



BETTER MARKET STREET COMMUNITY ADVISORY COMMITTEE
STREETScape/URBAN DESIGN WORKING GROUP

AUGUST 25, 2014



MEETING AGENDA

1. INTRODUCTION

AL WILLIAMS, FACILITATOR

2. PROJECT UPDATE

SIMON BERTRANG, PUBLIC WORKS

3. BETTER MARKET STREET URBAN DESIGN 101

NEIL HRUSHOWY, PLANNING DEPT.

4. DESIGN FOCUS: CURB-SIDE TRANSIT ISLANDS

BRITT TANNER, SFMTA

NICK PERRY, PLANNING DEPT.

5. PUBLIC COMMENT

6. NEXT STEPS & OTHER ANNOUNCEMENTS



PROJECT UPDATE

SIMON BERTRANG, PUBLIC WORKS



BETTER MARKET STREET

URBAN DESIGN 101

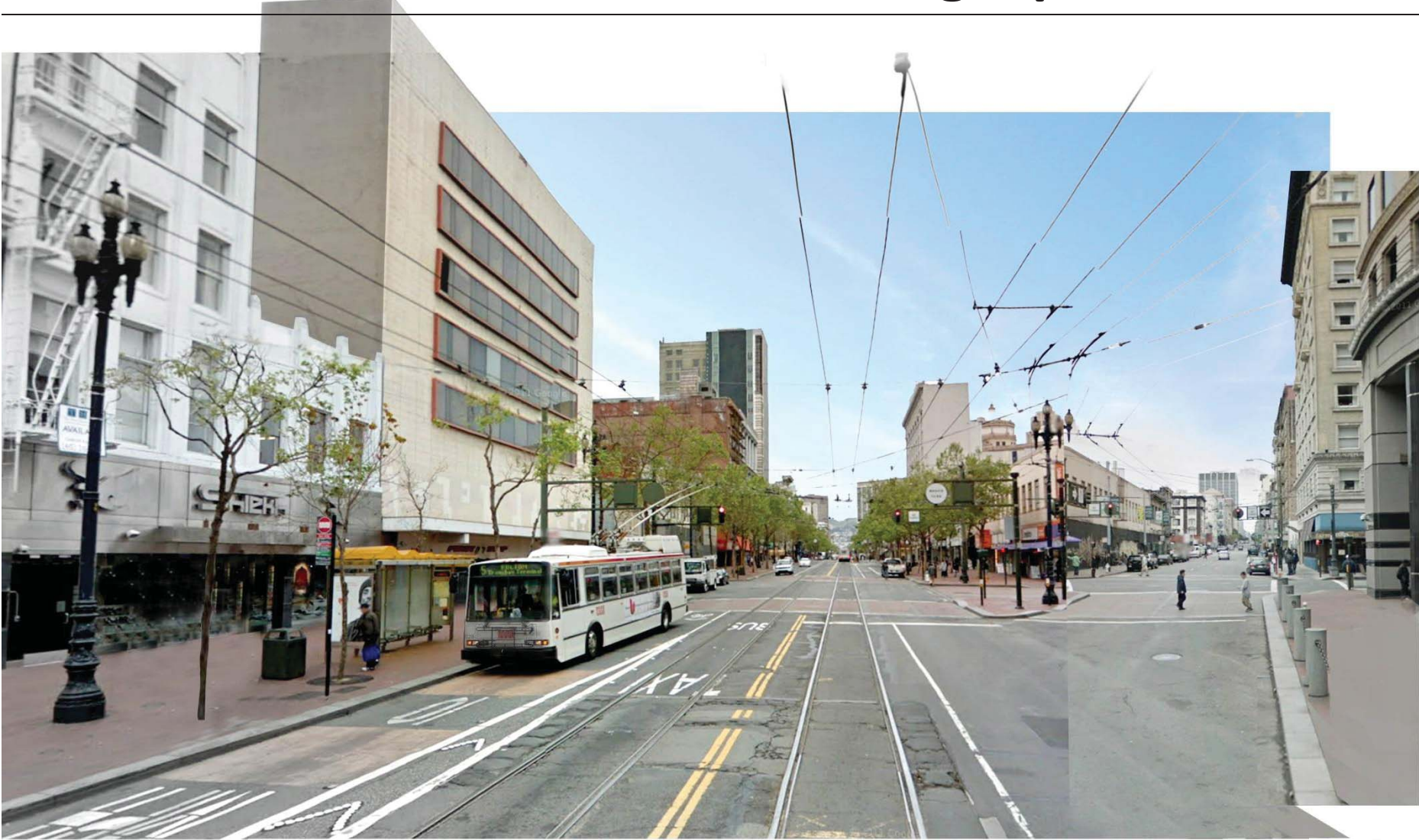
NEIL HRUSHOWY, PLANNING DEPARTMENT



Goals: An enduring, flexible street for people



A Better Market Street is not a single plan but rather



A flexible framework...



For improving mobility...



Sense of place...



And quality of life for all San Franciscans



A New Synergy between transport and place

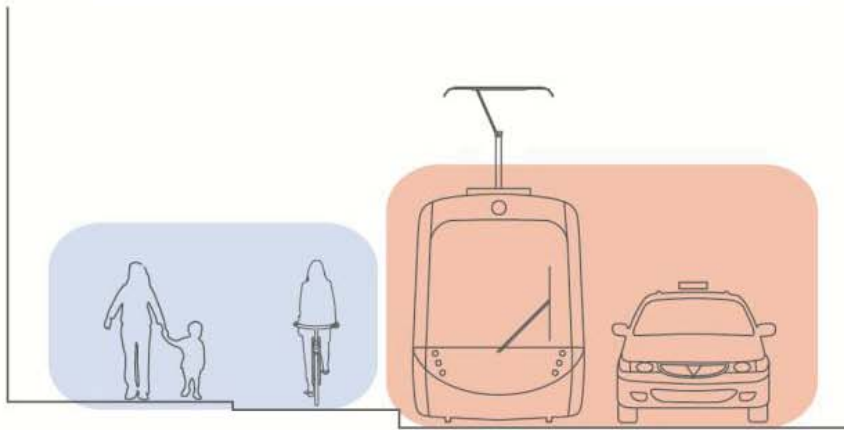


Guiding Principles and Design Concepts

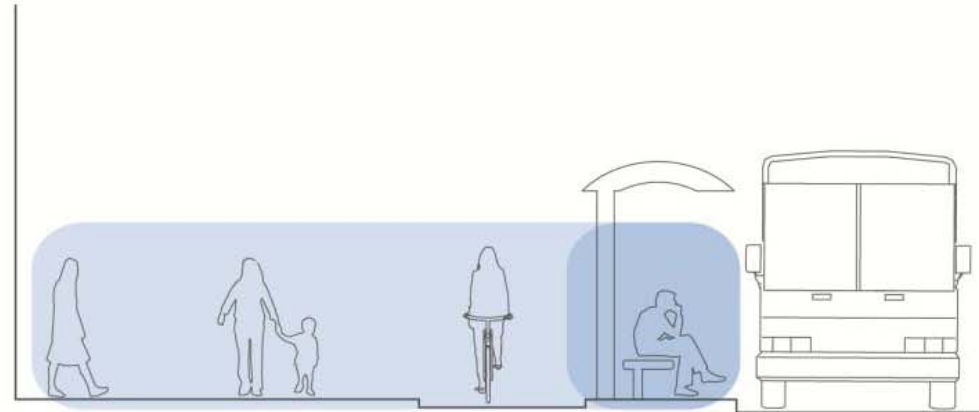
Principles

GUIDING PRINCIPLES

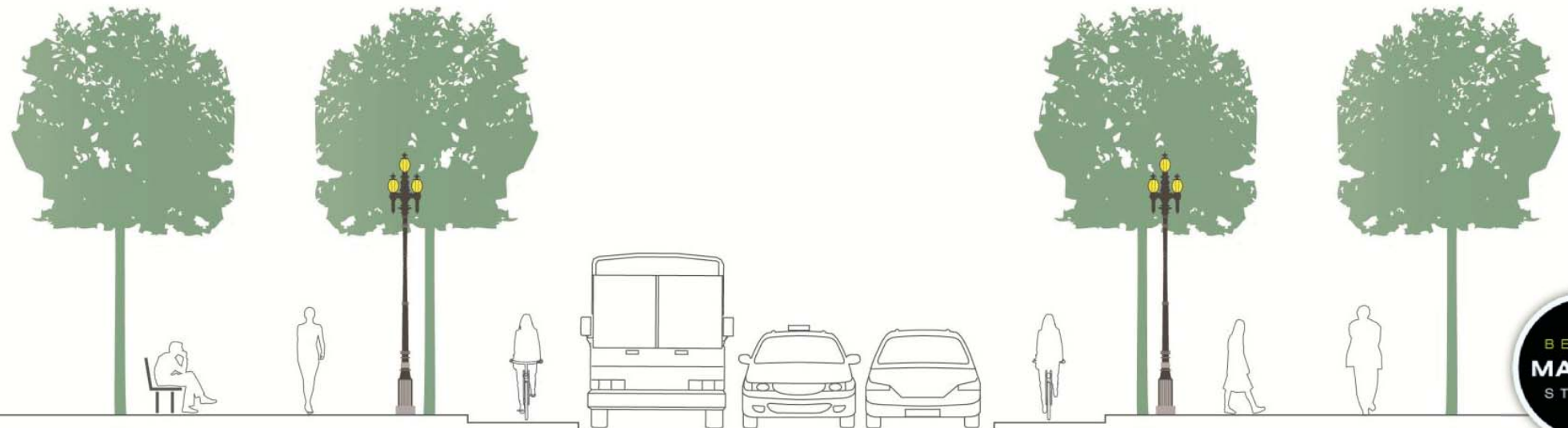
1 STREET USER FAMILIES
Pedestrians & Cyclists/ Transit & Other Vehicles



2 TRANSIT EXPERIENCE
Comfortable and Convenient Waiting Experience



3 URBAN BOULEVARD: Appropriate Speeds for Leisurely Promenade

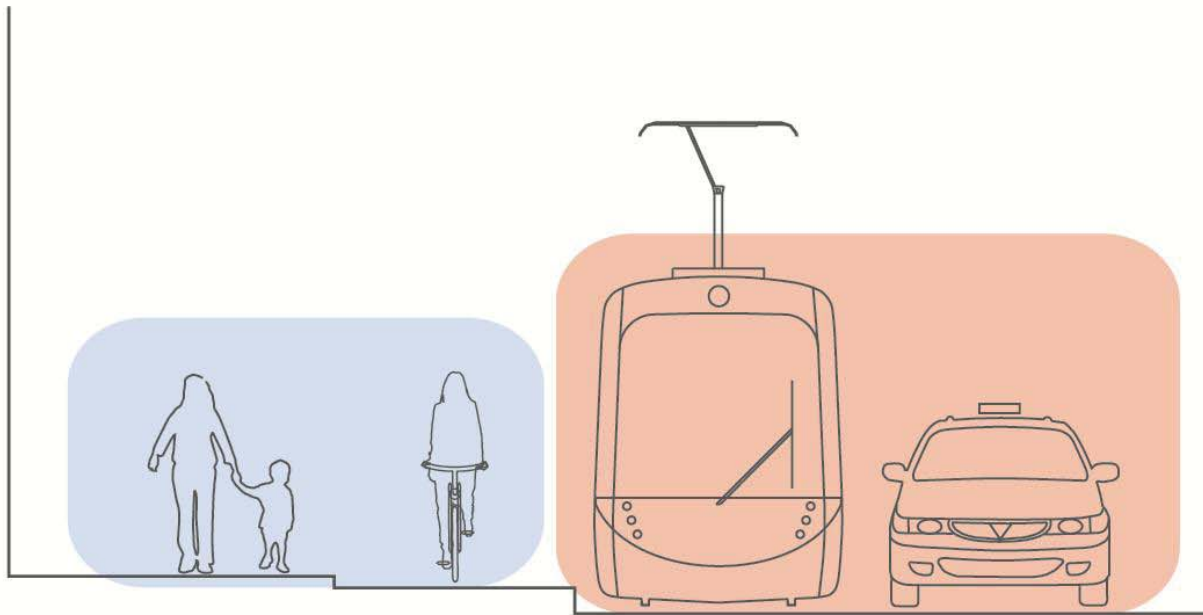


Principles

1

Street User Families

Pedestrians & Cyclists / Cars & Public Transit



Cyclists as part of public life



Everyone is a pedestrian

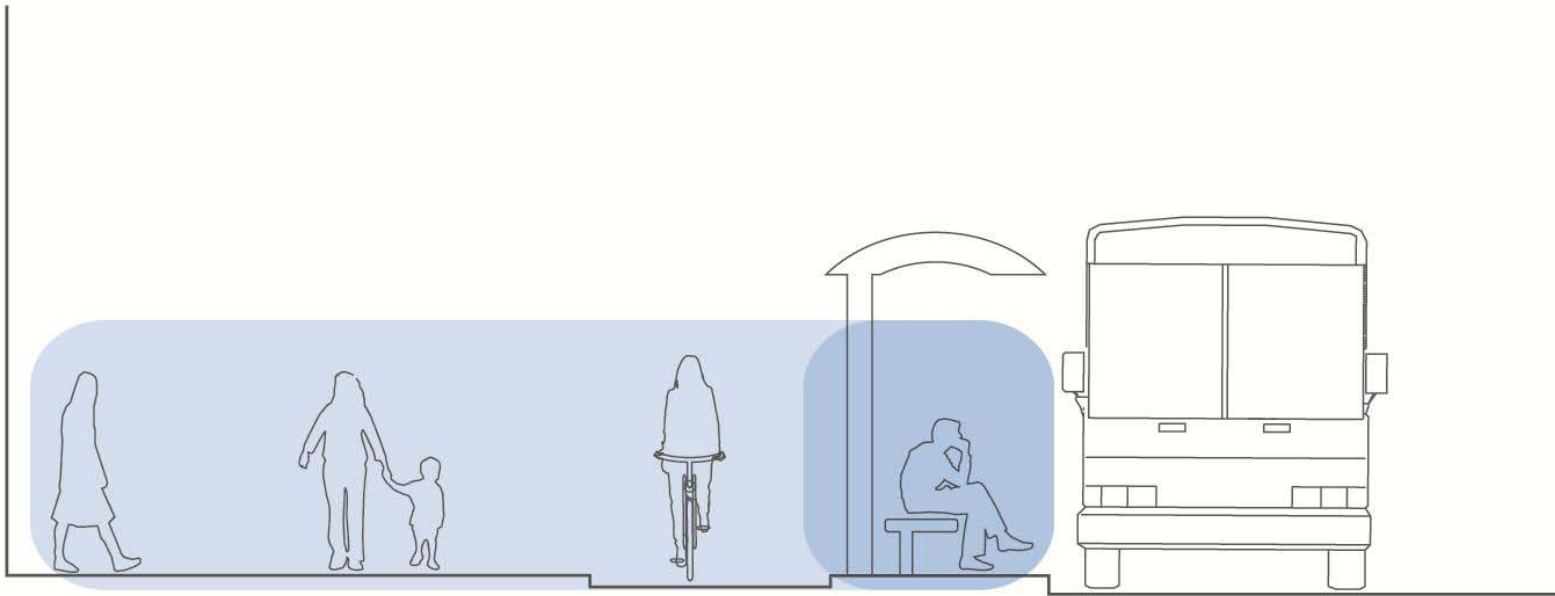


Principles

2

Transit Experience

Comfortable and Convenient Waiting Experience



Consider the entire transit experience



Consider the entire transit experience



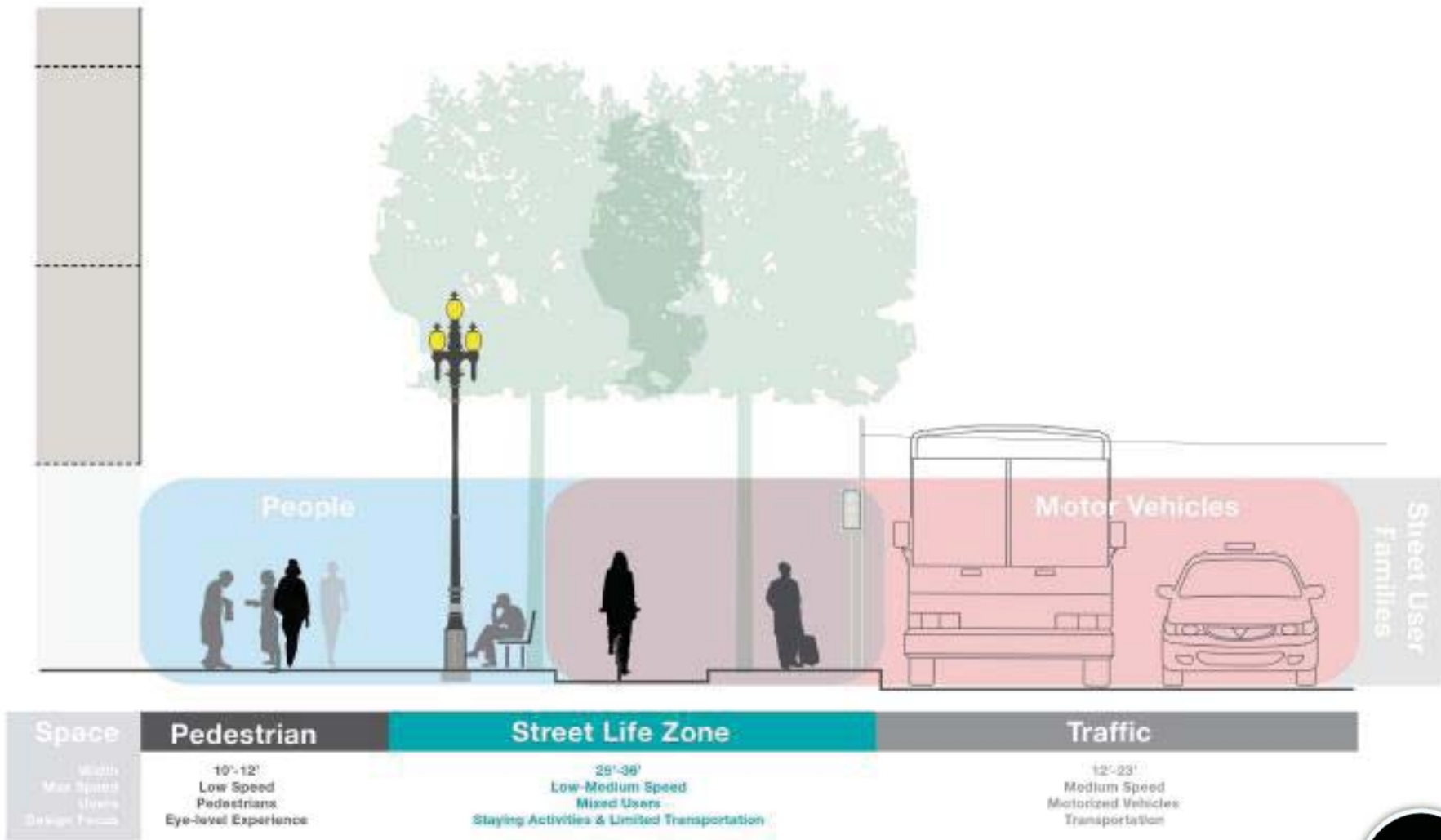
The street as an inviting destination



The street as a place



A New Synergy between transport and place



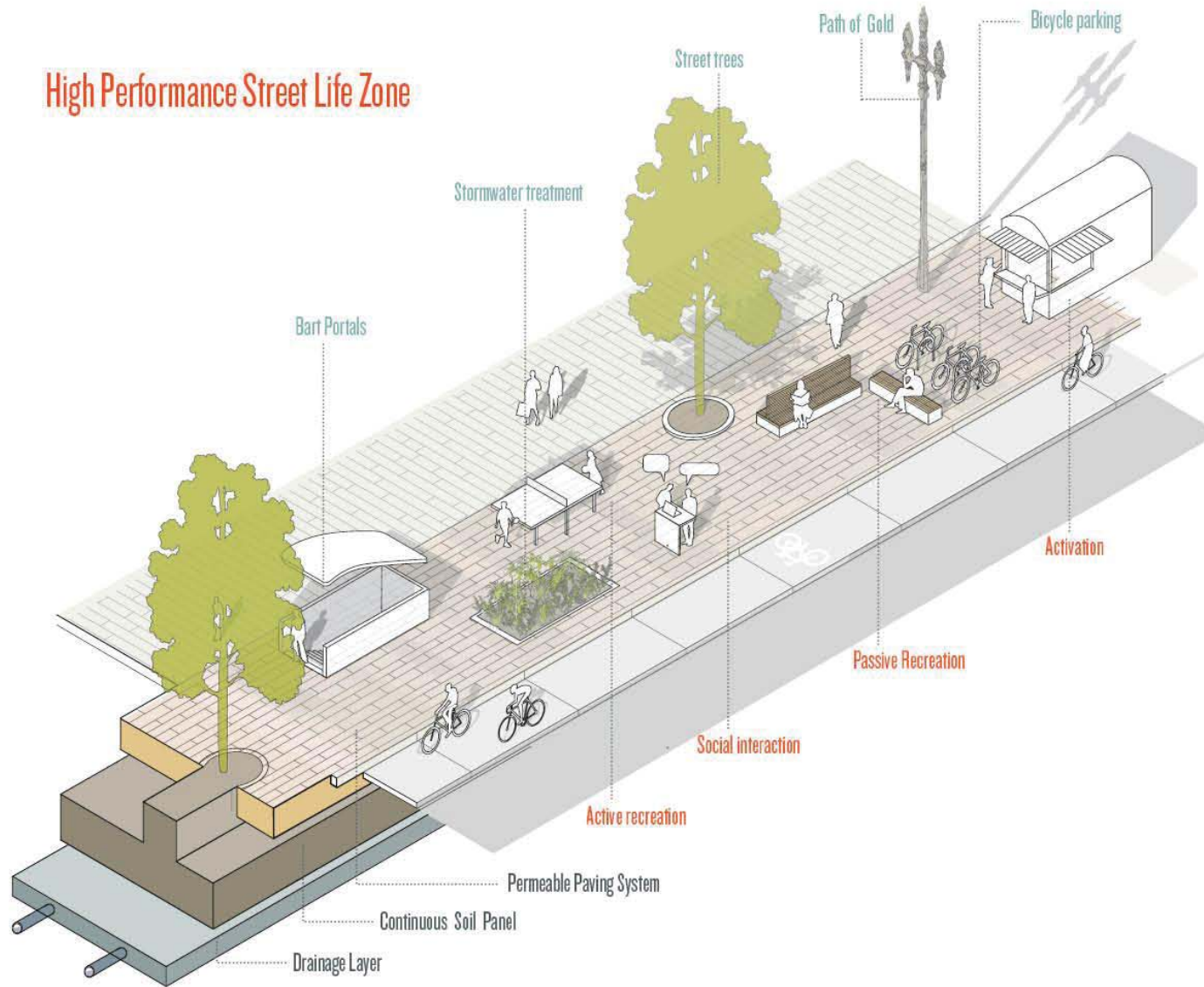
APPLYING THE URBAN DESIGN PRINCIPLES TO MARKET STREET

***CREATING NEW INVITATIONS
FOR PUBLIC LIFE***

Introduce new identity to Market Street sidewalks



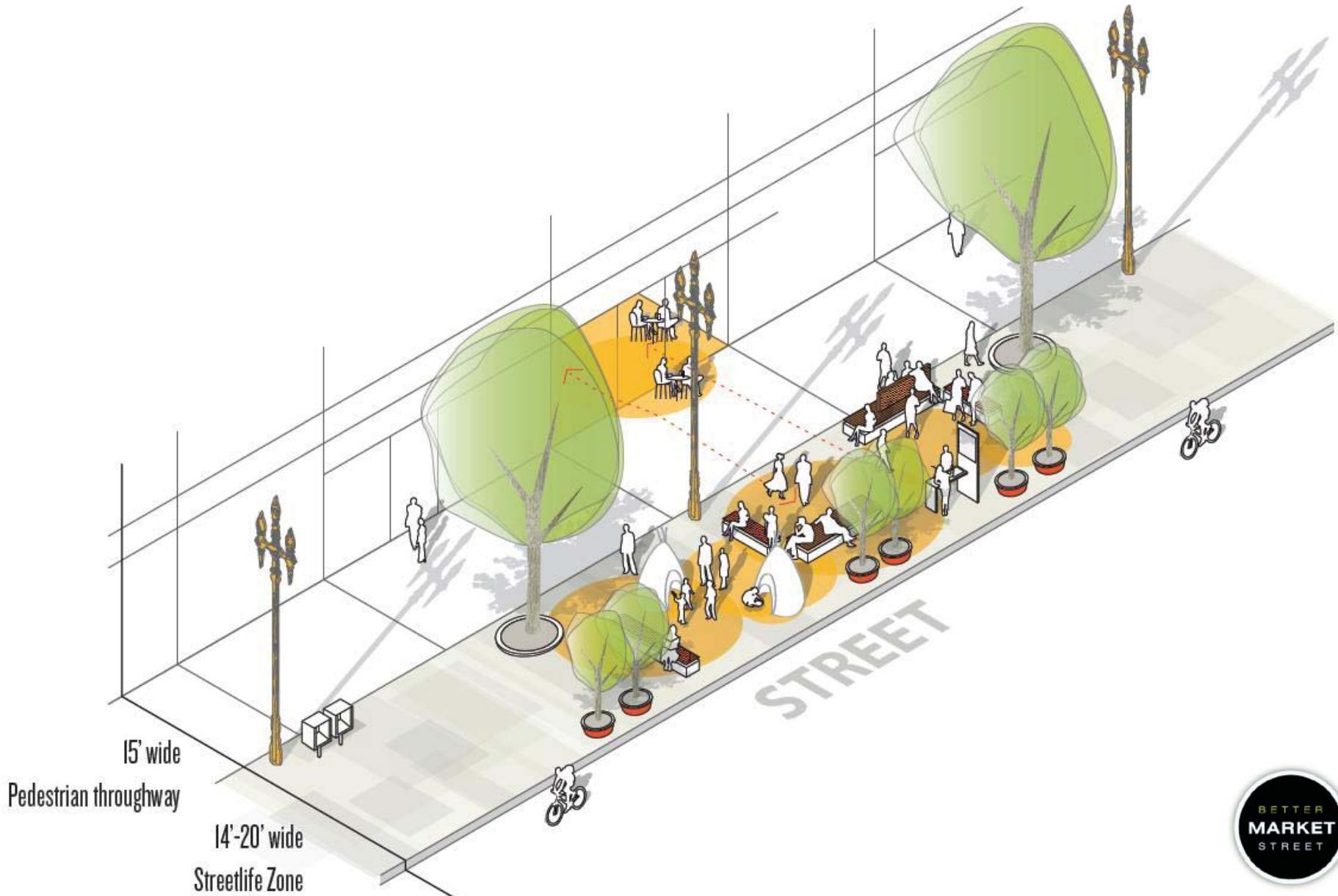
Market Street Concept - Streetlife Zone



Streetlife Zone



Market Street Concept - Streetlife Hub



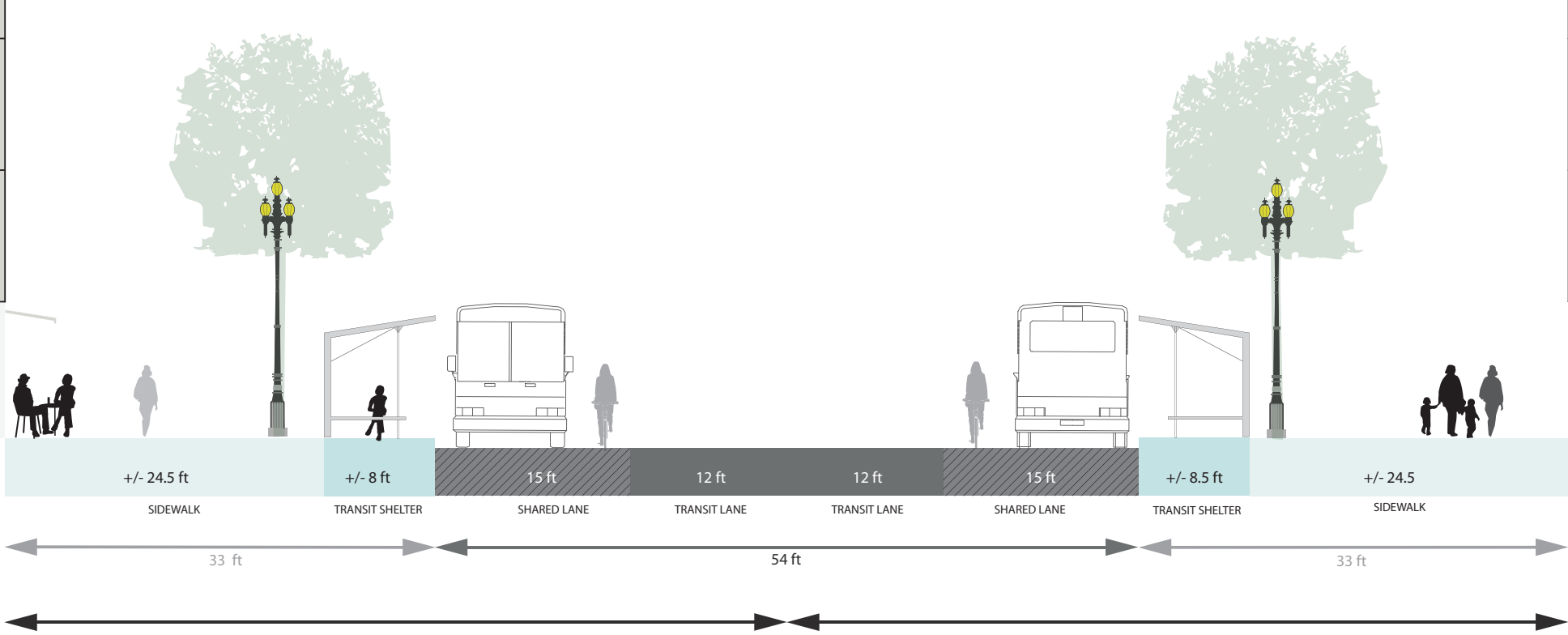
Streetlife Hub : Mid-Market District



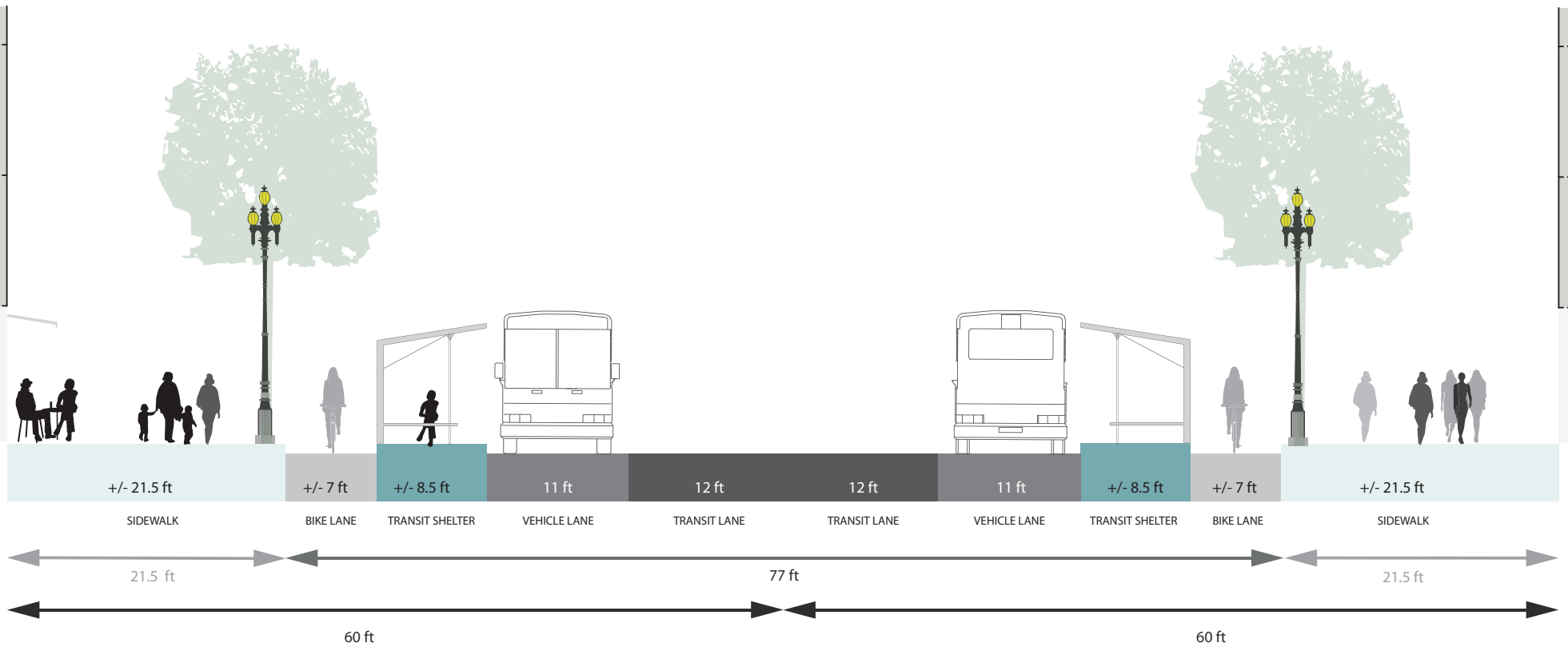
Streetlife Hub : Civic Center District



Option 1



Option 2





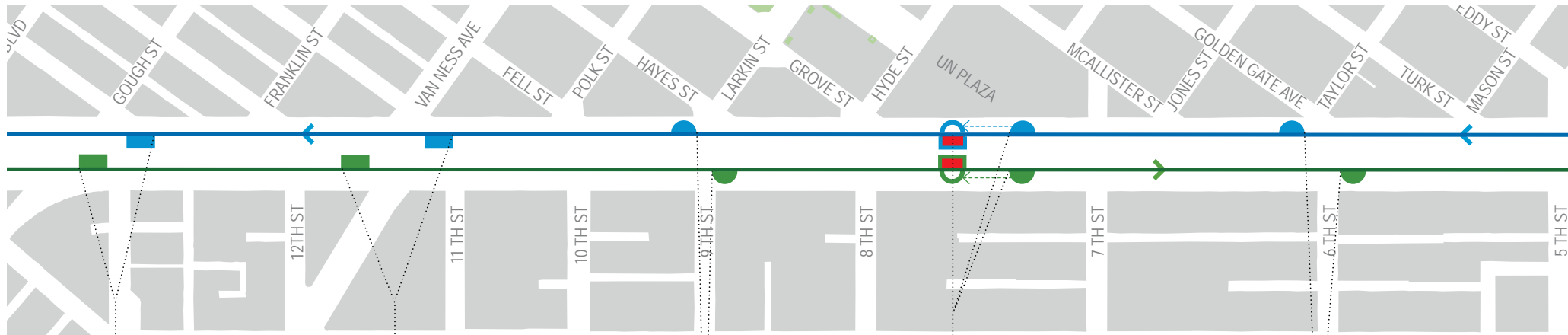
DESIGN FOCUS: CURB-SIDE TRANSIT ISLANDS

BRITT TANNER, SFMTA

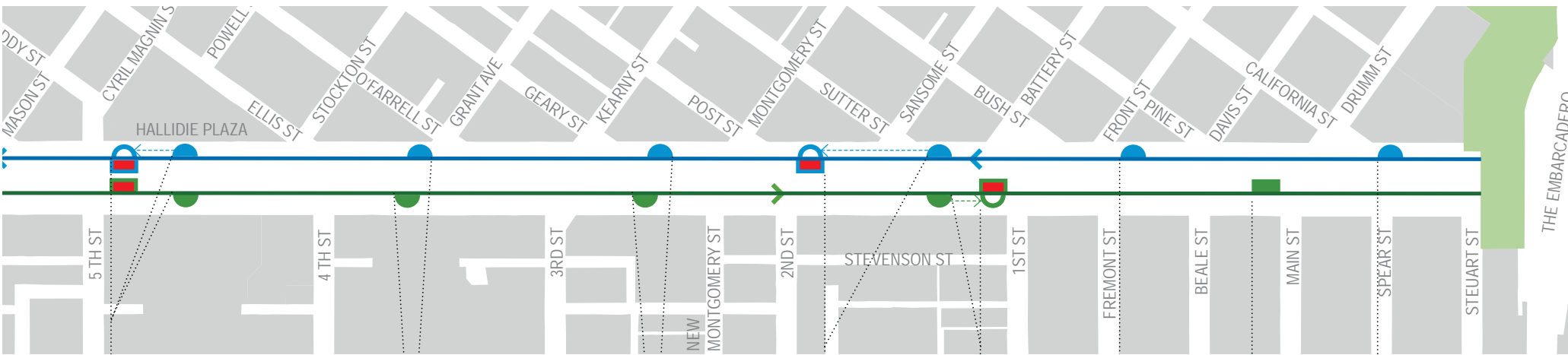
NICK PERRY, PLANNING DEPT.

Option 2: 16 Transit Stops Have Curb-side Islands

Gough to 5th Street



5th Street to The Embarcadero

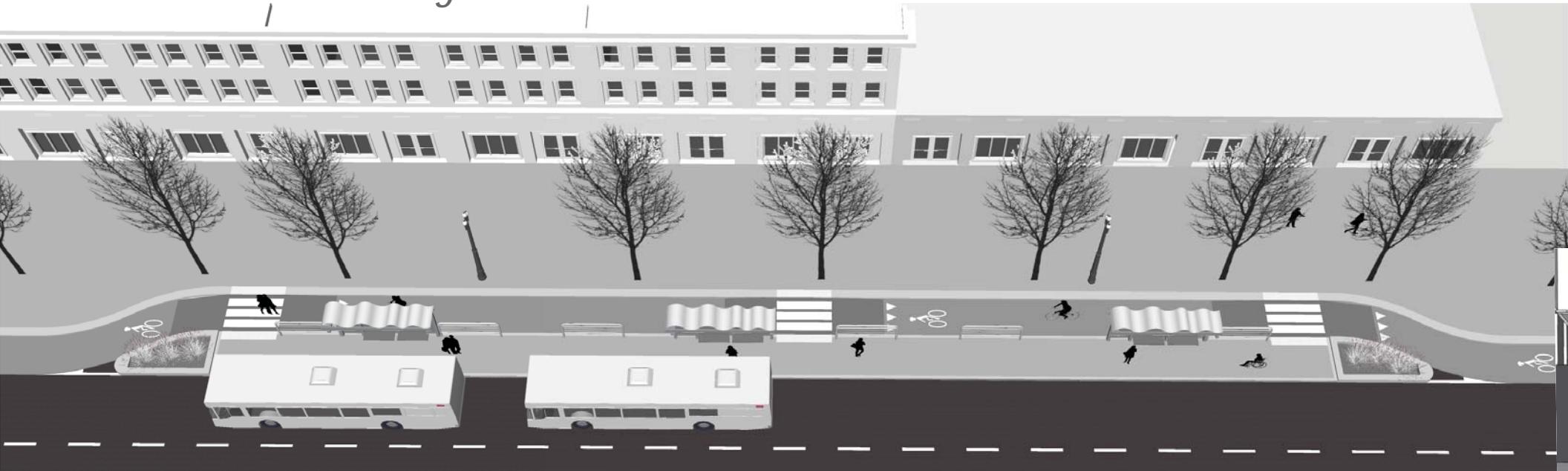




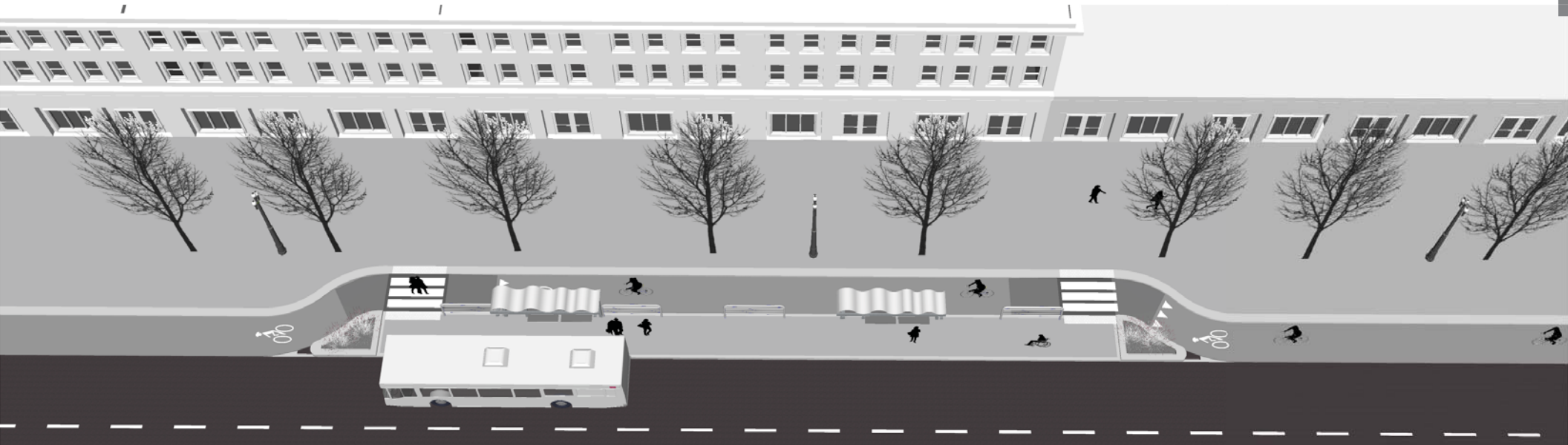
*Duboce/Church
Precedent*

Two Island Lengths

180' Curb-side Boarding Island

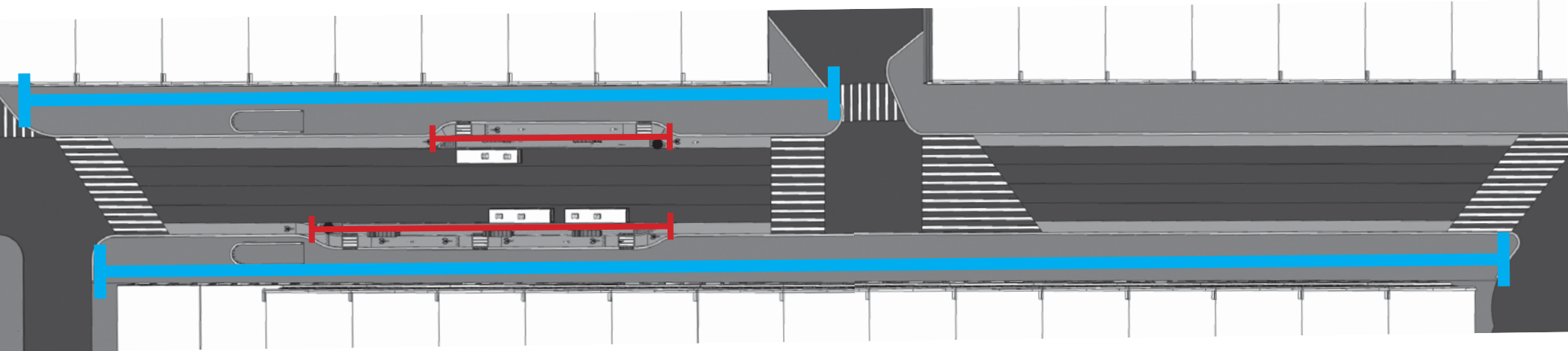


120' Curb-side Boarding Island



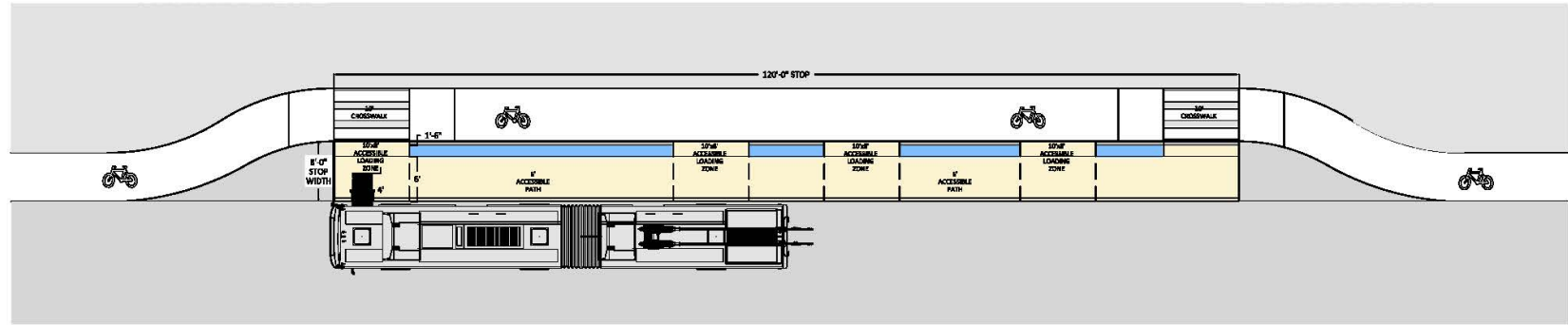
CONCEPTUAL DRAFT DESIGN - FOR DISCUSSION PURPOSES ONLY

Transit Island Length vs. Block Length



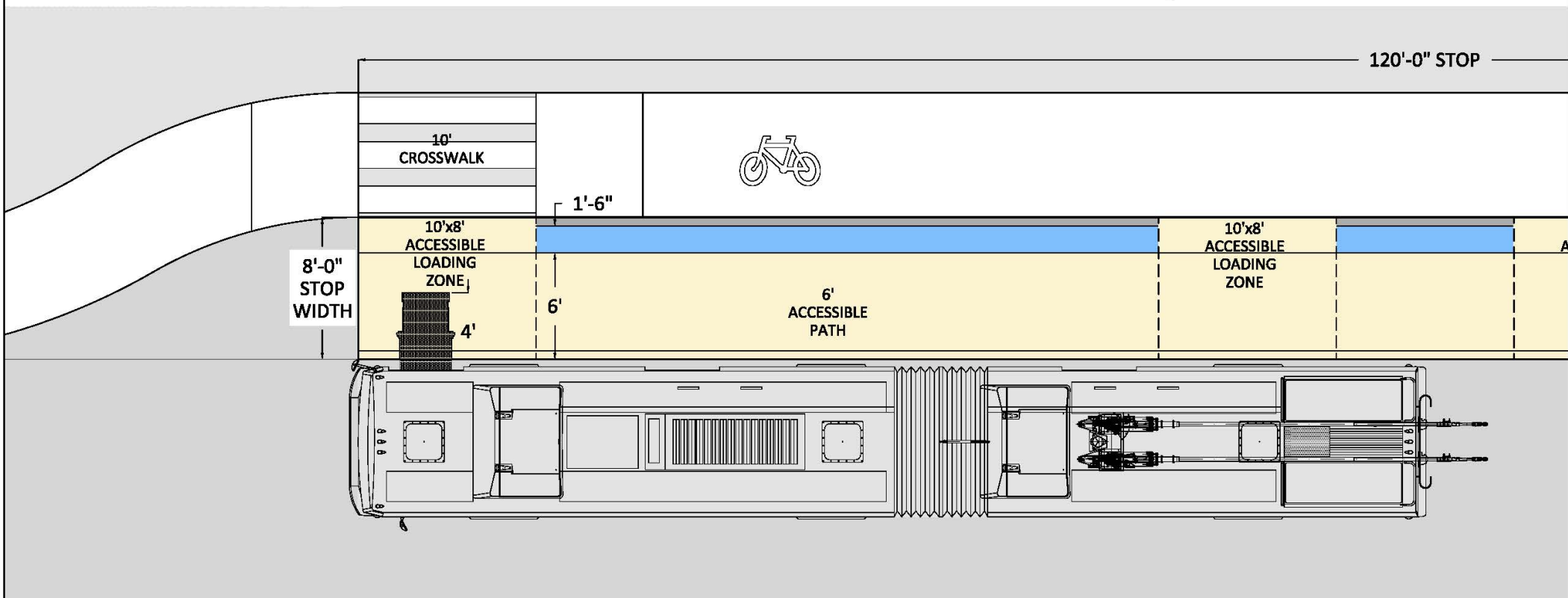
Transit Island Dimensions and Clearance Zones

CONCEPTUAL CURB/CYCLETRACK STOP (120' STOP)



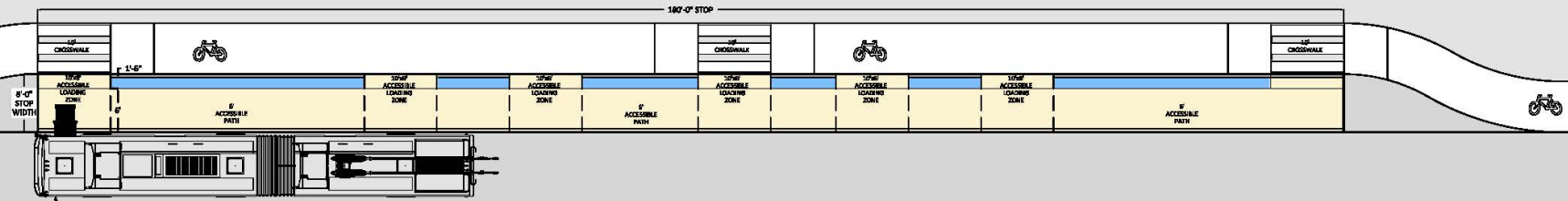
SCALE: $1/16" = 1'-0"$

SCALE: $3/16" = 1'-0"$



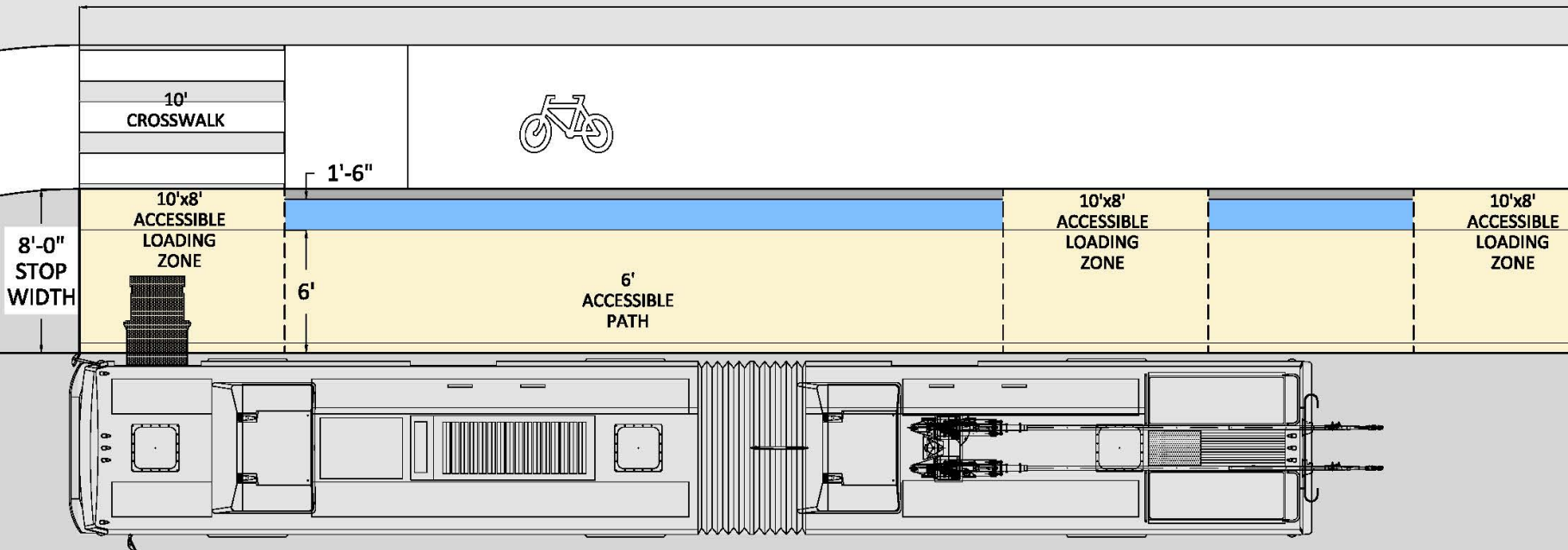
Transit Island Dimensions and Clearance Zones

CONCEPTUAL CURB/CYCLETRACK STOP (180' STOP)



▲ SCALE: 1/16" = 1'-0"

▼ SCALE: 3/16" = 1'-0"



URBAN DESIGN VALUES FOR MARKET STREET



Sense of Comfort

- How people feel when walking down the street
- Amount of through space and level of crowding determine pedestrian comfort



Sense of Place and Scale

- Amenities, paving and scale of pedestrian zone relative to total width affect one's experience
- For example, trees and lighting with regular rhythm and design can create a sense of place and scale



Opportunity for Activation

- Informal opportunities for socializing, resting, vending, and performing add interest and meaning to the street
- Market Street is, by nature, a place ripe for activation



Design Focus:

How should streetscape design respond to sidewalk widths created by curb-side bus loading + cycle track?

CONCEPTUAL DRAFT DESIGN - FOR DISCUSSION PURPOSES ONLY

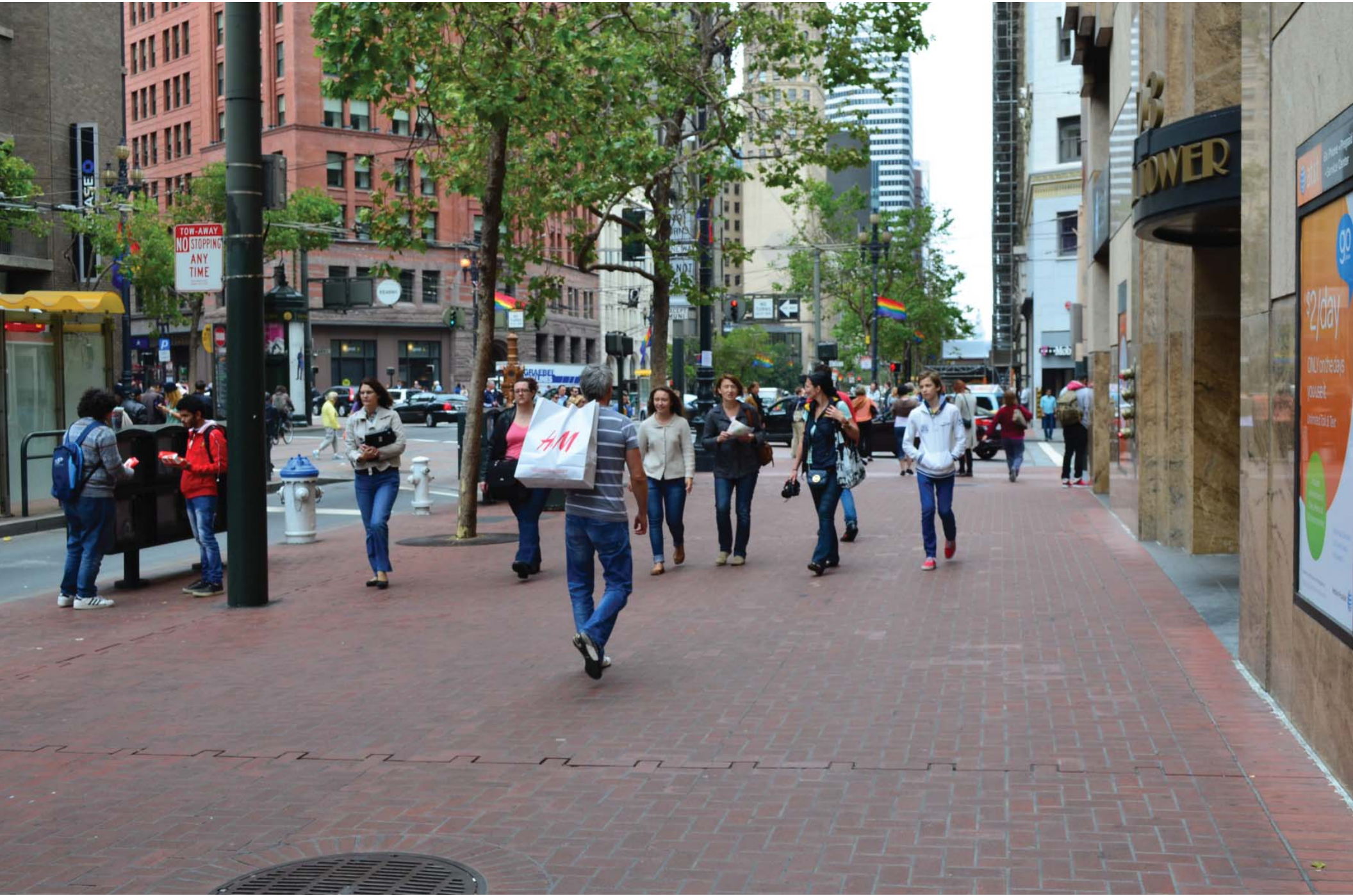
Existing 15' Sidewalks



Existing 25' Sidewalks



Existing 35' Sidewalks



Cycle Track Width

5-foot cycle track:

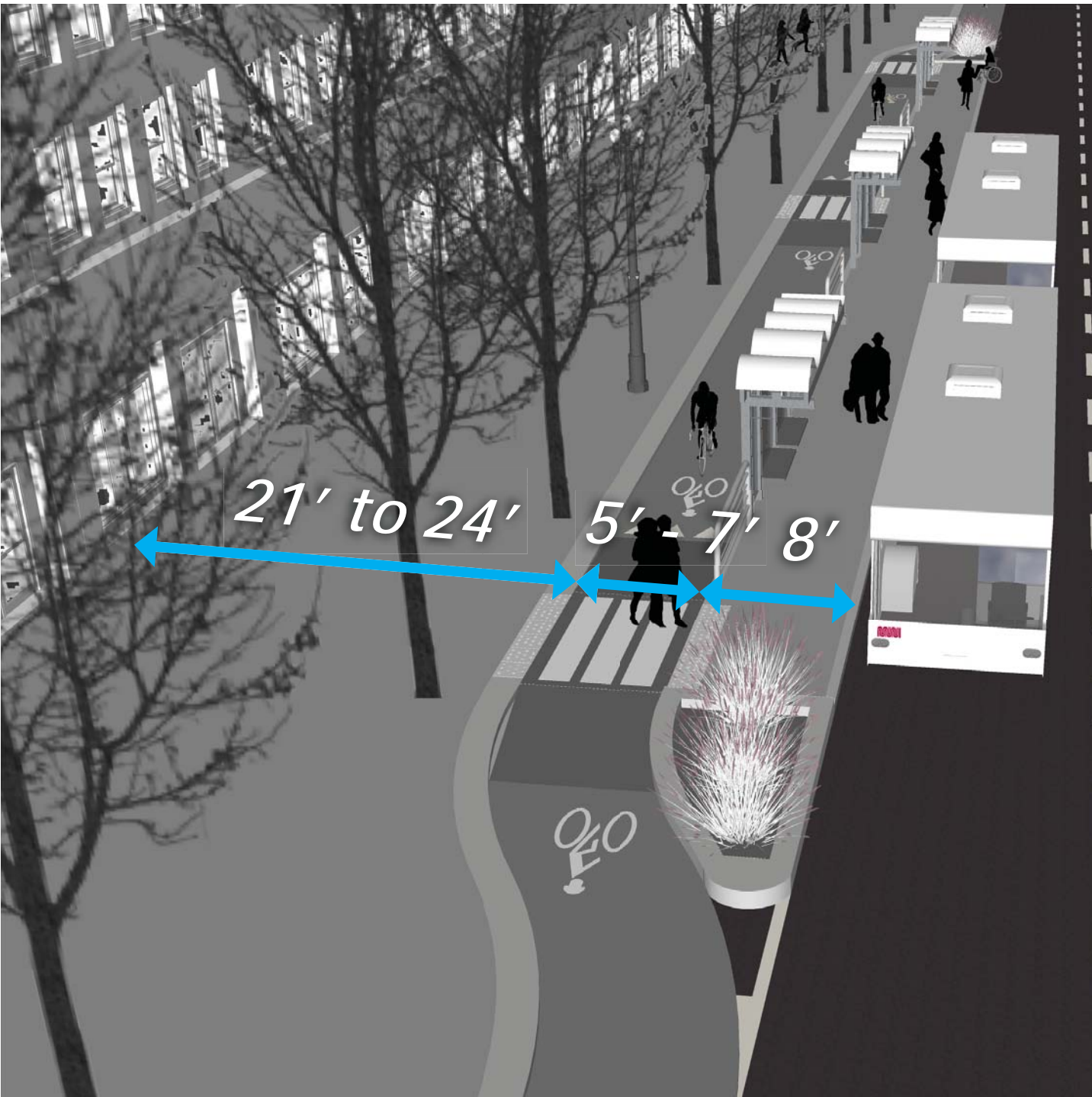
- Encourages single-file bike traffic to allow for safer pedestrian crossing to island.

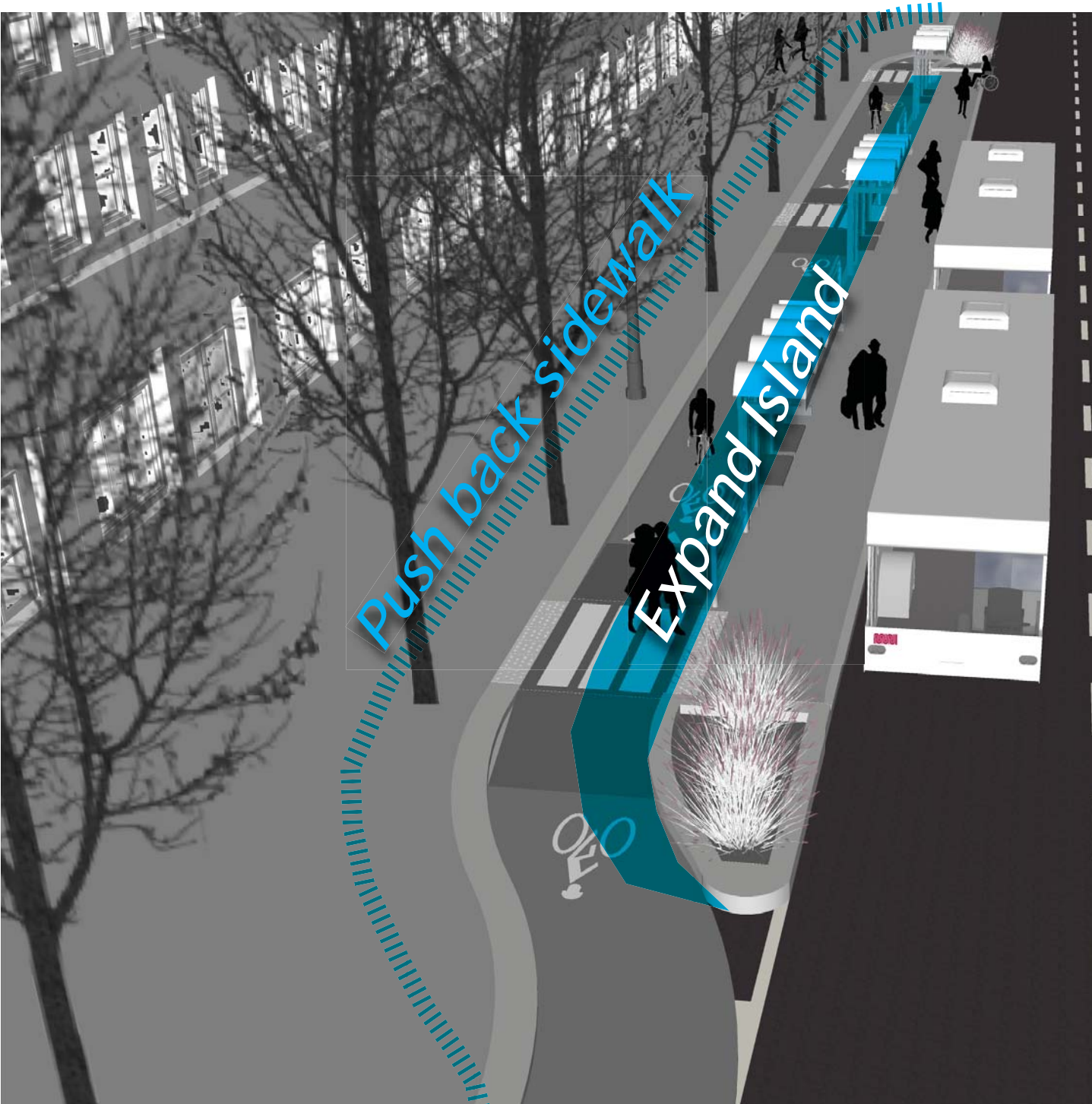
- Allows for wider sidewalks or transit island.

7-foot cycle track

- Allows greater cycling capacity.

- Standard width of cycle track maintained.



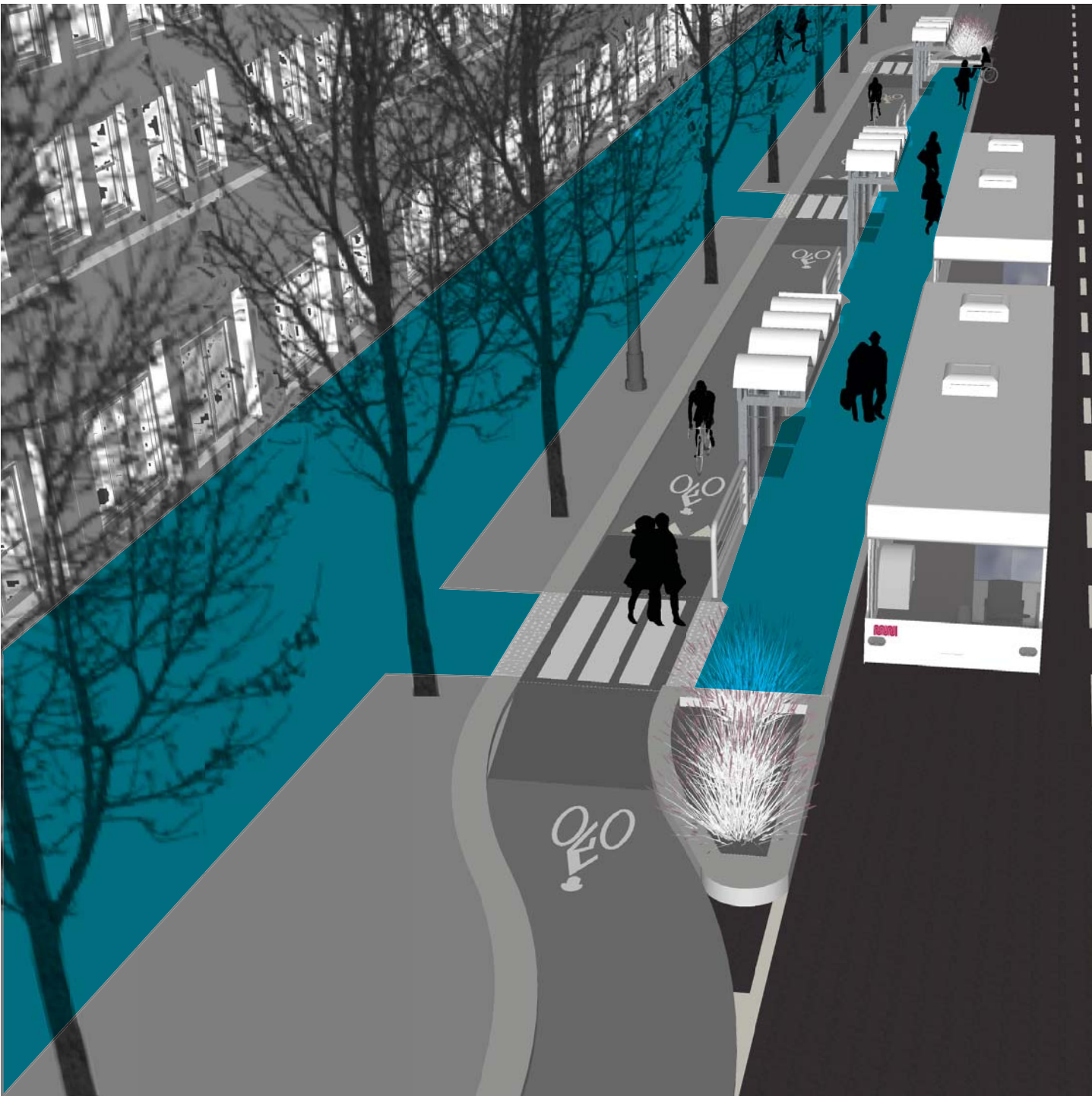


Sidewalk width vs. Transit Island width

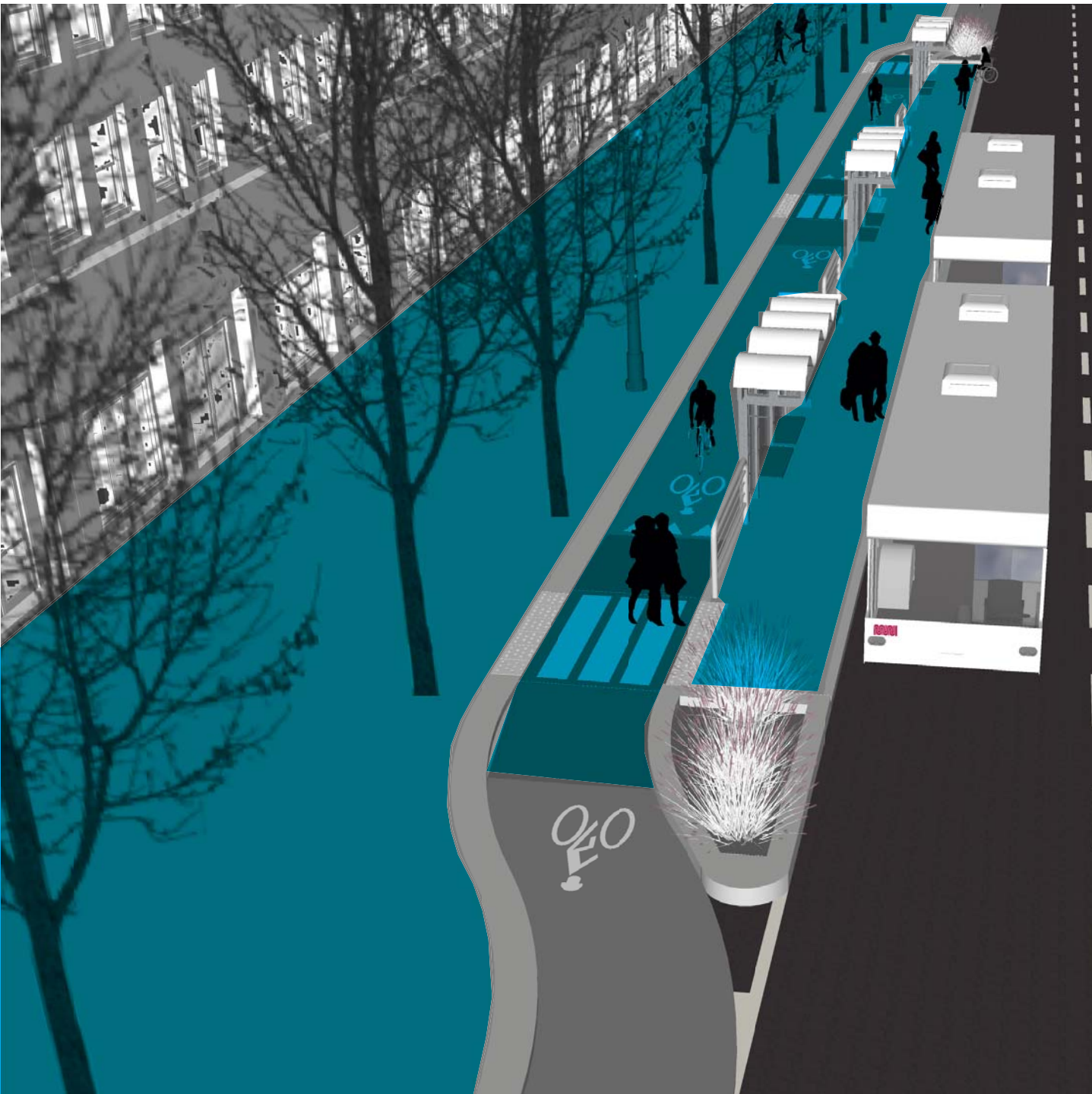
-Space occupied by street life zone on sidewalk could potentially be added to island, to create more space for seating, landscaping and other amenities for transit riders.

Paving pattern and material variation

-Paving pattern and variation of materials can be used to emphasize path of travel between sidewalk and the island.



CONCEPTUAL DRAFT DESIGN - FOR DISCUSSION PURPOSES ONLY



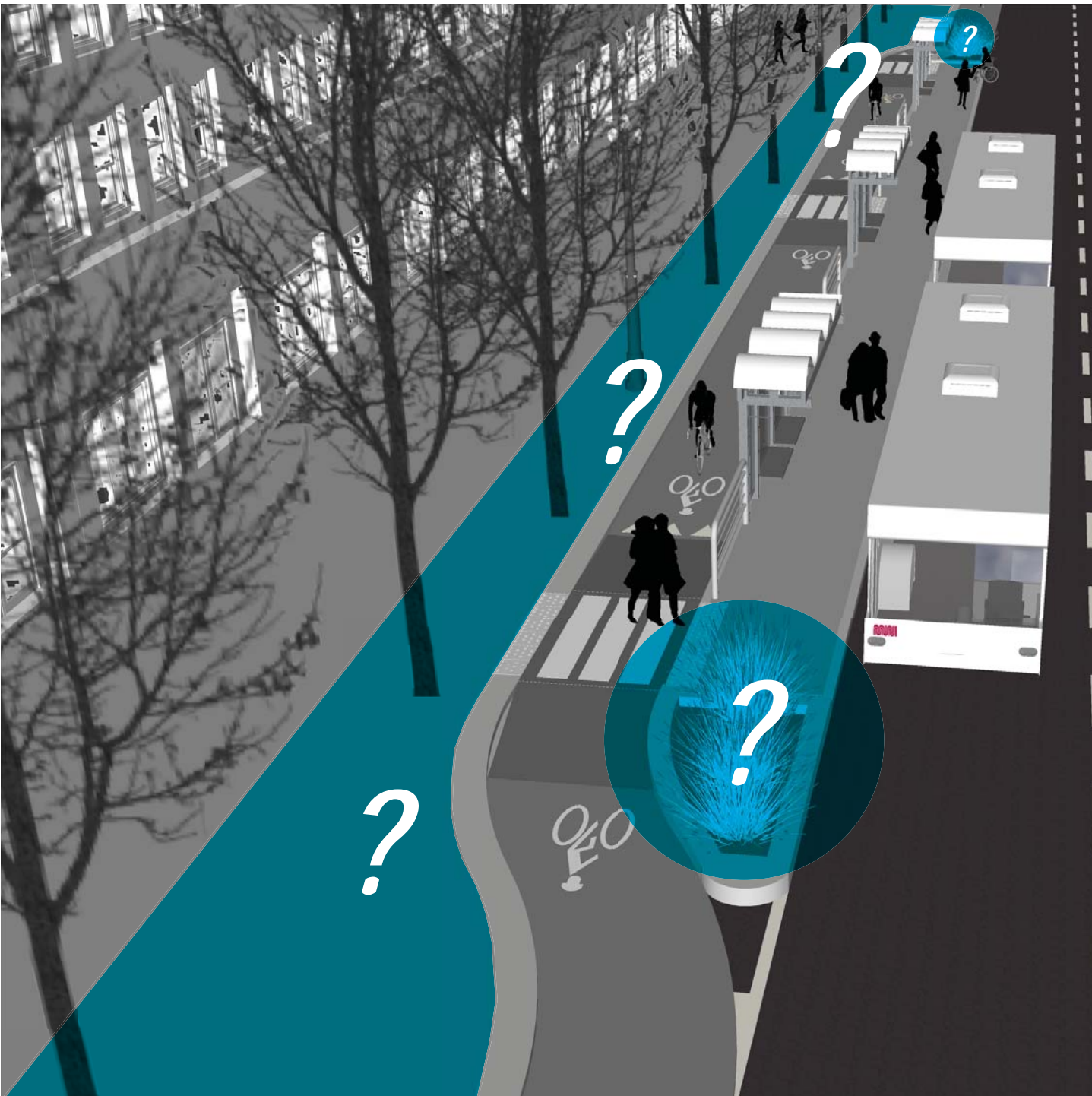
Paving pattern and material variation

-Paving Pattern and materials could be used to make the design read more like a unified space.

-Special paving in the cycle track could serve as visual cue for bicyclists to slow down near transit islands.

Differentiated Paving Materials





Landscaping

- Landscaping affects the interface between the transit island and the sidewalk.
- Potential landscaping locations include the street life zone along the sidewalk, and the ends of the transit islands.





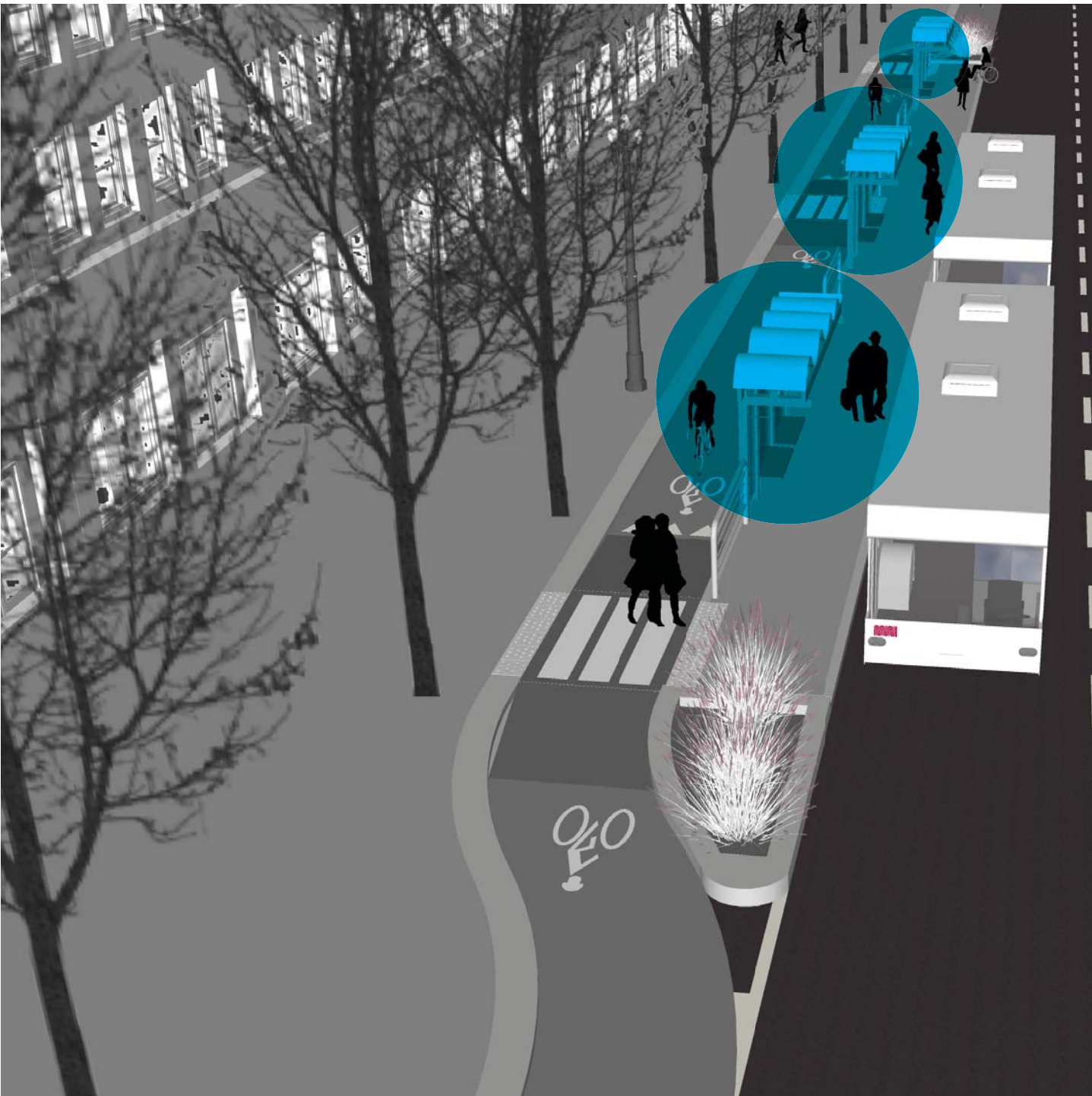
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FASHION



Transit Shelters

How do transit shelters improve or not improve the transit riding experience and the urban design quality of Market Street?

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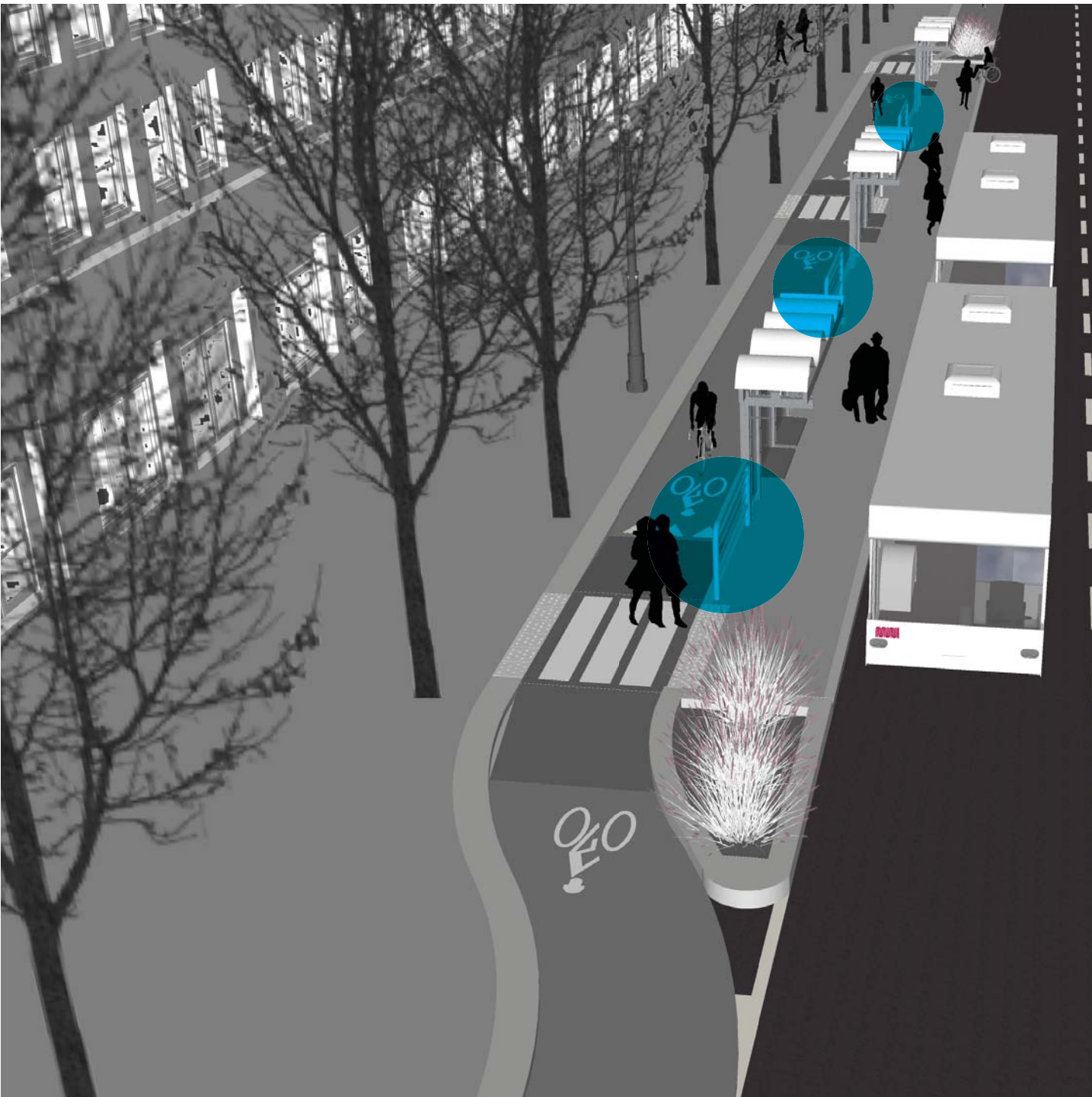


Bus routes and schedules information displayed on the digital board.

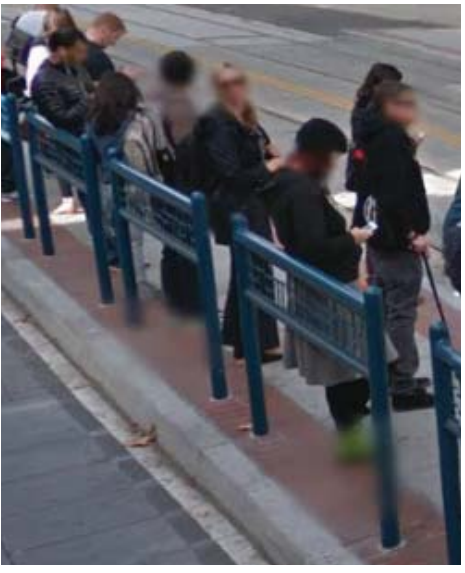
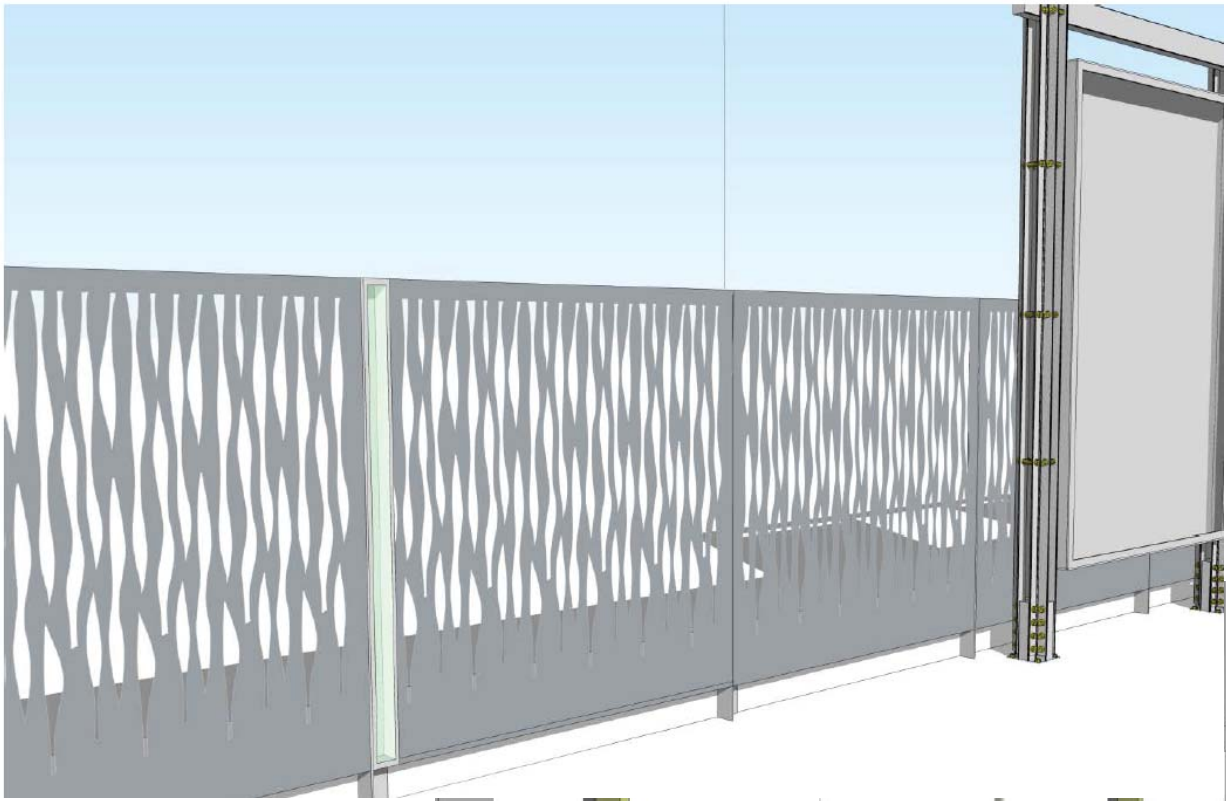
Bus routes and schedules information displayed on the digital board.

Transit Island Railings

- Strategically placed railing serve as safety buffer between cyclists and transit riders.
- Could serve as leaning post for transit riders waiting for bus.
- Could be custom-designed to enhance aesthetic of streetscape.



CONCEPTUAL DRAFT DESIGN - FOR DISCUSSION PURPOSES ONLY



Committee Discussion Topics:

- 1. Cycle Track, Sidewalk and Transit Island Widths*
- 2. Paving Materials on/near Transit Islands*
- 3. Landscaping on/near Transit Islands*
- 4. Transit Shelters*
- 5. Transit Island Railings*
- 6. Other?*