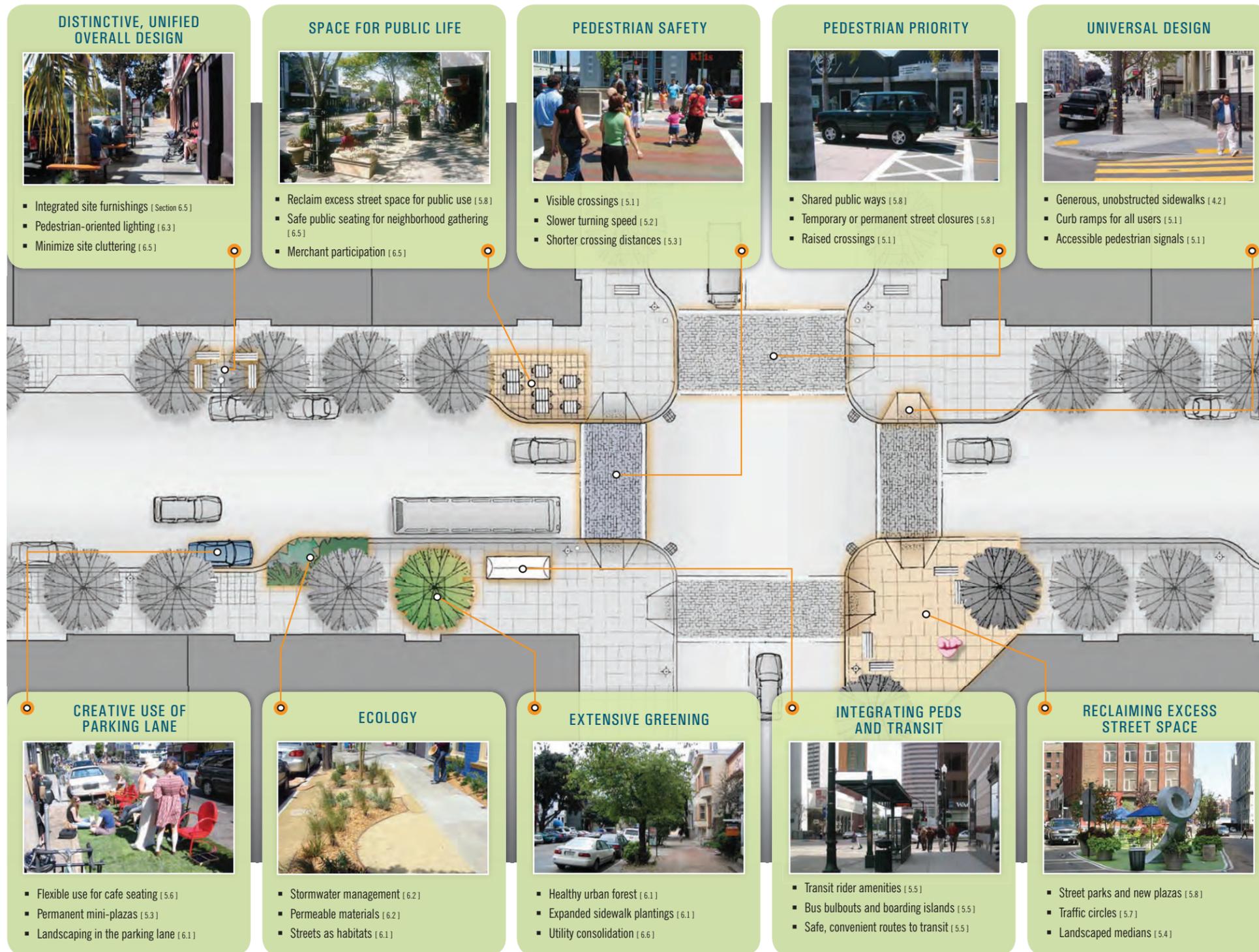


# SAN FRANCISCO STREET POLICIES



Source: SF Better Streets Plan

## 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

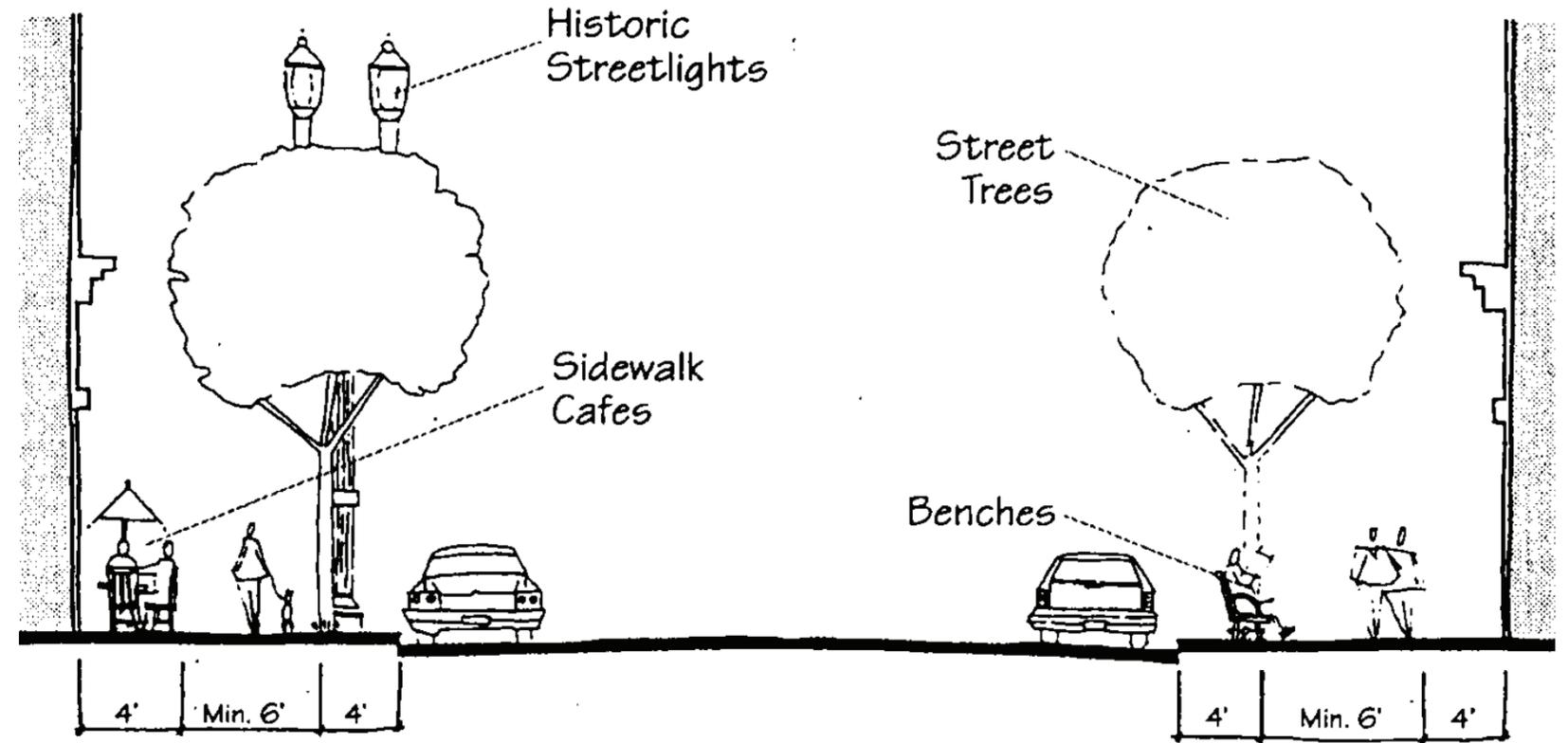
“... ALL CITY DEPARTMENTS SHALL COORDINATE THEIR VARIOUS DETERMINATIONS REGARDING THE PLANNING, DESIGN, AND USE OF PUBLIC RIGHTS - OF -WAY.”

# DOWNTOWN STREETScape PLAN

ADOPTED JULY 13, 1995



*Design Plan and Significant Pedestrian Destinations*



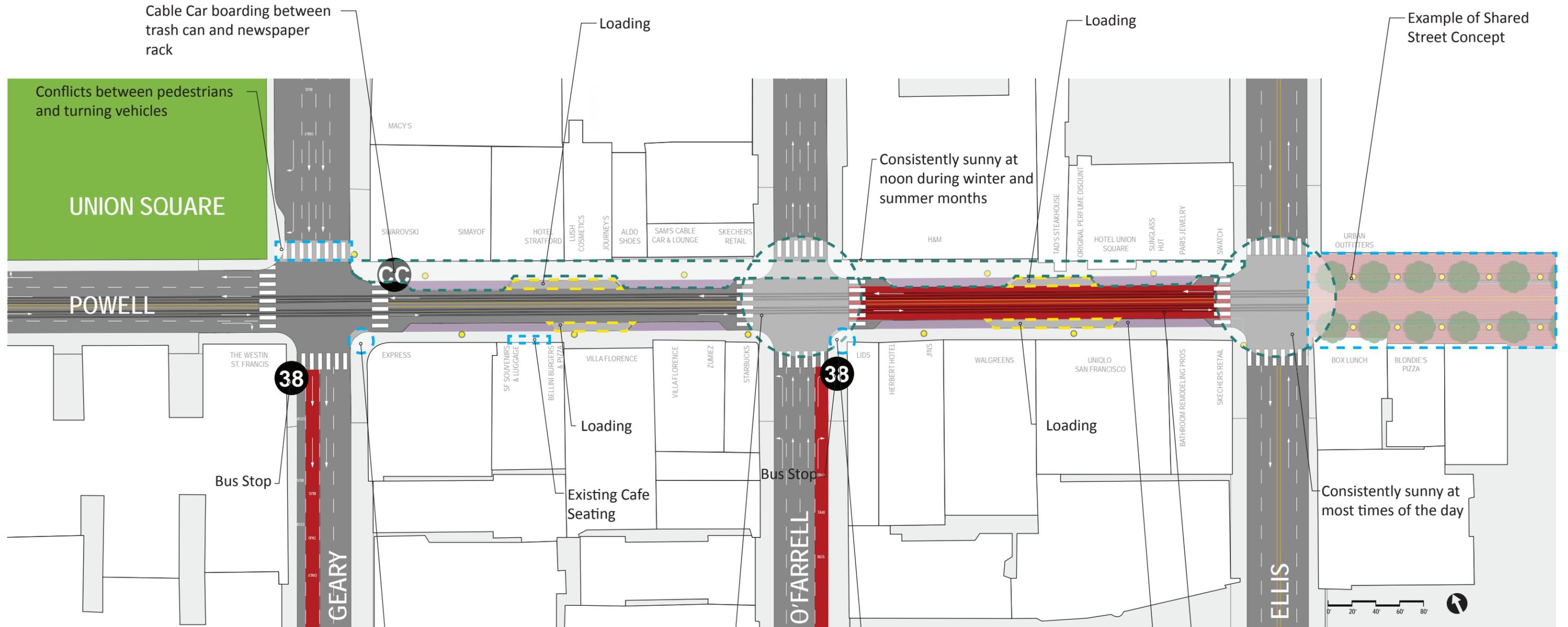
*Typical Second Level Street Diagram*

- |                             |                    |
|-----------------------------|--------------------|
| ■ Street Trees w/uplighting | ■ Paving Variation |
| ■ Historic Street Lights    | ■ Benches          |
| ■ Fixed Newsracks           | ■ Bicycle Racks    |
| ■ Trashcans                 | ■ Sidewalk Cafes   |
| ■ Standard Sidewalk         | ■ Kiosks           |
| ■ Corner Clear Zone         | ■ Sidewalk Vendors |

# PROJECT CONSTRAINTS

1. SUB-SIDEWALK BASEMENTS
2. EXISTING CABLE CAR RAILS
3. CABLE CAR RIGHT OF WAY/ENVELOPE
4. ACCESSIBILITY
5. DRAINAGE
6. MAINTENANCE
7. VERTICAL ELEMENTS

# OPPORTUNITIES & CONSTRAINTS



## General Powell St. Opportunities and Constraints

- Varying paving pattern along the street
- Heavy visitor foot traffic
- Subsidewalk basements
- Rail/Curb elevation
- Large Pedestrian Volumes

Consistently sunny at most times of the day

Noticeable grade change between street and sidewalk

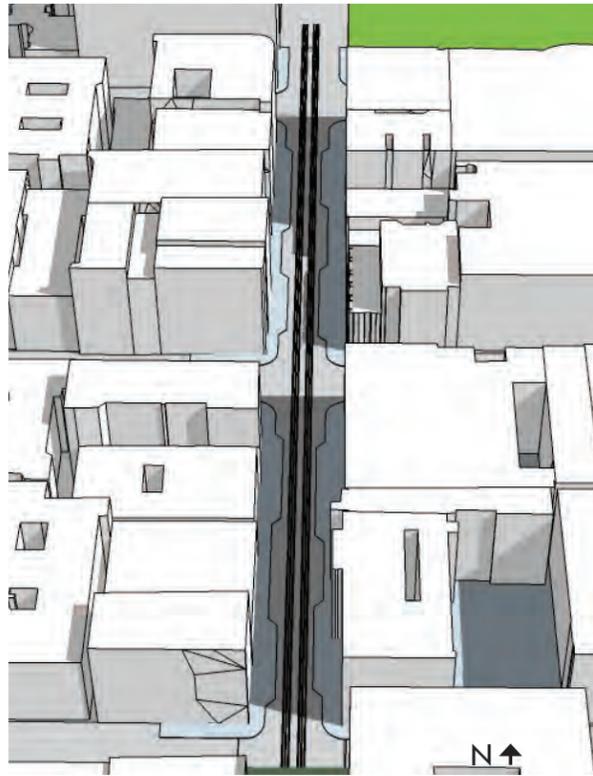
Noticeable grade change between street and sidewalk

Restricted traffic to only taxis, commercial vehicles and cable car system

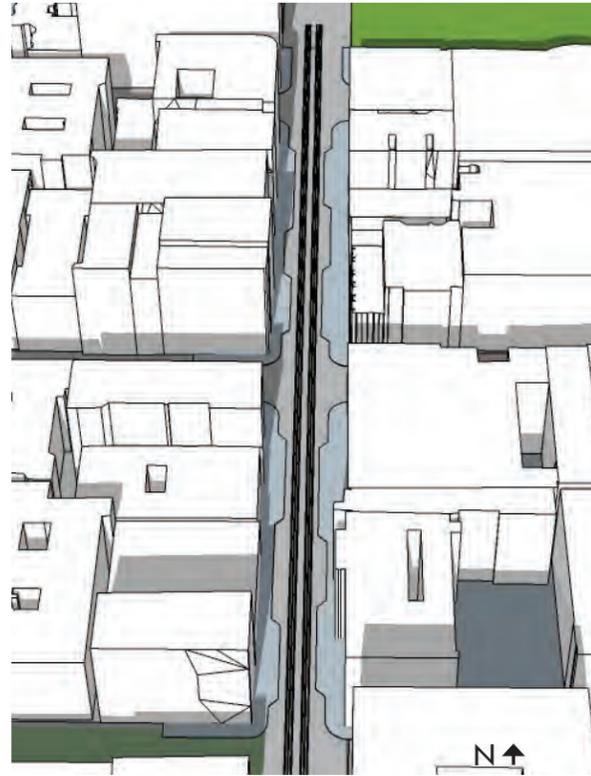
Parklet location does not allow for ease of pedestrian traffic

# SUN-SHADE STUDY

Jan 15:



9 am

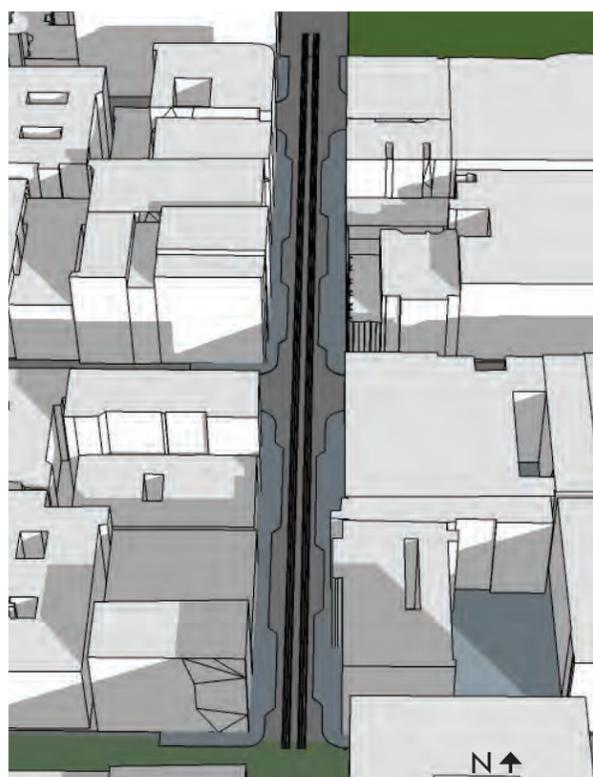


12 pm

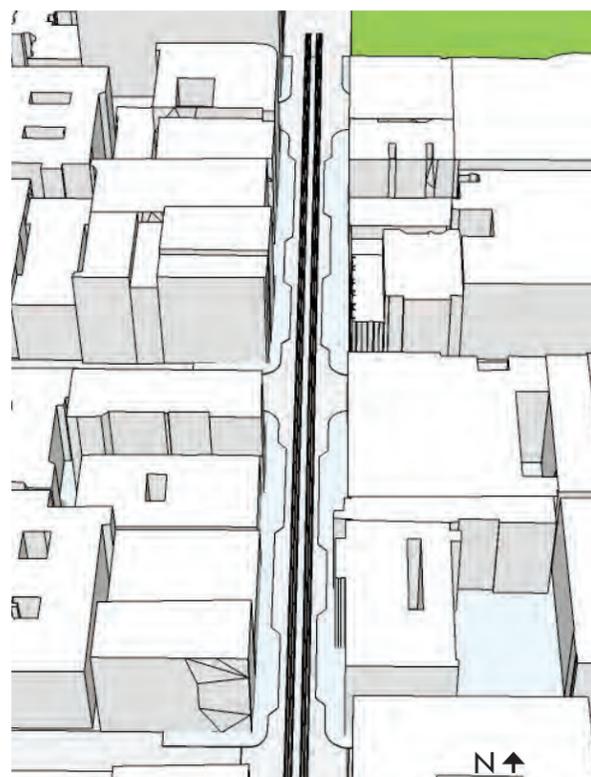


3 pm

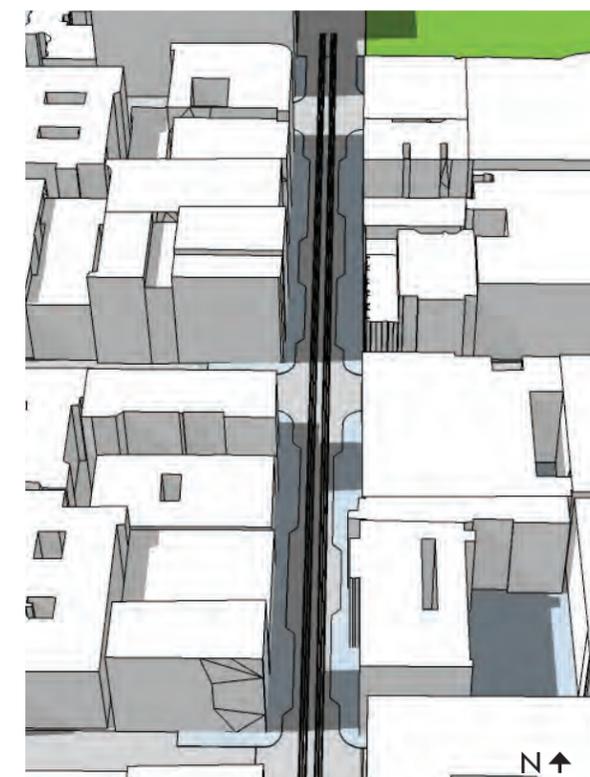
July 15:



9 am



12 pm



3 pm

# TYPICAL STREETLIFE AND PAVING



CABLE CAR BOARDING AT O'FARRELL



EXISTING CAFE ZONE



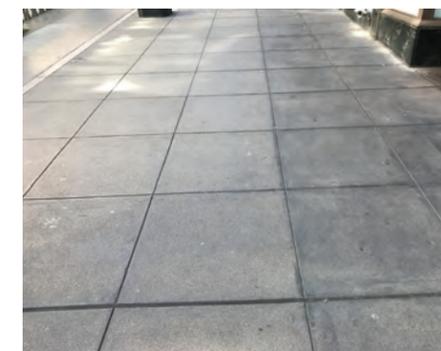
LOADING ZONES



EXISTING PARKLET



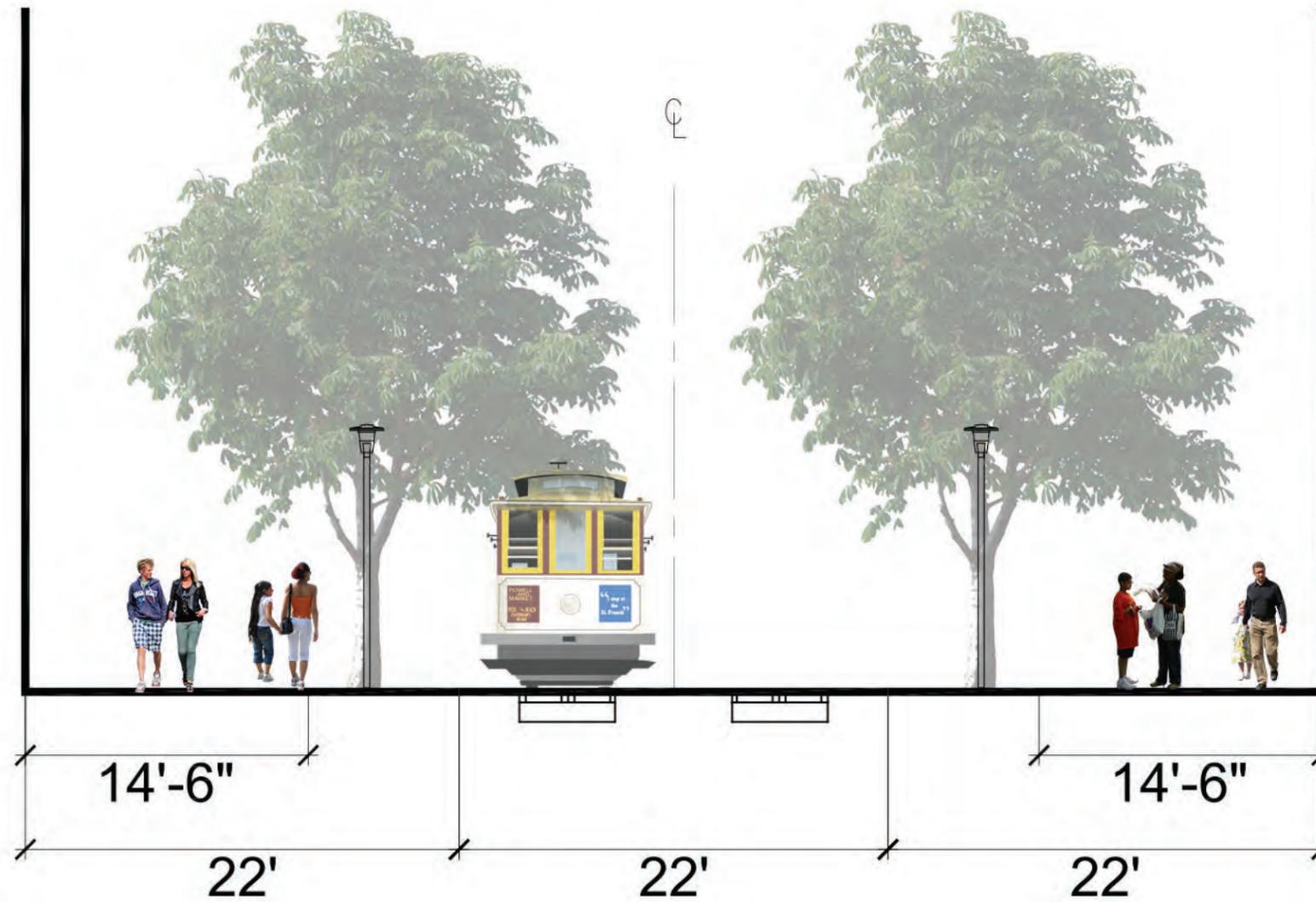
RED TRANSIT LANES



SIDEWALK PAVING



# EXISTING CONDITION: MARKET TO ELLIS



SECTION