

DRAFT SFMTA Design Standards

Updated July 18, 2018

General design standards

- Caltrans bulletin on loading
- Caltrans bulletin on bike lanes
- NACTO Urban Street Design Guide: <https://nacto.org/publication/urban-street-design-guide/>
- NACTO Urban Bikeway Design Guide: <https://nacto.org/publication/urban-bikeway-design-guide/>
- SF Better Streets Plan (work with Planning and SFMTA to determine what category of street, if creating a new street)
- “Building Blocks” for accessibility and bike facilities

Design vehicle: SU30 design vehicle; accommodate WB-40

- On street with Muni route, B-45 vehicle
- If on State highway, design for WB-40

Land use

- Concentrate highest densities (especially workplace density-- work trips are more sensitive to distance from transit) closest to transit

Car Parking

- Minimize amount of parking and manage it well—availability of parking is a strong influencer in choice to drive
- Locate parking where access and queues minimize impacts on transit
- Separated bicycle lanes on parking garage access streets (*context specific—discuss with SFMTA*)
- SFMTA should review and provide input on garage access/circulation plans
- Consider an alternative in which some of potential parking is developed for other use (and include this square footage and use in what gets cleared environmentally)

Bicycling

- Feeder street(s) into garage should have separated bicycle facilities
- Shared lanes are ok on streets with low volumes
- Separate lanes for bikes on streets with buses (*discuss specifics with SFMTA*)
- If there is a parking or loading lane, aim for a 9' parking/loading lane with 6' bikeway

Walking

- Every intersection (2 streets meeting at approximately right angles) is by CVC a crosswalk
- Provide marked ped crossing at every traffic signal
- Mark other ped crossings, depending on SFMTA recommendations
- Sidewalk width to be the greater of Better Streets Plan or legislated sidewalk width
 - New streets: Planning Dept should determine what street type it is

- Corner bulbs-6' with 5' tangent before beginning radius return to curb

Curb

- Maximize on-street loading
- No on-street general parking
- Carshare should be off-street if possible to maximize on-street curb for active loading uses
- Accessible passenger loading zones are acceptable in these cases:
 - New sidewalk >14' (sidewalk would retain 9' clear path of travel, if curb ramp doesn't encroach into the path of travel)
 - If adjacent to a travel lane, then base sidewalk must be at least 22' (9' path of travel, 5' access aisle, 8' vehicle stopping space)
 - Location is adjacent to land use with high volume of users
 - Sidewalk width needs to be appropriate for use given cutouts (in some cases 9' may not be sufficient because of large pedestrian volume, pedestrian space takes precedence)
- Blue zones
 - Agreement on location for blue zones happens once land use and entrance locations are known
 - Blue zones should have curb ramp access adjacent either provided at intersection or installed specifically for blue zone
 - Blue Zones installed only on streets with less than 8.3% street slope with no obstructions
 - Placement far side of intersection so that intersection curb ramp is behind the zone (preferable)
 - Minimum 4% of meter spaces will be blue zones
- If public street, SFMTA will retain authority to designate/change curb uses
- Color curb designations happen when the land use and entrance locations are known

Shared Streets

- Must include signage indicating that pedestrians have priority—ped right of way should be assumed and communicated to bicycles and cars and expected everywhere on a shared street, 2nd priority on the street is bikes, 3rd car/motorized vehicles
- Design so that cars, bicycles would operating at pedestrian speeds
- Include measures to indicate to blind person that they are in a shared environment (at minimum detectable warning at gateways to shared street)

Shared pathways (bike/ped paths)

- To be used only where volume of pedestrians and bicyclists are low or in a park environment in which there is a justified reason separated paths are not possible or desired
- On shared paths, pedestrians must have priority throughout the space, anywhere on the path, with signage and other measures to assure bicyclists know pedestrians have right of way throughout, bicyclists are secondary users and must always defer to pedestrians
- Include measures to indicate to blind pedestrians that they are in a shared pedestrian bike environment

Transit

BUS STOP STANDARD LENGTHS

Stop Position	Type of Vehicle and Appropriate Zone Length (Ft.)			
	40' Bus	2x40' Bus	60' Bus	2x60' Bus
Midblock	120	185	140	205
Nearside	100	145	120	185
Farside	80	125	100	165
Farside (After right turn)	140	145	160	230

- Lane width memo –for streets with buses (with or without bike facilities)

Environmental review: Prioritize transportation analysis so that SFMTA/Project/EP have time to work together on transportation program and solutions.