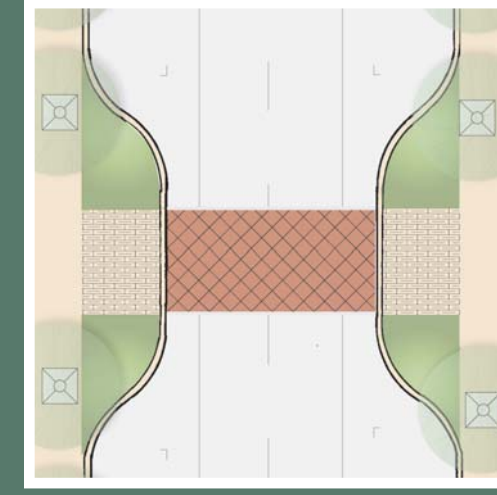


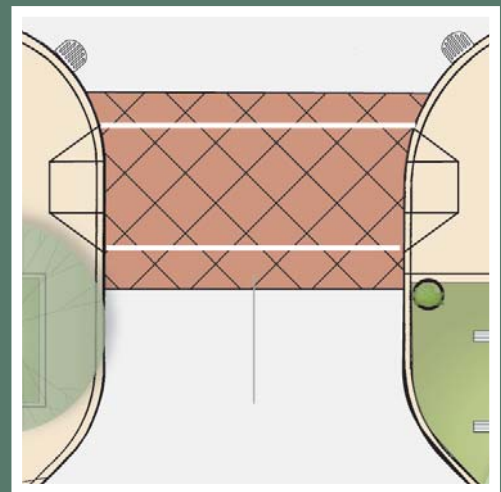
Traffic Circle:

- Adds landscaping to large pavement expanses.
- Calms traffic at intersections.
- Not appropriate on heavy traffic streets.



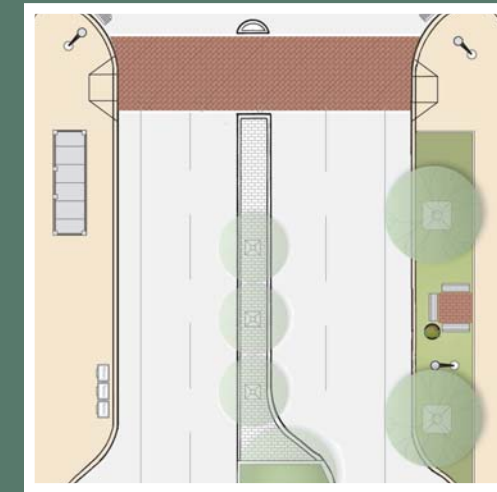
Mid-block Crossing:

- Provides safe pedestrian crossing at mid-block locations on long blocks
- Can include trees and landscaping at bulbouts
- Installation can be costly and require a traffic study



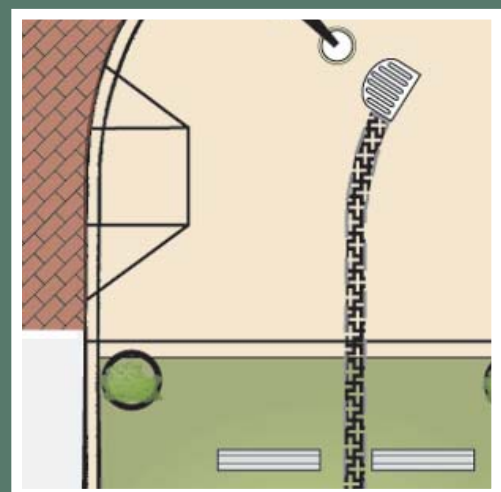
Raised Crossing:

- Increases visibility and makes crossings easier for pedestrians.
- Slows traffic entering residential streets.
- Can be expensive to install.



Landscaped Open Space Median:

- Visually narrows the street to calm traffic and adds pedestrian refuge in crosswalk.
- Can be landscaped with planters and/or trees.
- Installation can be costly.



Trench Drain in Bulbout:

- Decreases the cost of constructing a bulbout because existing storm drain does not need to be moved.
- Maintenance can be difficult and costly.



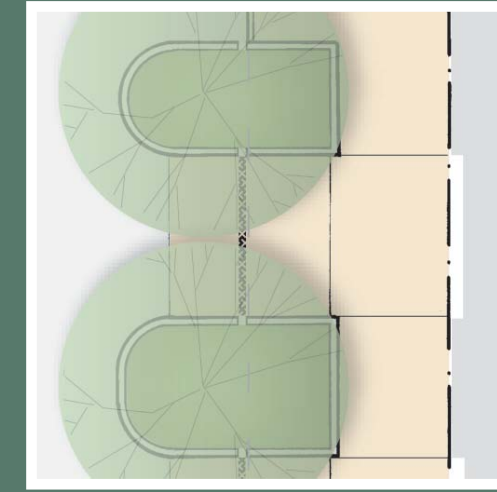
Useable Open Space Median:

- Creates significant useable open space.
- Adds landscaping and stormwater benefits.
- Implementation can be expensive and requires constructing new curbs.
- Retains equivalent parking.



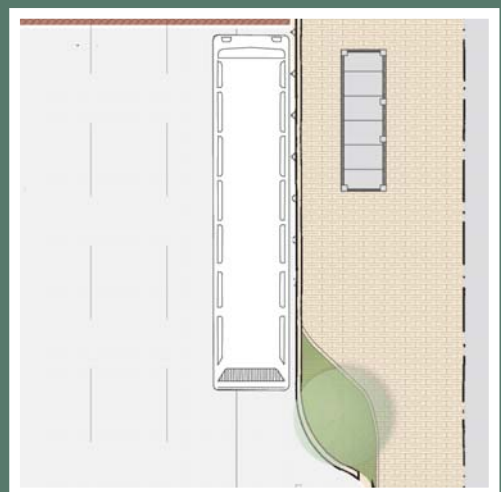
Extended Bulbout / Corner Plaza

- Adds significant public space for seating, transit stop, landscaping, and/or pedestrian amenities
- Can include trees, landscaping, and infiltration areas
- Installation can be costly



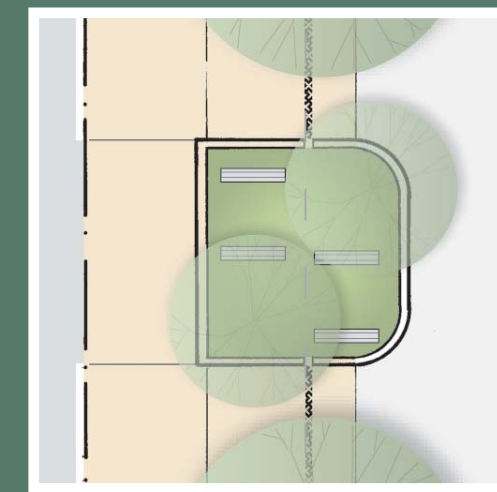
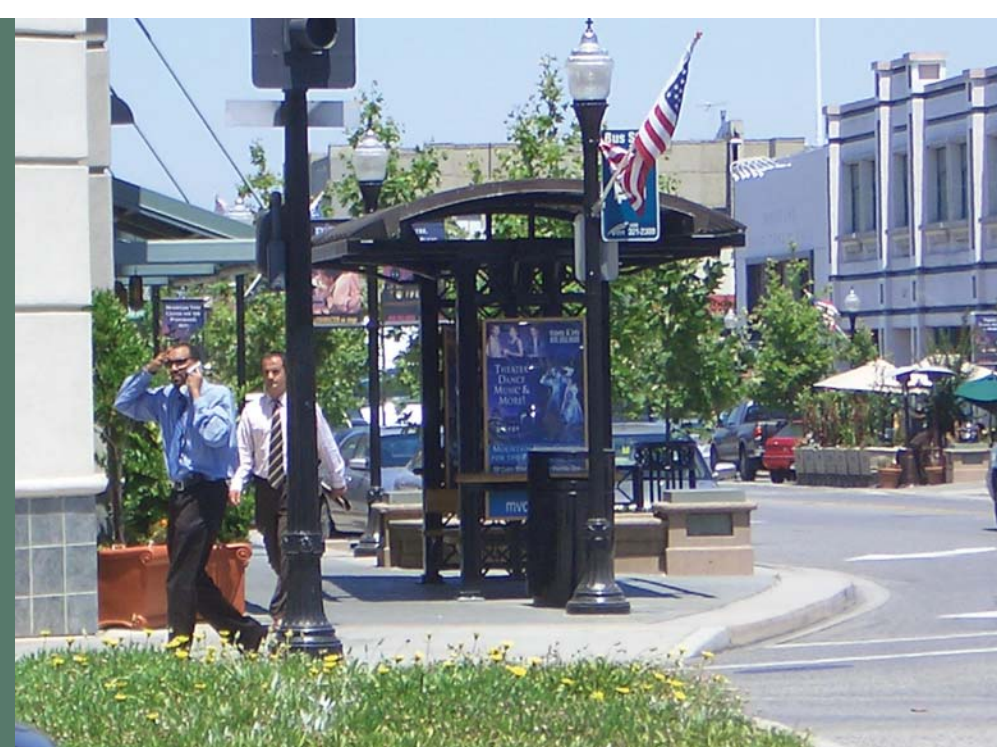
Parking Lane Planter Between Driveways:

- Makes use of narrow spaces between driveways to visually narrow street, calm traffic and add greenery to the streetscape.
- Makes use of narrow spaces between driveways to visually narrow street, calm traffic and add greenery to the streetscape.
- Can be interspersed with motorcycle and bicycle parking.



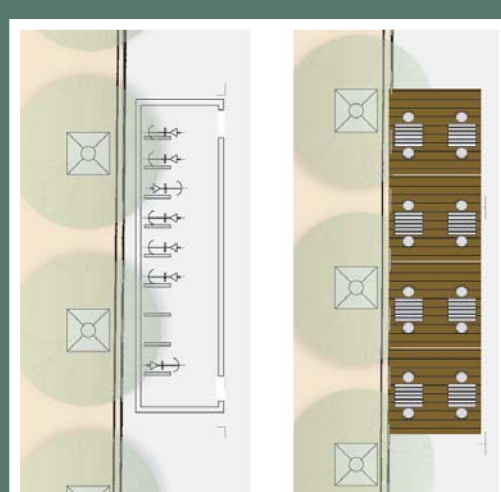
Extended Bulbout for Transit Stop:

- Keeps bus in traffic flow and provides more space for waiting, loading, and unloading passengers.
- Need to maintain clear space for loading and unloading.
- Can be landscaped with planters and/or trees.
- Installation can be costly.



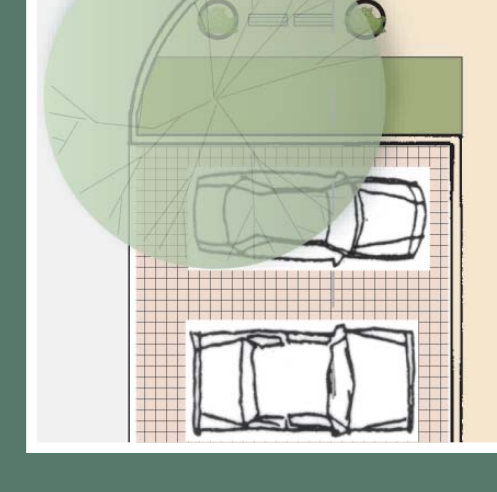
Sidewalk/Parking Lane Pocket Park:

- Provides useable open space and space for pedestrian amenities.
- Adds green space to sidewalks.
- Visually narrows the street to calm traffic.
- May require removal of some parking.

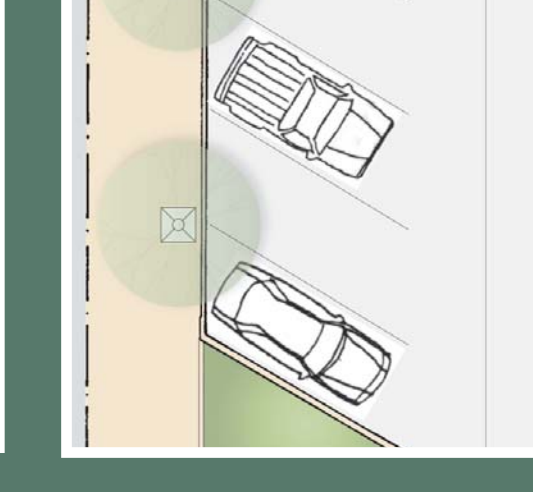


Flexible Parking Zones:

- Parking spaces can be temporarily claimed for seating in front of cafes, bicycle parking, or other uses reflective of adjacent land use.
- Temporary installation can be inexpensive.
- Need for additional management.

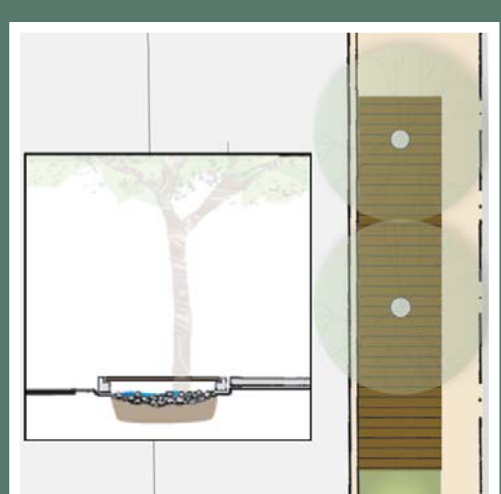


Perpendicular or Angle Parking



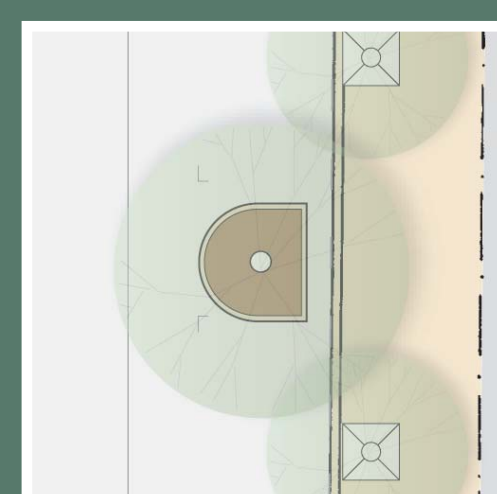
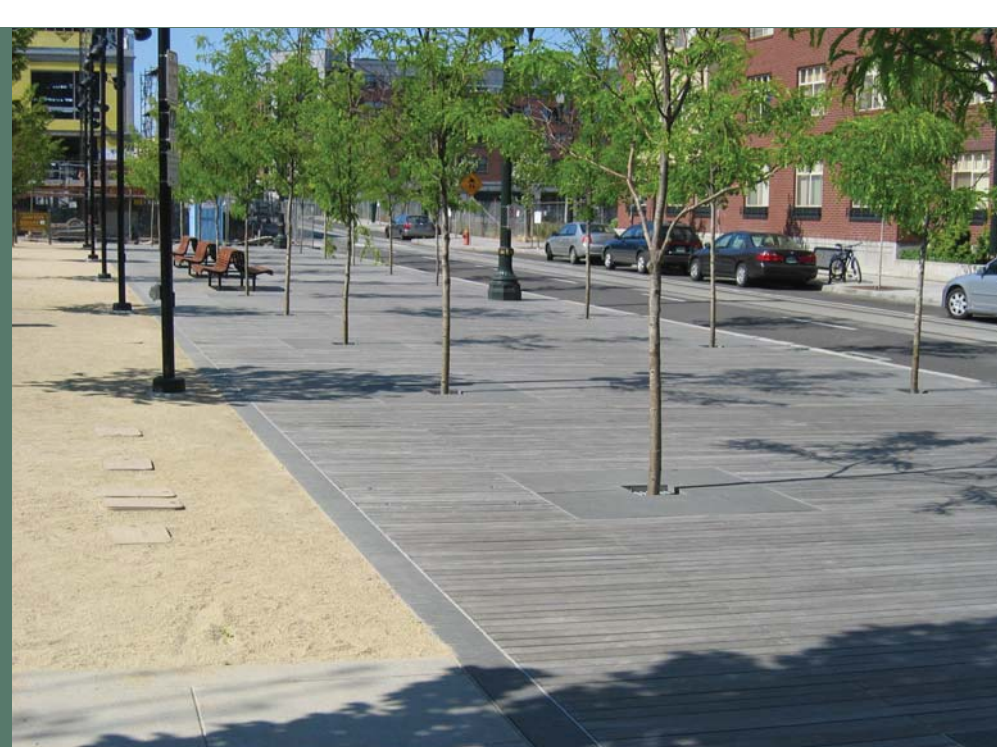
Back-in Perpendicular or Angle Parking

- Adds more parking to the street and narrows street visually to slow traffic
- Provides additional space between parking for landscaping or seating areas



Infiltration Area Boardwalks:

- Add interesting material and texture to the sidewalk
- Create large areas for planting and stormwater benefits
- Boardwalks are relatively easy to remove for access to utilities



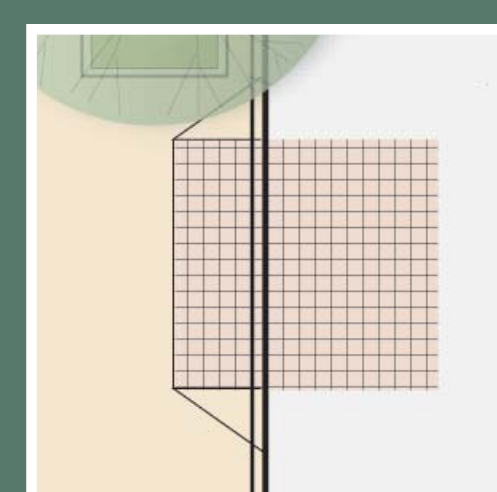
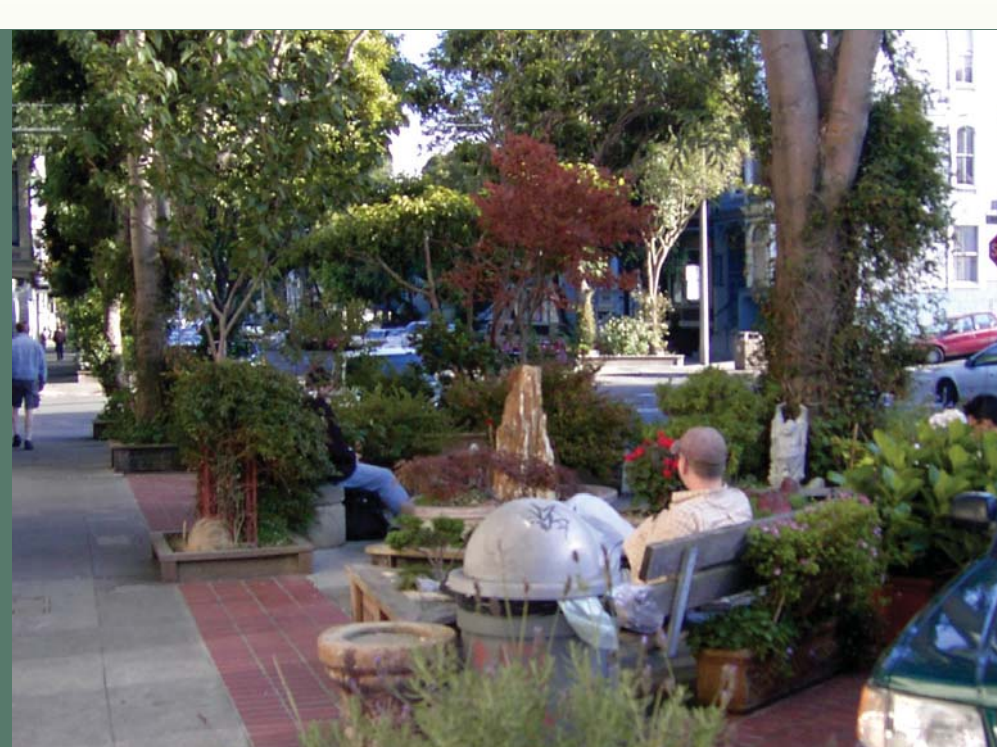
Parking Lane Planters:

- Add attractive trees and greenery to the streetscape and visually narrow the street to calm traffic
- Can be designed to drain and infiltrate stormwater runoff
- May require removal of some parking spaces
- Maintenance can be difficult and costly.



Mid-block Curb Extension Plazas:

- Provides useable open space for landscaping, furnishings, cafe seating and other pedestrian amenities.
- Visually narrows the street to calm traffic.
- Installation can be costly.



Permeable Driveways:

- Add interesting detail to streetscape and clearly demarcate driveways to discourage parking in front of them.
- Creates stormwater benefits.



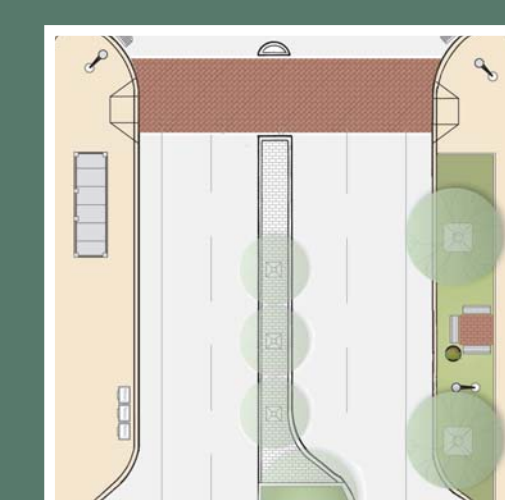
DRAFT STREETSCAPE DESIGN CONCEPTS

Major Streets

01

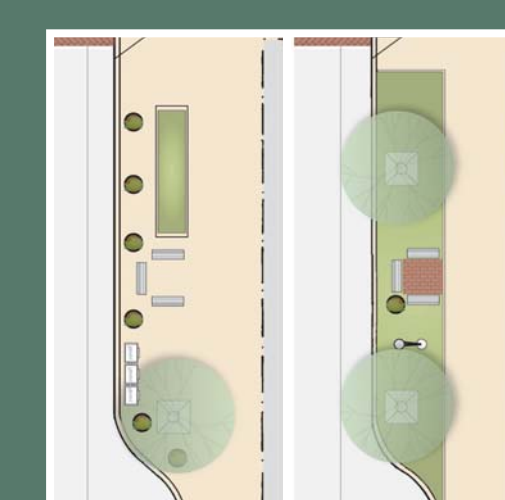
Major Streets (such as thoroughfares, arterials, parkways, and boulevards) are important multi-modal corridors which serve high demand by automobiles, trucks, transit vehicles, and high pedestrian volumes. Providing for all users without compromising safety or functionality for others is critical on these streets.

Additional Toolkit Options



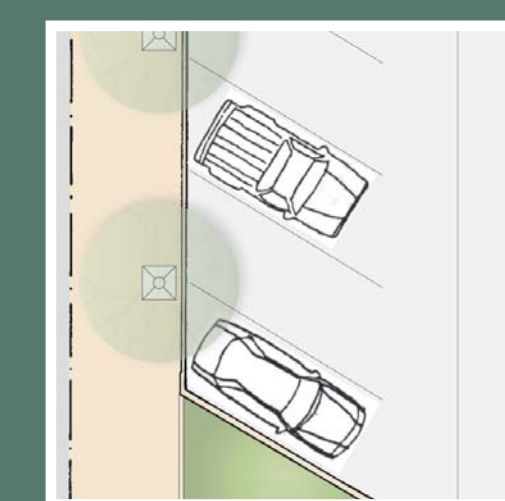
Center Median:

- Visually narrows the street to calm traffic and adds pedestrian refuge in crosswalk
- Can be landscaped with planters and trees
- Installation can be costly



Extended Bulbout/Corner Plaza:

- Adds significant public space for seating, transit stop, landscaping, and/or pedestrian amenities
- Can include trees, landscaping, and stormwater benefits
- Installation can be costly



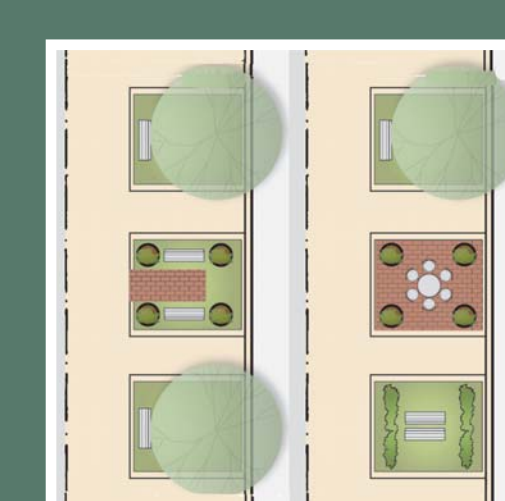
Back-in Perpendicular or Angle Parking:

- Adds more parking to the street and narrows street visually to slow traffic
- Provides additional space between parking for landscaping or seating areas



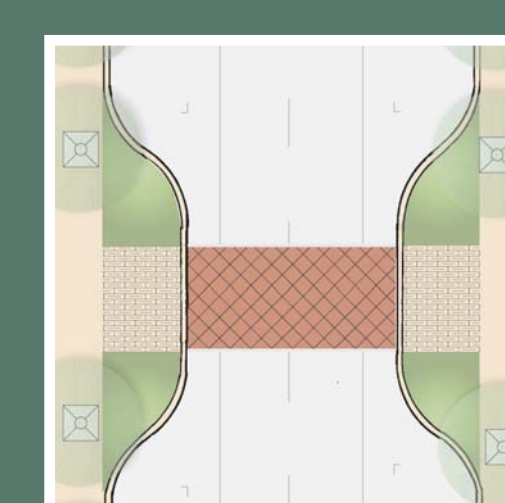
One-side Boulevard Conversion:

- A local access lane can be added to one side to provide parking, and access to homes
- Provides a widened, buffered pedestrian area, and more space for neighborhood use
- Requires significant street reconfiguration; construction can be costly



Widened "Living Street" Sidewalk:

- Wide sidewalk creates a pedestrian plaza with neighborhood style amenities including seating, trees, and landscaping
- Adds significant greenery, space for public use, and stormwater benefits
- Requires significant street reconfiguration; construction can be costly

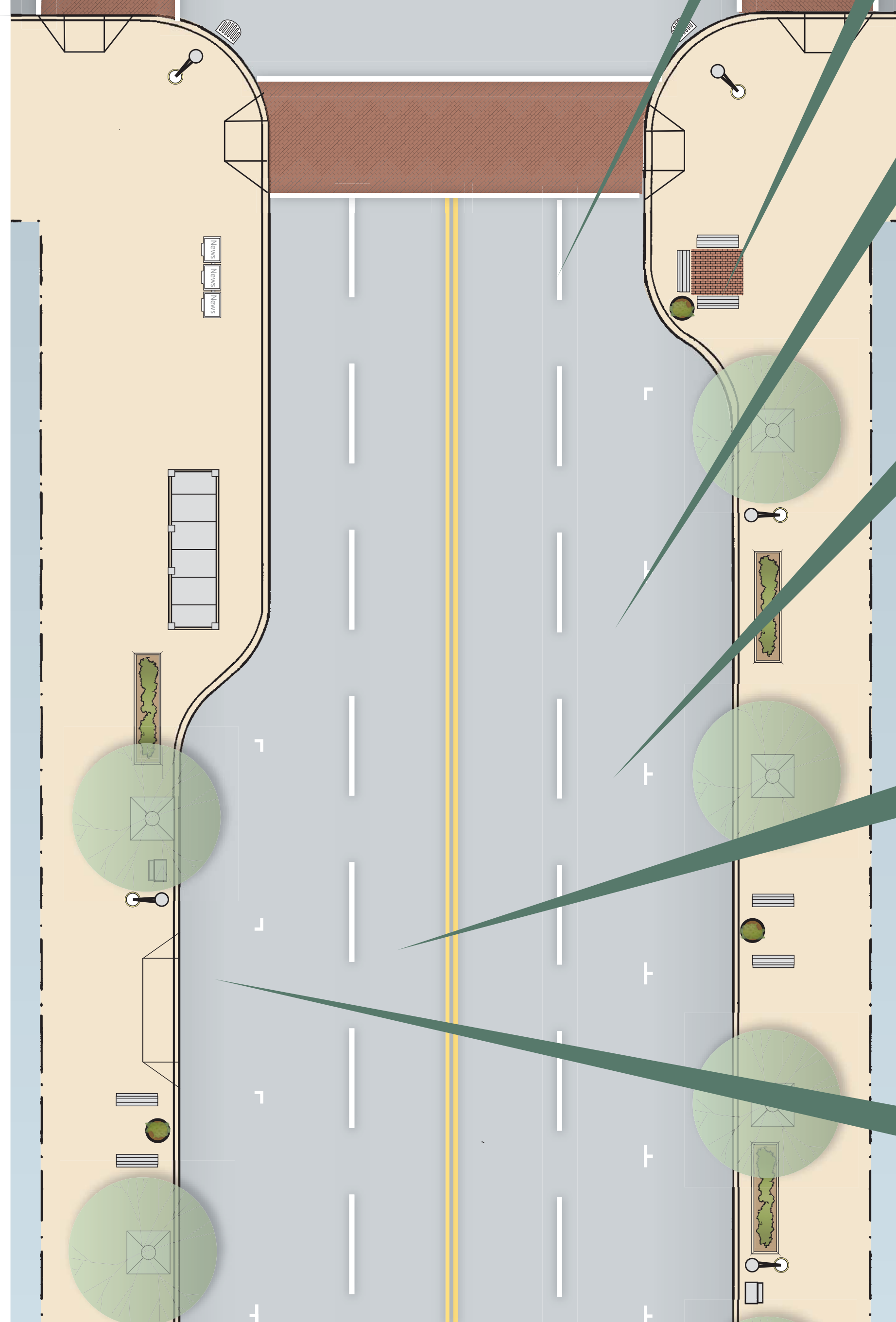
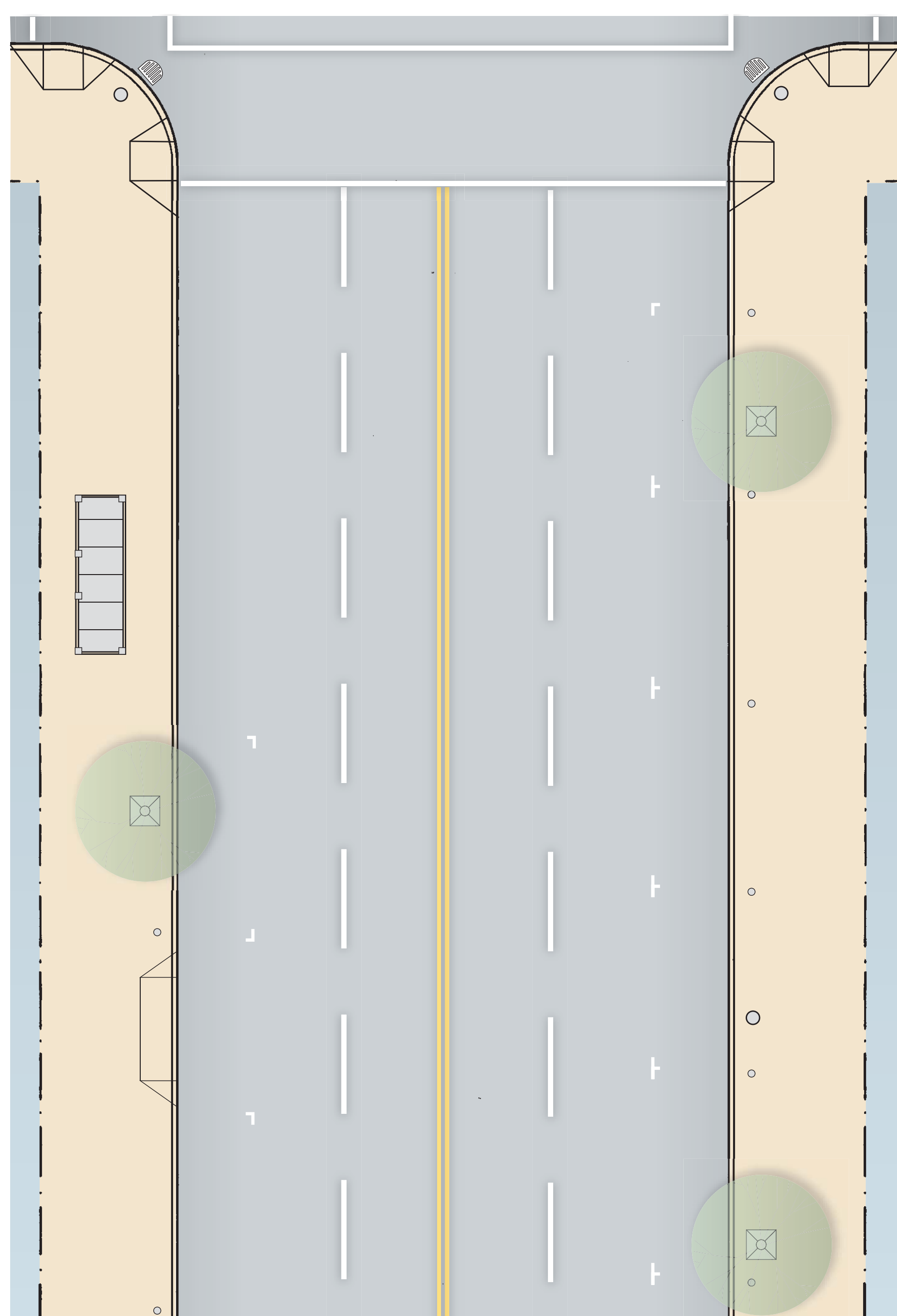
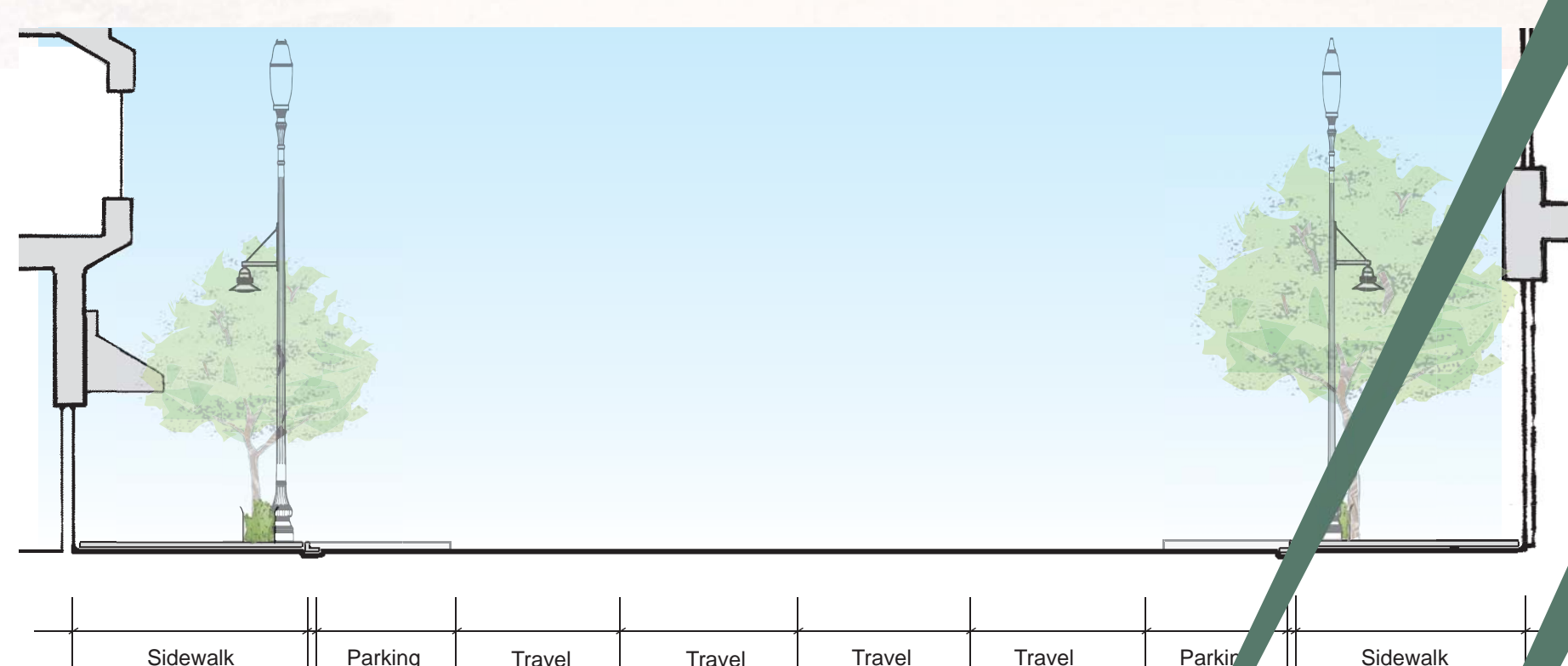
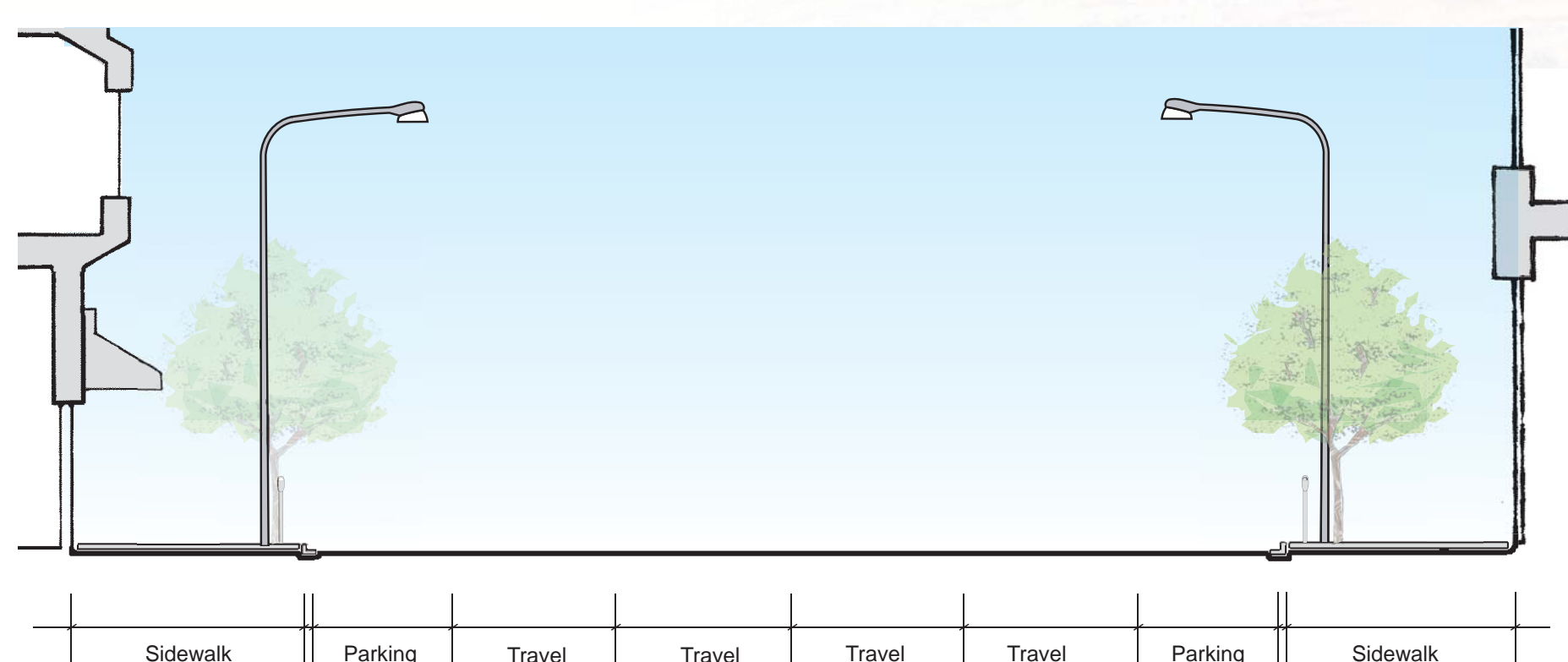


Mid-block Crossing:

- Provides safe pedestrian crossing at mid-block locations on long blocks
- Can include trees and landscaping at bulbouts
- Installation can be costly and require a traffic study

Existing

Standard Improvements

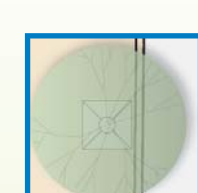


0 5 10 20 40 ft

Existing Challenges Include:

- High volume and velocity through traffic, including trucks, and loading needs of businesses
- Need for improved pedestrian safety and buffering
- Need for additional streetscape amenities

Standard Improvements Include:



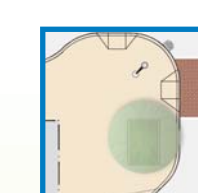
More consistent street trees in grates



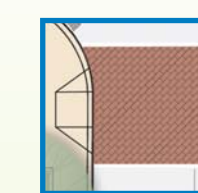
Sidewalk buffer planters



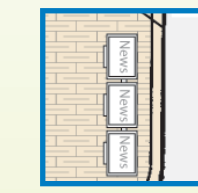
Pedestrian-scale lighting



Corner curb extensions



Special crosswalk treatments with curb ramps



A wide variety of furnishings for pedestrians



Combined parking meters and other measures to reduce clutter

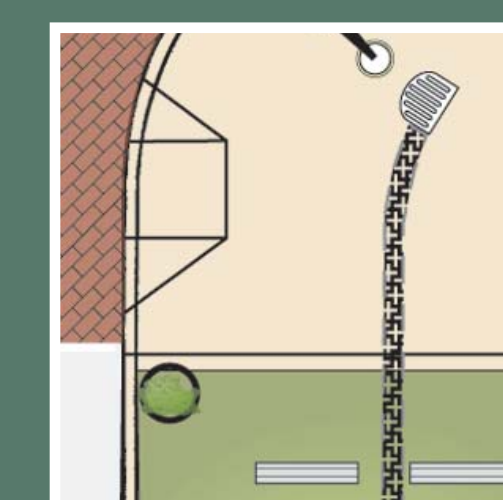
DRAFT STREETSCAPE DESIGN CONCEPTS

Local Shopping Streets

02

Local shopping (neighborhood commercial) streets are 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 while also functioning for local businesses.

Additional Toolkit Options



Trench Drain in Bulbout:

- Decreases the cost of constructing a bulbout because existing storm drain does not need to be moved.
- Maintenance can be difficult and costly.



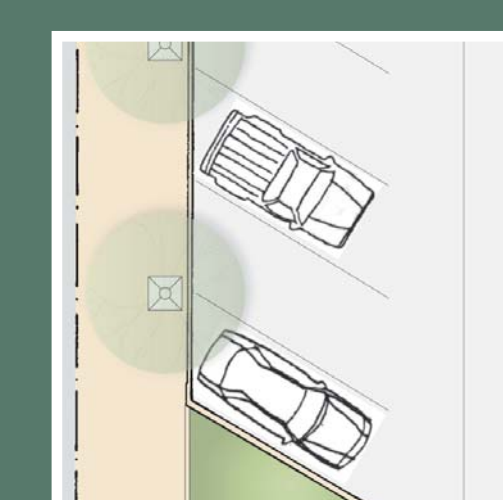
Extended Bulbout for Transit Stop:

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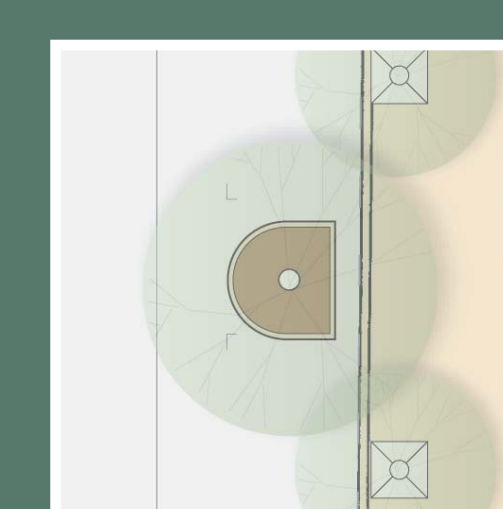
Infiltration Area Boardwalks:

- Add interesting material and texture to the sidewalk.
- Create large areas for planting and stormwater benefits.
- Boardwalks are relatively easy to remove for access to utilities.



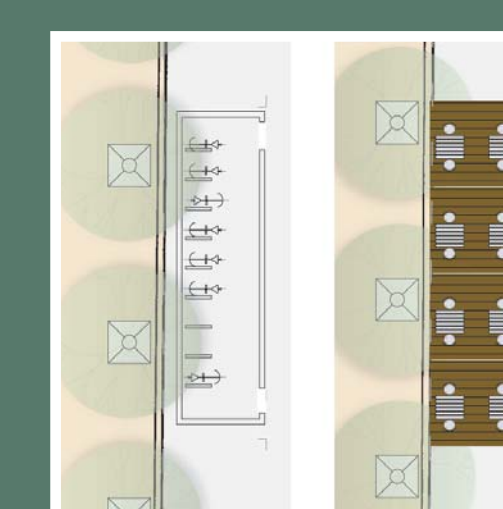
Back-in Perpendicular or Angle Parking:

- Adds more parking to the street and narrows street visually to slow traffic.
- Provides additional space between parking for landscaping or seating areas.



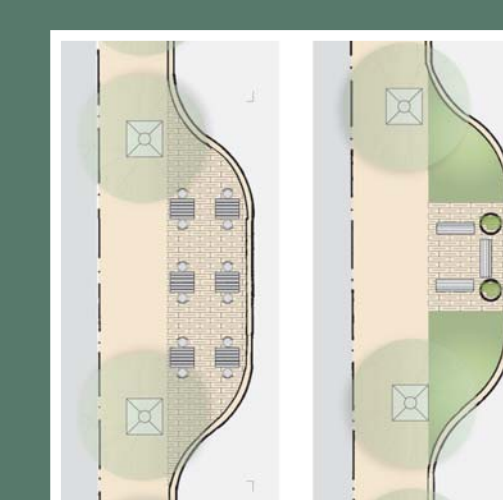
Parking Lane Planters:

- Add attractive trees and greenery to the streetscape and visually narrow the street to calm traffic.
- Can be designed to drain and infiltrate stormwater runoff.
- May require removal of some parking spaces.
- Maintenance can be difficult and costly.



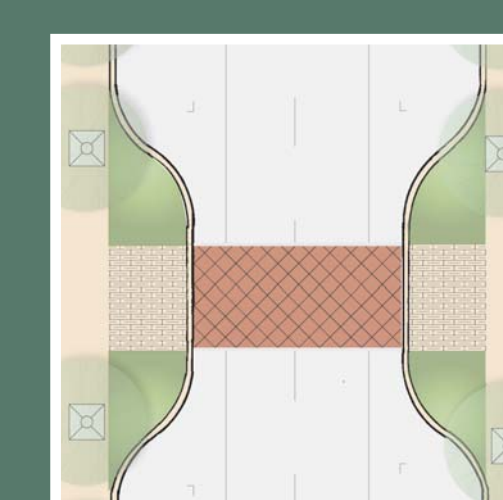
Flexible Parking Zones:

- Parking spaces can be temporarily claimed for seating in front of cafes, bicycle parking, or other uses reflective of adjacent land use.
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- Need for additional management.



Mid-block Curb Extension Plazas:

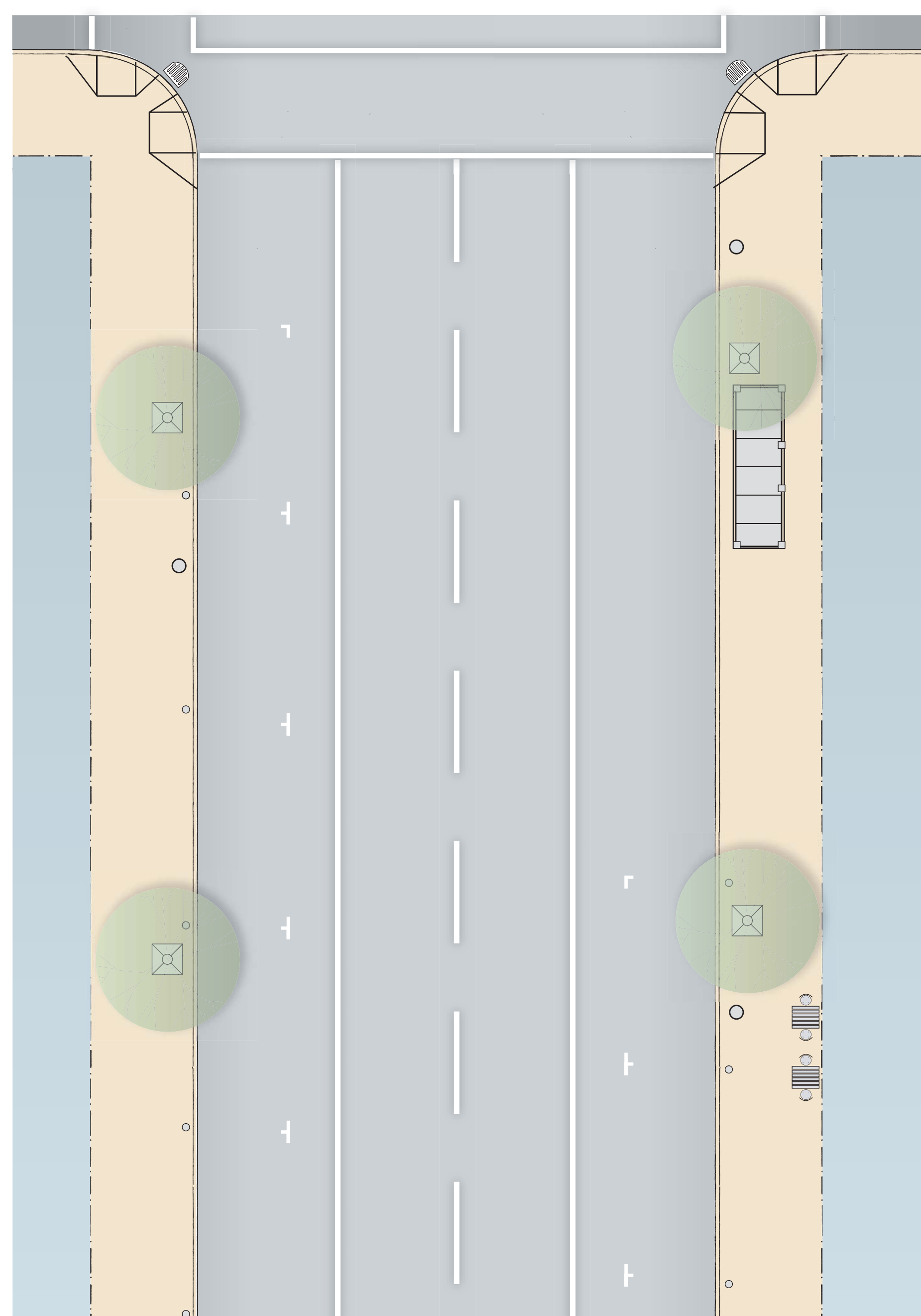
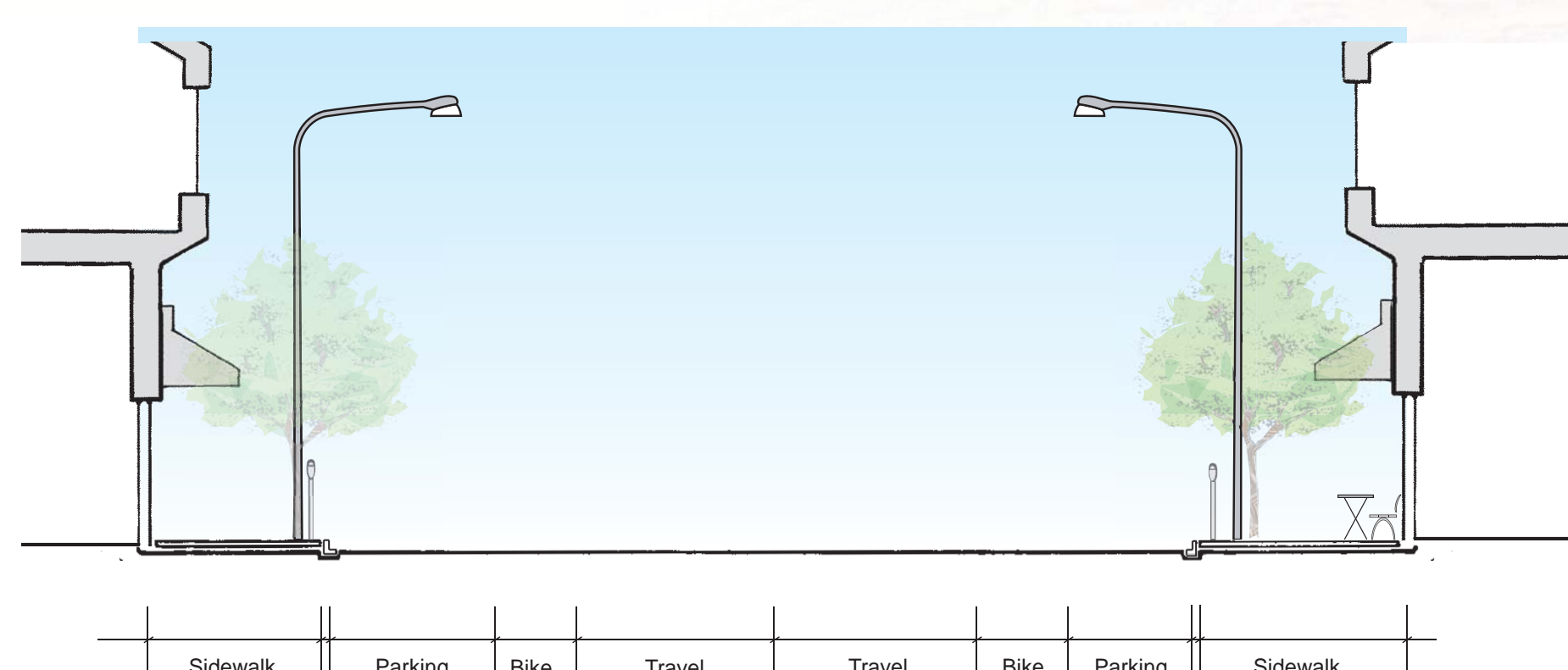
- Provides useable open space for landscaping, furnishings, cafe seating and other pedestrian amenities.
- Visually narrows the street to calm traffic.
- Installation can be costly.



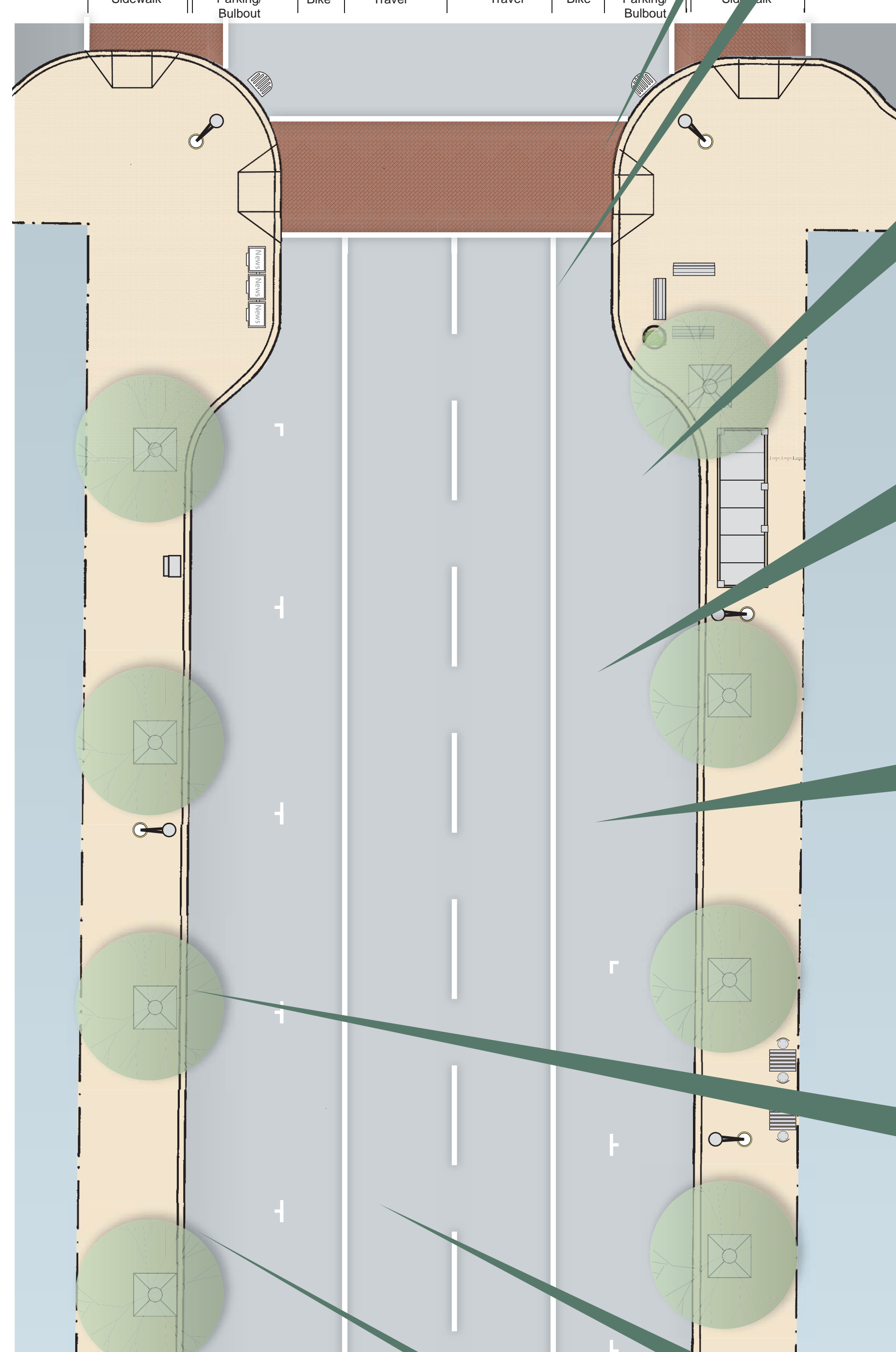
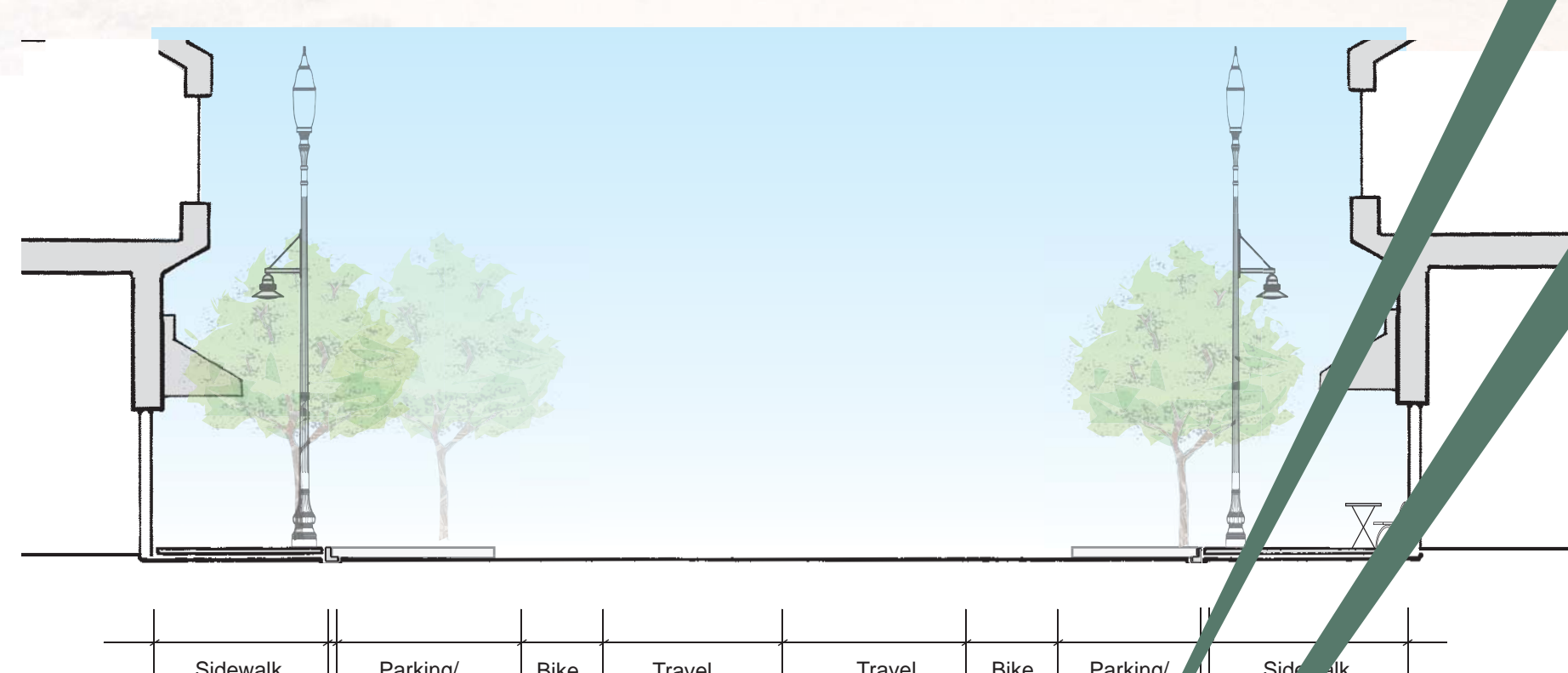
Mid-block Crossing:

- Provides safe pedestrian crossing at mid-block locations on long blocks.
- Can include trees and landscaping at bulbouts.
- Installation can be costly and require a traffic study.

Existing



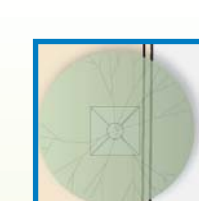
Standard Improvements



Existing Challenges Include:

- Need for increased space for pedestrian through-travel, seating areas and other street furnishings
- Need to retain parking and loading functions to serve local businesses
- The pedestrian realm often appears cluttered by signs, street furnishings, and other elements

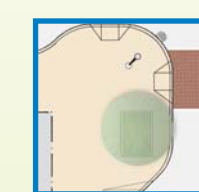
Standard Improvements Include:



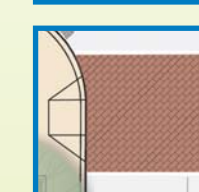
More consistent street trees in grates



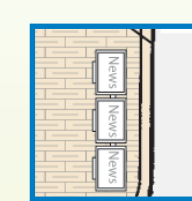
Pedestrian-scale lighting



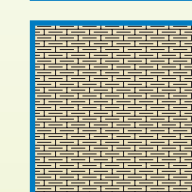
Corner curb extensions



Special crosswalk treatments with curb ramps



A wide variety of furnishings for pedestrians



Special paving in furnishing zones



Combined parking meters and other measures to reduce clutter

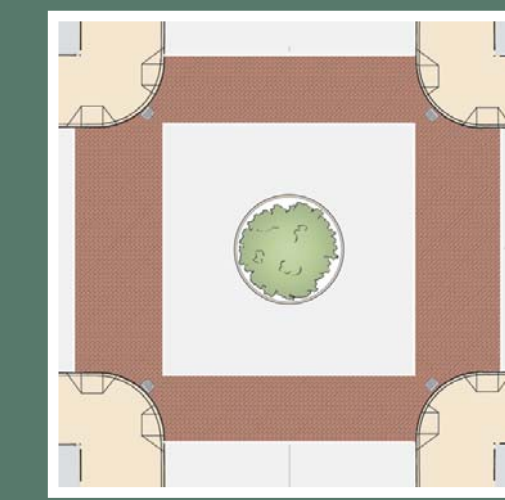
DRAFT STREETSCAPE DESIGN CONCEPTS

Neighborhood Streets

03

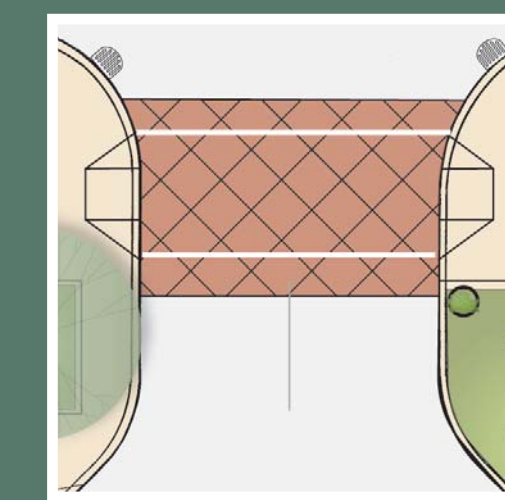
Neighborhood residential streets commonly have wide rights-of-way for a relatively limited volume of traffic. These streets can better serve the residential neighborhood context by providing pedestrian amenities, attractive landscaping, useable open space, and stormwater benefits.

Additional Toolkit Options



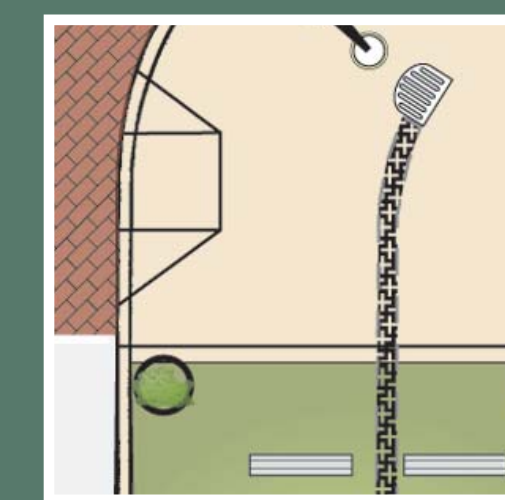
Traffic Circle:

- Adds landscaping to large pavement expanses.
- Calms traffic at intersections.
- Not appropriate on heavy traffic streets.



Raised Crossing:

- Increases visibility and makes crossings easier for pedestrians.
- Slows traffic entering residential streets.
- Can be expensive to install.



Trench Drain in Bulbout:

- Decreases the cost of constructing a bulbout because existing storm drain does not need to be moved.
- Maintenance can be difficult and costly.



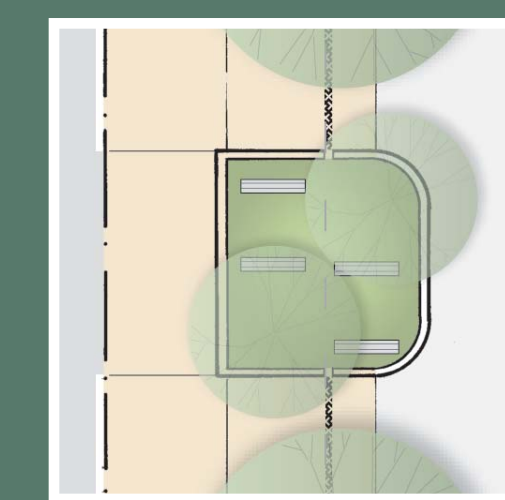
Useable Median:

- Creates significant useable open space.
- Adds landscaping and stormwater benefits.
- Implementation can be expensive and requires constructing new curbs.
- Retains equivalent parking.



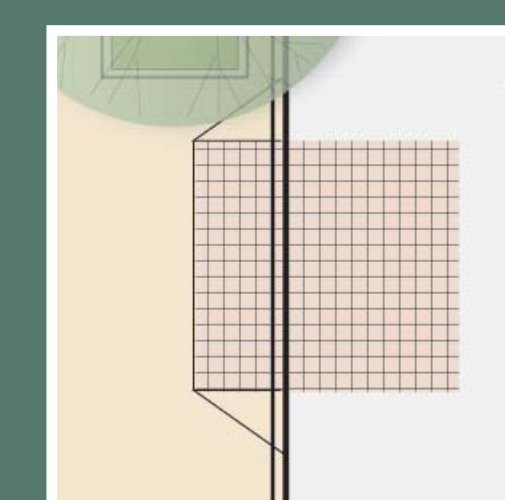
Parking Lane Planter Between Driveways:

- Makes use of narrow spaces between driveways to visually narrow street, calm traffic and add greenery to the streetscape.
- Makes use of narrow spaces between driveways to visually narrow street, calm traffic and add greenery to the streetscape.
- Can be interspersed with motorcycle and bicycle parking.



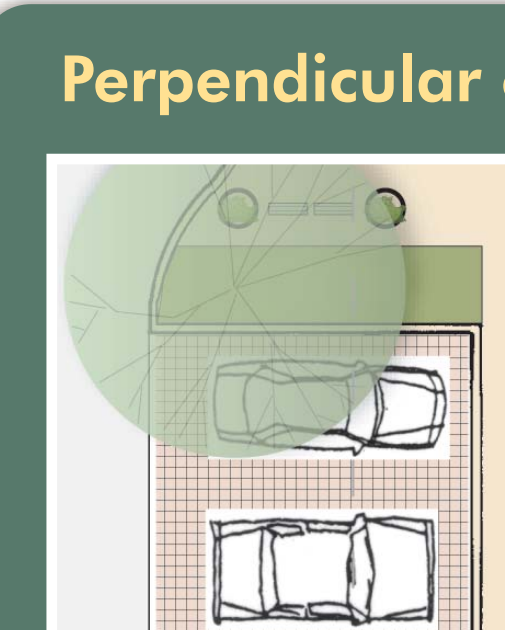
Sidewalk/Parking Lane Pocket Park:

- Provides useable open space and space for pedestrian amenities.
- Adds green space to sidewalks.
- Visually narrows the street to calm traffic.
- May require removal of some parking.



Permeable Driveways:

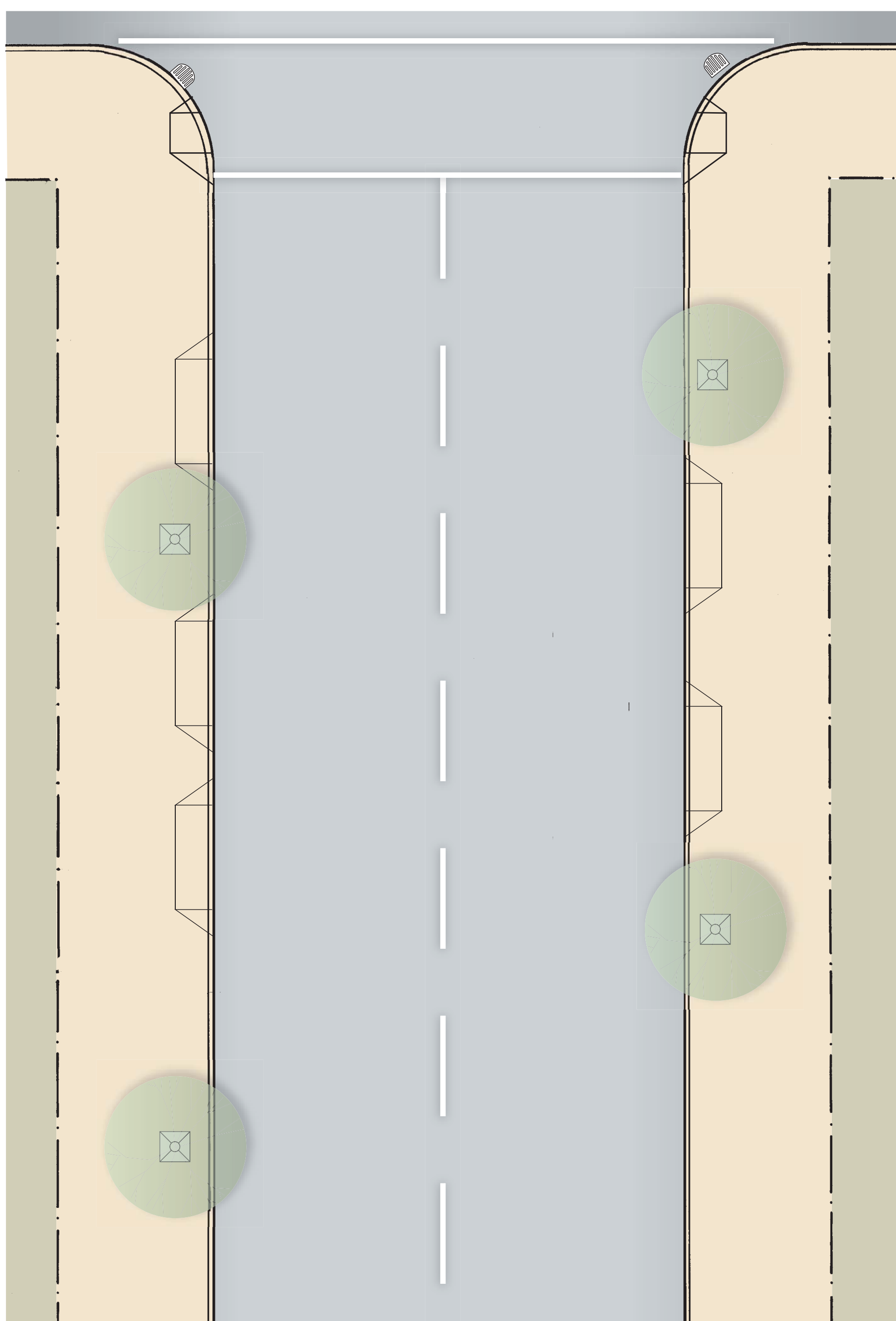
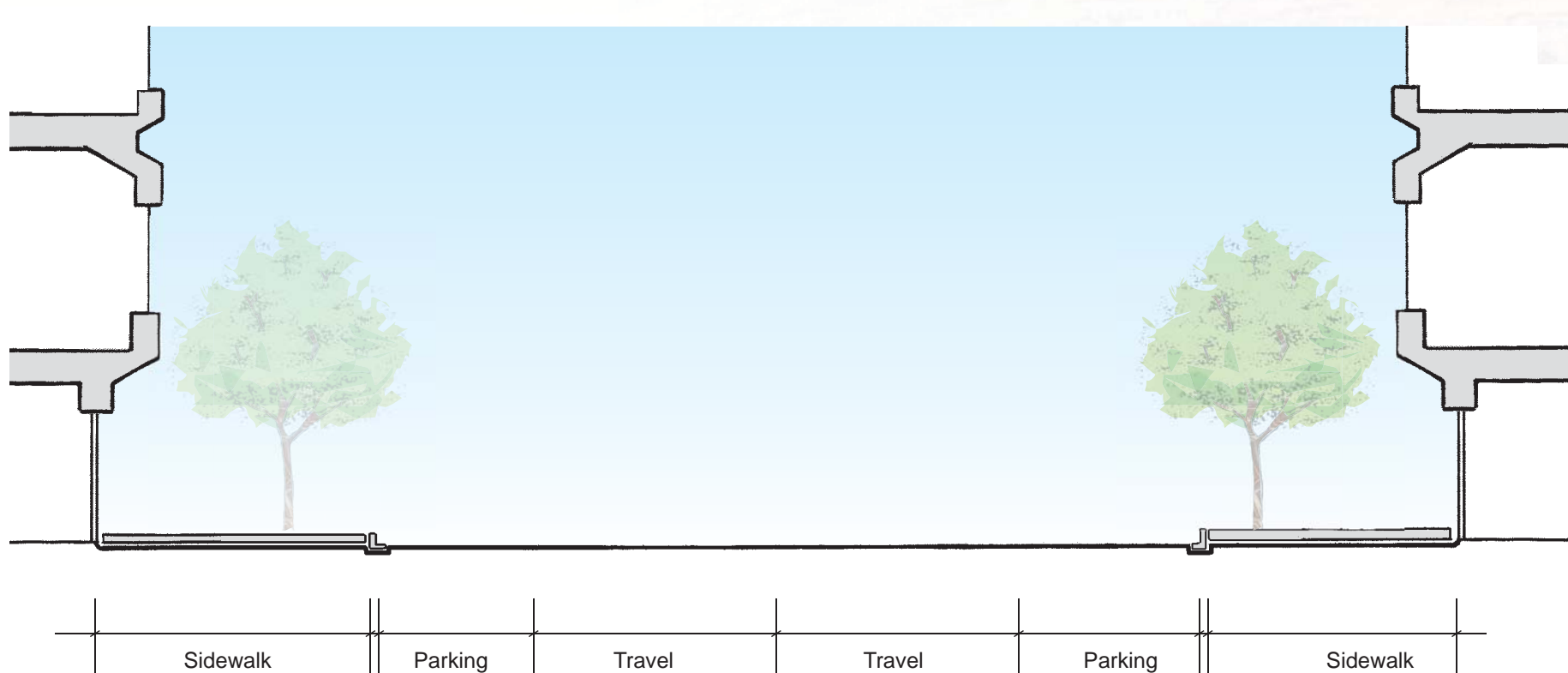
- Add interesting detail to streetscape and clearly demarcate driveways to discourage parking in front of them.
- Creates stormwater benefits.



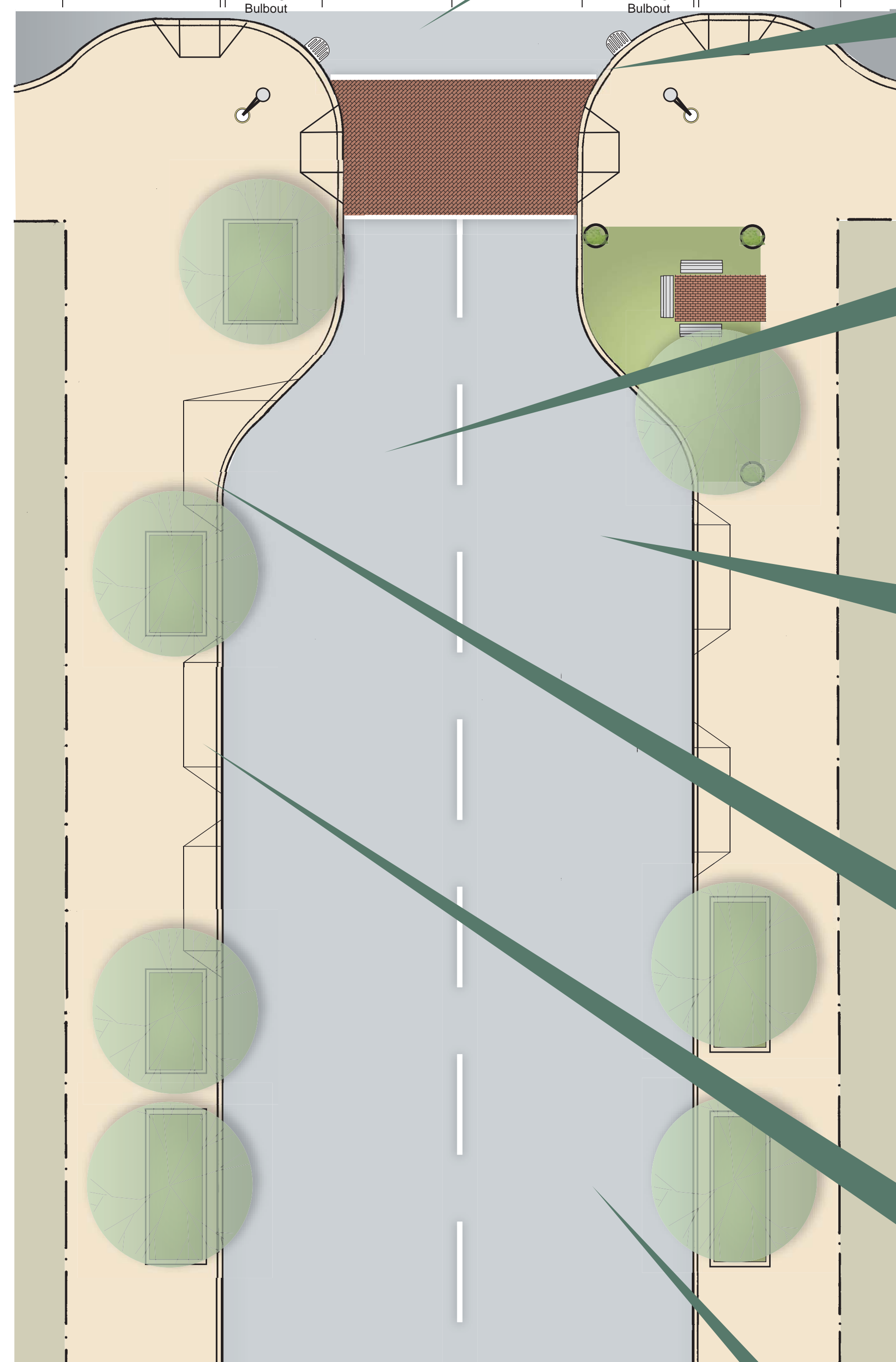
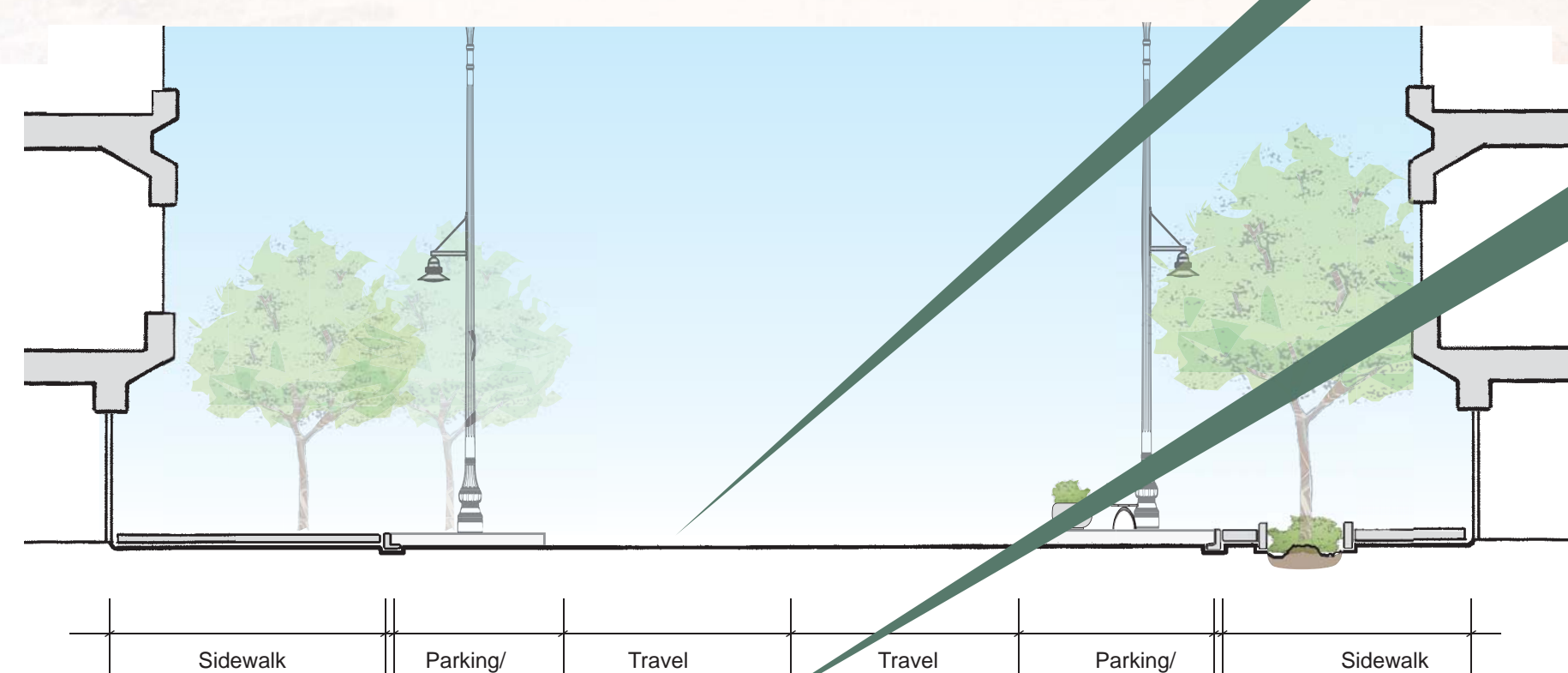
Perpendicular or Angle Parking:

- Provides more space for landscaping and can be paved with permeable surface for stormwater benefits.
- Provides more space for landscaping and can be paved with permeable surface for stormwater benefits.
- Adds more parking to the street and narrows street visually to slow traffic.
- Does not support heavy trucks.
- Adds more parking to the street and narrows street visually to slow traffic.

Existing



Standard Improvements



0 5 10 20 40 ft

Existing Challenges Include:

- Wide sidewalks are frequently interrupted by driveways, limiting opportunities for street tree planting and amenities
- Wide travelways encourage speeding and make for unsafe crossing

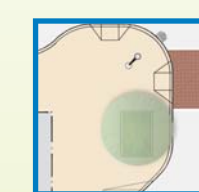
Standard Improvements Include:



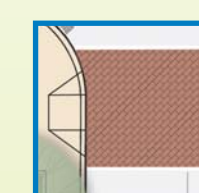
More consistent street trees and landscaped planters



Pedestrian-scale lighting at street corners



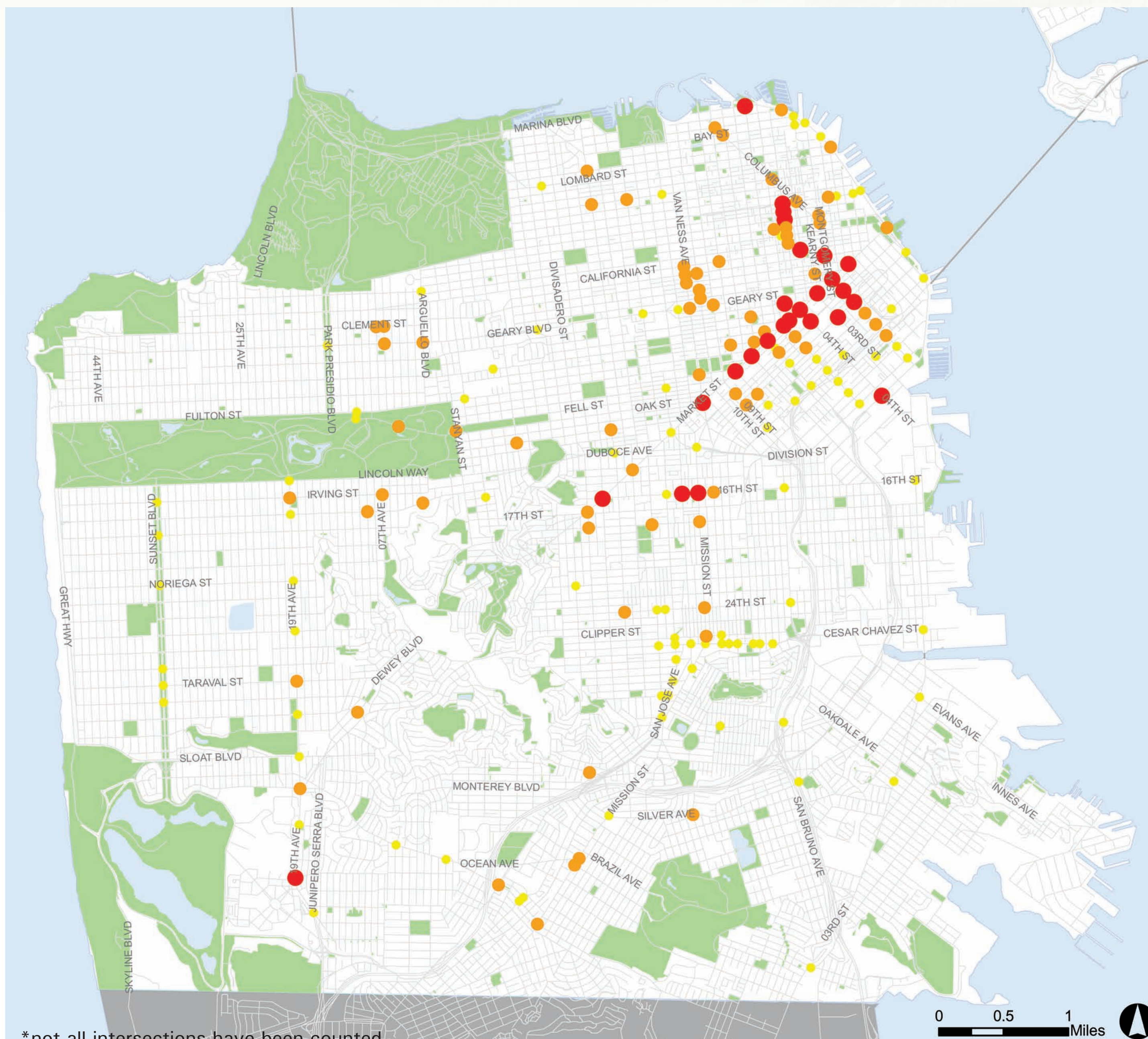
Corner curb extensions at intersections with major streets



Special crosswalk treatments with curb ramps

WALKING IN SAN FRANCISCO

How many people walk in your neighborhood?



Walking Rates (1 hour totals)

The map at left shows how many pedestrians were counted walking at various intersections throughout San Francisco.

The highest walking rates are indicated by the orange and red circles. These locations are often near popular walking spots like shopping areas, schools, and tourist destinations.

- 2000+**
 - 4th & Market [7680 / hour]
 - Fisherman's Wharf [2968]
 - Mason & Jefferson
- 500+**
 - 24th & Mission BART [1128]
 - 7th & Clement [920]
- 100+**
 - 3rd & Quesada [456]
 - 10th & Fulton [147]

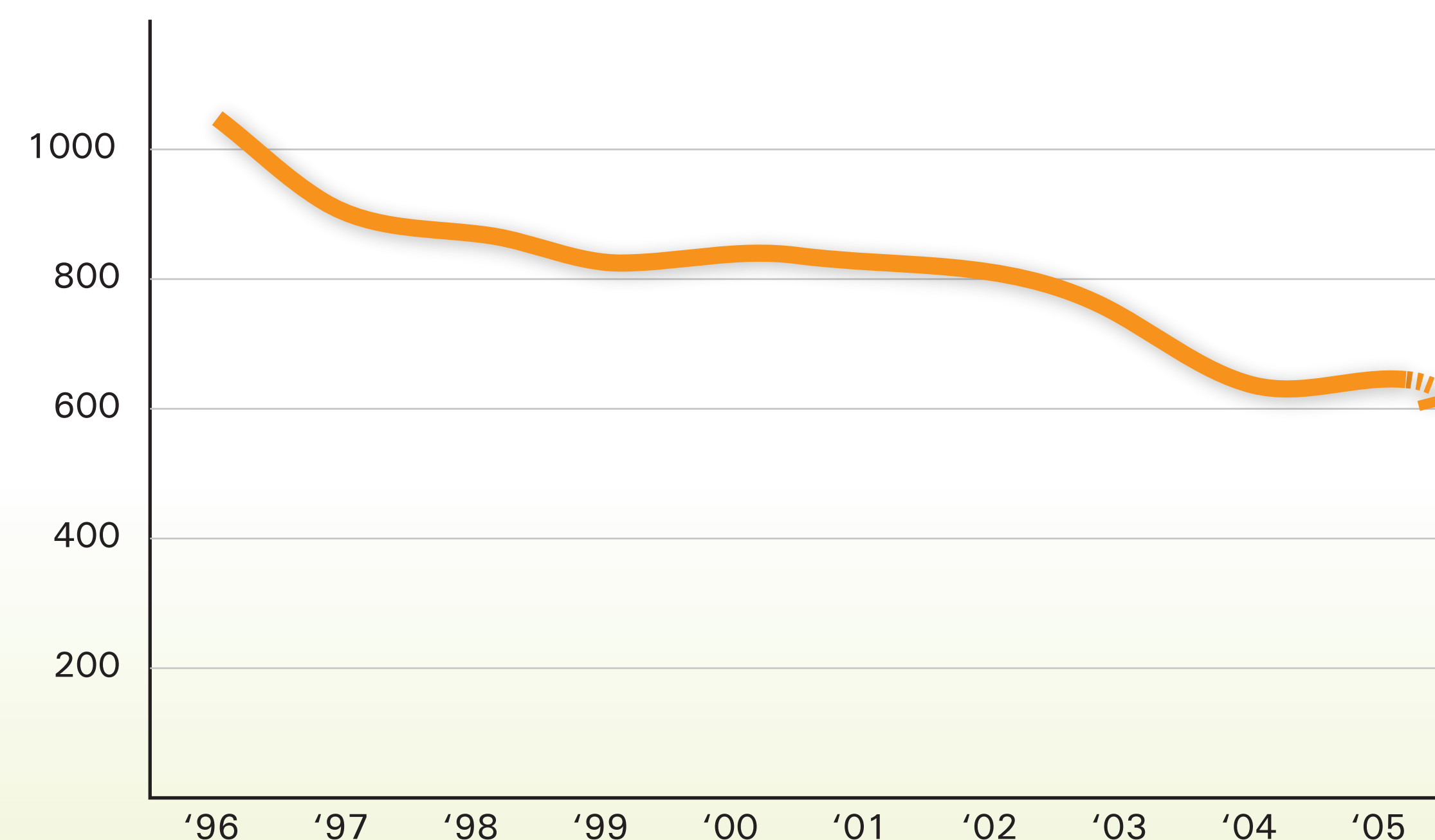
How's the pedestrian experience?

Pedestrian amenities like seating and crosswalks make pedestrians feel welcome and safe on the street. Other conditions, such as sidewalk parking and conflicts with cars, present obstacles and can discourage walking and reduce accessibility.



Pedestrian Safety

As a dense urban city with high numbers of walkers, San Francisco has a variety of pedestrian safety challenges. The Better Streets Plan will explore how best to continue to reduce pedestrian injury collisions and make walking safer.



Pedestrian Non-Fatal Injury Collisions