



CHAPTER

40

CHAPTER

4.0

DESIGNING GREAT STREETSCAPES

4.1 Street Types

- Designs by Street Type

4.2 Overall Streetscape Guidelines

- Intersection Design
- Sidewalk Width and Zones
- Streetscape Layout

APPROACH: DESIGNING GREAT STREETSCAPES

Good streetscape design begins with an approach that emphasizes wholeness, considering how various elements interact to create an overall streetscape composition. This chapter describes basic principles and guidelines to achieve unified designs on a variety of street types.

Much more than a strip of sidewalk laid down next to a roadway, a great streetscape incorporates a holistic vision for the use of the street which takes into account the needs of all users. With well designed streetscapes, our city's streets can become a fundamental component of a healthy, vital and thriving public realm. The right proportions, unique spaces, and appropriate amenities can make a streetscape a comfortable and memorable place where people want to spend their time. The following sections detail the approach and critical considerations involved in the creation of great streetscapes.

Chapter 4 presents a framework for designing a great pedestrian environment. **Section 4.1** describes street types and appropriate standard and case-by-case elements for each street type.

Section 4.2 describes the general guidelines for overall streetscape design, including design of pedestrian-friendly intersections, appropriate sidewalk widths and zones, and general considerations for the layout of streetscape elements along a sidewalk.

To use this document to arrive at a preferred street design, follow these steps:

1. Determine street type (See Section 4.1)
2. Identify appropriate elements for that street type (4.1)
3. If sidewalk is less than recommended width, determine whether it is feasible to widen sidewalks to meet or exceed the recommended width (4.2)
4. Locate elements according to sidewalk zone and streetscape layout guidance (4.2)
5. Design and locate individual elements per the specific guidance by element (Chapters 5 and 6)



Street Types

4.1

Good street design begins with an understanding of the street context. Different streets have different conditions, and merit differing design considerations.

The street types listed below form the basis of the design recommendations in the Better Streets Plan. These street types are not intended to replace official functional transportation classifications (shown in the Transportation Element of the San Francisco General Plan) but instead are meant to serve as a guide for designing appropriate streetscape environments.

The street types in this plan are defined by land use characteristics and transportation characteristics. Special street types that merit unique design approaches are called out individually. For all street types, designers should consider additional special roles a street may play, such as importance as a transit corridor, or having particular ecological significance.

In some cases, the point of a project may be to change the function of a street, for example from a major throughway to a traffic calmed street, or an alley to a shared public way. The ultimate role for the street should be used when designing improvements.

Street types used in this document are described below.

DETERMINING STREET TYPE

In determining street type for a particular project, designers should begin by determining adjacent land use: is it primarily residential, commercial, industrial, or mixed use? Second, what are the transportation characteristics: is it a major through corridor with high traffic volumes and speeds, or does it serve a more local function with lower traffic volumes and speeds? Is it in a downtown location? Finally, does it have special characteristics such that place it into one of the “Special Streets” categories?

Street Types Used in This Plan

The street types outlined below form the basis of the design recommendations in the Better Streets Plan and should be used to determine appropriate design treatments.

COMMERCIAL

- Downtown commercial
- Commercial throughway
- Neighborhood commercial

RESIDENTIAL

- Downtown residential
- Residential throughway
- Neighborhood residential

INDUSTRIAL/MIXED-USE

- Industrial
- Mixed-use

SPECIAL

- Parkway
- Park edge
- Multi-way boulevard
- Ceremonial (Civic)
- Alley
- Shared Public Way
- Paseo (Pedestrian-only)

1) Determine land use context

To determine land use context, see Figure 4.1.

In some areas, multiple zoning districts may exist on the same block or be scattered across the area. Or, a street may form the boundary between two districts of differing character. In these cases, the designer should consider the predominant character of the area to determine appropriate streetscape design. The designer should consider the goals of the project and the needs of existing and potential future land uses when deciding on the appropriate design, and create a consistent streetscape design for the corridor.

2) Determine transportation context

Throughway streets carry greater volumes and higher speeds of vehicle traffic, while neighborhood streets have lower speeds and volumes. For design of the pedestrian realm, the goal for residential throughways focuses on buffering pedestrians from vehicular traffic and improving conditions for pedestrians at crossings. The goal for residential neighborhood streets focuses on calming traffic and providing neighborhood amenities.

Throughway streets (both residential and commercial) include streets identified in the San Francisco General Plan Transportation Element Map 6: Vehicular Streets as “Major Arterial,” “Transit Conflict Street,” or “Secondary Arterial.” Neighborhood streets (both residential and commercial) are those streets not identified as such. Downtown streets include those listed as Downtown in Figure 4.1.

3) Identify special conditions

A street may already exhibit a unique condition, or the point of a project may be to convert a street to a special street.

Parkways: Parkways are streets with significant planted areas (generally greater than 15 to 20’ wide) that may be used as open space, either in the medians or edges of the roadway.

Park Edge Streets: Park edge streets are located along the edges of major city parks, such as Golden Gate Park, McLaren Park, or portions of the waterfront. Park edge streets have open space on one side and development on the other side, with a pattern that continues for several blocks at least.

Boulevards: Boulevards are streets that separate through traffic from local access by medians.

Ceremonial (Civic) Streets: Ceremonial streets are grand civic spaces which serve as major gathering spots and serve as well-known public spaces and attractions. Ceremonial Streets are unique, and there are limited examples in the city.

Alleys: An alley is a public right-of-way less than 30 feet in width.

Shared Public Ways: Shared public ways are streets designed at a single-surface that share space among pedestrians, bicycles, and vehicles.

Paseos (pedestrian-only streets): Paseos are right-of-ways closed to motorized vehicles.

GATEWAYS AND TRANSITIONS

An individual street may fit into one or more street types. Consecutive blocks of a street may fall into different street types where land use, context, and function of the street shift. Designs may shift accordingly.

Locations where different street types intersect may warrant special design treatments. For example, where neighborhood residential streets intersect with major throughways, a gateway treatment such as a planted median island or other traffic calming feature may be appropriate. Similarly, where freeway on and off ramps intersect with city streets, there may be a need to highlight this transition to alert drivers to the fact that they are entering a surface street where pedestrians are likely to be present.

DESIGNS BY STREET TYPE

The following pages illustrate typical design treatments and appropriate elements by street type. Overall layout should follow the sidewalk zone and streetscape layout guidelines in Section 4.2. Individual elements should follow the design guidelines found in Chapters 5 and 6.

A sample page is provided to illustrate the format of this section.

FIGURE 4.1
DETERMINING STREET TYPE BY LAND USE CLASSIFICATION

STREET TYPE		ZONING DISTRICT (PER SF PLANNING CODE)
COMMERCIAL	Downtown	C-3, C-2 (C-3 adjacent), CCB (w/in Downtown Streetscape Plan)
	Throughway, Neighborhood	NC, C-2, NCT, CCB (not w/in Downtown Streetscape Plan), CVR, CRNC, MB Retail, MB Hotel
RESIDENTIAL	Downtown	DTR, RC-3, RC-4
	Throughway, Neighborhood	RH, RM, RTO, RED, MB Residential
OTHER	Industrial	C-M, M1, M2, PDR-1, PDR-1-B, PDR-1-G (except Transit-Oriented Retail SUD), PDR-2
	Mixed-use	MUG, MUO, MUR, PDR-1-D, PDR-1-G (Transit-Oriented Retail SUD only), SLR, SLI, SPD, SSO, RSD, UMU, MB districts: Public Facilities, Commercial Industrial, Commercial Industrial/Retail



1

- 1. A Downtown Residential street
- 2. A Residential Thoroughway
- 3. A Neighborhood Residential street



2



3



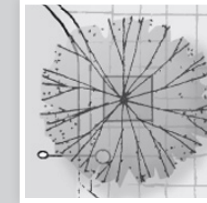
Street Type

This text gives a brief description of the street type



▲ This image shows a typical sidewalk section, with appropriate elements for each sidewalk zone. Sections are shown at the “Recommended Sidewalk Width” per Section 4.2.

Standard Improvements



Street trees
(See Section 6.1)

- This text describes standard improvements. These improvements should be included as part of any streetscape design project on this street type.

SAMPLE PAGE

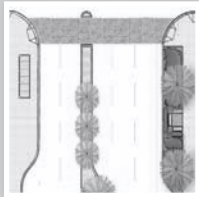
Considerations

- This text describes general considerations for this particular street type

Additional Guidelines

- These describe specific guidelines that may apply to the choice of appropriate elements for this street type.

Case by Case Additions



01

Addition

This section shows elements that should be considered for the street type on a case-by-case basis, based on physical conditions, budgets, and neighborhood preferences.

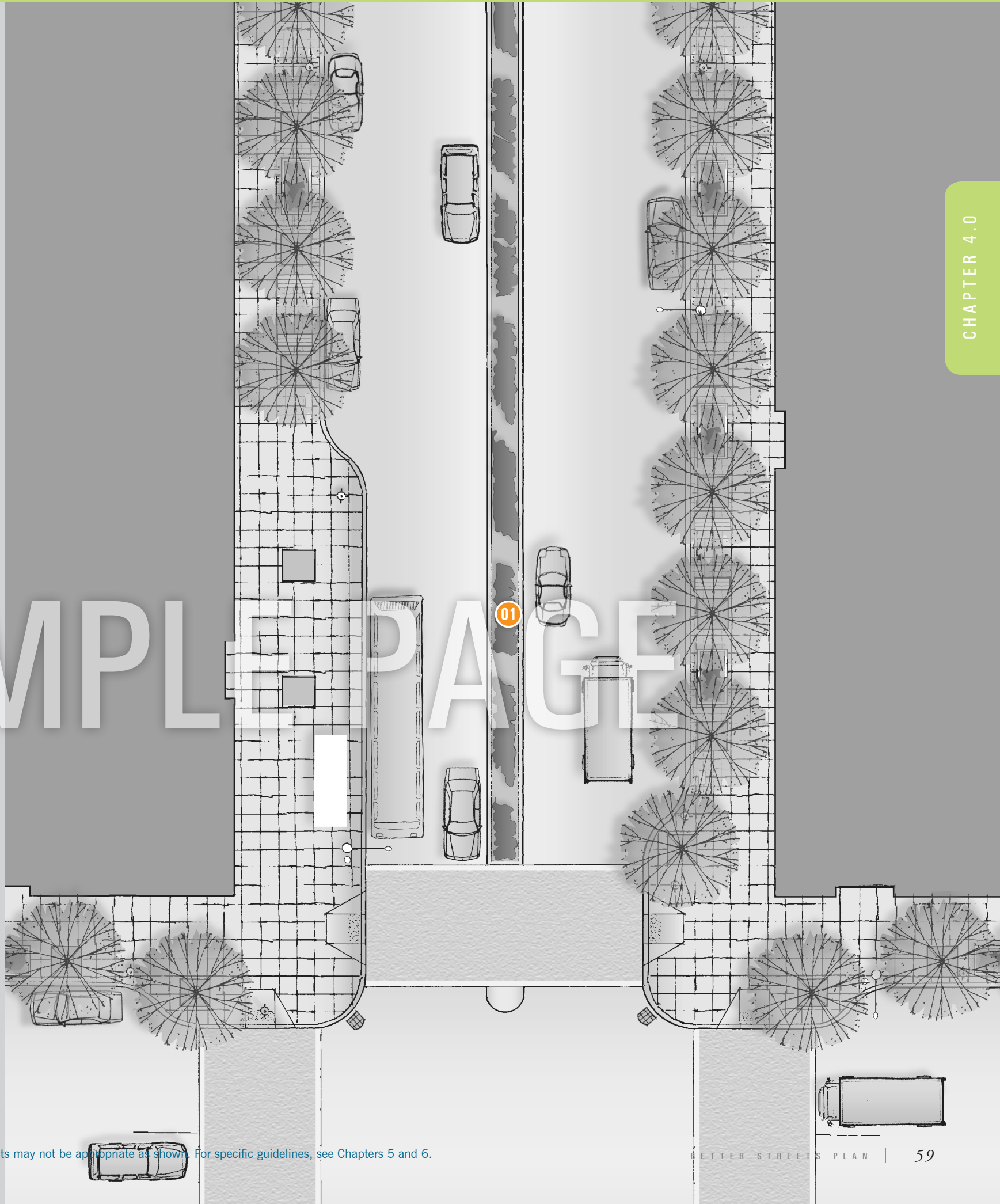
These treatments should generally be considered above and beyond standard treatments, and their appropriateness will vary from project to project.

Case-by-case additions are keyed to the map (not all improvements are shown in site plans).

SAMPLE PAGE

This image shows a typical plan view for the street type, shown with standard enhancements.

Numbers are keyed to the case-by-case additions. ▶



**Site plans in this chapter are for representational purposes only; individual elements may not be appropriate as shown. For specific guidelines, see Chapters 5 and 6.

Downtown Commercial

Downtown commercial streets such as Grant or Kearny Streets handle high pedestrian volumes and high levels of activity throughout the day. Due to their importance, visibility, and high levels of pedestrian activity, downtown streets should have generous sidewalks, high levels of pedestrian amenities, and distinctive, formal design treatments.

Streetscape guidelines for downtown commercial streets are described in the *Downtown Streetscape Plan*, adopted in 1995.



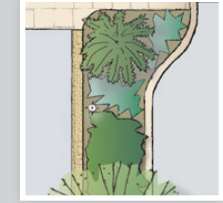
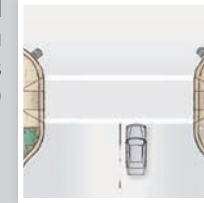
▲ Downtown streets cater to a high volume of local and visiting pedestrians and should reflect a high level of amenity and quality of care.

Considerations

- High levels of pedestrian activity
- Desire for generous pedestrian environment and public realm
- High volume of through traffic
- Important transit functions
- Access needs for local businesses
- Potential presence of sub-sidewalk basements
- Limited sunlight access to sidewalks

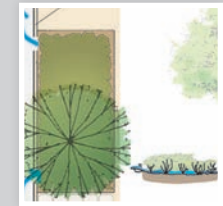
Standard Improvements

Marked crosswalks with curb ramps (Section 5.1)



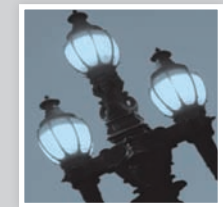
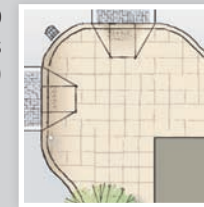
Sidewalk planters (planter boxes) (6.1)

Pedestrian signals (countdown and APS) (5.2)



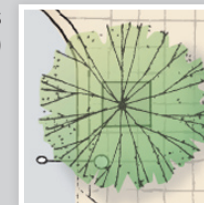
Stormwater control measures (6.2)

Corner curb extensions (5.2)

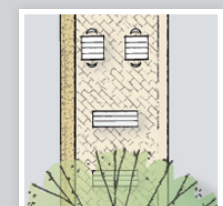


Pedestrian-scale lighting (6.3)

Street trees (6.1)



Special paving in furnishings zone (6.4)

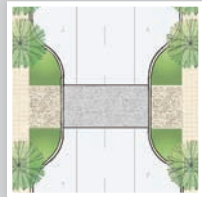


Site furnishings (6.5)

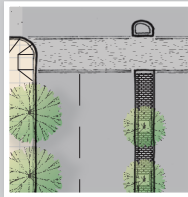
Additional Guidelines

- Downtown Commercial streets should follow the guidelines in the Downtown Streetscape Plan
- For specific stormwater control measures, see Section 6.2.

Case by Case Additions



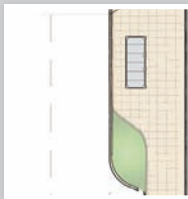
01
Mid-block crossing (5.1)



07
Pedestrian refuge island (5.4)



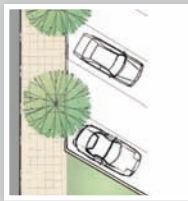
02
High visibility crosswalks (5.1)



08
Transit bulb-out or boarding island (5.5)



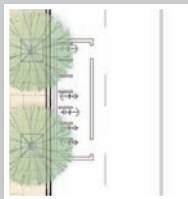
03
Special crossing treatments (warning signs, beacons, etc.) (5.1)



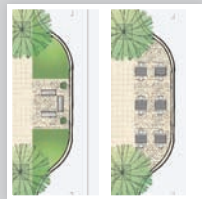
09
Perpendicular or angle parking (5.6)



04
Extended bulb-out (5.2)



10
Flexible use of parking lane (5.6)



05
Mid-block bulb-out (5.2)



11
Sidewalk pocket park (5.8)



06
Center median (5.4)



12
Boulevard treatment (5.8)



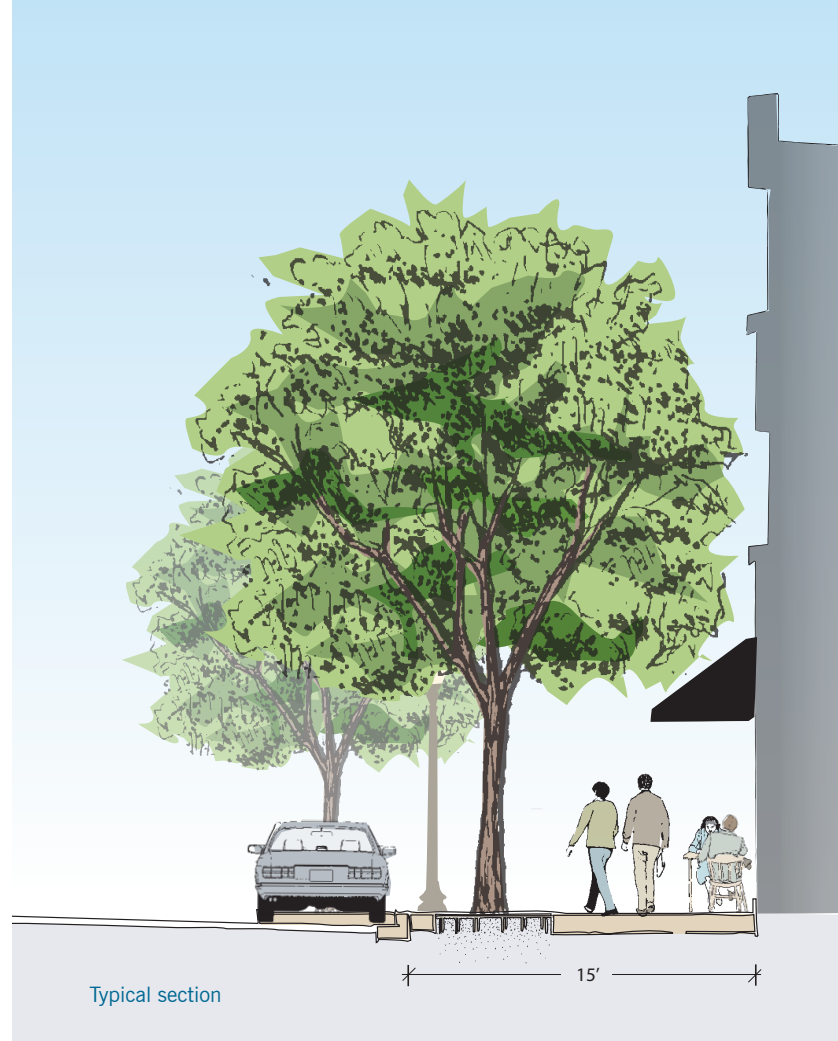
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Commercial Throughways

Commercial throughways such as Van Ness Avenue or Divisadero Street move significant volumes of people across town in a variety of travel modes and attract them to shop, eat, and play from across the city. Vehicular traffic on these throughways tends to be relatively fast and continuous and transit service is often frequent. These streets should have a comfortable pedestrian realm with significant pedestrian amenities and public spaces.

Considerations

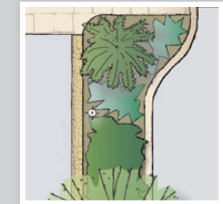
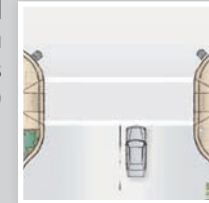
- High levels of pedestrian activity
- Desire for generous pedestrian environment and public realm
- High volume and speed of through traffic
- Important transit functions
- Access needs for local businesses



▲ Commercial throughways attract a high volume of pedestrians and visitors, and are also significant transportation corridors

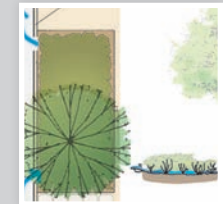
Standard Improvements

Marked crosswalks with curb ramps (Section 5.1)



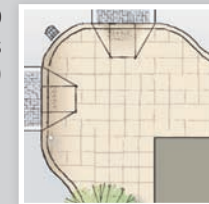
Sidewalk planters (planter boxes) (6.1)

Pedestrian signals (countdown and APS) (5.2)



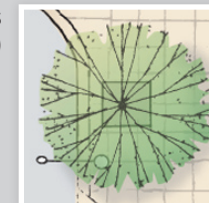
Stormwater control measures (6.2)

Corner curb extensions (5.2)

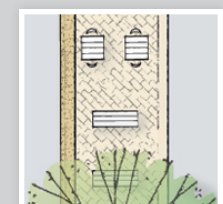


Pedestrian-scale lighting (6.3)

Street trees (6.1)



Special paving in furnishings zone (6.4)

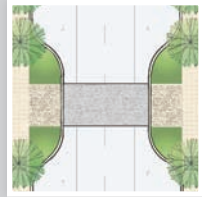


Site furnishings (6.5)

Additional Guidelines

- Tree grates should be considered in high pedestrian volume areas, where capital and maintenance budgets allow.
- For specific stormwater control measures, see Section 6.2.

Case by Case Additions



01
Mid-block crossing (5.1)



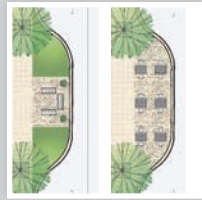
02
High visibility crosswalks (5.1)



03
Special crossing treatments (warning signs, beacons, etc.) (5.1)



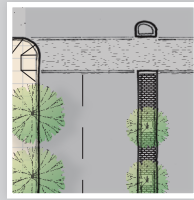
04
Extended bulb-out (5.2)



05
Mid-block bulb-out (5.2)



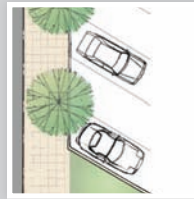
06
Center median (5.4)



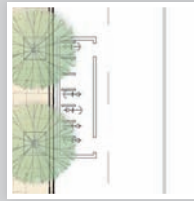
07
Pedestrian refuge island (5.4)



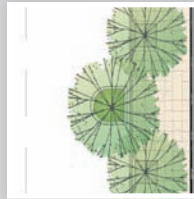
08
Transit bulb-out or boarding island (5.5)



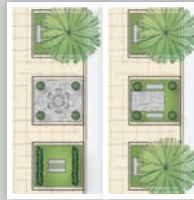
09
Perpendicular or angle parking (5.6)



10
Flexible use of parking lane (5.6)



11
Parking lane planters (5.6)



12
Sidewalk pocket park (5.8)



13
Boulevard treatment (5.8)



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Neighborhood Commercial

Neighborhood commercial streets, such as Clement, Taraval, Valencia, Polk, and Leland Avenue, include many of San Francisco's most vibrant streets, handling continuous activity throughout the day. They are the streets where San Francisco residents do their daily errands, meet with friends, and shop and play on the weekends.

Short-term parking for customers and space for loading facilities are essential components of commercial districts. However, parking and loading facilities often compete for the same space as desired features such as corner bulb-outs or pedestrian plazas. Managing parking and loading facilities efficiently and effectively can serve both the needs of local businesses while enabling improvements to the public realm.

Considerations

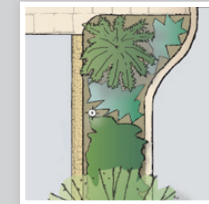
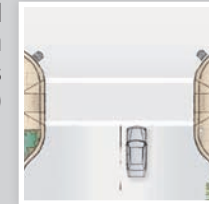
- High levels of pedestrian activity
- Desire for generous pedestrian environment and public realm
- Important transit functions
- Access needs for local businesses



- ▲ Neighborhood commercial streets are the heart of, and serve the daily needs of San Francisco's many neighborhoods

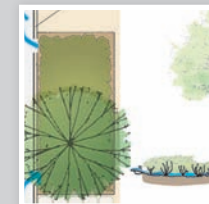
Standard Improvements

Marked crosswalks with curb ramps (Section 5.1)



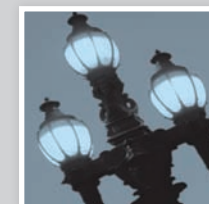
Sidewalk planters (planter boxes) (6.1)

Pedestrian signals (countdown and APS) (5.2)



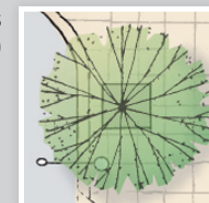
Stormwater control measures (6.2)

Corner curb extensions (5.2)

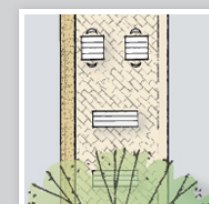


Pedestrian-scale lighting (6.3)

Street trees (6.1)



Special paving in furnishings zone (6.4)

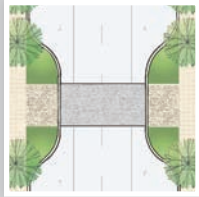


Site furnishings (6.5)

Additional Guidelines

- Tree grates should be considered in high pedestrian volume areas, or where capital and maintenance budgets allow.
- For specific stormwater control measures, see Section 6.2.

Case by Case Additions



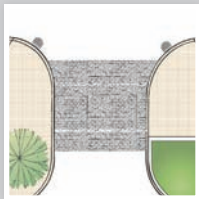
01
Mid-block crossing (5.1)



02
High visibility crosswalks (5.1)



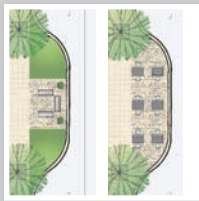
03
Special crossing treatments (warning signs, beacons, etc. (5.1)



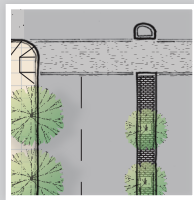
04
Raised crossing (5.1)



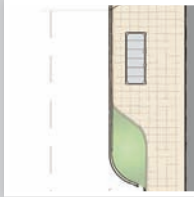
05
Extended bulb-out (5.2)



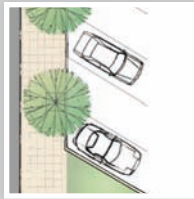
06
Mid-block bulb-out (5.2)



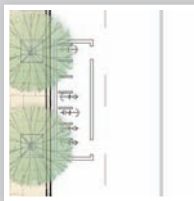
07
Pedestrian refuge island (5.4)



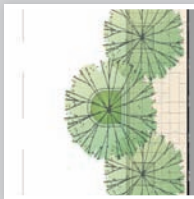
08
Transit bulb-out or boarding island (5.5)



09
Perpendicular or angle parking (5.6)



10
Flexible use of parking lane (5.6)



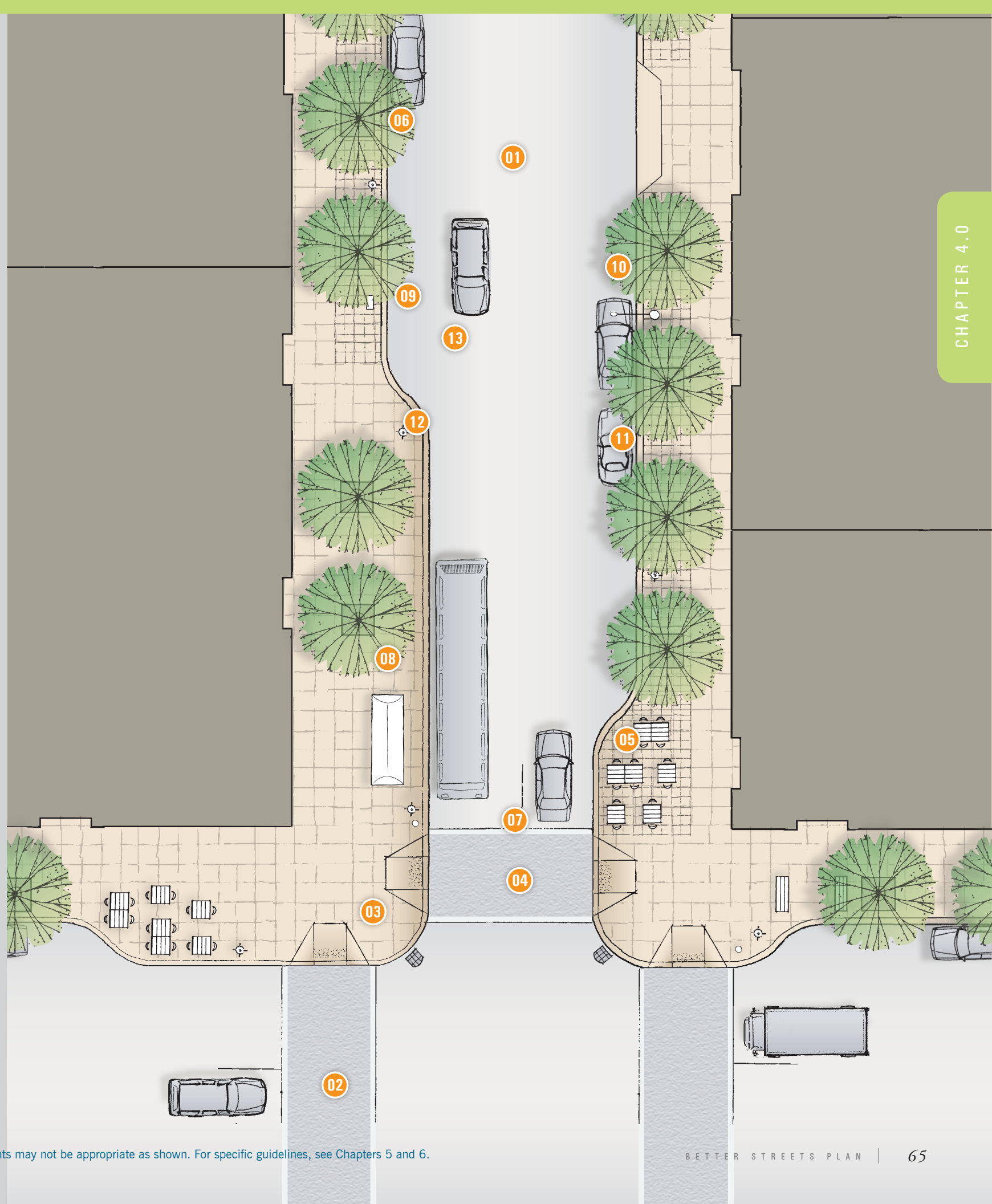
11
Parking lane planters (5.6)



12
Sidewalk pocket park (5.8)



13
Shared public way (5.8)



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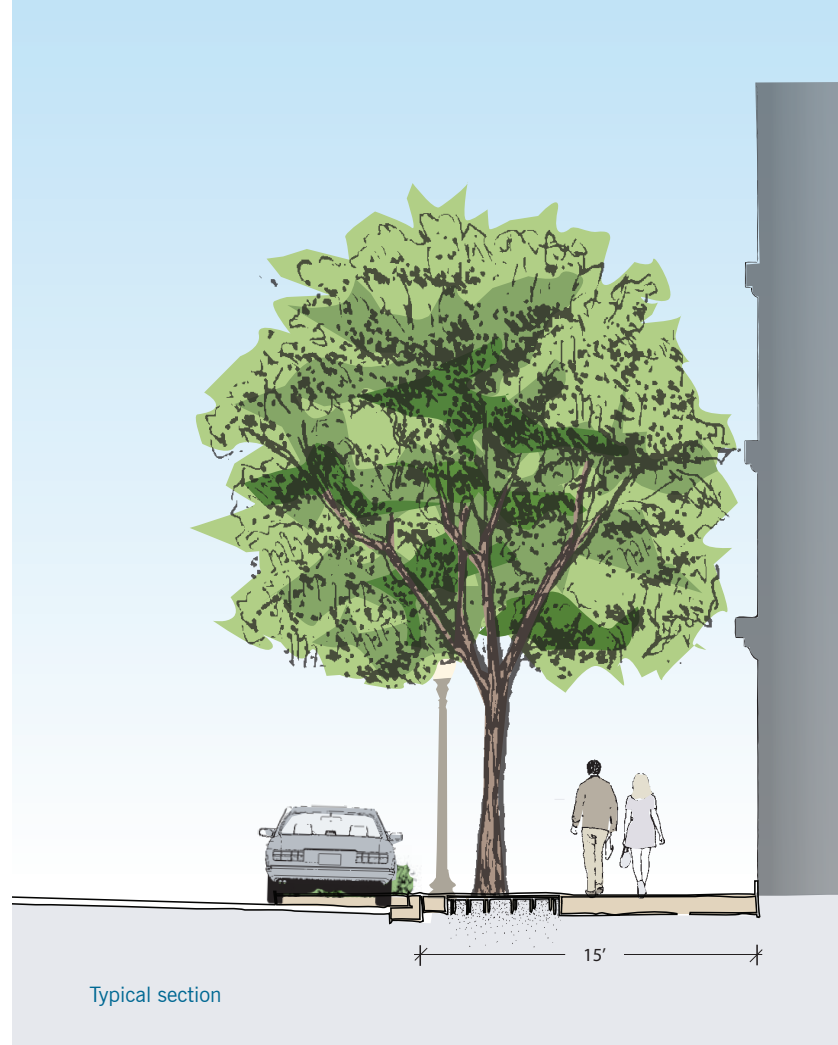
Downtown Residential

As the city continues to experience economic and population growth, more areas in and adjacent to the downtown, such as Rincon Hill and South Beach, have come to share the density and intensity of the commercial areas of downtown.

These areas have high residential densities and large buildings. As these areas change to residential uses, the streets should be appropriate for residential living, with generous sidewalks, plantings, and furnishings. As many of these areas are deficient in open space, the streets should include places for neighbors to gather, relax, and recreate.

Considerations

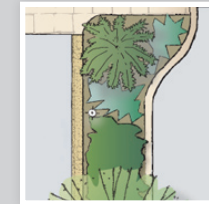
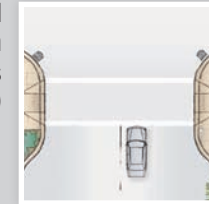
- High levels of pedestrian activity
- Need for increased public open space
- High volume of through traffic



- ▲ Downtown residential streets often must be reformatted to create an appropriate living environment

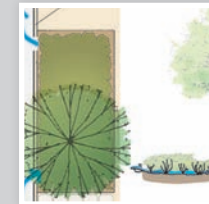
Standard Improvements

Marked crosswalks with curb ramps (Section 5.1)



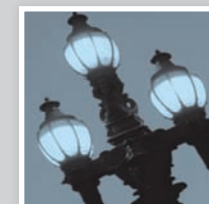
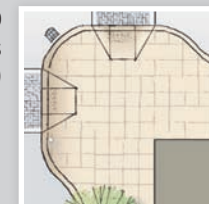
Sidewalk planters (6.1)

Pedestrian signals (countdown and APS) (5.2)



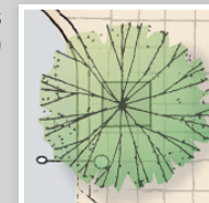
Stormwater control measures (6.2)

Corner curb extensions (5.2)

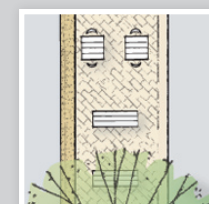


Pedestrian-scale lighting (6.3)

Street trees (6.1)



Special paving in furnishings zone (6.4)

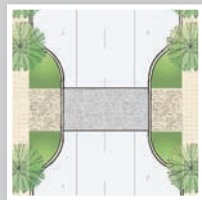


Site furnishings (6.5)

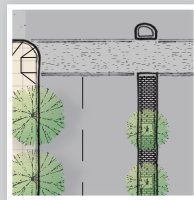
Additional Guidelines

- Tree grates should be considered in high pedestrian volume areas, or where capital and maintenance budgets allow.
- For specific stormwater control measures, see Section 6.2.

Case by Case Additions



01
Mid-block crossing (5.1)



07
Pedestrian refuge island (5.4)



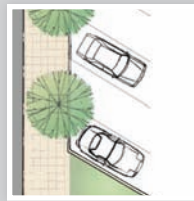
02
High visibility crosswalks (5.1)



08
Transit bulb-out or boarding island (5.5)



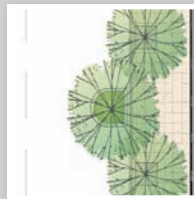
03
Special crossing treatments (warning signs, beacons, etc.) (5.1)



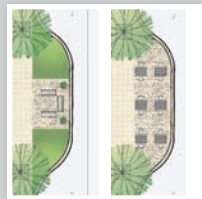
09
Perpendicular or angle parking (5.6)



04
Extended bulb-out (5.2)



10
Parking lane planters (5.6)



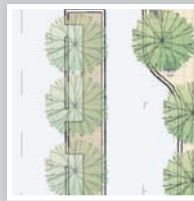
05
Mid-block bulb-out (5.2)



11
Sidewalk pocket park (5.8)



06
Center median (5.4)



12
Boulevard treatment (5.8)



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Residential Throughways

Residential throughways such as 19th Avenue, Guerrero, California, Oak and Fell Streets have high levels of fast-moving traffic with residential land uses. As such, they are often not designed to serve residential uses, and can be unpleasant to walk or live along.

Streetscape improvements should focus on buffering the sidewalk and adjacent homes from vehicles passing in the street and providing a generous, useable public realm through landscaping, curb extensions, or widened sidewalks where roadway space allows.

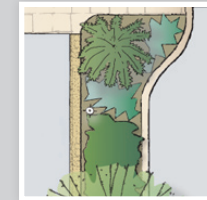
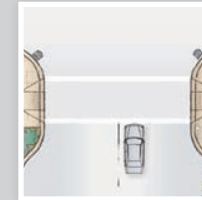


Considerations

- High volume and speed of through traffic
- Need for increased public open space
- Need for improved pedestrian buffering from through traffic
- Frequent driveway cuts

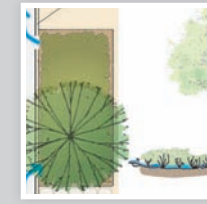
Standard Improvements

Marked crosswalks with curb ramps (Section 5.1)



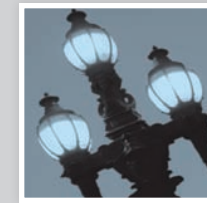
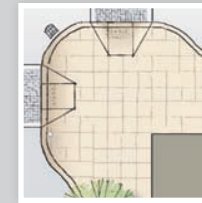
Sidewalk planters (6.1)

Pedestrian signals (countdown and APS) (5.2)



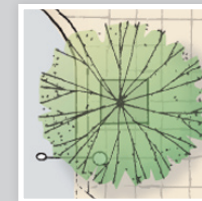
Stormwater control measures (6.2)

Corner curb extensions (5.2)



Pedestrian-scale lighting —at corners (6.3)

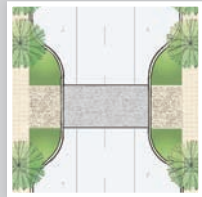
Street trees (6.1)



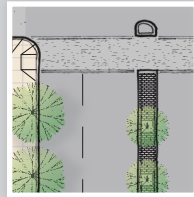
Additional Guidelines

- For specific stormwater control measures, see Section 6.2.
- Special paving in furnishings zone and site furnishings should be considered as capital and maintenance budgets allow.

Case by Case Additions



01
Mid-block crossing (5.1)



07
Pedestrian refuge island (5.4)



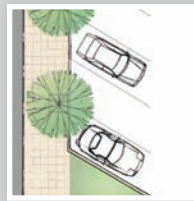
02
High visibility crosswalks (5.1)



08
Transit bulb-out or boarding island (5.5)



03
Special crossing treatments (warning signs, beacons, etc.) (5.1)



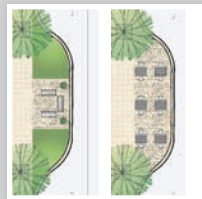
09
Perpendicular or angle parking (5.6)



04
Extended bulb-out (5.2)



10
Parking lane planters (5.6)



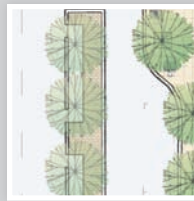
05
Mid-block bulb-out (5.2)



11
Sidewalk pocket park (5.8)



06
Center median (5.4)



12
Boulevard treatment (5.8)



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Neighborhood Residential

Neighborhood residential streets are quieter residential streets with relatively low traffic volumes and speeds. Though they have low levels of activity relative to other street types, they play a key role to support the social life of a neighborhood.

Residential streets should feel safe, comfortable, and cared for. Residents may think of the street outside their home as an extension of their home or a neighborhood commons. Improvements should focus on slowing traffic, providing useable space and amenities, and making improvements that encourage residents to take pride and ownership of the streetscape outside their front door.

Considerations

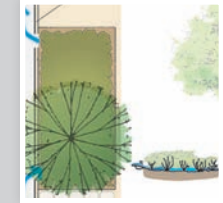
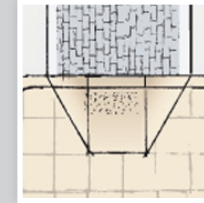
- Need for traffic calming in some cases
- Need for increased public open space
- Opportunities for community stewardship
- Frequent driveway cuts



▲ Neighborhood residential streets are San Francisco's front yards, and should encourage neighborly interaction

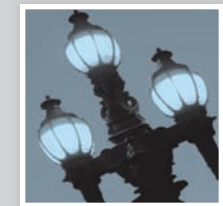
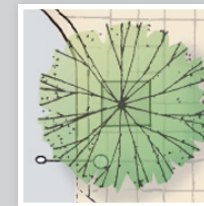
Standard Improvements

Curb ramps
(5.1)



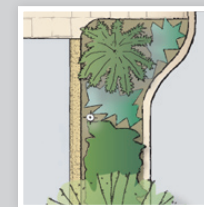
Stormwater control measures
(6.2)

Street trees
(6.1)



Pedestrian-scale lighting
—at corners
(6.3)

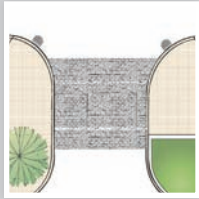
Sidewalk planters
—continuous planting strip
(6.1)



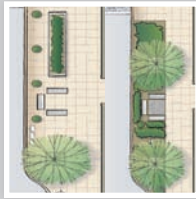
Additional Guidelines

- Neighborhood residential streets with wider crossings (generally > 40'), or higher traffic volumes and speeds (generally > 25 mph) should consider corner curb extensions and marked crosswalks.
- Neighborhood residential streets may include a continuous landscaped permeable strip in the Furnishings Zone.
- For specific stormwater control measures, see Section 6.2.
- Special paving in furnishings zone and site furnishings should also be considered as capital and maintenance budgets allow.

Case by Case Additions



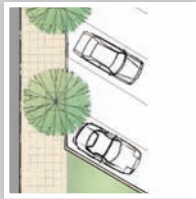
01
Raised crossing —
at throughway
intersections
(5.1)



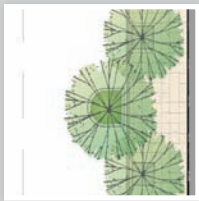
02
Extended
bulb-out
(5.2)



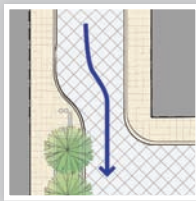
03
Mid-block
bulb-out (5.2)



04
Perpendicular
or angle
parking (5.6)



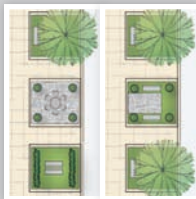
05
Parking lane
planters (5.6)



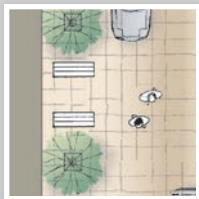
06
Chicane
(5.7)



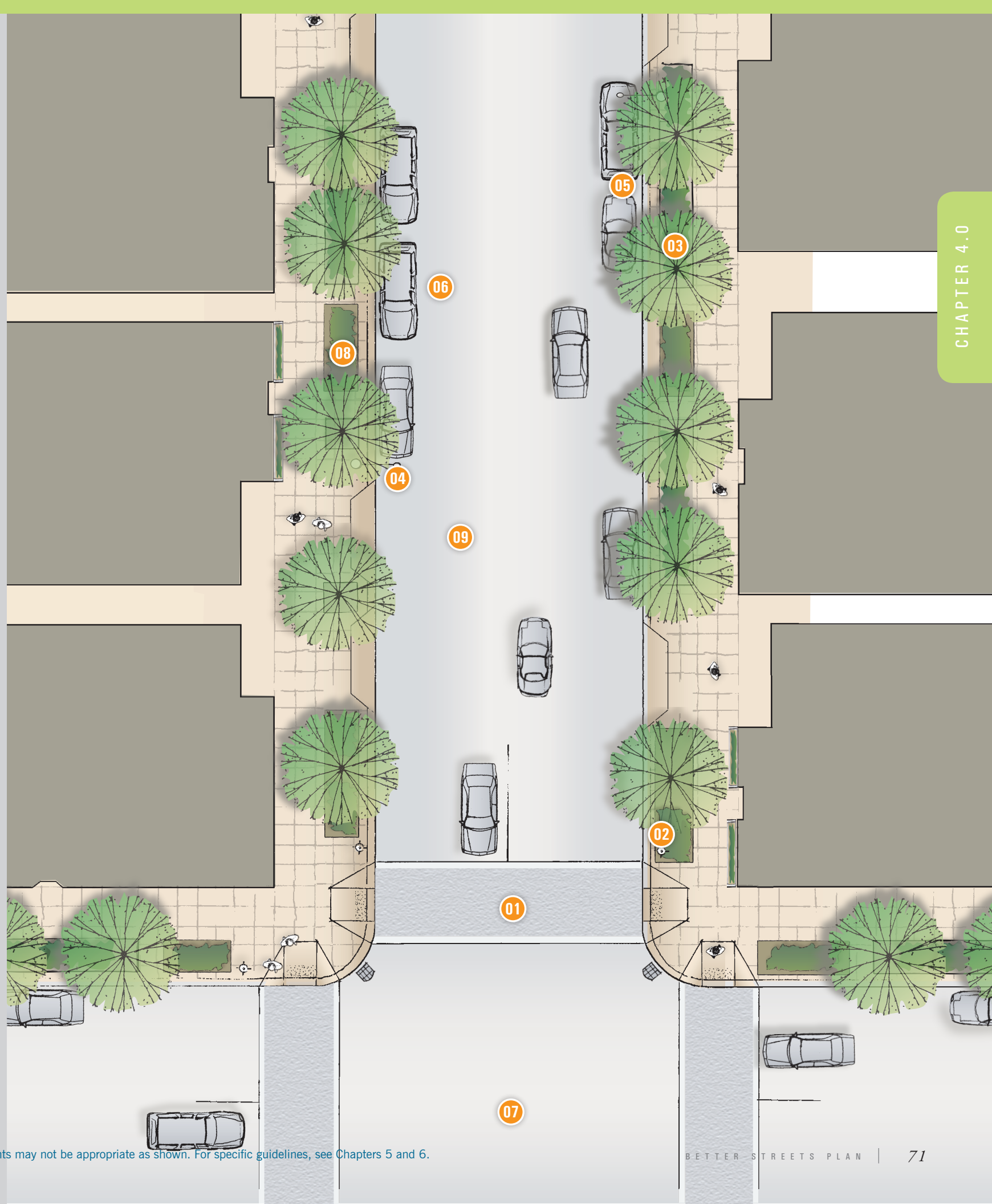
07
Traffic
circle (5.7)



08
Sidewalk
or median
pocket park
(5.8)



09
Shared
public way
(5.8)



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Industrial

Industrial streets are defined by large-scale production, distribution, and repair facilities that have an assortment of challenging impacts on streetscape character. These streets typically have a less active street frontage punctuated by large driveways, loading docks, and other auto-serving facilities, and front on wide streets that accommodate large trucks. Sidewalks and streetscape amenities are often minimal.

While these streets must serve heavy trucks and loading functions, they should also consider the pedestrian realm for workers and others passing through.

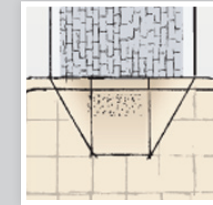
Considerations

- Access needs for local businesses, including loading activities and heavy trucks
- Relatively low pedestrian volumes; however, need for pedestrian safety and comfort in challenging environment
- Need for public spaces for workers to take breaks

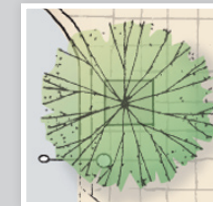


- ▲ Industrial streets must serve major freight and loading activities, but should still have a safe and comfortable pedestrian realm

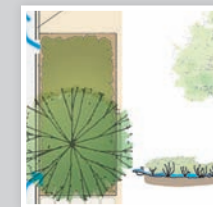
Standard Improvements



Curb ramps
(5.1)



Street trees
(6.1)



Stormwater
control measures
(6.2)

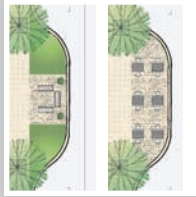
Additional Guidelines

- Industrial streets should use property line plantings and street trees where trees are not possible adjacent to the curb
- For specific stormwater control measures, see Section 6.2.

Case by Case Additions



01
Extended
bulb-out
(5.2)



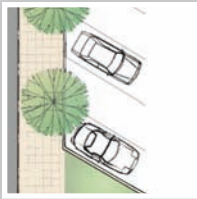
02
Mid-block
bulb-out (5.2)



03
Center
median (5.4)



04
Transit bulb-
out or boarding
island (5.5)



05
Perpendicular
or angle
parking (5.6)



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Mixed-Use

Mixed-use streets such as those in SoMa or Showplace Square serve a variety of low-intensity industrial uses, as well as a growing number of residences, shops, and services. Their use and character are in a state of constant change, and streets must reflect this changing character and serve a variety of needs. Mixed use streets are often wide streets, with high volumes of fast-moving traffic.

Streetscape treatments should include landscaping, pedestrian safety elements, public space uses, and other amenities to complement current and future land use.

Considerations

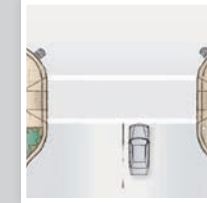
- Access needs for local businesses, including loading activities and light trucks
- High volume and speed of through traffic
- Need for increased public open space
- Need for improved pedestrian buffering from through traffic
- Need for flexibility to accommodate changing uses



▲ Industrial mixed-use streets serve a changing mix of land uses

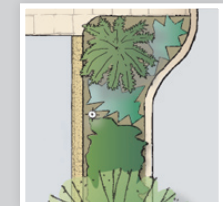
Standard Improvements

Marked crosswalks with curb ramps (Section 5.1)



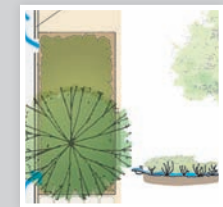
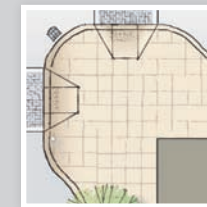
Street trees (6.1)

Pedestrian signals (countdown and APS) (5.2)



Sidewalk planters (6.1)

Corner curb extensions (5.2)

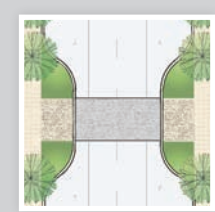


Stormwater control measures (6.2)

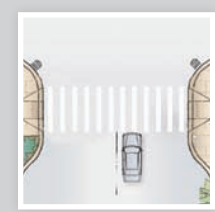
Additional Guidelines

- Tree grates, pedestrian lighting, special paving in the furnishings zone and site furnishings should be considered in high pedestrian volume areas, or where capital and maintenance budgets allow.
- For specific stormwater control measures, see Section 6.2.

Case by Case Additions



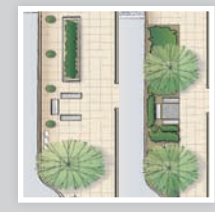
01 Mid-block crossing (5.1)



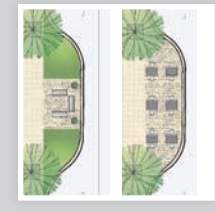
02 High visibility crosswalks (5.1)



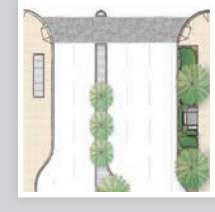
03 Special crossing treatments (warning signs, beacons, etc. (5.1)



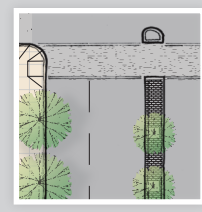
04 Extended bulb-out (5.2)



05 Mid-block bulb-out (5.2)



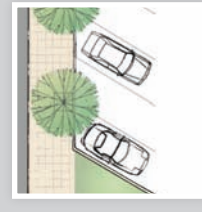
06 Center median (5.4)



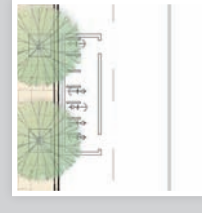
07 Pedestrian refuge island (5.4)



08 Transit bulb-out or boarding island (5.5)



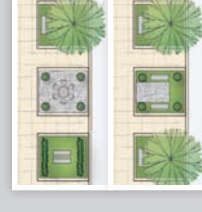
09 Perpendicular or angle parking (5.6)



10 Flexible use of parking lane (5.6)



11 Parking lane planters (5.6)



12 Sidewalk pocket park (5.8)



13 Boulevard treatment (5.8)



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Parkways

Parkways, such as Dolores, Park Presidio, Brotherhood Way, and the Great Highway have broad well-landscaped medians and sidewalks that provide recreational paths, while moving vehicles, bikes, and pedestrians across the city. These streets can function not only as transportation corridors, but also as linear parks, creating a green network.

This green spaces can often be more effectively used for pedestrian, open space, and ecological functions, by providing multi-use trails, seating, open space, and stormwater management.

Considerations

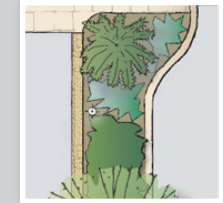
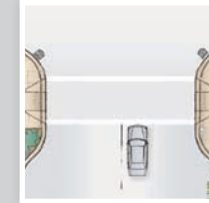
- High volume and speed of through traffic
- Desire for generous pedestrian environment and public realm
- Opportunity to provide recreational amenities
- Opportunity to provide ecological functioning
- Few access points and driveways
- Opportunity to connect/be part of regional trails such as the Bay Trail



- ▲ Parkways are characterized by large landscaped medians or frontages which could often be better used for recreational or ecological purposes

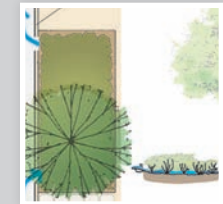
Standard Improvements

Marked crosswalks with curb ramps (Section 5.1)



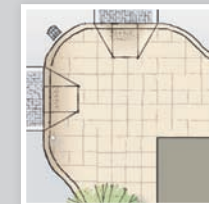
Sidewalk planters—continuous planting strip (6.1)

Pedestrian signals (countdown and APS) (5.2)



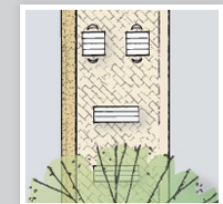
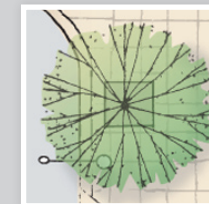
Stormwater control measures (6.2)

Corner curb extensions (5.2)



Pedestrian-scale lighting (6.3)

Street trees (6.1)

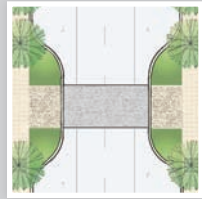


Site furnishings (6.5)

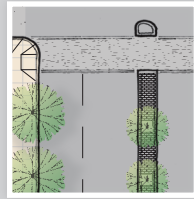
Additional Guidelines

- Parkways should include recreational spaces such as jogging paths in existing green spaces as width allows.
- For specific stormwater control measures, see Section 6.2.

Case by Case Additions



01
Mid-block crossing (5.1)



07
Pedestrian refuge island (5.4)



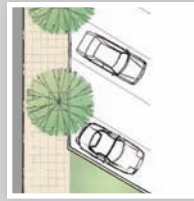
02
High visibility crosswalks (5.1)



08
Transit bulb-out or boarding island (5.5)



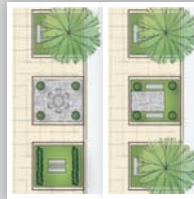
03
Special crossing treatments (warning signs, beacons, etc.) (5.1)



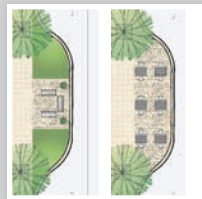
09
Perpendicular or angle parking (5.6)



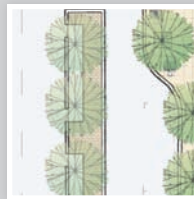
04
Extended bulb-out (5.2)



10
Sidewalk or median pocket park (5.8)



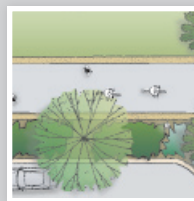
05
Mid-block bulb-out (5.2)



11
Boulevard treatment (5.8)



06
Center median (5.4)



12
Multi-Use path



**Site plans in this chapter are for representational puposes only; individual elements may not be appropriate as shown. For specific guidelines, see Chapters 5 and 6.

Park Edge Streets

Streets that border major parks or the waterfront have one set of conditions on one side of the street and a distinctly different set of conditions on the other. Park edge streets often have fewer spatial constraints on the park edge side but unique demands of high pedestrian volumes or special activities associated with them. These streets should have a generous park edge with landscaping, lighting, furnishings, and multi-use trails.

Considerations

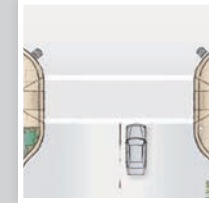
- High volume and speed of through traffic
- Desire for generous pedestrian environment and public realm
- Opportunity to provide recreational amenities
- Opportunity to provide ecological functioning
- Few access points and driveways
- Different conditions on opposite sides of the street
- Opportunity to connect/be part of regional trails such as the Bay Trail



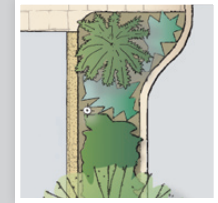
- ▲ Park edge streets, adjacent to the City's parks and waterfront, present opportunities for significant recreational uses, landscaping, and ecological functioning

Standard Improvements

Marked crosswalks with curb ramps (Section 5.1)



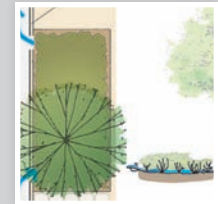
Sidewalk planters—continuous planting strip (6.1)



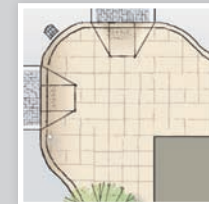
Pedestrian signals (countdown and APS) (5.2)



Stormwater control measures (6.2)



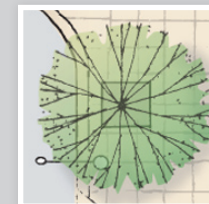
Corner curb extensions (5.2)



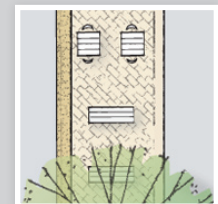
Pedestrian-scale lighting (6.3)



Street trees (6.1)



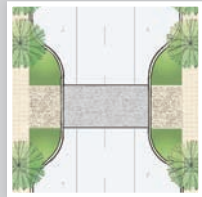
Site furnishings (6.5)



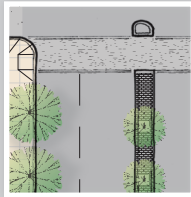
Additional Guidelines

- Park edge streets should include recreational spaces such as jogging paths in existing green spaces
- For specific stormwater control measures, see Section 6.2.

Case by Case Additions



01
Mid-block crossing (5.1)



07
Pedestrian refuge island (5.4)



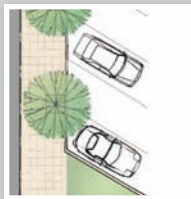
02
High visibility crosswalks (5.1)



08
Transit bulb-out or boarding island (5.5)



03
Special crossing treatments (warning signs, beacons, etc.) (5.1)



09
Perpendicular or angle parking (5.6)



04
Extended bulb-out (5.2)



10
Sidewalk or median pocket park (5.8)



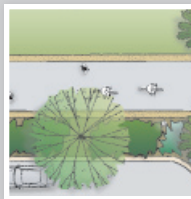
05
Mid-block bulb-out (5.2)



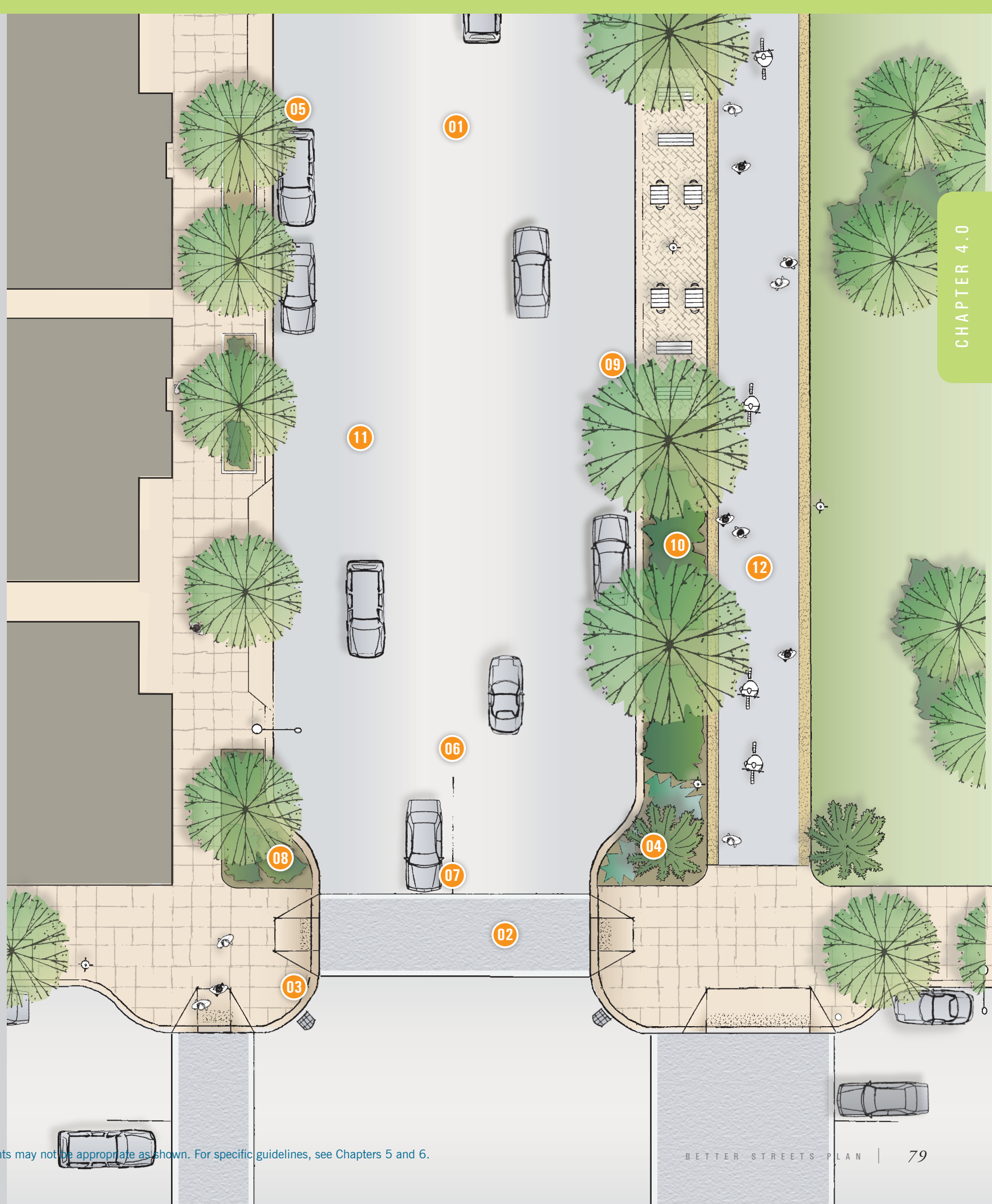
11
Boulevard treatment (5.8)



06
Center median (5.4)



12
Multi-Use path



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Boulevards

Multi-way boulevards such as Octavia Boulevard separate through travel lanes from local access lanes to simultaneously move vehicles while providing a calm, spacious pedestrian and living environment for adjacent residences. Boulevards should be considered on existing or new streets where opportunities exist for substantial street development or redevelopment and width allows.



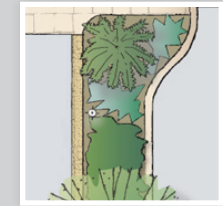
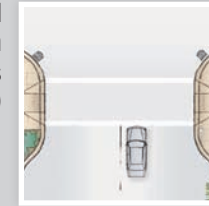
- ▲ Boulevards move high traffic volumes while creating a generous pedestrian realm and living environment by separating through traffic from local access lanes

Considerations

- High volumes of through traffic separated from local access
- Desire to create generous pedestrian realm by calming traffic and maximizing pedestrian space on local lanes
- Opportunity to provide recreational amenities
- Opportunity to provide ecological functioning
- Requires sufficient street width

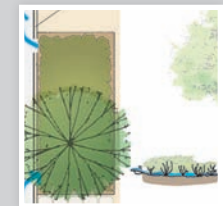
Standard Improvements

Marked crosswalks with curb ramps (Section 5.1)



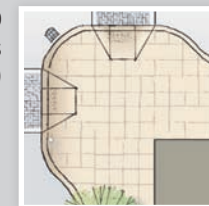
Sidewalk planters (6.1)

Pedestrian signals (countdown and APS) (5.2)



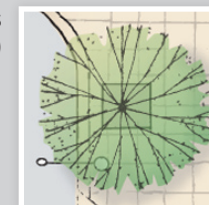
Stormwater control measures (6.2)

Corner curb extensions (5.2)

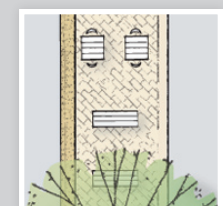


Pedestrian-scale lighting (6.3)

Street trees (6.1)



Special paving in furnishings zone (6.4)

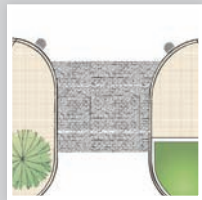


Site furnishings (6.5)

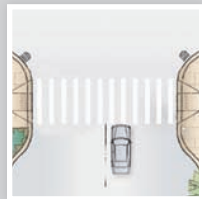
Additional Guidelines

- Tree grates should be considered in high pedestrian volume areas, or where capital and maintenance budgets allow.
- Side lanes should be designed to prioritize pedestrian use and calm traffic; they may include features such as shared public ways or raised crosswalks.
- Boulevards should follow the guidance in Section 5.8.
- For specific stormwater control measures, see Section 6.2.

Case by Case Additions



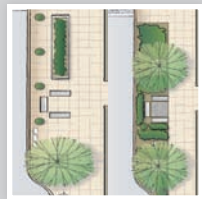
01
Raised crossing
—at side
access lanes
(5.1)



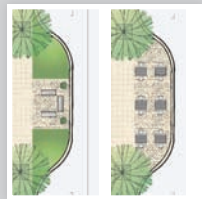
02
High visibility
crosswalks
(5.1)



03
Special crossing
treatments
(warning signs,
beacons, etc.
(5.1)



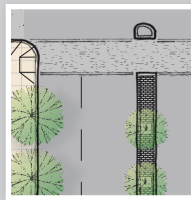
04
Extended
bulb-out
(5.2)



05
Mid-block
bulb-out
(5.2)



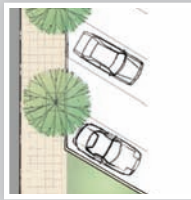
06
Center
median
(5.4)



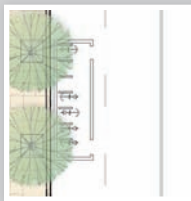
07
Pedestrian
refuge island
(5.4)



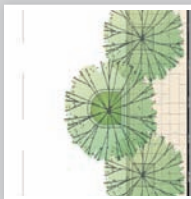
08
Transit
boarding
island at side
medians (5.5)



09
Perpendicular
or angle
parking (5.6)



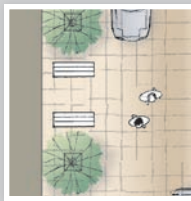
10
Flexible use of
parking lane
(5.6)



11
Parking lane
planters
(5.6)



12
Sidewalk
pocket park
(5.8)



13
Shared public
way - at side
access lanes
(5.8)



**Site plans in this chapter are for representational purposes only; individual elements may not be appropriate as shown. For specific guidelines, see Chapters 5 and 6.

Ceremonial (Civic) Streets

Ceremonial streets such as Market Street, Fulton Street, and the Embarcadero are grand civic spaces which serve as major gathering spots for marches, parades, and rallies, and serve as world renowned public spaces and attractions.

Ceremonial streets should be uniquely designed in each case; they should exhibit a high degree of design consistency, formality, and care.



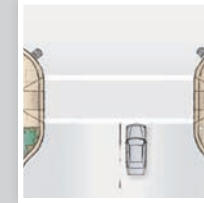
▲ Ceremonial streets are the civic heart of the City

Considerations

- High visibility and citywide role
- High levels of pedestrian activity, transit service, and other travel modes
- Need to create distinct public realm that can be used for rallies, parades, marches, and the like.

Standard Improvements

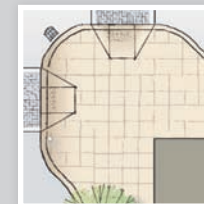
Marked crosswalks with curb ramps (Section 5.1)



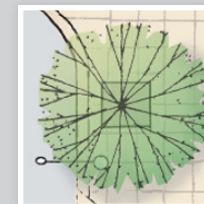
Pedestrian signals (countdown and APS) (5.2)



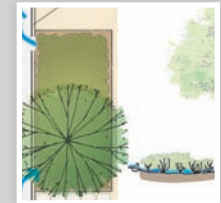
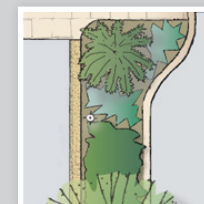
Corner curb extensions (5.2)



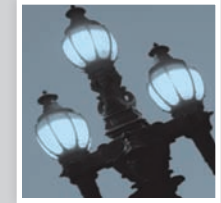
Street trees (6.1)



Sidewalk planters (planter boxes) (6.1)



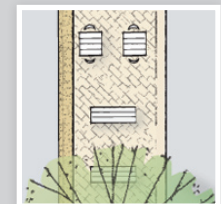
Stormwater control measures (6.2)



Pedestrian-scale lighting (6.3)



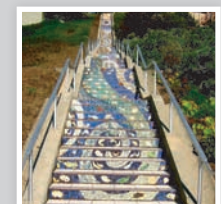
Special paving (6.4)



Site furnishings (6.5)



Wayfinding signage (6.5)

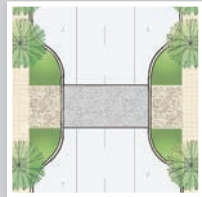


Public art (6.5)

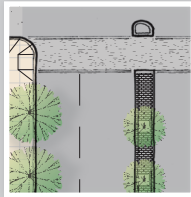
Additional Guidelines

- Ceremonial streets are special streets, and should have unique, high-quality designs
- Ceremonial streets should use consistent, unique plantings, lighting, furnishings, and paving treatments
- Ceremonial streets should have generous pedestrian and public spaces
- For specific stormwater control measures, see Section 6.2.

Case by Case Additions



01
Mid-block crossing (5.1)



07
Pedestrian refuge island (5.4)



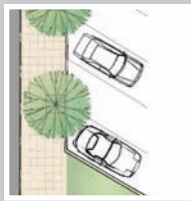
02
High visibility crosswalks (5.1)



08
Transit bulb-out or boarding island (5.5)



03
Special crossing treatments (warning signs, beacons, etc.) (5.1)



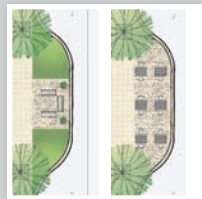
09
Perpendicular or angle parking (5.6)



04
Extended bulb-out (5.2)



10
Sidewalk or median pocket park (5.8)



05
Mid-block bulb-out (5.2)



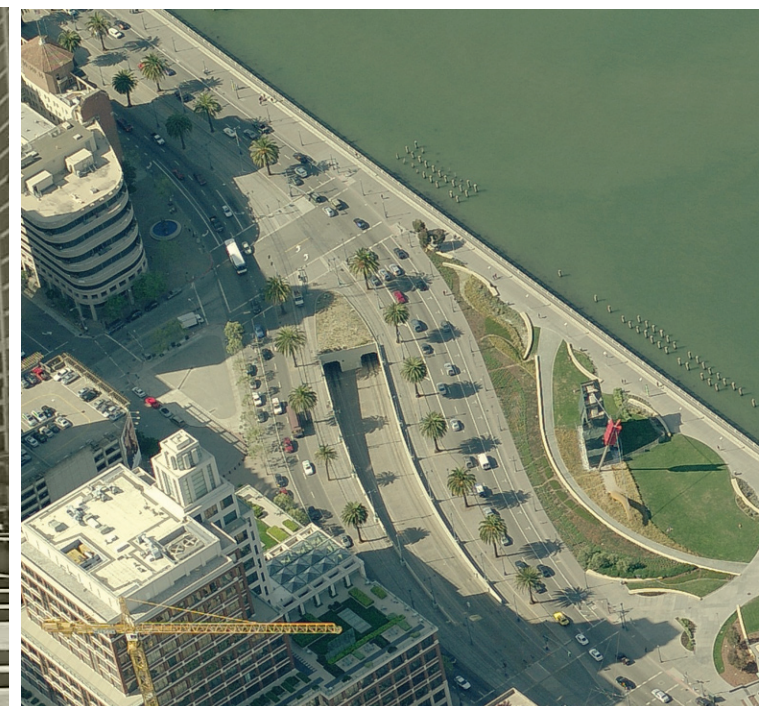
11
Boulevard treatment (5.8)



06
Center median (5.4)



12
Pedestrian-only street (5.8)

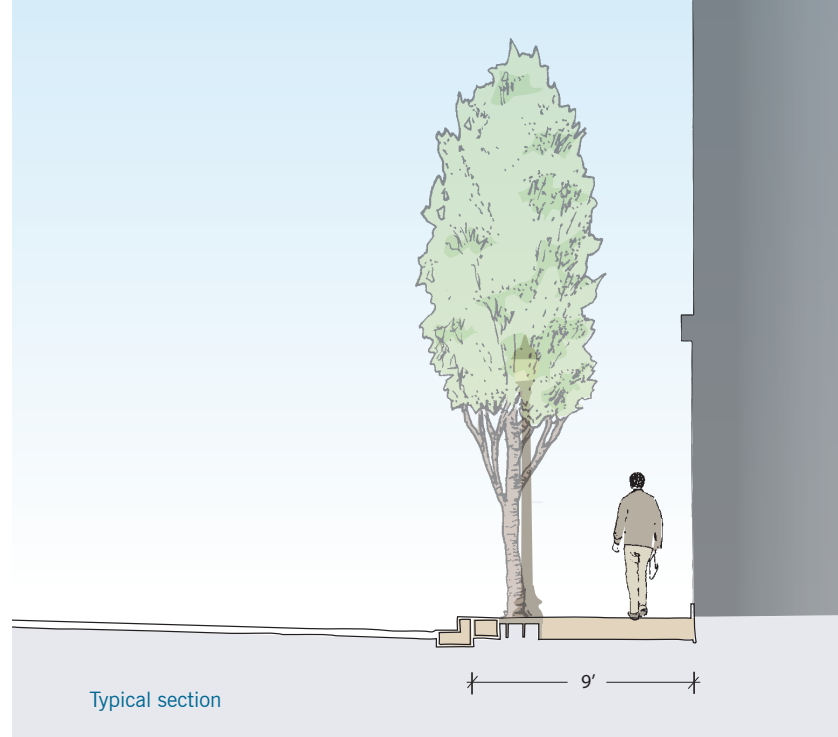


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Alleys

Alleys are small-scale streets that typically only carry low numbers of vehicles accessing adjacent properties. Their character varies across the city, from residential to service alleys.

Alleys should be designed to a pedestrian-scale speed and level of detail wherever possible, to calm traffic and emphasize pedestrian use. Alleys may also include seating, landscaping, and pedestrian lighting to create usable public spaces.

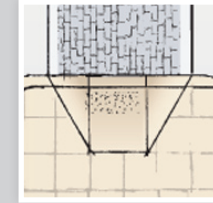


Considerations

- Low vehicle speeds and volumes
- Desire to create generous pedestrian realm through designs that emphasize shared space
- Narrow right-of-way; limited sidewalk space
- Need for service access to adjacent businesses and residences

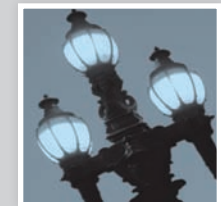
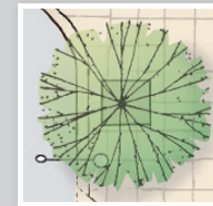
Standard Improvements

Curb ramps
—where not shared public way or raised crosswalk (5.1)



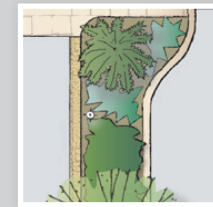
Stormwater control measures (6.2)

Street trees (6.1)



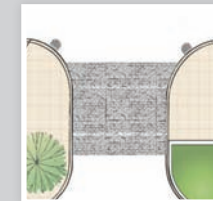
Pedestrian-scale lighting (6.3)

Sidewalk planters (6.1)



Special paving (entire roadway) (6.4)

Raised crossing
— at intersections (5.1)



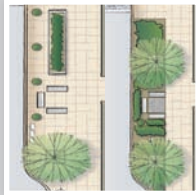
Additional Guidelines

- Alleys should be designed as shared public ways wherever possible. See next page.
- Where alleys are not designed as shared public ways, they should incorporate raised crossings across the alley entrance and special paving across the entire right-of-way wherever possible.
- Tree grates and site furnishings should be considered in high pedestrian volume areas, or as capital and maintenance budgets allow.
- For specific stormwater control measures, see Section 6.2.

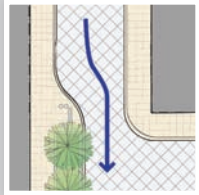
Case by Case Additions



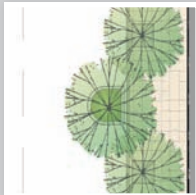
01
Mid-block
bulb-out
(5.2)



02
Extended
bulb-out
(5.2)



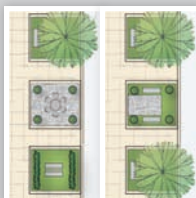
03
Chicane
(5.7)



04
Parking lane
planters (5.6)



05
Shared
public way
(5.8)



06
Pocket
park (5.8)



07
Pedestrian-only
street (5.8)

Alley as
standard
street. ▶

SEE ALSO
SHARED
PUBLIC WAY,
NEXT PAGE



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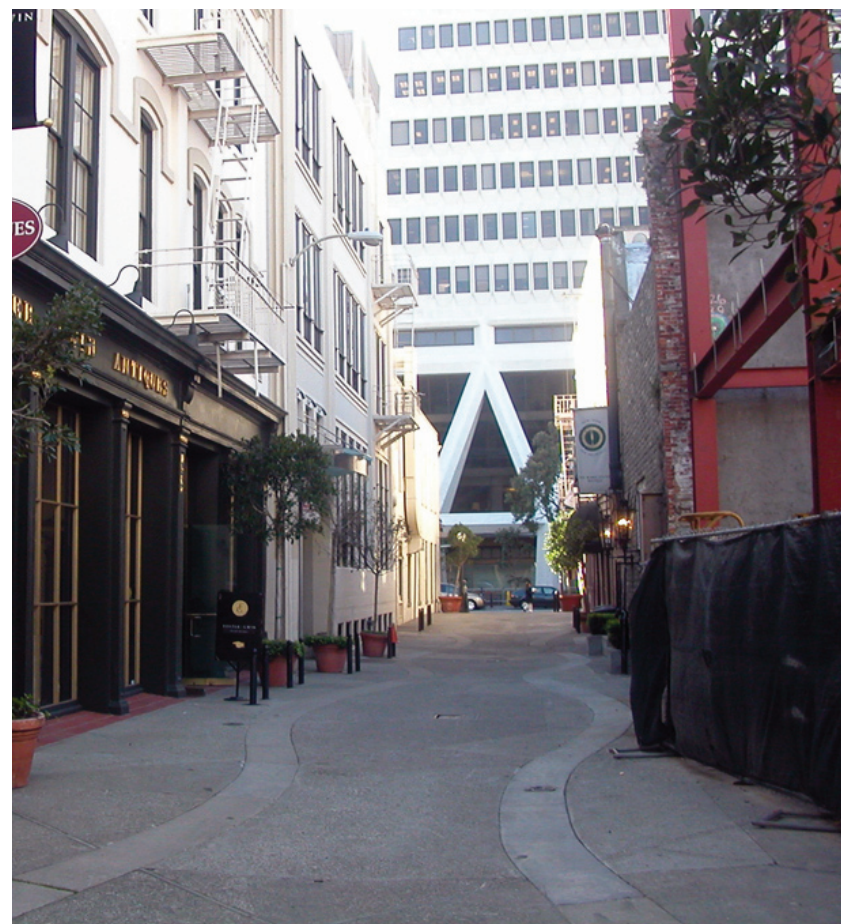
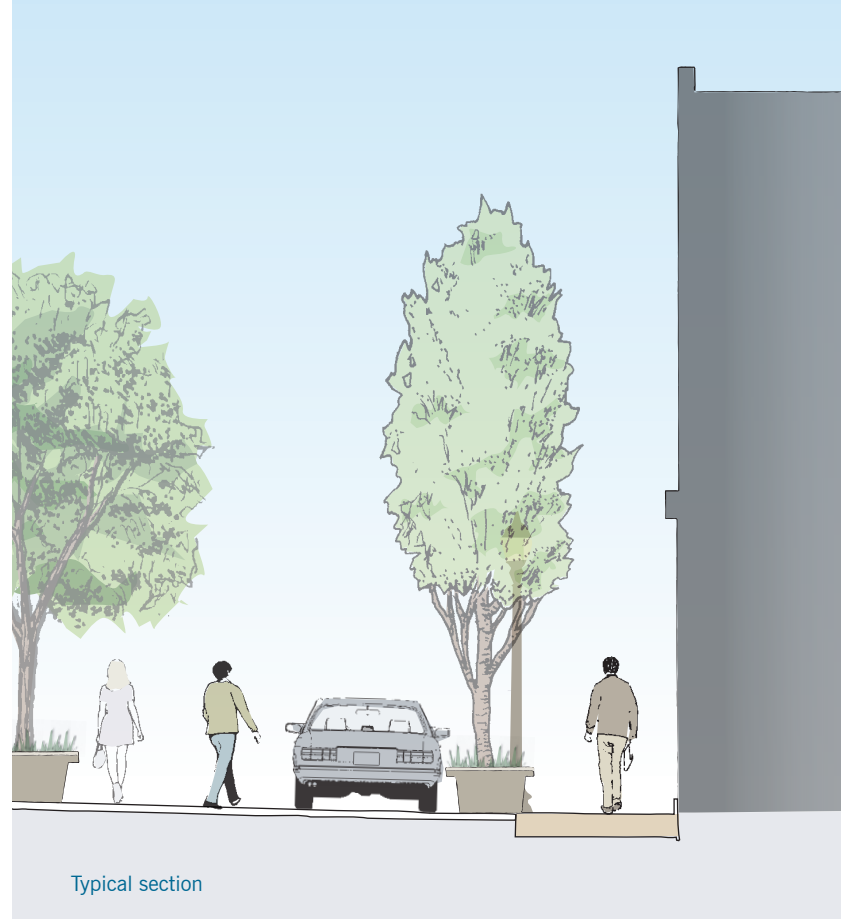
Shared Public Ways

Shared public ways are small-scale, single-surface streets that prioritize pedestrian use, but permit vehicles and bicycles to share the open space.

Shared public ways should be designed to emphasize their pedestrian scale and calm traffic. They enable a generous pedestrian realm on narrow streets, and they create pockets of usable open space to act as front yards in open space-deficient neighborhoods.

Considerations

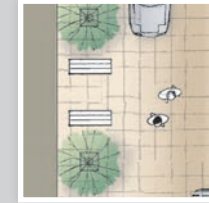
- Desire to create generous pedestrian realm through designs that emphasize shared space
- Low vehicle speeds and volumes
- Need for service access to adjacent businesses and residences
- Need to provide visual cues to alert people with visual impairments to the shared nature of the space



▲ Hotaling Street

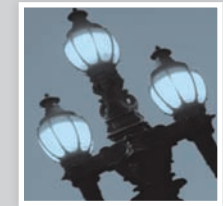
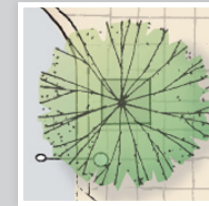
Standard Improvements

Single-surface paving treatment (5.8)



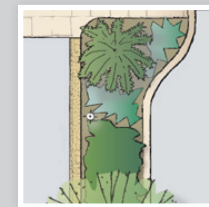
Stormwater control measures (6.2)

Street trees (6.1)

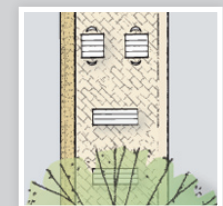


Pedestrian-scale lighting (6.3)

Sidewalk planters (6.1)



Special paving (6.4)

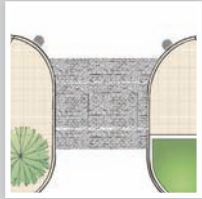


Site furnishings (6.5)

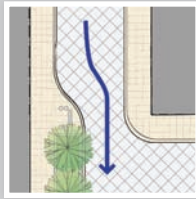
Additional Guidelines

- See Section 5.8 for specific Shared public way guidelines
- Shared public ways should incorporate raised crossings across the alley entrance and special paving across the entire right-of-way wherever possible.
- Tree grates and site furnishings should be considered in high pedestrian volume areas, or as capital and maintenance budgets allow.
- For specific stormwater control measures, see Section 6.2.

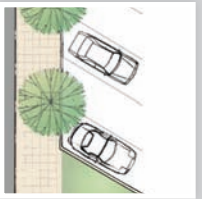
Case by Case Additions



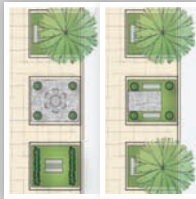
01
Raised crossing—
at entrance
(5.1)



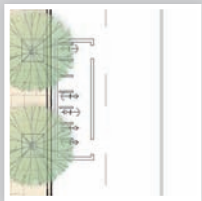
05
Chicane
(5.7)



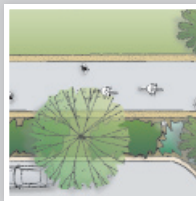
02
Perpendicular
or angle
parking (5.6)



06
Pocket
park (5.8)



03
Flexible use
of parking
lane (5.6)



07
Multi-Use
path



04
Parking lane
planters
(5.6)

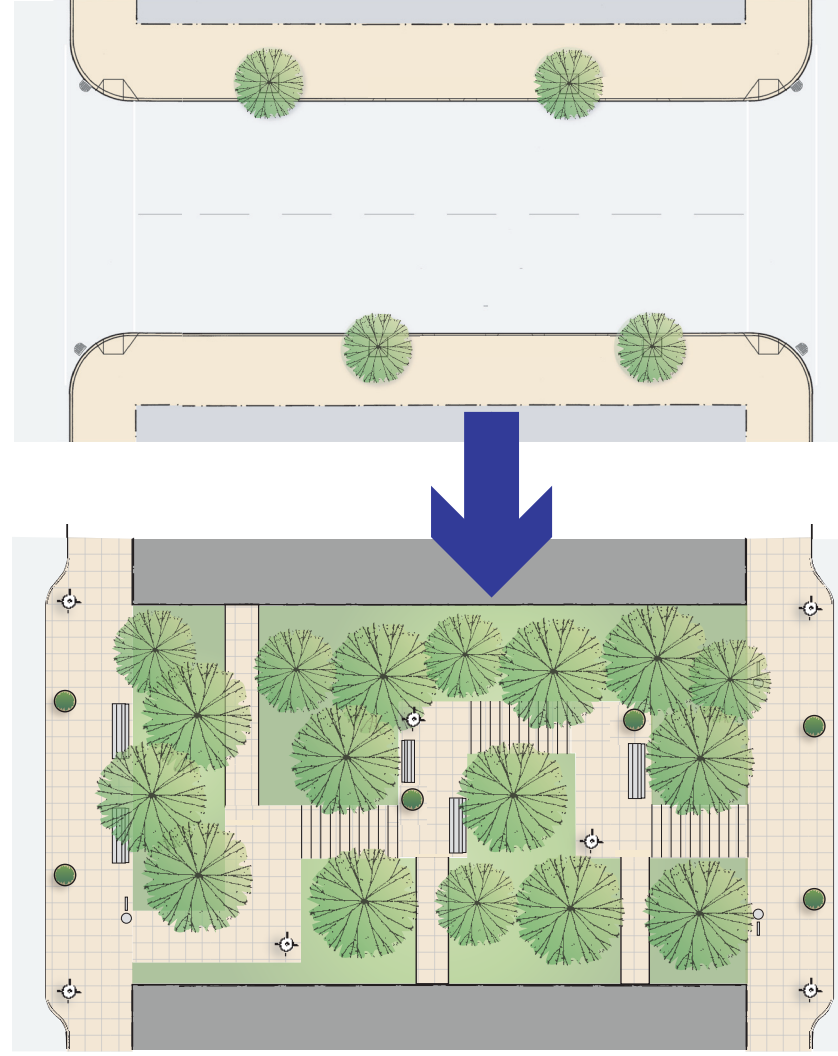


**Site plans in this chapter are for representational purposes only; individual elements may not be appropriate as shown. For specific guidelines, see Chapters 5 and 6.

Paseos

Paseos are pedestrian only rights-of-way, whether a public staircase, a narrow pedestrian path, or a downtown alley connecting two streets. As with alleys, paseos should be designed to a pedestrian scale with various amenities and pedestrian-oriented spaces.

As each is unique to its context, recommended improvements reflect broad categories of improvements that can be specifically tailored to a particular context.



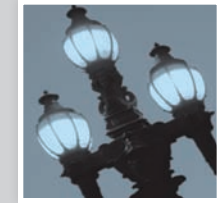
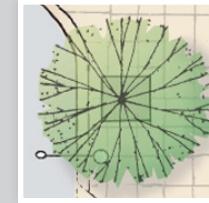
▲ Conversion of steep underutilized street to stairs/trails

Considerations

- No vehicle traffic
- Desire to create generous pedestrian realm
- Need to ensure emergency and maintenance vehicle access as appropriate
- Social and maintenance considerations

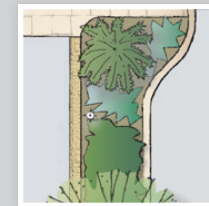
Standard Improvements

Street trees (6.1)



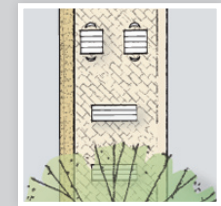
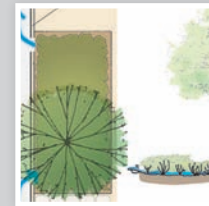
Pedestrian-scale lighting (6.3)

Sidewalk planters (6.1)



Special paving — entire right-of-way (6.4)

Stormwater control measures (6.2)

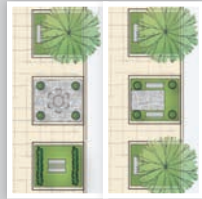


Site furnishings (6.5)

Additional Guidelines

- Tree grates should be considered in high pedestrian volume areas, or as capital and maintenance budgets allow.
- For specific stormwater control measures, see Section 6.2.

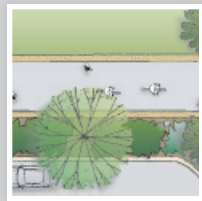
Case by Case Additions



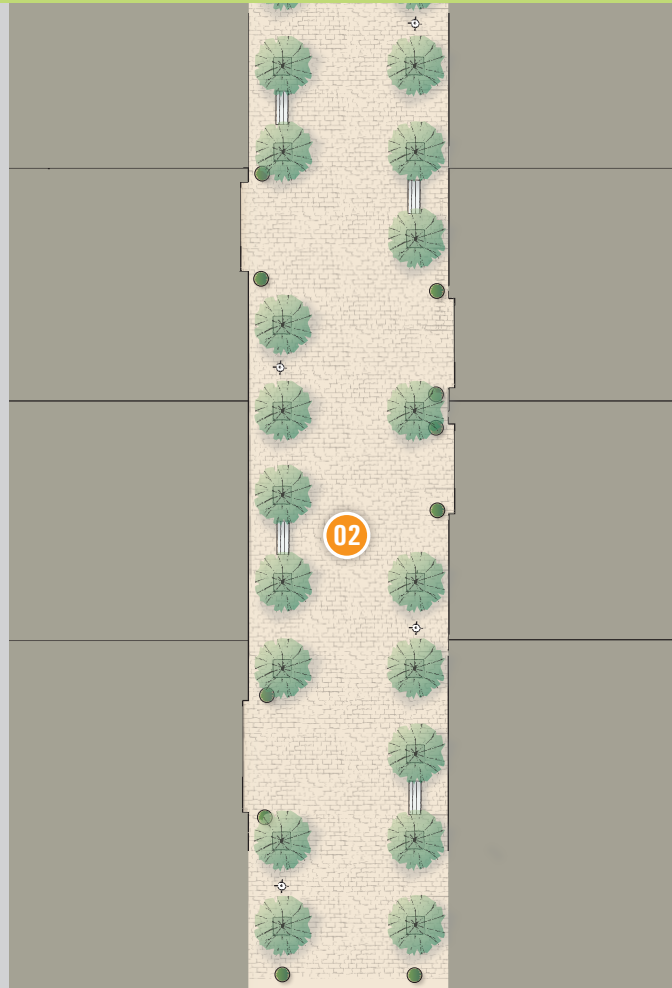
01
Pocket park
(5.8)



02
Pedestrian-
only street
(5.8)



03
Multi-Use
path



▲ Paseos are pedestrian-only pathways that provide opportunities to create unique public spaces

STANDARD IMPROVEMENTS BY STREET TYPE

	Curb Ramps (5.1)	Marked Crosswalks (5.1)	Ped signals –countdown and APS (5.1)	Corner curb extensions (5.2)	Street Trees (6.1)	Tree Grates (6.1)	Sidewalk Planters (6.1)	Stormwater Control (6.2)	Pedestrian Lighting (6.3)	Special Paving (6.4)	Site Furnishings (6.5)
Downtown Commercial <i>see Downtown Streetscape Plan</i>	Y	Y	Y	Y	Y	Y	Y - planter box	Y	Y	Y	Y
Commercial Thoroughway	Y	Y	Y	Y	Y	M	Y - planter box	Y	Y	Y - furnishings zone	Y
Neighborhood Commercial	Y	Y	Y	Y	Y	M	Y - planter box	Y	Y	Y - furnishings zone	Y
Downtown Residential	Y	Y	Y	Y	Y	M	Y	Y	Y	Y - furnishings zone	Y
Residential Thoroughway	Y	Y	Y	Y	Y	N	Y	Y	Y - at corners	N	M
Neighborhood Residential	Y	M	M	M	Y	N	Y - planter strip	Y	Y - at corners	N	N
Industrial	Y	M	M	N	Y	N	N	Y	N	N	N
Mixed-Use	Y	Y	Y	Y	Y	M	Y	Y	M	Y - furnishings zone	Y
Parkway	Y	Y	Y	Y	Y	N	Y - planter strip	Y	Y	N	Y
Park Edge	Y	Y	Y	Y	Y	N	Y - planter strip	Y	Y	N	Y
Boulevard	Y	Y	Y	Y	Y	M	Y	Y	Y	Y - furnishings zone	Y
Ceremonial	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	Y
Alley	Y - prefer shared st. or raised xing	M	n/a	N	Y	M	Y	Y	Y	Y - entire r.o.w.	M
Shared Public Way	n/a	n/a	n/a	n/a	Y	M	Y	Y	Y	Y - entire r.o.w.	Y
Paseo	n/a	n/a	n/a	n/a	Y	M	Y	Y	Y	Y - entire r.o.w.	Y

NOTES:

This table describes treatments that should be considered standard improvements and added to all streetscape improvement projects.

This table is meant as a general guide; there may be cases where appropriate treatments for a particular street type are different than described in this table, depending on right-of-way width, land use, and transportation characteristics.

In some cases, including all standard improvements may be limited by available funding. Not every project need have every standard improvement; however, projects should be consolidated wherever possible to maximize ‘completeness’ of improvements.

Individual elements should follow the guidelines and criteria for appropriateness described in Chapters 5 and 6.

Key: Y = Yes M = Maybe N = No

CASE-BY-CASE ADDITIONS BY STREET TYPE

	High-visibility crosswalk (5.1)	Special crosswalk treatment (5.1)	Mid-block crossing (5.1)	Raised crossing (5.1)	Extended bulb-out (5.2)	Mid-block bulb-out (5.2)	Center median (5.4)	Pedestrian refuge island (5.4)	Transit bulb-out/boarding island (5.5)	Perp/angled parking (5.6)	Flex use of parking lane (5.6)	Parking lane planters (5.6; 6.1)	Chicane (5.7)	Traffic circle (5.7)	Pocket park (5.8)	Boulevard treatment (5.8)	Shared Public Way treatment (5.8)	Ped-only street (5.8)	Multi-use path
Downtown Commercial	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	Y	N	N	N	Y	Y	N	N	N
Commercial Throughway	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	N	N	Y	Y	N	N	N
Neighborhood Commercial	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	N	Y	N	N	N	N
Downtown Residential	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	N	Y	N	N	Y	Y	N	N	N
Residential Throughway	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	N	Y	N	N	Y	Y	N	N	N
Neighborhood Residential	M	M	N	Y	Y	Y	N	M	N	Y	N	Y	Y	Y	Y	N	Y	N	N
Industrial	M	M	N	N	Y	Y	Y	M	Y	Y	N	N	N	N	N	N	N	N	N
Mixed-Use	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	N	N	Y	Y	N	N	N
Parkway	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	N	N	N	N	Y	Y	N	N	Y
Park Edge	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	N	N	N	N	Y	Y	N	N	Y
Boulevard	Y	Y	N	Y - local lanes	Y	Y	Y	Y	Y - side median	Y	Y	Y	N	N	Y	n/a	Y - local lanes	N	N
Ceremonial	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	N	N	N	N	Y	Y	N	Y	N
Alley	N	N	N	Y - standard	Y	Y	N	N	N	N	N	Y	Y	N	Y	N	Y	Y	N
Shared Public Way	n/a	n/a	n/a	Y - standard	n/a	n/a	n/a	n/a	n/a	Y	Y	Y	Y	n/a	Y	n/a	Y	N	Y
Paseo	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Y	n/a	n/a	Y	Y

NOTES:

These guidelines indicate treatments that are generally appropriate for various street types on a case-by-case basis. These treatments should be added to projects as capital and maintenance budgets, physical constraints, and neighborhood preferences allow. These treatments should generally be considered above and beyond standard treatments, and not included for all improvement projects.

This table is meant as a general guide; there may be cases where appropriate treatments for a particular street type are different than described in this table, depending on right-of-way width, land use, and transportation characteristics.

Individual elements should follow the guidelines and criteria for appropriateness described in Chapters 5 and 6.

Key: Y = Yes M = Maybe N = No

Overall Streetscape Guidelines

4.2

Streetscapes should reflect a unified, complete design that balances among a wide variety of functions, including stormwater management, safe pedestrian travel, use as public space, bicycle, transit, and vehicle movement, parking and loading requirements, ease of maintenance, and emergency access. Wherever possible, the City should coordinate street improvement projects to make related improvements simultaneously to construct holistically designed street improvements.

All streetscape projects should follow the following guidelines:

- Wherever possible, streetscape improvements should be constructed for an entire corridor on both sides of the block for design consistency. At minimum, they should be constructed at least the length of one block.
- Street improvement projects should widen sidewalks that don't meet the recommended sidewalk widths (in this section) as feasible.

▼ Maiden Lane

→ In this section: Overall Streetscape Guidelines

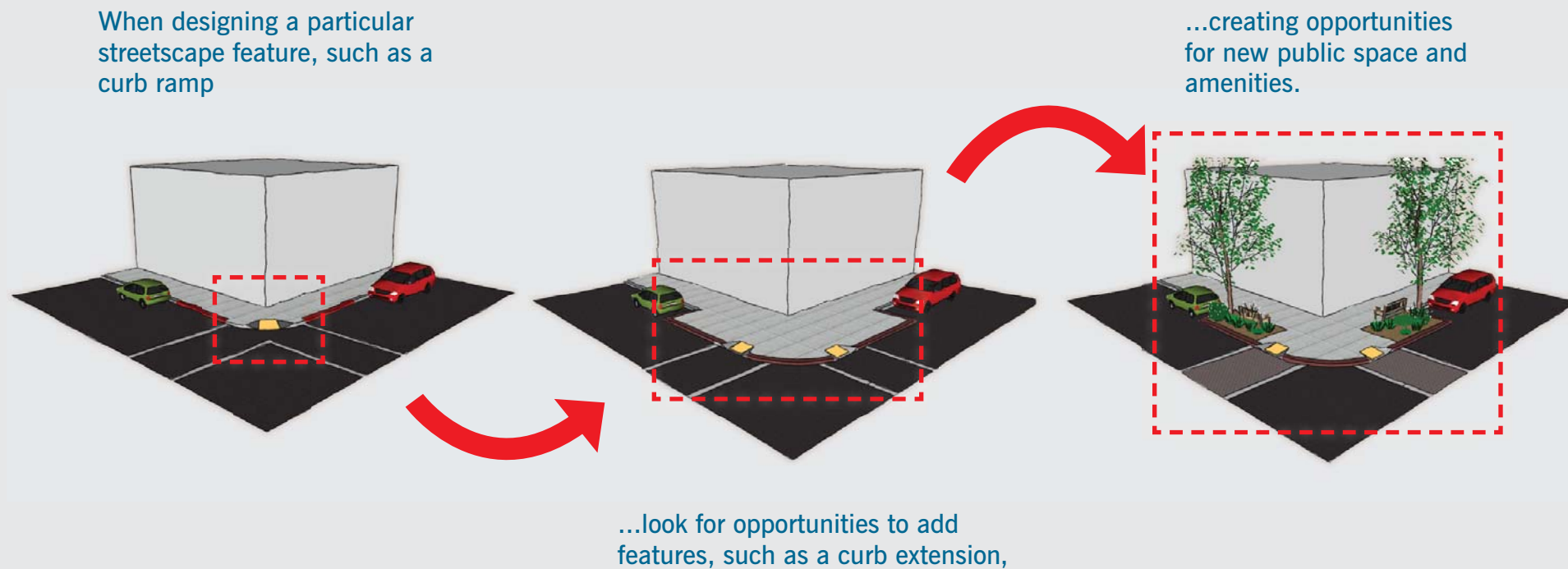
- General guidelines
- Intersection design
- Sidewalk width and zones
- Streetscape layout



- Sidewalk repair, utility trenching, and other sidewalk excavations should add street trees, landscaping, and stormwater facilities, and site furnishings as feasible.
- Traffic calming projects that add medians, chicanes, circles, or the like, should add trees, landscaping, stormwater facilities, and site furnishings as feasible.
- Curb ramp construction projects should include curb extensions as feasible.
- Roadway lighting upgrades should add pedestrian-oriented lighting as feasible.

- Streetscape improvement projects should consolidate utilities, parking meters, and street signs and poles as feasible.
- All streetscape projects should include stormwater control measures per Section 6.2 and the San Francisco Stormwater Design Guidelines.
- All streetscape improvement projects that create new structures in the right-of-way must include public art per San Francisco Administrative Code Section 3.19 (Public Art Ordinance).

In addition, streetscape projects should follow the guidelines in the following sections for intersection design, sidewalk widths, sidewalk zones, and streetscape layout.



Intersection Design

Many factors influence pedestrian safety and quality at intersections. Street width, intersection geometry, signal timing, and the frequency of crossing opportunities all play important roles in achieving a pedestrian-friendly environment.

DESIGN PRINCIPLES

Intersections should be designed to promote pedestrian safety and comfort. Good intersections:

- encourage people to walk by creating a safe and inviting pedestrian realm;
- minimize pedestrian crossing distance, time and exposure to potential conflicts;
- maximize pedestrian visibility while providing design treatments that slow vehicles;
- slow traffic to allow drivers more reaction time and decrease severity when collisions do occur; and
- appropriately reflect the street and transportation context.

DESIGN FEATURES

Specific features of pedestrian-friendly intersections include (shown in Figure 4.2):

Visible crosswalks (See Section 5.1)

Well-marked, visible crossings should be provided to alert drivers to the fact that they are approaching a location where they may encounter crossing pedestrians. In some cases, raised or colored crossings may be appropriate.

Parking restrictions at corners (5.1)

Restricting parking adjacent to corners makes pedestrians and vehicles approaching intersections more visible to one another.

Crossing aids (5.1)

Accessible pedestrian facilities such as curb ramps and accessible pedestrian signals should be provided.

Tight curb radii (5.2)

Curb radii for turning vehicles should be minimized to shorten crossing distances, increase pedestrian visibility, and slow turning traffic.

Curb extensions (5.3)

The installation of curb extensions should be considered in areas with high pedestrian volumes to reduce crossing times, increase pedestrian visibility, and slow turning traffic.

Median refuges (5.4)

Where medians are present or space otherwise exists, median refuges should be provided up to the crosswalk to provide a space for crossing pedestrians who may not be able to cross the entire roadway before the end of the walk phase.

Traffic calming features (5.7)

Intersections may contain traffic calming features such as traffic circles to slow vehicles and enhance neighborhood character.



▲ Intersections are potential conflict zones between pedestrians and motor vehicles. Their design should ensure a safe and comfortable environment for those trying to cross the street.

Roadway and pedestrian lighting (6.3)

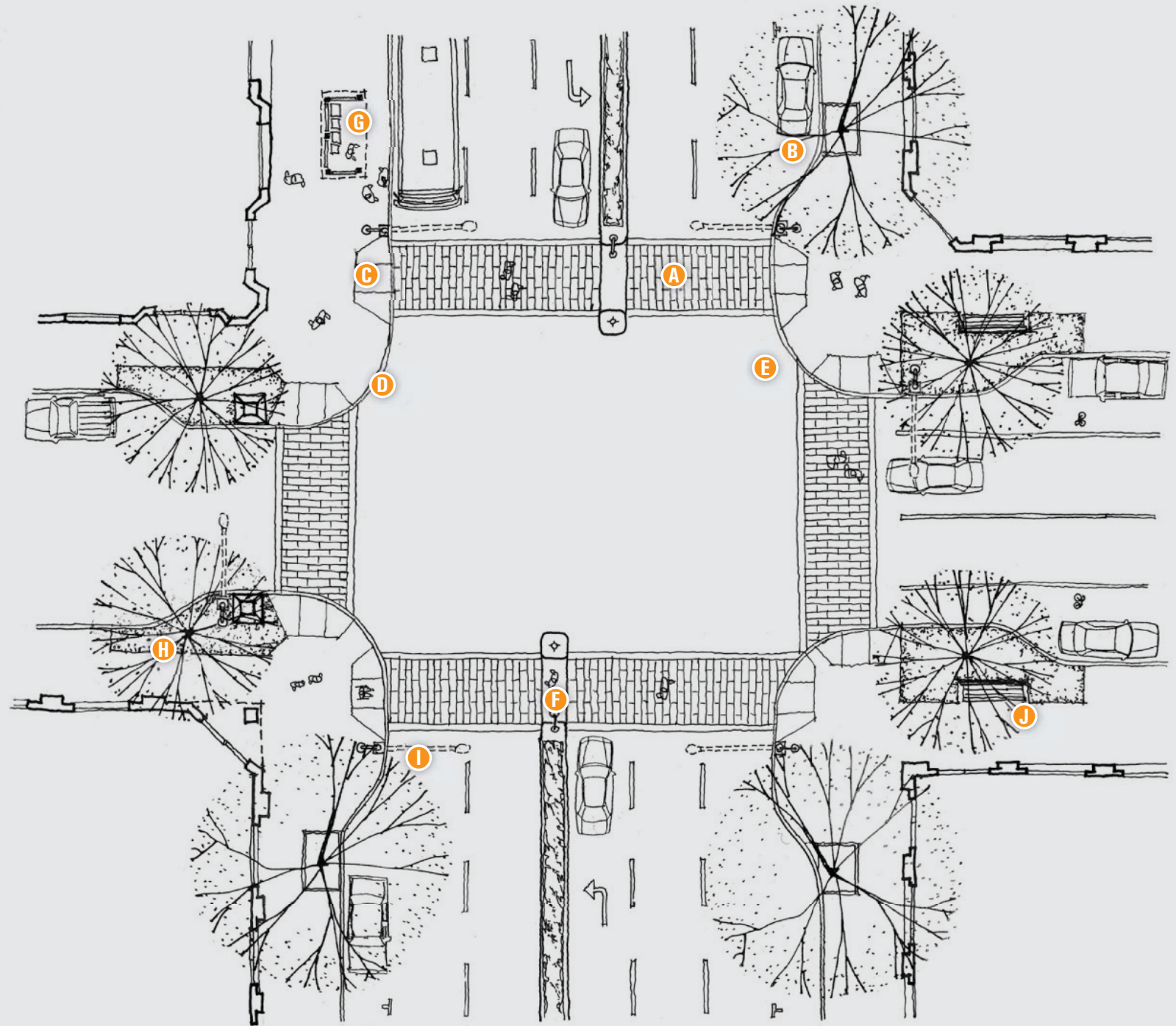
Intersections should be well-lit at night to improve visibility for all users. Sufficient lighting to illuminate crossing pedestrians should be provided.

Streetscape elements (Chapter 6)

Streetscape elements, including trees, plantings, and seating should be provided adjacent to intersections to enhance the character and quality of the public realm and the sense of an intersection as an important public space.

FIGURE 4.2
ELEMENTS OF A GOOD INTERSECTION

- A. Visible crosswalks (See Section 5.1)
- B. Parking restrictions at corners (5.1)
- C. Curb ramps (5.1)
- D. Tight curb radii (5.2)
- E. Curb extensions (Section 5.3)
- F. Pedestrian refuge islands (5.4)
- G. Accessible transit stops (5.5)
- H. Street trees and landscaping (6.1)
- I. Street and pedestrian lighting (6.3)
- J. Seating and other site furnishings (6.5)



Good intersection design provides a number of pedestrian-oriented features, such as well-marked crossings and curb extensions



🕒 Guidelines for Non-Right-Angle Intersections

The majority of guidelines and diagrams in this document describe conditions for standard right-angle intersections. However, San Francisco's network of streets has several existing conditions that result in non-standard, skewed intersections: offset street grids that intersect one another, streets that cut through the prevailing grid at an angle, and intersections where more than two streets come together. Though most guidelines in this document apply equally at right-angle as well as at non-right-angle intersections, skewed intersections merit additional considerations as described here.

Special considerations for non-right-angle intersections include:

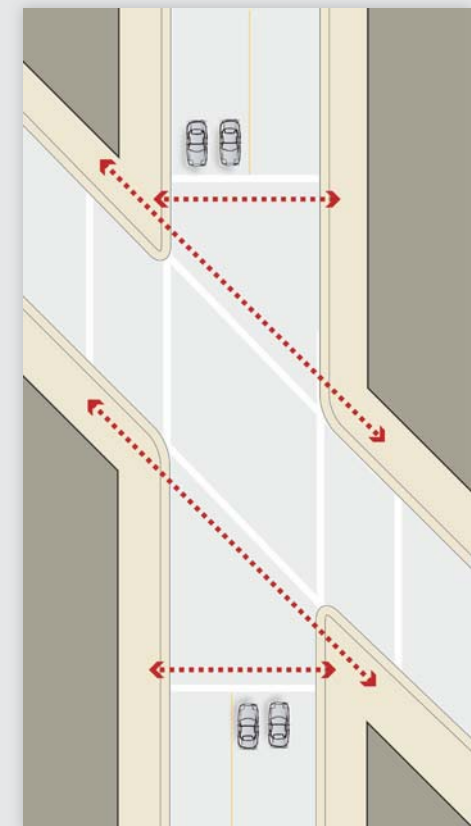
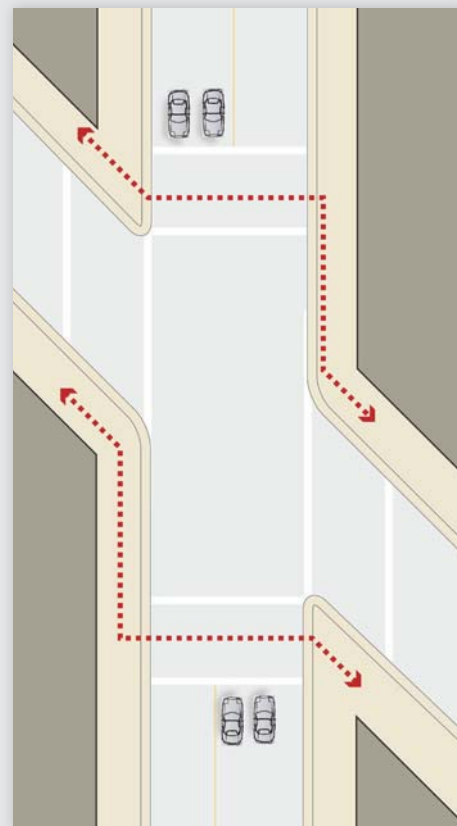
Visibility at crossings. One of the main safety factors at skewed intersections is lateral visibility. Drivers making acute turns have difficulty looking back at oncoming traffic to select an adequate gap. Because head and

neck mobility commonly declines as people age, acute corners pose particular challenges and potential hazards for older drivers. Design features to mitigate the effects of skew include adding traffic controls such as all-way stop signs or traffic signals and/or geometric improvements to improve corner sight distance. Geometric countermeasures are generally the most effective approach to improving safety at skewed-angle intersections, but they may entail significant construction costs.

Crosswalks/directionality. Crosswalks at non-right angle intersections should normally follow the skewed alignment of the streets. Crossings that continue the alignment of the skewed streets are easier to navigate and provide the shortest, most direct pedestrian path of travel; however, the crosswalk itself is longer than a right-angle crossing would be. Crosswalks that are perpendicular to the cross street are shorter; however, imposing right-angle crosswalks on a skewed intersection forces pedestrians

Crosswalk configurations at skewed intersections.

Left to Right: right angle crosswalk (shortest crossing distance); aligned crosswalk (shortest pedestrian route); funnel crosswalk (provides both options for pedestrians)



to detour around the intersection, and is less intuitive for wayfinding, creating challenges for those with impaired vision. (see illustration at right). To give pedestrians more options, designers may also consider flaring the crosswalk into a funnel shape so that the inside edge aligns with the sidewalk on both sides of cross street, and the outside edge is at a right angle with the cross street.

Care should be taken not to push the crosswalk so far back that sight lines needed by turning motorists are compromised and the intersection clearance increases, resulting in more vehicles passing through the crosswalk during the pedestrian walk phase. The skew has the advantage of keeping the pedestrians closer to the intersection for turn visibility and keeping the clearance distances to the minimum. The preferred design for stop bars at skewed intersections is to orient them perpendicular to the vehicle lanes and stagger them in a stair step pattern back from the angled crosswalk.

Curb radii. Where streets intersect at non-right angles, the two corners with acute angles will have sharper turns than a standard intersection of the same width. In order for larger design vehicles to make the turn, oversize curb radii may be required, which, especially when combined with the crossing distance added by the skew, can result in very wide crossings. To counteract this effect, designers should consider strategies to shorten the crossing and/or visually narrow the intersection, including:

- Use curb extensions at the two opposite (obtuse angle) corners
- Use at-grade surface paving treatment, as described in Section 5.2

Slip lanes. Due to turning radius requirements at the acute corners, skewed intersections will often necessitate a slip lane for right turning vehicles, with a corner island to break up the pedestrian crossing. Raised corner islands provide a pedestrian refuge and are preferable to simple painted islands. However, wherever feasible, slip lanes should be removed to connect the island to the sidewalk with a corner plaza and shorten the overall crossing distance (see Section 5.4). Where this is not possible, other design strategies should be considered, such as special paving treatments in the slip lane, raised crosswalks, or auto restrictions (transit and bicycle-only lanes).

Public space and landscape opportunities. As described above, unusual intersections often offer the opportunity to use excess right-of-way space to create small corner plazas or landscaped areas, especially by removing a slip lane. See Sections 5.4 and Section 5.8.

Lighting. A coherent pattern of intersection lighting at complex intersections can reinforce the legibility of the intersections as a single, unified place and enhance pedestrian orientation. Consistent lighting at each corner should be used to achieve this effect—when a street's overall lighting is being upgraded, lighting designers should identify any non-right angle intersections and pay special attention to these.

Roundabouts. Roundabouts have limited applicability in San Francisco, and can create difficult pedestrian and wayfinding conditions. However, they may be an appropriate and desirable treatment at complex, multi-leg intersections to simplify the traffic movements and create central public or green space. See Section 5.7.



Conversion of a corner slip lane into a public space

Sidewalk Width and Zones

Well-designed sidewalks are a fundamental part of good multi-modal streets. They are the building block of a great pedestrian environment and are critical to the quality of public life and pedestrian safety in San Francisco.

Sidewalks should be included on both sides of all streets throughout the city. As pedestrian crossings at intersections are considered extensions of the sidewalk, crosswalk closures create discontinuous sidewalks and should be evaluated and re-opened as appropriate (see Section 5.1).

Sidewalks should enable active public space and accessible pedestrian travel. Amenities such as landscaping, lighting, seating, and merchandise displays work to activate the street. These amenities should be properly organized to ensure safe and accessible travel. To accomplish this balance, a sidewalk must simultaneously be viewed holistically and through the organizing logic of a set of zones. The five zones, from property line to curb, are:

- **Frontage Zone:** The area adjacent to the property line where transitions between the public sidewalk and the space within buildings occur
- **Throughway Zone:** The portion of the sidewalk for pedestrian travel along the street
- **Furnishing Zone:** The portion of the sidewalk used for street trees, landscaping, transit stops, street lights, and site furnishings
- **Edge Zone:** The area used by people getting in and out of vehicles parked at the curbside
- **Extension Zone:** The area where pedestrian space may be extended into the parking lane, via features such as bulb-outs with mid-block plazas

These terms are used throughout this plan.

SIDEWALK WIDTH

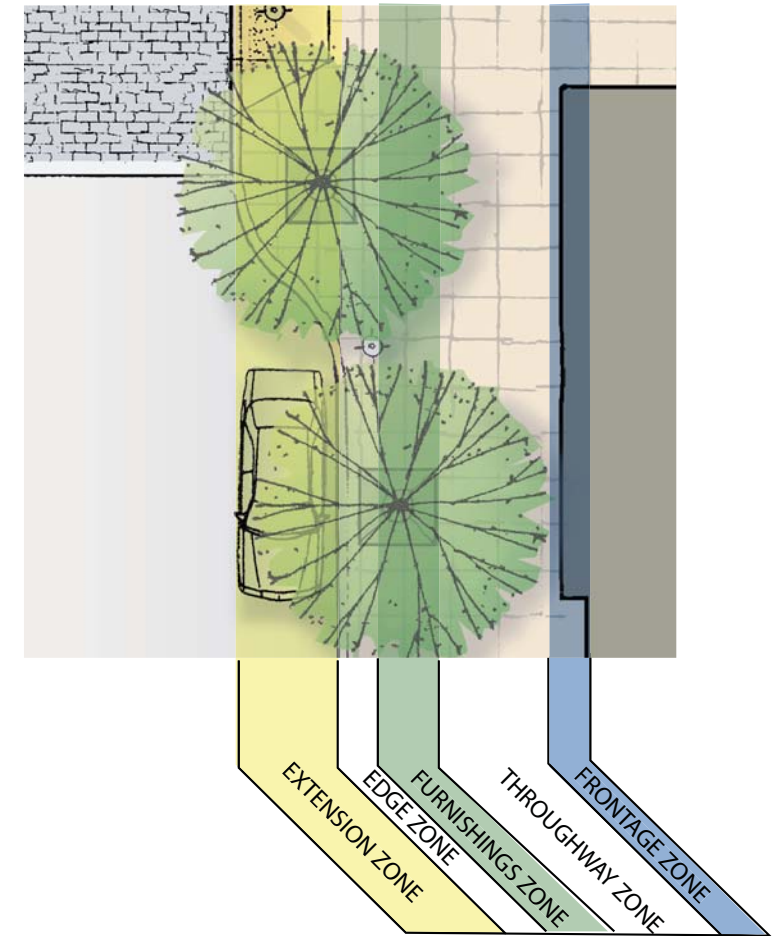
Sidewalk width has significant implications for streetscape design and the quality of the pedestrian environment. Sidewalks that are too narrow prevent pedestrians from moving safely and comfortably. Narrow sidewalks also make it difficult or impossible to provide important additional streetscape elements and pedestrian amenities.

A wide sidewalk offers pedestrians enough space to walk at their chosen pace, stand, sit, socialize, or merely enjoy their surroundings. Wider sidewalks also offer more space for landscaping and amenities, making the streetscape more useful and attractive and also acting as a buffer between traffic and pedestrians.

In addition to street types as described in this plan, the following variables should be considered in determining appropriate sidewalk width:

- **Adjacent land use:** High-intensity uses attract more pedestrians, generally necessitating greater sidewalk widths.
- **Adjacent building form:** Taller buildings create greater shadow and scale; wider sidewalks can create greater separation from the buildings, and allow more sun to reach sidewalks opposite tall buildings.
- **Adjacent ground floor use:** Office and residential uses are often slightly set back to allow a transition from public to private spaces. In contrast, buildings with active ground floor uses typically front more directly onto the street and often spill out into the sidewalk with seating or merchandise displays. These features may constrain clear sidewalk width.
- **Roadway characteristics:** Pedestrians are typically more comfortable on sidewalks that are buffered from moving vehicles. Faster, higher volumes of cars and trucks require a wider buffer to create a comfortable walking environment. On-street parking and bicycle lanes can serve as buffers; where they are not present, additional sidewalk width and landscaping may be necessary.

Sidewalk Zones (Plan View)



Interactions With Adjacent Parcels

The Better Streets Plan focuses primarily on improvements to the public right-of-way. However, fronting properties also exert a strong influence on the quality and character of the pedestrian realm that go beyond the scope of this plan. Specific ways in which properties can enhance or detract from the public realm include:

- Parking lot edges: opportunities for landscaping and screening of surface lots
- Building setbacks: balancing the desire for a consistent street wall with opportunities for wider sidewalks or fronting plazas
- Ground-floor uses and building design that creates activity at street level
- Overhead projections, such as awnings, marquees, signs, and balconies, that can add character to a streetscape, but may also interfere with tree plantings or accessibility

Minimum Sidewalk Width

All sidewalks should meet the minimum widths described in Figure 4.3, as measured from the face of the curb. Existing sidewalks may be narrower than the minimum widths for a variety of reasons, from physical constraints to historical context. Sidewalks that are below these widths should be considered deficient; when funding allows or the street is otherwise being reconstructed, they should be considered for widening as feasible given right-of-way constraints.

Where it is not possible to achieve minimum widths within existing rights-of-way, requiring consistent building setbacks may be considered as a way to provide extra space.

FIGURE 4.3
MINIMUM AND RECOMMENDED SIDEWALK WIDTH BY STREET TYPE

	STREET TYPE	MINIMUM WIDTH	RECOMMENDED WIDTH
COMMERCIAL	Downtown commercial	Per Downtown Streetscape Plan	
	Commercial throughway	12'	15'
	Neighborhood commercial	12'	15'
RESIDENTIAL	Downtown residential	12'	15'
	Residential throughway	12'	15'
	Neighborhood residential	10'	12'
OTHER	Industrial	8'	10'
	Mixed-use	12'	15'
SPECIAL	Parkway	12'	17'
	Park edge	12'	24'
	Multi-way boulevard	12'	15'
	Ceremonial	varies	varies
	Alley	6'	9'
	Shared public way	NA	NA
	Paseo	varies	varies

Recommended Sidewalk Width

Sidewalks should strive to meet or exceed the recommended sidewalk widths, as measured from the face of the curb, shown in Figure 4.3. These widths allow for the provision of all desired streetscape elements on the sidewalk. Major new development or redevelopment areas that create new streets must meet or exceed recommended sidewalk widths.

On new streets, where continuous building setbacks are proposed, minimum sidewalk width may be narrowed by the width of the applicable frontage zone, as determined on a case-by-case basis.

Streetscape improvement projects should evaluate opportunities to widen sidewalks to the recommended minimums as conditions allow. However, most street improvements in San Francisco take place within existing constrained rights-of-way (as opposed to entirely new streets), and trade-offs among various travel modes are often necessary.

Sidewalk and Median Width

Though medians can add aesthetic value and safety benefits, roadway space is often more valuable to pedestrians as part of sidewalks rather than as part of a median, particularly where sidewalks are less than the recommended sidewalk width for the appropriate street type. On the other hand, due to the difficulty and cost of moving curbs, utilities, driveways, site furnishings and plantings (especially if trees are mature), widening sidewalks by a small amount may be a less cost-effective manner of improving a street than adding median space. This determination should be made on a case-by-case basis.

SIDEWALK ZONES

This section includes dimensions and guidelines for each sidewalk zone. The dimensions for sidewalk zones are meant as a general guide, within overall sidewalk width as described above. Appropriate widths for each sidewalk zone vary based on numerous conditions, such as overall sidewalk width, pedestrian volumes, adjacent land uses, presence of driveways, etc. Dimensions include the width of the curb.

Considerations for width of individual sidewalk zones will differ for constrained sidewalks; that is, sidewalks that are below the recommended widths shown in Figure 4.3. Constrained sidewalks are discussed in the following section.

Frontage zone

Use: Adjacent uses may occupy this zone for outdoor displays, café or restaurant seating, and plantings, with appropriate permits.

Architectural elements that encroach into the street such as awnings, canopies, and marquees may also occupy this zone.

On sidewalks not wide enough to accommodate a large furnishing zone, elements that would normally be sited there such as benches, newsracks, trash cans and poles may occupy the frontage zone to keep the throughway zone clear.

Width: On all street types, the frontage zone should be 18 inches to provide a comfortable shy distance for pedestrians or to allow adjacent uses to utilize the space.

On commercial street types, the frontage zone should be a minimum of 2 feet in width to allow for café tables and seating, benches, planting, merchandise displays, and other amenities, and higher volumes of window shopping and entering and exiting of doors. In many cases, the frontage zone should be wider to create a generous seating area.

Where there is relatively little pedestrian traffic, or where there are continuous building setbacks, the Frontage Zone may be decreased, or eliminated altogether, as determined on a case-by-case basis.

Throughway Zone

Use: The throughway zone is intended for accessible pedestrian travel only and should be clear of obstacles, including driveway aprons or other changes to cross-slope. The walking surface may be constructed of any walkable, accessible material.

In limited circumstances on narrow sidewalks, ADA-compliant tree grates may be counted toward the minimum clear path of travel; however, as they are difficult to maintain to an accessible standard, this is not a preferred solution.

Overhanging elements such as awnings, store signage, and bay windows may occupy this zone as long as there is a clear distance under them of at least 80 inches, as required by accessibility standards.

Width: Accessibility regulations require a clear path of travel of minimum 4 feet in width, widening to a minimum of 5 feet at least every 200 feet.

Alleys should maintain a minimum 4 feet clear path of travel; all other street types should maintain a minimum 6 feet of clear. In very limited circumstances (such as neighborhood residential streets with very low pedestrian volumes), this may be reduced to 4 feet minimum. Where adjacent frontage or furnishing zones are kept clear of obstacles and are paved with an accessible surface, this width may be included in the minimum required clear width.

For streets with higher pedestrian volumes, such as commercial and downtown streets, additional width should be provided to accommodate large numbers of pedestrians.

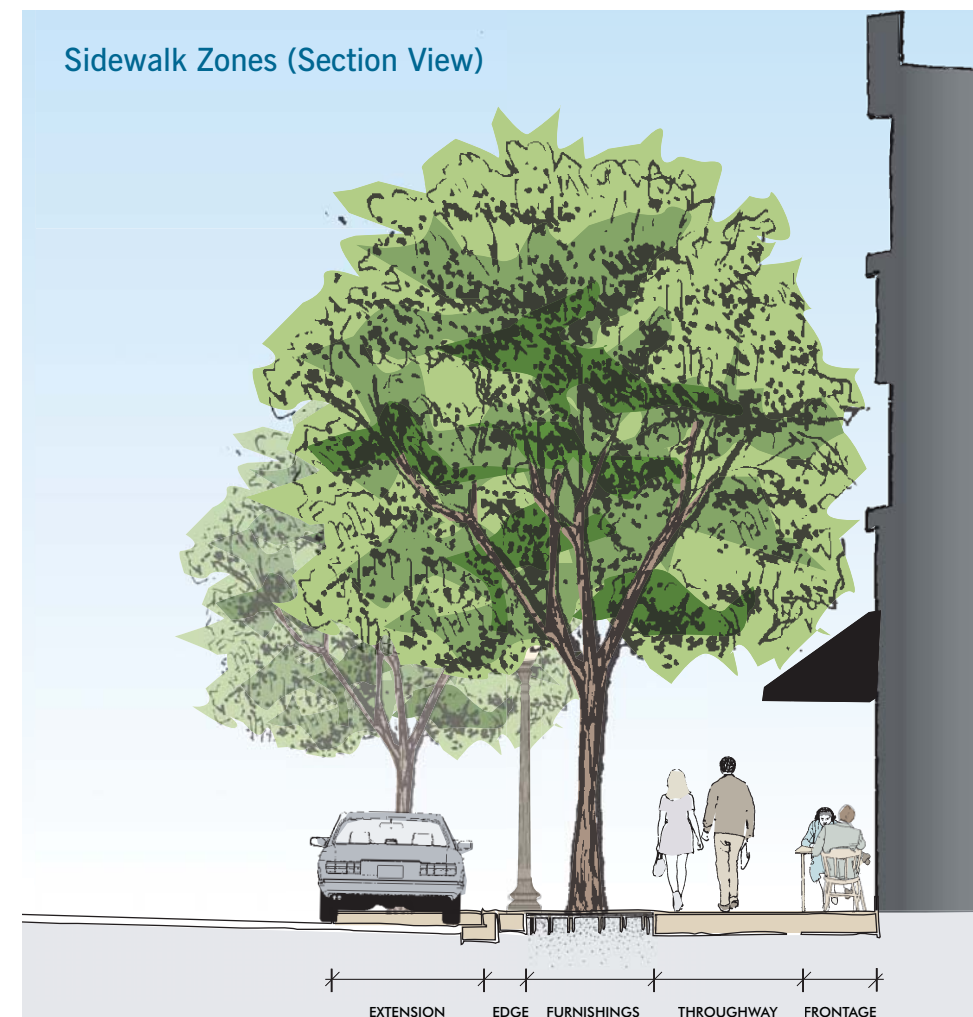
Furnishing zone

Use: The furnishing zone acts as a buffer between the active pedestrian walking area (throughway zone) and street traffic. Street trees and other landscaping, streetlights, site furnishings, traffic and parking poles and equipment, utility poles and boxes, fire hydrants, and other site furnishings should be consolidated in this zone. See Chapter 6 for specific guidelines for each of these elements.

The furnishing zone may be differentiated from the throughway zone through paving scoring, materials, or edge treatments to indicate that the furnishing zone is a place for lingering as opposed to moving.

Width: Where street trees or sidewalk landscaping is provided, the furnishing zone should be a minimum of 3 feet in width. (See Section 6.1)

Sidewalk Zones (Section View)



As the furnishing zone acts as a buffer between pedestrians and the roadway, the width of the furnishing zone should be based upon traffic speeds and volumes and whether on-street parking is provided. If no on-street parking is provided and traffic speeds are 25 mph or less, the furnishing zone dimension should be a minimum of 4 feet in width. For speeds of 30 mph or above, the furnishing zone should be one foot wider for every 5 mph increment in posted speed above 30 mph.

In many circumstances, the furnishing zone may be considerably wider than this, to incorporate significant planting, seating, or stormwater facilities, and give the sense of the furnishing zone as a public space.

Where there is a continuous landscape treatment, a minimum 3 foot walkable path should be provided from the edge zone to the throughway zone every 20 feet, aligned with the mid-point of the parking space. See also the City's Sidewalk Landscape Permit guidelines.

Edge zone

Use: The edge zone is the interface between the roadway and the sidewalk, and is intended for use by people accessing parked cars. To allow people to get into and out of parked vehicles, the edge zone should have a walkable surface.

The edge zone may have some vertical elements, such as street lights, utility poles, parking meters, or traffic and parking signs, as long as these elements are non-continuous and allow space between for car doors to swing open and for people to access parked vehicles.

Street tree basins may also intrude into the edge zone, with the same requirements. Continuous sidewalk plantings are not generally allowed in the edge zone; however, where there is no adjacent parking lane, the edge zone may contain continuous sidewalk plantings or site furnishings.

See also the City's Sidewalk Landscape Permit guidelines.

Width: On streets with no parking lane, the edge zone may be omitted.

On streets with parallel parking, where there is a continuous planting strip or other continuous raised element (such as a raised planter, or stormwater planter with lip), the Edge Zone must be a minimum of 2 feet wide to allow access to parked vehicles.

Regularly-spaced non-continuous elements, such as parking meters, poles and street trees and basins, may encroach to within 18 inches of the face of the curb so long as elements allow space for open car doors and for people to get in and out of cars.

On streets with angled or perpendicular parking, the edge zone must be a minimum of 30 inches.

All dimensions are given from face of curb.

Extension zone

Use: The extension zone refers to specific conditions where the sidewalk extends into the parking lane. Specific examples include curb extensions, flexible use of parking lanes, and bicycle parking, tree planting, and stormwater features in the parking lane.

The extension zone may house elements such as landscaping, seating, stormwater facilities, and other site furnishings. Elements such as newsracks, traffic and parking signs, and kiosks may be consolidated in the extension zone (on curb extensions) to free up sidewalk space for through travel.

Width: Where the pedestrian realm is expanded into the extension zone, it should take up the full width of the curb extension or parking lane. Curb extensions should follow the guidance in Section 5.3. Parking lane treatments should follow the guidance in Section 5.6.

FIGURE 4.4
SUMMARY OF SIDEWALK ZONE GUIDELINES

ZONE	EXTENSION	EDGE	FURNISHINGS	THROUGHWAY	FRONTAGE
Width	<ul style="list-style-type: none"> Width of parking lane 	<ul style="list-style-type: none"> 0' (where no parking lane, or no continuous planting) 2' (where parking lane and continuous planting) 2'6" (where angled or perpendicular parking) 	<ul style="list-style-type: none"> 3' (where trees or landscaping are provided) 4' (+ 1' for every 5 mph increment over 25 mph) Wider (as needed for site furnishings/public space) 	<ul style="list-style-type: none"> 4' minimum per ADA and on alleys; widening to 5' every 200'. 6' on other street types Wider (to accommodate expected pedestrian volumes) 	<ul style="list-style-type: none"> 18" 2'+ (commercial and mixed-use streets) Less (where continuous setback is provided)
Use	<ul style="list-style-type: none"> All site furnishings, trees and landscaping, street lighting, and utilities Flexible use of parking lane 	<ul style="list-style-type: none"> Walkable surface Non-continuous vertical elements such as street lights, utility poles, parking meters, etc. with 18" clearance to curb Street trees and basins, with non-continuous planting 	<ul style="list-style-type: none"> All site furnishings, trees and landscaping 	<ul style="list-style-type: none"> Clear of obstacles; accessible walking surface Overhanging elements (>80") Tree grates (not preferred) 	<ul style="list-style-type: none"> Displays, cafe seating Furnishings aligned with frontage Planters (surface or above-ground) Overhanging elements

CONSTRAINED SIDEWALKS

This section describes how sidewalk zones should be divided in situations where the sidewalk width is constrained; that is, where sidewalks are below the recommended overall width shown in Figure 4.3. On constrained sidewalks, individual sidewalk zones must be correspondingly smaller as well, necessitating trade-offs. Some sidewalk zone dimensions are fixed as discussed in the previous section (such as minimum required through width for accessibility, or edge zone width where there is a continuous sidewalk planter), while others are variable depending on conditions.

Where a constrained sidewalk width does not allow for the recommended dimensions for each zone, the design of the street should meet the following criteria (in order of priority):

- Accommodate required access for people with disabilities and access to adjacent uses and transit stops.
- Accommodate expected levels of pedestrian activity.
- Provide necessary buffering between the active area of the sidewalk and adjacent traffic.

- Integrate design elements to enhance the public realm, and provide space for adjacent businesses to use the sidewalk for seating and displays.

In many cases, individual sidewalk zones should be greater than the minimum depending upon the context. For example:

- On streets with significant pedestrian volumes, the throughway zone should be proportionally wider.
- Where there is significant high-speed vehicle traffic and a need for buffering pedestrians, or a desire to create a public space character or significant planting area, the furnishing zone should be proportionally wider.
- On commercial streets with larger numbers of restaurants where there is a desire to encourage outdoor seating, the frontage zone should be proportionally wider.

Sidewalk dimensions are given from face of curb.

6 Foot Sidewalk (Alleys)

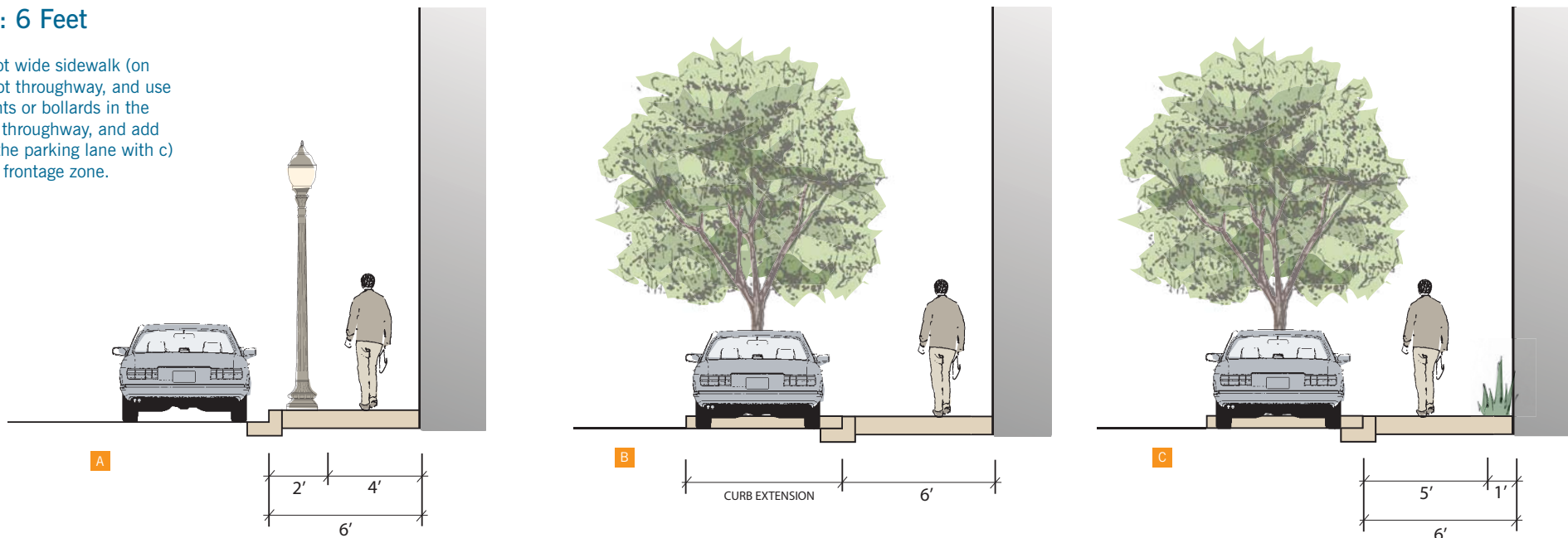
Six foot sidewalks (typically found on alleys) do not have enough room for a furnishing zone with tree plantings. Alternatively, the frontage zone may have a building-adjacent planter, leaving 4 to 5 feet for through travel. Curb extensions may allow for additional plantings, trees, or site furnishings. Converting the alley to a shared public way is preferable, to allow more comfortable pedestrian space.

7 to 8 Foot Sidewalk

On 7 to 8 foot sidewalks, a 3 foot furnishing zone with street trees would leave 4 to 5 feet of through width. This width is sufficient on alleys and on some neighborhood residential streets with low pedestrian volumes; however, on most streets, a 6 foot throughway zone should be provided, meaning there is not enough space for a row of street trees. The designer should consider narrower design elements in the edge zone, such as street lights or bollards. Curb extensions may allow for additional plantings, trees, or site furnishings.

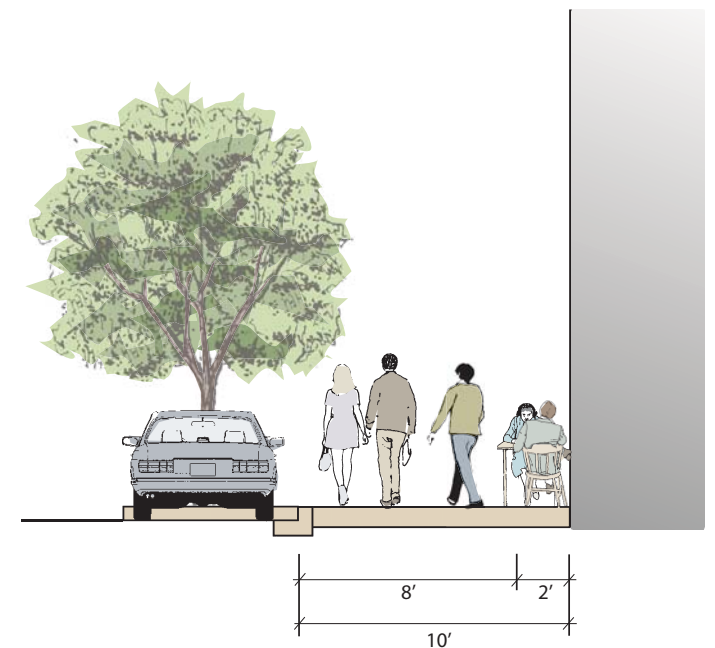
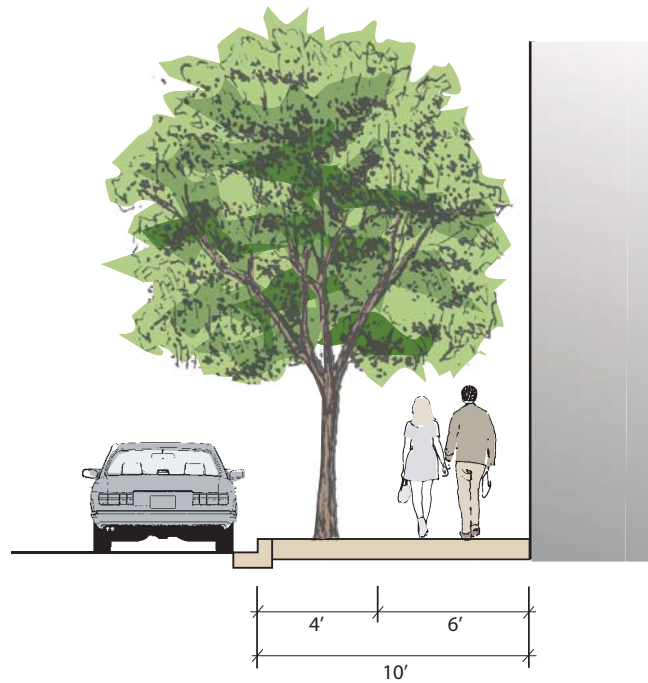
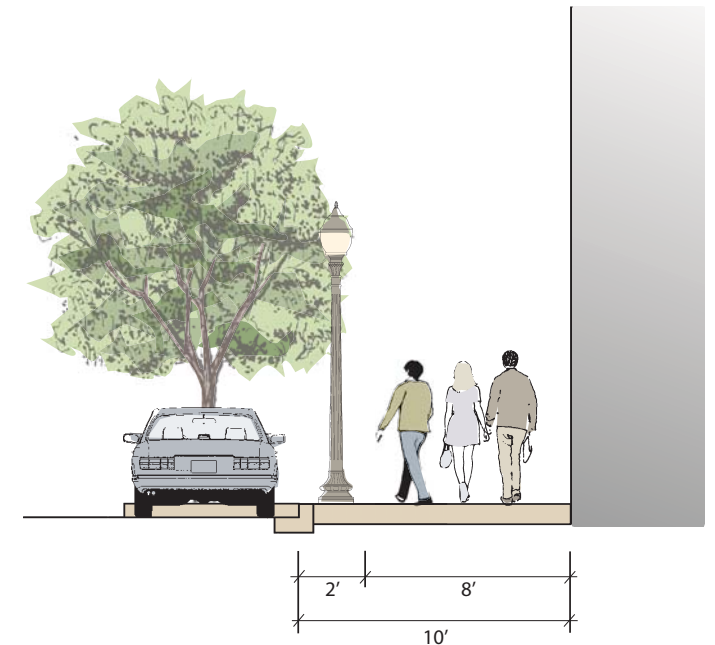
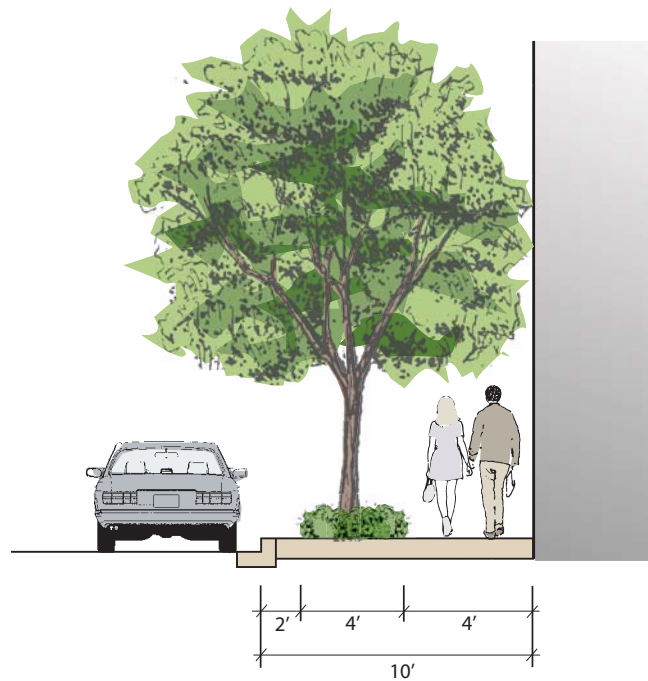
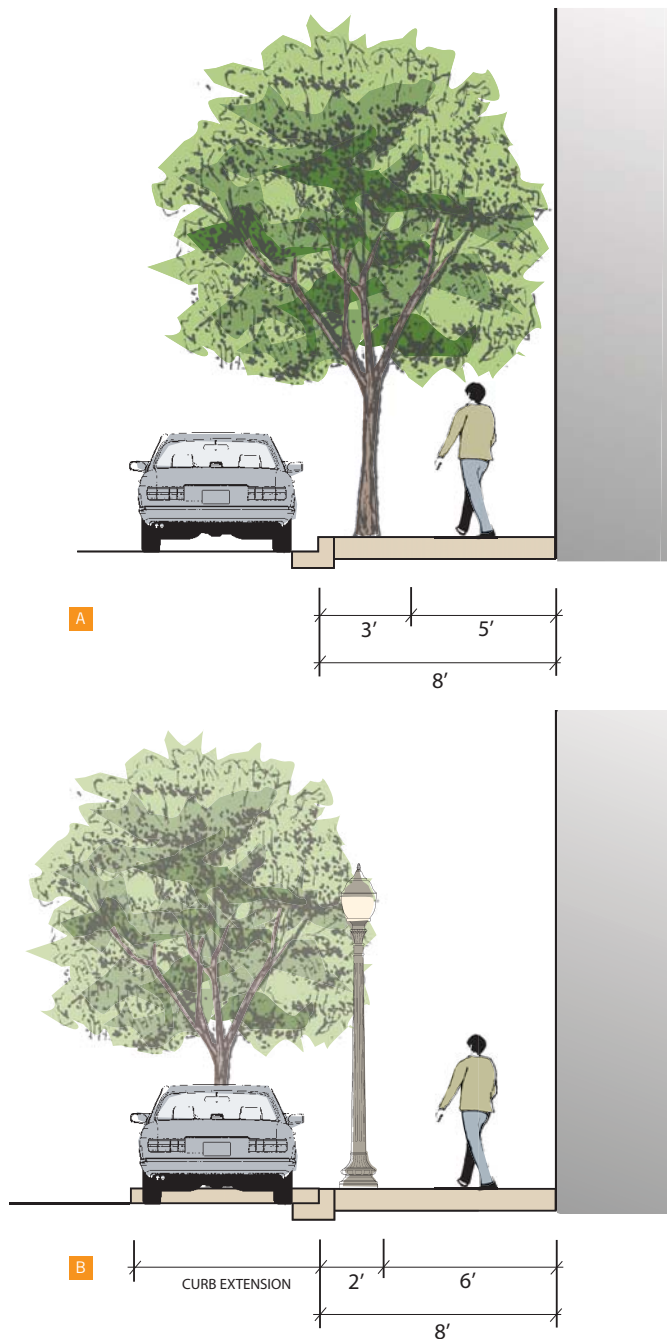
Constrained Sidewalks: 6 Feet

Three options for designing a 6 foot wide sidewalk (on alleys): a) Retain a minimum 4 foot throughway, and use narrow elements such as streetlights or bollards in the edge zone; b) Retain a 5 to 6 foot throughway, and add street trees on curb extensions in the parking lane with c) optional 1 foot wide planter in the frontage zone.



Constrained Sidewalks: 7 To 8 Feet

Two options for dividing an 8 foot wide sidewalk: a) On alleys or some neighborhood residential streets, retain a minimum 4 foot throughway, and plant trees in the furnishings zone (min. 3 feet); b) On other street types, retain a 6 foot throughway, use narrow elements such as streetlights or bollards in the Edge Zone, and add optional curb extensions with street trees.



Constrained Sidewalks: 9 To 10 Feet

See text for description

9 to 10 Foot Sidewalk

A 9 or 10 foot sidewalk allows a few options for dividing the sidewalk space:

- On alleys or some neighborhood residential streets, use a 4 to 5 foot through-way zone, 3 to 4 foot furnishing zone with street trees and landscaping, and 2 foot edge zone. The presence of the edge zone allows for a planting strip;
- Where a 6 foot clear path is required, the sidewalk could be divided into a 6 foot through-way zone and a 3 to 4 foot furnishing zone, with street trees but no planting strip; or

- On downtown or commercial streets with congested sidewalks (such as on Stockton Street), there should be a 6 foot or greater through-way zone, with either or both a 2 foot frontage zone (for merchandise displays or outdoor seating) or edge zone (with narrow design elements such as street lights or bollards).

11 to 12 Foot Sidewalk

11 to 12 foot sidewalks meet the minimum overall sidewalk widths described in Figure 4.3. However, they still may not be wide enough to achieve all the desirable amenities that create a quality streetscape. Eleven to twelve foot sidewalks may be divided in numerous ways, including:

- On residential streets, an optional 2 foot frontage zone (with plantings), a 4 to 6 foot through-way zone, a 4 foot furnishing zone with optional planting strip, and 2 foot edge zone;
- On commercial, downtown, or mixed-use streets, a 2 foot frontage zone (for displays or seating), a 6 foot through-way zone, and a 4 foot furnishing zone; or
- On downtown or commercial streets with congested sidewalks, an 8 foot or greater through-way zone, with a 2 foot frontage zone (for merchandise displays or outdoor seating) and/or edge zone (with narrow design elements such as street lights or bollards).

Constrained Sidewalks: 11 To 12 Feet

See text for description

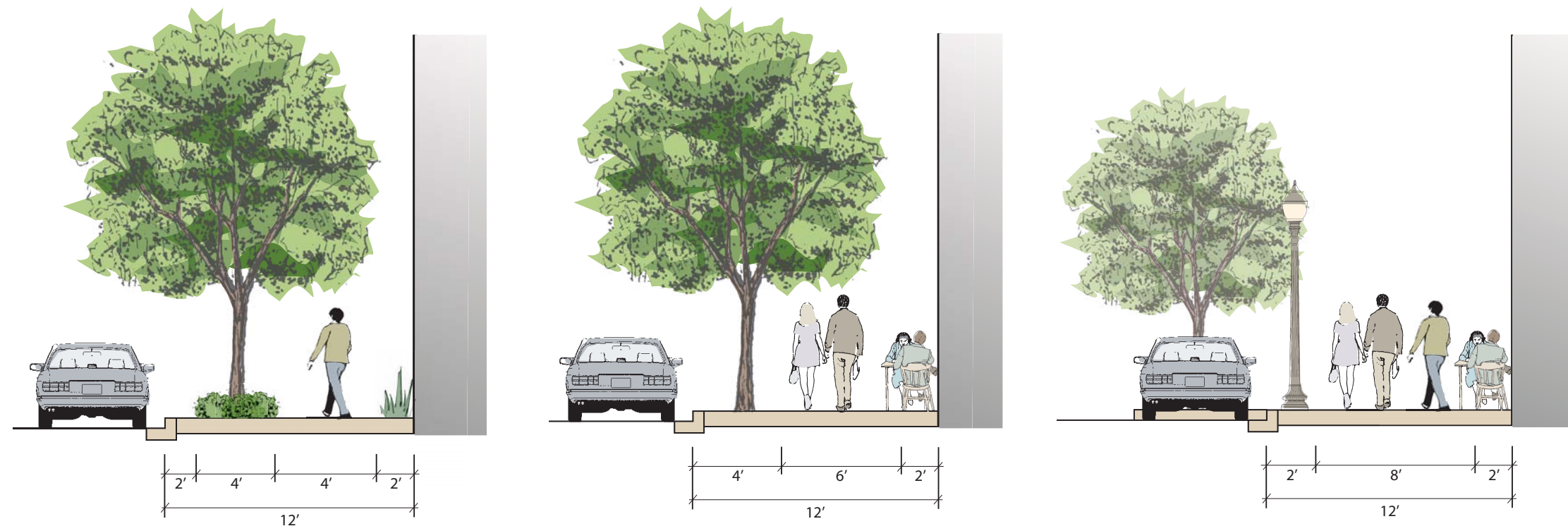
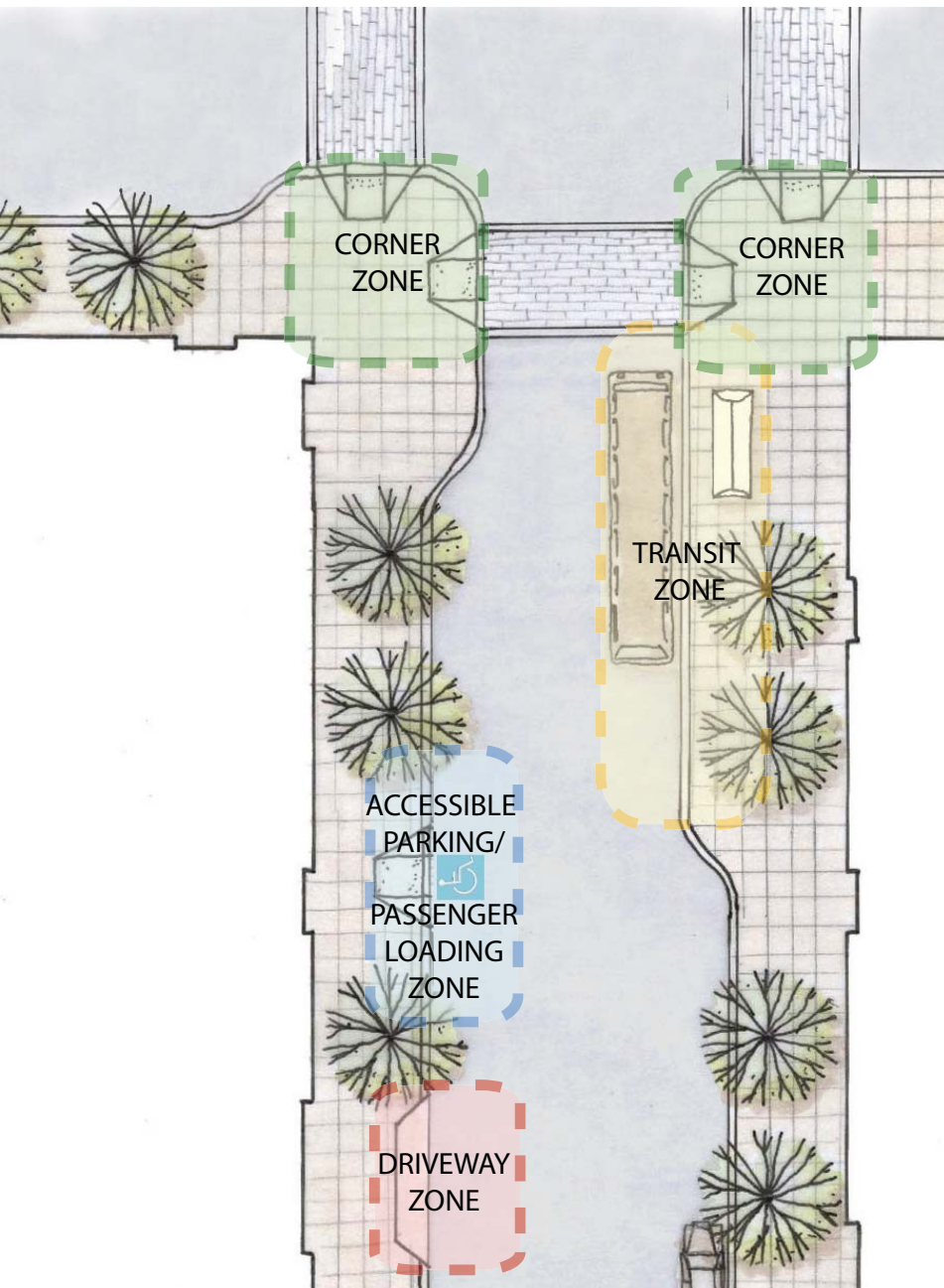


FIGURE 4.5
SPECIAL SIDEWALK ZONES



SPECIAL SIDEWALK ZONES

Certain portions of the streetscape require special consideration in terms of the spacing and placement of streetscape elements. The following guidelines offer specific guidelines for these areas.

Corners

Corners (as defined by an extension of the property line to the curb) should be kept clear of obstructions. They should maintain drivers' and pedestrians' clear views of each other. Amenities should be clustered adjacent to corners but not within the corner zone itself.

The following streetscape elements are appropriate for corners:

- Corners should include curb ramps and detectable warning surfaces per accessibility regulations.
- Pre-existing utility poles and sub-surface vaults may be prohibitively expensive to move, and may remain in place. However, they should be relocated as funding and opportunities allow.
- On residential streets, corners may include a corner planter to the width of the furnishing zone on the adjacent sidewalks, so long as sufficient clear width for curb ramps is maintained.

Transit Stops

Transit stops require special layout guidelines due to the high number of people often waiting near them and the need to board and alight from transit vehicles. Transit stops require special layout guidelines to accommodate passengers who are waiting, boarding or alighting, and the need for vehicles to deploy lifts. See Section 5.5.

Accessible Parking and Passenger Loading Zones

Accessible parking and passenger loading zones require special streetscape considerations to ensure that passengers may safely get into and out of vehicles. Specific guidelines include:

- Street trees, furnishings and other obstructions should allow a minimum of 8 feet of clear sidewalk width adjacent to the curb.
- Special paving treatments and sub-surface utilities may be located within this zone, as long as they provide an accessible surface.

Driveways

Driveways present special challenges to the pedestrian due to changes in cross-slope and the presence of vehicles crossing the sidewalk. See Section 6.6.

Medians

Medians can add substantial greenery to the streetscape, decrease impermeable surface, offer opportunities for pedestrian refuges, and offer locations for lighting and some utilities.

Wide medians on some streets offer opportunities for lines of trees that are otherwise difficult to achieve along sidewalks.

Sufficiently wide medians (12 feet or more) generally can be designed to include seating and gathering areas and other pedestrian amenities.

Medians also create opportunities for pedestrian refuges at busy intersections. See Section 5.4.

Streetscape Layout

This section provides a general overview of the placement and layout of typical streetscape elements. When carefully placed, these elements contribute to the creation of an attractive and comfortable pedestrian realm.

GENERAL LAYOUT GUIDELINES

The following guidelines should govern the placement of all streetscape elements:

- **Wisely allocate limited space:** Given limited street space, streetscape elements may conflict with one another, limit visibility, block pedestrian travel, or create a sense of clutter. All streetscape elements should be located with consideration for the requirements and constraints of other streetscape elements that may be placed on the street. For example, tree locations should consider the scheme for street lighting and vice versa.
- **Strive for “wholeness”:** Layout of streetscape elements should emphasize “wholeness,” or placement that looks at an entire block or corridor rather than individual placement of elements in a piecemeal fashion. The layout should consider the overall city pattern, provide a consistent aesthetic treatment, and be consistent with long term goals for the design and function of the street.
- **Accommodate pedestrian needs:** The placement of streetscape elements should allow the comfortable and efficient flow of pedestrians along the street and from parked cars and adjacent buildings to the sidewalk. At the same time, streetscapes should provide a diversity of amenities and spaces for public enjoyment and include elements of surprise and variety that reflect the specifics of unique places.

LAYOUT GUIDELINES BY ELEMENT

Each streetscape element plays its own role in helping establish a safe and comfortable pedestrian realm. These guidelines provide an overview of layout considerations for standard streetscape elements. Detailed guidelines for each of these elements can be found in Chapter 6.

Street Trees (See Section 6.1)

Street trees should be the primary organizing elements of the streetscape

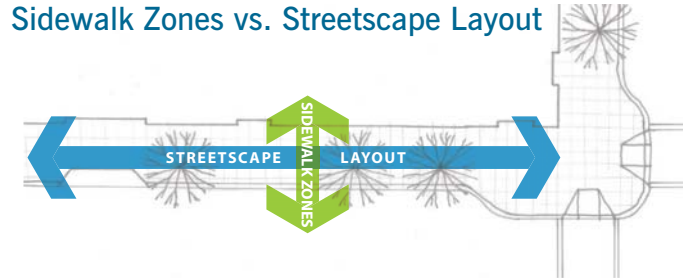
Spacing: Street trees should be placed in a continuous line with consistent spacing to establish a visual rhythm for the street. Other streetscape elements should be located to minimize conflicts with potential street tree locations. It is preferable to place trees slightly off the exact desired spacing than to leave a gap. Tree planting should extend as close to the intersection as feasible, per Section 6.1. Where sidewalk width allows, double rows of trees may be planted.

▶ **Left:** A well-organized streetscape balances pedestrian through travel and provision of amenities (Broadway)

Right: Trees and lighting define the rhythm of the streetscape (Octavia Boulevard)



Sidewalk Zones vs. Streetscape Layout



Location: Generally, street trees should be planted in the furnishing zone. Trees may also be planted in the extension zone where space and visibility allows.

Special Considerations: Trees planted in a median should complement the scale, character, and rhythm of trees in the sidewalk. Trees in medians provide an opportunity to create a consistent rhythm, as their placement is less likely to vary due to driveways, utilities, and other sidewalk constraints. Alternatively, wide medians provide an opportunity for creative planting designs that create a unique aesthetic to complement the more regular pattern on the sidewalk.

Ground-Level Planting (6.1)

Ground-level planting, including in-ground (understory planting) and containerized (above-ground planting), complements street trees and adds vibrancy and diversity to the street.

Spacing: Ground-level planting should be consistent in spacing, scale, and shape along a block or corridor and on both sides of the street.

Location: Ground-level planting should be located in the furnishings and frontage zone. Planters should come as near to corners, driveways, and other streetscape elements as possible per Section 6.1. Understory planting may be located in tree basins or in landscaped planting strips.

Special Considerations: A 4 foot walkable path should be provided for at the center of each parking space to provide access to parked vehicles between planting areas. Sub-surface utility vaults, poles, and streetlights may be located within the surface planter beds if they are concrete-set.

Street Lighting (6.3)

Street lighting works in conjunction with street trees to establish the rhythm of the streetscape. On streets where it is not feasible to plant trees, street lighting may be the primary organizing element.

Spacing: Street light spacing should be consistent along the length of a block or corridor. Exact spacing may vary based on the height of light fixtures and desired light levels. Lighting on medians should complement the scale, character, and rhythm of lighting on the sidewalk.

Location: In general, lighting should be located in the edge zone. Pedestrian-scaled lighting may also be appropriate in the frontage zone. Lighting should be offset from street trees in a regular pattern, either mid-way between trees or at a consistent distance on either side.

Special Considerations: Where separate poles for roadway and pedestrian lights exist, each should be spaced in an even pattern; however, this pattern may need to be adjusted to achieve specific desired light levels.

Site Furnishings (6.5)

Site furnishings such as benches, information kiosks, and trash cans add greatly to the character, comfort and functionality of a streetscape. Consideration should be given to proper placement and design.

Spacing: Site furnishings should be placed in predictable locations, particularly near transit stops, at corner locations on short blocks, and at mid-block locations on longer blocks. Site furnishings should be evenly spaced along the street; where possible, they may be integrated with other streetscape elements. For example, benches or bike racks can double as tree guards, reducing the number of furnishings and potential for clutter.

Location: Site furnishings should be aligned in the center of the Furnishing Zone. Some furnishings such as bicycle racks and benches should be perpendicular to the roadway where sidewalk width allows, in order to efficiently use sidewalk space. Site furnishings should be located at the ends of on-street parking stalls rather than at the center where possible to make it easier for passengers to get in and out of parked cars. Site furnishings should leave sufficient clear width when fully loaded, opened, or occupied.



◀ Sidewalk planters can help define a streetscape character and a rhythm of streetscape elements

FIGURE 4.6

APPROPRIATE STREETSCAPE ELEMENTS BY SIDEWALK ZONE

SIDEWALK ZONE	APPROPRIATE ELEMENTS (GENERAL)
FRONTAGE	Merchandise displays, cafe seating, furnishings aligned with building frontage, planting along building frontage
THROUGHWAY	Special paving, sub-surface utilities.
FURNISHINGS	Trees and plantings, seating, bicycle racks, kiosks, cafe seating, public art, utility boxes and vaults, other site furnishings
EDGE	Street lights, parking meters, signage poles, bollards, sub-surface utilities, non-continuous tree basins.
EXTENSION	Planting and seating areas in flexible parking zones or on curb extensions, trees in islands

Elements listed here should also meet appropriate clearances and guidelines per Chapter 6.

New Streets in Major Development Areas

Because San Francisco is a mostly built-out city, most applications of the Better Streets Plan will occur on existing city streets. However, in some locations, new streets will be created as part of major new development areas. Streets built as part of these projects should be consistent with the Better Streets Plan guidelines; in addition, these areas warrant special considerations and present opportunities to design new complete streets from the ground up, with fewer constraints than on existing city streets.

General guidelines for new streets include:

- New streets should connect to and extend San Francisco's existing street grid wherever possible. Street designs should read as extensions of public streets, not as privatized portions of master developments.
- New streets should create a complete multi-modal system that prioritizes walking, bicycling and transit use over private automobile use, connecting to and complementing the City's larger pedestrian, bicycle, and transit networks. Streets should be designed for speeds appropriate to the street type and surrounding land uses.
- Within the new street network, roadway width should be minimized while retaining necessary transportation access. Many pedestrian safety countermeasures such as pedestrian refuges, traffic calming measures, and signage and related engineering measures may not be necessary if the overall width profile of the street is minimized from the outset.
- Where a new street network is being created, streets should be designed with an overall concept for on-street parking, taking into account adjacent land uses and off-street parking provided as part of new development. The design of new streets may use strategies such as providing parking pods or bays, or eliminating the parking lane altogether to narrow the overall street width.
- Where new streets are created, streetscape features can be designed in tandem with new utilities and infrastructure, rather than adjusted to fit around existing utilities. Sidewalk widths, stormwater facilities, and utilities should be designed and laid out to optimize design goals toward a consistent overall aesthetic and functional whole.
- New development fronting on new streets should minimize curb cuts, using alleys where possible for service and access functions.
- New streets present the opportunity to create meaningful and unique places or designs; new streets may consider unique arrangements that create superior design.

Specific guidelines for new streets include:

- New streets should follow all Better Streets Plan guidelines regarding street designs and sidewalk elements (Chapters 4, 5 and 6).
- New streets should include, at a minimum, the standard improvements for each street type. Case-by-case additions may be considered as well.
- Sidewalks on new streets must meet or exceed recommended sidewalk widths. Where consistent building setbacks are provided, the sidewalk width may be reduced by the width of the frontage zone, as determined on a case-by-case basis.

Curb extensions

Curb extensions should be provided at all corners per Section 5.3. Alternatively, on narrow, low-volume, and low-speed streets, designers may consider eliminating the parking lane or using parking bays to create a narrower overall street profile.

Medians

Where provided, medians should include street trees and understory plantings. See Section 5.4.

Pedestrian-Priority Designs

New alleys should be designed as shared public ways. See Section 5.8.

Transit-Priority Designs

Transit stops should be designed to Better Streets plan guidelines. See Section 5.5.

Streetscape Elements

Major new development or redevelopment areas should create a streetscape master plan to guide the selection of streetscape elements, including trees and plantings, lighting, paving materials, and site furnishings; the design of such elements should be internally consistent, and harmonious with the character of surrounding areas. Streetscape elements should come from a City-approved palette, where applicable.

Urban Forest

Street trees should be planted on all sidewalk lengths, per the guidelines in Section 6.1. Understory plantings should be included as well on appropriate street types.



Source: 2010 Hunters Point Shipyard Design for Development

Stormwater

New development in combined sewer areas must comply with the requirements of the San Francisco Stormwater Design Guidelines. See Stormwater Design Guidelines, and Section 6.2 of this plan.

In new development areas, there is an opportunity to create the drainage profile of the street from scratch; the best solution may not always be the standard crowned street. For example, single-surface alleys could be designed to drain to the center of the street, or the gutter may be placed between the parking and travel lanes. Non-standard drainage profiles should be considered on a case-by-case basis, based on functional performance measures. The City is currently developing more specific guidelines for drainage on new streets.

Lighting

New streets should meet the recommended targets for pedestrian lighting, per Section 6.3. Pedestrian lighting may be supplemented with roadway lighting as necessary to light the street to required levels.

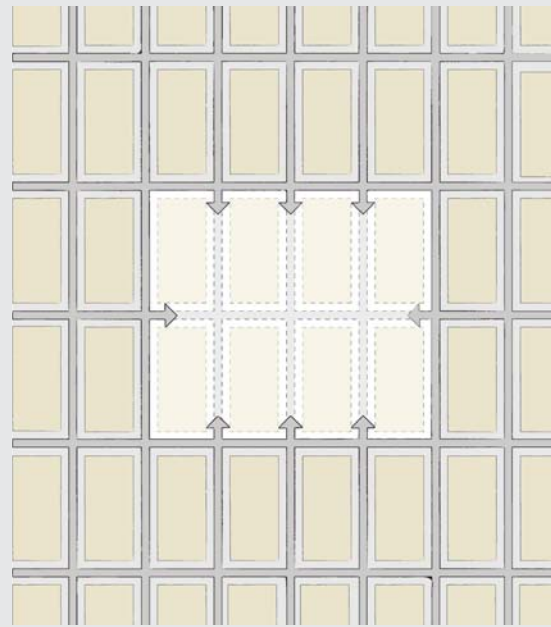
Utilities and driveways

New streets provide an opportunity to locate utilities so that they do not interfere with pedestrian circulation and sidewalk activity. Utilities associated with new buildings should be located on private parcels (away from public-facing ground-floor facades) wherever possible.

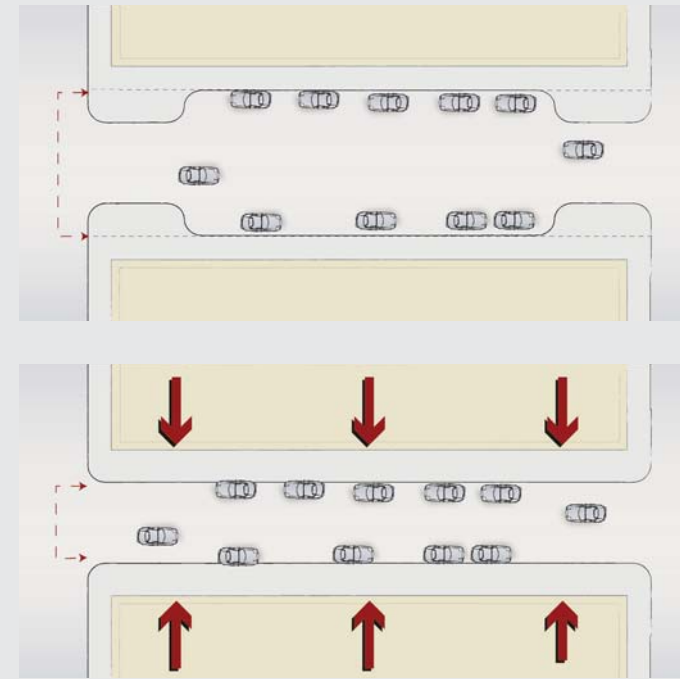
If utilities must be in the right-of-way, they should be located in the roadway as feasible, in the edge zone, or otherwise located to minimize disruption to the overall streetscape. See Section 6.6.

Driveway cuts should be minimized to minimize disruption to the streetscape, maintain a consistent street edge, and reduce conflicts with pedestrians and bicylists. Alleys should be used wherever feasible for garage access. See Section 6.6.

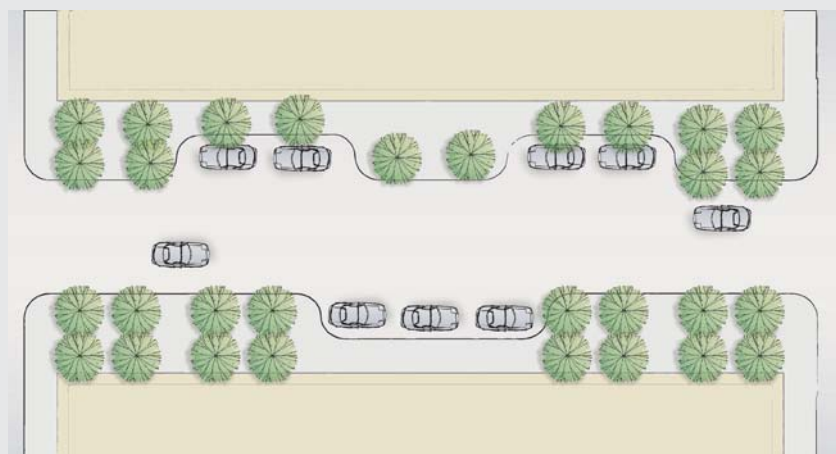
New streets should extend the existing City grid



New streets should minimize overall width



New streets should integrate on-street parking into the overall street design



New streets should incorporate alleys for driveway access

