SFMTA
Municipal Transportation Agency

Complete Streets in Constrained Corridors: San Francisco

10 | 24 | 2012

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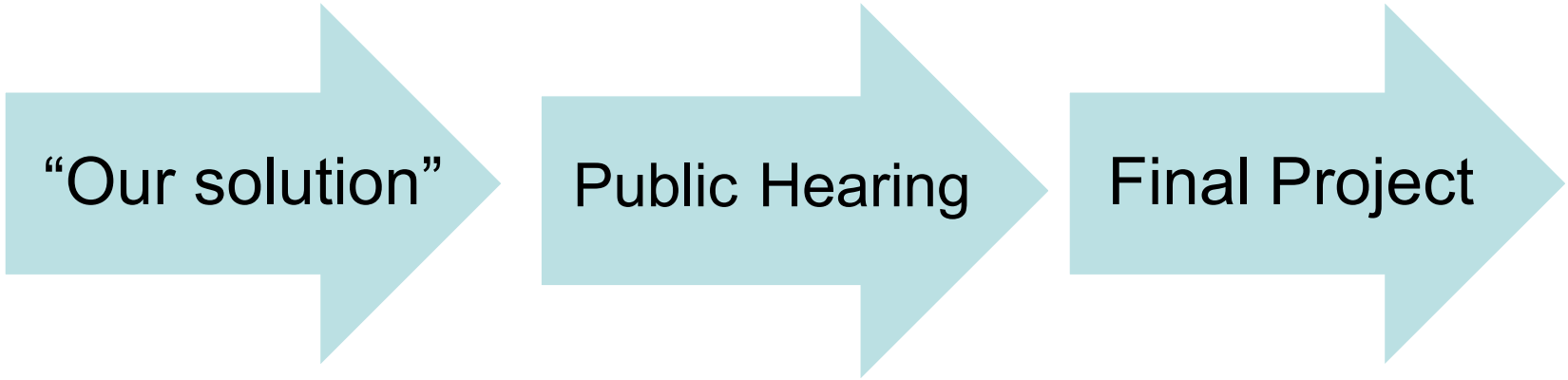
Walk
Bicycle
Public & Private Transit
Bicycle Share
Rideshare
Paratransit
SFMTA
Municipal Transportation Agency
Carshare
Taxi
Park
Drive
Commercial

San Francisco's Transit First Policy

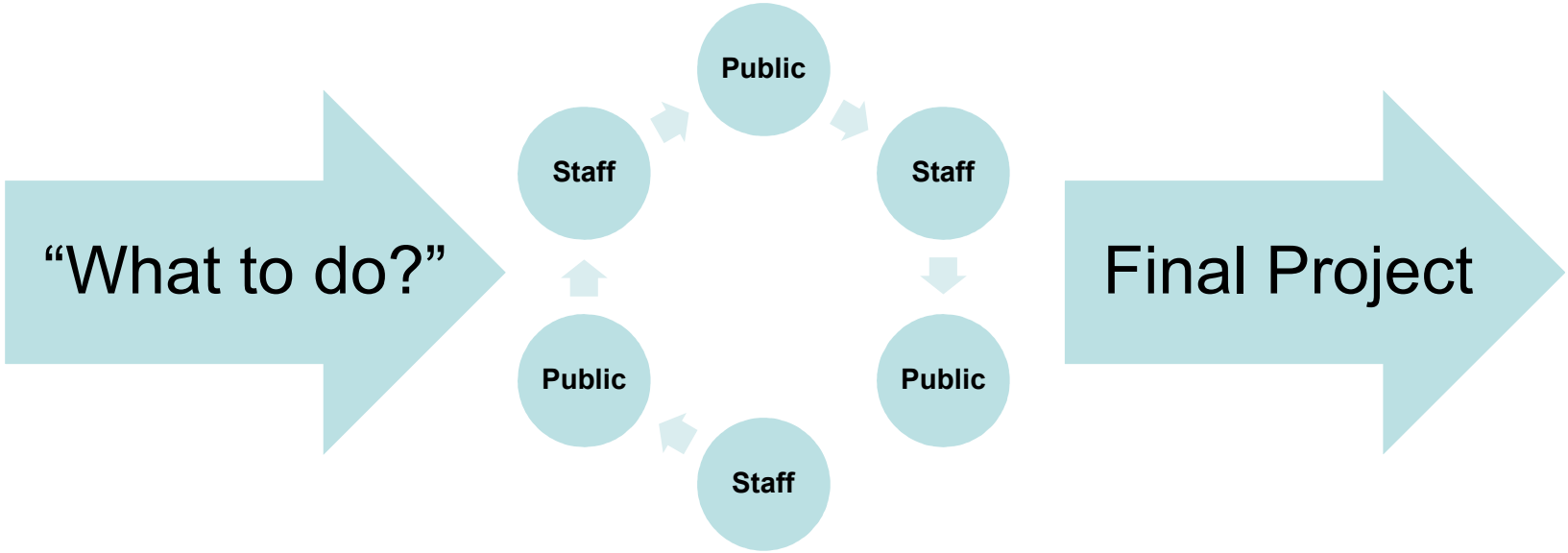
"Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety."

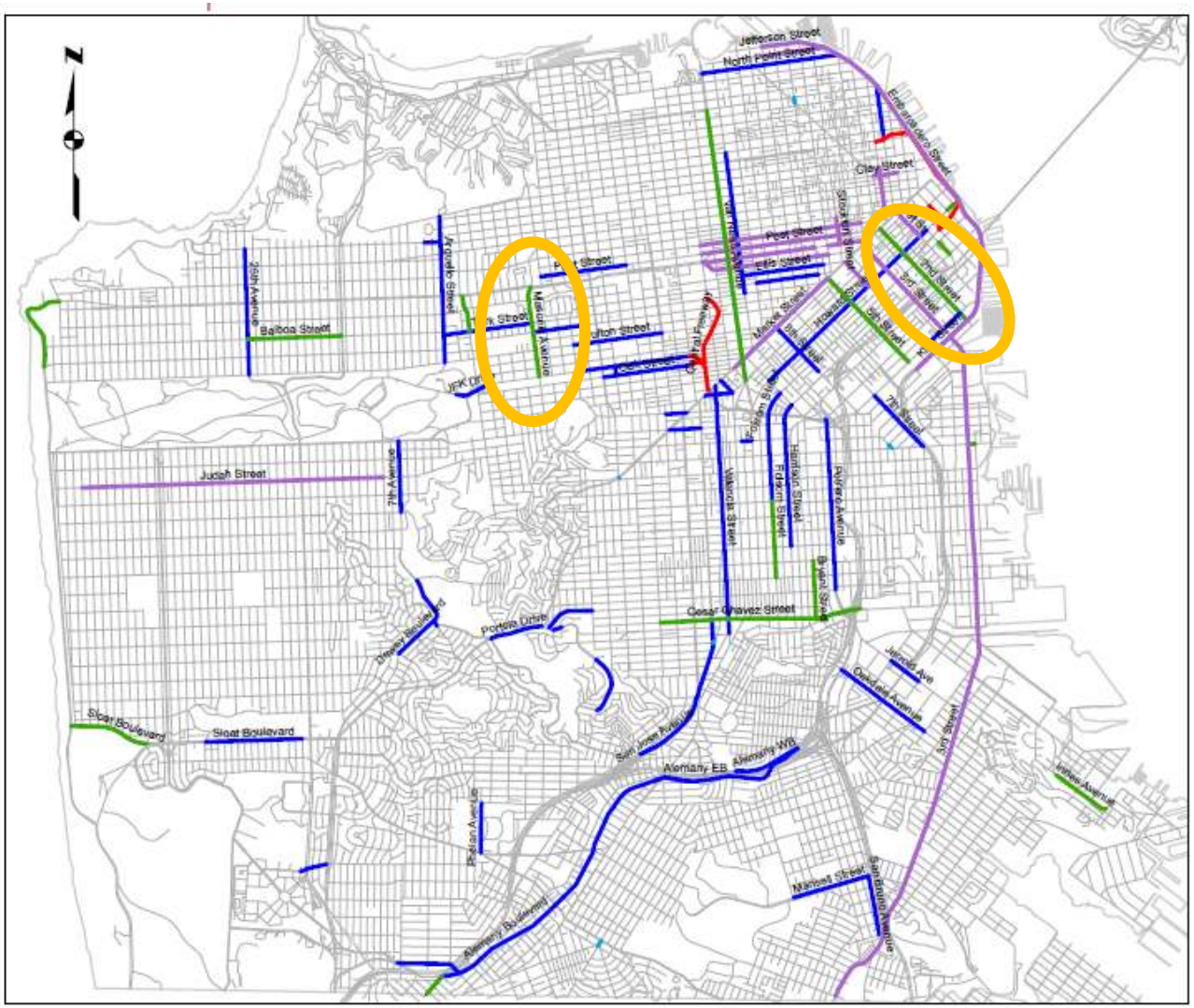
What to do when there is limited room to make the street “complete”?

1) Public Reacts to City Initiated Project



2) Public Helps Create City Project





Implemented & Future Road Diets

Streets that have had general traffic lanes reduced in order to promote transit, bikes, pedestrians, and traffic calming since the adoption of the San Francisco Transit First Policy in 1973.

DRAFT

Legend

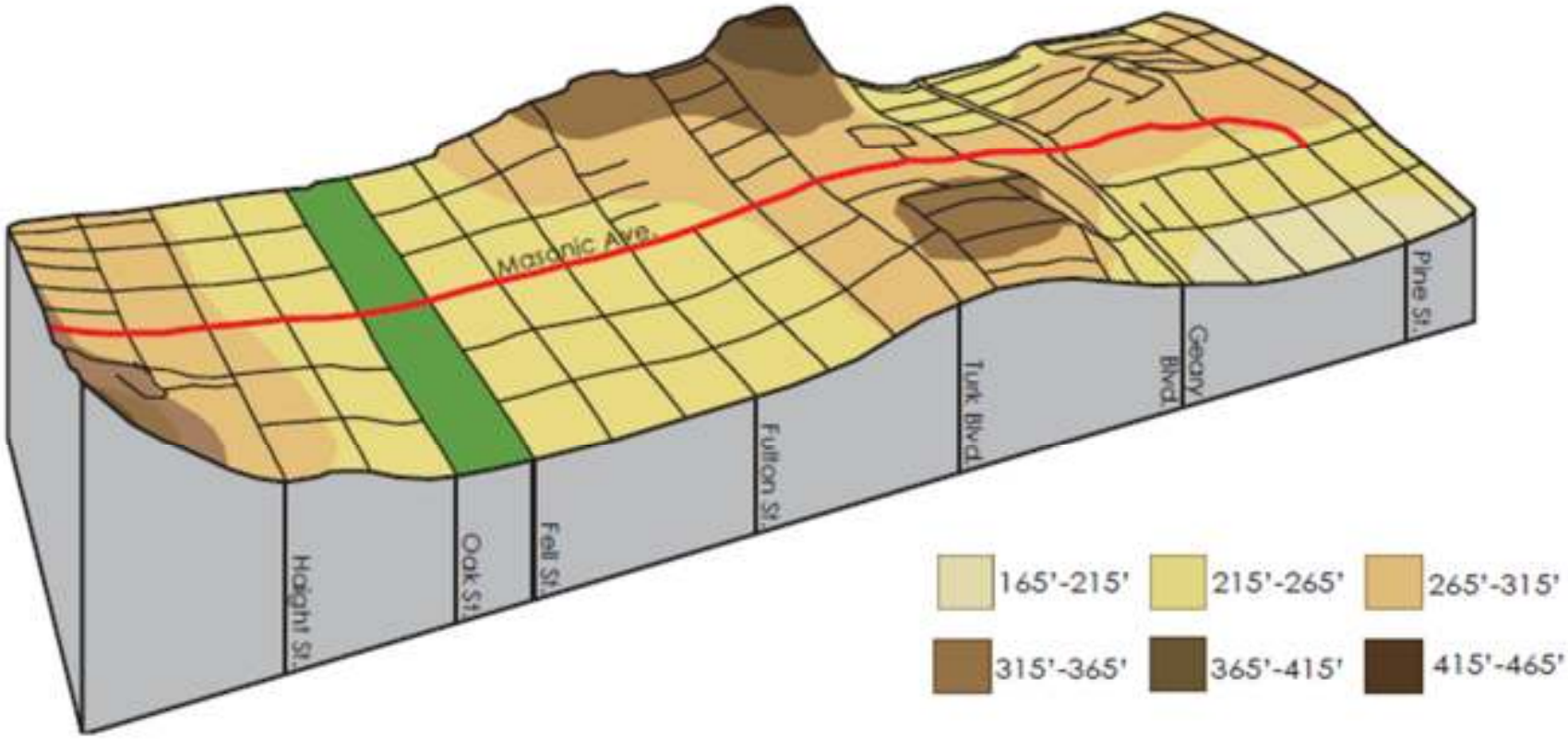
- Implemented Pavement to Parks
- Removed Elevated Freeway
- Implemented Road Diets
- Implemented Full-Time Transit-Only Lanes
- Future Road Diets

DISCLAIMER: The City and County of San Francisco does not guarantee the accuracy, adequacy, completeness, or usefulness of any information.

Updated 10/15/12

Masonic Redesign Plan

www.sfmta.com/masonic



Existing Street Layout

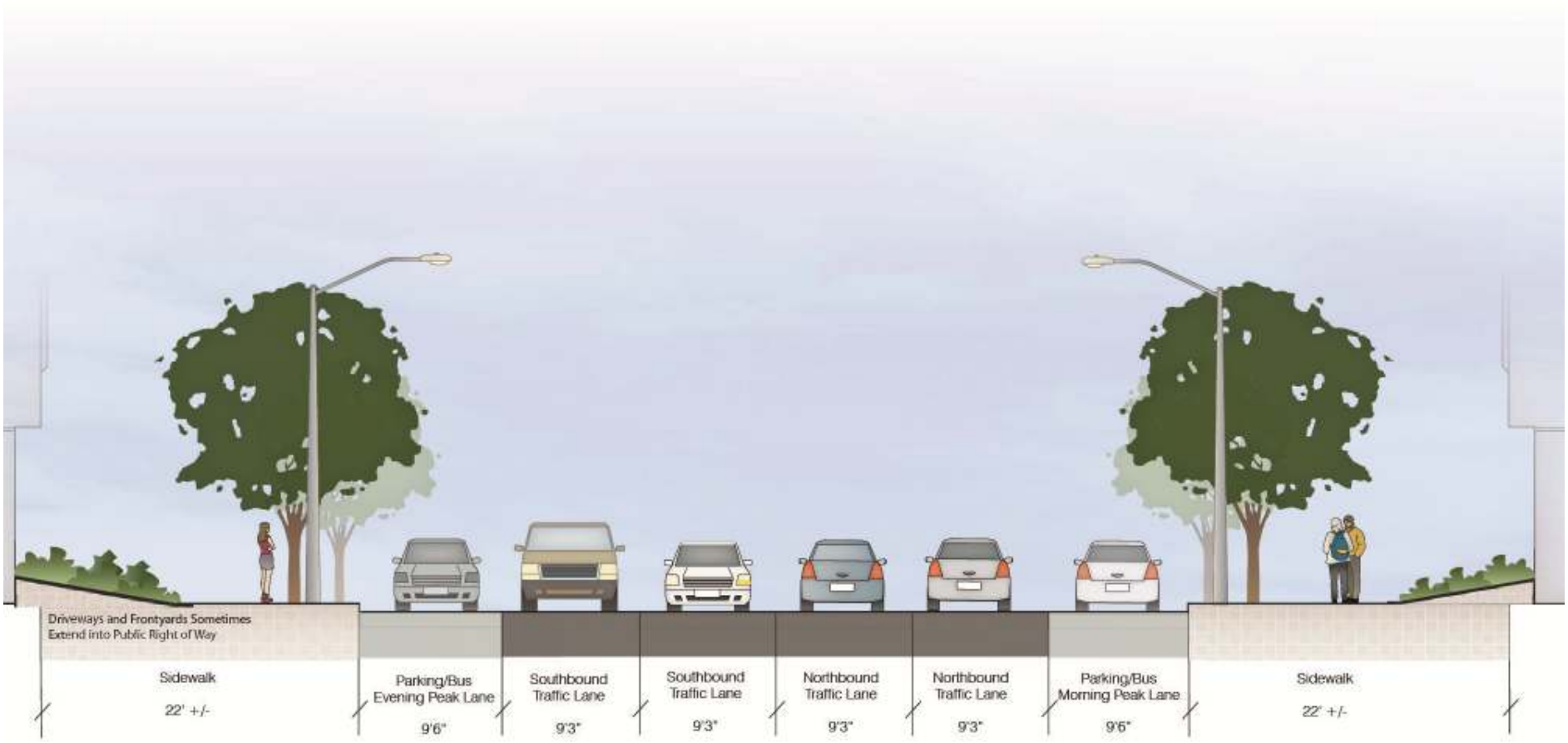


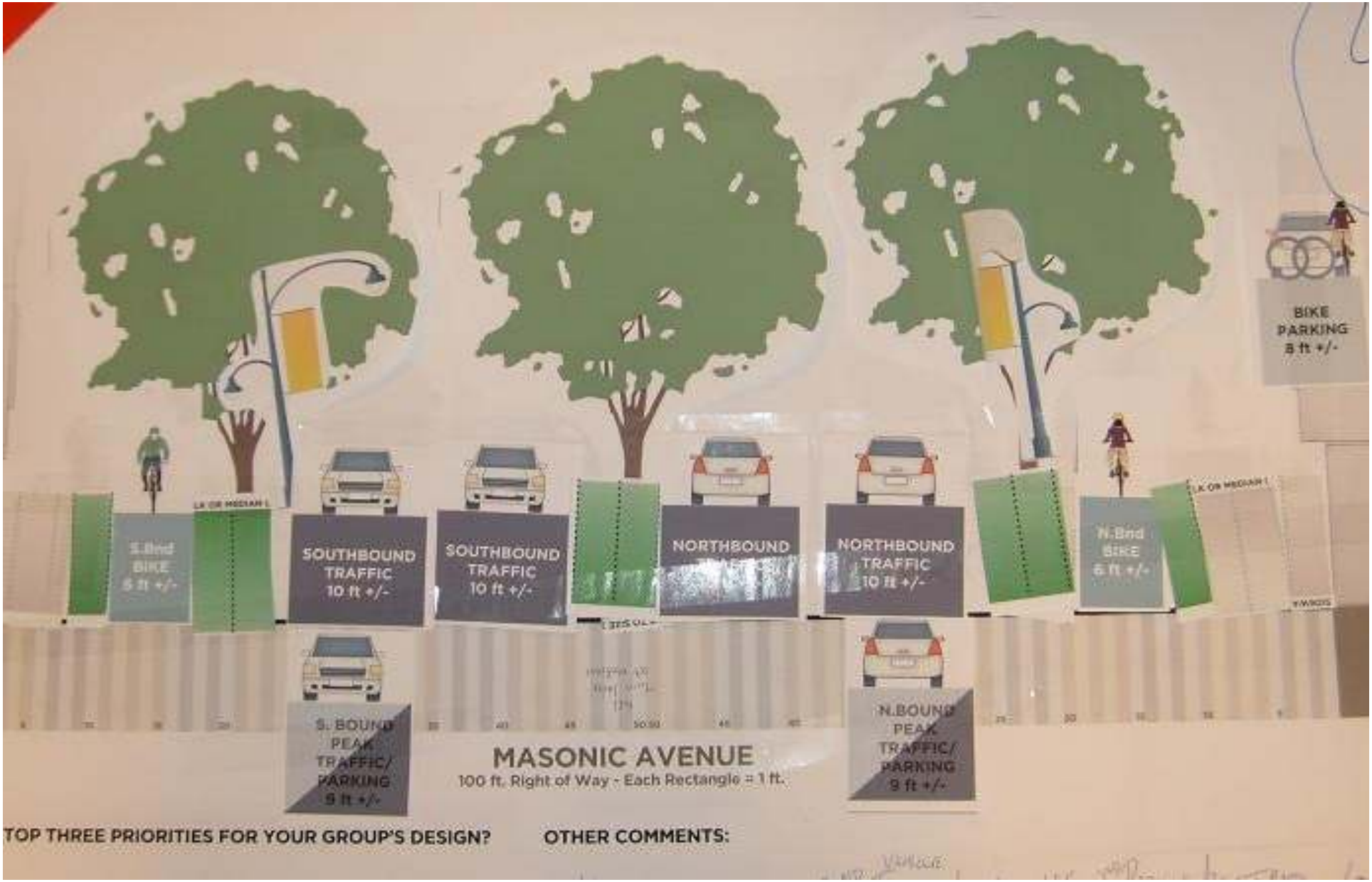
Photo: Aaron Bialick, SF Streetsblog

Masonic Avenue Consensus-Building Process

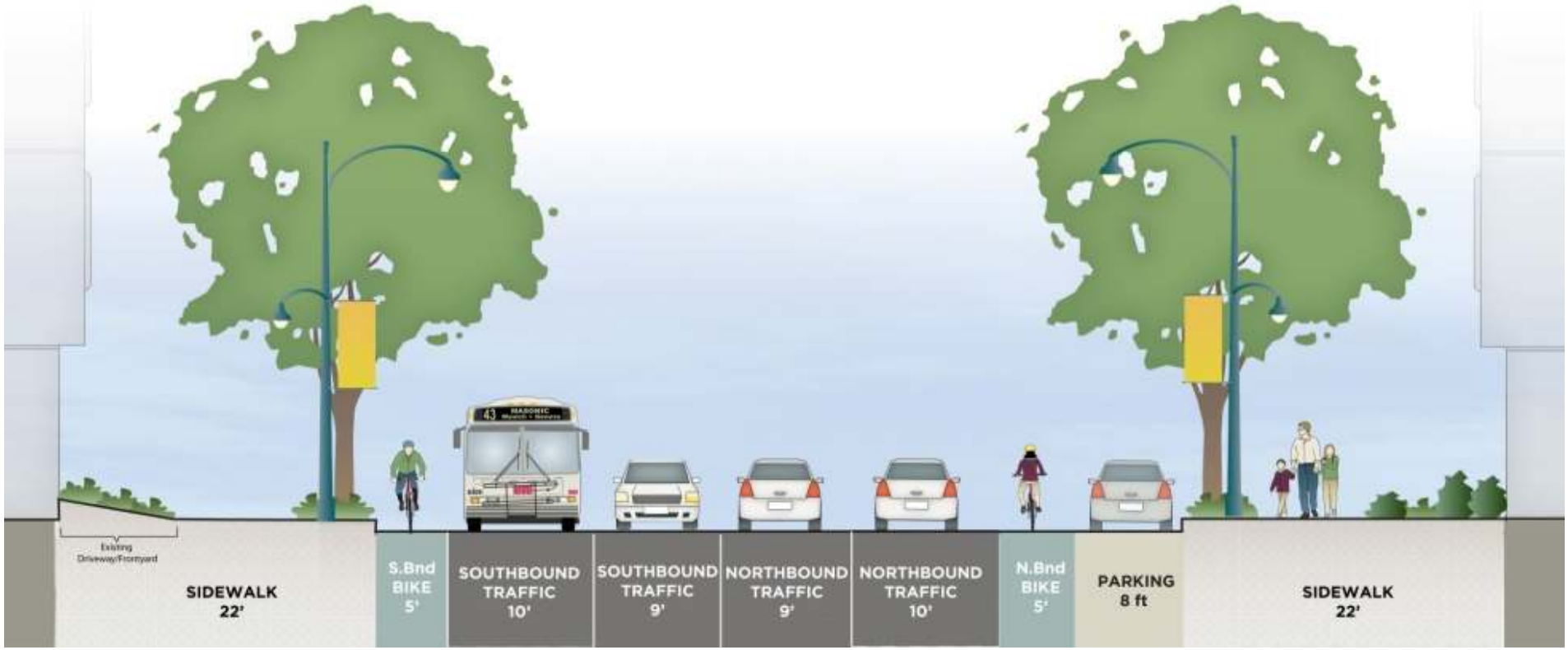
1. Obtain community planning funds.
2. Workshop #1: Presentation of issues, opportunities, constraints. Small group brainstorming. (June 2010)
3. Workshop #2: Presentation of group brainstorming results. Vote on preferred alternative. (August 2010)
4. Workshop #3: Presentation of preferred alternative(s). (September 2010)
5. Environmental review process and hearings (2011-12)
6. Approval of project by legislative body (September 2012)

Workshops

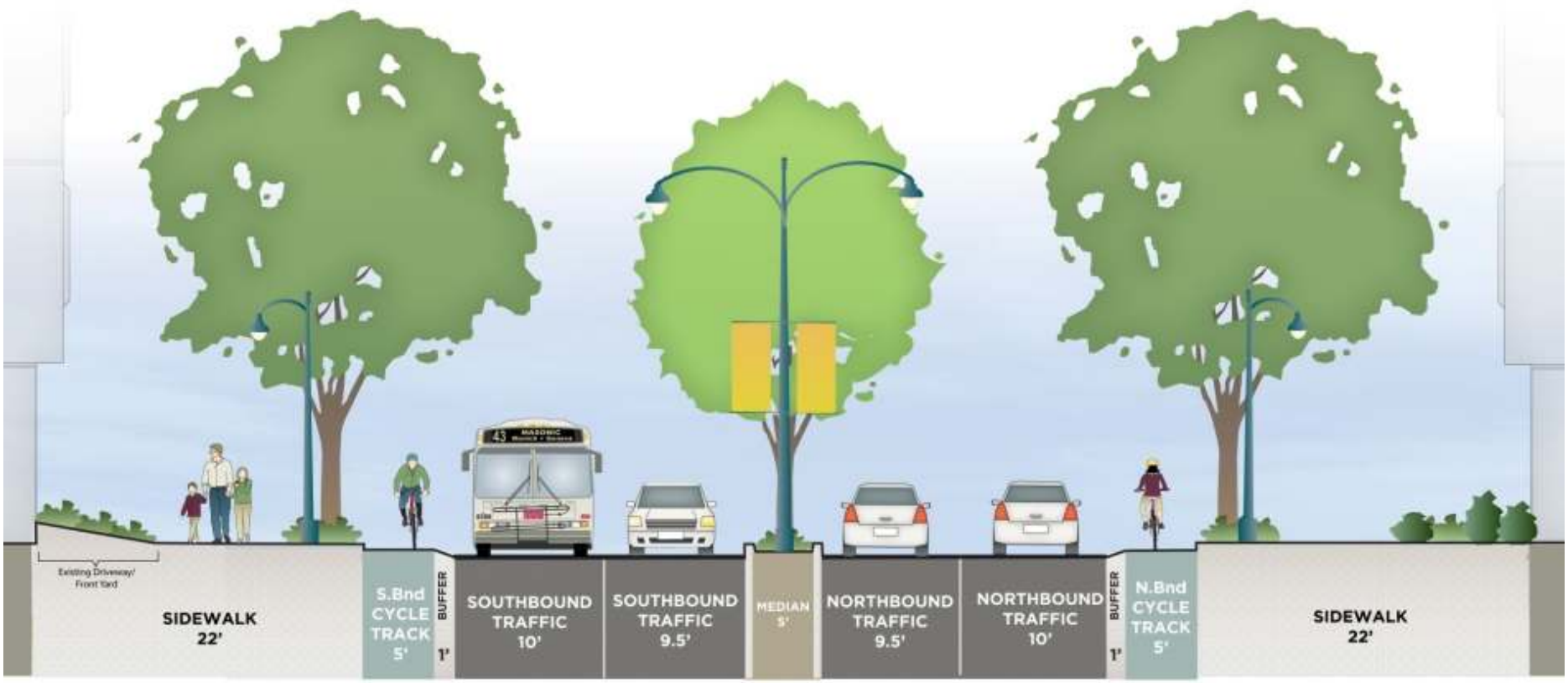
- Attendance: 50 to 130 per session
- Staff moderated group discussions
- City team from Planning Department, Public Works and SFMTA


BIKE PARKING 8 ft +/-
S.Bnd BIKE 5 ft +/-
SOUTHBOUND TRAFFIC 10 ft +/-
SOUTHBOUND TRAFFIC 10 ft +/-
NORTHBOUND
NORTHBOUND TRAFFIC 10 ft +/-
N.Bnd BIKE 6 ft +/-
S. BOUND PEAK TRAFFIC/ PARKING 9 ft +/-
N.BOUND PEAK TRAFFIC/ PARKING 9 ft +/-
MASONIC AVENUE
100 ft. Right of Way - Each Rectangle = 1 ft.
TOP THREE PRIORITIES FOR YOUR GROUP'S DESIGN?
OTHER COMMENTS:

Semifinalist 1: “Gateway” Design

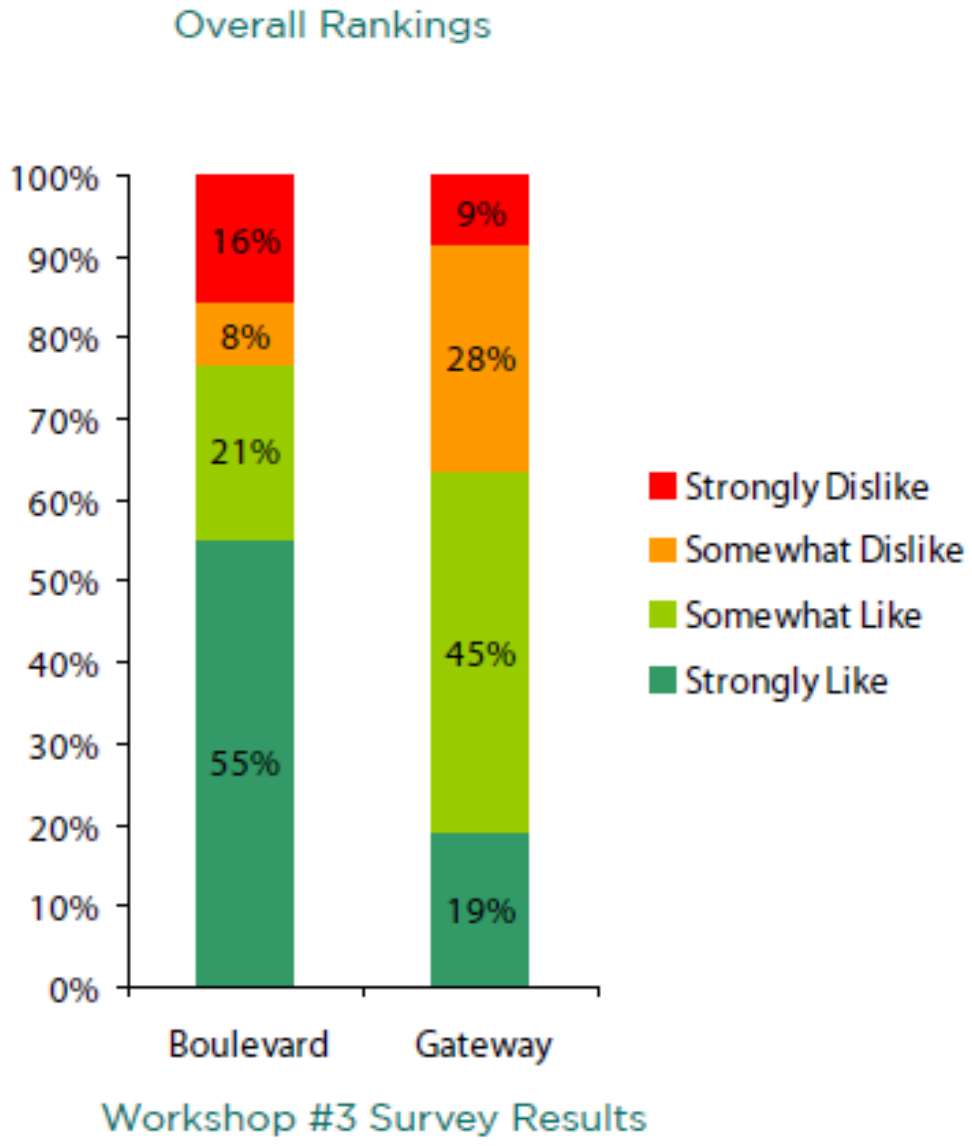


Semifinalist 2: “Boulevard” Design

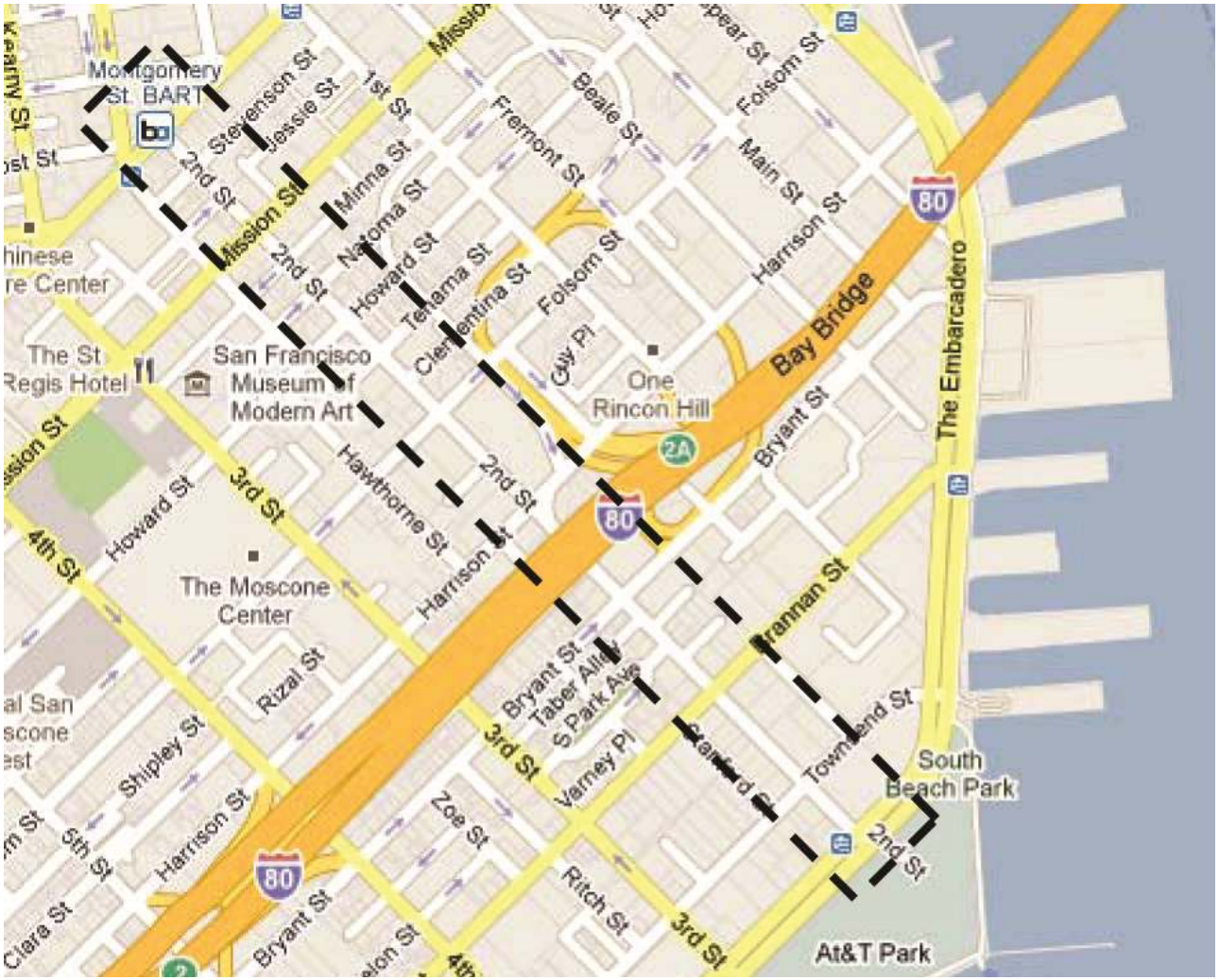


Final Results

- 109 final survey responses
- Relative acceptance by residents of losing on-street parking
- Subsequent approval at public hearings with minimal dissent

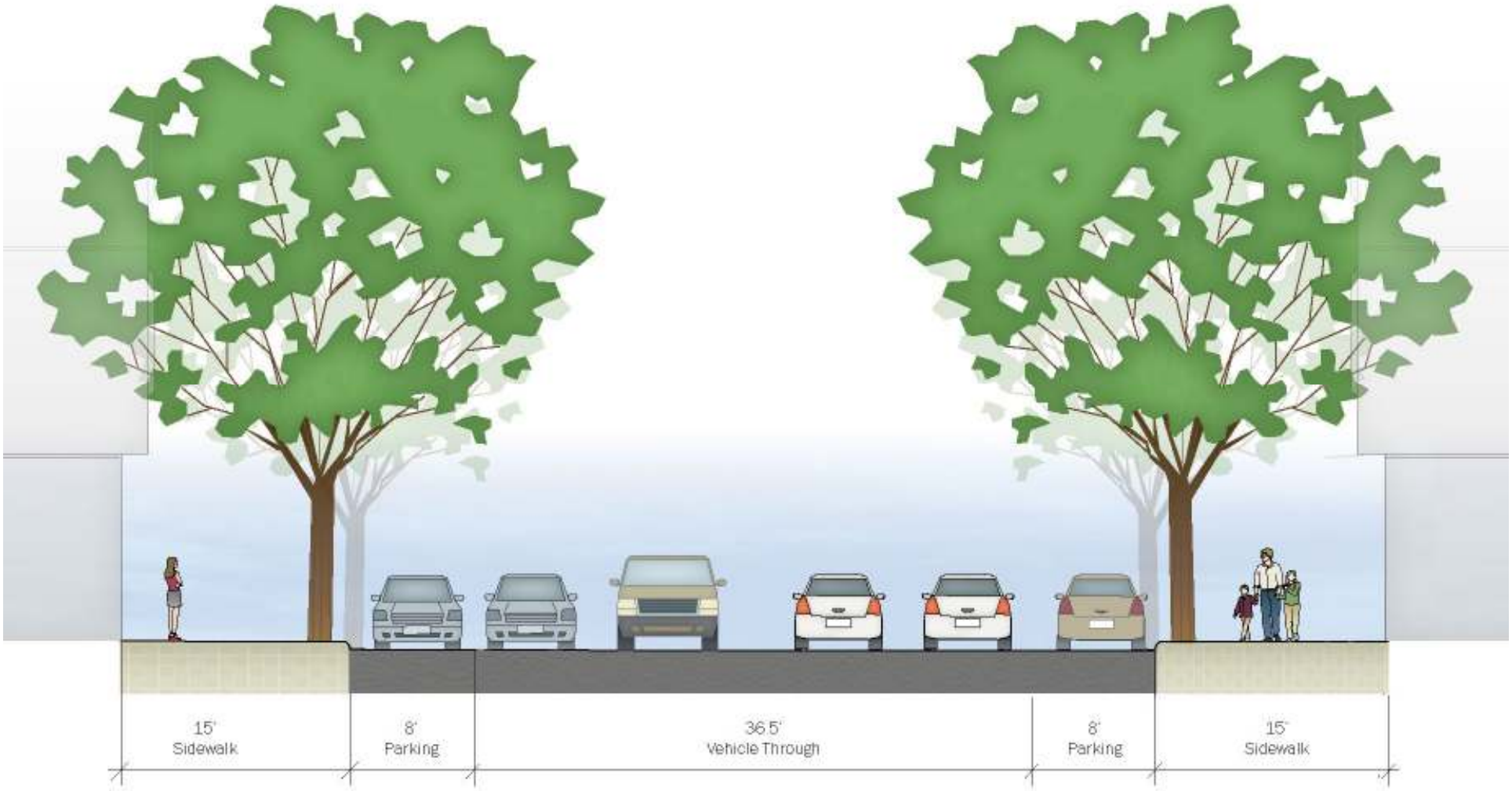


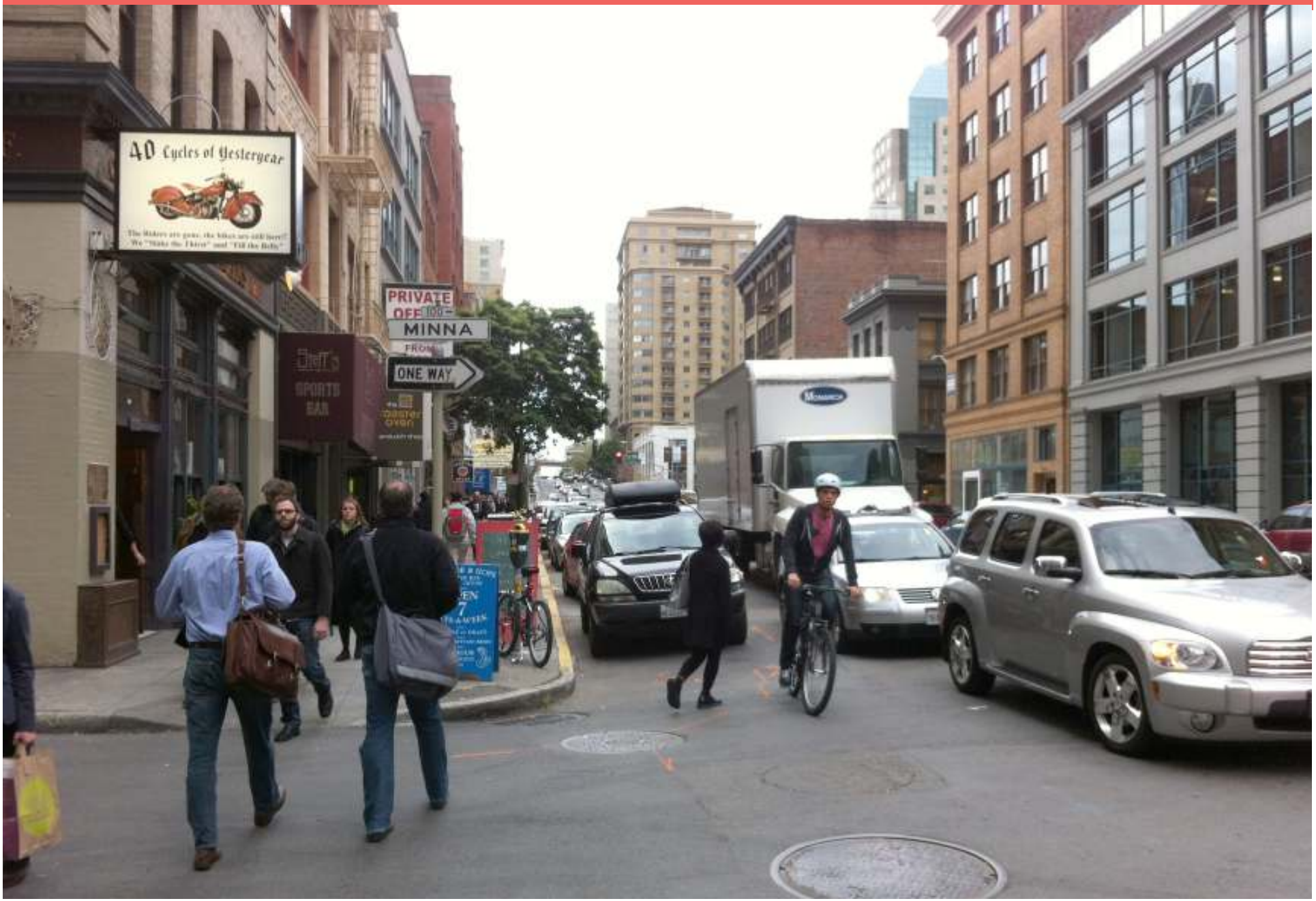
2nd Street Redesign Plan



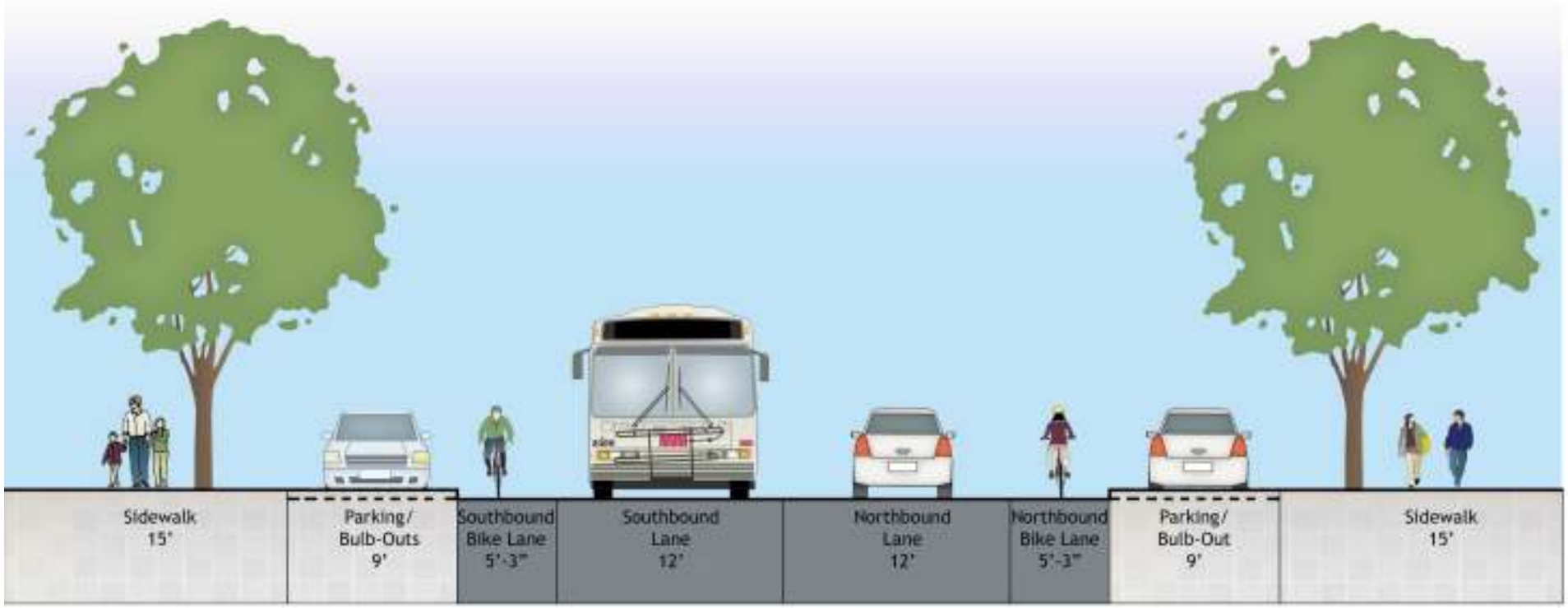
www.sfdpw.org/secondstreet

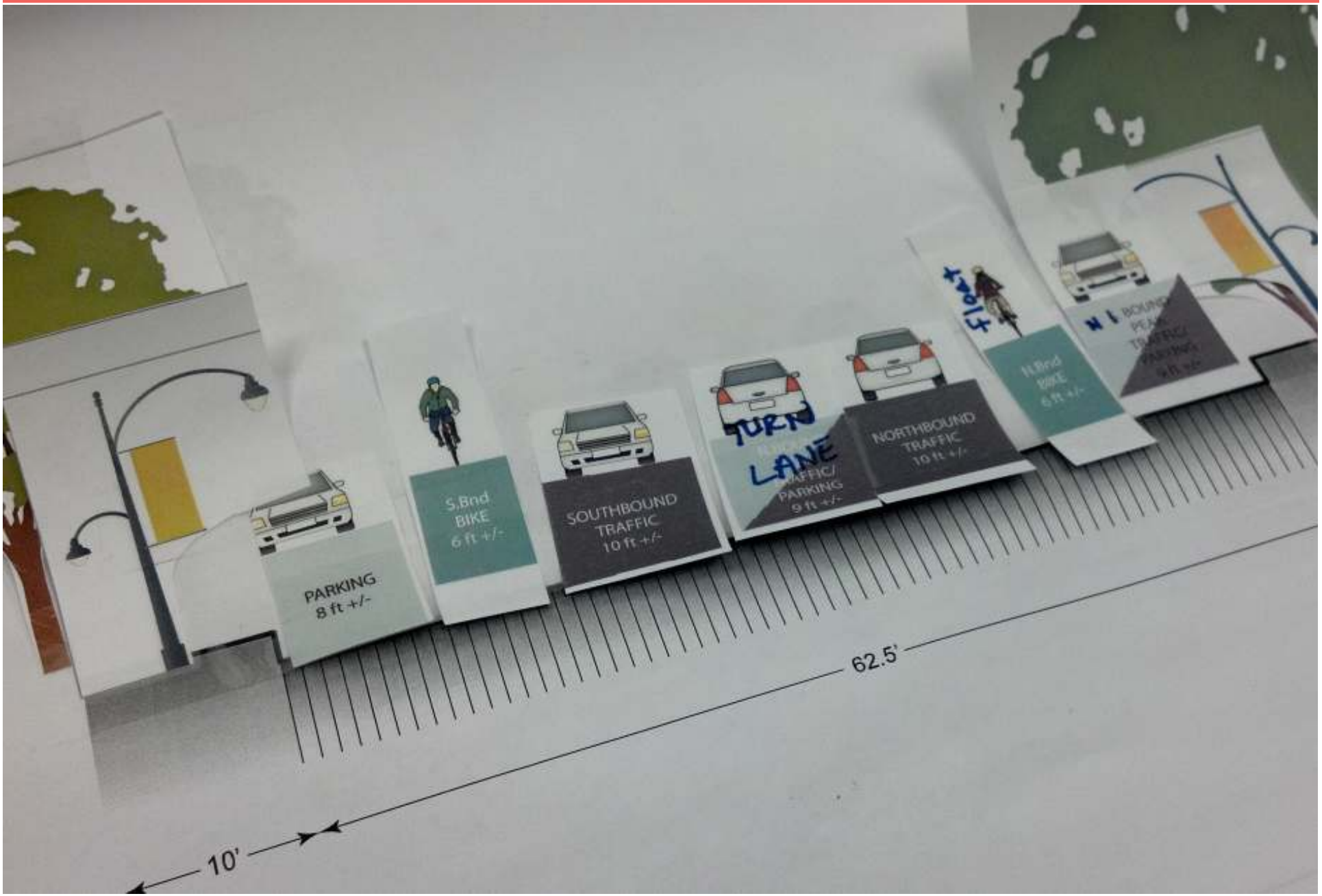
Typical Existing Street Layout



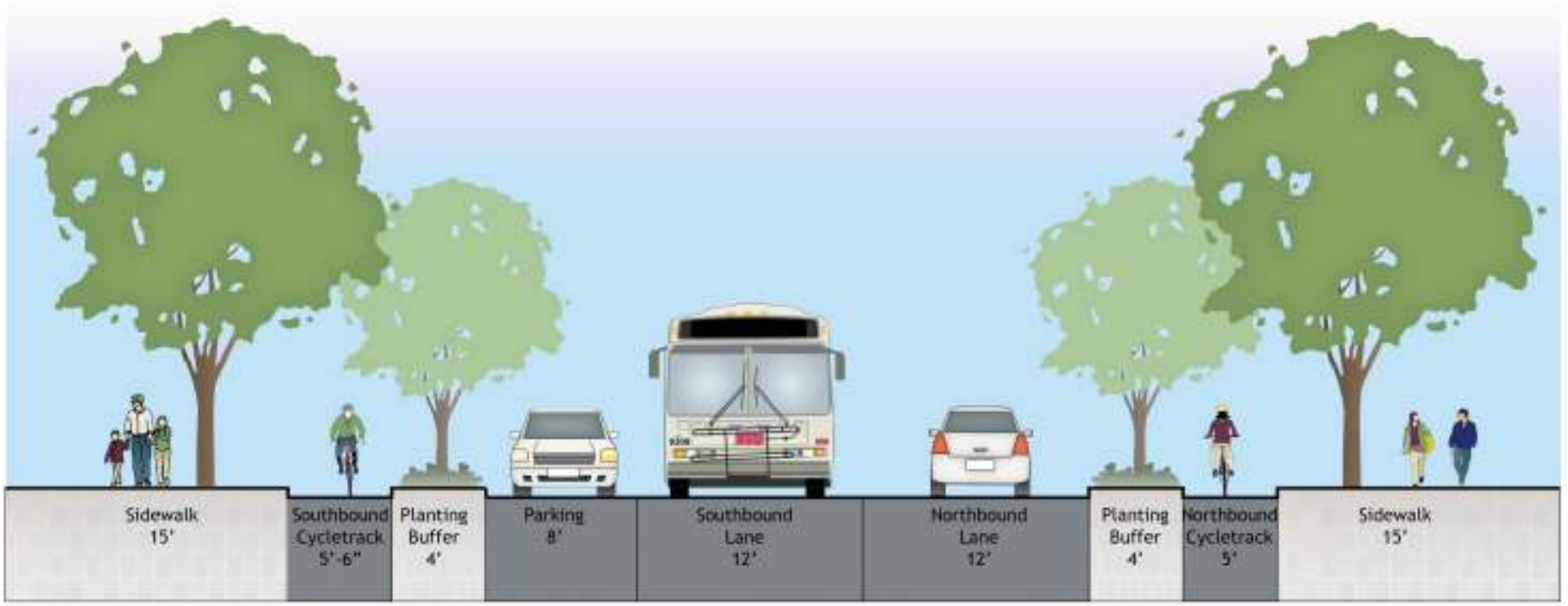

40 Cycles of Yestergear
PRIVATE
MINNA
ONE WAY
SPORTS
BAR

Original staff initiated proposal: Bike Lanes




PARKING
8 ft +/-
S,Bnd
BIKE
6 ft +/-
SOUTHBOUND
TRAFFIC
10 ft +/-
TURN
LANE
PARKING
9 ft +/-
NORTHBOUND
TRAFFIC
10 ft +/-
N Bnd
BIKE
6 ft +/-
62.5'
10'

Favorite after workshops: Cycletracks



Benefits of the workshop approach

- Allows public to understand tradeoffs
- Public gains ownership of results
- Controversial ideas can be discussed

Drawbacks of the workshop approach

- Participation by few of the affected public
- Private interests outweigh common good
- End results may not be what staff wanted
- Requires more staff, funds, and time

Workshop approach not as suitable for complete streets projects with:

- Multiple government agencies with different views and interests
- Longer project limits covering many neighborhoods or interest groups
- Complex design issues and large system impacts
- Relatively simple solutions

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Bicycle Share
Rideshare
Paratransit
SFMTA
Municipal Transportation Agency
Carshare
Taxi
Park
Drive
Commercial