

Better Streets Plan DRAFT Concepts

Summer 2007



- **Introduction**

- Why are we doing a Better Streets Plan
- What is the Plan

- **Vision and Goals**

- **Round 1 Outreach**

- Summary of meetings
- What we heard

- **DRAFT Concepts**

Introduction



- **Private parcels:**

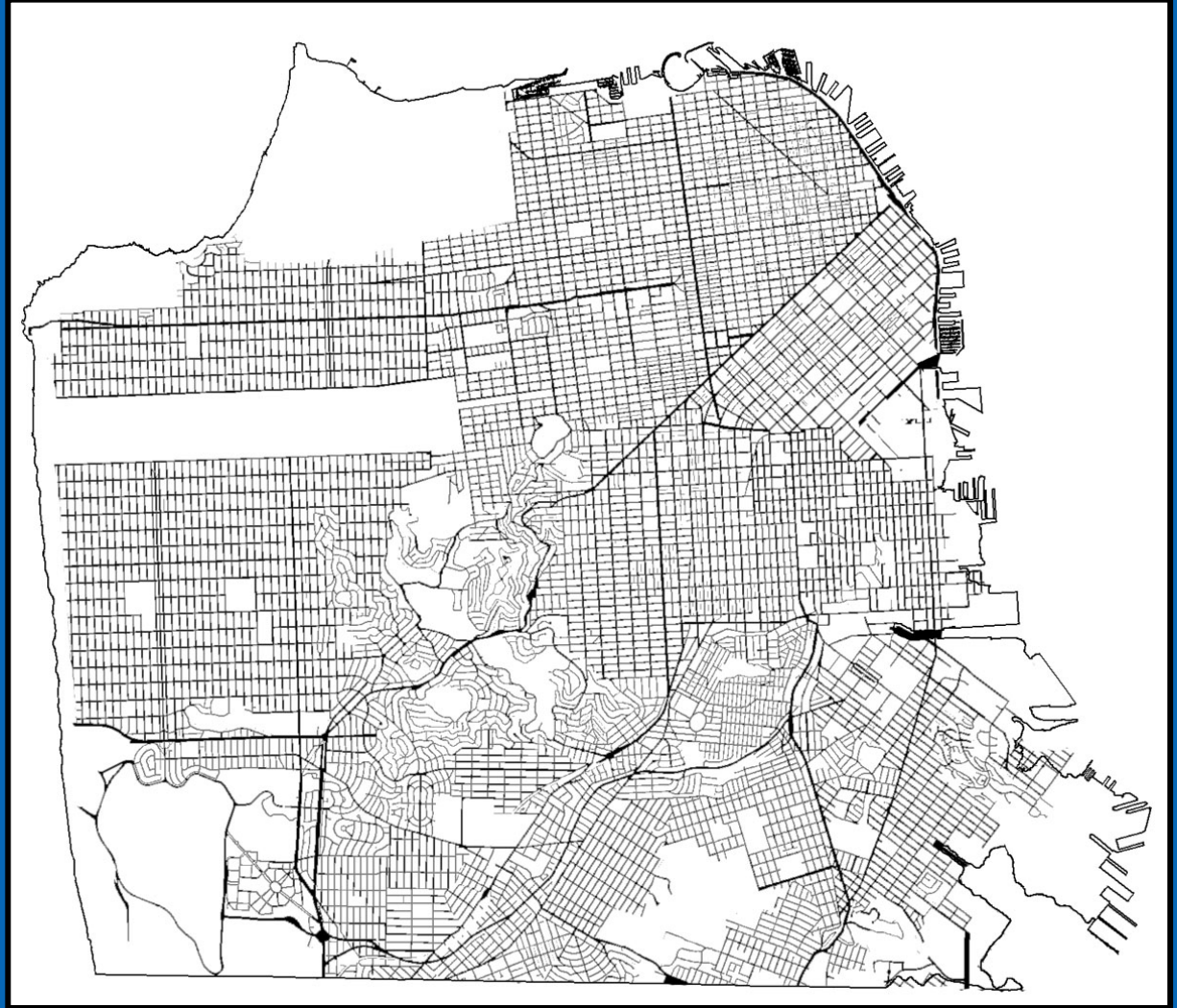
57% of city land

- **Parks:**

18% of city land

- **Streets:**

25% of city land



Why are we doing a Better Streets Plan?



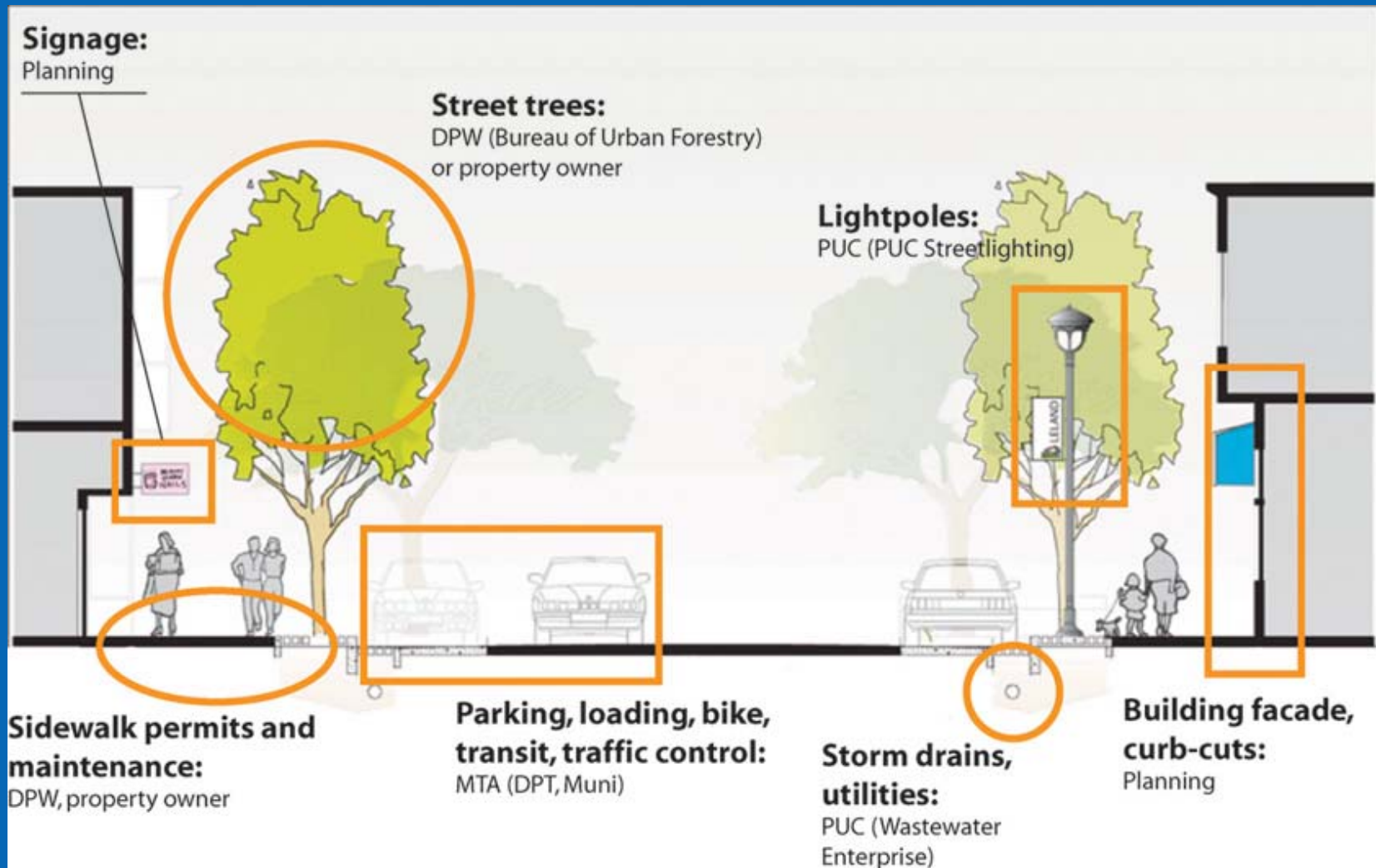
Why are we doing a Better Streets Plan?





Why are we doing a Better Streets Plan?





Multiple agencies with jurisdiction over streets

Why are we doing a Better Streets Plan?

Legislative Direction

- Transit First Policy
- Better Streets Policy
- Complete Streets Policy

Neighborhood Concerns

- Pedestrian safety
- Traffic calming
- Greening



Why are we doing a Better Streets Plan?



- Standards for design and maintenance of pedestrian environment
- Citywide 'cookbook' for use by all agencies
 - Existing Conditions & Analysis
 - Policy Recommendations
 - Design Toolkit

What is the Better Streets Plan?

Vision and Goals





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

Streets that are...

- Memorable
- Support diverse public life
- Vibrant places for commerce
- Promote human use and comfort
- Promote healthy lifestyles
- Safe
- Convenient connections
- Sustainable
- Accessible
- Vibrant and well-cared for



Goals: 10 Elements of Better Streets

Round 1 Outreach



Summary of meetings

- Citywide kick-off meeting
- 4 Neighborhood meetings
- 7 focus groups
- Over 25 neighborhood meetings



Round 1 Outreach

Summary of meetings

- Surveys (1,000 received)
- Small group exercises
- Q+A for City staff
- Comment sheets
- Informal correspondence

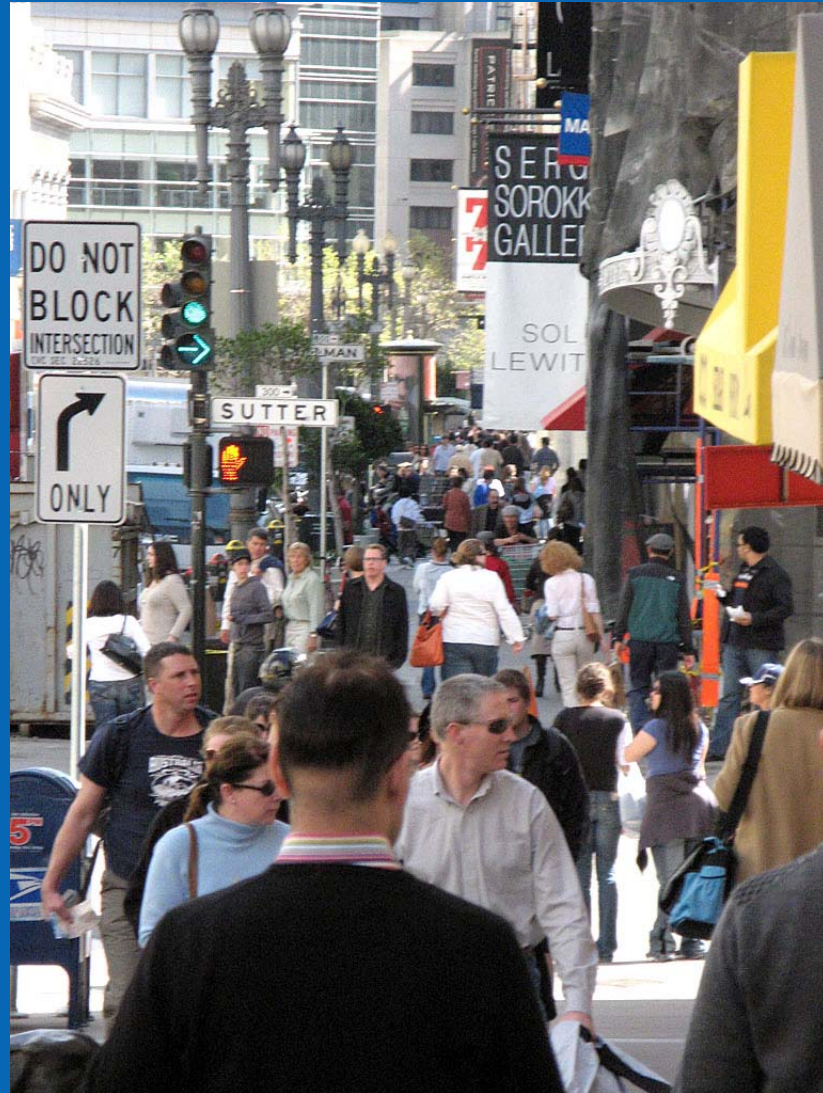


Round 1 Outreach

What We Heard

Top 3 Concerns:

- Greening
- Pedestrian safety
- Traffic calming



Round 1 Outreach

What We Heard

Implementation focus

- Enforcement
- Maintenance
- Agency coordination



Round 1 Outreach

DRAFT Design Concepts



- **Edge Zone**

Accommodate door swings and accessible transit stops

- **Furnishings Zone**

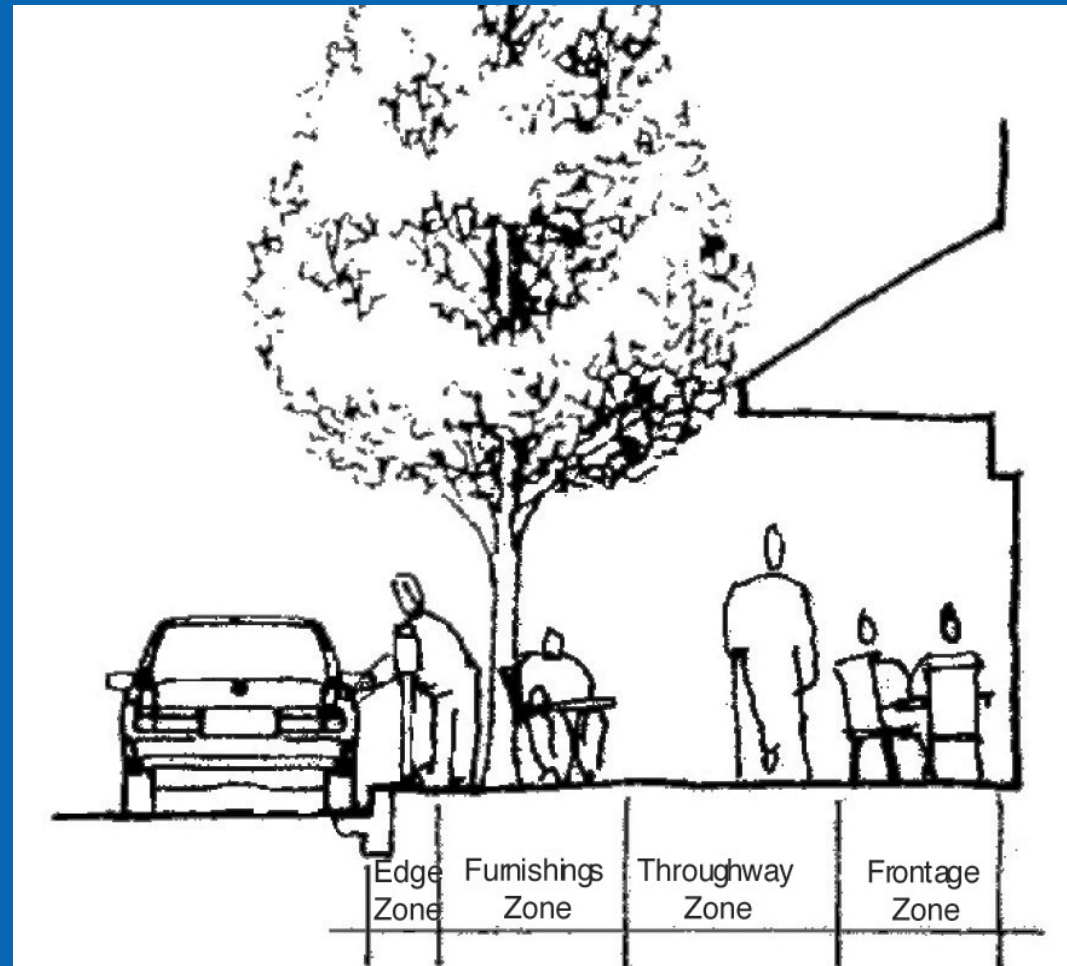
Landscaping, furnishings, parking meters, etc.

- **Throughway Zone**

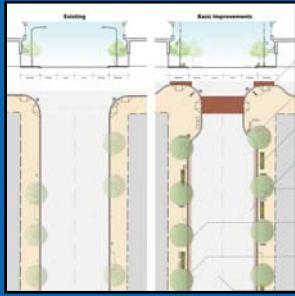
4' minimum clear width

- **Frontage Zone**

"Shy distance" adjacent to building frontage



Sidewalk Zones



• Residential

- Neighborhood
- Thoroughway
- Downtown



• Commercial

- Neighborhood
- Thoroughway
- Downtown



• Industrial

- Industrial
- Industrial Mixed-Use



• Special Streets

- Ceremonial
- Parkway
- Multi-way boulevard

• Small Streets

- Alleys
- Paseos

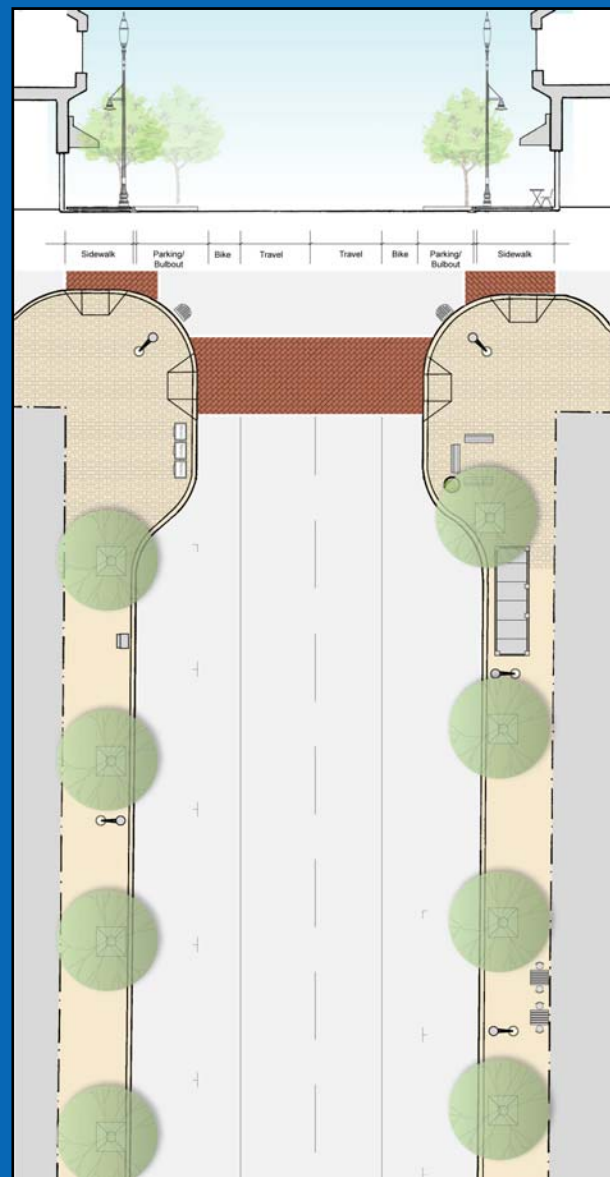
Street Types

Existing



Standard improvements

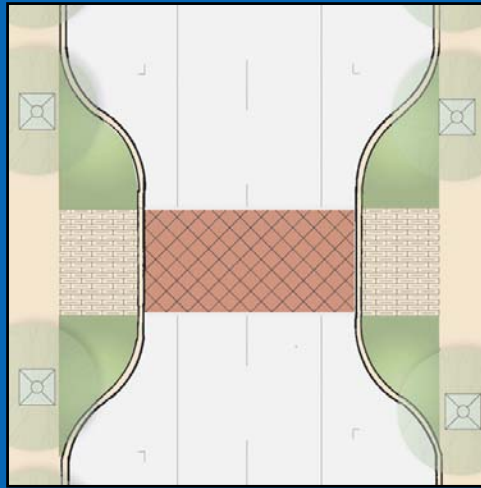
- More consistent trees and plantings
- Pedestrian-scale lighting
- Corner curb extensions at major streets
- Special crosswalk and paving treatments
- Street furnishings
- Reduced street clutter



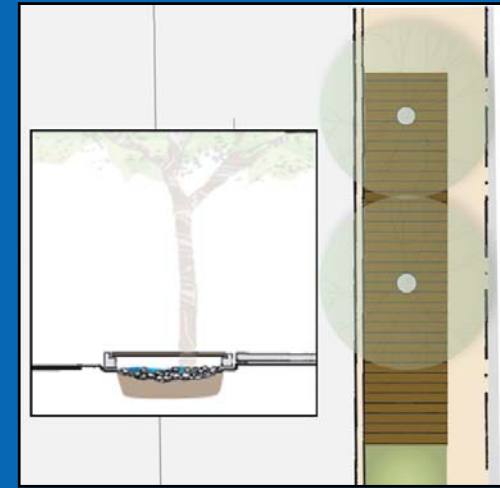
Basic Improvements



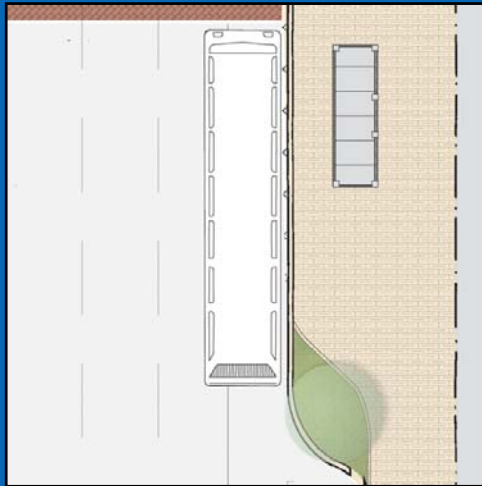
Mid-block Curb Extension Plaza



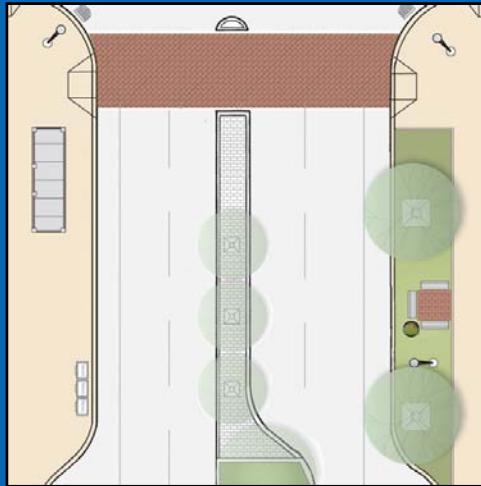
Mid-block Crossing



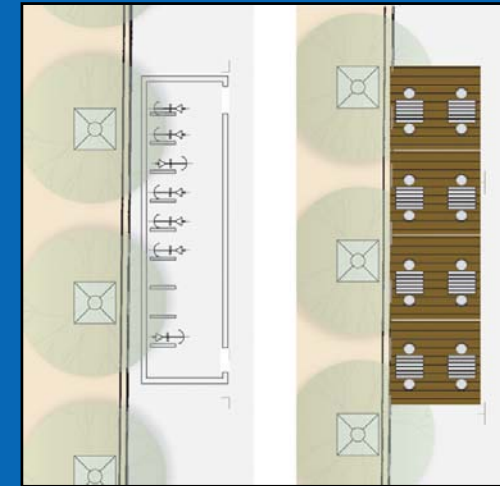
Special Paving



Extended Bulbout for Transit Stop



Center Median



Flexible Parking Zones

Case-by-Case Additions



Pedestrian safety improvements



Pedestrian safety improvements

- **Summer 07: Round 2 of public outreach**
 - Feedback on Draft concepts
- **Fall 07: Refined guidelines and policies**
 - Feedback on guidelines and policies
- **Winter/Spring 08: Draft Plan for Review**
 - Feedback on Draft Plan

Next Steps

The Better Streets Plan is a cooperative planning effort of the following agencies:



SAN FRANCISCO
**PLANNING
DEPARTMENT**

Mayor's Office on
Disability



MTA

Municipal Transportation Agency



better streets
SAN FRANCISCO