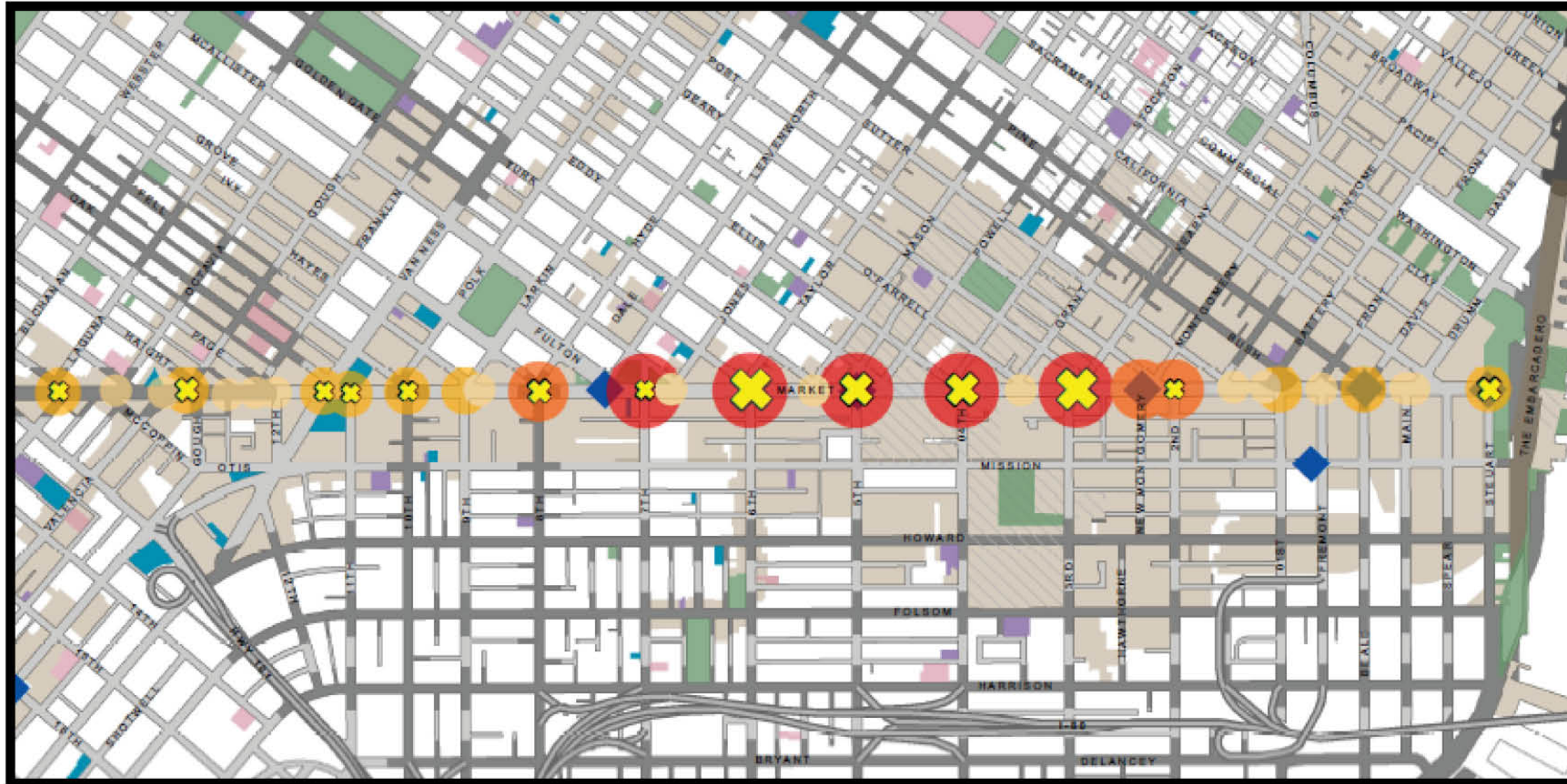




CIVIC DESIGN REVIEW
PHASE 1
MARCH 18, 2019



Collision Data



Count of all injuries: 2005-2009

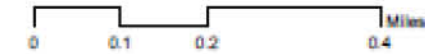


Severe Injuries and Fatalities



- School (Public or Private)
- Hospital / Clinic
- Senior Center
- Open Space
- Tourist Site (Union Square Area)
- Commercial Zoning

- 25 mph
- 30 mph
- 35 mph
- Freeway



Project Goals

PLACE

MOBILITY

ECONOMIC
DEVELOPMENT

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.

Provide an accessible sidewalk that identifies Market Street as one of the city's pre-eminent ceremonial streets.

Correct the barriers that Market Street's existing design poses to accessibility, its lack of accommodation for bicycles, its problems arising from wide paved areas without any dedicated use, and its arboricultural deficiencies.

Maximize the reuse of underutilized street space to encourage the activation of public spaces.

Use high-quality materials fitting for the city's pre-eminent ceremonial street.



Project Phasing

Better Market Street

	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27
PER 30% design full corridor	X								
Phase 1 Design	X	X							
Phase 1 Construction			X	X					
F-Loop Design		X	X						
F-Loop Construction				X	X				
Phase 2 Design			X	X					
Phase 2 Construction					X	X			
Phase 3 Design					X				
Phase 3 Construction						X	X		
Phase 4 Design						X			
Phase 4 Construction							X	X	
Phase 5 Design							X		
Phase 5 Construction								X	X

Possible Segments:

Steuart-2nd
 2nd-5th
 5th-8th **PHASE 1A**
 F-Loop **PHASE 1B**
 8th-12th
 12th-Octavia

Possible Order of Work:

Track Demo
 Sewer
 Water
 Traction Power Work
 New Track Installation
 Curbs and curb ramps
 Path of Gold Poles
 Sidewalks and tree wells
 Traffic Signals
 OCS work
 Paving
 Landscaping



Project Funding

BETTER MARKET STREET FUNDING PLAN

ALL DOLLARS IN THOUSANDS

SECURED FUNDING		Project Phases				Total by Fund Source	Received
Funding Source	Status	Planning	Environmental Review	Detailed Design	Construction Ph. 1A		
General Fund	Allocated	2,480	2,620			5,100	5,100
Octavia Land Sales	Allocated		3,050			3,050	3,050
Market Octavia Impact Fees	Allocated		1,000			1,000	1,000
Transit Center Impact Fees	Programmed			2,000		2,000	
Prop A GO Bond	Programmed	10,274	2,804	8,015	75,653	96,746	21,093
Prop K (EP 22) formerly OBAG	Programmed				15,980	15,980	
Prop K (EP 44)	Programmed				1,250	1,250	
BUILD	Programmed				15,000	15,000	
Total Identified Funding by Phase		12,754	9,474	10,015	107,883	140,126	30,243

OTHER POTENTIAL FUNDING SOURCES		Project Phases				Total by Fund Source
Funding Source	Status	Planning	Environmental Review	Detailed Design	Construction	
FTA 5309 (New Starts, Small Starts, Core Capacity)	Planned					
FTA 5337 Fixed Guideway	Planned					
BUILD	Planned					
OBAG 3 (FYs 2022/23-2026/27)	Planned					
Senate Bill (SB) 1	Planned					
Cap & Trade	Planned					
Active Transportation Program (ATP)	Planned					
Local Partnership Program (LPP)	Planned					
Regional Measure 3 (bridge tolls): Phase 1	Planned				4,872	
Regional Measure 3 (bridge tolls)	Planned				20,128	
Prop K	Planned					
Transit Center Impact Fees	Planned				60,000	60,000
MTA Prop B General Fund set-aside	Planned					
TNC Tax	Planned					
Vehicle License Fee	Planned					
Bonds	Planned					



Project Schedule

Date	Meetings and Milestones
March 20, 2019	Historic Preservation Commission (HPC) Draft Environmental Impacts Report (DEIR) Hearing
March 25, 2019	Community Working Group (CWG) Meeting
April 4, 2019	Planning Commission DEIR Hearing
April 15, 2019	DEIR Public Comment Period Closes
June 17, 2019	Civic Design Review Phase 2: Design Development
October 2019	EIR Certification
October 21, 2019	Civic Design Review Phase 3: Construction Documents
October 2019	Project Approvals: Public Works, SFMTA Board
December 2019	NEPA Approval
March 2020	Advertise Phase 1A



Community Engagement

- 4 rounds outreach and open house workshops since 2011
- More than 60 stakeholder meetings since 2017
- Surveys: Loading on Market; transit use; feedback on proposed design
- Active Community Working Group comprised of stakeholders and residents
- Pop-ups at The Strand
- Prototyping Festival



Urban Design: Urban Design Elements

Paving

Greening

Neighborhood Identity

Lighting

Public Art



Urban Design: Coordination with Adjacent Projects

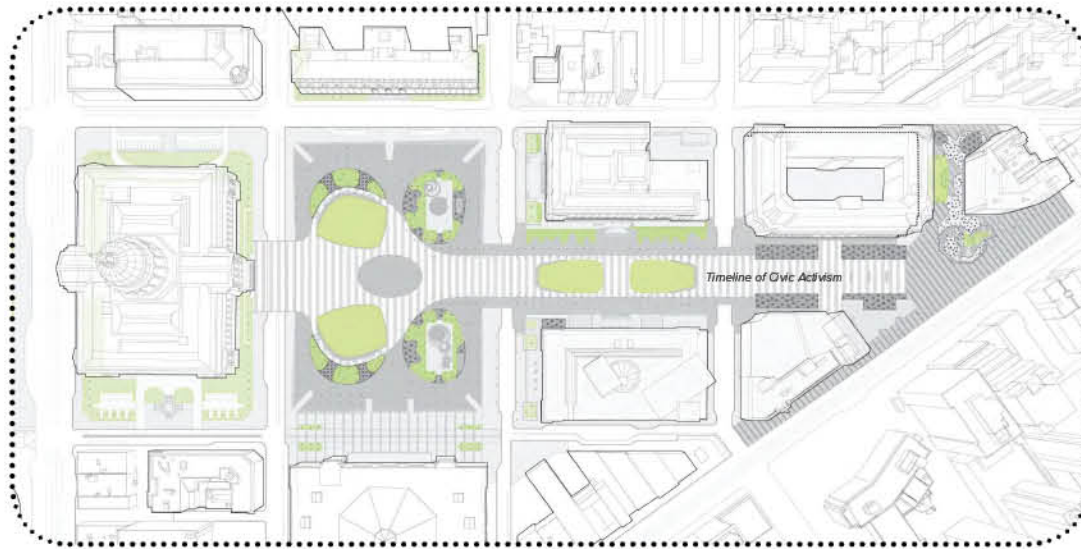
Upper Market Streetscape Project - Octavia Blvd to Castro Street



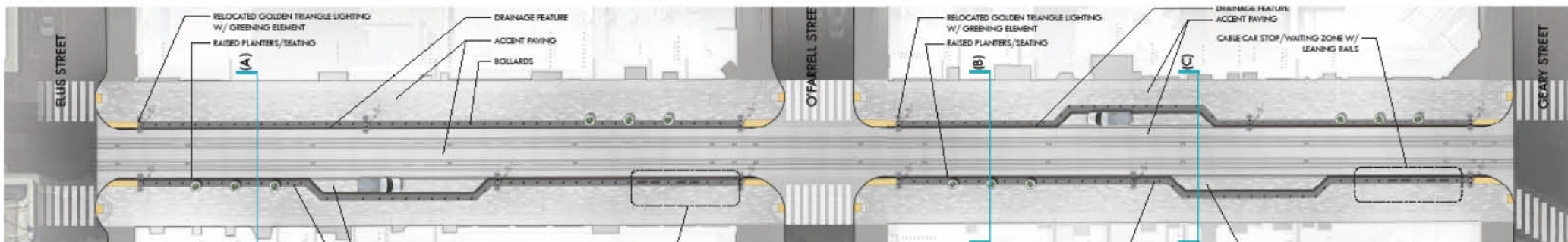
Civic Center Public Realm Plan

PAVING
A UNIFIED
PUBLIC REALM

- Civic Promenade
- Plaza Paving
- Neighborhood Rooms
- Garden Rooms
- Special Paving
- Market Street Paving
- Sidewalks
- Planted Areas



Powell Streetscape Project - Ellis to Geary Blvd

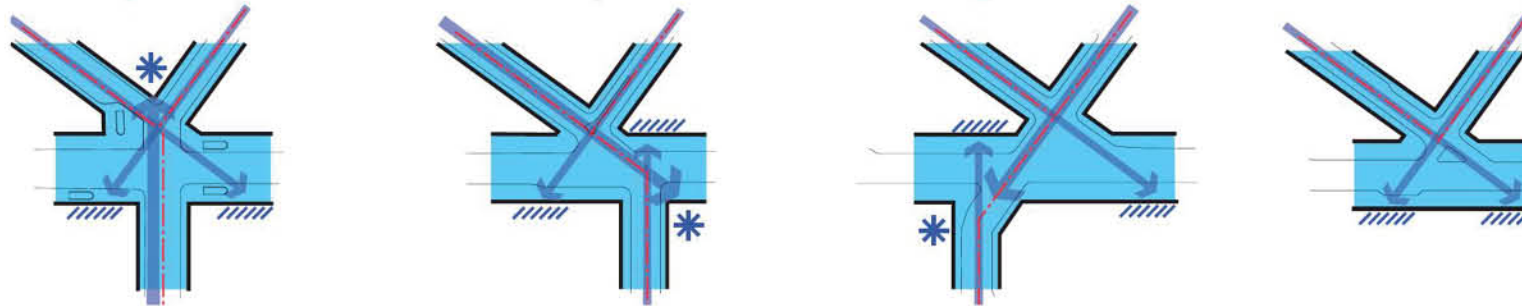
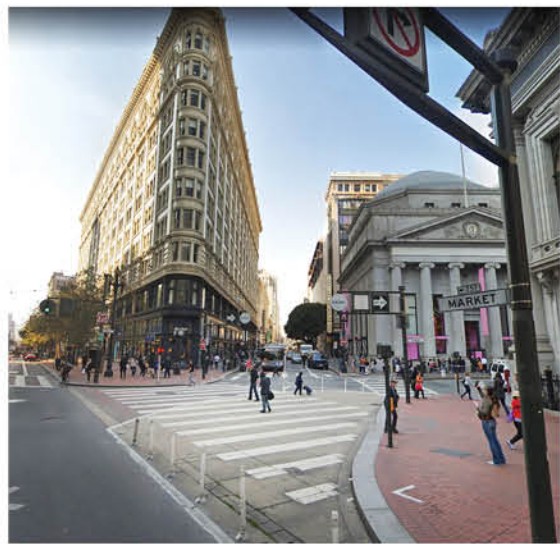
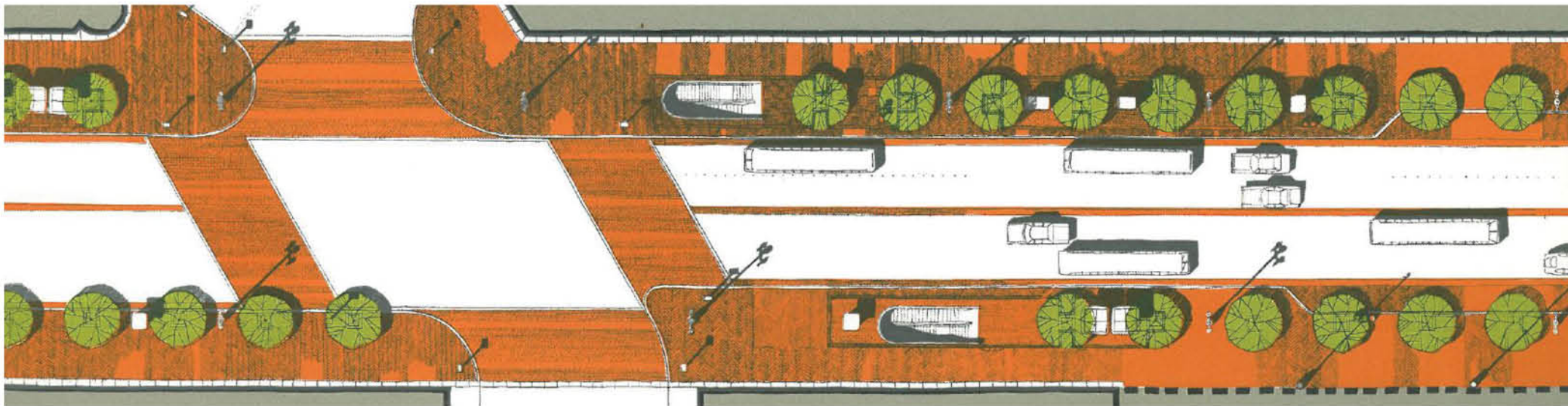


Urban Design Proposal: Paving

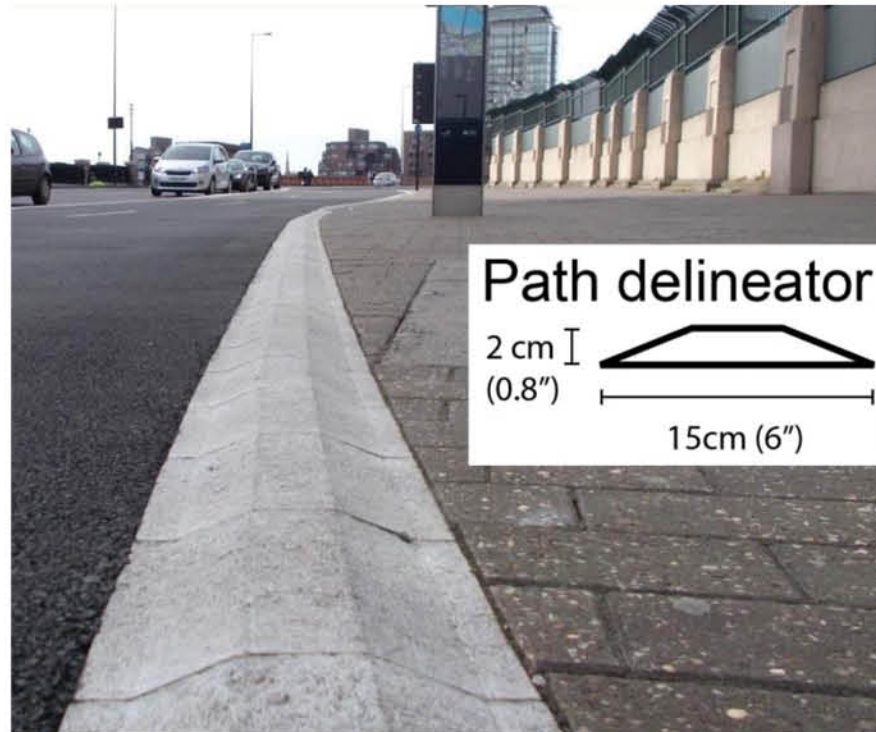
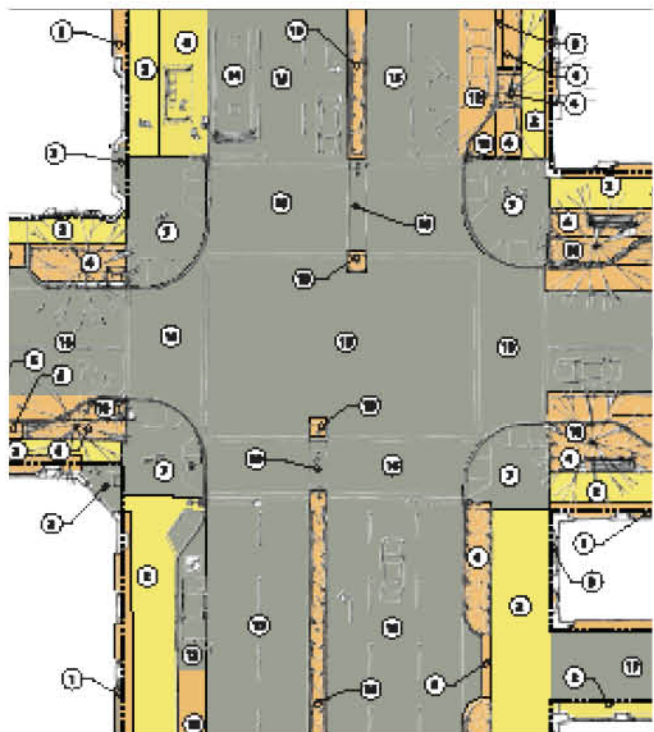
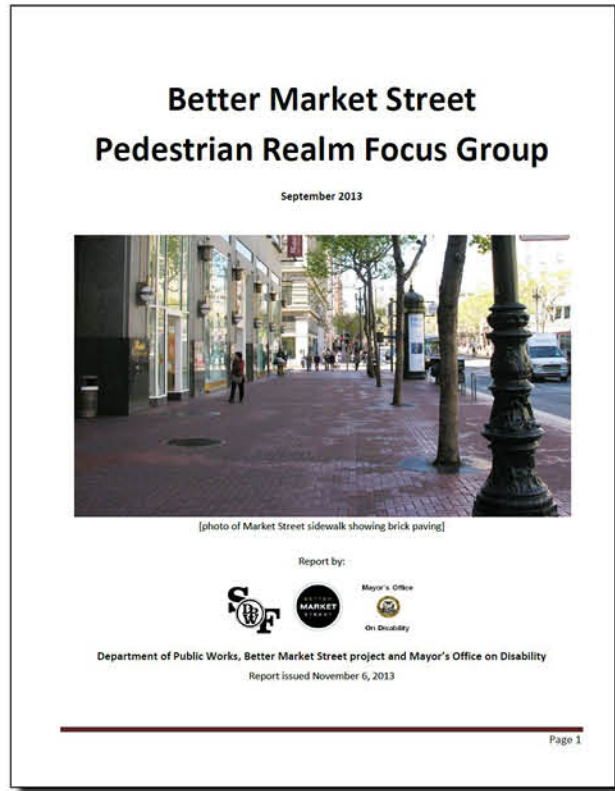
Paving Goals:

Provide an accessible sidewalk that identifies Market Street as the city's pre-eminent ceremonial street

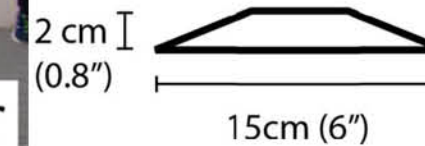
Use high-quality materials fitting for the city's pre-eminent ceremonial street



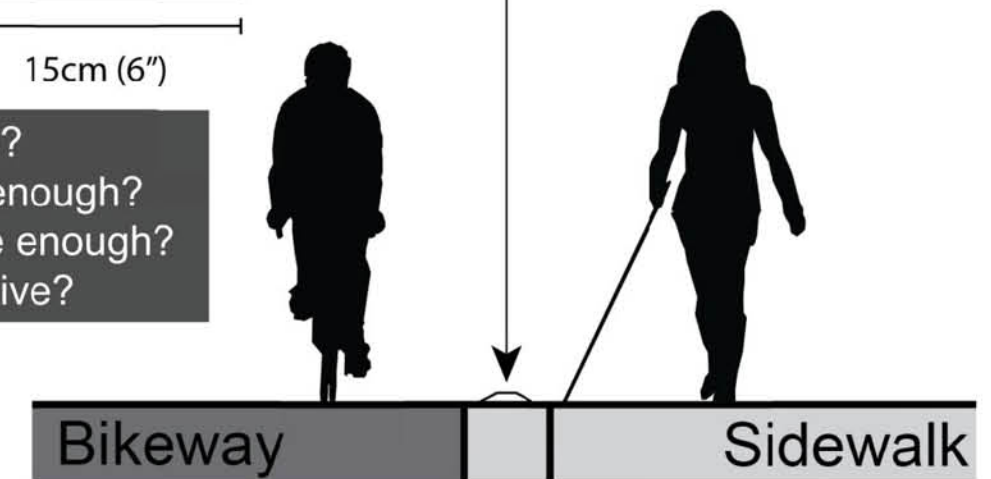
Urban Design Proposal: Paving - Design Constraints



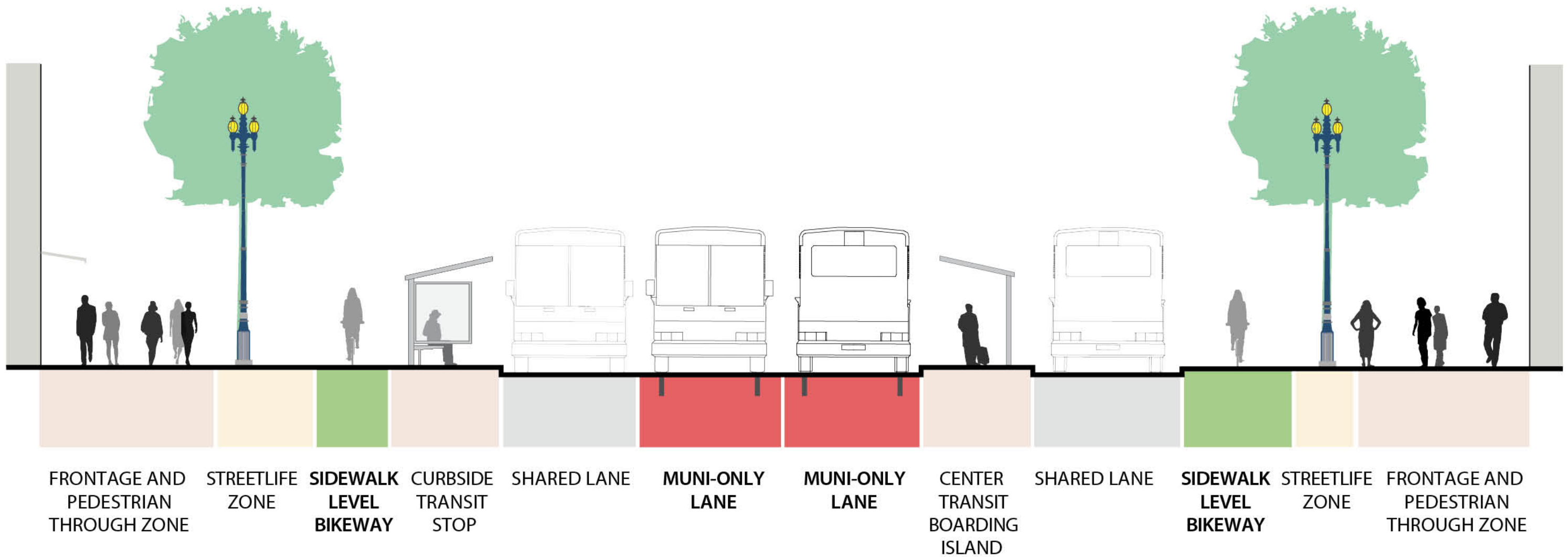
Path delineator



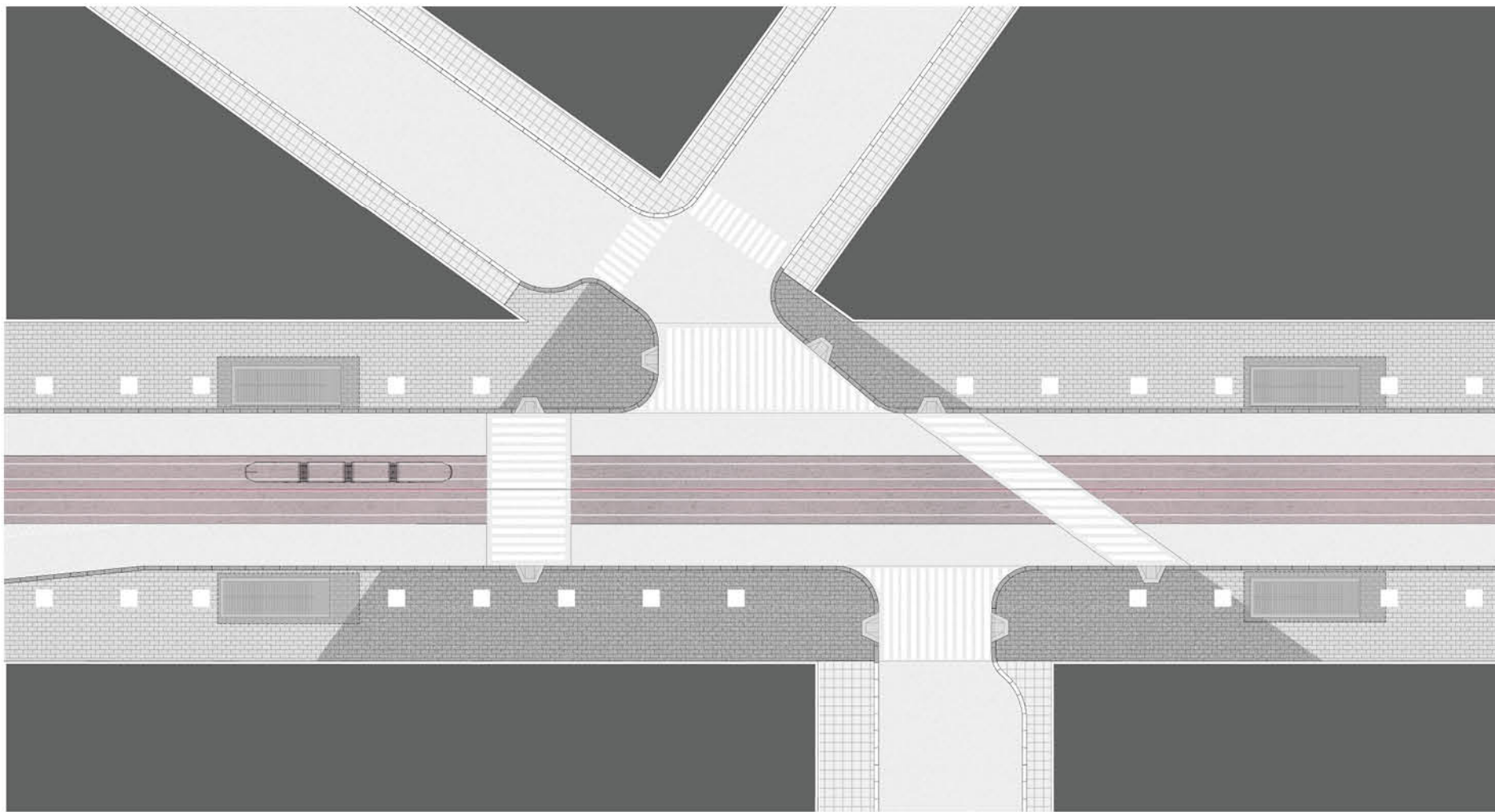
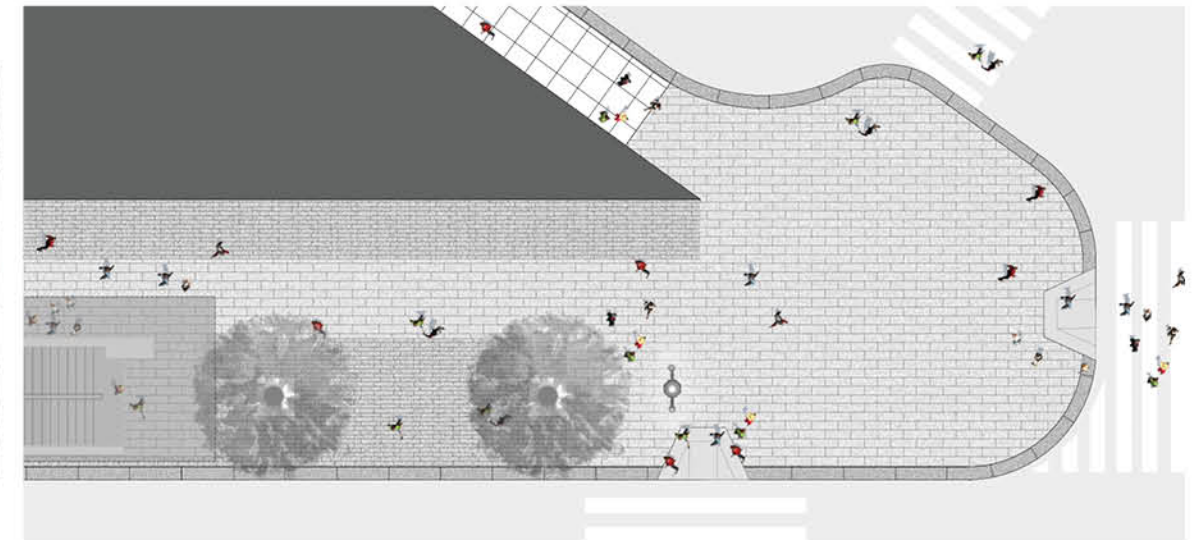
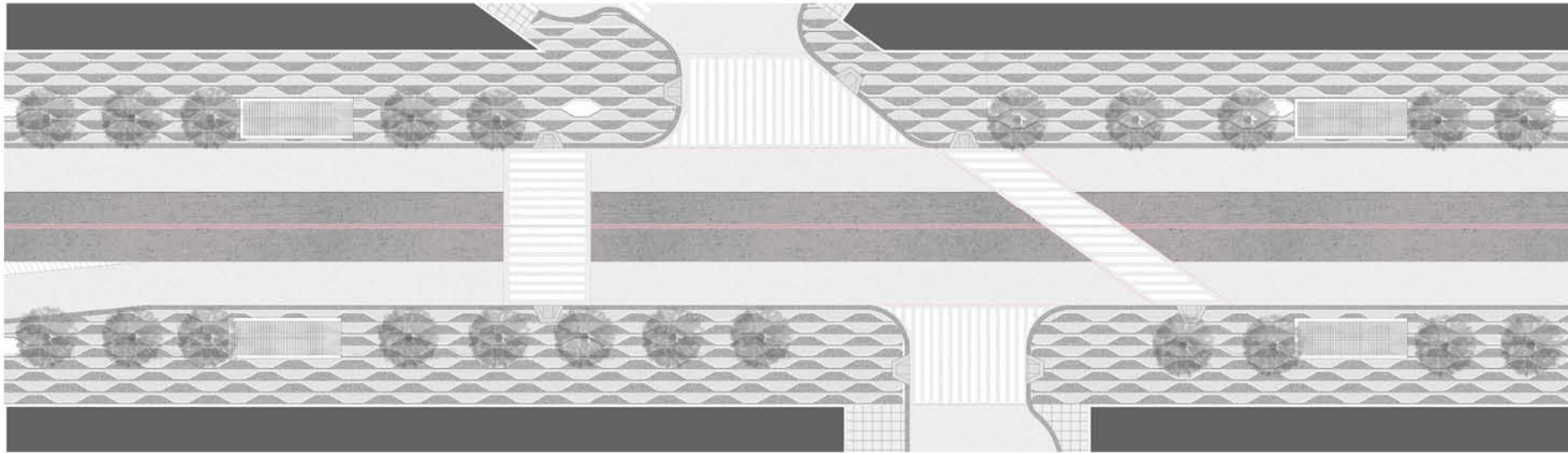
- Curb?
- Tall enough?
- Wide enough?
- Intuitive?



Urban Design Proposal: Paving from Property Line to Property Line

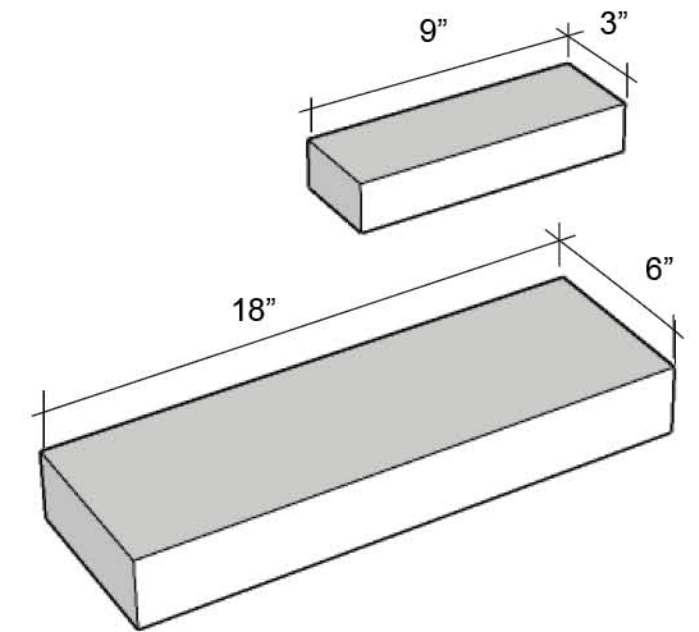
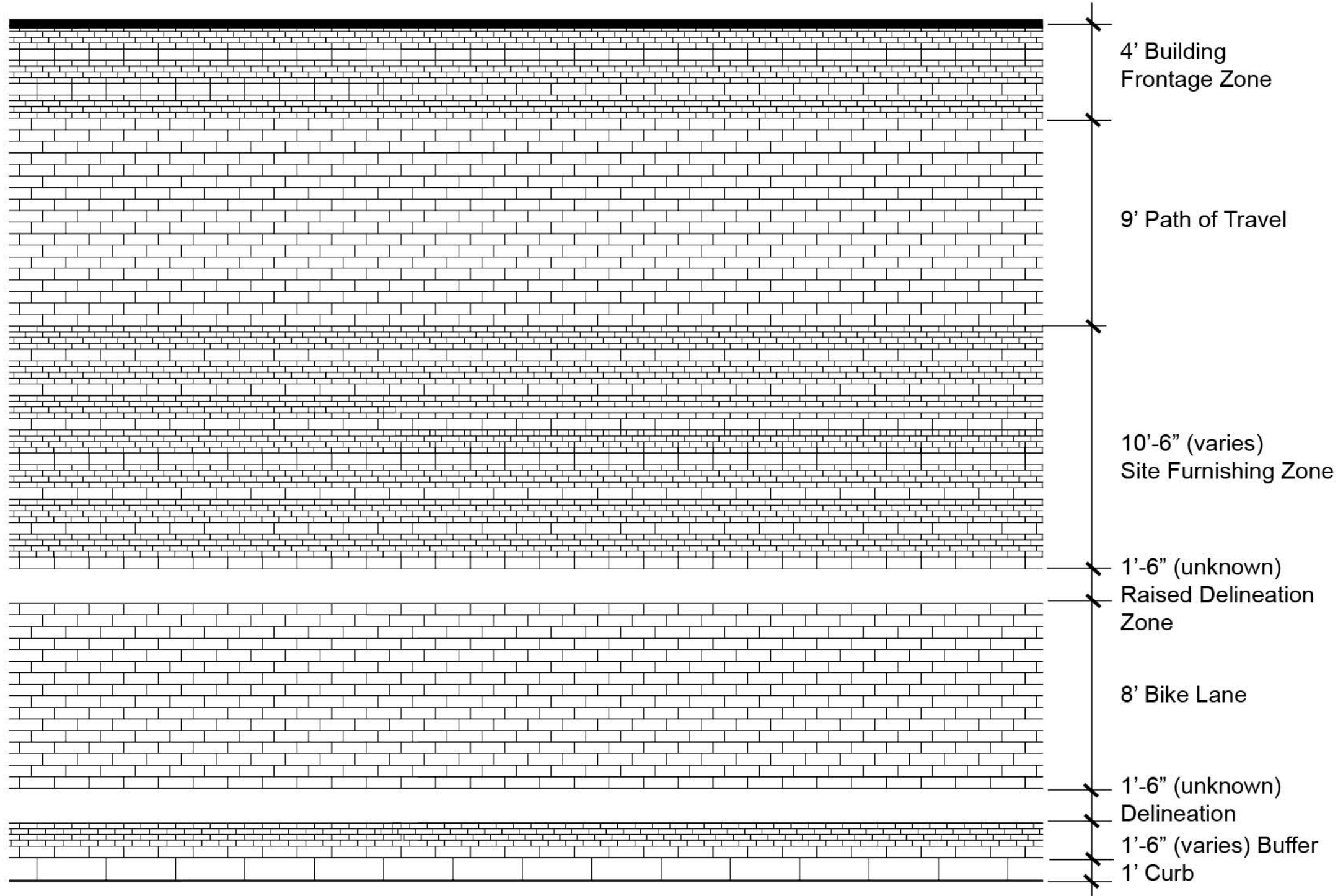


Urban Design Proposal: Paving Studies



Urban Design Proposal: Paving Pattern

Linear



PAVER MODULE

Urban Design Proposal: Paving Pattern

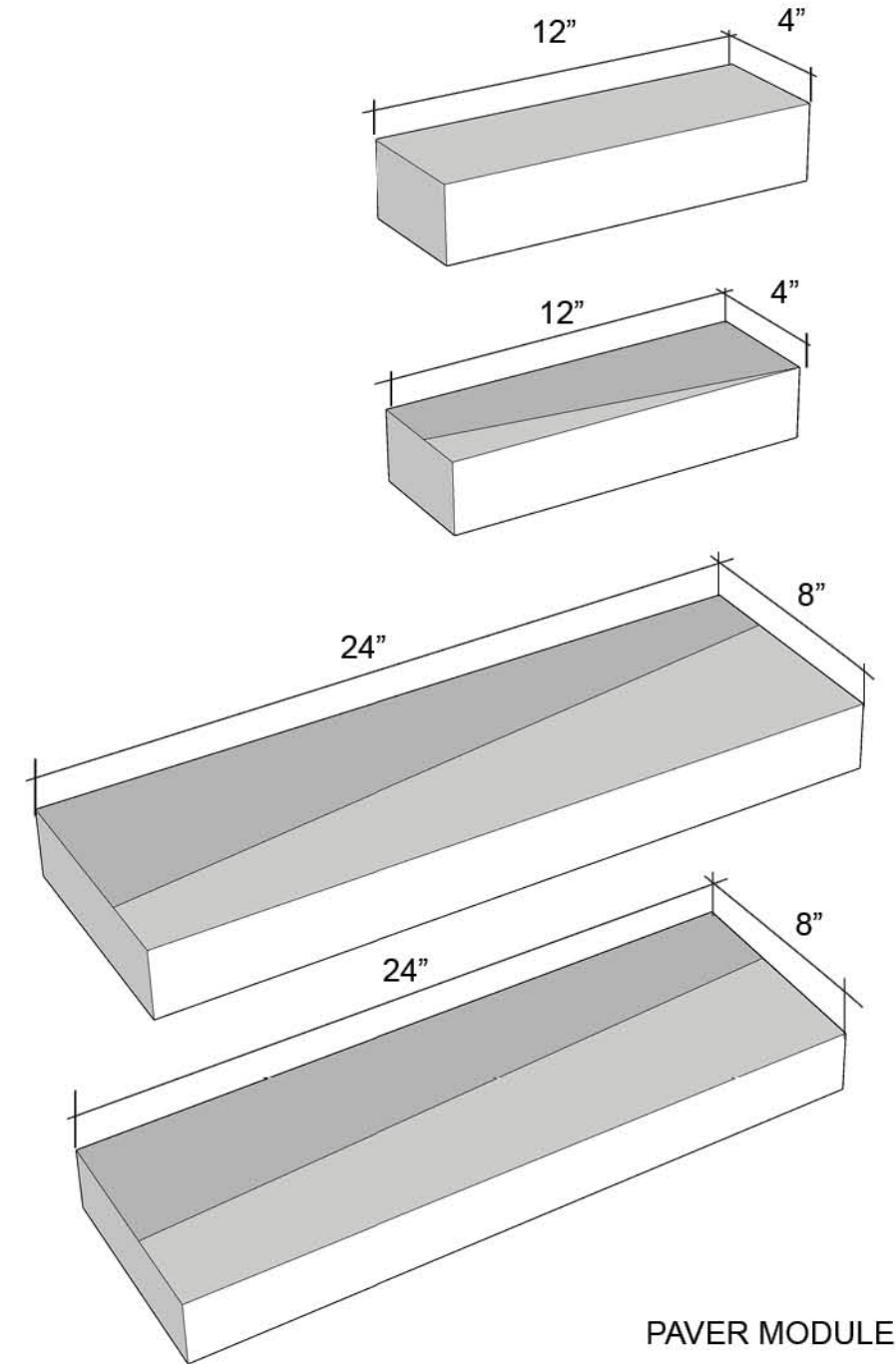
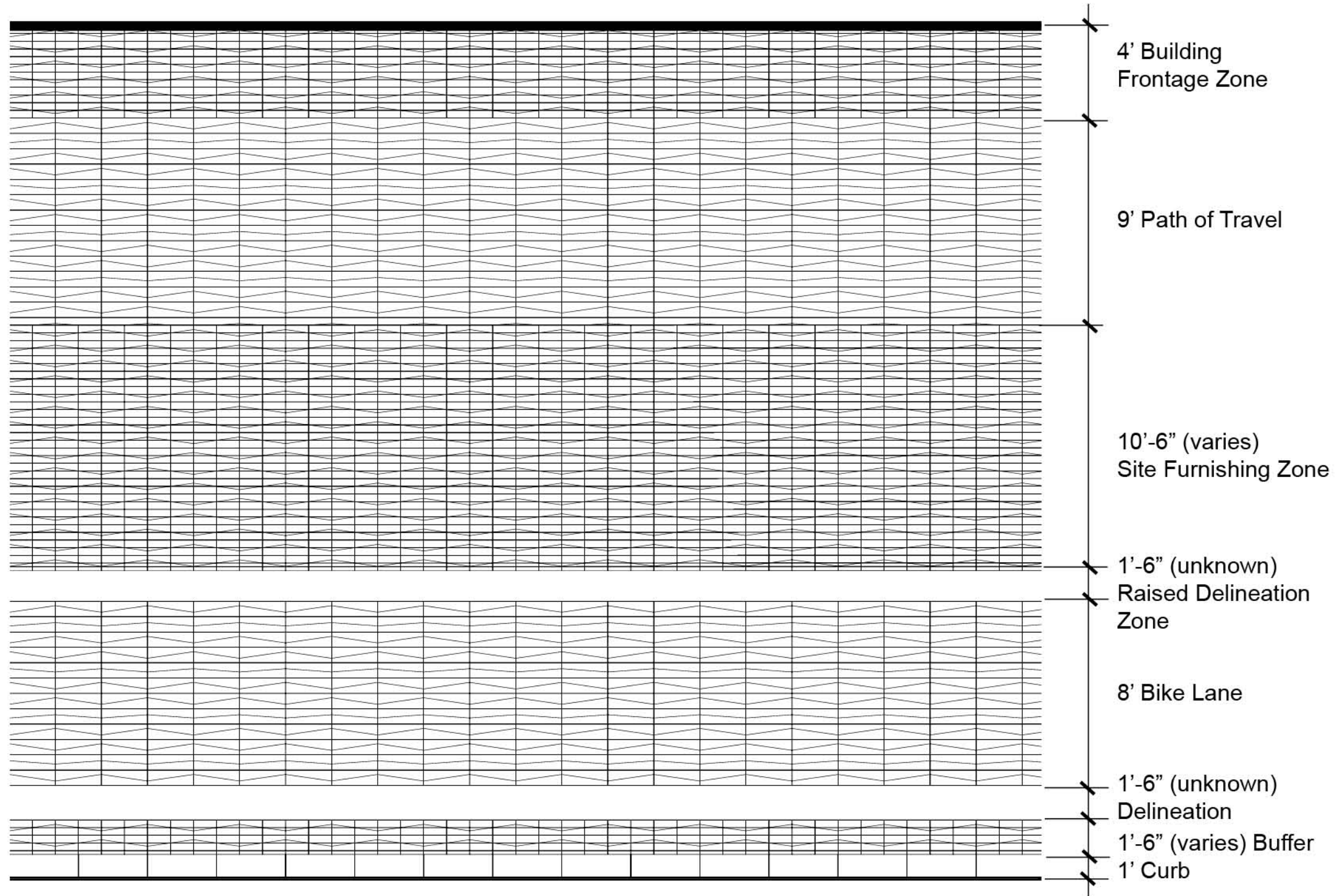


LINEAR



Urban Design Proposal: Paving Pattern

Diamond



Urban Design Proposal: Paving Pattern



DIAMOND

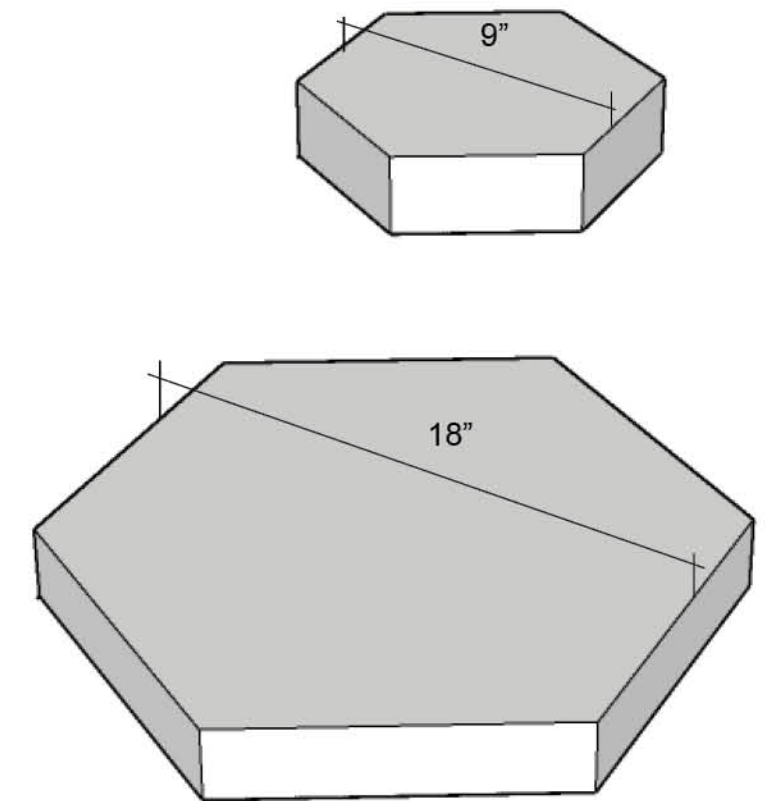
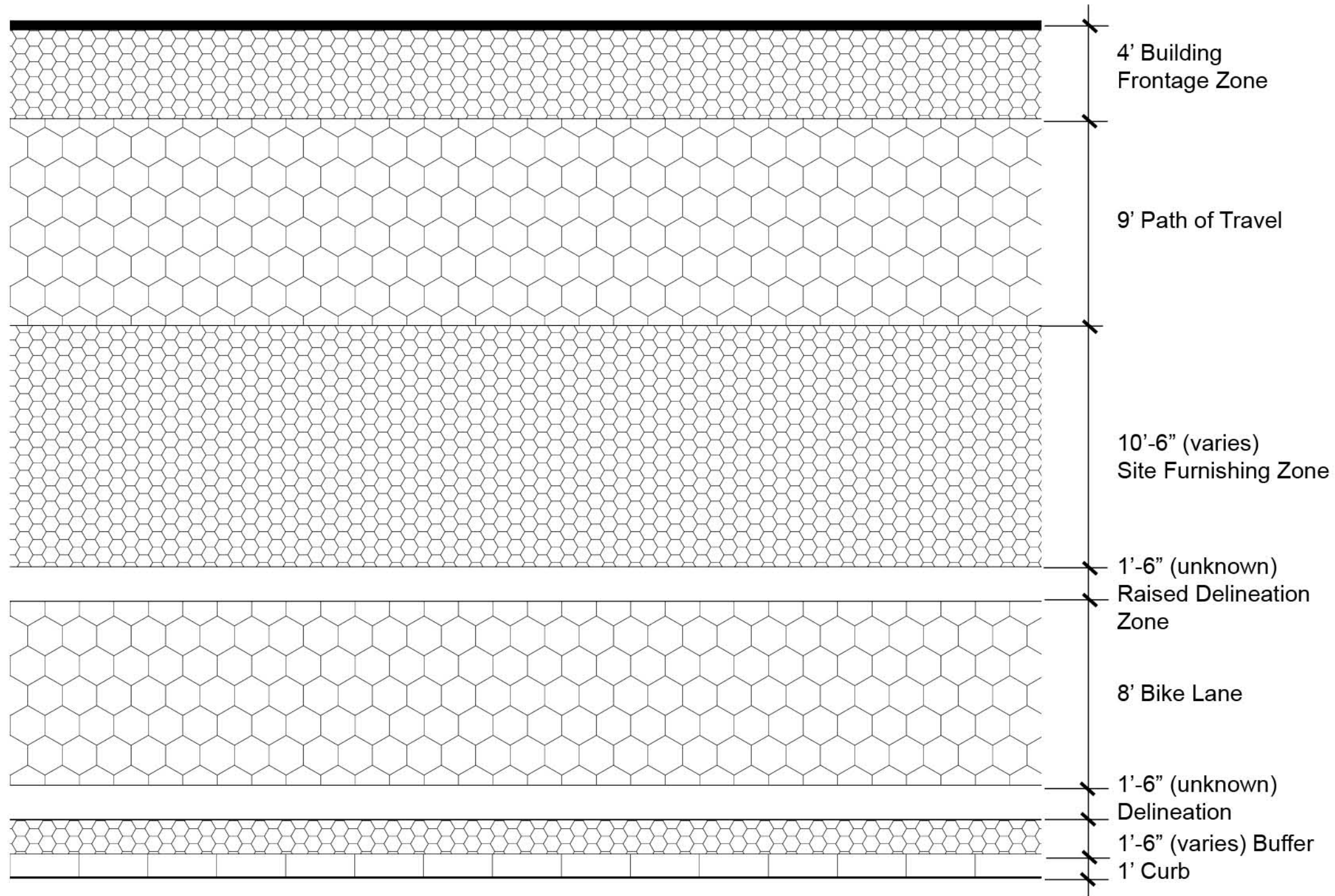


BETTER MARKET STREET

Civic Design Review Phase 1 | March 18, 2019

Urban Design Proposal: Paving Pattern

Hexagonal



PAVER MODULE

Urban Design Proposal: Paving Pattern



HEXAGONAL

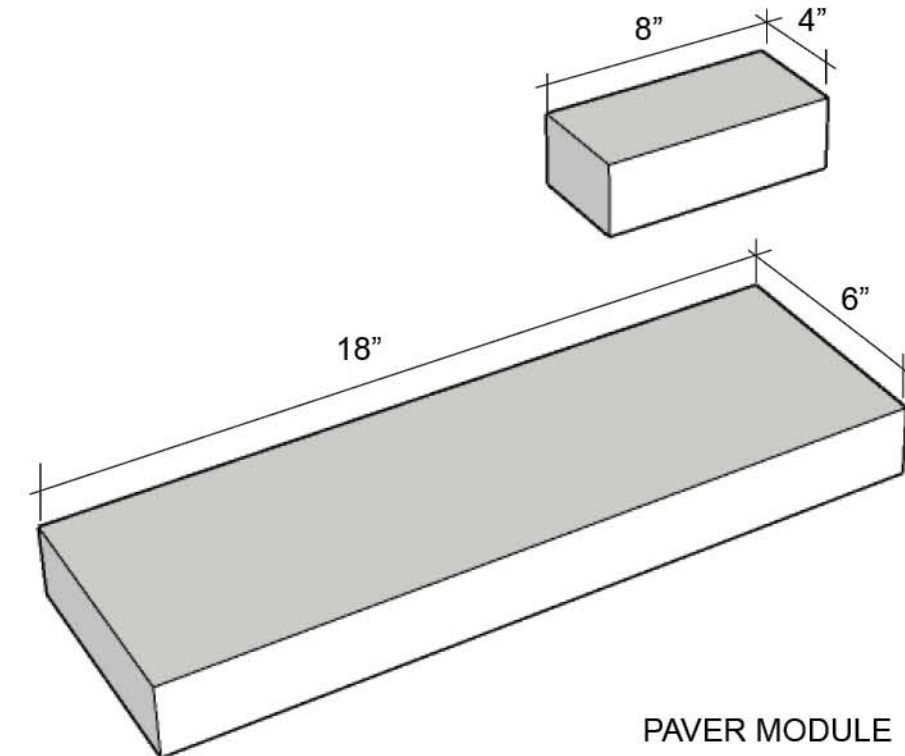
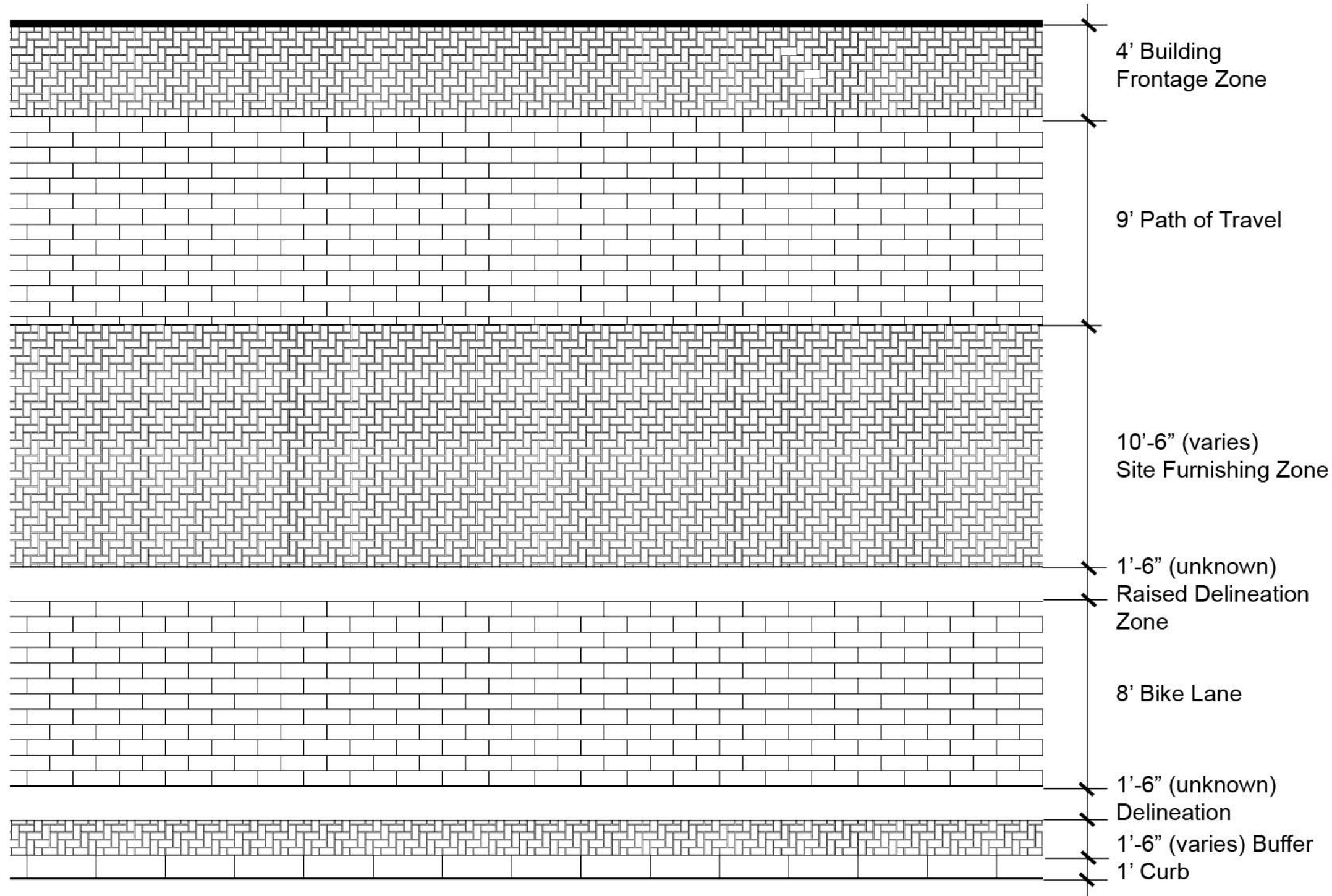


BETTER MARKET STREET

Civic Design Review Phase 1 | March 18, 2019

Urban Design Proposal: Paving Pattern

Brick (Preservation Option)



Urban Design Proposal: Paving Pattern



BRICK



BETTER MARKET STREET

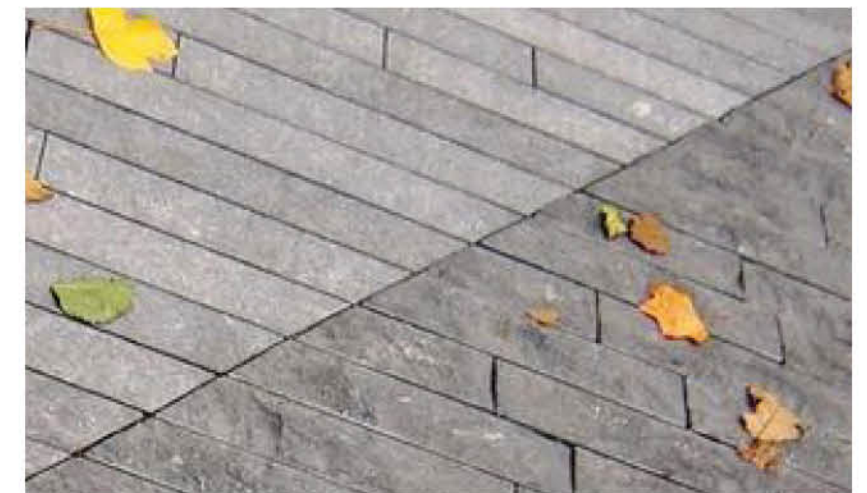
Civic Design Review Phase 1 | March 18, 2019

Urban Design Proposal: Paving Color and Finish

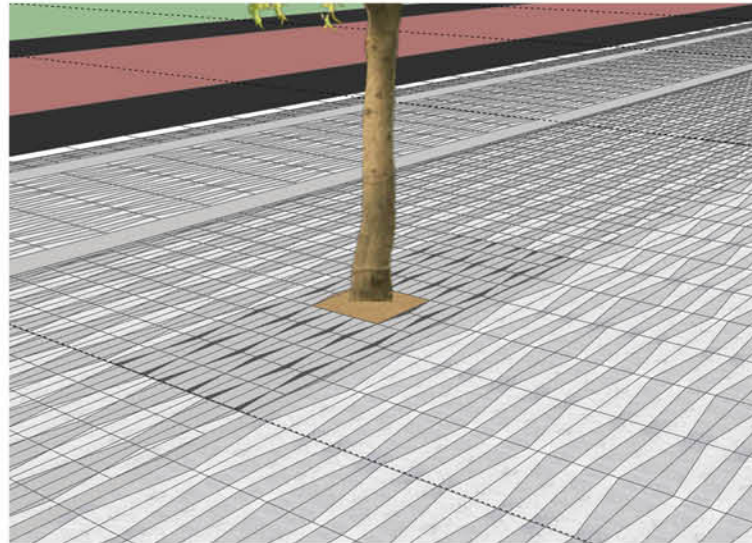
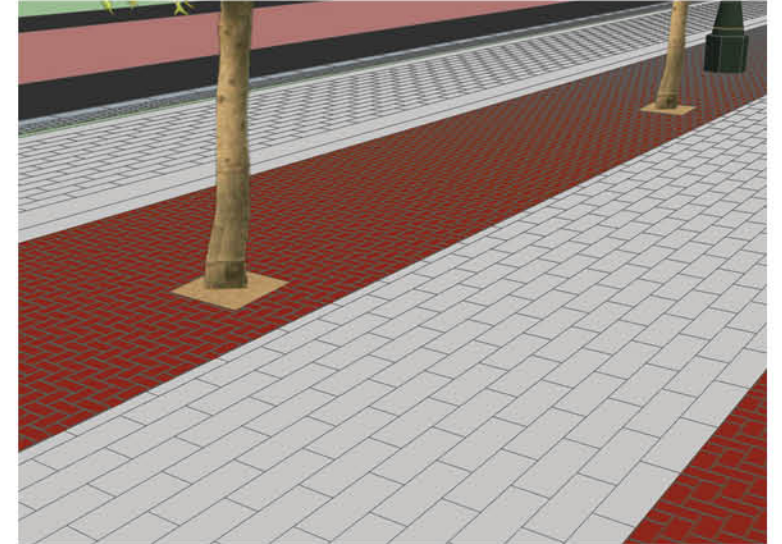
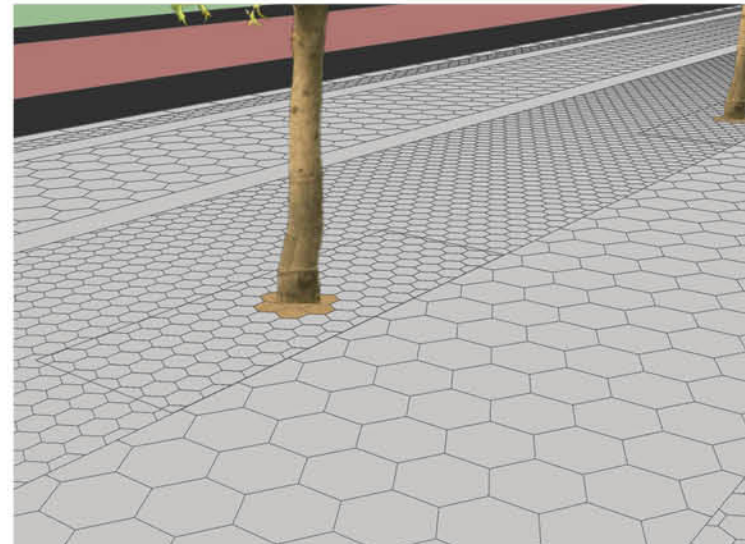
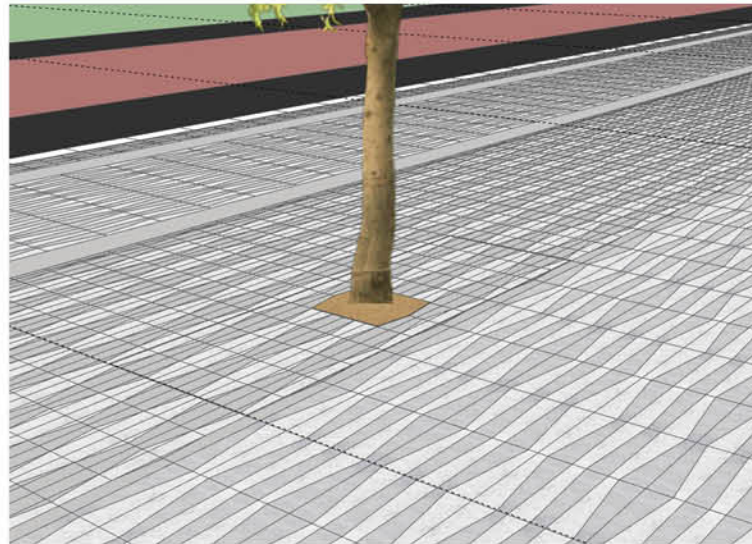
Gray Tones



Warm Tones

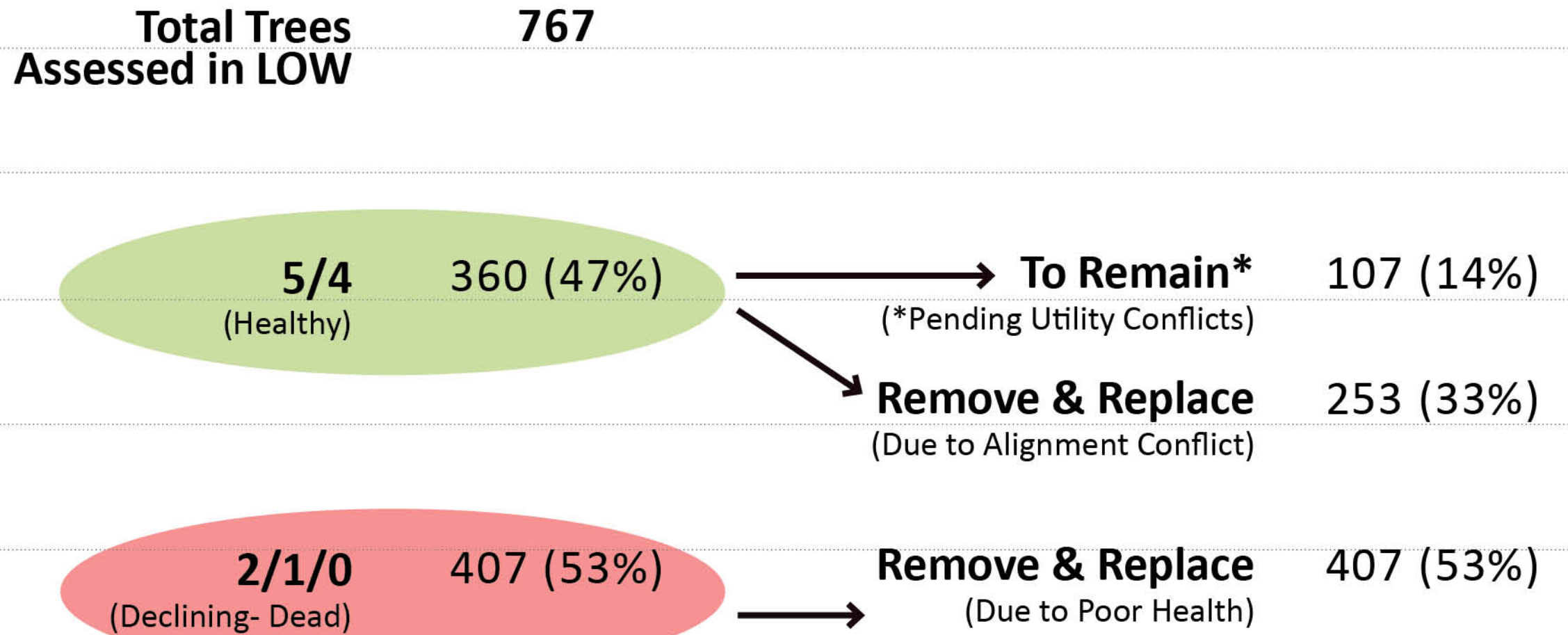


Urban Design Proposal: Paving - Pattern Detail



Urban Design Proposal: Greening - Tree Assessment

Tree Assessment Recommendations (October 2017)



Urban Design Proposal: Greening



Ginkgo



Lophostemon



Magnolia



Platanus



Quercus



Ulmus

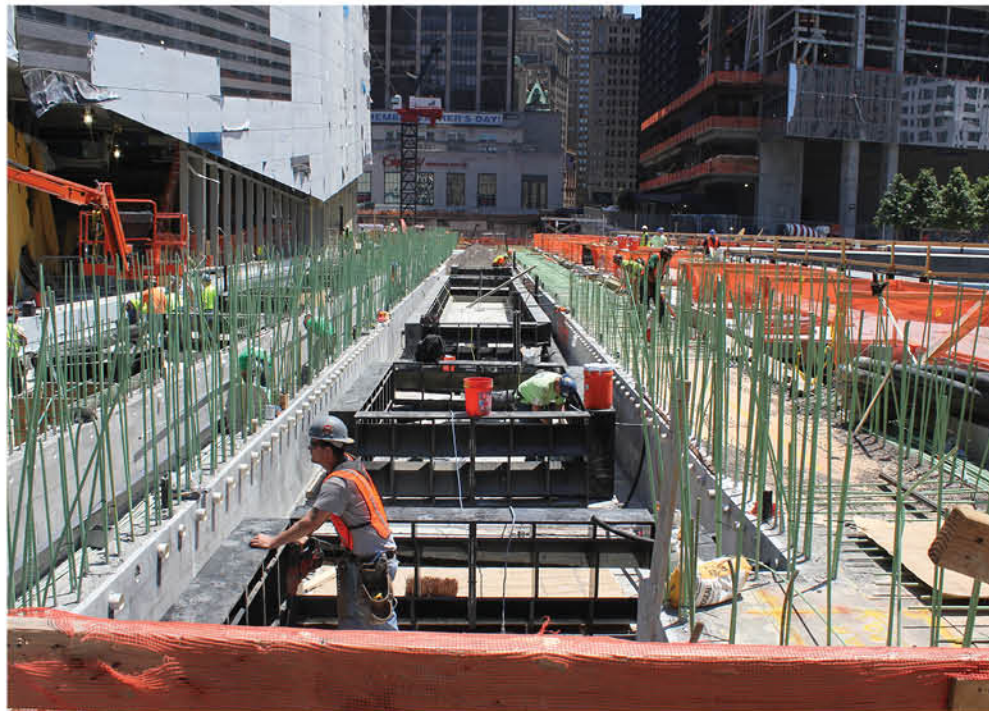


Pittosporum

Tree Working Group:

John Dennis, SF Public Works
Chris Buck, SF BUF
Erin Maehr, SF BUF
Steven Keller, SF BUF
John Swae, SF Planning
Gordon Matassa, SF Environment
Andrew Sullivan, Urban Forestry Council
Doug Wildman, Friends of the Urban Forest
Jason Dewees, Flora Grubb
Bonnie Fisher, ROMA Design Group
Dave Muffly, Apple Park

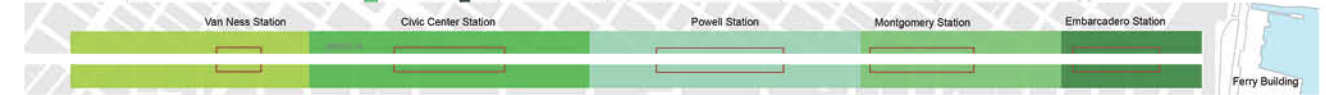
Greening Goals: Correct Market Street's arboricultural deficiencies



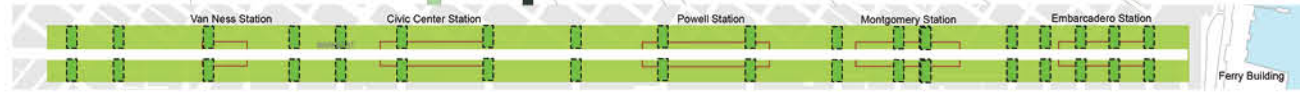
Urban Design Proposal: Tree Planting Alternatives



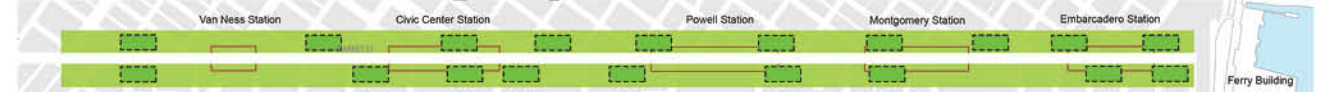
OPTION A: ALL PLATANUS (DIFFERENT VARIETIES)



OPTION B: DISTRICT NEIGHBORHOOD SPECIES

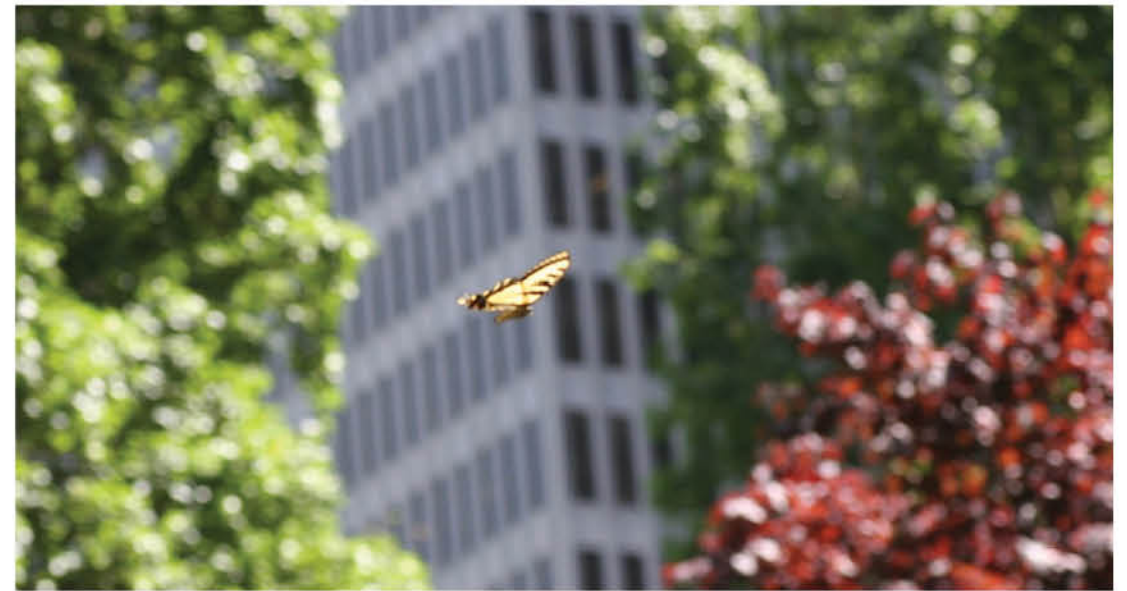


OPTION C: EVERGREEN AT CORNERS/DECIDUOUS IN BETWEEN



OPTION D: ACCENT TREES AT CURBSIDE TRANSIT STOPS/ DECIDUOUS IN BETWEEN

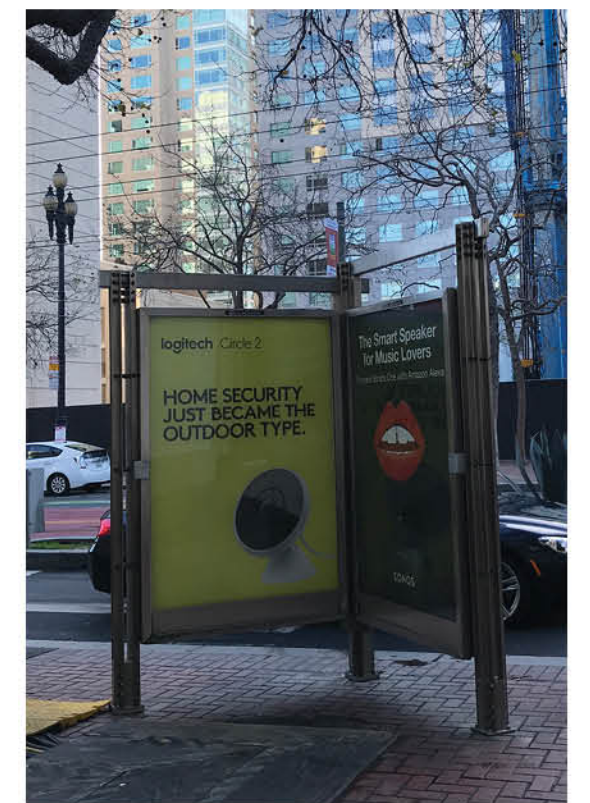
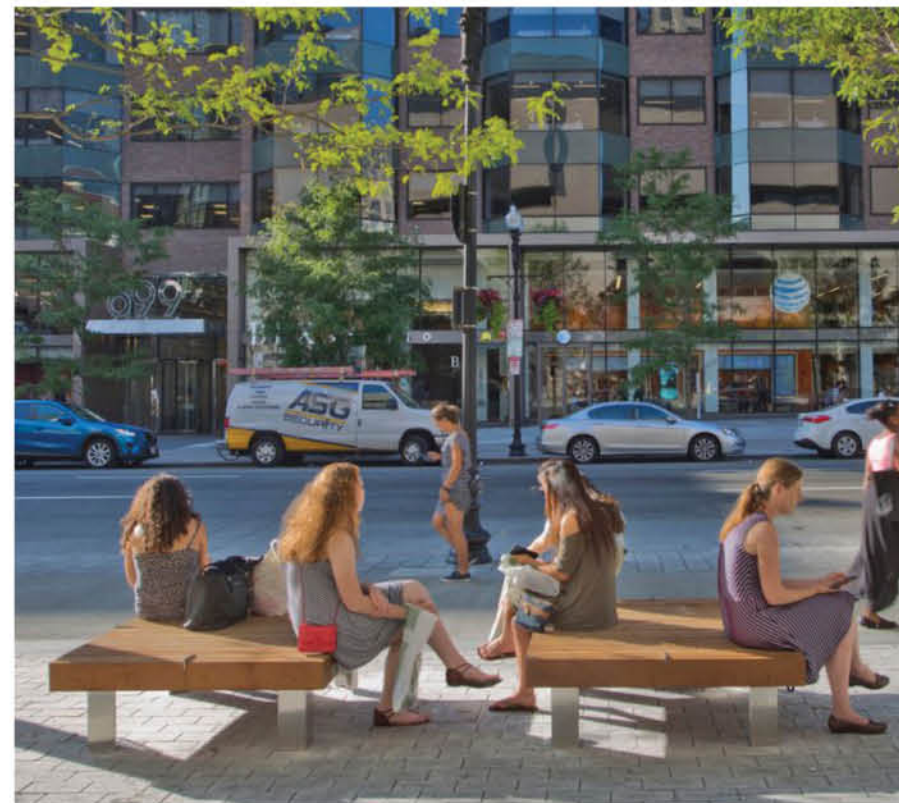
Urban Design Proposal: Greening - Habitat and Biodiversity



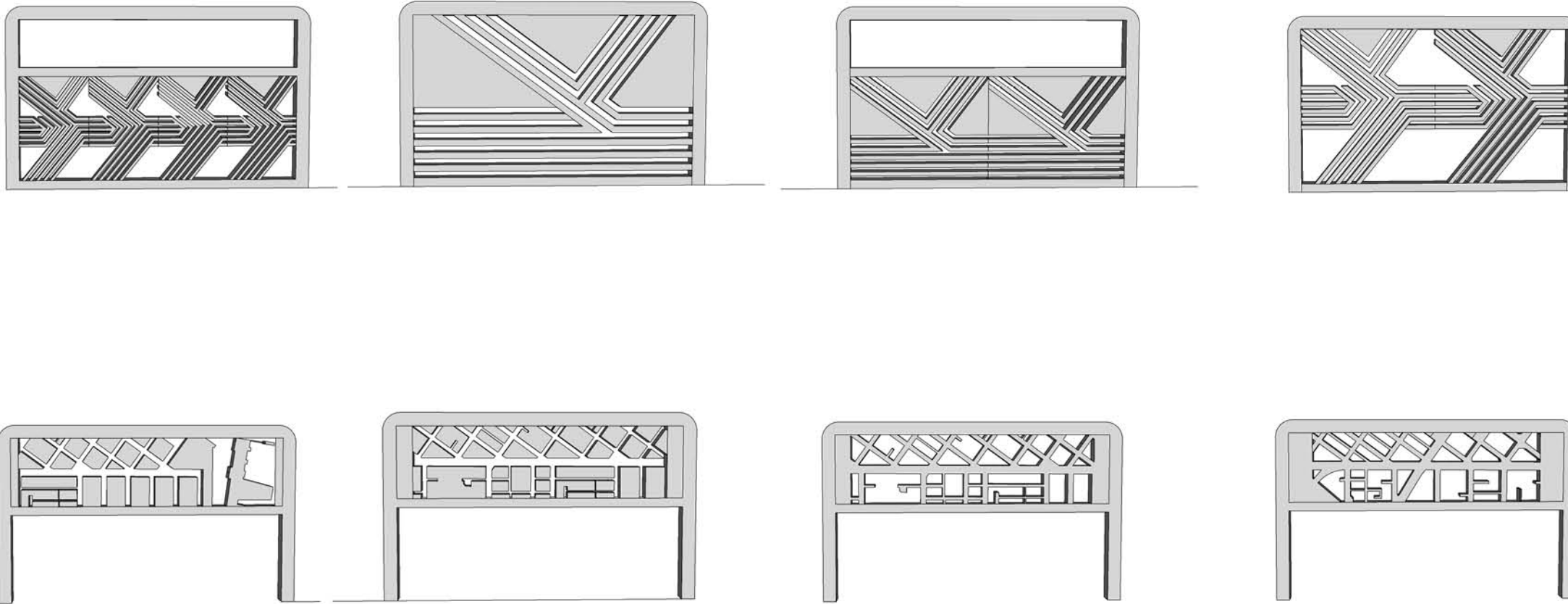
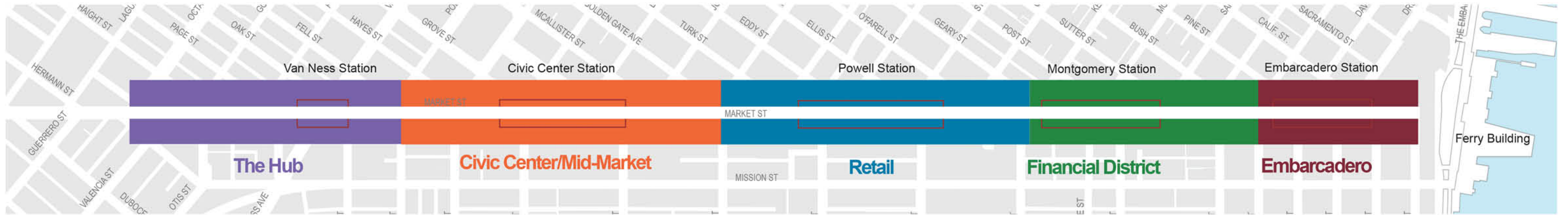
Urban Design Proposal: Existing Site Furnishings



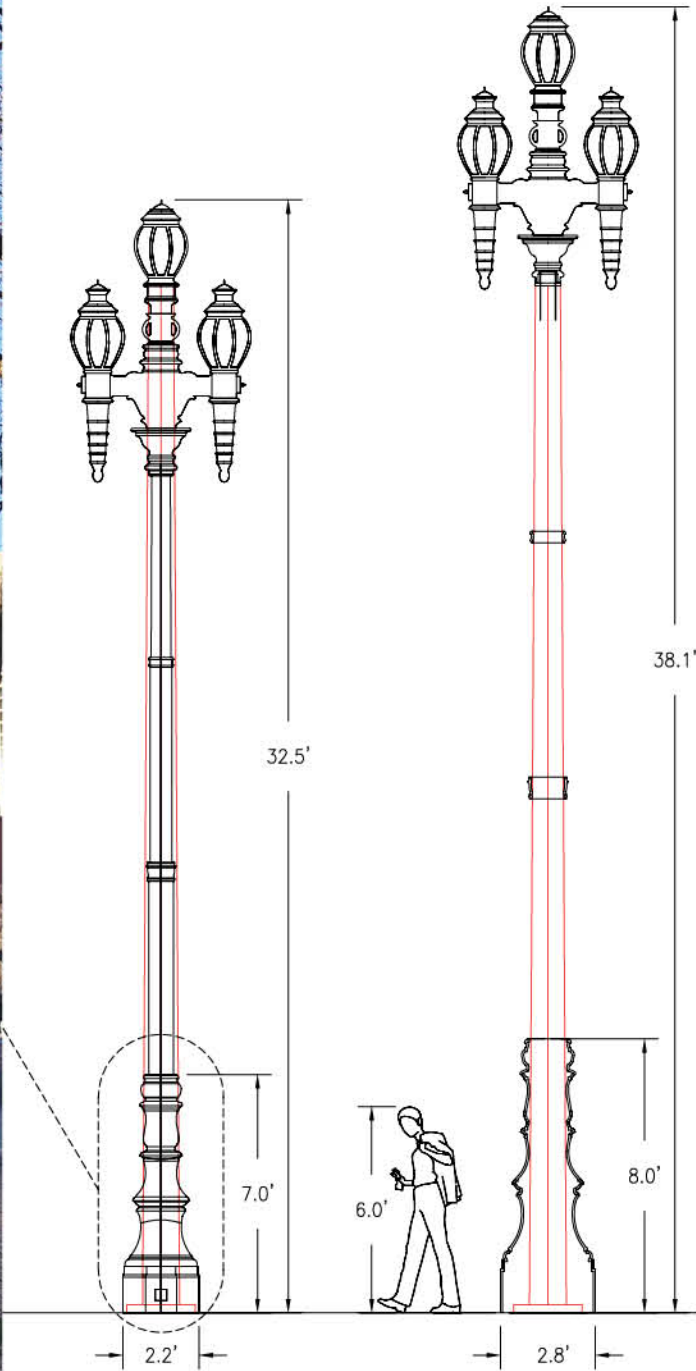
Urban Design Proposal: Proposed Site Furnishings



Urban Design Proposal: Neighborhood Identity



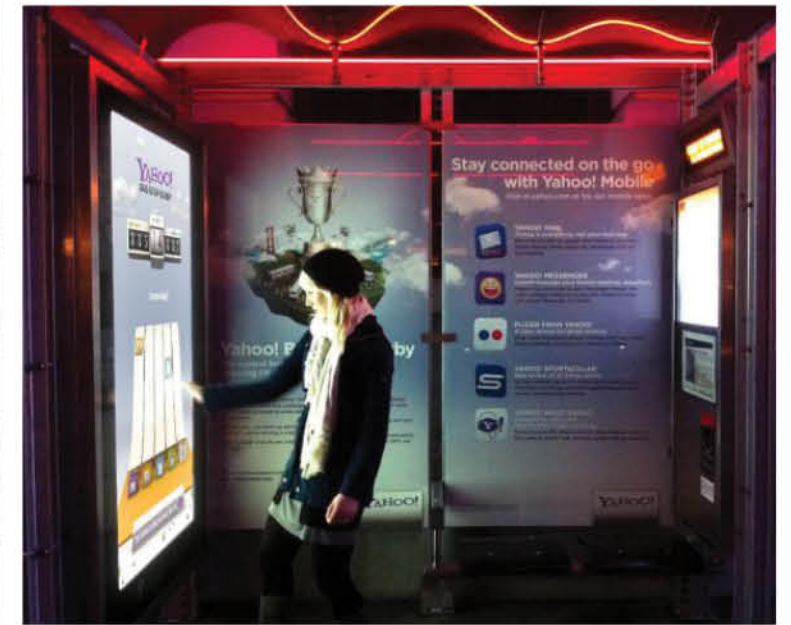
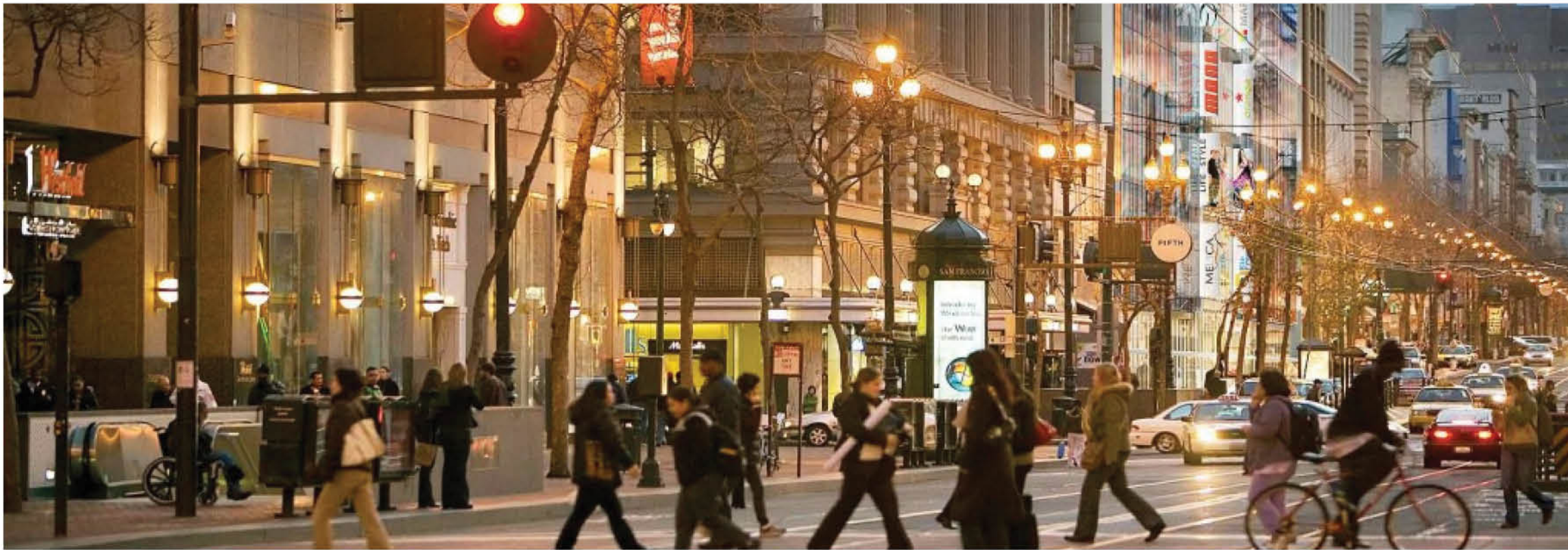
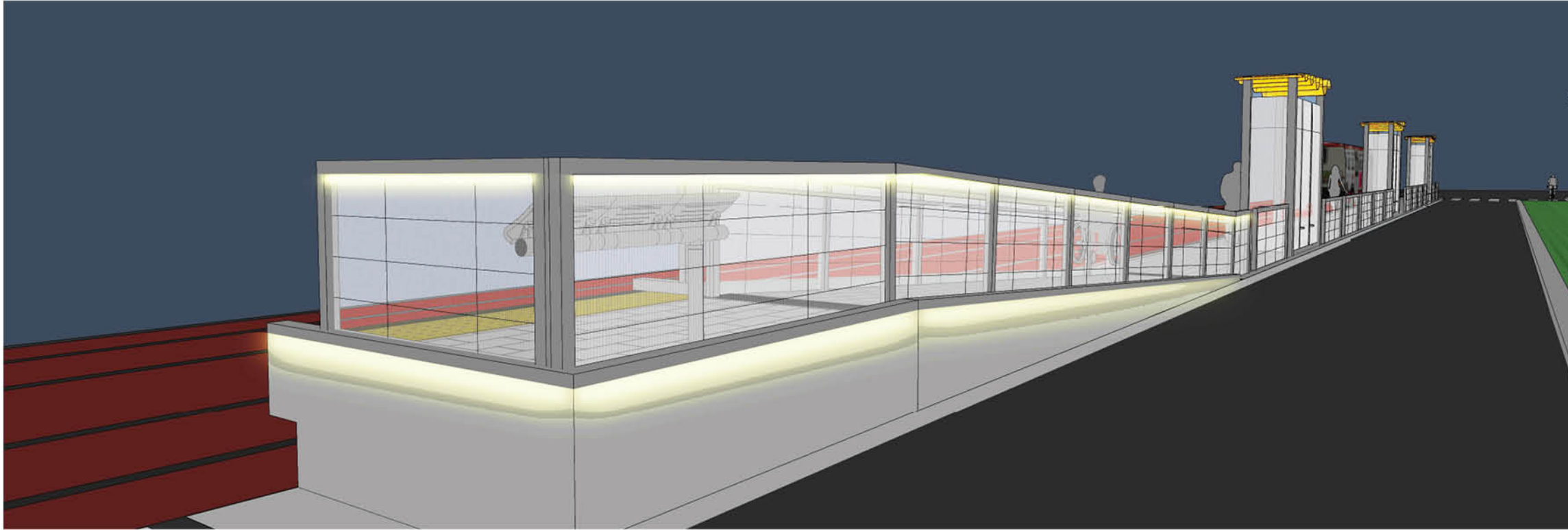
Urban Design Proposal: Lighting



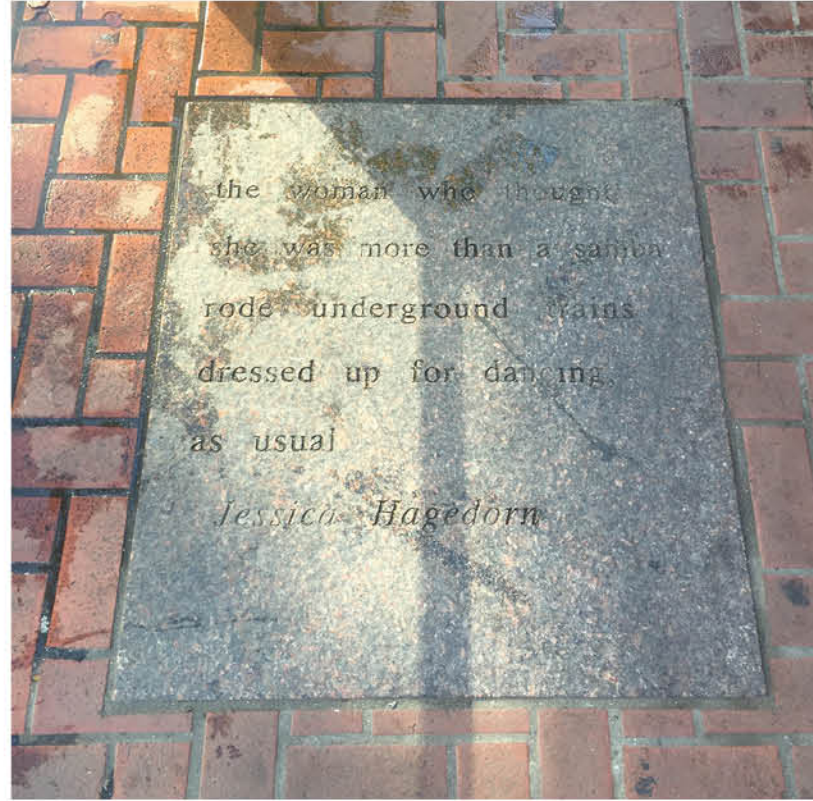
Path of Gold: New larger poles and recast bases



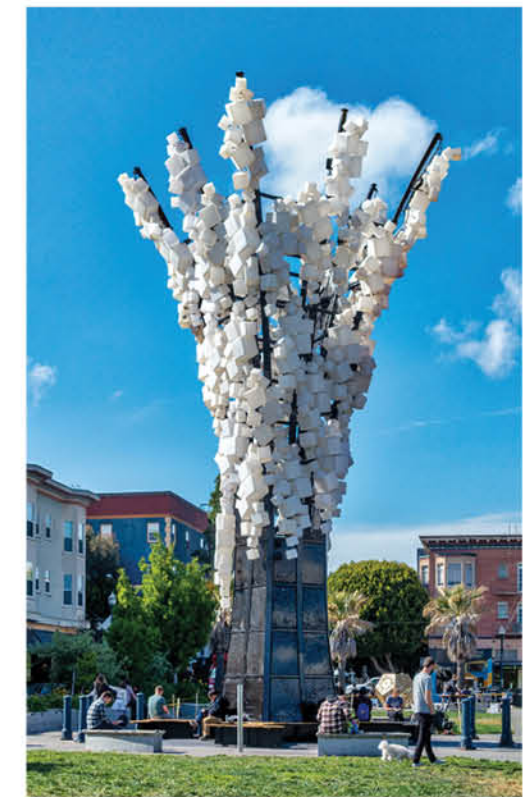
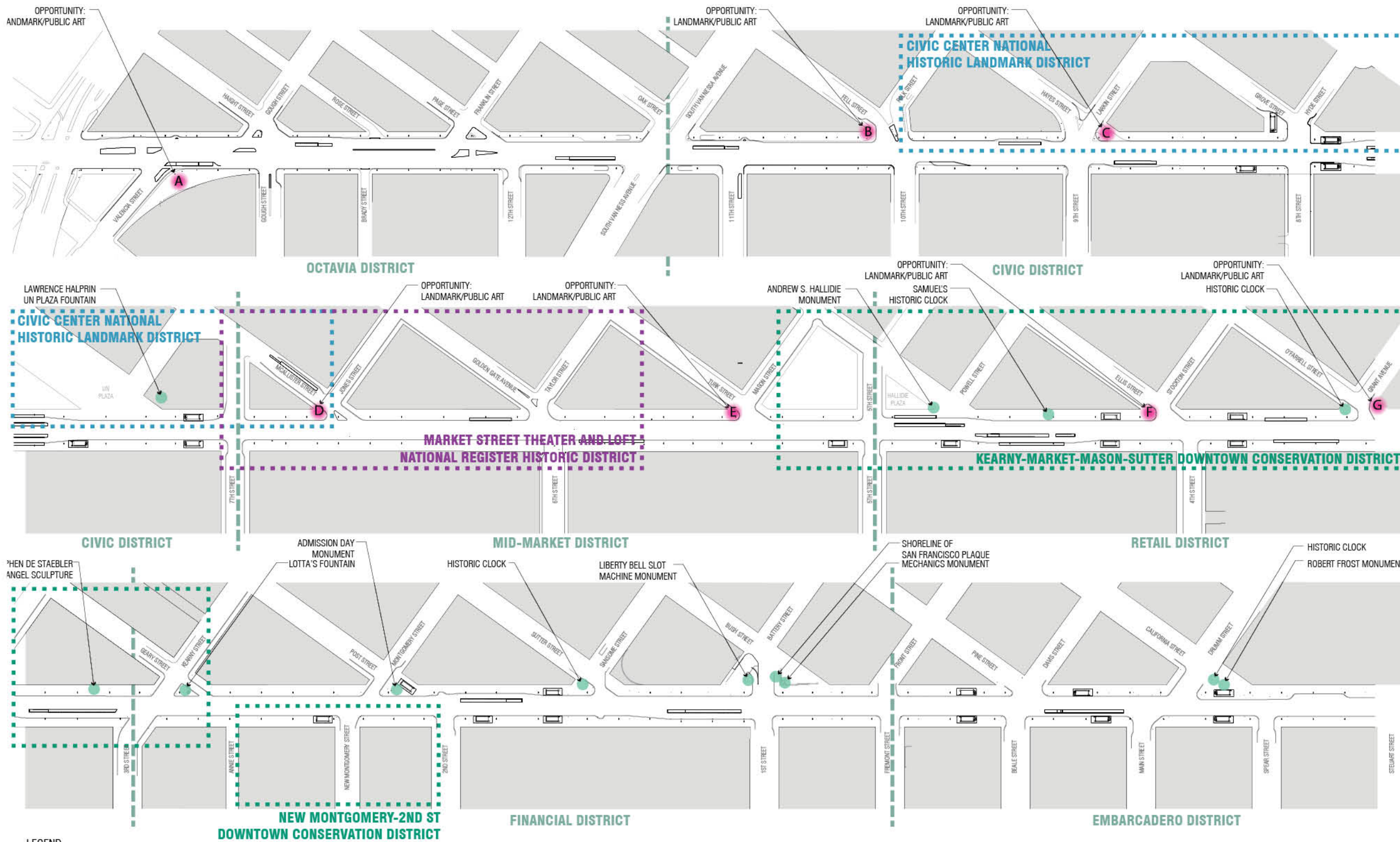
Urban Design Proposal: Supplemental Lighting



Urban Design Proposal: Public Art - Existing Monuments



Urban Design Proposal: Public Art

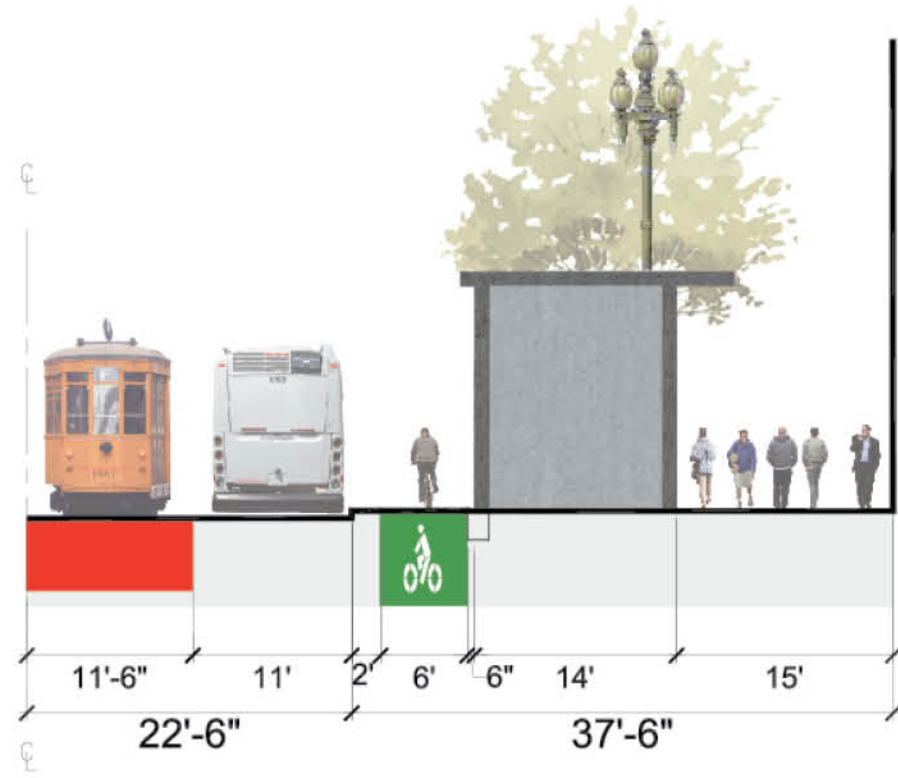




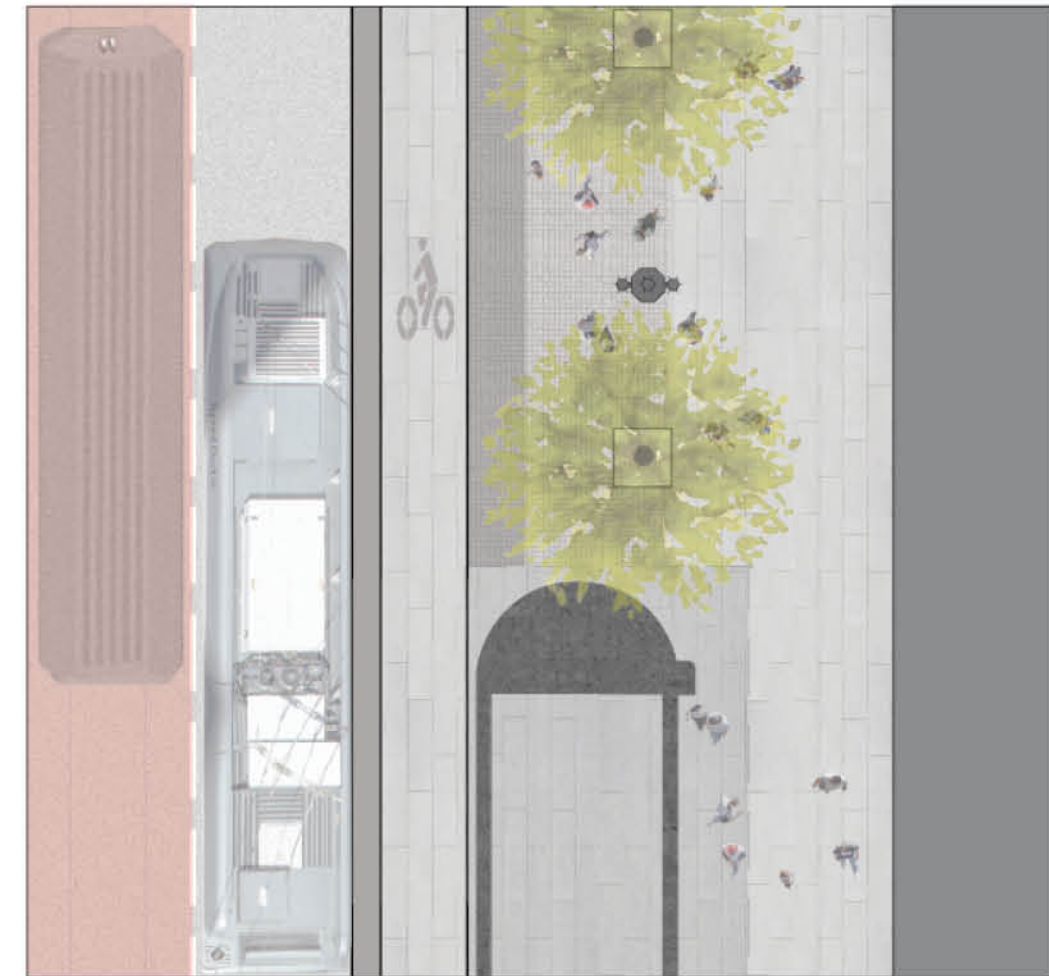
APPENDIX



BART PORTAL

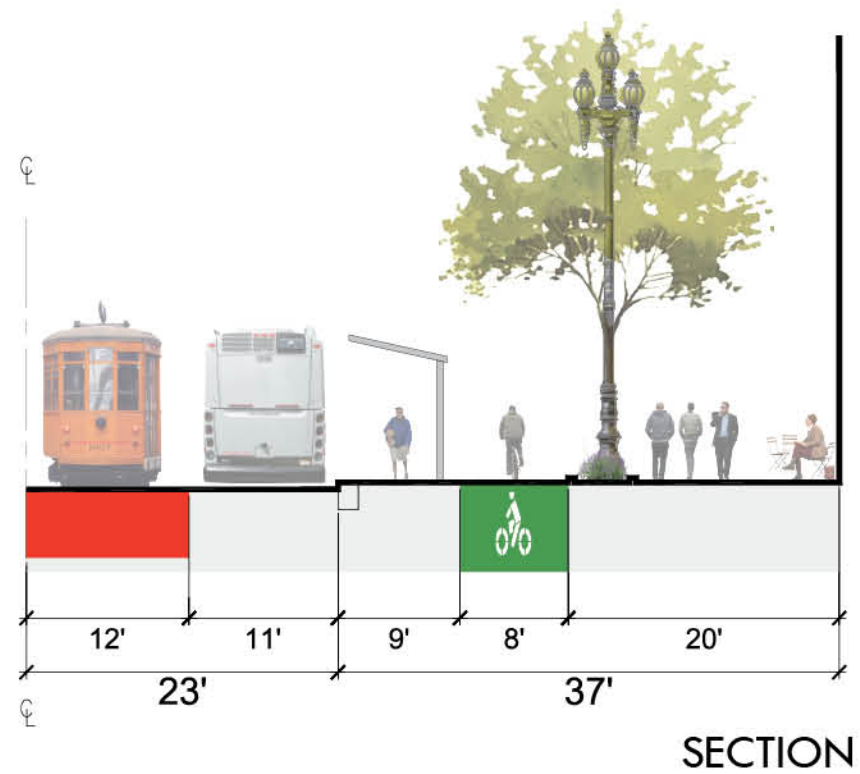


SECTION

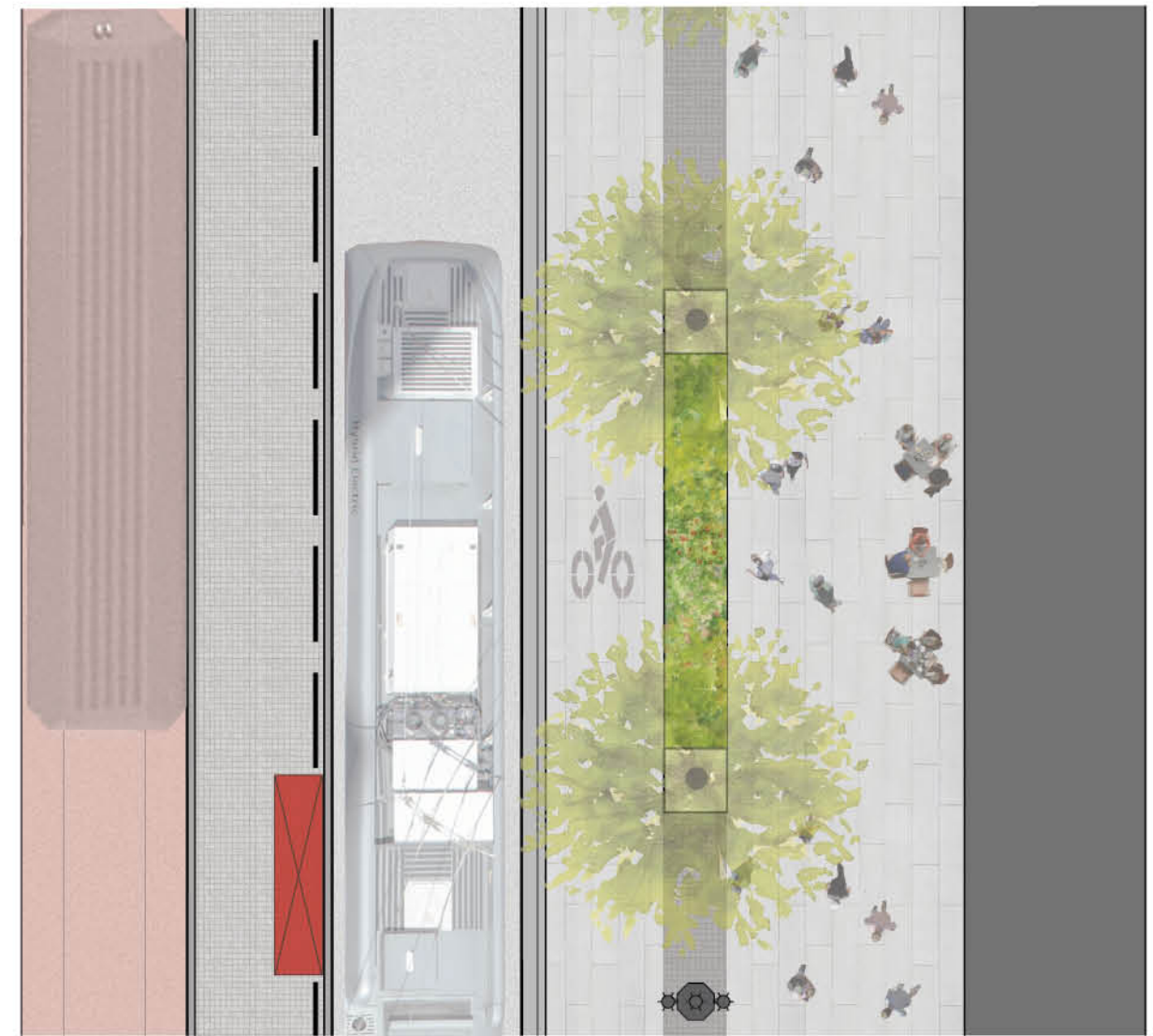
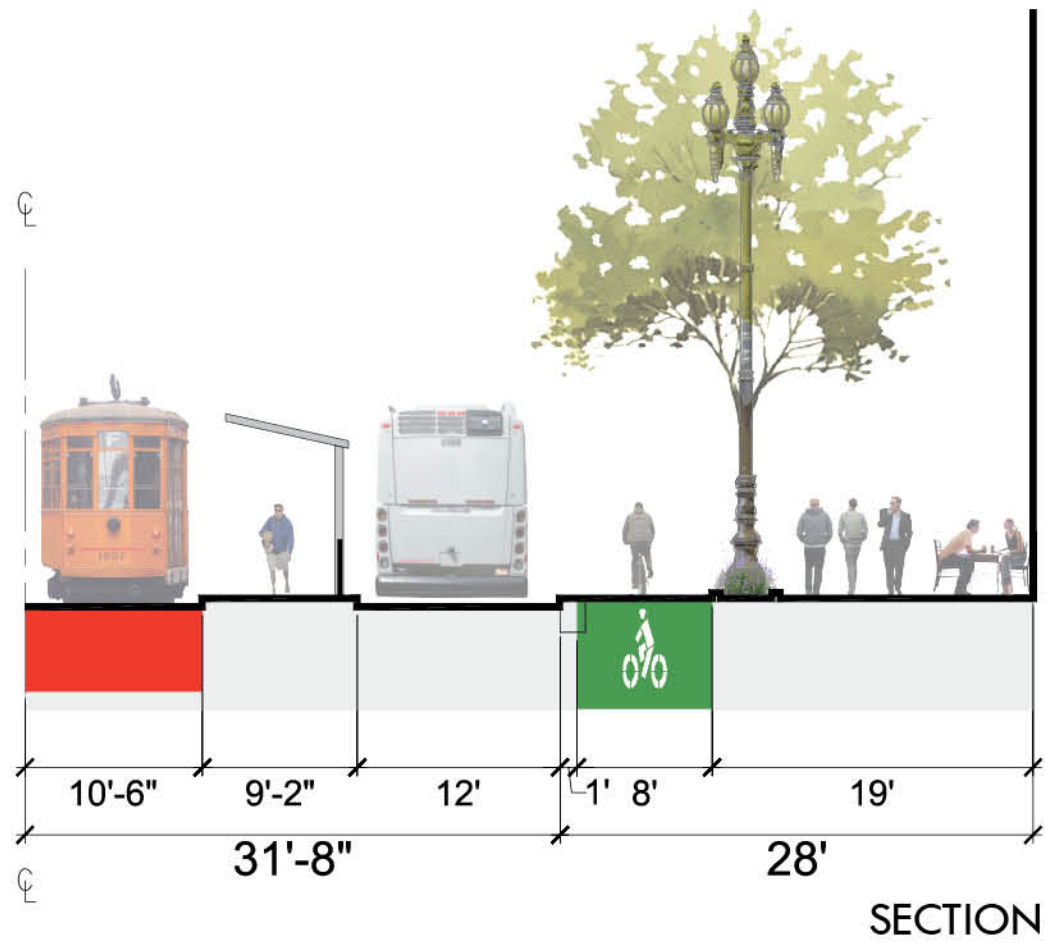
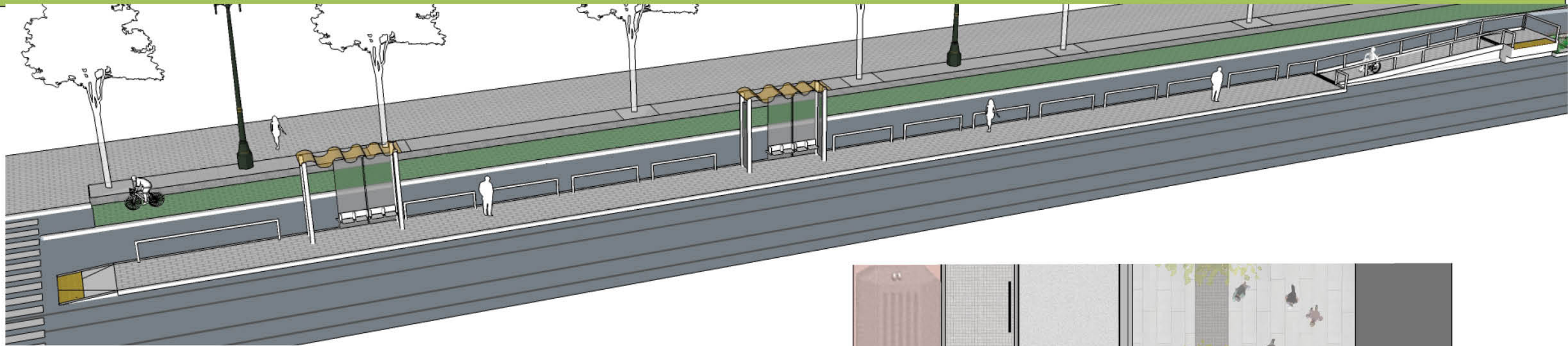


PLAN

CURBSIDE TRANSIT PLATFORM

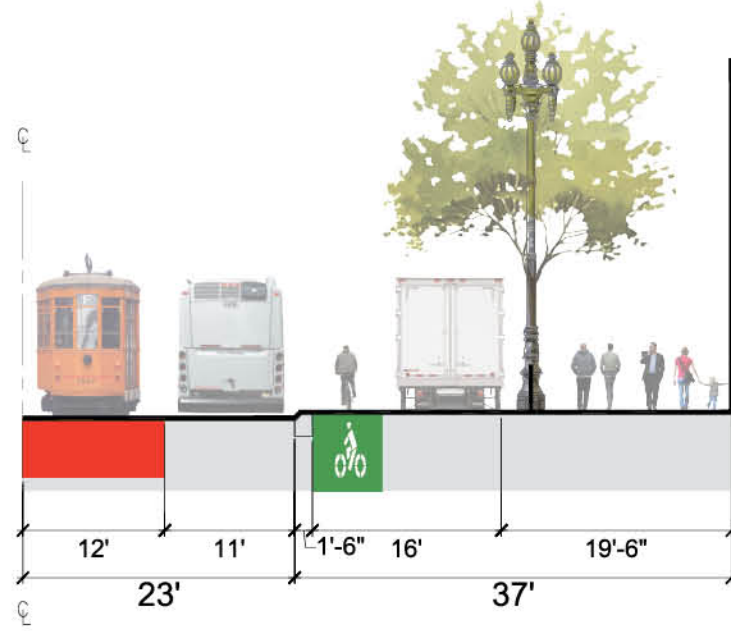


CENTRAL TRANSIT PLATFORM

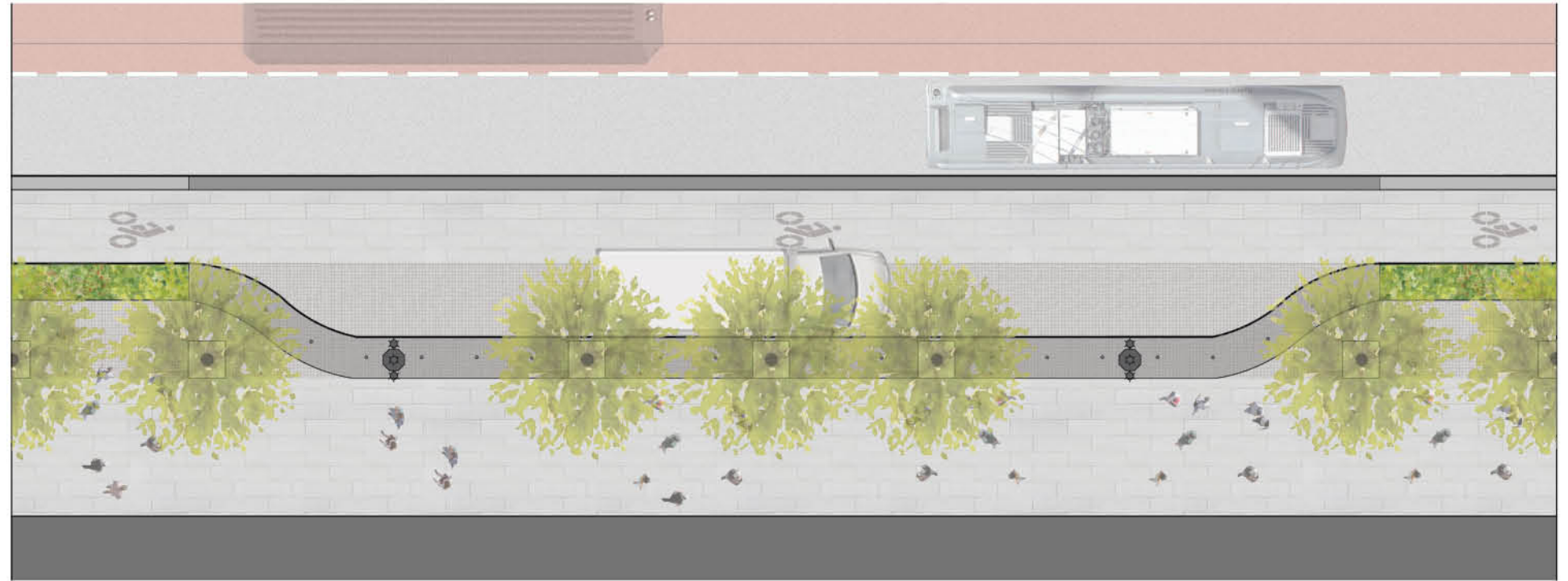


FLEX ZONE

NON-PEAK

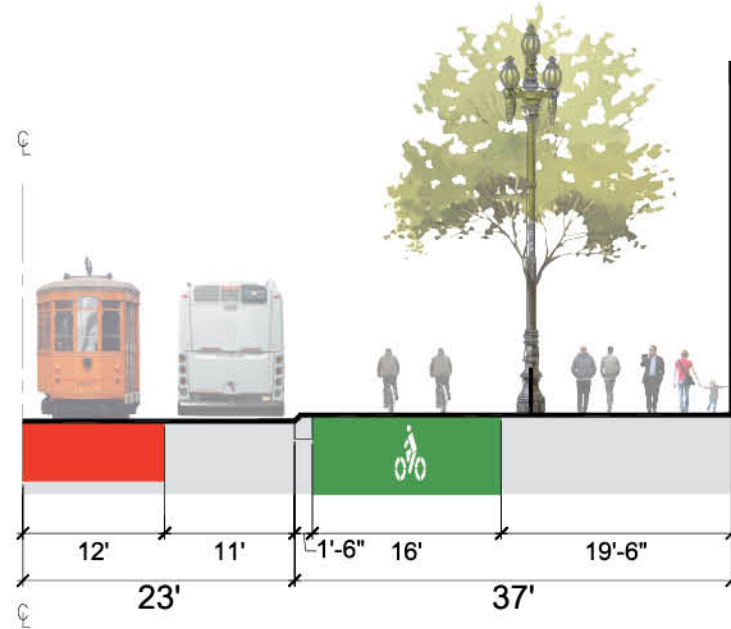


SECTION



PLAN

PEAK



SECTION



PLAN



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

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.

