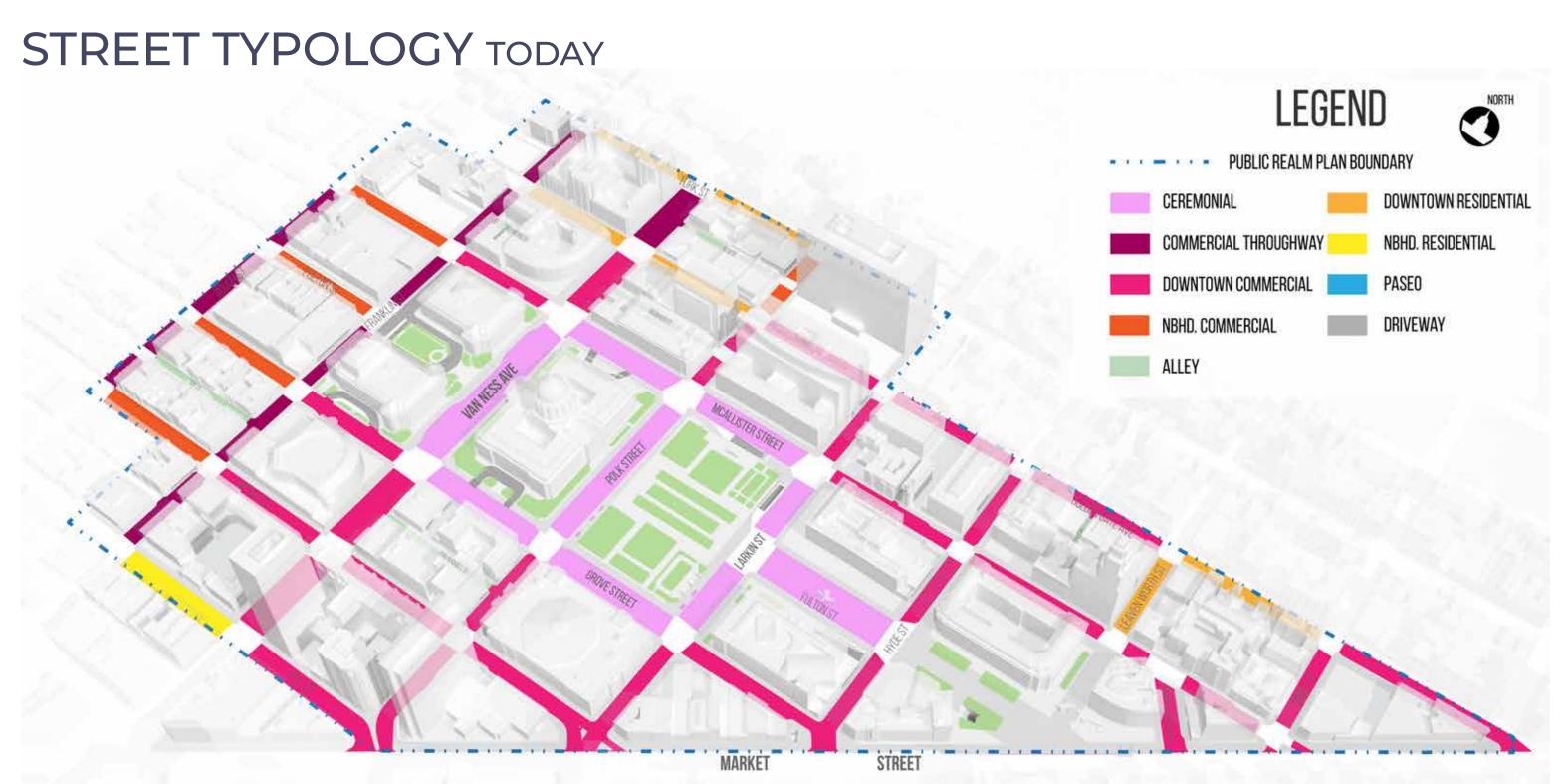
STREET DESIGN: CONTEXT TODAY



Street typology, 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.



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



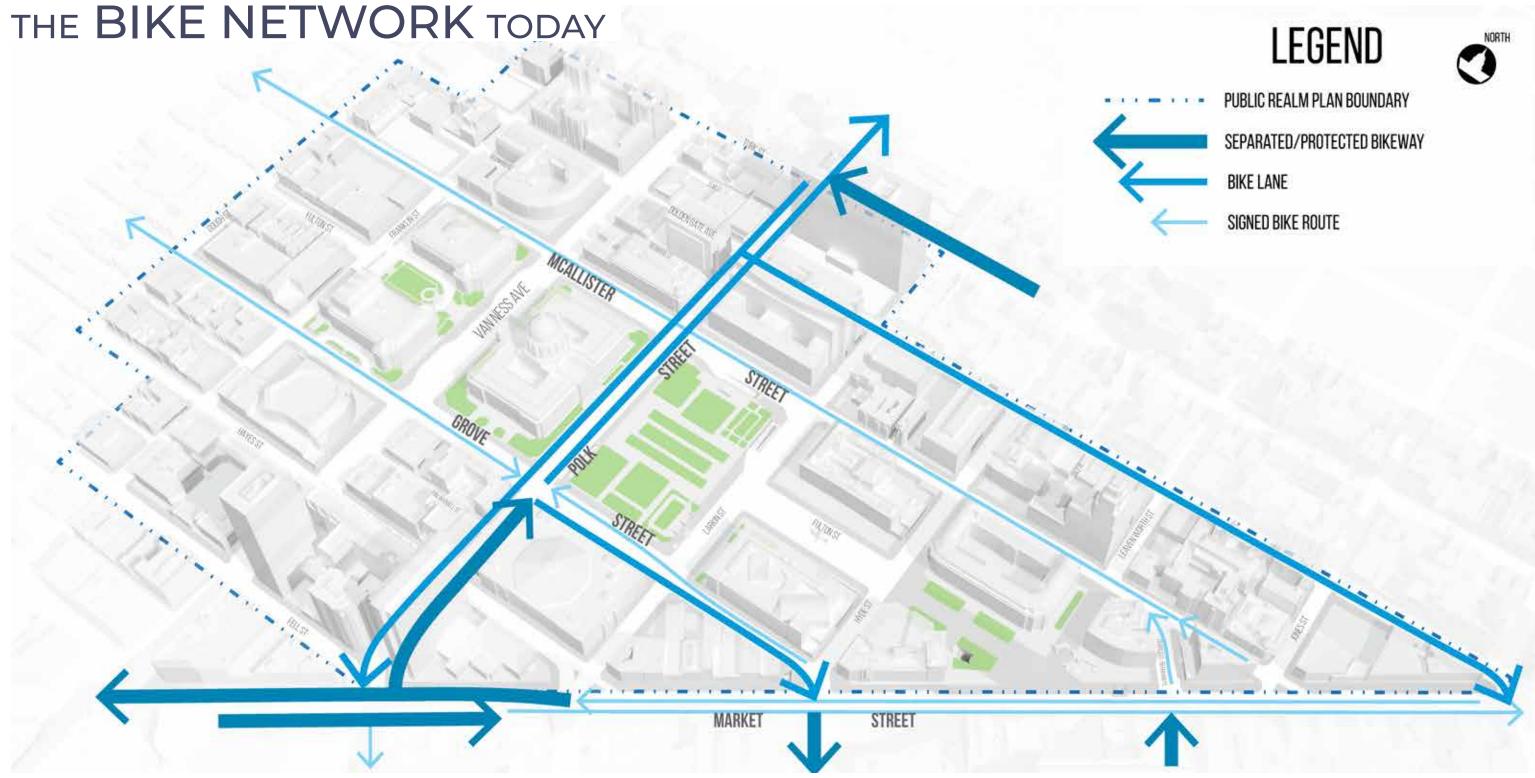
Major government buildings (in blue) are clustered along McAllister and Polk Streets, while major arts institutions (magenta) are primarily found along Grove Street and Van Ness Ave



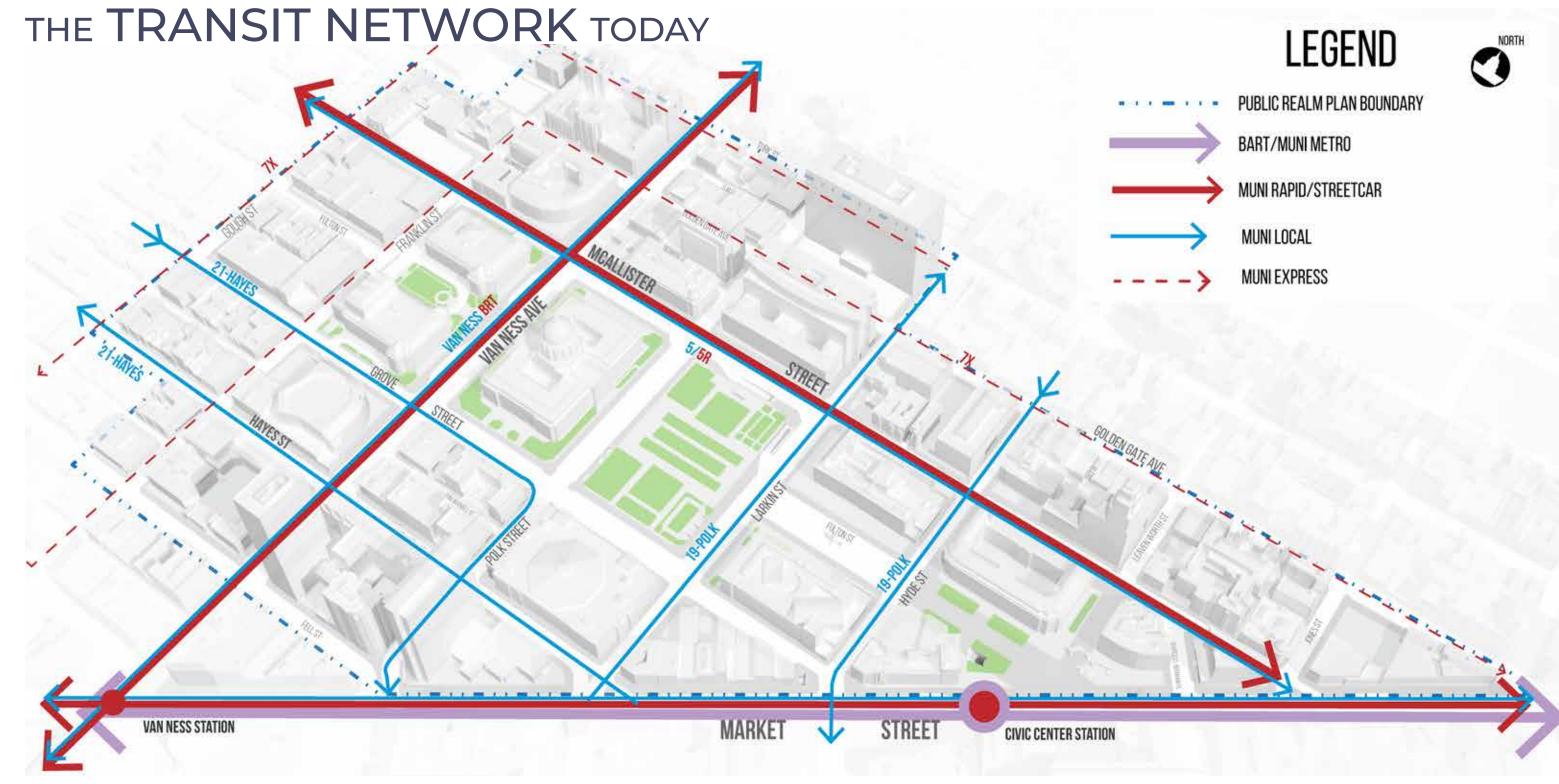
Almost all of Civic Center's streets are Vision Zero high-injury corridors, with high injury and collision rates for all users.



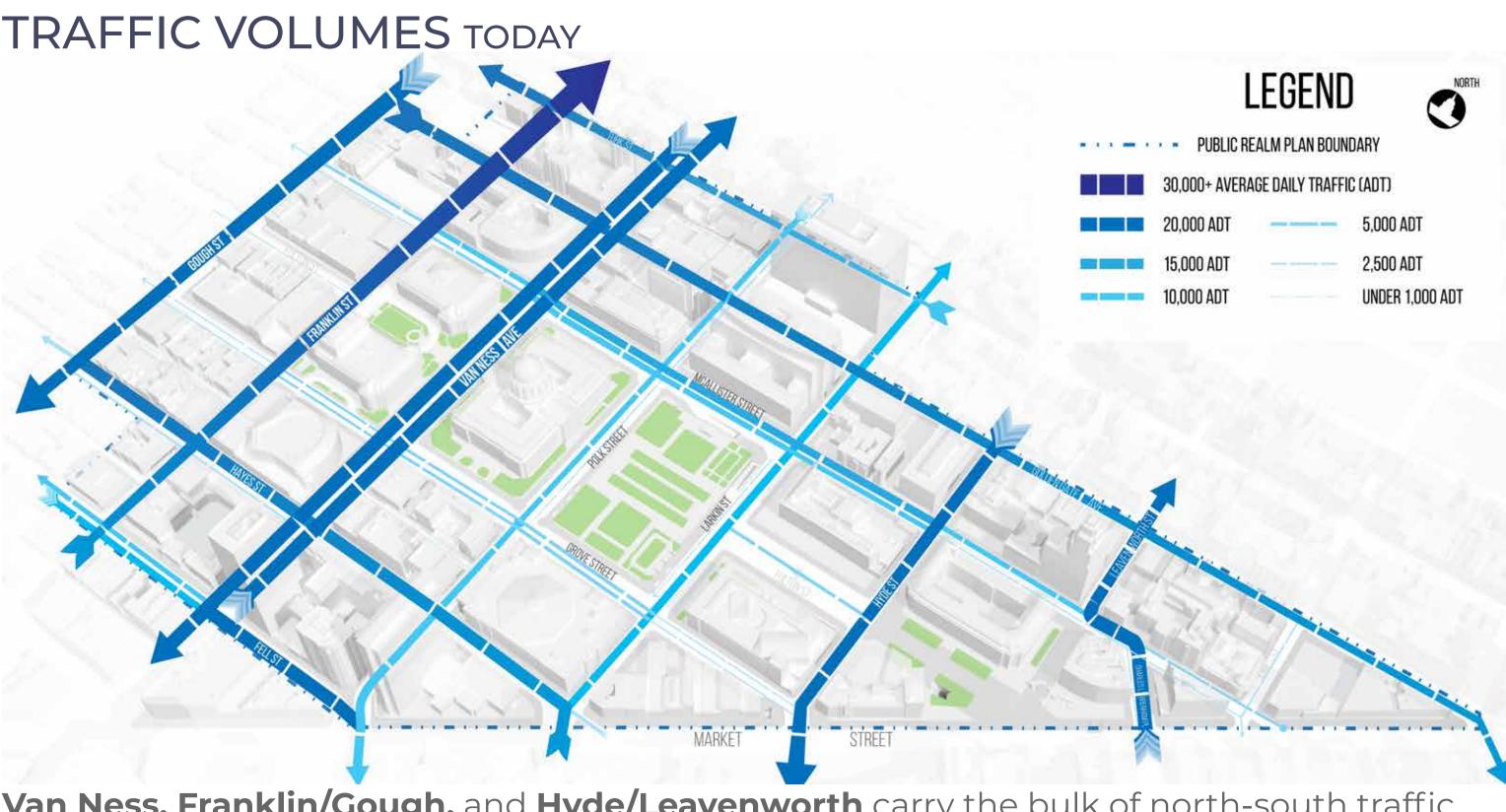
Along the key focus corridors, pedestrian and bicycle collisions are highest at Grove and Hyde/Market. When including vehicle-only collisions, Grove and Van Ness had the 4thmost overall collisions in the entire city from 2005-15.



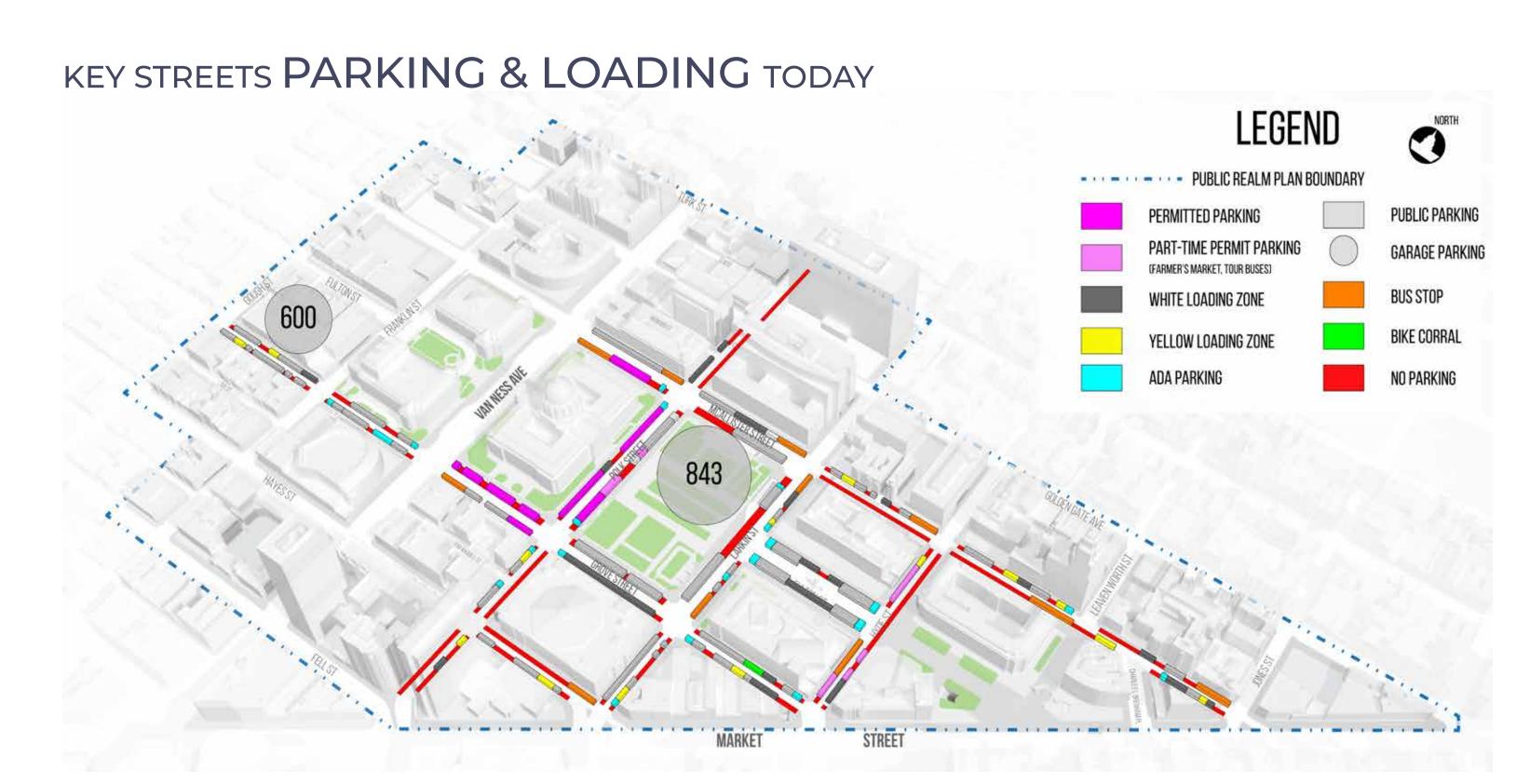
Due to topography, Polk Street is a critical north-south bicycling route. McAllister and Grove serve as east-west routes, as do Turk and Golden Gate, east of Polk. Limited transit and low traffic volumes make Grove Street a good candidate for upgraded bike facilities.



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.



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.



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 63%, and night-time 39%, Civic Center Garage has substantial capacity.



















STREET DESIGN: GOALS



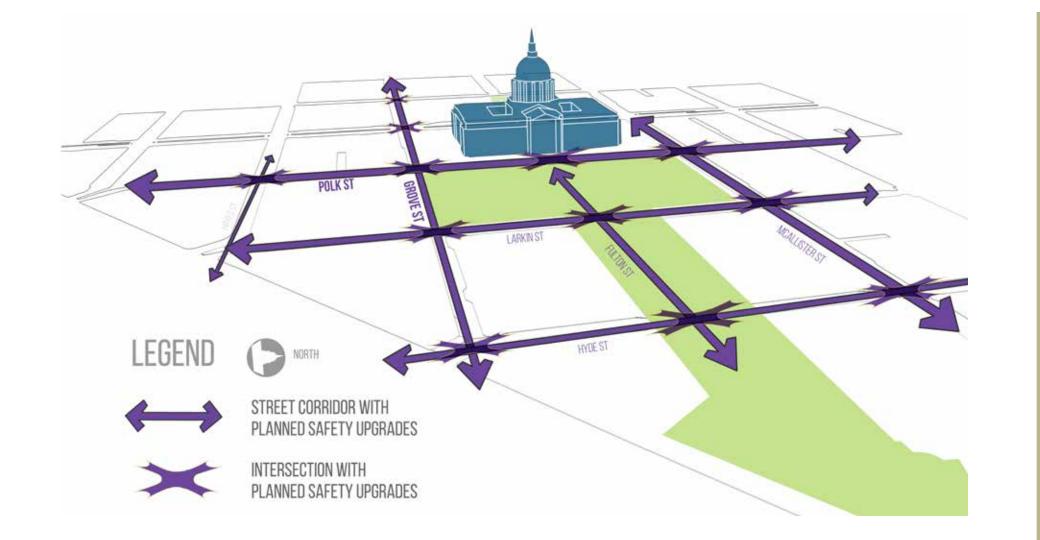
STREET DESIGN GOALS

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.



SAFETY AND COMFORT

Create safe, comfortable, humanscaled 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

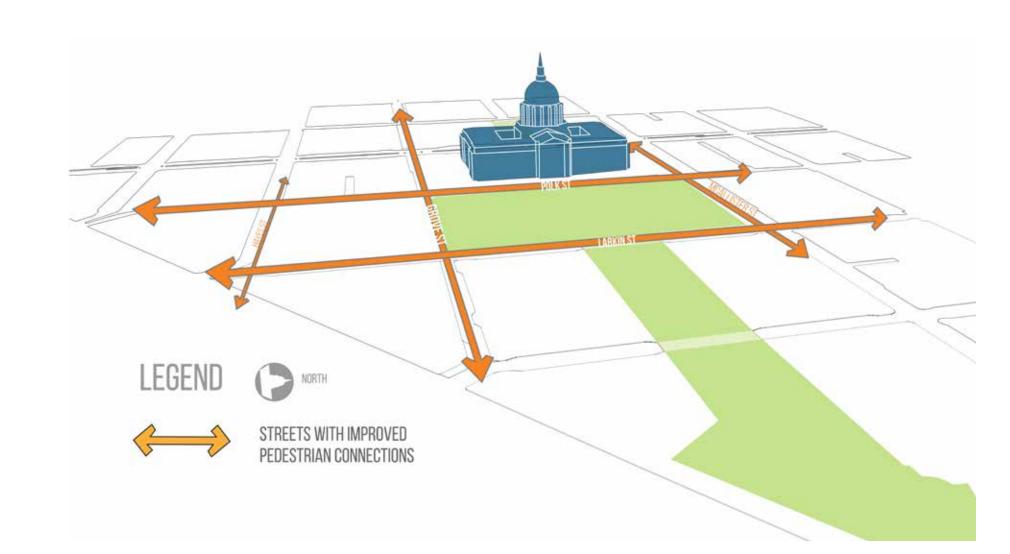




State Street, Madison, WI

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







Market Square, Pittsburgh

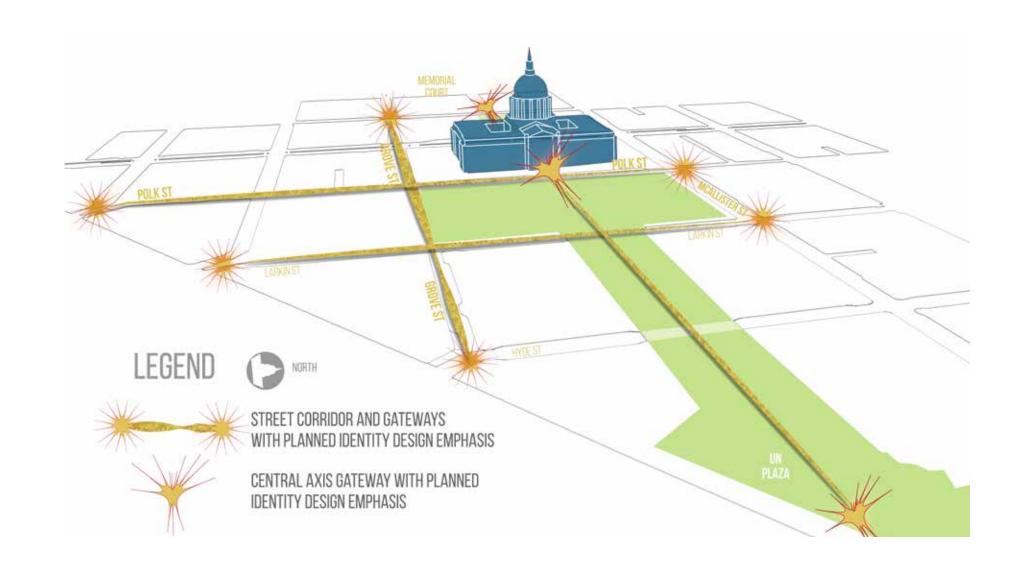
Pike Place Market, Seattle



Indianapolis

DISTINCTIVE **IDENTITY**

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





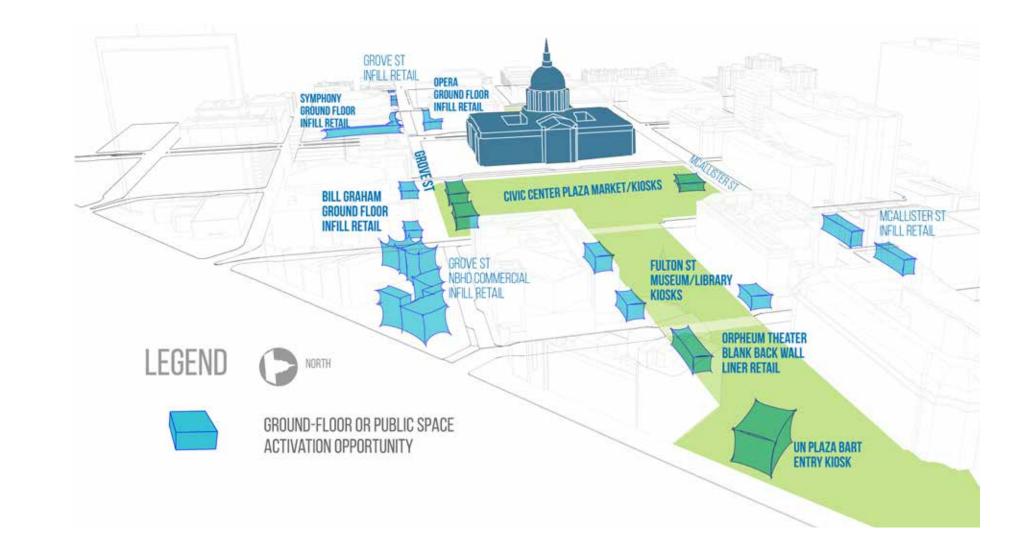
Orchard Rd, Singapore





ACTIVATION

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







Torvehallerne, Israel Plads, Copenhagen



MOBILITY/ **OPERATIONS**

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





MAJOR / MINOR TRANSIT STATION

PASSENGER + ADA LOADING ZONES

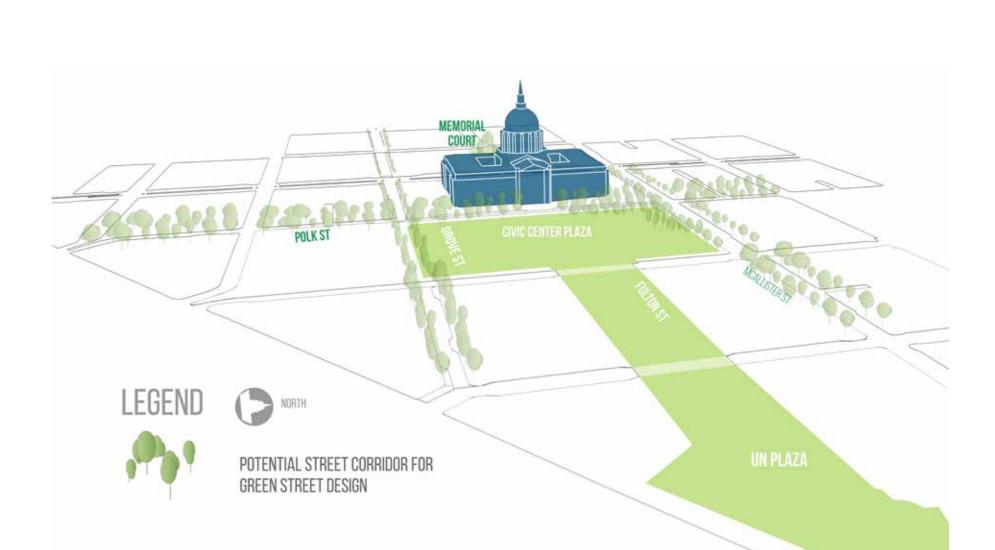


SUSTAINABILITY

Make Civic Center's streets a showcase of San Francisco's commitment to sustainability through efficient, well-maintained, multi-modal, green streets design









Shamian St, Guangzhou





















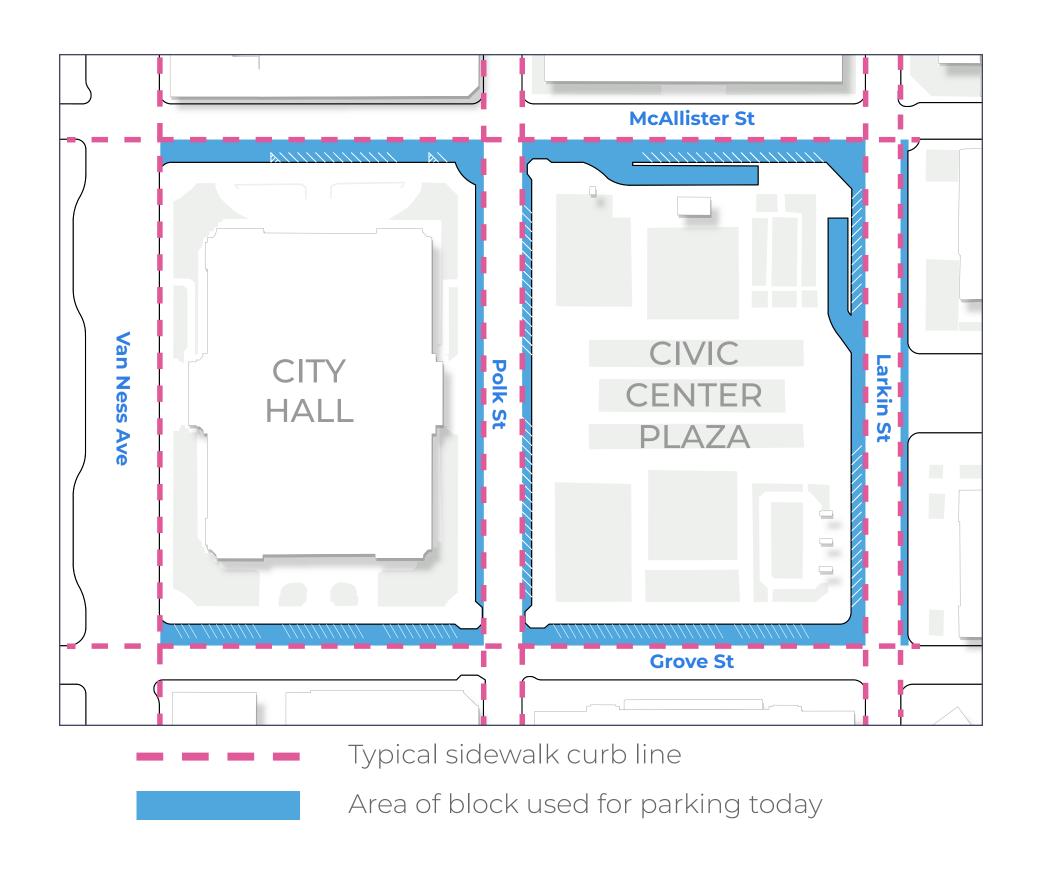


STREET DESIGN: STREET ACTIVATION



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.



Typical Civic Center Plaza Block Edge Condition

MULTIPLE TRAVEL LANES, sometimes more than are needed PARKING, often angled, and of varying occupancy SIDEWALKS, wide but empty, devoid of amenities OPEN SPACE Area of right-of-way that could be repurposed

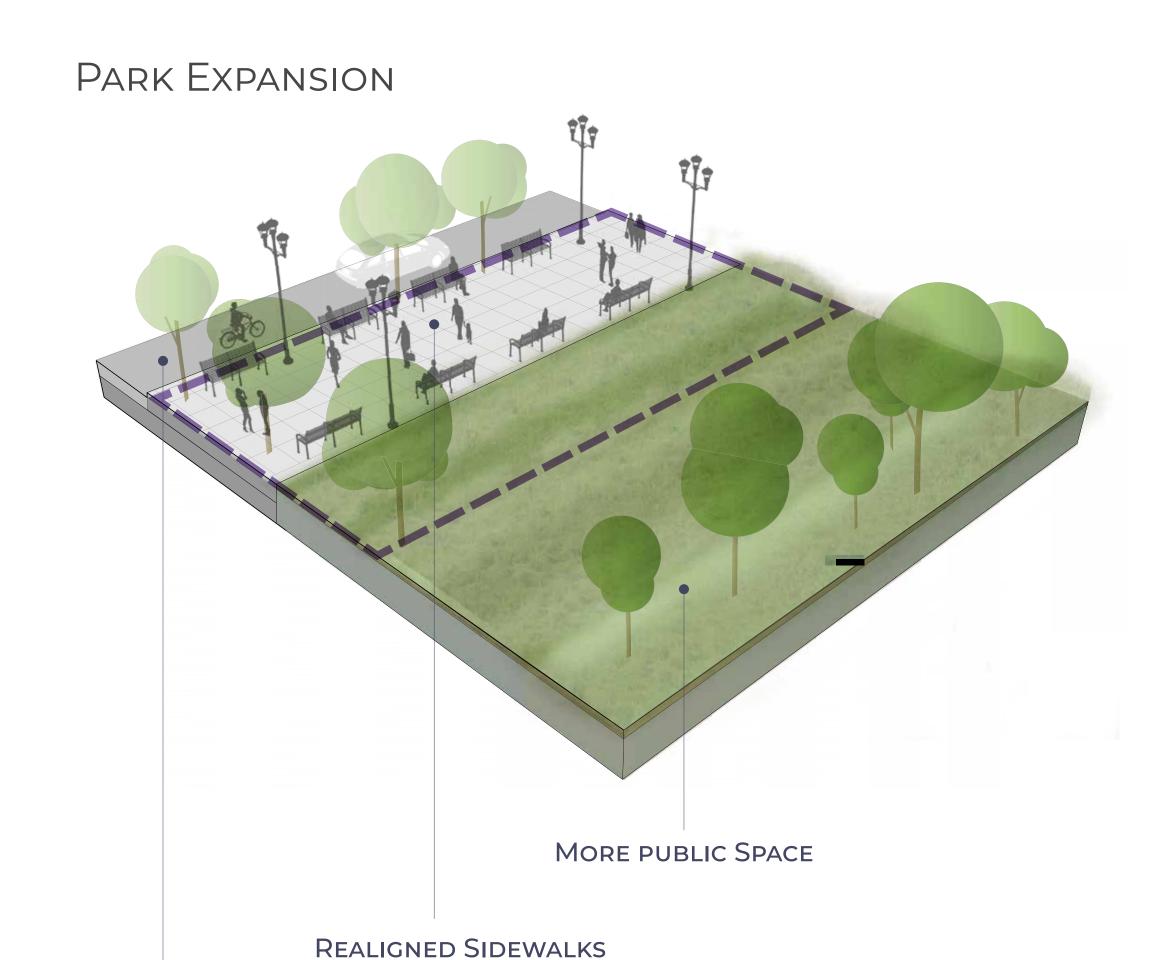
Is this the best use of valuable excess right-of-way space in our Civic heart? What better things could we do with the space we could gain from narrowing Civic Center's streets?

SHIFTING PATHS OF PEDESTRIAN TRAVEL

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.



POTENTIAL NEW BLOCK EDGE CONDITIONS



NARROWED AND REDESIGNED ROADWAY

MORE PUBLIC SPACE

GRAND PEDESTRIAN PROMENADE

REALIGNED AND ENHANCED SIDEWALKS

NARROWED AND REDESIGNED ROADWAY

GRAND PROMENADE

Multi-use Path

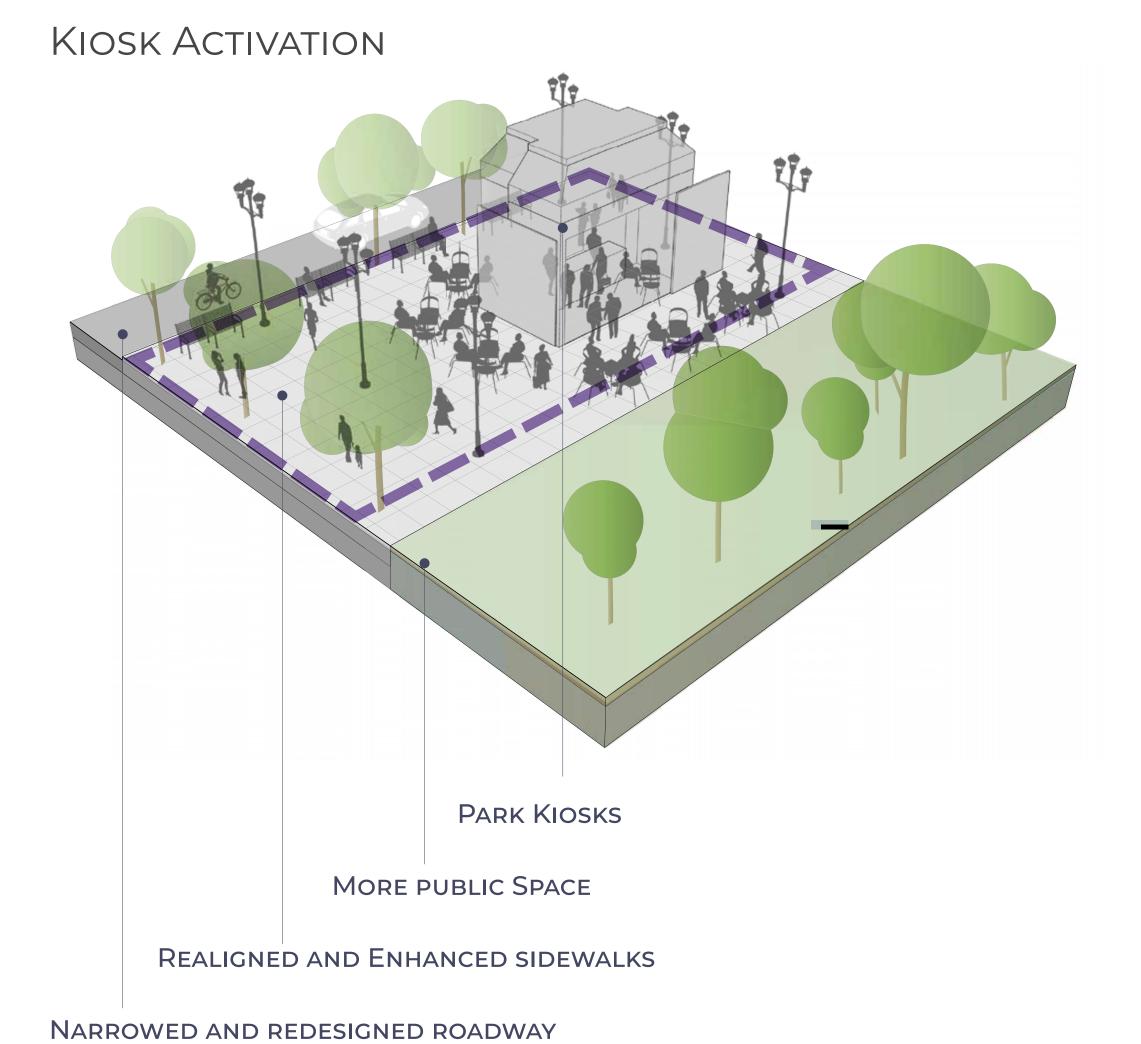


WIDE NEW MULTI-USE BIKE PATH

NARROWED AND REDESIGNED ROADWAY

FLEXIBLE ACTIVATION ZONE

MARKET/PAVILION ACTIVATION



PARK PAVILION REALIGNED AND ENHANCED SIDEWALKS

FLEXIBLE PAVED PLAZA SPACE

REALIGNED AND ENHANCED SIDEWALKS

NARROWED AND REDESIGNED ROADWAY





NARROWED AND REDESIGNED ROADWAY



































INTRODUCTION

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

The Civic Center Public Realm Plan area, shown at right, 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 Area. 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:

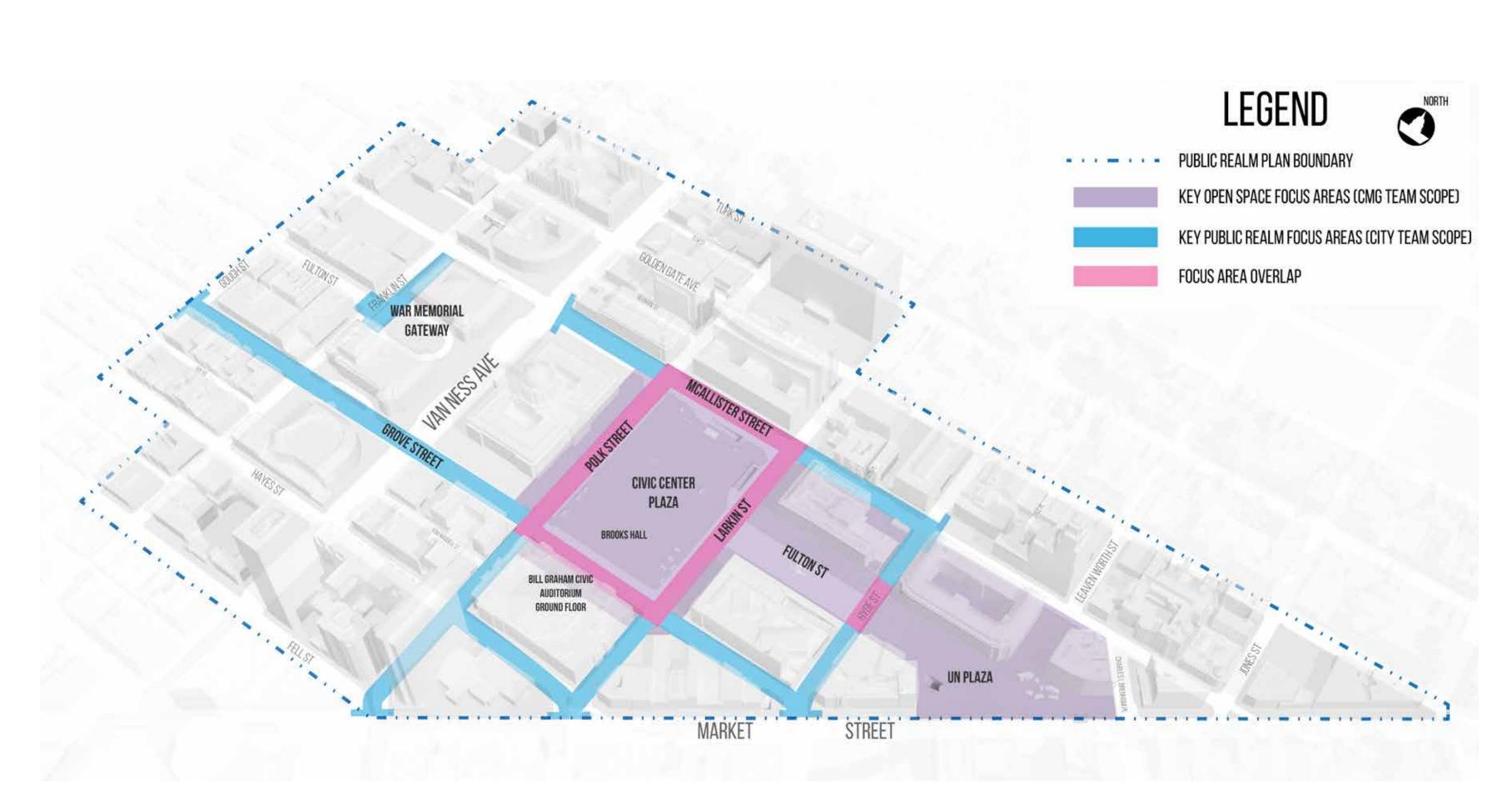
- Grove Street, from Gough to Market
- Polk Street, from McAllister to Market
- Larkin Street, from McAllister to Market
- Hayes Street, from Polk to Market

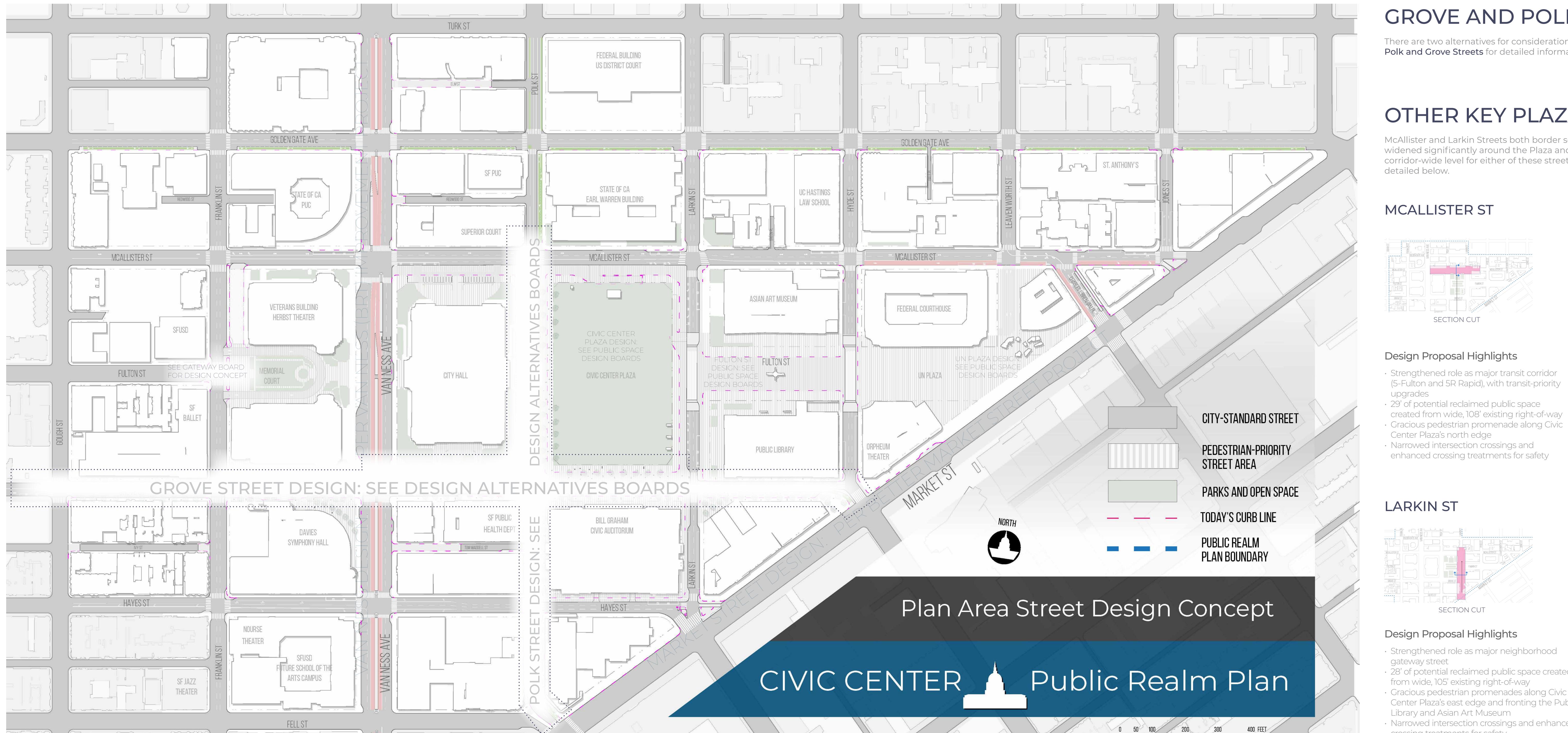
Hyde Street, from McAllister to Market; &

PUBLIC SPACE DESIGN FRAMEWORKS INTEGRATION

The consultant-led public space design team has been focusing on Civic Center Plaza, UN Plaza, and the connecting block of Fulton Street, shown below in purple.

To be sure the concept design for all the streets and blocks surrounding and bordering Civic Center's key public spaces was closely coordinated and integrated into the redesign of the public spaces, the City-led street design team and consultant-led public space design team have been closely collaborating on the areas where the teams' design focus areas overlapped, shown below in magenta.





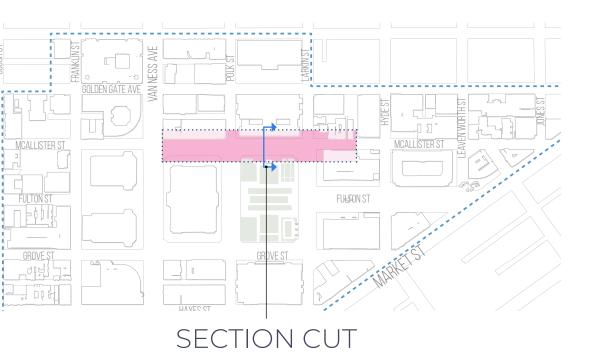
GROVE AND POLK STREETS

There are two alternatives for consideration for these two key corridors. Please see the detailed design boards for Polk and Grove Streets for detailed information about specific design changes each alternative is proposing.

OTHER KEY PLAZA STREETS

McAllister and Larkin Streets both border some of Civic Center's key public spaces, including the Plaza. Both are widened significantly around the Plaza and also, for McAllister, at City Hall. While changes are not proposed on a corridor-wide level for either of these streets, changes are proposed for the blocks around the Plaza and vicinity, as detailed below.

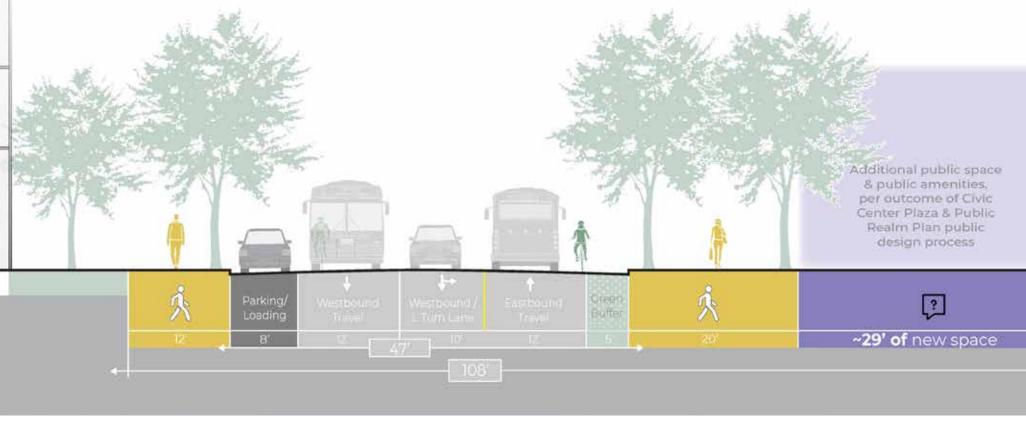
MCALLISTER ST



MCALLISTER ST, **EXISTING, POLK TO LARKIN,** LOOKING EAST

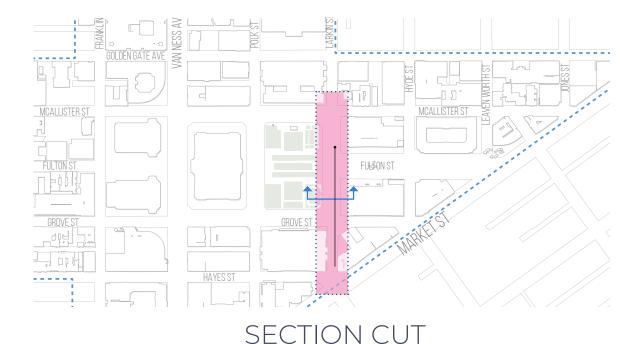
Design Proposal Highlights

- Strengthened role as major transit corridor (5-Fulton and 5R Rapid), with transit-priority
- · 29' of potential reclaimed public space created from wide, 108' existing right-of-way
- Center Plaza's north edge Narrowed intersection crossings and



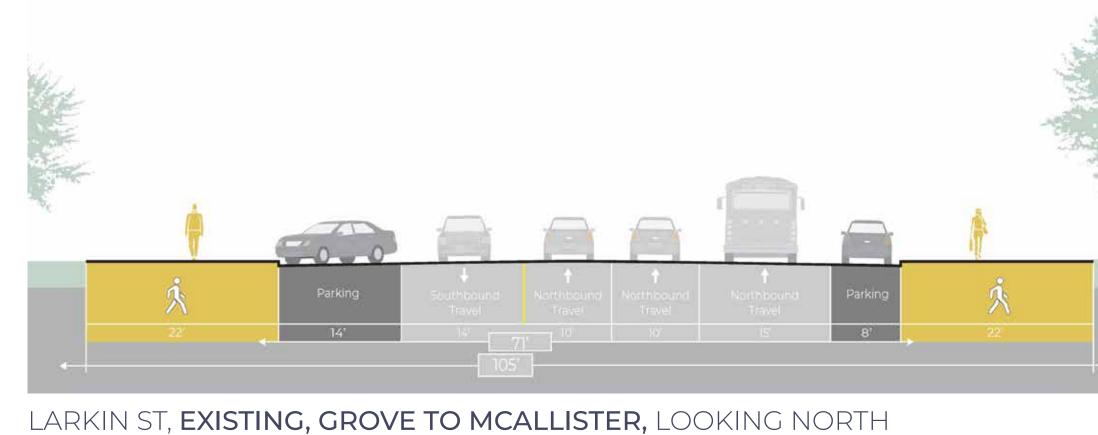
MCALLISTER ST, **PROPOSED, POLK TO LARKIN,** LOOKING EAST

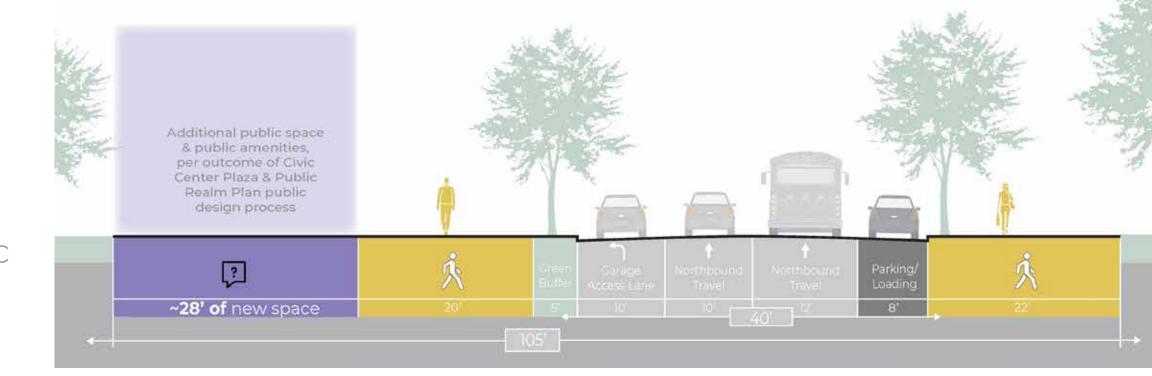
LARKIN ST



Design Proposal Highlights

- Library and Asian Art Museum
- crossing treatments for safety





STREET DESIGN: GROVE STREET



KEY MAP

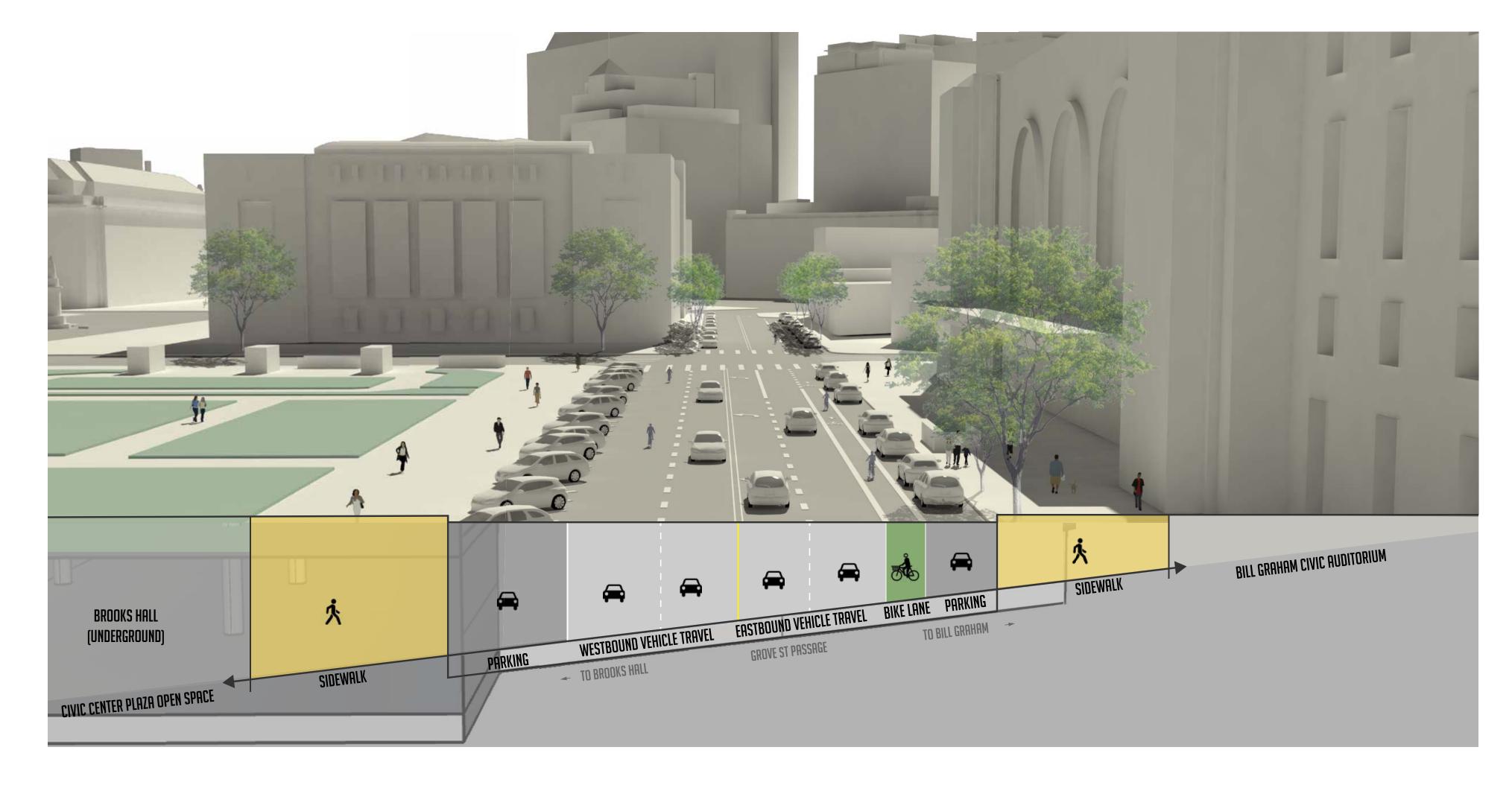
GROVE ST

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



PEDESTRIAN SAFETY + COMFORT



- · High-injury corridor, even with low traffic volumes
- · Van Ness & Grove among the highest collision rates in
- · Very wide, 71' 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



VEHICLE ACCESS



 No access restrictions other than for existing one-way street circulation

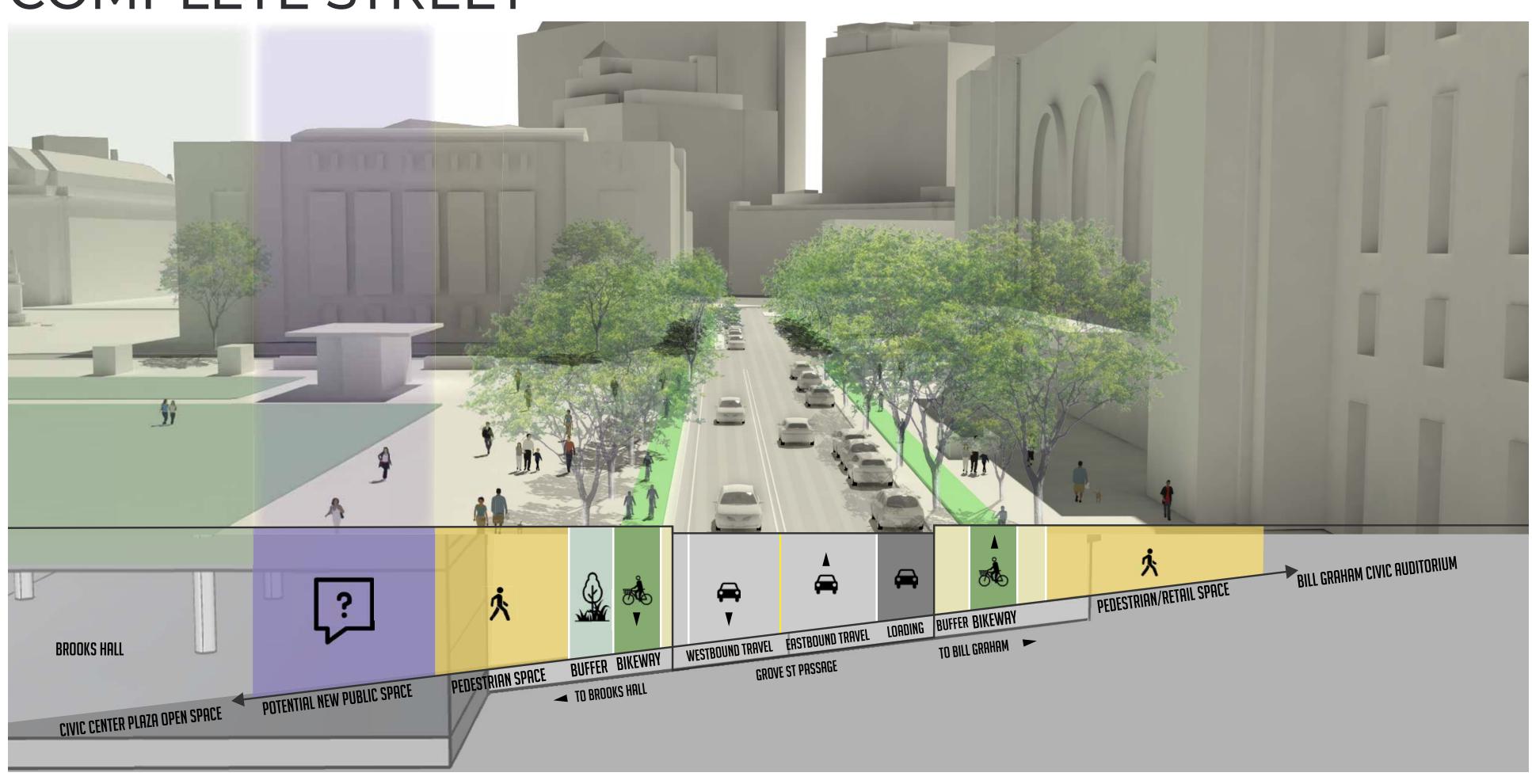
LOADING +

PARKING



· 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



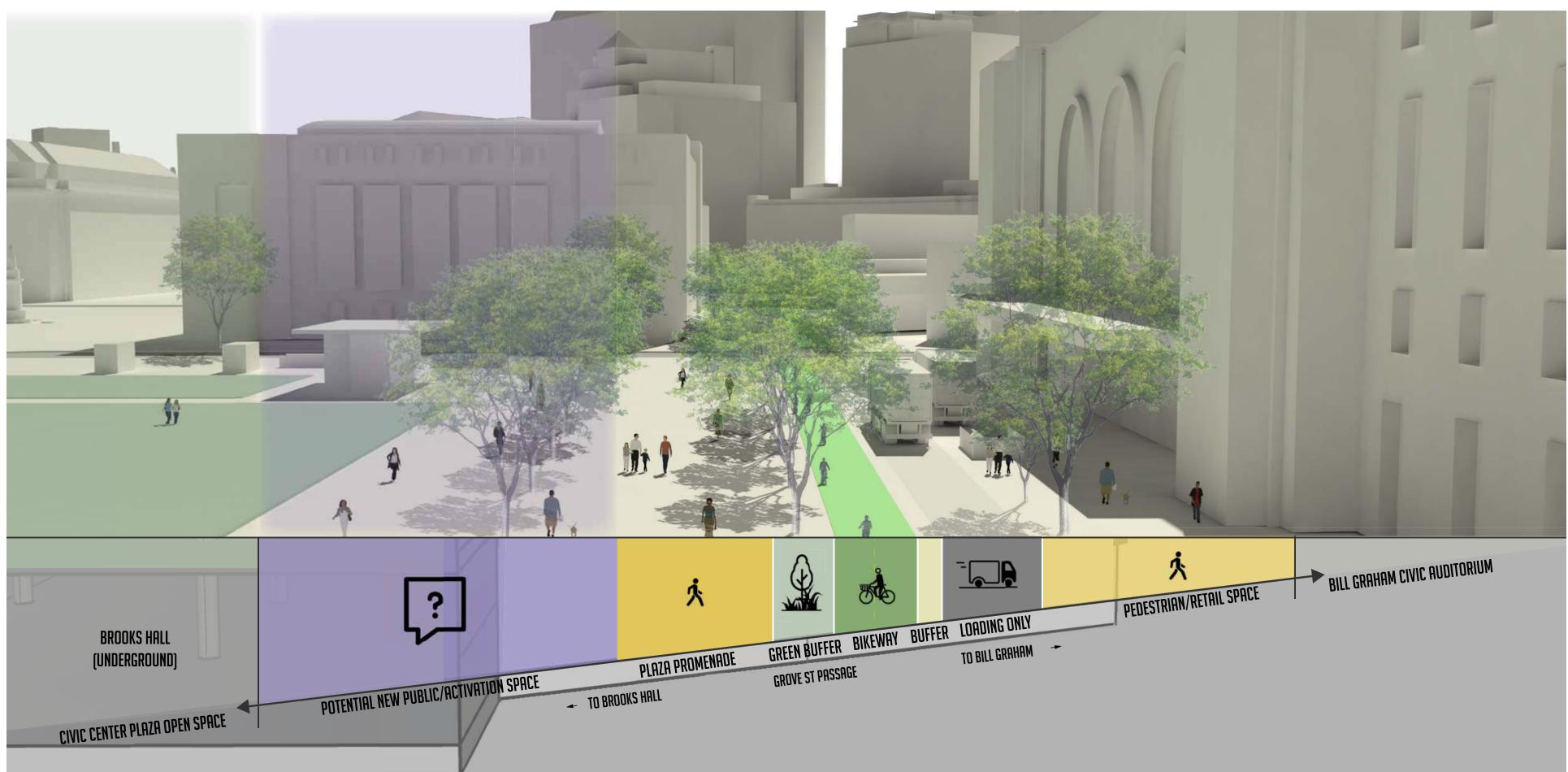
No circulation changes proposed



· Parallel parking/loading on one side of street on all



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



























STREET DESIGN: GROVE STREET ARTS CONNECTOR CIVIC CENTER PUBLIC REALM PLAN COMMUNITY WORKSHOP 2 · April 24, 2018 POLK TO LARKIN: PLAZA + BILL GRAHAM BLOCK GOUGH TO FRANKLIN: PERFORMING ARTS GARAGE BLOCK FRANKLIN TO VAN NESS: OPERA + SYMPHONY BLOCK LARKIN TO HYDE/MARKET: MAIN LIBRARY BLOCK VAN NESS TO POLK: CITY HALL BLOCK GROVEST EXISTING COMPLETE COMPLETE STREET PLAZA PLAZA PROMENADE PROMENADE

STREET DESIGN: POLK STREET



POLK ST

There are two alternative street designs proposed for Polk Street, as shown below the existing condition.

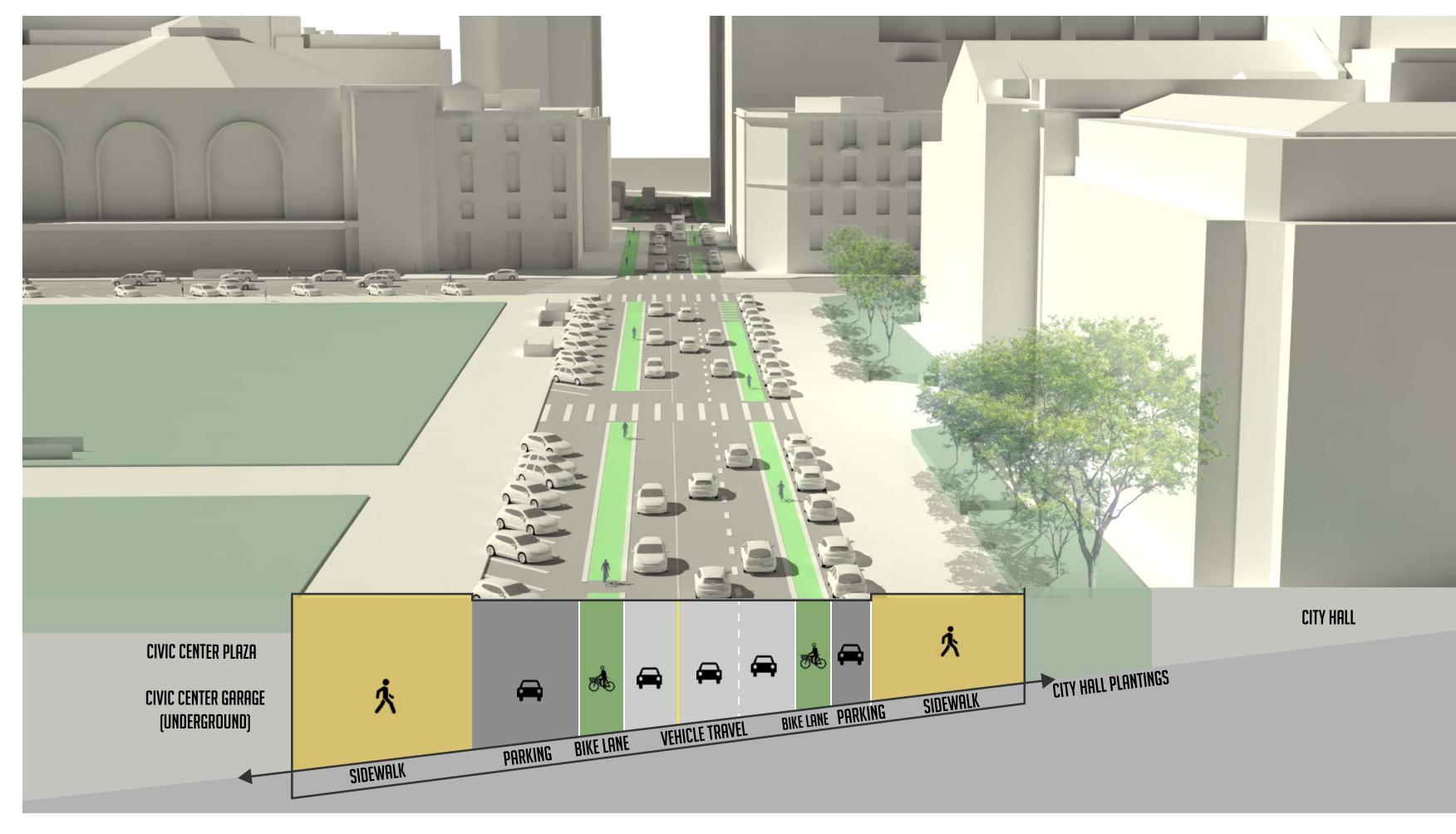
The "Complete Street" alternative would calm Polk St by adding parking-protected bike lanes.

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.

KEY MAP



EXISTING



















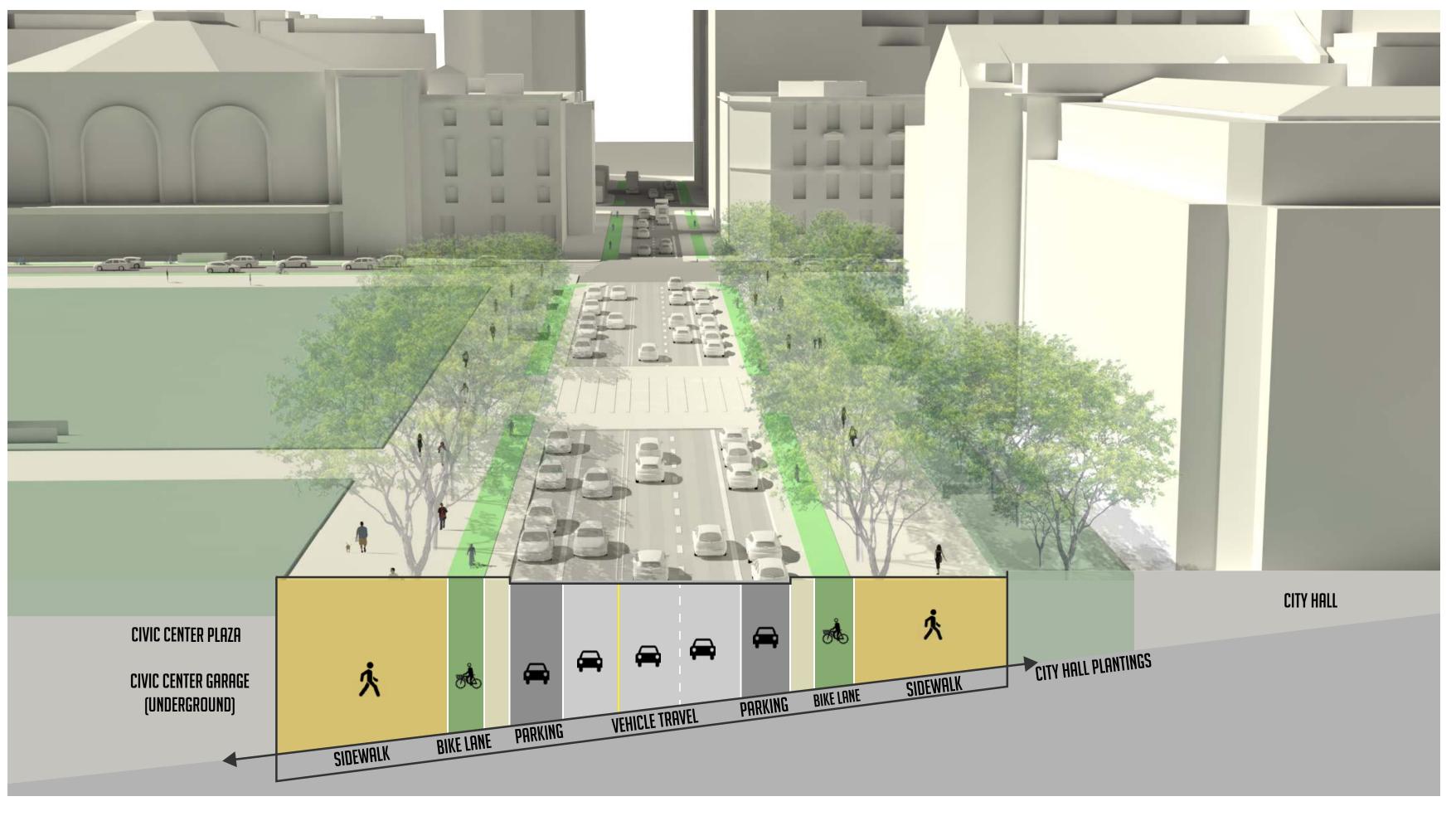
VEHICLE

ACCESS



- 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









· Raised intersection crossing at Fulton central axis

Narrowed intersection crossings

· 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

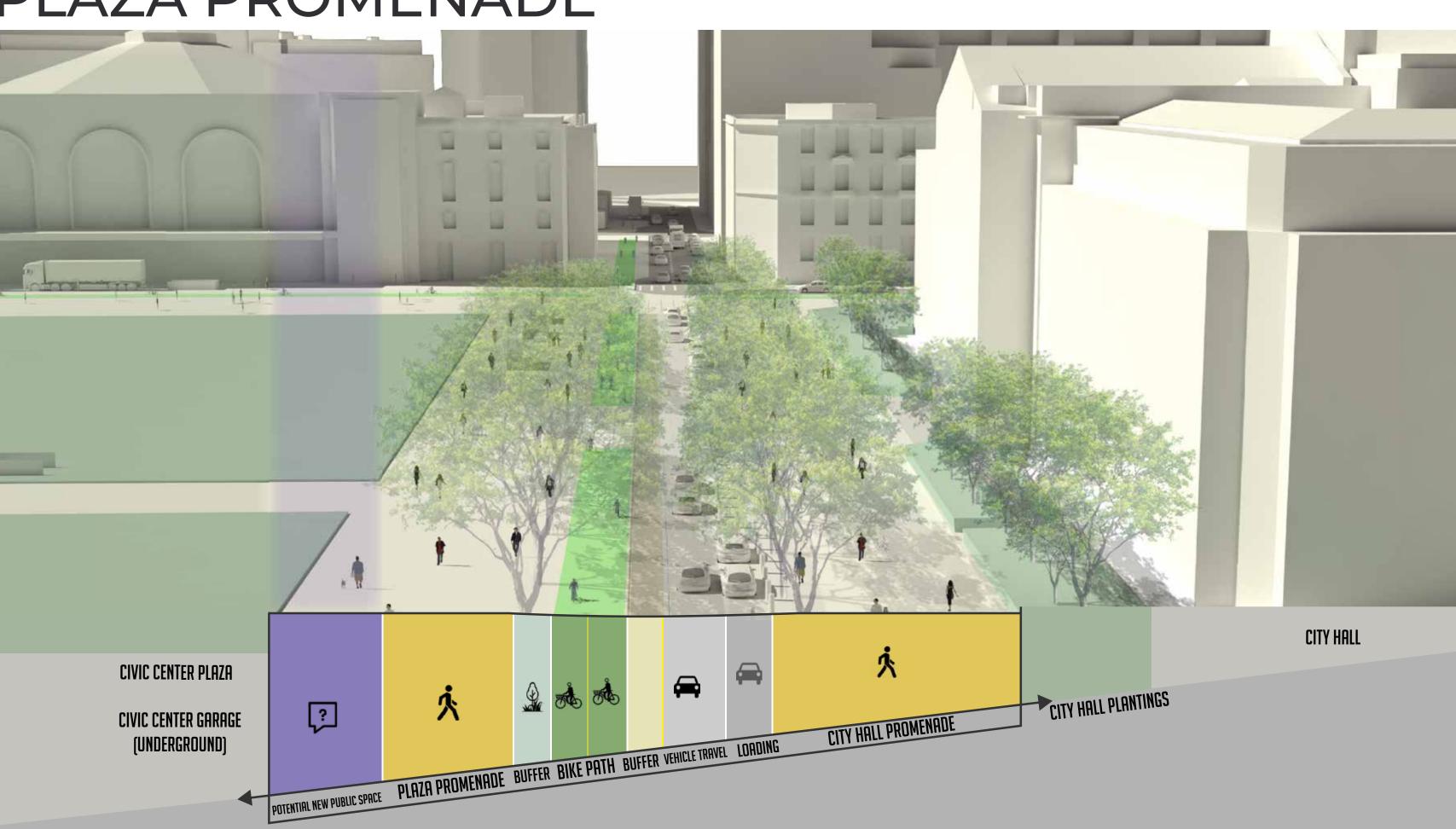


No access or circulation changes proposed



- 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









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

























STREET DESIGN: POLK STREET PLAZA PROMENADE COMPLETE STREET EXISTING **CA SUPREME** COURT COURT COURT (A) = (A) MCALLISTER CIVIC CIVIC CIVIC CITY CENTER CENTER CENTER HALL HALL HALL PLAZA PLAZA PLAZA PLAZA + CITY HALL BLOCK PLAZA + CITY HALL BLOCK PUBLIC PUBLIC PUBLIC HEALTH HEALTH HEALTH DEPT DEPT DEPT BILL GRAHAM BLOCK **BILL GRAHAM BILL GRAHAM BILL GRAHAM** CIVIC CIVIC CIVIC AUDITORIUM AUDITORIUM AUDITORIUM HAYES ST HAYES ST HAYES ST SECTION C FOX PLAZA BLOCK SECTION C FOX PLAZA BLOCK FOX FOX FOX PLAZA PLAZA PLAZA FELLST FELL ST EXISTING COMPLETE STREET PLAZA PROMENADE EXISTING, GROVE TO MCALLISTER, LOOKING NORTH COMPLETE STREET, GROVE TO MCALLISTER, LOOKING NORTH PLAZA PROMENADE, GROVE TO MCALLISTER, LOOKING NORTH Center Plaza & Public Realm Plan public design process EXISTING, HAYES TO GROVE, LOOKING NORTH COMPLETE STREET, HAYES TO GROVE, LOOKING NORTH PLAZA PROMENADE, HAYES TO GROVE, LOOKING NORTH EXISTING, MARKET TO HAYES, LOOKING NORTH COMPLETE STREET, MARKET TO HAYES, LOOKING NORTH PLAZA PROMENADE, MARKET TO HAYES, LOOKING NORTH Planning SFMTA Municipal Transportation Agency Services of the San Francisco Public Utilities Commission SFMTA Municipal Transportation Agency Services of the San Francisco Public Utilities Commission SFMTA Water Power Sewer Sewer Services of the San Francisco Public Utilities Commission SFM Francisco Water Power Sewer Sewer

CIVIC CENTER PUBLIC REALM PLAN
COMMUNITY WORKSHOP 2 · April 24, 2018

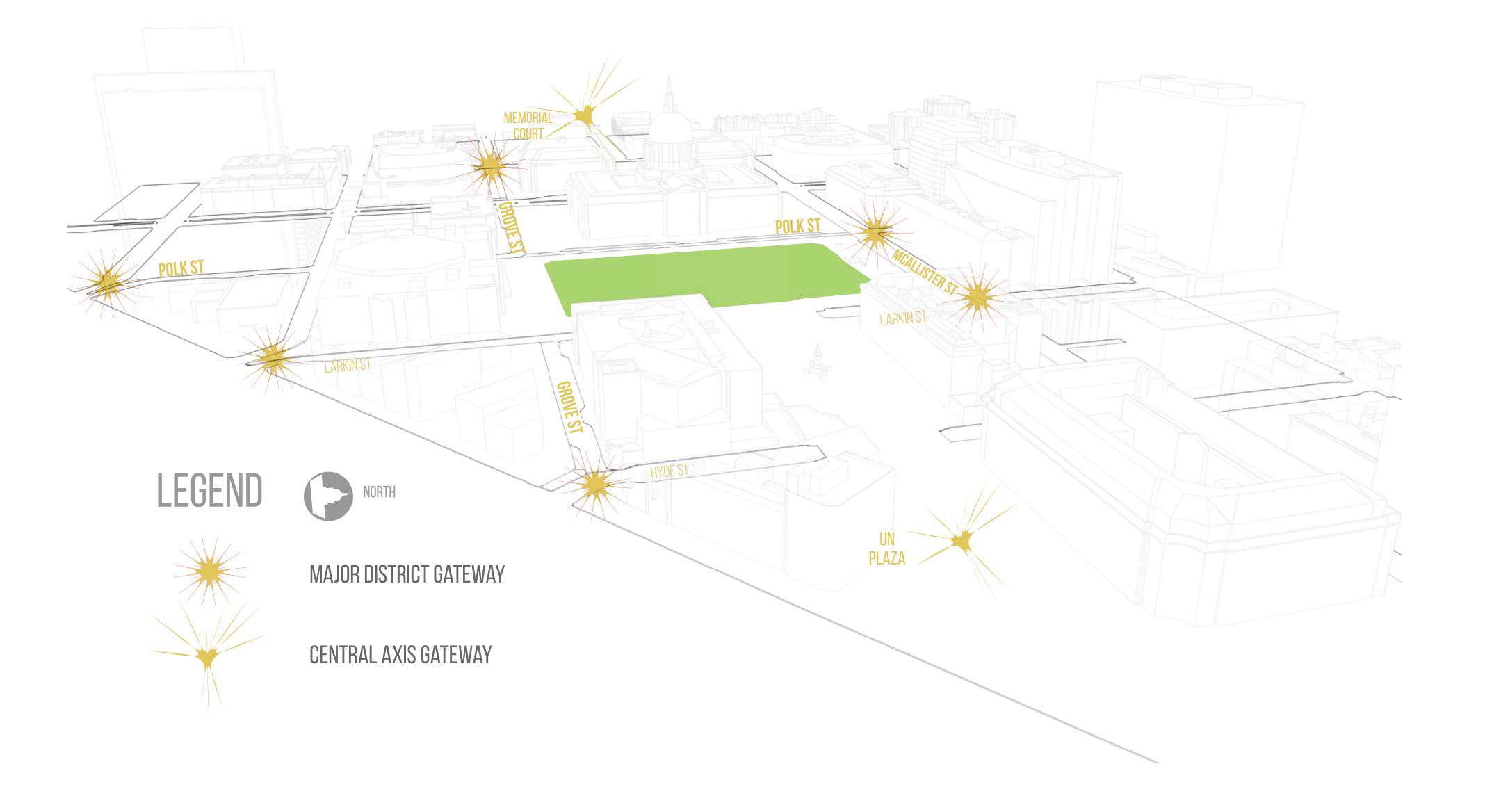
STREET DESIGN: GATEWAYS



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



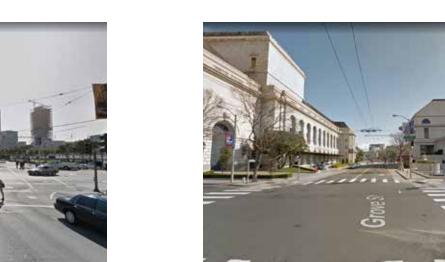




Polk & Market

Grove/Hyde & Market



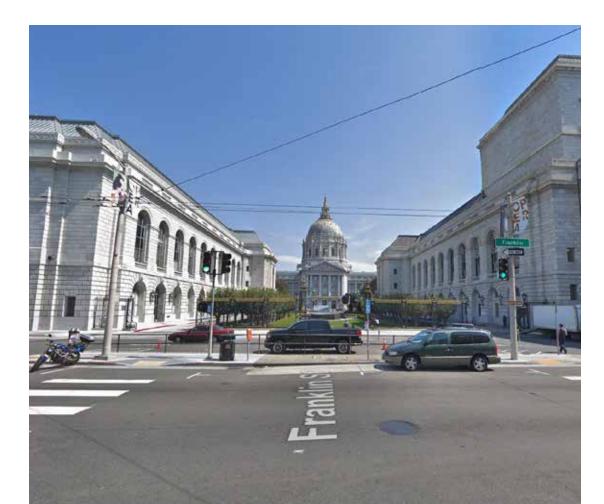




Grove & Franklin

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





War Memorial Courtyard

UN Plaza, at Market St

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.

FRANKLIN STREET

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.

