



APPENDICES

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APPENDICES

- A. Better Streets Policy
- B. Transit-First Policy
- C. "Complete Streets" Policy
- D. Summary of Community Involvement
- E. Summary of Accessibility Guidelines
- F. Glossary

A. BETTER STREETS POLICY

San Francisco Administrative Code

Chapter 98. Better Streets Policy

Sec. 98.1. Better Streets Policy; Governing Principles; Coordination Of Departmental Actions.

(a) The Better Streets Policy is an official policy of the City and County of San Francisco and shall read as follows: Design City streets in keeping with the Urban Design Element of the City's General Plan, the City's Transit-First Policy, best practices in environmental planning and pedestrian-oriented, multi-modal street design, and incorporation of sustainable water management techniques to ensure continued quality of life, economic well-being, and environmental health in San Francisco.

(b) In furtherance of the Better Streets Policy, the City recognizes that San Francisco's streets constitute a large portion of the City's public space. Implementation of the Better Streets Policy will ensure that such streets will continue to be:

- (1) Corridors for all modes of transportation, with a particular emphasis on pedestrians and transit priorities;
- (2) Organizers of the City's development pattern and how individuals perceive such a pattern; and
- (3) An integral component of San Francisco's water management infrastructure.

(c) The Better Streets Policy also is intended to ensure that the City's public rights-of-way become:

- (1) Attractive, safe, and useable public open spaces corridors with generous landscaping, lighting, and greenery;
- (2) Sustainable and healthy components of the City's ecology, taking advantage of available technologies to reduce the environmental impact of our street systems and to comprehensively manage stormwater based on established principles of watershed planning;
- (3) Providers of access to properties, public view corridors, light, and air; and

(4) Providers of habitat for urban wildlife.

(d) As part of an approval or decision concerning any public and private project that impacts or is adjacent to a publicly-accessible right-of-way, all City departments shall coordinate their various determinations regarding the planning, design, and use of public rights-of-way in accordance with the Better Streets Policy and the following supporting principles:

(1) Streets must be designed as a whole, cognizant of the facing buildings and uses within them, such that the resulting street environment is of appropriate scale and character.

(2) Streets that support and invite multiple uses, including safe, active, and ample space for pedestrians, bicycles, and public transit, are more conducive to the public life of an urban neighborhood and efficient movement of people and goods than streets designed primarily to move automobiles. Decisions regarding the design and use of the City's limited public street space shall prioritize space for pedestrians, bicycles, and public transit over space for automobiles.

(3) Streets should be appropriately designed and maintained to ameliorate negative effects of traffic on pedestrian areas and adjacent uses, to provide usable on-street open spaces, to enhance property values, and to increase the safety and attractiveness of neighborhoods.

(4) Streets should be appropriately designed and maintained to address the unique characteristics and challenges of the watersheds in which they lie through design treatments that reduce downstream flooding with untreated stormwater and combined sewer overflows into the San Francisco Bay and Pacific Ocean. Decisions regarding City street design and use shall include techniques that reduce impacts on the combined sewage and stormwater system and increase permeable surface area through the planting of street trees and landscaping and minimization of unnecessary pavement. Designs also shall incorporate strategies that facilitate the health and maintenance of street trees and landscaping, such as use of drought-tolerant plantings, passive rainwater retention systems, piping for recycled water, and other water management technologies that minimize the need for potable irrigation water.

(5) The design of the City's streets shall minimize visual clutter. This concern shall extend to the number, design, and placement of signs, signals, utility structures, and elements oriented to vehicular traffic. Decisions regarding signs and signals for the control of vehicles must consider and balance the visual impact of the design of the street on all users and the image of the City.

(6) The control and signalization of vehicular traffic has significant impacts on the quality and safety of the street experience for all users, including pedestrians, bicyclists, and public transit users and operators. Decisions regarding the systems and signals for the control of vehicles, including, but not limited to, changes to signal timing, speed limits, and allowable turning movements, must consider and balance the impact on the street experience and safety of all users.

(7) The design of the right-of-way and adjacent development, including the maintenance and removal of street trees and other landscaping, allowance of curb cuts, and placement of utilities, have significant impact on the street environment. Decisions regarding street design must consider and prioritize pedestrian safety, enjoyment, and comfort.

(8) Paved space on many of the City's streets is more than is needed for the safe and efficient movement of transit, bicycles, and automobiles. The City will encourage innovative solutions to reuse such excess street space as planted or open space areas. The City also will consider establishing a program to encourage and make it possible for adjacent neighborhoods to replace paved areas with usable open space, permeable surfaces, plantings, stormwater retention areas, and other public amenities.

(9) New technologies and the rethinking of old techniques will provide opportunities for more sustainable design of our public rights-of-way to increase opportunities for public use and enjoyment, reduce pollution and water usage, better manage stormwater, and provide the opportunity for environmental education where possible. The City will encourage and facilitate the use of innovative solutions based on best practices in environmental planning and pedestrian-oriented, multi-modal design for its publicly-accessible rights-of-way.

(10) Major new developments, both public and private, often include the rebuilding of portions of public rights-of-way and should serve as models of the Better Streets Policy. Special efforts should be made to ensure that such new developments lead by example. Public projects should establish model street and open space designs and private projects should incorporate stronger street design and landscaping standards. The City should encourage local residents, businesses, and other stakeholders to collaboratively develop such designs and standards in order to foster the community's active use and sense of ownership of these spaces over time.

(Ord. 33-06, File No. 051715, App. 3/10/2006)

B. TRANSIT-FIRST POLICY

San Francisco City Charter

Section 8A.115. TRANSIT-FIRST POLICY.

(a) The following principles shall constitute the City and County's transit-first policy and shall be incorporated into the General Plan of the City and County. All officers, boards, commissions, and departments shall implement these principles in conducting the City and County's affairs:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
4. Transit priority improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve pedestrian safety.
5. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.

6. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.

7. Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation.

8. New transportation investment should be allocated to meet the demand for public transit generated by new public and private commercial and residential developments.

9. The ability of the City and County to reduce traffic congestion depends on the adequacy of regional public transportation. The City and County shall promote the use of regional mass transit and the continued development of an integrated, reliable, regional public transportation system.

10. The City and County shall encourage innovative solutions to meet public transportation needs wherever possible and where the provision of such service will not adversely affect the service provided by the Municipal Railway.

(b) The City may not require or permit off-street parking spaces for any privately-owned structure or use in excess of the number that City law would have allowed for the structure or use on July 1, 2007 unless the additional spaces are approved by a four-fifths vote of the Board of Supervisors. The Board of Supervisors may reduce the maximum parking required or permitted by this section.

(Amended by Proposition A, Approved 11/6/2007)

Note: Formerly § 16.102.

C. “COMPLETE STREETS” POLICY

San Francisco Public Works Code

Section 2.4.13. TRANSIT, PEDESTRIAN, AND BICYCLE IMPROVEMENTS AS PART OF PLANNING, CONSTRUCTION, RECONSTRUCTION, AND REPAVING PROJECTS

(a) Whenever the Department or other Municipal Excavator undertakes a project involving the planning, construction, reconstruction, or repaving of a public right-of-way, such project shall include, to the maximum extent practicable and feasible, the following transit, pedestrian, and bicycle improvements:

- (1) Street and pedestrian-scale sidewalk lighting;
- (2) Pedestrian and bicycle safety improvement measures, as established in any official City adopted bicycle or pedestrian safety plan or other City adopted planning documents;
- (3) Appropriate access in accordance with the Americans with Disabilities Act;
- (4) Public transit facilities accommodation, including, but not limited to designation of the right-of-way as a transit preferential street designation or bus rapid transit corridor;
- (5) Traffic calming devices;
- (6) Landscaping;
- (7) Streetscape amenities; and

(8) Other street and sidewalk improvements consistent with the City’s “transit first” policy.

(b) The Director, in consultation with the Executive Director of the Municipal Transportation Agency, Department of Public Health, and other affected City departments, including the Planning Department and Department on the Environment, shall develop orders, regulations, or amendments to the Department’s Standard Plans and Specifications that address the improvements set forth in Subsection (a).

(c) To the maximum extent practicable and feasible, the Director shall condition all excavation and street improvement permits on the inclusion of the improvements set forth in Subsection (a). If such conditions would exceed the Director’s regulatory authority, the Director shall coordinate with other City departments to provide, to the maximum extent practicable and feasible, said improvements on behalf of the City. As part of the decision on any permit or authorization pursuant to the Public Works Code, the Director shall take into account the permit activity’s positive and negative impacts on the integration, enhancement, or preservation of the improvements set forth in Subsection (a).

(Added by Ord. 209-05, File No. 050591, App. 8/18/2005)

D. SUMMARY OF COMMUNITY INVOLVEMENT



Round 1 meetings: APRIL-JUNE 2007

During the first round of public outreach for the Better Streets Plan, the City held over 35 public meetings to gather public input, including:

- A Citywide kick-off event held at City Hall on April 5, 2007
- Four neighborhood meetings in different neighborhoods around the City
- Three meetings targeted for populations specifically affected by the pedestrian environment, such as seniors and people with mobility or visual impairments
- Four focus groups in neighborhoods to get directed community input
- Over 25 meetings with neighborhood and advocacy organizations, held by request of the organization

The first round of outreach provided residents the opportunity to comment on the vision and goals of the Better Streets Plan, as well as to provide input into what issues are of greatest concern in their neighborhood. At each of these meetings, there were multiple ways for the public to give its input into the Better Streets Plan goals and objectives, including:

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

Survey Results

Nearly 1,000 people from across the city filled out the Round 1 Better Streets Plan survey, both in print and online. The surveys asked respondents to rank on a scale of 1 to 7 the most important street improvements to them.

The five most highly rated improvements in order of priority were:

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

Table 1:

AVERAGE SCORE FOR STREET IMPROVEMENTS (SCALE OF 1 TO 7)

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

The survey also asked respondents to describe how frequently they walk in the city to various destinations. The results are summarized in Table 2.

Table 2

FREQUENCY OF WALKING TRIPS FROM HOME

	At least several times per week	Once per week or less
Transit	64%	36%
Café or Restaurant	61%	39%
Buy Groceries	54%	46%
Visit a Friend	39%	61%

Key Issues

The key issues raised by the public during the community workshops can be divided into five categories:

1. Aesthetics and landscaping
2. Community space
3. Ecological design
4. Pedestrian safety
5. Universal access

Many comments overlap among categories and are listed more than once.

1) *Aesthetics and landscaping*

Community participants in the Better Streets Plan process indicated that they value aesthetics and greening of the City's streets and sidewalks. Participants felt that San Francisco could do much more to improve the attractiveness of its pedestrian spaces by paying more attention to the design of landscaping, lighting, choice of materials, and street furnishings. Participants also emphasized the importance of keeping streets and sidewalks clean and in good repair.

The main aesthetics and landscaping improvements discussed by participants were:

- Add and improve landscaping
- Better maintain streets and sidewalks
- Use attractive paving materials
- Provide more street furniture and amenities
- Provide more active and transparent building front-ages

2) *Community space*

Community participants also expressed a desire to see more and better spaces for community interaction. Participants felt that there are too many cars, moving too fast, and not enough safe and attractive spaces for pedestrians. Overall, participants' comments either were directed at creating better conditions for pedestrians, mostly by mitigating the negative effect of traffic, or at creating new or better spaces for pedestrians, such as by creating new public plazas that have pedestrian amenities.

The main community space improvements discussed by participants were:

- Implement more traffic calming to improve pedestrian safety
- Provide more street furniture and amenities
- Add sidewalk vendors and café seating
- Add and improve public spaces
- Create streets that encourage activity and promote safety

3) *Ecological design*

Participants were also interested in ecological design of streets, despite often not being familiar with the technical details. Tree planting and green landscaping were viewed as two of the most important elements in building more enjoyable and more attractive sidewalks and streets. Participants also expressed interest in ecological design for stormwater management.

The main ecological design improvements discussed by participants were:

- Add and improve landscaping
- Use more permeable materials

4) *Pedestrian Safety*

Many community participants highlighted pedestrian safety as a primary concern. Participants frequently mentioned calming auto traffic and increasing pedestrian visibility as two means to achieve a higher level of pedestrian safety. Participants also frequently mentioned better enforcement of existing laws, such as the prohibition of parking on the sidewalk, as a key priority. The main pedestrian safety improvements discussed by participants were:

- Implement more traffic calming to improve pedestrian safety
- Allow fewer curb cuts
- Provide more pedestrian-level lighting
- Enforce policy on parked cars on the sidewalk

- Remove parking spaces and replace with non-automobile uses
- Improve wayfinding and signage
- Provide safer streets in terms of personal security (safety from crime and violence)

5) *Universal Access*

Lastly, participants highlighted a need for street design to be accessible for all. Universal access focused on removing barriers to moving about, such as narrow, broken and/or cluttered sidewalks, cars parked on the sidewalk, and inadequate lighting for pedestrians. Many participants also highlighted that transit service and bicycling are intimately linked to the quality of the pedestrian environment, and mentioned the need for better conditions around transit stops and bikeways.

The main universal access improvements discussed by participants were:

- Widen sidewalks and remove clutter
- Better maintenance of sidewalks and streets
- Enforce policy on parked cars on the sidewalk
- Improve wayfinding and signage
- Improve walking conditions around transit stops
- Provide more bike lanes and bike parking

Round 2 meetings: JULY-SEPTEMBER 2007

Round 2 meetings consisted of a number of different types of community involvement spread across town, including:

- 4 tabling events at key pedestrian locations
- 2 key user group meetings
- 6 focus groups (stakeholder interviews with key organizations)
- Over 25 neighborhood meetings attended
- A walking tour
- A round 2 survey

Tabling events

Four tabling events were held, at Ferry Plaza (Embarcadero), at Vallejo and Grant Streets (outside Cafe Trieste, North Beach), at the West Portal Muni Station, and at the 24th Street BART station. Tabling events were designed to reach members of the public who might not generally come to a formal public meeting. At all tabling events, City staff was present to hand out information on the Better Streets Plan, distribute surveys, and discuss plan concepts with members of the public.

Stakeholder interviews

Stakeholder interviews were held with directors of the following organizations: Chamber of Commerce, Convention and Visitors Bureau, Friends of the Urban Forest, Livable City, San Francisco Bike Coalition, Senior Action Network, SF Beautiful, Small Business Network, SPUR, Urban Land Institute, WalkSF, and Youth Leadership Institute. Meetings were held with two groups at a time, to encourage people to look beyond their organizations' particular mission.

Key priorities identified in the stakeholder interviews included:

1. Increase the public realm (i.e., all types of public space)
2. More attractive and inviting streets
3. More focus on safety, broadly conceived
4. Better maintenance
5. Reduce traffic volume and speed on more streets
6. Widen sidewalks
7. Citywide sustainability
8. Balance commercial needs and quality of life needs
9. Balance transit and parking needs
10. Increase coordination with merchant groups
11. Bike safety
12. Concerns of tourists
13. Public health connection

The Better Streets Team also held two meetings with key user groups who are disproportionately impacted by pedestrian conditions, including seniors and people with disabilities. Meetings

were held with Senior Action Network, Lighthouse for the Blind and Visually Impaired, and the Independent Living Resource Center. The latter two decided to combine into one meeting.

At each meeting, a brief presentation was followed by interactive small group exercises to discuss participants' priorities about streetscape and pedestrian design, and to get their feedback on initial plan concepts.

Key priorities discussed by participants included:

Physical improvements:

1. Improvements at high-volume traffic intersections – bulbouts, medians and curb ramps
2. Increased crossing times, especially for wide streets
3. Accessible wayfinding signage
4. Improved pedestrian-level lighting
5. Amenities at bus stops, especially seating

Enforcement:

1. Cars parked on sidewalks
2. Pedestrian right-of-way in intersections
3. Dogs on leashes
4. Bikes on sidewalks
5. Clear path of travel
6. Homelessness, street crimes and other social behaviors that undermine quality of life
7. Aggressive driving behavior

Neighborhood Meetings

Round 2 also included several presentations to community groups, including: Network for Elders, North Beach Neighbors, Quesada Gardens Initiative, and Taraval Merchants Association. Key feedback from these meetings included:

1. Let community identify best places for new community amenities
2. Better maintenance – sidewalks and trees, dumping and garbage

3. Prioritize pedestrian needs
4. Beautify retail streets to support businesses
5. Better interagency coordination

Youth Walking Tour

Finally, the Better Streets Team conducted a walking tour with BAYCAT, Literacy for Environmental Justice, and Youth Leadership Institute. The walking tour took 10 high school and college aged youth from the Bayview neighborhood on a tour of local streets. BAYCAT, a Bayview arts education organization, filmed the entire walking tour and prepared a video of the event.

Much of the tour was centered on the Third Street corridor, with the plaza at Third and Palou as the culminating point. Individual participants pointed out various notable streetscape elements. Participants also noted specific streetscape problems, the human consequences of those problems, and possible solutions through physical design. After the tour, participants gathered to discuss the tour and recommendations to provide input to the Better Streets Plan.

Tour participants identified the following priorities and observations:

1. The built environment influences behavior
2. Physical design was seen as more important than either enforcement or education
3. Community gathering places are very important
4. Community involvement is very important
5. Inconsistencies in sidewalks should be filled in

The list on the following page summarizes community meetings attended by Better Streets Plan staff to present and gather feedback on the plan development. The list does not include monthly Community Advisory Committee meetings.

List of Community Meetings and Outreach Events

#	Event/Organization	Date	Round of Outreach
01	SPUR lunchtime forum on Better Streets Plan		
02	SPUR Sustainability Committee: Integrated Stormwater Management Design Charette	10/25/2006	
04	Shape Up Coalition	11/28/2006	
05	Haight Ashbury Neighborhood Council	1/8/2007	
06	Shape Up Coalition: Walking Challenge closing ceremony	1/8/2007	
07	Bayview Hunters Point Pedestrian Safety Planning Project: Community Forum	1/25/2007	
08	DPW Tree Planting Forum	3/10/2007	
09	Potrero Hill Traffic Calming Meeting	3/22/2007	
10	Balboa Ave. Streetscape Design Community Meeting	3/29/2007	
11	Better Streets Kick-Off Meeting at City Hall	4/5/2007	1
12	SPUR Urban Planning, Transportation, and Sustainability Committees	4/13/2007	1
13	Better Streets Neighborhood Meeting-West Portal	4/16/2007	1
14	Better Streets Neighborhood Meeting-Richmond	4/18/2007	1
15	Better Streets Neighborhood Meeting-Eureka Valley	4/19/2007	1
16	Better Streets Neighborhood Meeting-SoMa	4/24/2007	1
17	Kaiser-Richmond Health Fair	4/28/2007	1
18	Tenants Action Coalition: Housing Committee	5/2/2007	1
19	Golden Gate Heights Neighborhood Association	5/3/2007	1
20	SF Beautiful: Public Affairs Committee	5/4/2007	1
21	EnCore	5/7/2007	1
22	WalkSF	5/7/2007	1
23	Alliance for a Better District 6	5/8/2007	1
24	Friends of Noe Valley	5/10/2007	1
25	Senior Action Network	5/10/2007	1
26	Project Artaud	5/14/2007	1
27	Bayview Focus Group	5/17/2007	1
28	North of Panhandle Neighborhood Association	5/17/2007	1
29	Chinatown CDC	5/18/2007	1
30	Divisadero Merchants	5/21/2007	1
31	Wastewater CAC		1

#	Event/Organization	Date	Round of Outreach
32	FixMasonic	5/31/2007	1
33	Visitation Valley Planning Alliance	6/9/2007	1
34	Lighthouse for the Blind	6/16/2007	1
35	Friends of the Urban Forest	6/18/2007	1
36	Independent Living Resource Center	6/19/2007	1
37	Neighborhood Marketplace Initiative	6/20/2007	1
38	Clementina Cares	6/20/2007	1
39	Quesada Gardens	6/27/2007	1
40	Mayor's Town Hall Meeting on Transportation-District 3	6/30/2007	1
41	Duboce Triangle Neighborhood Association	7/9/2007	1
42	All Communities Partnership	7/17/2007	2
43	Stakeholder Interview: Friends of the Urban Forest /SF Bicycle Coalition	7/20/2007	2
44	Stakeholder Interview: Livable City/Chamber of Commerce	7/24/2007	2
45	Stakeholder Interview: Convention and Visitors Bureau/WalkSF	7/25/2007	2
46	Community Benefits Districts	7/25/2007	2
47	ADA Celebration	7/26/2007	2
48	Stakeholder Interview: Youth Leadership Institute/SPUR	7/26/2007	2
49	Stakeholder Interview: Small Business Network/Senior Action Network	7/27/2007	2
50	Stakeholder Interview: Urban Land Institute/SF Beautiful	7/30/2007	2
51	Community Leadership Alliance	7/31/2007	2
52	Planning Association of the Richmond	8/6/2007	2
53	Network for Elders	8/14/2007	2
54	Tabling: Vallejo and Grant, North Beach	8/16/2007	2
55	Tabling: Embarcadero Farmer's Market	8/18/2007	2
56	Tabling: 3rd Street Muni Station-Bayview Town Center	8/18/2007	2
57	Tabling: 24th Street BART Station	8/21/2007	2
58	Tabling: West Portal Muni Station	8/22/2007	2
59	Fillmore Jazz CBD	8/22/2007	2
60	Independent Living Resource Center/Lighthouse for the Blind and Visually Impaired	8/22/2007	2
61	Taraval Merchant's Association-District 4	9/6/2007	2

#	Event/Organization	Date	Round of Outreach
62	North Beach Neighbors	9/10/2007	2
63	ReBar/Public Architecture--Park(ing) Day Planning Meeting	9/11/2007	2
64	Quesada Gardens-District 10	9/12/2007	2
65	Senior Action Network	9/13/2007	2
66	Walking Tour: Youth Leadership Institute/Literacy for Environmental Justice	9/15/2007	2
67	Chamber of Commerce	10/9/2007	2
68	SF Tomorrow	10/10/2007	2
69	Transit Effectiveness Project CAC	10/11/2007	2
70	California Urban Forest Conference	11/2/2007	2
71	Mayor's Council on Disability	11/16/2007	2
72	Urban Forest Council	12/14/2007	2
73	SPUR Sustainability Committee	4/10/2008	2
74	Better Streets Draft Plan unveiling	6/5/2008	3
75	Better Streets walking tour and Neighborhood Meeting-hosted by WalkSF/Encore	6/7/2008	3
76	Better Streets Neighborhood Meeting-hosted by FixMasonic	6/11/2008	3
77	Better Streets Neighborhood Meeting-hosted by Senior Action Network	6/12/2008	3
78	Better Streets Neighborhood Meeting-hosted by C.C. Puede/San Jose Guerrero Coalition to Save Our Streets/Precita Valley Neighbors	6/12/2008	3

E. SUMMARY OF ACCESSIBILITY GUIDELINES

The following list summarizes key accessibility guidelines for the public right-of-way.

General Notes

1. California Civil and Government Code provides basic requirements for accessibility in the public right of way built by state and local governmental entities, which includes compliance to the minimum standards of California Building Code (CBC) and US Access Board's Accessibility Guidelines for the Americans with Disabilities Act (ADAAG)
2. San Francisco Department of Public Works (DPW) Code provides requirements for: sidewalks; curb ramps; sidewalk café tables, chairs, merchandise and produce display encroachments on sidewalks
3. San Francisco Planning Code (PC) provides other requirements for public space and design guidelines for specific special use districts.
4. US Access Board's Americans with Disabilities Act and Architectural Barriers Act (ADA/ABA) and US Access Board's Draft Guidelines for Accessible Public Rights-of-Way (PROWAG) provide other best practices for alternate pedestrian routes, accessible pedestrian signals, street furniture, signage, call boxes, escalators, elevators doors, doorways and gates.
5. Each of the requirements or best practices listed in this appendix may have other technical requirements. See the referenced source for this information.

Index to requirements or guidelines

- Scoping (when or where required, if provided and/or minimum quantity)
- Dimensions
- *Requirement or recommended best practices, Source*

Requirements and Guidelines

Width of accessible route for pedestrians

- Pedestrian access routes shall connect to elements required to be accessible, and where provided for the general public
- 36 inches minimum width
- *Requirement, ADAAG*

Minimum accessible route for passage of two wheelchairs

- One per 200 feet
- 60 by 60 inches min.
- *Requirement, ADAAG*

Height of accessible route

- Where provided
- 80 inches min.
- *Requirement, ADAAG and CBC*
- Under awnings
- 96 inches minimum and other dimension criteria of depth and running length
- Requirement, MCPC



PRINCIPLES OF UNIVERSAL DESIGN

The Better Streets Plan seeks to encourage livable street design where pedestrian amenities, street greening, vehicular and bicycle transportation, traffic calming, stormwater management and accessibility are seamlessly integrated with one another. Universal Design is a "best practice" that seeks to serve the needs of individuals with disabilities while providing cross-benefit to everybody.

There are seven core principles in this paradigm, although not each may have application to a particular design issue.

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/>

Sidewalk width

- Where provided for the general public
- 48" and 2% maximum cross slope
- Requirement, CBC; and varies under MCPC
- At sidewalk tables and chairs and sidewalk display merchandise
- 72 inches min.
- Requirement for sidewalk encroachment permits

Forward reach ranges to pedestrian operated controls

- Where provided
- 15 to 48 inches at front of wheelchair space
- Requirement ADAAG & CBC

Side reach ranges to pedestrian operated controls

- Where provided
- 9 to 54 inches
- Requirement, ADAAG & CBC
- 9 to 48 inches
- Best Practice, ADA/ABA

Wheelchair level, clear floor area at pedestrian controls

- At pedestrian controls
- 30 by 48 inches, additional 6 inch width or 12 inch depth in alcove or constrained conditions
- Requirement, ADAAG & CBC

Stairs

- Where provided for the general public
- 48 inches min. width
- Best practice, none

Curb ramps

- At pedestrian crossings of street and roads with curbs
- 48 inches min. width
- Requirement, DPW standards prevail over ADAAG or CBC

Medians and Pedestrian Refuge Islands

- Where provided at streets or roads with cross walks through medians
- 48 inches min. width, 72 inches (1830 mm) min. length in the direction of pedestrian travel
- Best practice, ADA/ABA

Detectable warnings at curb ramps

- Where provided
- Full depth and width of the curb ramp
- Requirement, ADAAG and CBC

- 36 inches min. in direction of travel and full width of ramped surface
- Currently Accepted Best practice, California State Architect IR 11B-3

Detectable warnings at hazardous vehicular areas

- Where a walk crosses or adjoins a vehicular way
- Continuous width, 36 inches minimum depth in direction of travel
- Requirement, CBC

Detectable warnings at transit boarding platforms

- Where provided
- 24 inches minimum depth and other requirements within CBC
- Requirement, CBC

Detectable warning products

- Where provided
- Requirement, only approved DSA/AC and DPW detectable warning products

Bus stop boarding and alighting areas

- Where provided
- 96 inches min., measured perpendicular to the curb or vehicle roadway edge; a clear width of 60 inches min., measured parallel to the vehicle roadway
- Requirement, CBC

Bus shelters

- Where provided
- Contain a wheelchair clear floor space within the cover of the shelter and an accessible route to the bus stop boarding and alighting area
- Best practice, PROWAG

Wheelchair space at benches

- Where provided
- Wheelchair clear floor area with shoulder alignment point of the wheelchair space at 36 inches to bench or seat
- Best practice, ADA/ABA

F. GLOSSARY

Accessible pedestrian signal

Pedestrian signals located at crosswalks that provide crossing information in a non-visual format such as audible tones, verbal messages and/or vibrating surfaces

Advance stop and yield lines

A stop line is a required solid white line, 12-24”-wide, extending across all vehicle approach lanes to indicate where vehicles must stop in compliance with a stop sign or signal. Likewise, a yield line is an optional row of white triangles placed across approach lanes to indicate the point at which vehicles must yield at locations without a signal or stop sign. Advance stop and yield lines are placed further back from the crosswalk to enhance pedestrian visibility.

Best Management Practice (BMP)

Operating methods and/or structural devices used to reduce stormwater volume, peak flows, and/ or pollutant concentrations of stormwater runoff through one or more of the following processes: evapotranspiration, infiltration, detention, filtration and biological and chemical treatment.

Bioinfiltration

A process that uses vegetation to capture and biologically degrade pollutants. Water is biologically treated while percolating through the system and into the existing soils, providing groundwater recharge.

Bioretention

A soil and plant-based retention practice that captures and biologically degrades pollutants as water infiltrates through sub-surface layers containing microbes that treat pollutants. Treated runoff is then slowly infiltrated and recharges the groundwater. These biological processes operate in all infiltration-based strategies, including the previously described retention systems.

Blended Transition

A connection with a grade of 5 percent or less between the level of the pedestrian walkway and the level of the crosswalk¹

Bollard

Short post or vertical element designed to separate or buffer pedestrians from vehicle areas

Bulb-out

See curb extension

Bus bulb

Curb extension housing a transit stop to allow transit vehicles to board without pulling in and out of traffic.

Chicane

A traffic calming measure that slows traffic by visually narrowing the roadway and causing vehicles to laterally shift from side to side

Continental crosswalk

High visibility crosswalk marking that features 2-foot wide crosswalk stripes, parallel to the curb and the full width of the crosswalk, separated by 2-foot spaces between stripes. Not to be confused with a ladder crosswalk, which uses a similar striping pattern but also retains the transverse stripes of a standard crosswalk at both edges.

Conveyance

The process of water moving from one place to another

Corner Island

Roughly triangular striped area or raised island between through traffic lanes and a right-turn slip lane. Often referred to as a “pork chop” island.

Crosswalk

Legally designated location for pedestrians to cross from one side of a roadway to the other. Present at all intersections that intersect at approximately right angles; may be marked or unmarked.

Curb cut

Location where the sidewalk curb is depressed to the level of the roadway, either for a curb ramp, driveway, or other feature

Curb extension

Location where the sidewalk edge is extended from the prevailing curb line into the roadway at sidewalk grade, effectively increasing pedestrian space. Also called a bulb-out.

Curb radius

Radius defining the sharpness of the curve that the curb or edge of the sidewalk follows as it turns a corner

Curb ramp

Location where the curb is depressed to the level of the roadway to provide a flush transition from the sidewalk to the roadway to enable accessible street crossing or movement

Decomposed granite

A common surfacing material for tree basins, planters, and informal pathways

Design storm (Minor storm)

A rainfall event of specified intensity and frequency that is used to calculate the runoff volume and peak discharge rate for the design of stormwater treatment facilities. The current design storm for San Francisco, known as the “5-year design storm,” requires that a stormwater facility be able to process 0.2 inches of rainfall per hour for 3 hours.

Design vehicle

Type of vehicle used to determine appropriate roadway design characteristics such as curb radius

Detectable warning

A surface feature of truncated dome material built in or applied to the walking surface to advise of an upcoming change from pedestrian to hazardous vehicular way¹

Detention

Stormwater runoff that is collected at one rate and then released at a lower rate. The difference is held in temporary storage.

Driveway

Location where the sidewalk curb is depressed to the level of the roadway, in order to provide vehicle access across the sidewalk to parcels

Edge zone

Portion of the sidewalk between the curb and the furnishings zone, used for getting in and out of parked vehicles

Extended bulb-out

Curb extension that continues significantly beyond the typical corner area, to allow space for landscaping or public use

¹ Draft Federal Accessibility Guidelines for Public Rights-of-Way

¹ Ibid

Extension zone

Area where the pedestrian realm may be extended into the roadway, either permanently (e.g. with curb extensions) or temporarily (e.g. with temporary café seating)

Filtration

A treatment process that allows for removal of solid (particulate) matter from water by means of porous media such as sand, soil, or a man-made filter. Filtration is used to remove contaminants.

Flashing beacon

Flashing light amber colored light mounted to a pole adjacent to or above the roadway to alert drivers to an upcoming pedestrian crosswalk

Frontage zone

Portion of the sidewalk adjacent to the property line edge, which may be used for merchandise displays, outdoor seating, or the like

Furnishings zone

Portion of the sidewalk between the edge zone and the through-way zone that contains the majority of street trees, plantings, lighting, and site furnishings

Green Street

A street designed to incorporate stormwater treatment facilities within the right-of-way. Green streets make visible a system of “green” infrastructure, incorporating the stormwater system and associated landscaping into the design of the neighborhood.

High visibility crosswalk

Marked crosswalks that use longitudinal or diagonal stripes to increase crosswalk visibility to approaching vehicles

Island

An area between traffic lanes used for control of traffic movements; differentiated from medians by being generally not linear or continuous throughout the block

Infiltration

The process by which water penetrates into soil from the ground surface

In-roadway flashing lights

A series of flashing lights embedded in the roadway on either side of a crosswalk and facing approaching vehicles that alert approaching drivers to an upcoming crosswalk

Low Impact Design (LID)

An innovative stormwater management approach with a basic principle that is modeled after nature: manage rainfall at the source using decentralized micro-scale facilities

Major storm event

A rainfall event that is larger than the design storm. Although treatment facilities are not designed specifically to treat all the runoff from major storm events in the same capacity as a minor storm event, they must be designed to allow for the conveyance of larger flows without causing on-site flooding or erosion.

Marked crosswalk

White or yellow retro-reflective thermoplastic striping in the roadway to delineate the presence of a crosswalk

Median

The portion of the roadway separating opposing directions of the traveled way, or local lanes from through travel lanes. Medians are generally linear and continuous through a block, and may be depressed, raised, or flush with the road surface.

Mid-block crosswalk

Marked crosswalk at a mid-block (non-intersection) location

Modern roundabout

Yield-controlled circular intersection design used to control traffic on moderate to high volume streets.

Multi-use path

Pathway that may be used by a variety of non-motorized users, including walkers, runners, cyclists, and the like

Multi-way boulevard

Street type that separates through traffic from local access through the use of landscaped medians

Peak flow

The point during a rainstorm where there is the highest volume of runoff in the city’s drainage system. Peak flow can be considered as the runoff ‘peak’ on a hydrograph.

Pedestrian refuge

Area protected by a raised median or island where people may safely pause or wait while crossing a street

Pedestrian countdown signal

Traffic signal located at crosswalks that, in addition to a standard pedestrian crossing signal, provides flashing numbers that count down the remaining seconds remaining before cross traffic is given a green light

Pedestrian signal

Traffic signal specifically aimed at directing pedestrian movement, such as ‘walk/don’t walk’ or the international pedestrian symbol signal (red hand, walking man)

Permeability/Impermeability

The quality of a soil or material that enables water or air to move through it, and thereby determines its suitability for infiltration-based stormwater strategies

Pork chop

See corner island

Raised crosswalk or intersection

Area where the level of the crosswalk or intersection is raised to the sidewalk grade

Rain screen

Planter along a building edge planted with vines that climb up the adjacent building

Retention

The reduction in total runoff that results when stormwater is diverted and allowed to infiltrate into the ground through existing or engineered soil systems

Right-turn slip lane

A vehicle lane that allows larger and faster vehicle turns by increasing the curb radius and adding a corner island or striped area between the right turn lane and adjacent through travel lanes; may be controlled or uncontrolled. A right-turn slip lane is considered a free right turn if vehicles enter into a dedicated travel lane upon exiting the slip lane.

Runoff

Water from rainfall that flows over the land surface that is not absorbed into the ground

Sedimentation

The deposition and/or settling of particles suspended in water as a result of the slowing of the water

Shared street

Street that is designed at a single surface with no grade differentiation between street and sidewalk areas, and where roadway space is shared between pedestrians and slow-moving vehicles

Shy zone

Area of the sidewalk adjacent to buildings or other fixed objects where pedestrians instinctively maintain a certain distance from the object or building

Site furnishings

Facilities and amenities in the sidewalk to serve pedestrians, vehicles, and adjacent uses, that add design and functionality to the streetscape environment

Standard crosswalk

Basic marked crosswalk treatment that uses two parallel 12" crosswalk stripes, perpendicular to the curb, to delineate the two edges of the crosswalk

Structural soil

A designed medium consisting of soil, stone, aerated pockets, and other materials, intended to allow tree root growth without compromising pavement materials above the root area

Throughway zone

Portion of the sidewalk, generally located between the frontage zone and the furnishings zone, where pedestrians may move free of obstructions

Thumbnail

A small island forming the intersection side of a pedestrian refuge, often curved to roughly form the shape of a thumbnail

Traffic calming

Practice of designing streets to encourage drivers to proceed slowly through neighborhoods through the use of visual or actual roadway narrowings, horizontal or vertical shifts in the roadway, or other features

Traffic calming circle

Generally circular raised areas in the center of a standard intersection that provide space for landscaping, and slow traffic by visually shortening the roadway and forcing vehicles to slow to go around them

Transit boarding island

Raised area within the roadway that houses a transit stop, allowing transit vehicles to use center lanes without having to pull over to the side of the roadway for passengers to board

Tree basin

Open, unpaved area surrounding a street tree that allows space for tree root growth

Tree grate

Covering for a tree basin that creates a solid walking surface at sidewalk grade

Tree guard

Structure built around the trunk of a street tree to protect the tree during early growth

Trench drain

Channel covered with a metal grate used to convey water through sidewalk areas

Understory landscaping

Lower-level plantings located in sidewalk planters, such as grasses, shrubs, hedges, and the like

Wayfinding signage

Directional signage located on the sidewalk, used to help pedestrians orient themselves and locate nearby destinations

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