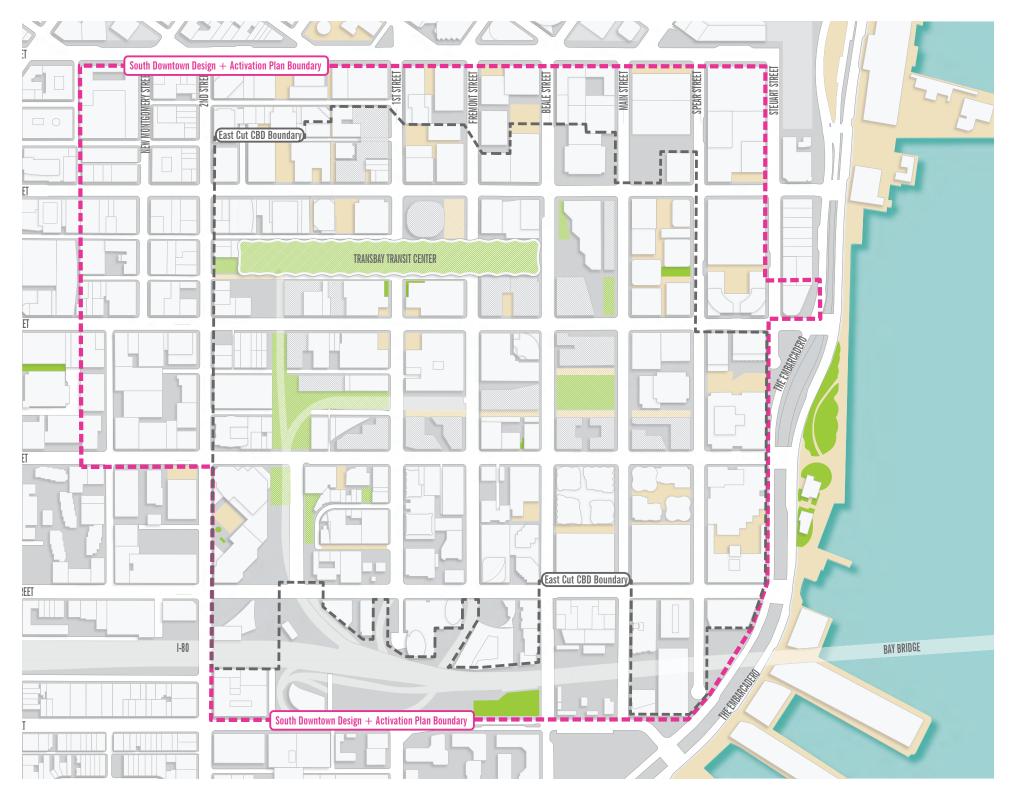


The South Downtown Design + Activation Plan (Soda) provides a framework for designing, implementing and managing the public realm in the emergent neighborhood surrounding the Transbay Terminal and Rincon Hill.

The plan area (right) covers roughly 30 blocks of the city bounded by Market Street, The Embarcadero, Bryant Street and 2nd Street. The planning process is a collaborative effort between the City and The East Cut Community Benefit District and will result in a comprehensive vision for the design and activation of streets and open spaces throughout the South Downtown.





PLAN GOALS

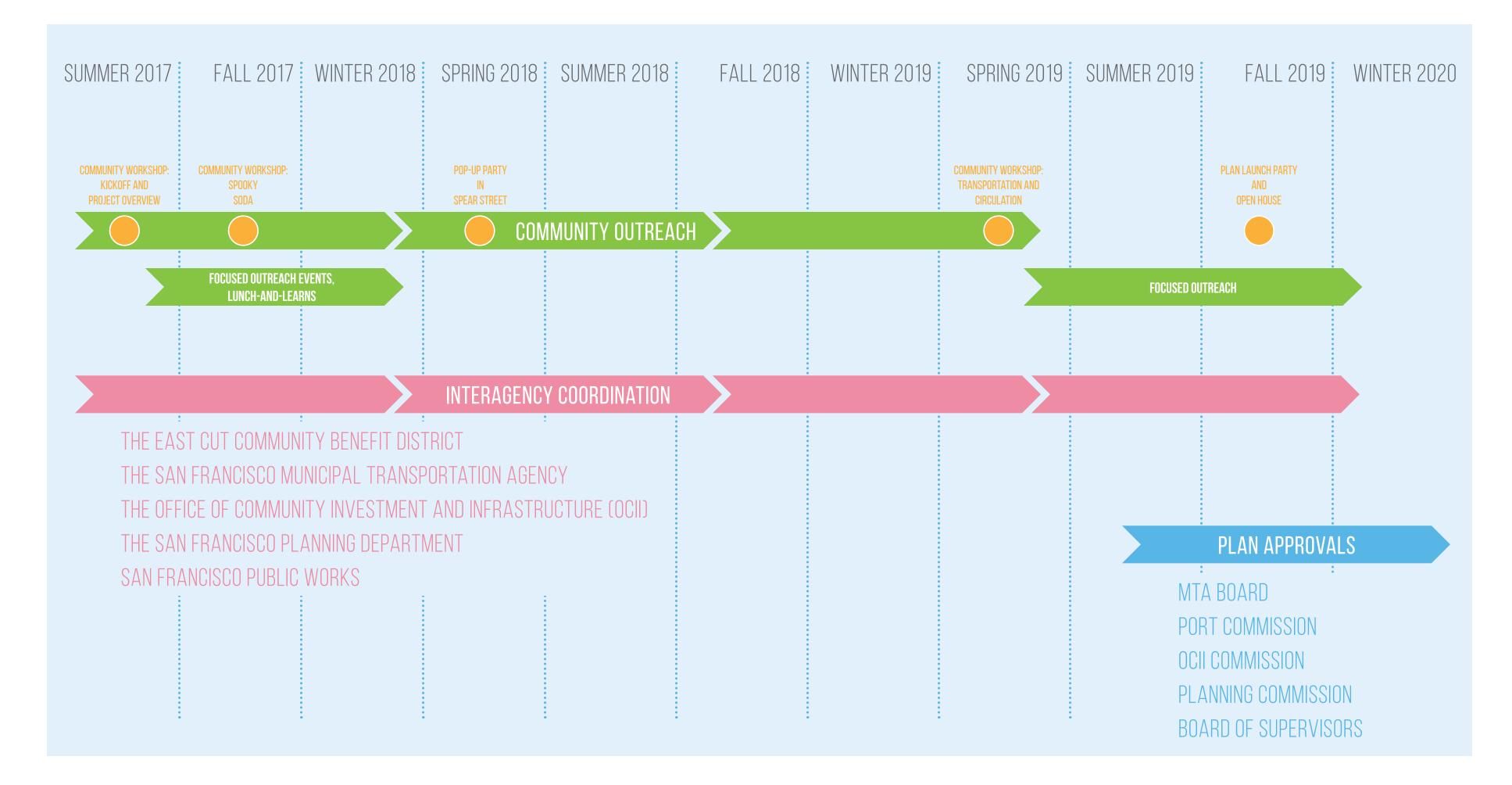
Enhance and Implement. The South Downtown Design + Activation Plan builds upon previous planning initiatives that have helped to shape this neighborhood throughout the years. Synchronizing these efforts and building on the successes of the past will allow us to create more complementary designs across planning areas and create stronger connections both within and beyond the district.

Enhance the Built Environment. The South Downtown Design + Activation Plan emphasizes the need to enhance the built environment of the South Downtown area. Enhancing the built environment means thinking strategically about how we can activate our ground floors and create more vibrant pedestrian environments. It means improving upon and creating new open spaces for residents and visitors and being intentional about how our public spaces are used.

Elevate the Experience. Think about your favorite streets and public spaces. Why do you love them? For most people, the answer to this question involves multiple elements that work together to create a positive sensory and emotional experience. Our experience of streets and public spaces is rooted in a sense of place and identity. It is enhanced by cohesive and high-quality design, as well as some degree of activation, which provides us with opportunities to people watch or engage with others as we socialize, observe, learn or play.

Prioritize Safety and Mobility. The future of the South Downtown is a truly multi-modal district with high efficiency transit, a better bike and walking network with 21st century designs to improve safety for all streetscape users with an emphasis on people walking, biking, and riding transit. Future plans also include more greening and spaces for people to stop and rest. The City is working together to ensure that streets and open spaces are well-designed, maintained, and activated.

PROJECT TIMELINE











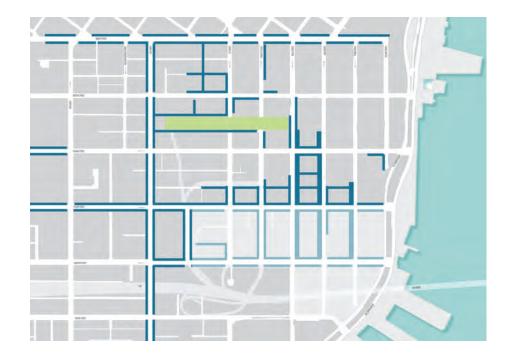




STREETSCAPE IMPLEMENTATION

PHASE A

UNDER CONSTRUCTION/COMPLETED



Folsom Street

• 2nd to The Embarcadero: Complete Street

Harrison Street

• Essex to The Embarcadero: Complete Street

Mission Street

- Sidewalk extension, crosswalk and pedestrian signal at Shaw Alley
- Bus island

1st Street

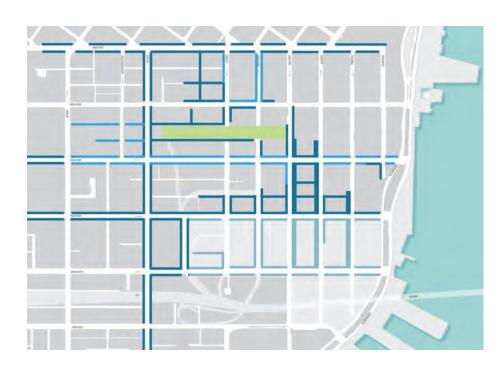
 Mission to Minna: sidewalk extension and curb ramp

2nd Street

Market to Bryant: Complete Street

PHASE B

© SFMTA, PUBLIC WORKS: 2019 ESTIMATED CONSTRUCTION: 2021



The Transit "U"

- 1st Street, Market to Mission: sidewalk widening
- Fremont Street, Market to Mission: sidewalk widening and bus island realignment
- Mission Street, 1st to Fremont: north sidewalk widening and corner extensions

Natoma and Minna Streets

- YBCA to Transit Center connection
- Includes new signalized mid-block crossing at New Motgomeray and Natoma and New Montgomery and Minna.

Howard Street

- 3rd to The Embarcadero: Complete Street
- New signalized mid-block crossing at Under Ramp Park

Steuart Street

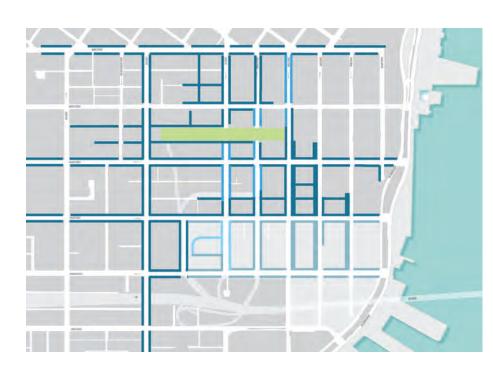
 Convert to two-way between Howard and Mission

Beale Street

 Howard to Folsom: West side sidewalk widening and Casual Carpool improvements

PHASE C

@ SFMTA, PUBLIC WORKS: 2020 ESTIMATED CONSTRUCTION: 2022



Beale Street

- Infill blocks between Market and Mission
- Includes new signalized mid-block crossing at Clementina

1st Street

- Infill blocks between Minna and Harrison
- Includes possible southern Clementina crossing [north crossing to be completed by developer
- Includes 1 block in Rincon Hill

Fremont Street

- Infill blocks between Mission and Folsom
- Includes Clementina crossing

Main Street

- Striping Project to add Protected bike lane
- Potential new signalized crossing between Mission and Howard
- Potential new signalized crossing at Clementina if needed

PHASE **D**

@ SFMTA, PUBLIC WORKS: 2021 ESTIMATED CONSTRUCTION: 2023



Mission Street

• 3rd to The Embarcadero: sidewalk widening, bulbouts and transit-only lanes

New Montgomery Street

 Sidewalk extensions on west side and possible new signalized mid-block crossing at Jesse Essex Street

PHASE E

@ SFMTA, PUBLIC WORKS: 2022 ESTIMATED CONSTRUCTION: 2024



Main Street

Infill blocks

Spear Street

Market to Folsom

Stewart Street

 Potential new signalized mid-block crossing between Mission and Howard

Soda Alleys

- Minna
- Stevenson
- Jesse
- Tehama
- Anthony
- Clementina (west of OCII projects)

Soda Project Prioritization

This prioritization matrix shows the order of planning, design, and construction within the Soda district. The matrix was jointly developed in the spring of 2018 with City Planning, SFMTA, OCII and the Controller's Office. The matrix emphasizes design and legislation for critical network segments in relation to the Transbay Terminal while leveraging developer commitments for construction.

Factors Considered:

- Special Street (Retail Street or Living Street [Linear Park])
- Bike Route Street
- Priority Transit (Key transit pathway between Market and Transit Center)
- Other Transit
- Vision Zero Corridor
- Project Scale/Resources Needed
- Citywide Connector vs. Neighborhood Circulator
- Existing need (Existing pedestrian experience/comfort)







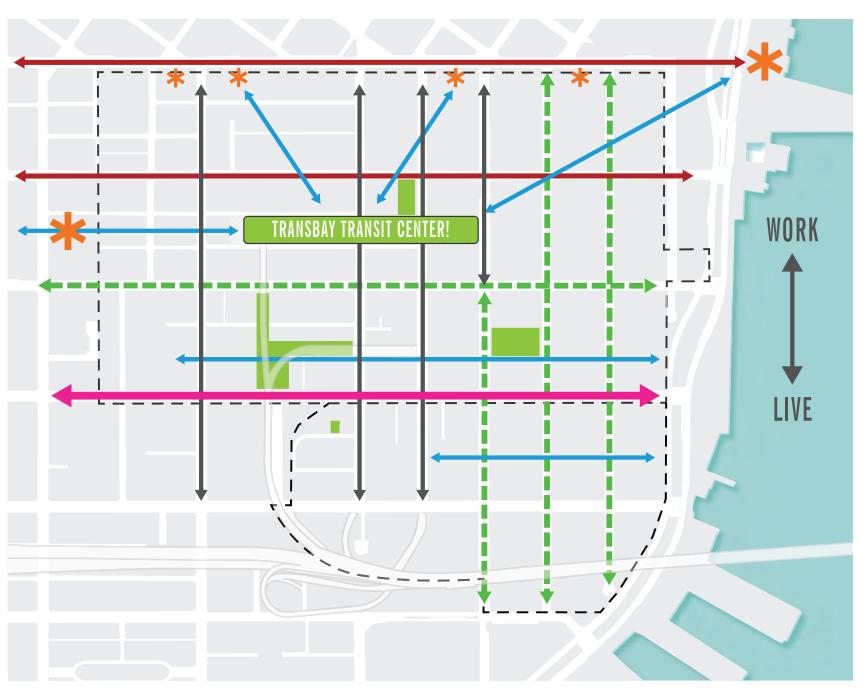






SYSTEMS

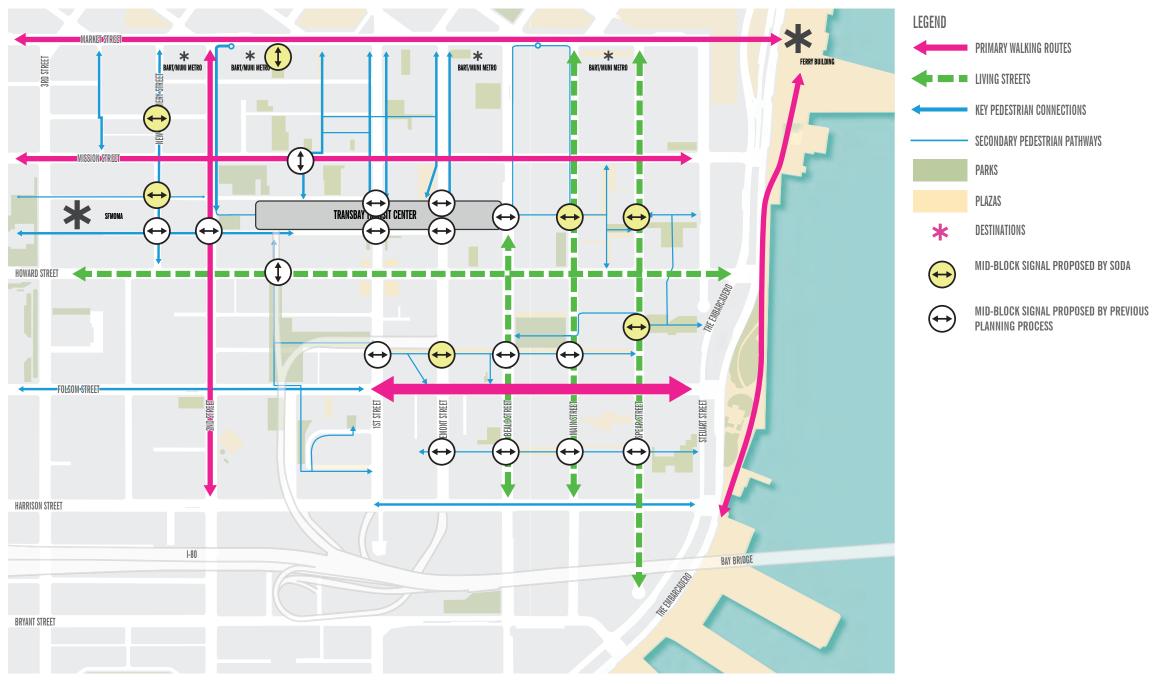
PART



Soda Concept

- Connect to civic nodes and transit hubs
- Folsom as commercial spine of new neighborhood
- Living Streets (green streets with public life on Main, Beale, Spear and Howard Commercial activity on Market, Mission, 2nd
- New Parks
- Work north of Folsom, live south of Folsom

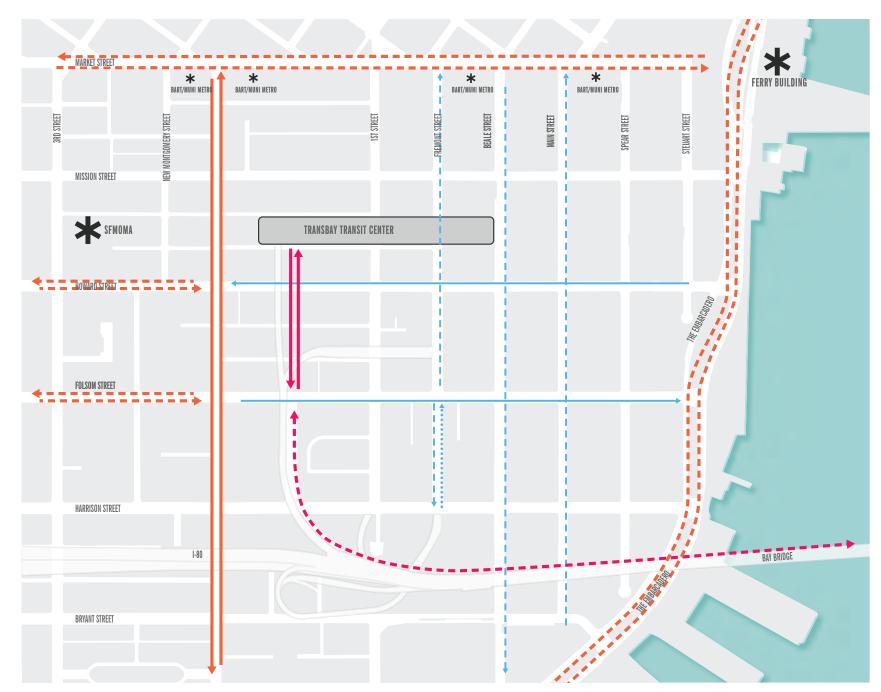
WALK



Walking Network

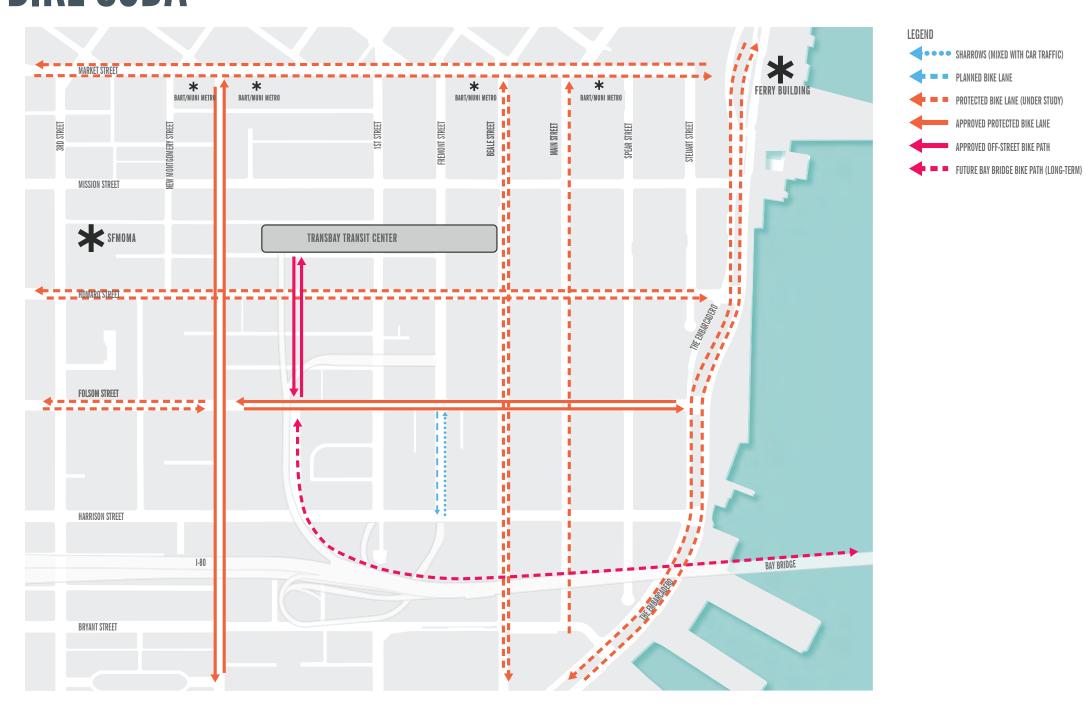
- Use mid-block crossings to create informal walking networks
- Build wide sidewalks and bulbouts on all streets where space allows
- Incorporate greening, especially on Living Streets (Howard, Beale, Main and Spear)
- Connect transit on Market Street with the transit center

BIKE TCDP 2012



- 2012 TCDP Bike Proposal
 1-way Bike lanes on Folsom Howard, Fremont, Main and Beale
- Off-street bike path through under-ram park connecting to the Transit Center connecting to future Bay Bridge bike path

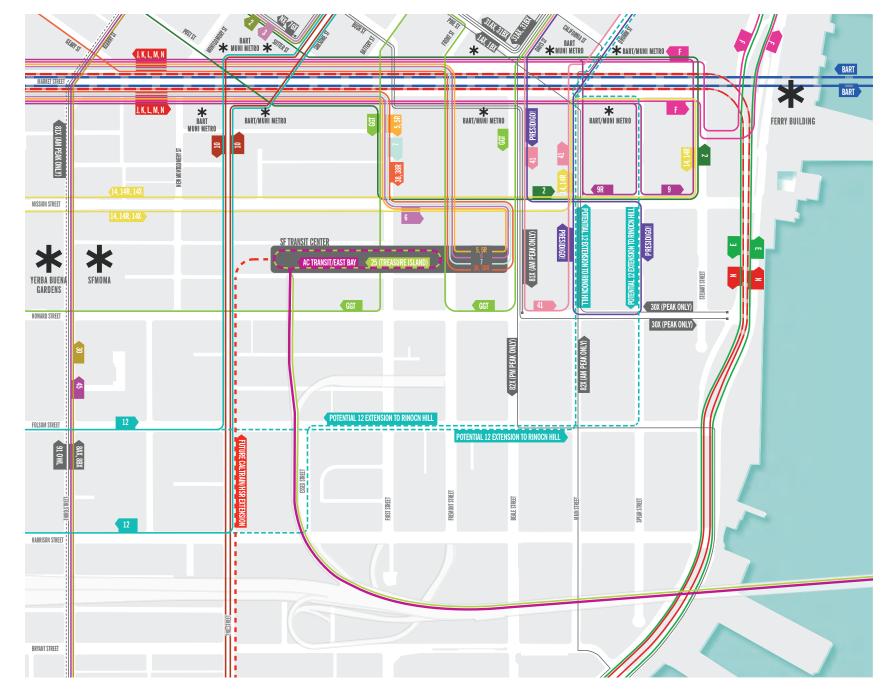
BIKE SODA



Soda Bike Proposal

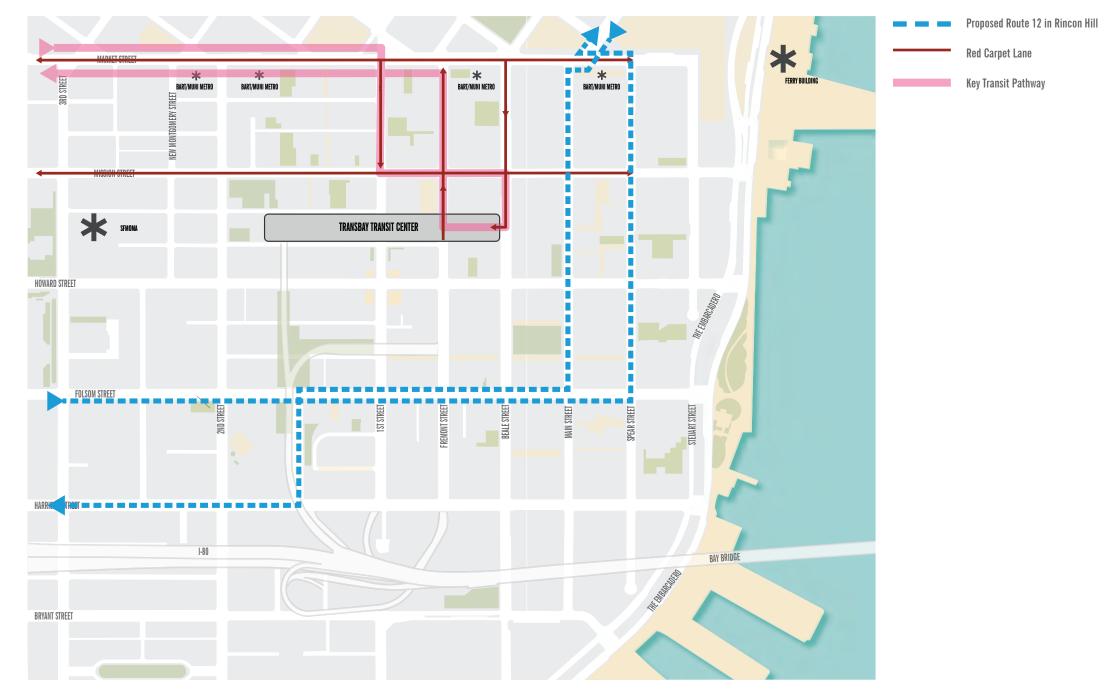
- 2-way protected bikeways on Howard, Folsom and Beale
- 1-way protected bikeway on Main
- Add climbing lane on Fremont between Folsom and Harrison for better access to Rincon Hill
- Off-street bike path through under-ram park connecting to the Transit Center connecting to future Bay Bridge bike path
- Seamless connections to bike projects being planned outside of Soda on Harrison, Folsom, Market and the Embarcadero

TRANSIT



Soda Transit System

- This map shows all of the Muni service in the Soda plan area. Routes are shown by location and not frequency.
- The dashed line shows where route 12 will be routed in Rincon Hill
- The Key Transit Pathway that buses use to access the Salesforce Transit Center (EB Market to 1st, 1st to Mission, Mission to Beale, Beale to the Transit Center, Transit Center to Fremont, Fremont to Market) will likely see headways of 1 bus per minute or greater.



Soda Transit Changes

- Reestablish transit service to Rincon Hill
- Create "Red Carpet Lanes" on all streets with frequent transit service (Market, Mission and Key transit pathway)
- Add a transit-only lane on Beale between Market and Mission to allow Muni increased operational flexibility for buses seeking to access the Salesforce Transit Center from Market Street













CURB MANAGEMENT

Planning









The SFMTA's new Curb Management program reflects the City's changing priorities. Long-term parking is not always the best use of our limited curb space, with countless different users competing for access. A holistic approach to accommodating needs ranging from truck loading and bus stops to carpool pick-up and childcare drop-off can make our streets function more safely and efficiently for everyone.

EXISTING TOOLS



White: Passenger Loading

- 5-minute passenger loading
- Driver must be in vehicle
- Business applies and pays

Yellow: Commercial Loading

- 30-minute metered commercial loading
- 3-minute passenger loading
- Business applies

Blue: Accessible Parking

 Parking for people with disabled placards only

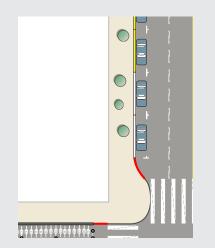
Green: Short-Term Parking

- 15-, or 30-minute parking
- Must pay parking meter
- Business applies and pays

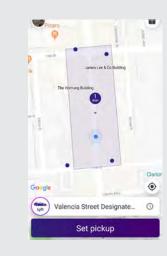
NEW POLICIES



Dual Use Zones accommodate changing uses over the course of the day, for instance providing commercial loading during the day and passenger loading at night.



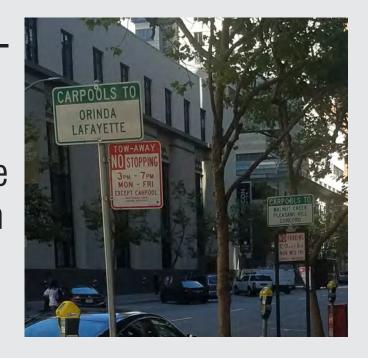
A proactive, holistic approach to curb management ensures sufficient space is provided to different curb access needs even if no one applies for a loading zone.



Working with ride-hailing apps to geofence can ensure Uber and Lyft riders and drivers know where to go to get picked up and dropped off in a safe, legal loading zone.

SPECIAL CURB USES

Casual carpool morning dropoff and evening pick-up help people from the East Bay get to work in the City and provide a sustainable commute option in transit-poor areas.

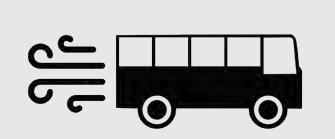




Paratransit-only loading zones
near the Salesforce Transit Center
provided dedicated space for
paratransit agencies from across
the Bay Area to access this transit
hub.

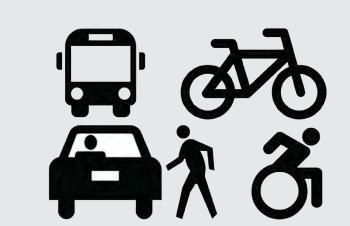
PRIORITIES

Around Downtown, curb space is a scarce resource, and movement, access, and public space needs have to be provided before private car parking. With countless users competing for space, we don't expect any parking to remain north of Folsom.



1 - Movement

Many streets in this area have a curb-side bike, transit, or traffic lane to move as many people as possible.



2 - Access for People

Bus zones, bikeshare stations, passenger loading zones, and other active curb uses that bring people to and from the district are critical.



3 - Access for Goods

In addition to off-street loading docks, on-street commercial loading is needed to accommodate freight needs and prevent double parking.



4 - Public Space and Services

Once access needs are met, the remaining curb space will be allocated to wider sidewalks to serve high pedestrian volumes and street life.



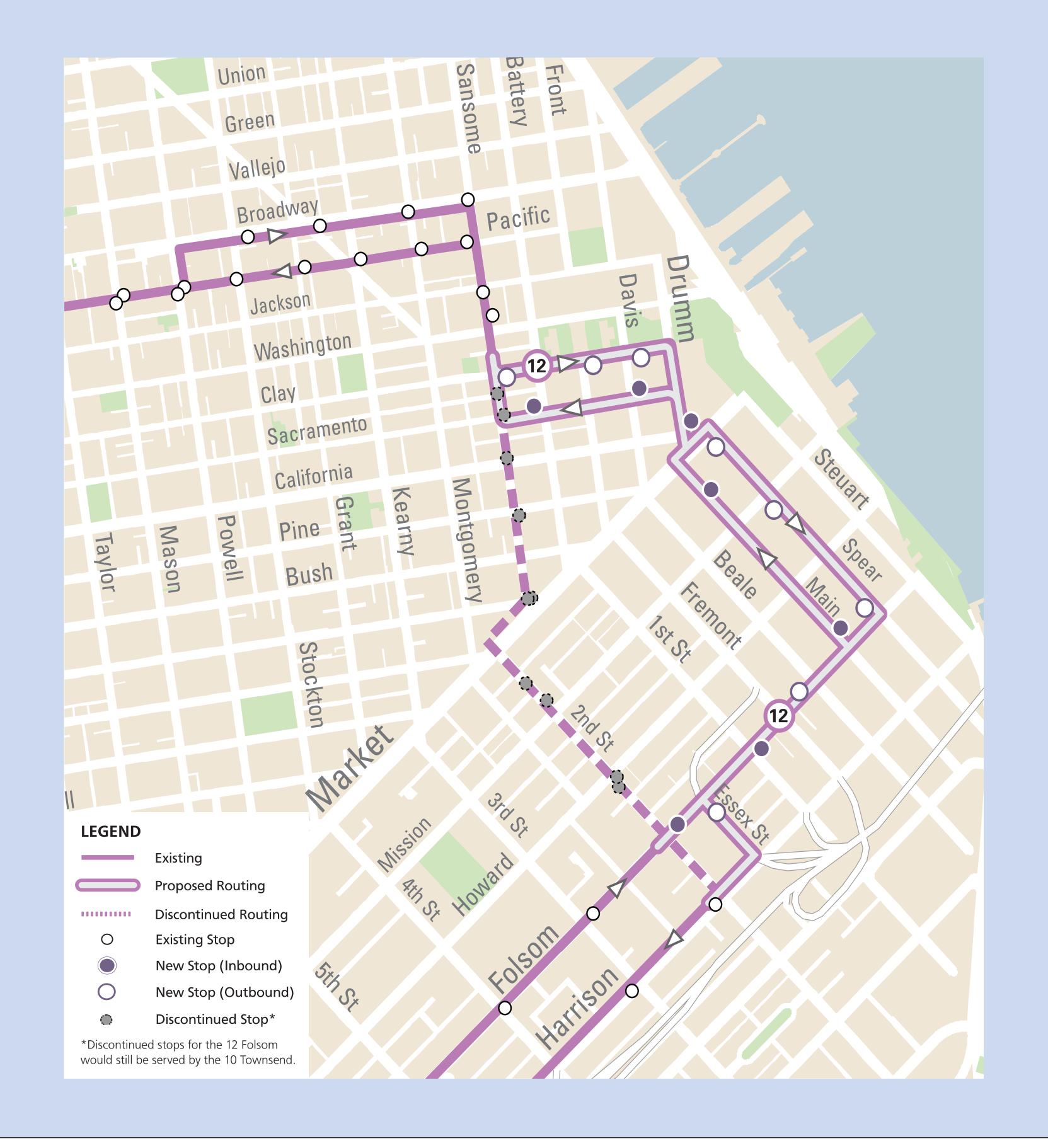
5 - Vehicle Storage

Given the high demand for active curb uses, space for private vehicle storage is the lowest priority in this area.

Restoring Service to Rincon Hill

- Maintains same travel time as the current route
- Makes use of existing transit-only lanes on Clay and Sacramento to keep the bus moving
- 10 Townsend line would continue to serve 2nd Street and Sansome stops, with a bus frequency of every 15 minutes

Thank you to the 1,200 community members who provided feedback on how the bus should travel north of Market Street. The proposed route was selected by 47% of respondents, with 38% selecting the other option.







HOWARD STREET 3RD TO EMBARCADERO

Timeline









Howard Street: Soda proposal overview

In the near-term, the City will be upgrading the 1-way westbound bike lane on Howard Street to a protected bikeway (cycle track). The SF County Transportation Authority has recently approved funding for this project which is anticipated to be completed this year.

In the long-term (3-4 years), Soda proposes a substantial redesign of the street which would include a 2-way protected bikeway, greenery and understory plantings, and pedestrian safety improvements throughout the corridor. The Howard street project has been identified as a high-priority project in the Soda Planning Process.

The Soda Plan's longer-term concept design for Howard the existing 1-way westbound bike lane on the north side of the like seating and greening. This was achieved by: street with a 2-way protected bikeway on the south side of the street. The protected bikeway would act as an extension of a similar facility the City has approved between 11th Street and 3rd Street. Collectively, the two projects would create a con-

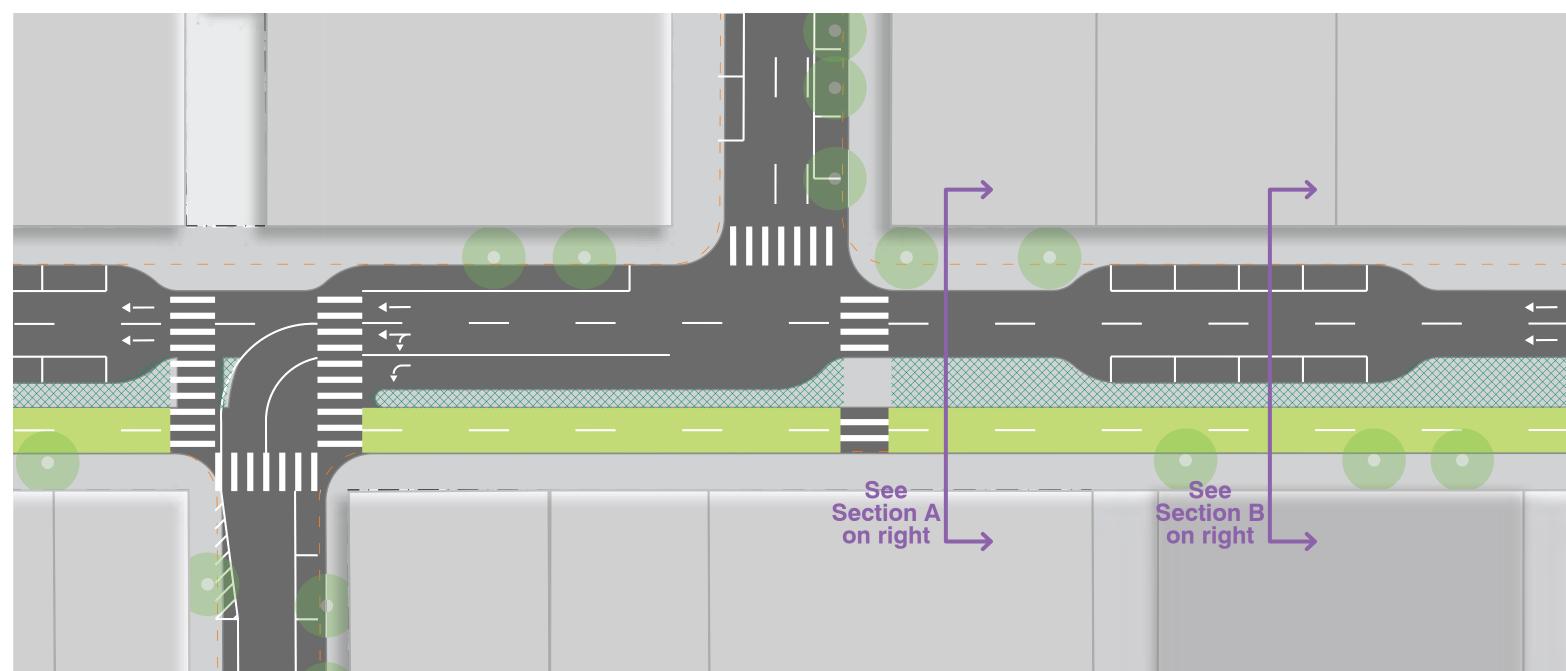
The Soda design would also ensure space for on-street loading would be available on both sides of the street for every block along the corridor (between 3rd Street and the Embarcadero).

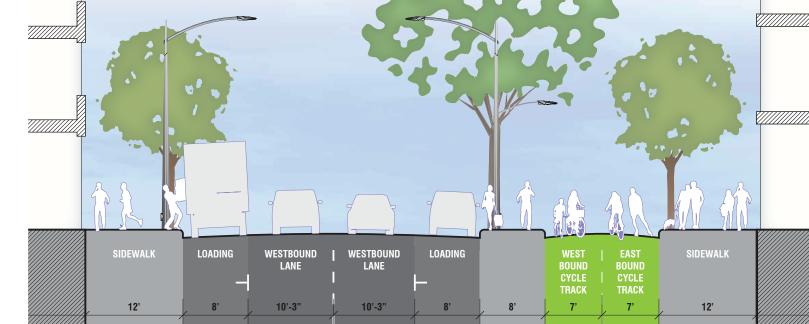
tiguous 2-way protected bikeway between 11th Street and the

The upgraded bike facility and loading zones on both sides of the street require more space than was programmed in the 2012 TCDP conceptual design. This space is gained by removing space the 2012 design had programmed for walking, park-

ing or driving. However, the Soda design also maintains ample **Street** between 3rd Street and the Embarcadero would replace space for pedestrian-safety elements and placemaking features

- Focusing sidewalk widenings to the corners where they would have the greatest impact to improve pedestrian
- Designing "extended bulbouts" and, where space allows, a wide median to create pockets that could accommodate public life such as outdoor cafe seating, benches, sidewalk landscaping, and canopy trees.
- Assuming that no long term on-street parking would be available on this portion of Howard which almost exclusively serves highrise office land uses. Instead, the design assumes that these spaces would act solely as on-street passenger and commercial loading zones.
- Reducing Howard to a 2-lane street with one lane in each direction for a 3-block stretch of Howard between Steuart

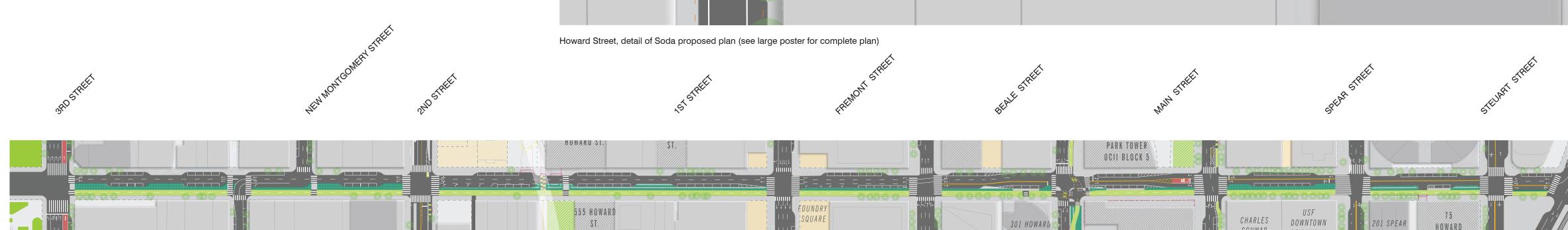




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Section B: Looking East

Section A: Looking East



The Soda Howard Street Concept would create a 2-way proteced bikeway between 3rd Street and the Embarcadero creating a sealmess bike conneciton between 11th Street and the water.

Howard Street: Existing Conditions

Embarcadero to Steuart: 4-lane 2-way street with two general purpose lanes in each direction, and a parking/loading lane on the north side of the street. There is a narrow unprotected • On the block between Main and Beale, one of the eastbike lane on the north side of the street between the parking/ loading lane and the general purpose lanes.

Steuart to Fremont: 4-lane 2-way street with two general sidewalks. There is an unprotected bike lane on the north side on both sides of the street. of the street between the parking/loading lane and the general purpose lanes.

• On the block between Steuart and Spear, one of the east-

bound lanes has temporarily removed to accommodate a construction project at 75 Howard Street. bound lanes has temporarily been converted to a tran-

sit-only lane to serve the temporary Transbay Terminal.

Fremont to 3rd: WB 1-way Street with relatively narrow sidepurpose lanes in each direction and a parking/loading lane walks on both sides, 4 general purpose lanes and an unproon both sides of the street. Most blocks have relatively narrow tected north-side bike lane. There are parking/loading lanes

Howard Street: TCDP 2012 Proposal

ard Street proposed extending the 2-way portion of Howard (which currently extends between the Embarcadero and Fremont Street) westward to Hawthorne Street. The TCDP concept design also proposed removing a westbound general purpose lane and an on-street parking/loading lane on one side of the street to create space for generous sidewalk widenings. The design proposed no change to the existing westbound bike lane on Howard.

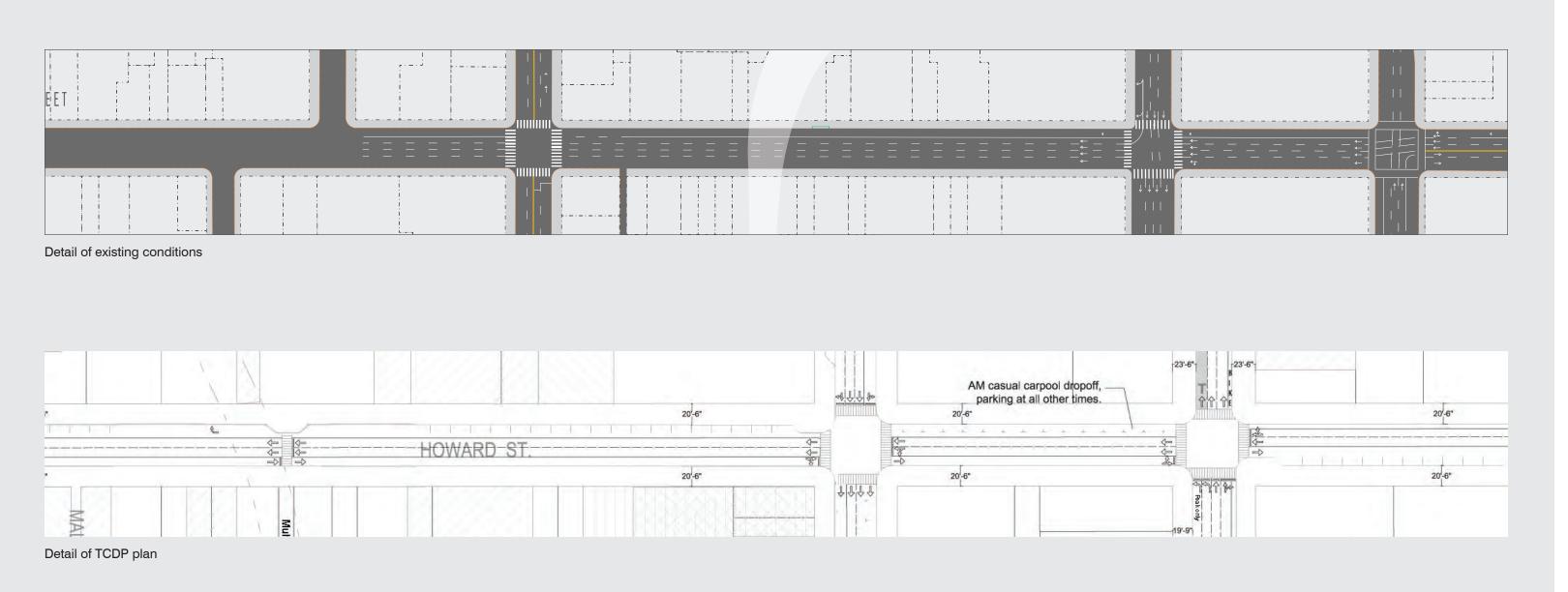
Embarcadero to Spear (1 block): No change. The TCDP did not study this portion of Howard.

Spear to Hawthorne (7 blocks): 3-lane, 2-way street with two westbound and 1 eastbound general purpose lanes and a narrow unprotected westbound bike lane on the north side of

The Transit Center District Plan's concept design for How- the street. Sidewalks would be widened to 20.5'. Each block would include 1 parking/loading lane switching sides of the street on alternate blocks.

> Hawthorne to 3rd (1 block): WB 1-way street with 3 westbound general purpose lanes, a narrow westbound bike lane and a parking/loading lane on the north side of the street.

> The design concept for this block was created before the city's recently approved design for the Central SoMa portion of Howard Street from 3rd to 11th. That design includes 2 westbound general purpose lanes and a 2-way cycle track on the south side of 3rd Street.



Comments and suggestions













FOLSOM STREET 2ND TO EMBARCADERO

Timeline

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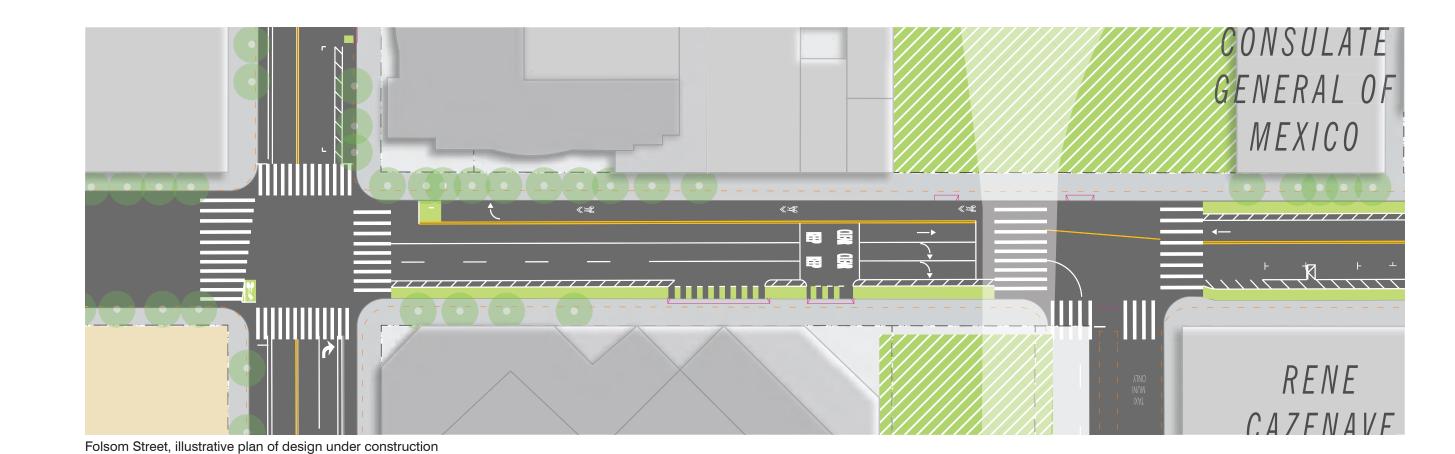


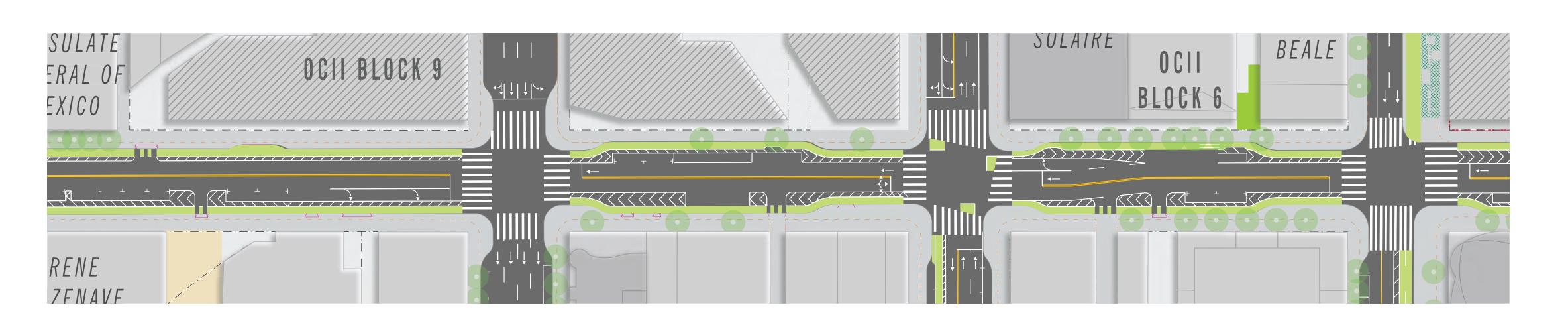
Streetscape Priorities

Folsom Street: Overview

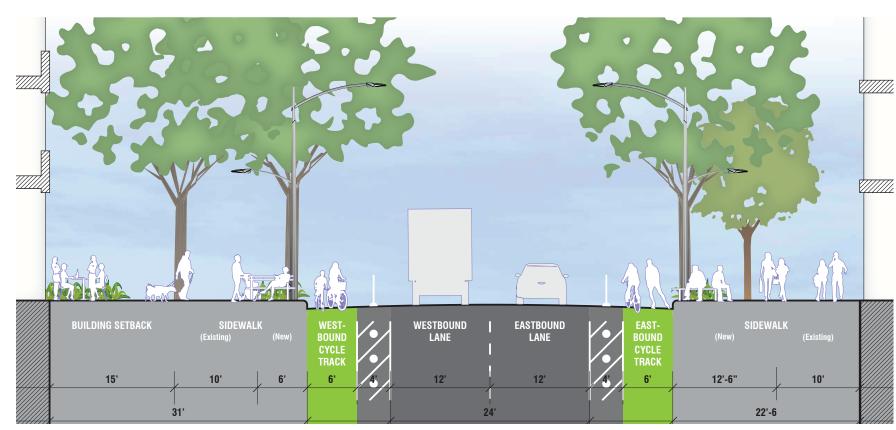
The Transit Center District Plan and the Rincon Hill Streetscape plan both envisioned Folsom to be a community-serving street. The existing street section includes 4 general purpose lanes in each direction a westbound bike lane on the north side of the street and, and parking/loading lanes adjacent to the curbs.

The redevelopment parcels on the north side of the street are required to provide a 10' setback which will create a 25' sidewalk. A recently completed street design proposes a street section with one general purpose lane in each direction, generous corner bulbouts, and parking-protected cycle tracks on each side of the street. Sidewalks on the south side of the street will be widened to 15'. This project is anticipated to begin construction in July of 2019.

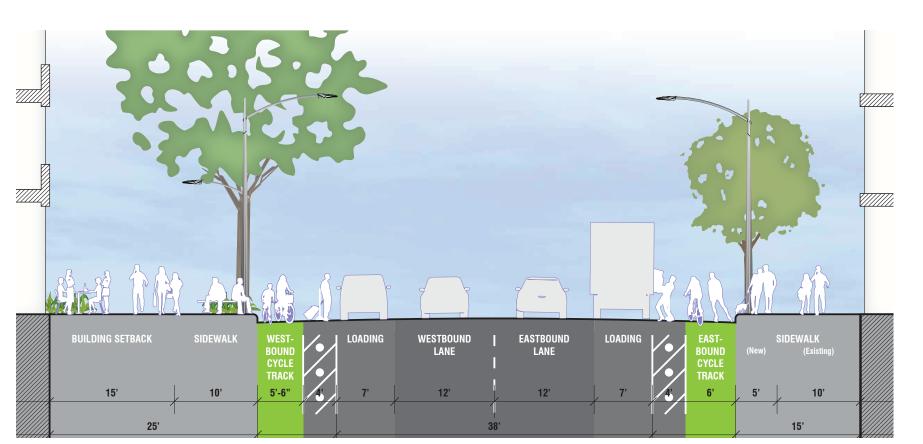








Typical Section near intersection



Typical Section with loading













BEALE STREET

Beale Street: Soda proposal overview

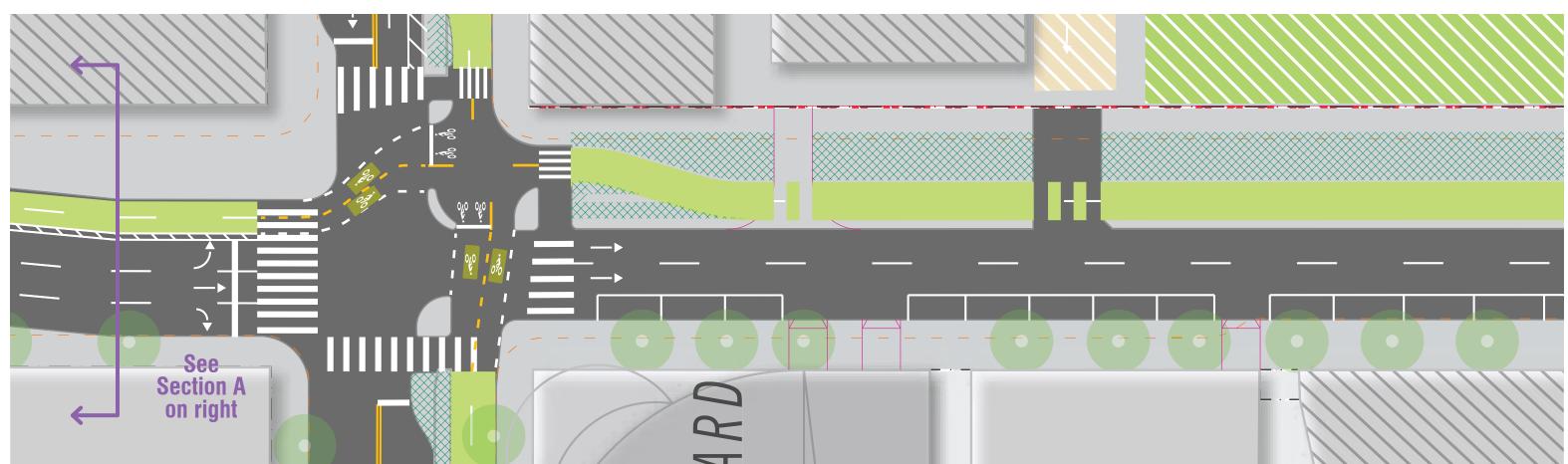
Previous planning efforts proposed that Beale Street would receive "Living Street" improvements – a very wide sidewalk on one side of the street that functions as public open space, and a southbound bike lane.

The Soda plan proposes keeping the Living Street on the east side of Beale, and upgrading the previously proposed 1-way NB bike lane to a 2-way protected bikeway (cycle track).

On the block between Howard and Folsom Soda plan also proposes that the City experiment with a more aesthetic cycle track buffer treatment over the city's current standard (paint and soft-hit posts) using materials such as pavers and grasses to prevent cars blocking the bike facility.

The City's design for the 2-way cycle track between Market and Folsom is funded and will be completed as a near-term project.

In the long-term, the Soda plan proposes extending the cycle track south from Folsom Street to Bryant Street. This would create flat a bike connection to the proposed cycle tracks on the Embarcadero and Brannan Streets. Implementing southern extension would necessitate the removal of on-street parking on the east side of Beale street between Harrison and Bryant. Funds have not yet been identified to implement this portion of the route.



Beale Street, detail of Soda proposed plan (see large poster for complete plan)



Market to Mission. 3-lane SB 1-way street. From west to east: 1 transit-only lane servicing the Salesforce Transit Center, 2 general purpose lanes, a parking/loading area, and 2-way protected bike-

Mission to Howard. 3-lane SB 1-way street. From west to east: The west lane is proposed as a transit-only lane that converts to a right-turn lane after the Salesforce Transit Center. Two permanent southbound general purpose lanes, and a 2-way protected bike-

Howard to Folsom. 2-lane SB 1-way street. From west to east: West side sidewalk widened to 16'; casual carpool and on-street loading; 2 general purpose lanes; sidewalk-level 2-way protected bikeway; living street sidewalk (wide sidewalk that functions as a linear park)

Folsom to Bryant. Maintain existing 2-way, 2-lane street and on-street parking/loading on the west side of the street. Replace the existing 1-way the westside bike lane with an extension of the eastside 2-way protected bikeway planned from Market Street to Folsom Street. This will necessitate removing the east side on-street parking lane between Folsom and Harrison and minor curb work to create two bulb-ins to the living street fronting MTC and Lumina to accommodate on-street loading. Install a signalized mid-block crossing connecting publicly accessible open spaces between Folsom and Harrison. Add southbound turn lane for freeway traffic approaching Bryant.

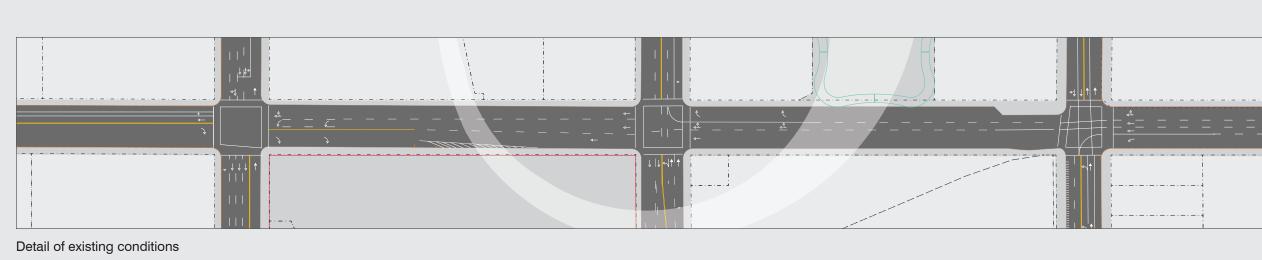
Beale Street: Existing Conditions

Market to Mission. 4-lane SB 1-way street.

Mission to Howard. 3-lane SB 1-way street.

Howard to Folsom. 3-lane SB 1-way street. The eastern lane is a transit-only lane servicing the Temporary Transbay Terminal. The southern portion of the block has a northbound contra-flow lane for transit serving the temporary Transbay Terminal.

Folsom to Bryant. 2-way, 2-lane street with parking lanes on each side and a westside bike lane. The eastside sidewalk is built as a living street between Folsom and Harrison.



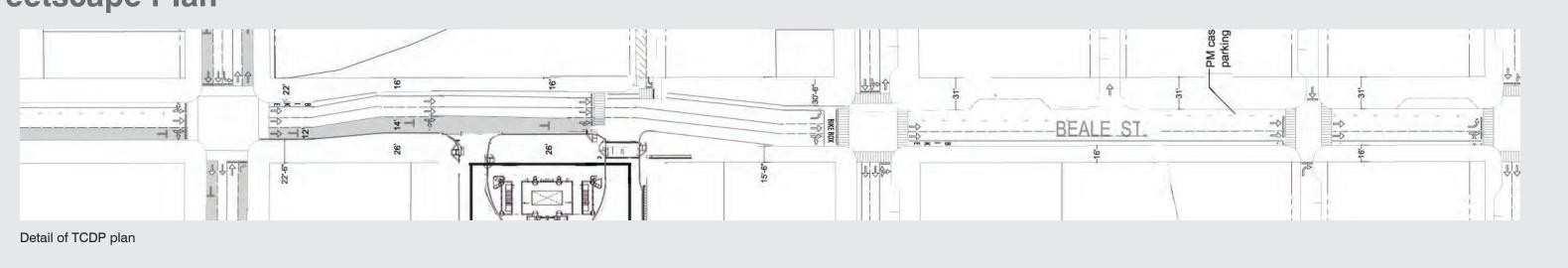
Beale Street: Proposed TCDP 2012 & Rincon Hill Streetscape Plan

Market to Mission. SB 1-way street. From west to east: 1 eral purpose lane. An east side parking/loading lane would be Living street sidewalk treatment on the east side of the street converted to a 2nd general purpose lane during the evening commute. An eastside "floating bike lane" would accommodate SB bike traffic on this corridor.

Mission to Howard. 3-lane SB 1-way street. The west lane is proposed as a transit-only lane that converts to a right-turn lane after the Salesforce Transit Center.

Howard to Folsom. 3-lane SB 1-way street. The eastern lane transit-only lane servicing the Salesforce Transit Center,1 genis a transit-only lane serves the Temporary Transbay Terminal.

> Folsom to Bryant. Same as existing: 2-way, 2-lane street per the Rincon Hill Streetscape Plan. Eastern sidewalk has Living Street sidewalk (wide sidewalk that functions as a linear park). Install a mid-block crossing between Folsom and Harrison. Install a signalized mid-block crossing connecting publicly accessible open spaces between Folsom and Harrison.



Timeline

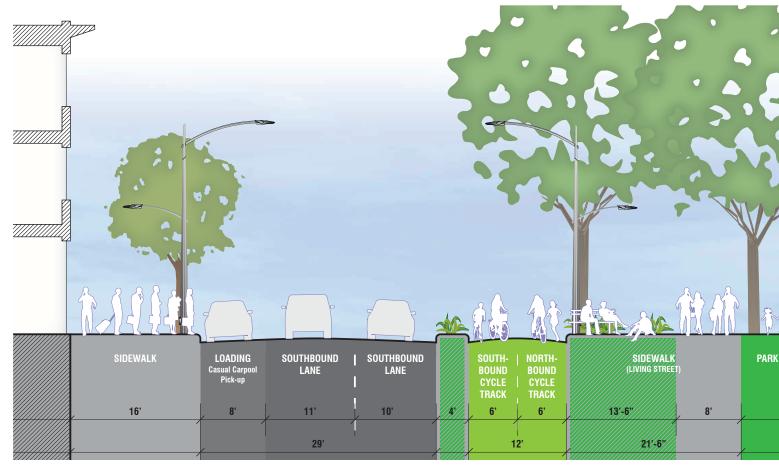
Phase B West side only. East side by private developer.



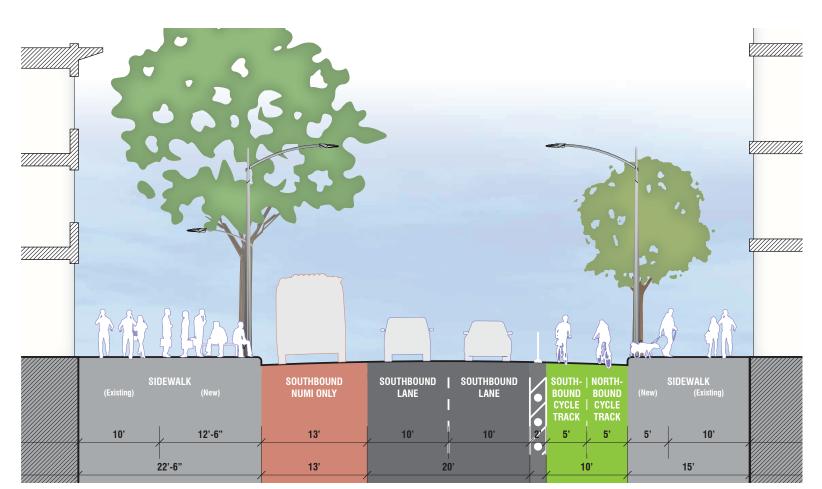


Streetscape Priorities

Market to Mission Phase C



Section A: Looking North



Section B: Looking North

BEALE STREET

,-----, **Comments and suggestions**













MAIN STREET

Timeline

Phase E Infill Blocks

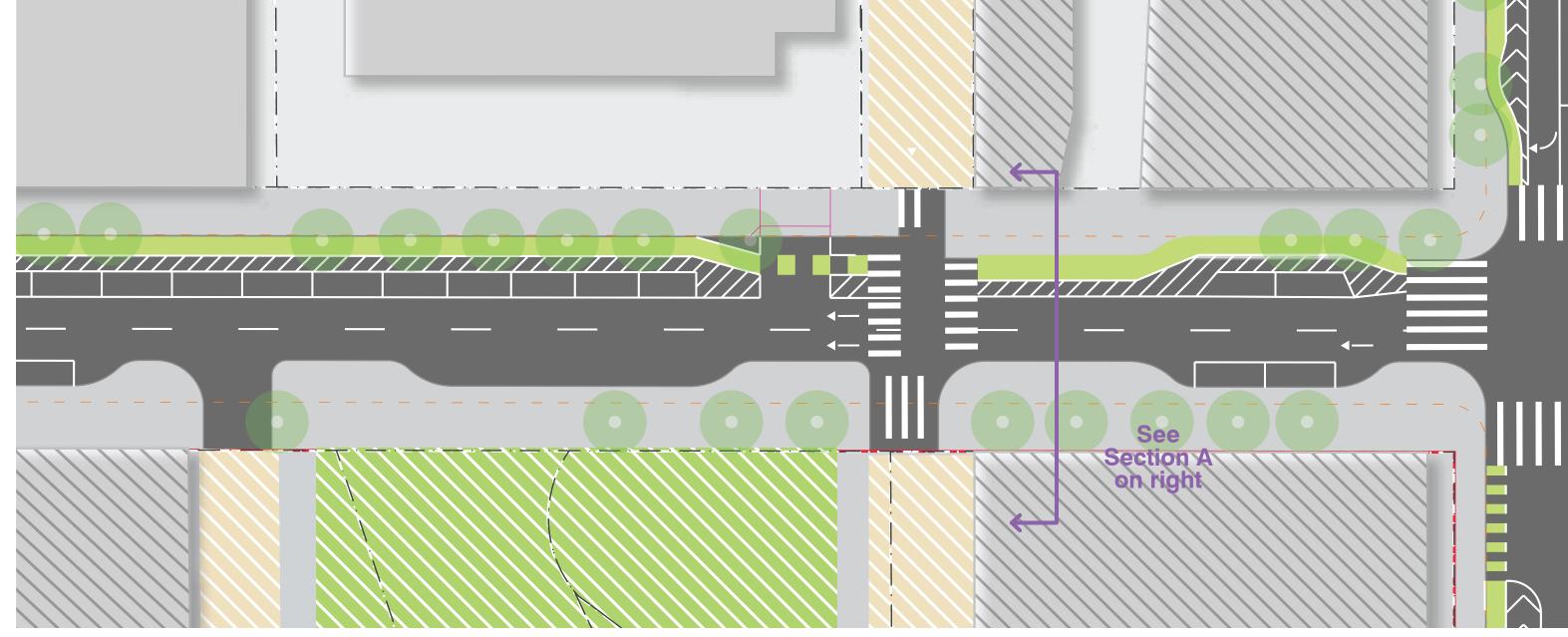


Previous planning efforts proposed that Main Street would receive "Living Street" improvements – a very wide sidewalk on one side of the street that functions as

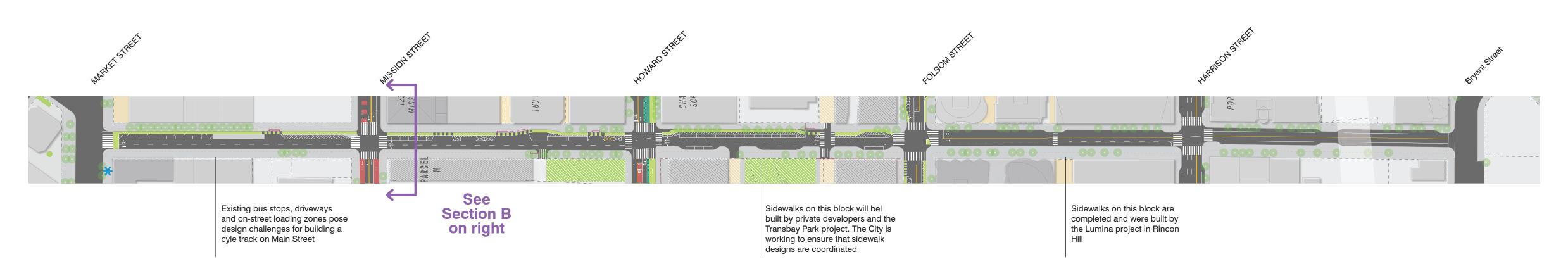
The Soda plan proposes keeping the Living Street on the west side of Main Street,

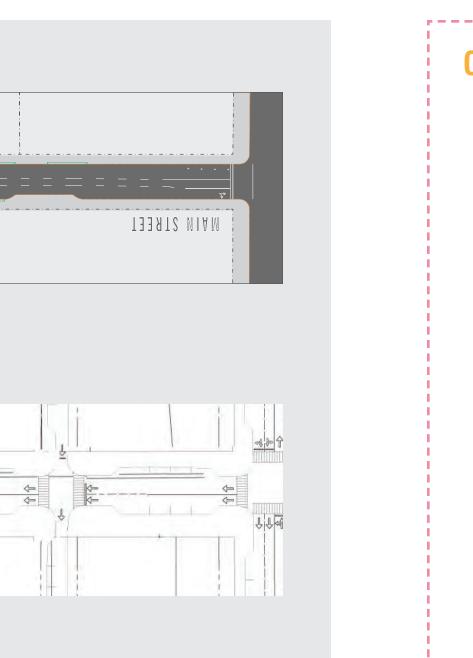
Bryant to Folsom. No Change from Rincon Hill Streetscape Plan except that the City should install a mid-block bulbout fronting the historic loading dock that pinches the sidewalk at

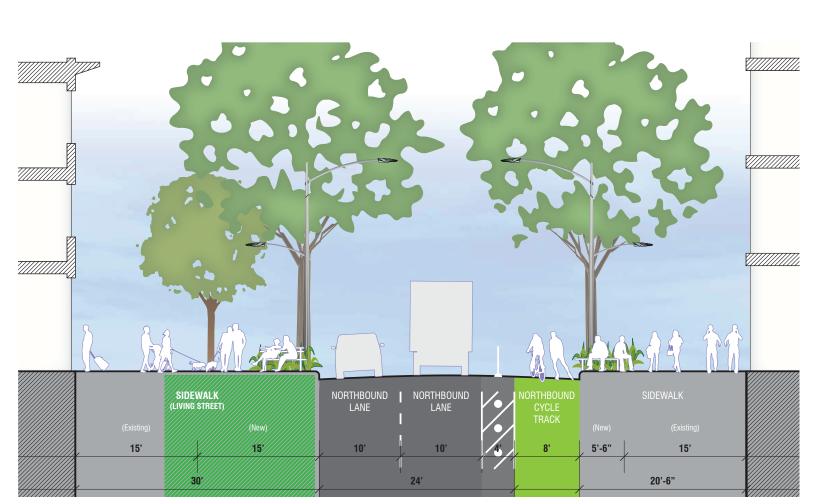
Folsom to Market. Same as TCDP 2012, except upgrading the



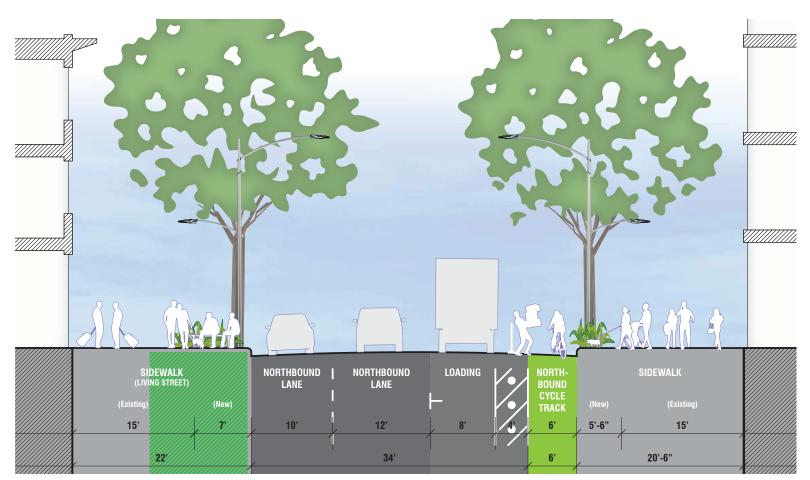
Main Street, detail of Soda proposed plan (see large poster for complete plan)







Section A: Looking North



Section B: Looking North











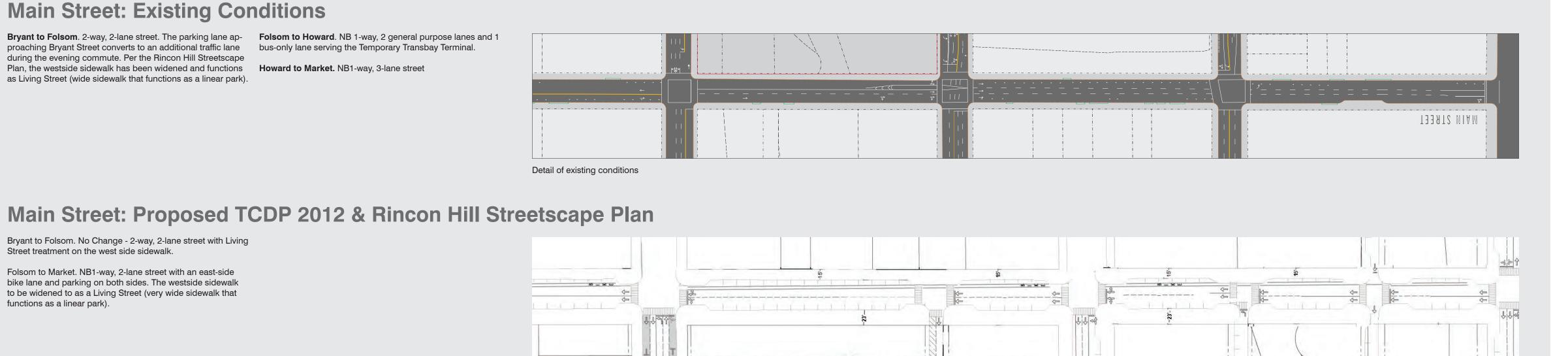
Main Street: Soda proposal overview

public open space, and a northbound bike lane.

and upgrading the previously proposed bike lane to a protected bikeway (cycle track).

350 Main street between Folsom and Harrison.

1-way bike lane to a 1-way protected bike lane. This will necessitate a slight reduction of the Living Street Sidewalk. Loading bays on the west side of the street would replace the proposed westside parking/loading lane.



Detail of TCDP plan



SPEAR STREET

Phase E



Spear Street: Soda proposal overview

Previous planning efforts proposed that Spear Street would receive "Living Street" improvements – a very wide sidewalk on one side of the street that functions as public open space. The Plans also propose converting Spear Street from a 1-way street to a 2-way street which would slow traffic on the street. The Soda plan proposes creating a new park at the southern terminus of Spear Street at the Embarcadero.

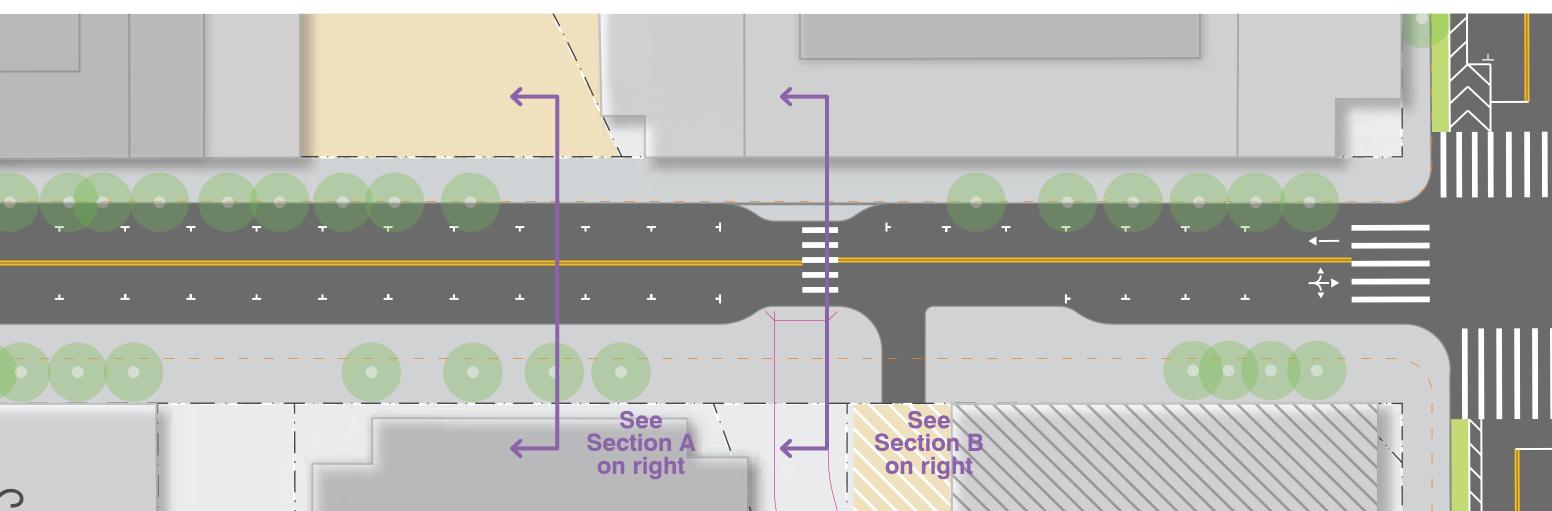
Market to Mission. The Better Market Street project will convert this block of Spear to a 2-way, 2-lane street.

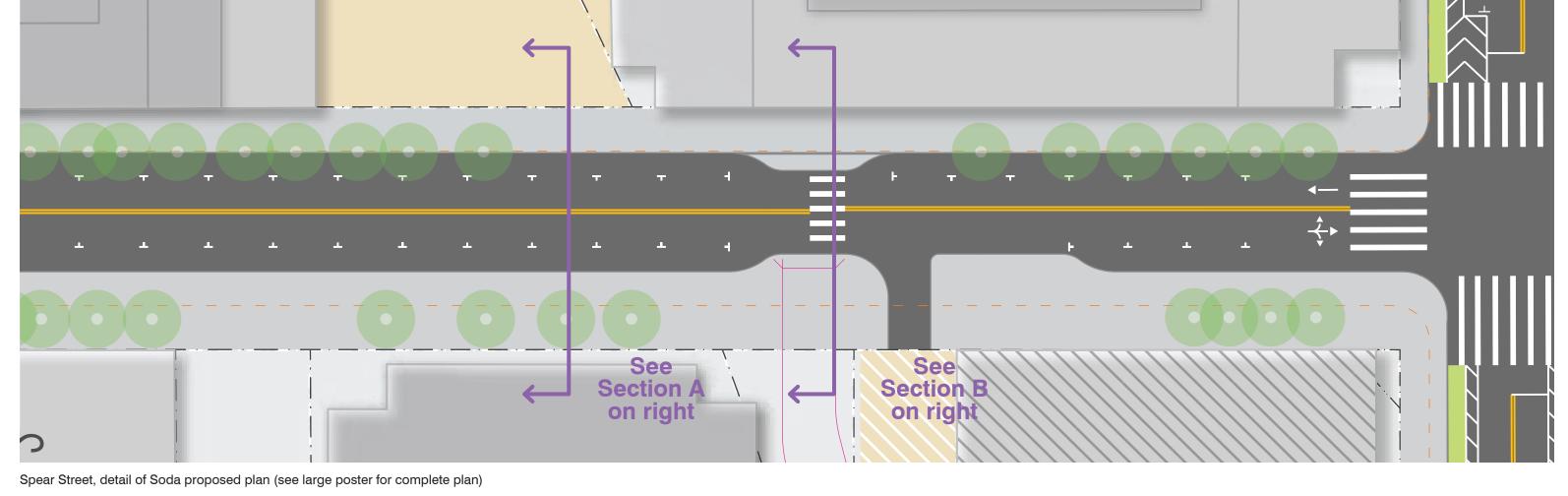
Mission to Harrison. Preliminary traffic modeling for the Soda Howard Streetscape Project shows that two southbound lanes may be needed on this block. However, the model has limited capacity to accurately predict future behavior given the broader circulation changes proposed in the neighborhood such as the Better Market Street Project, the aforementioned conversion of the upstream block between Market and Mission to 2-way traffic of the block, and the Howard and Folsom Streetscape projects. This in mind, the Soda Plan recommends that the City reevaluate design options after these other streetscape projects have been

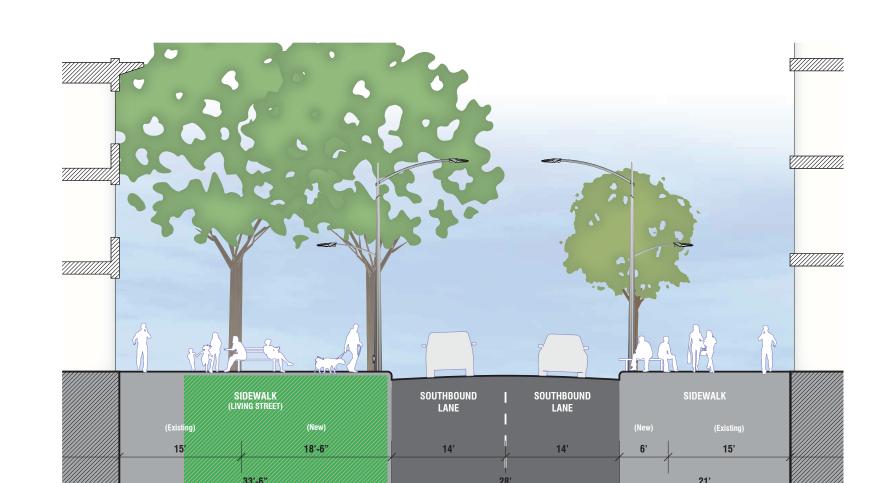
If traffic volumes on the street remain low enough after other streetscape projects in the district have been completed, the City should move forward with converting the rest of Spear Street to 2-way operations.

Harrison to Embarcadero. Create a New Public Open Space. The Soda Plan proposes pedestrianizing the southern half of this block and converting it to a public open space underneath the Bay Bridge. This concept was explored through the Soda Planning Process via an architectural studio class at the California College of the Arts. The CCA student developed conceptual designs for converting the foot of Spear Street into a public park. Students also built full-scale prototypes of their designs which were showcased in the space at a community block party.

As a next step, the Soda Plan proposes City to experiment using low-cost materials such as paint and, potted plants and movable tables and chairs to test out the viability of a park in this space. If the pilot project is deemed successful, the City should a permanent capital improvement in the space. All pilots and final configurations will retain emergency vehicle access between Spear St and the Embarcadero.

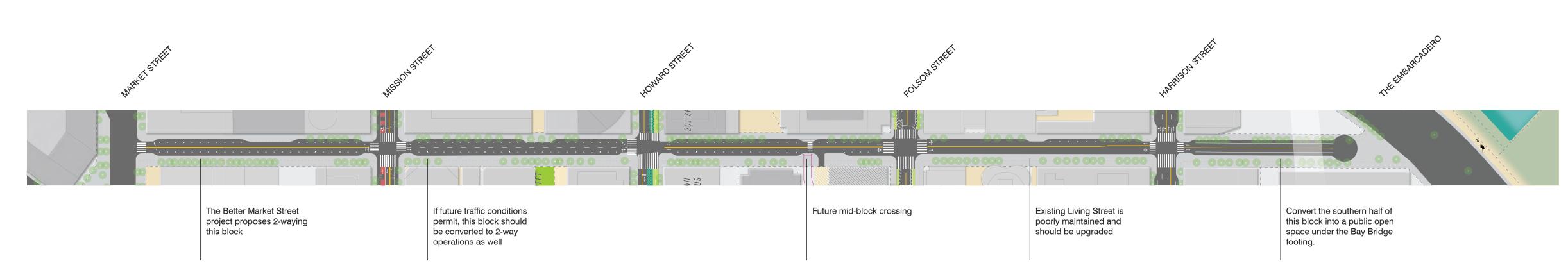


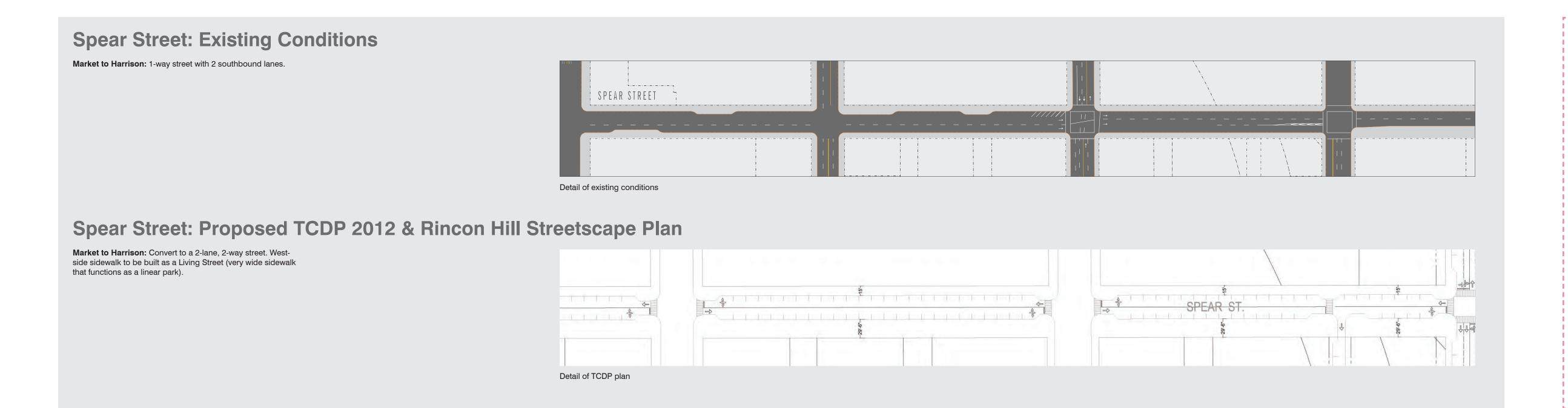




Section B: Looking North

Section A: Looking North

















FIRST STREET

Timeline

Market to Mission

Phase B West side only. East side by private developer.





Streetscape Priorities

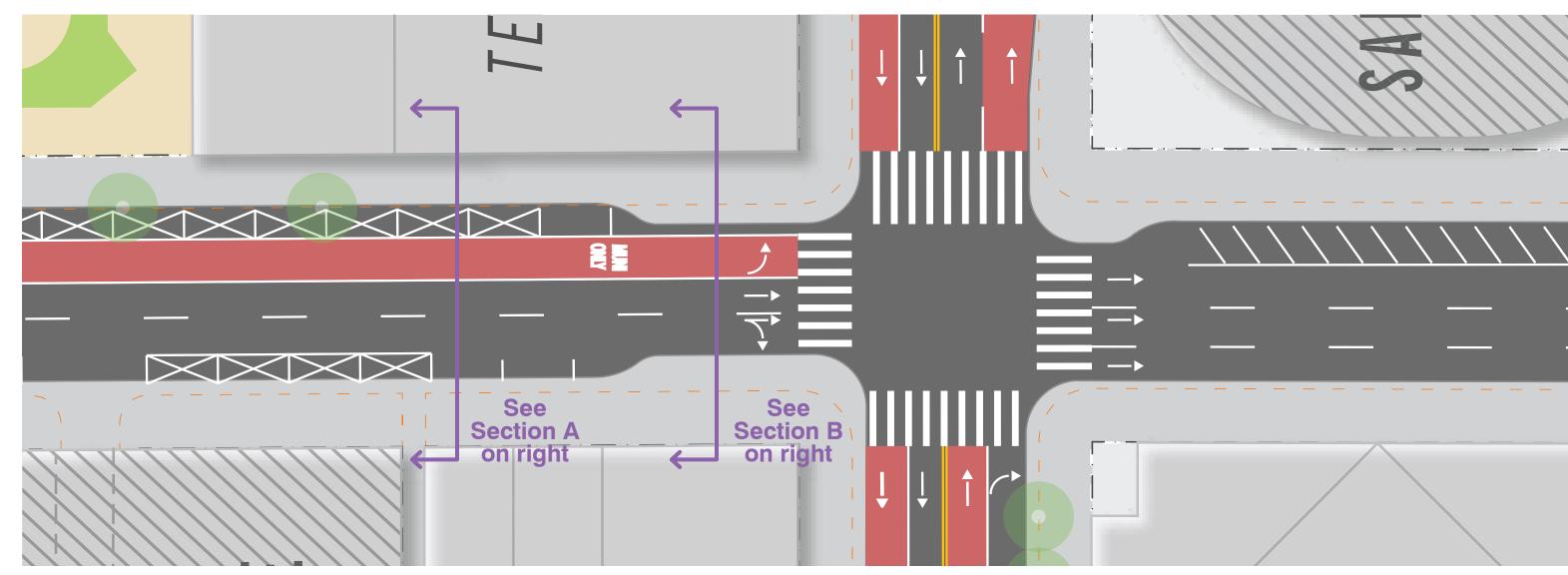
First Street: Soda proposal overview

Previous planning efforts proposed sidewalk widening on 1st Street between Market and Harrison and the installation of a transit-only lane on 1st Street between Market and Mission.

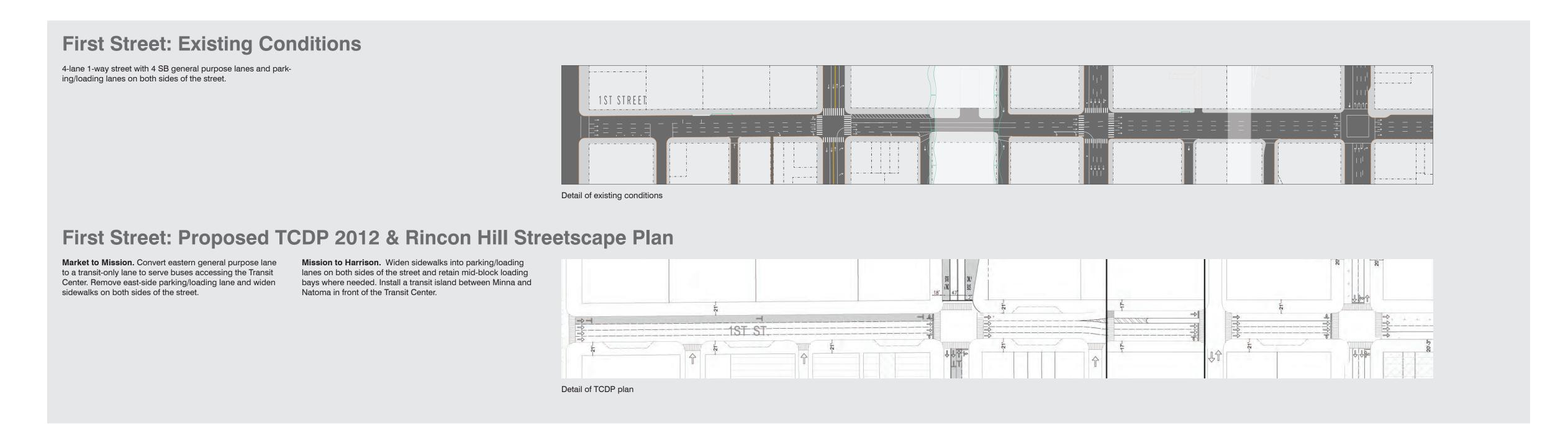
The Soda Plan leves the previous designs largely intact, but proposes removing a general purpose lane on the block between Market and Mission to ensure there is space for on-street loading on both sides of the street.

the street. Limit sidewalk widening to corners to provide ample loading bays where needed. space for pedestrian and shorten crossing distances.

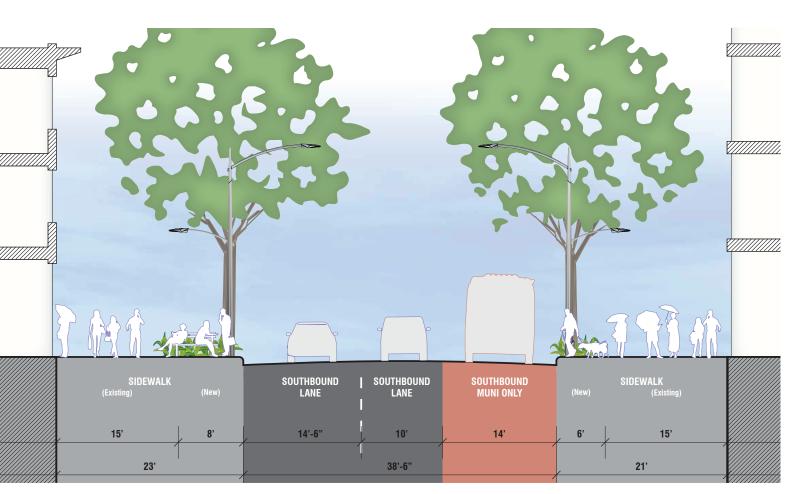
Market to Mission: Convert eastern general purpose lane to a Mission to Harrison: Same as Market to Mission except the City transit-only lane to serve buses accessing the Transit Center. Re- no longer intends to construct a transit island in front of Transit move one additional general purpose lane (leaving 2 SB general Center as it is no longer needed. Widen sidewalks into parking/ purpose lanes) to allow for on-street loading on both sides of loading lanes on both sides of the street and retain mid-block



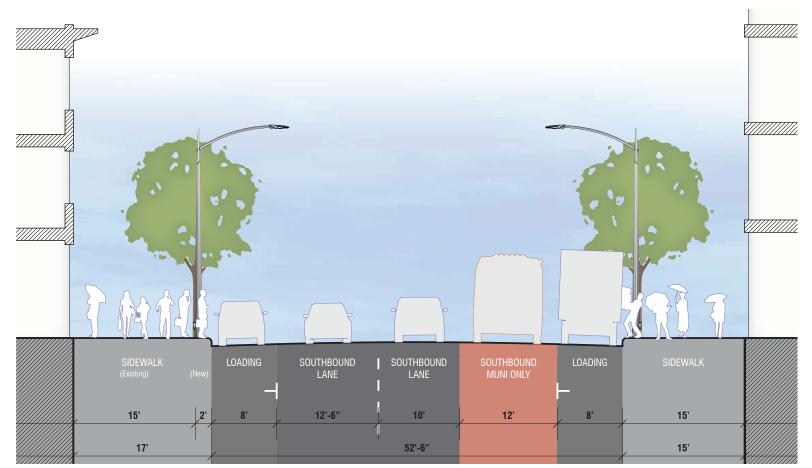




Mission to Folsom Phase C Infill blocks



Section A: Looking North



Section B: Looking North













FREMONT STREET

Fremont Street: Soda Proposal Overview

Previous planning efforts proposed sidewalk widening and a 1-way northbound bike lane on Fremont Street.

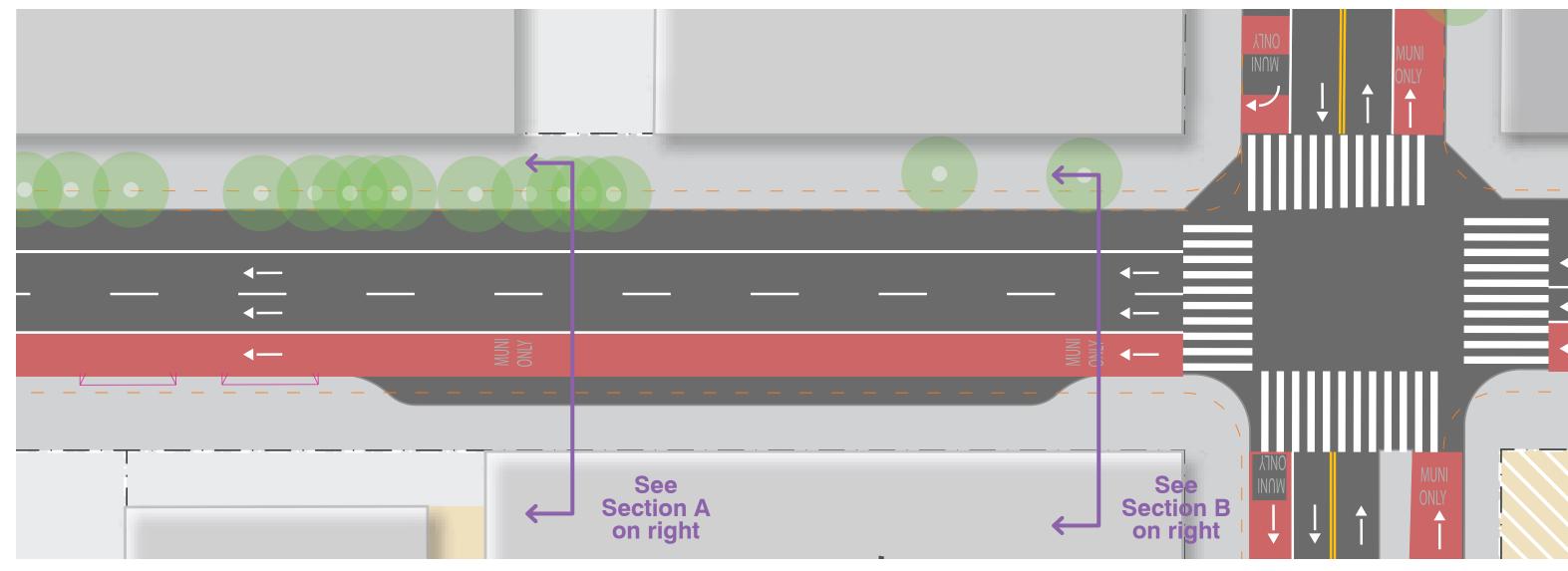
The Soda Plan proposes removing the bike lane because it conflicts with cars exiting the freeway and busses exiting the Salesforce Transit Center. To mitigate the removal of the proposed bike lane on Fremont, the Soda plan proposes upgrading a planned SB bike lane on Beale Street (1 block east of Fremont) to a 2-way protected bikeway.

Harrison to I-80 Off-Ramp. No change from TCDP except to stripe an uphill climbing buffered bike lane between Harrison accessing the transit center.

I-80 Off-Ramp to Howard. No change from TCDP except add a

Howard to Mission. Replace the proposed transit-only lane between Howard and the Transit Center with an on-street pasand Folsom. Remove NB bike lane due to conflicts with busses senger loading zone. Remove NB bike lane due to conflicts with busses accessing the transit center. Bike lane to be replaced with 2-way protected bikeway 1 block north on Beale Street.

signalized mid-block crossing at Fremont and Clementina and Mission to Market. Realign Muni island to allow for contiguous to remove NB bike lane due to conflicts with freeway traffic. Bike 5' sidewalk widening on both sides of the street to accommolane to be replaced with 2-way protected bikeway 1 block north date high pedestrian volumes traveling between the Transit Center and Market Street transit spine. Maintain 1 transit-only lane, 2 general purpose lanes, and loading on either side



Fremont Street, detail of Soda proposed plan (see large poster for complete plan)



Fremont Street: Existing Conditions

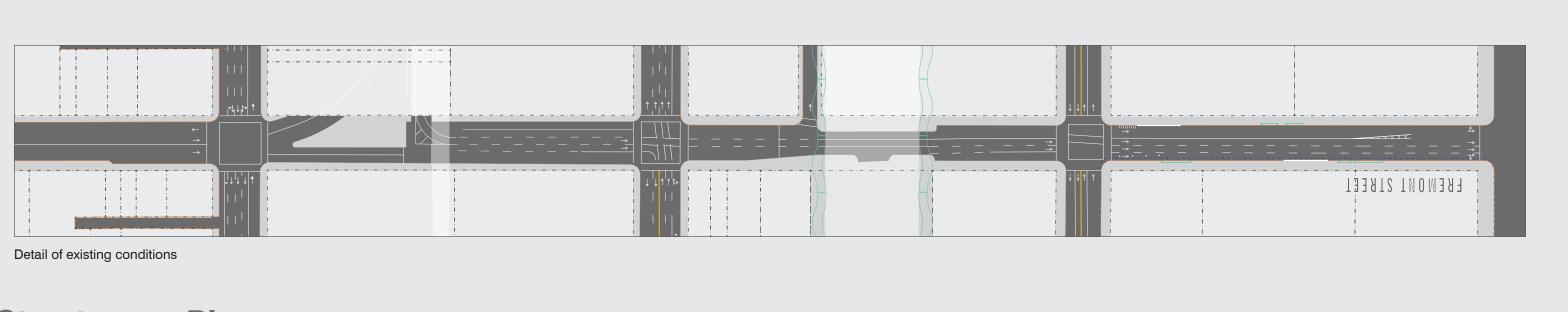
purpose lanes and 1 SB general purpose lane. Sidewalks widened per the Rincon Hill Streetscape Plan.

Folsom to I-80 Off-Ramp. 2-way 2-lane street with wide sidewalks and parking/loading on both sides of the street. Wide sidewalks with landscaping.

on the east side of the street. 5 general purpose lanes, very narrow sidewalks.

Harrison to Folsom. 2-way 3-lane street with two NB general Howard to Mission. NB 1-way street. West to East: 1 transit-only lane (from Howard to the Transit Center, 3 general purpose lanes some on-street loading on the east side of the street south of the Transit Center, wide sidewalks.

Mission to Market. NB 1-way street. West to East: 15' sidewalk, parking/loading lane, 1 transit-only lane, two general purpose lanes, east-side parking/loading lane is converted to **I-80 Off-Ramp to Howard.** NB 1-way street. Parking/loading a 3rd general purpose lane during the AM and PM commutes. Narrow sidewalks.



Fremont Street: Proposed TCDP 2012 & Rincon Hill Streetscape Plan

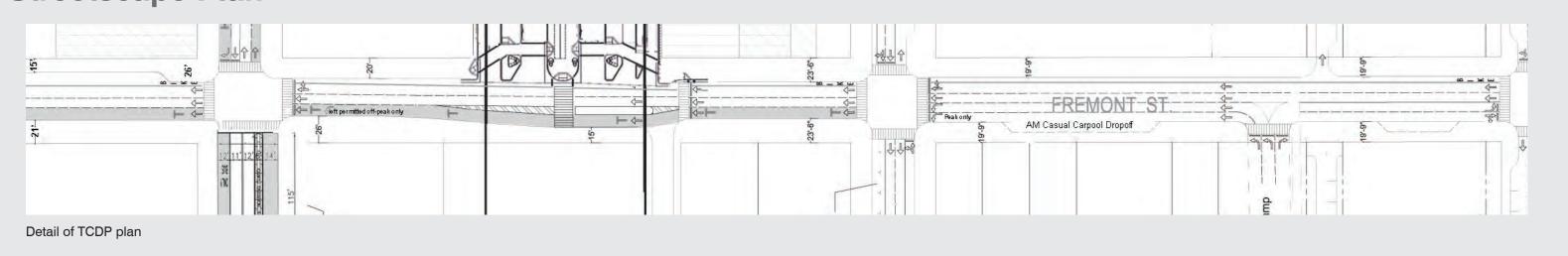
Harrison to Folsom. 2-way 3-lane street with two NB general Howard to Mission. NB 1-way street. Spot sidewalk widpurpose lanes and 1 SB general purpose lane. Sidewalks widened per the Rincon Hill Streetscape Plan.

walks and parking/loading on both sides of the street. Wide sidewalks with landscaping.

I-80 Off-Ramp to Howard. NB 1-way street. Parking/loading on the east side of the street. 4 general purpose lanes, Widen

enings both sides where space is available. West to East: transit-only lane, 2 general purpose lanes bike lane.

Folsom to I-80 Off-Ramp. 2-way 2-lane street with wide side- Mission to Market. NB 1-way street. Spot sidewalk widenings both sides where space is available. West to East: transit-only lane, 2 general purpose lanes bike lane, parking loading lane.



Timeline

Phase B Market to Mission

West side only. East side by private developer.

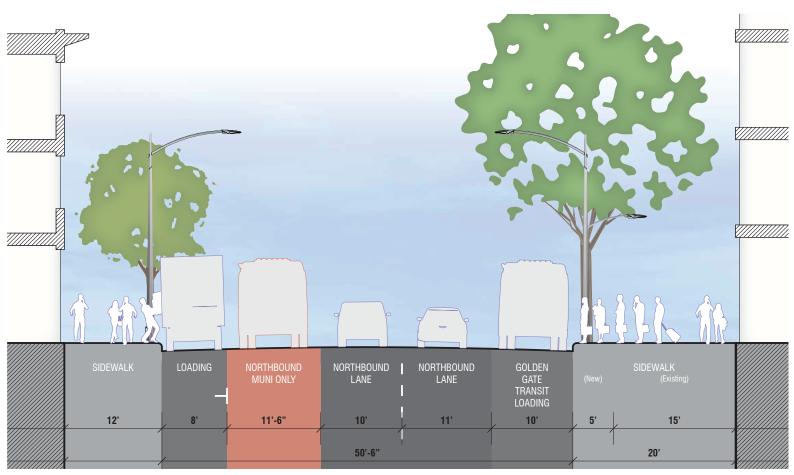
Mission to Folsom Phase C Infill blocks



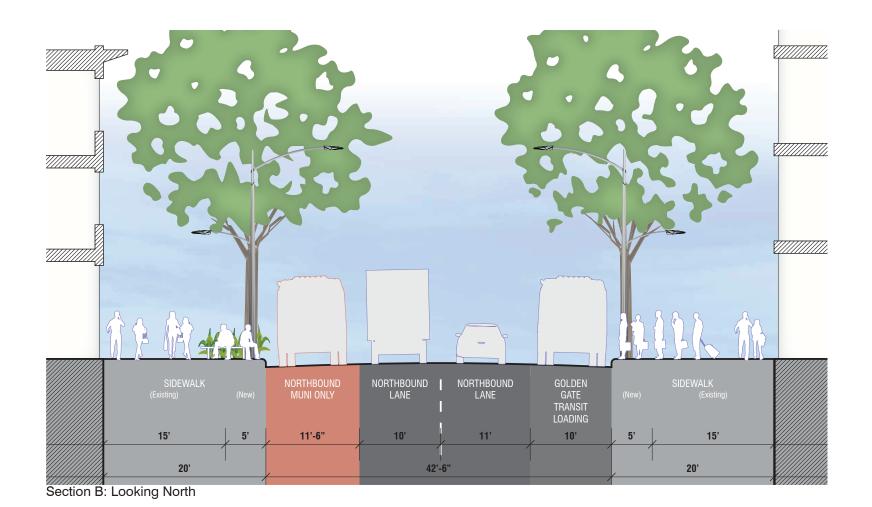








Section A: Looking North



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Streetscape Priorities

Phase D









Mission Street: Overview

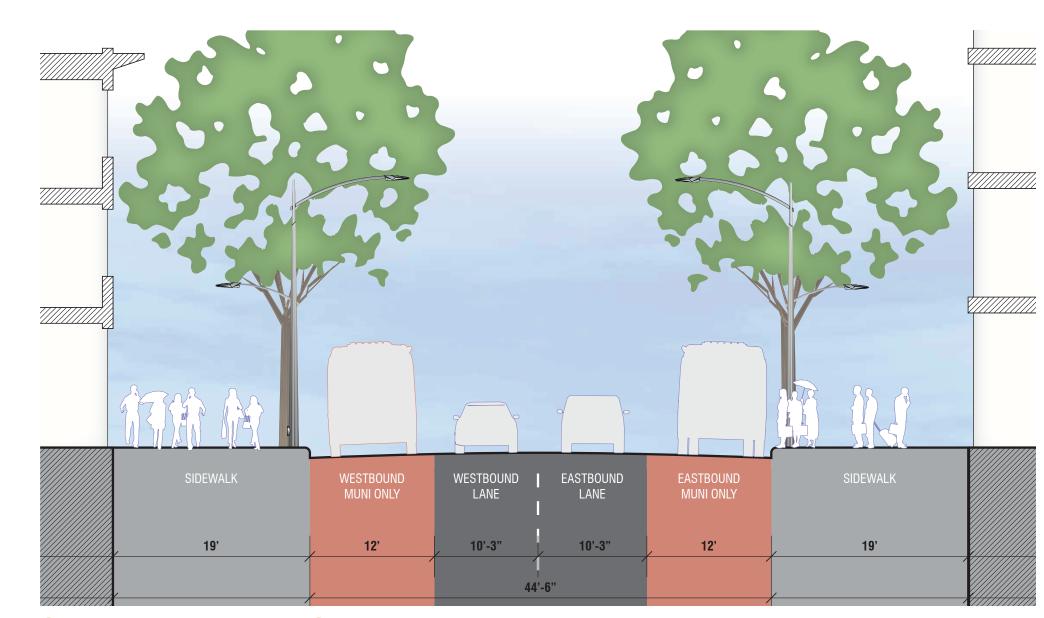
The Better Market Street Project construction will necessitate temporary reroutes of busses from Market to Mission in the near term

The city is evaluating several interim design options to accommodate the rerouting. The near-term project will likely modify the roadway striping on Mission Street, but won't modify the curb geometries.

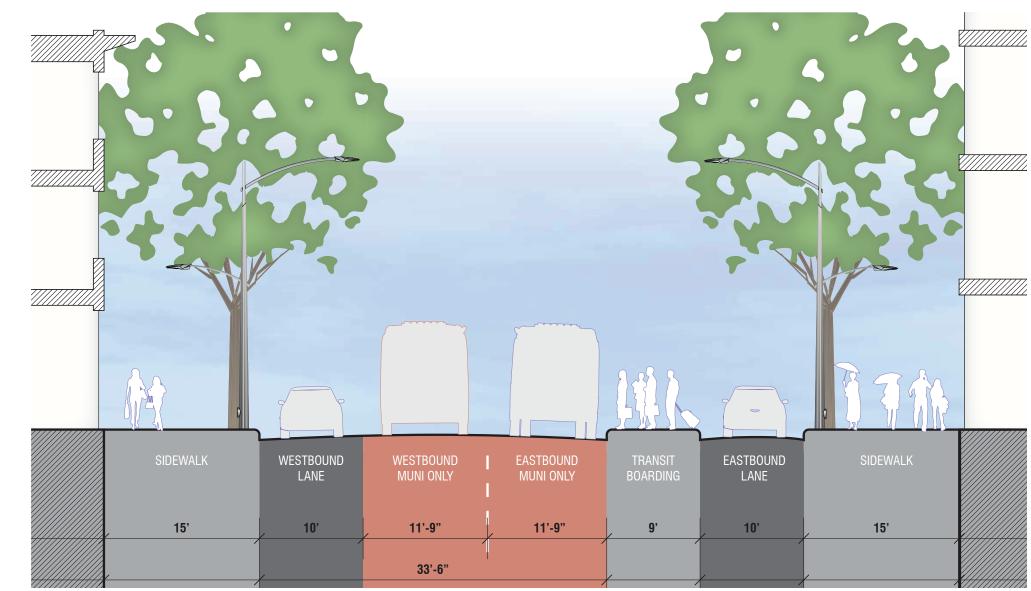
Subsequent to the completion of the Better Market Street project, The City will undertake a more comprehensive project on Mission Street will be improved. Design options under study include.

- Center running transit-only lanes
- Side-running transit-only lanes with loading bays cut into the sidewalk
- Side-running transit-only lanes with contiguous loading lanes on one side of the street

The City will conduct a robust outreach process with Mission Street stakeholders during both the nearterm and long-term Mission Street projects.

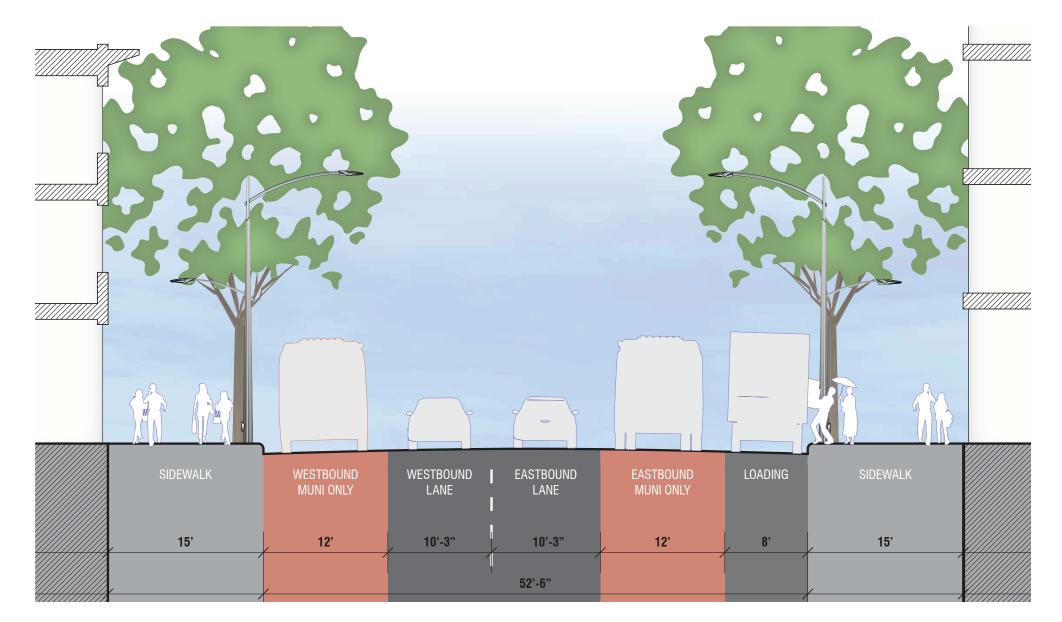


Side Running Transit Concept, near intersection

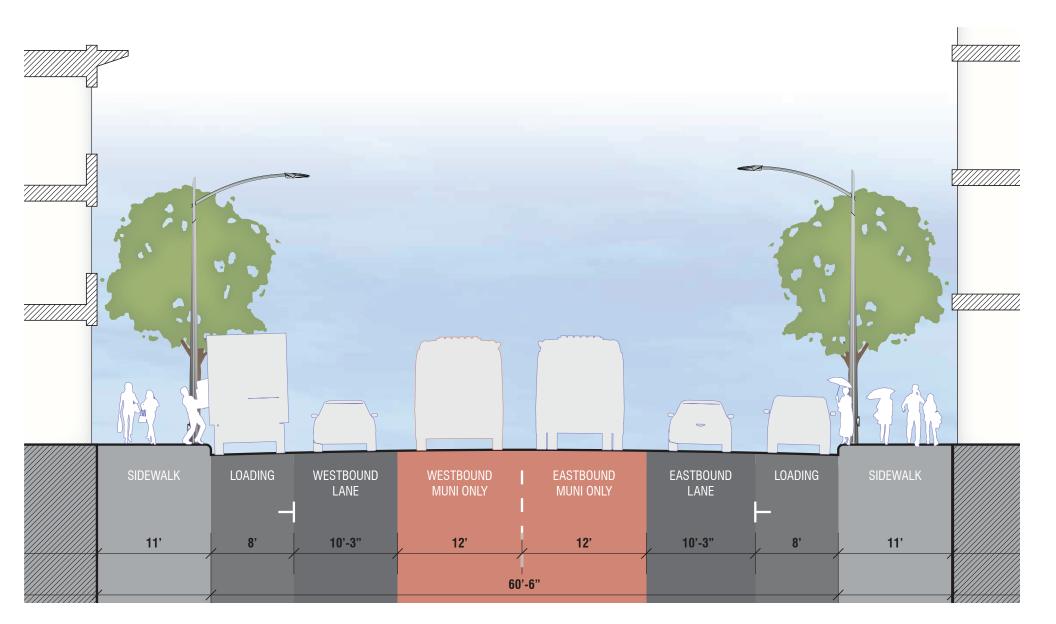


Center Running Transit Concept, near intersection

Comments and suggestions



Side Running Transit Concept, midblock



Center Running Transit Concept, midblock











HARRISON STREET

Phase A







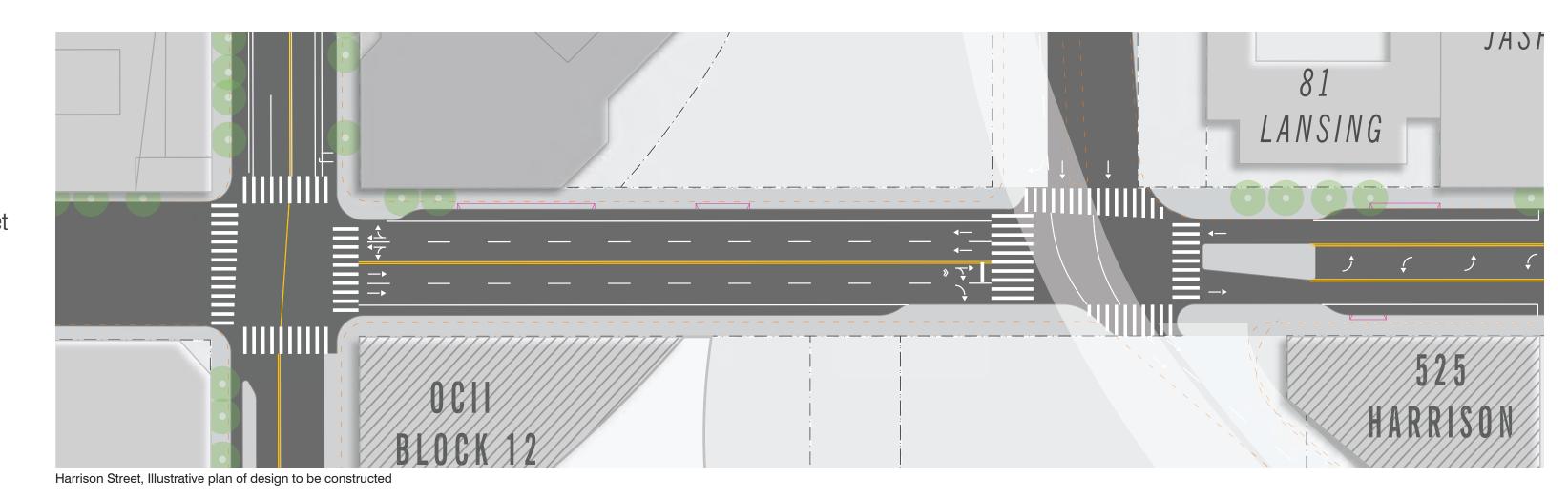


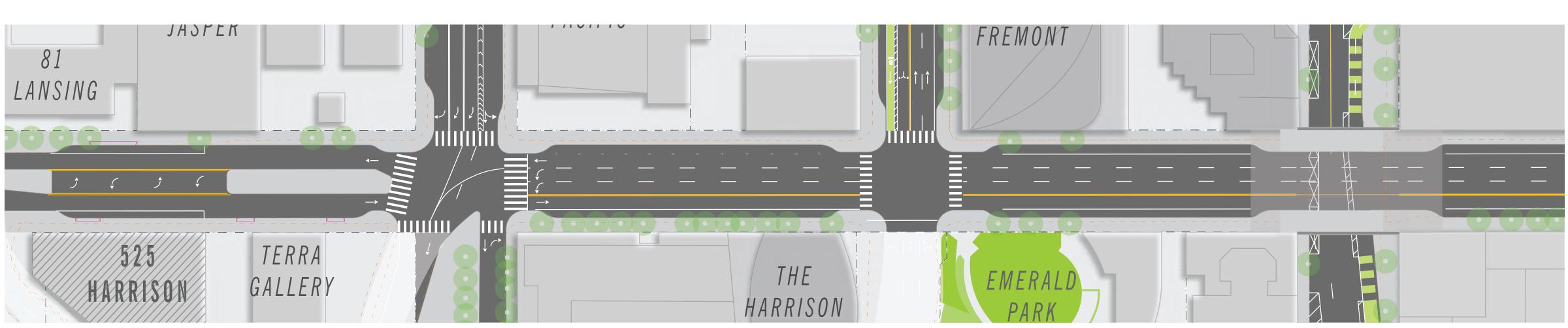
Harrison Street: overview

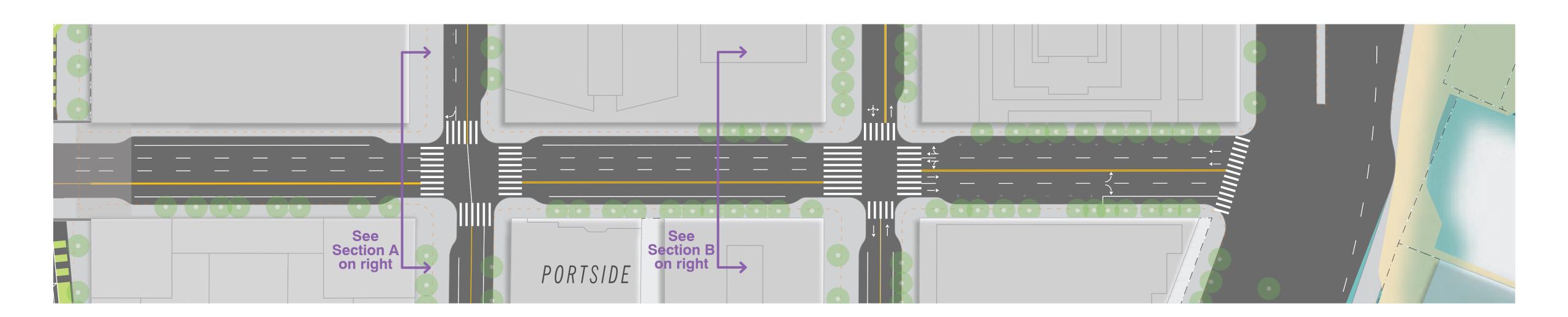
Harrison Street currently has 3 westbound traffic lanes and 1 eastbound traffic lane. Sidewalks are fairly narrow by City standards.

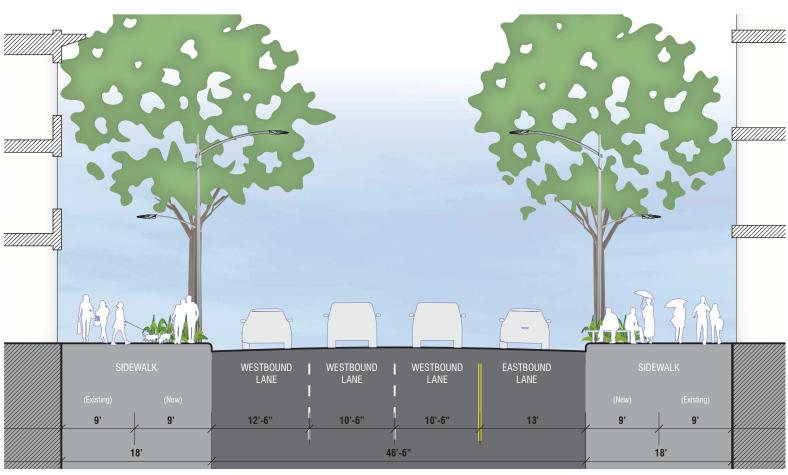
The Rincon Hill Streetscape Plan proposed retaining the basic lane configuration on Harrison however, lanes would be narrowed to make room for wider sidewalks. The design also features generous bulbouts at the corners, special sidewalk paving, street trees, and understory plantings. The street would retain curbside parking/loading lanes on both sides.

Design work is completed and construction is anticipated to begin in Fall of 2019.

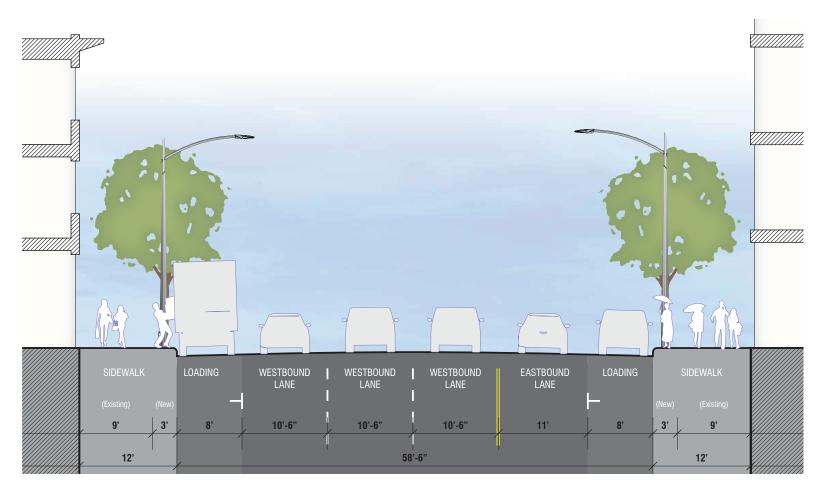








Section A: Looking East



Section B: Looking East













OPEN SPACE INVENTORY THE EAST CUT DISTRICT

The East Cut Open Space Inventory documents all of the 40 privately-owned open spaces (POPOS) and public areas including pockets, plazas and parks in the East Cut District. The guide seeks to bring attention to underutilized public space in the district and provide recommendations to improve less effective spaces. The guide can be a new resident's guide to learning the neighborhood, or an office worker's map to find the best place to eat lunch.

Timeline
July 2018 - April 2019

South of Market's hidden public spots

40 gems tucked among privately owned properties

Only one San Francisco guide-book warns you that the plaza at 50 Beale St. seems "geared toward office workers on their smoke break." Or that there's a public space inside Millennium Tower, but you wouldn't know it because

New guide maps

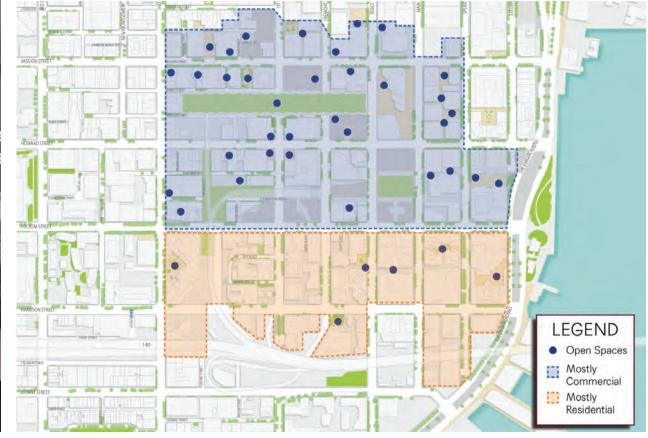
"their sign is small."

Inventory," an im-

Such are the pointers tucked within "The East Cut Open Space

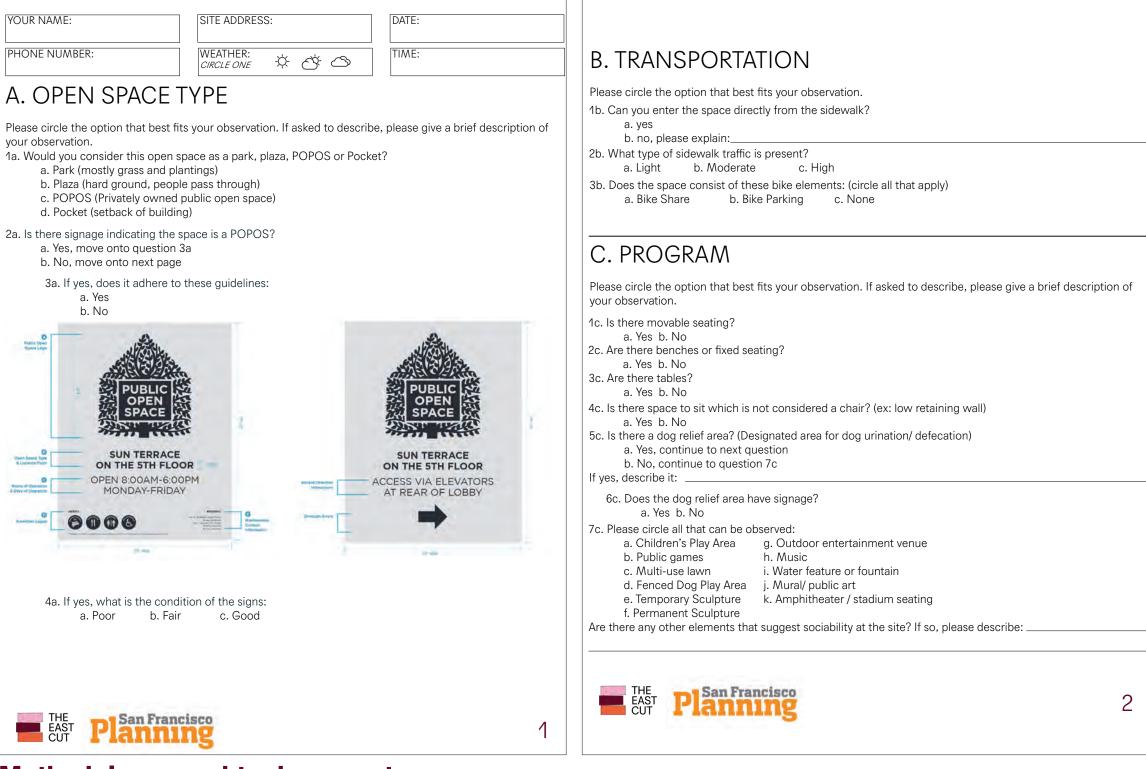




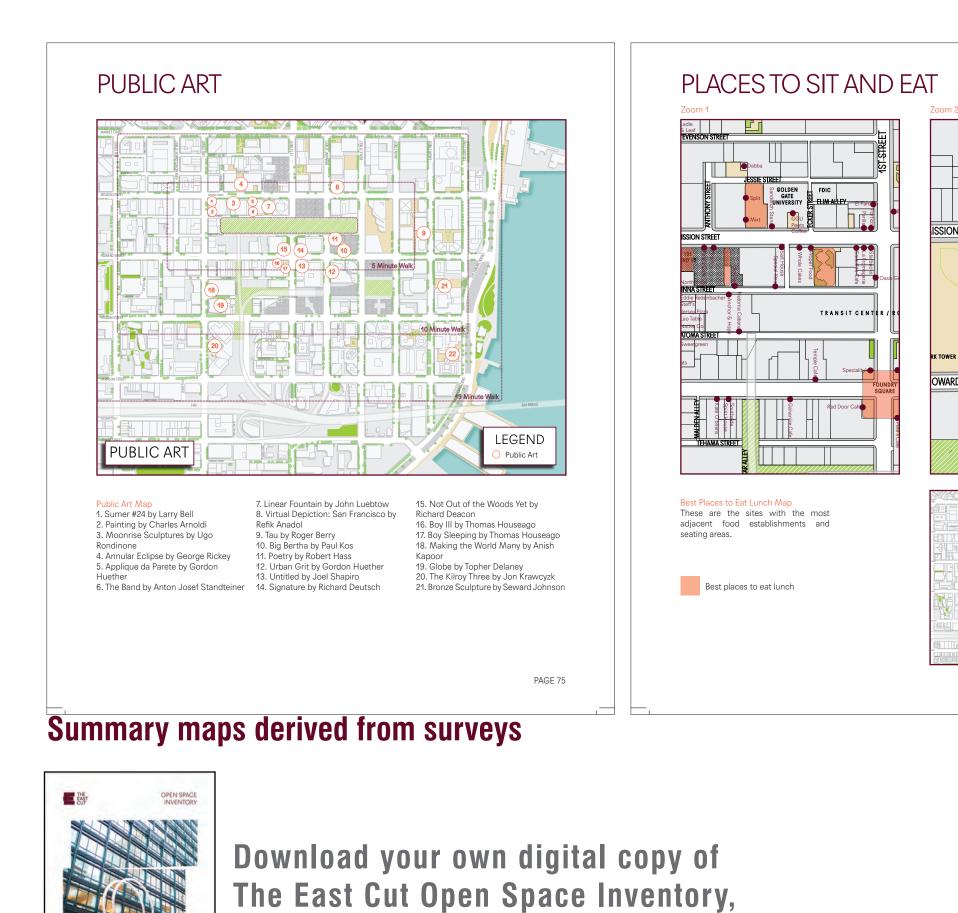


From Left: Guide featured in San Francisco Chronicle, Volunteer Day for surveying, District map with open space locations





Methodology used to document open spaces



or purchase a bound hard copy!

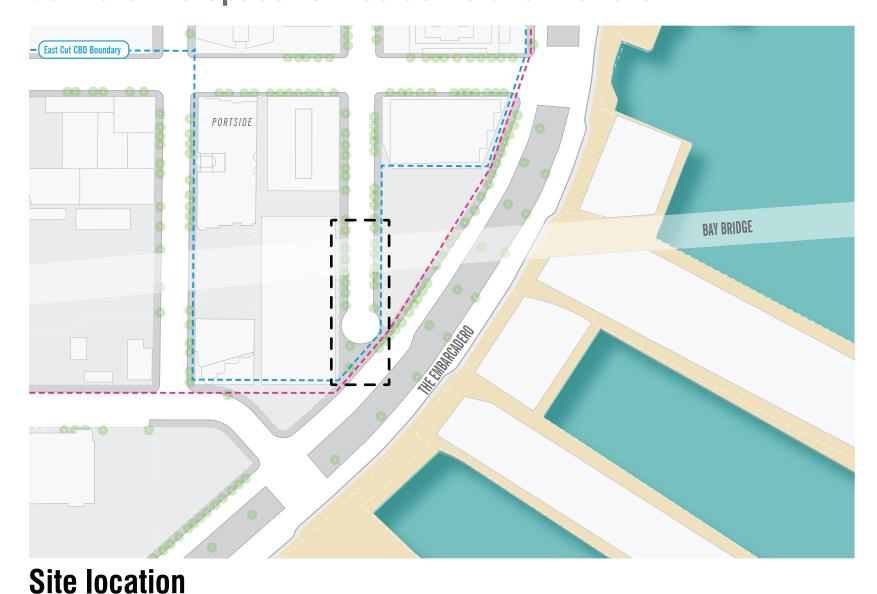
Visit www.theeastcut.org!

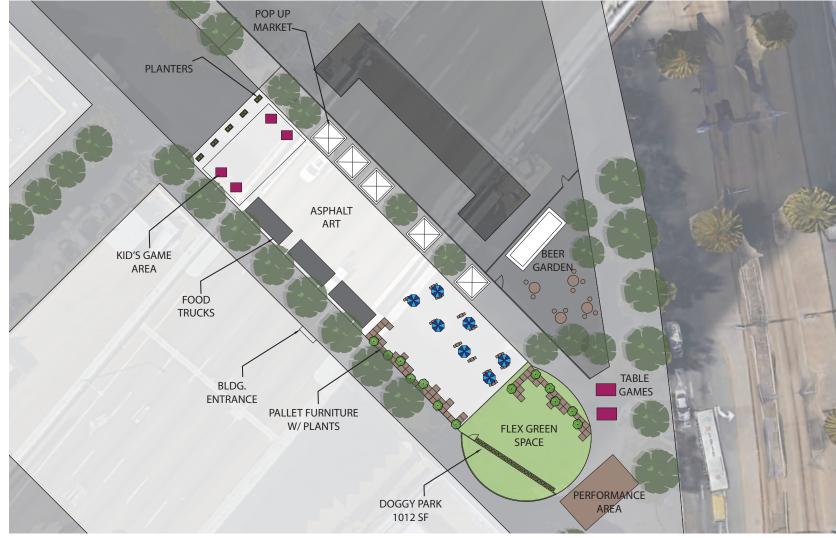


SODA SPEAR STREET CUL-DE-SAC THE EAST CUT DISTRICT

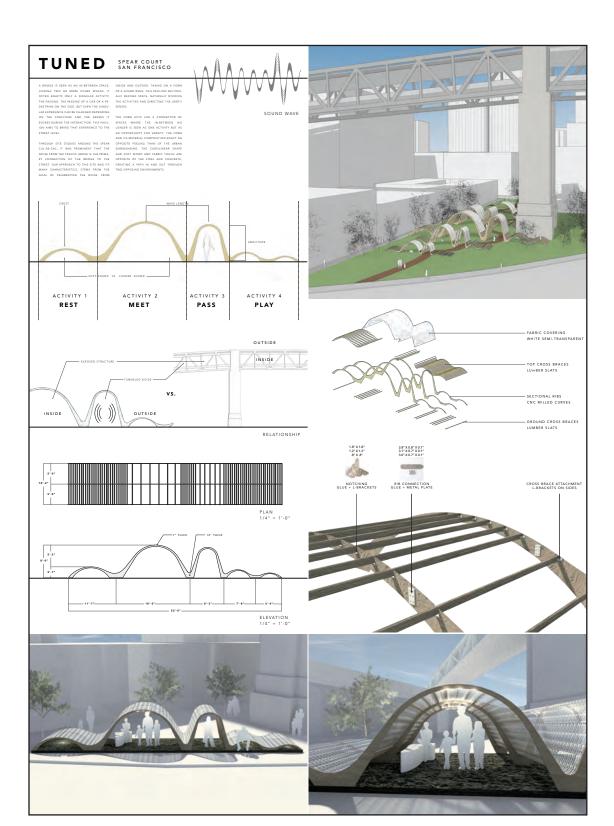
The East Cut Community Benefit District and SF Planning partnered with students from California College of the Arts to develop concepts for improving the Spear Street Cul-de-sac. In May 2018, student teams designed and prototyped ideas to transform the Spear Street Cul-desac into a valuable neighborhood public space. Ideas are currently being solicited for more permanent implementations that could activate the space for residents and visitors.

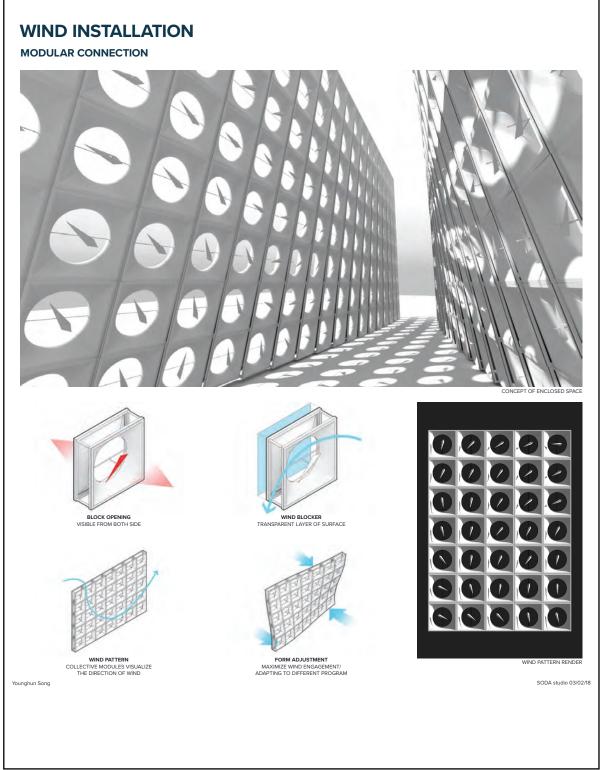
Timeline **January 2018** in progress

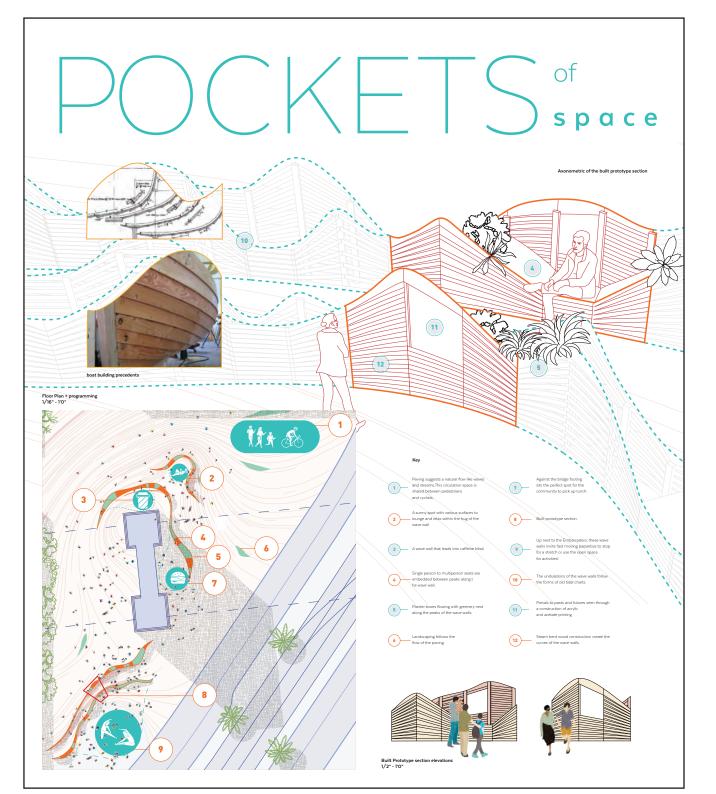




Proposed site plan by architect Anthony Garcia





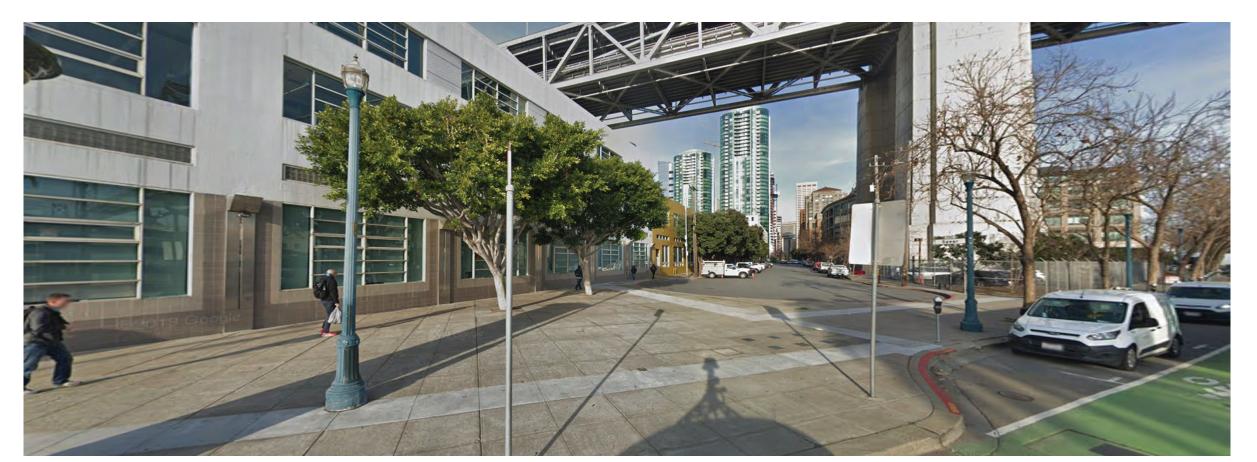


Proposed designs by CCA students

Streetscape Priorities







Spear Street Cul-de-sac Existing Conditions









Spear Street Cul-de-sac Pop-Up Event - May 2018



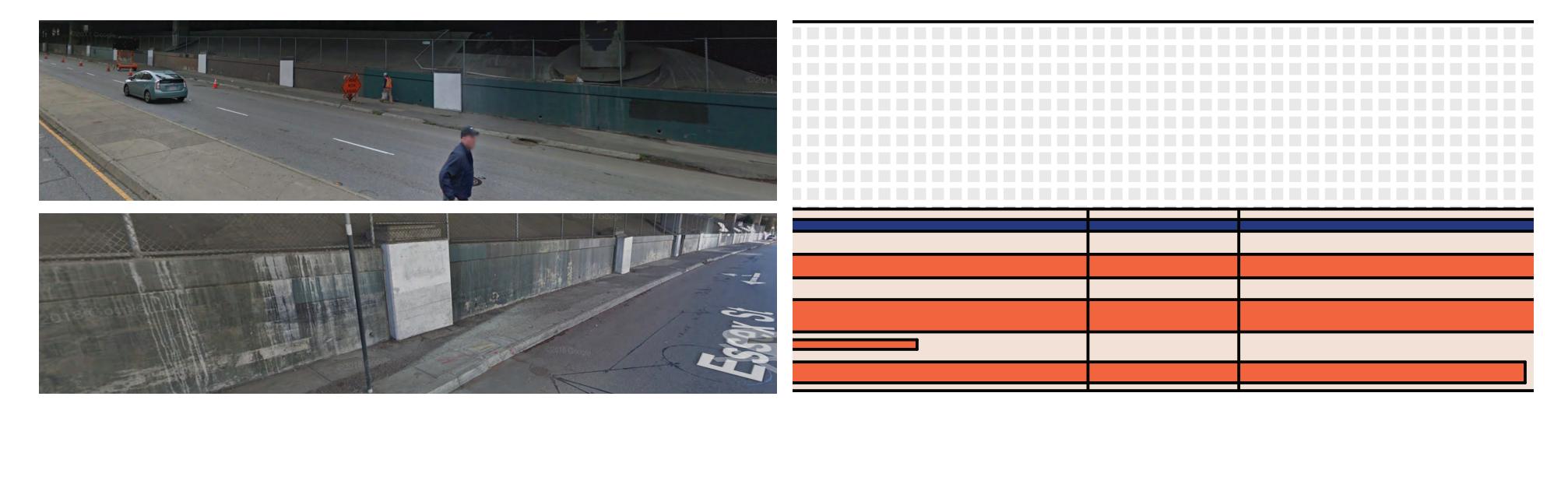
STREET LIFE PLAN THE EAST CUT DISTRICT

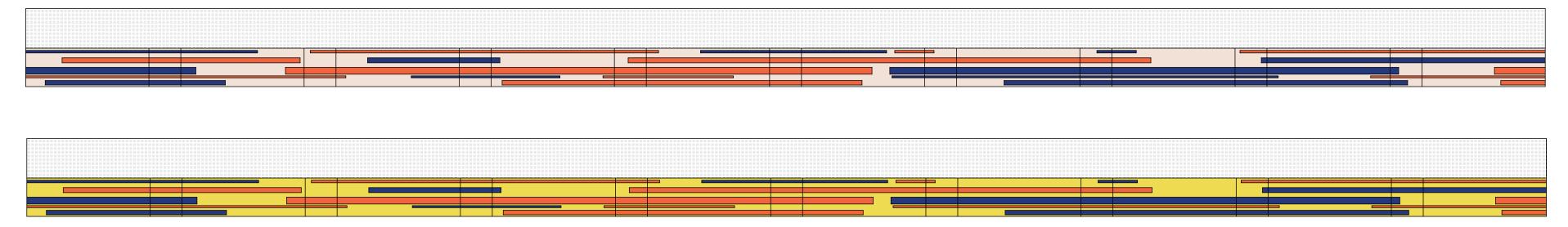
The East Cut Street life plan translates community input into ideas to improve public space within the district, and envisions community-serving public spaces that communicate the community's values and identity. The Street Life Plan aims to unify our streets and sidewalks by building or enhancing spaces to create a more livable urban culture unlike anywhere in San Francisco.

Timeline
January 2019 in progress

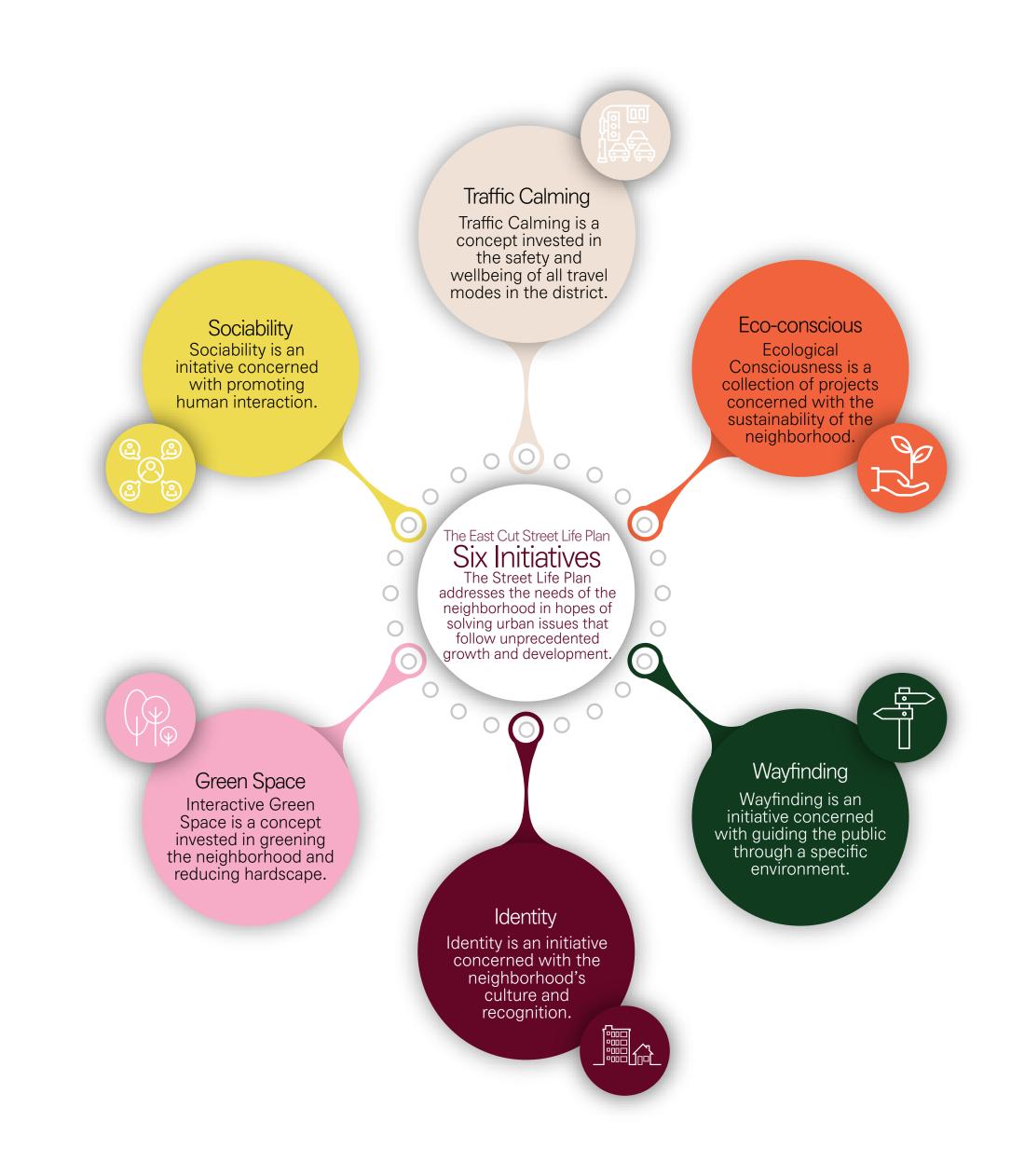


Projects (from left): Patterned Crosswalks, Community Gardens, Street Lighting, Living Street Renovations





Potential beautification for the wall along Essex Street leading to the highway



Top 4 Priority Projects specific projects to implement first



lighting, which supplements

and create identity for the

neighborhood.

traditional street lighting. String lighting or artist installations that

incorporate light could be installed in

which could improve District nightlife,

areas known to be darker or unsafe,

incorporate greening and seating.

These areas have the potential to be

renovated to include additional

features, such as wifi zones, to attract visitors. Additionally, these

areas could have flexible spaces for

mini dog runs, which would bolster

the amount of public space in the District for those with dogs.

Community gardens sited within the

East Cut could provide a number of

which the neighborhood is currently

lacking. While there is potential for an affordable grocery store in the future,

community gardens can be utilized

as a site for weekend farmer's

produce for residents.

markets, and also be a source of

public realm, and provide a benefit of

penefits to increase pride in the

evening commute, pedestrian

crosswalks can sometimes be

blocked by traffic. A potential

crosswalks more visible to drivers

and design criteria for colors and

patterns that are reflective of the

through decorative treatments. The

recommendations for ideal locations

mitigation to this is to make

Street Life Plan provides



NATOMA MINNA ART CORRIDORS

Streetscape Priorities





The Natoma Minna Art Corridor Project has been identified as a key pedestrian connection linking two civic nodes; the Transbay Transit Center and the Yerba Buena Gardens. The San Francisco Planning Department, Public Works, Municipal Transportation Agency (SFMTA) and Arts Commission, in partnership with the San Francisco Museum of Modern Art (SFMOMA), and the Yerba Buena Community Benefits District (YBCBD) seek to re-envision Natoma and Minna streets as vibrant, dynamic, and inspirational spaces. This partnership recognizes that a collaboration between organizations will maximize the potential to create a transformative project that serves to link two of San Francisco's most vibrant civic spaces.





NATOMA MINNA ART CORRIDORS

Streetscape Priorities



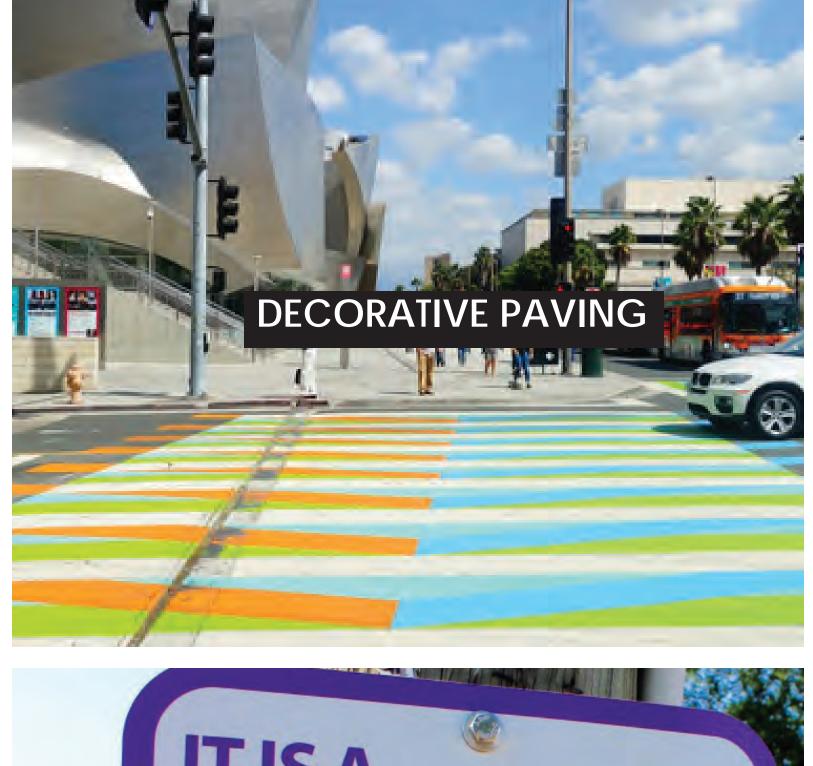


Project Goals

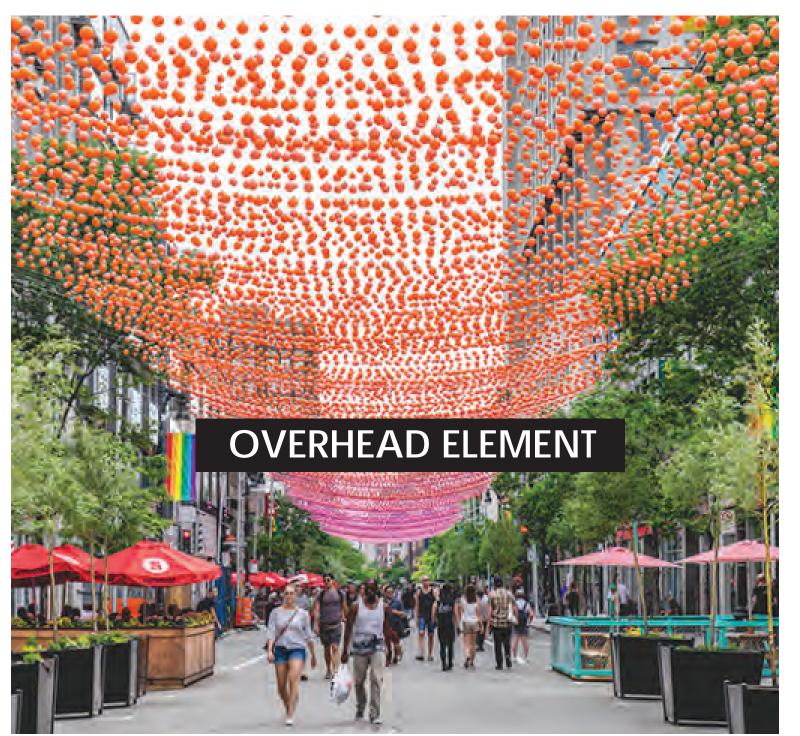
- Enhance safety through improved lighting, cleanliness, and universal access principles
- Identify Natoma and Minna as gateways into the Yerba Buena Neighborhood/arts district; improve wayfinding
- Activate and enliven Natoma and Minna alleyways between the Transit Center and the Yerba Buena Gardens
- Collaborate with SFMOMA San Francisco Arts Commission to include world-class art projects within the Natoma Street corridor
- Instill a sense of civic pride for pedestrians using the space
- Inspire and delight and engage the public













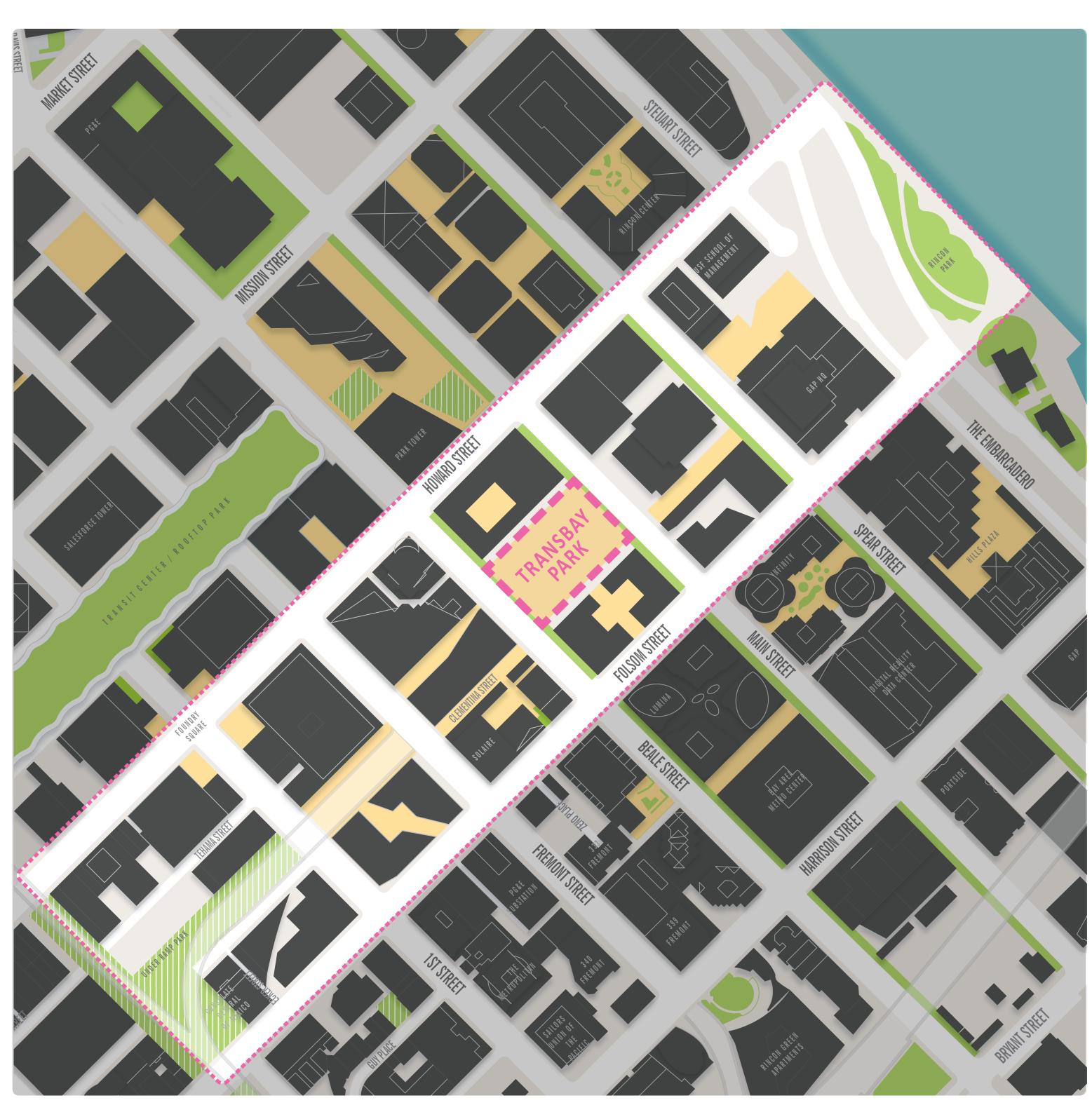


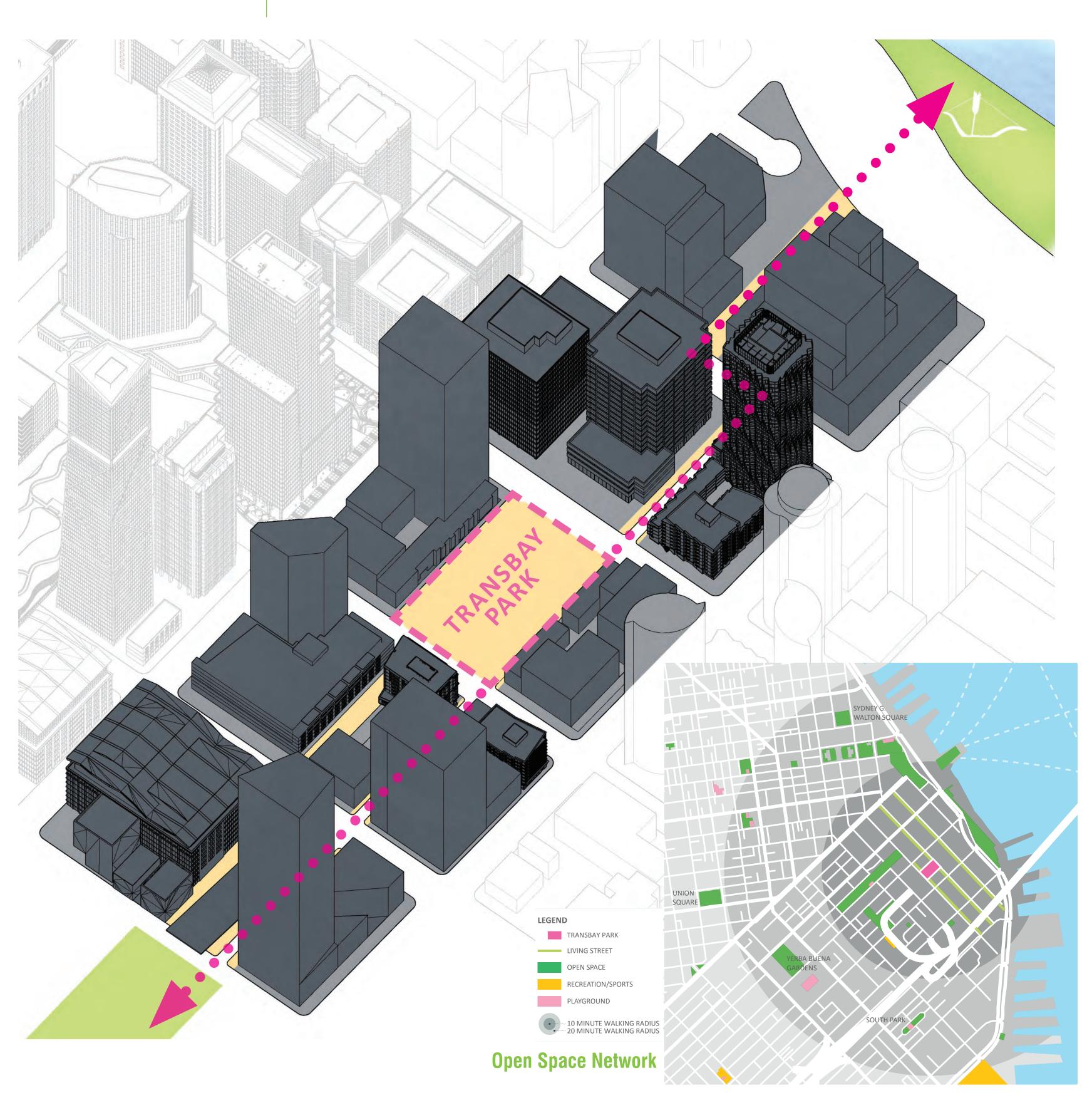
OTHER IDEAS?



TRANSBAY PARK FOLSOM + HOWARD/MAIN + BEALE

Transbay Park is a neighborhood park to be built on Transbay Block 3, the middle portion of what is currently known as the Temporary Transbay Terminal. The Park is at the heart of an extensive open space network, adjacent to housing developments, two-way bicycle lanes, and vibrant living streets. The Office of Community of Investment and Infrastructure (OCII), San Francisco Public Works (SFPW), and The East Cut CBD together are launching a community outreach process to engage the community in the design of the future Transbay Park.





Neighborhood Open Space Link



Under Ramp Park

One of four new public parks coming to the South Downtown neighborhood, Under Ramp Park will span 4 blocks located below the Caltrans Fremont offramp and the Transbay bus ramp, with approximately 25% of the site open to the sky. This unique park will be an urban amenity for the neighborhood connecting the new Transbay Terminal to Folsom Street, while providing a variety of activities. Program elements include sports courts, dog park, beer garden, bicycle and pedestrian linkages to the new Transbay Terminal, picnic areas and a park pavilion that houses offices, community meeting space, and small food vendors.

Timeline

PRESENT SUMMER 2018

Schematic Design
Outreach with neighborhood groups
with multiple meetings dating back to

Design Development
Advancing the technical considerations

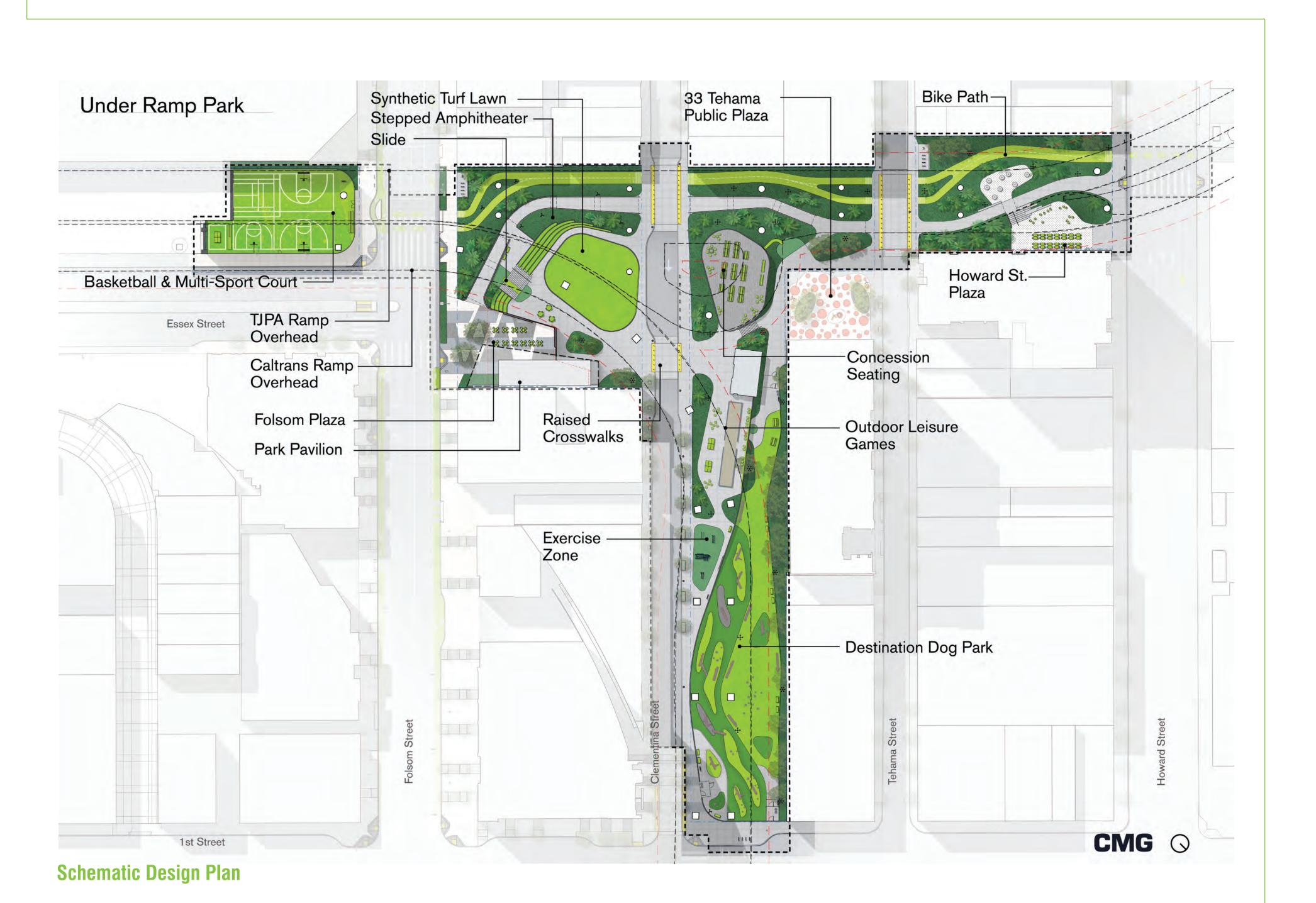
Construction Documentation

WINTER 2018

& Permitting

SUMMER 2019

Begin Construction!







Pavilion view from Folsom St. at Essex St.

