



BETTER STREETS PLAN DRAFT FOR PUBLIC REVIEW

PLAN OVERVIEW



JUNE 2008



SAN FRANCISCO
PLANNING
DEPARTMENT

Mayor's Office on
Disability

SFPUC



MTA

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PRESENTATION CONTENTS

Part I: Background

Why do a Better Streets Plan

What is the Better Streets Plan

Community involvement

Part II: Plan Contents

Document chapters

Plan highlights

Part III: Next Steps

Questions and comments

PART I: BACKGROUND



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A man in a dark suit and tie is walking on a paved sidewalk in a residential neighborhood. He is smiling and talking on a mobile phone held to his ear with his left hand, while his right hand holds a white envelope or folder. The background features a large tree on the left, a brick wall with a black metal fence on the right, and a house with a porch in the distance. The scene is brightly lit, suggesting daytime.

WHY ARE WE DOING A BETTER STREETS PLAN?



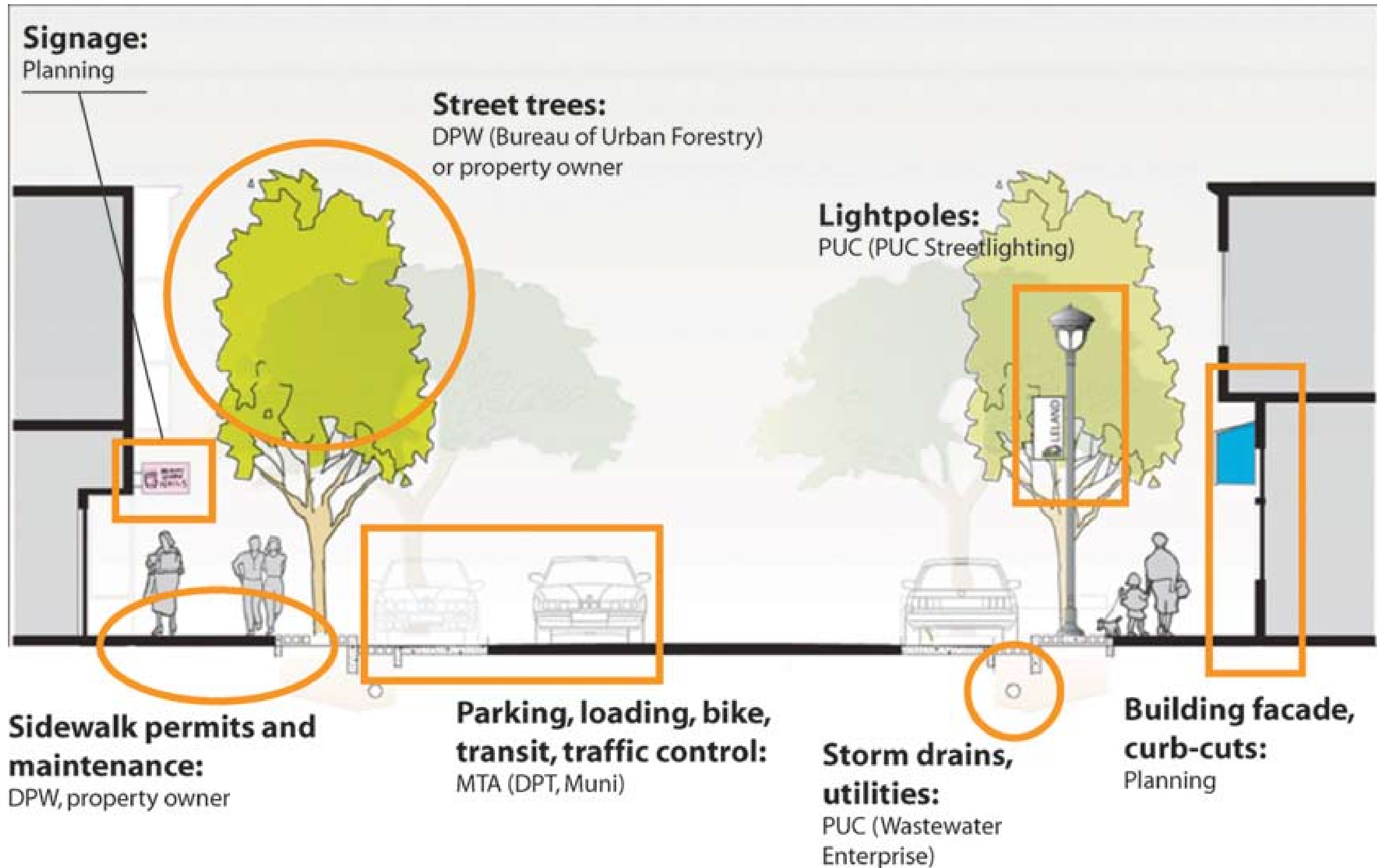
Parcels: 57% of city area



Parks: 18% of city area



Streets: 25% of city area



Follows Adopted City Policy

Better Streets Policy (SF Admin Code Chapter 98)

“... all City departments shall coordinate their various determinations regarding the planning, design, and use of public rights-of-way...”

Transit First Policy (SF City Charter Section 8A.115)

“Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit...”

“Complete Streets” Policy (SF Public Works Code Section 2.4.13)

“...a project involving the planning, construction, reconstruction, or repaving of a public right-of-way, such project shall include ... transit, pedestrian, and bicycle improvements...”

Responds to Neighborhood Concerns



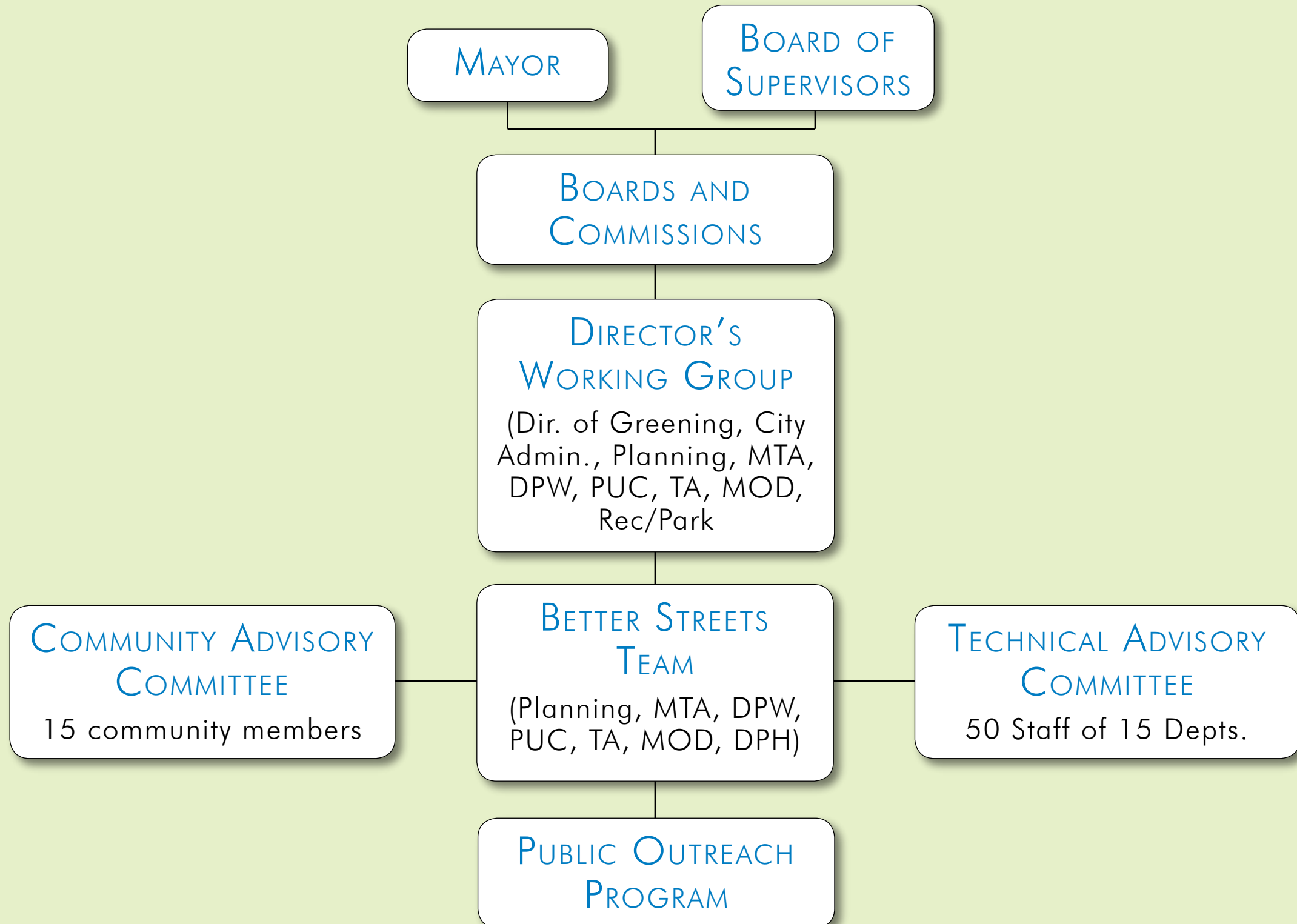
- Pedestrian safety
- Traffic calming
- Increased greenery
- Accessibility of public rights-of-way
- Ecological functioning
- Better use of public space
- Healthy streets





A man in a dark suit and tie is walking on a paved sidewalk in a residential neighborhood. He is smiling and talking on a mobile phone held to his ear with his left hand, while his right hand holds a white envelope or folder. The background features a row of houses with brick walls and black metal railings. A large, leafy tree is on the left, and a car is parked on the street in the distance. The scene is brightly lit, suggesting a sunny day.

WHAT IS THE BETTER STREETS PLAN?



A collaboration among all City agencies involved in street design and management



Policies and guidelines for the pedestrian environment



PEDESTRIAN ENVIRONMENT:

Areas of public right-of-way where people walk, shop, sit, play and interact - outside of moving vehicles

One among many on-going City efforts to improve our streets and transportation (partial list):

- Transit Effectiveness Project
- SF Bicycle Plan
- Stormwater Design Guidelines
- Traffic calming program
- Great Streets program
- SF Park
- Mission Streetscape Plan

COMMUNITY INVOLVEMENT



Community Involvement Round 1: April – May 2007

(Define Vision and Goals)

- Better Streets Kick-Off meeting at City Hall
- 4 community meetings
- 7 focus group and stakeholder meetings
- 25 presentations to community groups



Community Involvement Round 2: August – September 2007

(Present and hear comment on initial draft concepts)

- 4 neighborhood meetings
- 15 presentations to community groups
- 4 tabling events
- 6 stakeholder interviews



Community Involvement Round 3: June 2007 (on-going)

(Present and hear comment on draft plan)

- Plan release event at Mint Plaza
- 4 community meetings with partner organizations
- Other presentations



**HELP IMPROVE
SAN FRANCISCO'S
STREETS**

better streets
SAN FRANCISCO

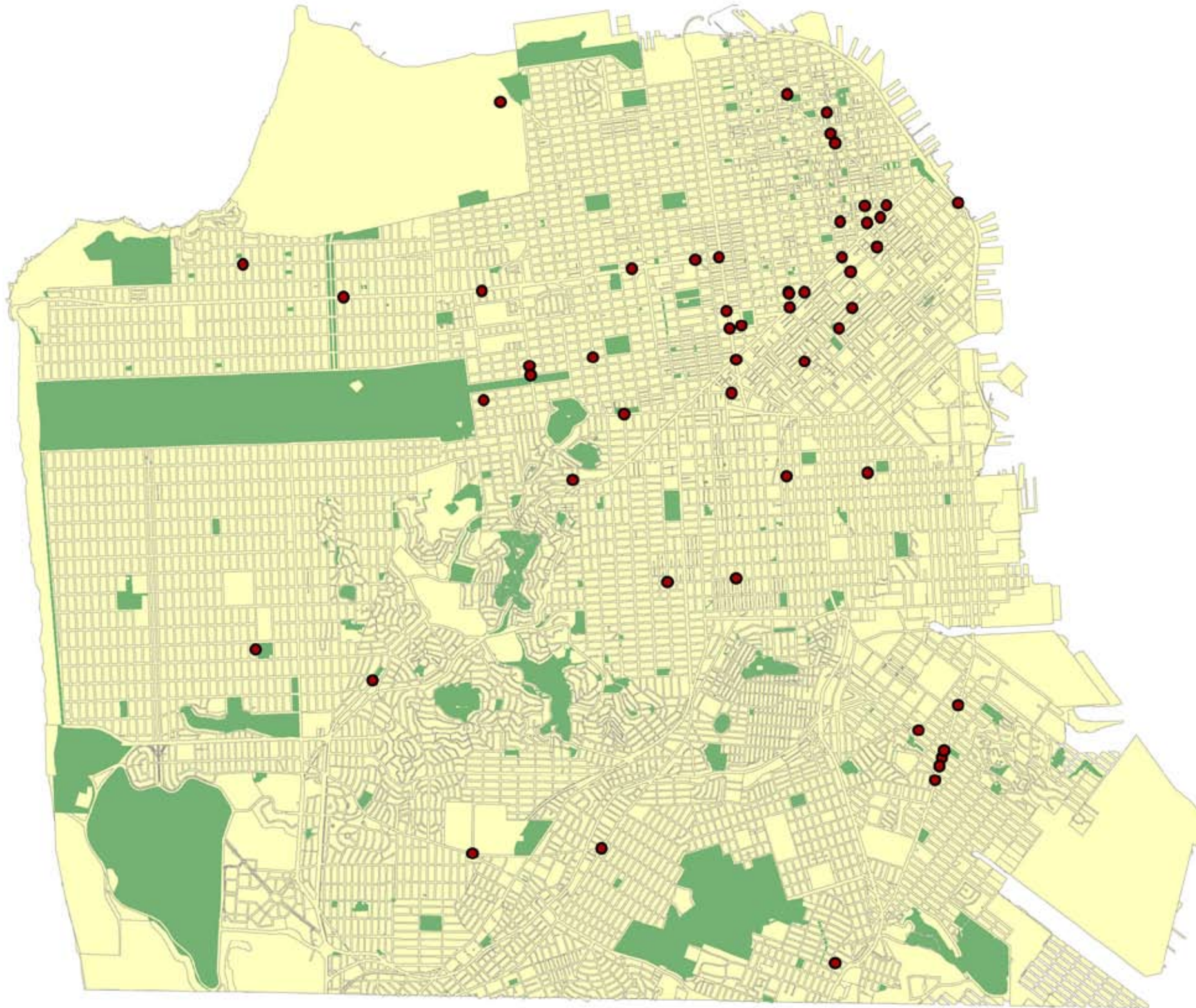
(See reverse for meeting info)

Public meetings are coming soon to introduce the Draft Better Streets Plan
– Hear about the plan and comment on the proposals!

The Better Streets Plan creates a vision and provides guidelines for making the city's streets safer, greener and more enjoyable for all. The plan was developed over the past year in collaboration between City agencies and the public.

The Draft Plan will be available on June 2 at www.sfbetterstreets.org

The bottom of the flyer features two side-by-side photographs of a city street. The left photo shows a wide street with a 'STOP' sign on the curb and a building with a sign that reads 'TING AIDS HEALTHCARE'. The right photo shows the same street after improvements, with a new bus stop, trees, and a more pedestrian-friendly environment.



Over 80 community meetings and out-reach events in total!

COMMUNITY INVOLVEMENT: WHAT WE HEARD

Survey Results:

Most important areas
of the public realm
needing improvement

(Scale of 1 to 7 - 7 is highest)

Trees	5.6
Greenery	5.4
Sidewalk Maintenance	5.3
Blocked Sidewalks	5.3
Slower Traffic	5.3
Pedestrian Lighting	5.1
Places to Sit	5.0
Crosswalk Conditions	5.0
Sidewalk Materials	4.8
Countdown Signals	4.8
Wider Sidewalks	4.6
Narrow Street Crossings	4.1
Curb Ramps	4.0

COMMUNITY INVOLVEMENT: WHAT WE HEARD

Key themes

- Increase trees and other plantings
- Improve streetscape maintenance
- Enforce illegal sidewalk obstructions (e.g. bikes on sidewalk)
- Improve accessibility for all users (e.g. curb ramps for the elderly, people with mobility impairments, those pushing strollers, etc.)
- Use designs that slow vehicle traffic
- Better utilize streets as public space
- Enhance ecological functioning of streets



PART II: PLAN CONTENTS



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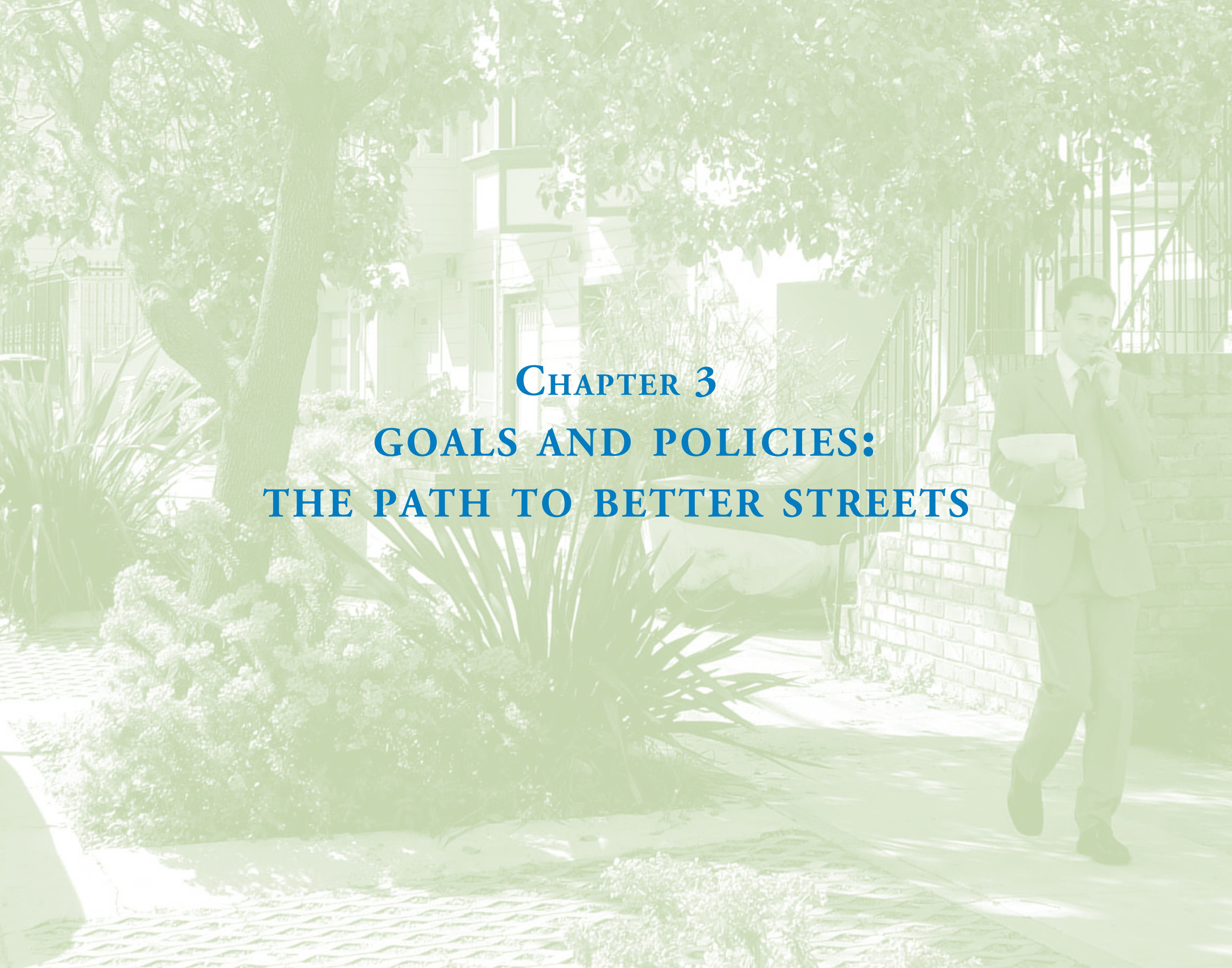
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DOCUMENT CHAPTERS

- 1) Introduction
- 2) Context
- 3) Goals and Policies
- 4) Approach: Designing great streetscapes
- 5) Guide: Street Designs
- 6) Guide: Streetscape Elements
- 7) Implementation (pending)

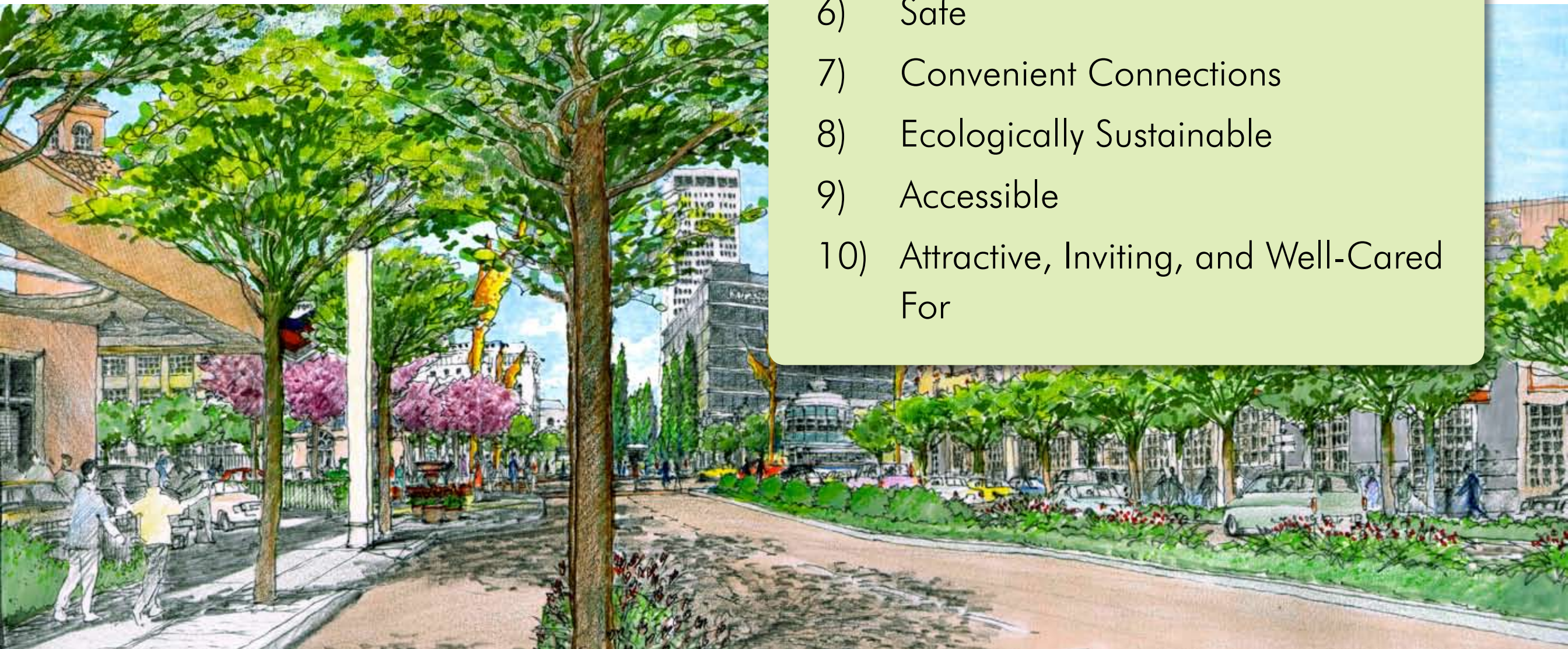
A man in a dark suit and tie is walking on a paved sidewalk in a residential neighborhood. He is smiling and talking on a mobile phone held to his ear with his left hand, while his right arm is bent and holding a white folder or stack of papers. The background shows a row of houses with green lawns and trees. A large tree is on the left, and a brick wall with a metal fence is on the right. The scene is brightly lit, suggesting daytime.

CHAPTER 3

GOALS AND POLICIES: THE PATH TO BETTER STREETS

10 ELEMENTS OF BETTER STREETS

- 1) Memorable
- 2) Supports Diverse Public Life
- 3) Vibrant Places for Commerce
- 4) Promotes Human Use and Comfort
- 5) Promotes Healthy Lifestyles
- 6) Safe
- 7) Convenient Connections
- 8) Ecologically Sustainable
- 9) Accessible
- 10) Attractive, Inviting, and Well-Cared For



Goals and Policies: **Pedestrian Safety**

- Design intersections so that geometries and traffic control devices lower speeds and maximize pedestrian safety and comfort
- Design pedestrian crossings to maximize pedestrian safety and comfort
- Enforce traffic and parking violations that compromise pedestrian safety, comfort and accessibility
- Conduct education and awareness activities to promote pedestrian safety



Goals and Policies: **Accessibility/Convenient Connections**

- Ensure that streetscape and pedestrian projects meet universal design principles and legally-mandated accessibility requirements for public rights-of-way
- Provide generous, unobstructed sidewalks on all streets
- Eliminate barriers to pedestrian travel (e.g. sidewalk obstructions, closed crosswalks)

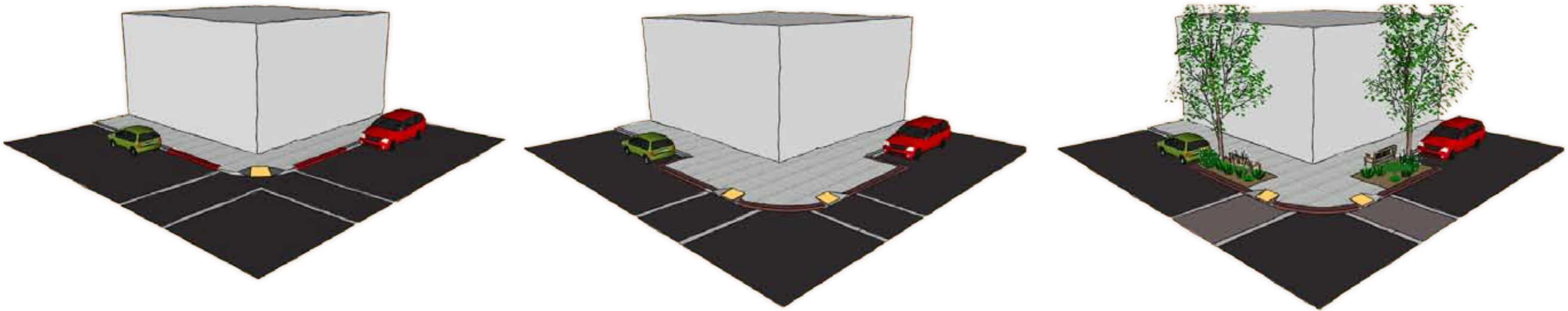




CHAPTER 4

APPROACH: DESIGNING GREAT STREETSCAPES

OVERALL GUIDELINES



- Build streetscape improvements to complete, defined corridor or block
- Combine streetscape projects where possible
- Look for opportunities to add features for completeness, economy of scale

STREET TYPES



Commercial

Downtown
Throughway
Neighborhood



Special

Parkway
Park Edge
Boulevard
Ceremonial (Civic)



Residential

Downtown
Throughway
Neighborhood

Industrial

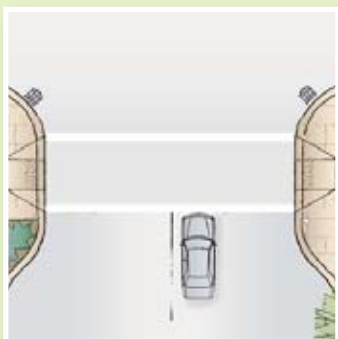
Industrial
Industrial mixed-use



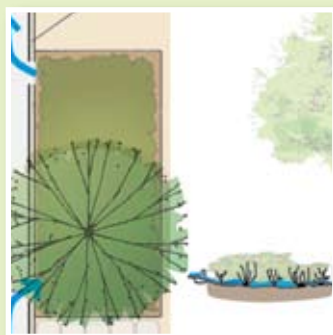
Small

Alley
Paseo (ped-only)

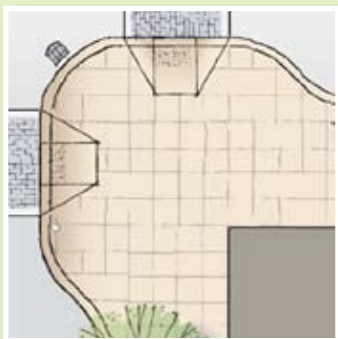
STANDARD IMPROVEMENTS



Cross-walks with curb ramps



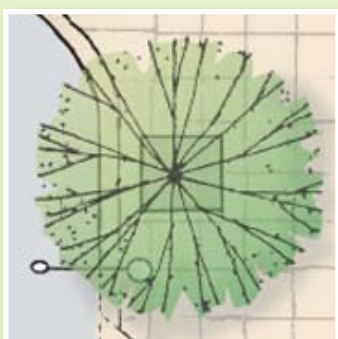
Storm-water



Corner bulb-outs



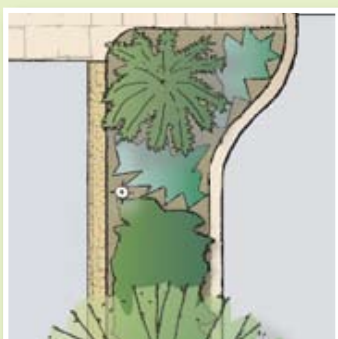
Pedestrian lighting



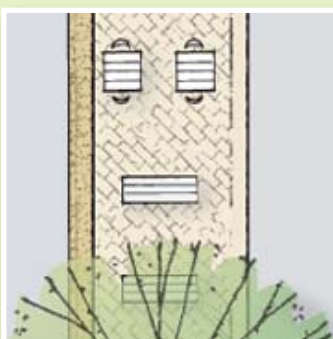
Street trees



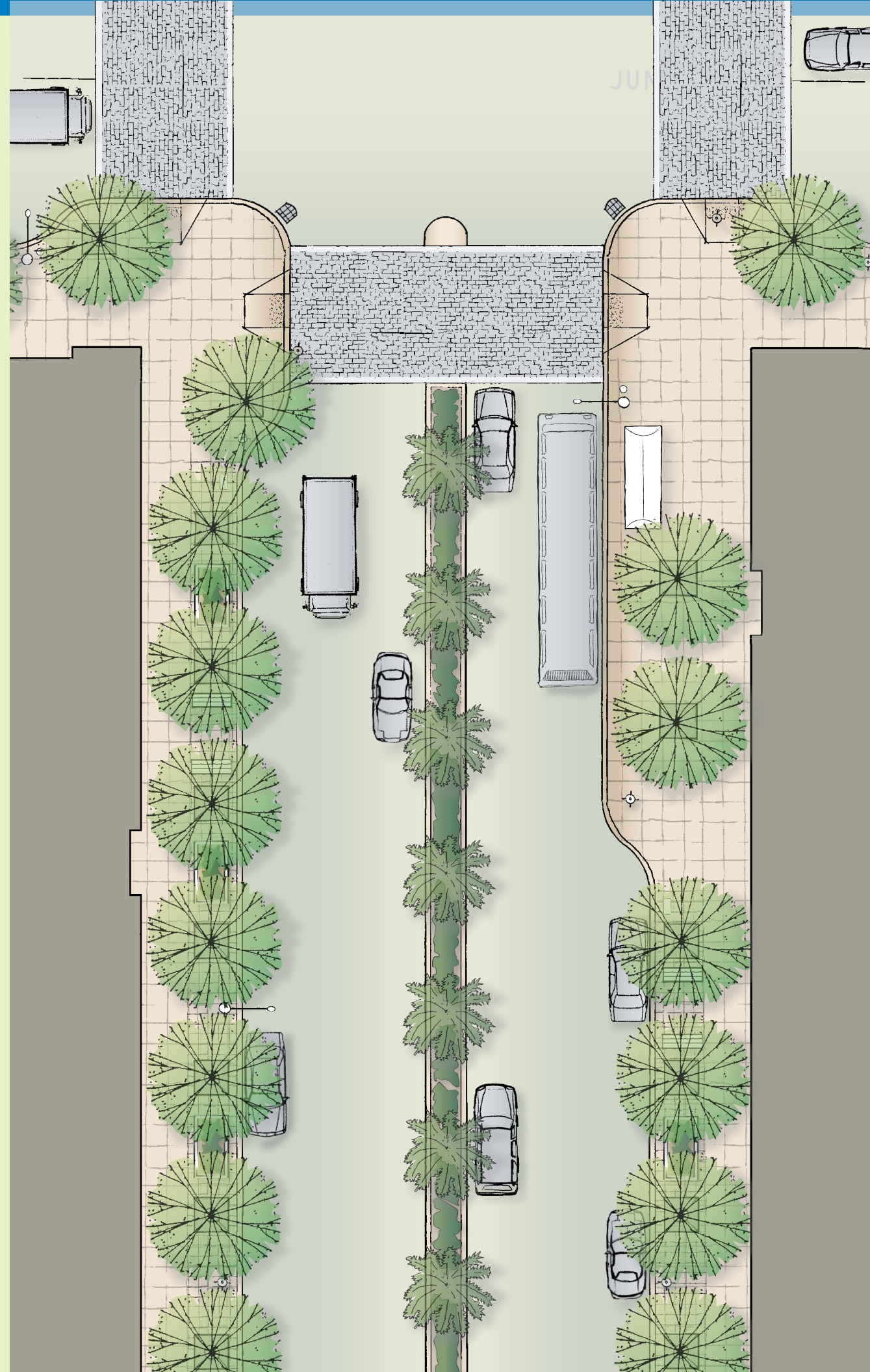
Special paving



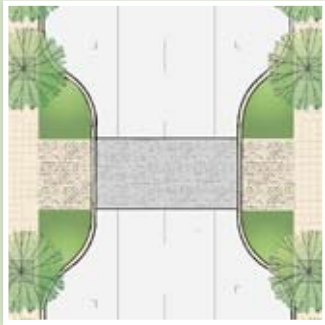
Sidewalk planters



Site furnishings



CASE-BY-CASE ADDITIONS



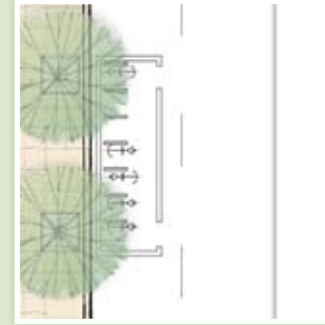
01

Mid-block crossing



04

Center median



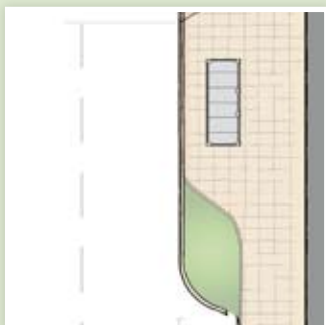
07

Flex use of parking lane



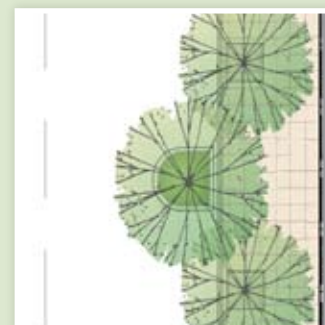
02

Extended bulb-out



05

Transit bulb-out or island



08

Parking lane planters



03

Mid-block bulb-out



06

Perpendicular or angled parking

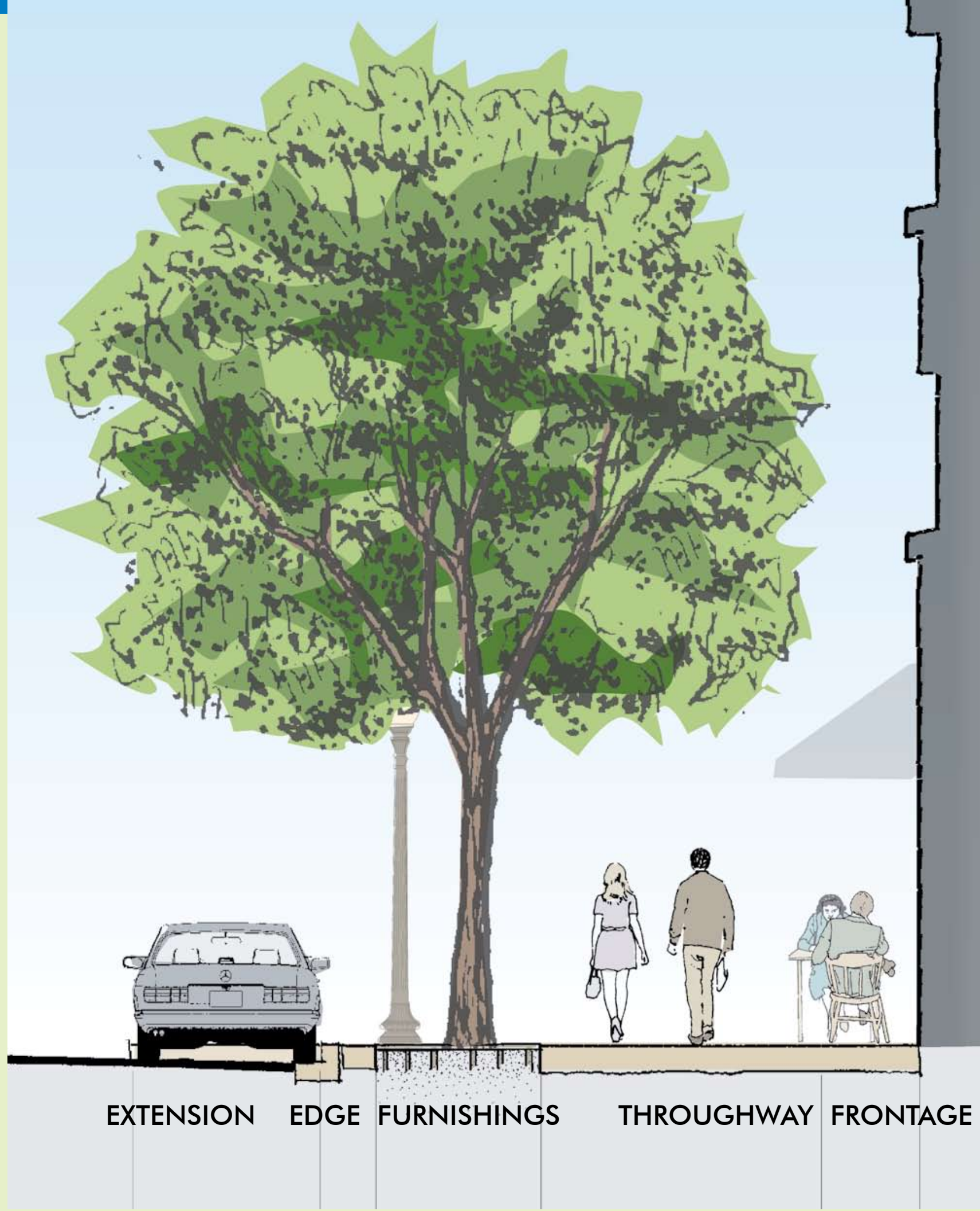


09

Pocket park

SIDEWALK ZONES

- Frontage
- Throughway
- Furnishings
- Edge
- “Extension”



SIDEWALK WIDTH

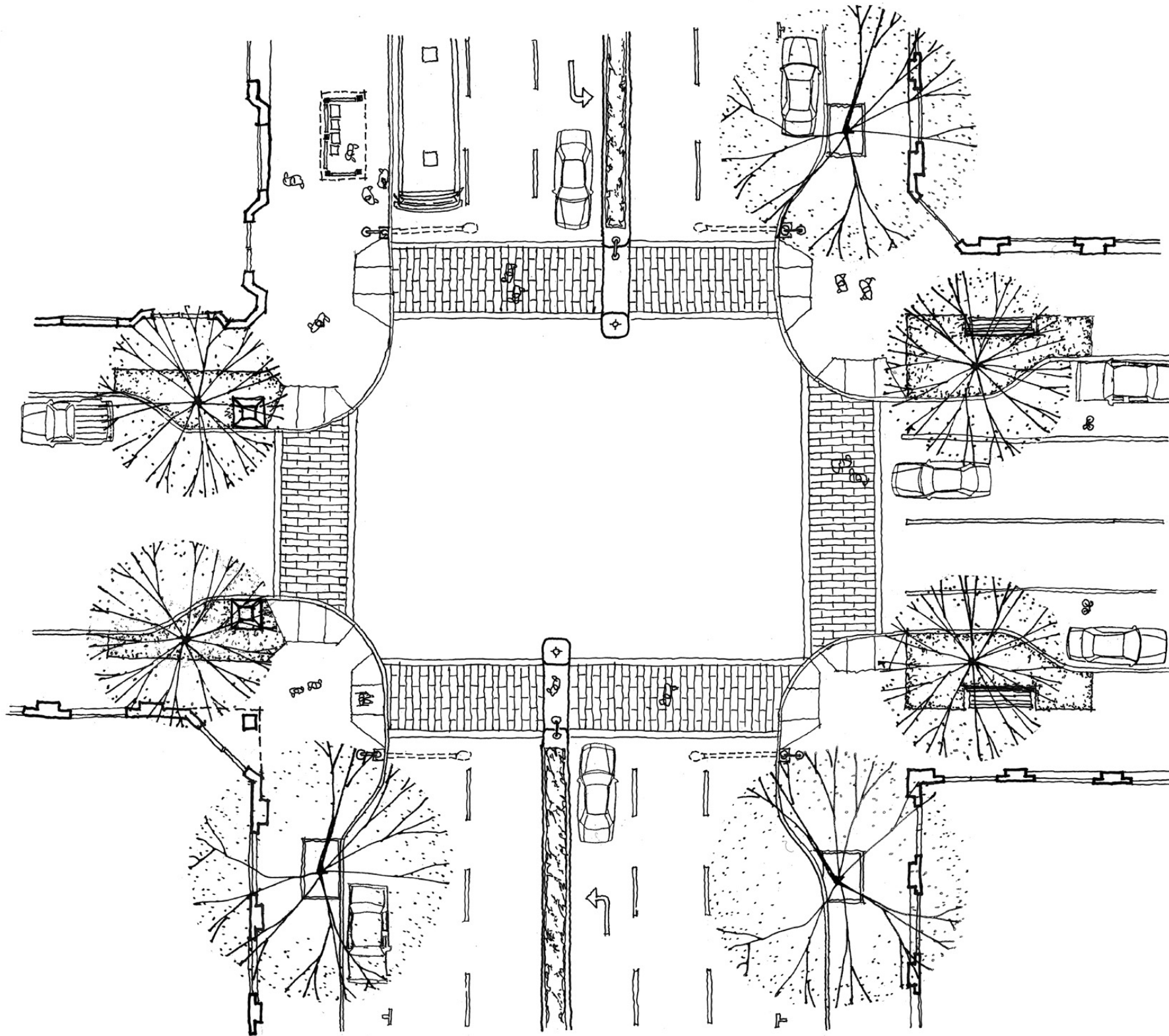
Street Types		Total	Frontage	Throughway	Furnishings	Edge
Commercial	Downtown commercial	Per Downtown Streetscape Plan				
	Commercial thoroughway	15'	2'	6'	5'	2'
	Neighborhood commercial	15'	2'	6'	5'	2'
Residen-	Downtown residential	14'	18"	6'	5'	18"
	Residential thoroughway	14'	18"	6'	5'	18"
	Neighborhood residential	12'	18"	5'	4'	18"
Industrial	Industrial	10'	6"	4'	4'	18"
	Industrial mixed-use	14'	18"	6'	5'	18"
Special	Parkway	17'	18"	6'	8'	18"
	Park edge	25'	NA	13'	10'	2'
	Multi-way boulevard	14'	18"	6'	5'	18"
	Ceremonial	22'	2'	10'	8'	2'
	Alley (unless shared space)	9'	6"	4'	4'	6"
	Paseo	10'	NA	6'	4'	NA

Recommended

Street Types		Total	Frontage	Throughway	Furnishings	Edge
Commercial	Downtown commercial	Per Downtown Streetscape Plan				
	Commercial thoroughway	12'	18"	5'	4'	18"
	Neighborhood commercial	12'	18"	5'	4'	18"
Residen-	Downtown residential	10'	6"	4'	4'	18"
	Residential thoroughway	10'	6"	4'	4'	18"
	Neighborhood residential	10'	6"	4'	4'	18"
Industrial	Industrial	8'	0'	4'	4'	0'
	Industrial mixed-use	10'	6"	4'	4'	18"
Special	Parkway	12'	6"	4'	6'	18"
	Park edge	12'	NA	4'	6'	18"
	Multi-way boulevard	10'	6"	4'	4'	18"
	Ceremonial	NA	NA	NA	NA	NA
	Alley (unless shared space)	8'	6"	4'	2'	18"
	Paseo	8'	NA	4'	4'	NA

Standard minimum

INTERSECTION DESIGN — PEDESTRIAN FEATURES



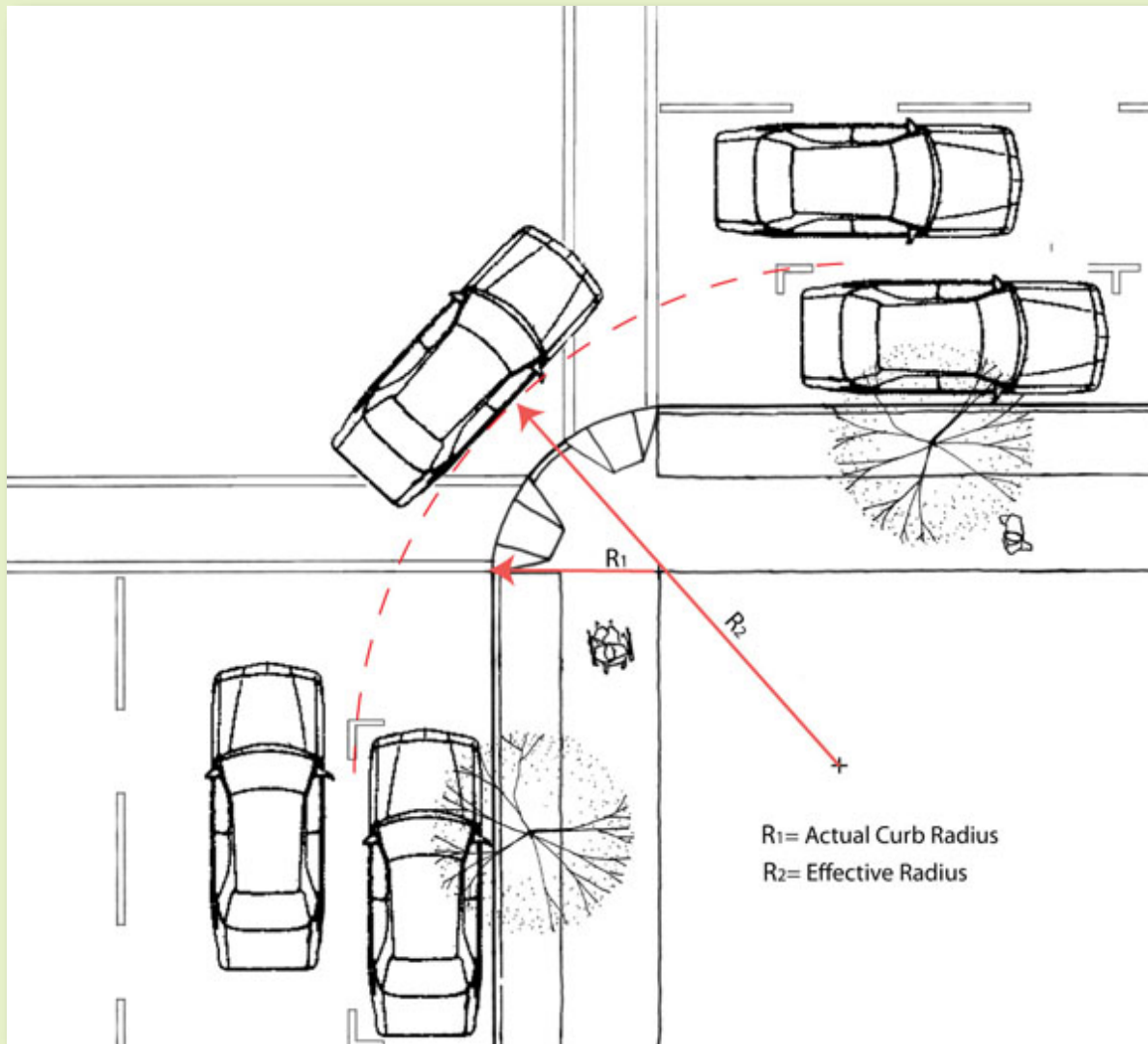
- Marked crosswalks
- Curb ramps
- Turn radii to slow vehicles
- Curb extensions
- Pedestrian islands
- Street trees
- Site furnishings
- Accessible transit stops
- Pedestrian lighting

A man in a dark suit and tie is walking on a paved sidewalk. He is holding a white folder or set of papers in his left hand and talking on a mobile phone held to his right ear. To his right is a brick wall with a set of stone steps leading up to a building. The background features lush greenery, including large trees and various plants, partially obscuring a residential building with a balcony. The overall scene is bright and sunny.

CHAPTER 5

GUIDE: STREET DESIGNS

PEDESTRIAN-ORIENTED CROSSINGS



Curb radii to slow turns and shorten crossings



PEDESTRIAN-ORIENTED CROSSINGS

Crosswalk treatments

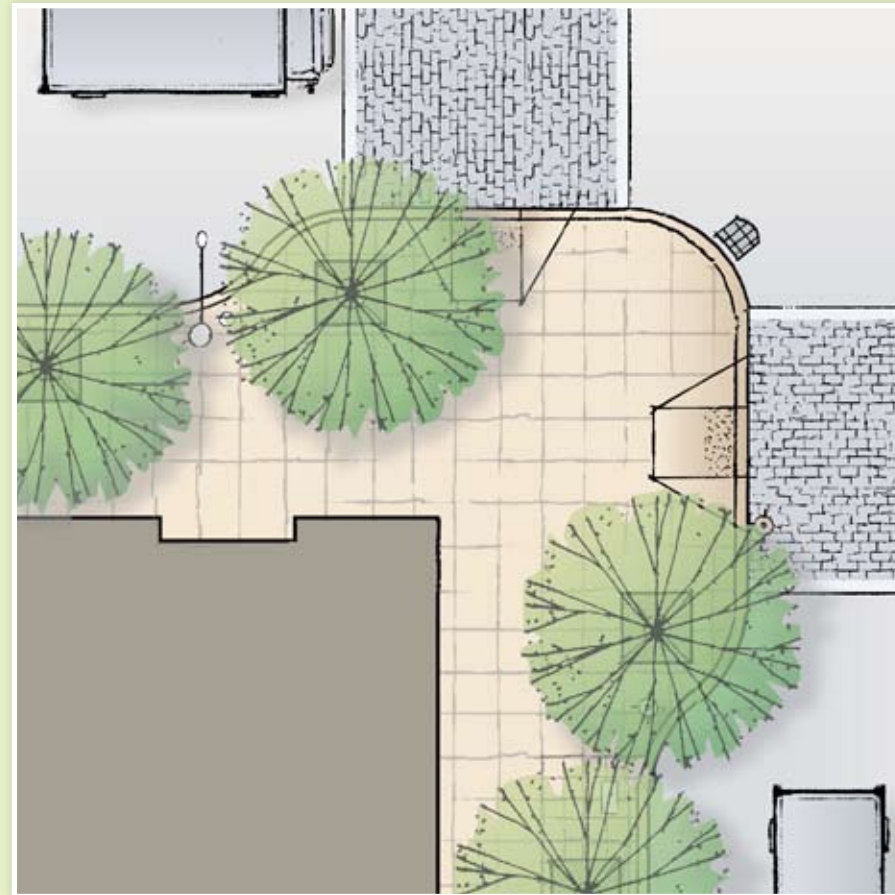
- Crosswalk markings
- Pedestrian signal timing
- Supplementary treatments
- Traffic and parking restrictions for ped safety



PEDESTRIAN-ORIENTED CROSSINGS

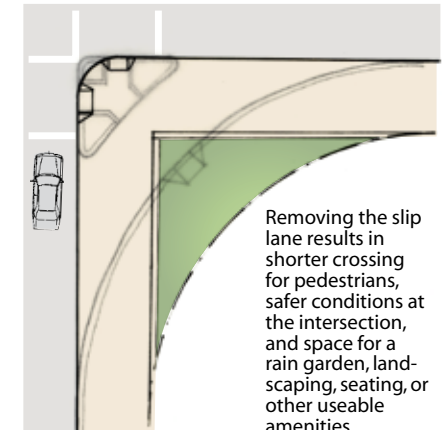
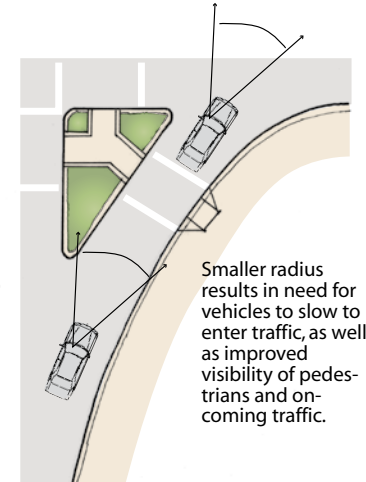
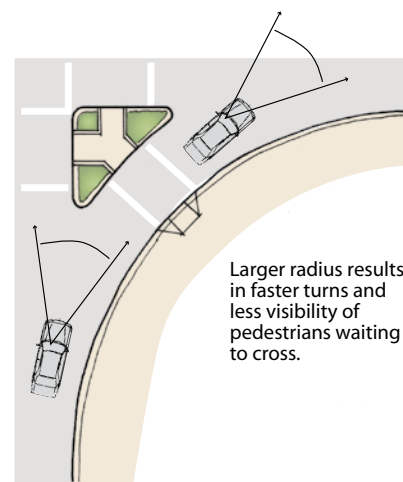
Generous curb extensions

- High visibility
- Stormwater/Landscaping
- Public space

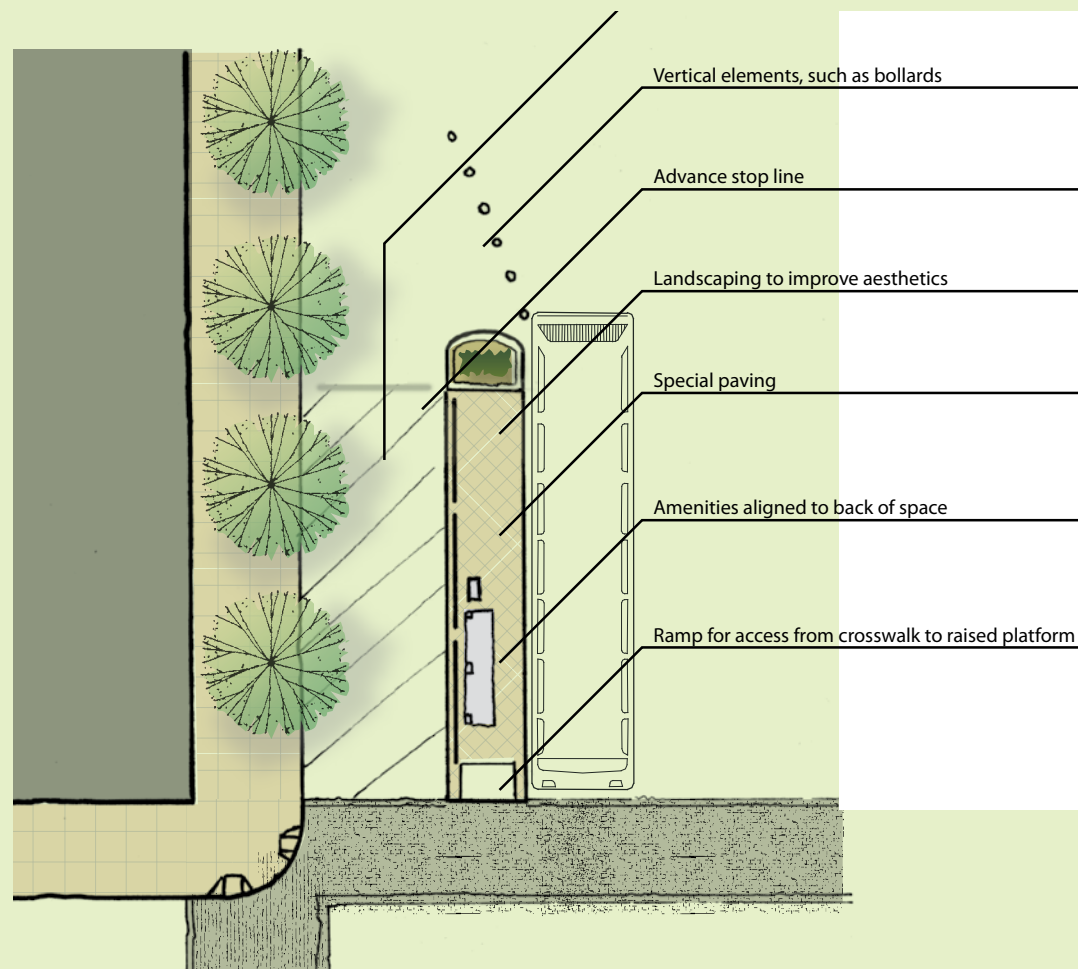


PEDESTRIAN-ORIENTED CROSSINGS

Medians and islands



TRANSIT SUPPORTIVE STREETScape DESIGN



- Accessible waiting areas
- Pedestrian amenities
- Bus bulbs and boarding islands (as appropriate)

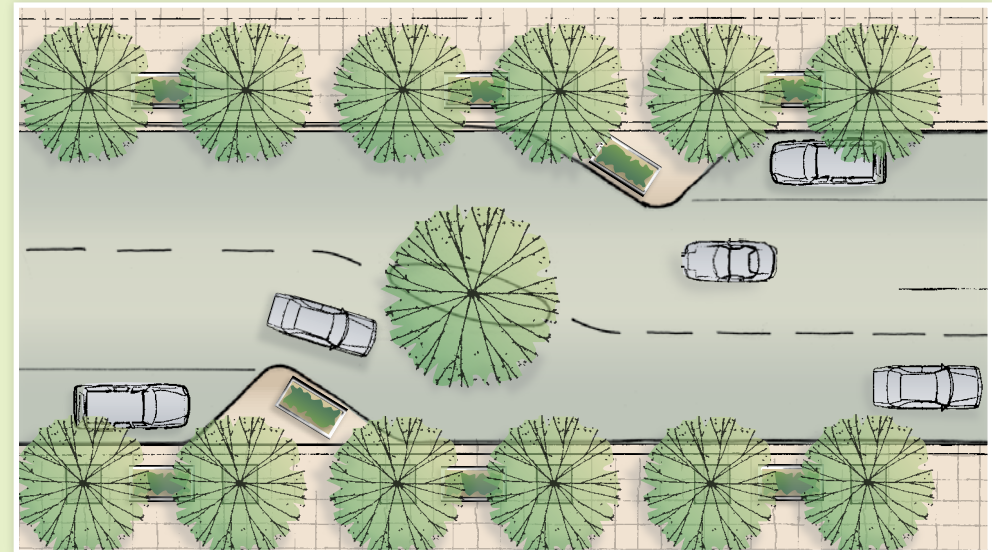


TRAFFIC CALMING/ STREETSCAPING FEATURES

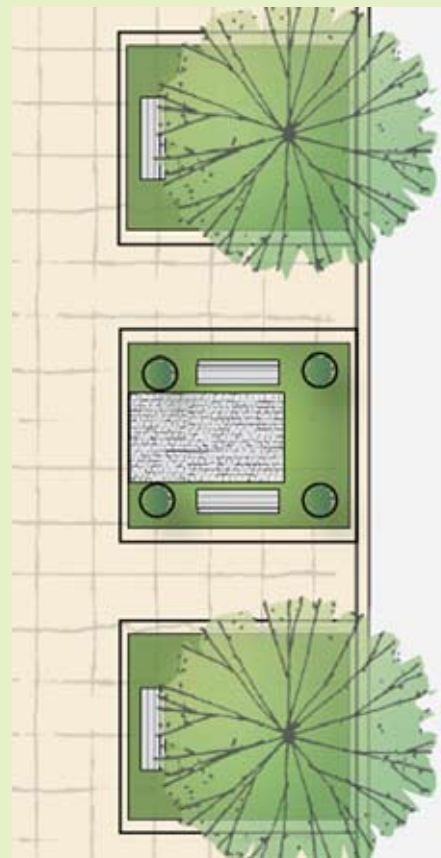
Chicanes

Traffic Circles

Raised crossings



PEDESTRIAN PRIORITY SPACES



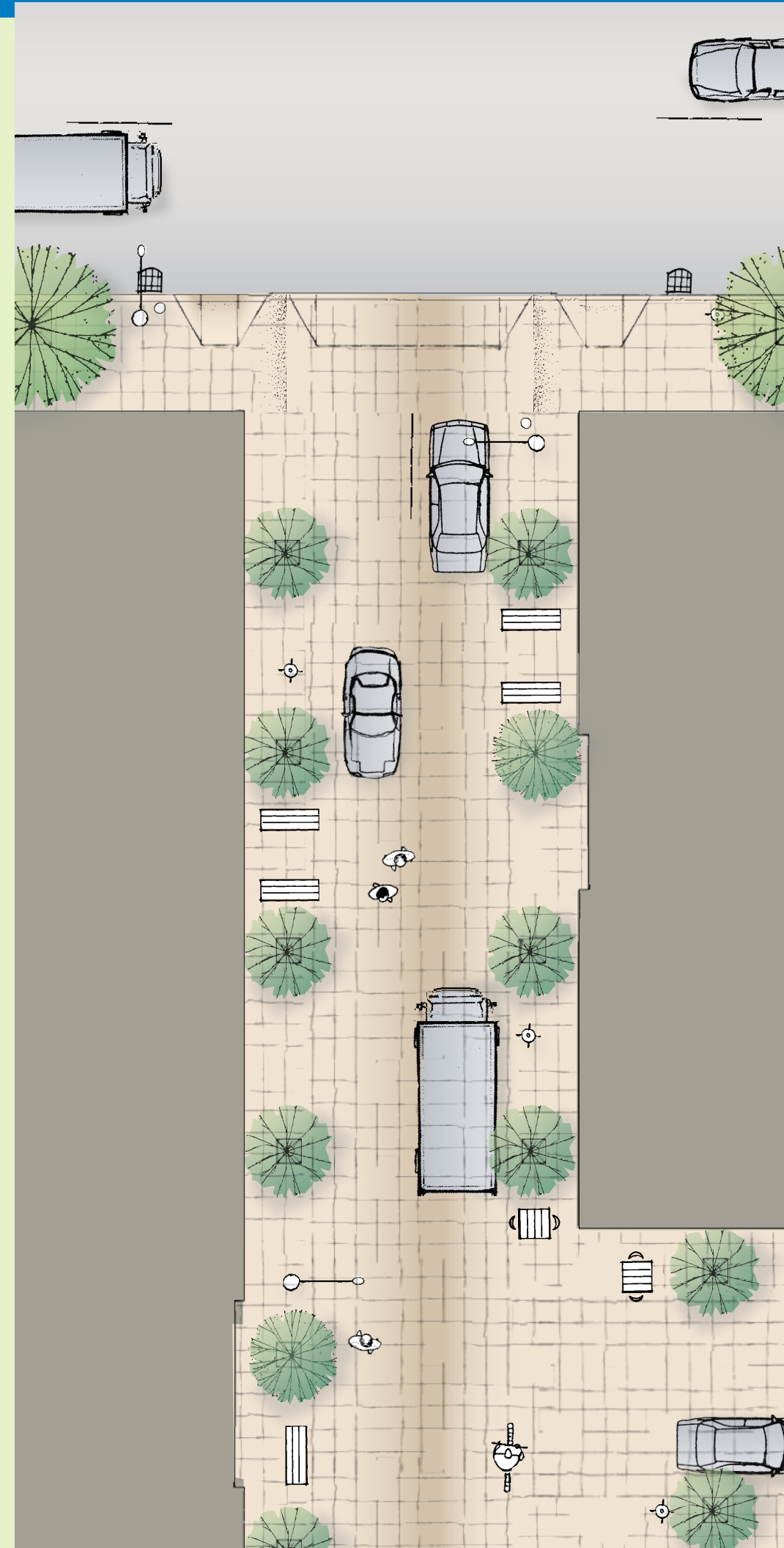
Sidewalk and median
pocket parks



PEDESTRIAN PRIORITY SPACES



Pedestrian-oriented
small streets



A man in a dark suit and tie is walking on a paved sidewalk. He is holding a white folder or set of papers in his left arm and talking on a mobile phone held to his right ear. He is smiling. To his right is a low brick wall with a black metal railing. In the background, there is a large, leafy tree and a residential building with a porch. The scene is brightly lit, suggesting daytime.

CHAPTER 6

GUIDE: STREETSCAPE ELEMENTS

UNIFIED STREETSCAPE DESIGN

- street trees to define streetscape rhythm
- street lighting to define nighttime character
- unified design palette



URBAN FOREST

- healthy, maintainable street trees
- minimize conflicts with tree planting locations (e.g. with utilities, driveways, etc.)
- sidewalk and median plantings

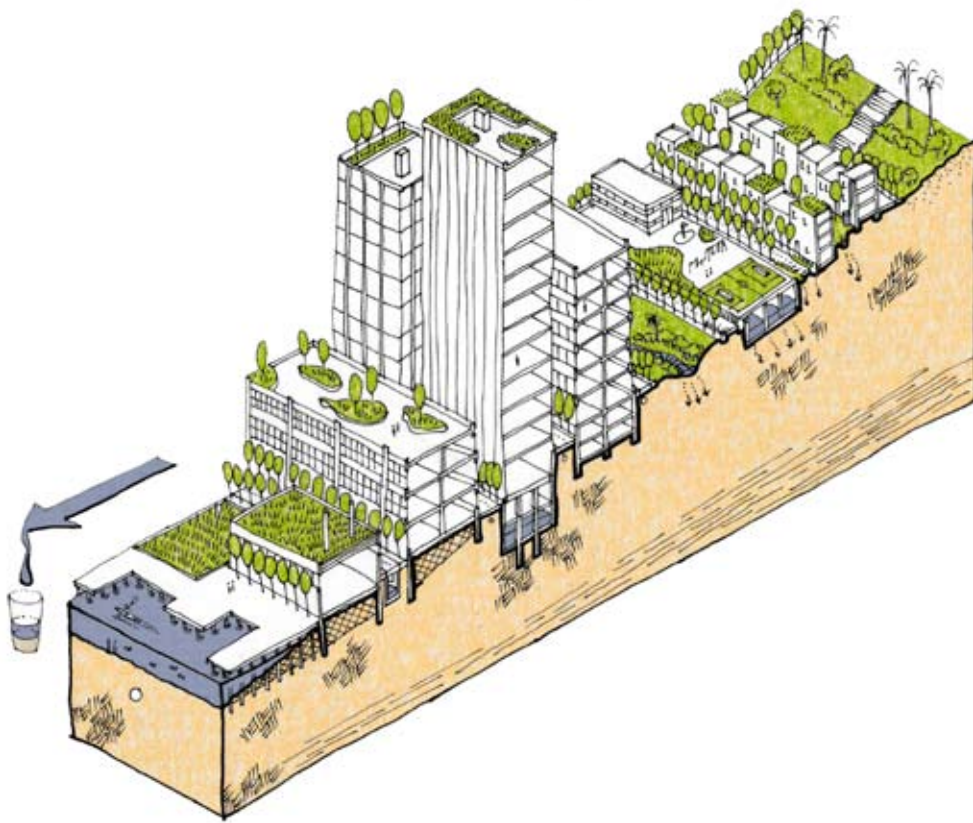


PEDESTRIAN LIGHTING



- light and fixture type
- minimizing glare and trespass
- locating light poles
- energy efficient lighting

STORMWATER CONTROL MEASURES



Rain gardens

Swales and channels

Permeable paving

- see [Stormwater Design Guidelines](#)



SPACES FOR PUBLIC LIFE



Seating/site furnishings





PART III: NEXT STEPS



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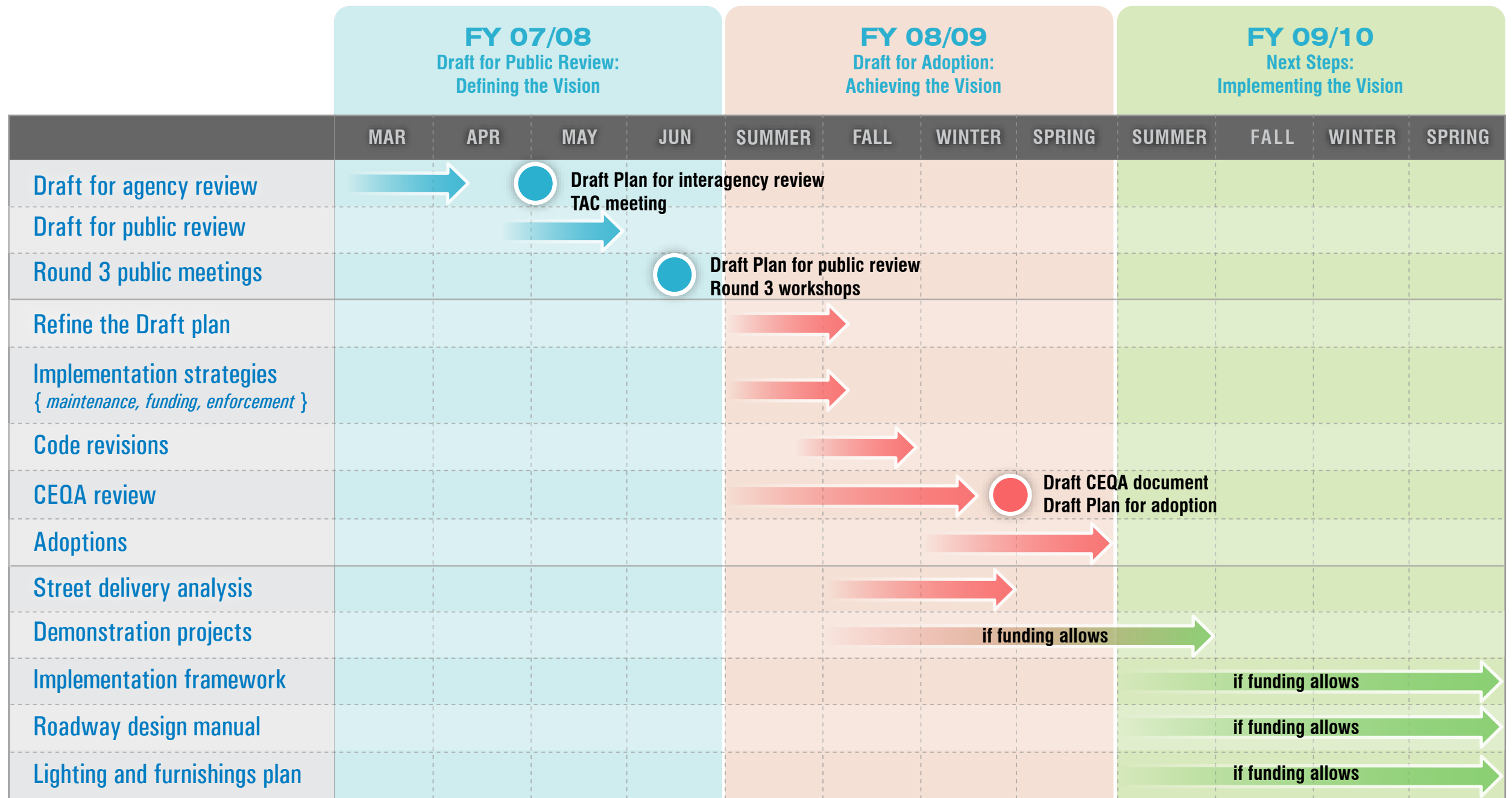


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BETTER STREETS PLAN PROCESS: NEXT STEPS



POTENTIAL CODE REVISIONS (TBD)

General Plan

- Transportation Element
- Urban Design Element

Municipal Codes

- Planning Code
- Public Works Code
- Transportation Code

Departmental Guidelines and Standards

- DPW Directors Orders
- DPW Standard Plans
- MTA Traffic Calming Guidelines



Image: WRT/Solomon ETC









