



CHAPTER 3.0 GOALS & POLICIES: THE PATH TO BETTER STREETS

San Francisco's streets should be designed to fulfill a variety of functions – as safe multi-modal transportation corridors, social and recreational spaces, and as a green layer that enhances the City's ecology

CHAPTER

3.0

GOALS & POLICIES

3.1 Vision

3.2 Preface to Goals and Policies

3.3 Ten Elements of Better Streets



3.1 VISION

The Better Streets Plan will result in a street system designed to promote human needs for the use and enjoyment of public streets. It will prioritize the needs of walking, bicycling, transit use, and the use of streets as public spaces for social interaction and community life, following San Francisco's General Plan, Transit First Policy, and Better Streets Policy.

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 peoples' 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.

IN THIS CHAPTER: 10 ELEMENTS OF BETTER STREETS

- 01 Memorable
- 02 Supports Diverse Public Life
- 03 Vibrant Places for Commerce
- 04 Promotes Human Use and Comfort
- 05 Promotes Healthy Lifestyles
- 06 Safe
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- 08 Ecologically Sustainable
- 09 Accessible
- 10 Attractive, Inviting, and Well-Cared For

(Elements are randomly ordered; order does not indicate priority)

Illustrations in this Chapter by Robin Chiang, unless otherwise noted. Diagrams are for illustrative purposes only.



3.2 PREFACE TO GOALS AND POLICIES

This chapter describes goals and policies for San Francisco’s pedestrian environment. The goals describe what streets ought to become. The policies establish a framework for making decisions about design and management of the pedestrian realm, identifying guidelines, and future actions (next steps).

The policies describe City priorities and values regarding streetscape design and management. This presents a high-level summary of appropriate policies and guidelines—specific design guidelines can be found in the following chapters.

This chapter also suggests places where specific code changes may be necessary to amend City codes to incorporate the ideas of the Better Streets Plan. Specific code changes themselves will be developed later.

The diagram below explains the format of this chapter.

▼ Sample page

ELEMENT

Goal: Describes the desired ultimate quality for San Francisco’s streets, based on the 10 Elements of Better Streets.

Objectives: Describes the characteristics of what streets that embody the goal are designed to do:

- Objective 1
- Objective 2
- Etc.

	POLICIES	GUIDELINES	NEXT STEPS	AGENCIES
0.0	DESCRIBES HOW TO CREATE STREETS THAT MEET THE GOAL AND OBJECTIVES	Specifies design treatments that achieve the policies. Guidelines or next steps that need code amendments are shown with a +. Specific code language has not been developed yet.	Identifies further actions to implement the ideas of the Plan	Describes which agencies would carry out the “Next Steps”. Lead agency is shown in bold .
0.1				
0.2				

► Throughout this document, recommendations for future actions are made using the word ‘should.’ Use of this word is not meant to imply any legal or technical obligation, as all recommendations are in draft form at this time. Rather, it is meant to encourage implementation of actions that fulfill the goals and policies of this plan

01 MEMORABLE

San Francisco’s streets will be designed to give the city and its neighborhoods a recognizable image and provide a means of orientation and understanding of the city.

Memorable streets are designed to:

- make San Francisco recognized the world over for setting the standard in innovative streetscape and pedestrian design
- improve the ability of residents and visitors to understand, imagine, experience, and learn about the city
- reflect and embody the unique character of San Francisco’s diverse populations and distinct neighborhoods
- provide residents and visitors with opportunities for fun, excitement, surprise, exploration, and discovery
- enhance the human connection to the natural and built environment, and ties to San Francisco’s history

	POLICIES	GUIDELINES	NEXT STEPS	AGENCIES
1.1	CREATE A DISTINCTIVE, UNIFIED STREETSCAPE ENVIRONMENT FOR SAN FRANCISCO THAT CONTAINS COMMONALITIES BUT IS CUSTOMIZABLE TO INDIVIDUAL NEIGHBORHOODS	Choose street furnishings from the Citywide palette of approved site furnishings	Conduct a citywide inventory of existing site furnishings	DPW, Planning, Redevelopment, Port
			Develop a Citywide palette of approved site furnishings, such as benches, bicycle racks, transit shelters, trash cans, and the like, and a process for amending the palette, based on criteria including aesthetics, comfort, usability, long-term maintenance, ecological sustainability, life-cycle cost, and ability to customize +	DPW, Planning , Redevelopment, Port, Arts Commission
			Require major new development to provide street furnishings per the City-approved palette	Planning , DPW, Redevelopment, Port, Arts Commission
1.2	PROVIDE DISTINCTIVE DESIGN TREATMENTS FOR STREETS WITH IMPORTANT CITYWIDE FUNCTIONS	On streets identified as "Important to the City Pattern," use consistent rows of single species street trees, distinctive, consistent street lighting and site furnishings, special signage, and public art	Update the citywide network of "Streets that are Important to the City Pattern," (Urban Design Element Map 2: Plan for Landscaping and Lighting) and identify priority projects for improvement +	Planning , SFMTA, DPW, SFPUC
		On streets that are identified as priority pedestrian corridors or zones, provide enhanced pedestrian amenities, facilities, and signage	Update the citywide pedestrian network, and identify priority projects for improvement +	SFMTA, Planning , DPW
		Define special locations such as civic or commercial centers, entries to major open spaces, or community facilities with special streetscape treatments		
1.3	DESIGN STREETS TO REFLECT AND STRENGTHEN A SENSE OF NEIGHBORHOOD IDENTITY	Utilize streetscape elements that reinforce the character of specific neighborhoods, such as customizable street furnishings, gateways and public art	Prioritize improvements for streets that play an important civic or commercial role in neighborhoods	Planning, SFMTA, DPW

+ Needs code amendment changes
Agency lead in **bold**



02 SUPPORTS DIVERSE PUBLIC LIFE

San Francisco’s streets will provide opportunities for diverse experiences and encourage people to spend time engaging in social and recreational activities.

Streets that support diverse public life are designed to:

- provide spaces that are comfortable and inviting to residents from diverse backgrounds
- incorporate opportunities for use as open spaces to encourage passive and active recreational activities
- accommodate public events such as fairs, rallies, parades, and marches on “ceremonial” streets (such as Market Street) in recognition of their role as important democratic spaces
- provide opportunities for stopping, sitting, talking, and interacting with neighbors within residential and commercial areas

	POLICIES	GUIDELINES	NEXT STEPS	AGENCIES
2.1	DESIGN STREETS WITH COMFORTABLE SPACES FOR CASUAL INTERACTION AND GATHERING	Create new spaces for social interaction, such as wide street furnishing zones, corner or mid-block bulb-outs, flexible parking zones, and the like		
2.2	USE EXCESS PORTIONS OF RIGHT-OF-WAY, SUCH AS OVERLY WIDE LANES, UNUSED STREET SPACE, OR SPACES CREATED BY STREETS COMING TOGETHER AT ODD ANGLES TO CREATE LANDSCAPED AND/OR USABLE AREAS	Use excess street area for public space, landscaped space, and stormwater management	Develop an inventory of excess portions of rights-of-way that could be used for landscaped or usable space	Planning, SFMTA, DPW, SFPUC
			Develop a priority improvement program for reclaiming excess portions of rights-of-way based on criteria such as need for open space, importance to the city pattern, and pedestrian volumes	Planning, SFMTA, DPW, SFPUC
2.3	DESIGN SIDEWALKS TO MAXIMIZE THE AMOUNT OF PEDESTRIAN AND USABLE OPEN SPACE	Use the minimum feasible corner curb radius to provide maximum pedestrian space and visibility, shorten pedestrian crossing distances, and slow vehicle turns +	Facilitate and reduce costs of creating added sidewalk space in the form of sidewalk widenings or bulb-outs +	DPW, SFPUC, SFMTA, Fire
		Design corner and mid-block bulb-outs and medians to the maximum width feasible to provide maximum pedestrian space and visibility and shorten pedestrian crossing distances +	Develop a mechanism to restrict sidewalk narrowings associated with loading and parking for private development, except as required by accessibility regulations or per exceptional circumstances. +	Planning, DPW
		Design corner and mid-block bulb-outs to return to the prevailing curb line as sharply as possible to maximize useable and landscaped space +		
		Use excess parking or travel lane widths to widen sidewalks		
		Discourage sidewalk narrowings as part of street re-designs; weigh narrowings against the added value to transit and bicycle travel modes, and the overall effect on pedestrian space, landscaping, and ecological features		
2.4	FACILITATE AND ENCOURAGE ADJACENT RESIDENTS AND BUSINESSES TO MAKE STREETScape IMPROVEMENTS THAT PROMOTE STREET USE AND ACTIVITY, LANDSCAPING, OR OTHER AESTHETIC ELEMENTS		Facilitate the ability of neighbors to create and maintain public space, seating, and art improvements (per DPW permits) within appropriate areas of the sidewalk, or within excess areas of the right-of-way, that result in enhanced aesthetics or public usability of sidewalk space +	DPW, Planning, SFPUC, SFMTA
			Simplify the existing streetscape improvement process and clarify the existing process for City agencies and private developers	City Administrator, Planning, DPW, SFPUC, SFMTA, SFCTA,
			Provide matching grants for community members to make improvements for excess rights-of-way	DPW, SFPUC
2.5	FACILITATE AND ENCOURAGE TEMPORARY COMMUNITY USE OF STREET SPACE FOR PUBLIC LIFE, SUCH AS STREET FAIRS, PERFORMANCES, AND FARMER’S MARKETS		Simplify the process and clarify guidelines necessary to attain temporary use permits for activities in public rights-of-way +	SFMTA, DPW

+ Needs code amendment changes
Agency lead in bold

03 VIBRANT PLACES FOR COMMERCE



San Francisco’s commercial streets will be designed and managed as attractive and exciting destinations that encourage residents and visitors to walk to and use local shopping areas, rather than to drive to regional shopping centers.

Streets that are vibrant places for commerce are designed to:

- become destinations of choice, rather than just necessity
- have adequate space for businesses to provide outdoor seating and merchandise displays while maintaining pedestrian accessibility
- provide temporary space for vendors, kiosks, street musicians, farmer’s markets, streets fairs or flexible parking arrangements
- create one continuous street environment by maximizing both sides of a shopping street and facilitating ease of crossing

	POLICIES	GUIDELINES	NEXT STEPS	AGENCIES
3.1	IN COMMERCIAL DISTRICTS, FACILITATE AND ENCOURAGE ADJACENT BUSINESSES TO USE STREET SPACE FOR OUTDOOR SEATING AND MERCHANDISE DISPLAYS WHILE MAINTAINING ADEQUATE PEDESTRIAN ACCESS	In commercial areas where sidewalk widths do not allow for outdoor restaurant or café seating, evaluate and act on opportunities to widen sidewalks or provide bulb-outs as appropriate	Conduct a citywide inventory of commercial areas and sidewalk widths to identify sidewalks that are too narrow to provide outdoor seating or merchandise displays	DPW, Planning, SFMTA, MOEWD
		In commercial districts, explore designs and programs to temporarily use the parking lane for other uses such as outdoor restaurant seating +	Develop a citywide network of commercial areas for street improvements, and identify priority projects for improvement	Planning, DPW, SFMTA
			Provide resources and incentives for businesses and work directly with businesses to place outdoor seating and merchandise displays adjacent to their businesses	MOEWD, DPW, Planning
			Facilitate the ability of restaurants and cafés to place outdoor seating in front of their businesses, per existing DPW permits +	Planning, SFMTA, DPW, SFPUC
			Work with merchants associations, CBDs, and the like, to provide on-going management of temporary street uses such as outdoor seating, flexible use of parking lanes, or street fairs	MOEWD, DPW, Planning
3.2	IN COMMERCIAL DISTRICTS, BALANCE THE NEED FOR SHORT-TERM PARKING FOR SHOPPERS AND LOADING FOR BUSINESSES WITH THE NEED FOR PEDESTRIAN-ORIENTED DESIGN	Consider the range of parking management strategies in order to make more efficient use of existing parking spaces and allow for more pedestrian space	Conduct on-going studies of parking demand in commercial districts to provide up-to-date, accurate information about parking needs when designing street improvements	SFMTA, SFPUC, Planning
		Minimize the impact of loading on pedestrian-oriented design through the use of service alleys (where available), marked loading zones, restricted loading hours, and other loading management strategies		
		Prioritize amenities and use of right-of-way for shoppers who arrive or travel through by foot, bicycle, or transit		

+ Needs code amendment changes
Agency lead in bold

04 PROMOTES HUMAN USE AND COMFORT

San Francisco’s streets will be designed to prioritize the everyday needs of people and to support human comfort and enjoyment.

Streets that promote human use and comfort are designed to:

- provide facilities such as crosswalks, site furnishings, landscaping and other elements based on how people use spaces in order to maximize human comfort
- minimize vehicle intrusions on pedestrian walkways
- minimize ambient noise from vehicles by calming traffic, and providing buffers between the sidewalk and automobile traffic
- create a favorable microclimate for pedestrians by reducing wind, offering opportunities for sitting or walking in sun and shade, providing welcoming and inviting lighting for pedestrians, and offering shelter from the rain
- have slow vehicle traffic

	POLICIES	GUIDELINES	NEXT STEPS	AGENCIES
4.1	CREATE STREETSCAPES THAT HAVE A VARIETY OF SEATING OPPORTUNITIES FOR ALL USERS	Encourage public seating, both formal (benches, chairs) and informal (seating walls, bollards) as part of street improvement projects as appropriate Consider comfort, usability, and accessibility in selecting public seating Consider public benefits of seating in the right-of-way when making decision to remove; weigh decisions about short-term maintenance and social concerns against the public values that seating affords, and seek solutions to social problems that do not negatively impact design		
4.2	DESIGN STREETS WITH A COMFORTABLE BUFFER OR SENSE OF SEPARATION FROM PASSING TRAFFIC	On streets with high traffic volumes or speeds, provide buffering elements such as landscaping, seating walls, and bollards On streets with high traffic volumes or speeds, recognize the importance of on-street parking as a buffer between traffic and sidewalk space, and provide as appropriate		
4.3	DESIGN STREETS WITH A COMFORTABLE MICRO-CLIMATE FOR WALKING, SITTING, OR INTERACTING	Orient new streets to take maximum advantage of solar access and shelter from wind to sidewalks, particularly sidewalk open spaces; locate sidewalk open spaces to receive sun and shelter from wind		
4.4	ON RESIDENTIAL OR SMALL STREETS, CREATE TRANQUIL STREETS THAT ARE RELATIVELY FREE OF NOISE AND VISUAL OVERSTIMULATION	On residential and small streets, calm traffic using elements such as street trees, traffic circles, chicanes, corner bulb-outs, and other traffic calming devices On residential and small streets, utilize attractive visual cues and traffic calming to reduce traffic speeds	Identify and update 'Protected Residential Areas' (Urban Design Element, Map 7) Prioritize traffic calming improvements within 'protected residential areas'	Planning, SFMTA, DPW SFMTA, Planning, DPW
4.5	ON SMALL STREETS, ENABLE OPPORTUNITIES TO CREATE SHARED SPACES THAT PRIORITIZE PEDESTRIANS BUT ACCOMMODATE LIMITED VEHICLES AT SLOW SPEEDS	Design shared spaces to achieve minimal visual separation between auto and pedestrian zones, utilizing design features such as special paving, traffic calming, and landscaping to emphasize the pedestrian nature of shared streets +	Identify 'small streets' in the City that are appropriate to create 'home zones' and identify priority projects for improvements Create special consideration for shared streets that enable the City to accept curbless streets for maintenance +	Planning, SFMTA, DPW, SFPUC DPW
4.6	MINIMIZE THE IMPACT OF DRIVEWAY CURB-CUTS ON PEDESTRIAN THROUGH TRAVEL AND THE ABILITY TO PROVIDE STREETSCAPE AMENITIES	Design and locate driveway curb-cuts to minimize impact to streetscape amenities and minimize pedestrian/vehicle conflicts + Minimize egress points from properties by combining adjacent driveways where possible +	Restrict curb cuts on key pedestrian corridors, and in civic, commercial, and mixed-use districts as appropriate +	Planning, SFMTA, DPW

+ Needs code amendment changes
Agency lead in bold

05 PROMOTES HEALTHY LIFESTYLES

San Francisco’s streets will promote healthy lifestyles by encouraging walking to daily and occasional destinations, minimizing pedestrian injuries and helping to decrease major chronic diseases related to air quality and pedestrian activity.

Streets that promote healthy lifestyles are designed to:

- encourage walking to shops, restaurants, transit, parks and other recreational, social and employment destinations, in order to promote daily physical activity and help to decrease chronic diseases such as obesity and heart disease
- reduce pedestrian injury collisions and reduce the severity of pedestrian injuries when they do occur by calming traffic, creating intersections for convenient and safe pedestrian crossings, and reducing the incidence of speeding
- create attractive and safe pedestrian routes from neighborhoods to important cultural and civic institutions, such as schools, libraries, senior centers, and museums
- improve ambient air quality and help to decrease chronic diseases such as asthma, by providing alternatives to driving alone, and by including generous amounts of trees and other plantings
- create ‘eyes on the street’ through high levels of pedestrian activity, which has been shown to reduce violent injuries
- promote high levels of pedestrian activity that encourage social opportunities as well as physical activity, which has been shown to reduce social isolation and associated mental health issues

	POLICIES	GUIDELINES	NEXT STEPS	AGENCIES
5.1	ENABLE OPPORTUNITIES TO CREATE ACTIVE RECREATIONAL SPACES ON STREETS, SUCH AS PATHS OR POCKET PARKS	Build streets that include space for recreational activities, such as in sidewalk or median pocket parks, particularly in dense neighborhoods that are deficient in open space	Identify areas that are deficient in open space where streets could be used for recreational opportunities and identify priority projects for improvements	Planning, SFMTA, DPW, SFPUC, Rec/Park
			Clarify maintenance responsibilities and assess maintenance requirements for street-based pocket parks	DPW, Rec/Park
5.2	EMPHASIZE IMPROVEMENTS TO STREETS THAT LINK TO PARKS, RECREATION CENTERS, AND OTHER COMMUNITY USES		Identify streets that are important connectors to parks and open spaces, and identify priority projects for improvements	Planning, SFMTA, DPW, SFPUC, Rec/Park



06 SAFE

San Francisco’s streets will be designed to create an environment that supports a high level of pedestrian safety and security.

Safe streets are designed to:

- reduce pedestrian injury collisions and fatalities
- reduce the severity of pedestrian injuries when they do occur by calming traffic, reducing speeding, creating intersections for convenient and safe pedestrian crossings, and ensure safe crossings for seniors, children, and persons with disabilities
- maximize personal security by creating more activity and “eyes on the street” as well as appropriate pedestrian-scale lighting

	POLICIES	GUIDELINES	NEXT STEPS	AGENCIES
6.1	DESIGN PEDESTRIAN CROSSINGS TO MAXIMIZE PEDESTRIAN SAFETY AND COMFORT	Build curb extensions at corners to shorten crossing distances, maximize visibility, calm traffic, and reduce pedestrian exposure to vehicles	Establish program and funding mechanisms to coordinate curb extensions with curb ramp construction and re-paving projects +	SFMTA, DPW, MOD
		Restrict parking adjacent to corners to enhance pedestrian visibility at crosswalks	Develop a mechanism to require new development to include curb extensions or sidewalk widenings per the guidelines in Section 5.3 of this document, beginning with those that involve sidewalk and curb ramp demolition and construction +	Planning, SFMTA, DPW
		Minimize the number of lanes a pedestrian must cross wherever possible and provide safe pedestrian refuges within the roadway where pedestrians are unable to cross in one signal phase		
		Provide crosswalk markings at all signalized locations, and at unsignalized locations as appropriate	Build upon and refine guidelines for high-visibility crosswalk placement at both controlled and uncontrolled crossings	SFMTA
		Use high-visibility crosswalks at mid-block crossings and in school zones, and consider them at crossings where conditions necessitate greater visibility	Conduct trials of raised crosswalks on non-alley street types	SFMTA, DPW, SFPUC
		Build raised crosswalks at alley entrances to reduce vehicle speeds, and consider their use at other locations		
6.2	EMPLOY TRAFFIC CONTROL DEVICES TO MAXIMIZE PEDESTRIAN SAFETY AND COMFORT	Install pedestrian countdown signals and accessible pedestrian signals at all signalized locations	Conduct studies to determine specific appropriate pedestrian crossing rates	SFMTA
		Calculate pedestrian clearance interval using a walking speed that matches that of pedestrians in San Francisco, including seniors, children, and persons with disabilities		
		Favor signals on short, fixed time cycles over actuated signals; minimize the use of pedestrian push buttons	Support additional research on innovative approaches and technologies to improve pedestrian safety and mobility	SFMTA
		Implement signal timing techniques that give priority to the pedestrian and reduce speeding through timing progression, including exclusive pedestrian phases and leading pedestrian intervals		

+ Needs code amendment changes
Agency lead in **bold**



6.3	DESIGN INTERSECTIONS SO THAT GEOMETRIES AND TRAFFIC OPERATIONS MAXIMIZE PEDESTRIAN SAFETY AND COMFORT	Use the minimum feasible corner curb radius to provide maximum pedestrian space and visibility, shorten pedestrian crossing distances, and reduce speeding +		
		Prohibit turns on red at intersections with a high number of pedestrian/vehicle conflicts, or geometric or operational characteristics that might result in unexpected conflicts		
		Minimize right-turn slip lanes; do not build new free right-turn slip lanes		
		Do not create multiple turn lanes that compromise pedestrian safety and convenience; mitigate or eliminate existing multiple turn lanes.		
6.4	ENFORCE TRAFFIC AND PARKING VIOLATIONS THAT COMPROMISE PEDESTRIAN SAFETY, COMFORT, AND ACCESSIBILITY	Aggressively cite for sidewalk parking and work with residents to promote legal on-street parking	Establish a sidewalk parking task force to enforce sidewalk parking violations	SFMTA, Police
		Strictly enforce and support increased fines for right turn on red violations		
		Conduct targeted enforcement of pedestrian right-of-way violations (crosswalk stings for drivers)		
		Reduce speed limits as appropriate and strictly enforce existing speed limits		
6.5	CONDUCT EDUCATION AND AWARENESS ACTIVITIES TO PROMOTE PEDESTRIAN SAFETY		Educate motorists on right turn on red and pedestrian right-of-way regulations, and the effects of vehicle speed on the incidence and severity of pedestrian collisions	DPH, SFMTA, Police
			Educate pedestrians on the meaning of pedestrian signal phases and symbols and safe crossing practices	
6.6	PRIORITIZE PEDESTRIAN SAFETY IN SCHOOL ZONES	Provide supplementary pedestrian safety measures in school zones, including school crossing guards and yellow high-visibility crosswalk markings, to increase awareness of pedestrians and reduce speeding	Conduct pedestrian education, encouragement, and enforcement activities with schools in coordination with pedestrian safety improvements in school zones	SFMTA, DPH, SFUSD, Police
6.7	DESIGN STREETS TO MAXIMIZE PERSONAL SECURITY	Design streets for personal security by providing amenities that attract people, rather than taking measures that deter use of the space		
		Provide adequate pedestrian-scale lighting that makes the pedestrian visible, avoiding elements that create dark corners with poor visibility		
		Locate transit stops in places that are active and visible to maximize personal security of waiting transit riders		
6.8	DESIGN STREETS TO CALM TRAFFIC AND REDUCE SPEEDING	On residential and small streets, calm traffic using elements such as street trees, traffic circles, chicanes, corner bulb-outs, and other traffic calming devices	Create/update design standards for approved traffic calming measures and roadway dimensions to reduce vehicle speeds and enhance pedestrian safety +	SFMTA, Planning, DPW

+ Needs code amendment changes
Agency lead in **bold**

07 CONVENIENT CONNECTIONS

San Francisco’s streets will be designed to facilitate safe, accessible, and convenient connections among major nodes, hubs, destinations, transit centers, and major land use and activity centers.

Streets with convenient connections are designed to

- accommodate pedestrians at locations with high levels of residential or employment density and at destinations that generate a large number of people coming and going
- connect neighborhoods and commercial districts to major transit centers, so as to encourage greater use of transit
- utilize wayfinding, signage and amenities to create visually identifiable pedestrian routes between major activity hubs and centers
- connect streets to parks, water features, and greenways

	POLICIES	GUIDELINES	NEXT STEPS	AGENCIES
7.1	PROVIDE GENEROUS, UNOBSTRUCTED SIDEWALKS ON ALL STREETS	Provide sidewalks on both sides of all streets to ensure sidewalk continuity	Require new developments that create new streets to meet the recommended sidewalk widths +	Planning, DPW, SFMTA
		Maximize sidewalk widths as feasible given competing demands; wherever possible meet the recommended sidewalk width per Chapter 4		
		Work to open closed crosswalks; avoid closing any additional crosswalks	Evaluate closed crosswalks and re-open as feasible	SFMTA
		Ensure safe, convenient, and accessible pedestrian rights-of-way along construction sites that require temporary sidewalk closures		
7.2	INCREASE CONNECTIVITY AND ACCESS ACROSS BARRIERS TO PEDESTRIAN TRAVEL	Favor safe, convenient crossings on surface streets wherever possible, instead of using pedestrian bridges and tunnels		
		Provide pedestrian connections such as pedestrian bridges across barriers where at-grade crossings are not feasible, such as freeways or rail lines		
7.2	DESIGN TRANSIT WAITING AREAS FOR COMFORT, ACCESSIBILITY, AND EASE OF USE	Improve existing transit waiting areas to improve attractiveness and remove barriers	Identify opportunities to create transit bulbs and transit plazas to create generous waiting areas at major transit stops, and identify priority projects for improvement	SFMTA, Planning, DPW, MOD
7.3	EMPHASIZE IMPROVEMENTS TO STREETS THAT LINK TO MAJOR TRANSIT NODES AND TRANSFER POINTS	Provide direct pedestrian access from activity centers to transit; integrate transit stops into activity centers where possible	Prioritize pedestrian improvements at or near stops and stations on the key transit corridors selected by the Transit Effectiveness Project (TEP)	SFMTA, Planning



7.4	DESIGN STREETScape AND PEDESTRIAN FACILITIES TO SUPPORT TRANSIT OPERATIONS	Use curb extensions at cross streets with transit routes to maximize green time available for transit vehicles by minimizing pedestrian crossing distance and time		
		Use transit bulbs and boarding islands to enhance transit operations and reduce sidewalk crowding		
		Install bus bulbs at far-side bus stops to facilitate bus operation, transit signal priority, and pedestrian movement		
		Avoid locating new driveway cuts in bus zones +		
		Balance the necessity for curb radii that are wide enough to accommodate transit vehicles with the need for safe pedestrian crossing conditions		
		Ensure that any traffic calming devices on transit routes are compatible with transit operations		
		Install traffic control devices on major transit corridors that facilitate pedestrian circulation and, when transit vehicles are detected, gives them priority		
7.5	CREATE CONVENIENT, SAFE PEDESTRIAN CONDITIONS AT TRANSIT WAITING AREAS AND TRANSFER POINTS	Consider timed transfers at key transfer points on major lines with less frequent headways or in off-peak hours, and facilitate increased communication between drivers of connecting lines in order to discourage unsafe crossing by passengers hurrying to catch a connecting bus		
		Create clear wayfinding and directionality at transit transfer points		

+ Needs code amendment changes
Agency lead in **bold**

08 ECOLOGICALLY SUSTAINABLE

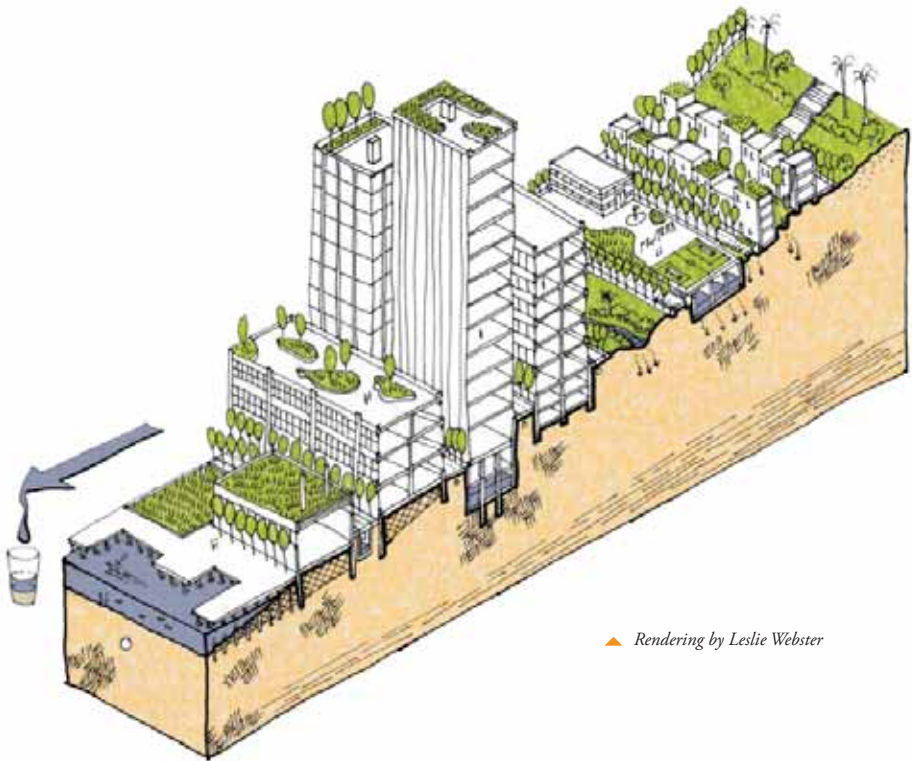
San Francisco’s streets will be designed as a green network, enhancing the City’s long-term ecological functioning.

Streets that are ecologically sustainable are designed to:

- serve as green corridors through the use of a tree canopy and ground level landscaping to link larger open spaces and wildlife habitats
- reduce downstream flooding and untreated wastewater overflows into the Bay and ocean by minimizing excess pavement, increasing permeable surface area, and using the best available technologies and designs in ecologically-based stormwater management
- ensure the health of street trees and other plantings by providing ample room for trees to grow and appropriate irrigation
- employ best practices in resource efficiency and conservation in construction materials and energy systems
- use durable, sustainably harvested, re-used, and/or recycled materials for paving, site furnishings, and other streetscape elements that take into account the materials’ life-cycle costs
- maximize benefits from the urban forest, including shading, wildlife habitat, and air quality improvements
- minimize localized contributions to global warming by using less resource-intensive travel modes such as walking, bicycling, and mass transit

	POLICIES	GUIDELINES	NEXT STEPS	AGENCIES
8.1	MAXIMIZE OPPORTUNITIES IN THE STREETSCAPE FOR ON-SITE STORMWATER RETENTION AND INFILTRATION	Design streets to meet stormwater performance measures by maximizing use of on-street stormwater retention and infiltration as appropriate	Define and require stormwater performance measures within public rights-of-way as appropriate +	SFPUC, DPW, Port
8.2	USE SUSTAINABLE STREETSCAPE MATERIALS IN STREET DESIGNS, TAKING INTO ACCOUNT THE LIFE-CYCLE ENERGY COSTS OF SUCH MATERIALS	Utilize sustainable streetscape materials, considering costs, durability, and ecological impacts	Conduct lifecycle analyses of streetscape materials and products to determine the most sustainable choices	DPW, SFMTA, SFPUC, DOE
			Develop an environmentally preferred purchasing program for streetscape materials	DOE, SFPUC, DPW
			Coordinate street improvement projects to minimize wasted materials and maximize the re-use of streetscape materials	City Administrator, Planning, DPW, SFPUC, SFMTA, SFCTA
8.3	MINIMIZE ENERGY USE IN STREET LIGHTING AND OTHER ENERGY-REQUIRING STREETSCAPE ELEMENTS	Use the most energy-efficient available technologies in streetscape designs +	Conduct a study and demonstration of emerging energy-efficient white light technologies such as LEDs for use in pedestrian and roadway lighting	SFPUC, DPW, SFMTA
8.4	USE STREETSCAPE LANDSCAPING TO INCREASE THE ECOLOGICAL VALUE OF PUBLIC STREETS FOR PEOPLE AND WILDLIFE	On streets near areas with important habitat value, utilize planting palettes and forms that promote habitat value	Identify streets that have important habitat value by linking natural areas, open spaces, and bodies of water, and identify priority projects for improvement	Planning, DPW, SFPUC, Rec/Park
		Where appropriate, utilize palettes and forms that provide for local food production	Identify planting palettes and forms for streetscapes that promote habitat value	Planning, DPW, DOE, Rec/Park
			Identify planting palettes and forms for streetscapes that are compatible with local food production	Planning, DPW, DOE, Rec/Park

+ Needs code amendment changes
Agency lead in **bold**



▲ Rendering by Leslie Webster

09 ACCESSIBLE

CHAPTER 3.0

San Francisco’s streets will be designed for ease of use and access to destinations for all populations, particularly those with visual or mobility impairments.

Accessible streets are designed to:

- achieve best practices in universal design to create clear, easy, and unobstructed connections between all destinations for all users
- promote access and enjoyment for the broadest range of users, including people with disabilities and seniors
- build a citywide pedestrian network that will help to connect activity centers, and identify and remedy gaps in pedestrian accessibility to destinations
- make improvements equitably in neighborhoods across the city, with a particular focus on historically underinvested districts

	POLICIES	GUIDELINES	NEXT STEPS	AGENCIES
9.1	ENSURE THAT STREETSCAPE AND PEDESTRIAN PROJECTS MEET UNIVERSAL DESIGN PRINCIPLES.	Provide pedestrian and streetscape amenities that are accessible to all users Ensure that sidewalks and corner clear zones remain free of obstructions, and remove barriers as feasible	Inventory, evaluate and remove barriers and obstructions in sidewalk and corner clear zones, and provide ongoing maintenance and enforcement.	MOD, DPW, Port, SFMTA
9.2	ENSURE THAT STREETSCAPE AND PEDESTRIAN PROJECTS MEET LEGALLY-MANDATED ACCESSIBILITY REQUIREMENTS FOR PUBLIC RIGHTS-OF-WAY	Provide at least the minimum sidewalk width on all sidewalks per federal, state, and local accessibility standards Build curb ramps at all pedestrian crossings per federal, state, and local accessibility standards Install accessible pedestrian signals and pedestrian count-downs at all signalized locations Provide accessible waiting and boarding areas at all transit stops per federal, state, and local accessibility standards	Prioritize curb ramp construction and barrier removal per ADA transition plans for curb ramps and sidewalks + Coordinate curb ramp funding and installation with traffic calming and pedestrian safety efforts Clarify thresholds for projects that must include ADA facilities such as curb ramps and passenger loading zones +	MOD, DPW, Port, SFMTA MOD, DPW, Port, SFMTA MOD, DPW, Port, SFMTA
9.3	MAINTAIN ACCESSIBILITY AROUND CONSTRUCTION ZONES PER CITY STANDARDS		Enforce safe paths of travel guidelines and relevant DPW director's orders around construction zones	DPW, MTA

+ Needs code amendment changes
Agency lead in **bold**



PRINCIPLES OF UNIVERSAL DESIGN

Universal design consists of the following seven principles:

1. **Equitable Use** - The design is useful and marketable to people with diverse abilities.

2. **Flexibility in Use** - The design accommodates a wide range of individual preferences and abilities.

3. **Simple and intuitive** - Use of the design is easy to understand, regardless of the user's experience, knowledge, language skills, or current concentration level.

4. **Perceptible Information** - The design communicates necessary information effectively to the user, regardless of ambient conditions or the user's sensory abilities.
5. **Tolerance for Error** - The design minimizes hazards and the adverse consequences of accidental or unintended actions.

6. **Low Physical Effort** - The design can be used efficiently and comfortably and with a minimum of fatigue.

7. **Size and Space for Approach and Use** - Appropriate size and space provided for approach, reach, manipulation, and use regardless of user's body size, posture, or mobility.

More information on Universal design can be found at The Center for Universal Design's web site <http://www.design.ncsu.edu/cud/>

10 ATTRACTIVE, INVITING AND WELL-CARED FOR

San Francisco's streets will be beautiful, create an engaging visual impression, appeal to senses of sight, smell and sound, and encourage a sense of ownership and civic pride that is reflected in streets' physical appearance and level of activity.

Attractive, inviting and well-cared for streets are designed to:

- be generously planted with trees and other vegetation appropriate to the street, microclimate, and context of the built environment
- reinforce the character of San Francisco as well as local districts and neighborhoods
- have high-quality materials for street furniture, paving materials, and light standards
- provide an orderly visual environment by efficiently locating signage, signals, utility infrastructure, and similar streetscape elements
- provide lighting that recognizes the special needs of pedestrians, results in a safe, inviting and aesthetically pleasing nighttime environment for all users, and minimizes glare and light loss to the night sky and into neighboring buildings
- enable and encourage opportunities for community stewardship, volunteerism, and local adoption of street care
- provide adequate maintenance for streets such that they reflect a high level of plant health, cleanliness, and repair
- design and manage streets to allow for individualization and the ability for community members to take ownership in the look of the street, for example by providing opportunities for public art or community plantings

	POLICIES	GUIDELINES	NEXT STEPS	AGENCIES
10.1	MAXIMIZE OPPORTUNITIES FOR STREET TREES AND OTHER PLANTINGS	Locate street trees first in available locations before laying out other street furnishings	Encourage and incentivize property owners to remove sub-sidewalk basements	DPW, Planning, DBI
		Allow tree plantings as near to corners for visibility of pedestrians, signs, and signals in order to slow traffic and visually narrow the street and intersection +	Require new development to provide in-sidewalk planters in addition to street trees as appropriate per Better Streets Plan guidelines +	Planning, DPW, SFPUC
		Allow trees and plantings to be as near as is practicable to utilities and other objects in the right-of-way while still maintaining appropriate clearances +		
		Allow, and encourage as appropriate, tree basins to be placed in parking lanes where sidewalks are narrow or where there is a desire to further narrow the visual width of the roadway +		
10.2	USE URBAN FOREST ELEMENTS TO IMPART DESIGN DEFINITION AND NEIGHBORHOOD IDENTITY	Choose urban forest elements consistent with the goals and policies of the forthcoming Urban Forest Plan	Conduct a citywide Urban Forest Master Plan to identify appropriate form, color, layout and other design criteria for urban forest plantings	Planning, DPW, DOE
10.3	PROVIDE AN ORDERLY AND EFFICIENT STREETSCAPE ENVIRONMENT THAT MINIMIZES VISUAL CLUTTER	Minimize the number of traffic signs, street light, MUNI catenary, traffic signal, and other utility poles, and share poles wherever feasible	As part of on-going parking management programs, replace single-space parking meter poles with multi-space meters where appropriate	SFMTA, Port
		Remove single-space poles where multi-space meters are installed, and replace with bicycle parking as appropriate	Require development to provide utility plans that indicate size and location of utilities in the streetscape with initial development submissions	Planning, DPW,
		Share sub-surface utility vaults wherever feasible		
		Choose locations for sub-surface utility vaults, surface-mounted utilities, and overhead utilities that minimize impact to street trees, other plantings, and street furnishings		
10.4	ENSURE CONSISTENCY AND CONTINUITY IN THE DESIGN OF STREETSCAPE ELEMENTS	Align site furnishings within the furnishings zone of the sidewalk to minimize potential obstructions and create aesthetic consistency	Require and enforce sidewalk excavations to replace paving in-kind on all City streets +	DPW
10.5	ENSURE ADEQUATE LIGHT LEVELS AND QUALITY FOR PEDESTRIANS AND OTHER SIDEWALK USERS; MINIMIZE LIGHT TRESPASS AND GLARE TO ADJACENT BUILDINGS	Select palette of streetlight poles based on criteria including aesthetics, light quality and color, long-term maintenance, and energy efficiency	Conduct a citywide inventory of existing streetlight poles and fixtures	SFPUC, DPW
			Update and simplify the citywide palette of approved streetlight poles and fixtures +	SFPUC, Planning, DPW, SFMTA
		Emphasize lighting for pedestrians; include pedestrian lighting in street improvement projects as appropriate	Develop a citywide pedestrian lighting standard geared toward lighting sidewalks +	SFPUC, Planning, DPW, SFMTA
			Work with regional, state, and federal funding entities to include pedestrian lighting as an eligible expenditure in streetscape and transportation funding sources +	SFPUC, SFCTA, Planning, DPW, SFMTA

10.6	USE HIGH-QUALITY, DURABLE MATERIALS IN THE DESIGN OF STREETSCAPES	Select streetscape materials based on criteria including life-cycle cost of initial capital, long-term maintenance and replacement costs	Develop a citywide palette of site furnishings	DPW, Planning, Re-development, Port, Arts Commission
		Use special paving treatments as appropriate to delineate special public space areas		
10.7	INCLUDE AND INTEGRATE PUBLIC ART IMPROVEMENTS INTO STREET IMPROVEMENT PROJECTS	Integrate public art as an essential part of streetscape designs from the beginning of the design process when included	Clarify thresholds of street improvement projects that should include public art +	Arts Commission
10.8	BALANCE DESIRED DESIGN TREATMENTS WITH THE ABILITY TO PROVIDE ADEQUATE MAINTENANCE		Encourage community stewardship programs, such as Community Benefit Districts, Landscape and Lighting Districts, and property owner maintenance agreements to provide streetscape maintenance	DPW, SFPUC, MOEWD
			Build maintenance funding into capital streetscape improvement projects	DPW, SFPUC
			Explore the creation of a long-term streetscape maintenance fund	DPW, SFPUC
			Develop program ideas to have the City assist property owners with sidewalk and street tree maintenance	DPW

+ Needs code amendment changes
Agency lead in **bold**



