



July 2013 Workshops



Agenda

	Parc 55	Main Library
Open house	6 - 6:15pm	10 - 10:15am
Presentation	6:15 - 7:00pm	10:15 - 11am
Exhibit stations review & comments	7 - 8:20pm	11am - 12:20pm
Meeting close	8:20 - 8:30pm	12:20 - 12:30pm

Program

Station 1: Three options and OWLs

Proposals for three different design and transportation options. The options are also represented in a 3-D viewfinder.

Station 2: Market Street - Six districts

Help us create unique identities for Market Street's six districts - be creative!

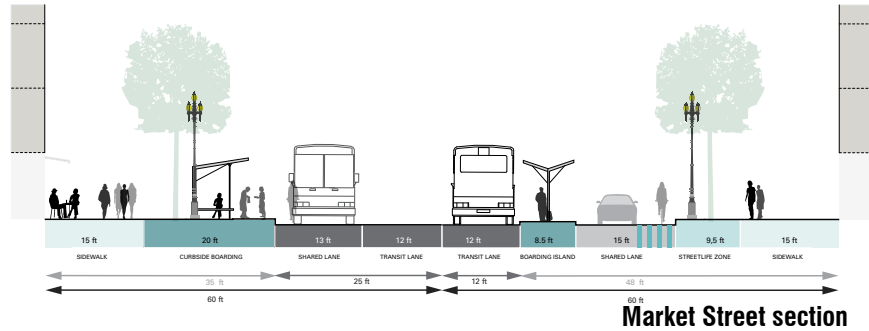
Stations 3-8: Representative blocks & plazas

Conceptual designs for four blocks of Market and Mission Streets, illustrating the three design options, two plazas and two examples of proposed wayfinding signage.

- 3 - 1st Street to 2nd Street
- 4 - 3rd Street to 4th Street
- 5 - Hallidie Plaza & wayfinding at Stockton and Market
- 6 - 6th Street to 7th Street & 5th Street to 6th Street
- 7 - UN Plaza & wayfinding at Larkin Street and Market Street
- 8 - 9th Street to 10th Street

Options

Option 1: Market Street



Streetlife

Narrows sidewalk only where new boarding islands are located, leaving plenty of room for Streetlife Zone.



Bicycle

The existing cycletrack from Octavia to 8th remains with an improved super sharrow shared lane from 8th to Stuart.



Pedestrian

Retains most of the existing sidewalk space. Improvements include sidewalk widening, redesign of north side crosswalks, and traffic signal improvements.



Auto restrictions

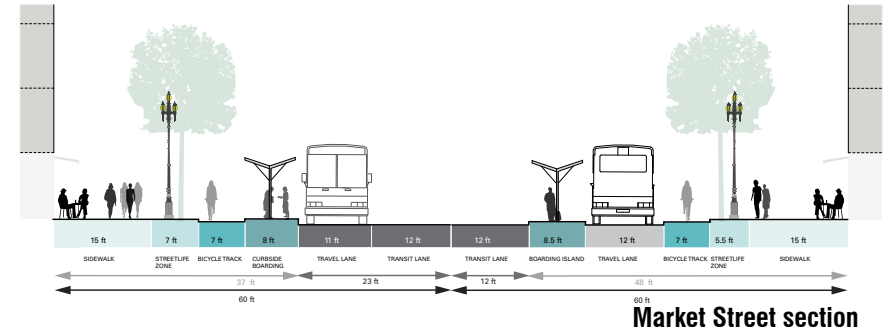
Due to the shared bicycle / vehicular lane east of 8th, auto restrictions are recommended 7am to 7pm from Fremont to 8th to accommodate peak transit flow from the Transbay Terminal to 5th.



Transit

Retains four vehicular travel lanes and transit only center lanes. Boarding islands are upgraded to meet accessibility standards and improve waiting experience.

Option 2: Market Street



Streetlife

This cycletrack in this option requires narrowing of the sidewalk, leaving less room for Streetlife opportunities.



Bicycle

One-way cycletrack in each direction, from Stuart to Grant and 5th to Octavia, provides a safe, comfortable cycling experience.



Pedestrian

The cycletrack buffers pedestrians from vehicular traffic. The redesign of north side crosswalks and traffic signal improvements enhance pedestrian comfort and safety.



Auto restrictions

Due to the shared bicycle / vehicular lane from Grant to 5th, auto restrictions are recommended 7am to 7pm from Fremont to 5th to accommodate peak transit flow on Market from the Transbay Terminal, at 1st and Mission, to 5th.

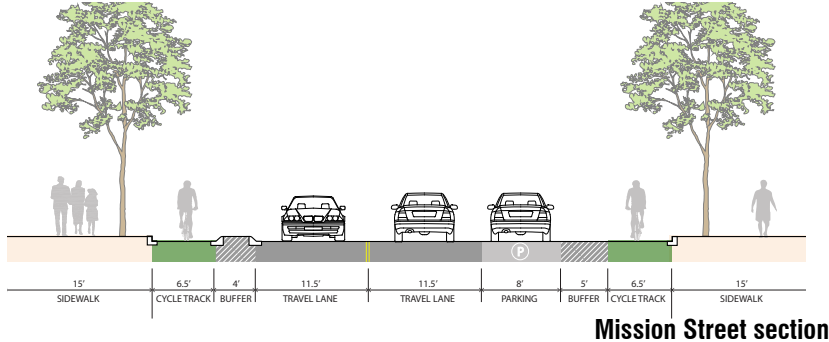


Transit

Retains four vehicular travel lanes and transit-only center lanes. Boarding islands are upgraded to meet accessibility standards and improve waiting experience.

Option 3: Mission Street + Market Street

Mission Street improvements in combination with Option 1- Market Street



Streetlife

Invites an integrated district that connects Market to SoMa and activates the network of streets and alleys in between.



Bicycle

A one-way, buffered cycletrack on Mission, in each direction, from South Van Ness to the Embarcadero, with greenwave signal timing (synchronized lights for bicycles).



Pedestrian

The cycletrack provides a buffer for pedestrians from vehicular traffic, opportunity for additional mid-block signalized crosswalks on Mission, and wider sidewalks at 1st to 2nd and 3rd to 4th.



Auto restrictions

Maximum auto restrictions on Market are recommended 7am to 7pm from Steuart to Van Ness. New left turns from Mission help facilitate traffic crossing Market.



Transit

The 14/14L, Golden Gate Transit and SamTrans bus lines move to Market. This proposal requires making Market the transit priority corridor. Bicycles and automobiles would primarily use Mission.



Parking and loading

Parking on one side of Mission retained on most blocks west of 4th. Also, there will be locations for floating parking and loading between the vehicular lane and the cycletrack buffer.

Market A-Z

BART portals



BART is in the design phase of a project to install canopies over selected entrances to protect customers, employees and the escalators by providing better lighting at the entrance, the addition of security cameras and a way to close off the escalator stairwell when a station is closed.

Current concepts call for a durable, transparent shelter which fits into the surrounding cityscape and incorporates environmentally sustainable features such as natural lighting and ventilation. The canopy is intended to not only provide a welcoming entryway into BART but to also extend the service life of the escalator, reduce repairs and improve reliability.



Cycletrack on Market - raised

The raised cycletrack will be a 7- to 8-foot wide lane with a 3-inch rolled curb for easy transition into the adjacent vehicle lane. It increases safety by reducing conflicts with buses and vehicles. Based on the current operating conditions on Market Street, cyclists traveling in a dedicated cycletrack will be able to maintain an average speed of 12 mph.

The cycletrack makes it easier to pause, stop outside a store or use other amenities along the street; making a safer experience for cyclists of all ages; and minimizes maintenance costs because of limited motor vehicle wear.

A cycletrack is part of a long-term investment requiring curb changes, utility upgrades, and other infrastructure modifications. This model is more costly and allows less flexibility for future growth, but adds a permanent dedicated bicycle facility.

Market Street - six districts

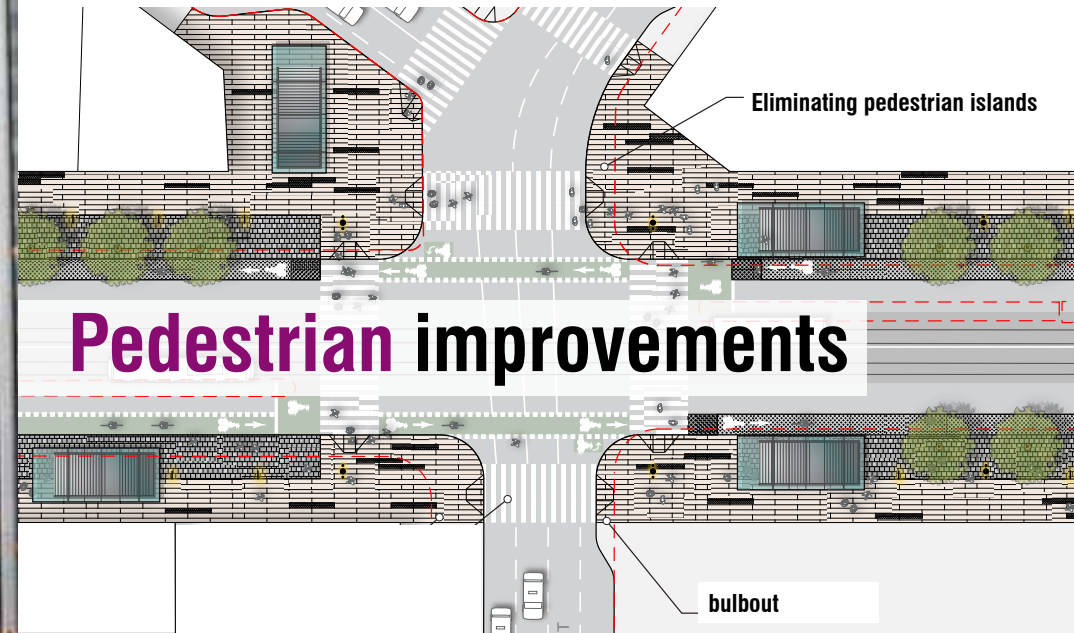
A unified design is proposed for Market Street with each district's unique identity expressed through Streetlife Zone furnishings.

Help us create unique identities for Market Street's six districts by visiting Station 2!

Market Street's six districts:

- Embarcadero (Embarcadero-Fremont)
- Financial (Fremont-3rd)
- Retail (3rd-5th)
- Mid-Market (5th-7th)
- Civic Center (7th-Van Ness)
- Octavia (Van Ness-Octavia)

The Embarcadero District extends from the Embarcadero to Fremont Street



Bulbouts

Adding bulbouts and redesigning the complicated north-side intersections creates a safer, more comfortable pedestrian experience. Bulbouts slow traffic crossing Market Street enhancing pedestrian safety.

Eliminating pedestrian islands

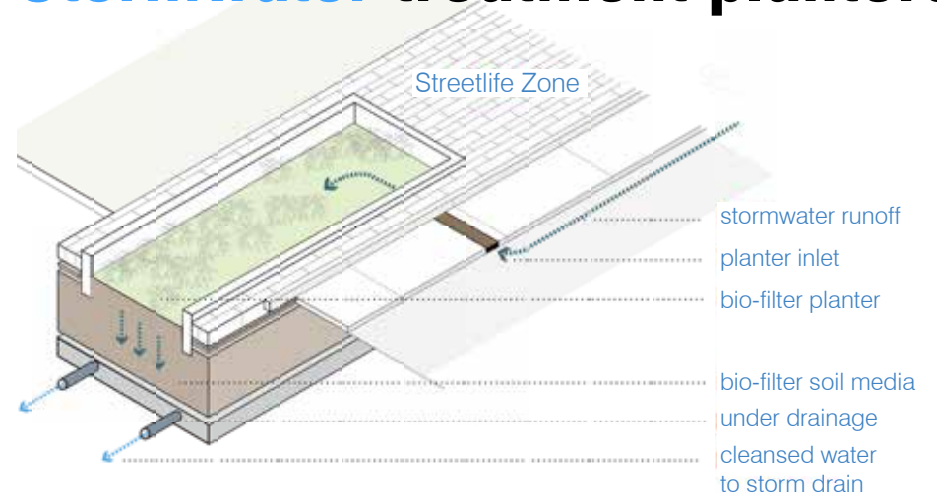
Extending the sidewalks would eliminate the need for mid-intersection pedestrian islands, improving safety and comfort and speeding the crossing time.

Pedestrian throughway

A 15-foot area of the sidewalk between buildings and the Streetlife Zone for clear pedestrian movement.



Stormwater treatment planters



The stormwater planter is a functional landscape area designed to allow rainwater to flow into the ground instead of the overburdened sewer system, reducing the chance for flooding. It provides a high-density spacing of trees, shrubs, and groundcover that maximizes the ability for plant roots to clean pollutants and absorb runoff.

Road surface variation



Unique paving between sidewalk and boarding islands to alert vehicles this is a high-volume pedestrian area.

A super sharrow is a wide green area striped to emphasize a shared space for bikes and vehicles. They contribute to traffic calming, increased awareness and a more pedestrian-friendly environment.



Shared lane with super sharrow

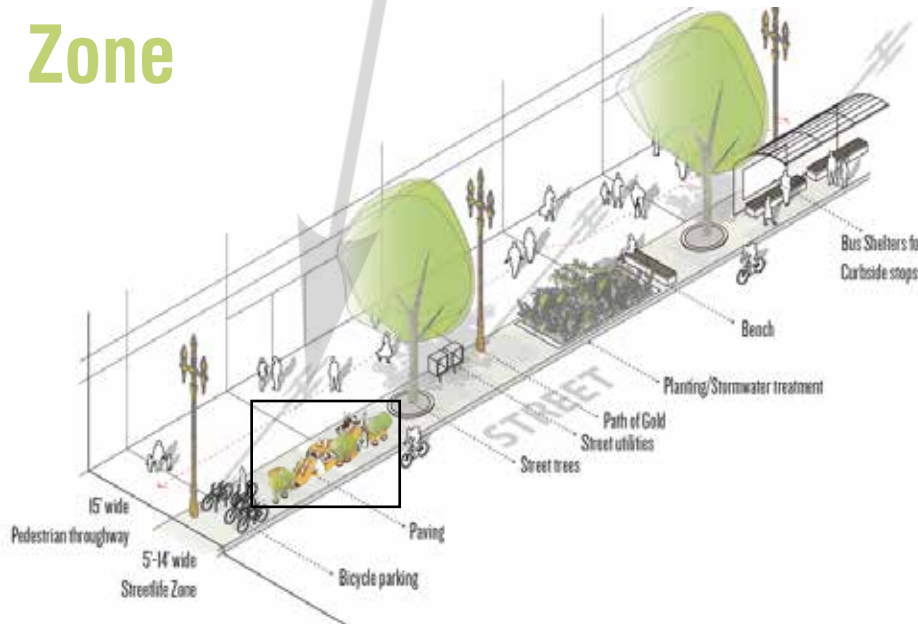
Streetlife Hub



Areas on Market Street for street furnishings, art and other activities where there is adequate space and key adjacent activities. Streetlife Hubs are within the Streetlife Zone.



Streetlife Zone



The Streetlife Zone is a multi-use zone located within the existing sidewalk width, between the curb and the pedestrian thoroughway. The zone creates a unique Market Street experience through design, materials and furnishing elements, which accentuate the best elements of each district.



Transit

Boarding islands

Current transit boarding islands are neither wide nor long enough for customer comfort and vehicle needs. The new designs will accommodate three or more buses, give waiting passengers more space, and comply with ADA guidelines to incorporate wheelchair ramps. (Minimum 8-feet wide x 175-feet long)

Enhanced Local

In the Enhanced Local transit option, the Local and Limited buses will stop at common locations. Bus lines will run in the center or curb lanes depending on their destination: Ferry Building lines in the center and Transbay Transit Center (TTC) lines curbside.



Rapid

In the Rapid transit option, Local and Limited buses will have separate stops. Limited buses will stop at the boarding islands and Local buses will stop at curbside stops. The Local and Limited stops will be 1/2 to 1 block apart.



Mission A-Z

Mission Street cycletrack with buffer

The Mission Street cycletrack is 6- to 8-feet wide and separated from vehicular traffic by various types of 2- to 5-foot buffers such as paint, landscaping and safe-hit posts.

A cycletrack makes it easier to pause, stop outside a store or use other amenities along the street; makes people, especially young and senior bicyclists, feel more safe; and minimizes maintenance costs because of reduced motor vehicle wear.

With bicycle-preferential signal timing (green waves), people on bicycles will receive fewer red lights and maintain an average speed of 14 mph. The Mission Street design will also allow left turns.



Continuous sidewalk

A continuous sidewalk or table crossing enhances pedestrian safety and comfort by identifying the crosswalk as primarily pedestrian space. The sidewalk remains at curb level across the intersection requiring cars to drive over an elevated crosswalk that functions like a speed bump. This design is proposed for alleyways along Mission Street.



Linden Alley, SF

There are sections along the Mission Street where a wide cycletrack buffer is proposed, creating an opportunity for flex space. Due to Mission Street's 15-foot sidewalk, there is little space for street furnishings or other streetscape amenities. Flex space could be used for street furnishings, a bike corral, more robust landscape planting, or other urban design ideas identified for each location.



Flex-space

9th Avenue, Manhattan | via NYC DOT's Street Design Manual



World premiere!
Owl™



The OWL™ allows users to immerse themselves in a 3-D model of Mission and Market streets of the future based on the designs presented at this workshop.

OWL™ was designed to be a civic engagement tool to give the public a more detailed, immersive look at proposed construction projects. It is styled after art deco-style coin-operated binoculars, providing a familiar and inviting user experience.

OWL™ was created by San Francisco-based Owlized and is powered by Autodesk, maker of 3-D design software. The device prototypes were designed using Autodesk Fusion 360 cloud service and run Autodesk InfraWorks software. They were 3-D printed at the Autodesk Gallery at One Market St.



Agency Teams Working on the Better Market Street Project:

City Team

San Francisco Department of Public Works
San Francisco Municipal Transportation Agency
San Francisco Planning Department
San Francisco County Transportation Authority
San Francisco Public Utilities Commission
Office of Economic and Workforce Development

Design Team

Gehl Architects - Prime, Urban Design Lead
Perkins+Will - Project Management
CMG Landscape Architects - Streetscape Design

Transportation Team

Parisi Associates - Transportation Planning
Nelson\Nygaard - Transit Planning
Fehr & Peers - Bicycle and Vehicular Planning

Specialists

Kate Keating Associates - Wayfinding
CHS Consulting Group - Transit Planning
Urban Design Consulting - Civil Engineering
CirclePoint - Outreach
William Kanemoto Associates - Visualization
A&M Printers - Printing

Stormwater Management Study

Nevue Ngan - Lead Design
Wilsey Ham - Engineering

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