Summary
Workshop #1
WORKSHOP #1 July 09, 2013
What does a “Living Alley” look like to you?
What is your vision for a “Living Alley”?
What words would you use to describe it?
What are the most important characteristics that these “Living Alleys” should have? What objectives should they achieve?
Top Characteristics & Priorities

- **AESTHETICS/DESIGN**: 21%
- **GREEN**: 35%
- **COMMUNITY**: 17%
- **TRAFFIC CALMING**: 27%
Streetscape Elements
FURNISHING

Planter & Bench

Bench

Movable Bench

Wall Seating

Pop-up Street Furniture

Planter & Bench

Movable Chairs

Fixed

Temporary

Living Alleys Market Octavia
LANDSCAPING

Street Tree

Planters

Living Wall

Permeable Paving

Community Garden

Urban Farming

Water Features
TRAFFIC CALMING

Chicanes

Corner Curb Extensions (Bulb-out)

Chicanes w/ landscaping

Raised Crosswalk

Paving
SUSTAINABLE FEATURES

Permeable Paving

Permeable Paving in Parking Lane

Solar Panel Lighting

Wind Turbines

Rain Gardens

Recycled Materials
PAVING

Bricks

Concrete (colored)

Textured Asphalt

Concrete Blocks

Cobblestones

Parking Lane Paving
PAVING

Single Surface Paving
(Cobblestone + Granites + Concrete Blocks)

Public Art Painting
ART

Art Installation

Lighting Installation

Crosswalk Art

Pavement Art

Murals

Exhibitions

Art Walls
ACTIVITIES

- Kids Playing
- Temporary Events
- Outdoor Theater
- Eating + Drinking
- Performance
- Eating + Drinking
ENTRY/EXIT FEATURES

Landscape

Corner Curb Extension

Raised Crosswalk

Signage

Movable Bollards
Alleys in San Francisco
Alleys in San Francisco

Jack Kerouac Alley
(btw Leidesdorff & Sansome)

Commercial Street

Maiden Lane

Belden Place
Alleys in San Francisco

Mint Plaza
Russian Hill Place
Mark Twain Alley
Hotaling Place
Balmy Alley
Clarion Alley
Request for Proposals

technical design considerations
CHANGE THE LOCATION OF STREET PARKING

Existing

Proposed

THROUGH TRAFFIC

CALMING EFFECT
TYPICAL SINGLE SIDE PARKING WITH NARROW SIDEWALKS

SUGGESTIONS FOR INTEGRATING LANDSCAPE & IMPROVEMENTS/SIDEWALK WIDENING IN PARKING LANE
TREE GRATE SHALL BE FLUSH WITH THE LEVEL OF SIDEWALK

3' MIN. MUST BE MAINTAINED BETWEEN CL OF UNDERGROUND UTILITIES & TREES

3' MIN. TO OBSTRUCTIONS SUCH AS TREES, UTILITY POLES, SIGNS, ETC.

4' MIN. PATH OF TRAVEL FOR PEDESTRIANS

14' MIN. REQUIRED FOR EMERGENCY VEHICLES

PARKING LANE

TYPICAL COMPOSITION OF STREET

3" ASPHALT

6"-8" CONCRETE

EARTH
CONSIDER WHERE & HOW STORMWATER RUNOFF WILL FLOW, ESPECIALLY WHEN MODIFYING THE ROAD SECT TO AVOID POTENTIAL FLOODING.

SOME POSSIBLE MEANS ARE,

- A. DIVERSION
- B. INFILTRATION
- C. STORAGE
- D. UNDERGROUND DRAINAGE

A DIVERSION $  
B INFILTRATION $  
C STORAGE $$$  
D UNDERGROUND DRAINAGE $$$
Selection Criteria

1. Location
2. Community Support
3. Design
4. Uses
Potential Marked Crosswalks

- Desire to connect living alleys with midblock crosswalks
- SFMTA will evaluate potential for marking midblock crosswalks at proposed living alleys
Considerations

- Pedestrian Volumes (schools, parks, stores, etc.)
- Distance to Nearest Crosswalk
- Visibility
- Lighting
- Number of Lanes
- Vehicle Volumes
- Speed Limit
- Muni
Potential Treatments

- Pedestrian warning signs
- Pavement markings
- Red visibility zones
- Pedestrian refuge island
- Pedestrian activated beacons
- Bulbouts
- Traffic Signal
Example - Intersection of two alleys

Minna and Russ

Natoma and Russ
Example- Uncontrolled Crosswalk

6th and Minna

- Red Visibility Zone
- Continental Crosswalk
- Pavement Markings
- Yield Lines and Signs
- Pedestrian Warning Signs
Example- Beacon

16th and Capp

Pedestrian-activated Beacon
“Pop-up sign”
Pedestrian Warning Signs
Example-Full Signal

International School, Oak between Gough and Franklin

Continental Crosswalk

Folsom and Russ
Where would you most like to see a mid-block connection? Why?
Thank you!

http://livingalleys.sfplanning.org
http://www.facebook.com/livingalleys.sf

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