



# Better Market Street

## Community Advisory Committee Meeting 7/31/17



# Market Street today is the...

## City's busiest pedestrian street

- Almost half a million people walk on Market every day.
- Market is a high-injury corridor with the highest per-mile average collision rate of all of our streets.





# Market Street today is the...

**City's busiest pedestrian street**

**City's busiest bicycle thoroughfare**

- Percentage of people commuting by bicycle in San Francisco has doubled since 2006 – up to 4.4% as of 2015 – and Market carries thousands of daily riders.
- Market is a high-injury corridor with heavy bus traffic and the streetcar tracks.





# Market Street today is the...

City's busiest pedestrian street

City's busiest bicycle thoroughfare

City's busiest transit corridor

- Currently there are more than 100 Muni buses and streetcars during the peak hour with planned Muni Forward service increases bringing it to 125 Muni vehicles in the peak hour.
- 14 surface transit lines converge on Market Street carrying 11% of Muni's daily riders.



# Market Street today is the...

**City's busiest pedestrian street**

**City's busiest bicycle thoroughfare**

**City's busiest transit corridor**

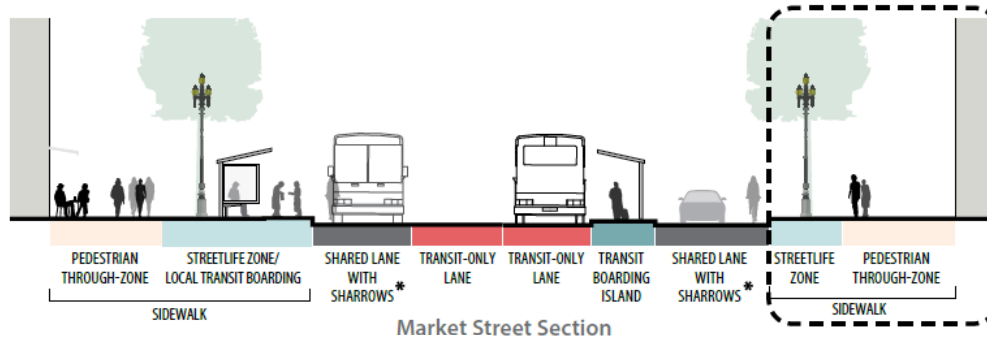
**City's premier cultural, civic and commercial boulevard**

- Transit stops, curb ramps and brick paving do not meet current ADA standards

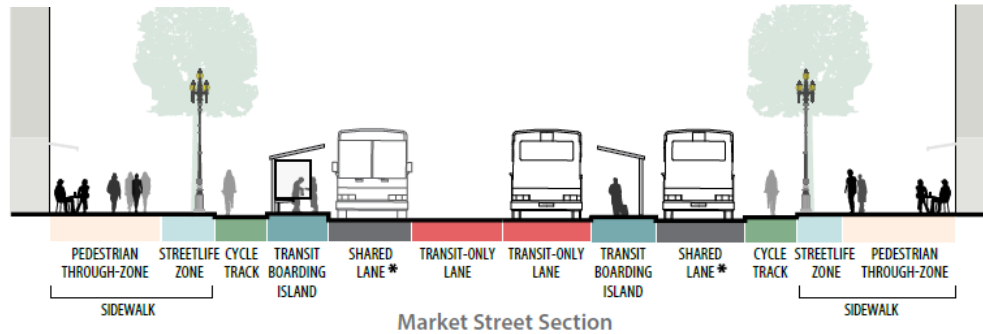


# Earlier Version of Better Market Street Project: Three Design Options

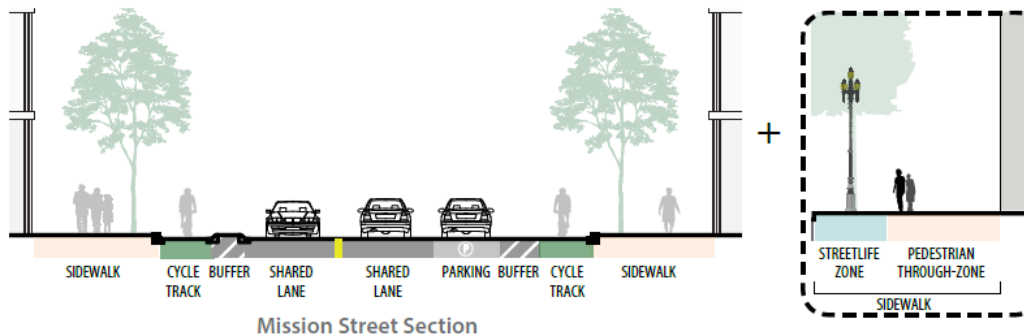
Market Street Design Option A



Market Street Design Option B



Mission Street Alternative





# Market Street Cycle Track Pilot



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

# **Better Market Street is...**

**City's busiest pedestrian street**

**City's busiest bicycle thoroughfare**

**City's busiest transit corridor**

**City's premier cultural, civic and commercial boulevard**

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

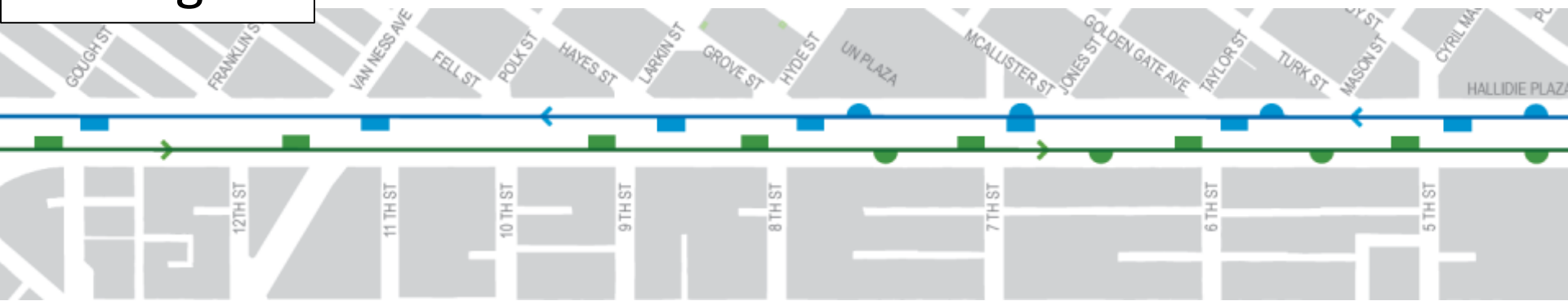
# Better Market Street will be...

**Transit First** - Significant improvements to surface transit service and reliability on the most important transit corridor of our Transit First City.

- Rapids in center lanes; locals in curbside lanes
- Daily riders of the buses and streetcars on Market Street will experience trips that are noticeably faster.
- Improved performance on Market Street will allow service increases along major transit corridors throughout the City including the 38 Geary, 5 Fulton, 7 Haight, 9 San Bruno and F Market to both Castro and Wharves.

# Transit Stop Spacing Octavia to 5<sup>th</sup> St.





Existing



Proposed

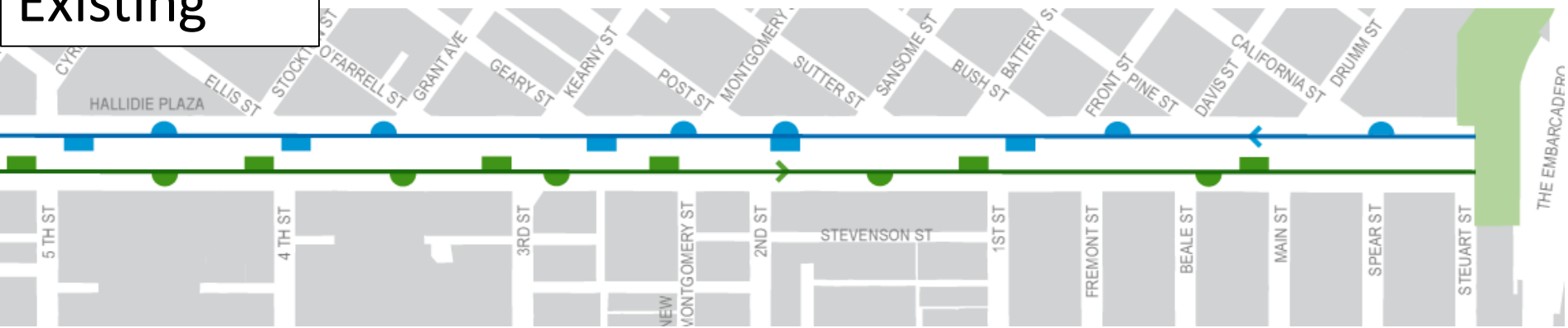


**DRAFT**

-  CURB
-  CURB (SHARED LANE VARIANT)
-  ISLAND (RAPID)
-  ISLAND (LOCAL)

# Transit Stop Spacing 5<sup>th</sup> St. to Embarcadero





Existing



Proposed



**DRAFT**

-  CURB
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# Doubling Transit Stop Capacity

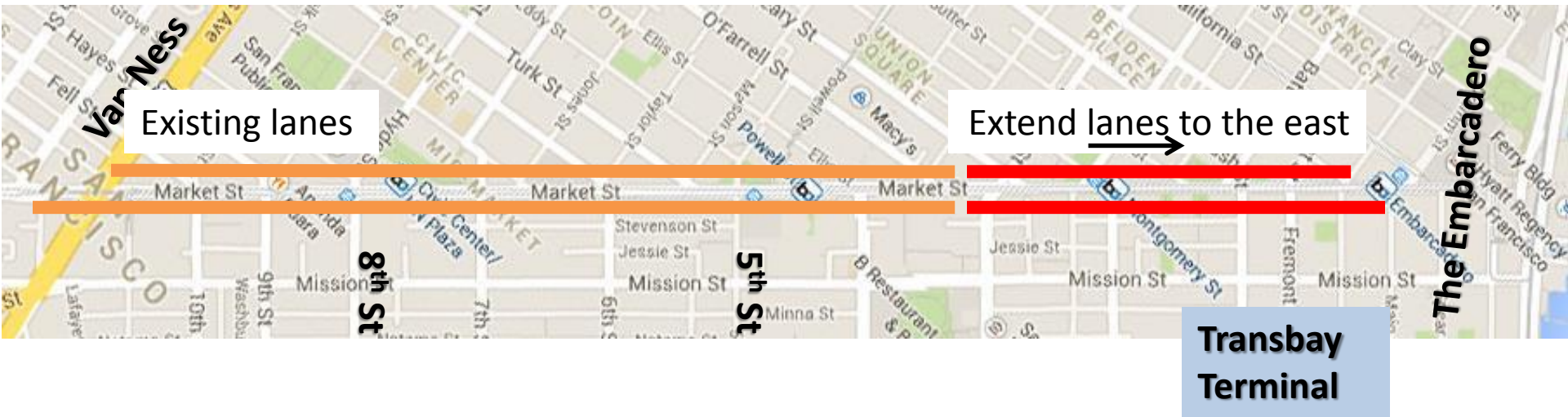
- Longer islands for more buses
  - Existing islands cannot load two 60' buses simultaneously.
  - Inbound stops would fit up to 3 articulated buses simultaneously. Outbound designed for 1-2 buses.
- Wider stops = better experience
  - Existing stops as narrow as 5'. New 9' wide islands to provide ADA wheelchair access. Currently only half are ADA accessible.



**Existing boarding area**  
Average 570 sq ft

**Future boarding area**  
Average 1130 sq ft

# Extend & Colorize Transit Only Lanes

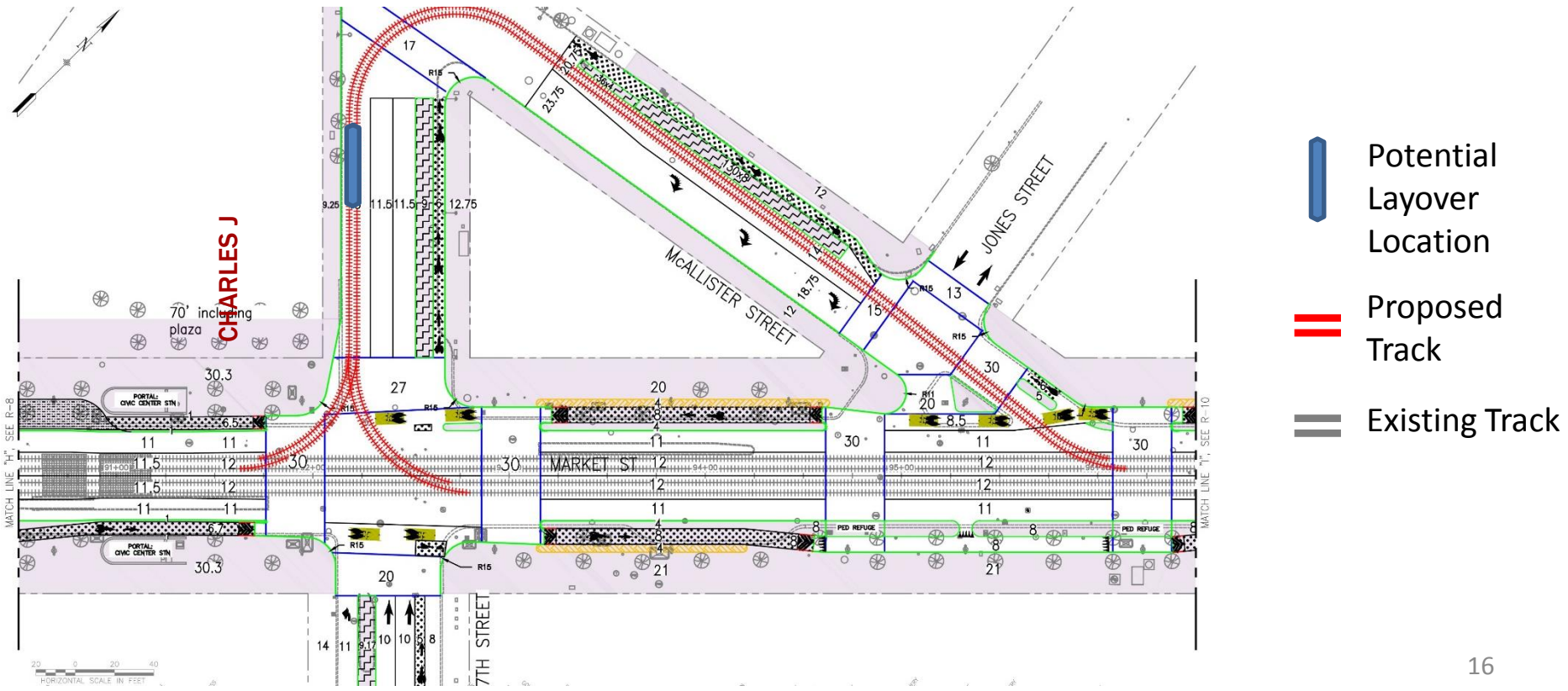


- Adding red treatment improves transit only lane visibility and self-enforcement
- Extending the transit only lanes will prioritize the Rapid service and improve safety through reduced lane changes
- Prohibiting taxis from center lane will prevent island blockages



# F Market Capacity Improvement

Proposed turn-back loop allows for increased F service between Powell & Fisherman's Wharf





# Better Market Street will be...

**Safe and Comfortable** – Full reconstruction of Market Street will implement Vision Zero strategies to protect people on foot, using mobility devices, and on bicycles.

- Private vehicular restrictions from Van Ness Avenue to Drumm Street in order to reduce conflicts and collisions
- Simplifying north-side intersections, eliminating two-stage crossings and “pork-chop” islands, and adding bulb-outs throughout to create shorter and safer crossings
- Improved signage, markings and signals – including pedestrian countdowns, audio pedestrian signals and bicycle signals

# Private Vehicle Restrictions

- Proposed vehicle restrictions stem from project goals, and will:
  - 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



# Proposed Western Vehicle Restrictions

(Private vehicles only; buses, taxis, bicycle, trucks, paratransit exempt)

**DRAFT**



EXISTING:	PROPOSED:
One-Way Street	Allowed Traffic Movement
Existing Required Turn	New One-Way
Existing Movement Proposed to Be Restricted	Two-Way Conversion
	New Required Turn

# Proposed Eastern Vehicle Restrictions

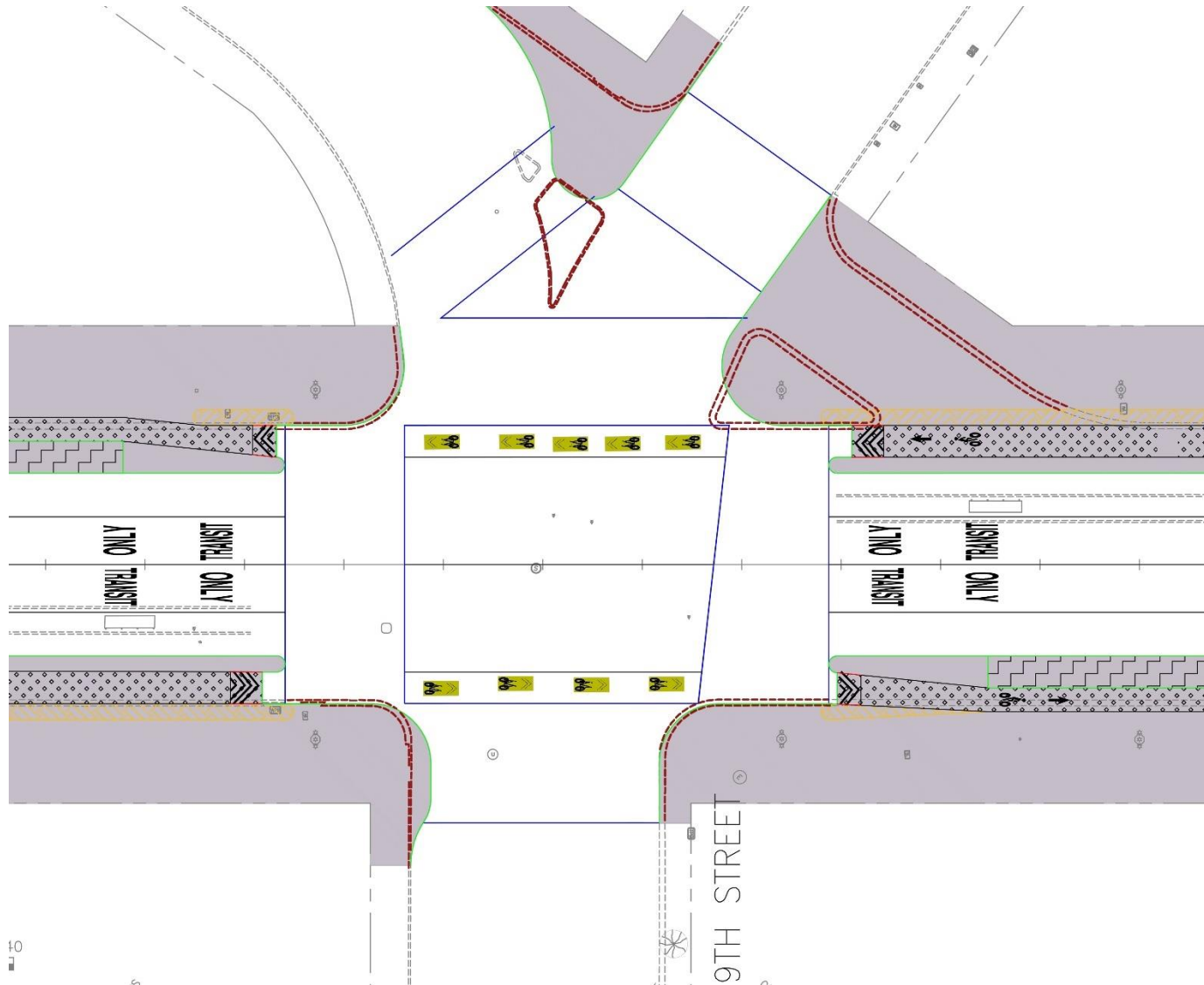
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EXISTING:	PROPOSED:
One-Way Street	Allowed Traffic Movement
Existing Required Turn	New One-Way
Existing Movement Proposed to Be Restricted	Two-Way Conversion
	New Required Turn

# Intersection Redesign Throughout

Larkin and Hayes streets “Pork Chop” removal, Market to Hayes streets slip lane removal and 9<sup>th</sup> Street bulb-out to create with shorter safer crossings



# Better Market Street will be...

**Universally Accessible** – With enhanced accessibility for all transit stops, sidewalks and street crossings

- Wider boarding islands with ramps to support ADA access to all surface transit
- New concrete pavers to replace bricks and bring sidewalk paving up to current standards for joints and slip-resistance
- New curb ramps to bring sidewalk up to current ADA accessibility standards
- Paratransit and taxi access to Market Street with loading bays where possible so that people who need to be dropped off close to their destinations are able to access Market Street.

# Better Market Street will be...

**Ready for the Future** – Revamped and revived with almost \$400 million in critical State of Good Repair investments

- Replacing aging Public Utilities Commission infrastructure including sewers, water mains and *Path of Gold* street lights
- Replacing aging transit infrastructure including tracks, traffic signals, overhead wires for the electric trolley buses and streetcars, as well as the power stations and distribution systems for both the Market Street Muni Metro and surface transit.

**Much of the investment on Market Street is not optional, but is necessary to sustain and support San Francisco over the next few decades.**

We also have the unique opportunity to make a Better Market Street that is...

**Elegant** – Refreshed sidewalks, paving, trees, plantings, benches, lighting and other streetscape improvements that will make San Franciscans proud of our most important street



# Market Street



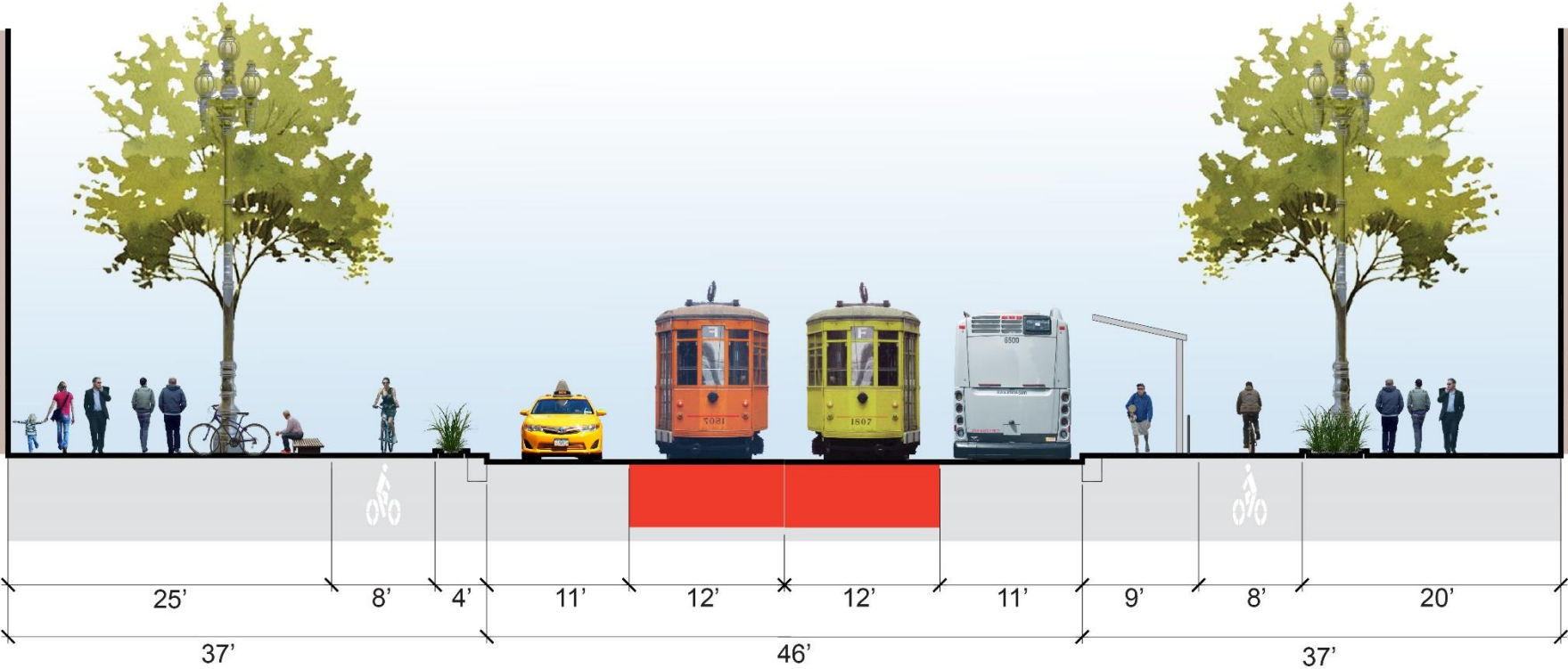
# Better Market Street



# Better Market Street



# Better Market Street



# Better Market Street



37' WIDE SIDEWALK // 15' PEDESTRIAN ZONE // 8'-10' FURNISHING ZONE // PROTECTED BIKE LANE

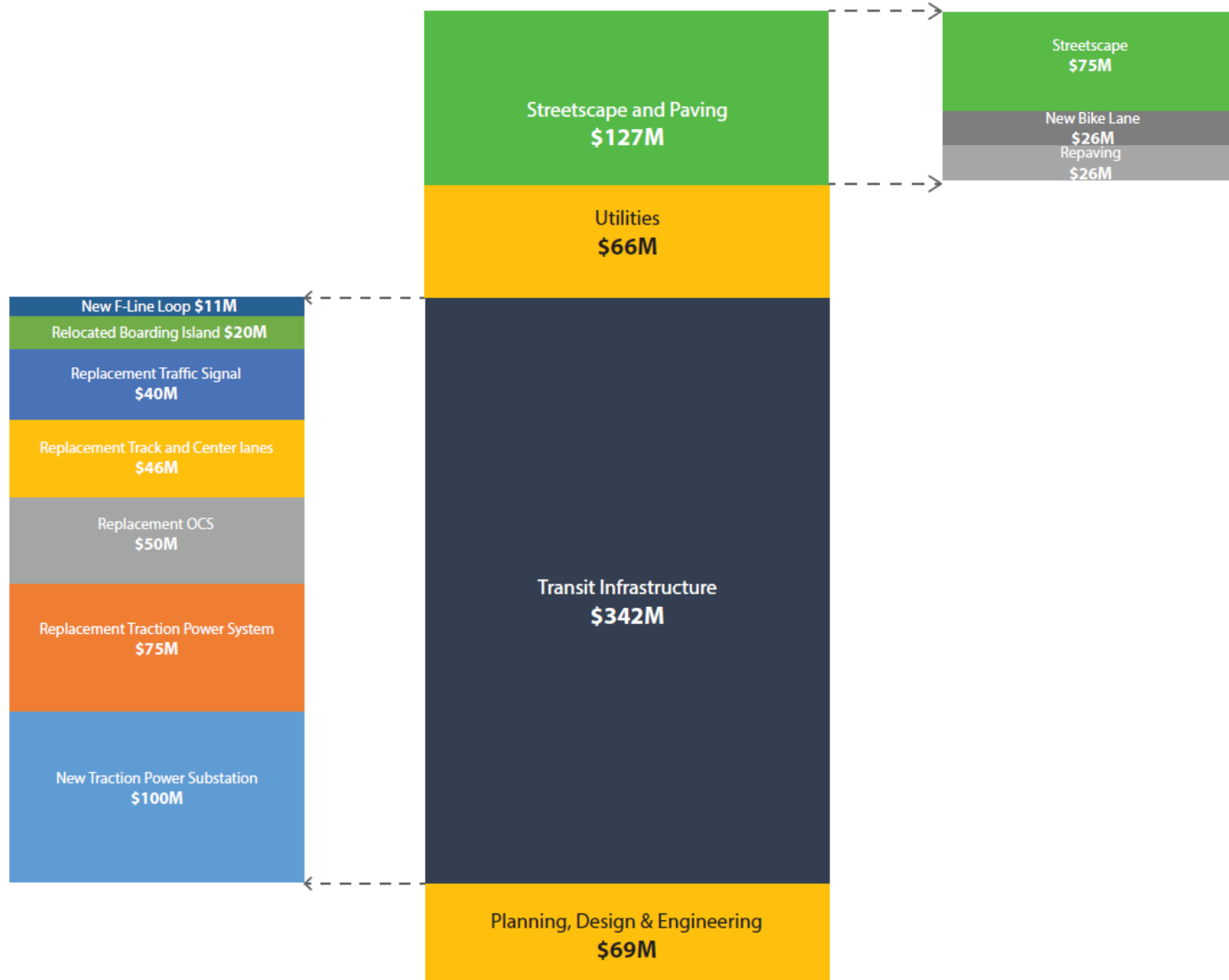
# Better Market Street

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:

- Improve Muni performance and reliability
- Bolster safety for all users
- Provide for universal accessibility
- Replace and update aging infrastructure
- Revitalize streetscape design for a 21<sup>st</sup>-century San Francisco

# Better Market Street is a \$604 million project



\$604M Cost Estimate

# One Street, Six Districts...

Embarcadero District  
Embarcadero – Fremont Street

Financial District  
Fremont Street – 3rd Street

Retail District  
3rd Street - 5th Street

Mid-Market  
5th Street - 7th Street

Civic Center District  
7th Street – Van Ness

Octavia  
Van Ness - Octavia





# Better Market Street Next Steps

- Proposed consensus design option achieves project objectives
- 10% construction drawings nearing completion
- Environmental Review: Ongoing, to be completed 2018
- Design and Engineering: Ongoing
  - Segment 1 to begin construction in late 2018/early 2019
  - Remaining segments to follow based on funding
- Next Step: Complete construction drawings for new design option
- Next Community Advisory Committee Meeting: Monday, 8/28 6pm