

22nd Street: SPECIAL CROSSWALK DESIGNS

For more information, please contact: Kelli Rudnick,
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BENEFITS

WHY CUSTOM CROSSWALKS?

- Enhanced Intersection Visibility
- Neighborhood Identifier
- Connection to Planting Areas
- Connection to Site Furnishings (Colors)
- Corridor Identified as a “Green Connection”
- Located Along Existing Bike Route
- Pedestrian link between Caltrain & Pier 70/ Waterfront Devel.

GUIDING PRINCIPLES



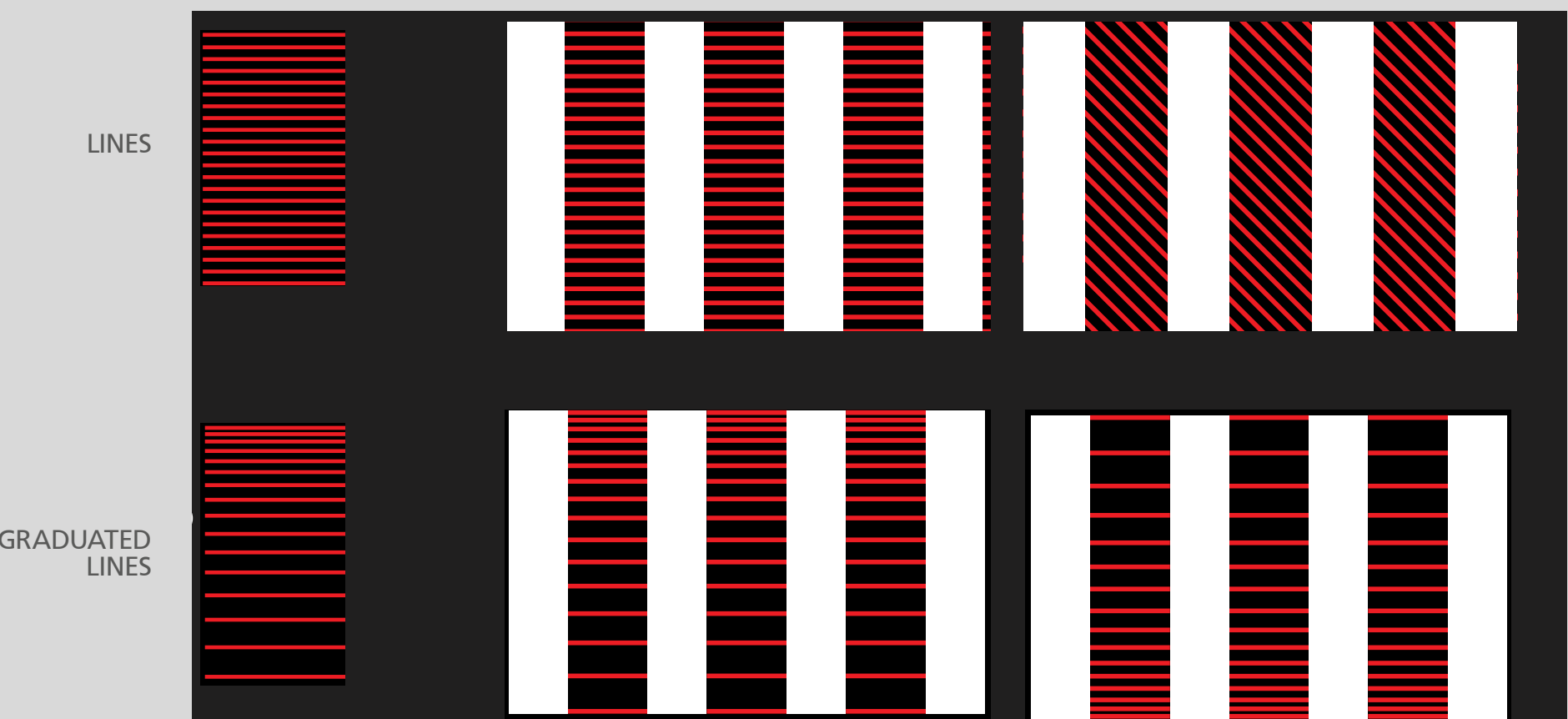
PROJECT AREA



DESIGN CRITERIA

PUBLIC WORKS GUIDELINES

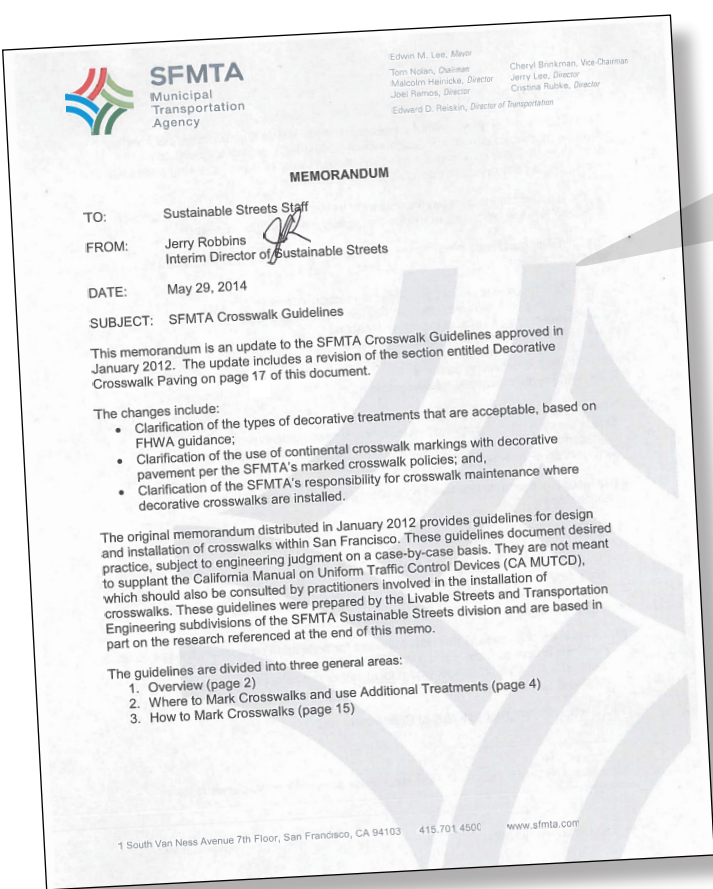
DRAFT STANDARD PATTERN OPTIONS
WITHIN SF PUBLIC WORKS “STANDARD MATERIAL PALETTE”



COLOR PALETTE
(Standard
Manufacturer Colors)



MTA GUIDELINES



SFMTA Crosswalk Guidelines

Decorative paving treatments, including colored and/or textured concrete, asphalt or pavers, Street Print, Duratherm, or other similar treatments should not be considered a safety or traffic control measure. Decorative crosswalk treatments are not a substitute for, and should not detract from, transverse or continental crosswalk markings. Furthermore, decorative treatments between transverse crosswalk markings are not a substitute for continental markings, which should be used for any new or upgraded marked crosswalks.

For both continental and transverse crosswalks, the decorative markings must contrast with the visibility of the crosswalk markings and must be devoid of retroreflective properties. The FHWA Memorandum “MUTCD - Official Ruling 3(09)-24(I) – Application of Colored Pavement” dated August 15, 2013 provides the following clarification on acceptable decorative treatment at marked crosswalks:

“Examples of acceptable treatments include brick lattice patterns, paving bricks, paving stones, setts, cobbles, or other resources designed to simulate such paving. Acceptable colors for these materials would be red, rust, brown, burgundy, clay, tan or similar earth tone

equivalents. **All elements of pattern and color for these treatments are to be uniform, consistent, repetitive, and expected so as not to be a source of distraction. No element of the aesthetic interior treatment is to be random or unsystematic.** No element of the aesthetic interior treatment can implement pictographs, symbols, multiple color arrangements, etc., or can otherwise attempt to communicate with any roadway user.”

When used, decorative crosswalk paving treatments should consist of durable, skidresistant materials that do not cause discomfort to those who use wheelchairs and other assistive mobility devices. When decorative crosswalk treatments supplement continental crosswalks, the underlying pavement material should be asphalt or another similar material that thermoplastic crosswalk markings adhere well to. All decorative crosswalk markings will be reviewed on a case-by-case basis. See also Chapter 3G of the California MUTCD for further guidance on the use of colored paving materials at crosswalks. The SFMTA will maintain crosswalk markings and other traffic control devices but assumes no responsibility for maintaining decorative crosswalks.



22ND STREET
GREEN CONNECTION

SAN FRANCISCO
PUBLIC
WORKS

SFMTA
Municipal Transportation Agency

San Francisco
Planning

02.21.2017

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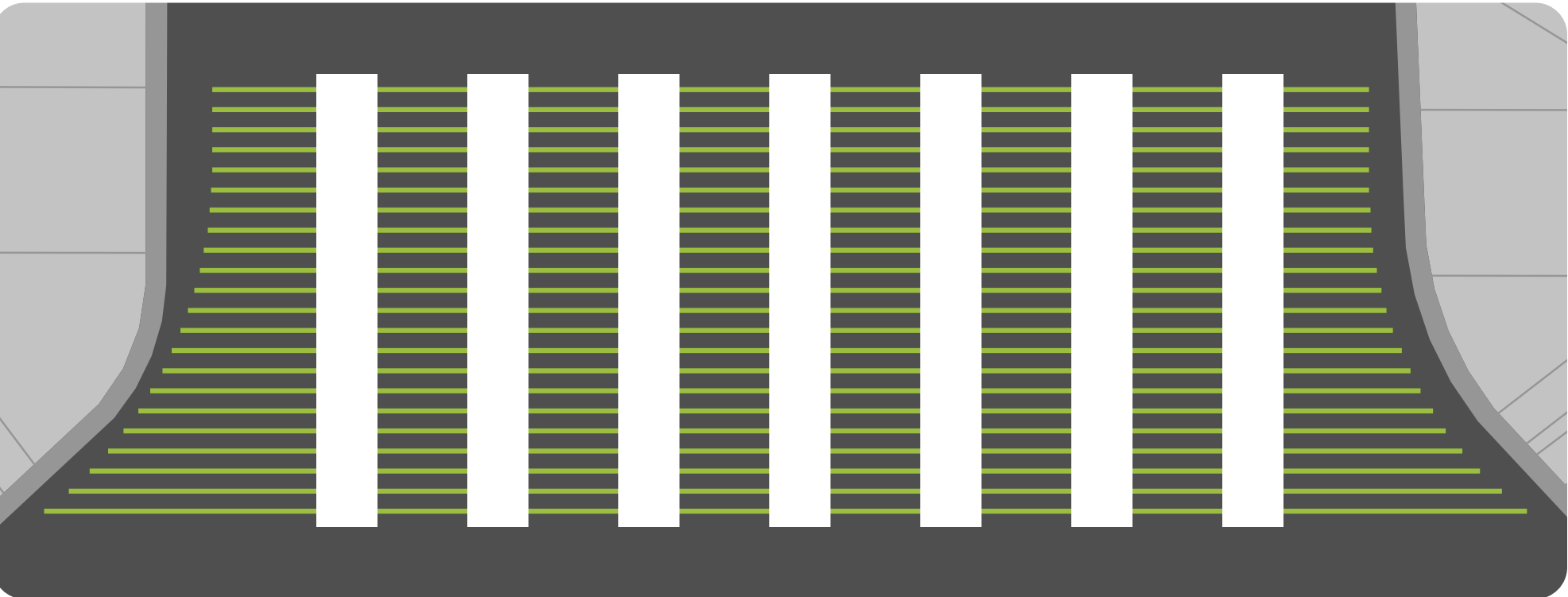
OPTION A



Template Design

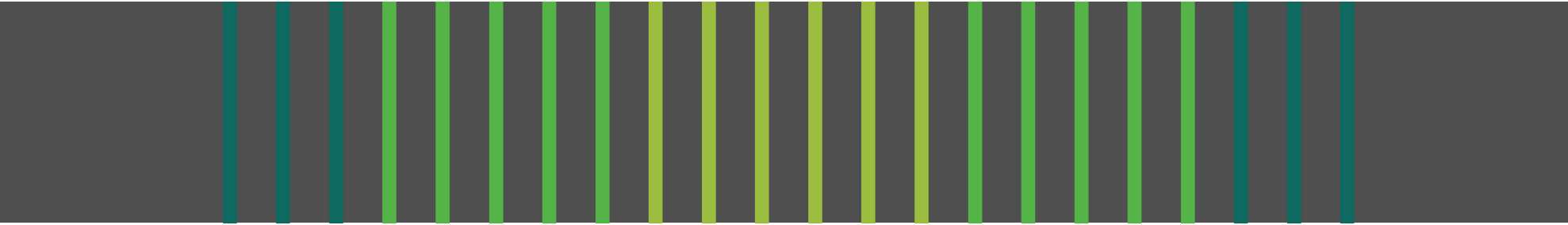


Perspective Rendering



Plan View

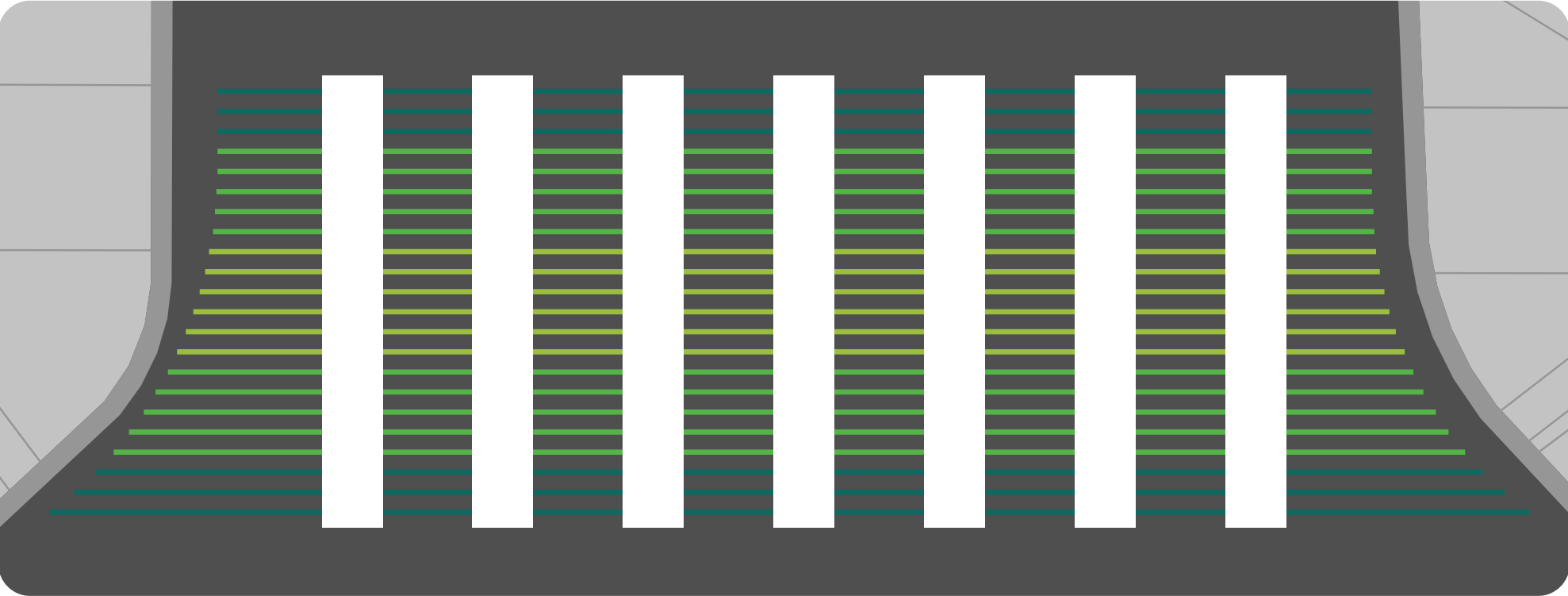
OPTION B



Template Design

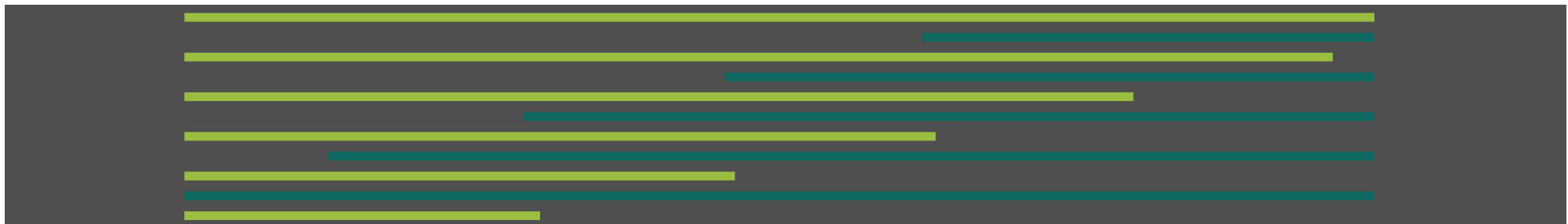


Perspective Rendering



Plan View

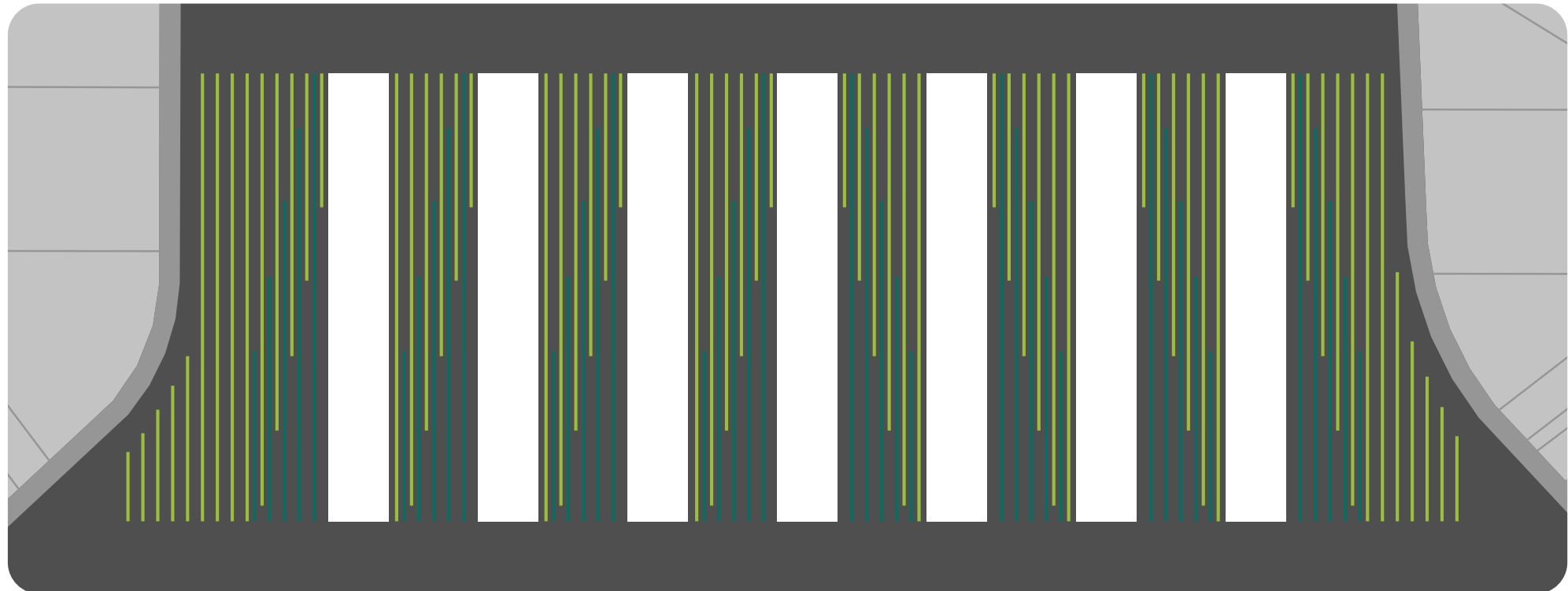
OPTION C



Template Design



Perspective Rendering



Plan View



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