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Introduction

Streets and sidewalks are the foundation of our transportation system and play a major role in shaping cities and neighborhoods. The City of San Diego (City) is committed to a safe, well-connected, equitable, and sustainable multimodal transportation system. The City's General Plan is the primary guidance for our transportation infrastructure, as needed for existing and planned land use. Citywide goals and policies outline the need to create a framework for growth to support current and future San Diegans. It also includes a vision for improving existing streets consistent with Complete Streets planning principles and concepts that will result in dynamic, vibrant corridors that support all modes of travel.

Building on the General Plan, the City's 2022 Climate Action Plan (CAP) sets an ambitious citywide goal of net zero emissions by 2035. The CAP includes targets and strategies to encourage walking, biking, and taking transit, in addition to transitioning combustion vehicles to zero emissions vehicles. The City also committed to Vision Zero and the goal of eliminating traffic fatalities and severe injuries with the adoption of the 2020 Vision Zero Strategic Plan. At the Council level, the City adopted the Complete Streets Council Policy (R-315264) on December 22, 2023, to further the attainment of a balanced, multimodal mobility system with increased mobility options, prioritizing funding for safe, sustainable, and equitable infrastructure.

As an action in the CAP, the City has prepared a Mobility Master Plan. This plan establishes a framework for implementation of multimodal facilities that provide safety, comfort, and access to destinations for all users such as pedestrians, persons with disabilities, bicyclists, transit riders, and motorists. It identifies the areas in the City with the greatest needs where projects as well as programs should be prioritized to realize greater utilization and return on investment.

The Street Design Manual, in addition to these other Citywide plans and initiatives, will help make walking, rolling, bicycling, and using transit more convenient, efficient, and affordable.

The purpose of the Street Design Manual is to provide information and guidance for the design of the public right-of-way that recognizes the many and varied purposes that a street serves. The Street Design Manual is an appendix to the Land Development Manual and is intended to assist in the implementation of the General Plan, the Mobility Master Plan, Climate Action Plan, and the Land Development Code. In addition, it is intended to assist in the implementation of the special requirements established through community plans, specific plans, precise plans, or other City Council-adopted policy and/or regulatory documents. This manual complements compact, mixed-use development, supports walkable and bikeable neighborhoods, and substantiates the importance of site planning in the design of an effective connected, multimodal street system.

The Project Development Flowchart below shows how the City's various plans, policies, and regulations work together in implementing projects.

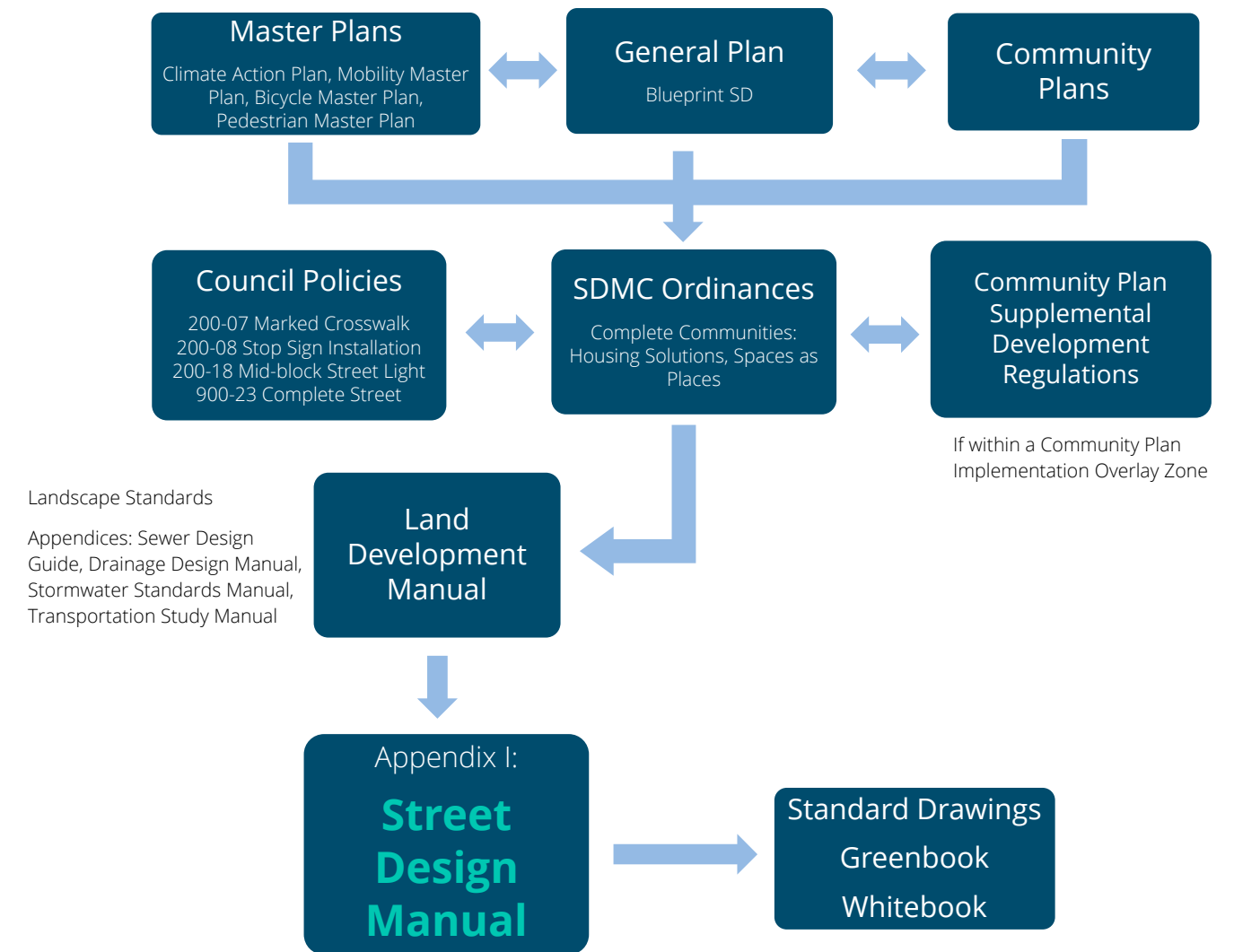


FIGURE 1-1 PROJECT DEVELOPMENT FLOWCHART

1.1. Applicability

The Street Design Manual is used by various City departments including, but not limited to: Transportation, Development Services, Engineering & Capital Projects, and by developers, regional agency partners, and members of the public; and are applicable to both new development and existing neighborhoods for design, maintenance, and repair of the transportation network. This manual establishes standards and guidelines to carry out the City's street design. It does not establish a legal standard for such functions, nor is it intended to do so. Moreover, these guidelines do not supersede requirements and policies established through land use plans, City standard drawings, or other regulatory documents; rather, they are designed to work in concert with them.

Neighborhoods with pedestrian orientated streets should be maintained and enhanced. In neighborhoods with pedestrian orientated streets, nonstandard street widths are frequently in place in many locations. Existing street designs and configurations not illustrated in this manual may be considered appropriate for continued use in such neighborhoods. The National Association of City Transportation Officials (NACTO) Urban Street Design Guide, Urban Bikeway Design Guide, Transit Street Design Guide, and additional FHWA guidelines may be referenced when designing existing streets for traffic calming, bike facilities, and for retrofitting for all modes of travel. Sound engineering judgement should be applied to protect public health, safety, and welfare, subject to approval of the City Engineer. The final decision should consider future maintenance cost, in perpetuity.

Note: All drawings included in this manual are for illustrative purposes only and should not be used as design or construction plans.

1.2. How to Use This Manual

The Street Design Manual is divided into six chapters and four appendices:

- Chapter 1: Introduction
- Chapter 2: Street Types
- Chapter 3: The Parkway Zone
- Chapter 4: Off-Street Non-Vehicular Treatments
- Chapter 5: The Roadway Zone
- Chapter 6: Intersection Design and Operations
- Appendix A: Land Use
- Appendix B: Lighting Standards and Guidelines
- Appendix C: Deviations from Standards Form (DS-266)
- Appendix D: High Crime Census Tract Map (2022)

The Complete Streets elements for pedestrians, bicyclists, transit users, and people of all ages and abilities should be considered. Section 1.3 establishes a Complete Streets approach to design an effective, connected, multimodal street system.

Where an inconsistency occurs between the Street Design Manual and the Community Plan Implementation Overlay Zone, the regulations set out in the Community Plan Implementation Overlay Zone apply.

1.3. Complete Streets Approach

1.3.1 What are Complete Streets?

Streets designed and operated to enable mobility for all users. Users include people of all ages and abilities, regardless of whether they are traveling as pedestrians, bicyclists, transit users, or motorists.

A “Complete Street” describes a comprehensive, integrated transportation street network with space, infrastructure, and design approach that accommodates and facilitates convenient travel and mobility for all users, including pedestrians, bicyclists, users and operators of public transit, paratransit and persons with disabilities, seniors, children, motorists, and movers of commercial goods. Complete Streets increase equitable connectivity, improve safety and public health while reducing transportation costs, and can reduce traffic collisions as well as benefit the environment. It considers the entire right-of-way, not just the area between the curbs. This design approach prioritizes vulnerable road users making it easier to cross the street, walk to daily needs, jobs, and schools, bicycle to work, and use public transportation.

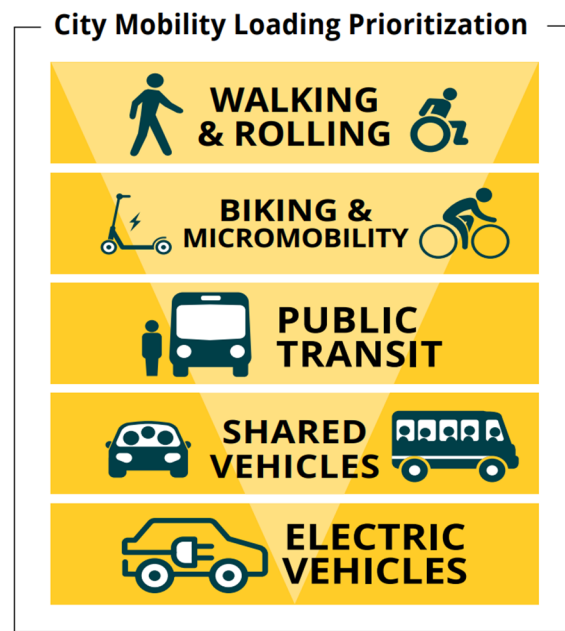


FIGURE 1-2 MOBILITY LOADING PRIORITIZATION

Source: The City of San Diego's 2022 Climate Action Plan

Complete Streets changes the focus of transportation improvements from primarily serving motor vehicles to developing improvements that will serve the needs of all users. This approach centers around

equity and safety and can be reflected in a loading priority model as contained in Figure 1-2. There are numerous benefits to the Complete Streets approach:

- Improves safety for all users;
- Provides access and mobility for persons with disabilities and people of all ages and abilities in all modes of travel;
- Encourages biking, walking and transit ridership for all abilities to reduce greenhouse gas emissions, improve air quality, and promote sustainable practices;
- Increases connected, comfortable, and safe pedestrian, bicycle, and transit facilities;
- Fosters a physically active and healthy community;
- Increases tree shade and opportunities for beautification and usable public space;
- Improves stormwater quality and flow management; and,
- Promotes transportation equity by providing more mobility options.

Complete Streets design requires an analysis of surrounding site conditions to determine the most appropriate and best treatments and solutions applicable for a given street. Design factors must consider the physical characteristics of the street, urban versus suburban context, surrounding land uses, collision history and safety factors, and anticipated demand.

1.3.2 Transit relating to Complete Streets

The General Plan and the Climate Action Plan require that the City promote and encourage public transit on our streets. The design of all streets that include transit stops, transit routes, or are identified for public transit in the Regional Transportation Plan, need to be coordinated with the San Diego Association of Governments and the San Diego Metropolitan Transit System to provide enhancements and improved accessibility for public transit. This may include transit lanes, curb pop-outs or bays at transit stations, median transit lanes or stations, and special designs to combine a transit street with a bikeway.

1.4. Complete Street Elements

Complete Streets Elements occur primarily in the public right-of-way (ROW). The public ROW is the area from property line to property line dedicated for public use. Complete Streets Elements may occur on dedicated easements located immediately adjacent to the public ROW. The public ROW is generally operated and maintained by the City, or through specific maintenance agreements, and provides ingress and egress to adjacent properties. The Street Design Manual establishes “zones” that organize the overall public ROW: the Parkway Zone and the Roadway Zone (Flex Zone, Vehicle Zone, and Median Zone) as depicted in Figure 1-3.

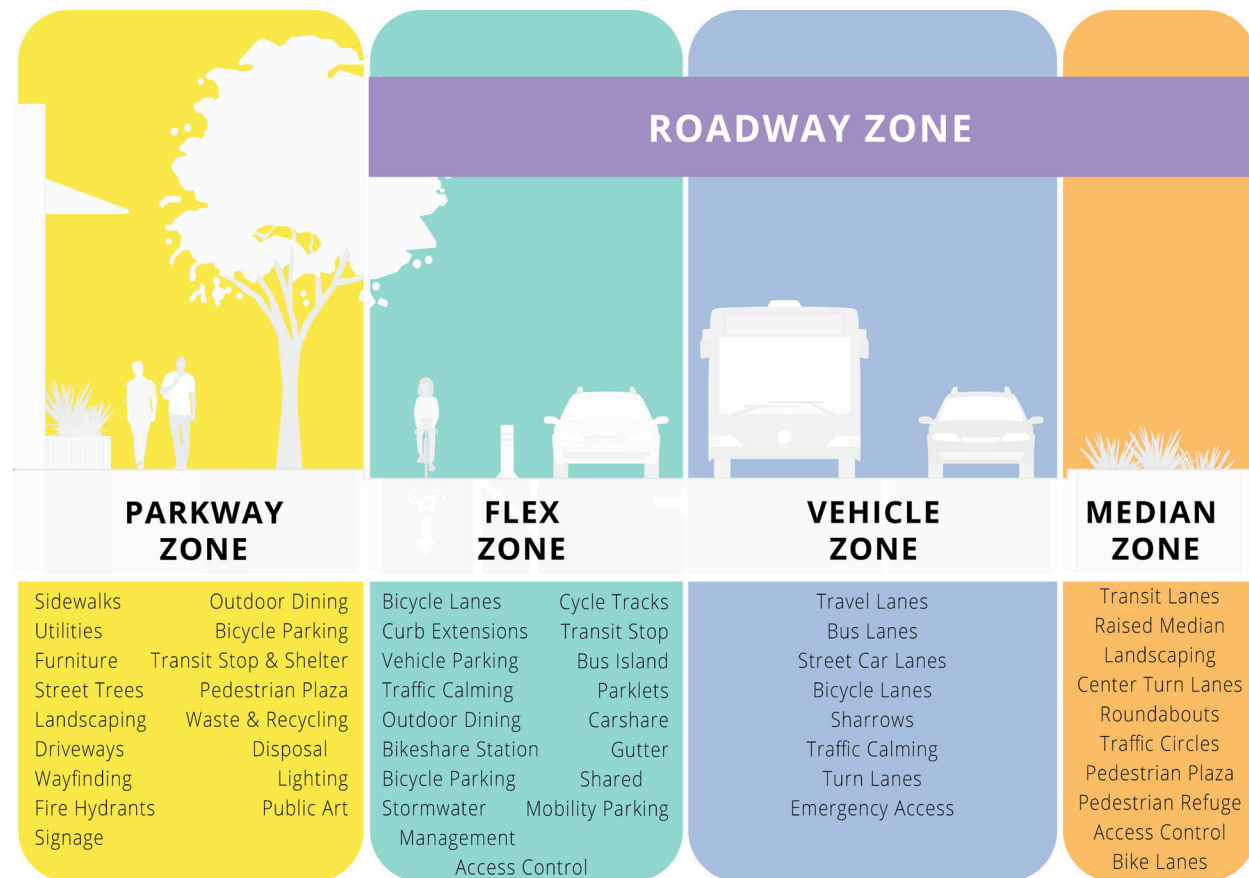


FIGURE 1-3 COMPLETE STREET ZONES

1.4.1 Establishing Zones

Complete Streets Elements are located within both the Parkway Zone and the Roadway Zone. In the Roadway Zone, such elements can include a combination of parking, bicycle facilities, transit facilities, and vehicular travel lanes. Figure 1-4 illustrates the Parkway Zone and the three components within the Roadway Zone:

- The **Flex Zone**, which can include bicycle facilities, parking, curb extensions, parklets, streetaries, and bus islands.
- The **Vehicle Zone**, which can include through lanes for automobiles, motorcycles, emergency vehicles and transit.
- The **Median Zone**, which can include a raised and/or planted median, center turn lane, roundabouts, and/or pedestrian refuge.

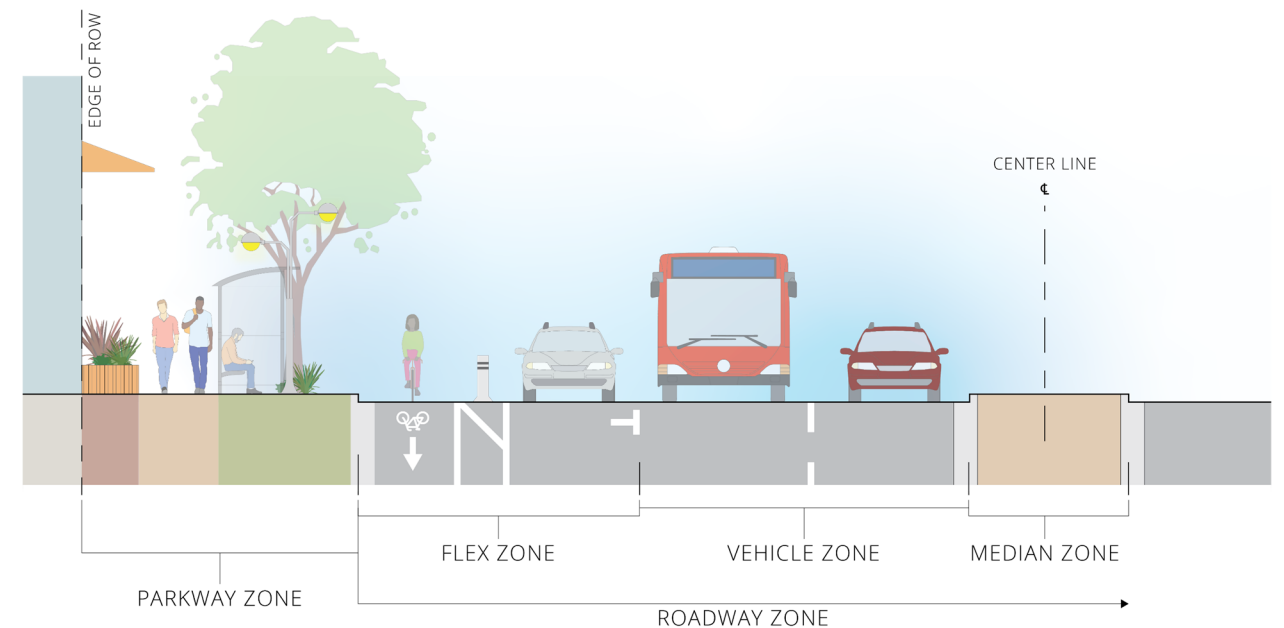


FIGURE 1-4 ILLUSTRATED COMPLETE STREET ZONES

1.5. Accessibility and Designing for All Ages and Abilities

Over 40 million individuals in the United States have a disability. Signed into law on July 26, 1990, the Americans with Disabilities Act (ADA) is a civil rights law assuring persons with disabilities have full access to a municipality’s programs, services, and activities. This includes public transit, public buildings and facilities, and along public rights-of-way.

It is essential that the design of pedestrian facilities consider the abilities of all pedestrians. Mobility impairment is but one classification of disability; others are sensory deficits (the sight and hearing impaired) and cognitive impairments (those with diminished ability to process information, including language barriers).

On August 8, 2023, the Access Board published the Accessibility Guidelines for Pedestrians Facilities in the Public Right-of-Way under the American with Disabilities Act and the Architectural Barriers Act (ABA) that address access to sidewalks and streets, crosswalks, curb ramps, pedestrian signals, on-street parking, and other components of public right-of-way. These guidelines also review shared use paths, which are designed primarily for use by bicyclists and pedestrians for transportation and recreation purposes. While these guidelines have not been adopted by the Department of Transportation (DOT) and Department of Justice (DOJ), they are considered best practices to provide access and to comply with the Americans with Disabilities Act.

Pedestrian facilities (including transit access) must comply with ADA standards, Public Right-of-Way Access Guidelines (PROWAG), California Title 24, and other accessibility-related regulations and take into account the entire range of disability categories. Where there is a difference between requirements of governing standards, the requirement that provides the most restrictive (accessible) condition shall prevail. These regulations create an equitable pedestrian environment. Accessibility requirements are incorporated throughout this manual.

1.6. General Street Lighting Standards and Guidelines

Standards and Guidelines:

- All street lighting shall be broad spectrum light sources no greater than 3000K Correlated Color Temperatures (CCT). Lower CCT can be used for off-street pathways where potential lighting impacts or requirements related to sensitive habitats or biological reasons are identified.
- Street Luminaires shall be as defined in the City of San Diego Approved Materials List.
- Street Lighting Standards, arms, bases, and mounting heights shall conform to the City of San Diego Standard SDE-101 for intersection and mid-block lighting.
- Locations of additional poles to be determined by special conditions.
- Streetlighting designs for signalized intersections, roundabouts, marked crosswalks at unsignalized locations, and high pedestrian traffic areas, may require photometric analysis for minimum footcandle level, light intrusion, and glare studies, as determined by the City Engineer.
- For City streets lighting along State ROW, additional discussion can be found in Chapter 1.5 of the Caltrans Roadway Lighting Manual (2021).

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