



SAFE STREETS FOR ALL

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



Background:

Candlestick Point – Hunters Point Shipyard Redevelopment Project

One of San Francisco's largest development projects

Candlestick Point	280 acres
<u>Hunters Point Shipyard Phase 1 and 2</u>	<u>500 Acres</u>
Total Area	780 acres

Multiple Phases :

Hunters Point Shipyard - Phase I

75 Acres

(under construction)

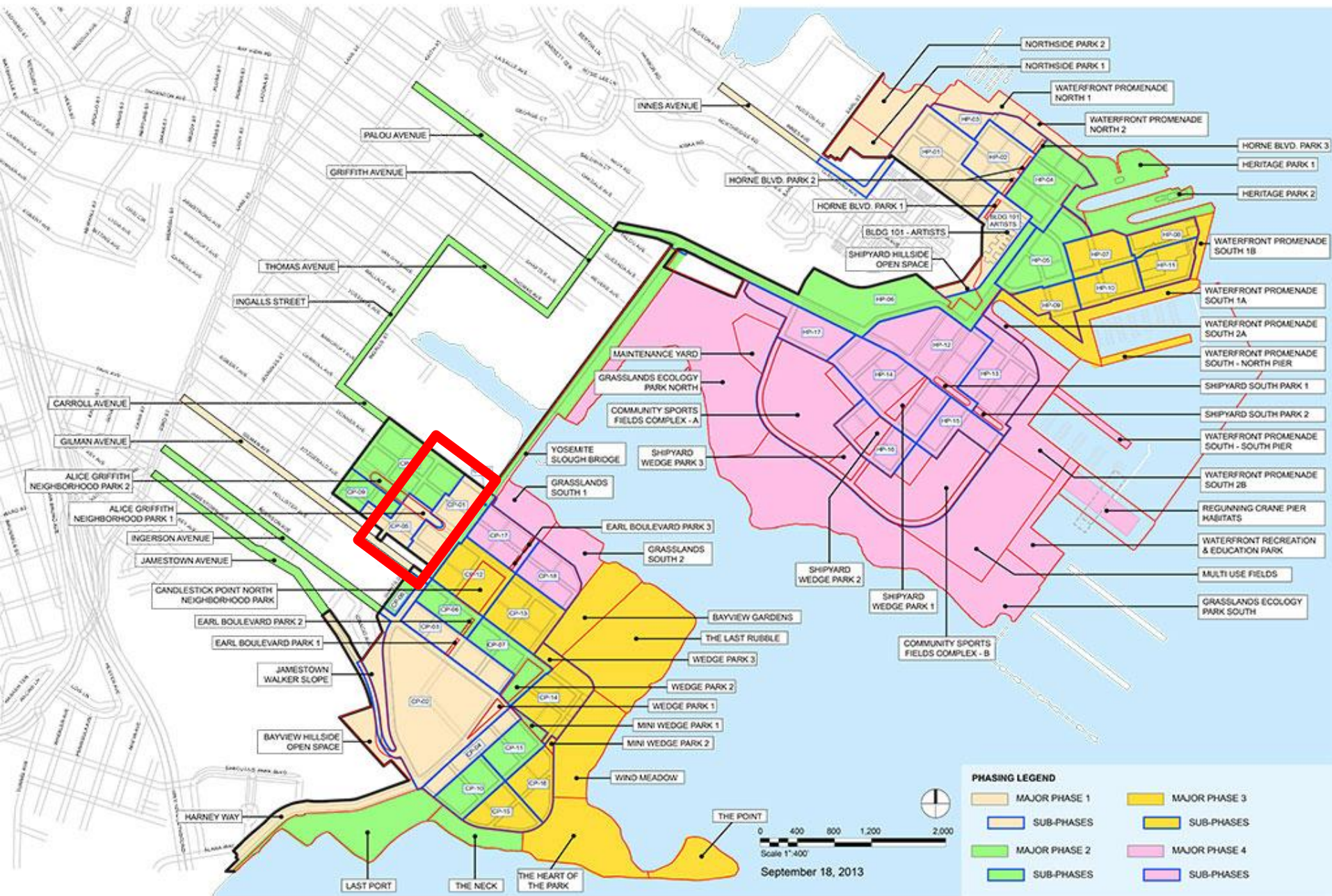
Alice Griffith Housing - Phase I

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.

Project Map :



Background:

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

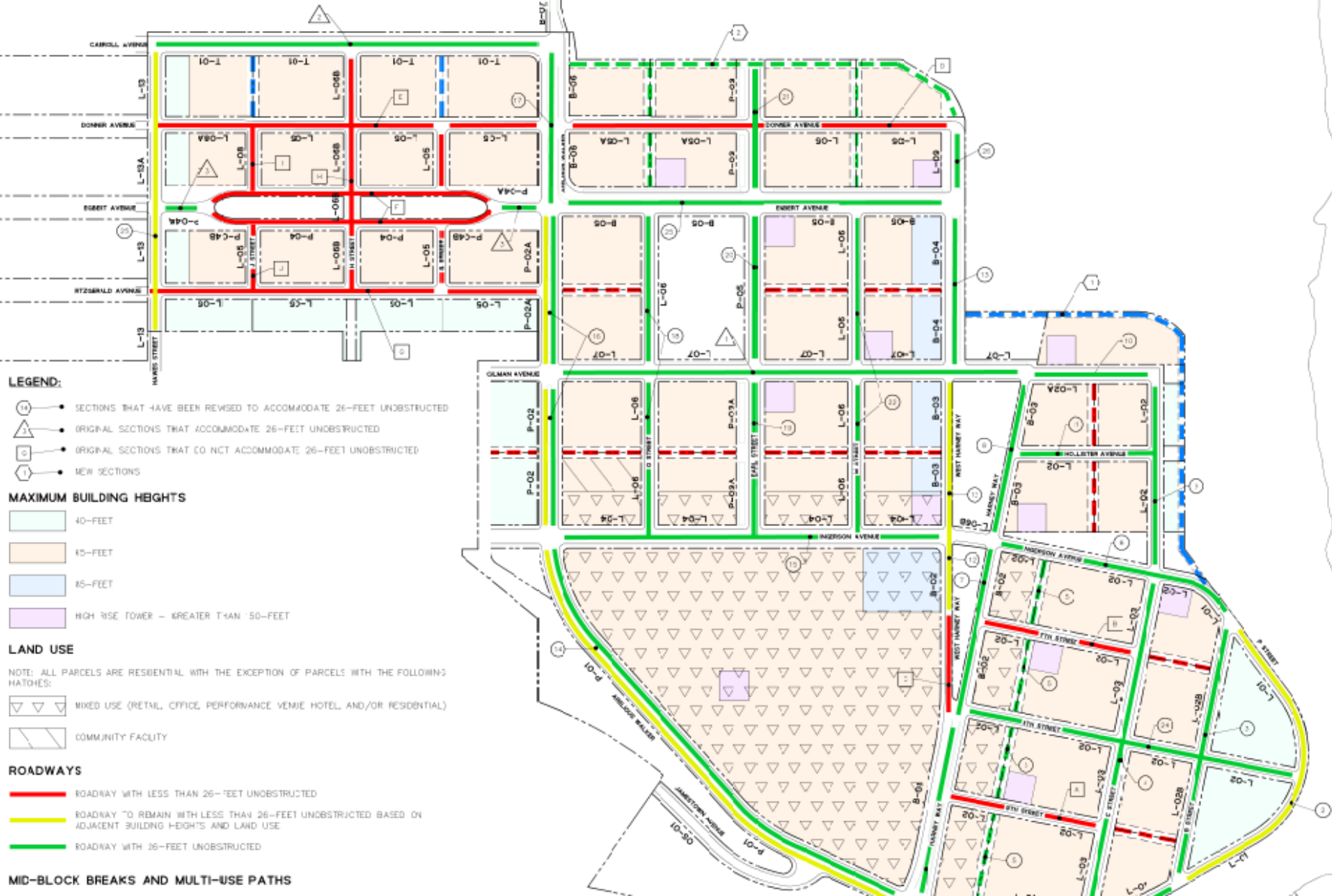
Open Space, Parks, other amenities

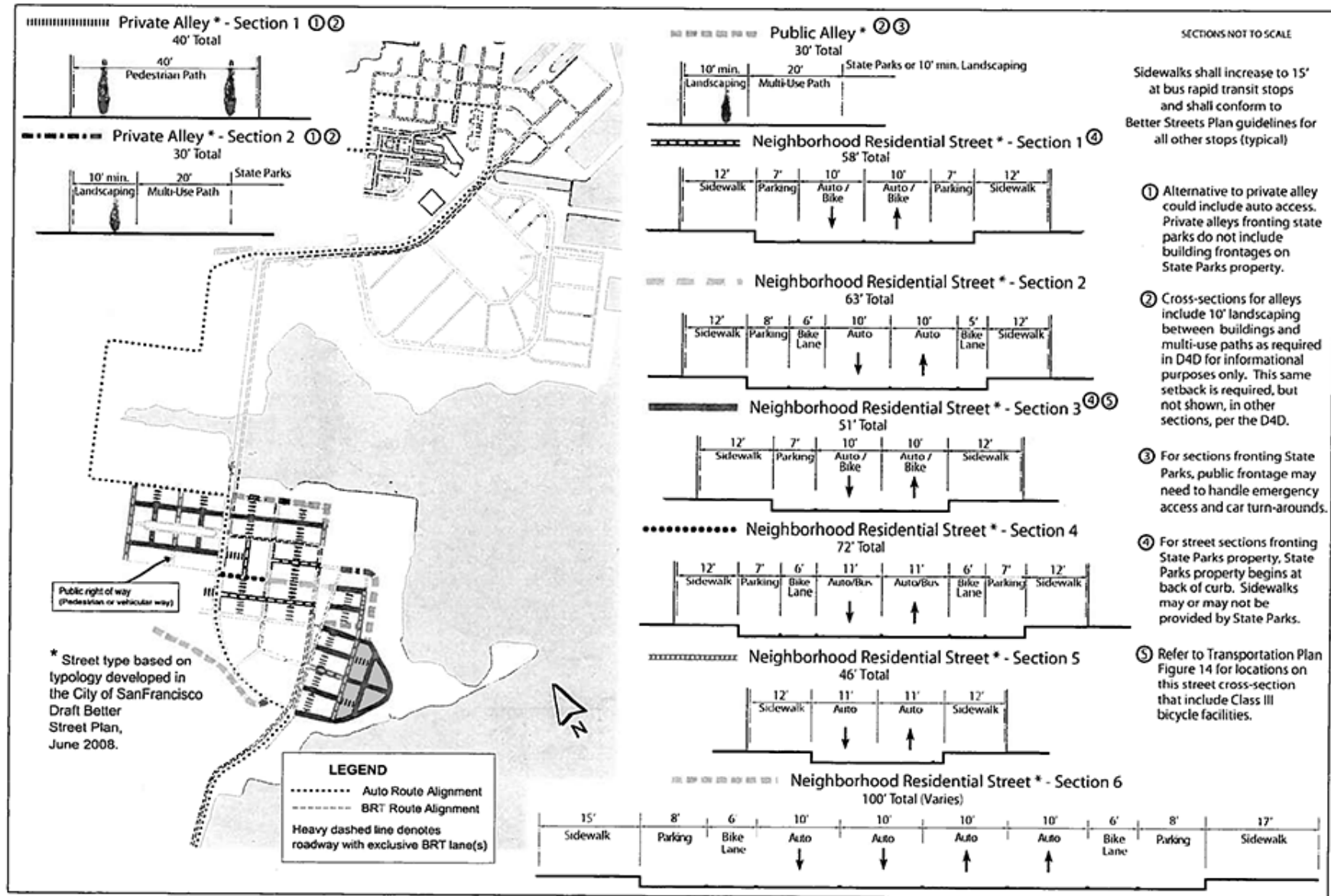
300 Acres

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.

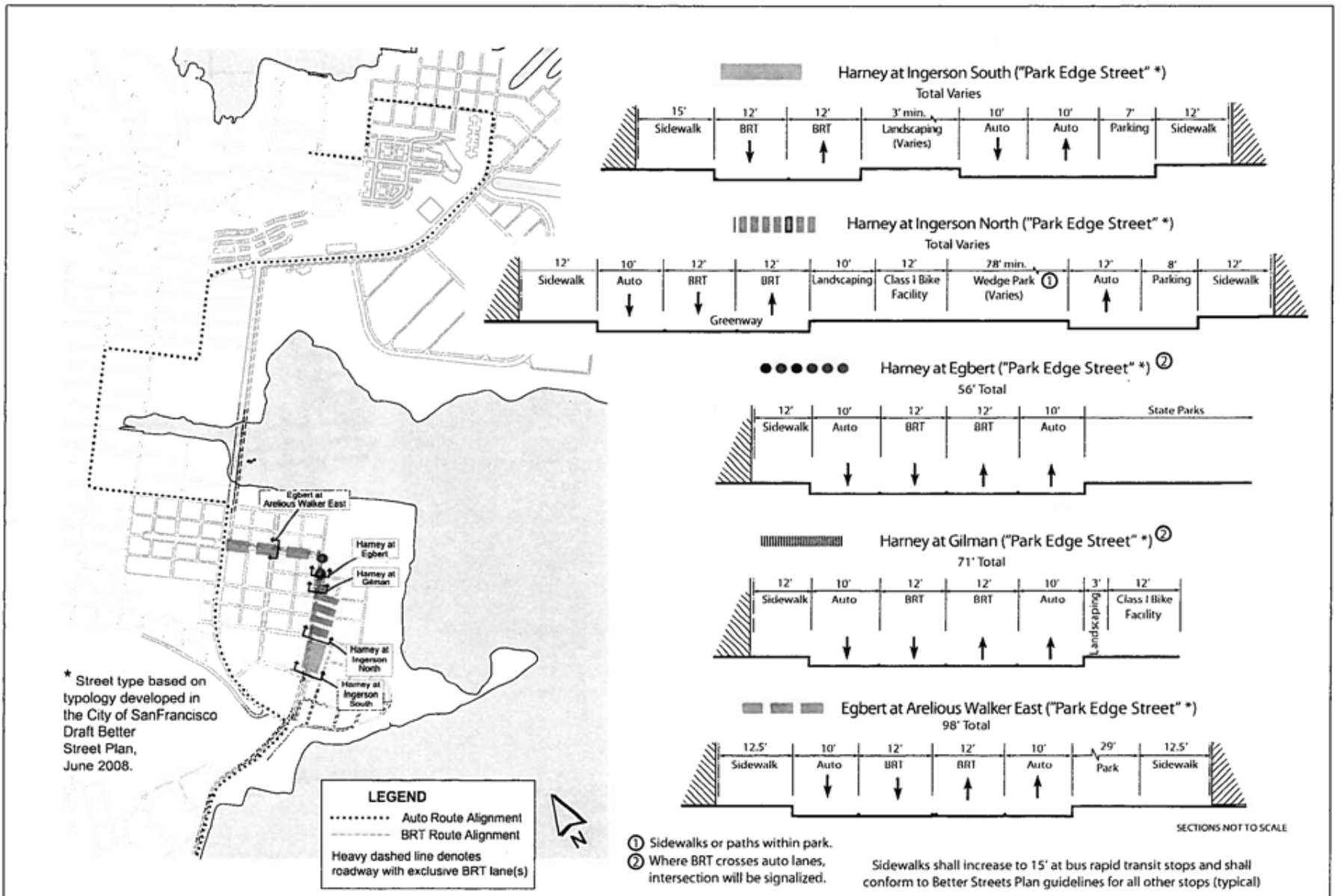
Detailed Project Map:





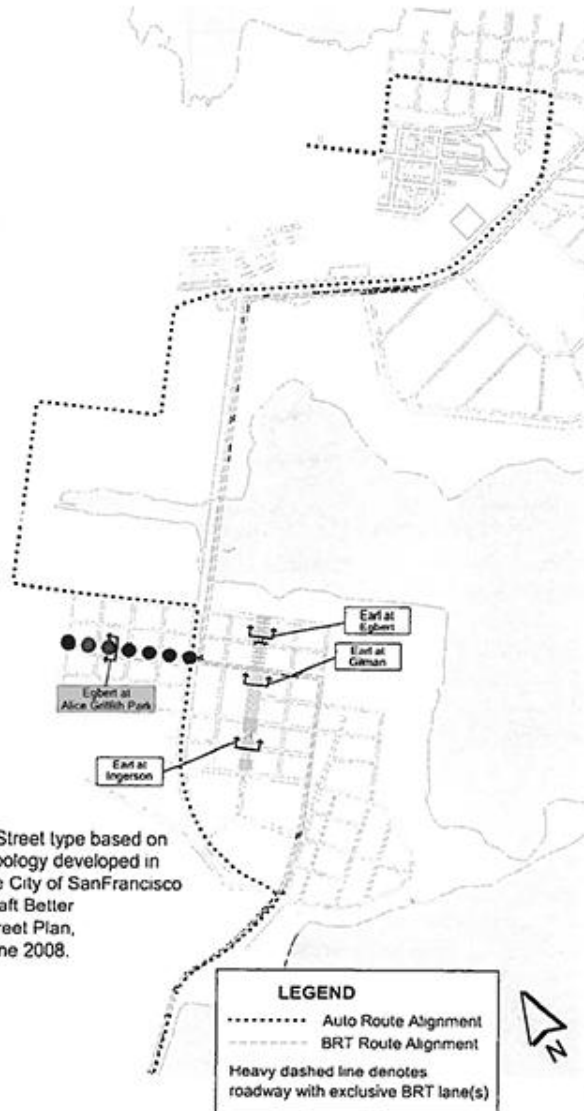
**Candlestick Point Development
On-Site Street Network - Local Streets**

**Figure
2.1.2E**



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

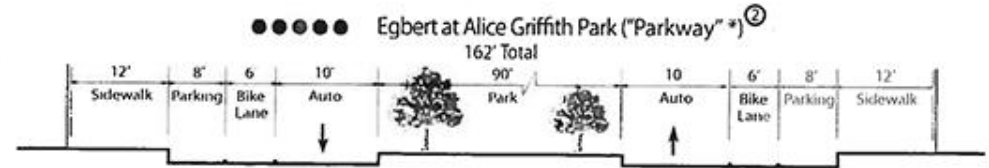
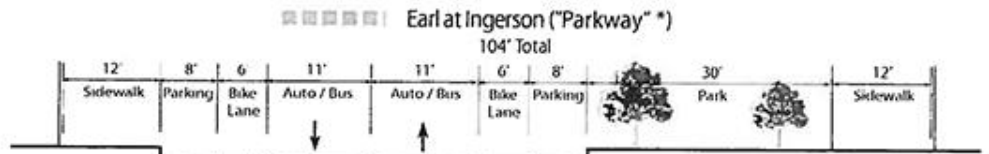
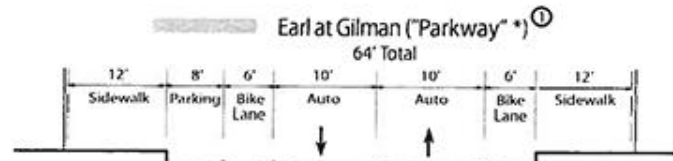
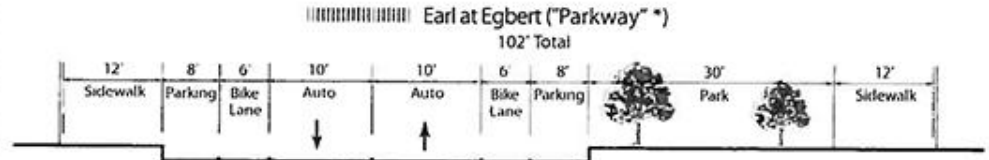
Figure 2.1.2D



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

LEGEND

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



- ① If right-of-way becomes available, this section should be constructed identically to "Earl at Egbert".
- ② Park ends and travel lanes come together at intersections with Aurelius 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)

SECTIONS NOT TO SCALE

Candlestick Point Development On-Site Street Network - Parkways

**Figure
2.1.2C**

Candlestick Point 2010 Infrastructure Plan

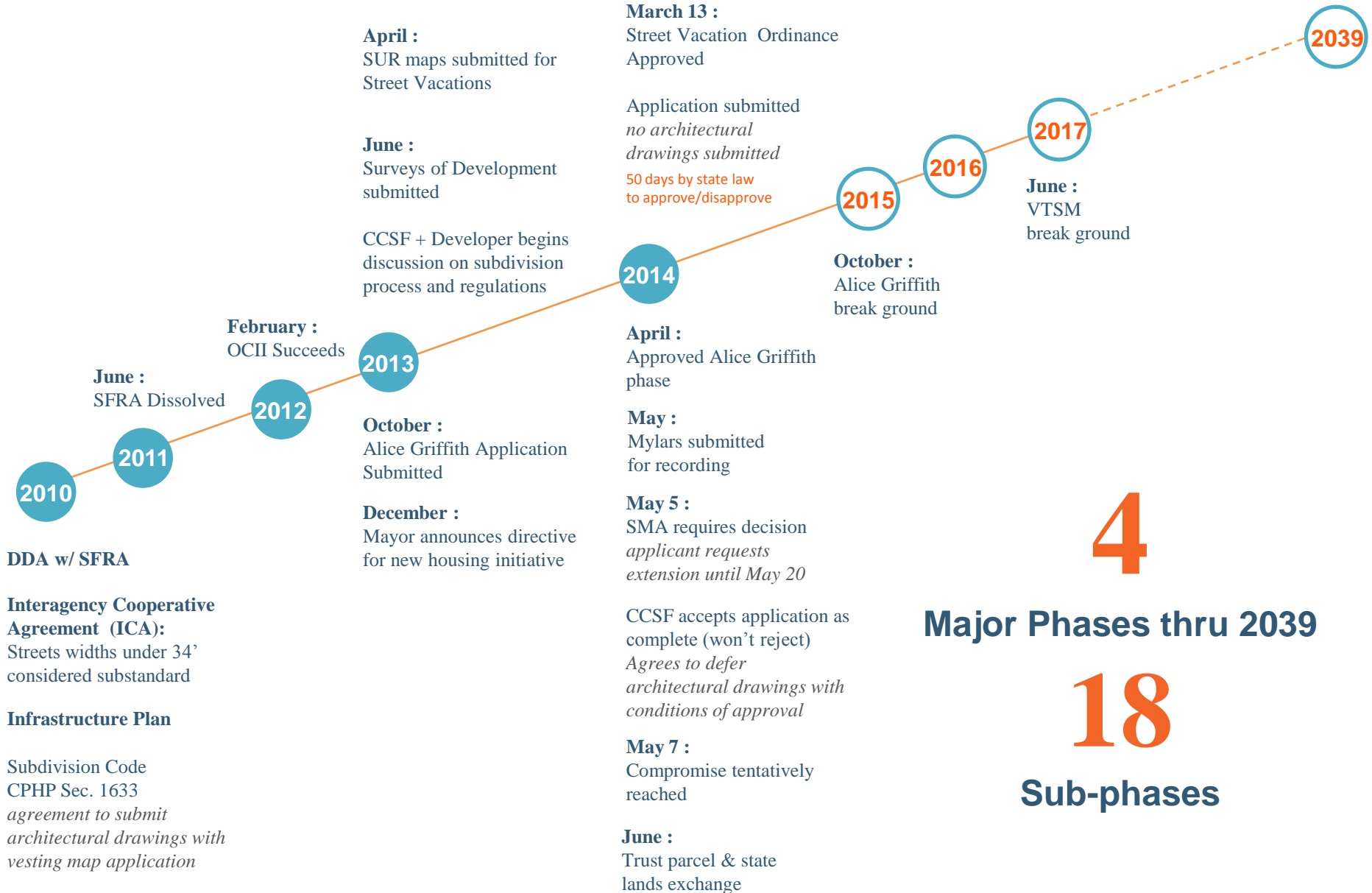
- **The Infrastructure Plan** provides guidance on best practices and is the guiding document for implementation of the goals, which include :
 - multi-modal street design
 - environmental planning
 - incorporation of sustainable water management techniques
- **2010 CP & HPSY Plan** did not set or approve a 20 foot 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

Candlestick Point 2010 Infrastructure Plan

- **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





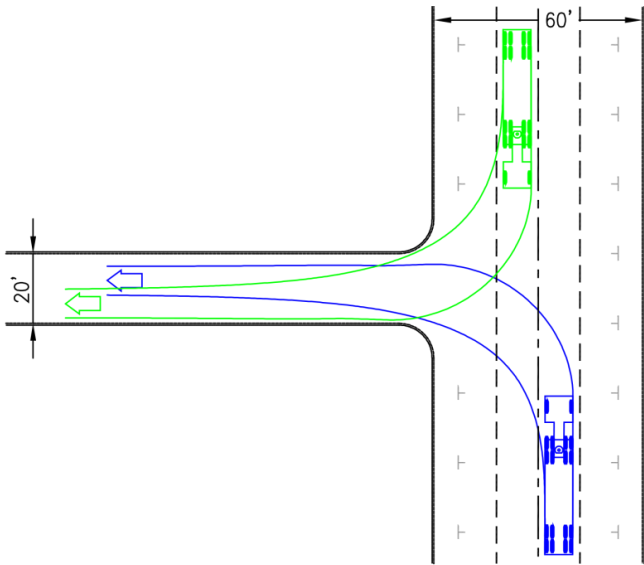
Infrastructure network must also be engineered to meet the needs and safety of:



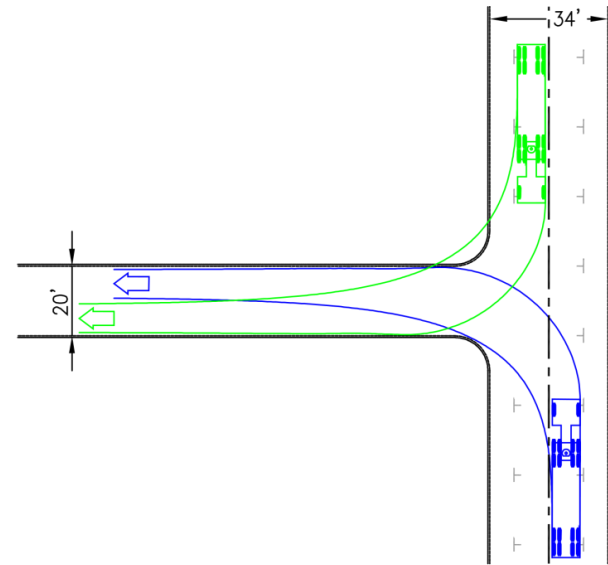
- ✓ Pedestrians
- ✓ People with disabilities
- ✓ Bicyclists
- ✓ Public transportation (including Bus Rapid Transit)
- ✓ On-street parking/loading, including for persons with disabilities
- ✓ Passenger, commercial, maintenance, utility vehicles
- ✓ EMERGENCY VEHICLES
 - with consideration to obstructions, turning radii, passing lanes, parking, outrigger support, etc.



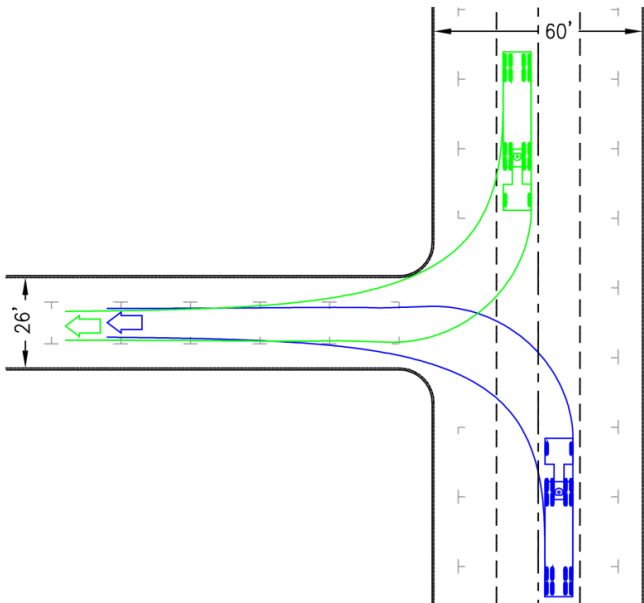
Turn Radius Template



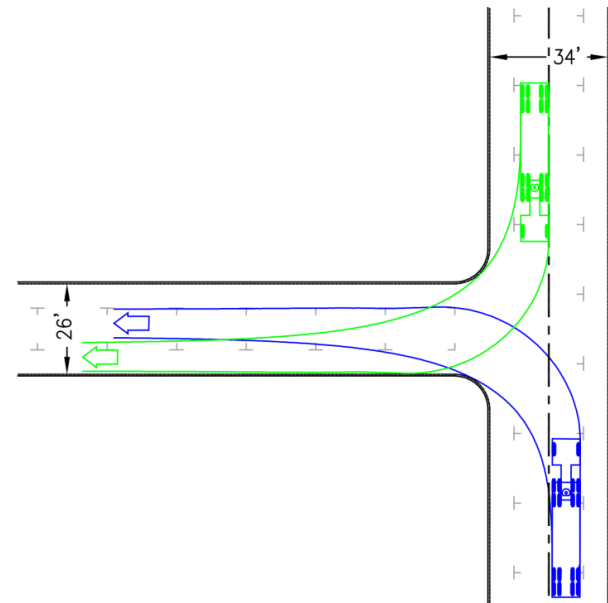
AASHTO WB-40 TRUCK TURNING ONTO 20' WIDE ROADWAY FROM 60' WIDE ROADWAY
(11' OUTER LANES, 12' INNER LANES, 7' PARKING STRIP)



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)

AASHTO WB-40 TRUCK TURNING MANEUVERS

Emergency vehicles need to move safely through intersections without having to travel or make turning movements that bring them into conflict with pedestrians.

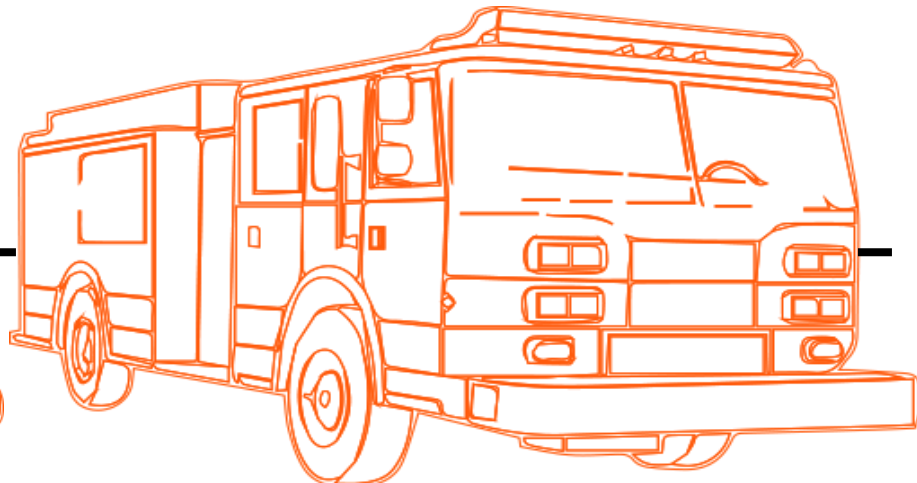
POLICE



MEDICAL

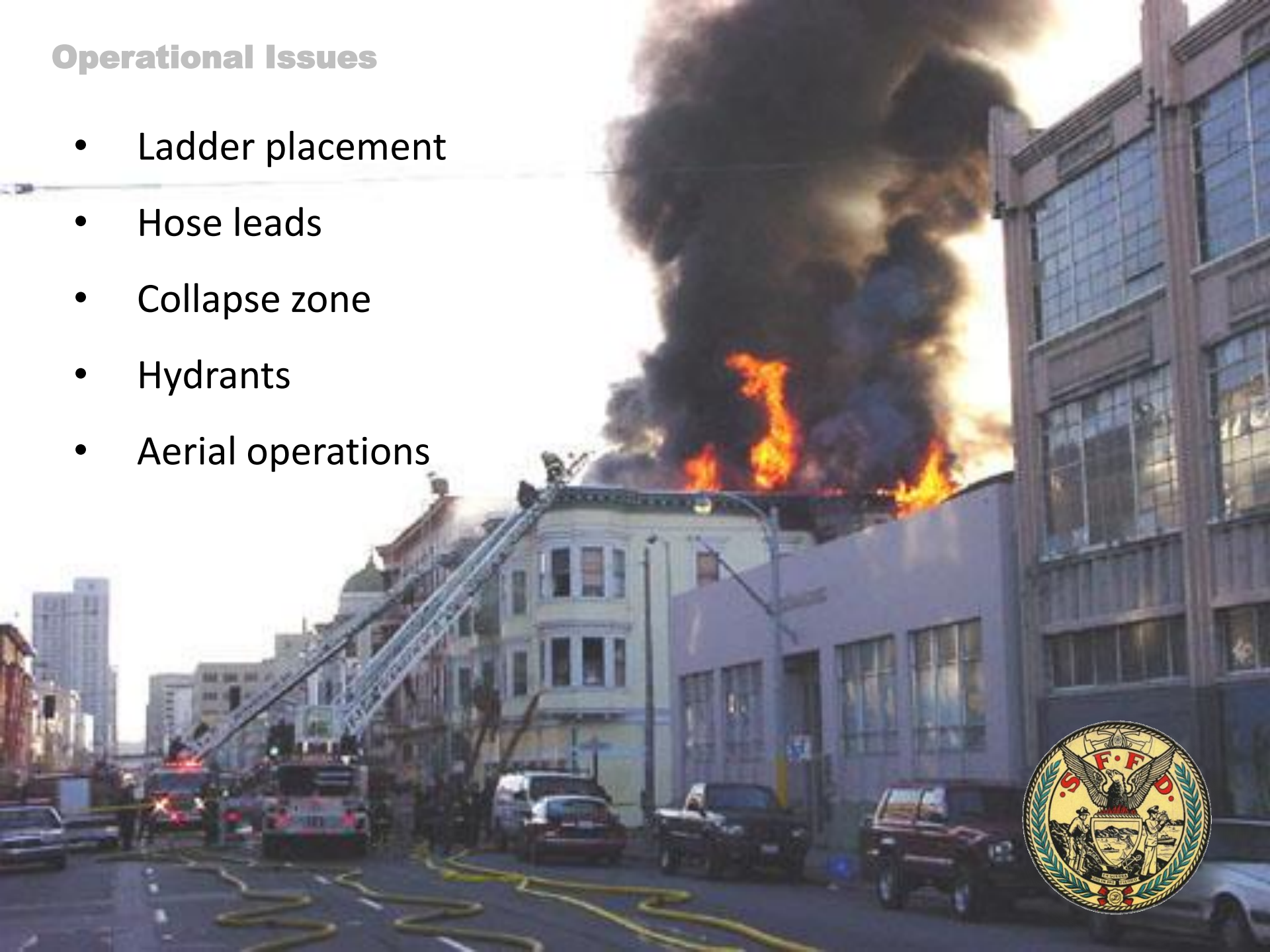


FIRE



Operational Issues

- Ladder placement
- Hose leads
- Collapse zone
- Hydrants
- Aerial operations



Montrose (Houston Area), 2014





Montrose (Houston area), 2014



Salt Lake City, 2014



Construction Fires : 2014



San Francisco, 2014



San Jose, 2002





SAN FRANCISCO

3

City
Cycle
Werkes
292 - 3577
REPAIRS • PARTS • SERVICE



*Jon Wollenhaupt Photographs
San Francisco*



SAN FRANCISCO FIRE DEPT.

20th St









ADA Accessibility and Pedestrian Safety

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.