

■ Appendix A. Public Life Public Space Survey ■

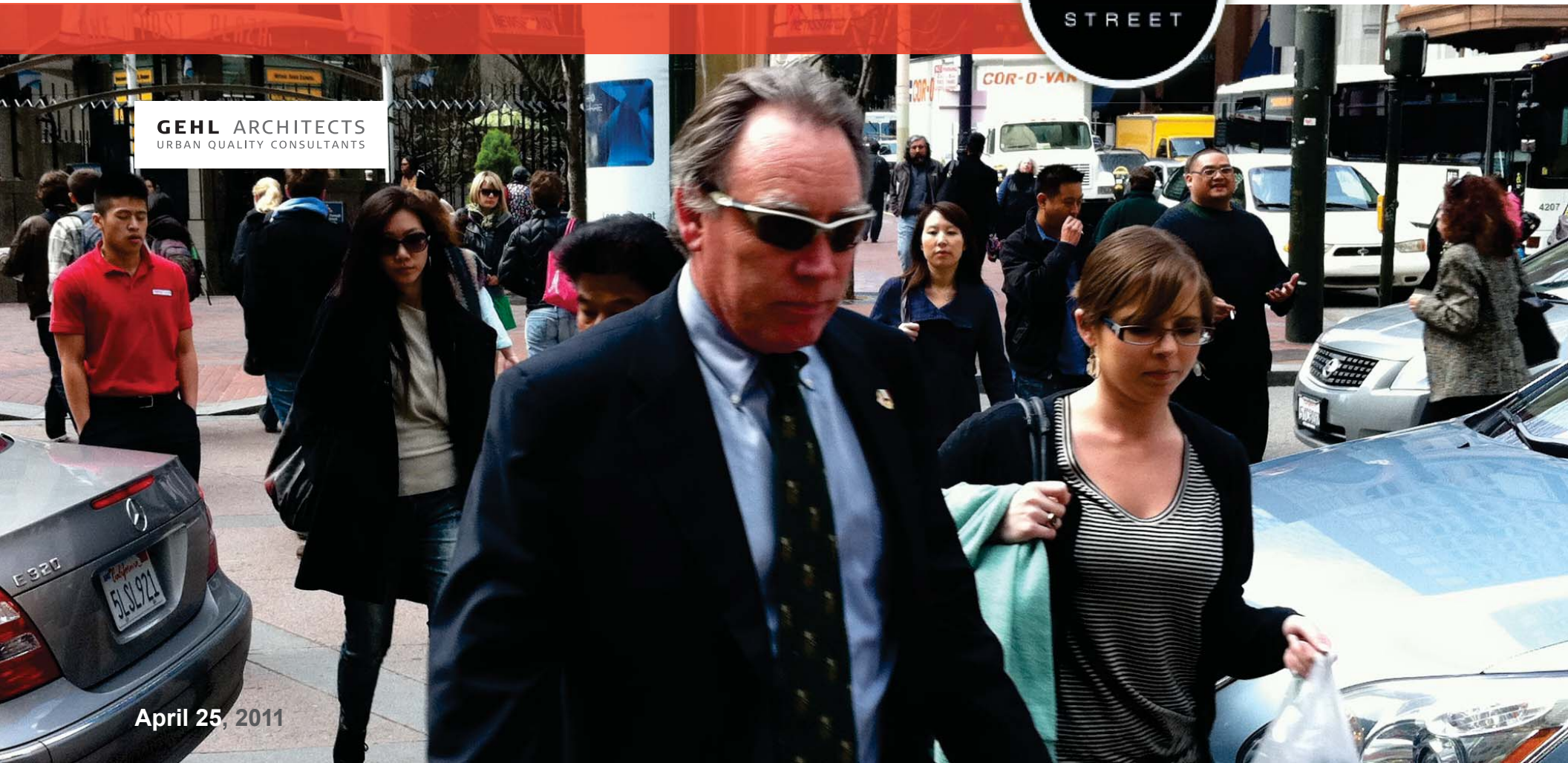
BETTER MARKET STREET

Public Life Public Space Survey



GEHL ARCHITECTS
URBAN QUALITY CONSULTANTS

April 25, 2011



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Neil Hrushowy at the San Francisco Planning Department was instrumental in coordinating the 2011 Market Street Public Life and Public Space survey. We are grateful to Neil and the excellent surveyors that he provided.

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PUBLIC LIFE SURVEYS

1. Pedestrian and cyclist survey

2. Stationary activity survey

How are public spaces used?

The purpose of the Public Life Survey is to examine how public spaces are used. It provides information on where people walk and stay either as part of their daily activities or for recreational purposes. This can form the basis for future decisions, about how the streets and spaces should be upgraded. How to make them easy and pleasant places to visit, not simply traffic conduits.

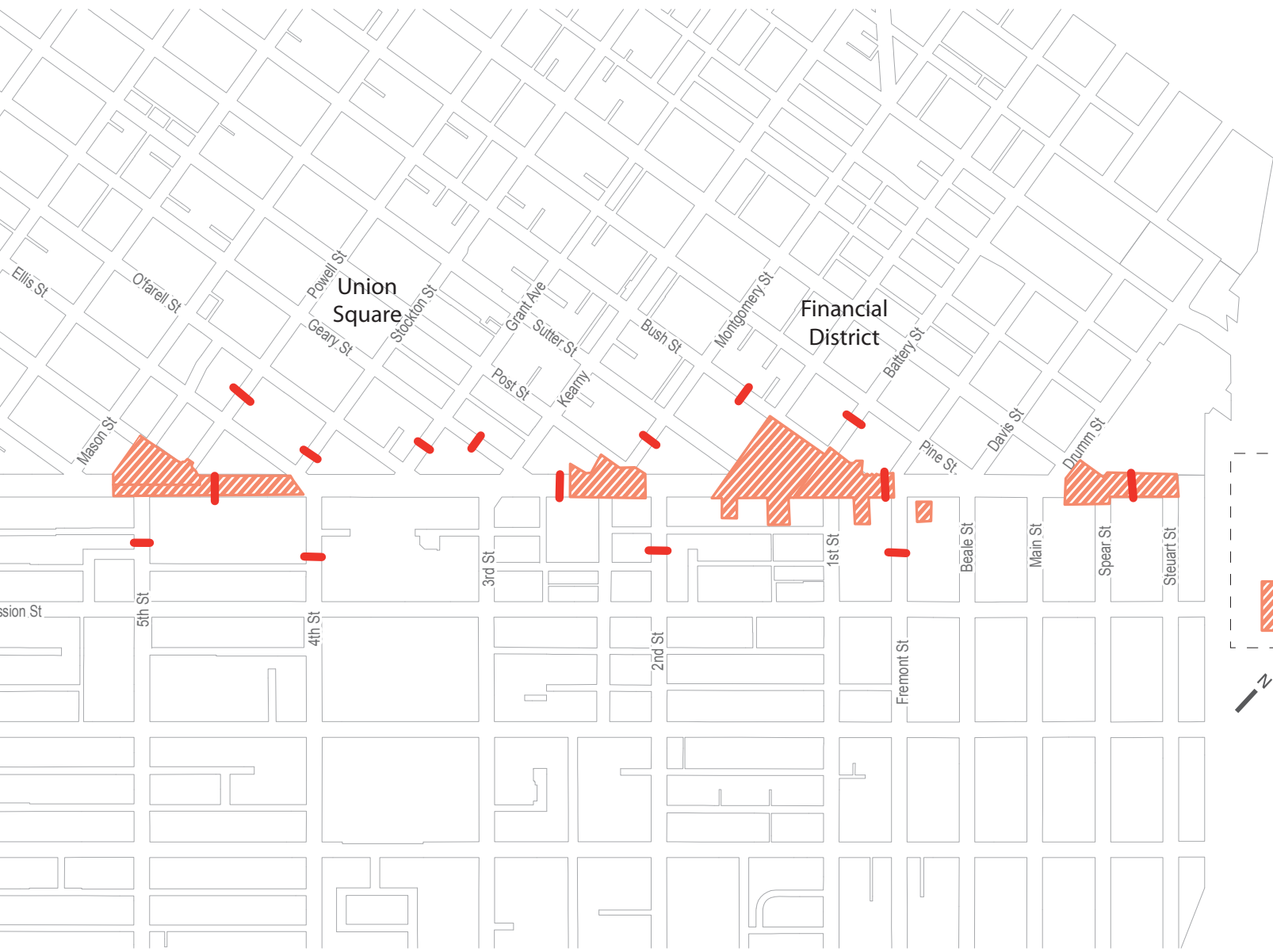
People walking and cycling

A large number of pedestrians walking and cycling in the city does not necessarily indicate a high level of quality. However, a high number of people choosing to spend time in the city indicates a lively city with strong urban quality.

Stationary activities

The study also provides information on how many people sit, stand, or engage in other stationary activities in the city, and where they do it. These stationary activities are good indicators of the quality of the urban spaces.





Pedestrian & cyclist survey location

Stationary activity survey location



PUBLIC LIFE

People



Age and gender

A comfortable street often has a good blend of stationary users: even ratios of men and women, and a balance of people of all ages.

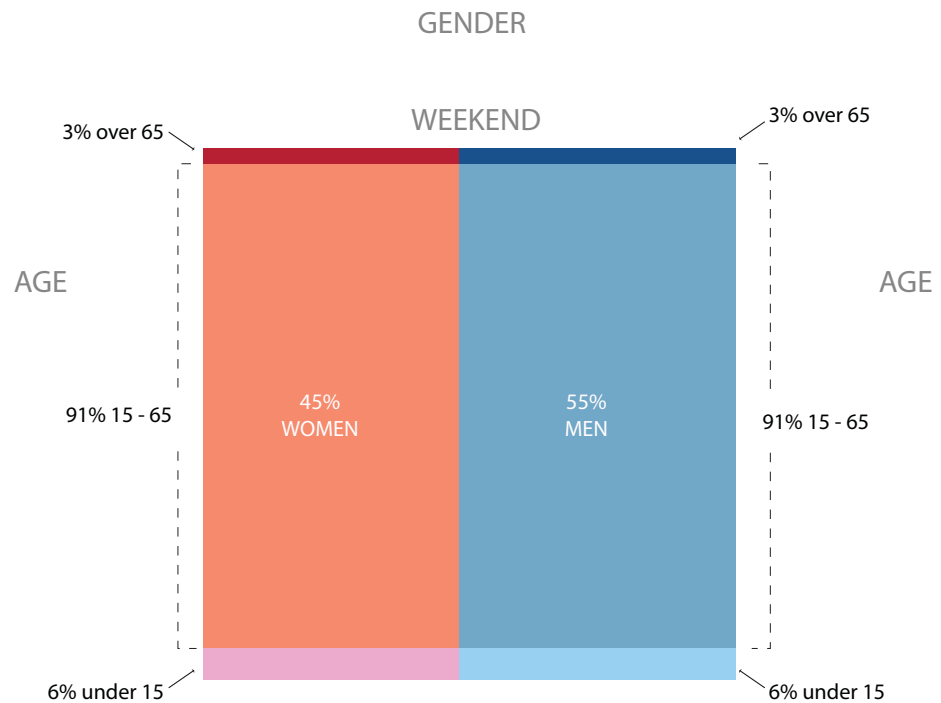
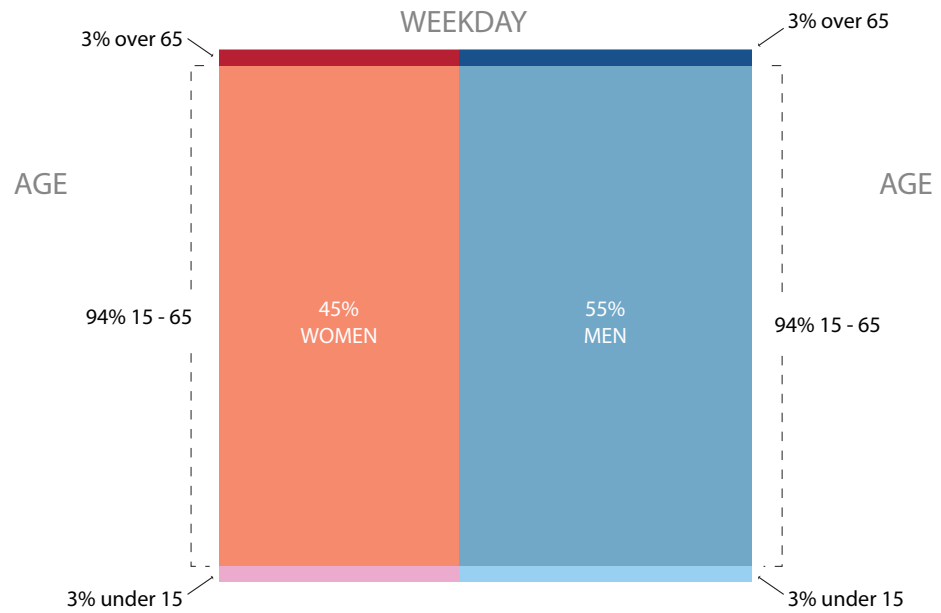
The figures on the right represent data collected at multiple sites along Market Street during all hours of the day throughout the summer of 2009 by the San Francisco Planning Department.

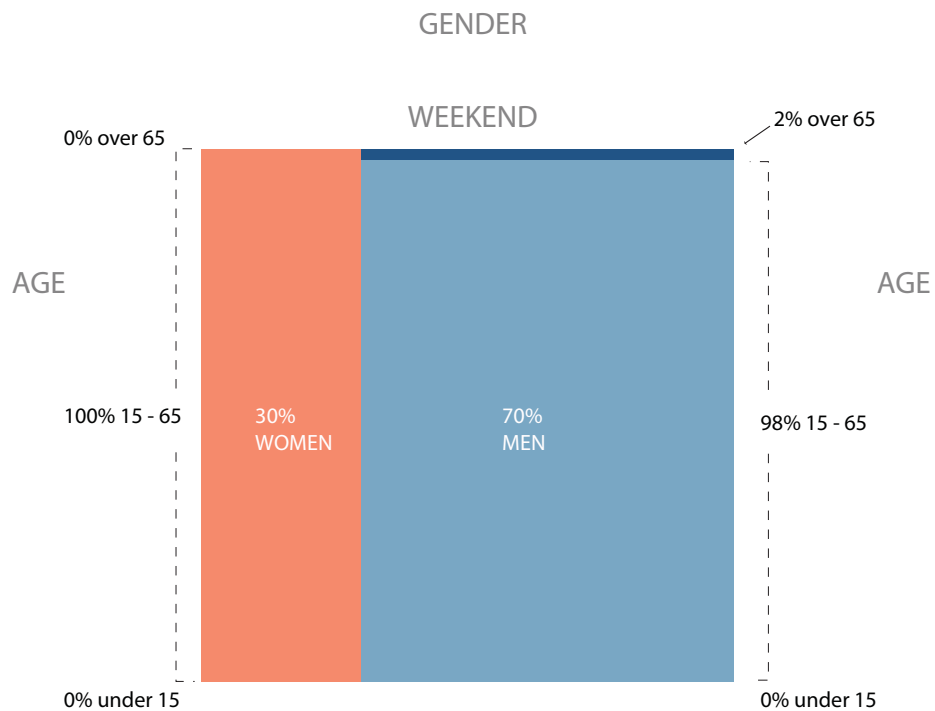
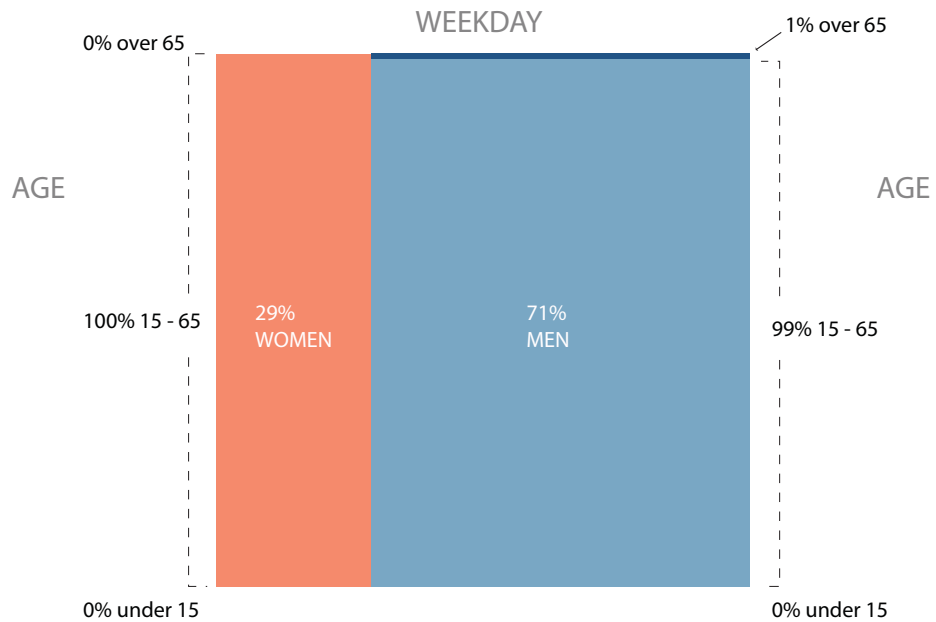
(www.bettermarketstreetsf.org/docs/MarketStreetReport.pdf).

Significantly fewer women were recorded along Market Street than men, along with an under representation of children and people over 65 years old.



A surveyor recording pedestrians on Market Street





PUBLIC LIFE

Cyclists



Age and gender

A good thermometer for measuring how safe a street feels to cycle in is the mixture of people who actually ride bikes on a street. A safe street for cycling is inviting for people of all ages, and there is an equal mixture of men and women cycling.

At three sites along Market Street (Market at Van-Ness, Market at 7th St, and Market at Spear St), surveyors recorded the apparent age and gender of hundreds of cyclists passing by. The figures to the left represent the average of these recordings.

From this information, we see that Market Street's cycle mixture is out-of-balance, with 99% of cyclists between the ages of 15 and 65, and under 30% of the cyclists are women. This indicates that Market Street feels unsafe for cycling.

PUBLIC LIFE SURVEY

Pedestrians

Thursday, March 10, 2011

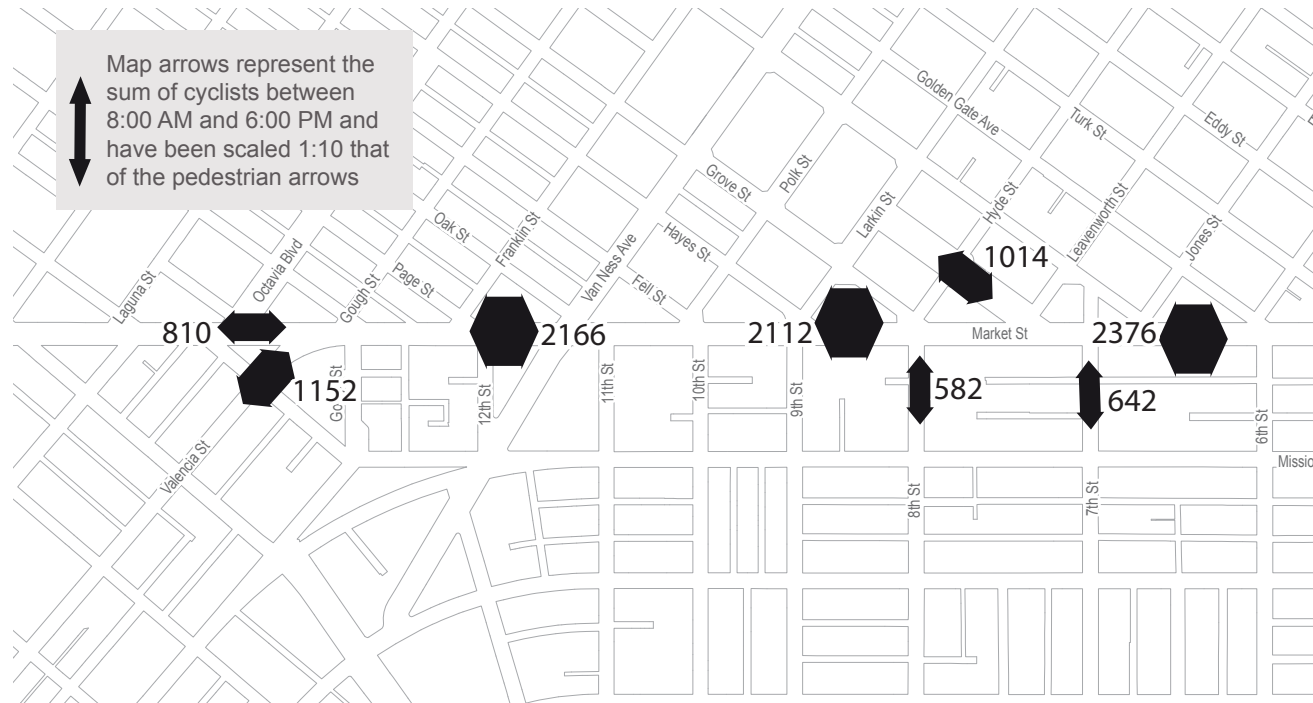


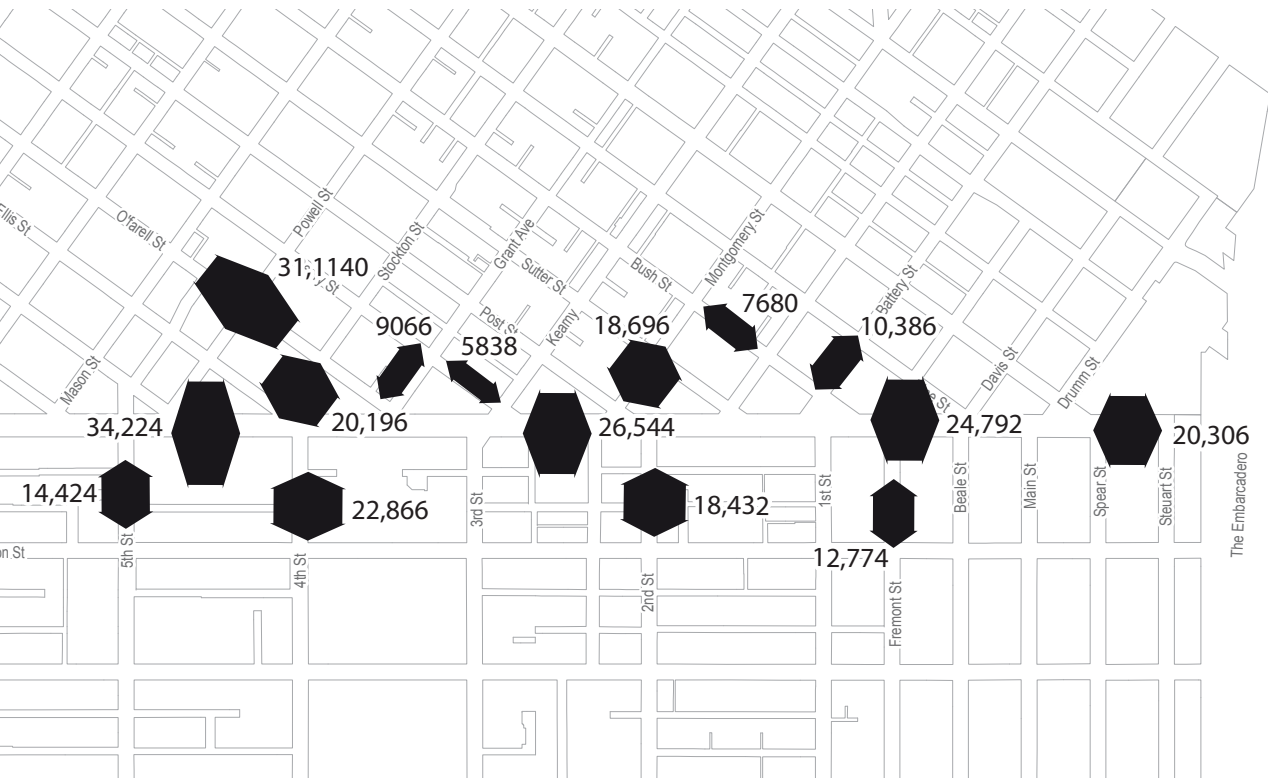
Weather: Mix of rain and sunshine, windy, high in the low 50's



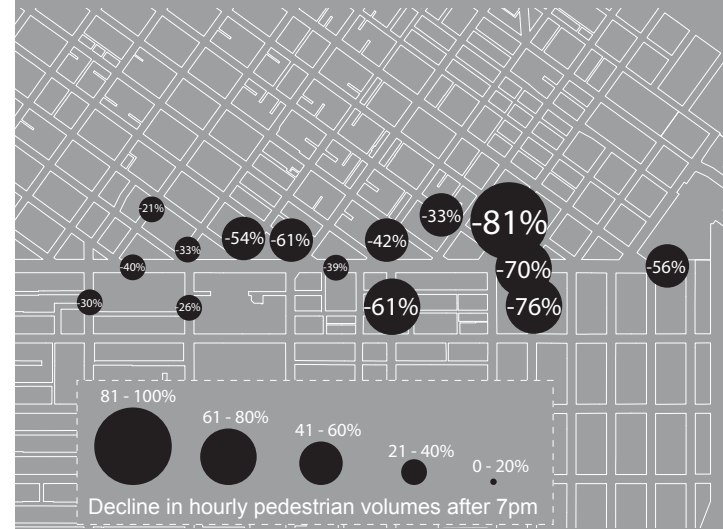
Cyclists

Thursday, March 10, 2011



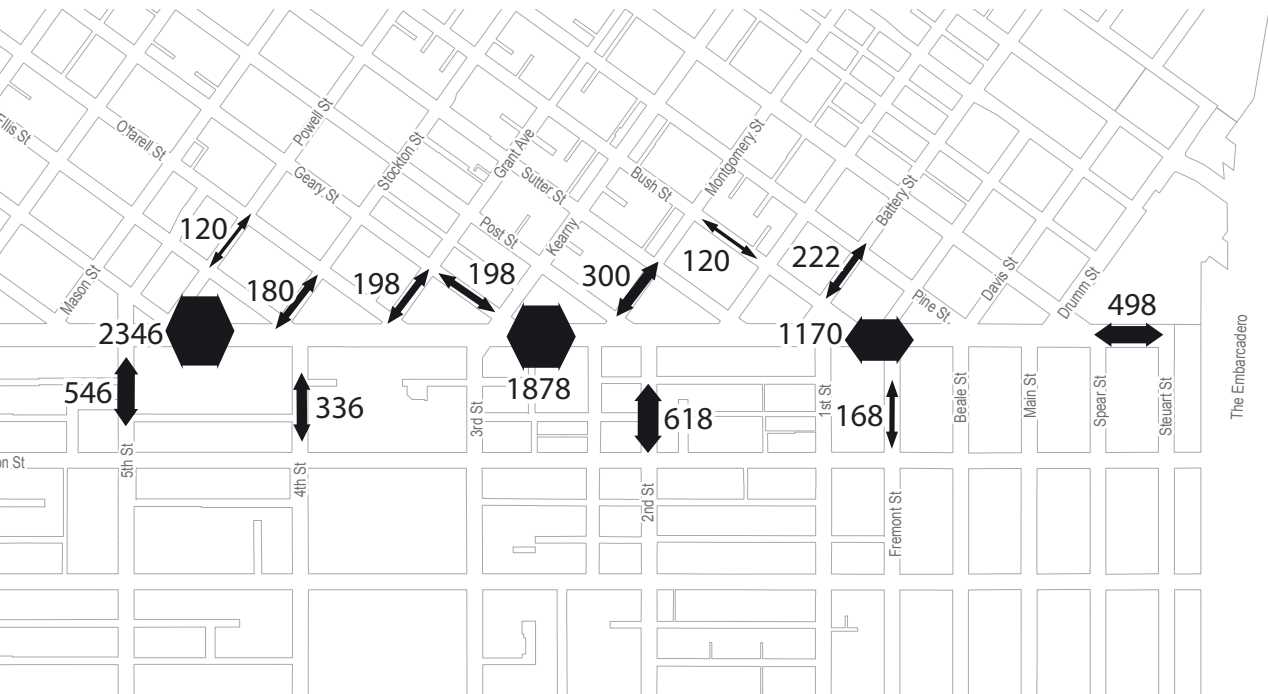


Evening Activity



Comfort and Safety

In general, there were significant declines in pedestrian activity after dark, especially in the business district where we saw 70 - 81% declines in pedestrian volume (Appendix A).



PUBLIC LIFE SURVEY

Pedestrians

Saturday, April 2, 2011



Weather: Clearing to mostly sunny in the afternoon, windy, high in the low 60's

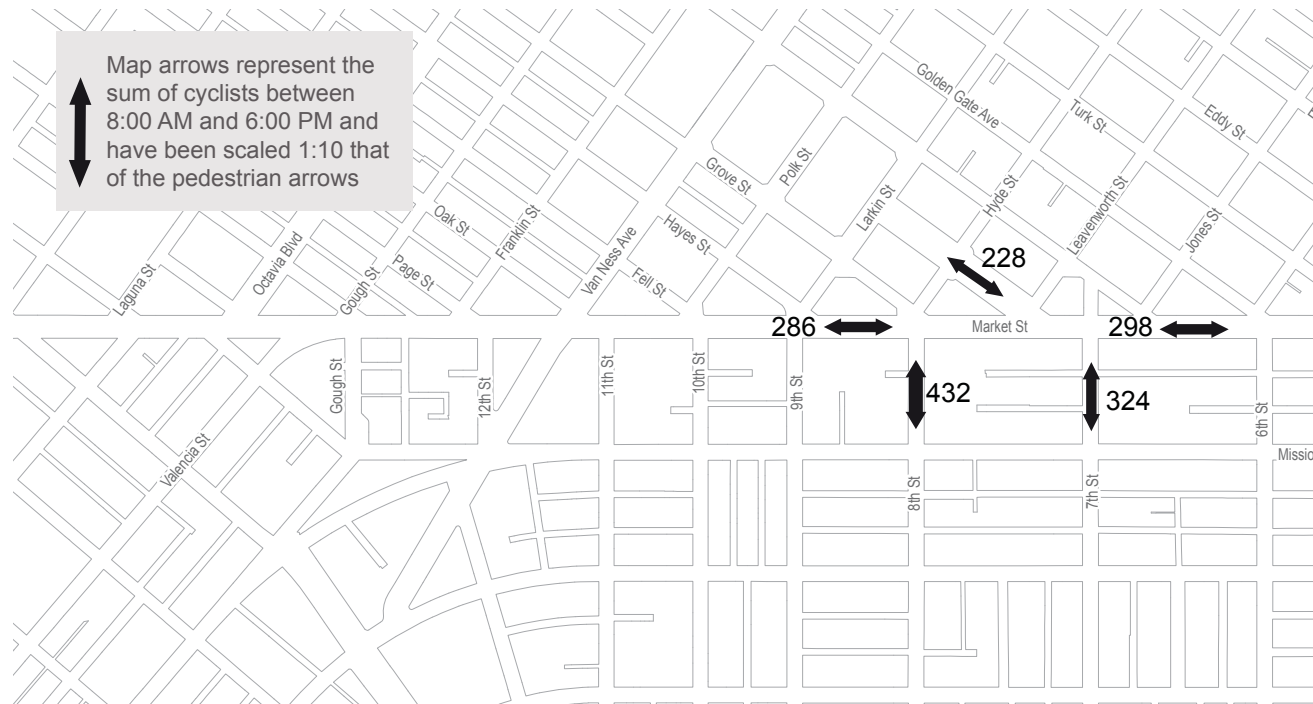


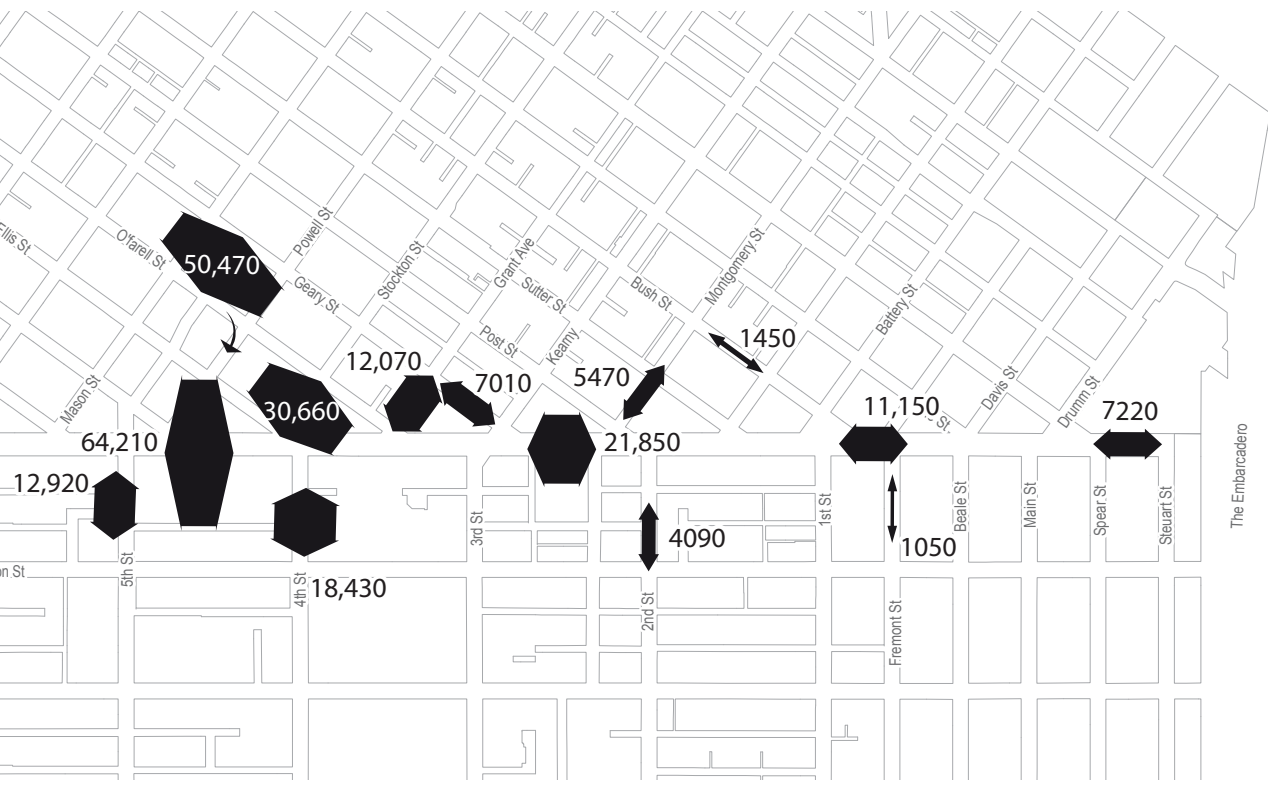
Cyclists

Saturday, April 2, 2011

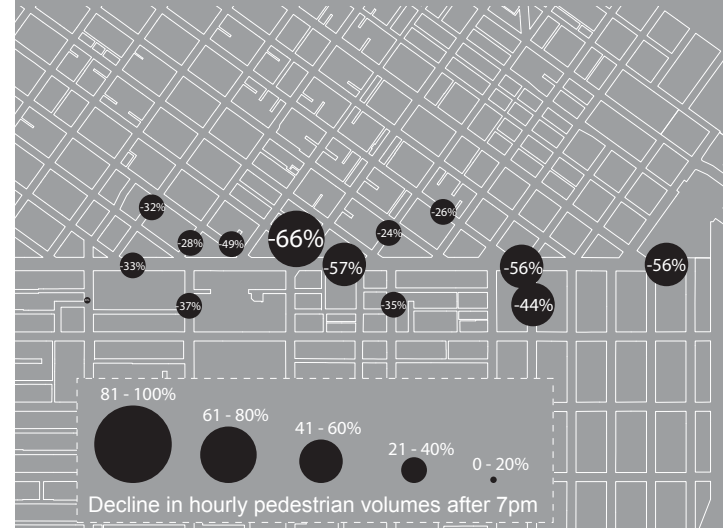


The Saturday survey extent extended to 10th St





Evening Activity



Comfort and Safety

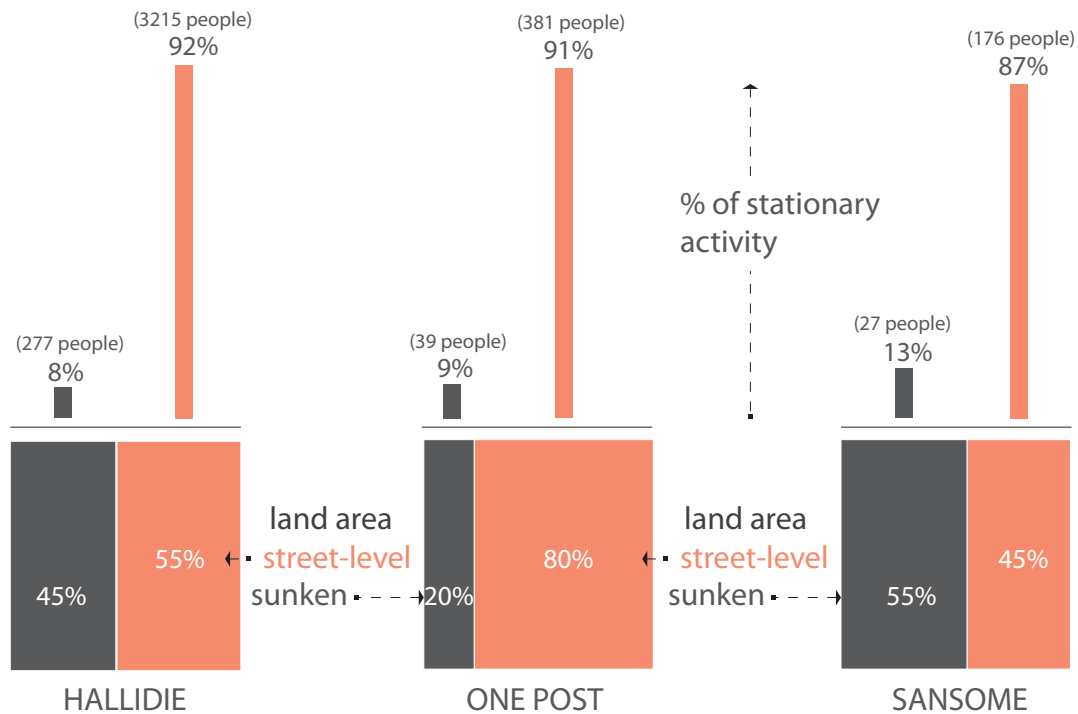
There were significant declines in pedestrian activity after dark, even during the weekend (Appendix A).

STATIONARY ACTIVITY: Locations

Survey Method

A method for evaluating the number of people participating in stationary activities, or “staying,” has been developed in previous Public Life Surveys by Gehl Architects in other cities around the world. This method was used here. Every hour, surveyors recorded the stationary activities taking place at certain locations within and around Market Street. The activities that were recorded every hour --on a fresh map--were then tallied and are compared to other survey sites here.



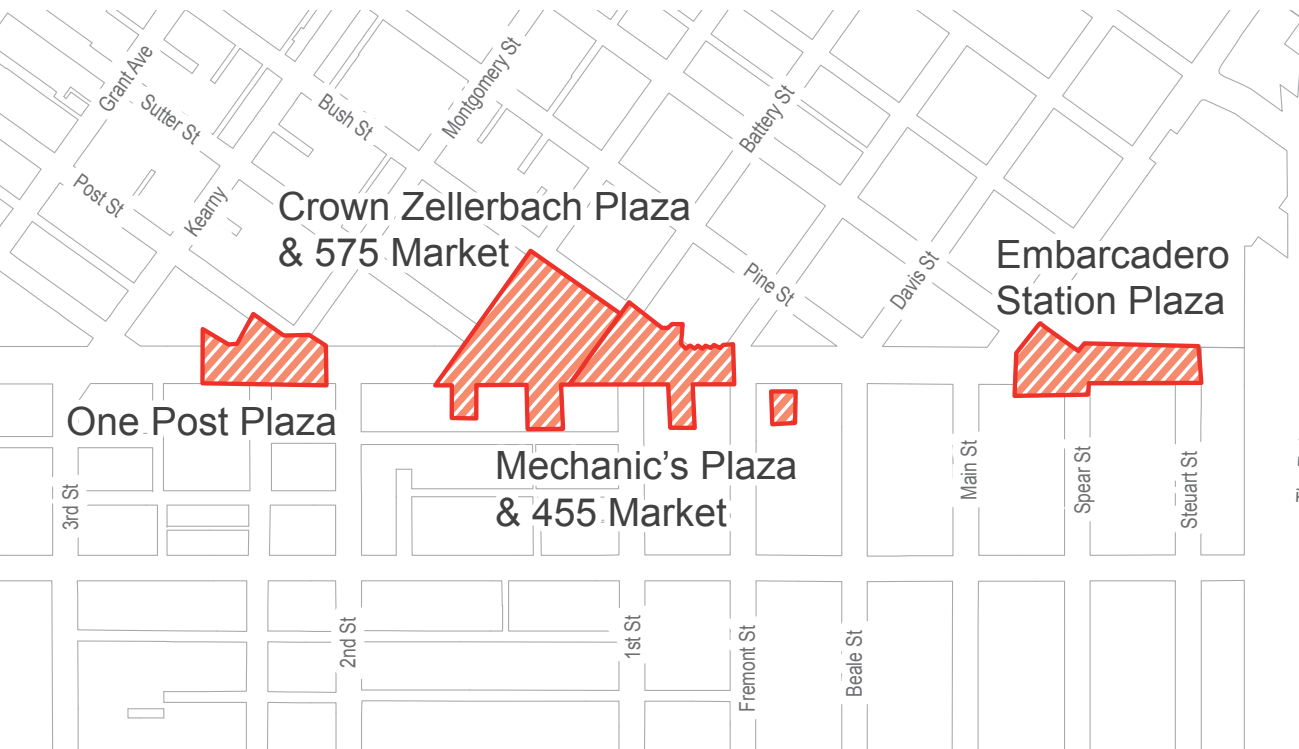


Sunken Plazas

Human preference

Plaza activity analysis along Market Street has revealed that in San Francisco, most people prefer to be above ground. The San Francisco Planning Department recorded the position of people in plazas (at-grade or sunken) during the summer of 2009. Very few people were observed in the sunken plazas, and a great number of people were seen spending time above ground. As revealed in the figures to the left, this was the case even when the amount of sunken land was comparable to the amount of land at-grade.

(www.bettermarketstreetsf.org/docs/MarketStreetReport.pdf)



More people were observed at street-level than in sunken plazas.

STATIONARY ACTIVITY:

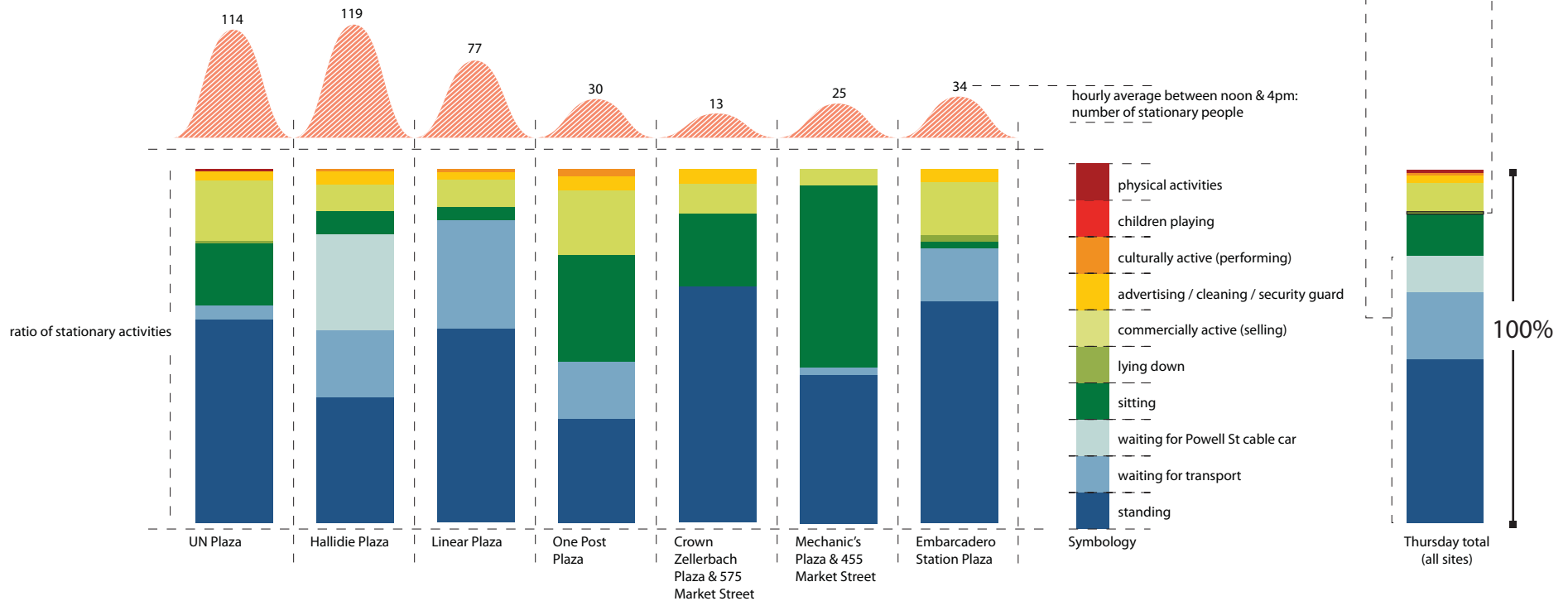
Weekday, urban DNA

Although standing and waiting for transportation are by far the most popular activities all along Market Street, there is a great deal of variation in the volume of people using different spaces in the study area, and at different times of the day. Generally, the central portion of the study area has the greatest volume of activities.

After dark, stationary activity sharply declines.

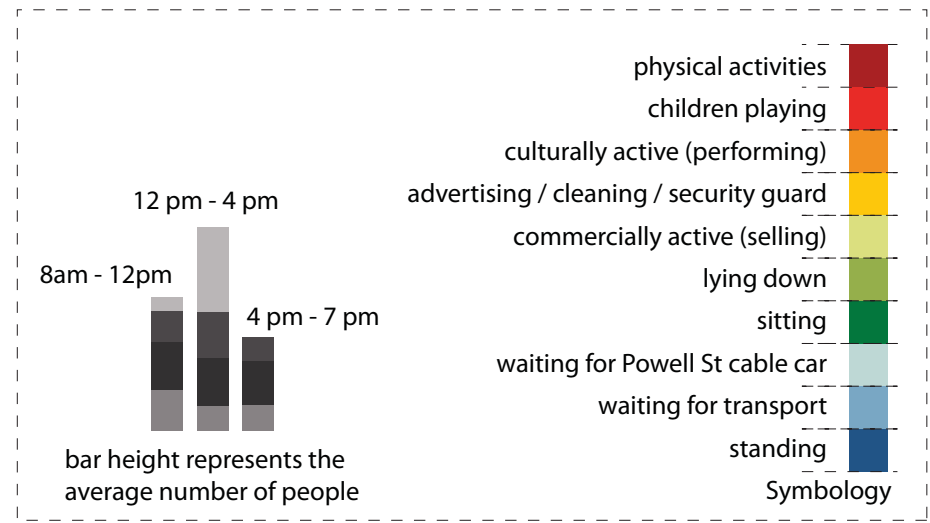
<1% of people are lying down

75% of all activity is waiting for transport and standing





People will sit even if it means inventing a seat



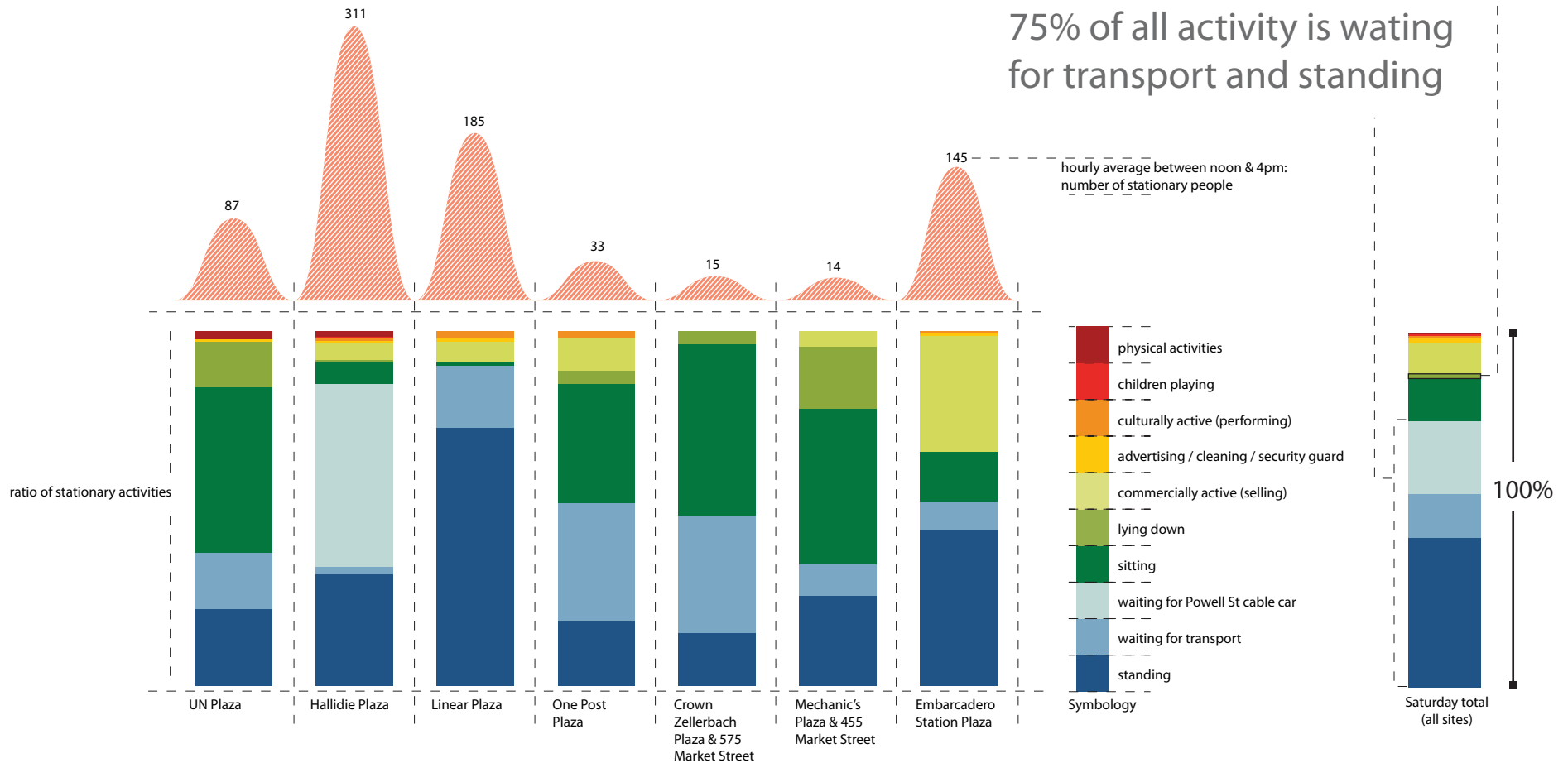
STATIONARY ACTIVITY:

Weekend, urban DNA

Although the volume of activity increases during the weekend, the mixture of activities remains very much the same -- most people are standing or waiting for transport.

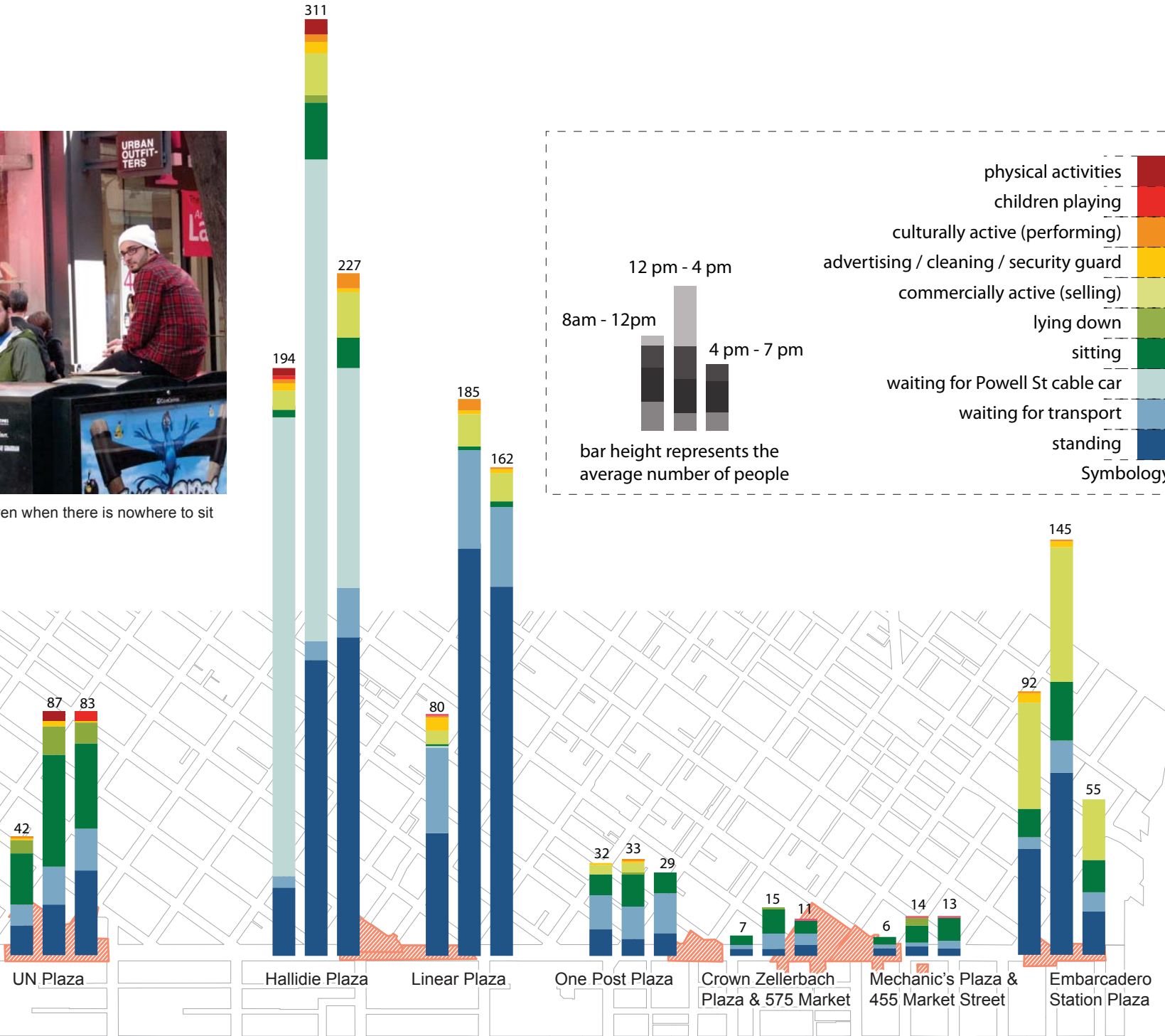
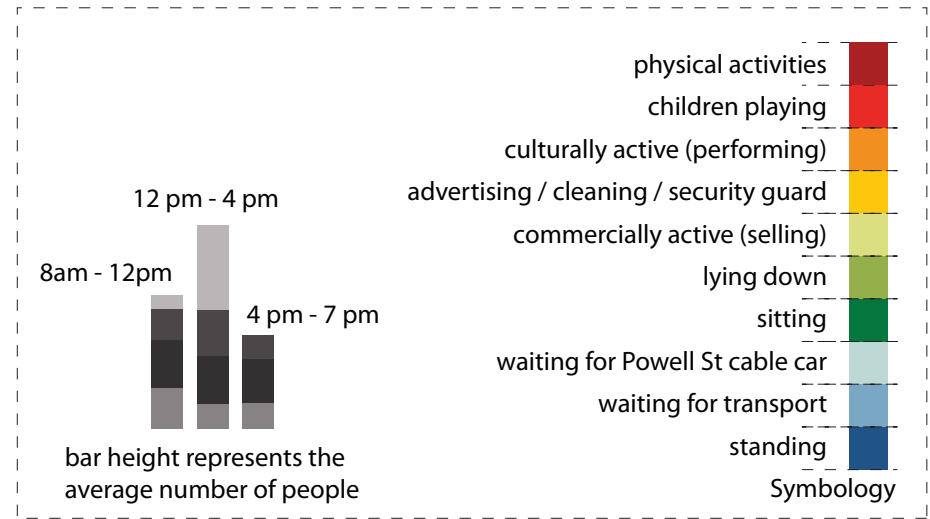
<1% of people are lying down

75% of all activity is waiting for transport and standing





People will sit down even when there is nowhere to sit

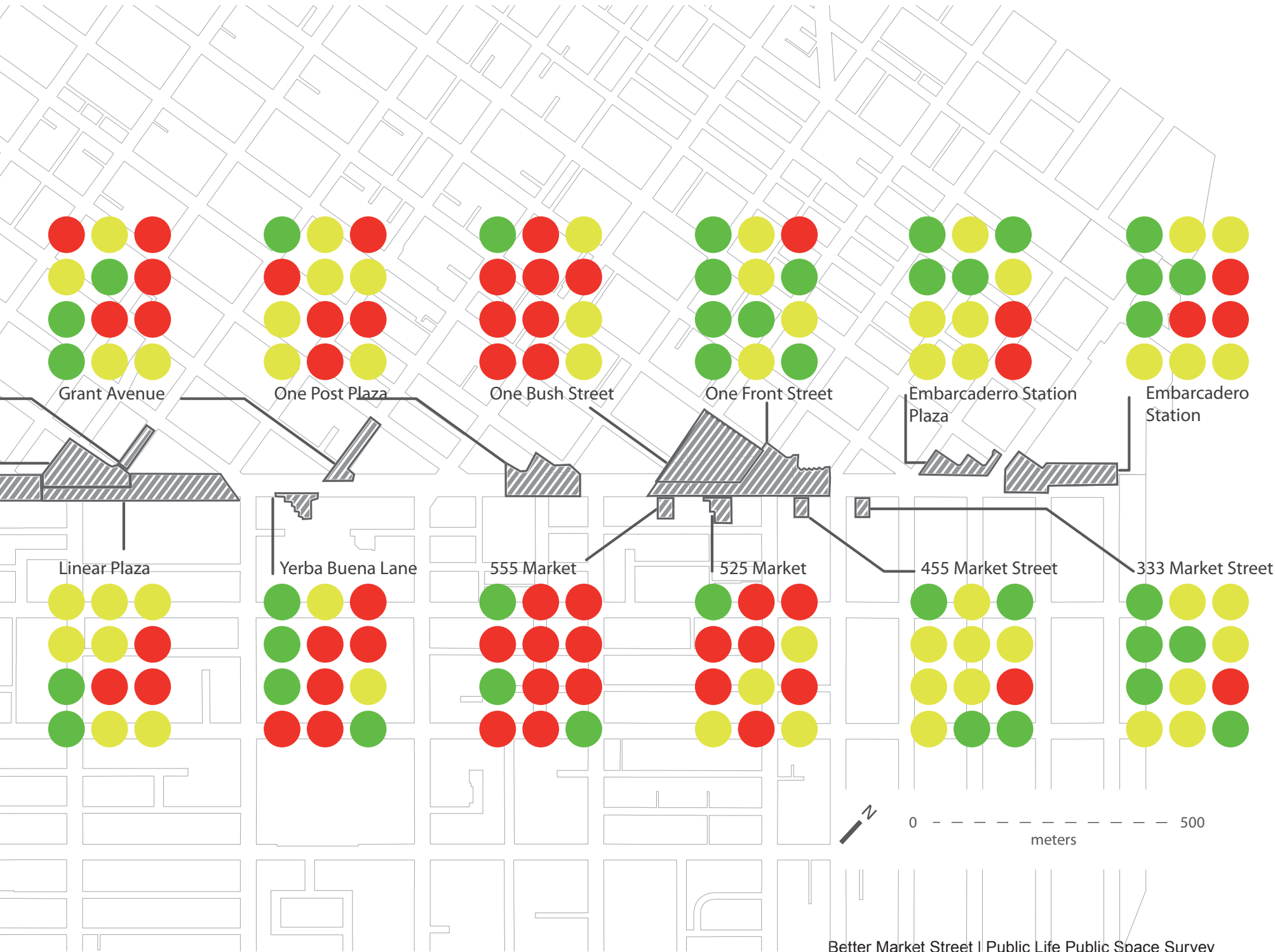


PUBLIC SPACE

12 Quality criteria

P R O T E C T I O N	1. Protection against Traffic & Accidents <ul style="list-style-type: none"> - traffic accidents - fear of traffic - other accidents 	2. Protection against crime & violence (feeling of safety) <ul style="list-style-type: none"> - lived in / used - streetlife - streetwatchers - overlapping functions - in space & time 	3. Protection against unpleasant sense experiences <ul style="list-style-type: none"> - wind / draft - rain / snow - cold / heat - pollution - dust, glare, noise
	4. Possibilities for WALKING <ul style="list-style-type: none"> - room for walking - uninteresting layout of streets - interesting facades - no obstacles - good surfaces 	5. Possibilities for STANDING / STAYING <ul style="list-style-type: none"> - attractive edges - »Edgeeffect« - defined spots for staying - supports for staying 	6. Possibilities for SITTING <ul style="list-style-type: none"> - zones for sitting - maximizing advantages primary and secondary sitting possibilities - benches for resting
	7. Possibilities to SEE <ul style="list-style-type: none"> - seeing-distances - unhindered views - interesting views - lighting (when dark) 	8. Possibilities for HEARING / TALKING <ul style="list-style-type: none"> - low noise level - bench arrangements - »talkscapes« 	9. Possibilities for PLAY / UNFOLDING / ACTIVITIES <ul style="list-style-type: none"> - invitation to physical activities, play, unfolding & entertainment - day & night and summer & winter
E N J O Y M E N T	10. Scale <ul style="list-style-type: none"> - dimensioning of buildings & spaces in observance of the important human dimensions related to senses, movements, size & behaviour 	11. Possibilities for enjoying positive aspects of climate <ul style="list-style-type: none"> - sun / shade - warmth / coolness - breeze / ventilation 	12. Aesthetic quality / positive sense-experiences <ul style="list-style-type: none"> - good design & good detailing - views / vistas - trees, plants, water









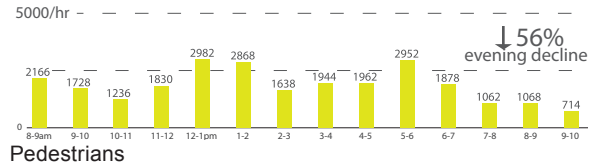
455 MARKET

Bali

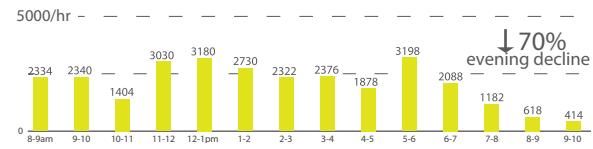
SAN FRANCISCO

APPENDIX A

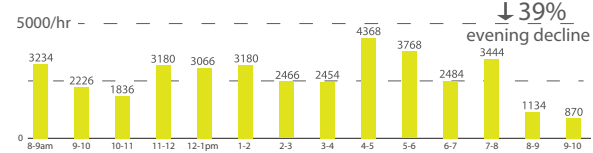
1. Market St SW of Stuart St



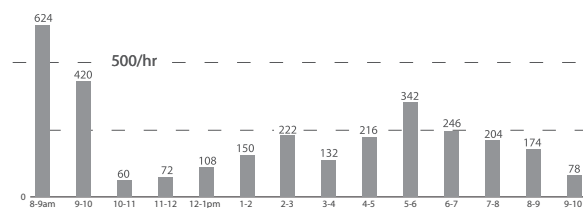
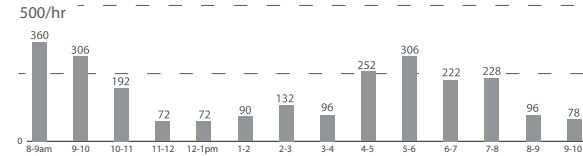
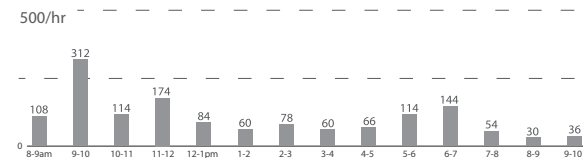
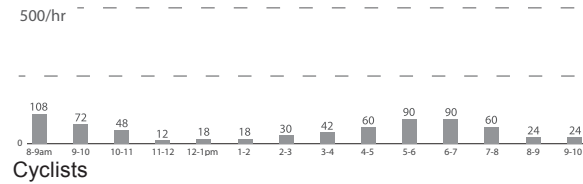
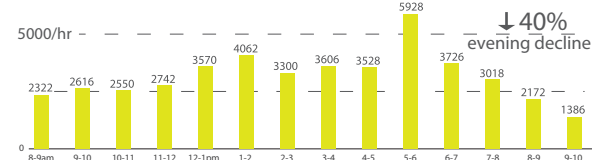
2. Market St SW of Fremont St



3. Market St NW of Annie St



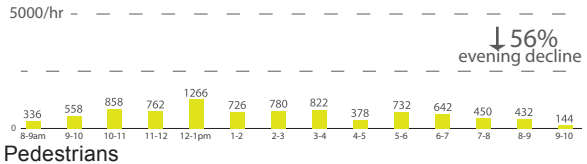
4. Market St NE of Powell St



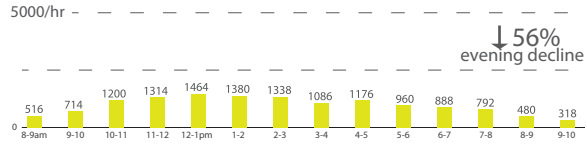
MOVEMENT: Weekday
Market Street, NE



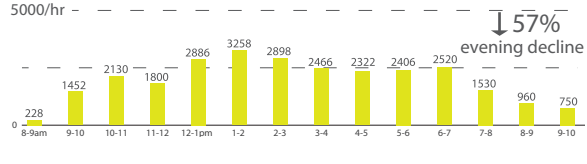
1. Market St SW of Steuart St



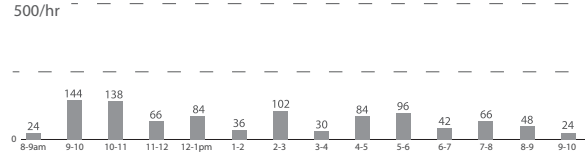
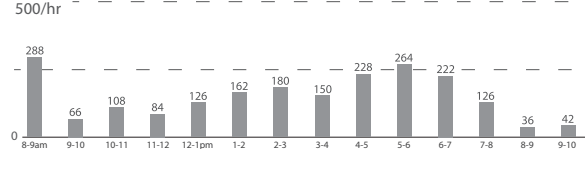
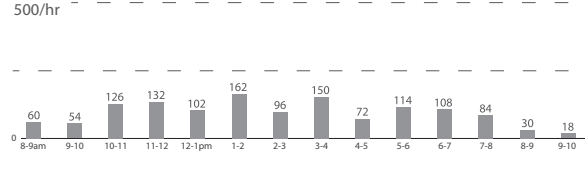
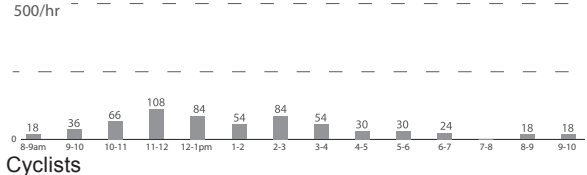
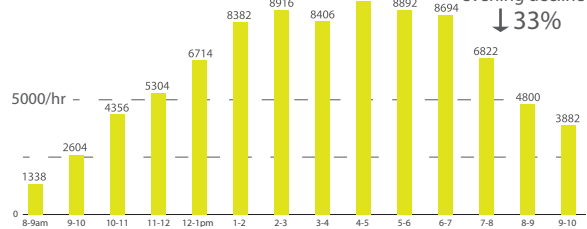
2. Market St SW of Fremont St



3. Market St NW of Annie St



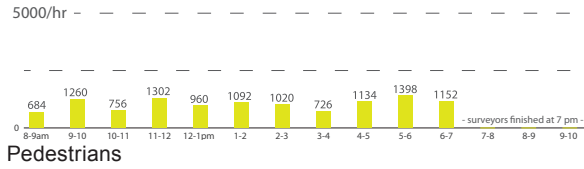
4. Market St NE of Powell St



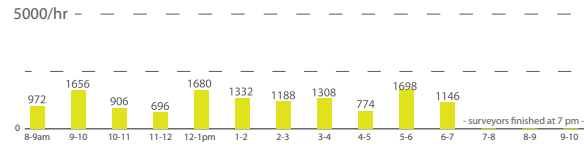
MOVEMENT: Weekend
Market Street, NE



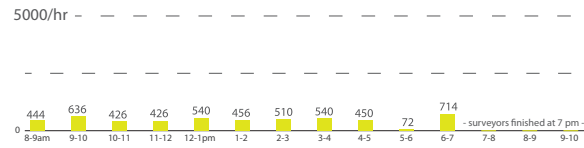
5. Market St, between 6th St & McAllister St



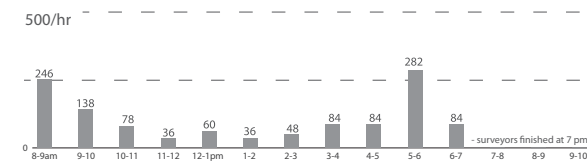
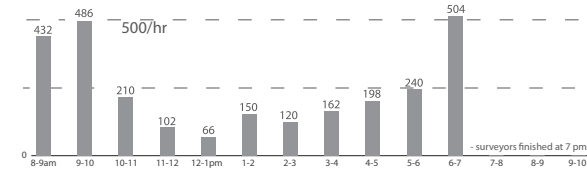
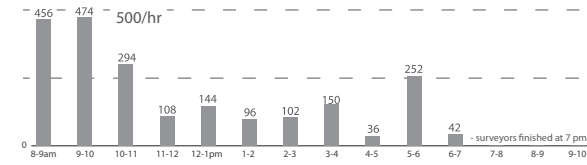
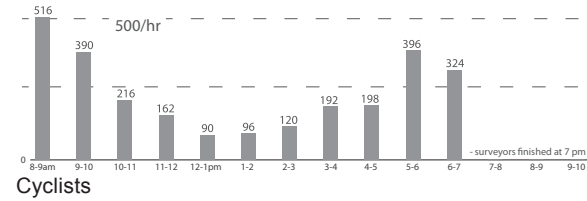
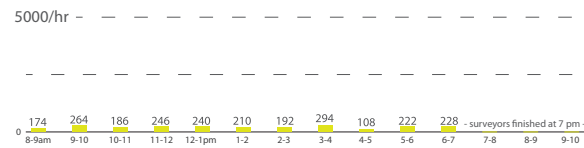
6. Market St, between 8th St and 9th St



7. Market St, between Franklin St & Van Ness Ave



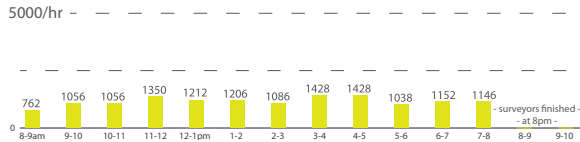
8. Market St, between Octavia Blvd & Valencia St



MOVEMENT: Weekday
Market Street, SW

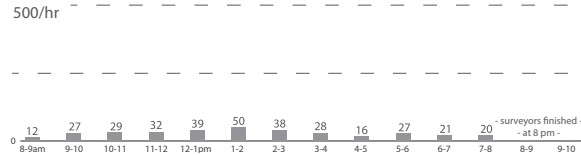
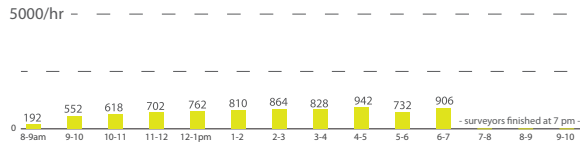


5. Market St, between 6th St & McAllister St

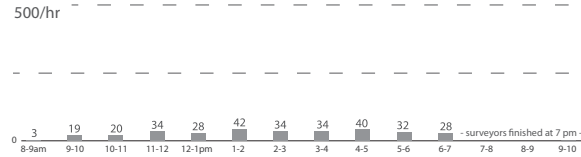


Pedestrians

6. Market St, between 8th St and 9th St



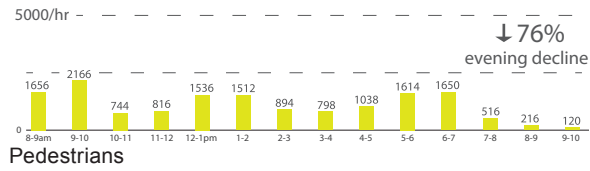
Cyclists



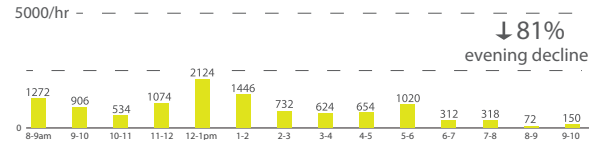
MOVEMENT: Weekend
Market Street, SW



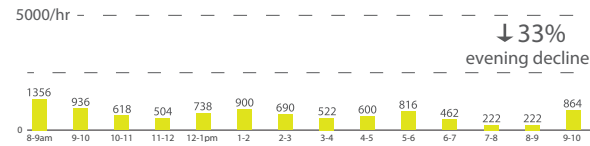
9. Fremont St, E of Market



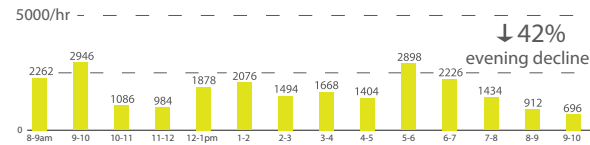
10. Battery St, N of Bush St



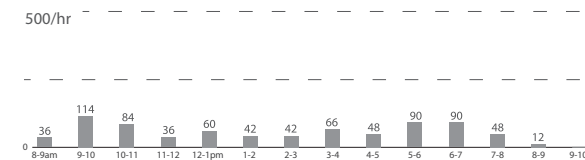
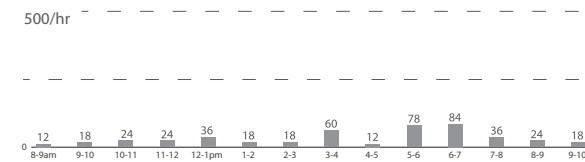
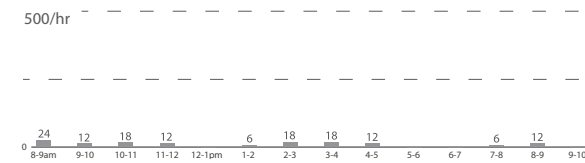
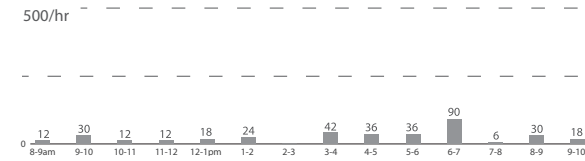
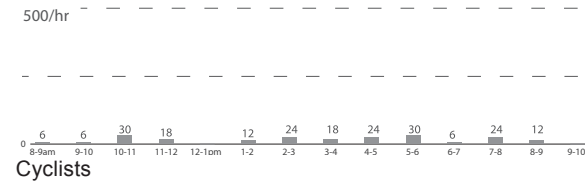
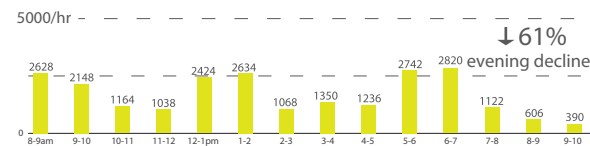
11. Bush St, W of Montgomery St



12. Montgomery St, N of Post St



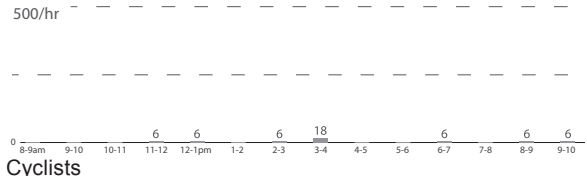
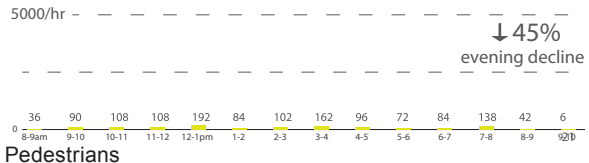
13. 2nd St, SE of Stevenson St



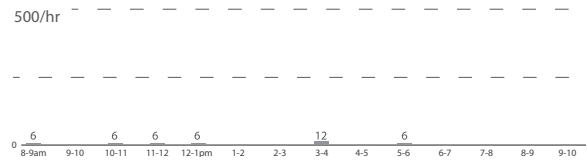
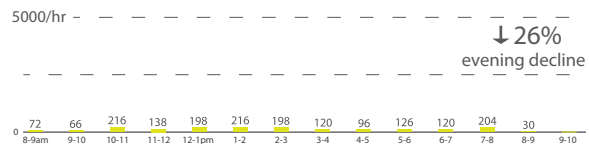
MOVEMENT: Weekday
Side Streets, NE



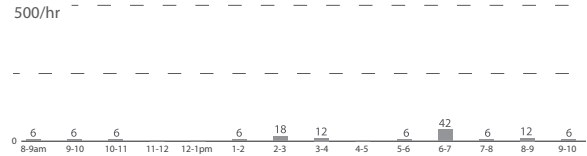
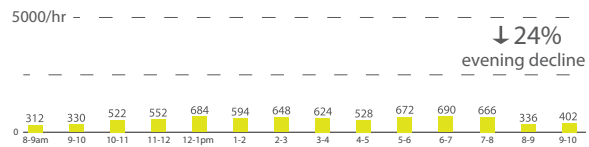
9. Fremont St, E of Market



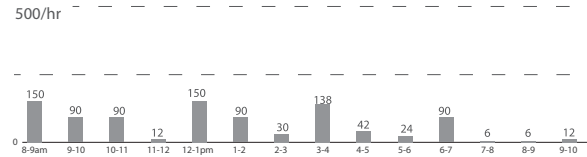
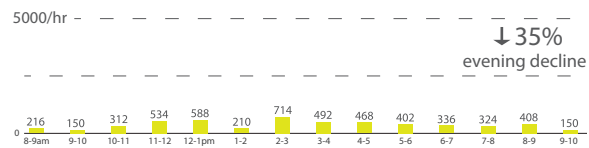
11. Bush St, W of Montgomery St



12. Montgomery St, N of Post St



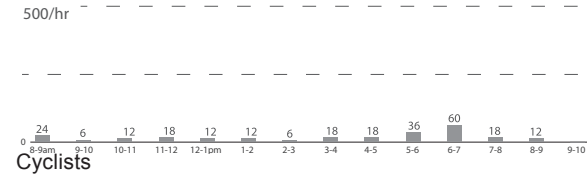
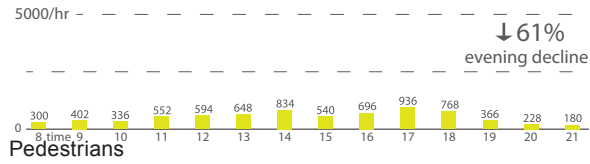
13. 2nd St, SE of Stevenson St



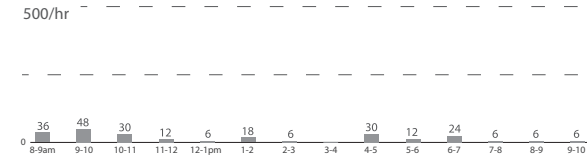
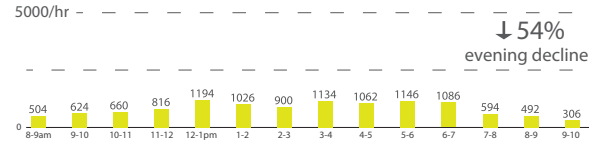
MOVEMENT: Weekend
Side Streets, NE



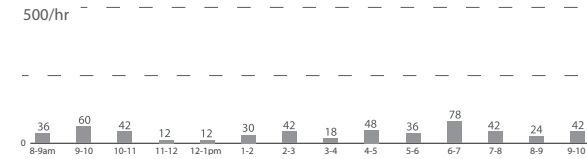
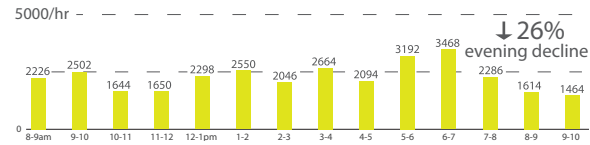
14. Geary St, E of Kearny St



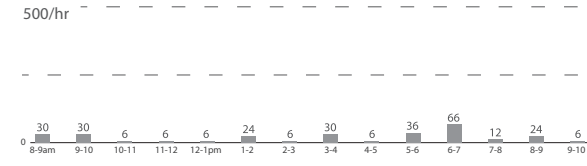
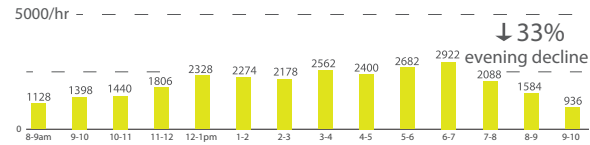
15. Grant Ave, N of Market St



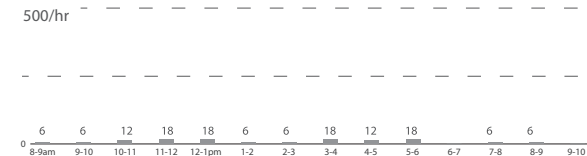
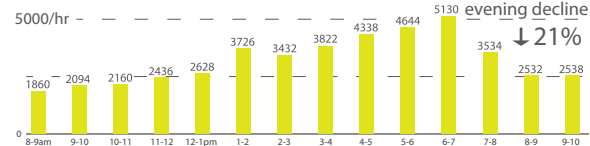
16 4th St, between Stevenson St & Jessie E



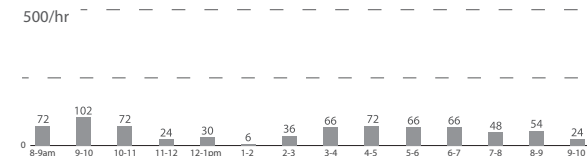
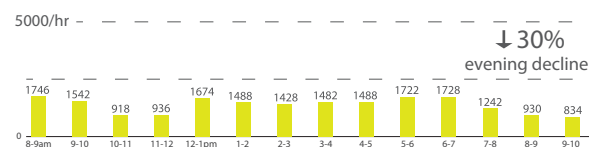
17. Stockton St, N of Market St



18. Powell St between Ellis & O'Farrel St



19. 5th St, between Stevenson St & Mint Plaza

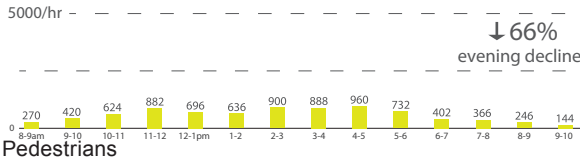


MOVEMENT: Weekday

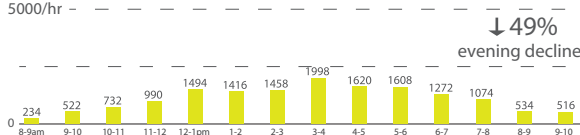
Side Streets, NE Weekday (continued)



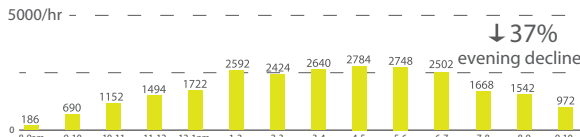
14. Geary St, E of Kearny St



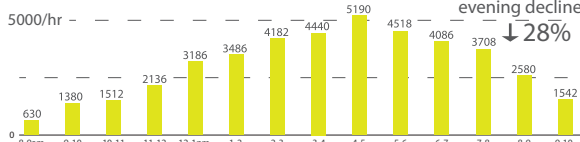
15. Grant Ave, N of Market St



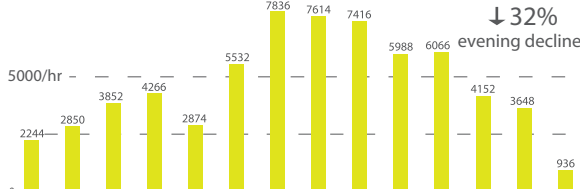
16. 4th St, between Stevenson St & Jessie E



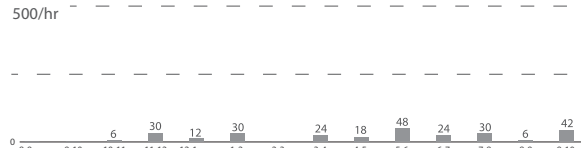
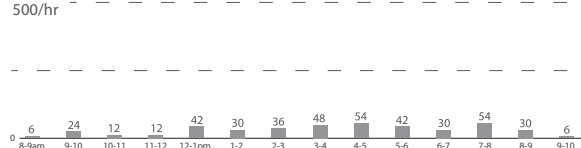
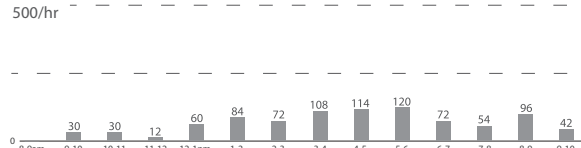
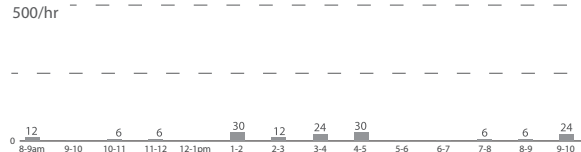
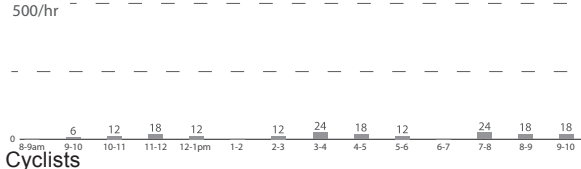
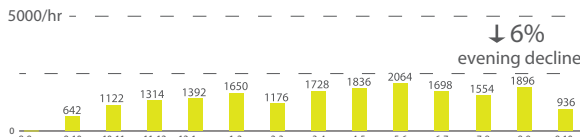
17. Stockton St, N of Market St



18. Powell St between Ellis & O'Farrel St



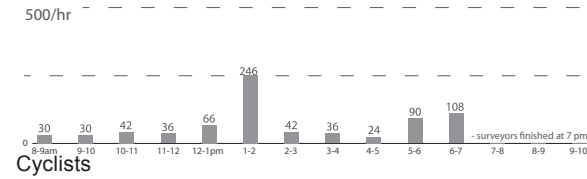
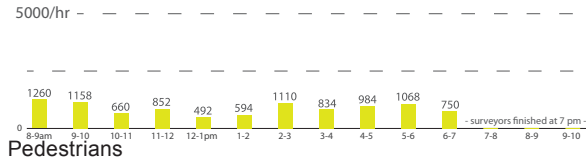
19. 5th St, between Stevenson St & Mint Plaza



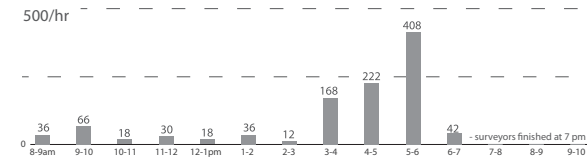
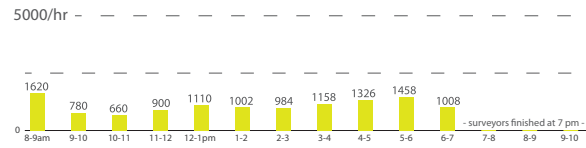
MOVEMENT: Weekend

Side Streets, NE Weekend (continued)

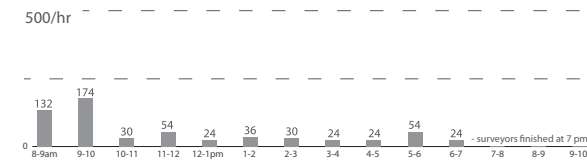
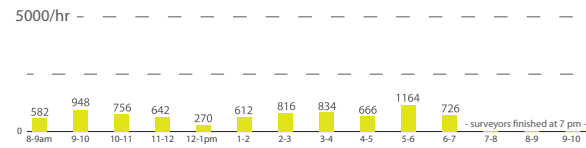
20. 7th St, between Stevenson St & Mission St



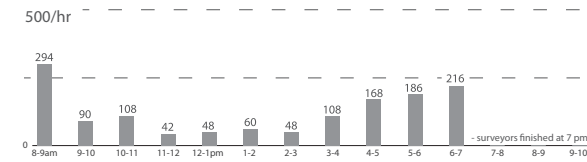
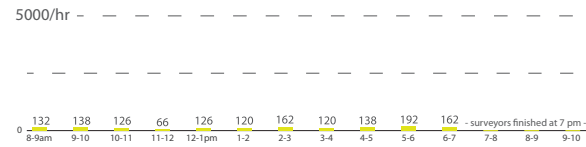
21. UN Plaza, E of Hyde St Mission St



22. 8th St, between Stevenson St & Mission St



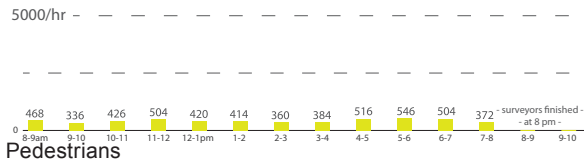
23. Valencia St, between McCoppin St & Market St



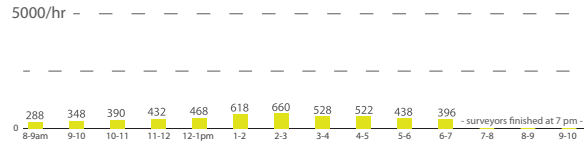
MOVEMENT: Weekday
Side Streets, SW



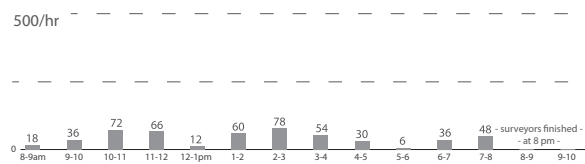
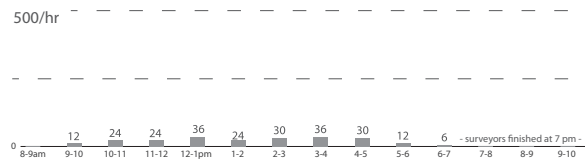
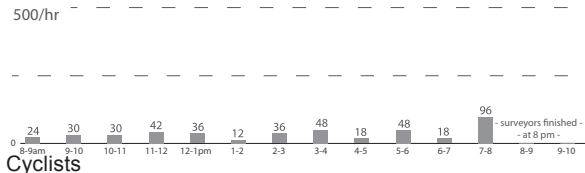
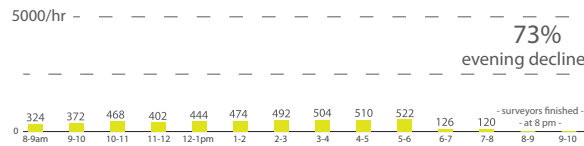
20. 7th St, between Stevenson St & Mission St



21. UN Plaza, E of Hyde St Mission St



22. 8th St, between Stevenson St & Mission St

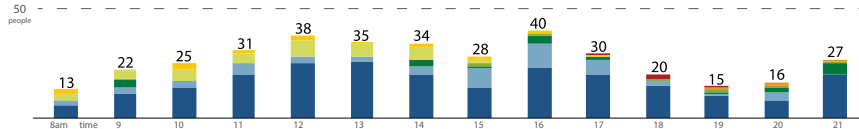


MOVEMENT: Weekend
Side Streets, SW

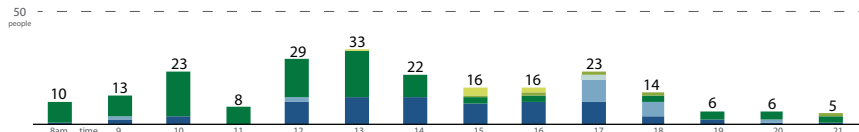


APPENDIX B

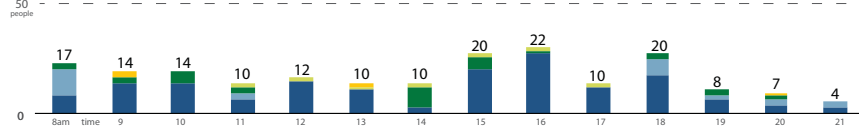
1. Embarcadero Station Plaza



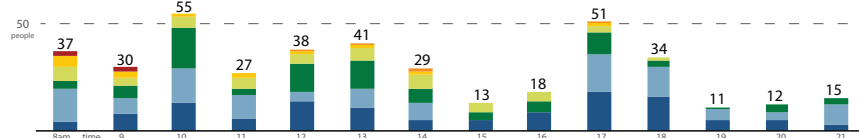
2. Mechanic's Plaza & 455 Market Street



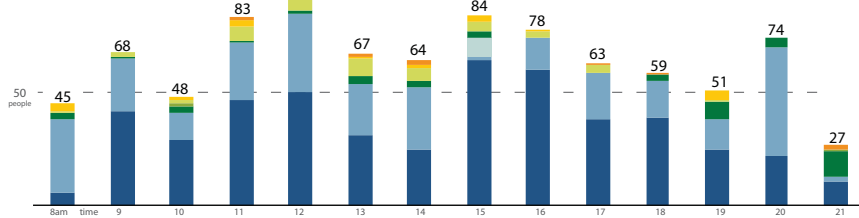
3. Crown Zellerbach Plaza & 575 Market Street



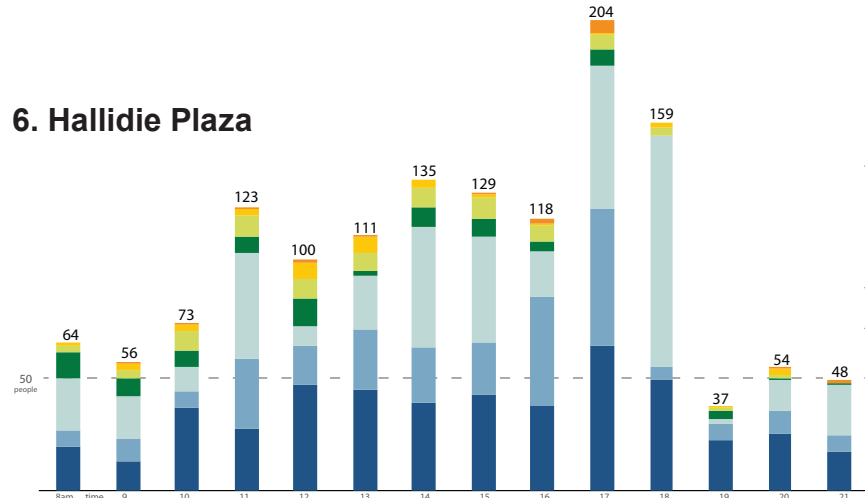
4. One Post Plaza



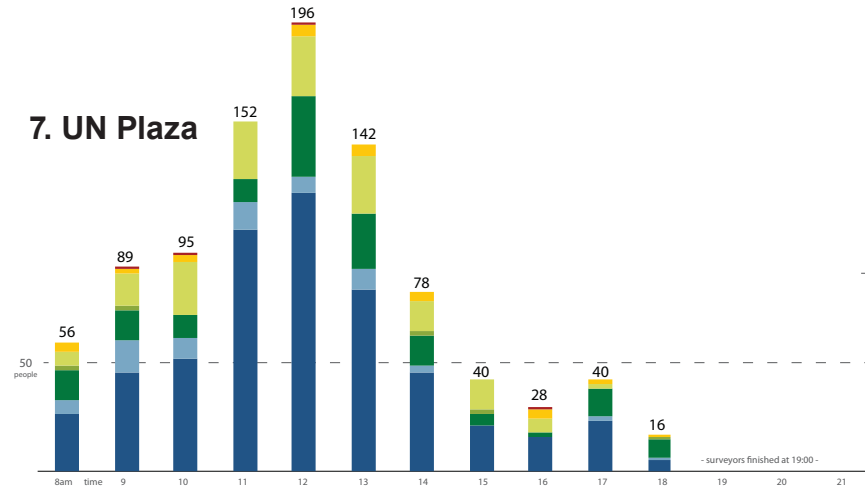
5. Linear Plaza



6. Hallidie Plaza



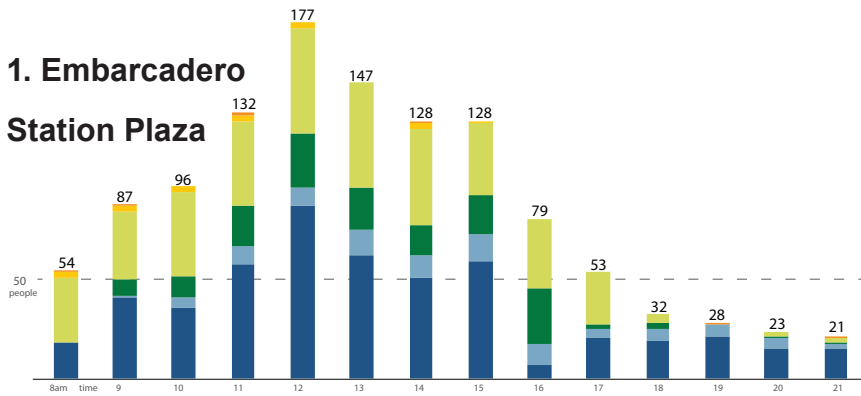
7. UN Plaza



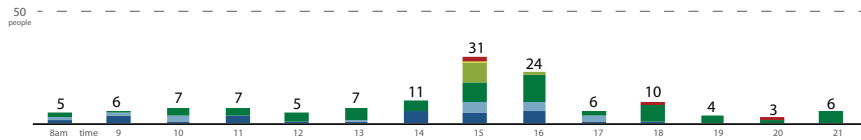
STATIONARY ACTIVITY: Weekday



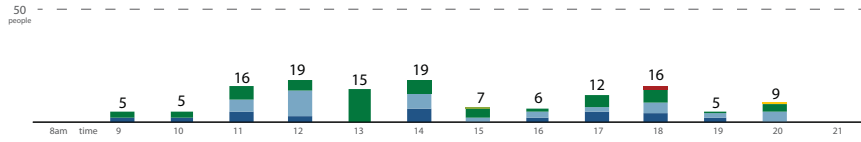
1. Embarcadero Station Plaza



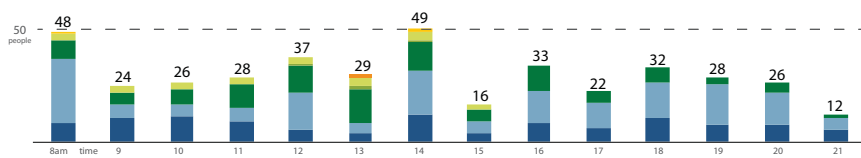
2. Mechanic's Plaza & 455 Market Street



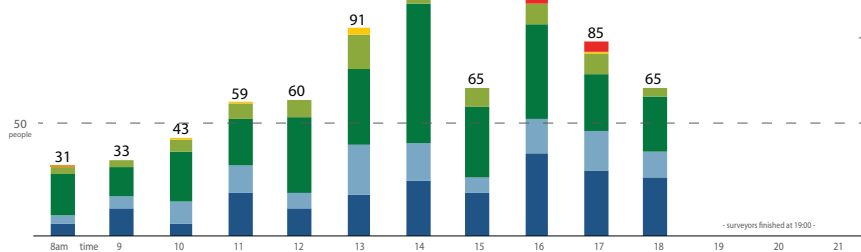
3. Crown Zellerbach Plaza & 575 Market Street



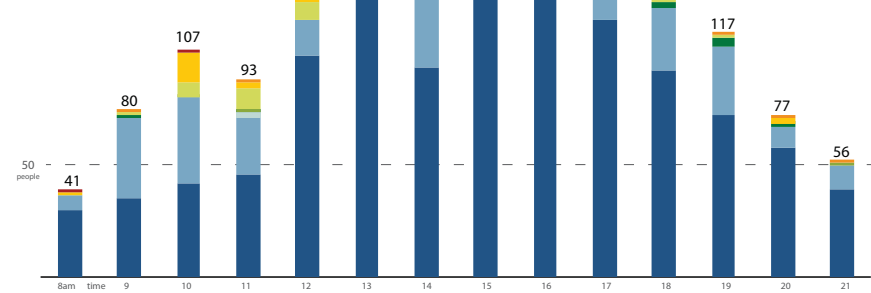
4. One Post Plaza



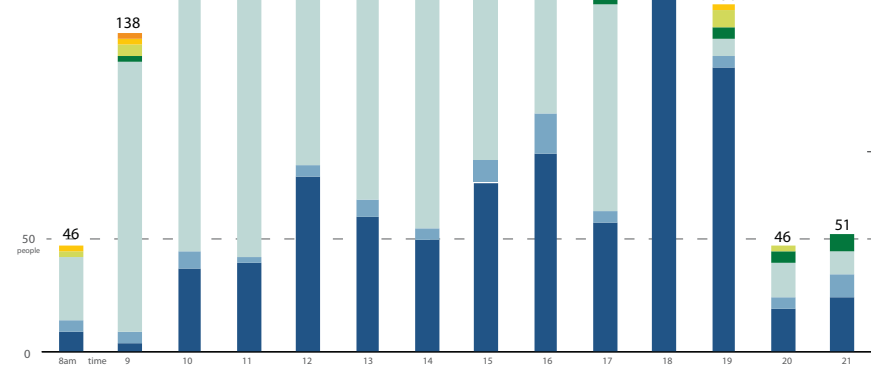
7. UN Plaza



5. Linear Plaza



6. Hallidie Plaza



STATIONARY ACTIVITY: Weekend

