San Francisco Better Streets Policy

**GOALS**

**DISTINCTIVE, UNIFIED OVERALL DESIGN**
- Integrated site furnishings [Section 6.5]
- Pedestrian-oriented lighting [6.3]
- Minimize site cluttering [6.5]

**SPACE FOR PUBLIC LIFE**
- Reclaim excess street space for public use [6.4]
- Safe public space for neighborhood gathering [6.4]
- Merchant participation [6.5]

**PEDESTRIAN SAFETY**
- Visible crossings [5.1]
- Slower turning speeds [5.2]
- Shorter crossing distances [5.3]

**PEDESTRIAN PRIORITY**
- Shared public ways [5.4]
- Temporary or permanent street closures [5.4]
- Raised crossings [5.4]

**UNIVERSAL DESIGN**
- Generous, unobstructed sidewalks [4.2]
- Curb ramps for all users [5.1]
- Accessible pedestrian signals [5.1]
- Flexible use for cafe seating [5.6]
- Permanent mini-plazas [5.3]
- Landscaping in the parking lane [6.1]

**CREATIVE USE OF PARKING LANE**
- Flexible use for cafe seating [5.6]
- Permanent mini-plazas [5.3]
- Landscaping in the parking lane [6.1]

**ECOLOGY**
- Stormwater management [6.3]
- Permeable materials [6.4]
- Streets as habitats [6.4]

**EXTENSIVE GREENING**
- Healthy urban forest [6.1]
- Expanded sidewalk plantings [6.3]
- Utility consolidation [6.4]

**INTEGRATING PEDS AND TRANSIT**
- Transit rider amenities [5.5]
- Bus bulbouts and boarding islands [5.5]
- Safe, convenient routes to transit [5.5]

**RECLAIMING EXCESS STREET SPACE**
- Street parks and new plazas [5.6]
- Traffic circles [5.7]
- Landscaped medians [5.4]

**POLICY OVERVIEW**

**TRANSIT FIRST POLICY**
- SF CITY CHARTER SECTION 8A.115
  “Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit.”

**COMPLETE STREETS POLICY**
- PUBLIC WORKS CODE 2.4.13
  “...a project involving the planning, construction, reconstruction, or repaving of a public right-of-way, such project shall include transit, pedestrian, and bicycle improvements”

**BETTER STREETS POLICY**
- SF ADMIN CODE SECTION 98
  “...all City Departments shall coordinate their various determinations regarding the planning, design, and use of public rights-of-way...”

**REFERENCE PROJECTS:**
Similar Streetscape Projects Completed Recently in SF:
- Castro Street (Market to 19th)
- Valencia Street (15th to 19th)
- Cesar Chavez Street (Guerrero to Hampshire)
- Broadway Street (Columbus to Battery)
- Jefferson Street (Hyde to Jones)
- Taraval Street (46th to Great Highway)
- Irving Street (19th to 27th)

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Source: SF Better Streets Plan
WHAT WE’VE HEARD

- Additional Durable Street Trees
  “There are empty space where trees should be. The problem, there were trees. They get damaged and cut down.”

- Additional Sidewalk Lighting

- Enhanced Alleyway Connections
  “Improving the alleys are key priorities for the local businesses.”

PROPOSED PLAN

(P) Sidewalk Lighting **
(P) Catenary Lighting *
(P) Decorative Crosswalk

*Note: Elements would require a Community Steward/Partnership for maintenance and programming purposes.

**Note: Elements shown at possible locations. The proposed area would need to be free of sub-sidewalk basements to be feasible.
Conceptual Design | STREETSCAPE ELEMENTS

PEDESTRIAN EXPERIENCE

- New Signalized Mid-Block Crossings
- Increased Pedestrian Circulation & Safety
- Bulbouts for Safer Pedestrian Crossings
- Sidewalk Widening (~2-3 ft)

STREETSCAPE ELEMENTS

- Conceptual Design

SIDEWALK LIGHTING

- Additional Holophane Memphis **
  22ft Tall Pole + Double Teardrop Fixtures
- Arm + Fixture Attachment on (E) Light Poles **
  16ft above ground + Teardrop Fixture
- Pedestrian Scale Light Pole & Fixture **
  16ft Tall Pole + Fixture

CATENARY LIGHTING

- Catenary lighting strung between light poles – parallel to roadway *

STREET TREES

- Washingtonia x filifusta / Hybrid fan palm at empty tree wells & at new locations **

Planting Criteria:
- Maintain sight lines
- Drought tolerant
- Low-water use
- Low maintenance
- Urban survivability

*Note: Elements would require a Community Steward/Partnership for maintenance and programming purposes.

**Note: Proposed element only feasible in areas without sub-sidewalk basements.
**Conceptual Design | NEIGHBORHOOD IDENTIFIERS**

**NEIGHBORHOOD IDENTIFIERS**

- **Vertical Community Gateway/Neighborhood Identifier**
- **Decorative Crosswalks**
  - Between Standard White Continentals
  - Note: Images are for representation and not to be taken literally. Exact design of special paving in crosswalk would require review and approval from SFMTA

- **Special Paving Area at Select Locations**
  - *Note: Elements would require a Community Steward Partnership for maintenance and programming purposes.*

**TREE GRATES**

- **Decorative Tree Grate**
- **Tree Grate on Valencia Street**
  - *Note: Images are for representation and not to be taken literally. Exact design of tree grates to be determined.*

*Decomposed Granite option for non-tree grate condition*
Conceptual Design | MATERIALS PALETTE OPTIONS

PAVING PALETTE - OPTION 1
- Linear Unit Pavers in Tree & Lighting Zone
- Dark Grey Integral Color Concrete in Path of Travel with sparkle grain finish

PAVING PALETTE - OPTION 2
- Square Unit Pavers in Tree & Lighting Zone
- Dark Grey Integral Color Concrete in Path of Travel without sparkle grain finish

TYPICAL SIDEWALK WIDENING SECTION

Roadway

Tree & Lighting Zone

Path of Travel

Existing Curbline (approximate)

8 ft - 9 ft

5 ft - 6 ft

18"

3"