

BETTER STREETS PLAN

PROJECT INFO



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PROJECT DESCRIPTION

The Better Streets Plan creates a unified set of standards, guidelines, and implementation strategies to govern how the City designs, builds, and maintains its pedestrian environment. It brings together staff of multiple City agencies to comprehensively plan for streets. The Plan seeks to balance the needs of all street users, with a particular focus on pedestrians and how streets can be used as public space. The Plan reflects the understanding that the pedestrian environment is about much more than just transportation – that streets serve a multitude of social, recreational and ecological needs.

The Better Streets Plan carries out the intent of San Francisco's Better Streets Policy (Administrative Code Chapter 98), adopted by the Board of Supervisors on February 6, 2006.



✓ *Photosimulation of a typical mixed use street before and after Better Streets improvements.*



FAQ

What is the Better Streets Plan?

A document to guide the design and management of the pedestrian environment in San Francisco.

What do we mean by the pedestrian environment?

The areas on the street where people walk, shop, sit, play, or interact - outside of moving vehicles.

What does the Better Streets Plan cover?

The design of sidewalks and medians, pedestrian safety and accessibility features, ways to manage stormwater in the right-of-way, design and placement of streetscape elements such as street trees, lighting, benches, and more.

Who is the Better Streets Plan for?

Anyone making improvements in the public right-of-way, including City staff, private developers, community members, and others.

Contact

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BETTER STREETS PLAN HIGHLIGHTS

DISTINCTIVE, UNIFIED OVERALL DESIGN



- Integrated site furnishings (Section 6.5)
- Pedestrian-oriented lighting (6.3)
- Minimize site cluttering (6.5)

SPACE FOR PUBLIC LIFE



- Reclaim excess street space for public use (5.6)
- Safe public seating for neighborhood gathering (6.3)
- Merchant participation (6.3)

PEDESTRIAN SAFETY



- Visible crossings (5.1)
- Slower turning speed (5.2)
- Shorter crossing distances (5.3)

PEDESTRIAN PRIORITY



- Shared streets (5.8)
- Temporary or permanent street closures (5.8)
- Raised crossings (5.1)

UNIVERSAL DESIGN



- Generous, unobstructed sidewalks (4.2)
- Curb ramps for all users (5.1)
- Accessible pedestrian signals (5.1)

CREATIVE USE OF PARKING LANE



- Parking lane planters (5.6)
- Flexible use for cafe seating (5.6)
- Permanent mini-plazas (5.3)

ECOLOGY



- Stormwater management (6.2)
- Permeable materials (6.2)
- Streets as habitats (6.1)

EXTENSIVE GREENING



- Healthy urban forest (6.1)
- Expanded sidewalk plantings (6.1)
- Utility consolidation (6.6)

INTEGRATING Peds AND TRANSIT



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

RECLAIMING EXCESS STREET SPACE



- Street parks and new plazas (5.8)
- Traffic circles (5.7)
- Landscaped medians (5.4)

