

Better Market Street



Engineering, Maintenance, and Safety Committee
November 28, 2018



Better Market Street will deliver transformative transportation, streetscape and safety improvements along 2.2 miles of Market Street between Octavia Boulevard and Steuart Street.

Better Market Street will:

- Enhance safety for all users
- Improve Muni performance and reliability
- Replace and update aging infrastructure
- Revitalize streetscape design

State of Good Repair Elements



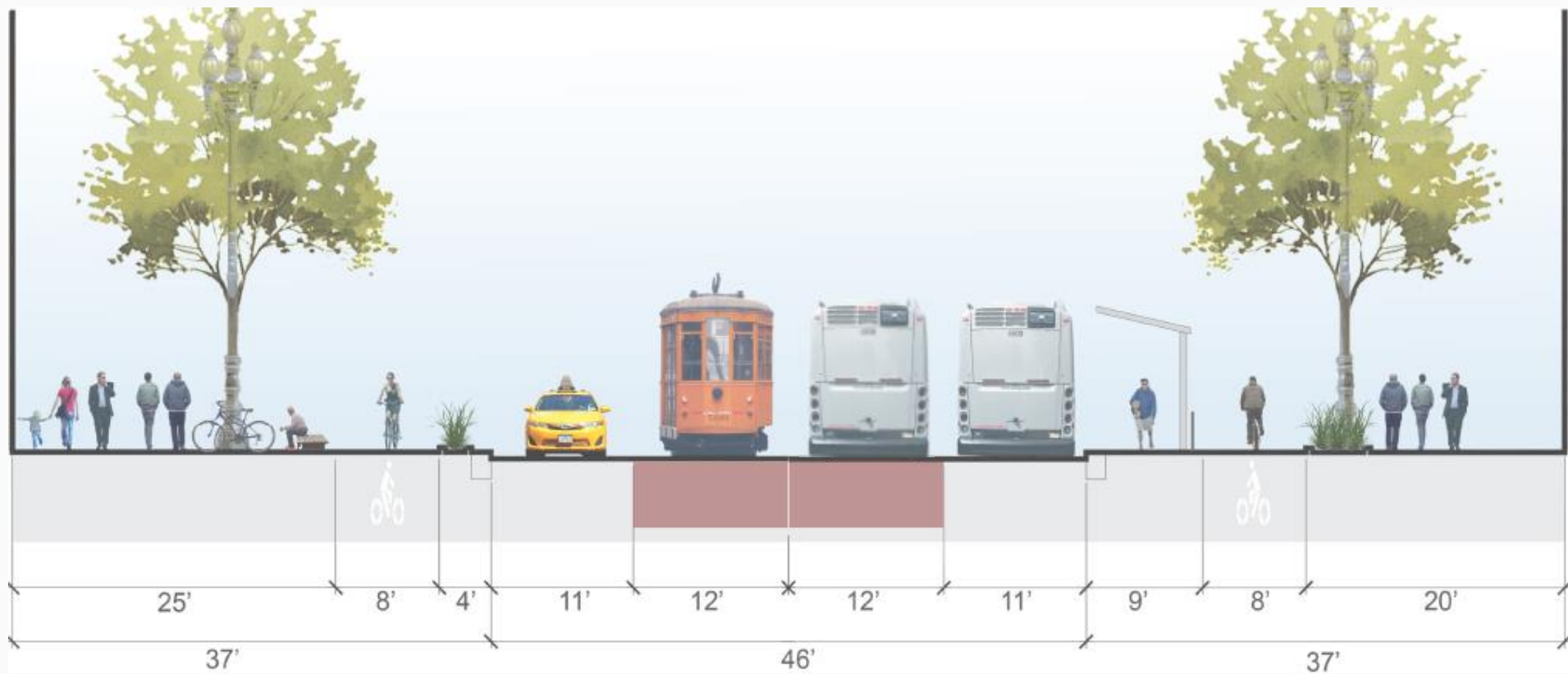
- Signals, traction power, rail, overhead catenary system, pavement, brick sidewalks, streetlights and underground utilities



Schedule



Preferred Design Cross Section



Proposed Project Sidewalk View



Proposed Project Bikeway View



Bike Lane Design Precedents



Emeryville



Seattle



Cambridge



Indianapolis

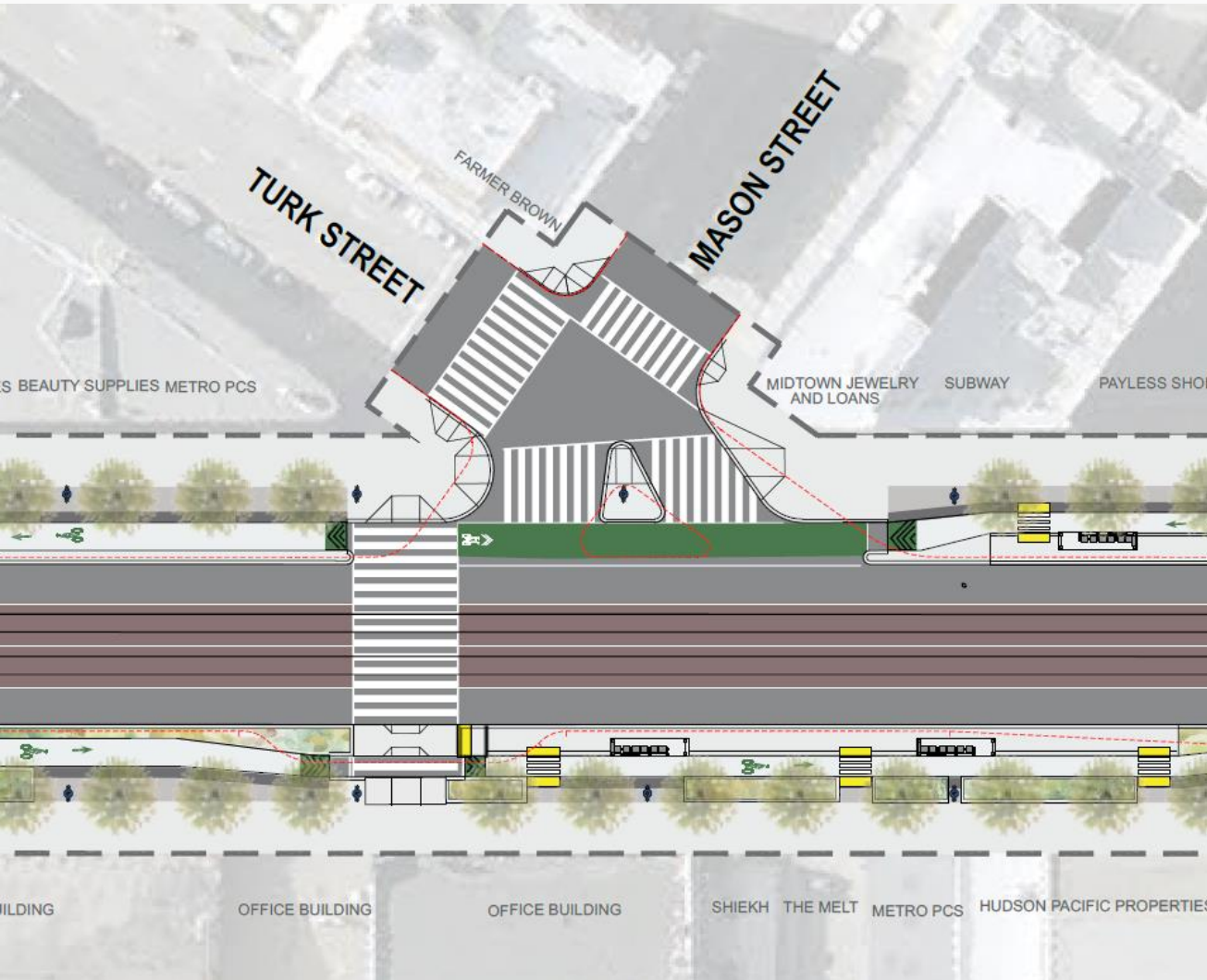


Vancouver, Canada or 4th Street in San Francisco, CA

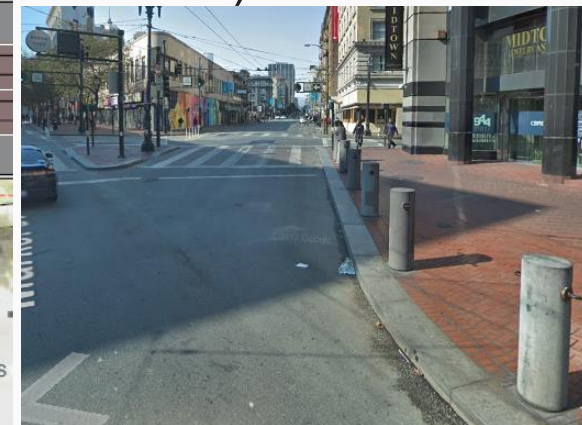
Pedestrian Safety – Intersection Geometry



Proposed Design



- Wider, aligned curb ramps
- Leading Pedestrian Interval (LPI) signals
- Sidewalk extensions & bulbs
- New crossings (e.g. Hyde Street at Grove Street)

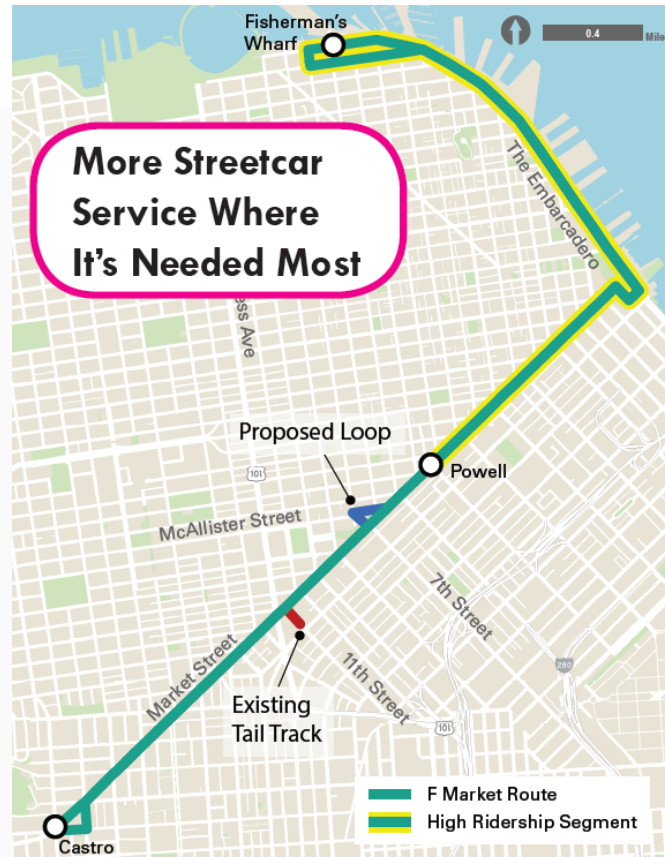


F Market Historic Streetcar

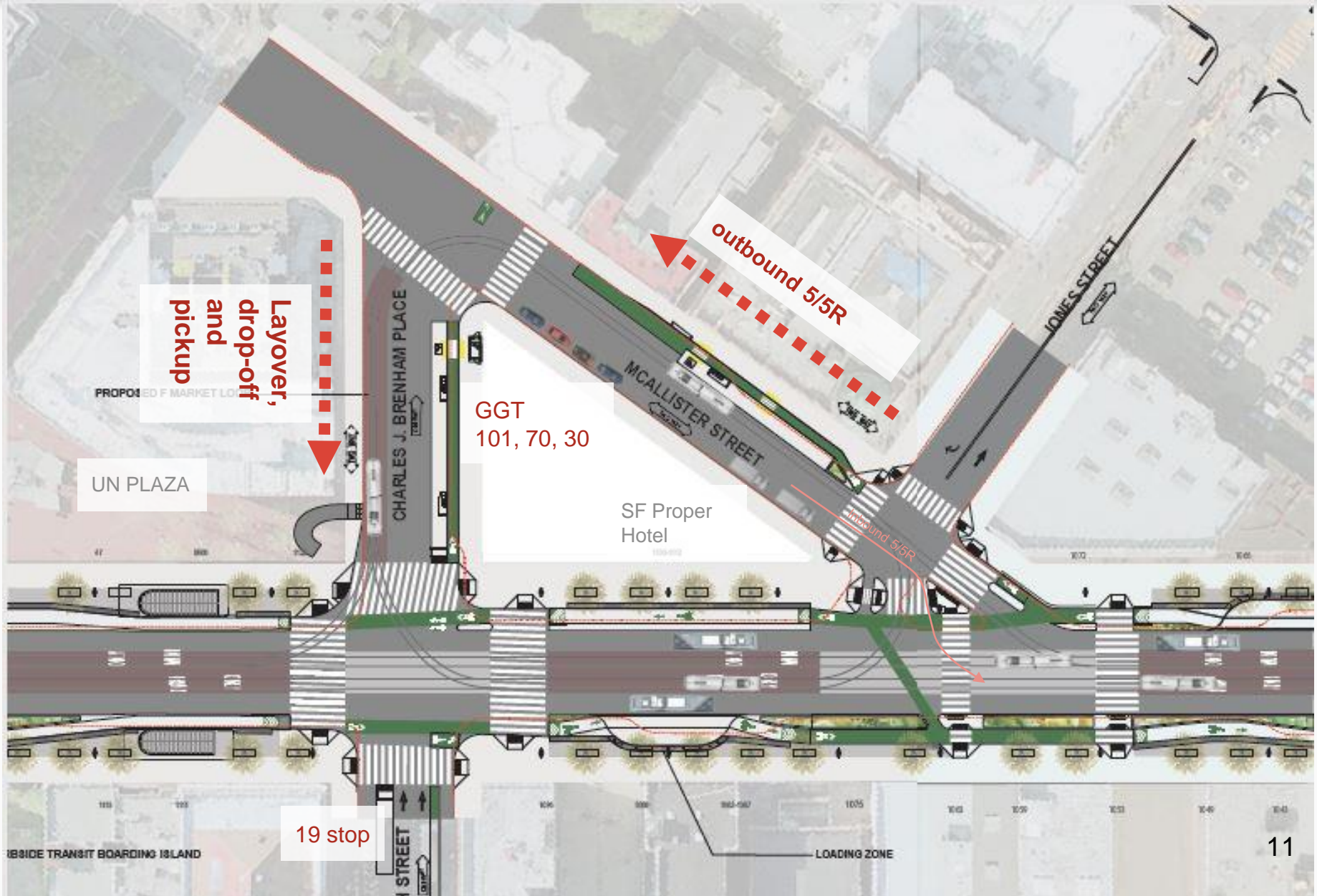


The project proposes to construct a new F-line turn-back loop on McAllister and Charles J Brenham

- Enables short-turns to allow for **additional service** where ridership is highest
- Improves transit flexibility and reliability



Proposed F Market Loop



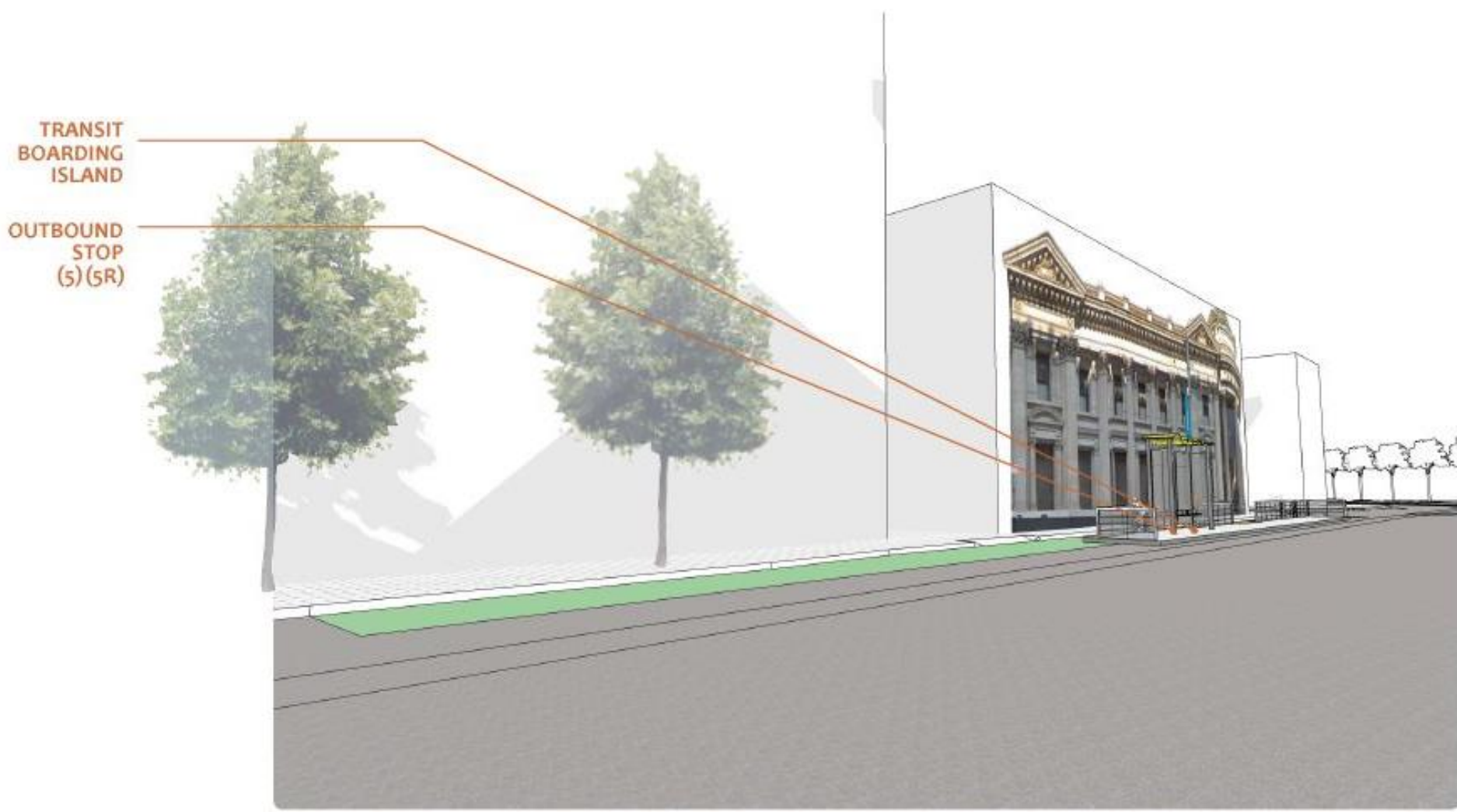
Proposed F Market Loop: Brenham Place



Proposed F Market Loop: Brenham Place



Proposed F Market Loop: McAllister Street



Boarding Islands

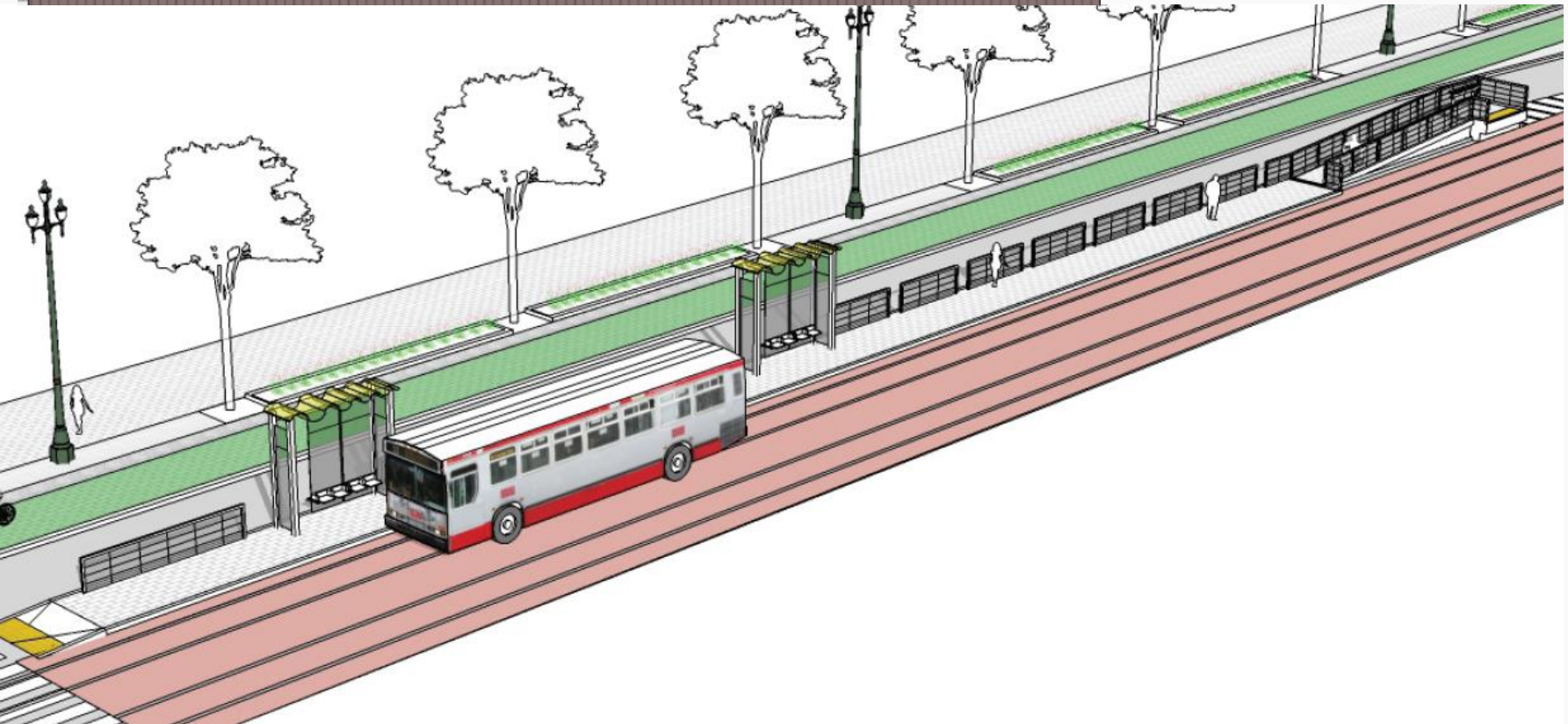
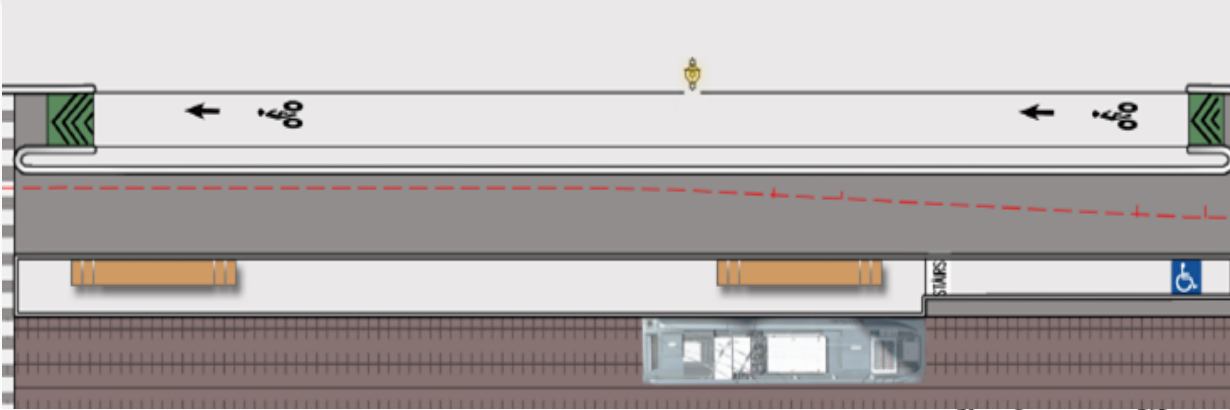
- Existing islands:
 - Width as narrow as 5 feet; Half are not ADA accessible.
 - No more than one 60-foot bus can stop at a time
- Proposed islands:
 - 9 feet wide, providing full wheelchair access.
 - Up to three 60-foot inbound buses can stop simultaneously
 - Up to two outbound buses can stop simultaneously



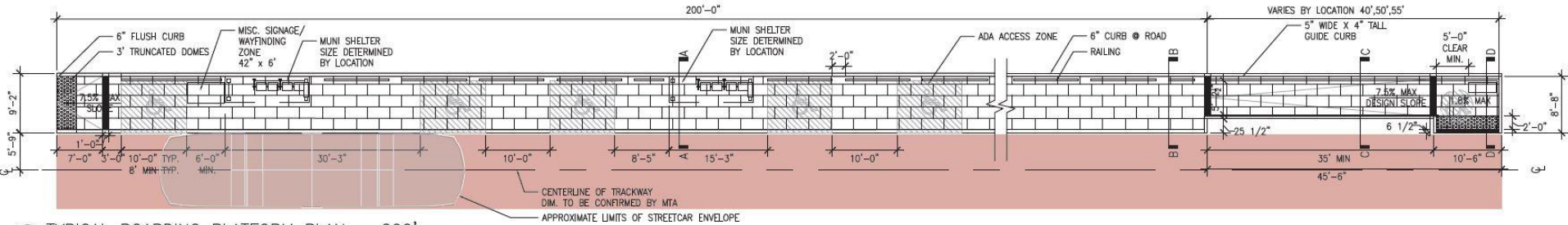
Existing boarding area
one 40' or 60' bus - 570 sq ft (avg)

Future boarding area
three 40' or two 60' bus - 1130 sq ft (avg)

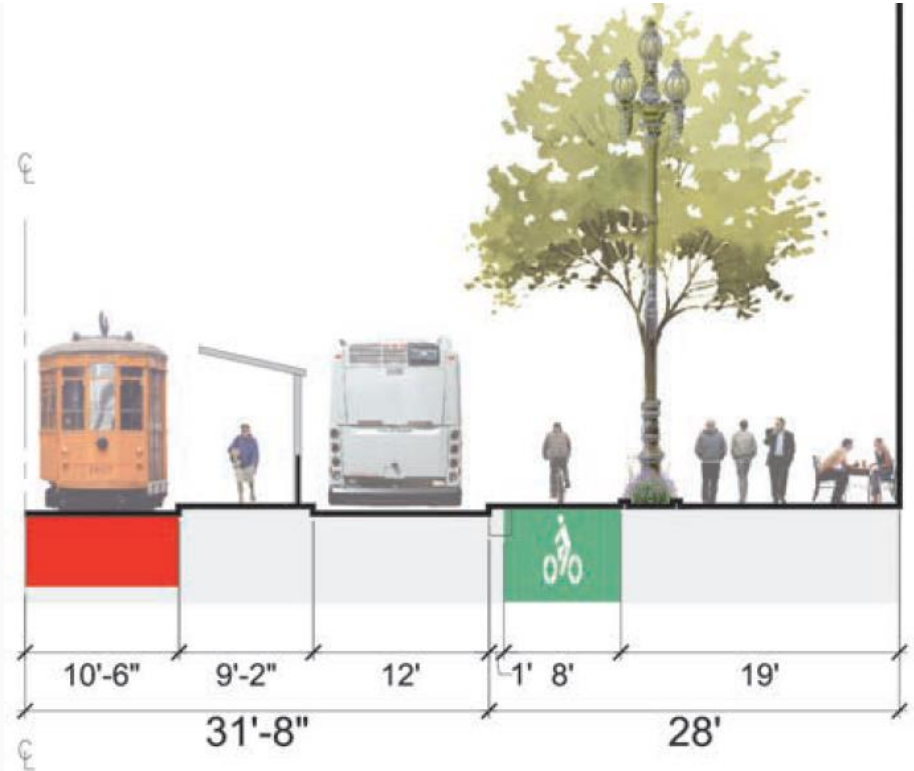
Center Boarding Islands



Center Boarding Islands



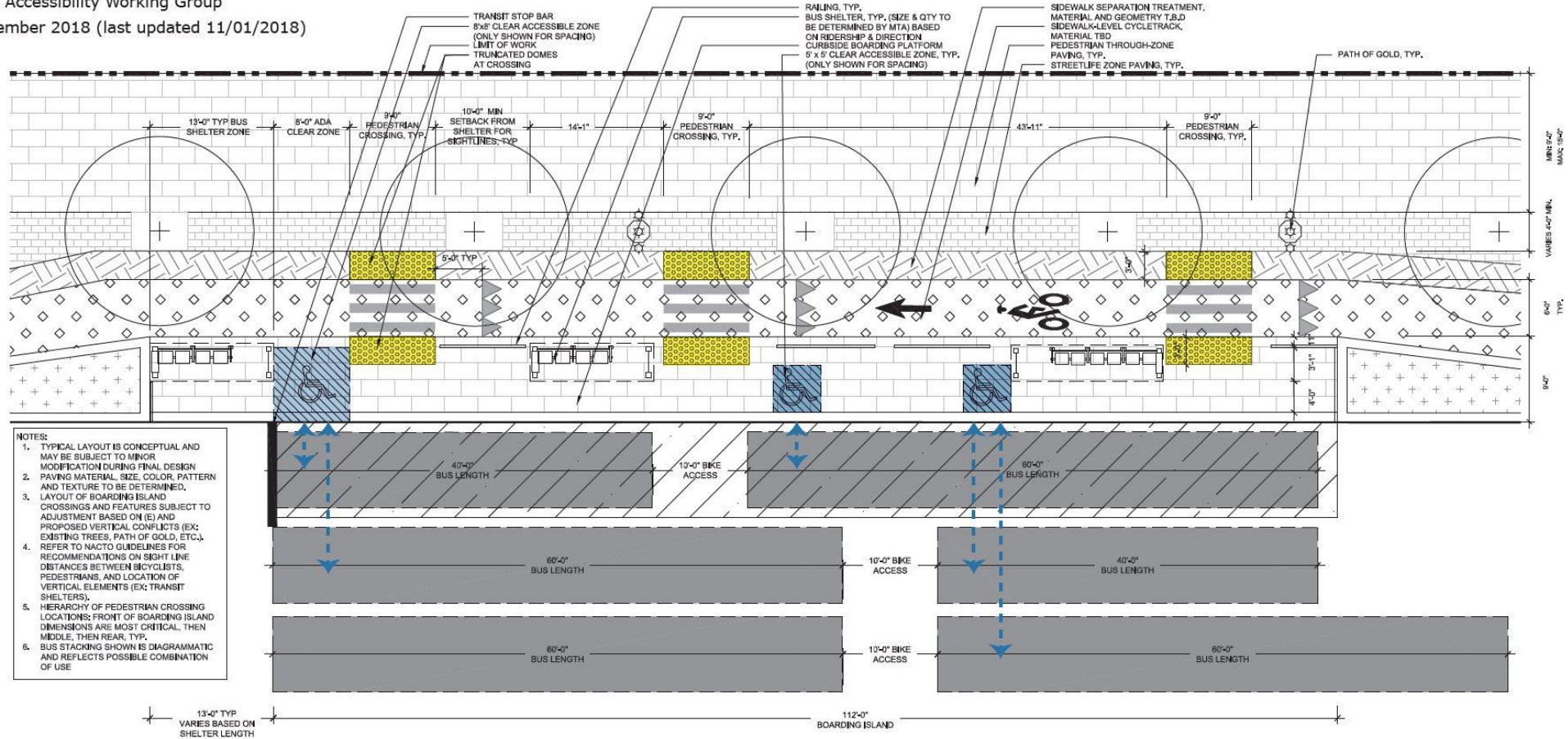
① TYPICAL BOARDING PLATFORM PLAN – 200'
 BETTER MARKET STREET
 SCALE: 1/16"=1'-0"



Curbside Boarding Islands



Accessibility Working Group
 September 2018 (last updated 11/01/2018)

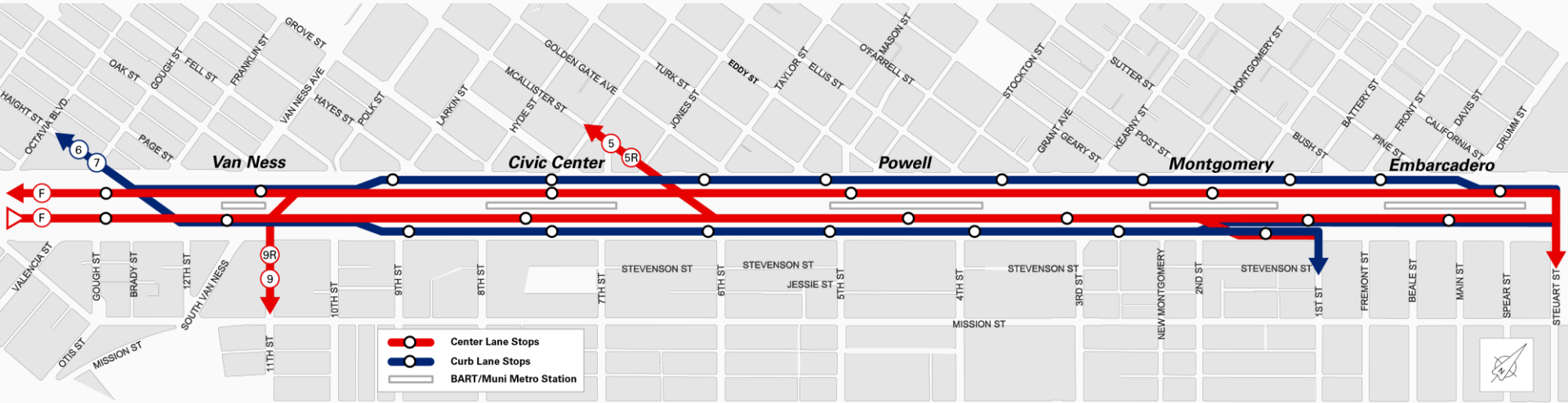


Plan Diagram (125' length shown, total length varies based on location)

Curbside Boarding Islands



Proposed Muni Service Plan



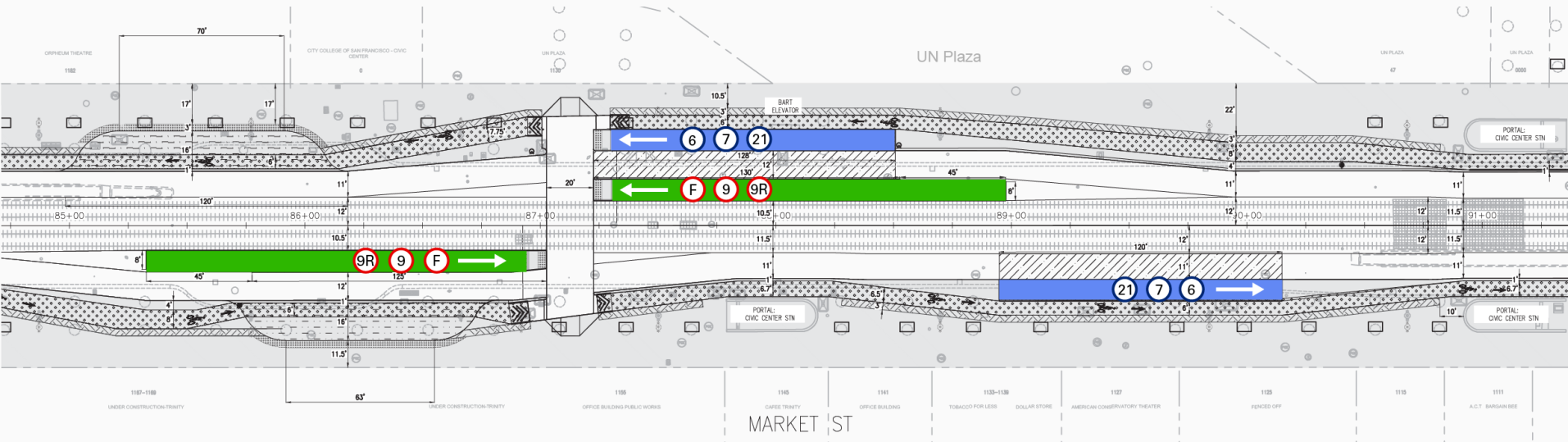
Center Lane	Curb Lane
<div style="display: flex; justify-content: space-around;"> <div style="border: 2px solid red; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center;">9</div> <div style="border: 2px solid red; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center;">9R</div> </div>	<div style="display: flex; justify-content: space-around;"> <div style="border: 2px solid blue; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center;">6</div> <div style="border: 2px solid blue; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center;">7</div> </div>
<div style="display: flex; justify-content: space-around;"> <div style="border: 2px solid red; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center;">5</div> <div style="border: 2px solid red; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center;">5R</div> </div>	<div style="display: flex; justify-content: space-around;"> <div style="border: 2px solid blue; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center;">21</div> <div style="border: 2px solid blue; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center;">31</div> </div>
<div style="border: 2px solid red; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center;">F</div>	<div style="display: flex; justify-content: space-around;"> <div style="border: 2px solid blue; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center;">38</div> <div style="border: 2px solid blue; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center;">38R</div> </div>
	<div style="border: 2px solid blue; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center;">2</div>

- Local-only lines in curb lane (plus 38/38R)
- Rapid series lines (Rapid and local) and F Market in center lane
- Substantial peak hour travel time improvement for center lane transit

Combined Headways - Transfers between Center and Curb Lane



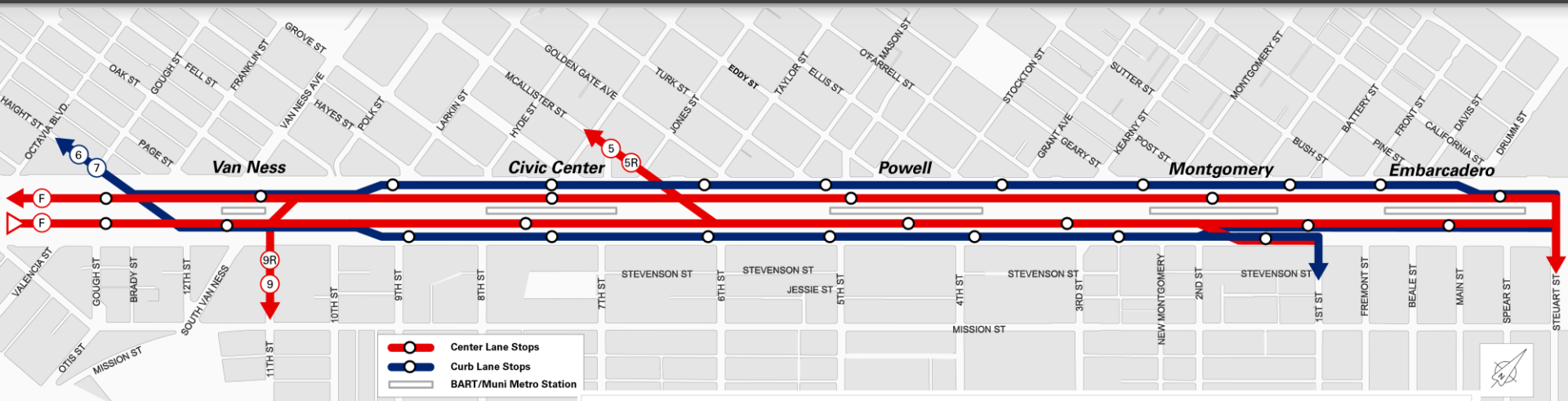
Civic Center Detail



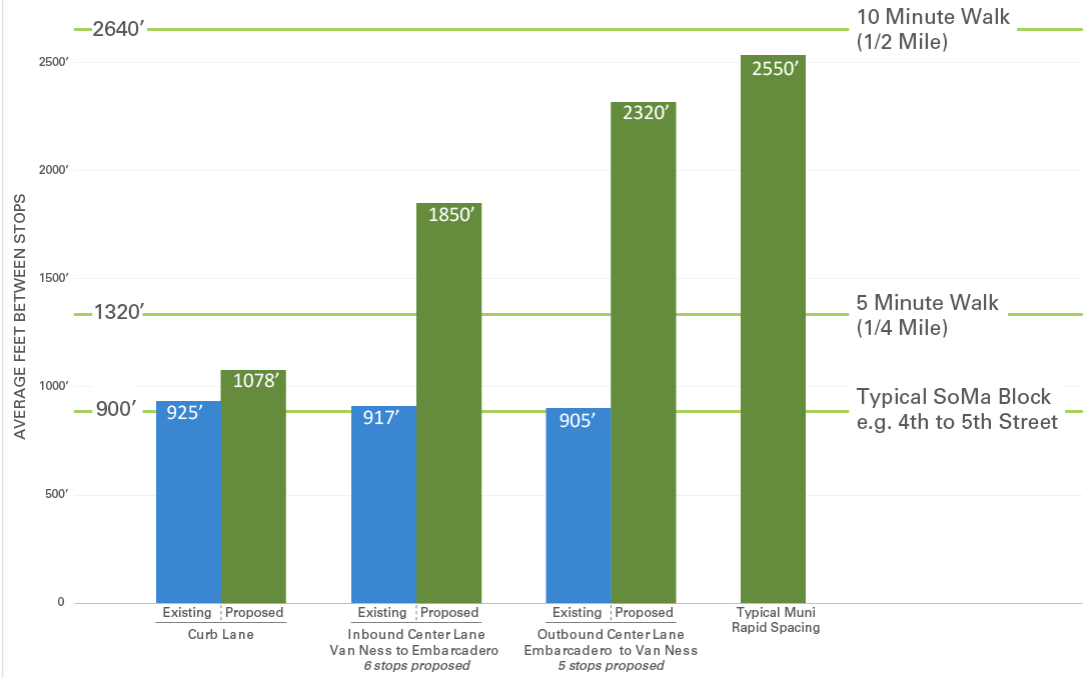
	Peak	Off-Peak (8pm)	Night (10pm-1am)
At Civic Center	mins	mins	mins
Curb Lane	3.2	6.7	7.5
Center Lane	2.7	6.0	8.6
At Powell			
Curb Lane	2.5	5.0	5.5
Center Lane	1.6	4.3	6.0
At 3rd - Curb Lane w/ 38	1.4	3.1	3.2
At Main - Center Lane	1.3	3.2	4.0

- Curb lane provides local service
- Center lanes provide faster travel times
- OWL service would operate in the curb lane

Proposed Muni Service Plan



Center Lane	Curb Lane
9, 9R	6, 7
5, 5R	21, 31
F	38, 38R
	2

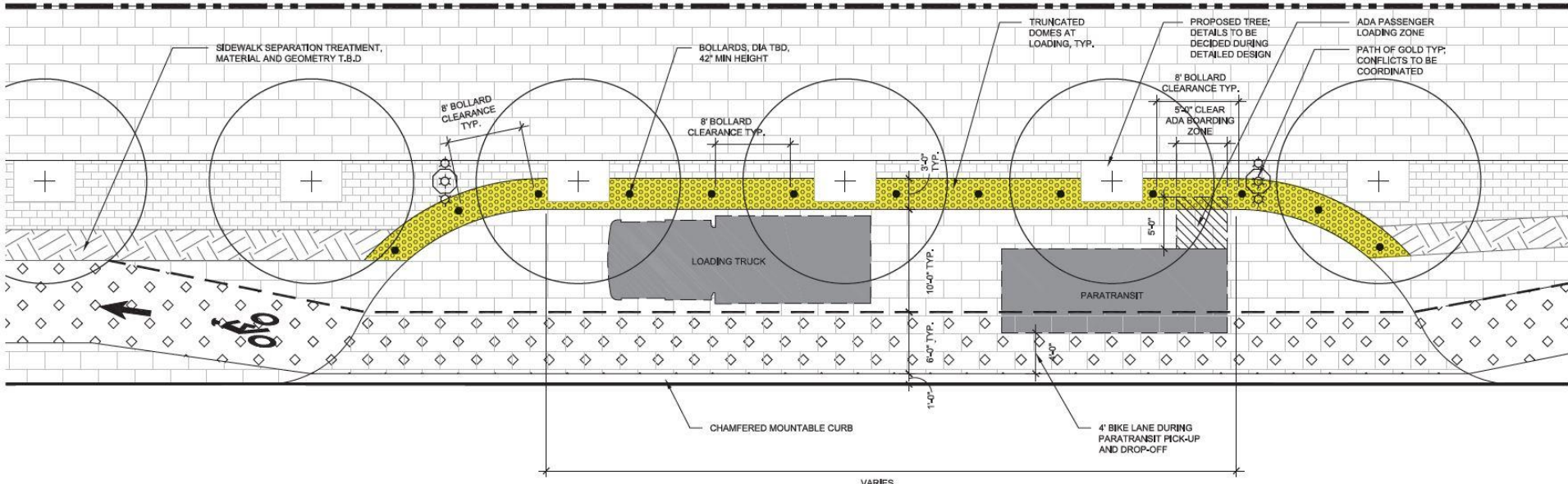
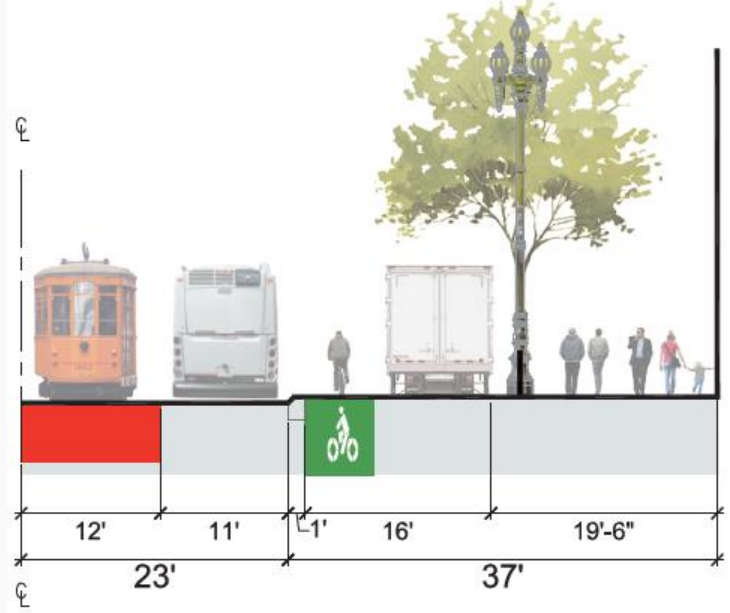
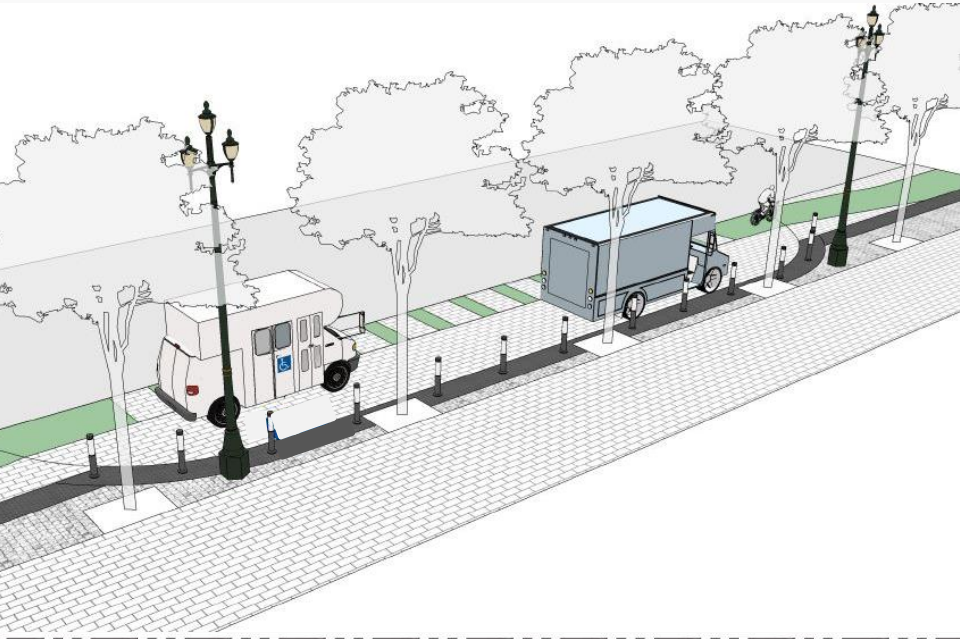


Loading on Market Street Today



- Frequent paratransit and commercial loading in existing loading bays and curbside lane
- Conflicts between loading vehicles, transit and bikes

Loading Zones



Thank You



Photo by Mark Dreger