Street typography, key sites, safety deficiencies, vehicles traffic volumes, parking and loading needs, and the bike and transit network are all key factors in guiding redesign priorities on specific streets and blocks within the Civic Center.

**STREET TYPOLOGY TODAY**

The Better Streets Plan classifies Civic Center’s most central streets as Ceremonial Streets, reflecting their critical civic importance.

**HIGH-INJURY STREETS**

Almost all of Civic Center’s streets are Vision Zero high-injury corridors, with high injury and collision rates for all users.

**THE BIKE NETWORK TODAY**

Due to topography, Polk Street is a critical north-south bicycling route. McAllister and Grove serve as east-west routes, as do Turk and Golden Gate, east of Polk. Limited transit and low traffic volumes make Grove Street a good candidate for upgraded bike facilities.

**TRAFFIC VOLUMES TODAY**

Van Ness, Franklin/Gough, and Hyde/Leavenworth carry the bulk of north-south traffic. Hayes and Fell carry significant east-west traffic. Grove Street carries the least traffic of the plan area’s major streets.

**MOBILITY/OPERATIONS**

**IDENTITY**

**KEY SITES**

Major government buildings (in blue) are clustered along McAllister and Polk Streets, while major arts institutions (magenta) are primarily found along Grove Street and Van Ness Avenue.

**SAFETY**

Along the key focus corridors, pedestrian and bicycle collisions are highest at Grove and Hyde/Market. When including vehicle-only collisions, Grove and Van Ness had the 4th-most overall collisions in the entire city from 2005-15.

**CONNECTION**

The main transit spines are McAllister Street and Van Ness Avenue, which will soon host the city’s first Bus Rapid Transit (BRT) line Civic Center Station, with both BART and the Muni Subway, is a key transit hub for accessing Civic Center from throughout the Bay Area.

**KEY STREETS PARKING & LOADING TODAY**

There are 1,265 on-street metered parking and loading spaces in the plan area. There are also 600 spaces in the Performing Arts Garage and 843 in the Civic Center garage. With daytime peak occupancy at 65%, and night-time 39%, Civic Center Garage has substantial capacity.
STREET DESIGN: GOALS

Goals for the design of Civic Center's streets were crafted with stakeholder and community input from Workshop 1 in November until today. They are consistent with the goals developed for Civic Center’s open spaces, but specific to the needs for Civic Center’s streets.

1. SAFETY AND COMFORT
Create safe, comfortable, human-scaled streets that encourage walking and achieve San Francisco's Vision Zero goal to eliminate traffic fatalities by minimizing conflicts between people walking, biking, and driving.

2. CONNECTION
Use pedestrian-priority street design to reduce the physical and visual barriers created by wide roadways that now divide Civic Center’s public spaces.

3. DISTINCTIVE IDENTITY
Enhance the special character and historic beauty of Civic Center through streetscape materials and amenities that contribute to a memorable district identity.

4. ACTIVATION
Design sidewalks to complement active adjacent ground floor uses and roadways that can easily convert to public space during major civic events.

5. MOBILITY/OPERATIONS
Improve universal accessibility, enhance transit operations, and fulfill essential loading needs to ensure efficient access to Civic Center's institutions.

6. SUSTAINABILITY
Make Civic Center's streets a showcase of San Francisco's commitment to sustainability through efficient, well-maintained, multi-modal, green streets design.
WHAT COULD WE DO WITH THE SPACE GAINED BY NARROWING CIVIC CENTER PLAZA'S WIDE ROADWAYS?

City Hall and Civic Center Plaza’s streets were designed many years ago to be extra wide for civic parades and so they would feel more grand. To make the streets so wide, the blocks were shrunk, making them smaller than surrounding blocks.

Angled parking along the plaza edges creates unsafe, wide roadways and intersections. It also makes for an uninviting view as people approach Civic Center Plaza by foot.

Is this the best use of valuable excess right-of-way space in our Civic heart? What better things could we do with the space we could gain from narrowing Civic Center’s streets?

POTENTIAL NEW BLOCK EDGE CONDITIONS

- **Park Expansion**
  - More public space
  - Narrowed and redesigned roadway
  - Realigned sidewalks

- **Grand Promenade**
  - More public space
  - Narrowed and redesigned roadway
  - Realigned and enhanced sidewalks

- **Multi-use Path**
  - More public space
  - Narrowed and redesigned roadway
  - Partially realigned sidewalk

- **Kiosk Activation**
  - More public space
  - Narrowed and redesigned roadway
  - Park kiosks

- **Market/Pavilion Activation**
  - More public space
  - Narrowed and redesigned roadway
  - Park pavilion

- **Flexible Activation Zone**
  - More public space
  - Narrowed and redesigned roadway
  - Flexible paved plaza space
INTRODUCTION

Welcome and thank you for coming tonight and providing your input on street design in Civic Center.

The City has committed to a multi-year redesign of the streets and blocks surrounding and bordering Civic Center to improve mobility, create safe and inviting streets, and support the Civic Center Public Realm Plan. We invite your feedback on these street design concepts.

KEY FOCUS STREETS

Several street corridors have received particular focus for concept design. Shown in light blue in the diagram below, these include:

- Hyde Street
- Larkin Street
- Polk Street
- Grove Street

Several streets have received particular focus for concept design, shown in magenta in the diagram below, where they overlap areas of the City-led street design team and consultant-led public space design teams:

- Grove Street
- McAllister Street
- Gough Street

Welcome and thank you for coming tonight and providing your input on street design concepts.

PUBLICATION DESIGN FRAMEWORKS INTEGRATION

The multi-agency City team has led the concept design of the streets within the Civic Center Public Realm Plan area. Shown at right, this encompasses more than 30 blocks and several miles of streets. Working with the community and the consultant-led public space redesign team, a multi-agency City team has led the concept design of the streets within the Civic Center Public Realm Plan area.

STREET DESIGN: OVERVIEW

The diagram below shows the key focus streets and other key streets adjacent to the Civic Center Public Realm Plan area. We invite your feedback on these street design concepts.

PUBLIC SPACE DESIGN FRAMEWORKS INTEGRATION

The multi-agency City team has led the concept design of the streets within the Civic Center Public Realm Plan area. Working with the community and the consultant-led public space redesign team, a multi-agency City team has led the concept design of the streets within the Civic Center Public Realm Plan area.

STREET DESIGN: OVERVIEW

We invite your feedback on these street design concepts.

GROVE AND POLK STREETS

Please see the detailed design boards for Grove and Polk Streets for detailed information about specific design changes each alternative proposes.

OTHER KEY PLAZA STREETS

There are two alternatives for consideration for these two key corridors. Please see the detailed design boards for detailed information about specific design changes each alternative proposes.

MCALLISTER ST

There are two alternatives for consideration for McAllister Street. Please see the detailed design boards for detailed information about specific design changes each alternative proposes.

LARKIN ST

There are two alternatives for consideration for Larkin Street. Please see the detailed design boards for detailed information about specific design changes each alternative proposes.
Two alternative street designs are proposed for Grove Street. The images below depict proposed changes on the block bordering Civic Center Plaza, which would have the most significant changes.

The "Complete Street" alternative would employ today's best-practice street design to improve comfort and safety for pedestrians and cyclists via protected bike lanes and sidewalk widening.

The "Plaza Promenade" alternative would transform Grove Street into a gracious promenade experience, with major sidewalk widening and plaza expansion and a protected two-way bike path.

### EXISTING

- High injury corridor, even with low traffic volumes
- Van Ness & Grove among the highest collision rates in SF
- Very wide, ‘T’ intersection crossings with multiple conflicts
- Shared lanes west of Van Ness
- Eastbound bike lane from Van Ness to Market St
- 21-Hayes (eastbound direction only) from Gough to Polk
- 4 very narrow lanes between Gough & Larkin, 2 lanes between Larkin & Hyde/Market
- Low traffic volumes
- No access restrictions other than for existing one-way street circulation
- Parallel or diagonal parking/loading on both sides of street on all blocks

### COMPLETE STREET

- Narrowed and enhanced intersection crossings
- Upgraded sidewalk furnishings
- New trees and planting areas
- Parking-protected one-way bike lanes
- No changes to 21-Hayes service
- 2 lanes between Gough & Market
- Reduced traffic volumes
- No circulation changes proposed
- Parallel parking/loading on one side of street on all blocks

### PLAZA PROMENADE

- Significant pedestrian-priority upgrades on all blocks, especially Plaza block
- Narrowed and enhanced intersection crossings
- New furnishings, trees and planting areas
- Fully-separated two-way bikeway/multi-use trail
- No changes to 21-Hayes service
- 2 lanes between Gough & Polk
- 1 eastbound loading only lane between Polk & Larkin
- 1 westbound lane between Larkin & Market
- Significant traffic volume reduction
- No private vehicles on Plaza block (Bill Graham loading only)
- 1 lane, one-way westbound between Larkin & Market (Library block) to improve safety at Market and Grove
- Parallel parking/loading on one side of street on all blocks
There are two alternative street designs proposed for Polk Street, as shown below the existing condition. The "Complete Street" alternative would calm Polk St by adding parking-protected bike lanes. The "Plaza Promenade" alternative would transform Polk Street on the City Hall block into one with a strong pedestrian emphasis, while also enhancing its role as a major bicycle route.

**EXISTING**
- High injury corridor north of McAllister
- Very wide intersection crossings with multiple conflicts
- Bikes lanes lanes north of Grove, and from Grove to Market southbound
- Protected contra-flow northbound bike lane from Market to Grove St
- 21-Hayes (southbound direction only) from Grove to Market
- 2 southbound lanes + 1 northbound lane north of Grove, 2 southbound lanes south of Grove
- Increasing traffic volumes approaching Market
- One-way southbound only for vehicles between Market and Grove
- Parallel or diagonal parking/loading on both sides of street on City Hall/Plaza block
- Parallel parking/loading on one side of block between Hayes and Grove
- Loading only between Hayes and Market

**COMPLETE STREET**
- Narrowed intersection crossings
- Raised intersection crossing at Fulton central axis
- Special paving, upgraded sidewalk furnishings, new trees and planting areas
- Parking protected one-way bike lanes
- No changes proposed
- 2 southbound lanes + 1 northbound lane north of Grove, 2 southbound lanes south of Grove
- Moderate traffic volumes
- No access or circulation changes proposed
- Parallel parking/loading on both sides of street on City Hall/Plaza block
- Parallel parking/loading on one side of block between Hayes and Grove
- Loading only between Hayes and Market

**PLAZA PROMENADE**
- Significant pedestrian priority upgrades on all blocks
- City Hall/Plaza block designed as shared street to connect City Hall with Plaza to improve safety and provide new public gathering space
- Special paving, new trees and sidewalk furnishings
- Fully-separated two-way bike path/multi-use trail
- No changes proposed
- 1 southbound lane between McAllister and Grove, 2 southbound lanes south of Grove
- Lower traffic volumes
- One-way southbound only for vehicles south of McAllister
- City Hall loading only on City Hall/Plaza block, if any accommodated
- Parallel parking/loading on one side of block between Hayes and Grove
- Loading only between Hayes and Market
CIVIC CENTER GATEWAYS

Civic Center has a unique and special civic character that should be designed to welcome everyone, residents and visitors alike. There are several areas and intersections where, when you reach them, you suddenly realize you have arrived in the Civic Center district. Few of these key places serve as welcoming and distinctive district gateways today, however, as can be seen from the images at right. Today's gateway on the main central Civic Center Axis are more formalized, but still have clear room for improvement.

The Public Realm Plan has identified 8 areas and intersections, indicated in the diagram below, to be enhanced as special gateways unique to the district.

POTENTIAL DISTRICT GATEWAYS

Highlight the special character of the major entry and exit intersections to Civic Center through unique streetscape gateway designs that welcome all visitors to the district.

CENTRAL AXIS GATEWAYS

Highlight the special character of the central axis of Civic Center through unique gateway designs that welcome all visitors to the district.

WAR MEMORIAL COURTYARD

On-street parking at the western edge of the War Memorial Courtyard creates an uninviting and ambiguous gateway for pedestrians; The City Team is studying ways to improve this area by converting parking into public space.

ISSUES TODAY

The intersection of Franklin and Fulton is challenged with pedestrian safety and accessibility issues, including long crossing distances, a narrow and cluttered pedestrian island, and dangerous vehicular shortcuts through the War Memorial Parking lot. It is important that a redesign of this space maintain the operational functionality required by the cultural institutions.

CONCEPTUAL DESIGN

Regrade and repave the existing pathways and roadway to create a flexible use plaza that forms a beautiful civic gateway between Hayes Valley and the War Memorial Complex.

The plaza would accommodate the existing function and operations of the War Memorial Complex, such as vehicular access and loading, as well as a new range of events and programming.

Parking would be moved to the sides of the space to restore the significant view axis towards the Veterans Memorial and City Hall beyond.