SAFE STREETS FOR ALL

A Report to Land Use Committee on Street widths in Hunters Point Shipyard and Candlestick Point Developments

City & County of San Francisco
Mayor's Disability Council

San Francisco Recreation & Parks

San Francisco Municipal Transportation Agency

San Francisco Water Power Sewer

San Francisco Planning Department
Candlestick Point – Hunters Point Shipyard Redevelopment Project
One of San Francisco’s largest development projects

<table>
<thead>
<tr>
<th>Area</th>
<th>Acres</th>
</tr>
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<tbody>
<tr>
<td>Candlestick Point</td>
<td>280</td>
</tr>
<tr>
<td>Hunters Point Shipyard Phase 1 and 2</td>
<td>500</td>
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<tr>
<td>Total Area</td>
<td>780</td>
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</tbody>
</table>
Multiple Phases:

Hunters Point Shipyard - Phase I
75 Acres
(under construction)

Alice Griffith Housing - Phase I
10 Acres
(in design phase)

The balance of the 780 acres project area will be designed and built in multiple phases between now and Year 2039 depending on market forces.
CP and HPSY 800 Acre Development include:

Residential, New Housing, Multi-Story, Mixed Use Units

10,500 Units

Commercial, Retail, Office Units

3,000,000 Units

Open Space, Parks, other amenities

300 Acres

Hundreds of miles of new infrastructure must be built to support the new neighborhoods including:

- A network of new roads and sidewalks
- Above-and-below ground utilities: water, sewer, recycled water, AWSS, power, gas, cables, telecommunications, streetlights, traffic signal systems, etc.
- Streetscape Improvements: eco-friendly bioretention systems, trees, landscaping, street furniture, etc.
Candlestick Point Development
On-Site Street Network - Local Streets

Source: Fehr & Peers
Harney at Ingerson South ("Park Edge Street") *
Total Varies
15' 12' 12' 3' min. 10' 10' 7' 12'
Sidewalk BRT BRT Landscaping (Varies) Auto Auto Parking Sidewalk

Harney at Ingerson North ("Park Edge Street") *
Total Varies
12' 10' 12' 12' 7' min. 12' 8' 12'
Sidewalk Auto BRT BRT Landscaping Class I Bike Facility Wedge Park (Varies) Auto Parking Sidewalk

Harney at Egbert ("Park Edge Street") @
56' Total
12' 10' 12' 12' 10'
Sidewalk Auto BRT BRT Auto

Harney at Gilman ("Park Edge Street") @
71' Total
12' 10' 12' 12' 10' 3'
Sidewalk Auto BRT BRT Auto Class I Bike Facility

Egbert at Arelius Walker East ("Park Edge Street") *
98' Total
12.5' 10' 12' 12' 10' 29' 12.5'
Sidewalk Auto BRT BRT BRT Auto Park Sidewalk

LEGEND
- - - - Auto Route Alignment
- - - - BRT Route Alignment
Heavy dashed line denotes roadway with exclusive BRT lane(s)

* Street type based on typology developed in the City of San Francisco Draft Better Street Plan, June 2008.

@ Sidewalks or paths within park.
@ Where BRT crosses auto lanes, intersection will be signalized.
Sidewalks shall increase to 15' at bus rapid transit stops and shall conform to Better Streets Plan guidelines for all other stops (typical)

Candlestick Point Development
On-Site Street Network - Park Edge Streets

Source: Fehr & Peers
Candlestick Point Development
On-Site Street Network - Parkways

LEGEND
- Auto Route Alignment
- BRT Route Alignment
Heavy dashed line denotes roadway with exclusive BRT lane(s)

* Street type based on typology developed in the City of San Francisco Draft Better Street Plan, June 2008.

Earl at Egbert ("Parkway")
102' Total
- Sidewalk
- Parking
- Bike Lane
- Auto
- Auto
- Bike Lane
- Parking
- Park
- Sidewalk

Earl at Gilman ("Parkway")
64' Total
- Sidewalk
- Parking
- Bike Lane
- Auto
- Auto
- Bike Lane

Earl at Ingerson ("Parkway")
104' Total
- Sidewalk
- Parking
- Bike Lane
- Auto
- Auto
- Bike Lane
- Parking
- Park
- Sidewalk

Egbert at Alice Griffith Park ("Parkway")
162' Total
- Sidewalk
- Parking
- Bike Lane
- Auto
- Auto
- Bike Lane
- Parking
- Park
- Sidewalk

If right-of-way becomes available, this section should be constructed identically to "Earl at Egbert.
Park ends and travel lanes come together at intersections with Arelious Walker Drive and Hawes Street.

Sidewalks shall increase to 15' at bus rapid transit stops and shall conform to Better Streets Plan guidelines for all other stops (typical)

Source: Fehr & Peers

Figure 2.1.2C
• **The Infrastructure Plan** provides guidance on best practices and is the guiding document for implementation of the goals, which include:
  - multi-modal street design
  - environmental planning
  - incorporation of sustainable water management techniques

• **2010 CP & HPSY Plan** did not set or approve a 20 feet street as an across-the-board standard but rather, provided this as one possibility among many other street cross sections

Adopted by the Board on December 7, 2010
Infrastructure descriptions apply generally to streets in the CP area

• May vary slightly from street to street based on particular requirements

  • Shall be determined during the review of the applicable subdivision improvement plans and in accordance with the procedure for granting exceptions as set forth in the CP/HPS2 Subdivision Code and the Project DDA

• SFFD’s acceptance of the SFFD Infrastructure

  • Caveat that the SFFD consent to the Infrastructure Plan per the ICA was not intended to, “in any way limit the authority of the SFFD as set forth in Section 4.108 and 4.128 of the Charter.”
**Project Timeline**

**DDA w/ SFRA**

**Interagency Cooperative Agreement (ICA):**
- Streets widths under 34’ considered substandard

**Infrastructure Plan**
- Subdivision Code
- CPHP Sec. 1633
- agreement to submit architectural drawings with vesting map application

**February :**
- VTSM Submitted
- 30 days by state law for review

**March 13 :**
- Street Vacation Ordinance Approved
- Application submitted no architectural drawings submitted
- 50 days by state law to approve/disapprove

**April :**
- Surveys of Development submitted
- CCSF + Developer begins discussion on subdivision process and regulations

**June :**
- Surveys of Development submitted
- CCSF + Developer begins discussion on subdivision process and regulations

**October :**
- Alice Griffith Application Submitted

**December :**
- Mayor announces directive for new housing initiative

**February :**
- SFRA Dissolved

**June :**
- OCII Succeeds

**April :**
- Approved Alice Griffith phase

**May :**
- Mylars submitted for recording

**May 5 :**
- SMA requires decision applicant requests extension until May 20
- CCSF accepts application as complete (won’t reject)
- Agrees to defer architectural drawings with conditions of approval

**May 7 :**
- Compromise tentatively reached

**June :**
- Trust parcel & state lands exchange

**October :**
- Alice Griffith break ground

**June :**
- VTSM break ground

**Major Phases thru 2039**

**Sub-phases**
- 18
Infrastructure network must also be engineered to meet the needs and safety of:

- Pedestrians
- People with disabilities
- Bicyclists
- Public transportation (including Bus Rapid Transit)
- On-street parking/loading, including for persons with disabilities
- Passenger, commercial, maintenance, utility vehicles
- EMERGENCY VEHICLES
  - with consideration to obstructions, turning radii, passing lanes, parking, outrigger support, etc.
AASHTO WB-40 TRUCK TURNING ONTO 20' WIDE ROADWAY FROM 60' WIDE ROADWAY
(11' OUTER LANES, 12' INNER LANES, 7' PARKING STRIP)

AASHTO WB-40 TRUCK TURNING ONTO 20' WIDE ROADWAY FROM 34' WIDE ROADWAY
(10' LANES, 7' PARKING STRIP)

AASHTO WB-40 TRUCK TURNING ONTO 26' WIDE ROADWAY FROM 60' WIDE ROADWAY
(11' OUTER LANES, 12' INNER LANES, 7' PARKING STRIP)

AASHTO WB-40 TRUCK TURNING ONTO 26' WIDE ROADWAY FROM 34' WIDE ROADWAY
(10' LANES, 7' PARKING STRIP)
Emergency vehicles need to move safely through intersections without having to travel or make turning movements that bring them into conflict with pedestrians.
Operational Issues

- Ladder placement
- Hose leads
- Collapse zone
- Hydrants
- Aerial operations
Salt Lake City, 2014
Montrose (Houston area), 2014
San Jose, 2002
San Francisco, 2014

Construction Fires: 2014
In lieu of narrow streets, an effective means to make crosswalks more accessible to persons with disabilities is to provide refuge islands.

- Proximity of pedestrians to vehicles too close – especially turning commercial trucks

- Increase reaction time to avoid collision for pedestrian and drivers by allowing buffer space

- Tolerance for error (by drivers and pedestrians) is key for accessibility and safety

- Toolbox of techniques for traffic calming available instead of simply narrowing streets
The City’s Collective Goals

✓ The City Family will continue to collaborate with the Developer in order to ensure that the street system is functional and safe for all uses in order to protect the public and that it operates efficiently for its expected life.

✓ We will continue to consider narrower roadway design proposals, on a case by case basis, when design details are provided which demonstrate that the safety of all users of the Public Right of Way can be achieved.

✓ City Agencies are committed to these goals as the City implements the Candlestick Point/Hunters Point Shipyard project over the next few decades.