

Better Market Street



Engineering, Maintenance & Safety Committee (EMSC)
February 28, 2018



Market Street



Market Street - San Francisco by [rulumberone2](#)



Market Street is the...



City's busiest pedestrian street

City's busiest bicycle thoroughfare

City's busiest transit corridor

City's premier cultural, civic and commercial boulevard



Building on Recent Improvements



- 10th/Market and 6th/Market Right Turns – 2010
- Improved bike lanes b/w Octavia & 8th – 2010/2011
- Red lanes between Van Ness and 8th – 2014
- Safer Market Street Implementation – 2015
- Vision Zero crosswalks – 2015/2016



Key Needs

- Safety challenges for all modes
- Transit stops, curb ramps and brick paving do not meet current ADA standards
- Discontinuous bike facility
- Aging infrastructure - Streetlights, tracks, traffic signals, underground utilities, sidewalks



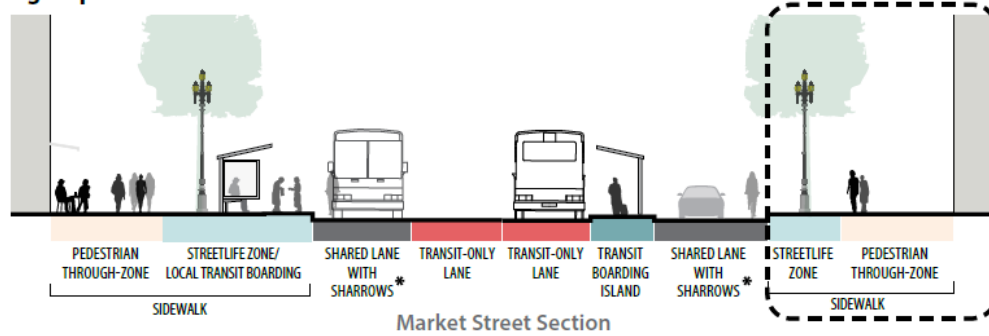
Better Market Street will deliver transformative transportation, streetscape and safety improvements along 2.2 miles of Market Street between Octavia Boulevard and The Embarcadero.

Better Market Street will:

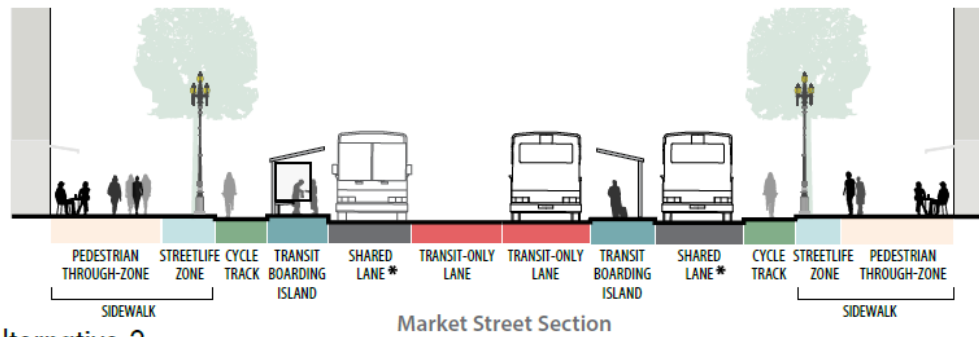
- Enhance safety for all users
- Improve Muni performance and reliability
- Replace and update aging infrastructure
- Revitalize streetscape design for a 21st-century San Francisco

Initial Design Options

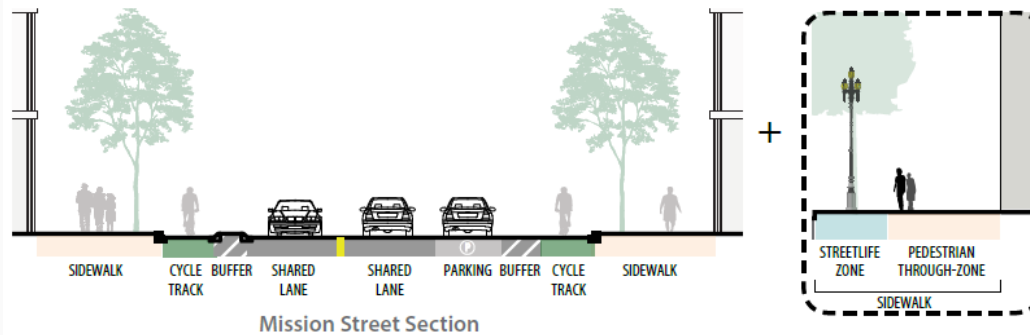
Design Option A



Design Option B



Alternative 2



Cycletrack Pilot – November 2015



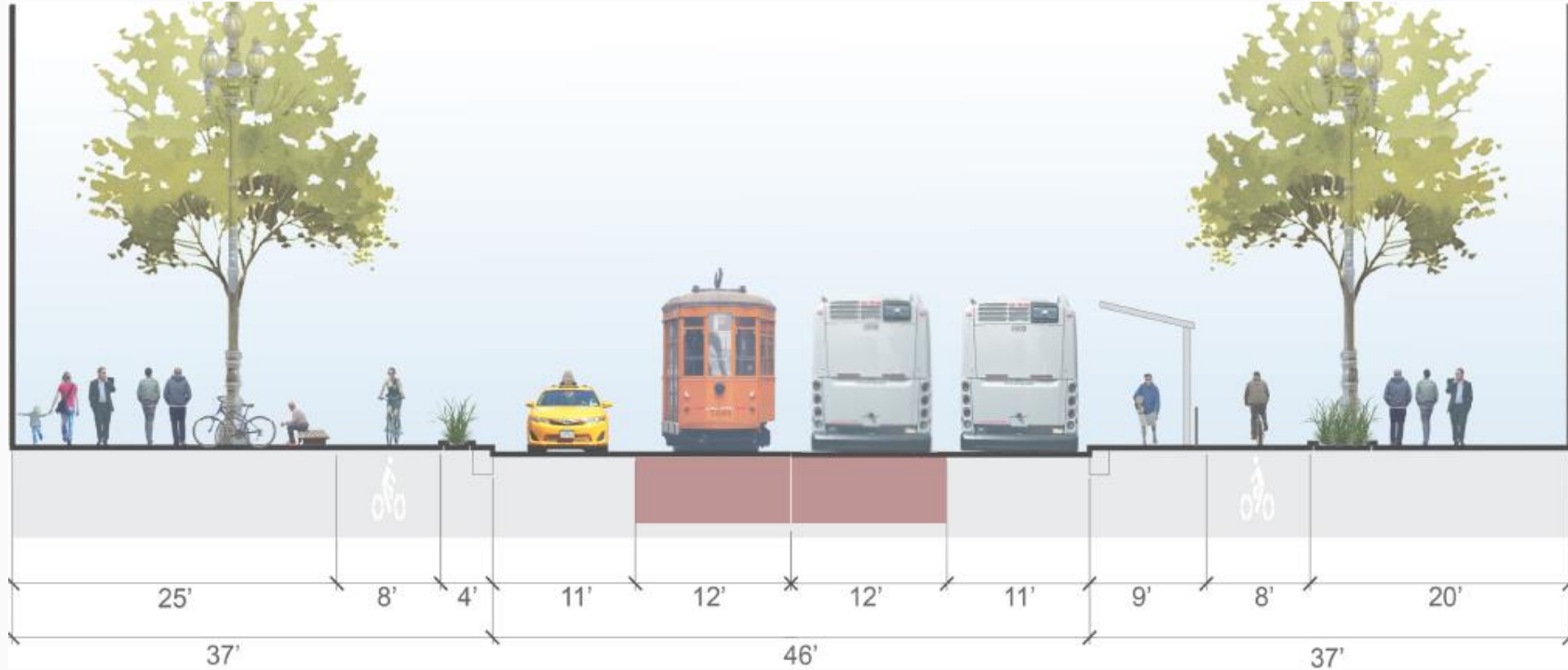
Piloted Better Market Street Design Option B on south side of Market Street between Gough and 12th streets.

Cycletrack Pilot



Safe-hit posts installed in November 2016

Preferred Design Cross-section



Led to new preferred design with sidewalk-level bikeway

Market Street, today



Market Street, future – Bikeway view



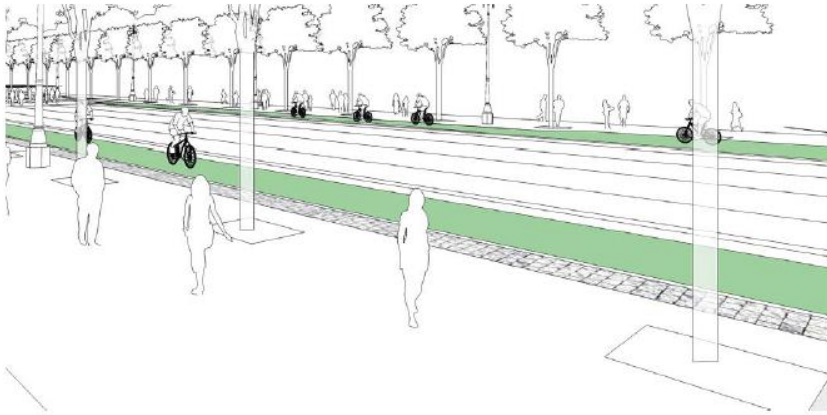
Bike Lane Design Precedents



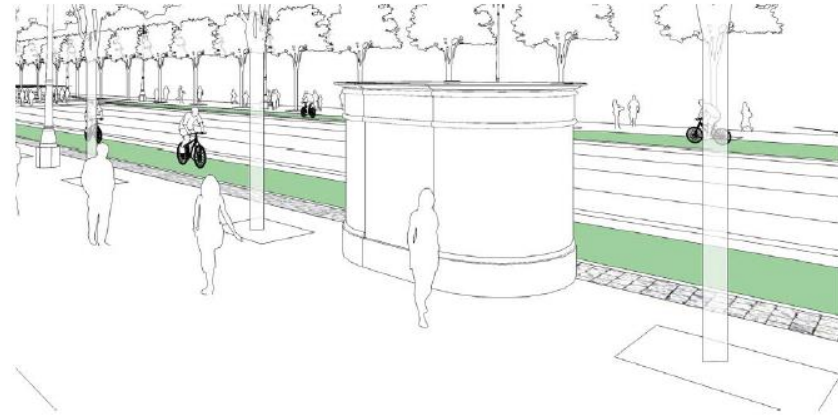
Sidewalk – Pedestrian Through Zone / Bike Lane Separation



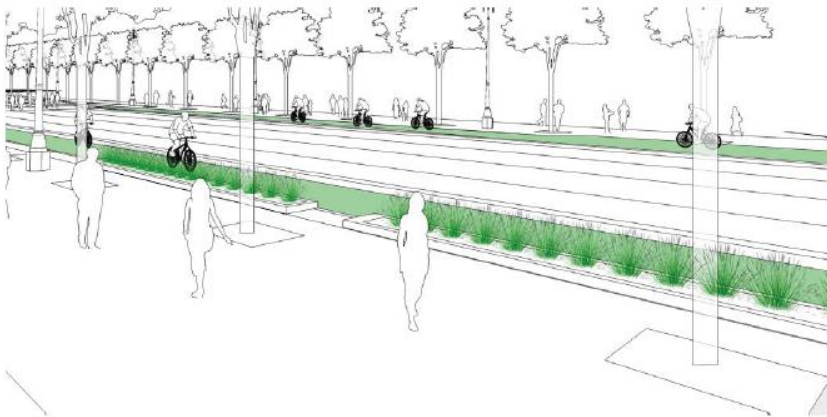
Textured Paver



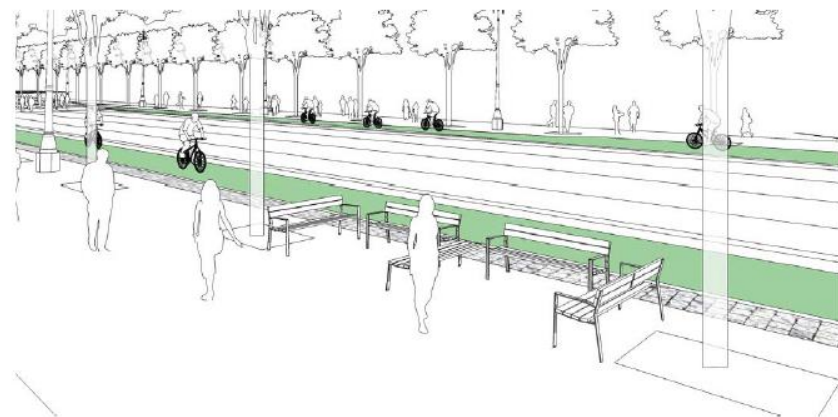
Site Amenity



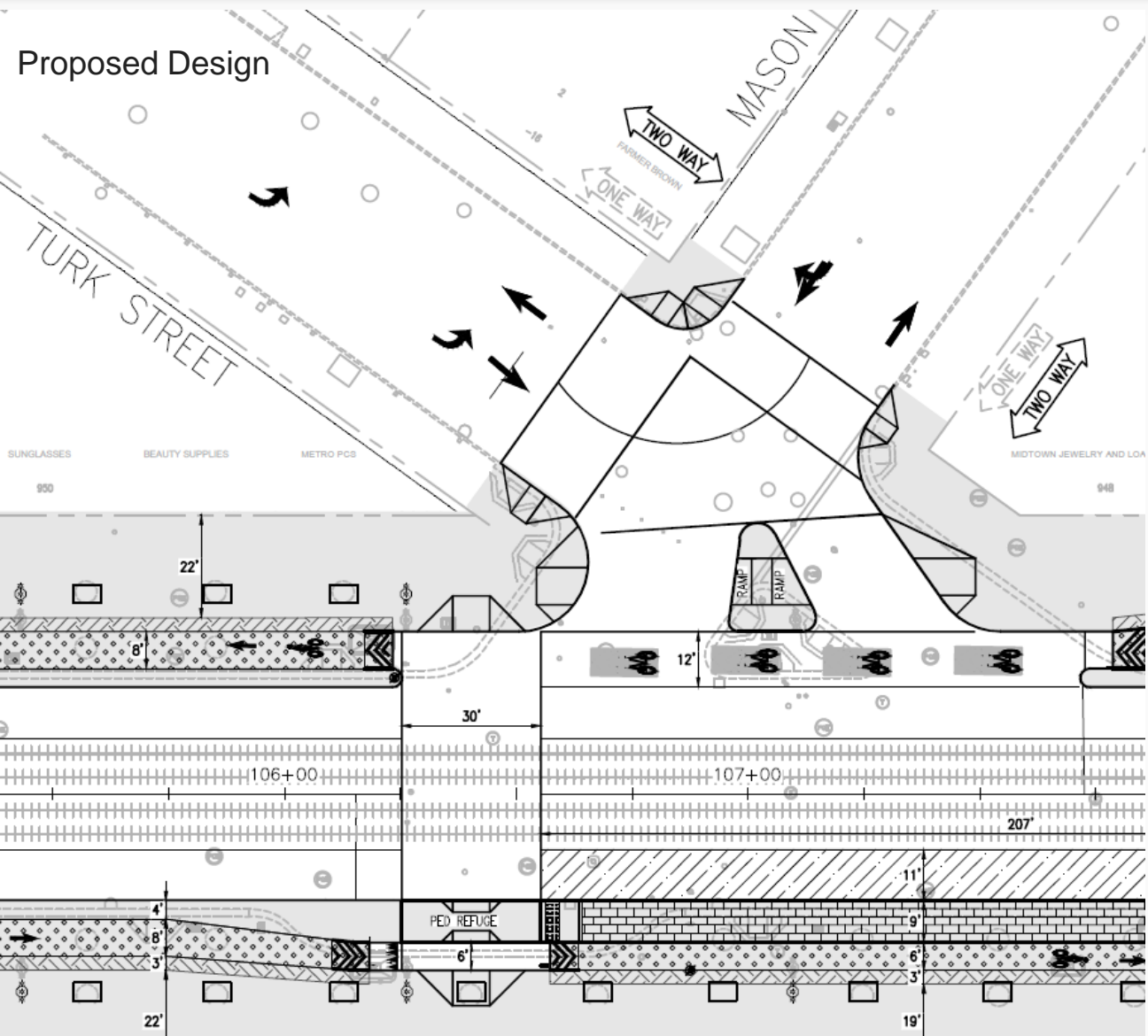
Raised Planters



Site Furnishing



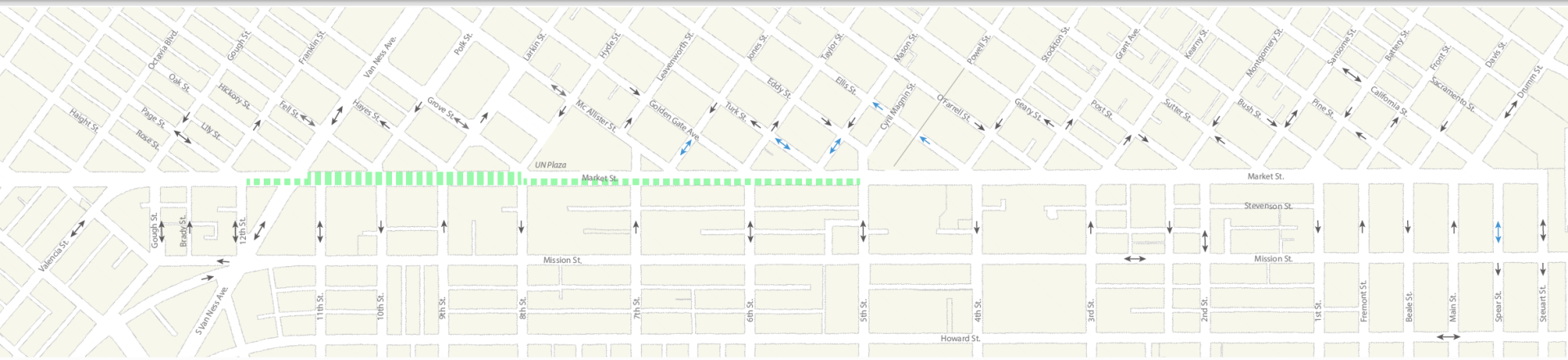
Pedestrian Safety – Intersection Geometry



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



Turn Restrictions and Muni-Only Lanes

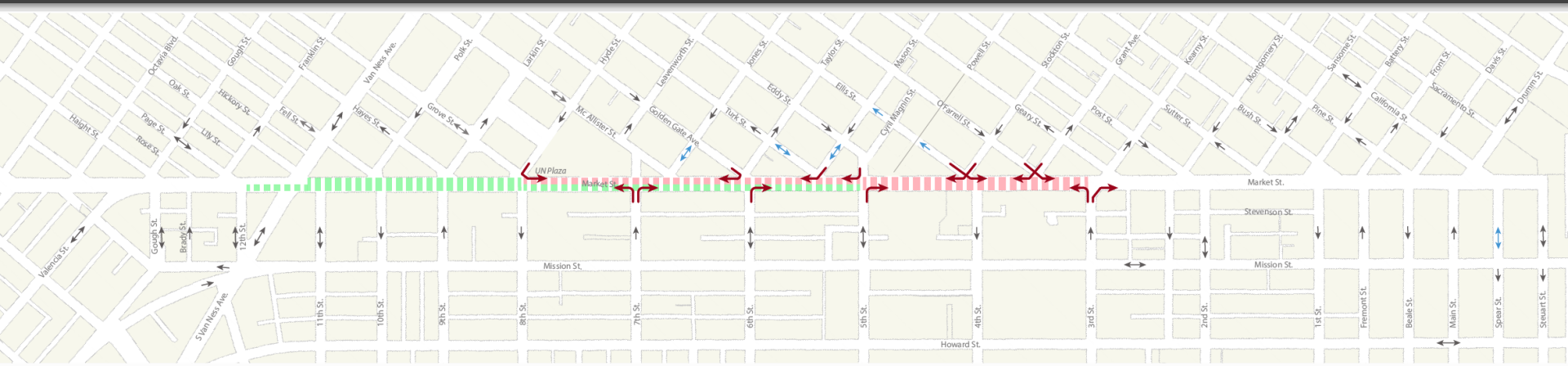


- New Proposed Better Market Street Turn Restrictions
 - Existing Safer Market Street Turn Restrictions
 - Existing One-Way Street
 - ↔ Existing Two-Way Street
 - Proposed One-Way Street
 - ↔ Proposed Two-Way Street
 - - - Existing Taxi / Muni-Only Lanes (Implemented 2013)*
 - - - Existing Taxi / Muni-Only Lanes (Implemented 2015)*
 - - - Proposed Muni-Only Lanes
- * Existing lanes proposed to be converted to Muni-Only

- **Goals:**
 - Improve bicycle, pedestrian and transit safety by reducing conflicts
 - Improve transit travel time by reducing congestion
- Buses, taxis, commercial vehicles, bicycles and paratransit would be exempt from vehicle restrictions



Turn Restrictions and Muni-Only Lanes

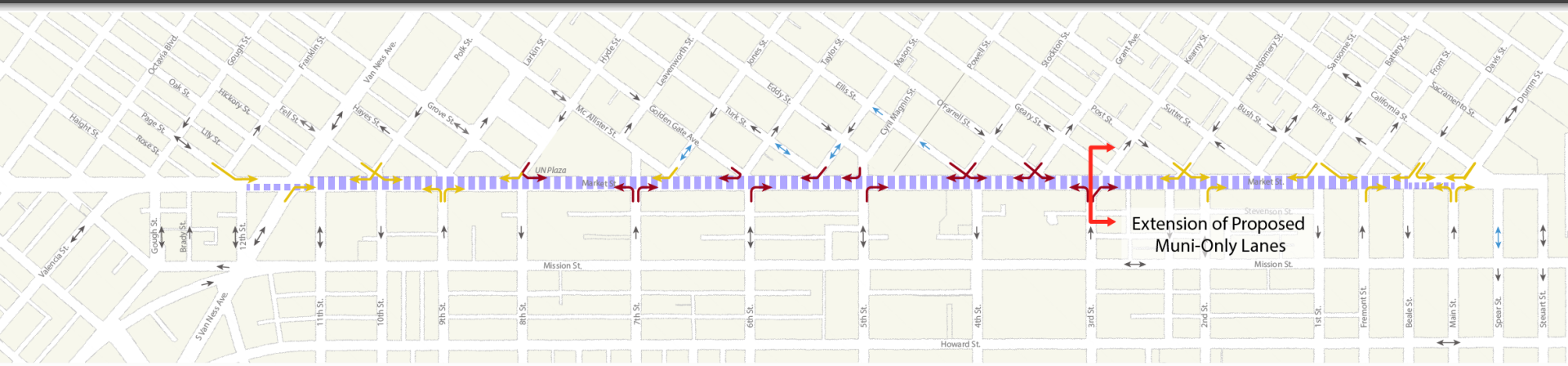


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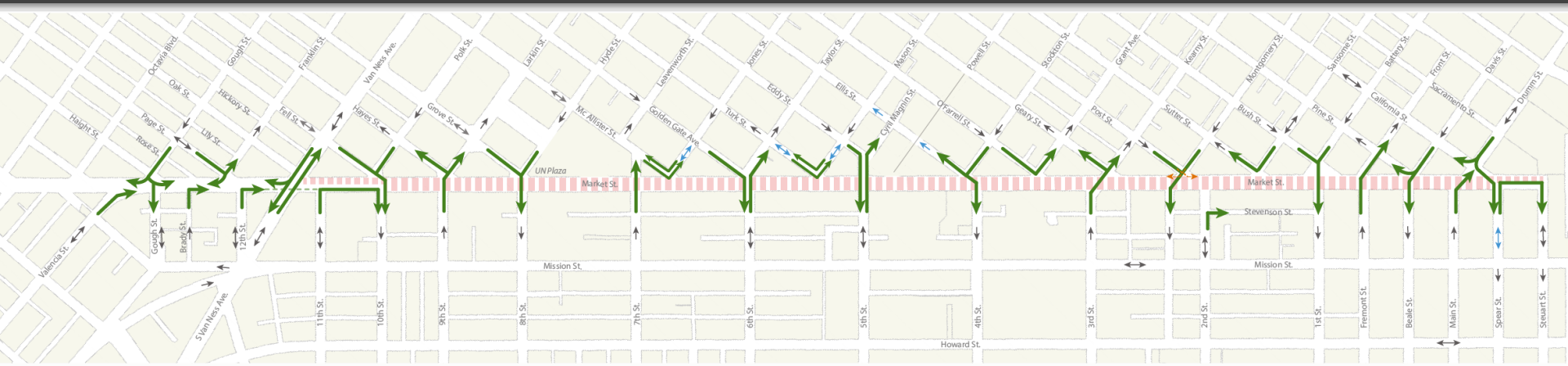


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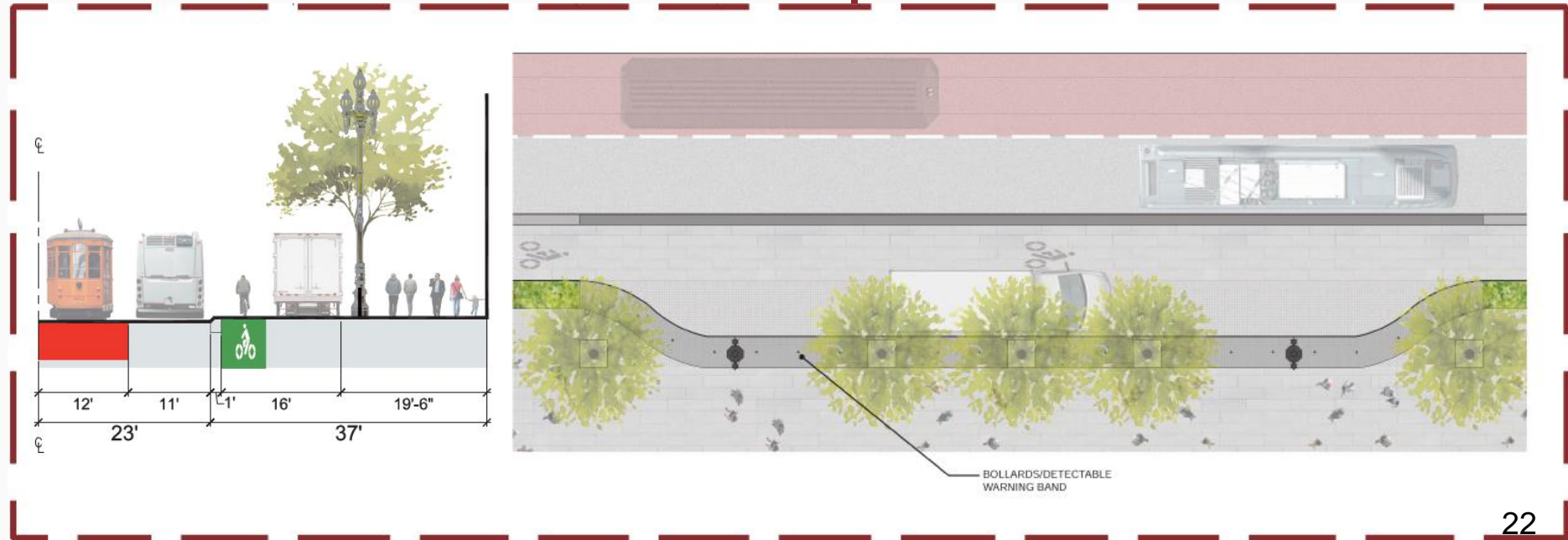
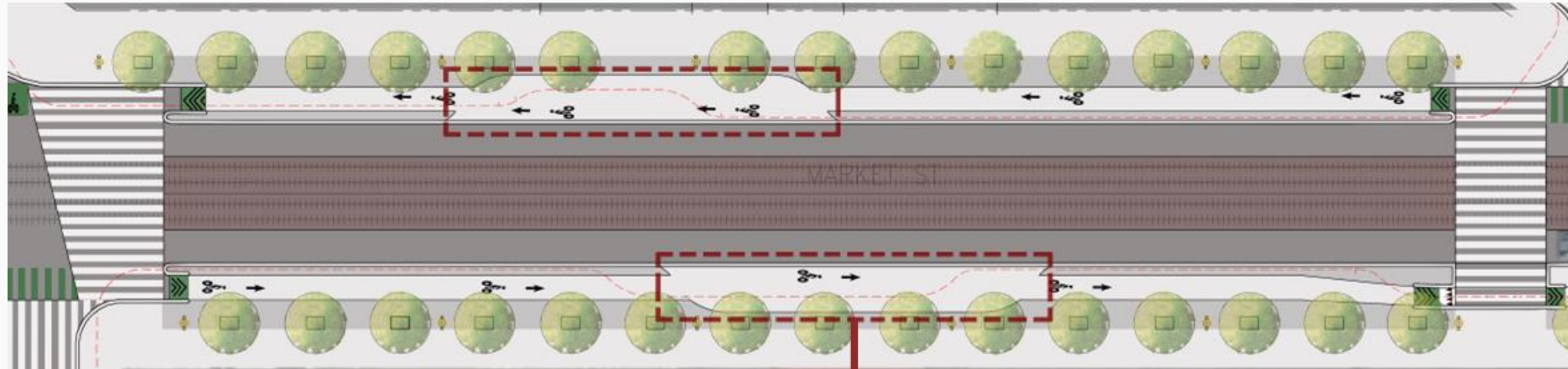


Loading on Market Street Today

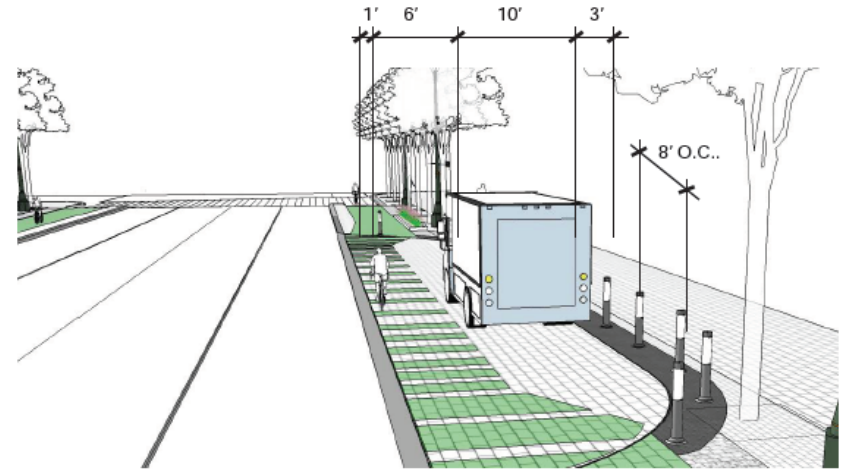
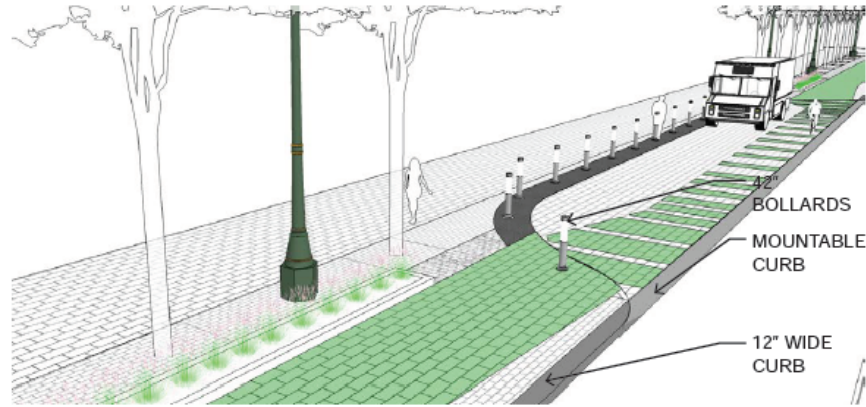


- Frequent Paratransit and commercial loading in existing loading bays and curbside lane
- Conflicts with transit and bikes

Loading Strategy – Flex Zones



Loading Strategy – Flex Zones



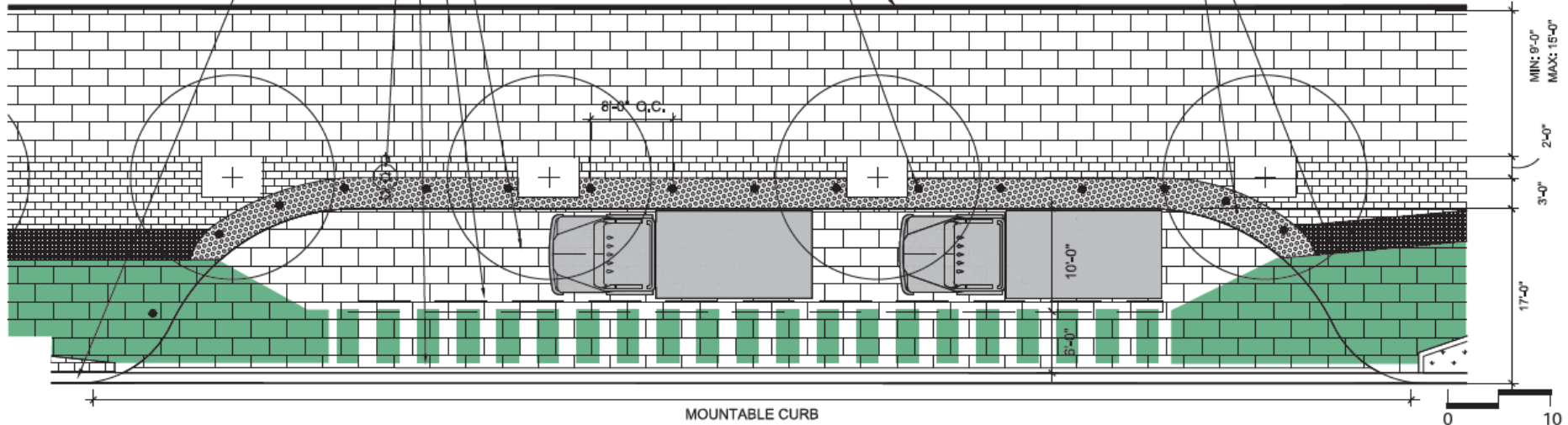
AXON VIEW

FLEX ZONE
 LIMIT OF BIKE LANE: NON - PEAK
 12" MOUNTABLE CURB
 PATH OF GOLD
 12" CURB

FACE OF BUILDING / LIMIT
 OF WORK
 42" BOLLARDS

SIDEWALK SEPARATION
 TREATMENT
 TRUNCATED DOMES

NOTE:
 PAVING MATERIAL,
 SIZE, COLOR, &
 PATTERN ARE TO
 BE DETERMINED



MOUNTABLE CURB

MIN: 9'-0"
 MAX: 15'-0"
 2'-0"
 3'-0"
 17'-0"
 0 10
 SCALE 1" = 10'-0"

Boarding Islands

- Existing islands:
 - Width as narrow as 5'. Currently only half are ADA accessible.
 - Cannot load two 60' buses simultaneously
- New 9'-wide islands to provide ADA wheelchair access
- Proposed Inbound stops would fit up to 3 articulated buses simultaneously
- Outbound designed for 1-2 buses



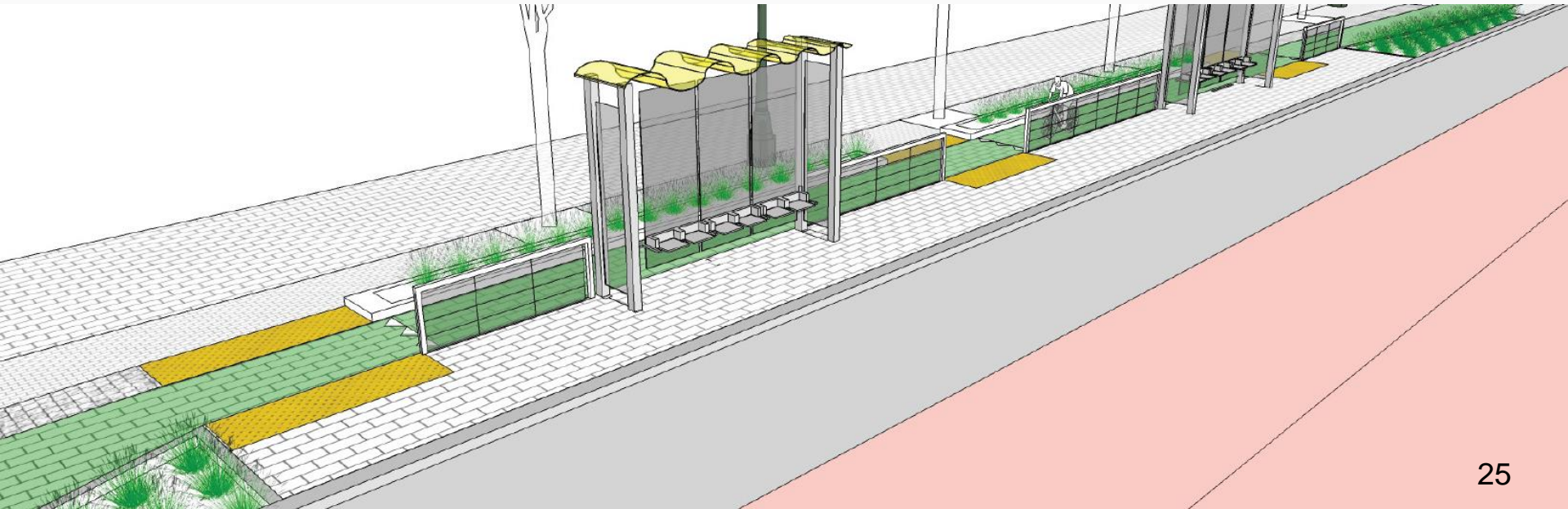
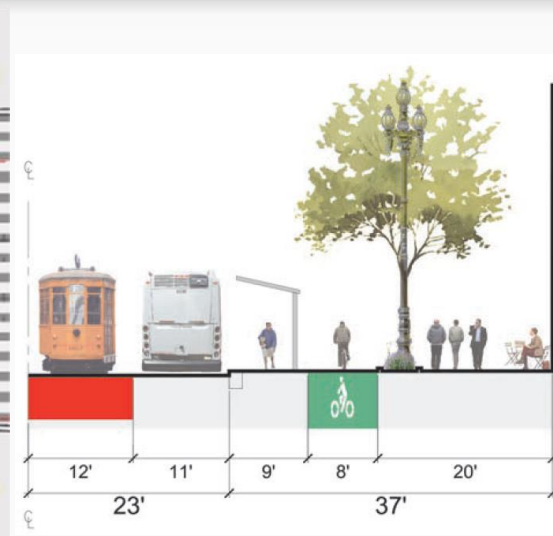
Existing boarding area

1 40' or 60' bus - 570 sq ft (avg)

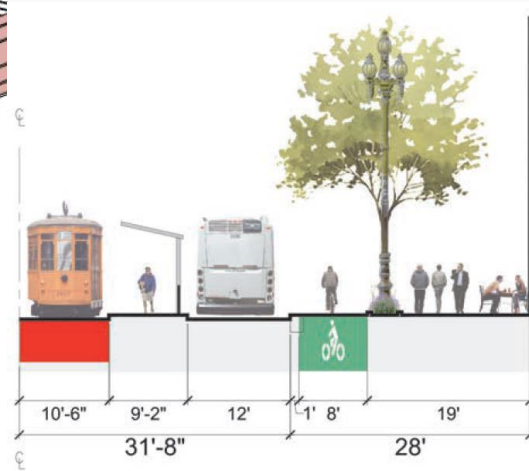
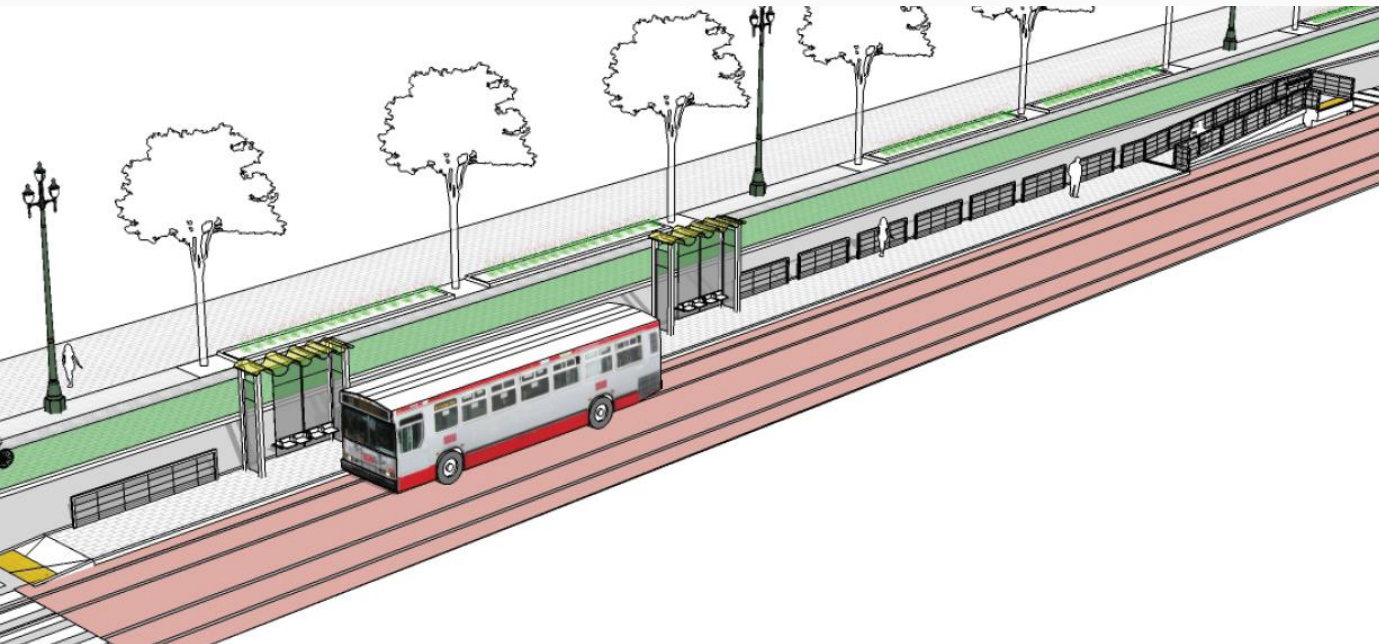
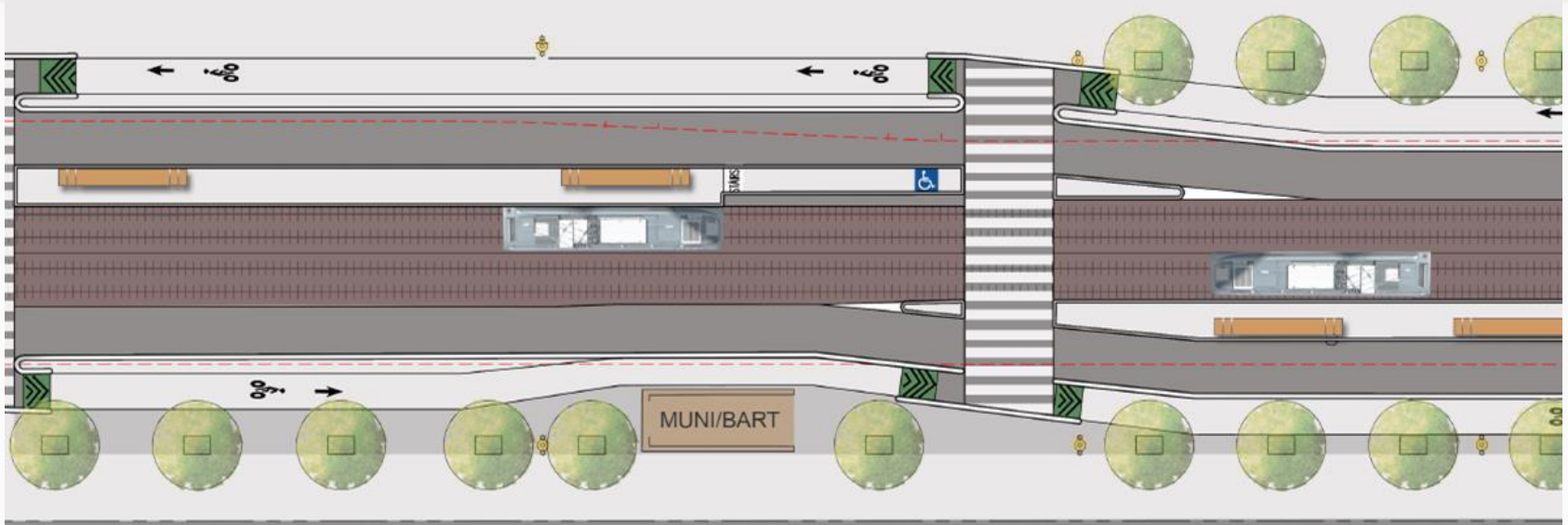
Future boarding area

3 40' or 2 60' bus - 1130 sq ft (avg)

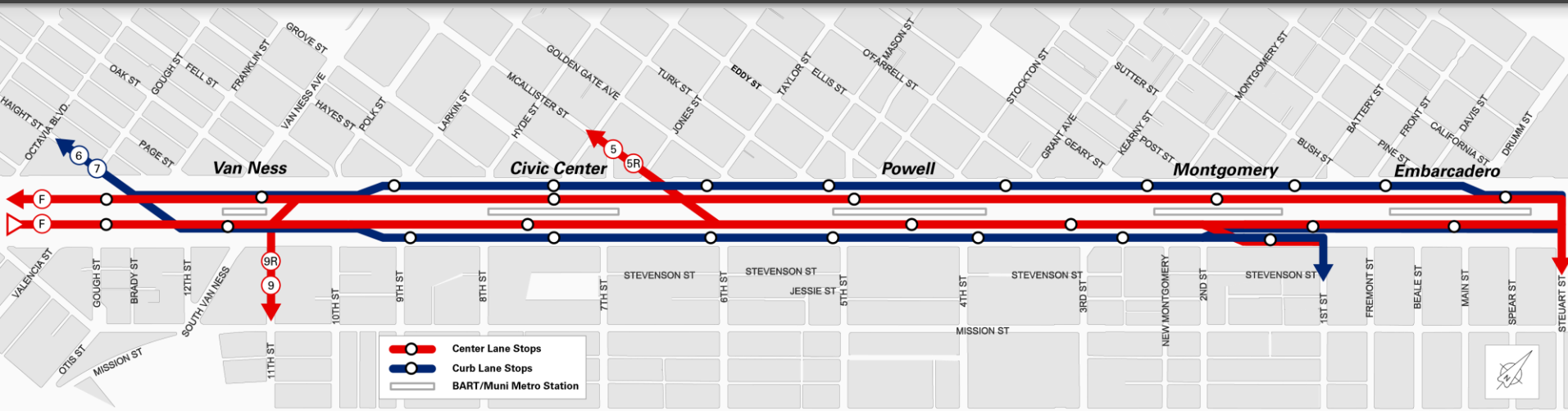
Curbside Boarding Islands



Center Boarding Islands



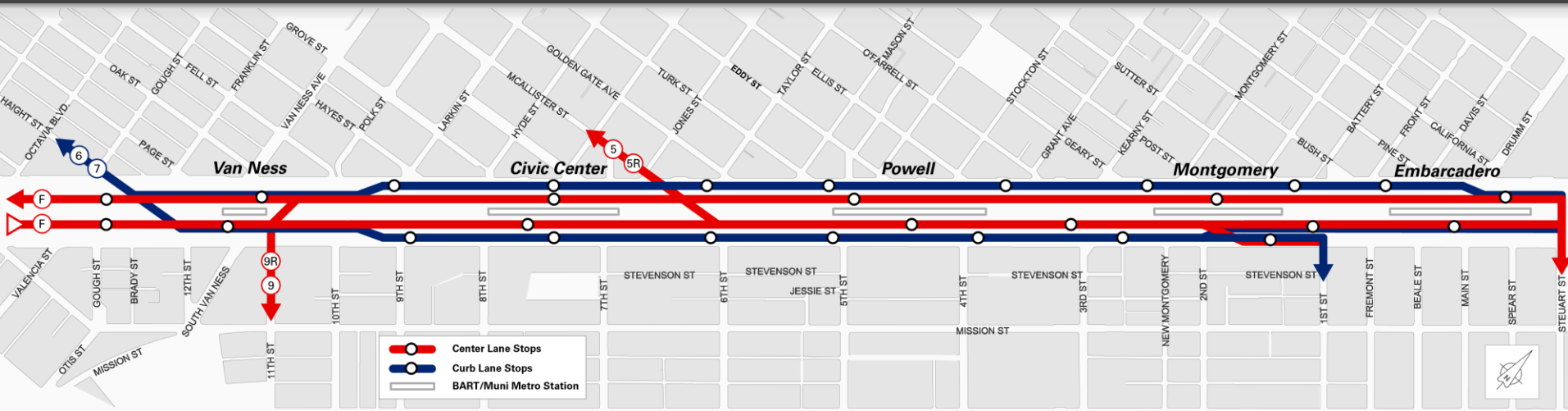
Proposed Muni Service Plan



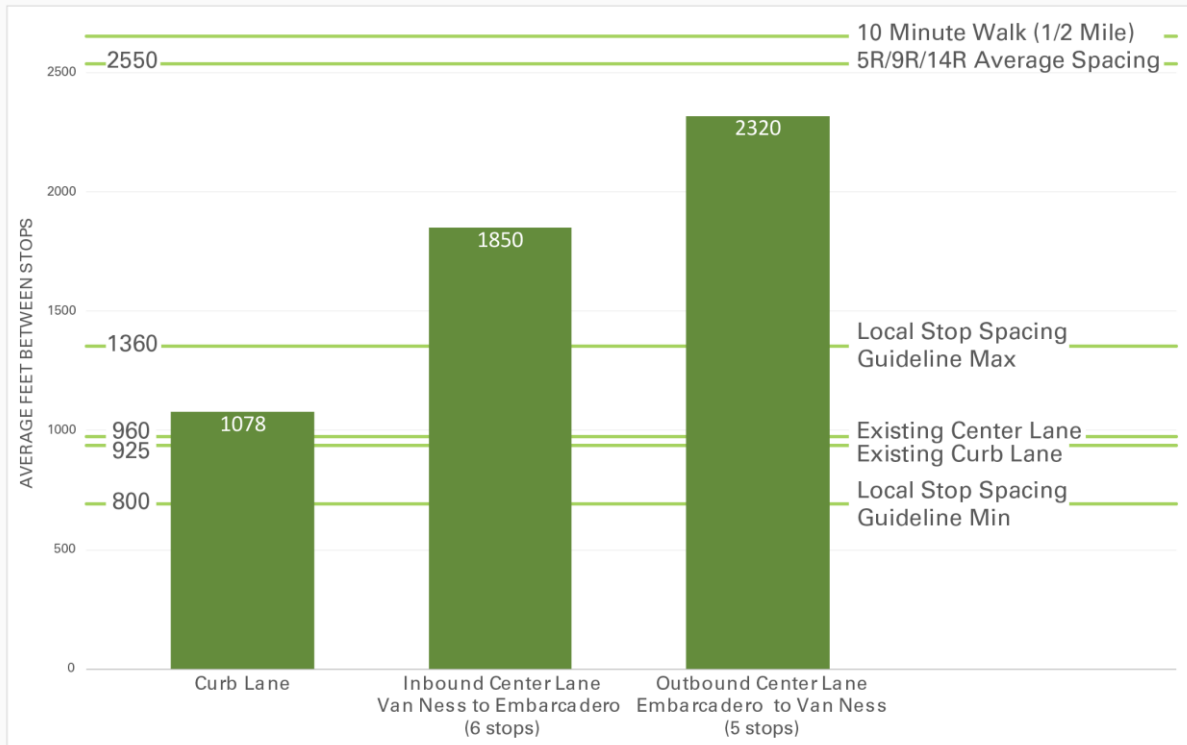
Center Lane	Curb Lane
<div style="display: flex; justify-content: space-around;"> 9 9R </div>	<div style="display: flex; justify-content: space-around;"> 6 7 </div>
<div style="display: flex; justify-content: space-around;"> 5 5R </div>	<div style="display: flex; justify-content: space-around;"> 21 31 </div>
<div style="display: flex; justify-content: space-around;"> F </div>	<div style="display: flex; justify-content: space-around;"> 38 38R </div>
	<div style="display: flex; justify-content: space-around;"> 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

Proposed Muni Service Plan



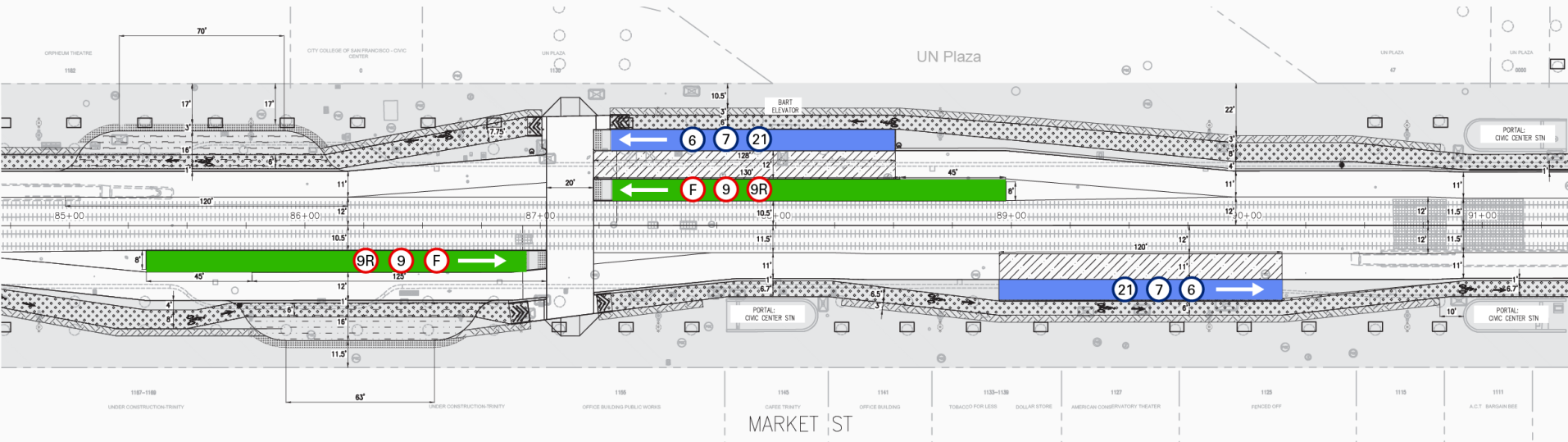
Center Lane	Curb Lane
9, 9R	6, 7
5, 5R	21, 31
F	38, 38R
	2



Combined Headways - Transfers between Center and Curb Lane



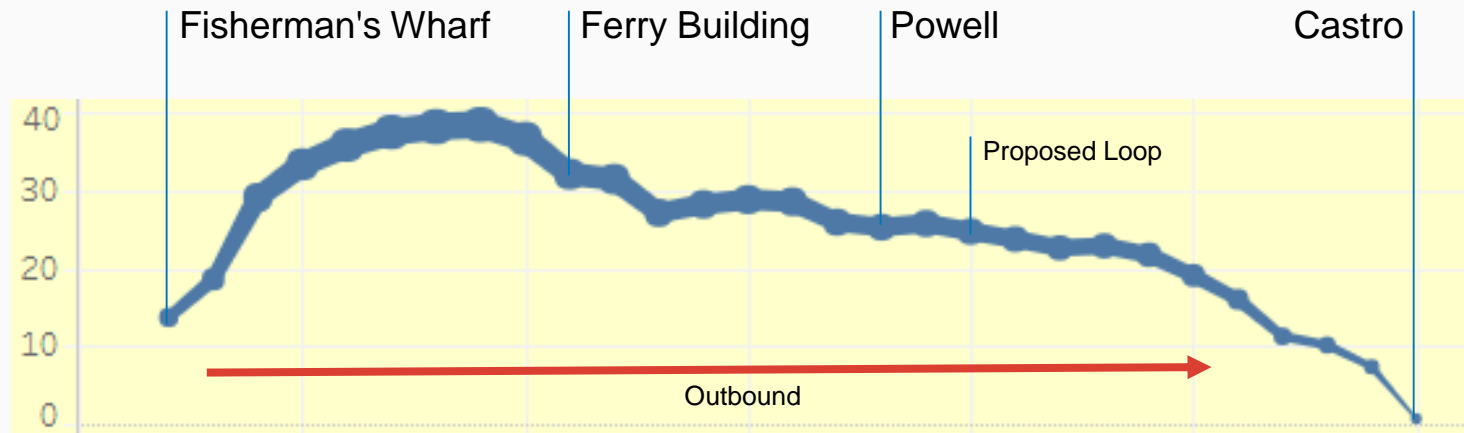
Civic Center Detail



	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

F Market Historic Streetcar

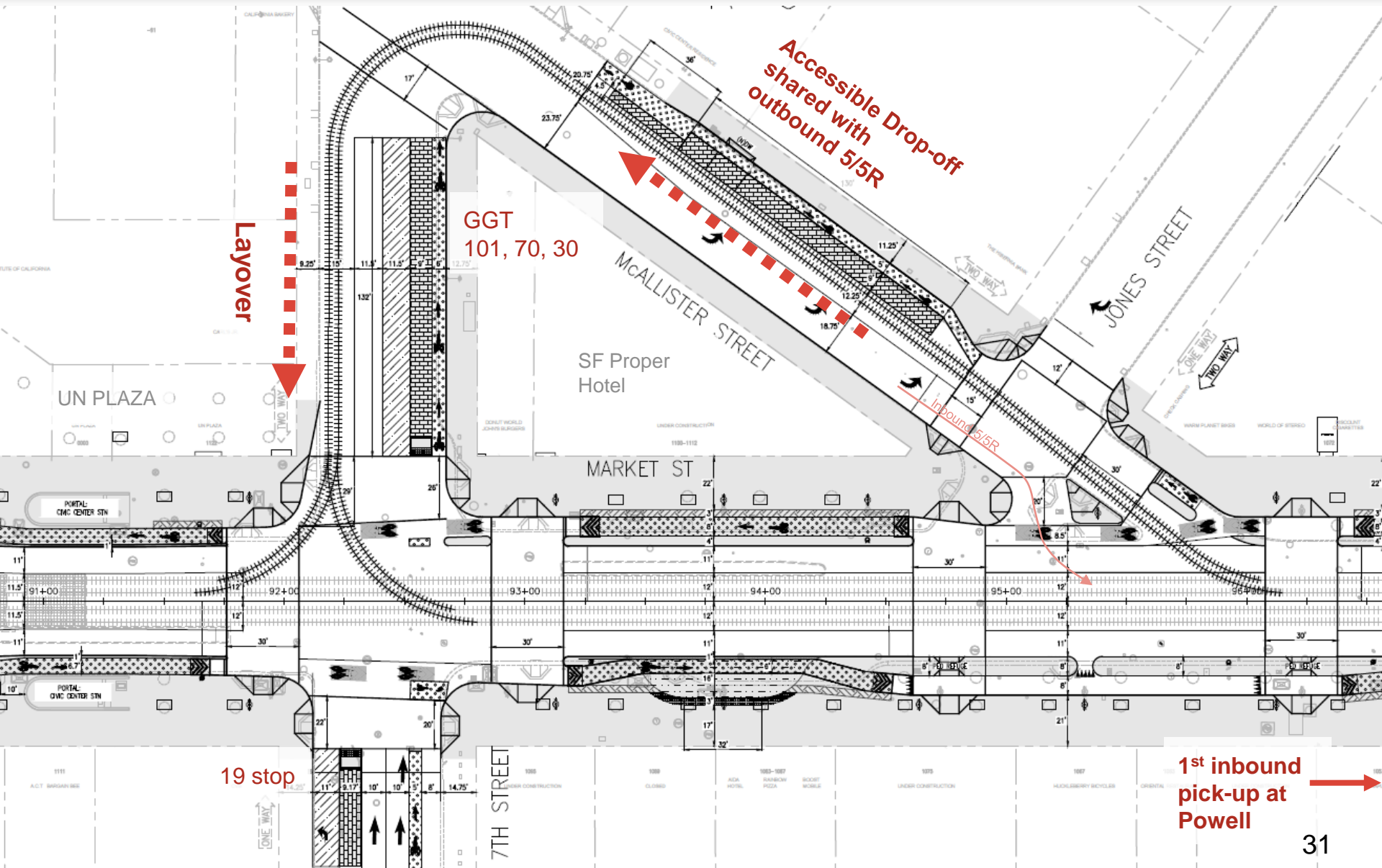


Better Market Street proposes to construct a new F Market Loop on McAllister and Charles J Brenham

- Enables short-turns to allow for **additional daytime service** between Powell & Fisherman's Wharf, where ridership is highest
- Improves transit flexibility and reliability



Proposed F Market Loop



19 stop

1st inbound pick-up at Powell 

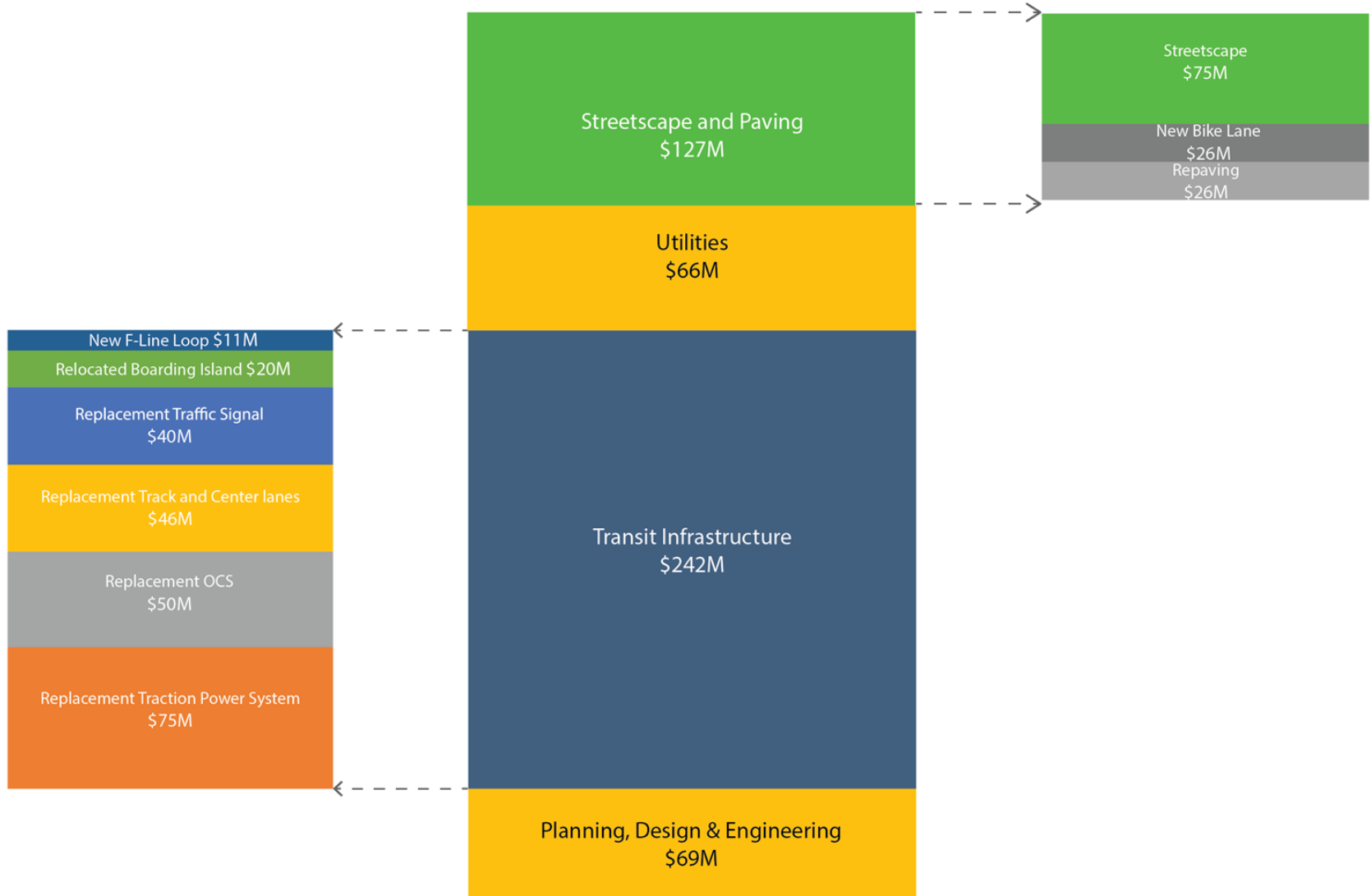
State of Good Repair Elements



- Signals, traction power, rail, Overhead Catenary System, pavement, brick sidewalks, streetlights and underground utilities



Project Cost



\$504M Cost Estimate

Potential Funding Sources



- Prop A GO Bond (*committed*)
- Development Impact Fees (*committed*)
- Prop K Sales Tax
- SFMTA CIP
- SFPUC Capital Funds
- SF Public Works Capital Funds
- OBAG 2 (*committed*) and OBAG 3
- Regional Measure 3
- State SB1
- Federal FTA Fixed Guideway State of Good Repair Funds
- Federal Capital Investment Grants Program & TIGER
- Other/TBD

Schedule



Outreach Plan for the Env. Review Phase



**Summer 2017-
Spring 2018**

Phase 1:
Seek input on
new project
design

**Summer 2018-
Fall 2018**

Phase 2:
Report back
on what we
heard

**Late 2018-
Early 2019**

Phase 3:
Release of
Draft
environmental
document

Mid 2019

Phase 4:
Release of
Final
environmental
document

Key outreach strategies:

- Comprehensive stakeholder briefings to organizations throughout corridor
- Transit rider survey via textizen
- Door-to-door merchant loading survey
- Open house series during each of Phases 1-3
- Pocket OWL Mobile Virtual Reality
- Monthly email updates

Next Steps



- Environmental Review
- Conceptual Engineering Report
- Outreach
 - Loading and Transit Rider Surveys ongoing
 - Community meetings on 3/10/18 and 3/14/18

