

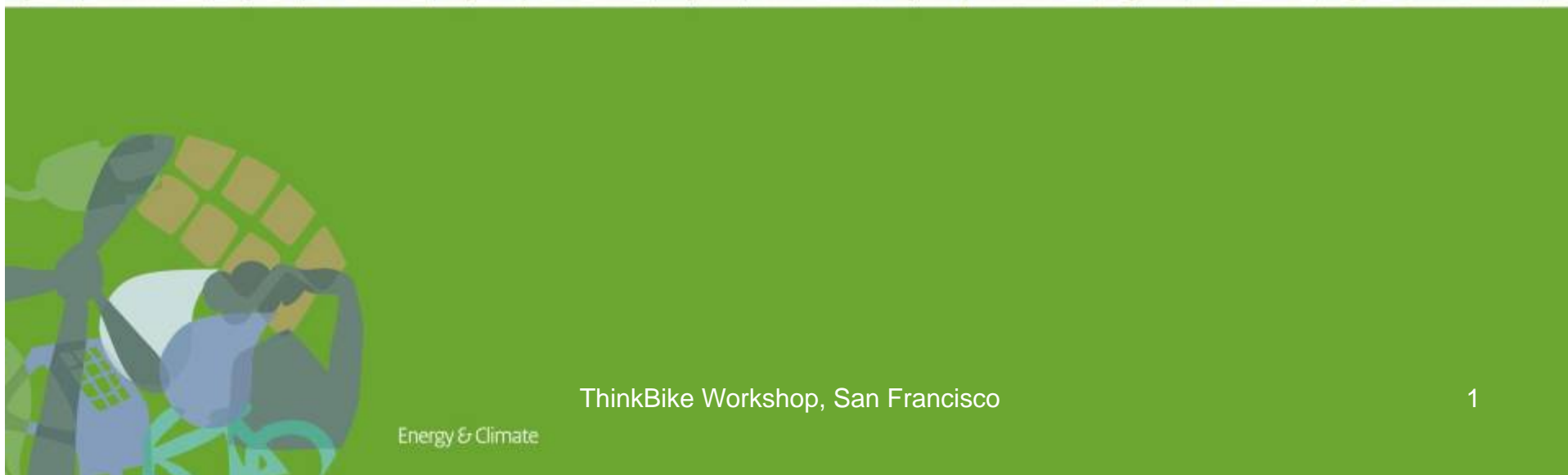


Kingdom of the Netherlands

ThinkBike Workshop

Team Market Street

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Energy & Climate

ThinkBike Workshop, San Francisco

First impressions



First impressions



First impressions



No quality: cars, less space, unpredictable



Share the lane?



No space left



No breathing

Framing the Recommendations



Discussions about requirements, networks, qualities, design, and policies

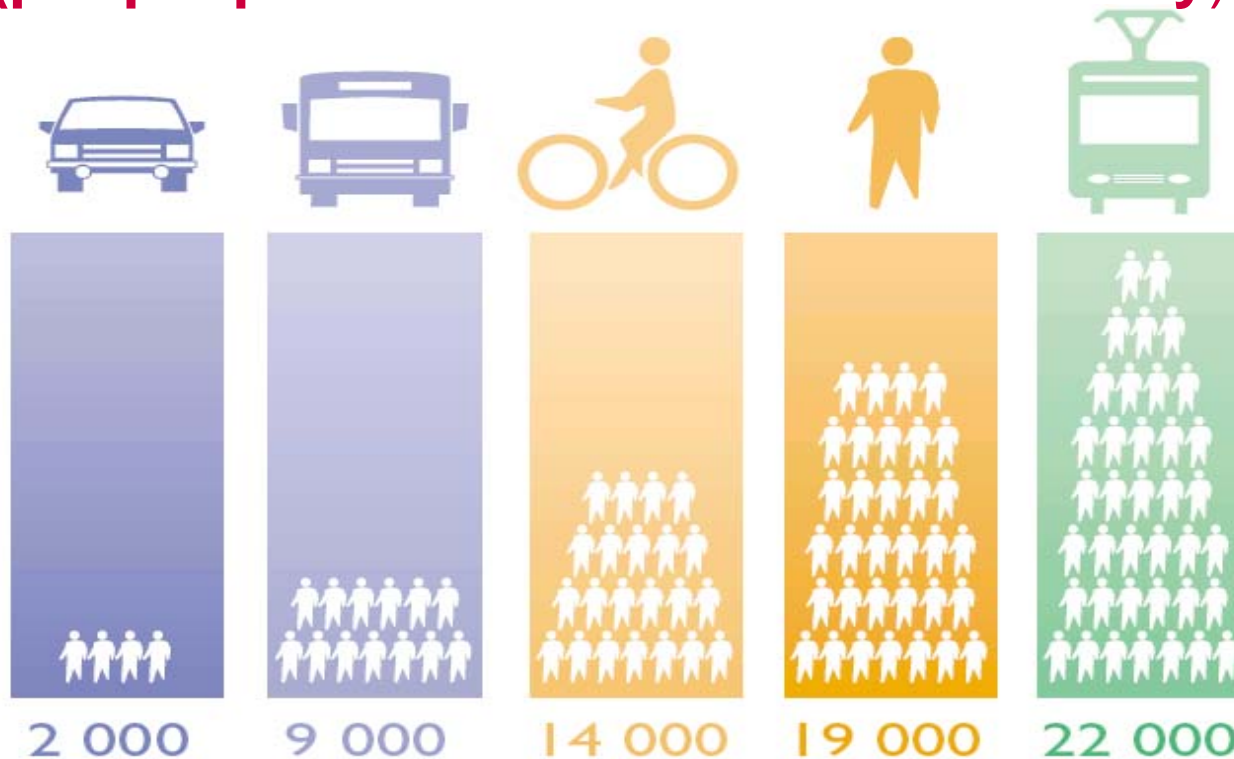
Functional Requirements

- Land use (functions, but also resting places)
- Meeting places (outdoor seating, water, green space)
- Space for pedestrians
- Space for bicycles |
- Public transport |
- Heavy cargo | parking
- Private vehicles |



More people in the future

Road capacity
(people per hour on 3.5 m width in a city)





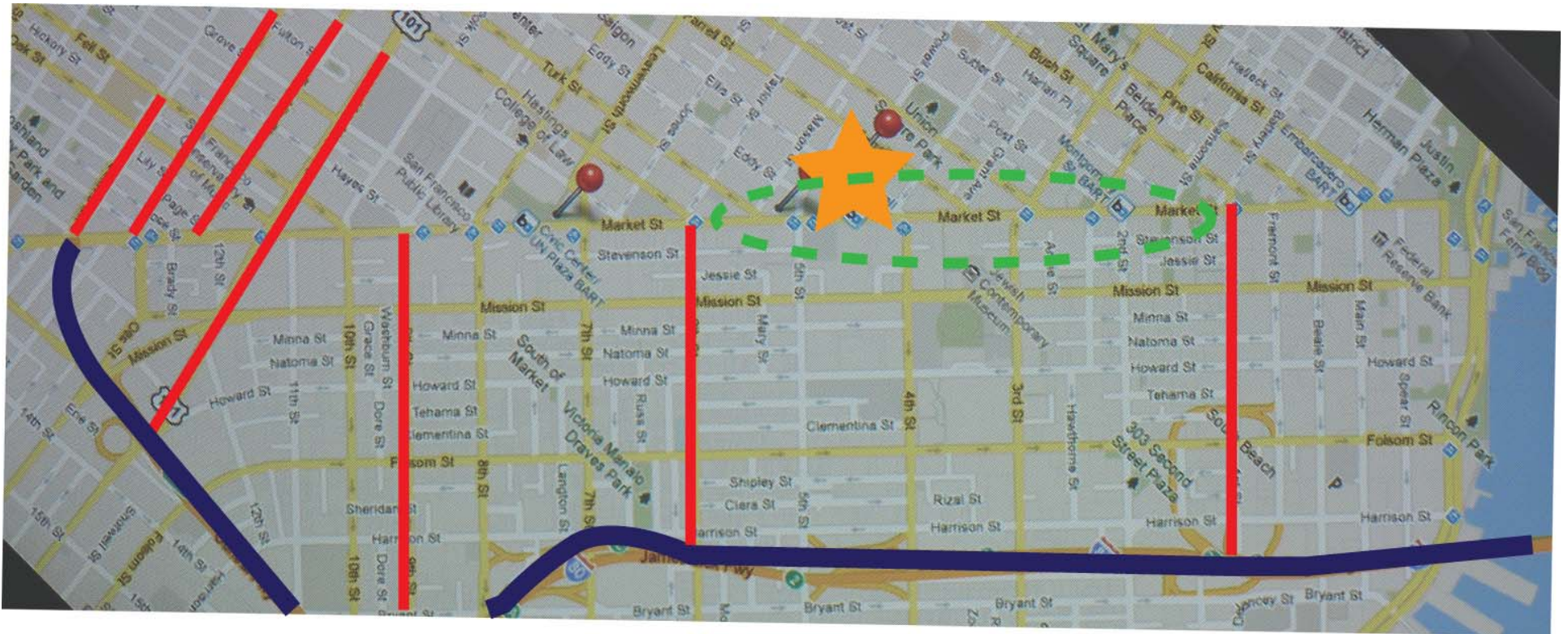
Market Street in the Network

- Parallel routes are also part of the network (very important)
- Market Street is the central and main bicycle route
- Public transport on a central axis for tram, buses and underground train will stay
- Better and cleaner stations

- Concentrate private vehicles on a few main routes, resulting in fewer conflicts with bikes, pedestrians and transit



Concentrate Cross-Traffic to a Few Key Streets





Key Principles of Design Recommendations

- Market Street is central and direct
- Green Carpet for bikes!! Continuous, safe, attractive
- No conflicts – separate bicyclists and motor vehicles
- Reduce speed and volume of private vehicles
- Concentrate transit where possible (west of 7th St)
- New solutions for loading and transit stops
- Accommodate paratransit

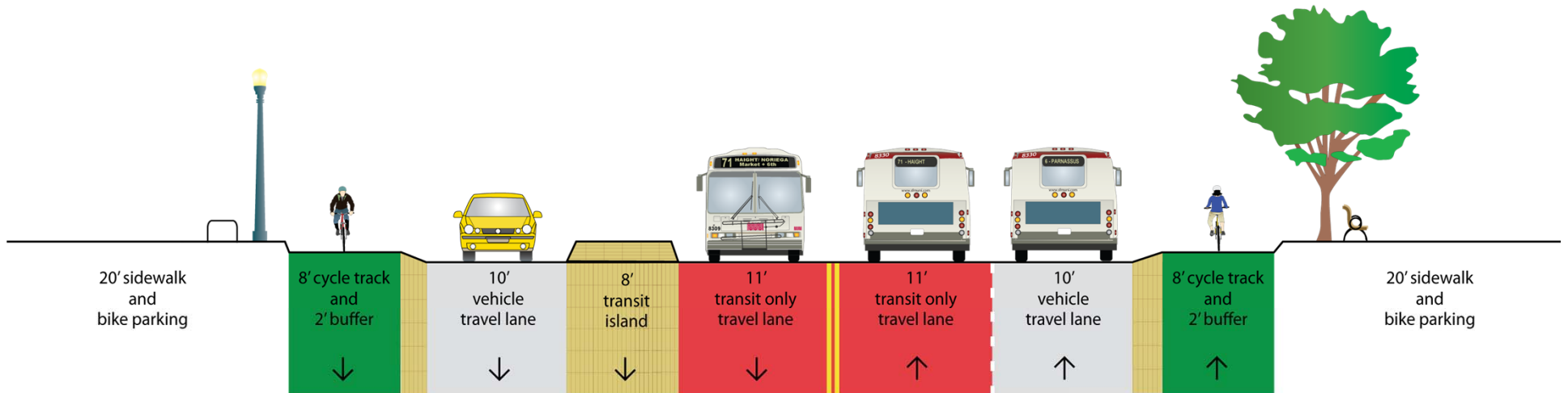


Ideal Design Profile

- Pedestrians will keep their quality (> 20 feet)
- Bikes get a separate, exclusive track (8-10 feet)
- Central axis public transport for tram and bus (exclusive lane)
- (Minimum) lane for non-transit vehicles
- P – B – V – PT – V – B – P
- Accommodate trees, portals (BART), seating, bike parking

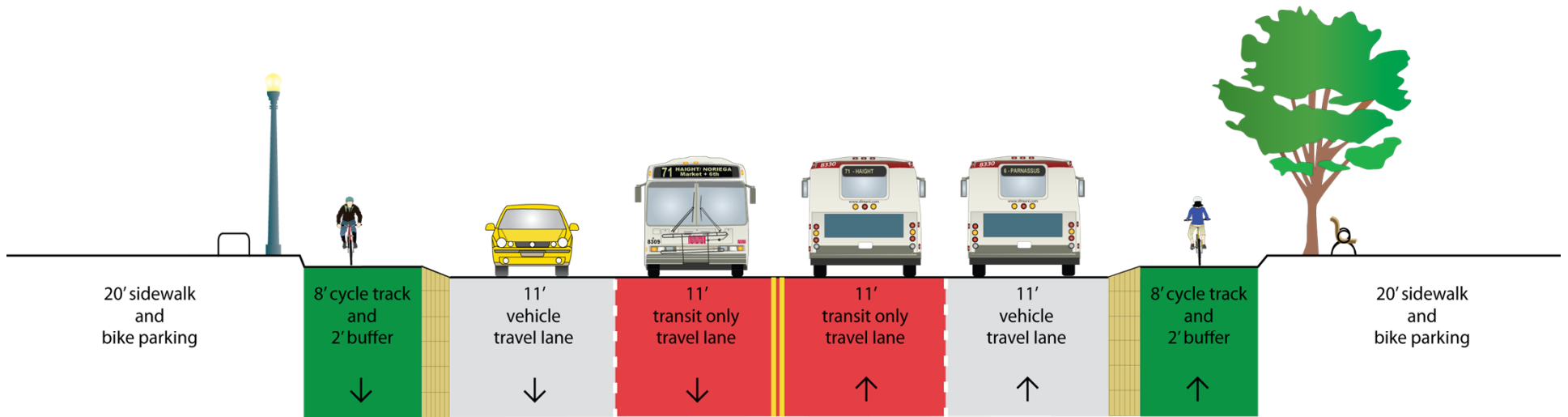


Typical Section with Boarding Island, East of 7th St





Typical Mid-block Section East of 7th Street



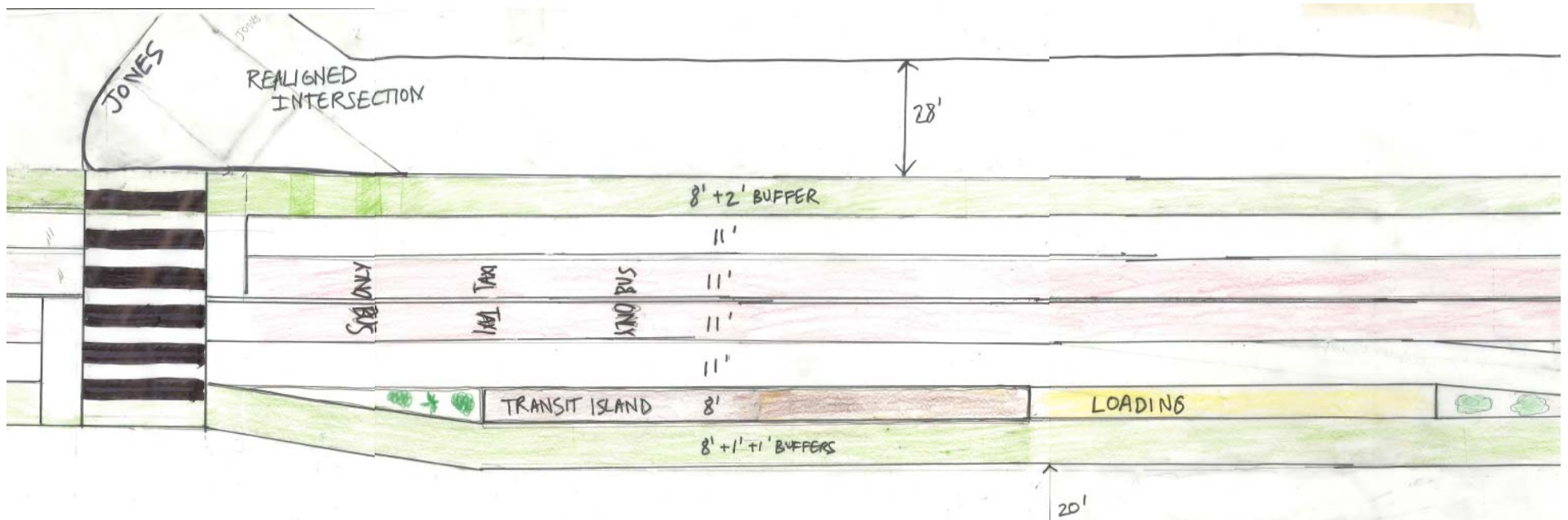


Plan View at 8th Street





Plan View at McAllister/Jones Street



Design Solutions

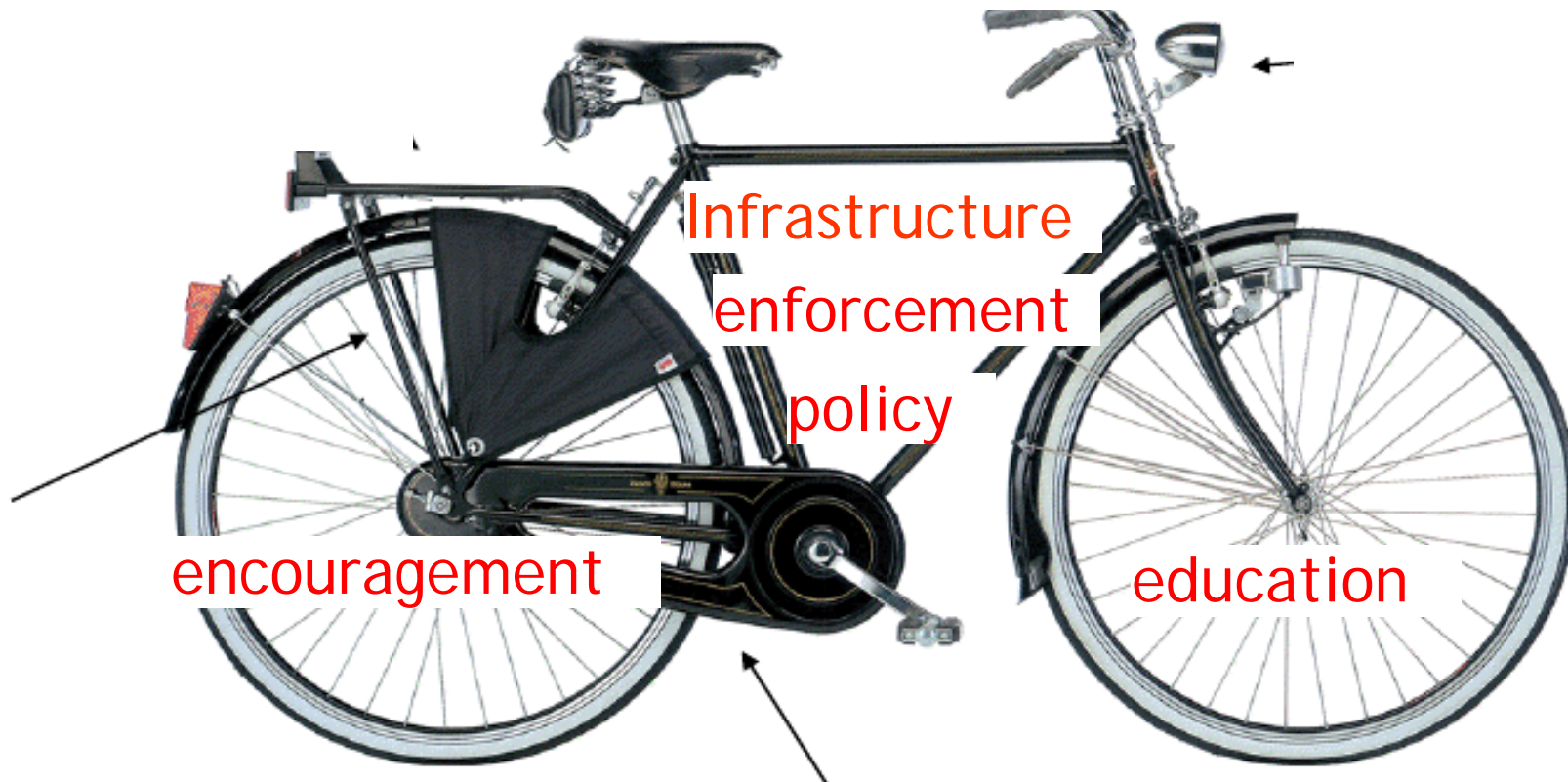




Market Street is the
♥
of San Francisco



Goal: at least **20%** increase in cyclists





encouragement

- cheapest
 - most convenient
 - enjoyable
 - safe and secure
 - work with major merchants to get the tie-ins
- "shop on your bikes and we'll get your purchases home"
- bike sharing
 - bike parking





education

- bike rider's test
- robust program
- start young!
- get the right equipment
- field trips to market street
- bus driver education for safe interaction with cyclists





policy/legal/enforcement/infrastructure

- regular presence of cops on bikes
- outdoor seating/24 hour public space
- bike ambassador program
- bike related businesses
- shared liability
- smooth confluence of cyclists / pedestrians/motorists/public transportation





sample near term projects (components):

[pedals]

- program for middle school children to get certificates as "proficient riders"
- field trip to Market Street
- increased presence of cops on bikes
- bike ambassador program



components

[bike seat]

- bike touring program
- robust bike sharing and parking pods
- cyclist-centric merchants/destinations for cyclists along Market
- bike related businesses (bike food carts)



components

[fenders]

- bike education for bus drivers and other motorists
- "bike traffic school"/bike court/diversion program
- managed delivery hours for increased flow of cycling traffic
- additional motor vehicle restrictions to increase flow of cycling traffic

