



Through Vision Zero SF we commit to working together to prioritize street safety and eliminate traffic deaths and serious injuries in San Francisco

UPPER MARKET STREET SAFETY PROJECT PROJECT STATUS SUMMARY

JANUARY, 2018



SFMTA
Municipal
Transportation
Agency

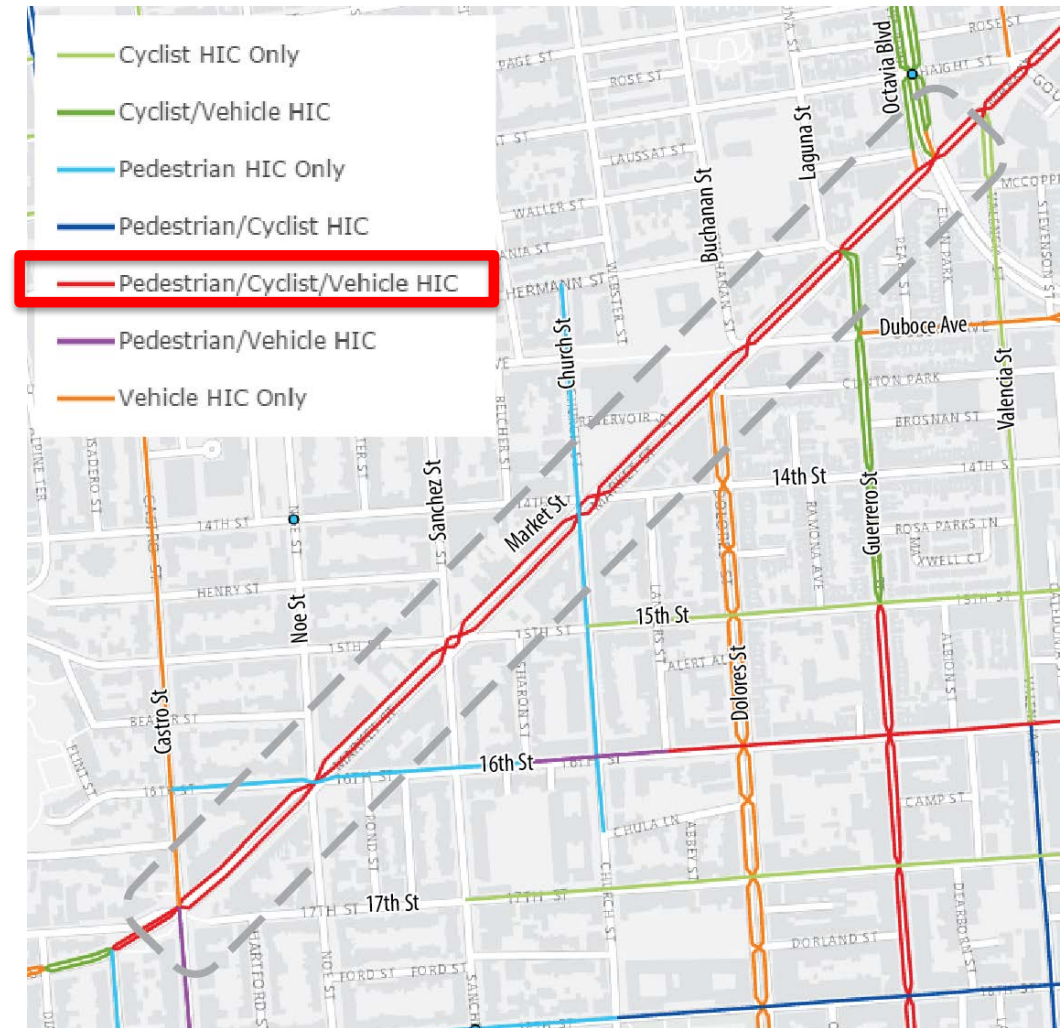


PROJECT BACKGROUND

OVERARCHING GOAL:

Increase safety and comfort for all travel modes.

- Reduce the potential for conflict
- Make the corridor more intuitive and consistent
- Phased implementation



PROJECT BACKGROUND

Upper Market Community Vision and Recommendations (2008):

“Perhaps the most challenging aspect of the street for pedestrians is the enormous (often five-way) intersections. Overall, pedestrians have a little sense of refuge or protection in crossing the street.”

Market-Octavia Area Plan (2010):

“Widen sidewalks and shorten pedestrian crossings with corner plazas.”

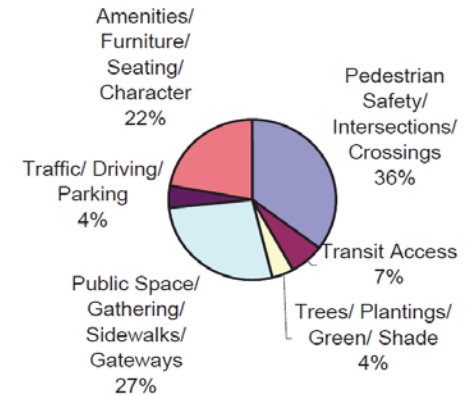
“Principle: Streets that support and invite multiple uses, including safe and ample space for pedestrians, bicycles, and public transit, are a more conducive setting for the public life of an urban neighborhood than streets designed primarily to move vehicles.”

DTNA Survey (2013):

“The unique character of the 6-point intersection design along the Upper Market Street corridor creates a challenge due to a high level of multimodal activities. We want to better understand usage patterns to incorporate mitigating measures to minimize conflict resulting from pedestrian, cyclist and motorist merging into these wide intersections all at once. ”

Castro Retail Strategy (2015):

“...community leadership should continue to advocate for streetscape improvements that address pedestrian safety concerns and improve bicycle and vehicle circulation.”



Travel to District

3X+	47%	25%	28%
Times per week the typical customer visits the retail district	Customers that walk to the district	Customers that take transit	Customers that drive, bike or use other forms of transportation

PUBLIC ENGAGEMENT

Completed

- 15+ Neighborhood / Stakeholder Group Meetings
- 3+ Public Open Houses / Workshops
- Stakeholder Survey
- Public hearings for near-term changes (2015)
- Public hearings for permanent changes (2017)
- Community stakeholder meetings/project updates (fall 2017)

Recent/Upcoming

- Door-to-door outreach, MTA Board hearing for project modifications related to parking and loading, protected bikeway (winter 2017/2018)
- Public open house for draft circulation proposal & landscape alternatives (Feb 2018)
- Public hearings for final circulation changes (winter/spring 2018)
- Curbspace management outreach & proposal development (To Be Determined)

THREE SUB-PROJECTS

- Core Vision Zero Safety Improvements
 - (Streets and Sidewalks)
- Circulation Study
 - (Signals and Turning Movements)
- Curb Management Strategy
 - (Curbside Uses; Parking and Loading)

SAFETY IMPROVEMENTS COMPLETED



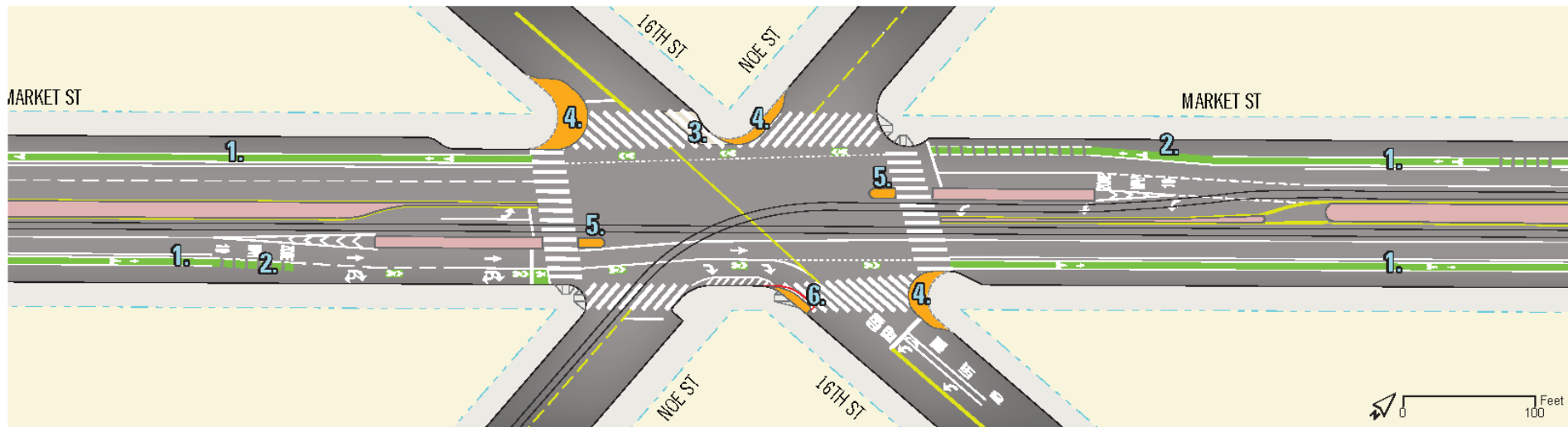
PLANNED IMPROVEMENTS (MTAB APPROVED 5/2017)



Upper Market Street Safety Project

Project Proposal - Market Street at Noe/16th Streets

MARKET AT NOE/16TH



PROPOSED CHANGES

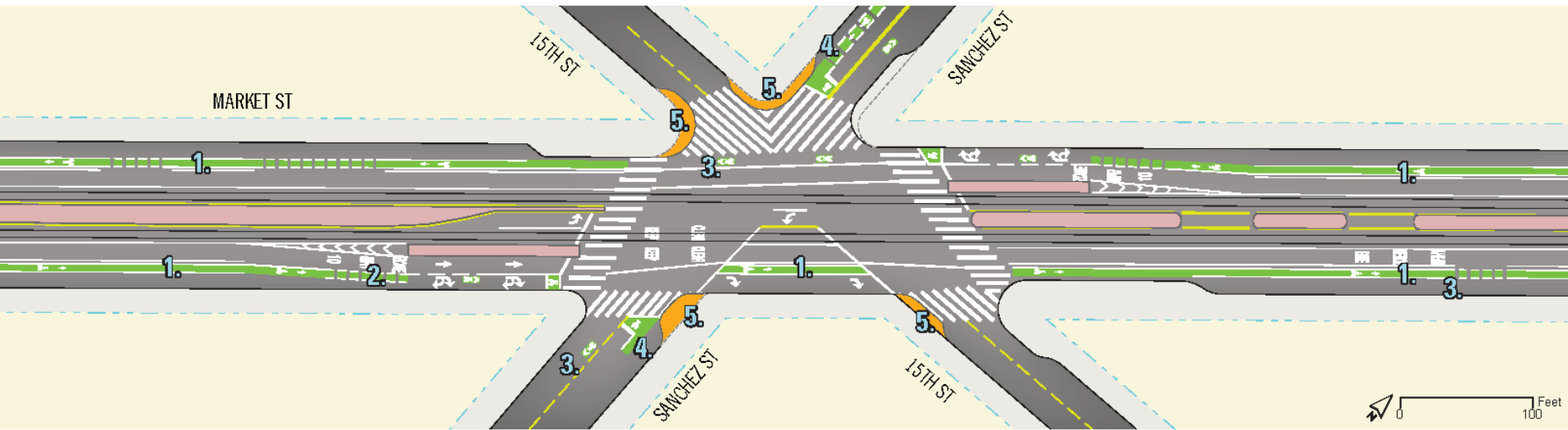
Improved Roadway Striping and Markings

1. Add green paint to existing bike lane
2. Reduce door zone hazard for bike lane (restricts parking)
3. Existing painted safety zone, to remain

Sidewalk and Concrete Improvements

4. Concrete curb extension
5. Boarding island/thumbnail island
6. Reconstructed curb extension and curb ramp (fixes improperly constructed curb extension)

MARKET AT SANCHEZ/15TH



PROPOSED CHANGES

Improved Roadway Striping and Markings

Sidewalk and Concrete Improvements

1. Add green paint to existing bike lane
2. Reduce door zone hazard for bike lane (restricts parking)
3. Improve sight distance for Walgreen's driveway (restricts parking)
4. Green bike box with lead-in bike lane

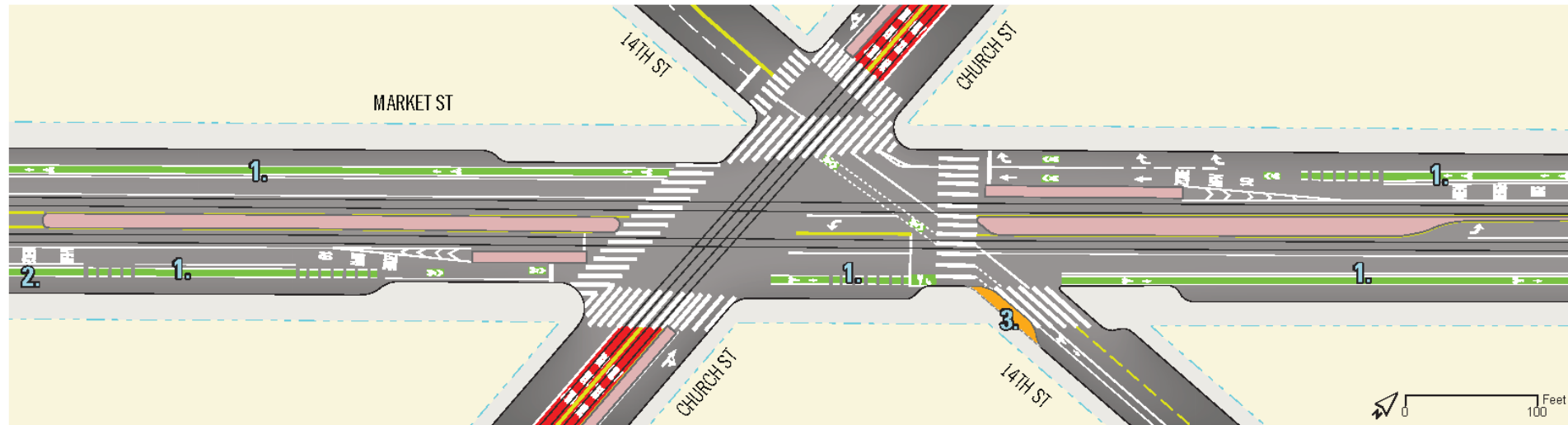
5. Concrete curb extension



Upper Market Street Safety Project

Project Proposal - Market Street at Church/14th Streets

MARKET AT CHURCH/14TH



PROPOSED CHANGES

Improved Roadway Striping and Markings

1. Add green paint to existing bike lane
2. Improve sight distance for Walgreen's driveway (restricts parking)

Sidewalk and Concrete Improvements

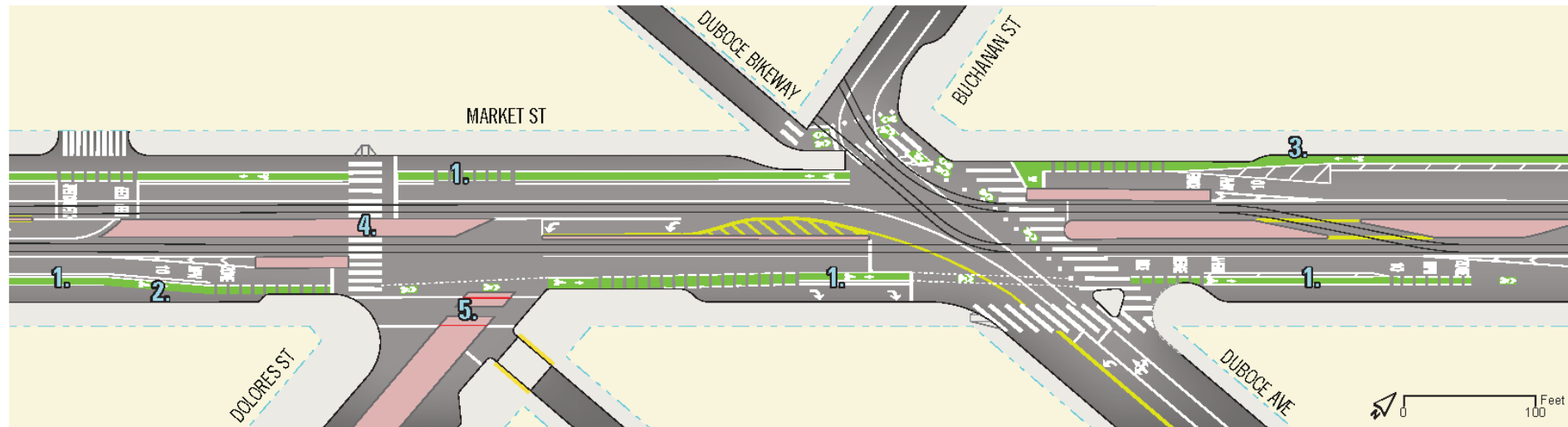
3. Concrete curb extension



Upper Market Street Safety Project

Project Proposal - Market Street at Duboce/Buchanan

MARKET AT DUBOCE/BUCHANAN



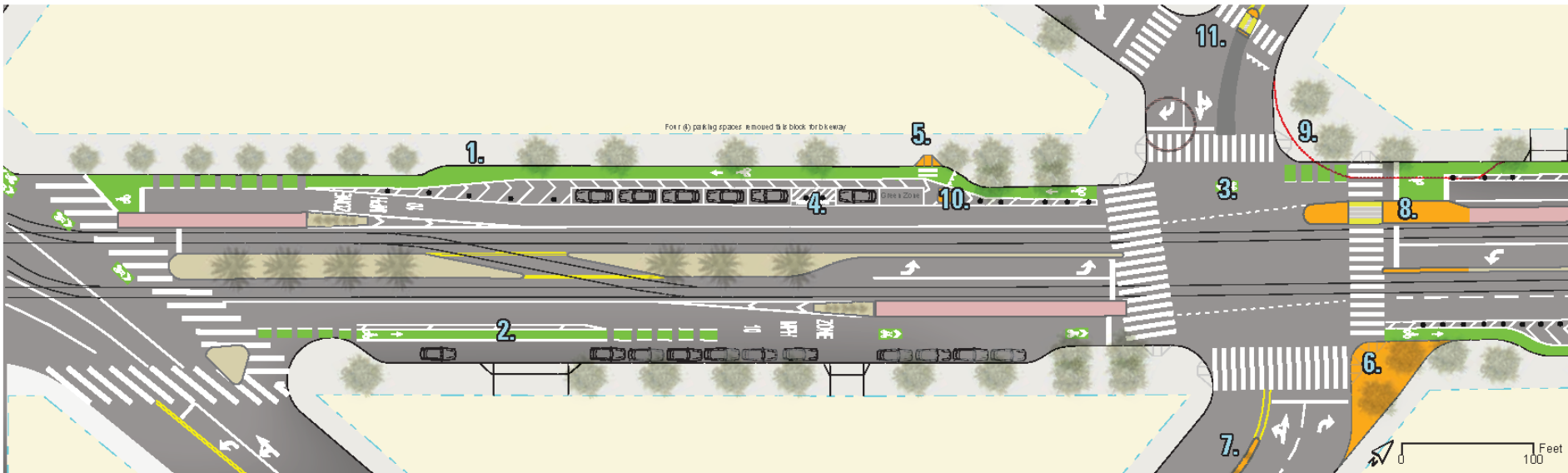
PROPOSED CHANGES

Improved Roadway Striping and Markings

1. Add green paint to existing bike lane
2. Reduce door zone hazard for bike lane (restricts parking)
3. Parking-protected bike lane (see page 5 for details)

Sidewalk and Concrete Improvements

4. Realign/straighten crosswalk and reconstruct curb ramps
5. Reconstruct Dolores Street median island for improved accessibility and emergency vehicle access



PROPOSED CHANGES

Improved Roadway Striping and Markings

1. Parking-protected bike lane
2. Add green paint to existing bike lane
3. Intersection wayfinding markings
4. Midblock no-parking zone - designated Fire Safety Zone

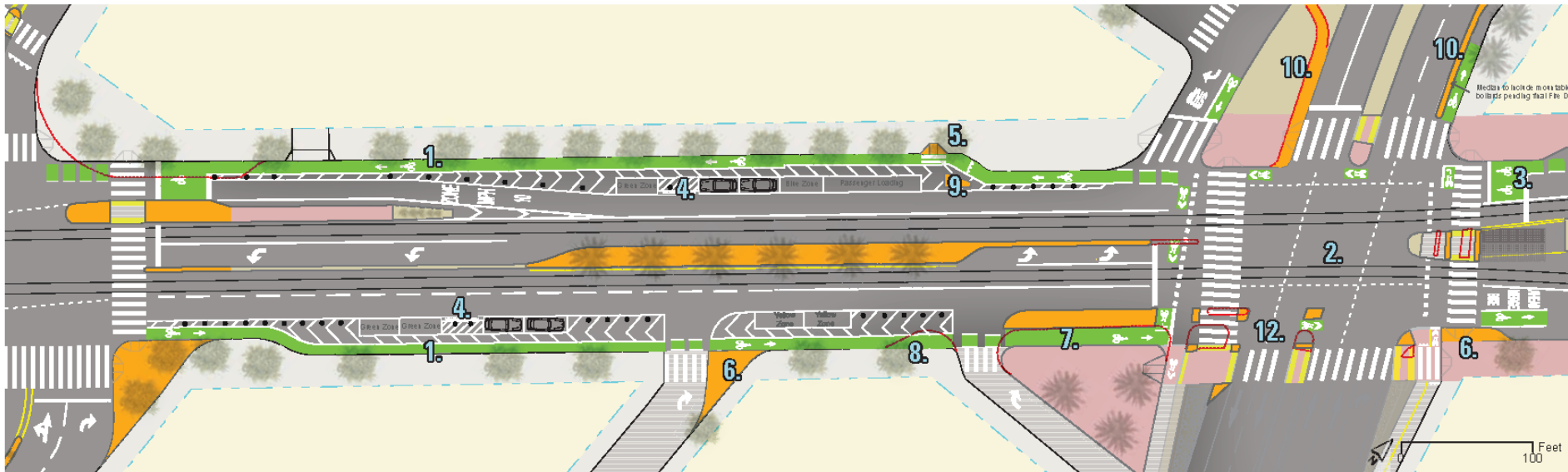
Sidewalk and Concrete Improvements

5. New curb ramp for accessibility to parking-protected bike lane loading/buffer zone
6. Concrete curb extension
7. Extend concrete median on Guerrero Street
8. Expand Muni boarding island
9. Reduce sidewalk width/cut back curb edge\
10. Mountable concrete island - cycletrack entryway
11. Reconfigure pedestrian island at Laguna/Hermann



Upper Market Street Safety Project

Project Proposal - Market Street from Guerrero/Laguna/Hermann to Octavia Boulevard



PROPOSED CHANGES

Improved Roadway Striping and Markings

1. Parking-protected bike lane
2. Intersection wayfinding markings
3. Green bike box
4. Midblock no-parking zone - designated Fire Safety Zone

Sidewalk and Concrete Improvements

5. New curb ramp for accessibility to parking-protected bike lane loading/buffer zone
6. Concrete curb extension
7. Reduce plaza size, install bike channel w/ large protection island
8. Reduce sidewalk width/cut back curb bulb-out edge to allow for straight path for bikes
9. Mountable concrete island - cycletrack entryway
10. Fill in bike channel through Octavia median, reroute bike lane and improve bike crossing of Market Street
11. Mountable median to protect bike lane on NB Octavia frontage road
12. Octavia/Market intersection reconfiguration - new pedestrian islands

PUBLIC REALM OPPORTUNITIES (CURRENTLY IN DESIGN)



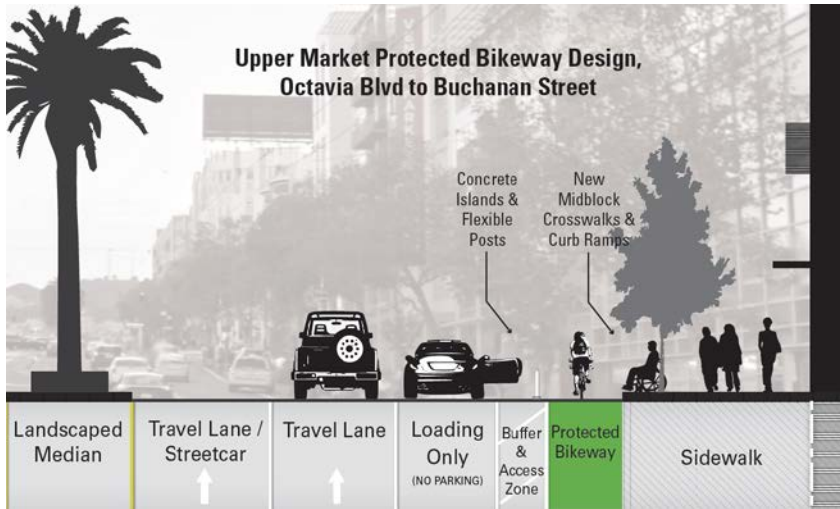
Landscape Design Opportunities

- Curb extensions
- Center medians
- Boarding islands & new thumbnails

Potential Elements

- Seating
- Greening / Landscaping
- Lighting Upgrades
- Sidewalk Materials / Finishes
- Art / Wayfinding
- **Anything Missing?**

MORE NEAR-TERM IMPROVEMENTS (COMING 2018)



Protected Bikeway, Additional Interim Pedestrian Safety Upgrades (Octavia to Buchanan)



Bike Lane Upgrades (west of Duboce/Buchanan to Castro)



Traffic Signal Phasing Adjustments (16th/Noe/Market intersection)

DRAFT CIRCULATION PROPOSAL



UPPER MARKET STREET CIRCULATION - LEFT TURN SIGNALS AND PROHIBITIONS



- Simplify complex 5- and 6-legged intersections
- Reduce potential for conflicts between modes
- Allow vehicles to clear intersections more safely



CURB SPACE AND ROADWAY SAFETY

DOUBLE PARKING = SAFETY ISSUE



Scott Wiener

Like This Page · November 9, 2015 ·

This situation is all too common in San Francisco - delivery trucks (and other vehicles, including cabs, ride shares, and private autos) double parking and blocking traffic and bike lanes even though there's plenty of available parking by the curb or even a loading zone. There's remarkably little double parking enforcement in San Francisco, and that needs to change. As the city gets more congested, effective traffic management and enforcement takes on added importance. #SanFrancisco #transportation #bike #doubleparking

Top Comments ▾

and 555 others like this.

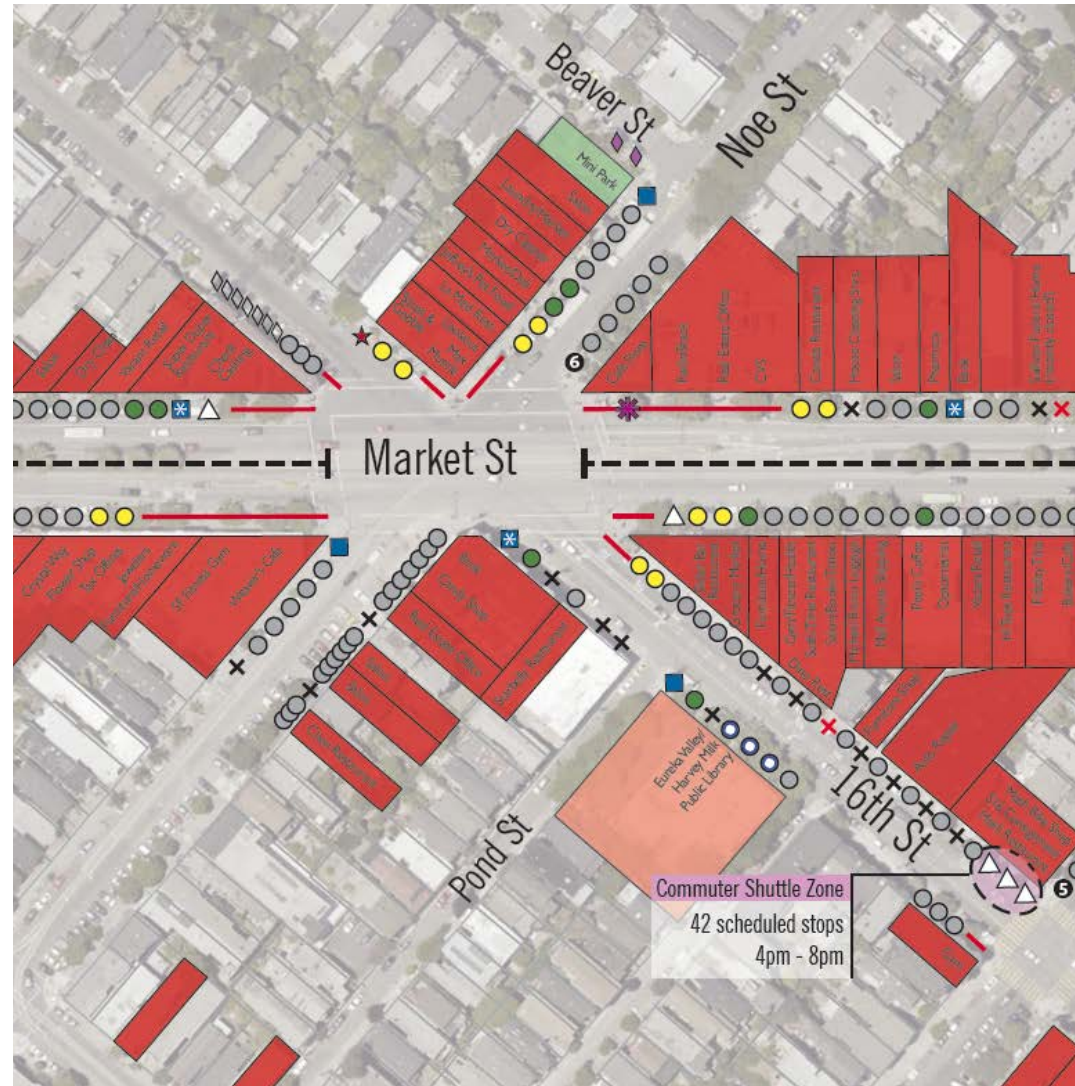
16 shares

179 comments

CURB SPACE AND ROADWAY SAFETY

Curb Management Goals

- Increase **COMMERCIAL LOADING** spaces and ensure easy access
- Provide **ACCESSIBLE PARKING** spaces where people need them and meet City standards
- Increase **PASSENGER LOADING** spaces where pickups and drop-offs are occurring
- Increase the supply of **MANAGED COMMERCIAL PARKING**
- Increase the supply OF **SHORT-TERM PARKING** spaces for shorter errands



PROJECT TIMELINE –REMAINING

January 2018:	MTA Board for Bikeway Parking & Loading Revisions
February 2018	Public Open House: Landscape Alternatives / Draft Final Circulation Proposal
Early 2018:	Implement Additional Near-Term Improvements; Public Hearings/MTA Board for Circulation Proposal
Early 2019:	Complete Detailed Design / Project Out to Bid
2019-2020:	Construction of Street & Sidewalk Improvements
TBD:	Curb Management Study

UPPER MARKET STREET SAFETY PROJECT

Thank you



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