Background
# Key Dates

<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
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<tbody>
<tr>
<td>Spring 2007</td>
<td>Better Streets Plan kick-off meeting</td>
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<td>Spring 2008</td>
<td>Draft Plan released; public meetings</td>
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<td>Fall 2009</td>
<td>Plan revisions released; info hearings</td>
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<td>Summer 2010</td>
<td>Final Draft released</td>
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<td>Dec 2010</td>
<td><strong>BSP adopted</strong></td>
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Significant Public and Agency Review and Comment

**Public Outreach**
- 5 rounds of outreach with over 100 community meetings
- Monthly meetings with CAC over two years
- 1,000 surveys received
- Over 100 comments on the Draft Plan

**Agency Review**
- 10 rounds of agency review and comment
- Technical Advisory Committee to resolve issues
- Over 50 staff from 15 agencies involved in review
Private parcels: 57% of city land

Parks: 18% of city land
42% of public land

Streets: 25% of city land
58% of public land
Complete Streets

“Complete Streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street.”

- National Complete Streets Coalition
Follows Adopted City Policies

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...”

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...”

“Complete Streets” Policy (SF Public Works Code Section 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...”
Renewed Emphasis on Public Space

Ecological Potential of Streets

Link Between Livable Streets and Physical Activity

Enhancement of Pedestrian Safety and Accessibility
Pedestrian realm:
Areas of public right-of-way where people walk, sit, shop, play, and interact—outside of moving vehicles
Street Types

Commercial
Downtown Throughway Neighborhood

Residential
Downtown Throughway Neighborhood

Other
Industrial Mixed-use

Special
Parkway Park edge Boulevard Ceremonial (Civic)

Small
Alley Shared public way Paseo
Standard Improvements
(by street type - per guidelines)

- Curb ramps (BSP Section 5.1)
- Marked crosswalks (5.1)
- Ped signals (5.1)
- Corner bulb-outs (5.3)
- Street trees (6.1)
- Street tree furnishings (6.1)
- Sidewalk landscaping (6.1)
- Stormwater features (6.2)
- Pedestrian lighting (6.3)
- Special paving (6.4)
- Site furnishings (6.5)
Case-by-Case Additions
(by street type – per guidelines)

- High-visibility crosswalks
- Special crosswalk treatments
- Mid-block crosswalks
- Raised crosswalks
- Extended bulb-out
- Mid-block bulb-out
- Center median
- Pedestrian refuge island
- Transit bulb-out/boarding island
- Perpendicular/angled parking plazas
- Flexible use of parking lane
- Parking land planter
- Chicane
- Traffic circle
- Pocket park
- Boulevard treatment
- Shared public way
- Pedestrian-only treatment
Better Streets PLAN – Policies and Guidelines

- Provides policy direction re: street design priorities
- Provides framework for locating individual elements in overall streetscape
- Guides design of features in the public right-of-way, including:
  - Pedestrian safety and traffic calming
  - Greening and stormwater
  - Innovative public space treatments
  - Other streetscape elements
Better Streets **LEGISLATION** – Code Requirements

- **All users** – Administrative code Section 98.1:
  - For streetscape elements included in BSP, must conform with BSP guidelines
  - New streets must include all standard streetscape elements and recommended sidewalk width

- **Private Development** – Planning Code Section 138.1:
  - Street trees (pre-existing requirements)
  - Standard streetscape elements
  - Sidewalk widening (recommended width for street type)
Implementing Better Streets in San Francisco
Who builds Better Streets improvements

- City-sponsored capital improvements
  - DPW: Great Streets projects
  - MTA: transit, traffic calming, ped, bike, etc.
  - Pavement to Parks program

- Private development
  - Required streetscape improvements (Planning Code Section 138.1)
  - New streets as part of major developments (e.g. CP/HPS)
  - In-kind agreements
  - Public realm mitigations

- Community initiatives
  - Sidewalk landscaping
  - Median greening
  - Parklets
Funding for Better Streets improvements

- Prop B – Roadway Bond (paving, streetscape, bike, ped)
- Prop K – Transportation Sales Tax (variety of eligible project types)
- Prop AA – Vehicle License Fee (ped, transit)
- Development impact fees
- Federal and State Grant sources (e.g. One Bay Area)
- See SFCTA funding sources matrix
Community Resources

Community Challenge Grants
Sidewalk Landscape Permit (DPW)
Parklets
Traffic Calming Requests (SFMTA)
Urban Watershed Stewardship Grants (SFPUC)
Signage:
Planning

Street trees:
DPW (Bureau of Urban Forestry) or property owner

Lightpoles:
PUC (PUC Streetlighting)

Sidewalk permits and maintenance:
DPW, property owner

Parking, loading, bike, transit, traffic control:
MTA (DPT, Muni)

Storm drains, utilities:
PUC (Wastewater Enterprise)

Building facade, curb-cuts:
Planning
Existing City process

**PHASE I: Project Development**

- PROJECT INITIATION: Projects are initiated by City departments for many reasons. They may be a response to:
  - necessary emergency repairs
  - long-term capital, department, or community planning processes
  - funding opportunities (grants or other sources)

- PROJECT PLANNING: Project planning typically includes:
  - Identification of funding
  - Inter-agency coordination
  - Stakeholder involvement
  - Identification of consultant resources

**PHASE II: Engineering Plan Development**

- DESIGN PHASE: Design phase typically includes:
  - Preparation of design submittals
  - Additional requests for funding
  - Additional stakeholder involvement
  - Additional inter-agency coordination including:
    - Technical Advisory Committee
    - Transportation Advisory Staff Committee
    - Formal one-on-one meetings

  These activities and the direction provided by approving bodies refine the final design. This is an iterative process.

- APPROVAL OF PLANS & SPECIFICATION:
  - AC: Public Art
  - BOS: Sidewalk changes
  - DPW: ADA Review and Approval, BSM Permits
  - PLN: General Plan Referral, Historic Properties Review, CEQA / NEPA
  - SFPUC: Streetlighting

Once approvals are received, the project can move to construction.

**PHASE III: Approval of Plans & Specifications**

**PHASE IV: Project Construction**

- ADVERTISE AND AWARD
- REQUEST CONSTRUCTION FUNDING
- CONSTRUCTION
- CLOSEOUT
Controller’s Office Better Streets Plan Study:

“Responsibilities for streetscape project planning, design, delivery and maintenance are shared by many City departments:

Although departments do coordinate, no formal framework exists to allow and encourage City departments to negotiate project design components and make necessary compromises (at the department level) to support citywide goals.”

Controller’s Office Better Streets Plan Study:

“Internal City challenges are amplified for members of the public interested in developing streetscape projects:

Those individuals with less experience and/or pursuing a relatively small greening project may become discouraged by the process; and even those with significant knowledge of the process may be dissuaded from proposing improvements or following through on building those improvements by the complexity of the process.”

# Controller’s Office Recommendations

Citywide (Inter-agency) Recommendations

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<tr>
<th>#</th>
<th>Recommendation</th>
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<tr>
<td>1</td>
<td>Create and institute a unified project design checklist</td>
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<td>2</td>
<td>Increase the profile of design and cost (operations and maintenance) considerations</td>
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<td>3</td>
<td>Pilot formally-framed interdepartmental collaboration groups (Capital and Design Review)</td>
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<td>4</td>
<td>Consolidate meaningful streetscape planning and delivery resources into single location</td>
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Coordination of Street Projects

- Streets Capital Group
- DPW 5 year Plan
- Planned improvements database
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<thead>
<tr>
<th>Street Name</th>
<th>Utility</th>
<th>Project Name</th>
<th>From Date</th>
<th>To Date</th>
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SF Street Improvements Website (www.sfbetterstreets.org) (under development)
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