

DRAFT FOR PUBLIC REVIEW | JUNE 2008



















The Better Streets Plan was made possible in part by the San Francisco County Transportation Authority through a grant of Proposition K local transportation sales tax funds.

Office of the Mayor	
City & County of San Francisco	



Gavin Newsom



June 2008

My Fellow San Franciscans:

I am pleased to present the draft Better Streets Plan for your review. This is a major milestone towards my vision of establishing a systematic, implementable program to bring about real and lasting change to San Francisco's streets.

This plan forwards a comprehensive set of guidelines to improve San Francisco's streetscapes – to make our streets more useable and attractive and universally accessible to all, to make them safer and more welcoming, to improve their ecological functioning, and to return them to their rightful place as the center of civic life in this wonderful city. I commend all those involved in the drafting of this plan for their work.

There will be significant challenges to ensuring that the kinds of improvements envisioned in the Better Streets Plan move from idea to reality. We will need to commit the resources and funding in order to re-envision and refurbish our streets over a reasonable amount of time. Integrated street improvements to the extent envisioned by the Better Streets Plan will not happen over night. They will take a concerted effort over time on the part of all of us but will ultimately yield more efficient and attractive streetscapes for the entire city.

This draft Better Streets Plan is an excellent beginning. Please review it and make comments. In a few months, after we have heard from you, staff will revise and then seek to have the plan adopted. We hope to have your full support throughout the process and when we begin to build the kinds of streets this plan envisions. We appreciate your on-going commitment to helping us plan Better Streets in San Francisco.

Warmest personal regards,

Gavin Newsom

Mayor

Contact

For more information on the Better Strees Plan, contact:

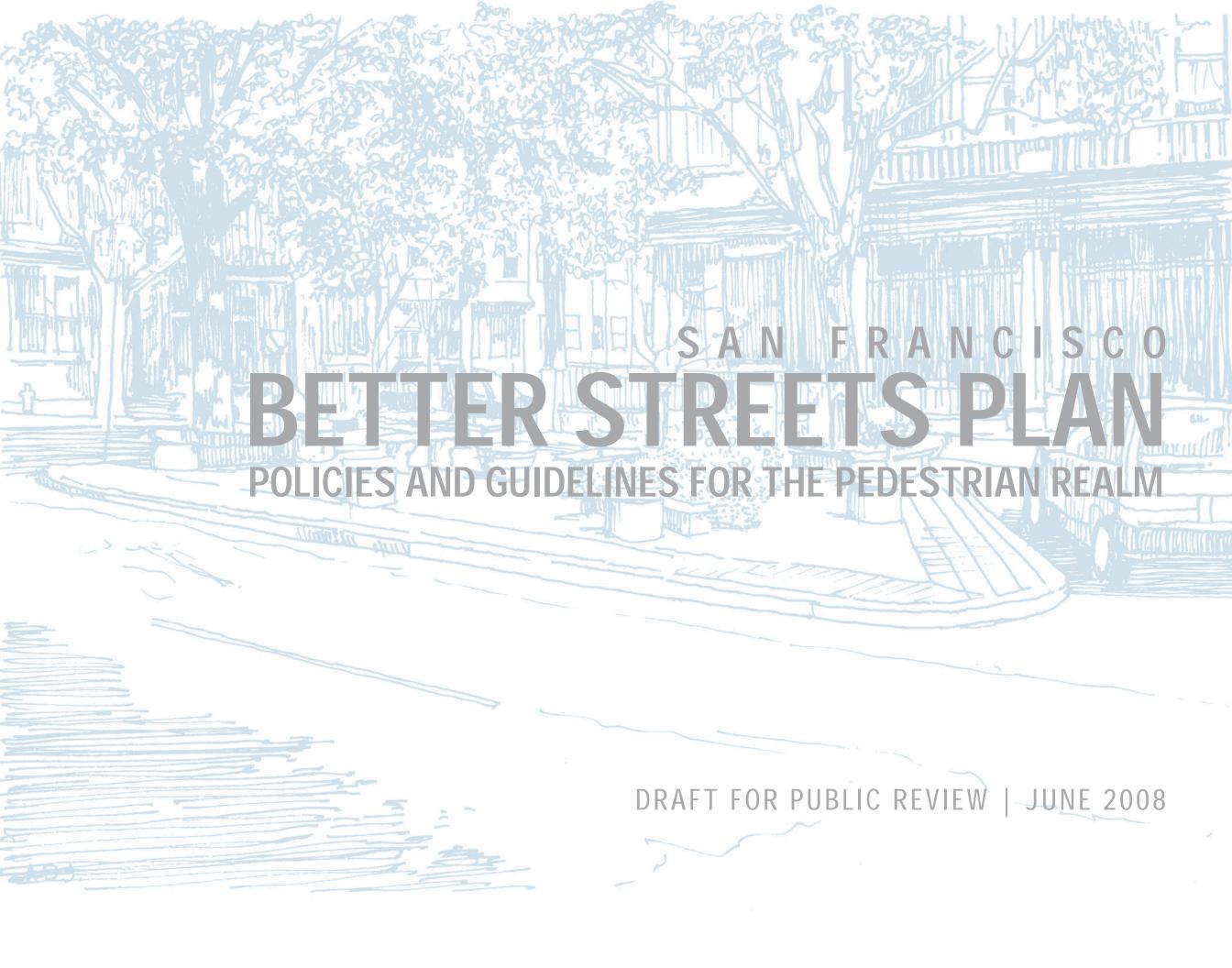
Adam Varat, Project Manager San Francisco Planning Department 415.558.6405 adam.varat@sfgov.org

oı

Cristina Olea, Project Manager San Francisco Municipal Transportation Agency 415.701.4579 cristina.olea@sfmta.com

Visit our website at:

www.sfbetterstreets.org



READ THIS FIRST:

NAVIGATING THE BETER STRETS PLAN

The Better Streets Plan guides the design of the pedestrian environment for all users. It's a long document, but most of the time users will only need to read certain portions. This page will help you quickly figure out where to look in the document for particular guidance.

Users

The Better Streets Plan is intended for a variety of users, including:

- Decision-makers: The Plan recommends policy directions and next steps to achieve a great pedestrian environment. See Chapter 3.
- Street designers and managers: The Plan sets guidelines and standards to guide the design and use of the pedestrian environment, whether new streets, full streetscape re-designs, or design and placement of individual streetscape elements. See Chapters 4, 5, and 6.
- Stakeholders: The plan provides a resource and guide for community members, organizations, or private developers making streetscape improvements or seeking to understand the rules regarding design and use of the pedestrian environment. See Chapters 4, 5, and 6.

Document Structure

The Better Strees Plan consists of the following sections:

1. Introduction: About the Plan

Background on the pedestrian environment, an overview of the plan history and process, and next steps.

2. Context

Existing pedestrian and streestcape conditions, relevant federal, state, and local policies, and existing City processes relating to street design.

3. Goals and Policies: The Path to Better Streets

Plan goals, objectives, and policy directions to achieve Better Streets.

4. Approach: Designing Great Streetscapes

Framework for design of the pedestrian realm by street type, and guidelines that apply to the pedestrian environment as a whole, such as sidewalk zones and general layout of streetscape elements.

5. Guide: Street Designs

Guidelines and standards for curb lines and related features, such as medians, curb extensions, and crossings.

6. Guide: Streetscape Elements

Guidelines and standards for individual streetscape elements, such as plantings, lighting, site furnishings, and utilities.

7. Implementation

Recommendations for impelementing Better Streets, including maintenance, enforcement, and funding strategies. This section will be developed in the coming months.

DESIGNING A COMPLETE STREETSCAPE?

Follow these steps:

- 1. Determine street type (See Section 4.1)
- 2. Identify appropriate standard and additional elements for that street type (4.1)
- 3. See guidelines for overall design: sidewalk width, sidewalk zones, and layout of streetscape elements (4.2)
- 4. Follow specific guidelines for individual elements as necessary (Chapters 5 and 6)

LOCATING A SPECIFIC ELEMENT?

Follow these steps:

- See guidelines for overall design: sidewalk width, sidewalk zones, and layout of streetscape elements (Chapter 4)
- 2. Follow specific guidelines for the particular element (Chapters 5 and 6)

CONTENTS

EXECUTIVE SUMMARY	iii
INTRODUCTION: ABOUT THE PLAN	01
1.1 BACKGROUND	03
1.2 PLAN DEVELOPMENT	11
1.3 MOVING FORWARD	15
CONTEXT	18
2.1 EXISTING CONDITIONS	21
2.2 REGULATORY CONTEXT	<i>25</i>
2.3 EXISTING CITY EFFORTS	27
GOALS AND POLICIES: THE PATH TO BETTER STREETS	32
3.1 VISION	34
3.2 PREFACE TO GOALS AND POLICIES	35
3.3 GOALS AND POLICIES	36
APPROACH: DESIGNING GREAT STREETSCAPES	50
4.1 STREET TYPES	53
4.2 OVERALL STREETSCAPE GUIDELINES	86
	INTRODUCTION: ABOUT THE PLAN 1.1 BACKGROUND 1.2 PLAN DEVELOPMENT 1.3 MOVING FORWARD CONTEXT 2.1 EXISTING CONDITIONS 2.2 REGULATORY CONTEXT 2.3 EXISTING CITY EFFORTS GOALS AND POLICIES: THE PATH TO BETTER STREETS 3.1 VISION 3.2 PREFACE TO GOALS AND POLICIES 3.3 GOALS AND POLICIES APPROACH: DESIGNING GREAT STREETSCAPES 4.1 STREET TYPES

5.0	GUIDE: STREET DESIGNS	98
	5.1 CROSSWALKS	101
	5.2 CORNER CURB RADII	111
	5.3 CURB EXTENSIONS	115
	5.4 MEDIANS AND ISLANDS	121
	5.5 TRANSIT-SUPPORTIVE STREETSCAPE DESIGN	127
	5.6 PARKING LANE TREATMENTS	135
	5.7 TRAFFIC CALMING AND ROUNDABOUTS	141
	5.8 PEDESTRIAN-PRIORITY DESIGNS	149
6.0	GUIDE: STREETSCAPE ELEMENTS	158
	6.1 URBAN FOREST	161
	6.2 STORMWATER MANAGEMENT TOOLS	177
	6.3 LIGHTING	195
	6.4 PAVING	201
	6.5 SITE FURNISHINGS	207
	6.6 UTILITIES AND DRIVEWAYS	221
7.0	IMPLEMENTATION (PENDING)	228
AP	APPENDICES	234
	A BETTER STREETS POLICY	236
	B TRANSIT FIRST POLICY	238
	C "COMPLETE STREETS" POLICY	239
	D SUMMARY OF COMMUNITY INVOLVEMENT	240
	E SUMMARY OF ACCESSIBILITY GUIDELINES	245
	F GLOSSARY	247



EXECUTIVE SUMMARY



Rendering by Allan B. Jacobs

Introduction

The Better Streets Plan provides a blueprint for the future of San Francisco's pedestrian environment. It describes a vision, provides design guidelines, and identifies next steps to create a truly great pedestrian realm in San Francisco.

The Plan seeks to balance the needs of all street users, and reflects the understanding that the pedestrian environment is about much more than just transportation – that streets serve a multitude of social, recreational and ecological needs that must be considered when deciding on the most appropriate design. The Plan follows from the Better Streets Policy, adopted by the Board of Supervisors and the Mayor, which describes the varied roles that the City's streets should play.

The Better Streets Plan provides guidelines for the pedestrian environment, defined as the areas of the street where people walk, shop, sit, play, or interact – outside of moving vehicles. Generally speaking, this refers to sidewalks and crosswalks; however, in some cases, this may be expanded to include certain areas of the roadway. The Plan does not generally focus on roadway or vehicle travel characteristics.

If fully realized, the Better Streets Plan will bring a number of benefits to San Francisco. It will help retain families in San Francisco, support Muni and a transit-first city, help promote public safety, help to minimize sewer/stormwater overflows into the Bay, decrease the likelihood of pedestrian injuries and fatalities, increase accessibility for all street users, create settings that make it safe and easy to be physically active, and enhance the everyday quality of life for San Francisco's residents.

This plan follows from a long public and technical process. As of this draft, City staff have attended over 75 community meetings relating to the Better Streets Plan, held monthly meetings with a Community Advisory Committee, and received over 1,000 responses to the two Better Streets Plan surveys. As well, the Better Streets team has met with over 50 staff from 15 City departments to gather comments regarding technical feasibility of initial concepts and proposals.

Plan Highlights

The Better Streets Plan contains a wide range of guidelines relating to streetscape and pedestrian facilities. Major themes and ideas include:

- Distinctive, unified streetscape design: Street trees as defining the streetscape rhythm; integrated site furnishings; regular pedestrian-oriented lighting; minimizing cluttering elements
- Space for public life: Safe, useable public seating for neighborhood gathering; generous curb extensions for seating and landscaping; reclaiming of excess street space for public use; space for outdoor café and restaurant seating and merchant displays
- Enhanced pedestrian safety: Safe, convenient pedestrian crossings; curb radii and curb extensions that slow traffic, shorten crossing distance, and enhance visibility; pedestrian countdown signals and other pedestrian priority signals (head-start, pedestrian scramble)
- Improved street ecology: On-site stormwater management to reduce combined sewer overflows; resource-efficient elements and materials; streets as green corridors and habitat connectors
- Universal design: Generous, unobstructed sidewalks, curb ramps for all users, accessible pedestrian signals
- Integrating pedestrians with transit: Transit rider amenities at key stops; safe, convenient pedestrian routes to transit; mutual features that benefit pedestrian safety and comfort and transit operations, such as bus bulb-outs and boarding islands
- Creative use of parking lanes: Permanent curb extensions with seating and landscaping; landscape planters in the parking lane; flexible, temporary use of the parking lane for restaurant seating or other uses
- Traffic calming to reduce speeding and enhance pedestrian safety: Raised crossings and speed tables; landscaped traffic circles; chicanes

- Pedestrian-priority designs: Shared, single-surface streets on small streets and alleys; temporary or permanent street closures to vehicles; sidewalk and median pocket parks
- Extensive greening: Healthy, well-maintained urban forest; expanded sidewalk plantings; efficient utility location to provide more potential tree planting locations

Next Steps

The Better Streets Plan is a vision for the future of the City's pedestrian environment. These suggested improvements are not extravagant or uncommon—they are in use in many cities across the state and nation. However, even typical street improvements cost money to build and maintain. To build out the Plan's recommendations on the City's streets, the City must have capital and maintenance funding in place—funding the City does not currently have. The City must continue to seek funding to realize the vision of the Better Streets Plan.

Better streets rely on successful implementation—ongoing capital funding, efficient maintenance, and effective education and enforcement. This plan describes a vision for ideal streets, and recognizes the need to have detailed implementation strategies. The plan identifies high-level implementation measures. These measures will be further developed in the next stages of the plan process.

The Better Streets Plan is merely the first step to realizing an improved pedestrian environment and public realm in San Francisco. It sets high-level guidelines that should be used in the City's on-going streetscape and pedestrian design. It does not seek to prioritize or create a project list of street improvement projects. Nor does it give specific engineering guidance on a number of technical topics—those standards may be found in other existing or planned documents.

To implement the vision of the plan, the City must take a variety of next steps (some of which are on-going), including the following:

- Build demonstration (pilot) projects
- Improve the coordination and delivery of streets
- Develop a framework for implementation and prioritization of street improvement projects
- Develop additional technical guidance on a number of topics, including: urban forest, stormwater, street lighting, street furnishing, and roadway design guidelines

Chapters

The Better Streets Plan consists of the following chapters:

- 1. Introduction
- 2. Context
- 3. Goals and Policies: The Path to Better Streets
- 4. Approach: Designing Great Streetscapes
- 5. Guide: Street Designs
- 6. Guide: Streetscape Elements
- 7. Implementation

The chapters include policies and guidelines as follows.

1.0 INTRODUCTION

Chapter 1 gives background on the plan, describes the plan development, and identifies next steps, as summarized above.

2.0 CONTEXT

Chapter 2 describes existing conditions and policies relating to streets and the pedestrian environment in San Francisco today.

2.1 Existing conditions

Walking accounts for 20% of all trips made in San Francisco. Major activity generators include transit hubs, schools, hospitals and shopping centers. Pedestrian volumes are highest in the Northeast quadrant of the city, and along major transit corridors. Pedestrian collisions and fatalities have been generally declining over time, though still remain significant. Many pedestrian collisions are concentrated in a few areas of the City.

Streetscape and pedestrian infrastructure includes signs and signals, sidewalks, curb ramps, street trees, street lighting, site furnishings, and stormwater infrastructure. San Francisco's street and sidewalk infrastructure varies greatly, as does data on the condition of these features. However, given the age of San Francisco's infrastructure, a considerable amount of maintenance and repair is necessary.

2.2 Existing policies

Street design in San Francisco is subject to federal, state, and local policies, standards, and guidelines. Key federal and state policies and standards include the Americans with Disabilities Act (ADA) and related accessibility standards, the California Manual on Uniform Traffic Control Devices (MUTCD), AASHTO standards, and the Clean Water Act and National Pollutant Discharge Elimination System (NPDES) permit, which regulates stormwater runoff into receiving waters.

Locally, San Francisco has passed the "Transit-First Policy" (City Charter Section 16.102), the "Better Streets Policy" (Administrative Code Chapter 98), and the "Complete Streets Policy" (Public Works Code 2.4.13), which prioritize street improvements that enhance transit, pedestrian, bicycle, and carpool trips over other transportation modes, and require the City to coordinate to create streets that are pedestrian-oriented and multi-functional. Additional City policies can be found in the

San Francisco General Plan and its constituent elements. Existing City standards relating to street design can be found in the Administrative Code, Building Code, Fire Code, Planning Code, Public Works Code, Transportation Code, and in departmental orders and standard plans.

2.3 Existing City efforts

The City has a number of on-going projects and programs relating to street improvement. Responsibility for street planning, design, funding, regulation, maintenance, education, and enforcement is spread over several departments. There is often inconsistency in the results, and the process can be expensive, time-consuming, and confusing.

3.0 GOALS AND POLICIES: THE PATH TO BETTER STREETS

Chapter 3 describes an overall vision for better streets. It describes goals, objectives, policies, guidelines, and next steps to achieve a great pedestrian environment, based on the following "10 Elements of Better Streets" (in no particular order):

Streets should (be):

- Memorable: San Francisco's streets should be designed to give the city and its neighborhoods a recognizable image and provide a means of orientation and understanding of the city
- **2. Support diverse public life**: San Francisco's streets should provide opportunities for diverse experiences and encourage people to spend time engaging in social and recreational activities
- 3. Vibrant places for commerce: San Francisco's streets should 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
- **4. Promote human use and comfort**: San Francisco's streets should be designed to prioritize the everyday needs of people and to support human comfort and enjoyment

- 5. Promote healthy lifestyles: San Francisco's streets should 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 physical activity
- **6. Safe**: San Francisco's streets should be designed to create a street environment that supports a high level of pedestrian safety and security
- 7. Create convenient connections: San Francisco's streets should be designed to facilitate safe, accessible, and convenient connections among major nodes, hubs, destinations, transit centers and major land use and activity centers
- **8. Ecologically sustainable:** San Francisco's streets should be designed as a green network, enhancing the City's long-term ecological functioning
- 9. Accessible: San Francisco streets should be designed for ease of use and access to destinations for all populations, particularly those with visual or mobility impairments, and should meet universal design principles
- 10. Attractive, inviting, and well-cared for: San Francisco's streets should be beautiful, create an engaging visual impression, appeal to senses of sight, smell and sound, and encourage a sense of ownership and civic pride that is reflected in streets' physical appearance and level of activity

4.0 APPROACH: DESIGNING GREAT STREETSCAPES

Chapter 4 sets a framework for overall streetscape design. It is divided into two sections: 4.1 Street Types and 4.2 Overall Streetscape Guidelines.

4.1 Street Types

Different streets play different roles, so this chapter begins by categorizing streets into different street types for the purposes of streetscape design. Street classifications are based on land use

characteristics (residential, commercial, industrial, mixed-use) and transportation roles (downtown, throughway, neighborhood). Special streets (parkways, park edge streets, boulevards and ceremonial (civic) streets), and small streets (alleys and pedestrian-only streets) are called out separately. These classifications are not intended to replace functional transportation classifications, but to make decisions about streetscape design. However, streetscape design should take functional transportation classifications into account.

Section 4.1 shows a typical site plan and section for each street type, using recommended sidewalk widths, pedestrian facilities, and streetscape amenities. For each street type, the Plan lists standard improvements (such as street trees, curb ramps, and site furnishings) and case-by-case additions (such as mid-block crossings, landscaped center medians, and extended bulb-outs with landscaping and seating). Standard additions should generally be included in any streetscape design project on a particular street type. Case-by-case additions should be considered as budgets, physical conditions, and neighborhood preferences allow.

4.2 Overall Streetscape Guidelines

Section 4.2 provides overall guidelines for the streetscape environment. Streetscapes should be designed to encompass a variety of features and amenities, and reflect a unified design sensibility. Streetscape projects should be combined wherever possible to provide 'completeness' in streetscape design. For example, curb ramp projects may be combined with building curb extensions, which could house seating, landscaping, transit shelters, and stormwater treatment measures.

Section 4.2 describes appropriate elements and treatments for intersection design, including marked crosswalks, curb ramps, tight turn radii, curb extensions, pedestrian refuge islands, street trees, lighting, and site furnishings. These elements should be combined to create a safe, convenient, inviting intersection for pedestrians.

Next, Section 4.2 discusses sidewalk widths and zones. Sidewalks are divided into five zones: frontage, throughway, furnishings, edge, and 'extension.' These terms are used throughout

the document. Standard minimum and recommended sidewalk widths are given for each street type. Sidewalks below standard minimum width should be considered deficient, and should be widened as opportunities and funding allow. Recommended widths are wide enough to allow for desired streetscape amenities. Sidewalks on new streets should be built to recommended widths.

Finally, this section describes guidelines for overall layout of streetscape elements. Streetscapes should wisely allocate limited space, strive for 'wholeness', and accommodate pedestrian needs. Street trees should define the rhythm of the streetscape, and be the primary organizing element. Conflicts with ideal street tree locations should be minimized to achieve this rhythm. Street lighting may be placed in an off-setting rhythm. Other site furnishings should be placed in relation to these elements, per appropriate clearances, discussed in Chapter 6.

5.0 GUIDE: STREET DESIGNS

Chapter 5 describes guidelines for street designs such as curb geometries, crosswalks, parking lanes, and special street conditions. It is divided into eight sections: 5.1 Crosswalks; 5.2 Corner curb radii; 5.3 Curb extensions; 5.4 Medians and Islands; 5.5 Transit-Supportive Streetscape Design; 5.6 Parking lane treatments; 5.7 Traffic calming and roundabouts; and 5.8 Pedestrian-priority designs.

5.1 Crosswalks

Crosswalks are an essential part of a safe, convenient pedestrian realm, and may also be an urban design treatment. This section describes guidelines for location and design of marked crosswalks at intersections and mid-block locations, special treatments such as raised crossings, special paving treatments, and special signals, pedestrian signals, and vehicle movements at intersections, including right turns on red and multiple turn lanes.

5.2 Corner curb radii

Corner curb radii have a major impact on pedestrian safety and quality. Tight turn radii slow turning vehicles, shorten crossing distances, and enhance visibility. Turn radii should be as tight as possible to enhance pedestrian comfort; however, they should be

designed to accommodate turning vehicles as well per the guidelines. This section also presents alternative strategies for dealing with intersections with large turning vehicles.

5.3 Curb extensions

Similar to curb radii, curb extensions slow turning vehicles, shorten crossing distances and enhance visibility by extending the sidewalk into parking lanes. Corner curb extensions should be a standard treatment for new streets or street improvement projects on most street types. They should be designed to maximize pedestrian space. Generous curb extensions may allow opportunities for landscaping, seating, and stormwater management. They may also be placed at mid-block locations to create a small plaza.

5.4 Medians and islands

Medians are continuous raised areas within the roadway that control traffic, and may have a traffic calming, greening, and ecological benefit. They may also provide pedestrian refuges at crossings. Medians should include trees and other landscaping as appropriate. Islands are smaller raised areas within the roadway. They may provide a pedestrian refuge, traffic calming, or design feature.

5.5 Transit-Supportive Streetscape Design

Most transit rides begin or end on foot. People waiting at transit stops are some of the most frequent users of the pedestrian realm. Transit waiting areas should be designed with amenities for waiting riders. They must also be accessible to all users and provide clear paths to and from the transit shelter and vehicle. Bus bulbs and transit boarding islands may be used to improve transit operations and also provide greater sidewalk space.

5.6 Parking lane treatments

In many cases, the pedestrian environment may be extended into the parking lane, either permanently or temporarily. Curb extensions are one way of achieving this. Providing perpendicular or angled parking where roadway width allows can also allow for the creation of significant corner plazas. Alternative uses for the parking lane are also considered, including landscaped planters, bicycle parking, and flexible (temporary) use of the parking lane for outdoor seating.

5.7 Traffic calming and roundabouts

Traffic calming enhances pedestrian safety and neighborhood character by slowing traffic. Traffic calming measures discussed in this plan include traffic circles and chicanes. These should be designed to slow traffic by visually narrowing the street and forcing cars to shift laterally. They may also present opportunities for landscaping, stormwater treatment, and community stewardship. Roundabouts are traffic control devices with limited applicability in San Francisco. Where they are used, consideration should be given to pedestrian safety, accessibility, and wayfinding.

5.8 Pedestrian-priority designs

Pedestrian-priority designs are special cases that provide more than the standard sidewalk space for pedestrians. These include: sidewalk and median pocket parks, shared streets, local lanes and medians on multi-way boulevards, pedestrian-only streets, and public stairs. In all cases, the pedestrian area or shared pedestrian/vehicle area should be designed to slow traffic and indicate areas of pedestrian priority. They may also be opportunities to create significant public spaces.

6.0 GUIDE: STREETSCAPE ELEMENTS

Chapter 6 describes guidelines for streetscape elements typically found in sidewalks or curb extensions, including: 6.1 Urban Forest, 6.2 Stormwater Control Measures, 6.3 Lighting, 6.4 Paving, 6.5 Site Furnishings, and 6.6 Utilities and Driveways.

6.1 Urban forest

The urban forest consists of street trees, understory plantings (ground landscaping), and above-ground plantings (planter boxes or hanging planters). Urban forest elements should be appropriate to soil and microclimate zones. Drought-tolerant plantings should be used.

Street trees should be the primary organizing element of the streetscape; restrictions and conflicts with other elements should be minimized to ensure consistent plantings. Tree basins should be optimized to ensure tree health and minimize root interference with sidewalks. Tree furnishings such as grates, guards or railings may be used for a design treatment; however, they may be difficult to maintain or inhibit tree health.

Understory plantings should be used in furnishings zones on most street types, with sufficient area for healthy plantings. They may have a formal or more naturalistic treatment, depending on the context. Sidewalk landscaping may be present and still allow access to parked cars and utilities if designed properly. Aboveground landscaping is appropriate in limited circumstances such as in special design areas or where in-ground landscaping is not possible due to utilities or other constraints.

6.2 Stormwater Control Measures

Stormwater control measures include on-street stormwater management, to capture stormwater before it enters the City's combined or separate stormwater systems. This treatment can result in fewer combined sewer overflows into the bay or ocean. Stormwater control measures can be designed to infiltrate, retain, detain, or convey stormwater. Infiltration may not be possible in all locations. For more technical details, refer to the Stormwater Design Guidelines.

Stormwater management tools include permeable paving, flowthrough and infiltration planters, swales, rain gardens, channels and runnels, infiltration trenches, and infiltration boardwalks. All of these features may be designed to be integral, aesthetic parts of the streetscape in addition to their stormwater management role.

6.3 Lighting

Street lighting is a key organizing element that defines the daytime and nighttime environment and enhances personal safety and security. Pedestrian-oriented lighting is appropriate in downtown, civic, and commercial areas with high numbers of pedestrians. Lighting should be spaced to optimize light distribution and not interfere with other streetscape elements, particularly street trees. Street lights should use energy efficient technologies, and minimize light loss to the night sky. Lighting guidelines should be further developed through a street lighting master plan.

6.4 Paving

Paving materials in the pedestrian realm can be either standard concrete or non-standard materials, such as brick, stone, or unit pavers. Alternative paving materials should be pervious. Paving should be functional—stable, firm, slip-resistant, and relatively easy to maintain. It may also provide a unique design treatment, particularly on special streets or in areas of the street environment meant for pausing rather than walking through. Special paving may be considered at transit stops, crosswalks, pedestrian refuges, shared streets, local lanes of boulevards, transit malls, pedestrian-only streets, flexibly used parking lanes, curb extensions, or simply in the furnishings zone of the sidewalk.

6.5 Site furnshings

Site furnishings consist of all other streetscape facilities and amenities in the sidewalk, including: benches and seating, bicycle racks, bollards, flowerstands, kiosks and gateway monuments, newsracks, parking meters, public art, sidewalk restrooms, traffic and parking signs, trash receptacles, and wayfinding signage. Generally, site furnishings should be located in the furnishings zone of the sidewalk. Site furnishings should be considered design elements, and use consistent, aesthetic design along a particular street or corridor. They should also meet basic clearances and requirements for accessibility, maintenance, and safety.

6.6 Utilities and driveways

Utilities and driveways are functional elements that provide necessary access and facilities. Utilities may be poles, overhead wires, surface-mounted boxes, underground vaults, mains and laterals. They are a necessary and ubiquitous element of streetscape environments; however, they often conflict with other streetscape elements, and vice versa.

Utilities should be efficiently located to minimize impacts on other existing or potential streetscape elements, maintain basic access and maintenance requirements, and be consolidated into shared vaults, boxes, or trenches wherever feasible. Likewise, driveways should be minimized, located to avoid impacts to existing or potential streetscape elements, and be shared as feasible.

7.0 IMPLEMENTATION (PENDING)

Chapter 7 describes implementation measures necessary to carry out the vision of the Better Streets Plan, including funding, maintenance, and enforcement strategies. This chapter identifies relevant topics, which will be developed in the coming months.

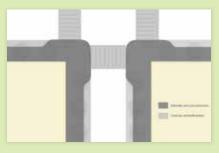




The Better Streets Plan provides a blueprint for the future of San Francisco's pedestrian environment. It describes a vision, creates design guidelines and identifies next steps for the City to take to create a truly great pedestrian realm. San Francisco's streets are among its most recognizable assets—the face of the City to millions of residents and visitors. Current practice in San Francisco has resulted in streets that frequently do not meet the needs of its citizens to create active, safe, and comfortable sidewalks and public spaces. The Better Streets Plan is intended to provide a framework for coordinated decision-making about streets that will result in an improved pedestrian environment for all on the City's streets and sidewalks.

WHAT IS THE PEDESTRIAN ENVIRONMENT?

The term "pedestrian environment" refers to the areas of the street where people walk, shop, sit, play, or interact – outside of moving vehicles. Generally speaking, this refers to the sidewalk areas between the property line and the curb, and the crossing areas at intersections. However, the pedestrian environment can also include portions of the street normally associated with vehicular traffic—such as during street fairs or farmer's markets, or the entire street on small streets such as alleys or pedestrian pathways.



The pedestrian environmen

CHAPTER 1: INTRODUCTION

1.1

BACKGROUND

Why are we doing a Better Streets Plan

San Francisco's streets and public rights-of-way are vastly underutilized resources. Largely because of their setting, San Francisco's streets have become one of the most memorable features of the city. The city's famous hilly terrain is made all the more scenic by the steady march of streets over its rolling topography and to the water's edge. However, the scenic vistas visible from and along so many of the city's streets have made it all too easy to ignore the untapped potential of the streets themselves.

Streets make up fully 25% of San Francisco land area, more space even than is found in all of the city's parks. Each year, millions

of dollars are spent maintaining and improving city streets; with better planning and coordination, this money could be better utilized to achieve many of the city's goals for its streets.

San Francisco is a city renowned for its quality of life, its commitment to social equity and its growing concern for environmental sustainability. It is a city that has declared in its charter that transit will come first. It is a city that strives to provide services, infrastructure, and lifestyle opportunities for people from all walks and stages of life; from families with children, to young professionals to senior citizens. Together, these goals seek to maintain and enhance San Francisco's role as one of the premier cities of the world.



▼ Noe Street

As San Francisco continues to mature and evolve it faces many challenges in supporting this vision of itself as a world-class city. Families with children are leaving the city more quickly than they are arriving. Pedestrian accidents continue to occur on busier streets where non-auto uses are often inadvertently discouraged by design. Many neighborhoods lack open space for recreational activities or places for neighbors to gather. The quality of streets and public spaces is slowly deteriorating amid structural budget deficits. The need to address concerns about air and water quality and global climate change grows increasingly urgent each passing day.

Well-designed streets that serve a multitude of uses can help to address all of the concerns described above. For too long, the City's streets have been considered only for their transportation and mobility benefits, as movers of people and goods. We now recognize the numerous other roles that streets can play, from centers of community life, to supporters of our local shopping environment, to important open spaces and recreational opportunities, to key pieces of the city's ecological infrastructure.

The Better Streets Plan provides a blueprint for achieving this vision of streets – streets that continue to function as corridors of movement while at the same time are improved to reach their potential for enhanced community life, recreational opportunities and ecological benefits. As San Francisco continues to grow, the Better Streets Plan will help to ensure that it can fulfill its vision of a world-class city – one that is renowned not just for the views from its streets, but for the quality of the streets themselves and the vibrant public life which they foster.

Plan Benefits

The Better Streets Plan, if fully implemented, will result in an enhanced pedestrian realm, which will help to realize a number of essential benefits for San Francisco and its residents. It will:

- Help retain families in San Francisco: Streets that
 are safe from fast-moving traffic, are clean and wellmaintained, and have spaces for neighbors to gather
 or children to play will help to retain families in San
 Francisco, much as affordable housing or good public
 schools will do the same.
- Support Muni and a transit-first city: Every transit trip begins and ends with a walking trip. Well-designed streets that are safe for pedestrians, have amenities that people need, and connect to important transit lines will encourage greater use of the Muni system.
- Help promote public safety: Streets that are active and have 'eyes on the street' will enhance residents sense of safety and security from crime and violence.
- Help to minimize impact on global climate change and local air pollution: Streets that are designed to promote walking, cycling, and transit use over private automobile use will help to minimize San Francisco's contribution to global climate change, and reduce local air pollution.
- Help to minimize sewer/stormwater overflows into the Bay: Streets can be designed such that they detain a certain percentage of water during big storms. This helps reduce overflows of the City's combined stormwater and sewer infrastructure into the bay, and also reduces local flooding problems.
- Decrease the likelihood of pedestrian injuries and fatalities: Streets that are designed with the safety of pedestrians in mind will decrease the likelihood of pedestrian/auto collisions, and the number of pedestrian injuries and fatalities that occur each year.

BENEFITS OF THE BETTER STREETS PLAN

- Help retain families in San Francisco
- Support Muni and a transit-first city
- Help promote public safety
- Help to minimize impact on global climate change and local air pollution
- Help to minimize sewer/stormwater overflows into the Bay
- Decrease the likelihood of pedestrian injuries and fatalities
- Increase accessibility for all street users
- Support the City's local shopping districts and small businesses
- Support neighborliness, civic interaction, and identity
- Enhance the everyday quality of life for San Francisco's residents



DISTINCTIVE, UNIFIED OVERALL DESIGN



- Integrated site furnishings [Section 6.5]
- Pedestrian-oriented lighting [6.3]
- Minimize site cluttering [6.5]

SPACE FOR PUBLIC LIFE



- Reclaim excess street space for public use [5.8]
- Safe public seating for neighborhood gathering
- Merchant participation [6.3]

PEDESTRIAN SAFETY



- Visible crossings [5.1]
- Slower turning speed [5.2]
- Shorter crossing distances [5.3]

PEDESTRIAN PRIORITY



- Shared streets [5.8]
- Temporary or permanent street closures [5.8]
- Raised crossings [5.1]

UNIVERSAL DESIGN



- Generous, unobstructed sidewalks [4.2]
- Curb ramps for all users [5.1]
- Accessible pedestrian signals [5.1]

0 **RECLAIMING EXCESS** CREATIVE USE OF **INTEGRATING PEDS EXTENSIVE GREENING ECOLOGY**

PARKING LANE



- Bicycle parking in the parking lane [5.6]
- Flexible use for cafe seating [5.6]
- Permanent mini-plazas [5.3]



- Stormwater management [6.2]
- Permeable materials [6.2]
- Streets as habitats [6.1]



- Healthy urban forest [6.1]
- Expanded sidewalk plantings [6.1]
- Utility consolidation [6.6]

AND TRANSIT



- Transit rider amenities [6.5]
- Bus bulbouts and boarding islands [5.5]
- Safe, convenient routes to transit

STREET SPACE



- Street parks and new plazas [5.8]
- Traffic circles [5.7]
- Landscaped medians [5.4]

- Increase accessibility for all street users: Streets that have a clear, accessible path of travel and are free from barriers and obstructions will result in increased usability for all users, including people with disabilities, seniors, children, parents with strollers, and everyone in between.
- businesses: A street system that encourages people to walk to neighborhood commercial districts rather than drive to regional shopping centers for their daily needs helps to support the small commercial areas and small businesses that make up an important part of San Francisco's character and economy.
- *Provide open space in areas that are lacking:* There is increasing pressure on the City's existing open spaces, and a need for open space in new neighborhoods. The city's street system can complement and link to the larger open space network, bringing more open space to underserved neighborhoods.
- Support neighborliness, civic interaction, and identity: Cities depend on peaceful interactions of colleagues, neighbors, and strangers who share a collective identity and pride as the residents of a place. Well-designed streets that include places to sit, stop, gather, and play create the spaces for this interaction to take place.
- Enhance the everyday quality of life for San Francisco's residents: Above all, a well-designed street system will enhance the livability—pleasant places to stroll or sit, opportunities for neighborly interaction, freedom from excessive noise and pollution, and a green, attractive cityscape—for San Francisco's residents.

The Better Streets Plan can help to achieve all of these benefits. However, this means reforming many of the City's current standards and practices relating to street design, construction and maintenance. These practices and standards—found in the City's codes, plans, and departmental orders—are strong determinants of the resulting street environment that we see and use everyday.

Many of these codes and standards are old or out of date, and were adopted during times when thinking about streets, technologies, and ecological best practices was different than it is today. As well, they often reflect a single-use vision for streets that does not account for the multitude of uses that streets can serve. Moreover, these standards and codes are often in conflict with one another.

The Better Streets Plan seeks to balance and reconcile these standards while considering all potential street uses, and will reform and update standards where appropriate. The details of these standards matter – and must be considered if the Better Streets Plan is to realize the benefits described above.

Additionally, there must be an on-going commitment from the City to implement the Better Streets Plan and to build and maintain streetscape and pedestrian projects to its standards in order to realize these benefits. This document is intended to provide a user-friendly guide for City agencies, community members, and private developers and property owners to implement street improvements. However, this must be complemented with an on-going commitment from the City's elected officials and department heads to funding, staffing, building, and maintaining improvements.





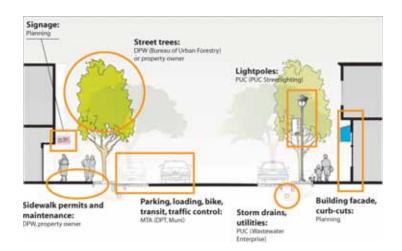
Recent San Francisco projects such as Octavia Boulevard and Mint Plaza show how streets can be transformed into active and green public spaces.

STREET DELIVERY IN SAN FRANCISCO

Streets in San Francisco are regulated and managed by a variety of agencies, reflecting specific areas of expertise. (Figure 1.3) Although this is sometimes necessary to provide specific technical know-how, there is no one body coordinating streetscape design projects. As a result, individual decisions about street design, use, and management do not add up to streets that reflect the City's goals for the character of our streets.

The Better Streets Plan posits a new manner of designing and building streets in San Francisco. Streets should be designed with greater agency coordination, and individual decisions should add up to an integrated whole that prioritizes the needs of people. Each design or management decision should bring the City closer to the collective vision for streets.

As a follow-up action to the Better Streets Plan, the City intends to analyze its decision-making processes with regards to capital planning, design, and maintenance for streets.



Jurisdiction over streets is divided among numerous agencies

Business as usual

- Independent agencies with competing goals
- Lack of overall framework for street improvements
- Lack of coordination for street programming and funding
- Ad hoc coordination on street design and use
- Planning for individual elements
- Competing visions for streets/lack of overall vision for streets
- City priorities not clearly defined
- Uncoordinated use of City resources
- Cluttering streetscape elements
- Streets with lack of unifying aesthetic
- Streets that do not serve well as public spaces
- Lack of greenery
- Lack of ecological functioning

Better Streets Plan

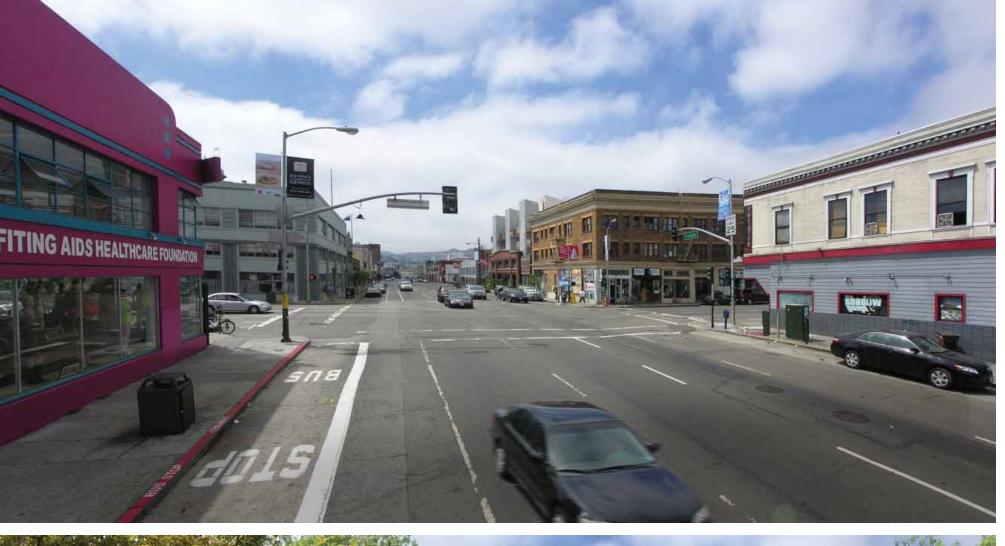
- Coordinated agencies working toward citywide goals
- Integrated framework for street improvements
- Coordinated programming and funding for street improvements
- Centralized coordination on street design and use
- Planning for streets as a whole
- Unified vision for streets
- Citywide priorities clearly defined
- Efficient use of City resources
- More numerous and more complete street projects
- Multi-purpose projects with greater competitiveness for funding
- Unified street design
- Fewer cluttering streetscape elements
- Streets with a healthy public realm
- Increased greenery and ecological functioning
- Enhanced safety and accessibility

S

ES

 $\overline{\bigcirc}$

PRO(



◆ This photo-simulation illustrates how the Better Streets Plan guidelines could be applied to a typical mixed-use San Francisco street to improve the pedestrian environment.



Photosimulations are for visualization purposes only, and are not intended to show specific details and dimensions



This photo-simulation illustrates how the Better Streets Plan guidelines could be applied to improve the pedestrian environment on a typical residential San Francisco street.



Photosimulations are for visualization purposes only, and are not intended to show specific details and dimensions

The Better Streets Plan is a partnership among City departments and agencies, with the goal of coordinating and streamlining the City's street design processes and resulting in a more gracious pedestrian realm.

1.2

PLAN DEVELOPMENT

History of the Plan

At present in San Francisco, a large number of City departments and agencies have jurisdiction over the design, construction and management of the City's streets and other rights-of-way. The Better Streets Plan is a partnership among all of these players, with the goal of coordinating and streamlining the City's street design processes and resulting in a more gracious pedestrian realm.

In February 2006, the Board of Supervisors passed the Better Streets Policy (Appendix A), which requires the City to collaborate, and to consider the multiple uses for streets in all street improvement projects. Out of this policy, City departments began to work on the Better Streets Plan. Work on the Better Streets Plan began in Fall 2006.

The Better Streets Plan is funded, managed, and staffed by several City departments including the the Planning Department, San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Utilities Commission (SFPUC), Department of Public Works (DPW), Department of Public Health (DPH), Mayor's Office on Disability (MOD), Mayor's Office on City Greening, and the San Francisco County Transportation Authority (SFCTA).



The Better Streets team has also convened a wider Technical Advisory Committee (TAC) of over 50 staff from 15 City departments representing divisions of City agencies involved in the design, construction, maintenance, and management of streets. This body has met multiple times, to discuss and comment on the plan's technical proposals, and give valuable technical advice into the feasibility of plan proposals.

In addition, the Better Streets team met monthly with a 15 member Community Advisory Committee, which has provided input into plan proposals as they are being developed.

Summary of Public Outreach

In order to arrive at this Draft Better Streets Plan for Public Review, City agencies have conducted significant community involvement efforts to gather public input. As of this draft, City agencies have held two rounds of community involvement, including over 75 community meetings with hundreds of attendees in total, and received over 1,000 responses to the two Better Streets Plan surveys. The third round of public meetings will gather feedback on this draft plan.

Mayor Gavin Newsom kicked off the community involvement for the Better Streets Plan in April 2007, at a project kick-off meeting at City Hall attended by over 200 members of the public. Following the kick-off meeting, in April through June 2007, City agencies held four public workshops around the city, seven focus groups, and over 25 neighborhood meetings with community groups by request.

The second round of outreach took place from July through September 2007, and consisted of over 40 events, including focus groups, stakeholder interviews with a variety of advocacy and community organizations, neighborhood meetings with community groups, street-side tabling events, and a youth walking tour.

A full list of community meetings is included in Appendix B.

The first round of public outreach asked participants about their priorities for use and improvement of city streets. At second round meetings, City agencies presented Draft concepts of street improvements (such as more street trees, better crossings, pedestrian street lighting, etc.), and asked participants to respond

 Better Streets Plan kick-off event at City Hall (left) and street-side tabling event (right)





٤

ADA TRANSITION PLAN OUTREACH

The Better Streets Plan conducted public outreach to provide input to the City's ADA Transition Plans for Curb Ramps and Sidewalks, which describe the City's priorities for installing accessible curb-ramps and barrier-free sidewalks. Five meetings were hosted by community organizations and directed at seniors and people with mobility, visual, or cognitive impairments. Participants were asked their priorities for installing these features.

The priority improvements identified by participants included:

- Install new curb ramps instead of fixing existing (unless unsafe)
- Focus on high-need areas throughout the city instead of moving district-by-district
- Fix sidewalks broken by tree roots
- Provide accessible wayfinding signage
- Remove obstructions such as low branches, parked cars, tables, merchant signs and displays, and bikes and skateboards

For more information on the ADA Transition Plans for Curb Ramps and Sidewalks, see:

http://www.sfgov.org/site/mod_index.asp?id=36604

ROUND 1 SURVEY RESPONSES: AVERAGE SCORE FOR STREET IMPROVEMENTS (SCALE OF 1 TO 7, 7 BEING MOST IMPORTANT)

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

to their priorities for improvement. At each of these meetings, participants gave their input in multiple ways, including:

- Facilitated small group exercises
- Comment boards
- Questions and answers periods for City staff from multiple departments
- Surveys
- Comment sheets
- Informal discussion and correspondence

At the first round of community workshops, participants rated the five most important street improvements as:

- Street trees
- Greenery (landscaping other than trees)
- Sidewalk maintenance
- Clear sidewalks (free from obstructions)
- Slower traffic

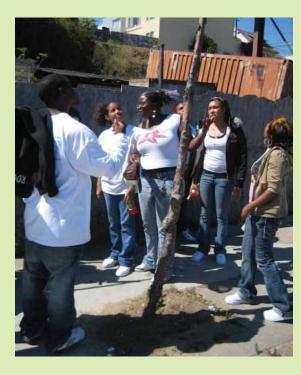
In the second round of community involvement, participant priorities included:

- Designs that slow traffic (such as curb extensions or more visible crosswalks)
- Safe and accessible sidewalks and intersections
- More trees and greenery
- Better maintenance of streetscape elements
- Better enforcement of car parking on sidewalks, bicycle riding on sidewalks, and car parking near

A broader summary of community input is included in the Appendix.

COMMUNITY INVOLVEMENT MILESTONES TO DATE

- 2 rounds of community involvement (3rd round upcoming)
- Over 75 community meetings
- Over 500 attendees
- Over 1,000 responses to Better Streets Plan surveys



Participants at the Better Streets Plan youth walking tour



MOVING FORWARD: SUMMARY

1. Complete the Better Streets Plan

- Refine the plan based on public and agency comment
- Identify code revisions and performance measures
- Identify implementation strategies (maintenance, funding, and enforcement)
- Conduct additional public outreach as necessary
- Complete environmental review
- Conduct adoption hearings

2. Additional Implementation Actions

- Conduct demonstration projects
- Improve street delivery (process analysis)
- Develop implementation and funding framework
- Develop additional technical plans (Urban Forest, Stormwater, Roadway Design, Street Lighting and Furnishings)

MOVING FORWARD

Completing the Plan

In the coming months, we will be taking the following steps to complete the Better Streets Plan:

Refine the Plan

Following publication of this Draft for Public Review, the City will hold public workshops to gather input on plan content. Using the feedback from public workshops and from additional technical guidance from City agencies, the City will refine the Better Streets Plan into a Draft for Adoption.

Identify Code Changes and Performance Measures

Based on the refined plan, the City will recommend specific revisions to existing City street design codes and standards. These codes may take the form of 'performance measures': quantifiable targets for how our streets perform.

Identify Implementation Strategies (Maintenance, Funding, Enforcement, Education)

This plan describes a vision for Better Streets. However, it does not yet describe how to get there—how to build, manage and maintain Better Streets proposals. Identifying specific strategies for funding, maintenance, enforcement and education are crucial to the success of the streetscape concepts presented here. These strategies will be developed in the coming months.

Review and Adopt the Plan

Finally, the City will conduct the necessary environmental reviews and public hearings to adopt the Better Streets Plan concepts through a public discussion. It is anticipated that the Better Streets Plan would result in revisions to the San Francisco General Plan and city codes such as the Planning Code, Public Works Code, and Transportation Code. Better Streets Plan guidelines and standards would then be used to shape the City's on-going street design efforts.

Additional Implementation Actions

The City should take a number of additional steps to ensure the implementation of the Better Streets Plan vision. Some of these steps are already funded and on-going; others have not yet begun and lack adequate funding.

Demonstrate the value of better streets

The City should build one or more pilot projects in the shortterm to publicly demonstrate the benefits of streets built to Better Streets Plan standards in contrast to pre-existing streets.

Improve the delivery of street projects

The Better Streets Plan process has illustrated how City agencies can work together in the design of streets. However, it has also highlighted the difficulties and complexities of doing so on an on-going basis. The City should undertake a process analysis to make recommendations on how to streamline the City's street design and management processes, simplify and clarify regulations for property owners and developers who will be making streetscape improvements, make more efficient use of limited budget resources, and deliver great streets that meet the vision of the Better Streets Plan.

Develop a funding and implementation program

Using information from on-going planning efforts, long-range plans, and capital projects, the City should coordinate among agencies to develop a set of priorities, networks, implementation projects, and a long-term capital plan for street improvements. The City should also identify existing and potential new funding sources for pedestrian realm improvements.

Develop additional technical guidance

The Better Streets Plan provides high-level guidance on how to design and layout the pedestrian realm. For many of the elements discussed, the City should create additional plans that describe greater technical detail, develop official City palettes, and locate specific elements on key streets. Specifically, the City should conduct:

- Stormwater Design Guidelines (on-going)
- Urban Forest Master Plan (on-going)
- Street Lighting and Furnishings Plan
- Roadway Design Manual

Implementation actions are further described in Chapter 7, which will be further developed in the coming months.

Paying for Better Streets Improvements

The Better Streets Plan is a guide for improving the City's pedestrian environment. The Plan's premise is that streets and sidewalks need to be improved comprehensively to meet a variety of functions, in a way that offers a safe and pleasant experience for everyone using them. To achieve this in any significant and efficient measure requires an agreed upon plan, which depends for its success and implementation on the full range of partners who make changes to the street: individuals and community groups through their personal interests in improving their immediate streetscapes, the development community as a condition of their right to build, the City through its capital improvement program, and the integrated actions of utilities working in the public realm.

For those streetscape improvements initiated and funded by the City, the holistic improvements envisioned in the Better Streets Plan will require significant amounts of funding to build and maintain. Despite record investments in capital improvements proposed over the next decade, the City has an estimated \$885 million of deferred capital improvements required to merely maintain the city's streets and rights-of-way in their current condition. Funding this backlog alone would require more than doubling this historic investment and would only bring our infrastructure to current standards, not the significantly higher standards envisioned within this document.

Streetscape improvements currently cost several million dollars per block to construct. For publicly funded projects, funding sources for these improvements (including transportation sales tax funds and federal and state grant sources) is limited. This means the City can only improve a select number of streets with Better Streets-type improvements each year at current funding levels. (Private developers and community members may also build or improve streets, constituting a significant source of streetscape improvements.)

Given limited capital funding, this may require significant trade-offs and decision points: should there be fewer projects with a more complete set of improvements, or a greater number with fewer improvements per street? Should a project across an entire corridor, or just a few blocks? Which streetscape elements should be prioritized? The Better Streets Plan posits that street improvements should be made holistically, such that improvements have a greater impact and capital efficiencies can be

ROADWAY STANDARDS: DESIGNING THE ENTIRE RIGHT-OF-WAY

The pedestrian character and quality of place for a given street is determined as much by the design of the roadway between the curbs as by what happens on the sidewalk from curb line to property line. Factors such as numbers of lanes, lane widths, design and posted speeds, number of directions (one-way or two-way), and how the roadway is split among different travel modes (presence of bike lanes, transit lanes, etc.) exert a great influence on pedestrian safety and quality. There are many opportunities across the City to enhance the pedestrian realm by putting streets on a 'road diet': removing vehicle travel lanes and increasing sidewalk space, bicycle and transit lanes, and other amenities.

The Better Streets Plan does not directly address these roadway design issues, focusing instead on the pedestrian realm of sidewalks and crossings. Why does the plan focus on the pedestrian environment without discussing the entire right-of-way from property line to property line? How will the City address these important roadway considerations?

The Better Streets Plan does not provide the full set of tools to ensure the ideal network of streets and public spaces for the city. However, it is an important step that will lay the groundwork for future plans and projects. It represents a manageable piece to begin to bring the multitude of City agencies, community members, private developers, and advocates together to begin the work of improving the City's streets, and to provide a comprehensive resource on streetscape and pedestrian design that the city currently lacks.

Although they are complex subjects in themselves, the policies and guidelines in the BSP are likely to have greater public acceptance, present fewer conflicts among various City agencies, and be generally simpler than the pieces that may follow – politically and technically difficult decisions about street classifications, levels of service, or assigning roadway right-of-way among various travel modes. This plan is intended to begin the public dialogue and create the strong interagency and public relationships to make subsequent steps more feasible.

In addition, the areas of the street covered by the Better Streets Plan can be shaped by individual community members or developers, who have rights and obligations tied to management of the sidewalk realm. This plan is intended to be useful for community members, property owners, and developers to provide clear, consistent guidelines for street improvements and to facilitate the ability of community members to make these improvements. The Better Streets Plan focuses on this realm to ensure that the basic amenities (trees, lights, curb cuts, paving materials, path clearances) we value collectively are supported and maintained by the individual interests who have some independent control over them.

Next steps

For any holistic re-design of a complete street from property line to property line, the Better Streets Plan tools must be coupled with thoughtful decisions on what happens between the curbs. The Better Streets Plan identifies several potential next steps to complete the City's thinking on street design through to encompass the entire street. These projects will require significant commitment, time and budget from the City. Funding has not yet been identified, but the City recognizes that these are necessary steps to achieve a world-class street system.

Potential next steps may include:

- Create a roadway design manual (City policies for street classifications, roadway dimensions, and right-of-way allocation)
- Update of the Transportation Element of the San Francisco General Plan (and associated roadway networks and classifications)
- Update to Traffic Calming Guidelines (including guidelines and/or standard plans for features not specifically called-out in the Better Streets Plan)
- Reform level of service analysis

realized—however, it is important to note the trade-offs that this entails given our current funding situation.

The Better Streets Plan represents the first in a series of documents intended to improve San Francisco's streets. It proposes guidelines for making broad improvements to our pedestrian environment. It will be followed by other plans that address various aspects of the City's public realm. The Better Streets Plan will also be followed by a recommended program for implementing the envisioned improvements, including getting funding in place to achieve the recommendations of the plan over time. That program will have to be integrated into the city's ten-year capital planning process so that it can be appropriately prioritized and adequately coordinated within the city's larger capital planning program. Moreover, the operating budget impacts of any capital

improvements must be identified and funded prior to implementation. Securing sustained maintenance funding is essential to ensuring the viability and durability of any improvements such as those contemplated in this document.

In reading the Better Streets Plan, there are two important thoughts to keep in mind. First, this is a document for public review—it is intended to illustrate possibilities. It will require extensive review and further evaluation by City departments and private property owners responsible for street and sidewalk improvements. (Note that this document pertains primarily to the sidewalk realm, much of which is maintained by private property owners, who would responsible for improvements and maintenance of those improvements.) Second, the City must address funding and set realistic priorities as part of its capital planning

process for what can be accomplished. This greater funding undoubtedly will pose a challenge. Available resources and funding limits will not enable all highly desirable improvements to be accomplished immediately.

But it is important to get started. Other thriving cities have realized that prosperity depends on safe, convenient, and pleasant ways of getting about—and are further along on improving their public realm. San Francisco's future is tied to functional, attractive streets and sidewalks. The Better Streets Plan is a key first step in this important journey.

TIMELINE AND NEXT STEPS FOR THE BETTER STREETS PLAN

