

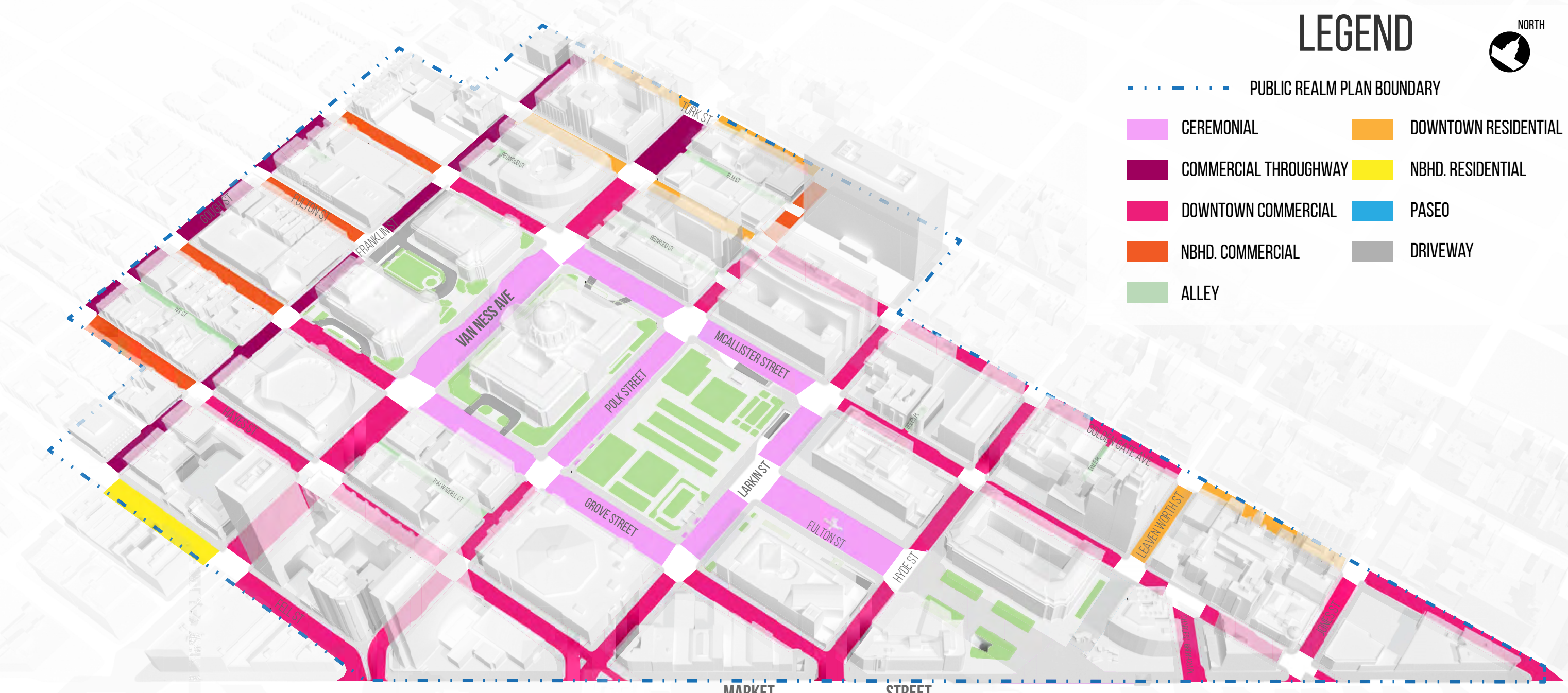
STREET DESIGN: CONTEXT TODAY



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.

IDENTITY

STREET TYPOLOGY TODAY



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

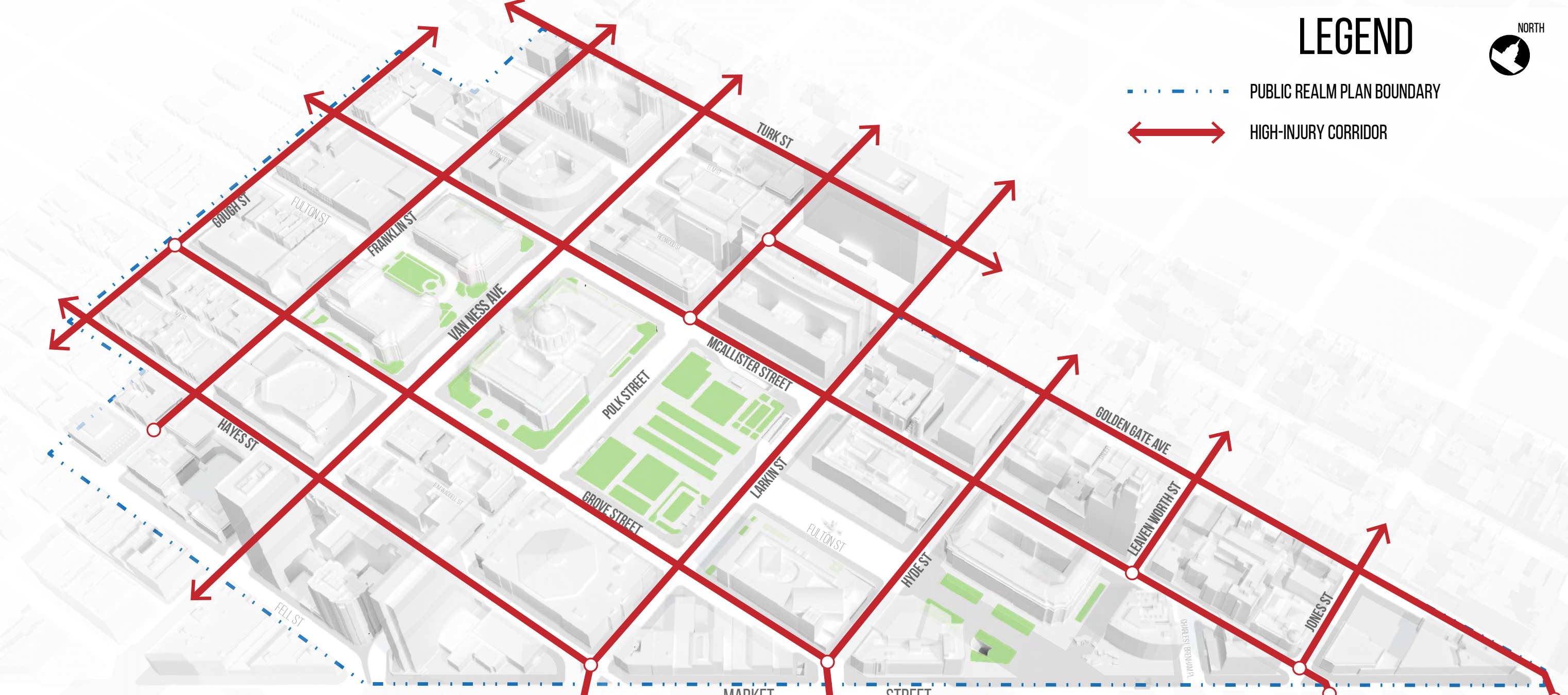
KEY SITES



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 Ave

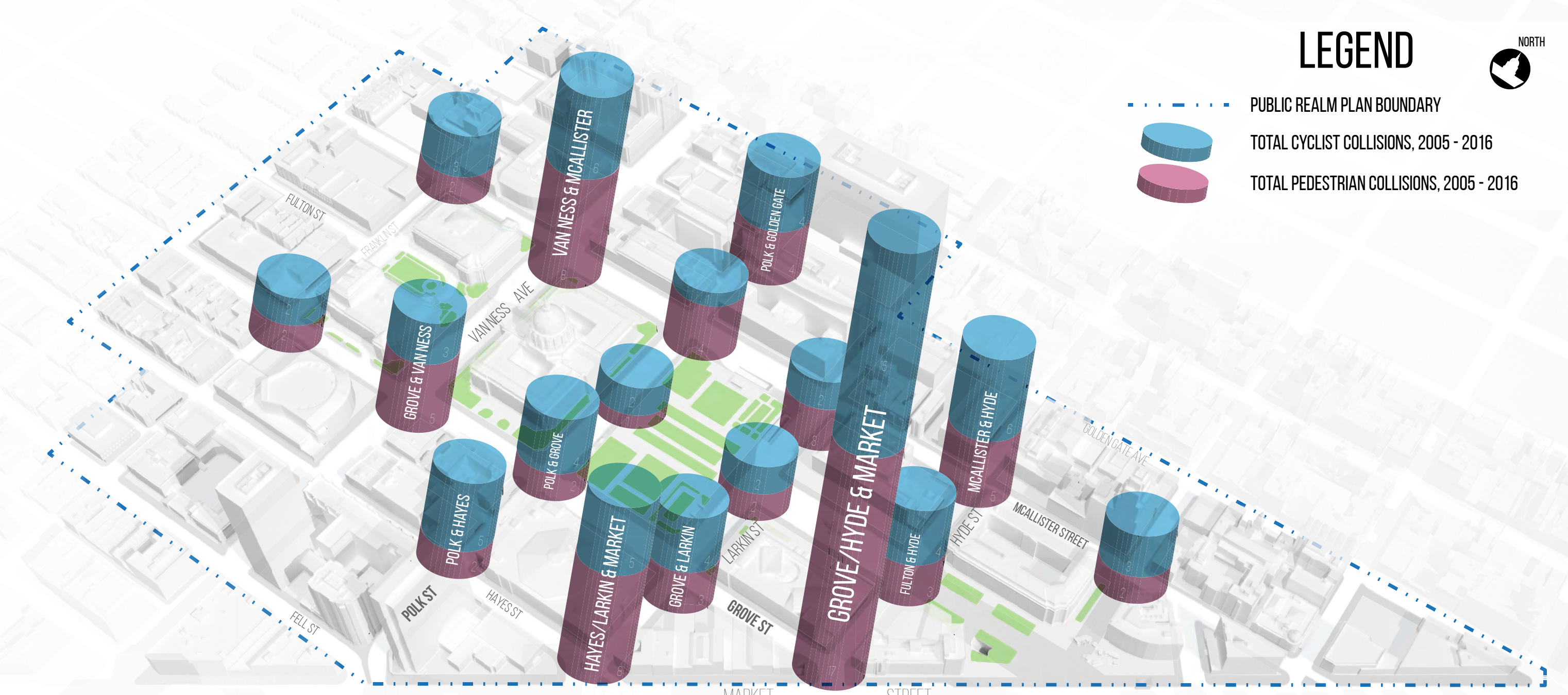
SAFETY

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.

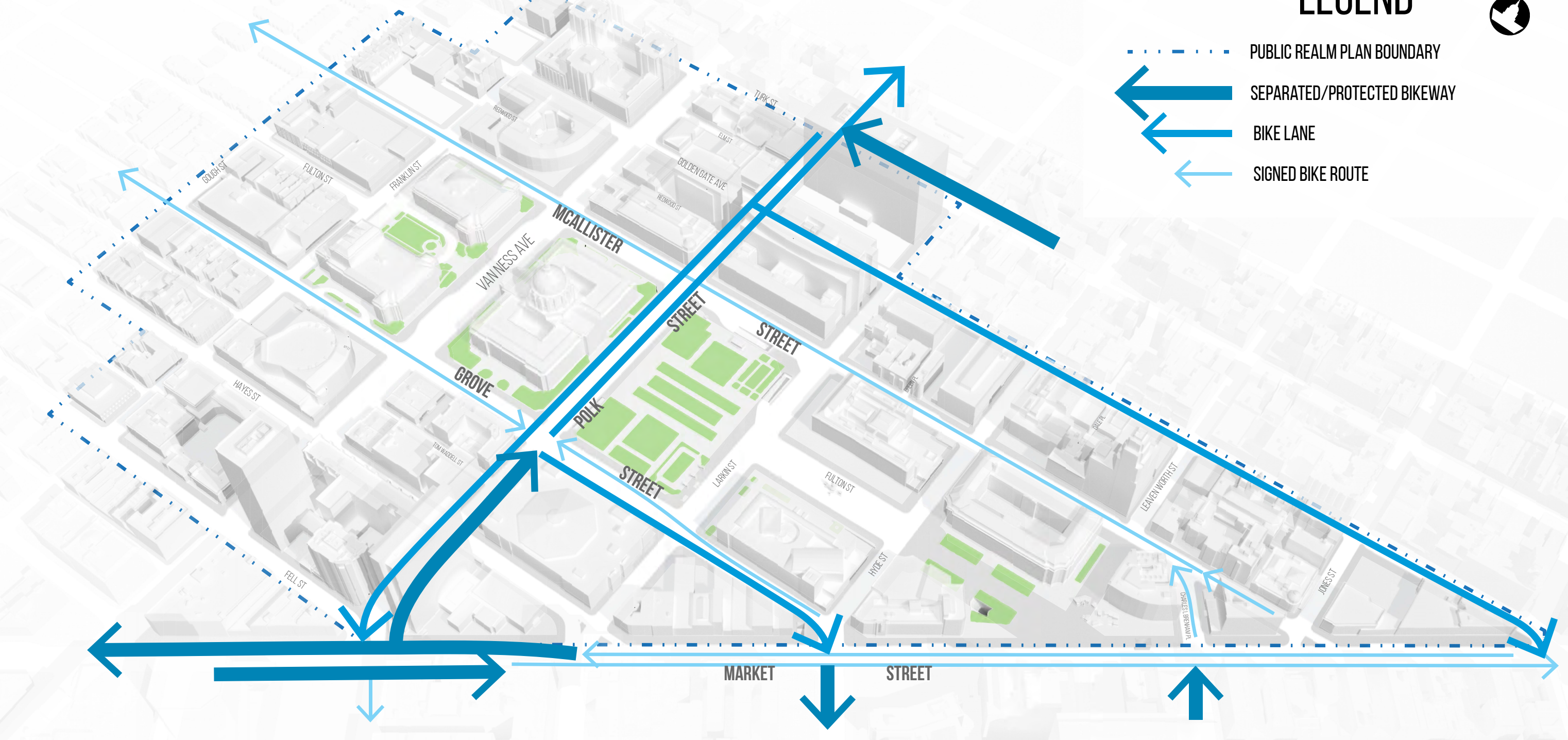
COLLISION LOCATIONS



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.

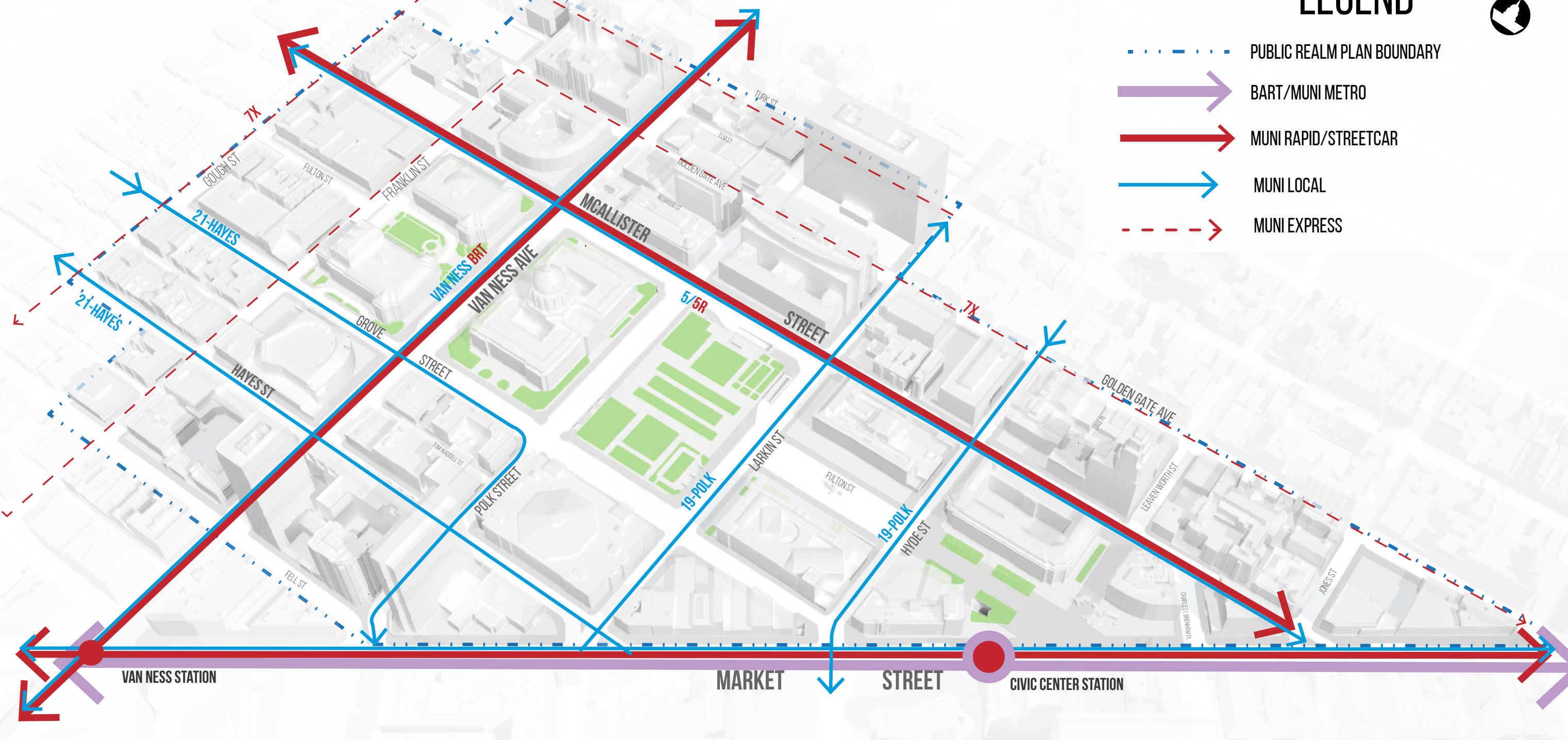
CONNECTION

THE 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**.

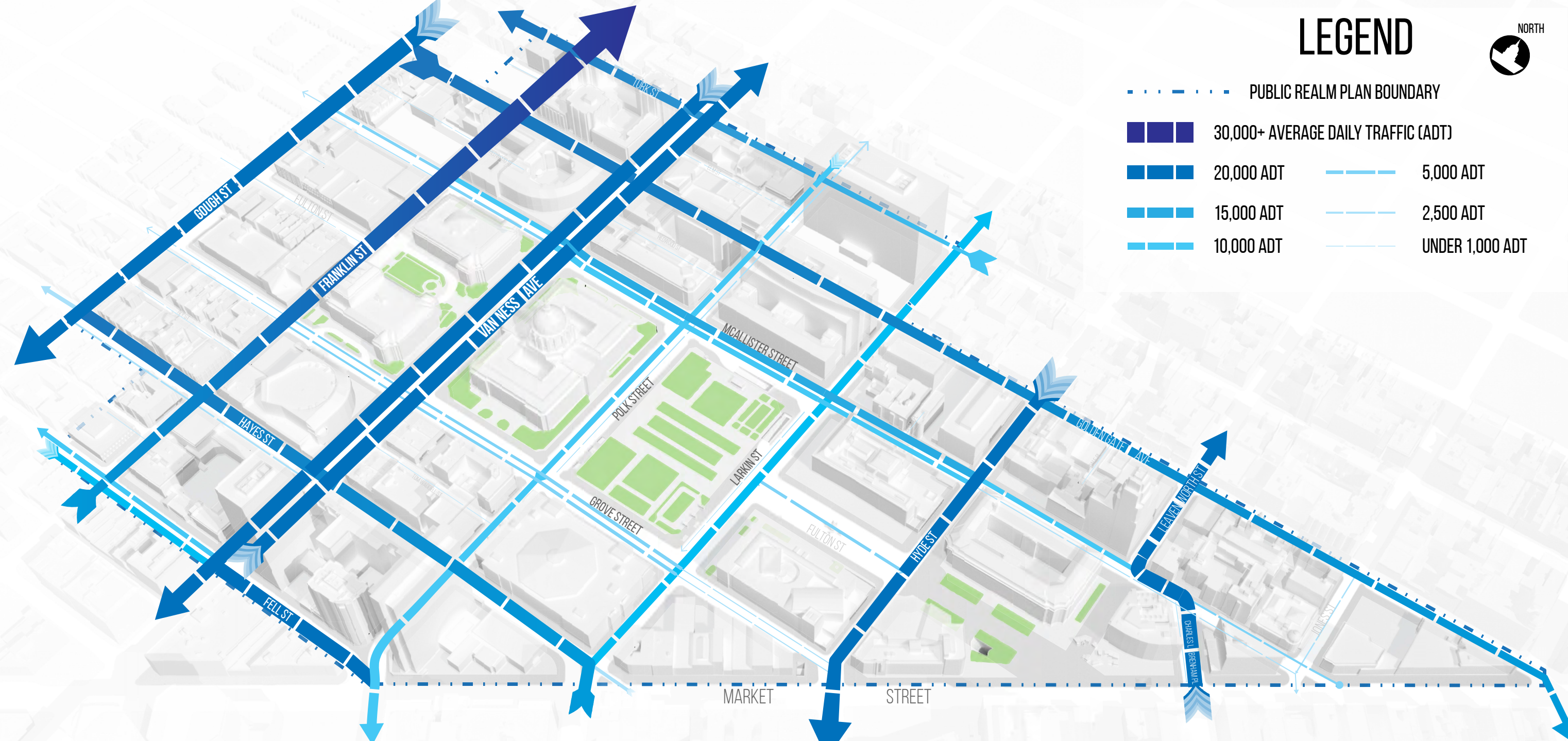
THE TRANSIT NETWORK TODAY



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.

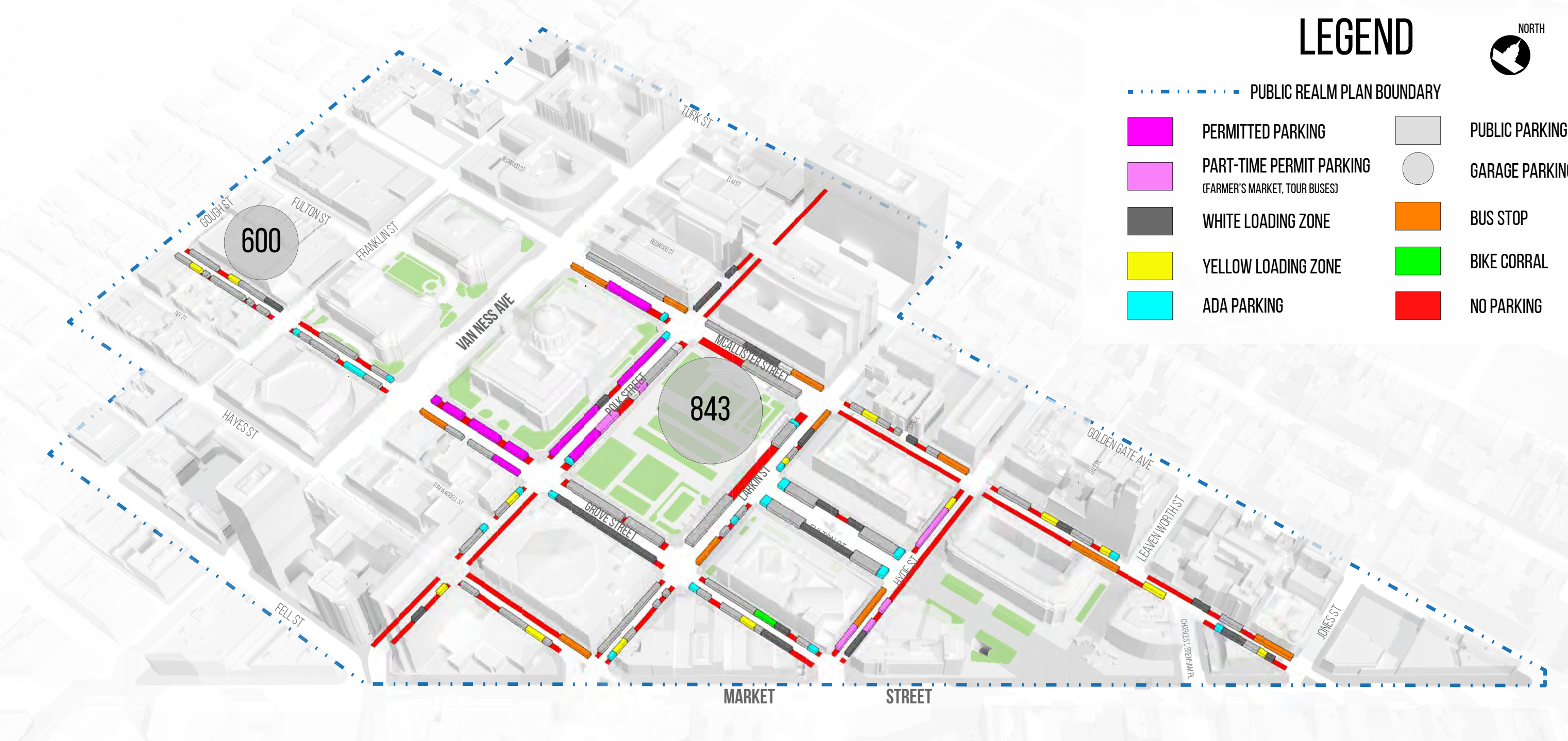
MOBILITY/OPERATIONS

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.

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



STREET DESIGN: GOALS

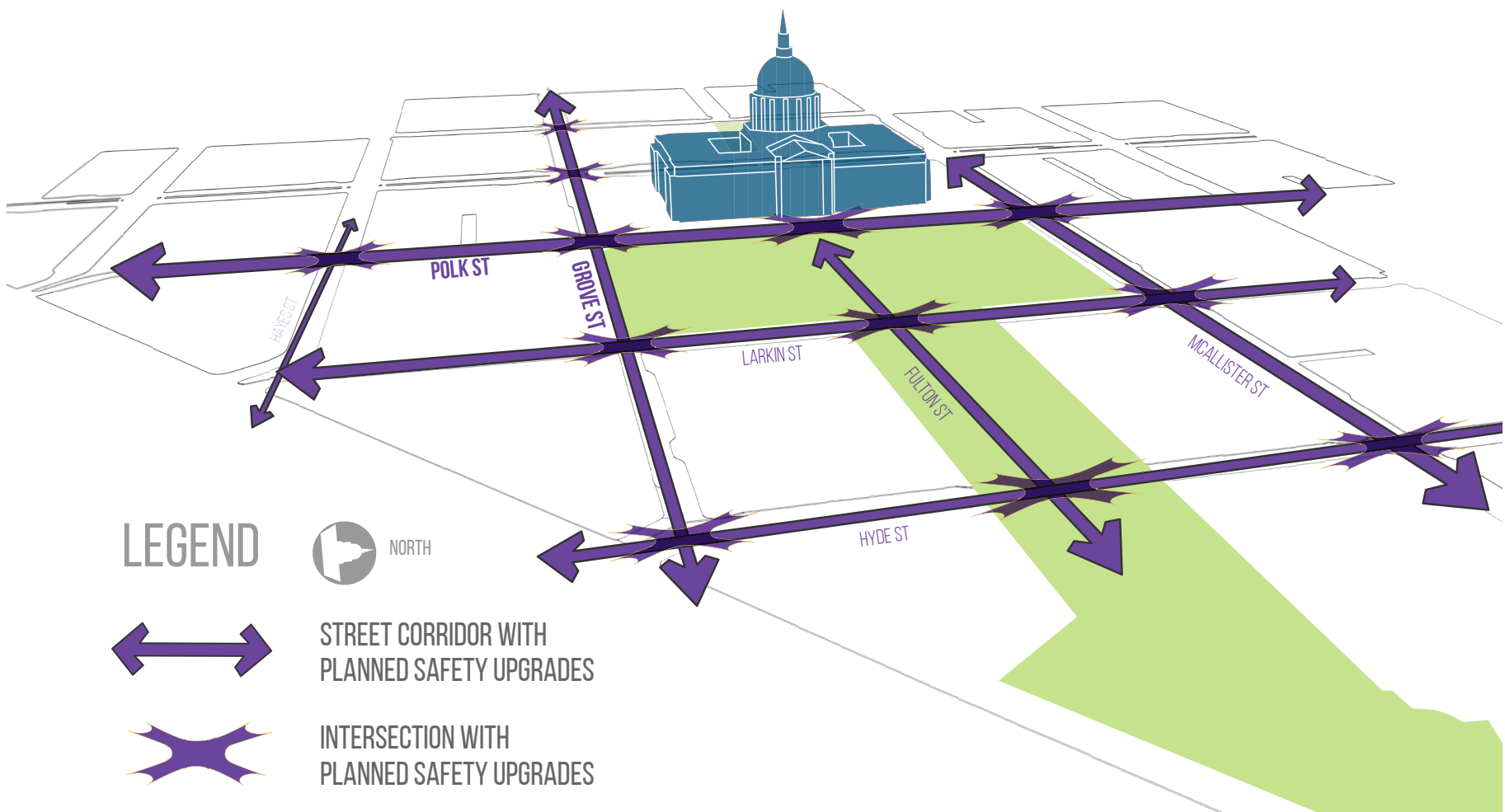


STREET DESIGN GOALS

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.

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



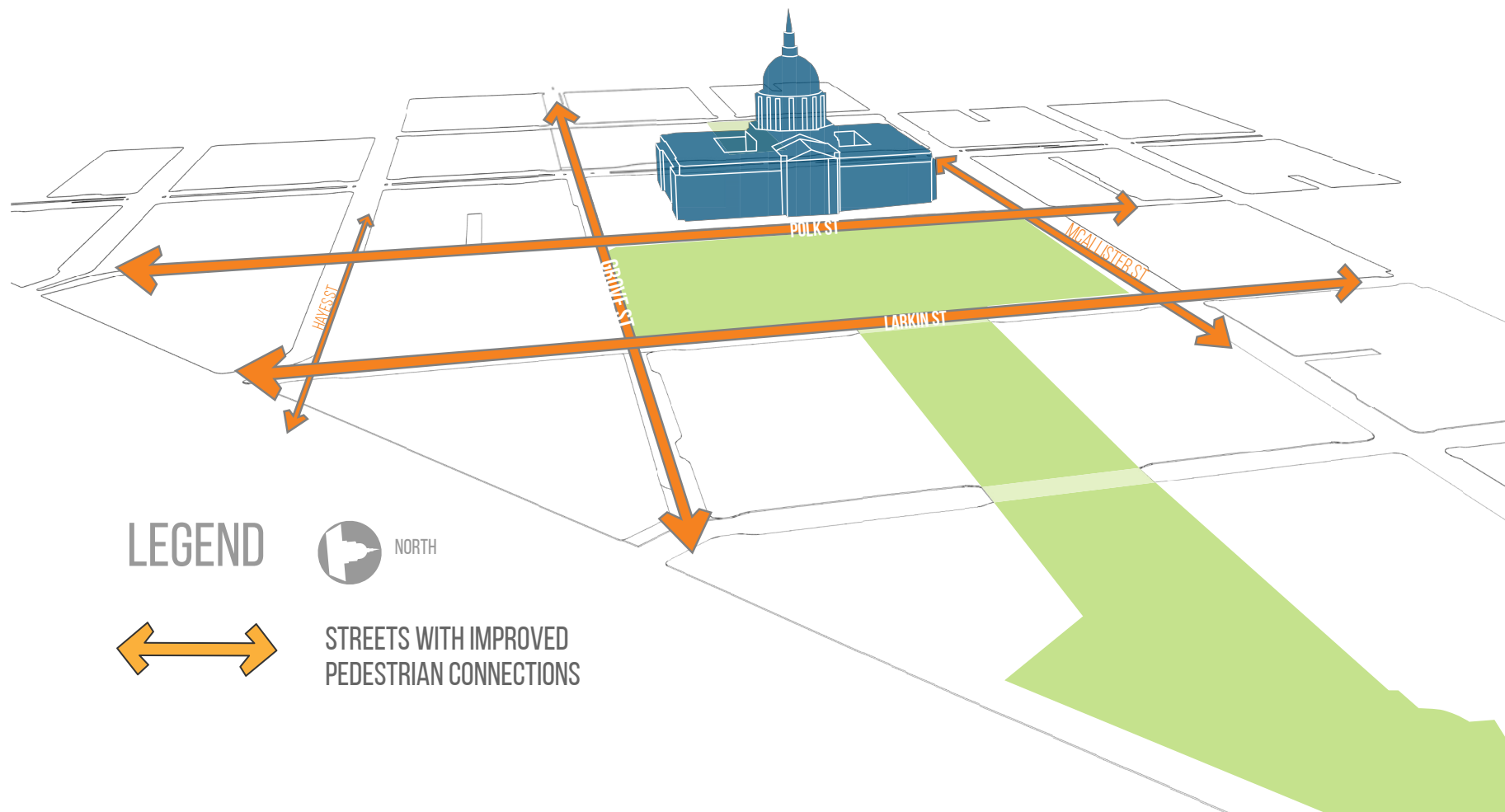
Indianapolis



State Street, Madison, WI

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



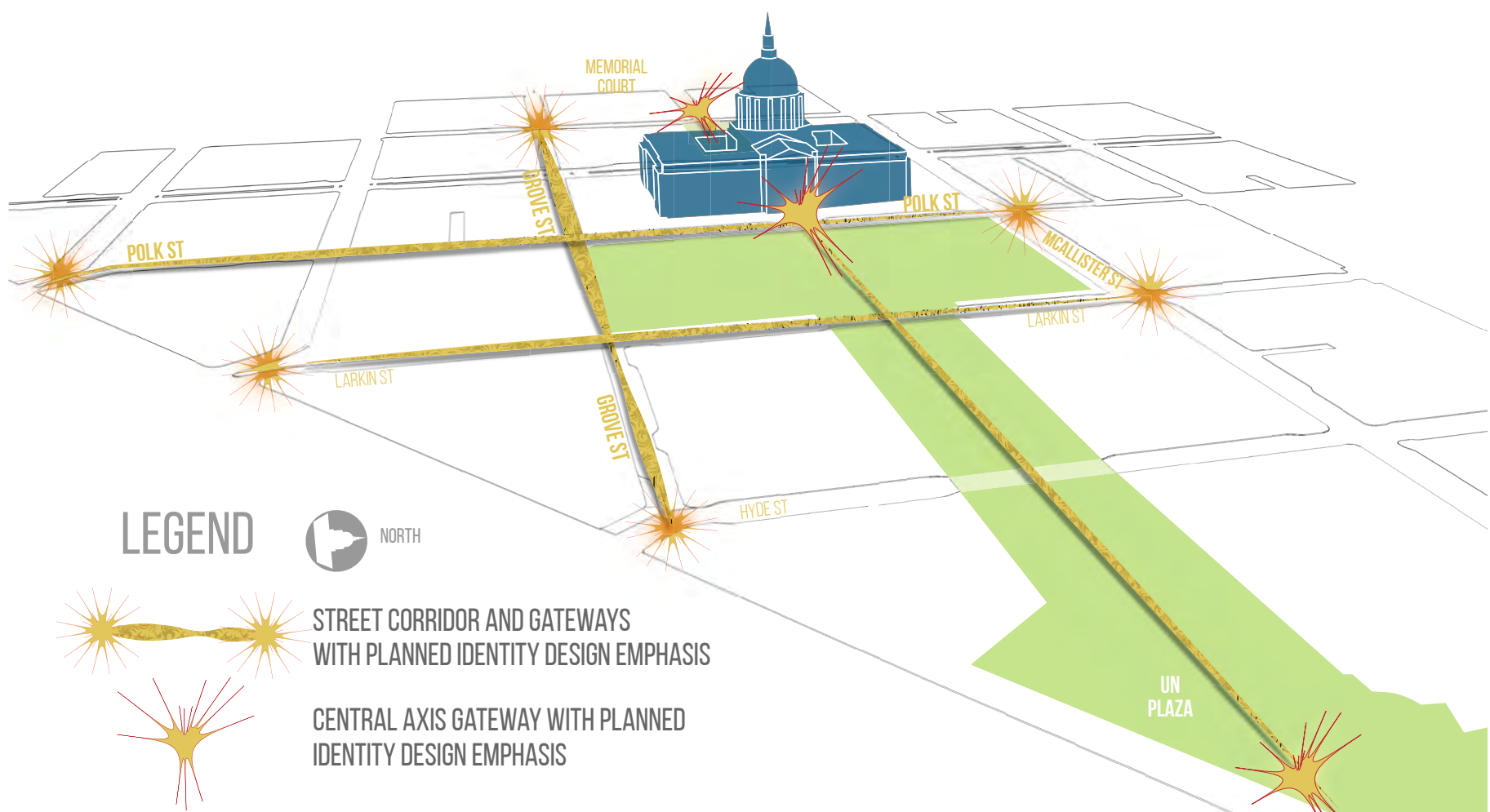
Market Square, Pittsburgh



Pike Place Market, Seattle

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



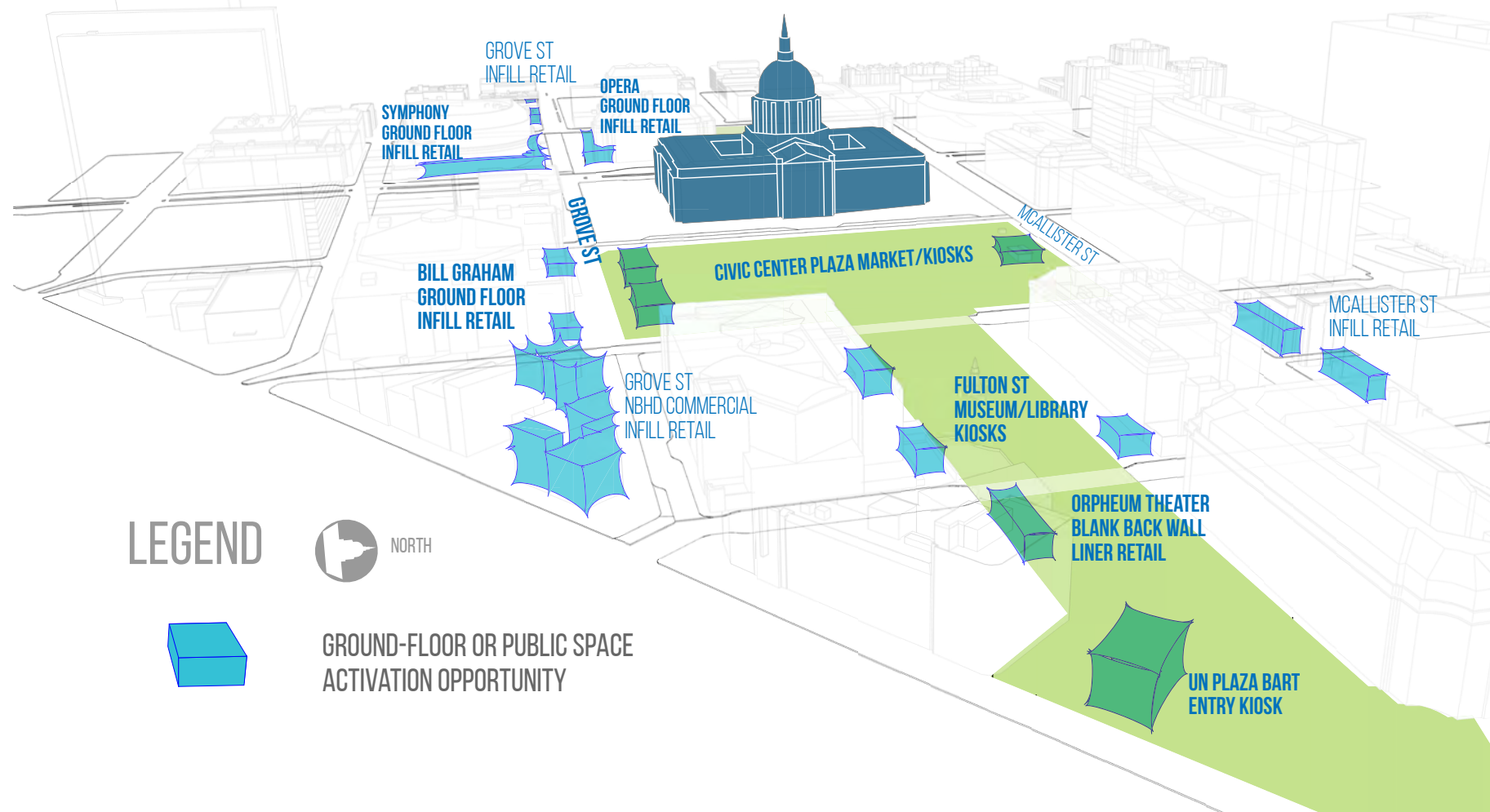
Orchard Rd, Singapore



Champs Elysees, Paris

4 ACTIVATION

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



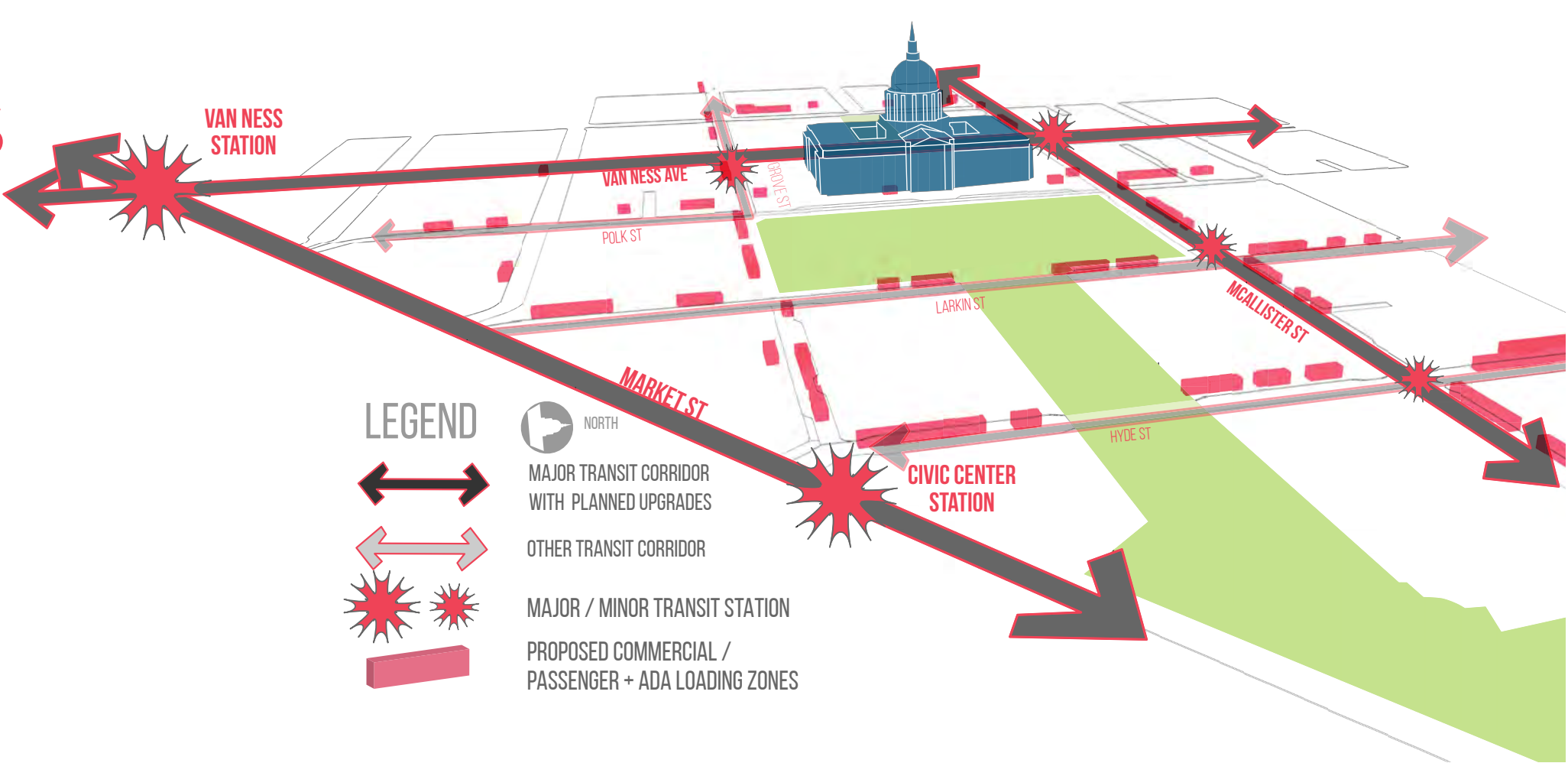
Front St, Toronto



Torvehallerne, Israel Plads, Copenhagen

5 MOBILITY/ OPERATIONS

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



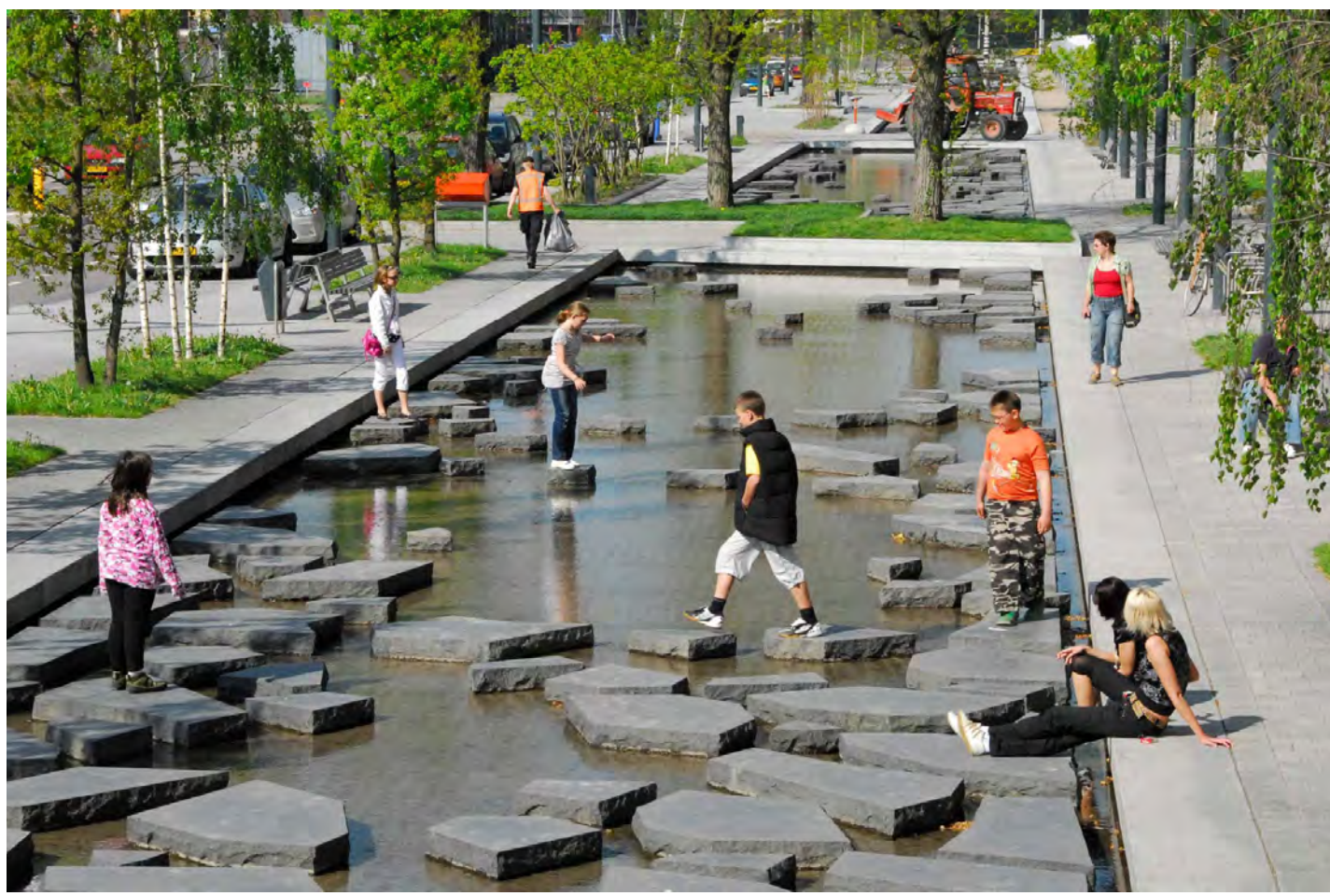
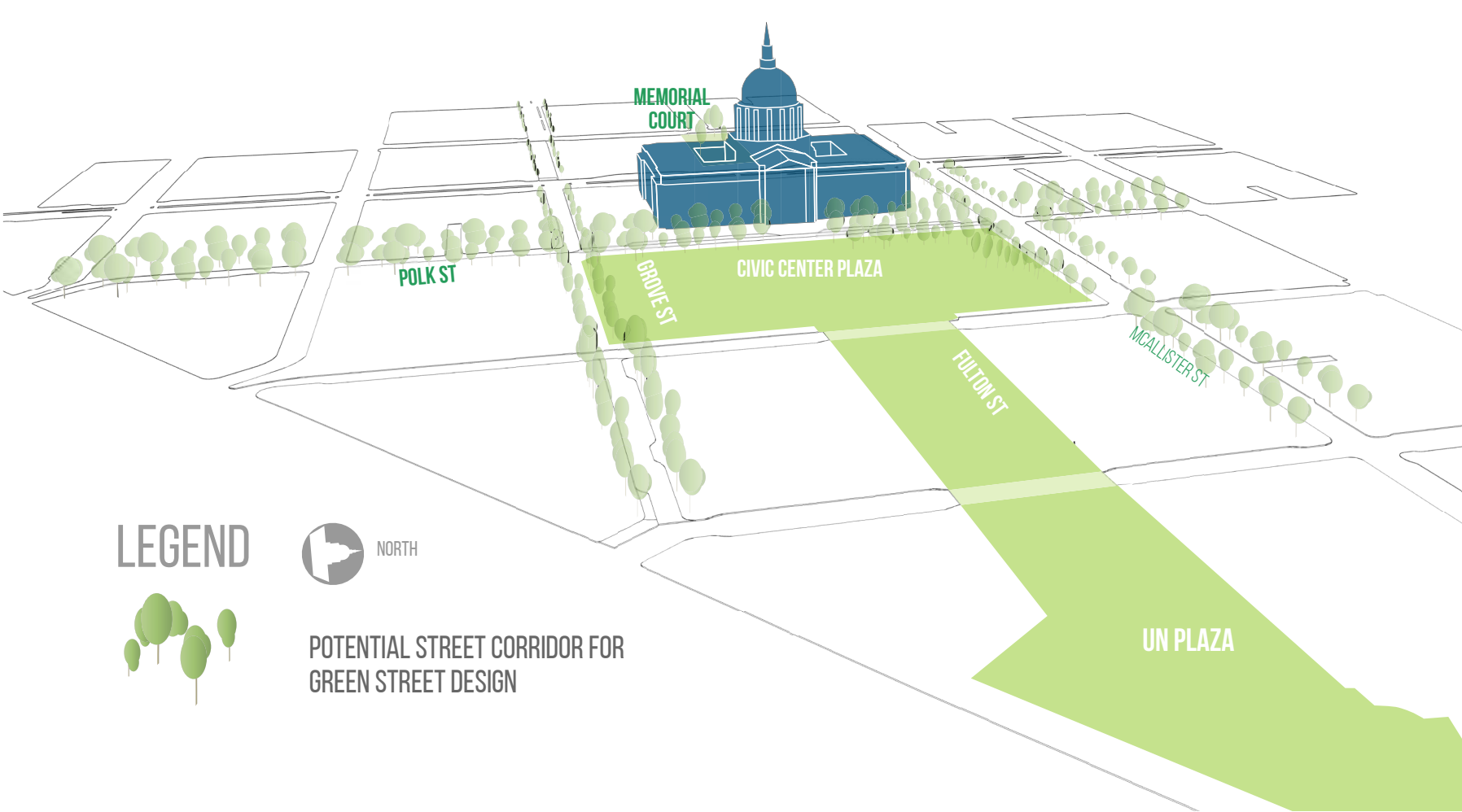
Place de la Republique, Rennes, France



Plaza de Armas, Guadalajara

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



Rombeek, The Netherlands



Shamian St, Guangzhou



Civic Center Public Realm Plan: Street Design Overview



INTRODUCTION

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

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

Proposed travel lane configurations for Civic Center’s streets are pending additional traffic analysis. These concept designs will continue to be refined over the coming months.

PUBLIC SPACE + STREET DESIGN 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 at right in purple.

To be sure the concept design for all the streets and blocks surrounding and bordering Civic Center’s key public spaces is 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 overlap, shown at right 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 information about specific design changes each alternative is considering.

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
- **Hyde Street**, from McAllister to Market; &
- **Hayes Street**, from Polk to Market

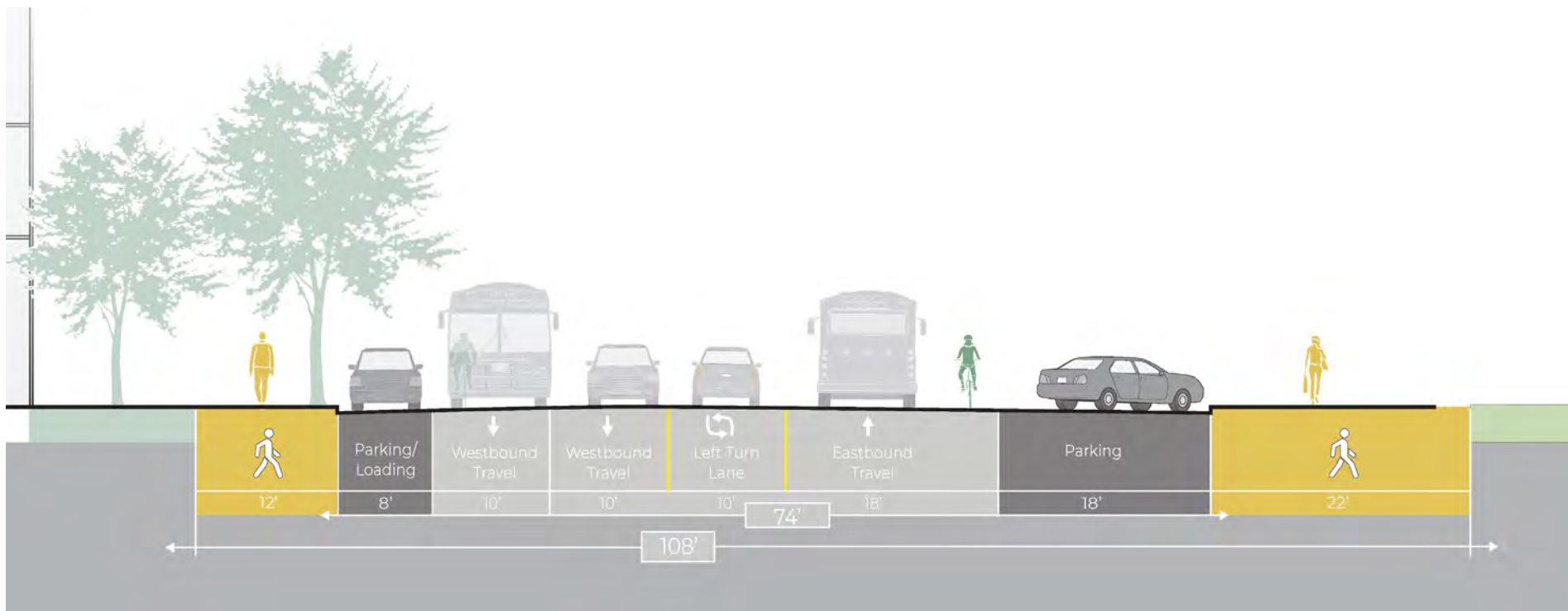
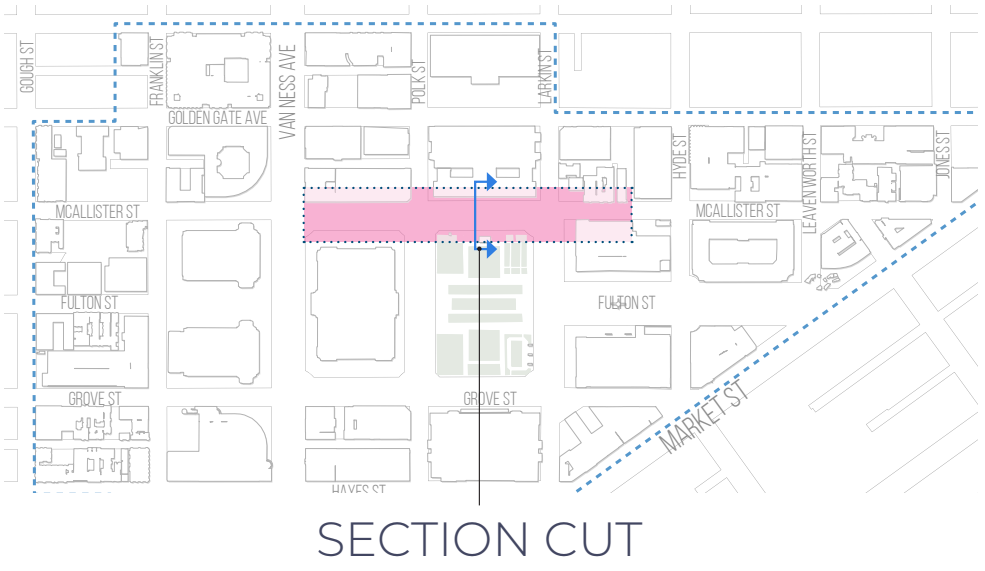
OTHER KEY PLAZA STREETS

McAllister and Larkin streets both border some of Civic Center’s key public spaces, including Civic Center Plaza. Both are currently extra wide around the Plaza. 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.

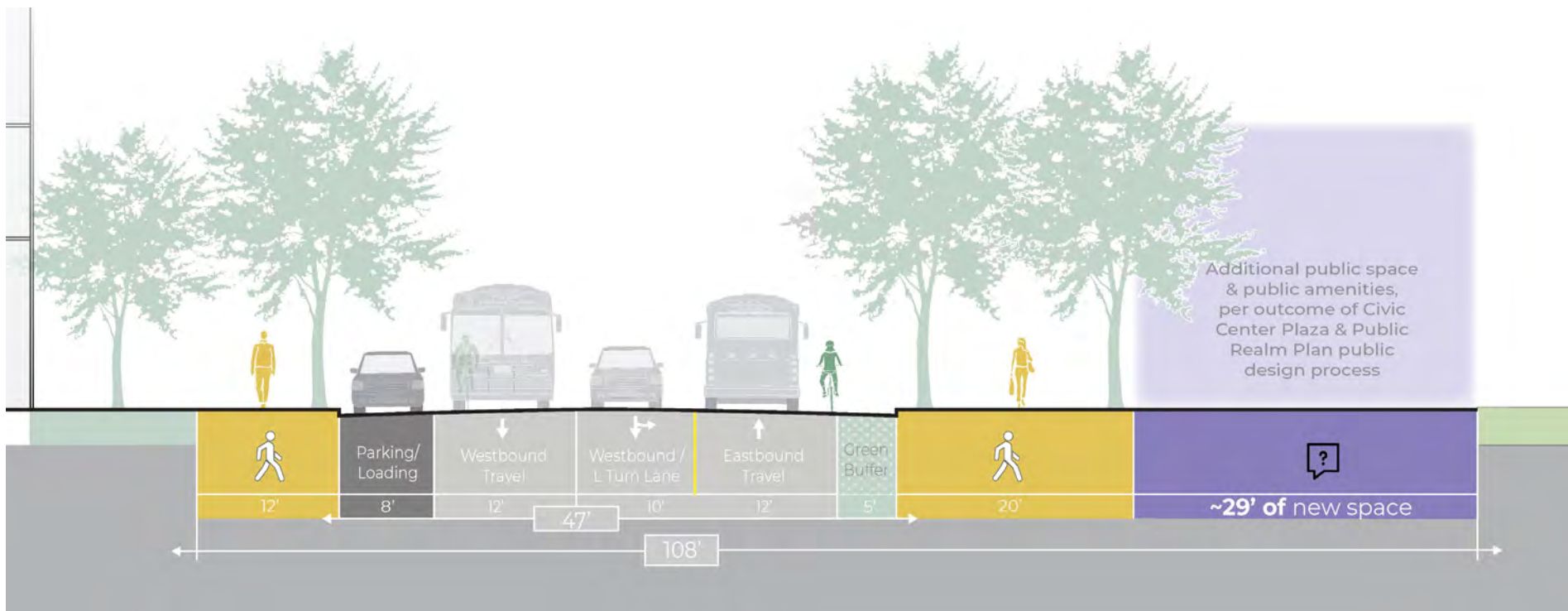
MCALLISTER ST

Concept Design Highlights

- Strengthened role as major transit corridor (5-Fulton and 5R Rapid), with transit-priority upgrades
- 29’ of potential reclaimed public space created from wide, 108’ existing right-of-way
- Gracious pedestrian promenade along Civic Center Plaza’s north edge
- Narrowed intersection crossings and enhanced crossing treatments for safety



MCALLISTER ST, EXISTING, POLK TO LARKIN, LOOKING EAST

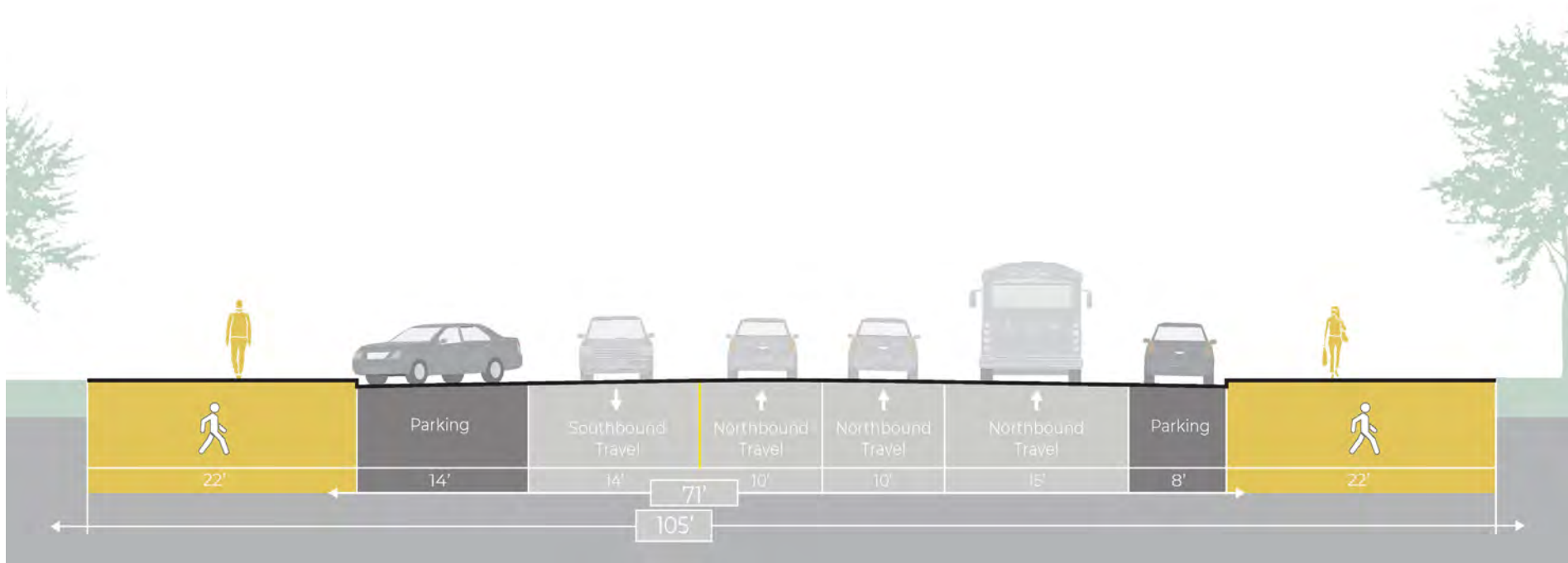
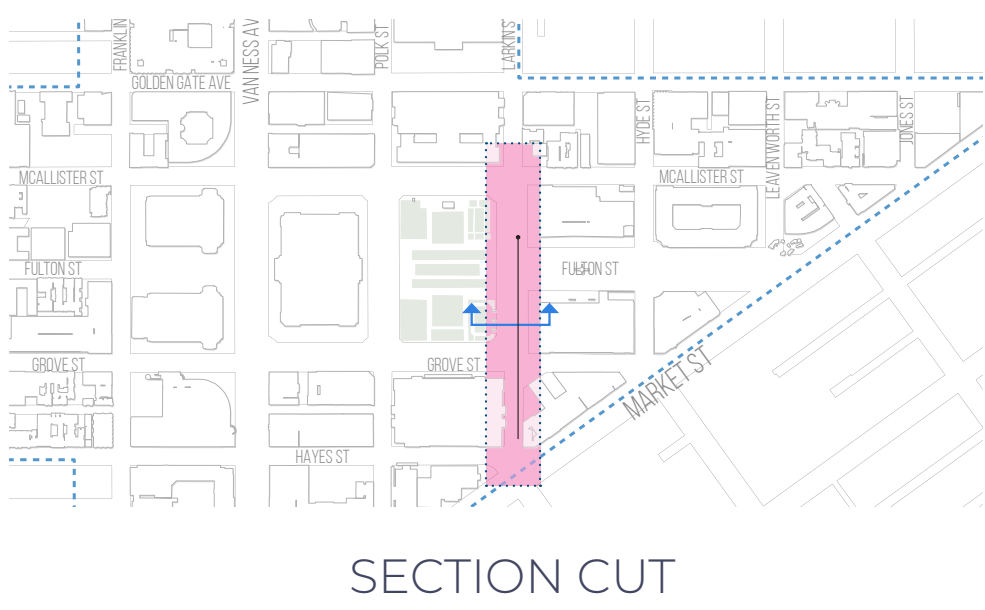


MCALLISTER ST, PROPOSED, POLK TO LARKIN, LOOKING EAST

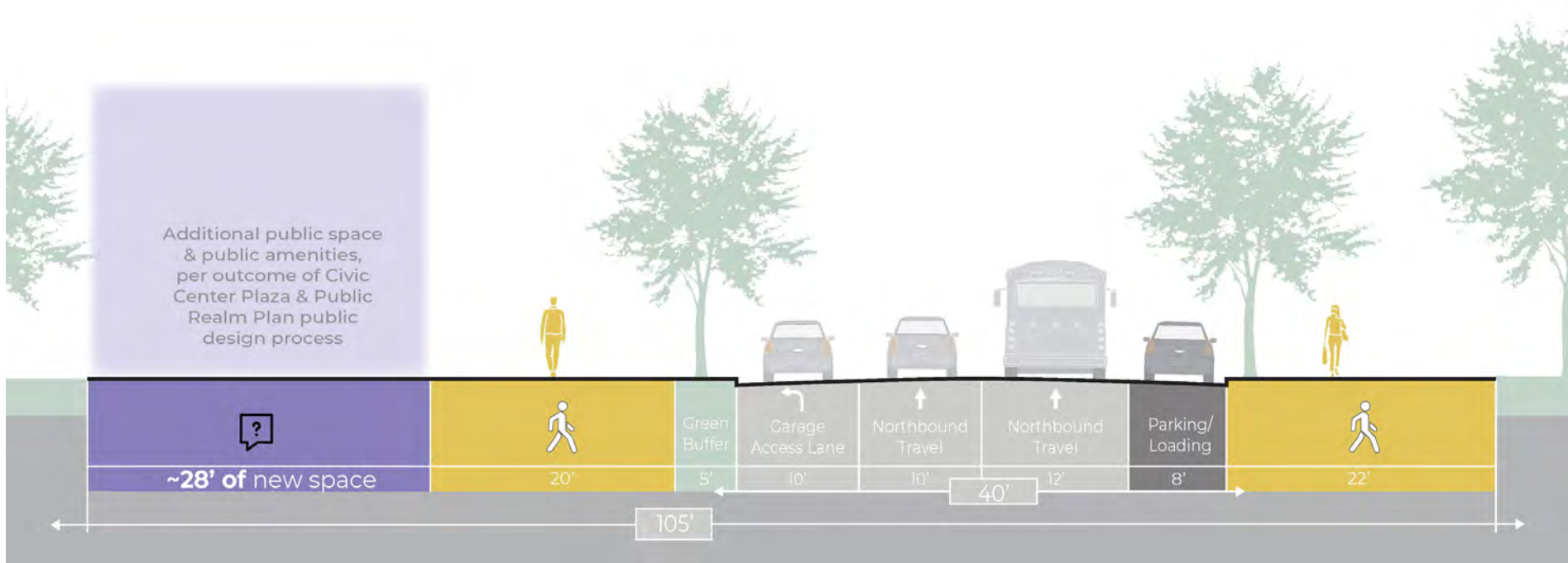
LARKIN ST

Concept Design Highlights

- Strengthened role as major neighborhood gateway street
- 28’ of potential reclaimed public space created from wide, 105’ existing right-of-way
- Gracious pedestrian promenades along Civic Center Plaza’s east edge and fronting the Public Library and Asian Art Museum
- Narrowed intersection crossings and enhanced crossing treatments for safety

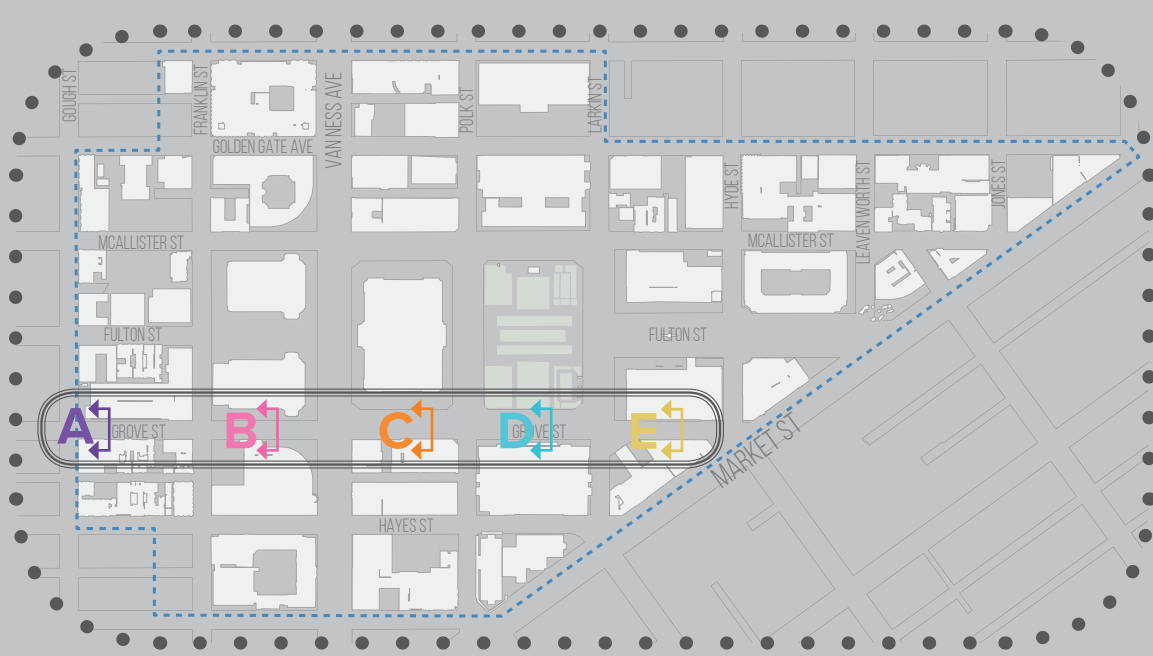
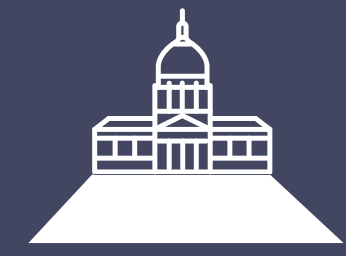


LARKIN ST, EXISTING, GROVE TO MCALLISTER, LOOKING NORTH



LARKIN ST, PROPOSED, GROVE TO MCALLISTER, LOOKING NORTH

Civic Center Public Realm Plan | Grove Street Design Alternatives



SECTION
KEY MAP

Two alternative street designs continue to be proposed and studied for Grove Street. Cross-sections of the existing block-by-block design are shown below, for reference.

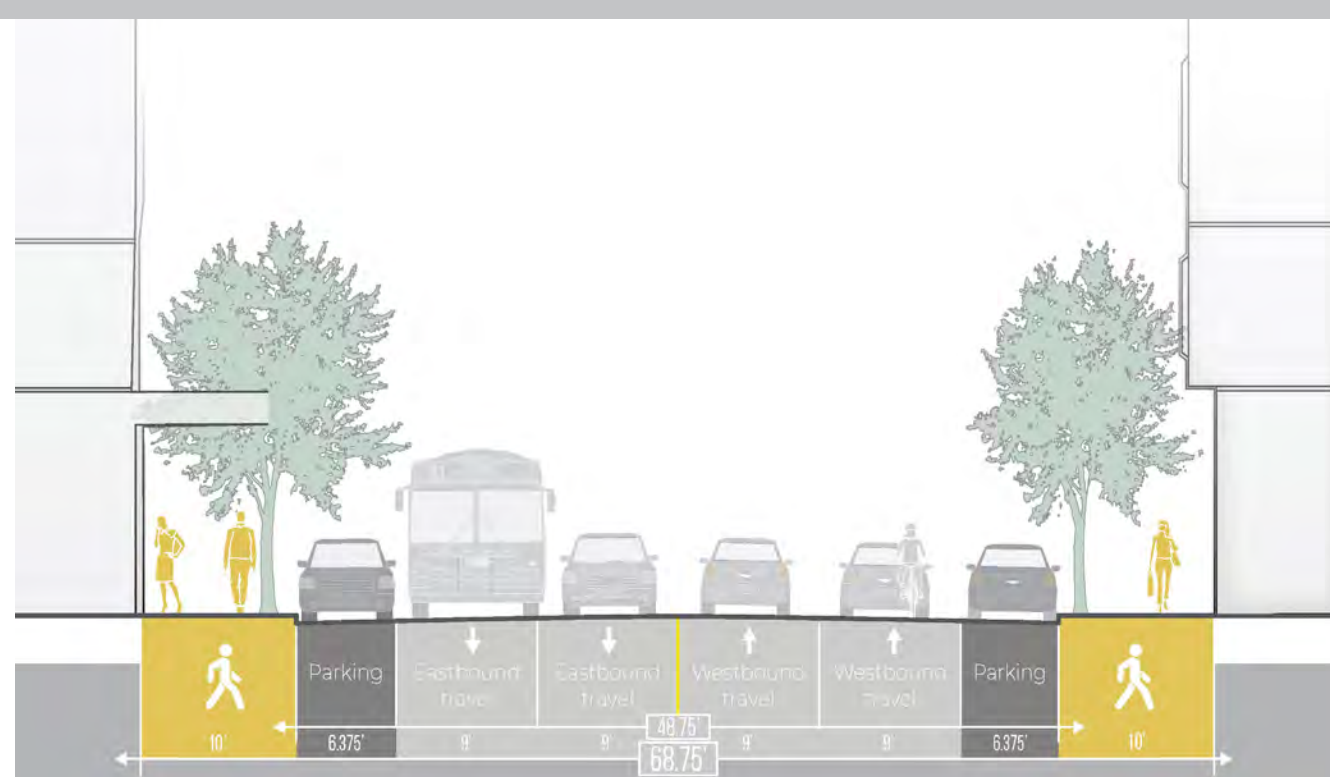
The **“Complete Street”** alternative would improve comfort and safety for pedestrians and cyclists via protected bike lanes and sidewalk widening.

Proposed travel lane configurations pending additional traffic analysis.

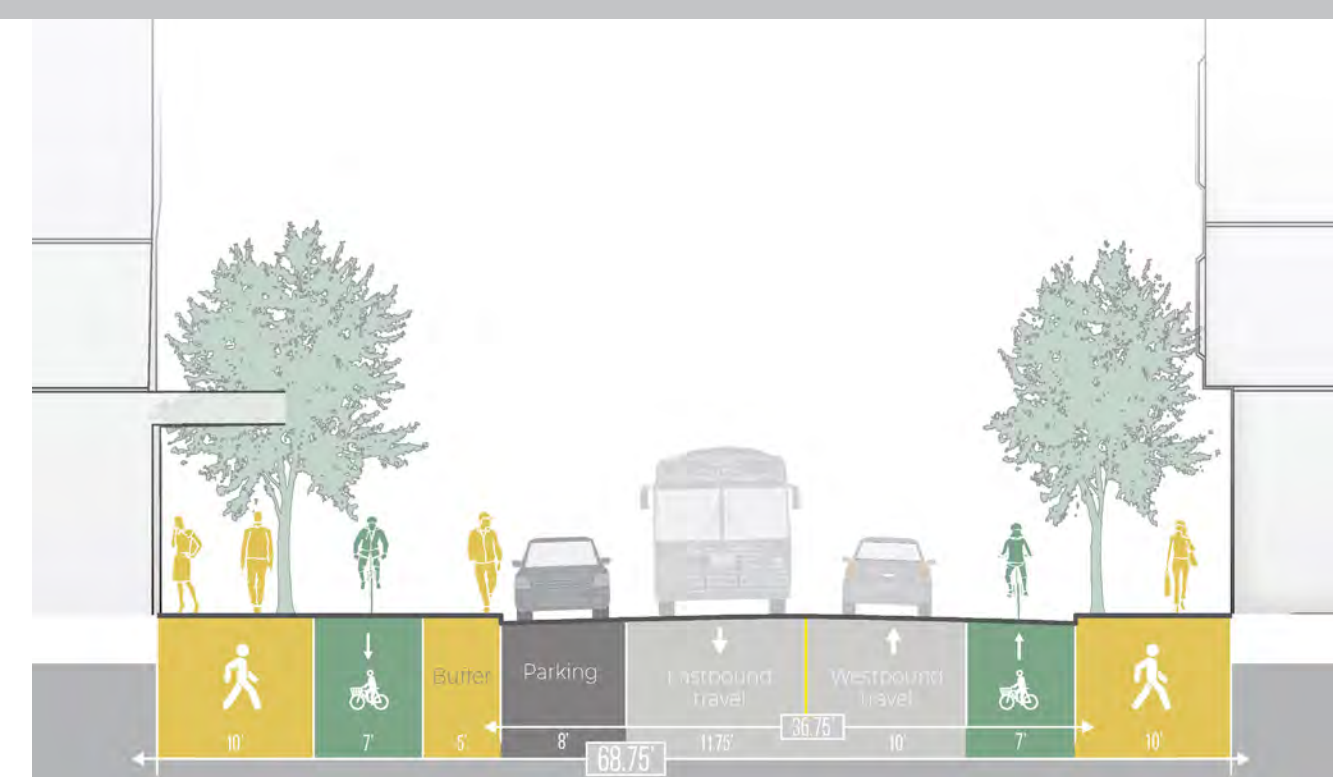
The **“Plaza Promenade”** alternative would transform Grove Street into a gracious promenade experience, with major sidewalk widening and plaza expansion and a protected two-way bike path.

Proposed travel lane configurations pending additional traffic analysis.

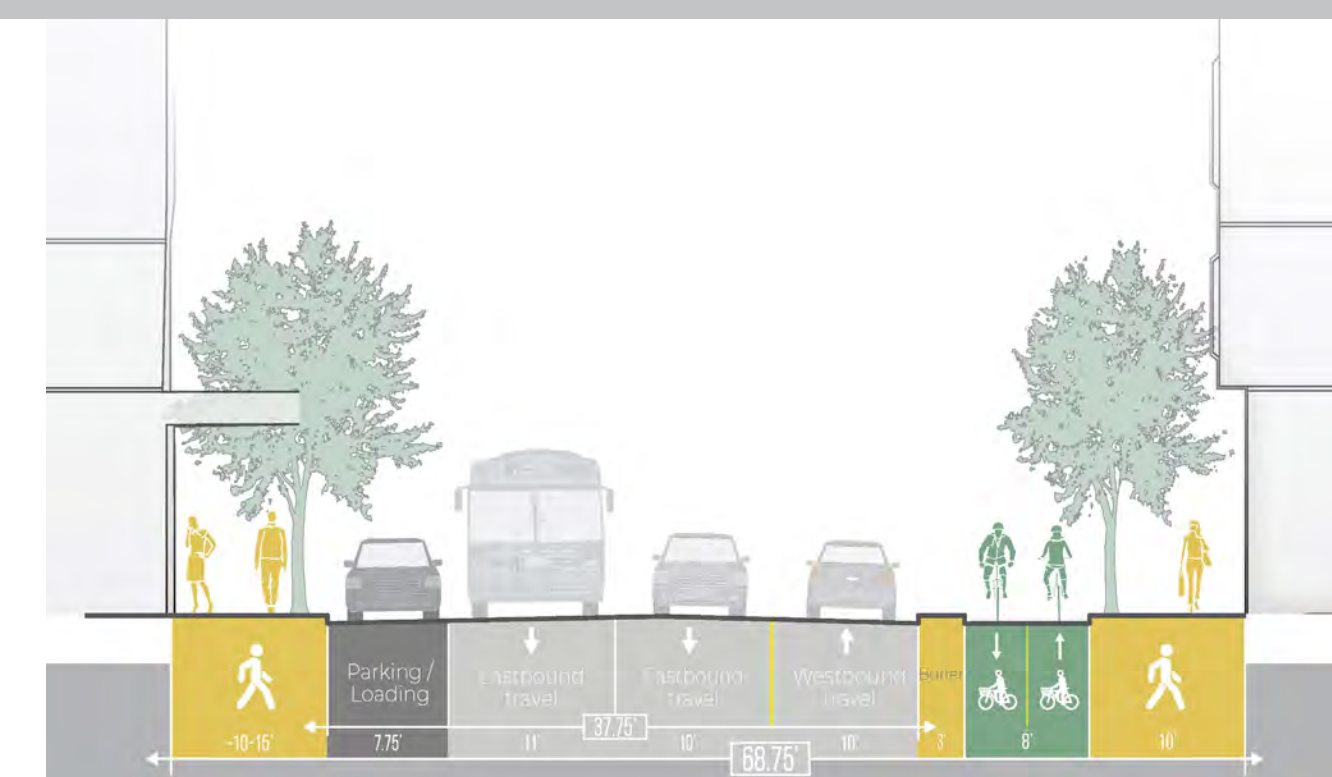
A GOUGH TO FRANKLIN: PERFORMING ARTS GARAGE BLOCK



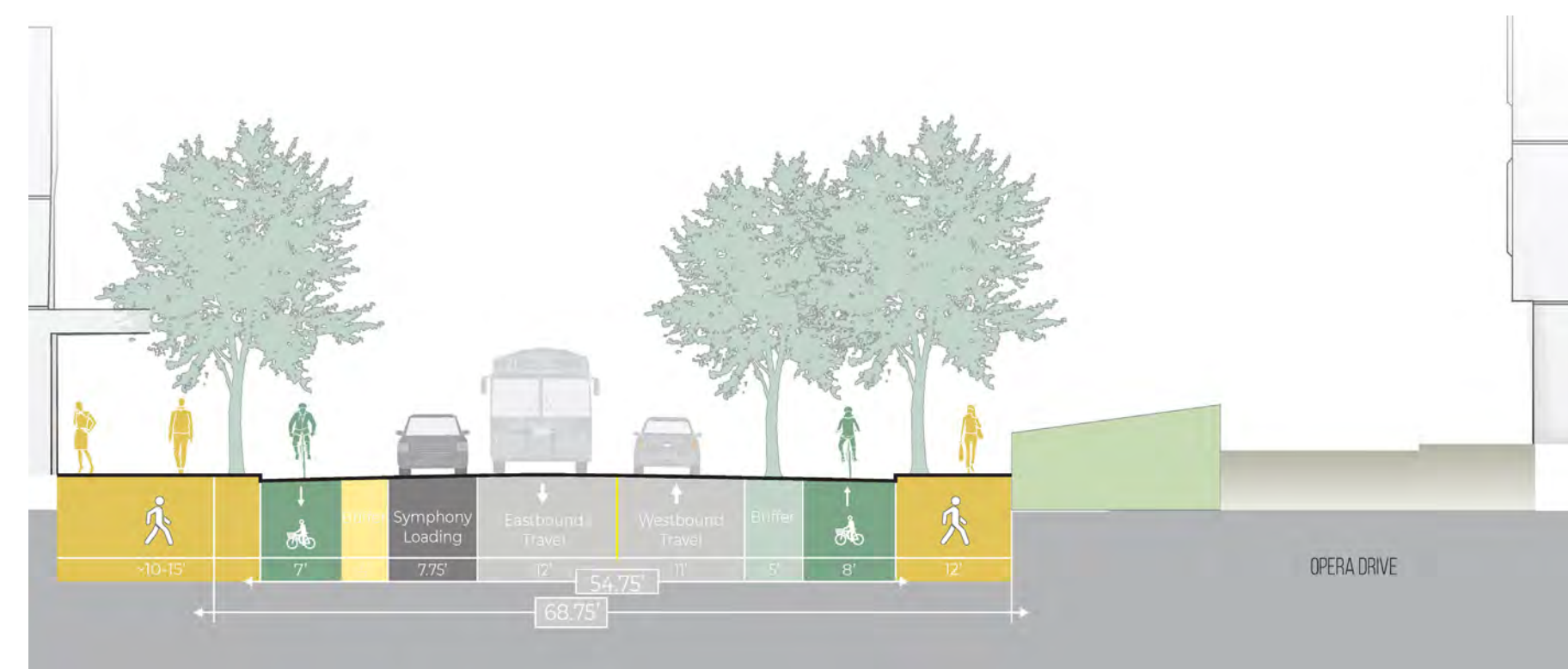
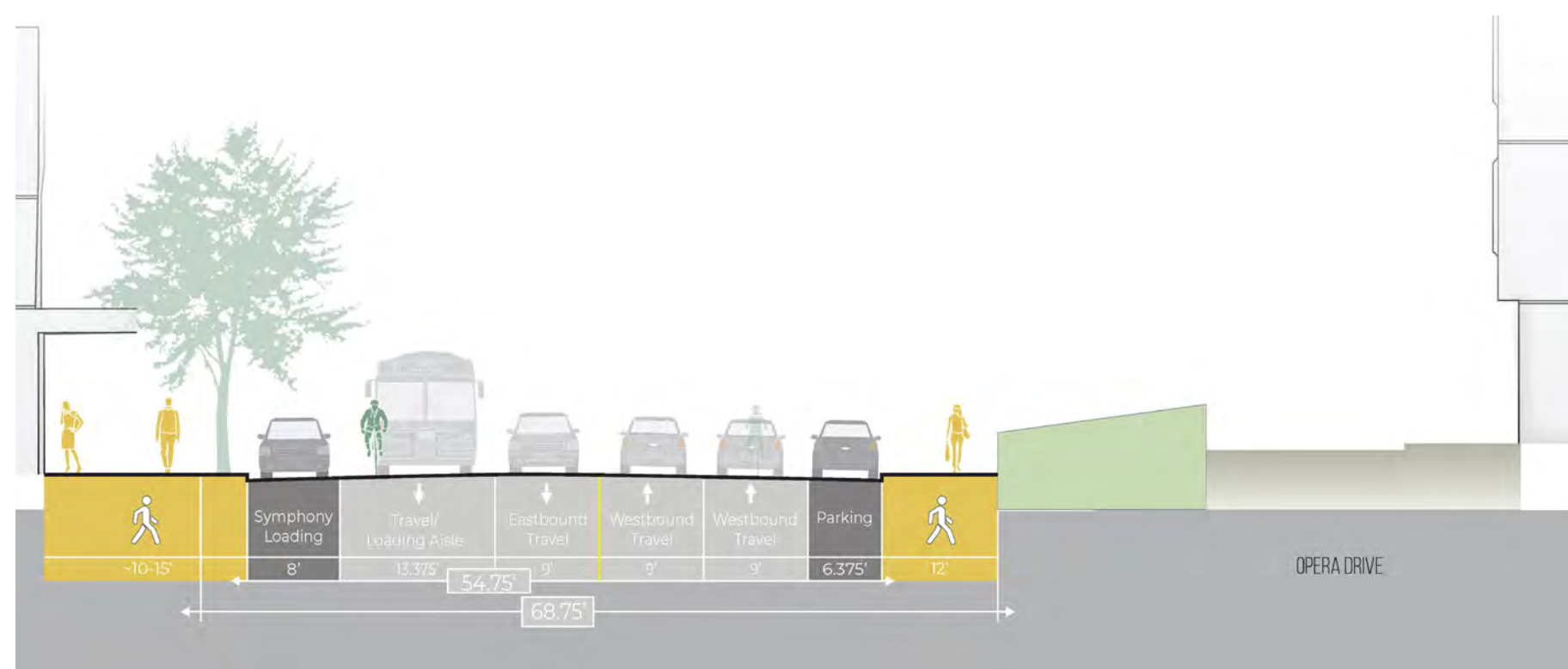
COMPLETE STREET



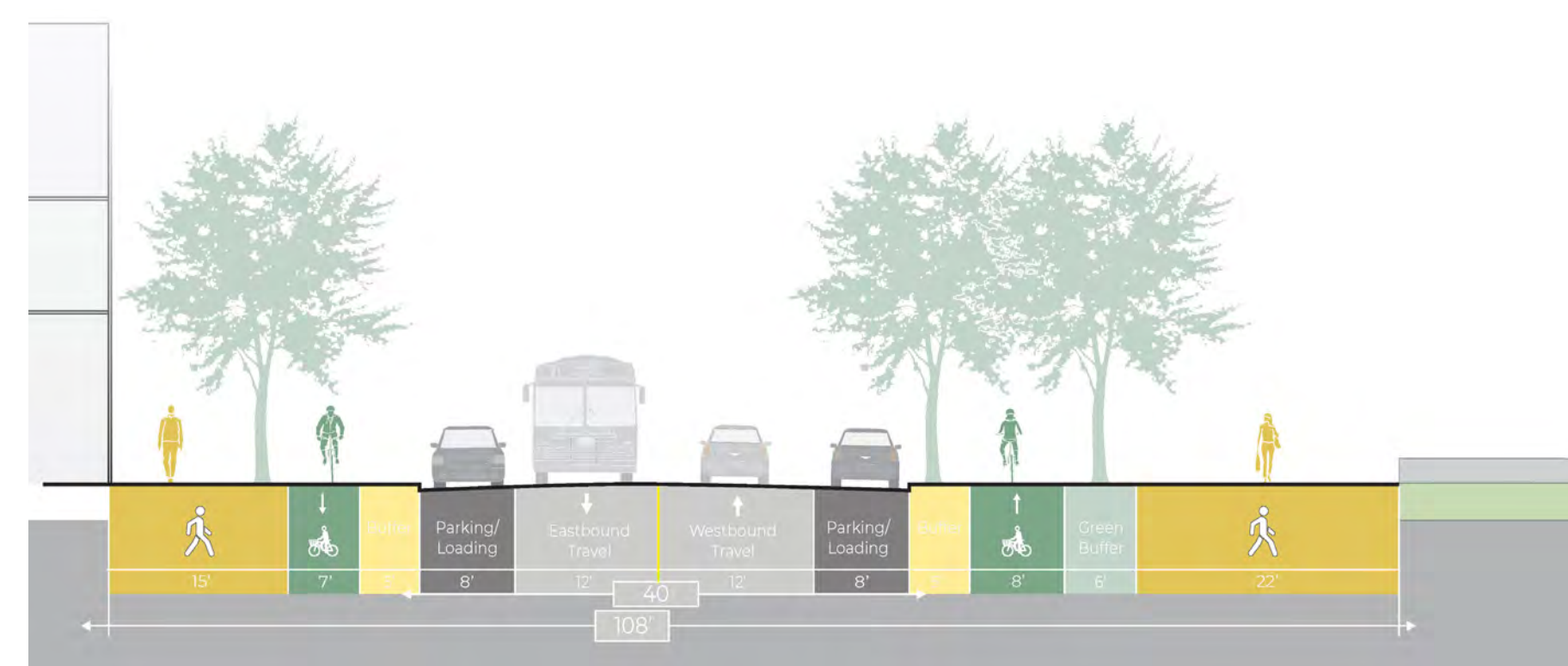
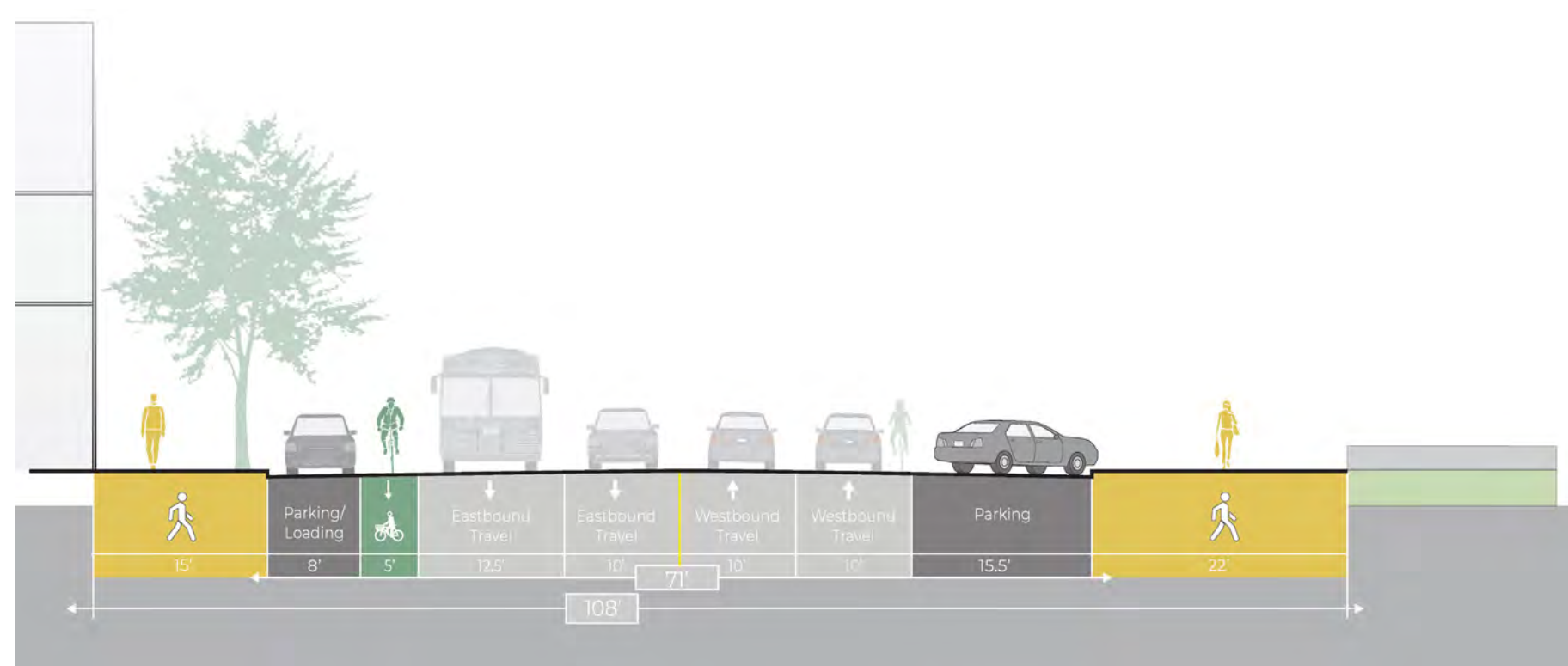
PLAZA PROMENADE



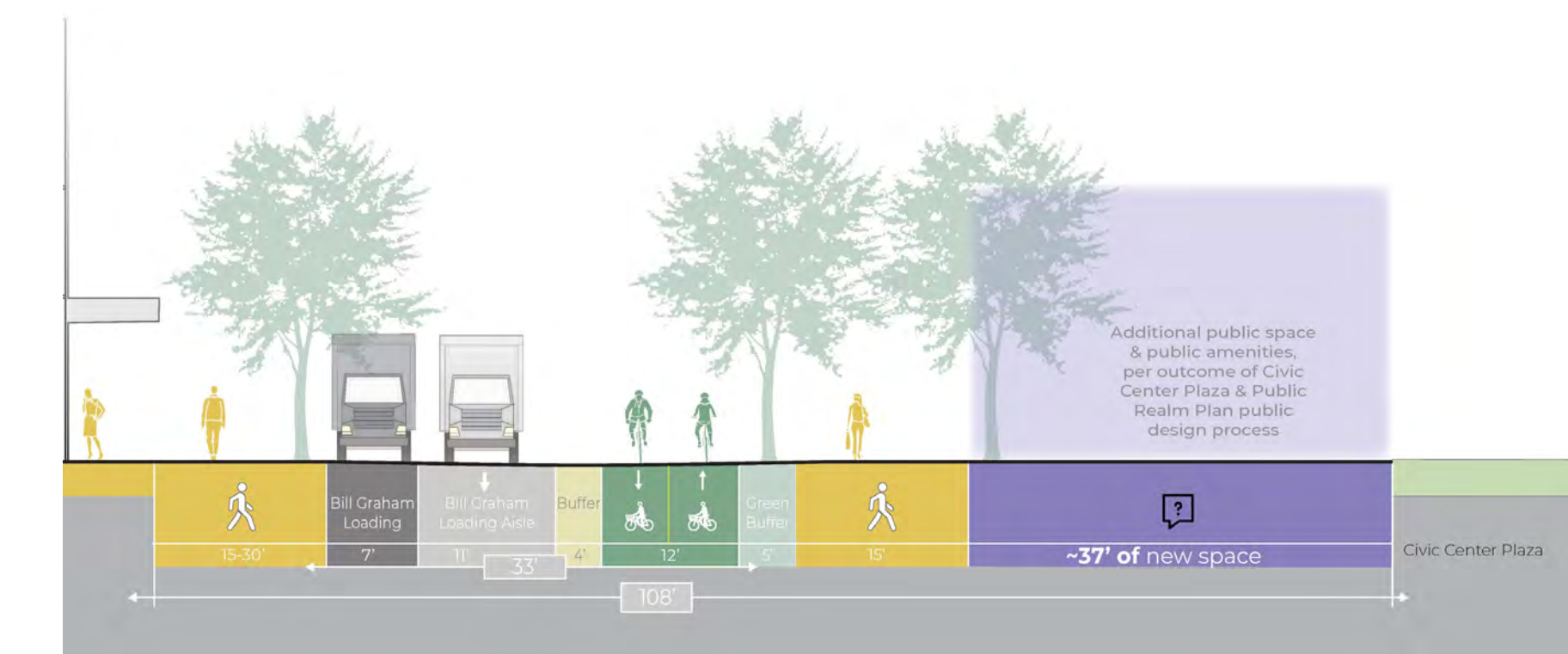
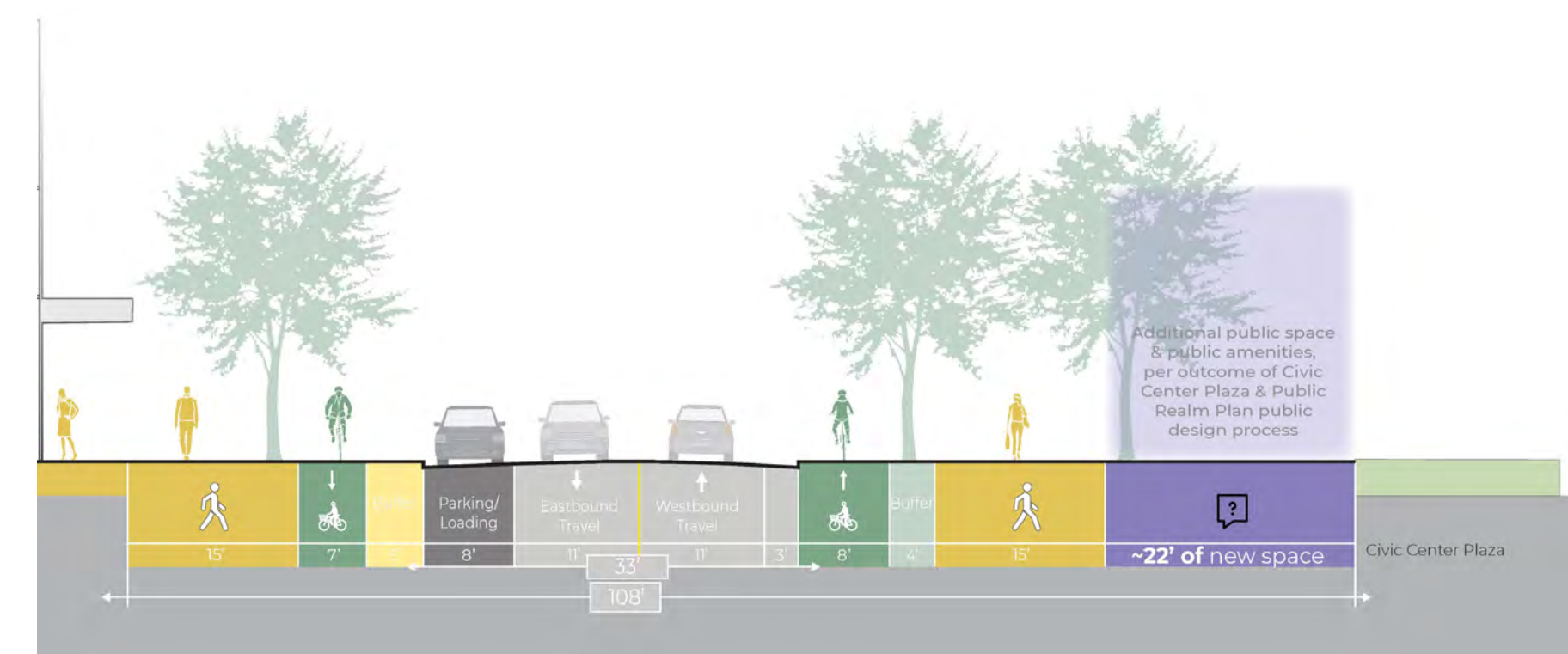
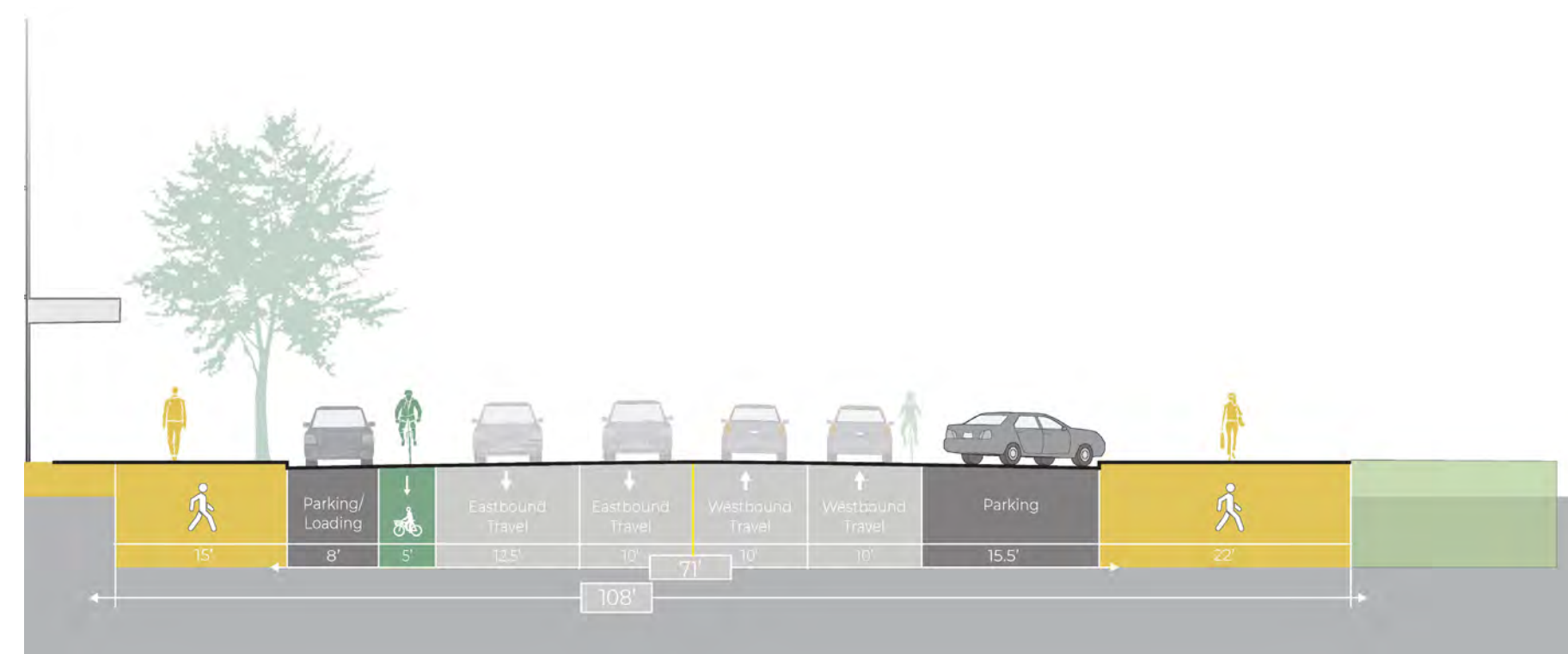
B FRANKLIN TO VAN NESS: OPERA + SYMPHONY BLOCK



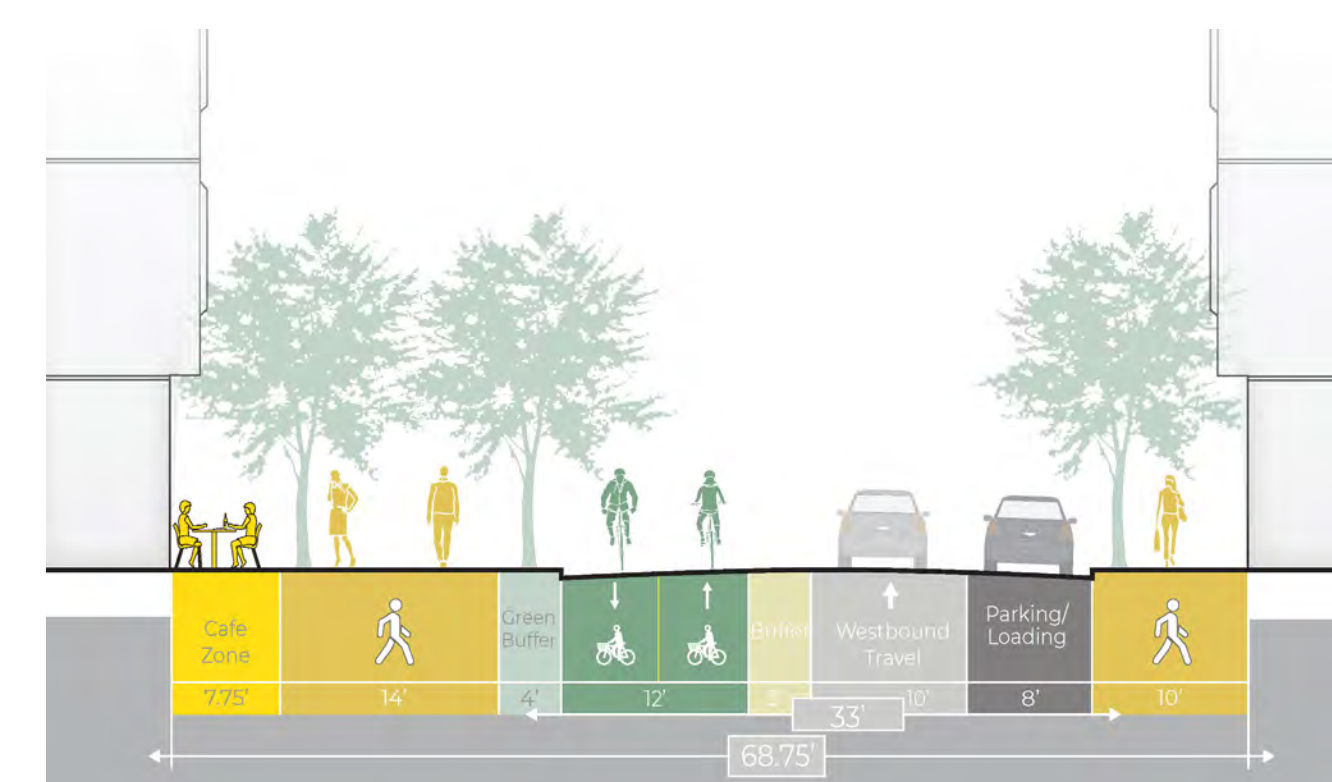
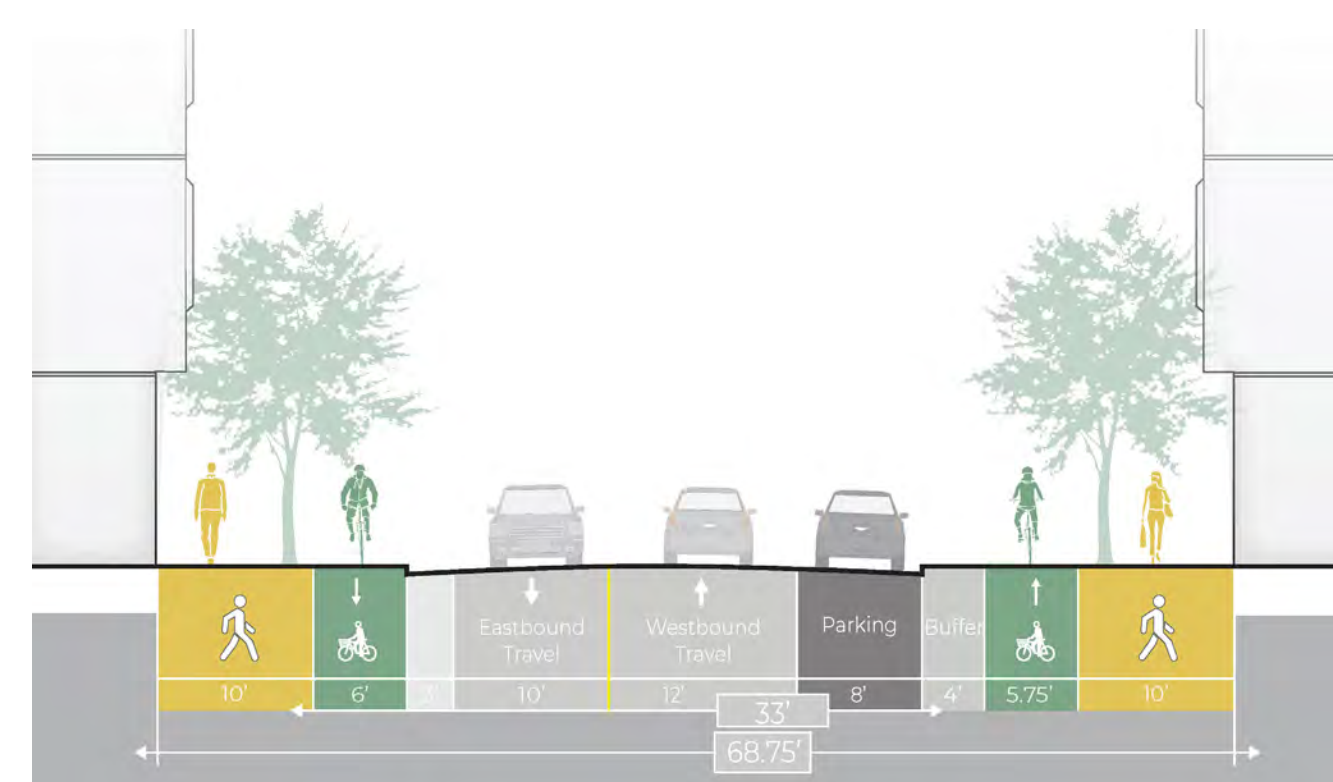
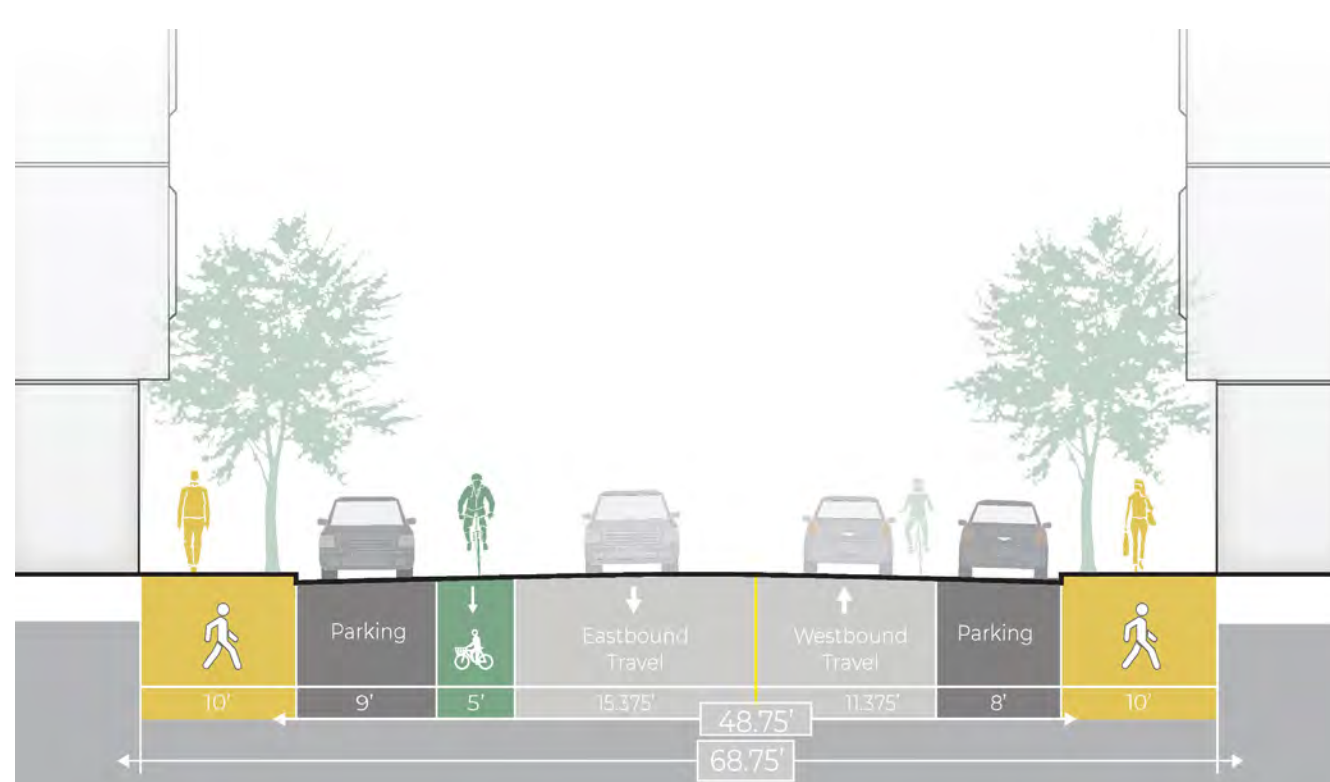
C VAN NESS TO POLK: CITY HALL BLOCK



D POLK TO LARKIN: PLAZA + BILL GRAHAM BLOCK



E LARKIN TO HYDE/MARKET: MAIN LIBRARY BLOCK

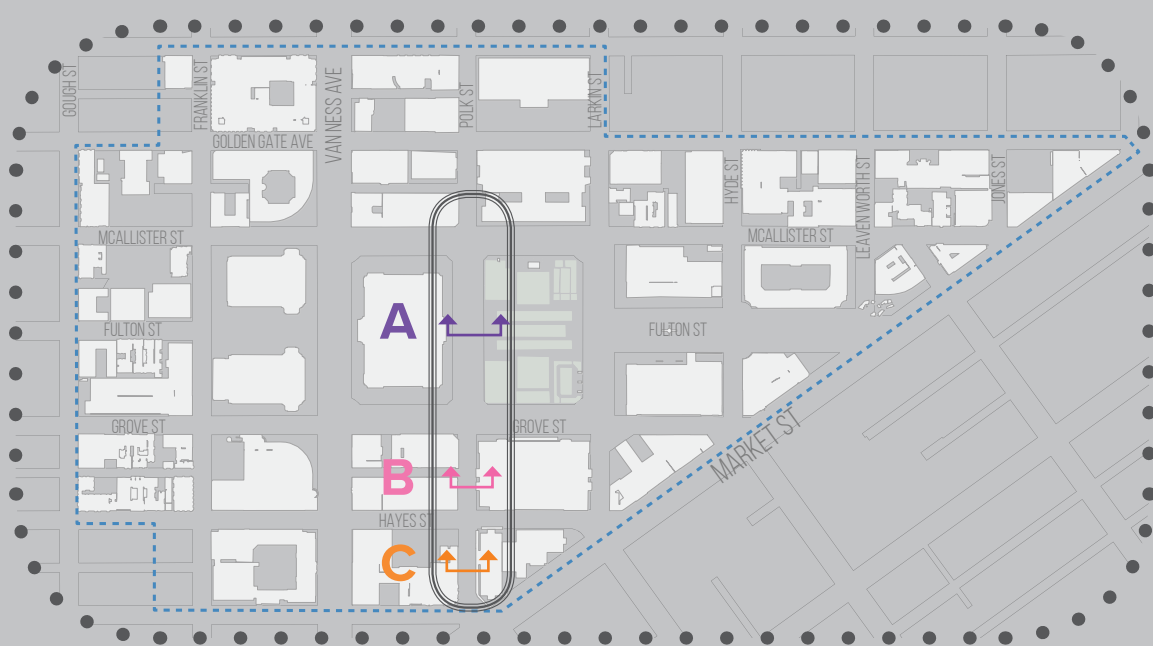


EXISTING

COMPLETE STREET

PLAZA PROMENADE

Civic Center Public Realm Plan | Polk Street Design Alternatives



SECTION
KEY MAP

Two alternative street designs continue to be proposed and studied for Polk Street. Cross-sections of the existing block-by-block design are shown below, for reference.

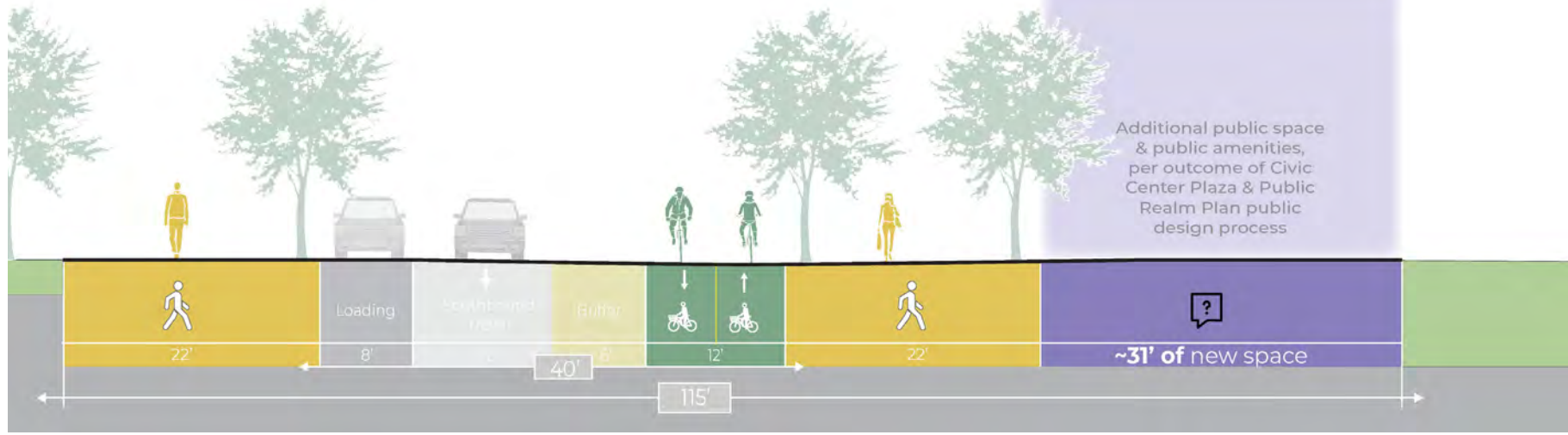
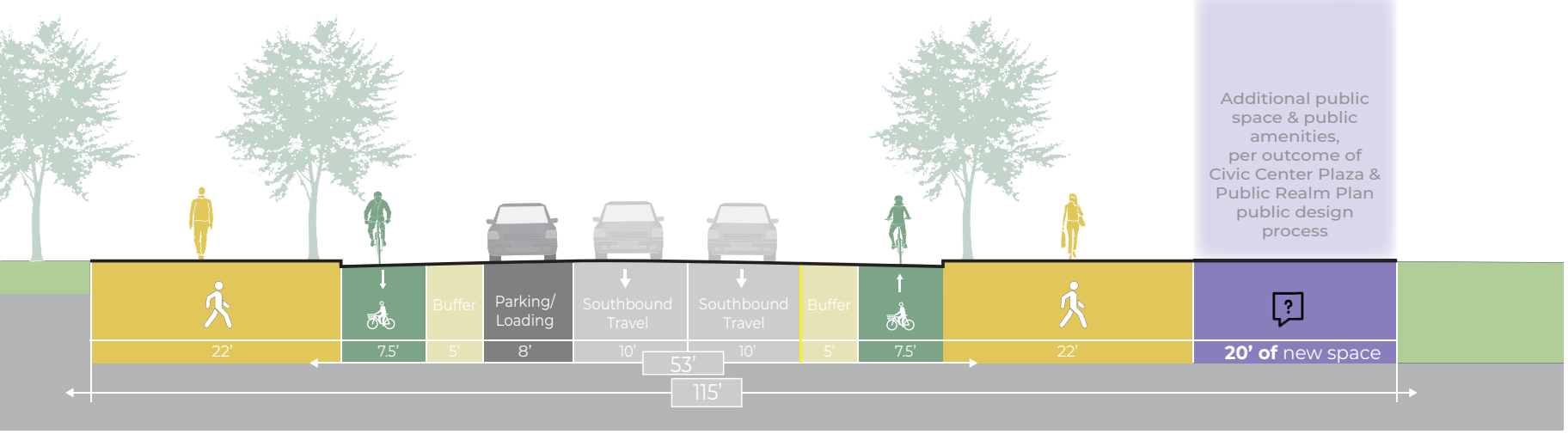
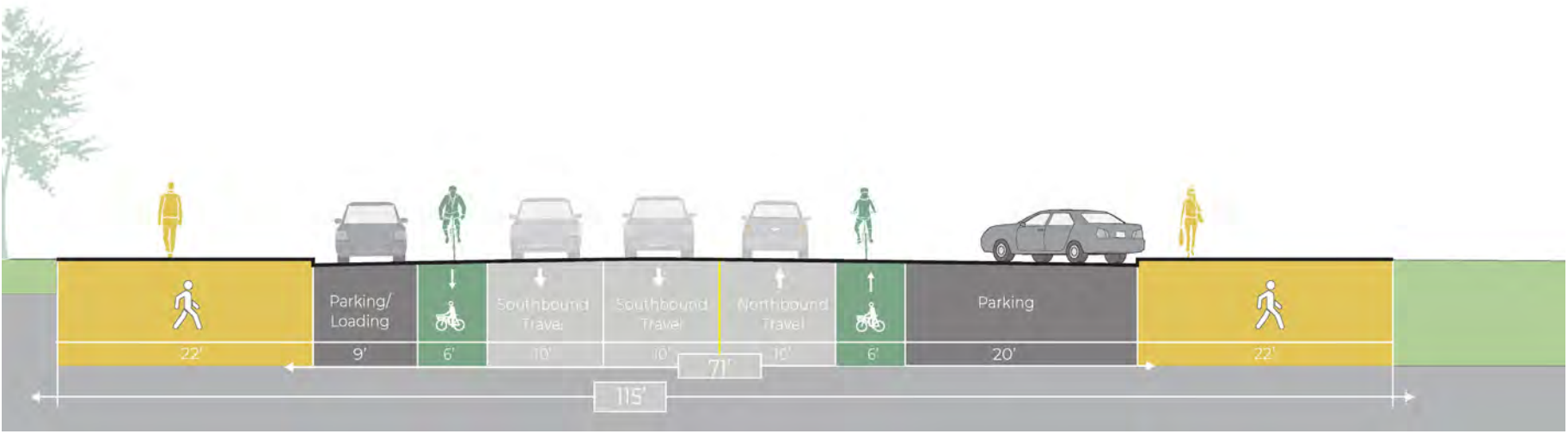
The “**Complete Street**” alternative would calm Polk St by adding parking-protected bike lanes.

Proposed travel lane configurations pending additional traffic analysis.

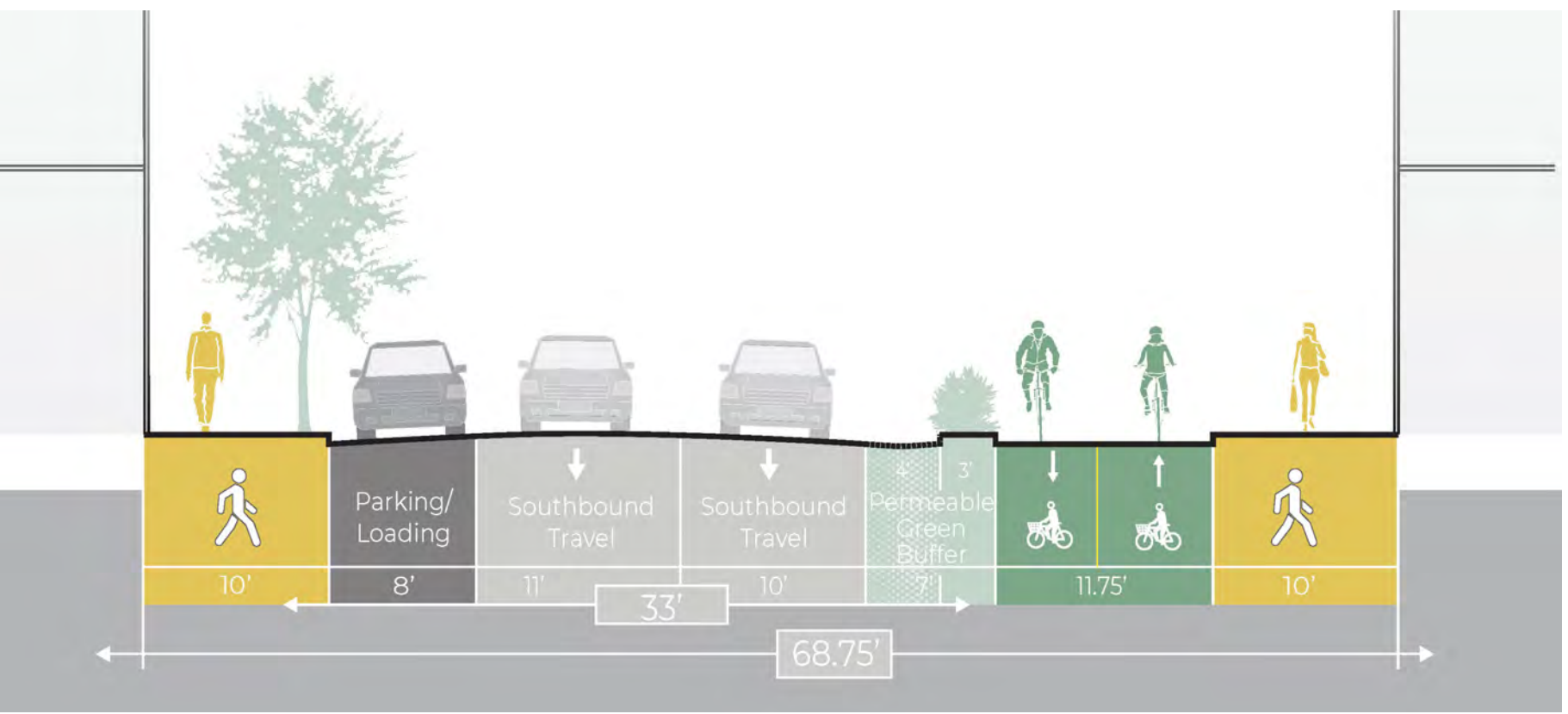
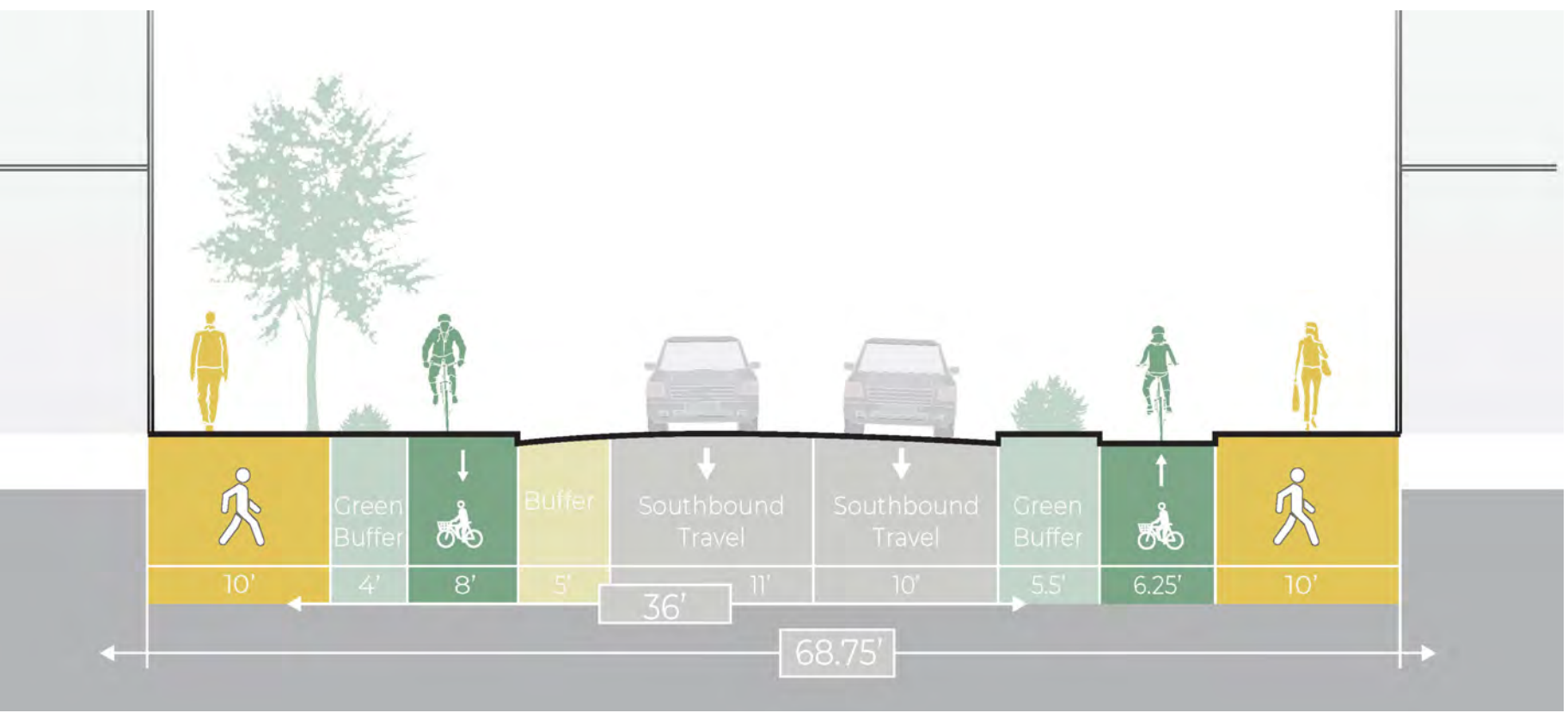
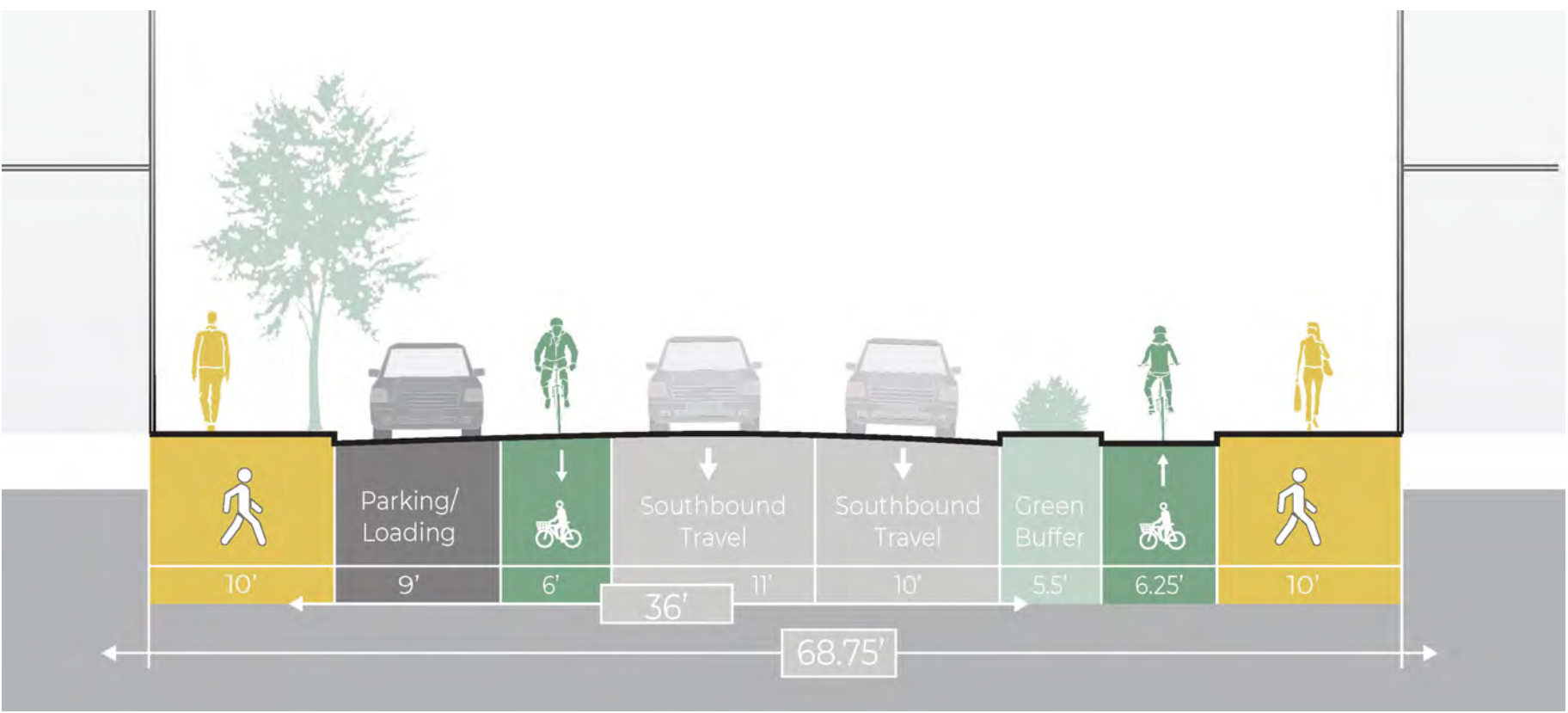
The “**Plaza Promenade**” alternative alternative would give Polk Street a strong pedestrian emphasis, especially on the City Hall block, while also enhancing its role as a major bicycle route.

Proposed travel lane configurations pending additional traffic analysis.

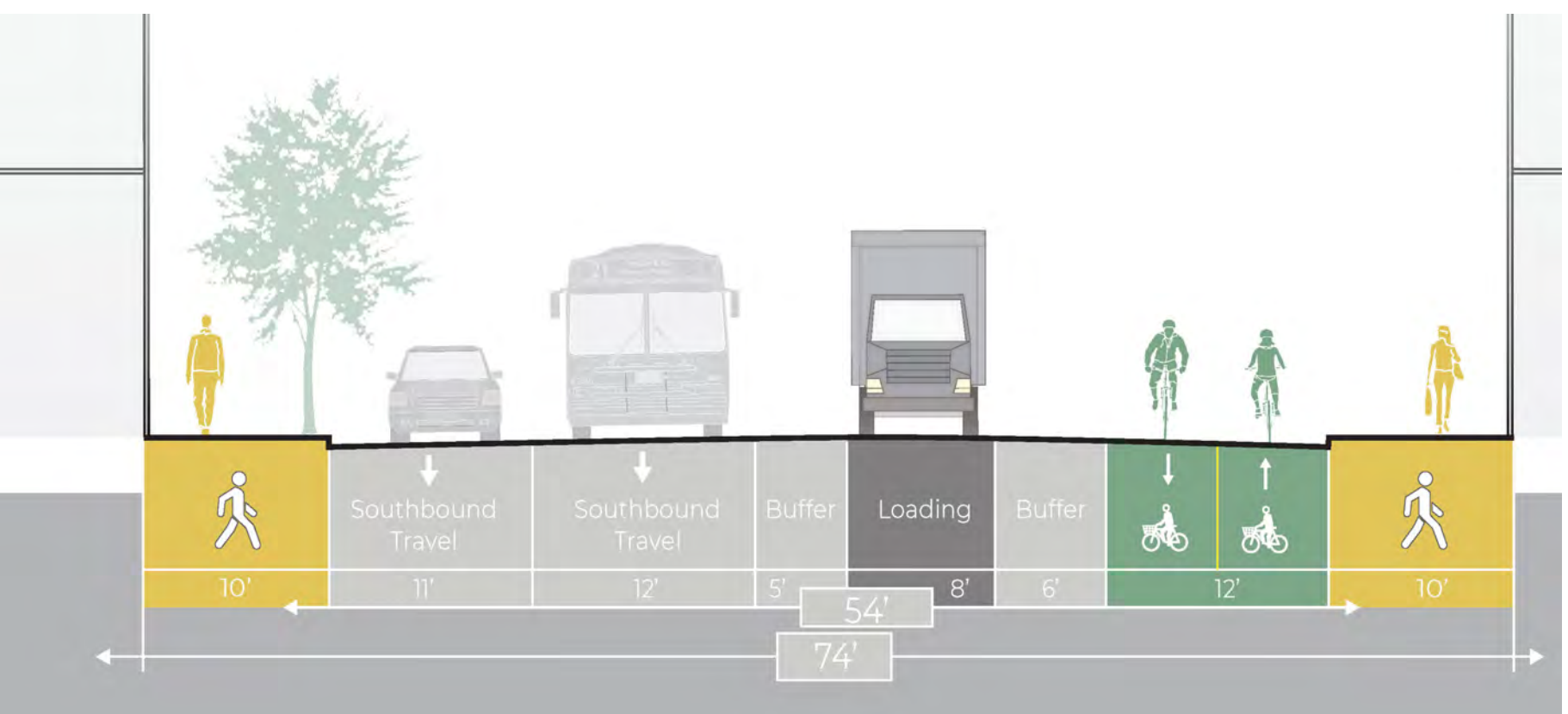
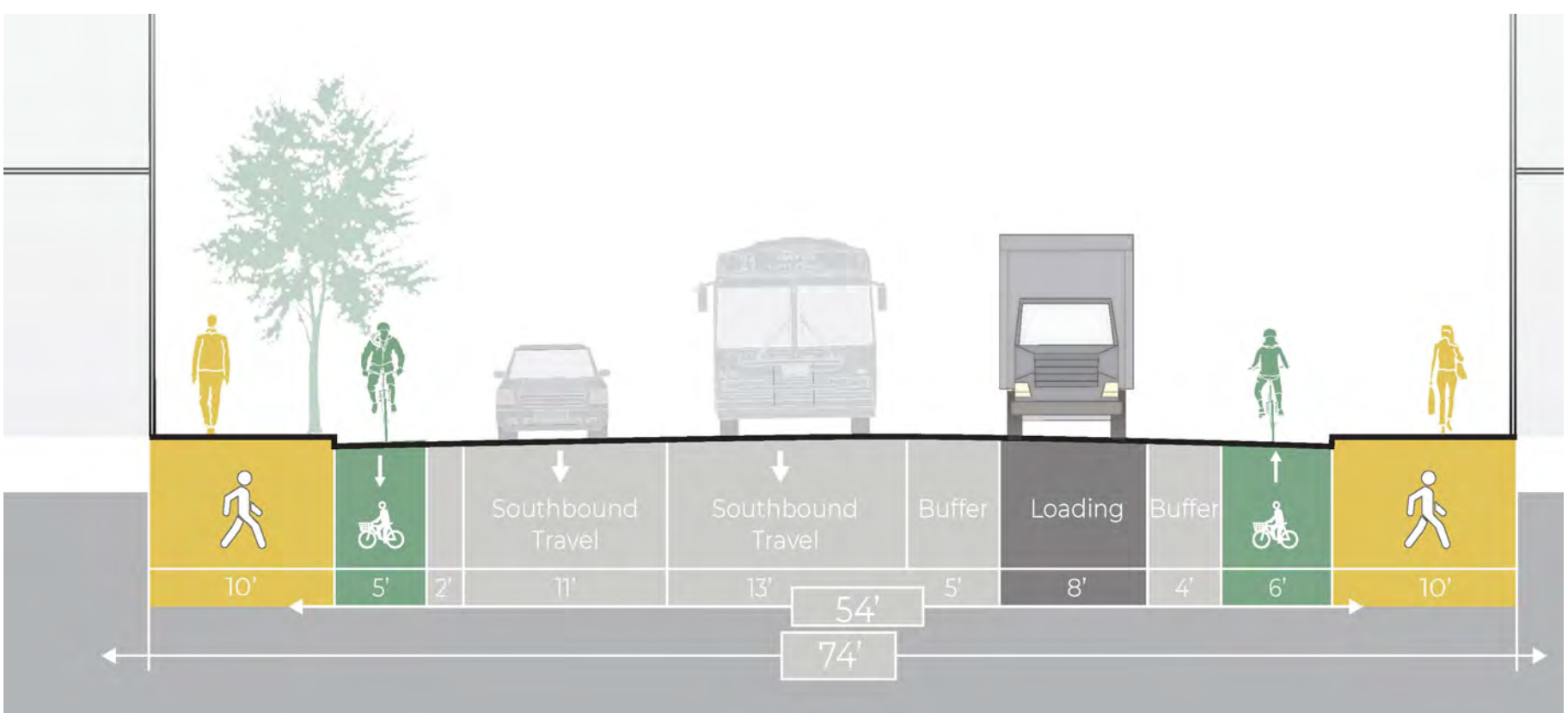
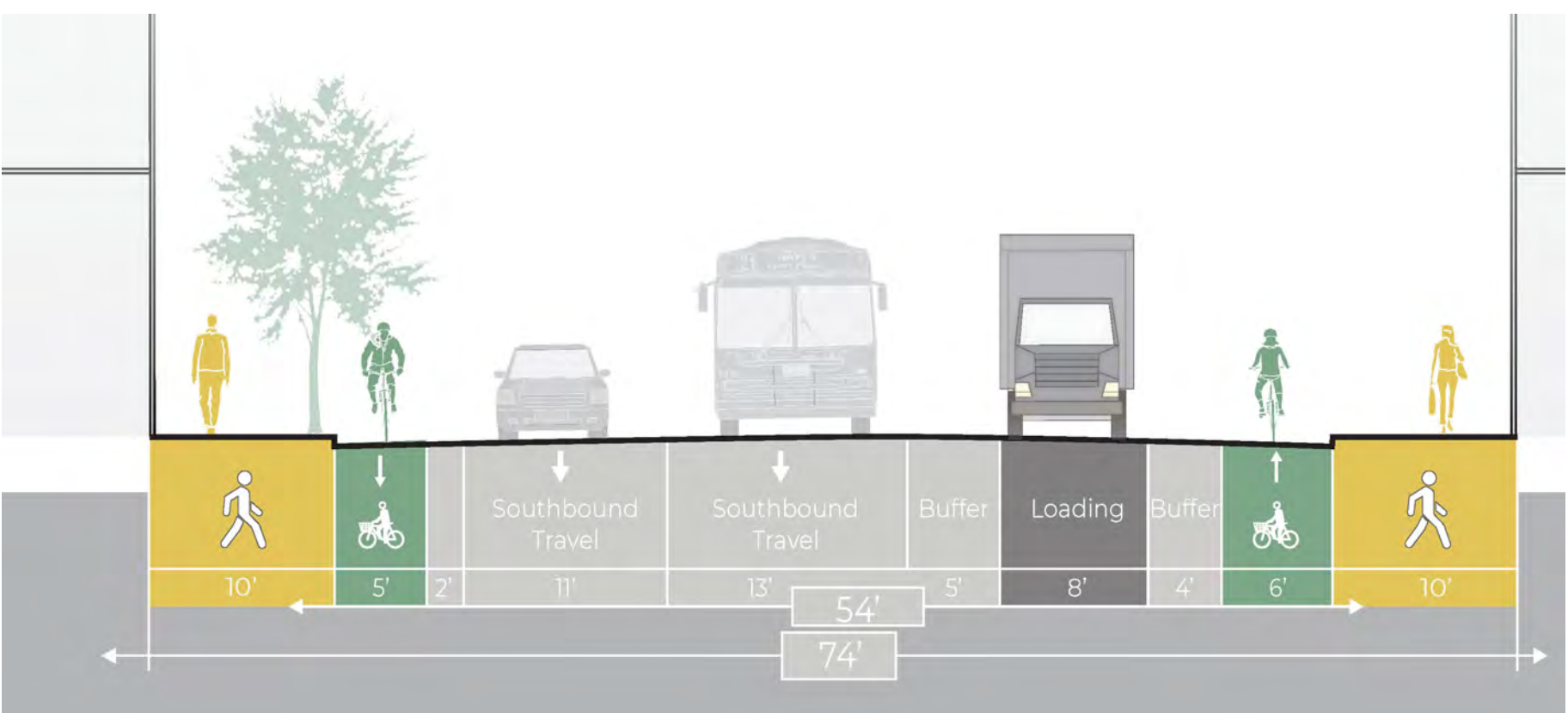
A MCALLISTER TO GROVE: CITY HALL BLOCK



B GROVE TO HAYES: BILL GRAHAM AUDITORIUM BLOCK



C HAYES TO MARKET: FOX PLAZA BLOCK



EXISTING

COMPLETE STREET

PLAZA PROMENADE

Civic Center Public Realm Plan: War Memorial Gateway



EXISTING

The existing Franklin-Fulton intersection poses a dangerous pedestrian crossing, provides substandard accessibility, and presents an unmemorable entry into the War Memorial Complex and Historic Civic Center District.

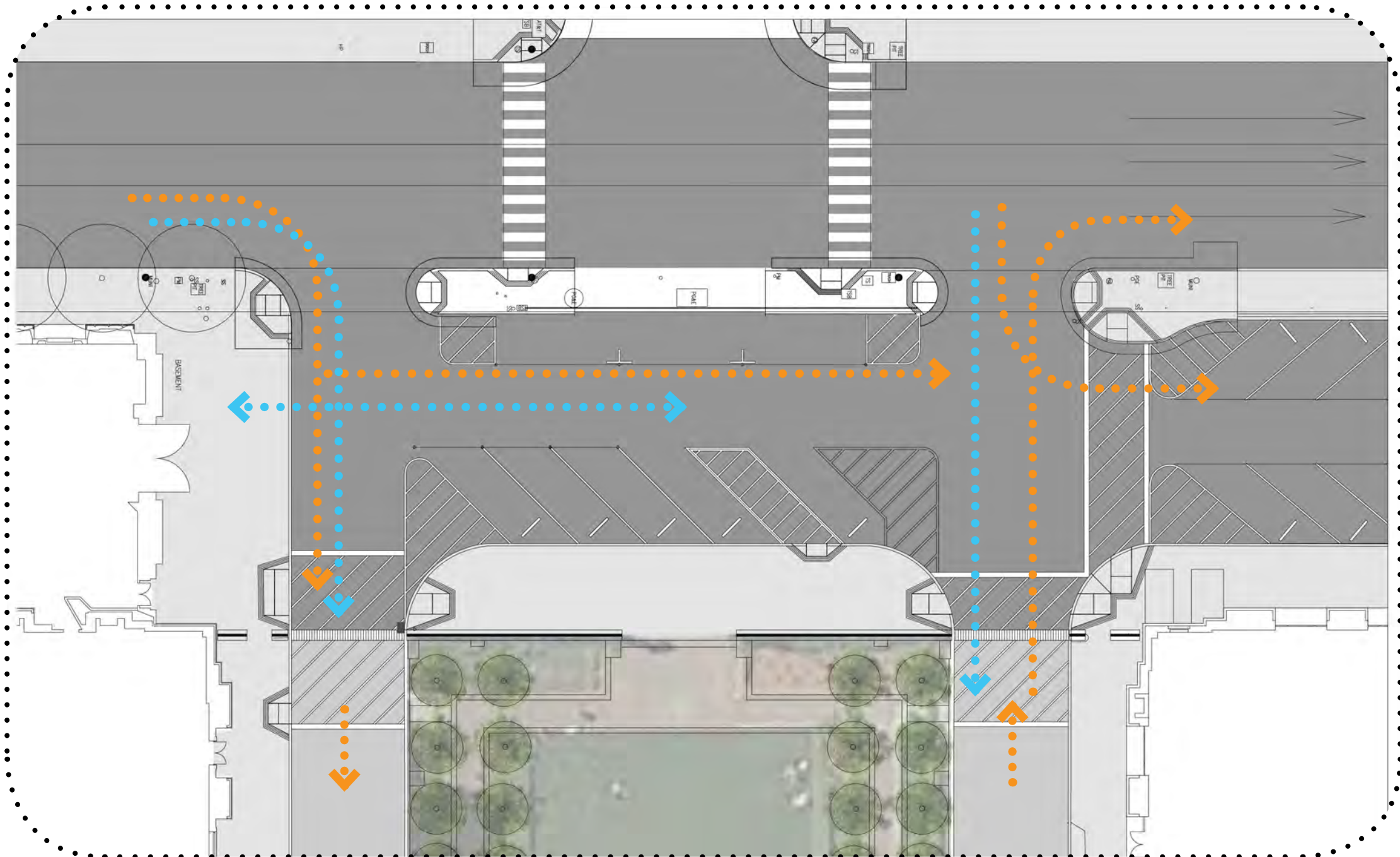


Parked cars block view of War Memorial and City Hall.



The existing pedestrian path of travel is narrow and cluttered, posing significant ADA challenges

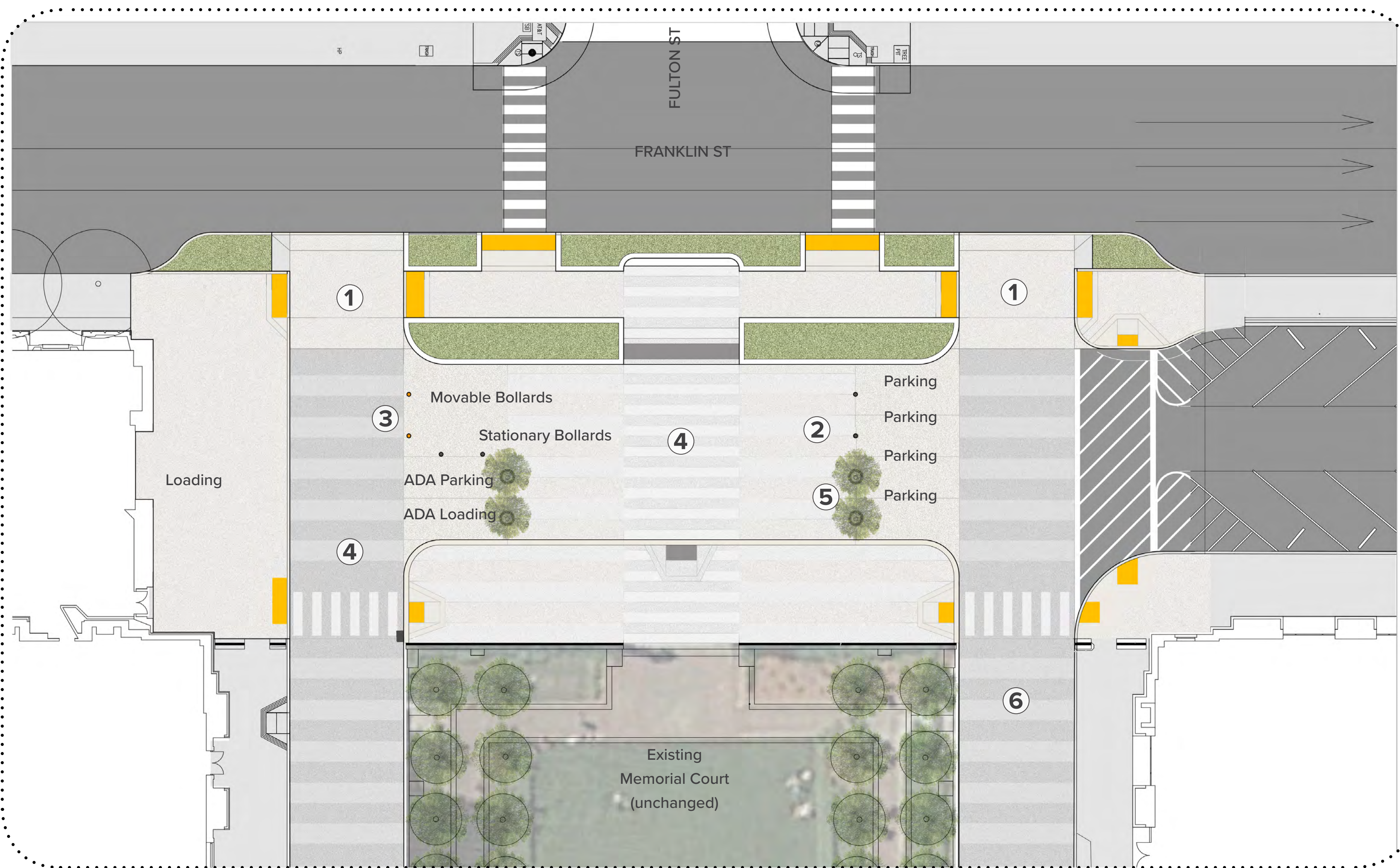
EXISTING CIRCULATION



Delivery/Service Vehicle Passenger Vehicle

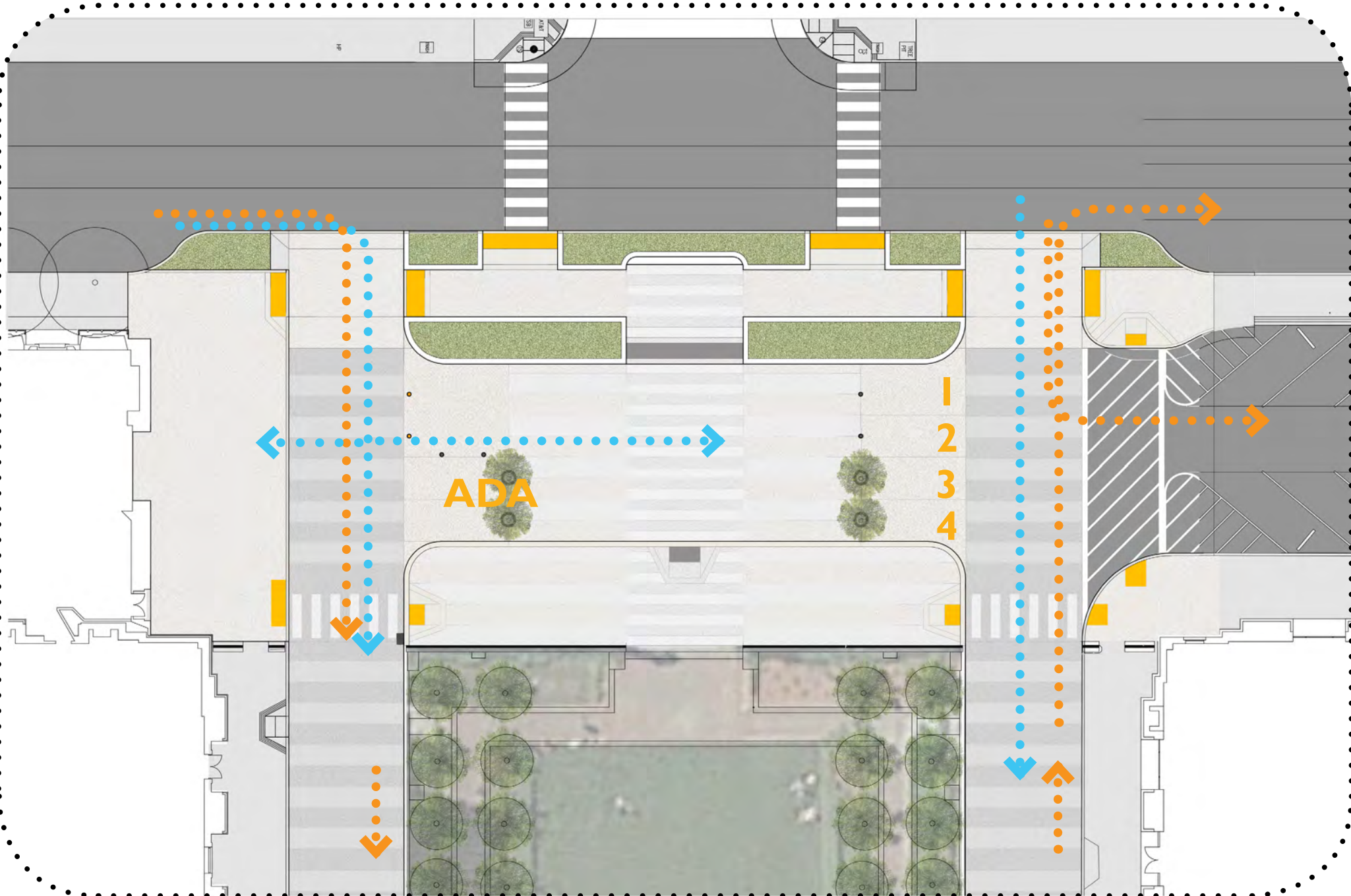
FLEXIBLE-USE PLAZA CONCEPT

Provide a gracious western entry into the War Memorial Complex and Historic Civic Center District by regrading and repaving the existing pathways and roadways to create a flexible use plaza that forms a beautiful civic gateway between Hayes Valley and the War Memorial Complex. The Plaza accommodates vehicular access (parking and loading) as well as events and programming.



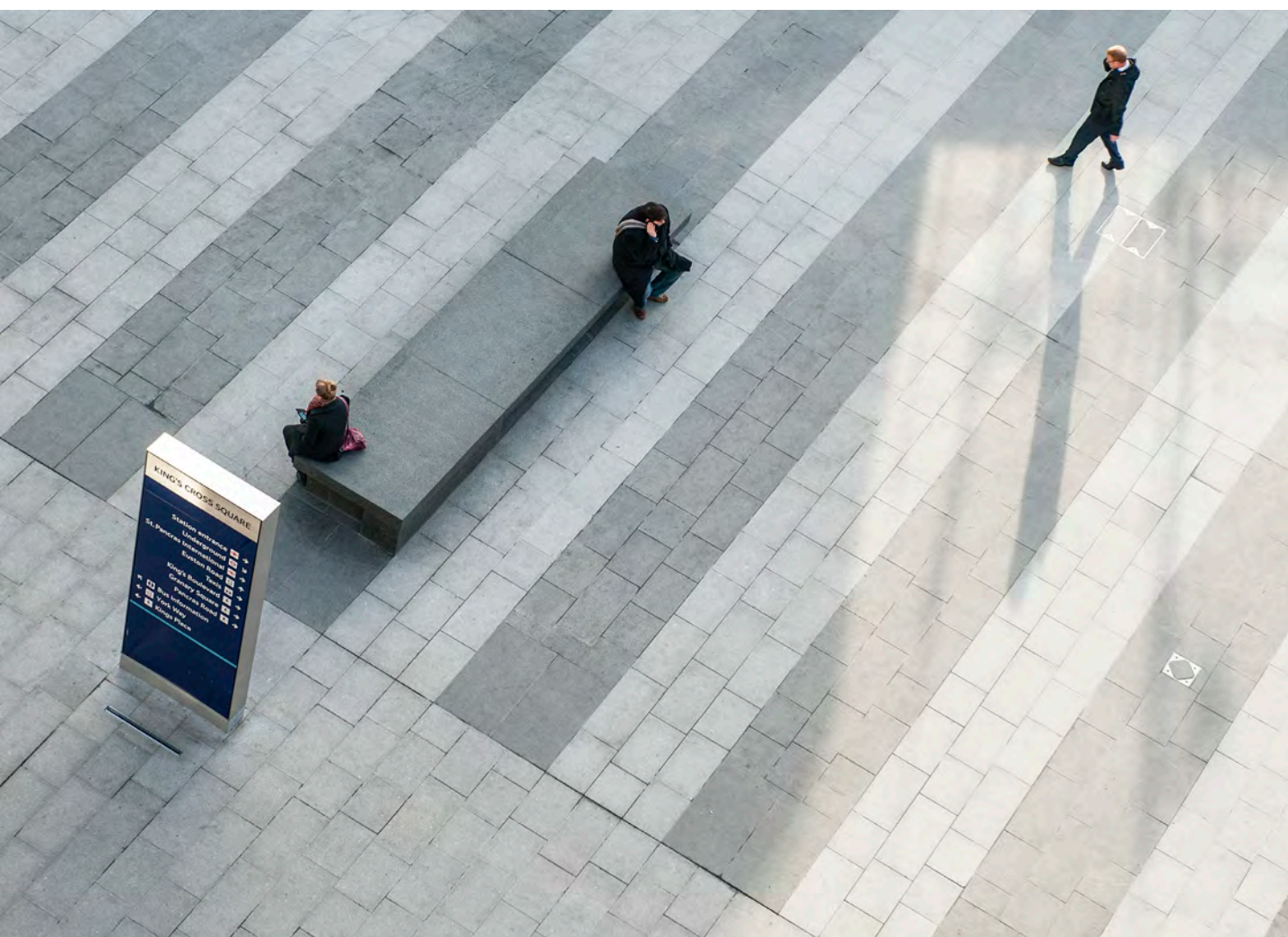
- LEGEND**
- 1 Raised crosswalks improve pedestrian safety and calm traffic.
 - 2 Parking relocated to restore view axis towards War Memorial and City Hall
 - 3 Regulate and preserve existing truck loading access and with removable bollards like existing ones on site
 - 4 Durable, elegant, and smooth paving creates a flexible use plaza and cues vehicles to drive slowly
 - 5 Planters accommodate small trees or focal point plants, and can be rearranged for tented events
 - 6 Opportunity to repave horseshoe drive with improved materials

PROPOSED CIRCULATION



Delivery/Service Vehicle Passenger Vehicle

PAVING



Durable, elegant, and smooth paving creates a flexible use plaza and cues vehicles to drive slowly through the space.

Design could incorporate event infrastructure, such as tent footing foundations and power pedestals, into the plaza.

PLANTERS



Moveable planters can accommodate small trees or plantings, and can be placed on lockable casters.



The planters could be moved to accommodate events. The planters would also fit within a tented event.

Civic Center Public Realm Plan: Streetscape Design Guidelines

AN OPEN SPACE NETWORK

The streets in the Civic Center not only facilitate the safe and efficient movement of people and goods across the neighborhood, they form a critical public space network that knits together the area's open spaces and destinations.

The Civic Center Public Realm Plan will establish standards for contextually appropriate paving, lighting, landscaping, and other streetscape amenities that enhance comfort and safety while reinforcing the district's unique identity and sense of place.

Images on this board are examples of the recommended streetscape elements. Exact fixtures, materials, plant species, and details would be determined the design development phases of projects in the area as they are implemented.

LIGHTING

A NIGHTTIME DESTINATION

Civic Center light fixtures should be compatible with the historic character and monumental scale of the district, while also meeting contemporary needs for energy efficiency and light quality.

Additional Guidelines and References:
SFPUC Lighting Standards, Better Streets Plan, Historic Preservation

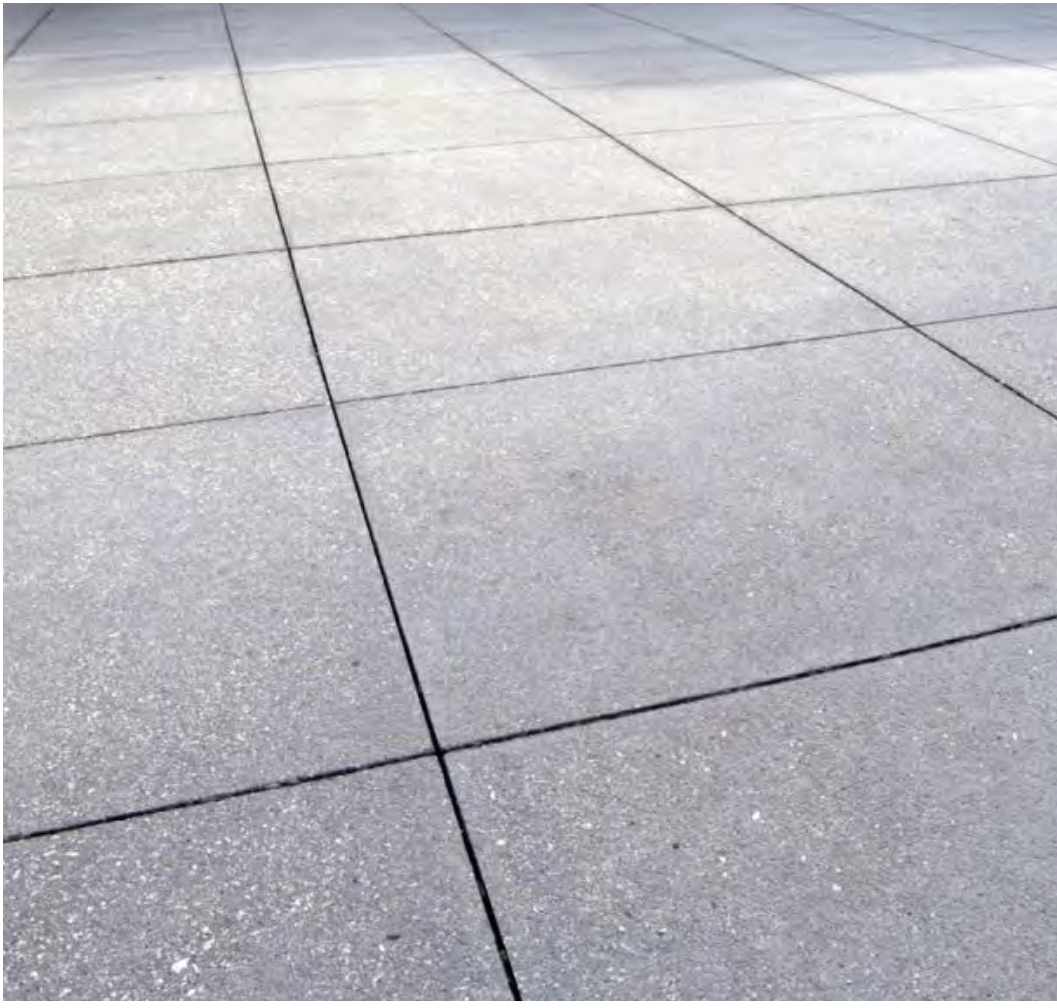


PAVING

A UNIFIED PUBLIC REALM

Paving and hardscape within the Civic Center area should be durable, easily maintained, and appropriate for the historic character of the district. In addition to materials, the geometry and layout of the paving and hardscape also contribute to the identity of the neighborhood.

Additional Guidelines and References:
Public Works Directors Order on Standard Paving Materials, Historic Preservation



PLANTING

ACCESS TO NATURE & BEAUTY

A combination of large shade trees and smaller accent trees paired with understory planting would contribute to Civic Center's identity while providing environmental benefits such as urban climate regulation, pedestrian comfort and safety, carbon sequestration, and habitat and biodiversity.

Additional Guidelines and References:
Public Works Directors Order on Tree Planting
Bureau of Urban Forestry Approve Street Tree List,
Plant Finder SF



FURNISHINGS

PUBLIC AMENITIES

Street furnishings provide important amenities for different street users.

Additional Guidelines and References:
Better Streets Plan, Historic Preservation

