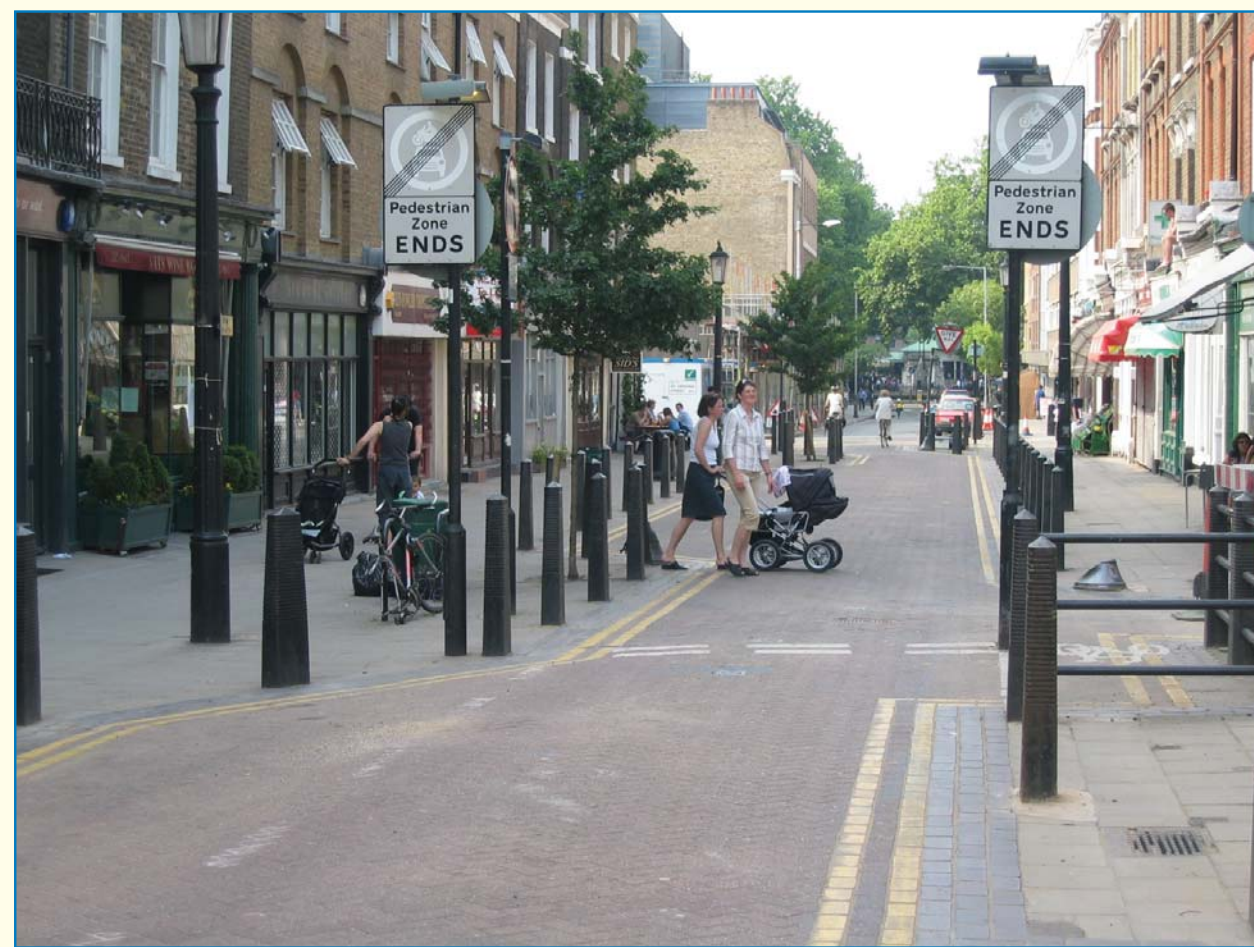
Boulevards



Boulevards balance a city's need for busy streets and maintaining residential quality of life. Generous landscaping and narrow, quiet lanes that protect residents from center traffic lanes have worked in many cities across the country.

Ideas for Residential Streets

Downtown



Downtown streets often have the city's busiest sidewalks and most diverse mix of uses. They are filled with people walking past shops and looking in windows, drinking coffee and talking with friends, or who are just getting to places they need to go.

Neighborhood



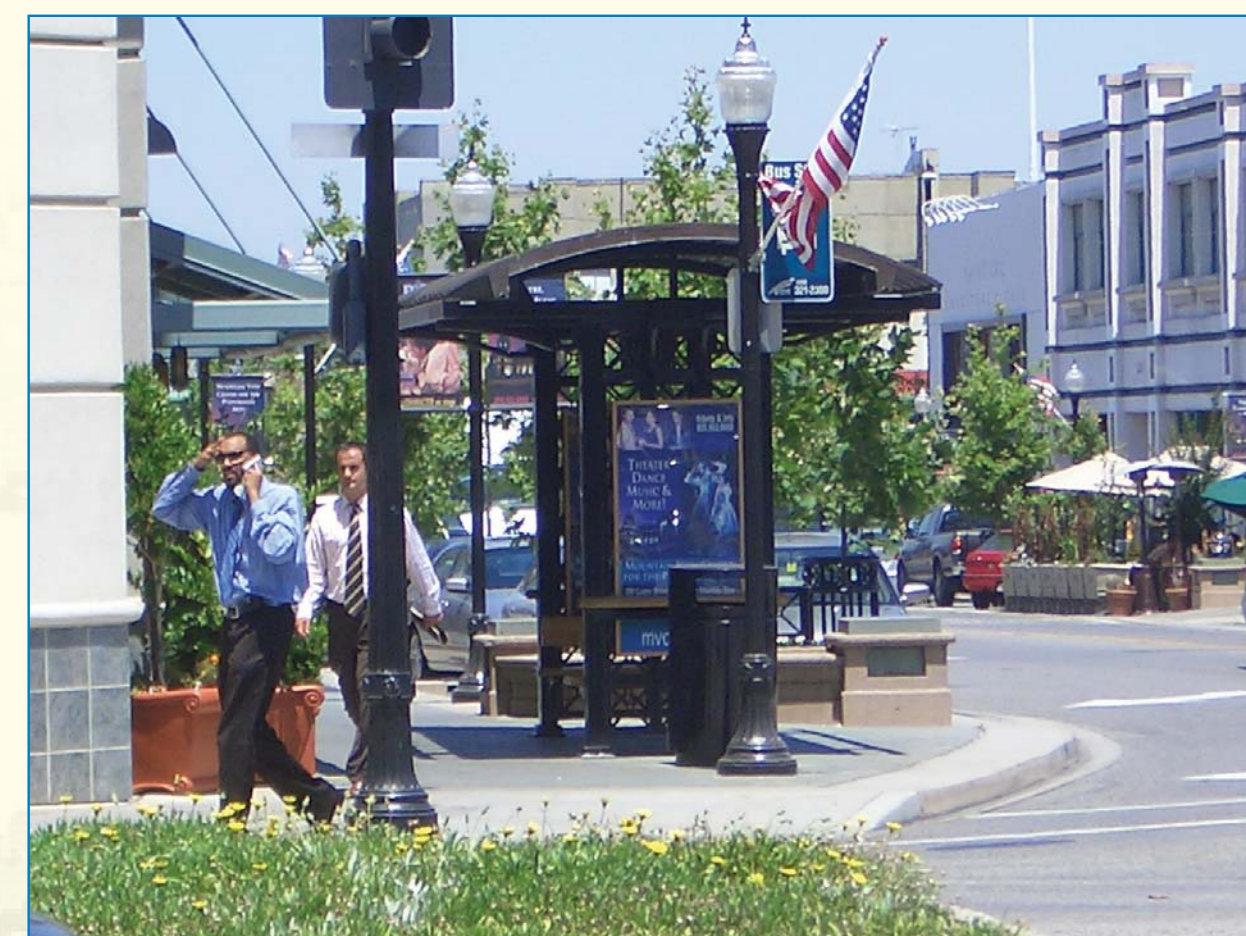
The neighborhood retail street is an important community space where residents can walk to buy groceries, grab a bite to eat and bump into neighbors. The streetscape design should reflect this important social and community role.

Ceremonial



Ceremonial streets often represent the image of a city. They are often symbols of the city and host large parades, fairs, and marches. These streets should have unique, distinctive design.

Multi-modal



Multi-modal streets carry various types of transportation: transit, bicycles, and people on foot share space with automobiles. These streets should be designed to have spacious, attractive and comfortable sidewalks, and special amenities such as transit shelters and bike racks.

Ideas for Civic Streets

The **Better Streets Plan** will involve three rounds of community outreach to gather public input over the next 6 months.



Currently Scheduled Public Meetings

APRIL 16, 2007 6:00-8:00 PM

West Portal Playground Clubhouse
139 Lenox Way

APRIL 19, 2007 6:00-8:00 PM

Eureka Valley Recreation Center
100 Collingwood Street

APRIL 18, 2007 6:00-8:00 PM

Rochambeau Playground Clubhouse
250 - 25th Avenue

APRIL 24, 2007 6:30-8:30 PM

SoMa Eugene Friend Recreation Center
270 Sixth Street

3 Rounds of Community Outreach

APRIL

MAY

ROUND 1

What are streets for?

product: goals and priorities for the plan.

JUNE

JULY

ROUND 2

How should our streets be designed?

product: design guidelines and policy recommendations.

AUGUST

SEPTEMBER

OCTOBER

ROUND 3

How do we implement these ideas?

product: draft Better Streets Plan

Other ways to get involved:

- fill out a survey
- fill out a comment sheet
- contact us at sfbetterstreets.org or email at info@sfbetterstreets.org

How to Get Involved



SAN FRANCISCO
PLANNING
DEPARTMENT



Mayor's Office on
Disability



MTA

Municipal Transportation Agency

