

Union Square/Market Street Station

Community, Construction and Contract

Overview

San Francisco's world-class downtown and world-renowned Union Square – dynamic commercial and cultural hubs that serve as a nexus of the Bay Area's public transportation network – will become even better connected when the Central Subway opens in 2019. The centrally located Union Square/Market Street Station will connect residents and visitors to this vibrant urban center, home to the city's highest concentration of jobs and an outstanding array of hotels, retailers and restaurants.

Travelers in this area are already loyal transit customers, with downtown workers choosing transit for more than half of their trips to and from work. The Central Subway will facilitate even more transit use by providing rapid north-south rail service in contrast to the primarily east-west rail routes currently in operation along Market Street. Travel to and from Chinatown, SoMa, Mission Bay, Bayview/Hunters Point and Visitacion Valley will be faster and more direct on the Central Subway.

The Union Square/Market Street Station will also enhance links to the Bay Area's transportation network. A direct, concourse-to-concourse connection to the existing Powell Street Station will allow for easy transfers to BART and Muni Metro.

Reducing Travel Times

While rapid transit options exist for travel east and west through Union Square and downtown, customers traveling north and south must rely on Muni trolley coach routes, such as the 30 Stockton and the 45 Union/Stockton. These routes have long been overcrowded and slow due to traffic congestion.

The Central Subway and the Union Square/Market Street Station will significantly speed up travel through this busy corridor:

- The Central Subway will travel between Union Square and Chinatown in less than two minutes. This trip takes at least eight minutes on Muni trolley coach routes during peak hours.
- Travel times between the Caltrain station, located at 4th and King, and Union Square will decrease greatly. On Muni trolley coaches or Muni Metro, this trip takes at least 15 minutes during peak hours. The same trip on the Central Subway will take less than five minutes.
- Trips between the Union Square area and the existing T Third Line alignment will also be faster. Rather than traveling along the Embarcadero, the Central Subway will carry customers under 4th Street—a shorter, more direct route.

Contract and Construction at a Glance

Advertise Date:	April 2012
Bids Due:	July 2012
Estimated Cost:	\$210 million
Expected Start of Construction:	January 2013
Expected Completion of Construction:	August 2017



Renderings of Union Square/Market Street Station's exterior, platform and the concourse-to-concourse connection to Powell Street Station.

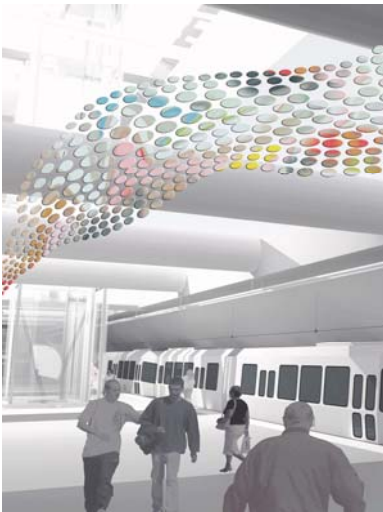
Enhancing Bay Area Transit

The Union Square/Market Street Station is vital to improving the efficiency and regional connectivity of the Bay Area's transportation network. With BART, Muni Metro, the Powell Street Cable Car Line and many Muni trolley coach routes running through this busy corridor, the area already serves as a key crossroads for Bay Area transit.

A short walk through an underground concourse linking the two stations will lead customers directly to the existing Powell Street Station, allowing them to transfer quickly and easily. This concourse-to-concourse connection will make the Union Square/Market Street Station an efficient link to BART and the other Muni Metro lines.



The Central Subway will greatly benefit Union Square.



A rendering of the station artwork by Jim Campbell and Werner Klotz.

Artwork and Design

Designed to emphasize brightness, openness and natural light, the Union Square/Market Street Station will complement and enrich Union Square plaza. The station's main entrance, to be located at the corner of Stockton and Geary streets, will blend into the existing landscape by emulating the aesthetic of the plaza. Inside, terrazzo floors, plaster walls and glass and aluminum ceilings will infuse the station with light.

Artwork by Erwin Redl and the artistic team of Jim Campbell and Werner Klotz will create a vibrant, contemporary ambience within the station. Redl's work, *Lucy in the Sky*, will cover the ceiling of the station's main concourse with hundreds of translucent light panels aligned in a diamond grid. Each panel will be illuminated by colored lights and will shimmer and shift in color, creating an ever-changing and dazzling spectacle for transit customers. Campbell and Klotz's artwork, *Reflected Loop*, will be installed on the station's concourse and platform. The work, a series of highly polished stainless steel discs supported from above by thin steel rods, will wind its way through the station, creating a circuit of light and ambient reflections.

Construction Details

Construction of the Union Square/Market Street Station will involve a technique known as the cut-and-cover method. The following work is included in the Union Square/Market Station contract:

- Excavation and construction of the station.
- Excavation and construction of an underground concourse connection to the Powell Street Station.
- Installation of architectural finishes, elevators, escalators, artwork, emergency ventilation, the Station Agent booth and other station components.

Station construction is expected to be completed in 2017.

Task Name	2012	2013	2014	2015	2016	2017
Contract Advertise	█					
Contract Award	█					
Notice to Proceed	█					
Construction		█	█	█	█	█

Union Square/Market Street Station contract schedule.



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