



WORKSHOP 2 SUMMARY

OVERVIEW

The second workshop for the Market Street Hub project was held on Wednesday, June 22, 2016 from 6PM–8PM. The workshop began with a presentation introducing the project and a summary of feedback received at the first workshop about land use, urban form and public benefits. Then the presentation focused on the proposed street designs and open space concepts. Following the presentation, participants were invited to view project materials in an open house format. Members of the project team were available to answer questions and listen to ideas. Over 60 people were in attendance. Below is a summary of comments received.

GENERAL COMMENTS

Streets – General

- No one way streets
- This is a great step in the right direction! However, we need more narrow streets for pedestrians. Note, I did not say narrow roads but narrow streets. The whole space from building to building should be dominated by pedestrians, not cars. Copy the narrow streets of Japan and Europe.
- Must reduce traffic - no more parking increases above allowed as of right parking. Encourage zero parking options. No appeals for .75 or more.
- Key emphasis should be made for slow calming traffic on all the streets that are currently high injury corridors in the Hub Plan area. Cars are coming off the freeway! So the key is to slow them down as they are entering a neighborhood where people walk/bike, shop & commute.
- Why are there no designs for Stevenson alley?
- Unless something is done to reign in the traffic that passes through the area, despite all your good intentions and efforts to make it more livable and inviting, the Hub will remain a wasteland. Van Ness BRT, the “red carpet” bus lane, turn and travel restrictions on Market are all a good start. The proposals for Otis look promising. But in the big picture the City needs to seriously look at strategies like congestion pricing, road diets, parking restrictions (there should be zero parking in the new developments in the Hub!!!) and other interventions to reduce traffic in the Hub and on City streets in general.

- Imagine what would happen to the Hub if that vestige of a failed 1950's freeway plan were replaced with something like Octavia Boulevard. Over 10 years ago the Board of Supervisors directed transportation planning agencies to study its removal and still nothing has happened. It's time to get on with it. At least that study should be done in conjunction with the Hub Planning process.
- Please ensure that there's a plan for tree maintenance so it doesn't become planters/holes in sidewalk. Those tend to attract trash + needles.
- No parking allowed!! Emphasize ped/bike/transit and car share.
- Love these ideas!! Let's really push to limit parking to ZERO!
- Stop allowing add'l parking choking on traffic – zero is good.
- Remove freeway! Yes!!
- Tear down Central Freeway and build more housing in dead space – like under freeway now here on Stevenson St.

Bikes – General

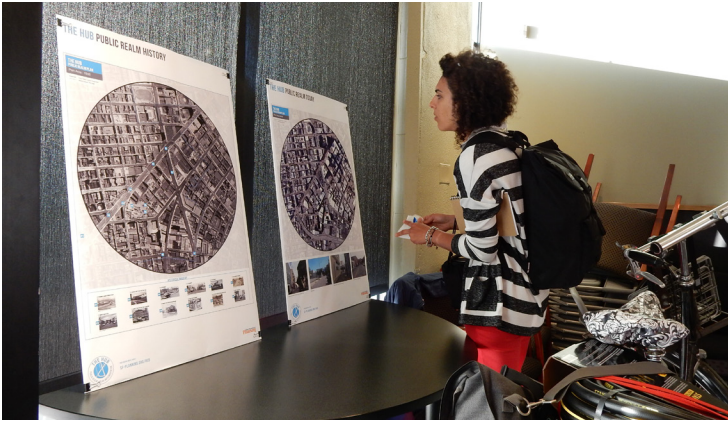
- I don't see a clear explanation of the bicycle link from Howard Street onto Valencia/Mission Streets. It seems you've made efforts to connect via 13th from Valencia to Folsom, but for people heading south in SOMA, the Howard bikeway dumps you out at 11th Street without a well marked connection. There should be single directing cyclists to Folsom as well as a clear/ smooth connection to Valencia/Mission Street via Otis / McCoppin. Essentially this route is the Hub's wiggle,



Workshop #2: Open House



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Workshop #2: Presentation

it requires several turns unknown for bikers who don't ride regularly.

- Strongly in favor of protected bike lanes - all!
- Close the Folsom St. bike lane gap.
- Right-turns off freeway are still dangerous. Tight turns for bikes to navigate.
- Make bike lane straight w/ ramp @ pedestrian crossing.
- Yay protected bike lanes!
- All bike lanes must accommodate both bicycles and tricycles for seniors (e.g. electric bikes).
- All plans should show City's expanded bike sharing stations.

Street Designs

13th Street/Duboce

- Buffer & bikeway on Duboce sounds great.
- The South Van Ness/Mission and 13th/Duboce/Otis/Mission are bad intersections too, but I realized while I walk through both of those very often (daily

in the case of the first one), the 13th/South Van Ness intersection is the only one I go out of my way to avoid.

- The 13th St corridor is really really bad for walking, and that's really unfortunate because it's the most direct way for a lot of us in the north Mission area to go towards SOMA, Mission Bay, and AT&T Park, and the block on either side of South Van Ness seem to be the most unpleasant: sidewalks are really narrow, traffic in the main car lanes seems to be super aggressive, lighting and visibility is poor, etc. I suggest taking a look to see if the 'service roads' east of South Van Ness are necessary, and if there are good ways to improve visibility and pedestrian safety.
- Why 14 ft? Why 12 ft? 9-10 is plenty wide.

12th Street

- Really like the linear park & plaza option because the widened sidewalk on that side of 12th connects the plaza to Market, which will encourage more use and bring people to it.
- Linear parks vs corner plazas (12th, Gough Street).

FOR MORE INFO, VISIT:

SF-PLANNING.ORG/HUB

- Given the great potential to re-envision and repurpose 12th street, the plans I saw that maintain motor vehicle dominance were particularly disappointing. If not a park then at least think about 12th being a shared space—a Woonerf or Living Street where there is still motor vehicle access but where that function is secondary. Otherwise, what a lost opportunity to create a great neighborhood serving space especially given the proposed development surrounding 12th.

Otis Street & Mission Street

- 2-way Otis, concerned about existing freeway & accessing Gough Street.
- Still too many travel lanes on Mission & Otis - these are still super highways.
- Get rid of double & triple turn lanes so that intersections can be shrunk down for vehicles and crossings shortened for people walking.
- Eliminating the U-turn off of Mission onto Otis can have big routing problems if one heads up Van Ness. Individuals will have to travel several blocks before they could make a left towards Gough with their destination goal being Brady. How are people to know to take 2-way Otis from the freeway to reach Brady?
- Use Otis/McCoppin to connect Mission bike traffic to 12th street (both ways). Use corridor as a mini wigggle.
- Unclear about preventing u-turns from Mission to Otis. How will cars coming off freeway get to Brady, Gough, Otis. Will there be a new artery from Market?
- Add mid block pedestrian crossings to and from as well as through the block bounded by Otis and Mission.
- Maybe this passage could be ped/bike only?
- Two-way bike to 12th from Valencia on Otis (north side)/McCoppin.

Valencia Street

- Bike and streetscape improvements like this all the way down Valencia!
- This Valencia treatment is GREAT!

Colton

- No cars on Colton.
- Please put a stop sign @ Colton and Gough St.

Market & Van Ness

- Parklet on the sidewalk – business owned – unique/ intimate spaces a la “the hall”.

- How about a ‘scramble’ xwalk like Tokyo?
- The Van Ness/ Market and the S. Van Ness/Otis/ Mission intersections are functionally and from an urban design perspective probably the worst in the City. They don’t work for anyone—drivers, pedestrians, bicyclists, Muni riders. Foreboding and uninviting traffic sewers are understatement. They could function as grand gateways and vibrant crossroads, but are a complete failure.

Mission Street & South Van Ness Avenue

- The Mission, South Van Ness, Otis intersection needs traffic calming measures, narrower streets, and pedestrian enhancement.
- Otis/S. Van Ness/Mission imagine something like the light pylons that serve as a gateway to and from LAX in Los Angeles. Not familiar? Here take a look: http://www.lawa.org/welcome_LAX.aspx?id=1604. Or maybe a round-about at that intersection with a fountain in the middle or a pylon like the one in Dublin to give it a sense of place? Not familiar with that either? Here you go: https://images.search.yahoo.com/yhs/search;_ylt=AwrTcdle.nZX9VgAEeAPxQt.;_ylu=X3oDMTByNWU4cGh1BGNvbG8DZ3ExBHBvcwMxBHZ0aWQDBHNlYwNzYw--?p=Dublin+Needle&fr=yhs-avg-fh_lsonsw&hspart=avg&hsimp=yhs-fh_lsonsw
- Van Ness between Market & Mission is very windy. As a woman I don’t feel safe at night.
- These two crosswalks are very long and takes a long time to walk. It would be nice to allow pedestrians to cross in any direction at a four way stop, similar to Tokyo.
- 6 lanes to cross! Too much! Remove 1 left turn lane?
- All plans should show expanded bike sharing.
- Love to see a full scramble pedestrian crossing.
- Eliminate double & triple turn lanes.
- Bulb-out

Parks & Open Spaces

General

- Parks could serve the whole city as well as the neighborhood.
- Love the parks and expanded sidewalks.
- Very excited about Brady Park and Gough/Otis Park. The hub and soma neighborhood could be mostly improved and more livable with parks, green spaces

and cleaned up functional areas.

- More green space, less concrete space.
- The proposed “green” spaces, with possibly the exception of the Brady Block, really scared me. Suggesting that the remnants and left over spaces shown in the presentation that straddle busy streets with no form nor identity whatsoever will function as some sort of urban amenity is almost insulting.
- Public spaces need a specific use to attract people. Dog park, state park, garden. Open spaces w/o specific uses can attract homeless.
- Brady Park – yes!

Design

- Connectivity and pedestrian access and thoughtful design will be benefits.
- Orient green spaces to sun shade movements to optimize use.
- Build wayfinding & create pedestrian network routes to connect the green spaces.
- Public spaces need to be public.
- Access to spaces is key.
- Park space for Brady Park is too small. How can it be enlarged?
- Don't surround open space/parks with roadways/cars.
- Gough/Otis open space should work if traffic is slow around it and has small business around to activate it.

Activation & Programming

- Programming can be open in some spaces (Patricia's Green) and specific in others (skate park, dog park).
- Open spaces in our area need specific purposes. The dog-park and skate park are successful because people travel there to use them. The McCoppin Hub is not successful because no one has a reason to go there. Would recommend using space for public gardens (with a fence) playground or more dog parks. Plazas without a very specific purpose only attract homeless! (McCoppin Hub “plaza” in front of It's tops).
- We need good plans to activate public spaces. Ideas: 12th street retail spaces, subsidized neighborhood serving places like coffee, hardware (small), bank, cafe.
- All open spaces must have long term activation, supervision, mentorship and process.

- Legally mandated stewardship funded by developments with review process & penalties for bad use. No more Otis park/fox plaza.
- Require landlord to sub divide spaces, reasonable width is 20'.
- Excited to see Hub get attention but also weary since McCoppin Hub has turned into a huge permanent homeless encampment. Need more businesses that are open late and encourage an active night life to deter homes from camping out.
- There were no realistic proposals addressing the homeless problem in the HUB – many of the proposals will only worsen the problem.
- You can activate open space by NOT surrounding it with cars/roadways. Surround it with shops. There is no need to have someone actively manage the open space. Just get rid of the cars, add some shops and people will come. Again, copy the successful open space examples of Europe.
- Activating spaces no longer has meaning in San Francisco. It's become a catch phrase - IMO for departments to pass the buck and funding onto no one so no one take ultimate responsibility for its success and failure.
- McCoppin Hub must be seen as a failure right? Now I hear it is going to be fenced. How do we create open spaces that are safe and not homeless hubs?
- The area is becoming less safe because people using drugs have the open space at McCoppin hub.
- Allow ownership and irregularity to Market Street sidewalks to promote use; prototyping, landscaping, market on sidewalk. Find best practice for Market Street sidewalk activation.
- The Duboce Dog Park and Patricia's Green work really well, whereas the McCoppin Hub ended up not being used well. Permanent commercial uses (like the Proxy project in Hayes Valley, the shops across from Dolores Park, etc.) are really great and contribute to a much more lively outdoor scene. So I suggest that the new plazas that are being proposed encourage these uses and are developed with these uses specifically in mind.
- Flexibility
- More open spaces for KIDS!!
- Program open spaces for children.
- Playgrounds
- Playground & garden please!

- Create a space where I can go and have lunch on the weekday and weekend market/event/arts.
- Community garden or dog park.
- Living street and sitting area.
- Community garden & more public, clean functional open spaces.
- More temporary uses in public spaces!
- Vertical urban gardens should be encouraged for greening – incentive for building permits.

Management & Funding

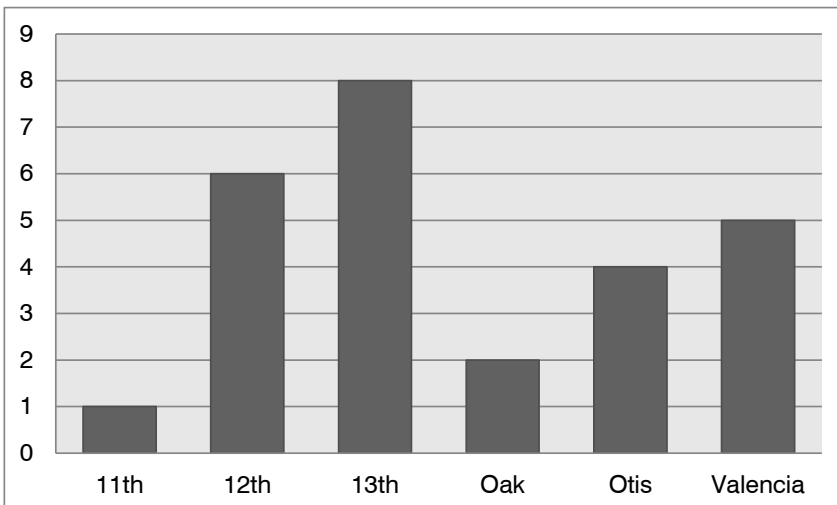
- Too much management can lead to sterile spaces.
- What is the plan for managing one space for public life? (McCoppin Hub problems?) How can they be constructively inclusive as opposed to drug centers?
- Build the funding for its future use and success into the projects budget. Please!
- What about the tents?
- What about drugs (open) and prostitution (open) @ travel lodge? Where is the enforcement?
- My biggest concern is creating more spaces like the McCoppin hub that are unappealing and dangerous for residents to use because of homeless encampments and drug use and violence. It's hard for police to clear these areas because they are public.

Other

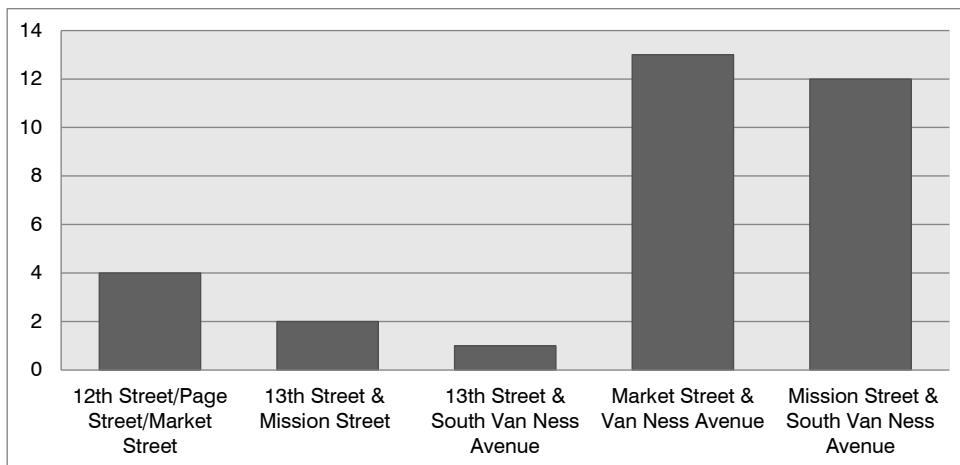
- Please don't forget that folks already live in this area. Make sure plans include quieting of neighborhoods, especially at night.
- Please leave existing houses and small businesses alone!
- I would like to see a plan that coexists with present development and enhances the neighborhood.
- The only way any of this planning will work is if you look at past examples of new buildings and parks and study their success and obvious failures.
- Look to European cities for inspiration as to how to great plazas work there.
- Consider wind flow and inadvertent wind tunnels that are created in SF with new buildings. See corners of market and 10th as reference, poorly planned with regards to wind flow. Flaw is a wind tunnel. Please avoid.
- Clearly designated free loading area zones are needed as the area becomes more dense. Actually its needed as we speak.
- Add more lights to make it safer to walk at night.
- As 1 of US cities with greatest # of murals, we should encourage commissioned muralists – especially above street level.
- Consider ideas for encouraging variety of numerous street food, neighborhood friendly retail stores.
- Ground-floor retail should accommodate BMR retail rental for neighborhood needs.

COMMENT FORM RESULTS

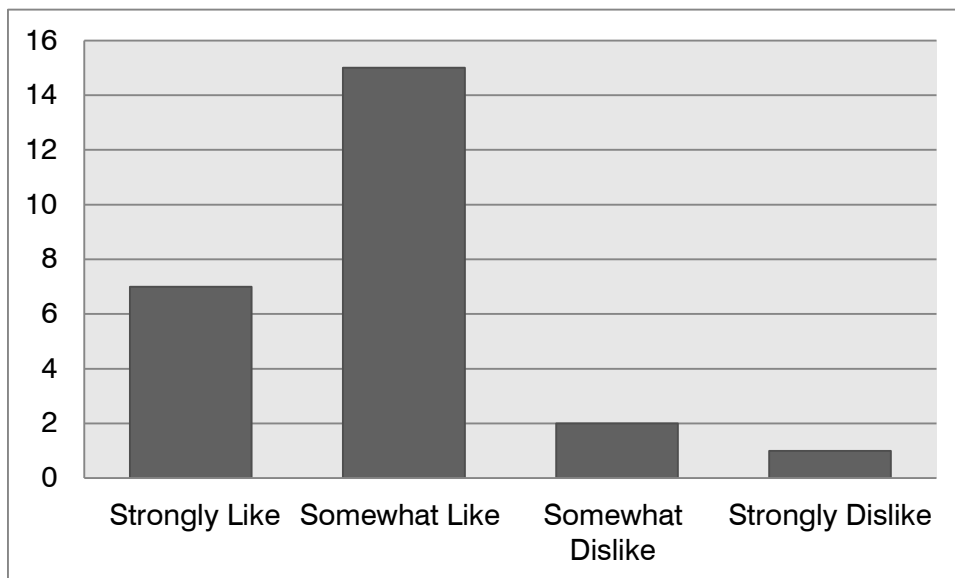
Approximately 33 surveys were received. Below is a summary of the survey results. (Y-axis = number of responses)



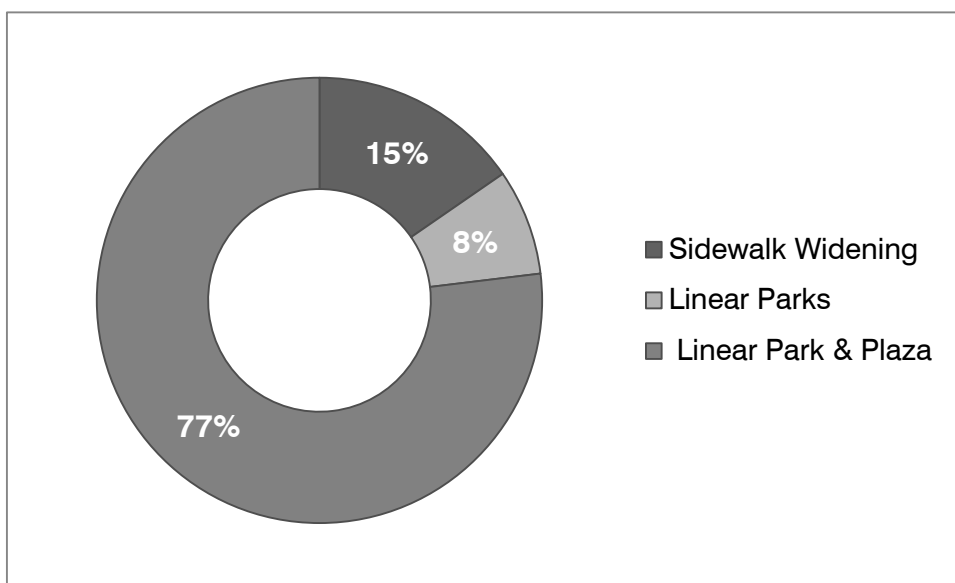
Street - Top Priority for Improvements



Intersection – Top Priority for Improvements

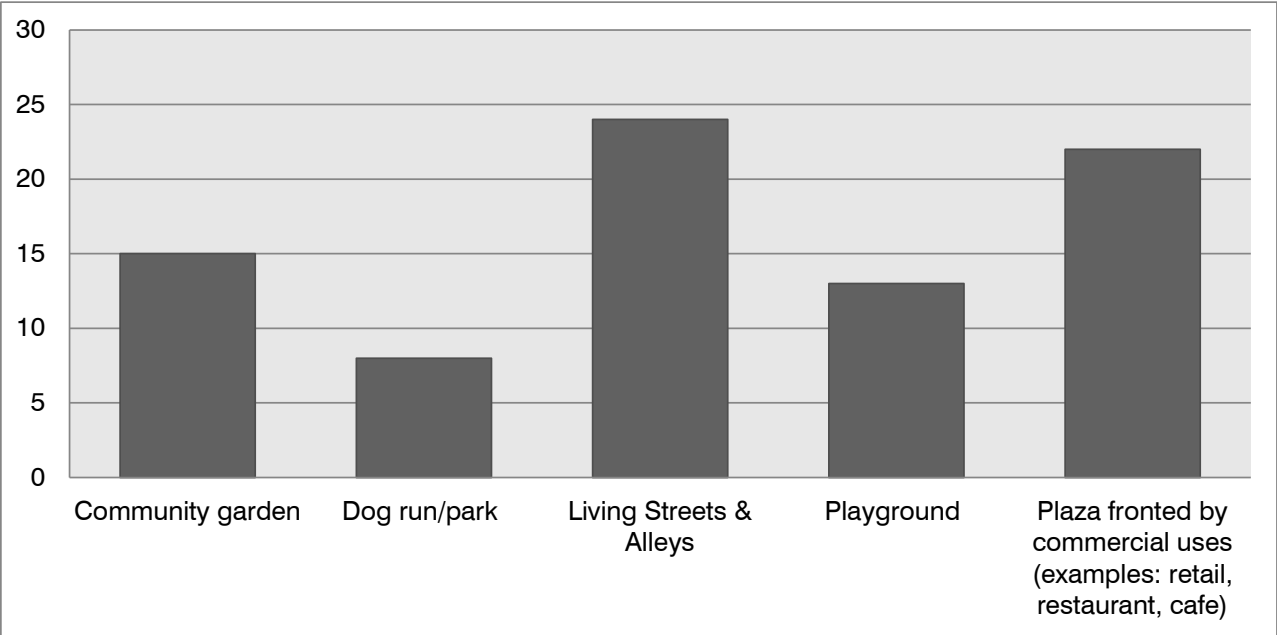


Market & Van Ness – Proposed Recommendations for the Intersection



12th Street – Additional Space Design

Open Space Amenities – Preferences



Programming

