








Better Market Street

Public workshops
July 17th and 20th, 2013




Welcome

City Agencies

 SAN FRANCISCO PLANNING DEPARTMENT Planning Department	 Department of Public Works	 SAN FRANCISCO Mayor's Office of Workforce and Economic Development	 San Francisco County Transportation Authority	 SFMTA Municipal Transportation Agency
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Consultant Team

Design Team Gehl Architects - Design Team and Project Lead Perkins + Will - Project Management CMG Landscape Architects - Streetscape Design	Transportation Team Paris Associates - Transportation Planning Nelson\Nygaard - Transit Planning Fehr & Peers - Bicycle and Vehicular Planning	Specialists CirclePoint - Community Outreach Kate Keating Associates - Wayfinding CHS Consulting Group - Transit Planning Urban Design Consulting Engineers - Civil Engineering Environmental Science Associates (ESA) - Environmental Planning
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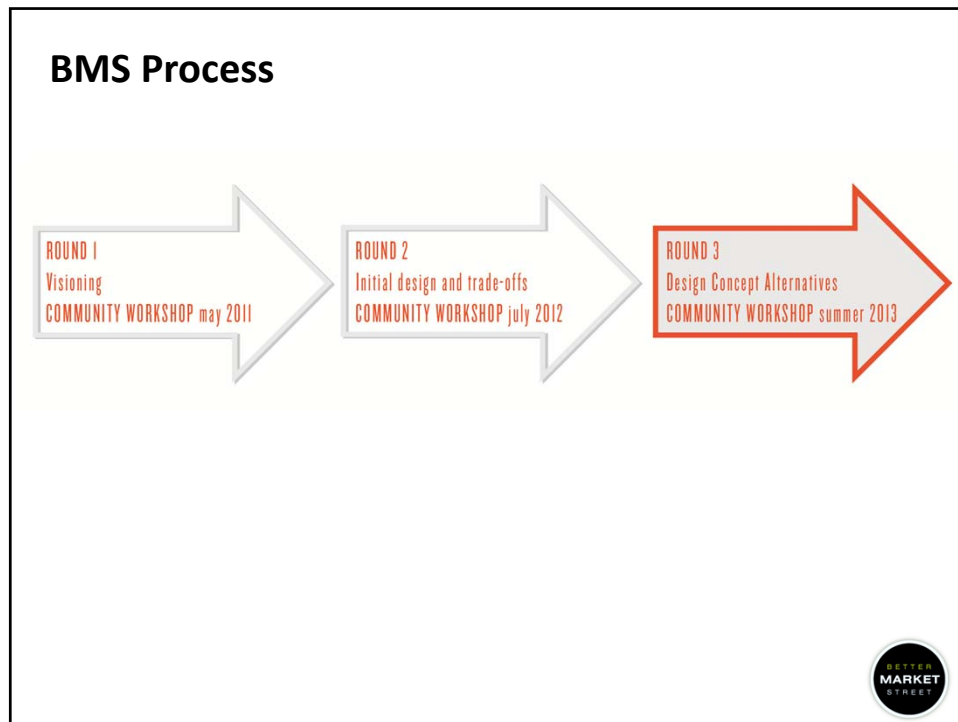
Saturday Morning Workshop at Main Library

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|----------------------|---|
| 10:00– 10:15 | Open House <ul style="list-style-type: none">• Sign-in and collect workshop handouts |
| 10:15 – 11:00 | Presentation <ul style="list-style-type: none">• Welcome and Introductions• Better Market Street project |
| 11:00 - 12:20 | Exhibit Stations Review and Comments <ul style="list-style-type: none">• View exhibits and speak with project team members• Listen for the announcement to move on to the next station (every 10 minutes)• Provide your feedback on the survey & drop in the box |
| 12:20 - 12:30 | Meeting Close <ul style="list-style-type: none">• Next steps |



BMS Process





Better Market Street

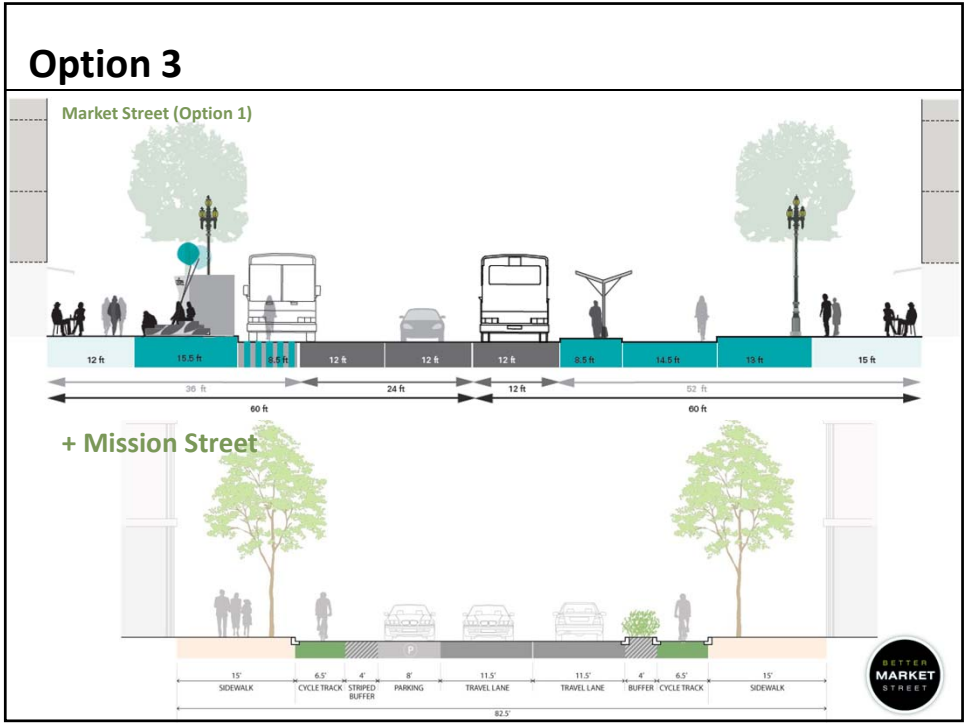
- City presenting 3 options at public workshops (Wed 7/17 and Sat 7/20)
- Starting multi-year environmental review process
- All options will increase transit inclusiveness and efficiency:
 - All F-line stop will have “mini-high” ramps (i.e. more stops than current)
 - Wider and longer transit boarding islands (8’ wide instead of 5’ wide)
 - ADA accessible curb and access ramps
 - Updated transit shelters
 - Relocating Curbside Loading Zones to put them next to BART and MUNI Metro elevators wherever possible
- Options look at different balances between bicycle facilities and streetlife zones – and Option 3 would move buses off of Mission onto Market in order to create space for a bike lane with a buffer (8-80 access).
- Auto restrictions would always exempt taxi, disabled access and paratransit.
- City is still studying improved paint / tactile features at crosswalk crossings
- Market Street cycletrack is at a different grade from the sidewalk (2-inch drop). Mission Street cycletrack is at roadway grade (re: concerns about cyclists riding onto the sidewalk and/or low-vision not having a tactile indicator)

Option 1



Option 2





Option 3

