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
Goals: An enduring, flexible street for people

More Inviting

More Inclusive

More Livable
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
**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
The **Streetlife Zone** organizes and enhances street layout.

The **Streetlife Hubs** allow for lingering and social interaction.
Market Street Concept - Streetlife Zone
Streetlife Zone
Market Street Concept - Streetlife Hub

15' wide
Pedestrian throughway

14'-20' wide
Streetlife Zone
Streetlife Hub: Mid-Market District
Option 1

+/- 24.5 ft
SIDEWALK

+/- 8 ft
TRANSIT SHELTER

15 ft
SHARED LANE

12 ft
TRANSIT LANE

12 ft
TRANSIT LANE

15 ft
SHARED LANE

+/- 8.5 ft
TRANSIT SHELTER

+/- 24.5
SIDEWALK

33 ft

54 ft

33 ft
Option 2

SIDEWALK

BIKE LANE

TRANSIT SHELTER

VEHICLE LANE

TRANSIT LANE

TRANSIT LANE

VEHICLE LANE

TRANSIT SHELTER

BIKE LANE

SIDEWALK

+/- 21.5 ft

+/- 7 ft

+/- 8.5 ft

11 ft

12 ft

12 ft

11 ft

+/- 8.5 ft

+/- 7 ft

+/- 21.5 ft

21.5 ft

60 ft

77 ft

60 ft

21.5 ft
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 (180' STOP)

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

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

10' CROSSTRAILK

10'x8' ACCESSIBLE LOADING ZONE

6'

ACCESSIBLE PATH

6' STOP WIDTH

8' STOP WIDTH
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?
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.
**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.
Transit Shelters

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