



CIVIC DESIGN REVIEW
JUNE 03, 2019



Project Goals

PLACE



MOBILITY



ECONOMIC DEVELOPMENT



BENEFITS

- 1. A street that is designed to reduce the number of traffic collisions and injuries**
- 2. Improved performance and reliability of public transportation**
- 3. An accessible sidewalk that identifies Market Street as the City's preeminent ceremonial street**
- 4. Upgraded and new infrastructure**

Community Engagement

- **Open House at ACT Costume Shop**
 - > June 1 (Saturday)
 - > June 5 (Wednesday)
- Community Working Group
- 5 rounds community meetings since 2011
- Pop-ups at The Strand
- Prototyping Festival



Urban Design Elements

Paving

Greening

Site Furnishings

Lighting

Public Art



URBAN DESIGN PROPOSAL

PAVING

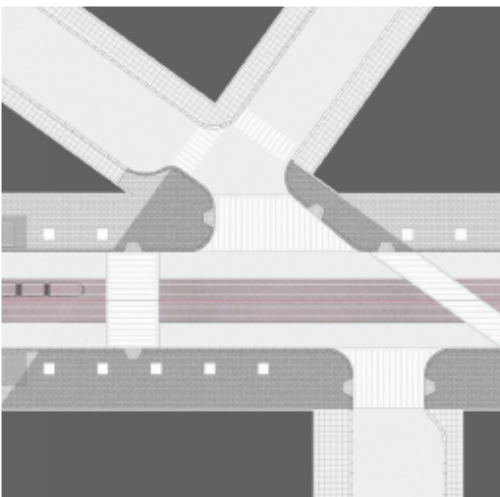


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A Pedestrian Realm Focus Group working with the project team and the Mayor's Office on Disability, evaluated the sidewalk paving on Market Street. The resulting report recommended replacing the brick on Market Street with a safe, durable and smooth paver. And in 2018, San Francisco adopted a paving standard for city sidewalks that requires concrete pavers to have joints at least 18" apart.



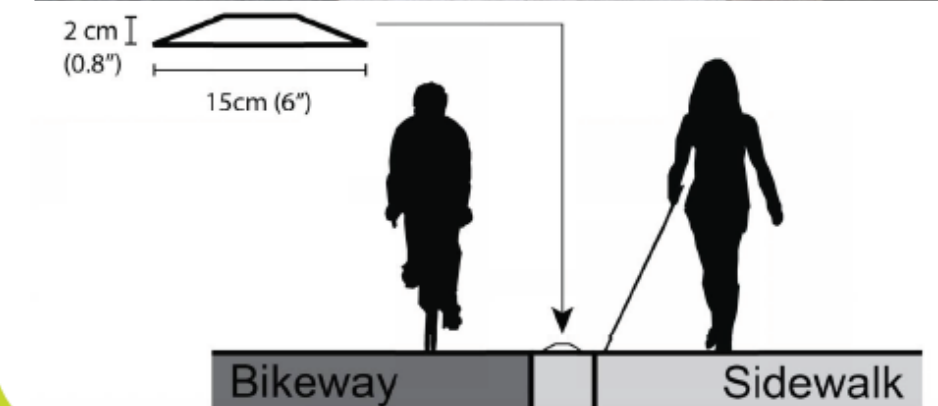
Market Street has uniquely oblique intersections. The sidewalk paving design will highlight this characteristic through paving color and texture.

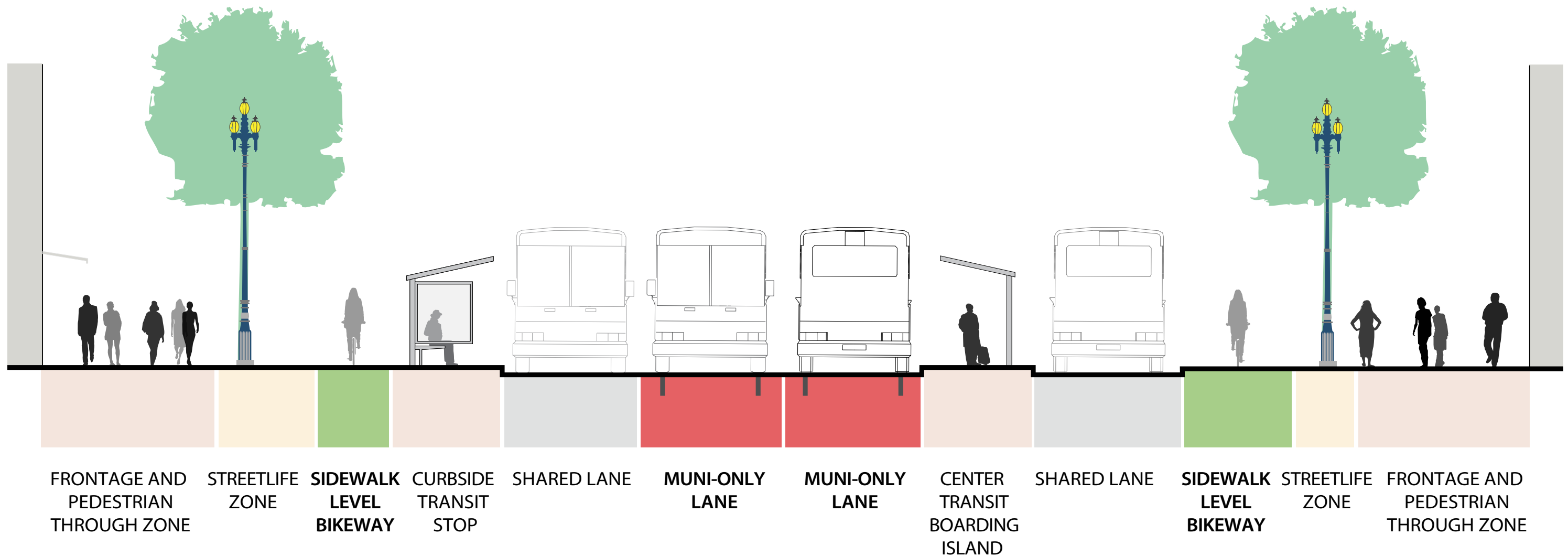


The project intends to reuse the existing granite curbs throughout the street, either as curbs or site furnishings.

A delineation zone between the pedestrian walkway and bikeway is recommended. A pilot is underway to develop a standard for this feature.

Potential Path Delineator





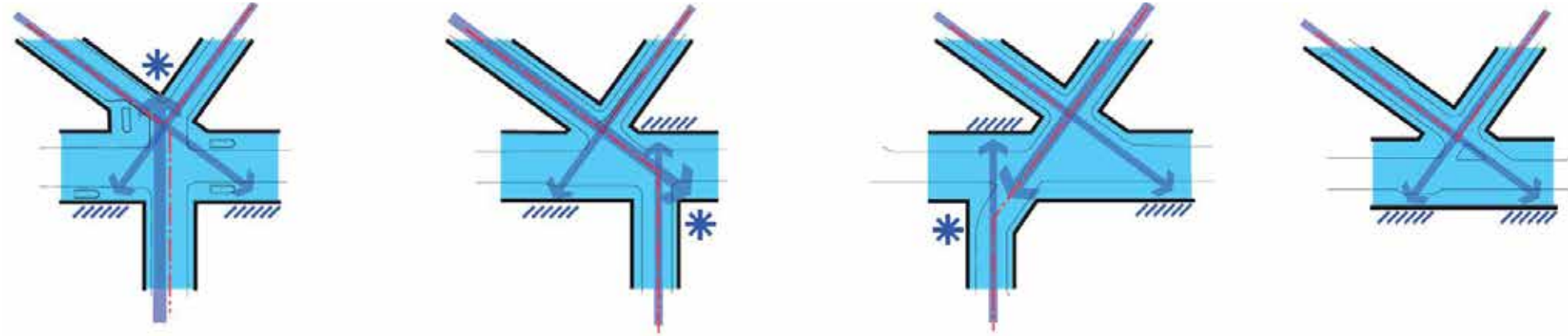
Paving: Sidewalk Use Zones

IMAGE IN PROGRESS

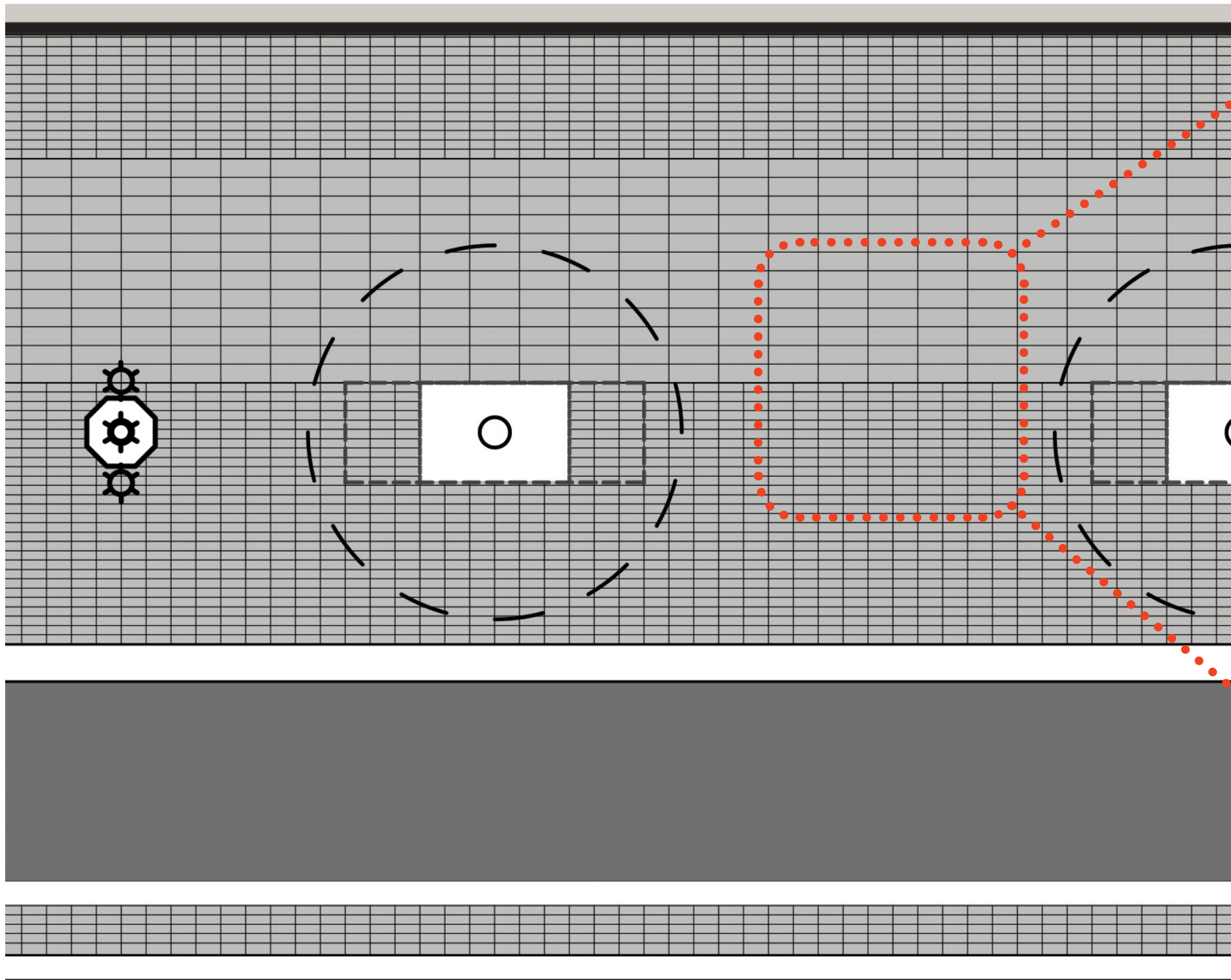


Paving: Overall Concept

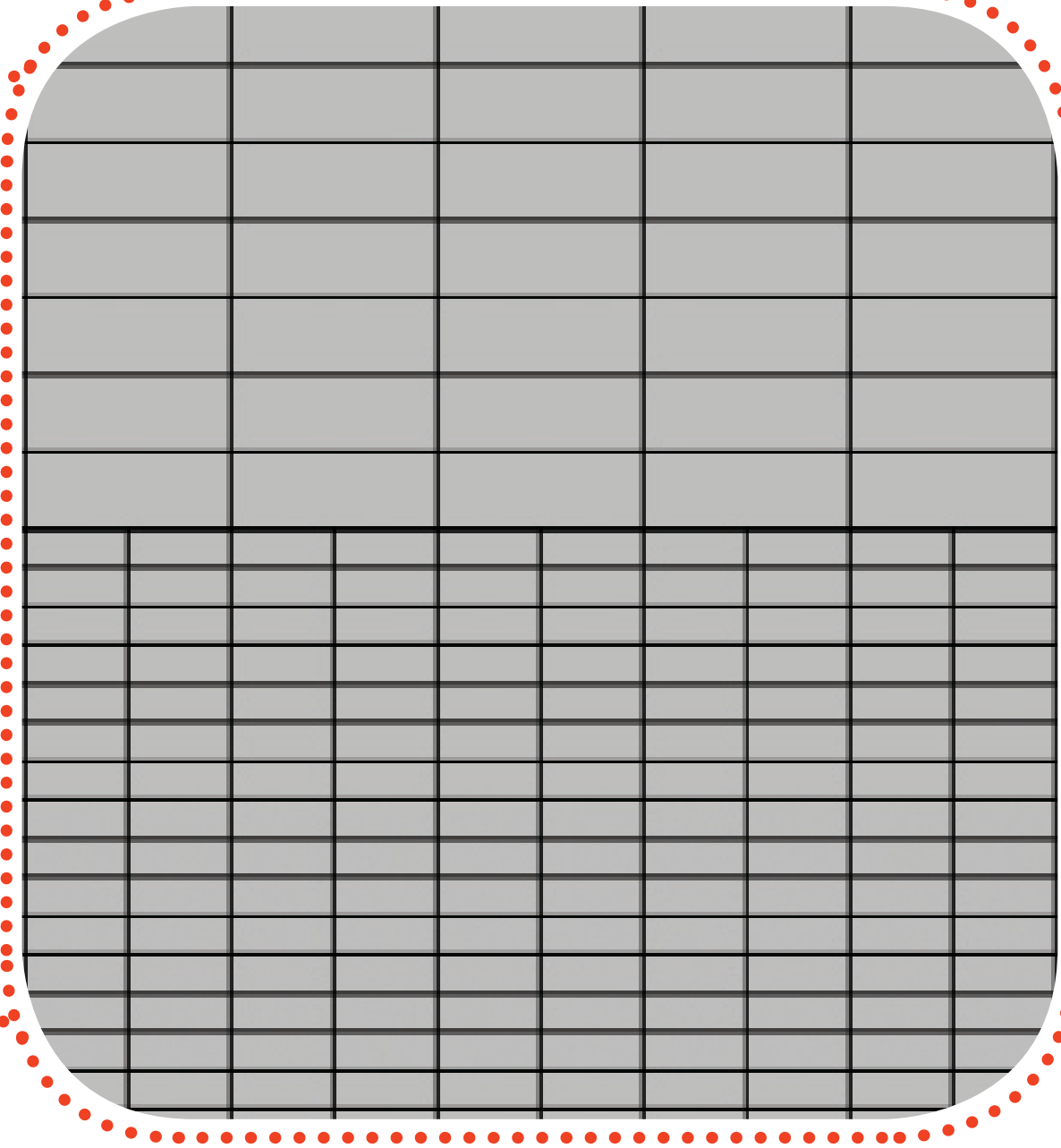
LINEAR PROMENADE ENLIVENED BY NEXUS INTERSECTION PLAZAS



“ALIGNED” PAVING DESIGN

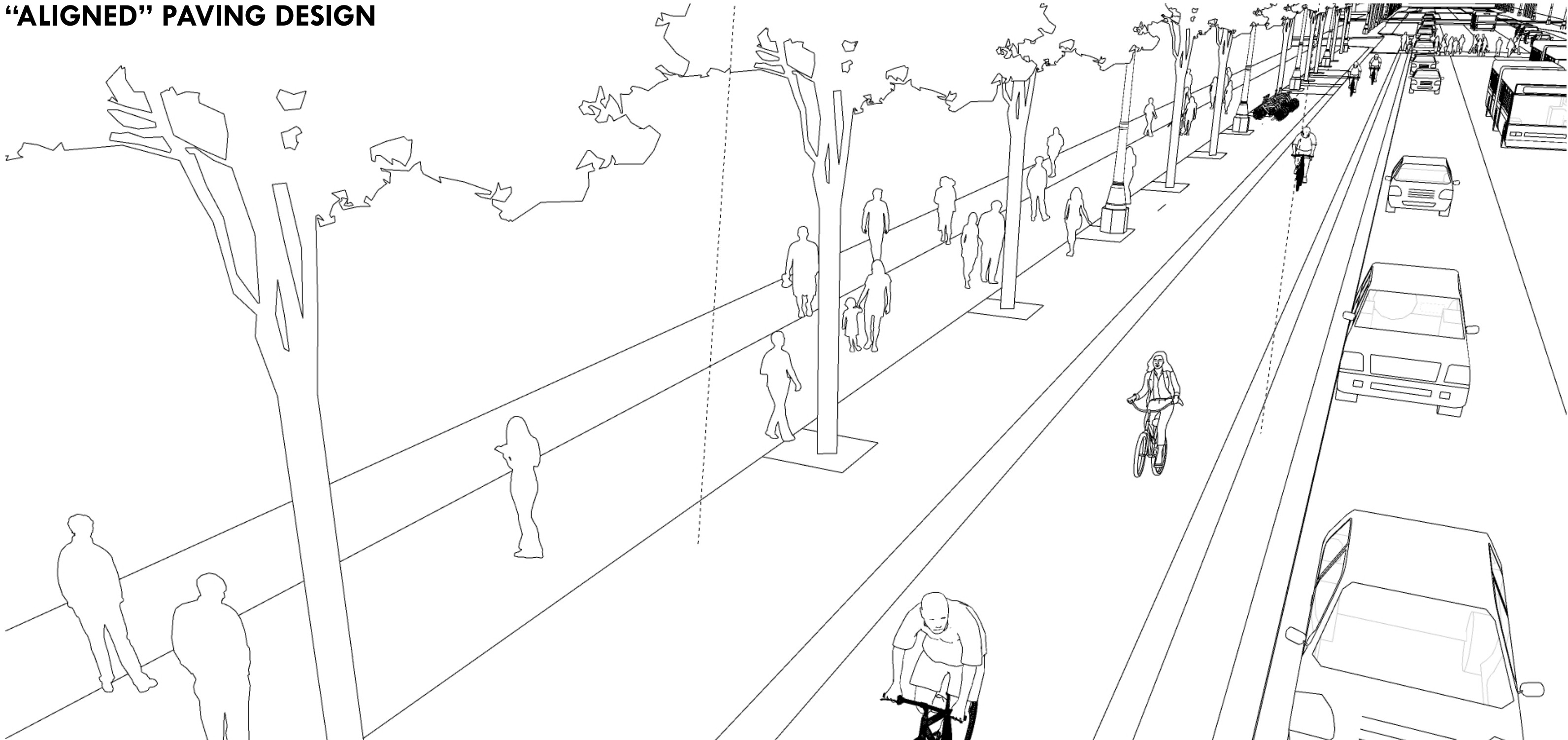


ENLARGEMENT

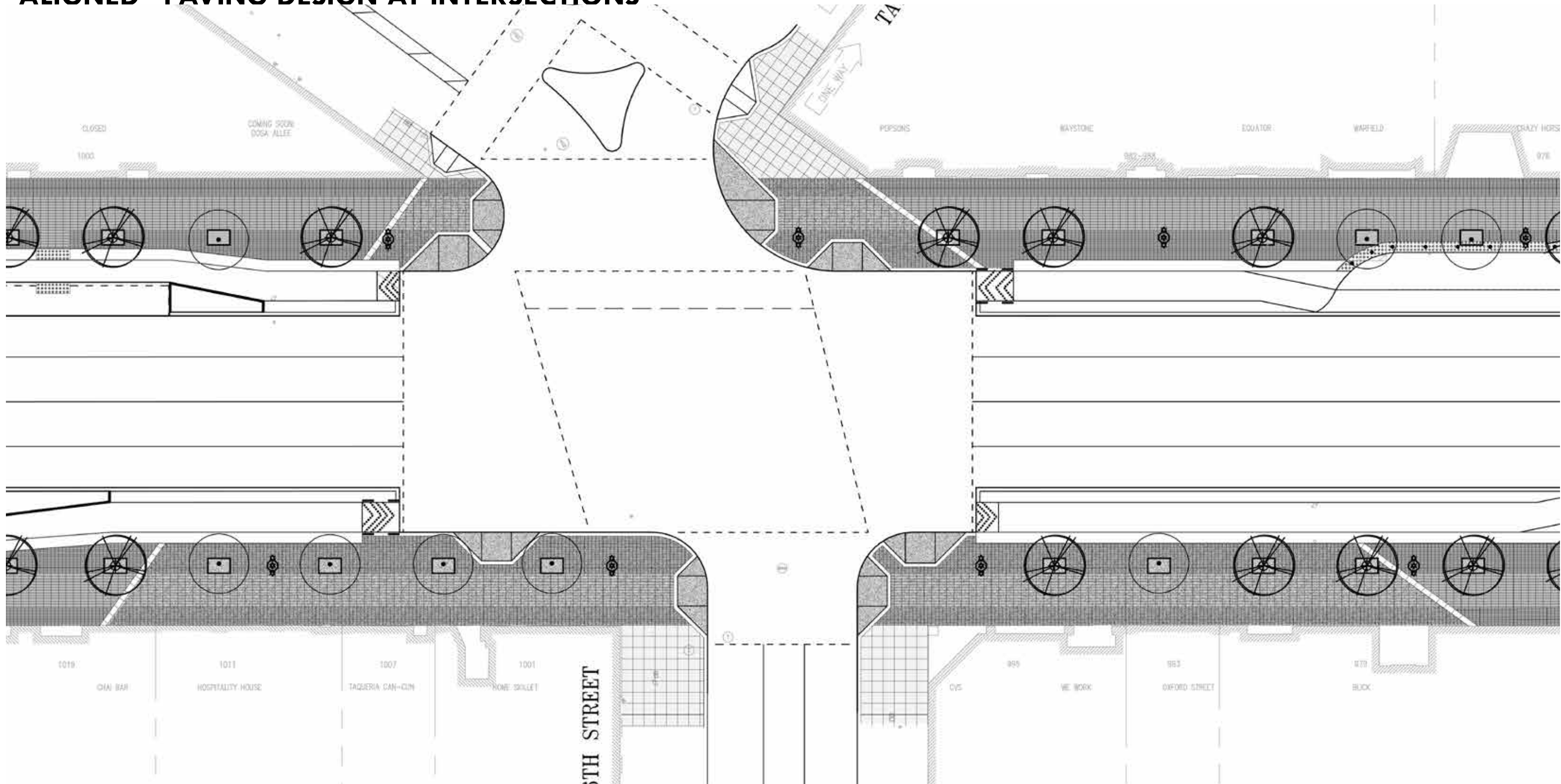


Scale & Proportion
Rhythm & Definition
Color & Finishes

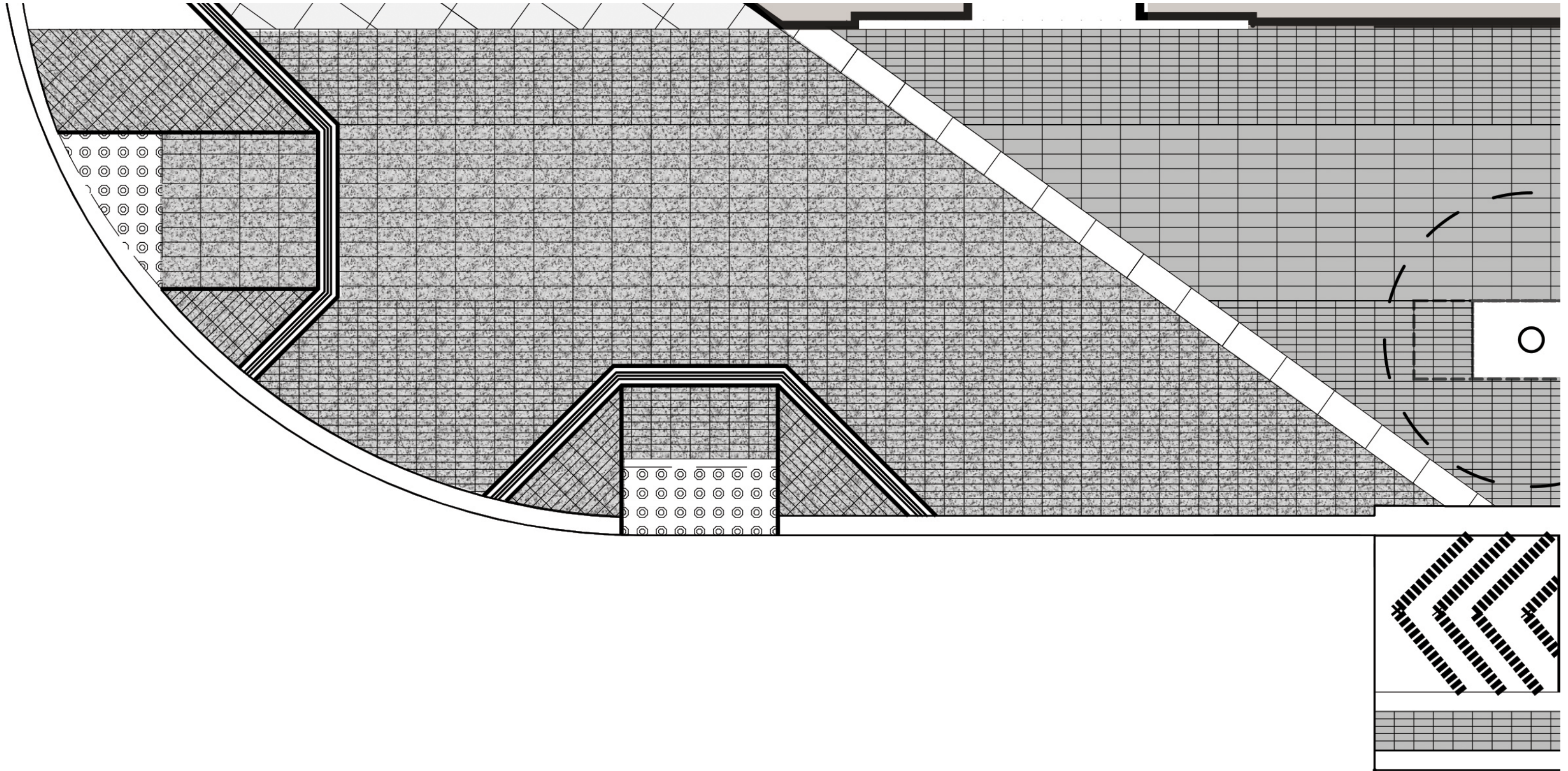
“ALIGNED” PAVING DESIGN



“ALIGNED” PAVING DESIGN AT INTERSECTIONS

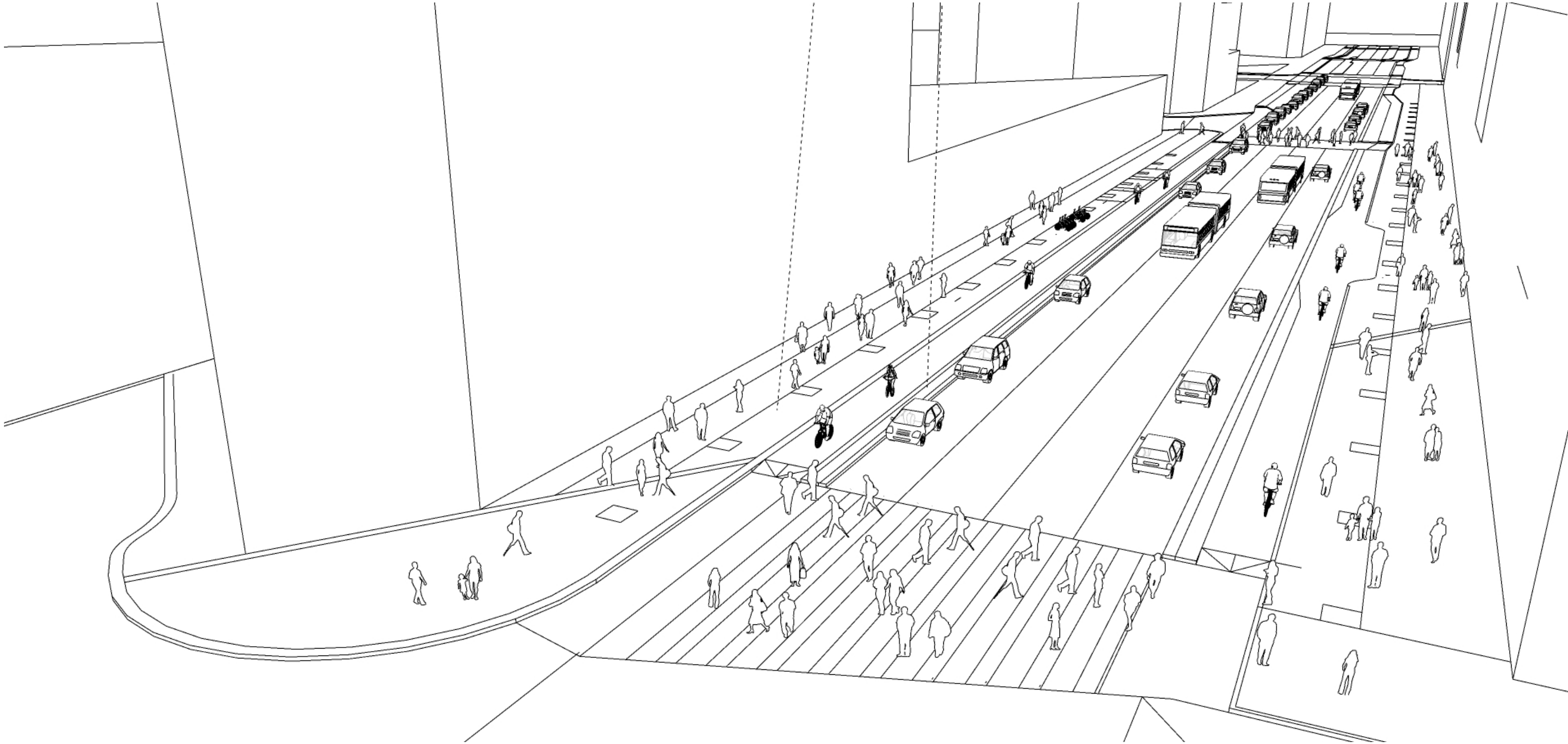


“ALIGNED” PAVING DESIGN AT INTERSECTIONS



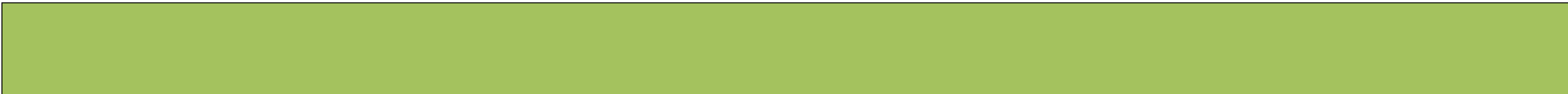
Paving: Nexus Intersection

IMAGE IN PROGRESS



Paving: Illustrative Perspective with Colors & Finishes





URBAN DESIGN PROPOSAL

GREENING



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Greening: Tree Selection

IMAGE IN PROGRESS

GREENING GOALS:

Make Market Street the signature sustainable street in San Francisco and the Bay Area by creating a memorable and active identity, with gathering spaces, the ability to promenade, a healthy urban forest, and a vibrant public life.

Correct Market Street's arboricultural deficiencies.



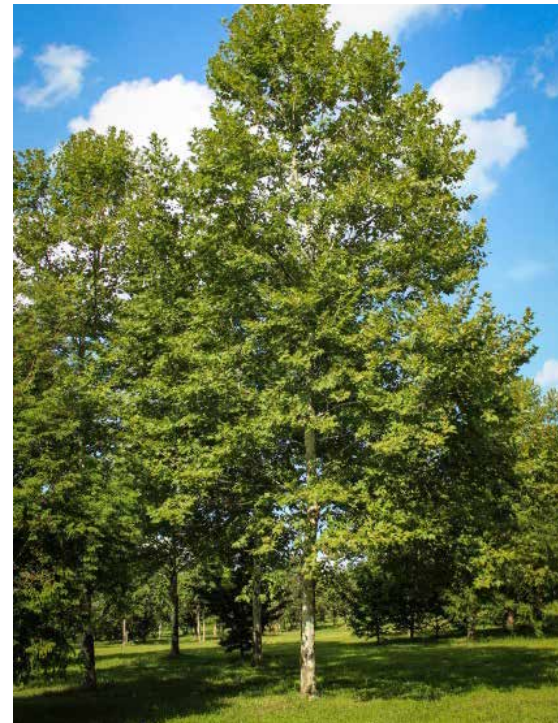
Quercus



Lophostemon



Magnolia



Platanus



Ulmus



Ginkgo



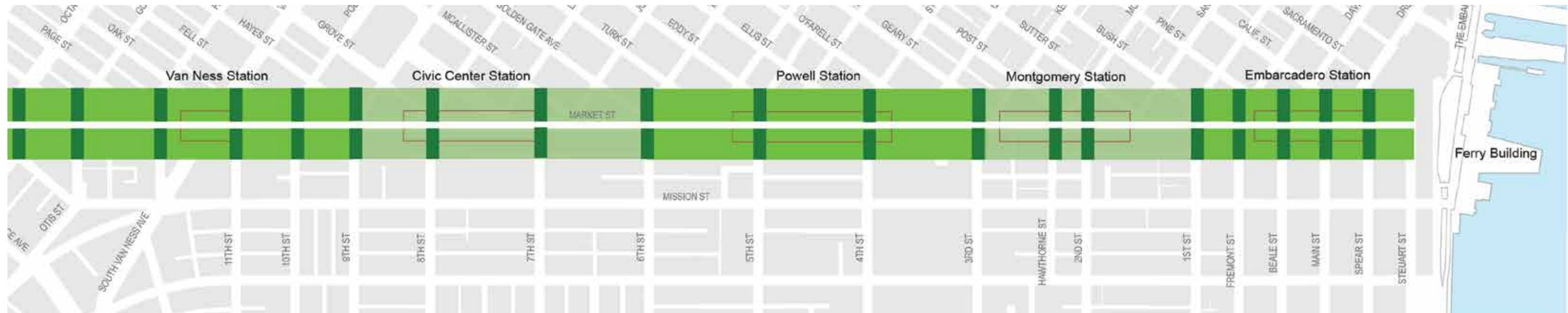
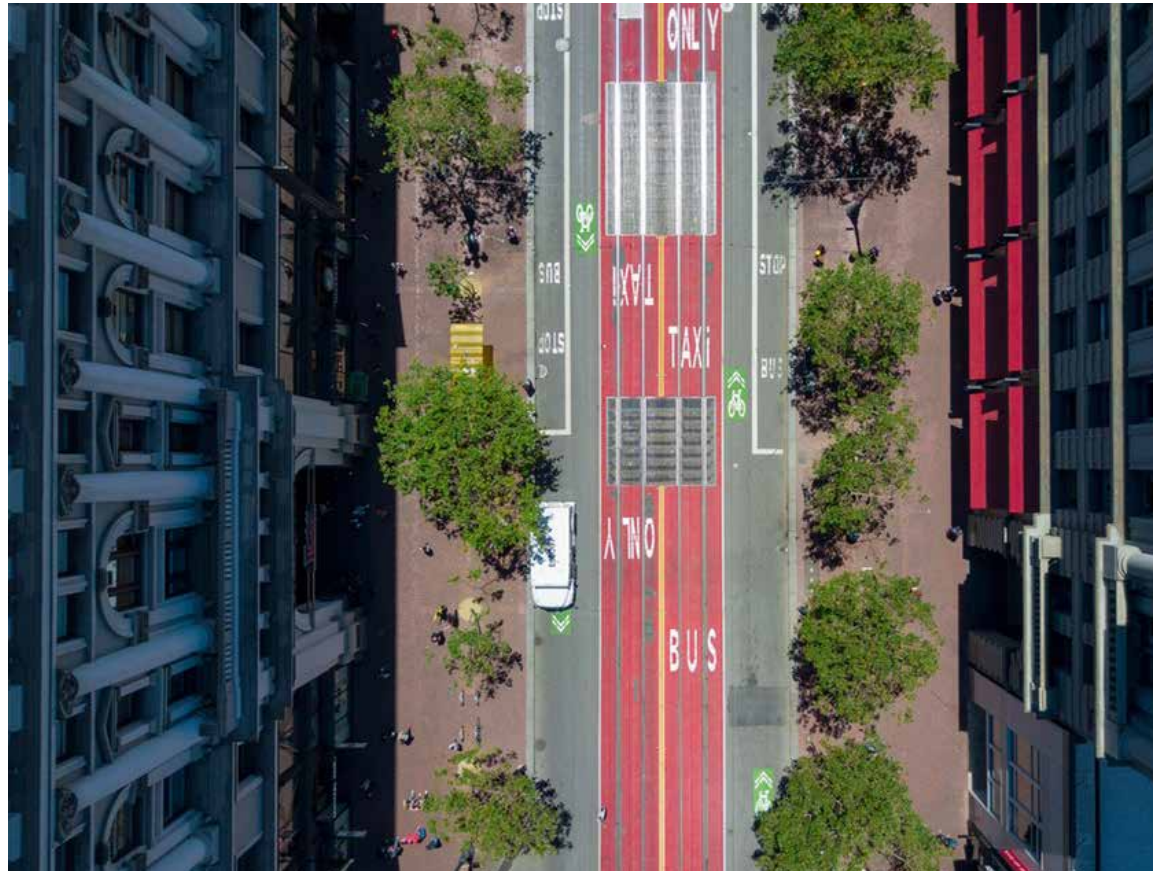
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Greening: Overall Layout Concept

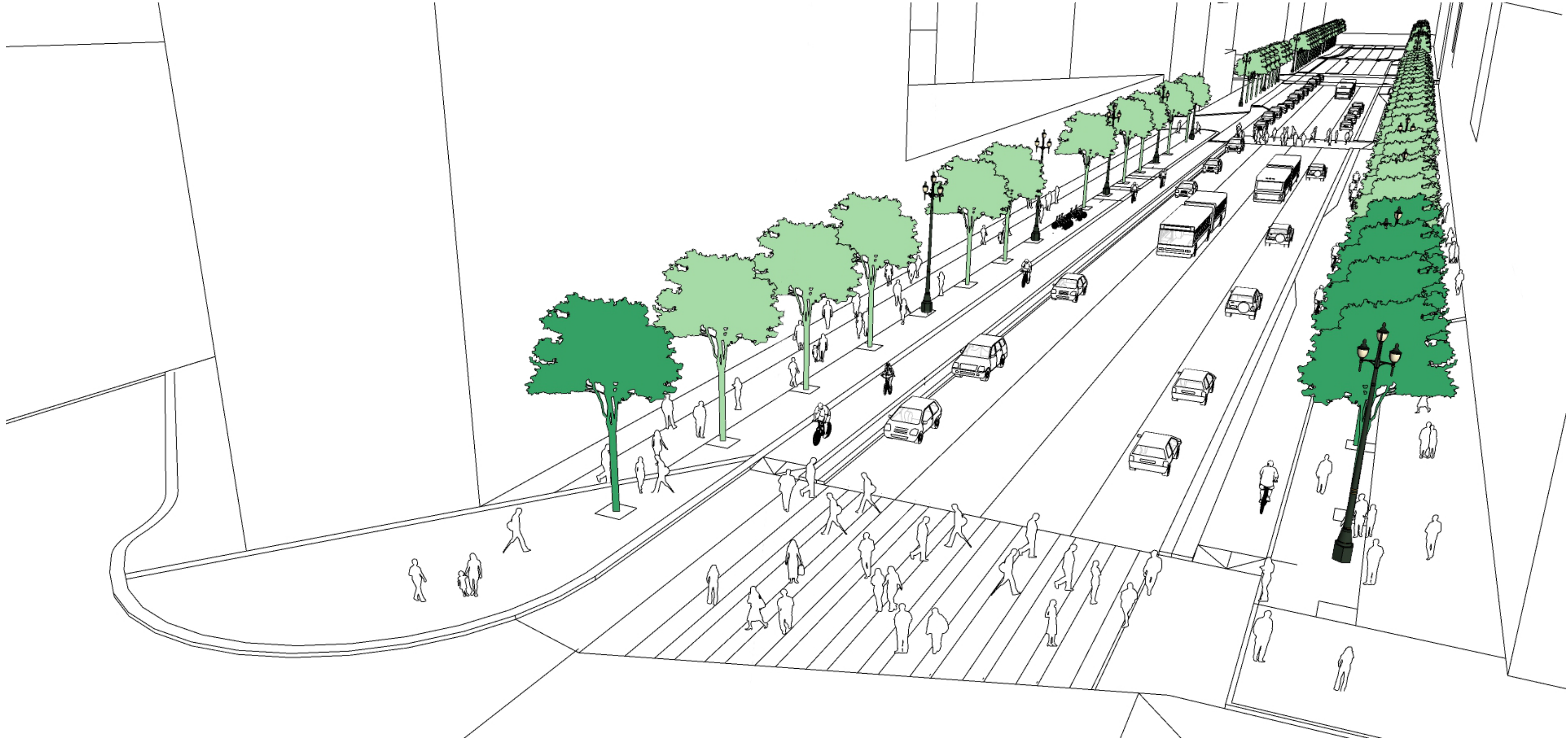
IMAGE IN PROGRESS

SPECIES REINFORCE MARKET STREET GEOMETRY AND INTRODUCE DIVERSITY



Greening: Tree Layout

IMAGE IN PROGRESS



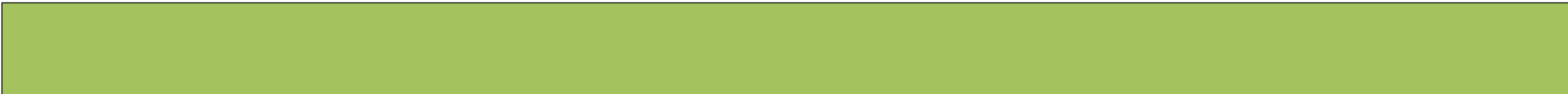
Greening: Illustrative Perspective with Tree Species **IMAGE IN PROGRESS**



Greening: Habitat and Biodiversity

IMAGE IN PROGRESS





URBAN DESIGN PROPOSAL

SITE FURNISHINGS

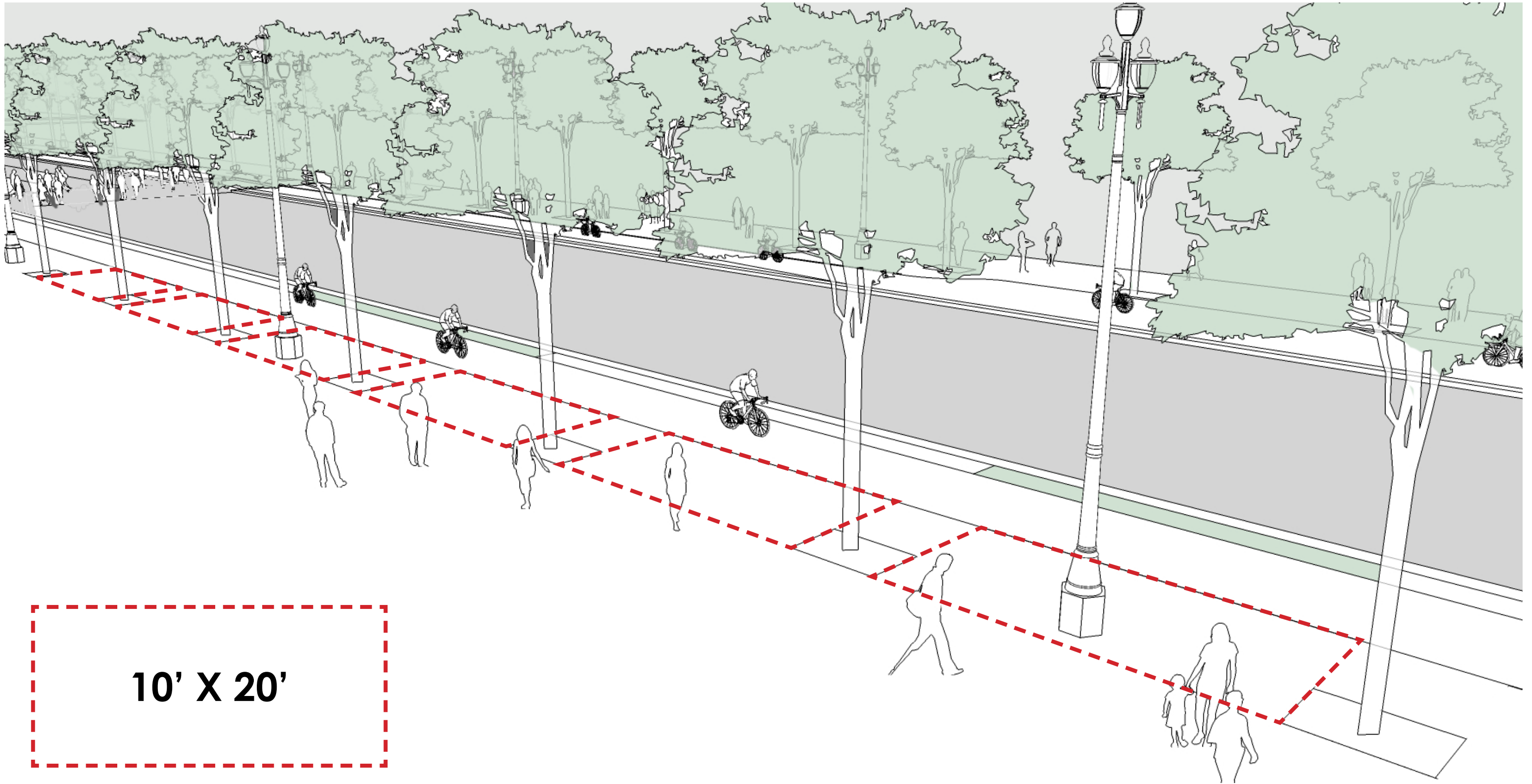


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Site Furnishings: Streetlife Zones

IMAGE IN PROGRESS



10' X 20'

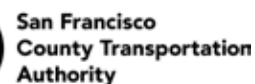


Site Furnishings: Streetlife Zone

IMAGE IN PROGRESS

The streetlife zone on Market Street needs to accommodate many uses and elements.

Today, the above-ground elements give the street a haphazard and cluttered appearance. Better Market Street will streamline and coordinate the site furnishings as much as possible.



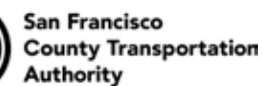
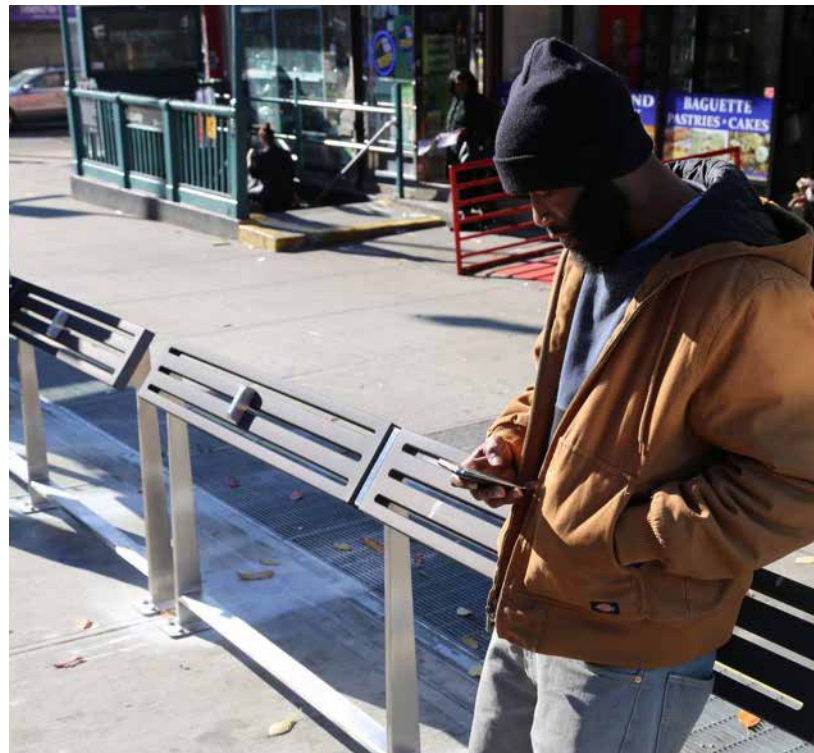
Site Furnishings: Existing Furnishings to Coordinate

IMAGE IN PROGRESS



Site Furnishings: Proposed New Site Furnishings

IMAGE IN PROGRESS



Site Furnishings: Proposed Seating

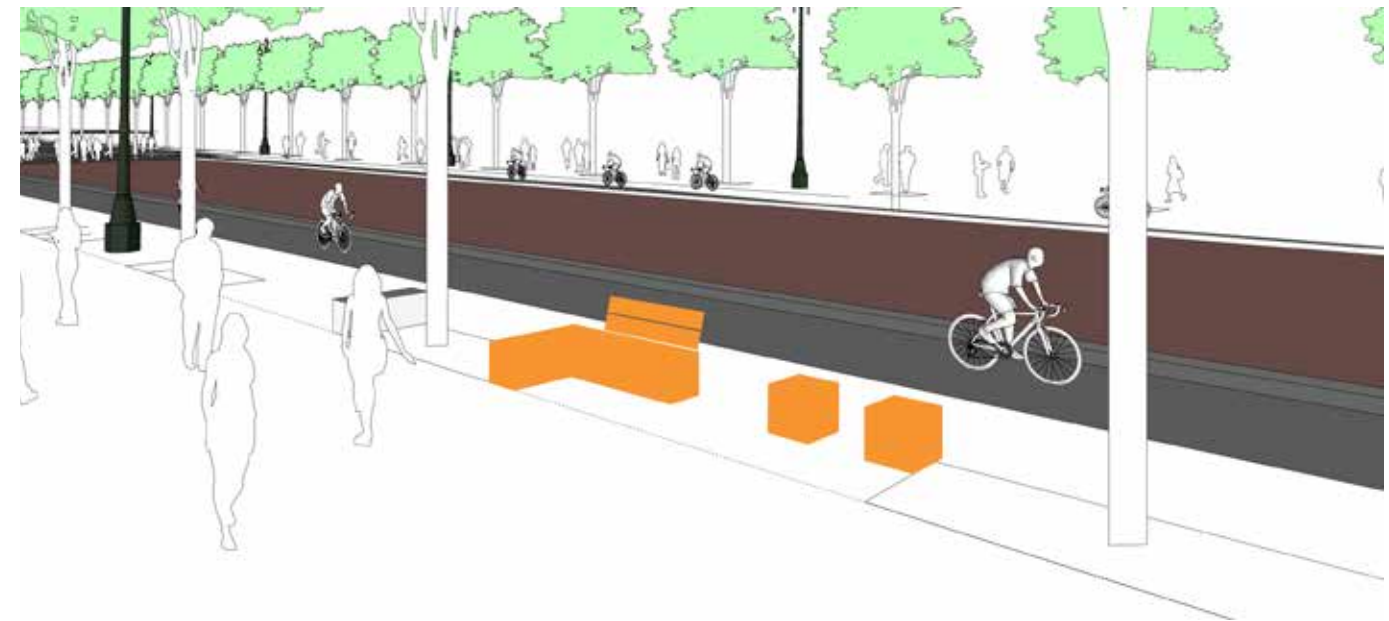
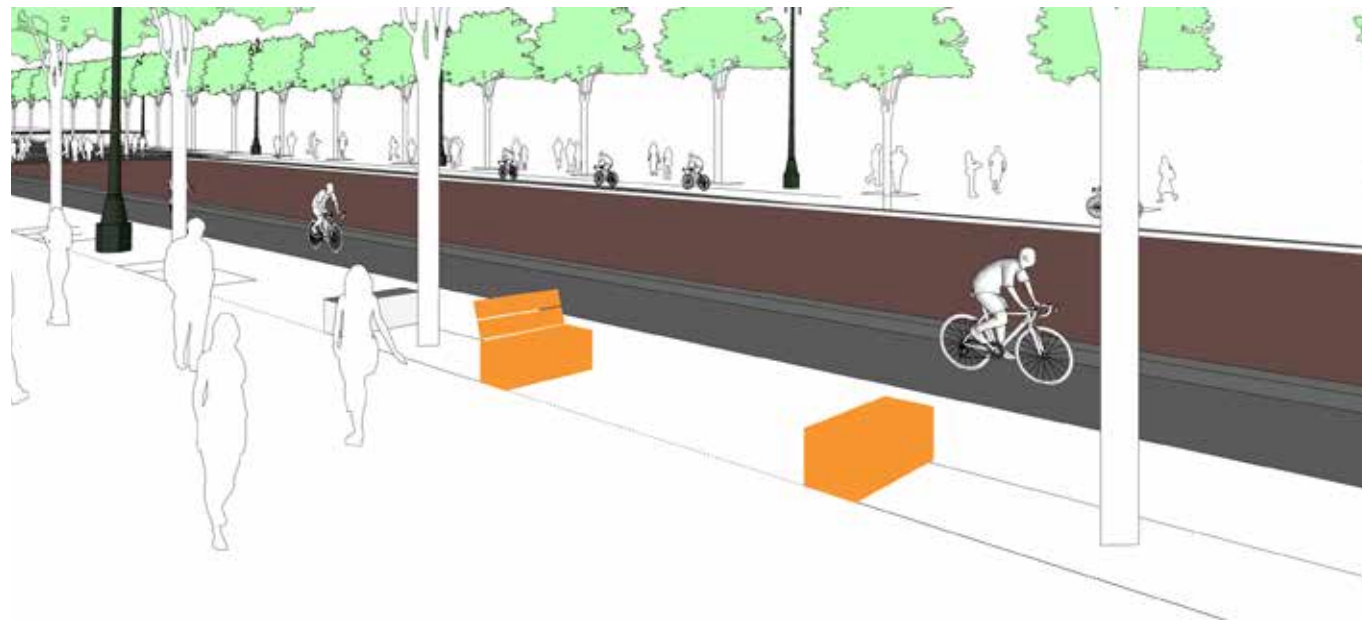
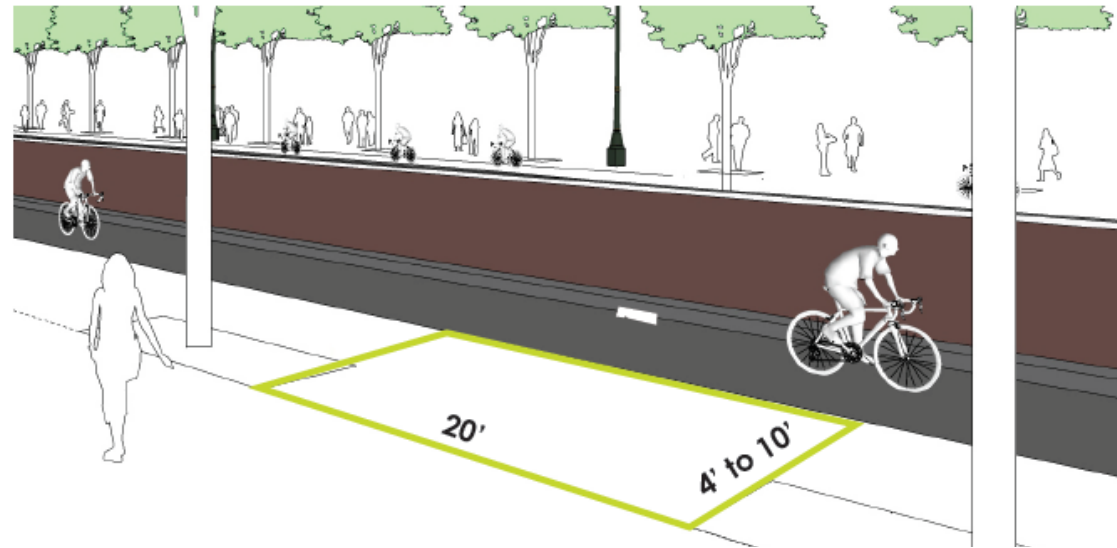
IMAGE IN PROGRESS



Site Furnishings: Seating Layout

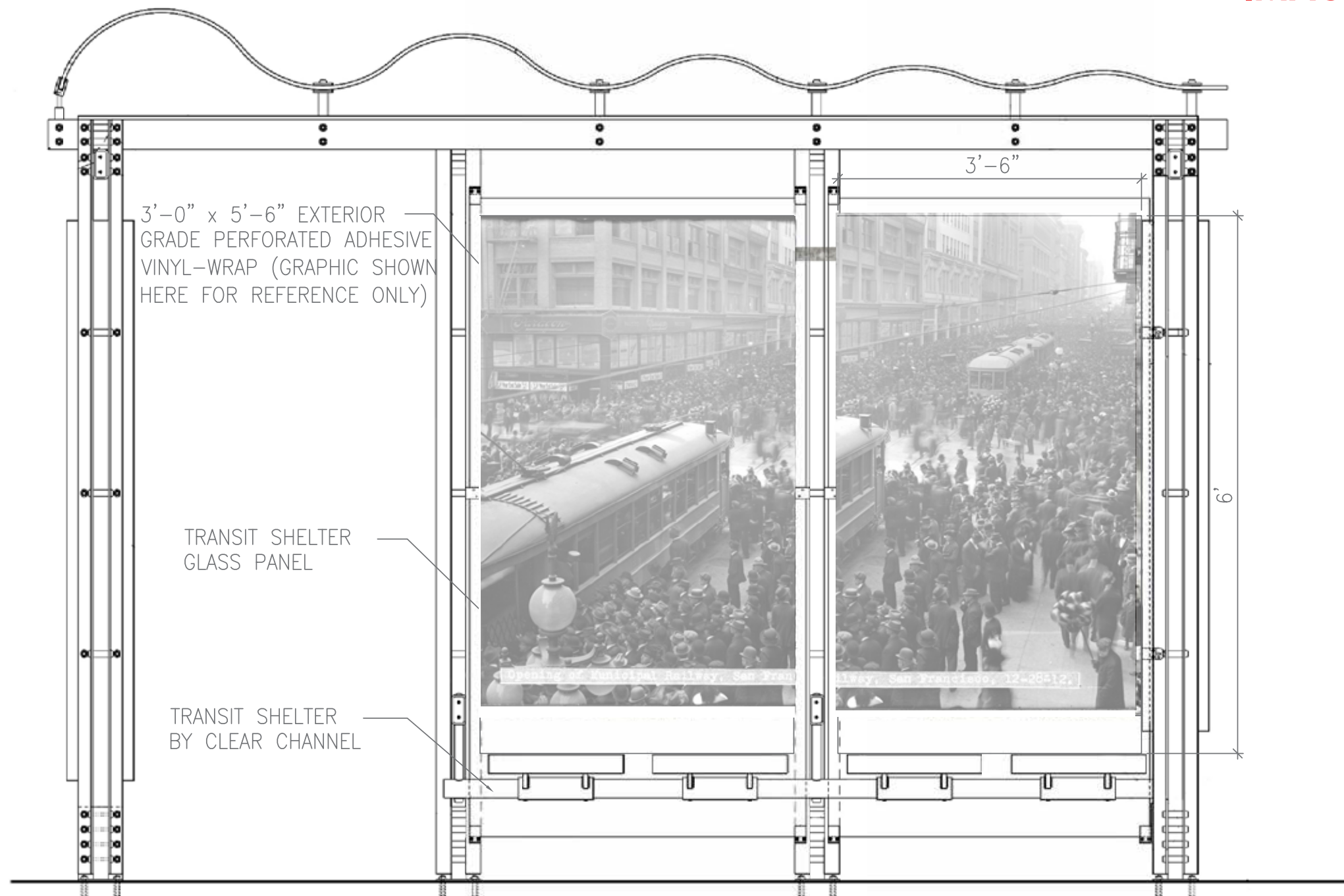
IMAGE IN PROGRESS

A 20 foot long furnishing zone can be designed and programmed to accommodate different amenities and uses to provide comfort and engagement along Market Street. The zone width varies from 4 to 10 feet.



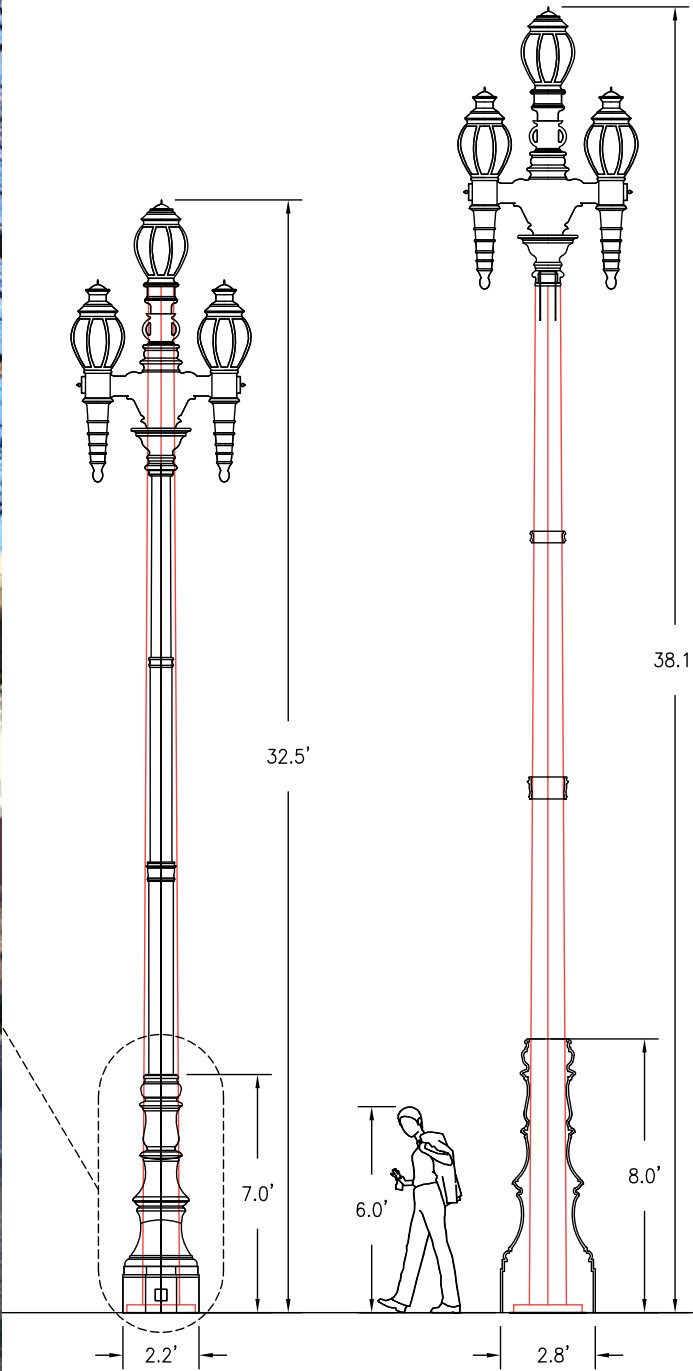
Urban Design Proposal: Historic Imagery at Bus Shelters

IMAGE IN PROGRESS



Urban Design Proposal: Lighting

IMAGE IN PROGRESS



Path of Gold: New larger poles and recast bases



Urban Design Proposal: Public Art

IMAGE IN PROGRESS



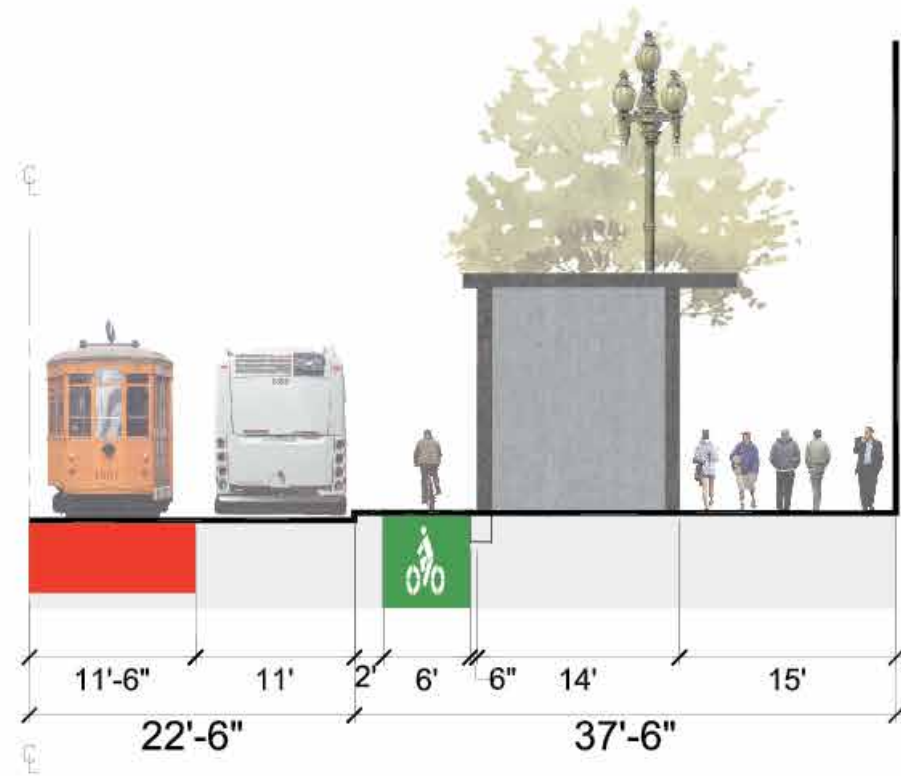
APPENDIX



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BART PORTAL

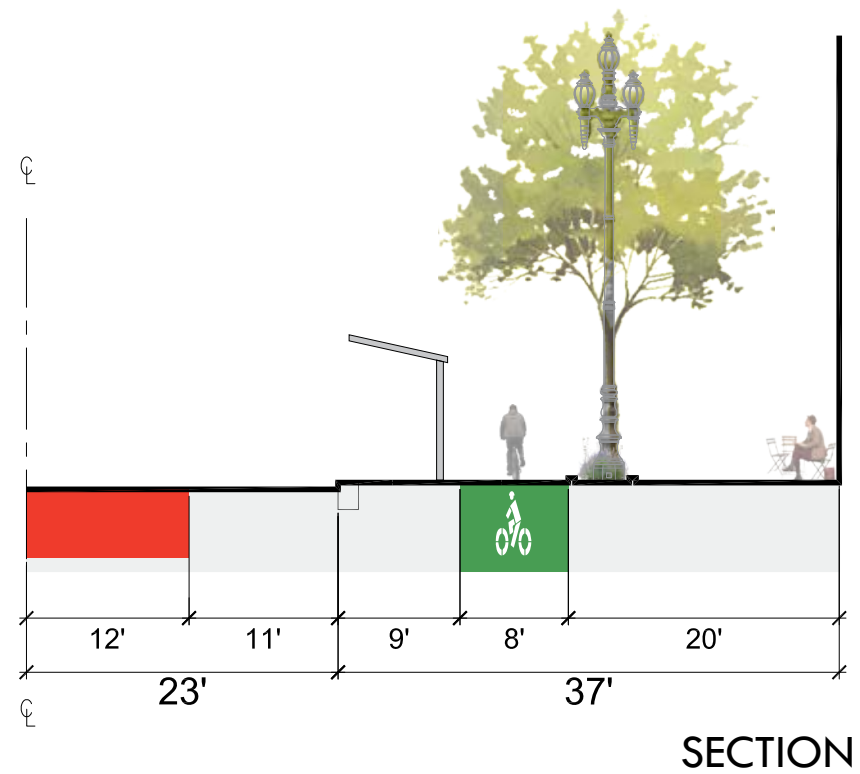


SECTION

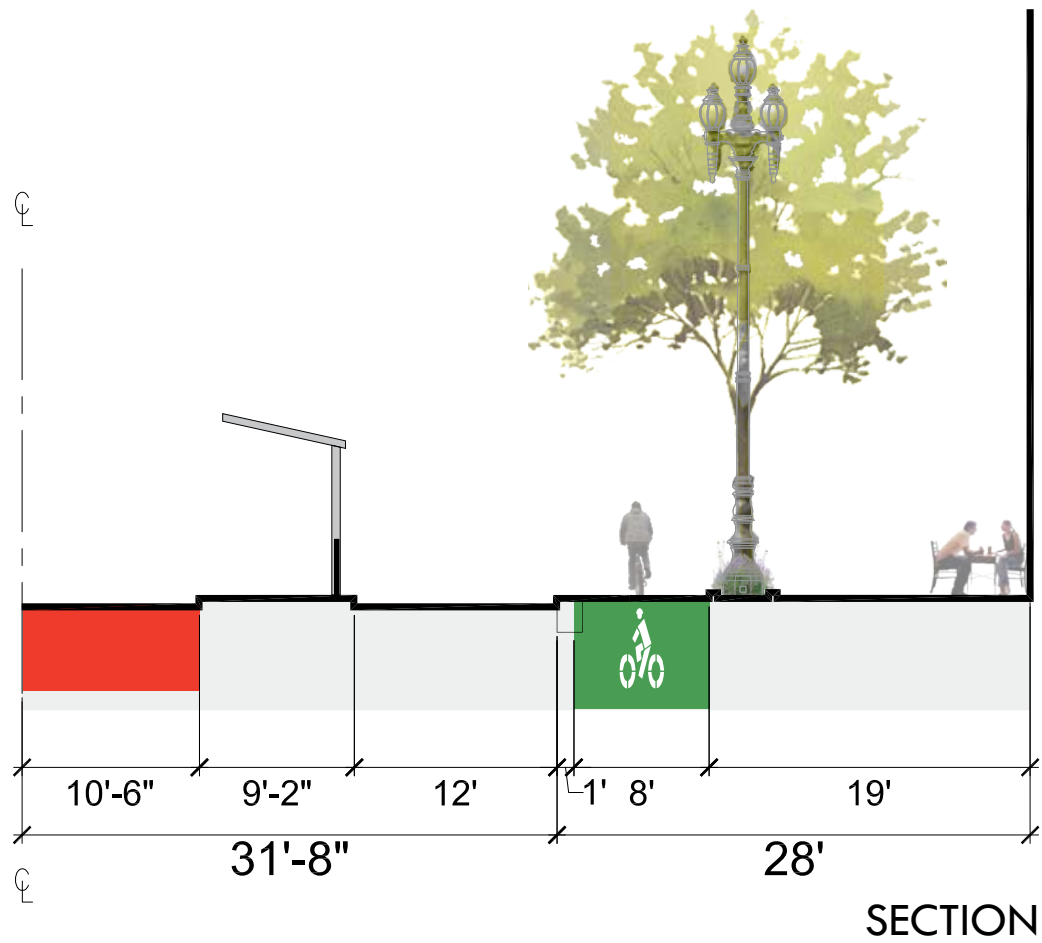
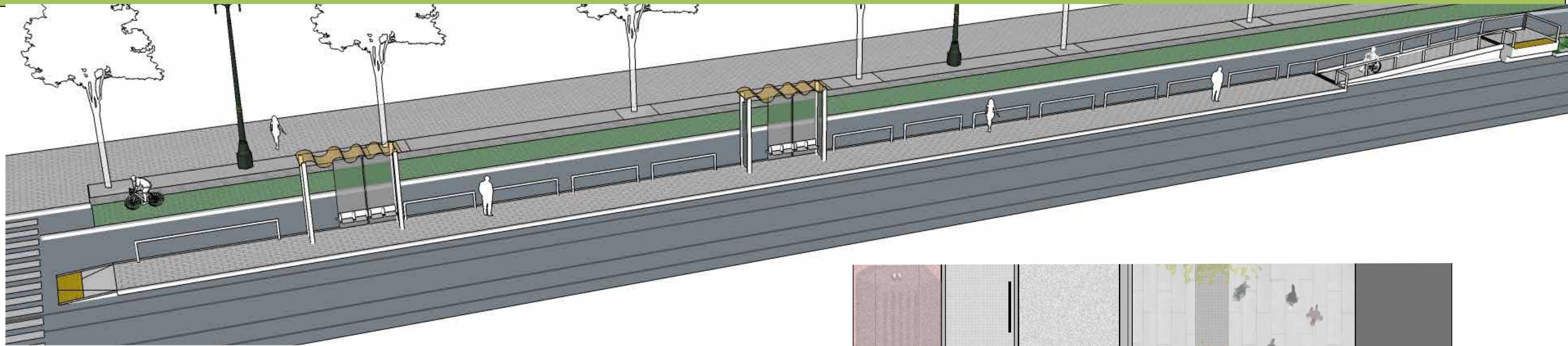


PLAN

CURBSIDE TRANSIT PLATFORM

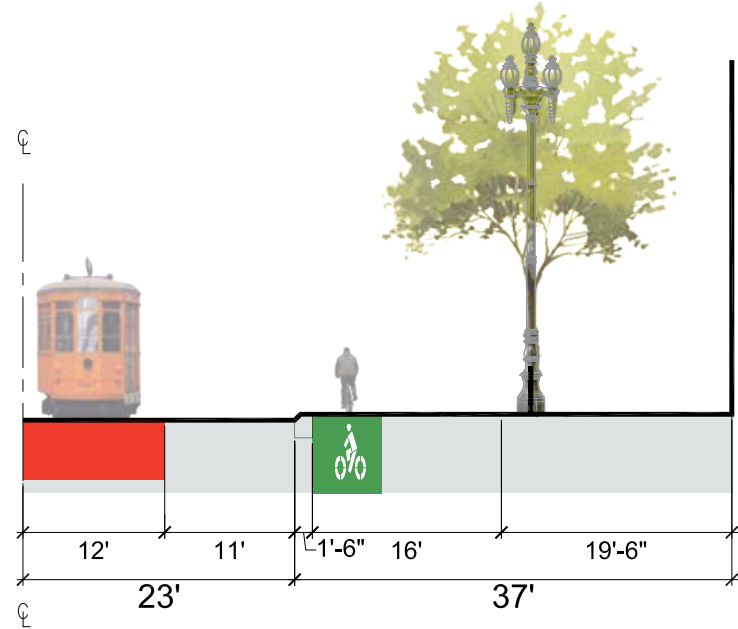


CENTRAL TRANSIT PLATFORM



FLEX ZONE

NON-PEAK

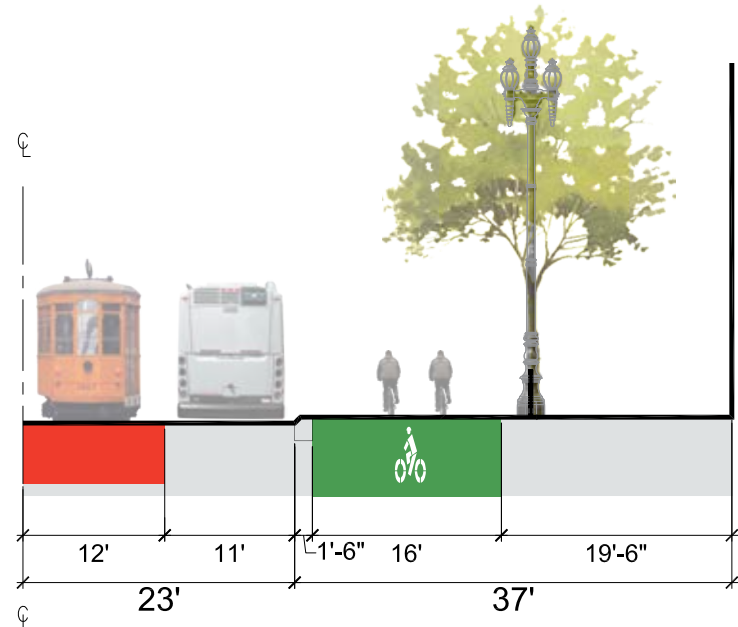


SECTION



PLAN

PEAK



SECTION



PLAN



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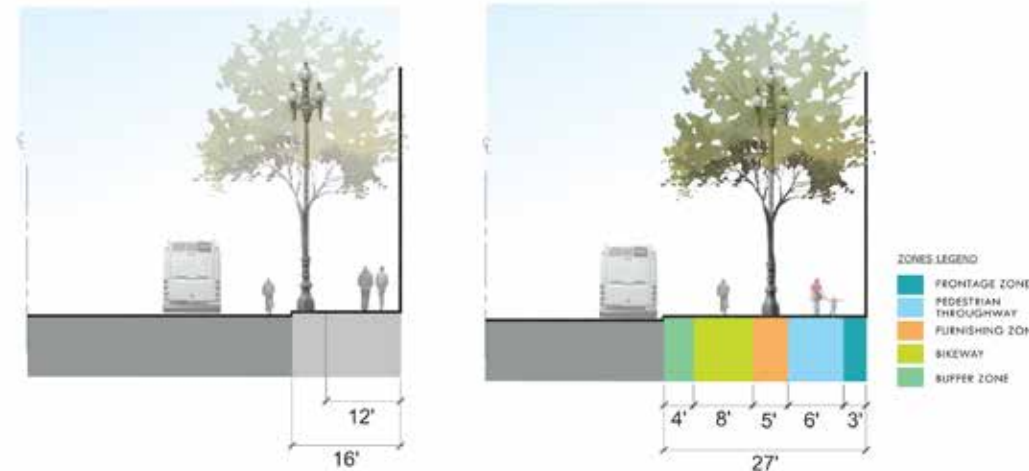
SECTIONS

The typical sidewalk section of Market Street as it exists today varies somewhat along the 2.2 miles between Octavia Boulevard and Steuart Street, so we've illustrated these five different segments to show the difference between existing and proposed sections of the corridor.



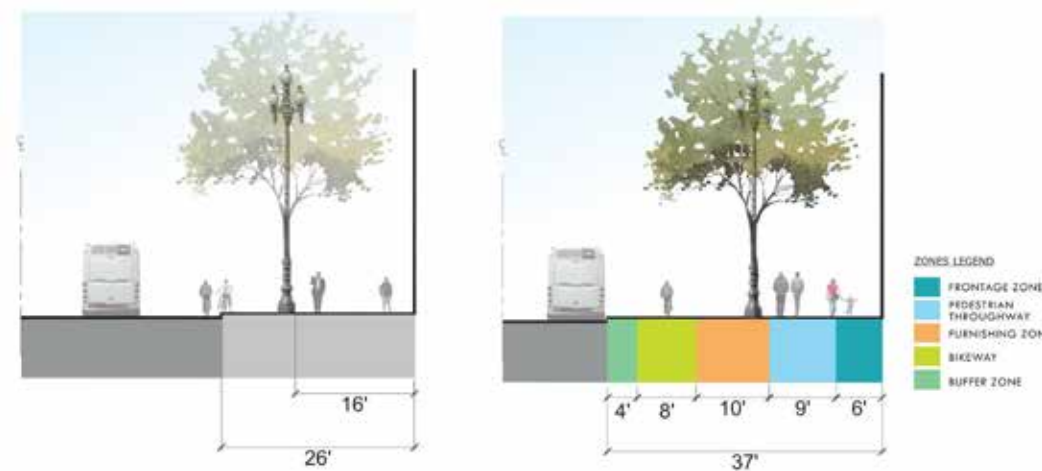
SEGMENT 1: Octavia Boulevard to 12th Street

Better Market Street proposes to widen sidewalks from 16' to 27' in this segment, while keeping the existing pedestrian thoroughway and the existing alignment of trees and streetlights.



SEGMENT 2: 12th Street to 8th Street

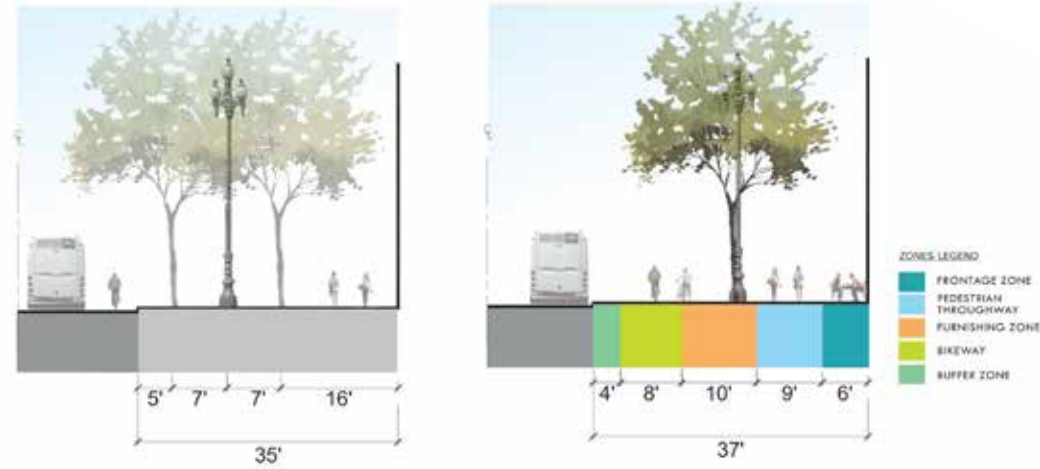
Better Market Street proposes to widen sidewalks from 26' to 37' in this segment, keeping the existing pedestrian thoroughway and the existing alignment of trees and streetlights here as well.



SECTIONS

SEGMENT 3: 8th Street to 5th Street

Better Market Street proposes to widen sidewalks from 35' to 37' in this segment. The existing pedestrian thoroughway will remain the same, as will one row of street trees. Streetlights will be relocated to align with that remaining row of street trees; the second row of trees will be removed to accommodate a new bicycle facility.



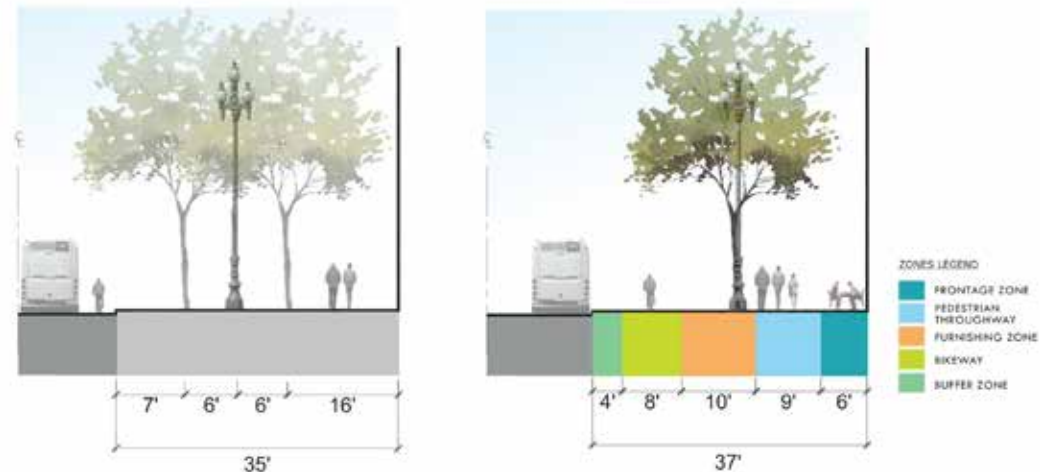
SEGMENT 4: 5th Street to Montgomery Street

Better Market Street proposes to widen sidewalks from 35' to 37' in this segment. Trees and streetlights will be realigned; the pedestrian thoroughway will be narrowed slightly to accommodate a new bicycle facility.

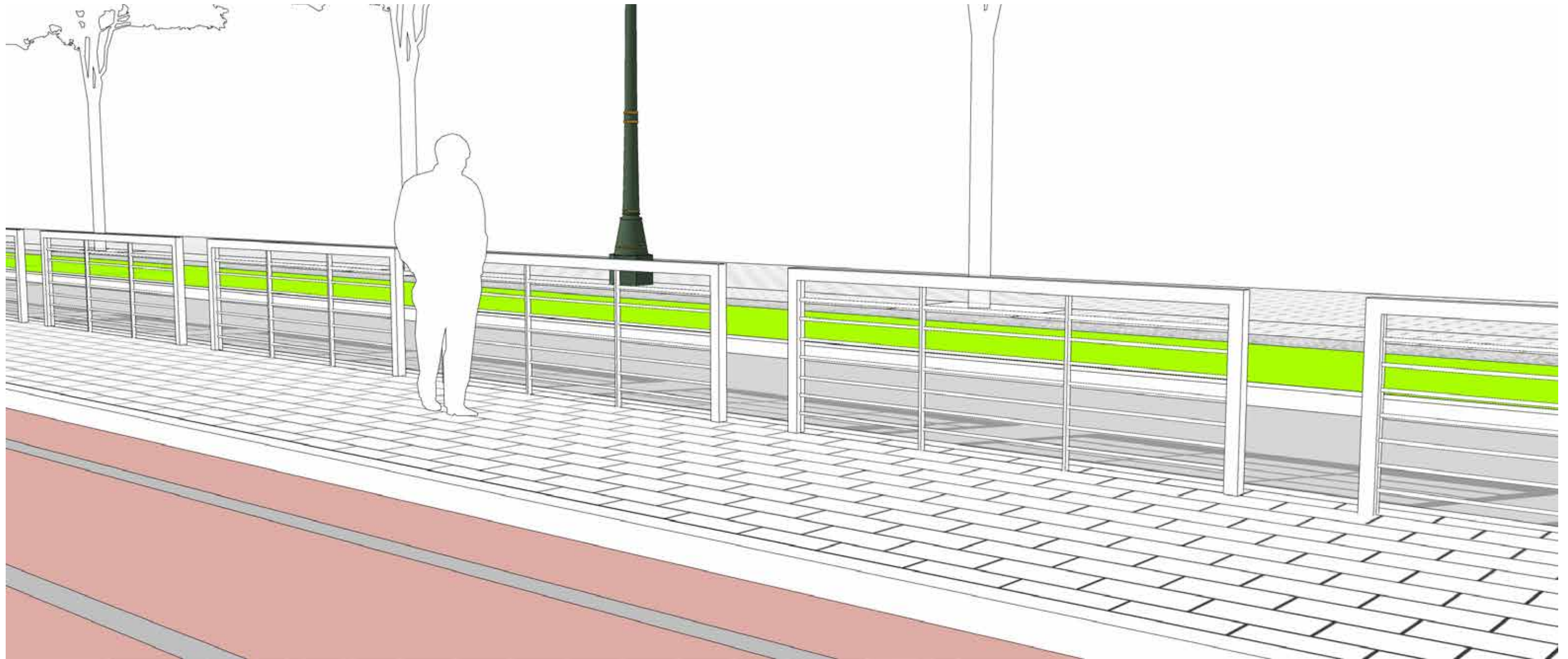


SEGMENT 5: Montgomery St to Stuart St

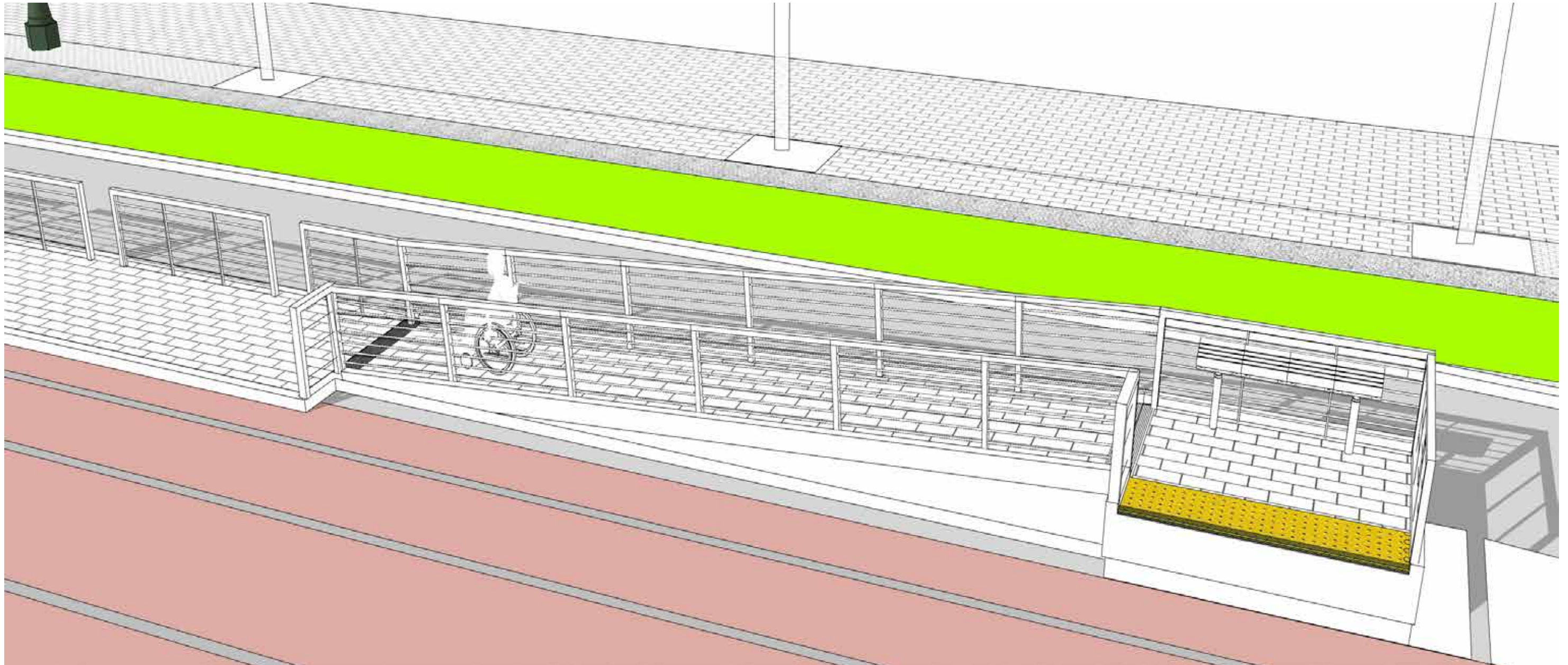
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BOARDING ISLANDS



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