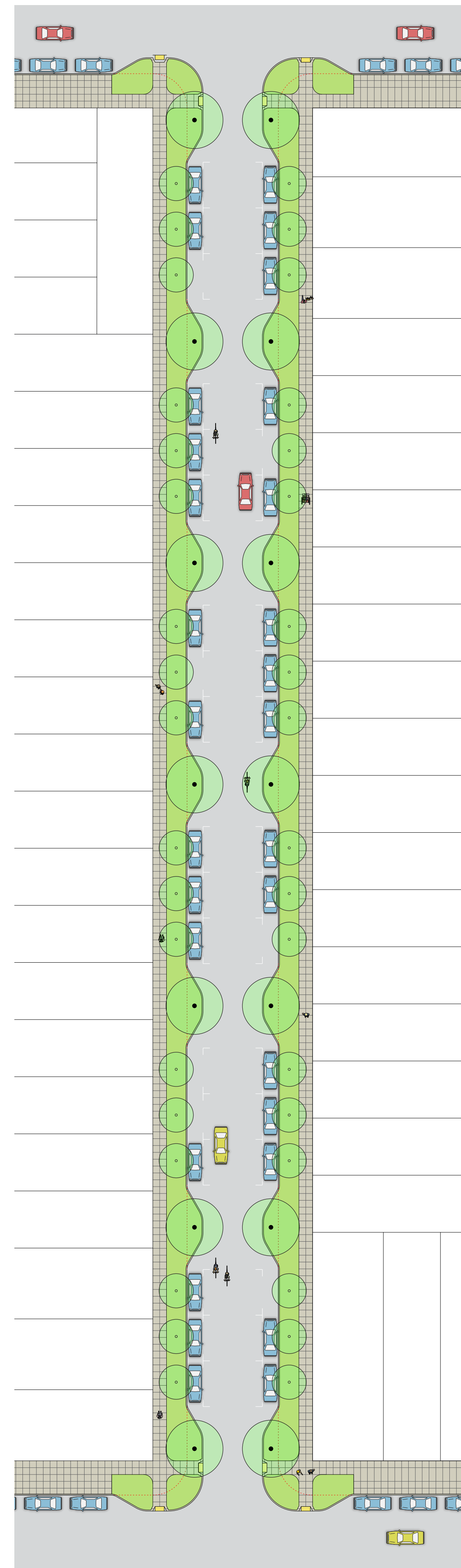




DESIGN TOOLKIT: BLOCKS



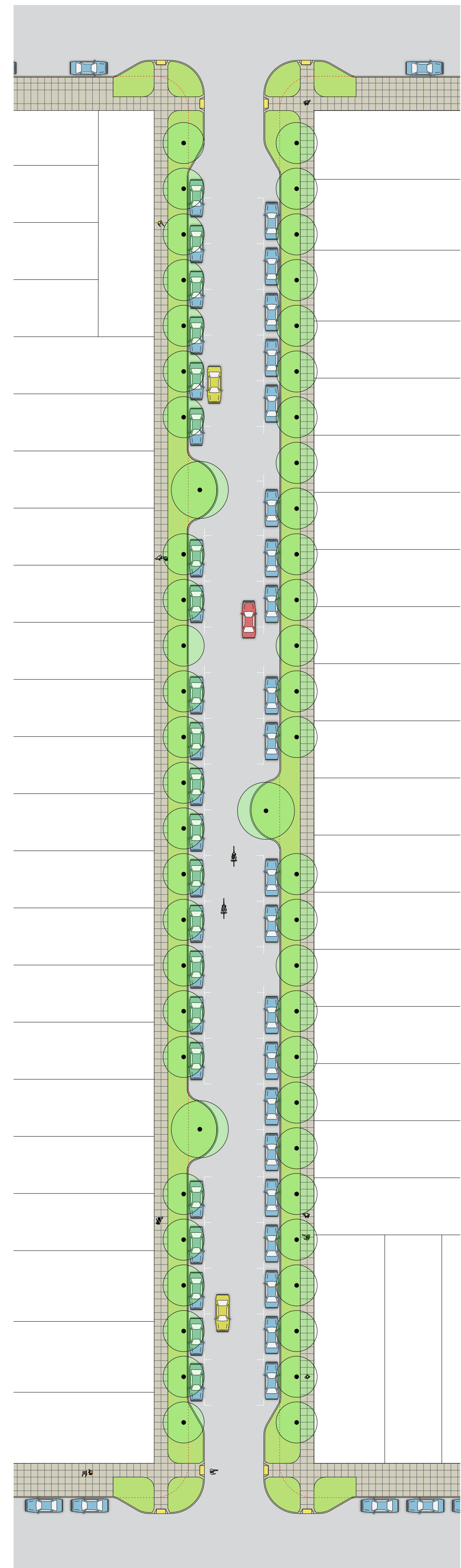
PARKING LANE PLANTERS



Parking Lane Planters create additional space for landscaping and street trees, which can calm traffic. Landscaped sidewalk extensions could be placed between parking spaces at regular intervals or at specific locations.

LOCATION CRITERIA: All street types, especially on streets with narrow sidewalks, where tree planting is limited by conflicts with utilities or driveways, or where there is a desire to visually narrow the roadway.

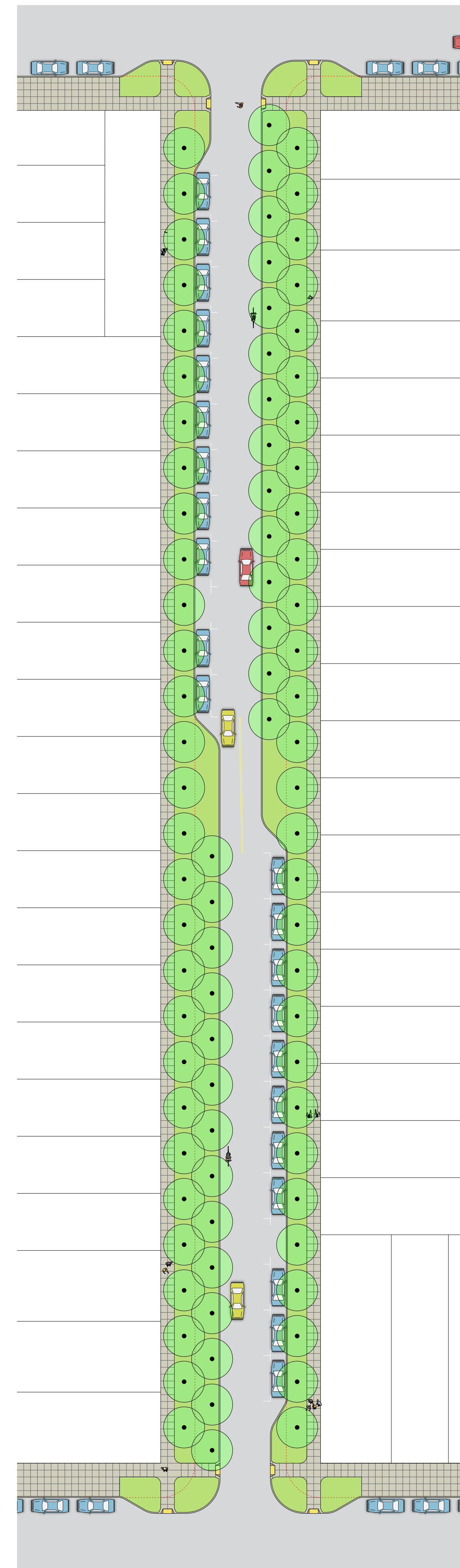
CHICANE



Chicanes can create new areas for landscaping and public space. A chicane is a series of alternating mid-block curb extensions or islands that narrow the roadway and require vehicles to follow a curving, S-shaped path. This can help to slow traffic and discourage speeding.

LOCATION CRITERIA: Low traffic volume streets

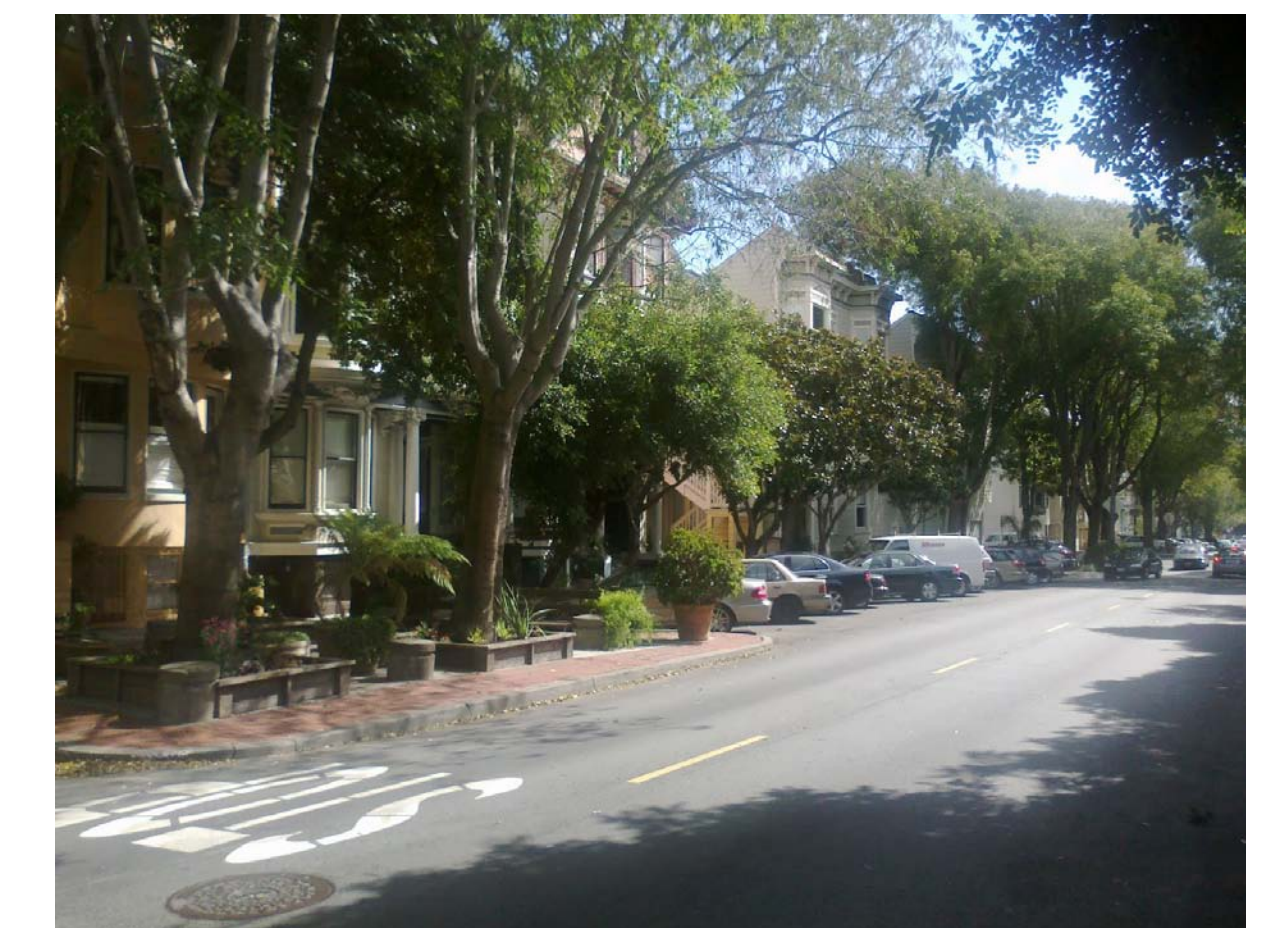
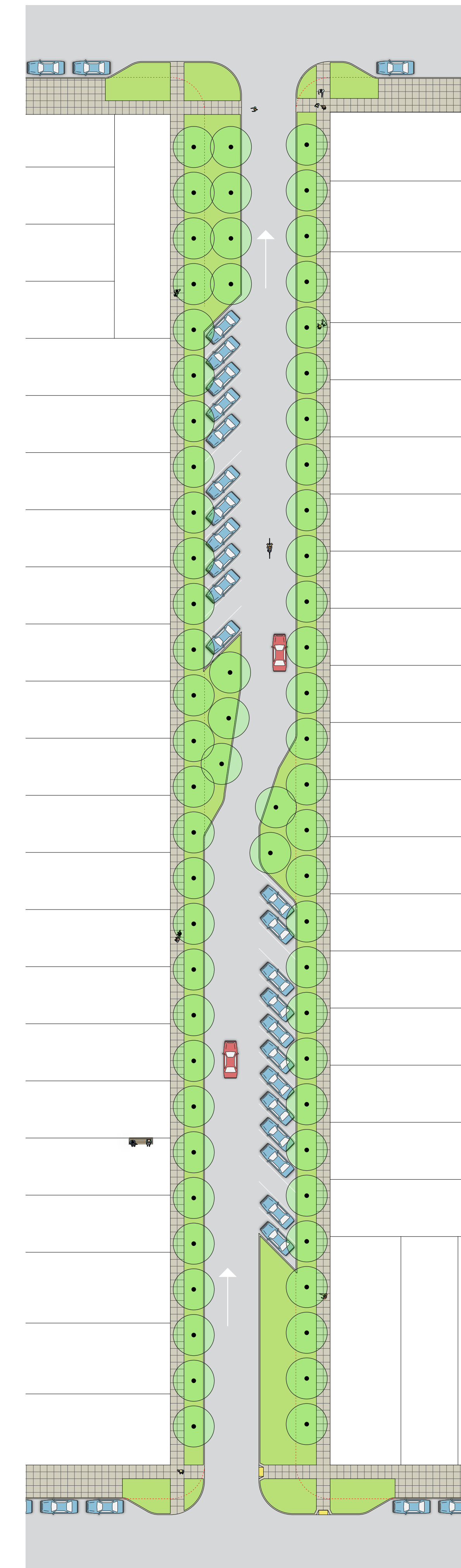
CHICANE + SIDEWALK WIDENING



A chicane (see left) combined with widened sidewalks can create larger areas for landscaping and public space.

LOCATION CRITERIA: Low traffic volume streets

CHICANE: BACK-IN ANGLED PARKING (1-WAY)



A chicane (see left) can include back-in angled parking and larger bulb-outs in instances where costs do not allow for extended sidewalks, or where more street parking is desired. A chicane with back-in angled parking could create expanded area of landscaping and public space. Back-in angled parking is preferred to front-loaded angled parking because it is safer for bikes.

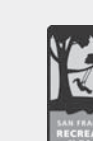
LOCATION CRITERIA: Residential streets with low traffic volumes

ACTIVE TRANSPORTATION			URBAN ECOLOGY		PLACE-MAKING	ABILITY TO IMPLEMENT		TRADE-OFFS
Support Pedestrians	Support Bikes	Calm Traffic	Manage Stormwater	Enhance Habitat	Potential Increase in Usable Public Space	Cost Effective (Low cost scores highly)	Ease of Maintenance	Parking Loss & Auto Access
4	4	4	4	4	4	4	4	Limited Parking Loss at Corner (depends on bulb-out length)

ACTIVE TRANSPORTATION			URBAN ECOLOGY		PLACE-MAKING	ABILITY TO IMPLEMENT		TRADE-OFFS
Support Pedestrians	Support Bikes	Calm Traffic	Manage Stormwater	Enhance Habitat	Potential Increase in Usable Public Space	Cost Effective (Low cost scores highly)	Ease of Maintenance	Parking Loss & Auto Access
4	4	4	4	4	4	4	4	Limited Parking Loss at Corner (depends on bulb-out length)

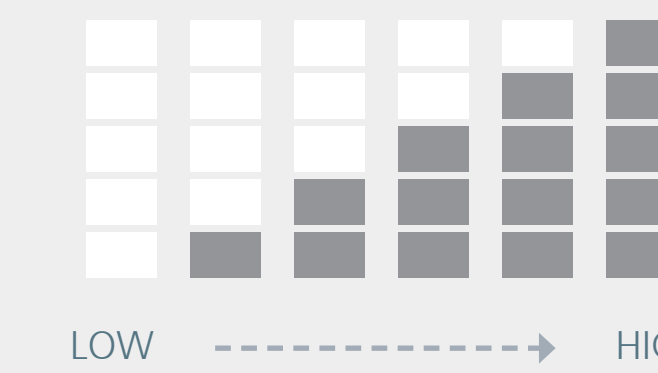
ACTIVE TRANSPORTATION			URBAN ECOLOGY		PLACE-MAKING	ABILITY TO IMPLEMENT		TRADE-OFFS
Support Pedestrians	Support Bikes	Calm Traffic	Manage Stormwater	Enhance Habitat	Potential Increase in Usable Public Space	Cost Effective (Low cost scores highly)	Ease of Maintenance	Parking Loss & Auto Access
4	4	4	4	4	4	4	4	Moderate to high parking loss

ACTIVE TRANSPORTATION			URBAN ECOLOGY		PLACE-MAKING	ABILITY TO IMPLEMENT		TRADE-OFFS
Support Pedestrians	Support Bikes	Calm Traffic	Manage Stormwater	Enhance Habitat	Potential Increase in Usable Public Space	Cost Effective (Low cost scores highly)	Ease of Maintenance	Parking Loss & Auto Access
4	4	4	4	4	4	4	4	Some parking loss. Note: parking loss is mitigated by converting from parallel parking to angled parking)



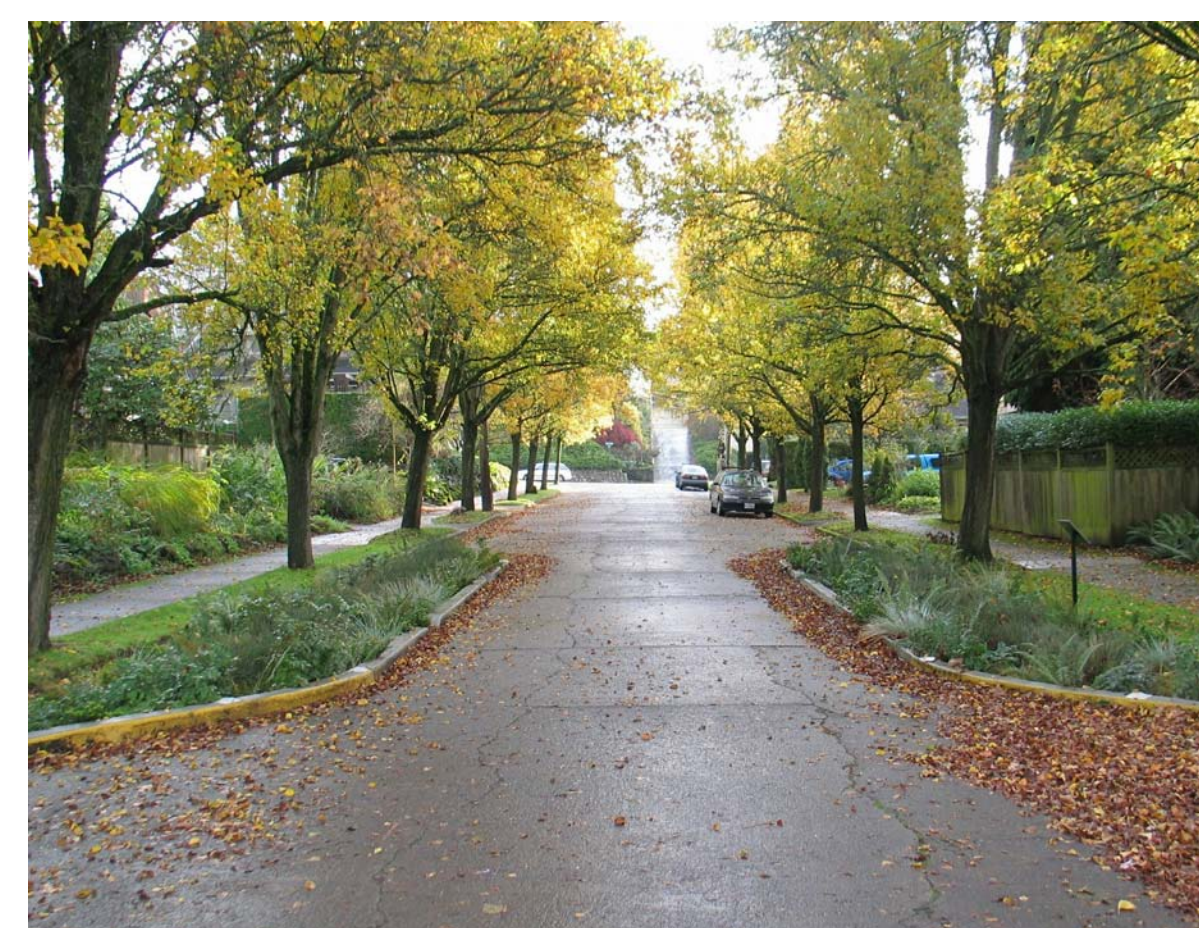
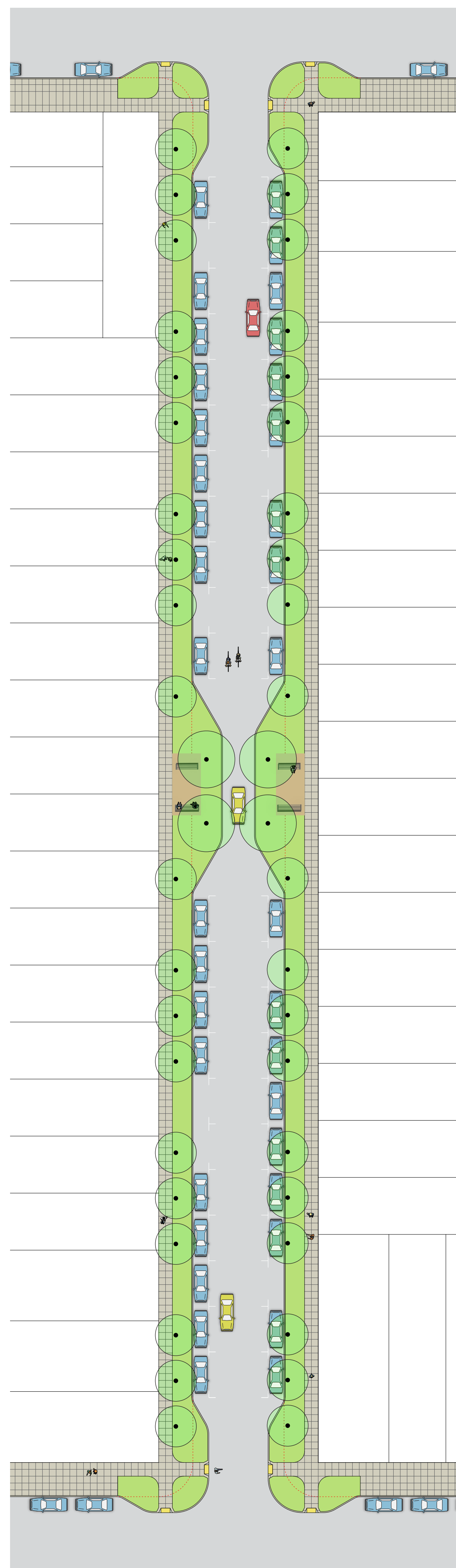


DESIGN TOOLKIT: BLOCKS



NECKDOWN

NEW SF DESIGN ELEMENT

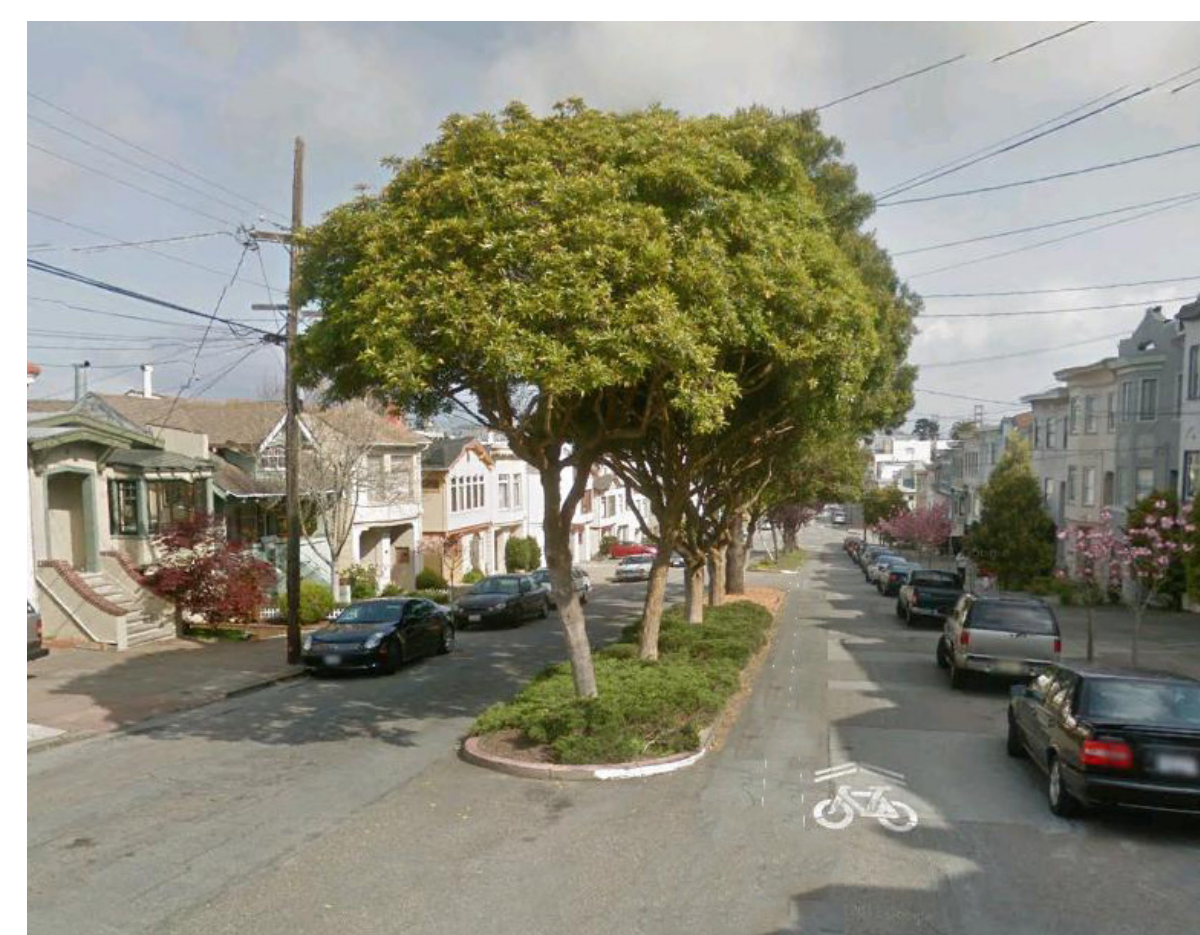
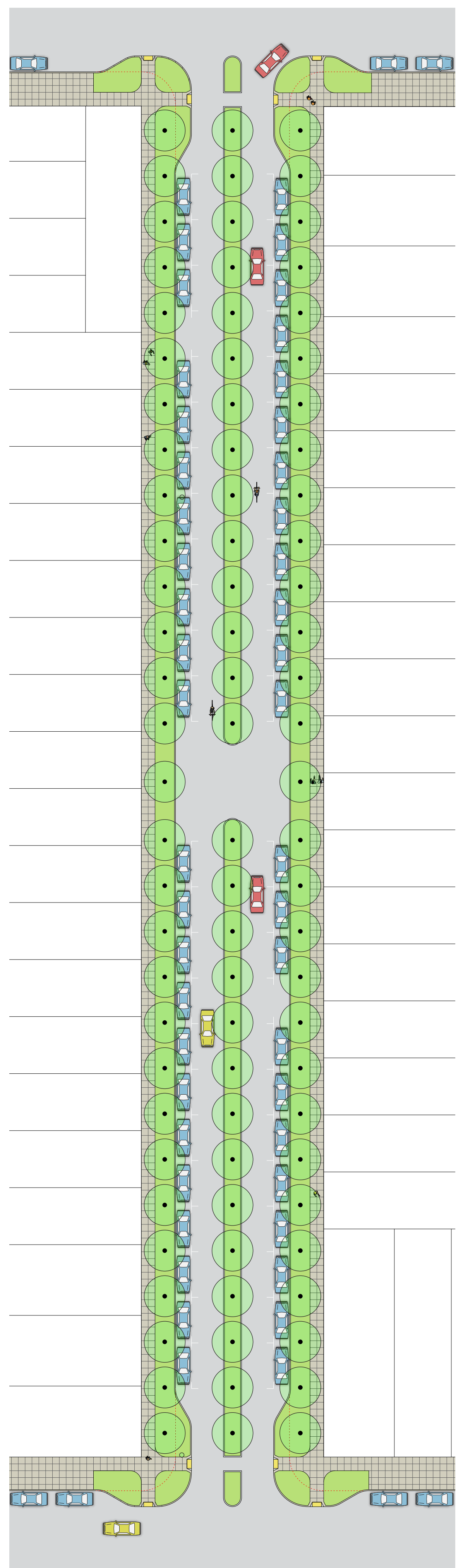


Mid-block sidewalk extensions can create opportunities for greening and landscaping and public realm amenities. Traffic is calmed through the mid-block lane reduction.

LOCATION CRITERIA: Low traffic volume streets

ACTIVE TRANSPORTATION			URBAN ECOLOGY		PLACE-MAKING	ABILITY TO IMPLEMENT		TRADE-OFFS
Support Pedestrians	Support Bikes	Calm Traffic	Manage Stormwater	Enhance Habitat	Potential Increase in Usable Public Space	Cost Effective (Low cost scores high)	Ease of Maintenance	Parking Loss & Auto Access
4	4	4	2	2	3	4	4	Limited Parking Loss at Corner (depends on curb-out length).

LANDSCAPED CENTER MEDIAN

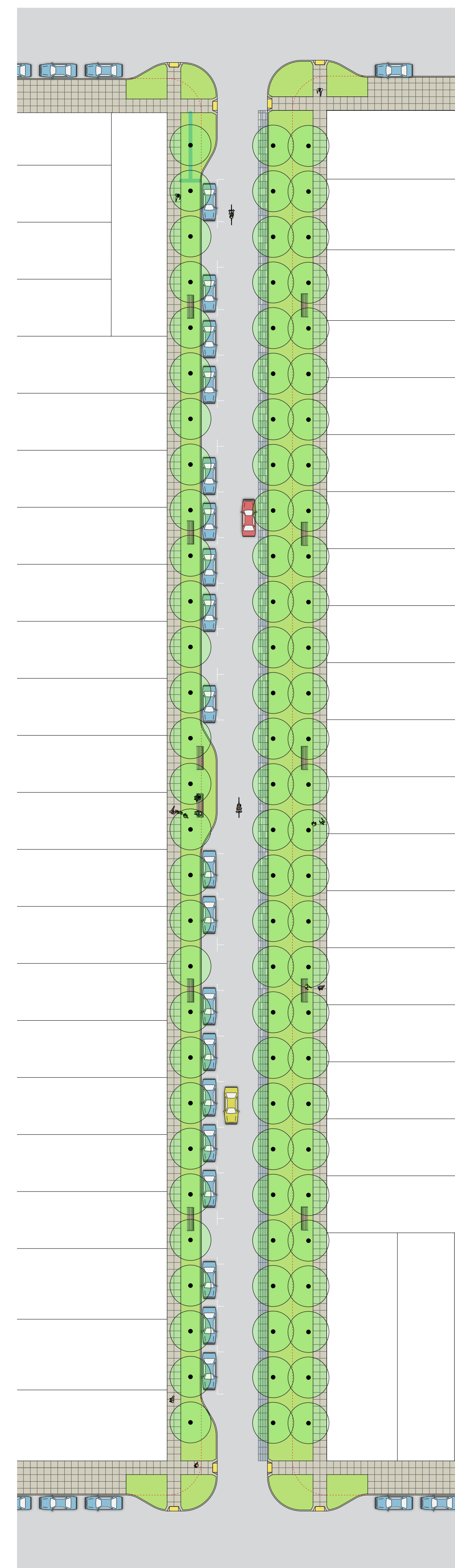


Landscaped medians can create opportunities for greening, landscaping and public realm amenities. Landscaped medians can calm traffic, support urban ecology, and facilitate stormwater management.

LOCATION CRITERIA: Low, mid and high-volume residential and mixed-use streets along the Green Connections network

ACTIVE TRANSPORTATION			URBAN ECOLOGY		PLACE-MAKING	ABILITY TO IMPLEMENT		TRADE-OFFS
Support Pedestrians	Support Bikes	Calm Traffic	Manage Stormwater	Enhance Habitat	Potential Increase in Usable Public Space	Cost Effective (Low cost scores high)	Ease of Maintenance	Parking Loss & Auto Access
4	4	4	3	3	3	4	4	No Parking loss

WIDE SIDEWALK GARDEN



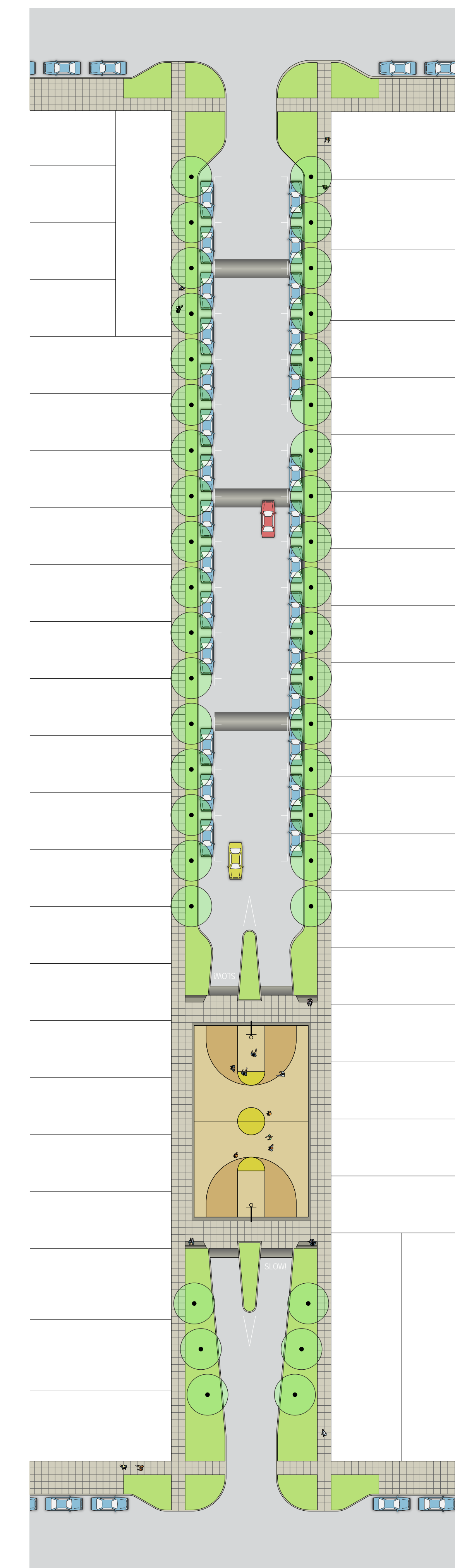
Sidewalk widening can create space for greening and public space. Reduced travel lanes can enhance pedestrian safety by reducing the road width and calming auto traffic.

LOCATION CRITERIA: All street types, especially streets with excess road width

ACTIVE TRANSPORTATION			URBAN ECOLOGY		PLACE-MAKING	ABILITY TO IMPLEMENT		TRADE-OFFS
Support Pedestrians	Support Bikes	Calm Traffic	Manage Stormwater	Enhance Habitat	Potential Increase in Usable Public Space	Cost Effective (Low cost scores high)	Ease of Maintenance	Parking Loss & Auto Access
4	4	4	3	3	3	4	4	Moderate to high parking loss

PLAY STREET

NEW SF DESIGN ELEMENT



Play Streets can create large areas for public space such as a basketball court in the right of way. Traffic would be calmed with bulb-outs at the intersections and speed tables would be added next to the 'play area'.

LOCATION CRITERIA: Extremely low volume residential streets; dead-end streets

ACTIVE TRANSPORTATION			URBAN ECOLOGY		PLACE-MAKING	ABILITY TO IMPLEMENT		TRADE-OFFS
Support Pedestrians	Support Bikes	Calm Traffic	Manage Stormwater	Enhance Habitat	Potential Increase in Usable Public Space	Cost Effective (Low cost scores high)	Ease of Maintenance	Parking Loss & Auto Access
4	4	4	2	2	3	4	4	Some parking loss