

Better Market Street



Market Octavia CAC Presentation

January 22, 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



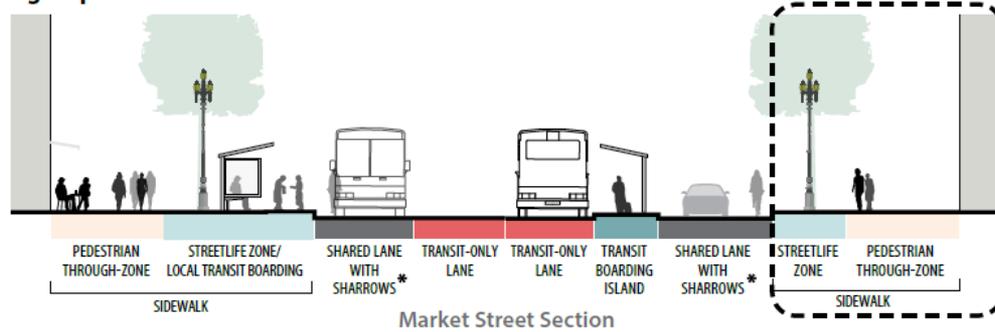
Better Market Street will deliver transformative transportation, streetscape and safety improvements along 2.2 miles of Market Street between Octavia Boulevard and The Embarcadero.

Better Market Street will:

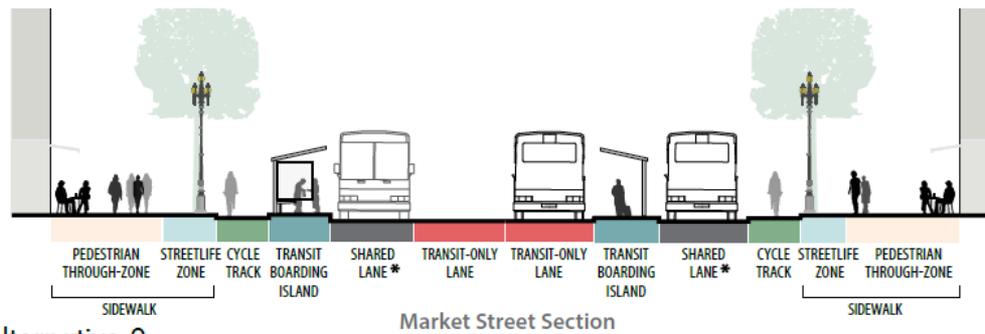
- Enhance safety for all users
- Improve Muni performance and reliability
- Replace and update aging infrastructure
- Revitalize streetscape design for a 21st-century San Francisco

Initial Design Options

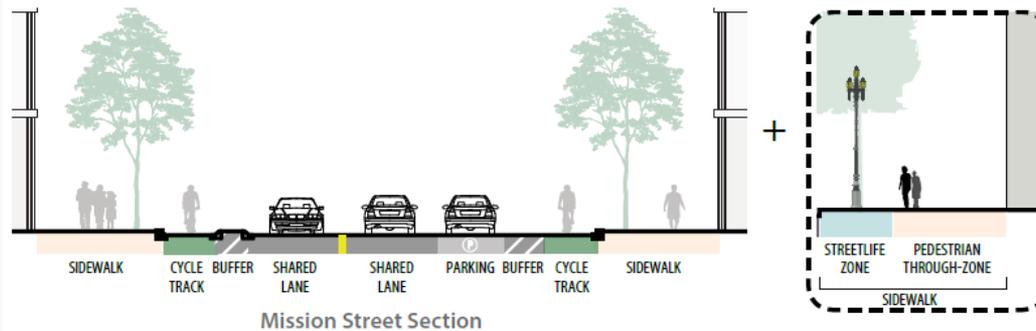
Design Option A



Design Option B



Alternative 2



Cycletrack Pilot – November 2015



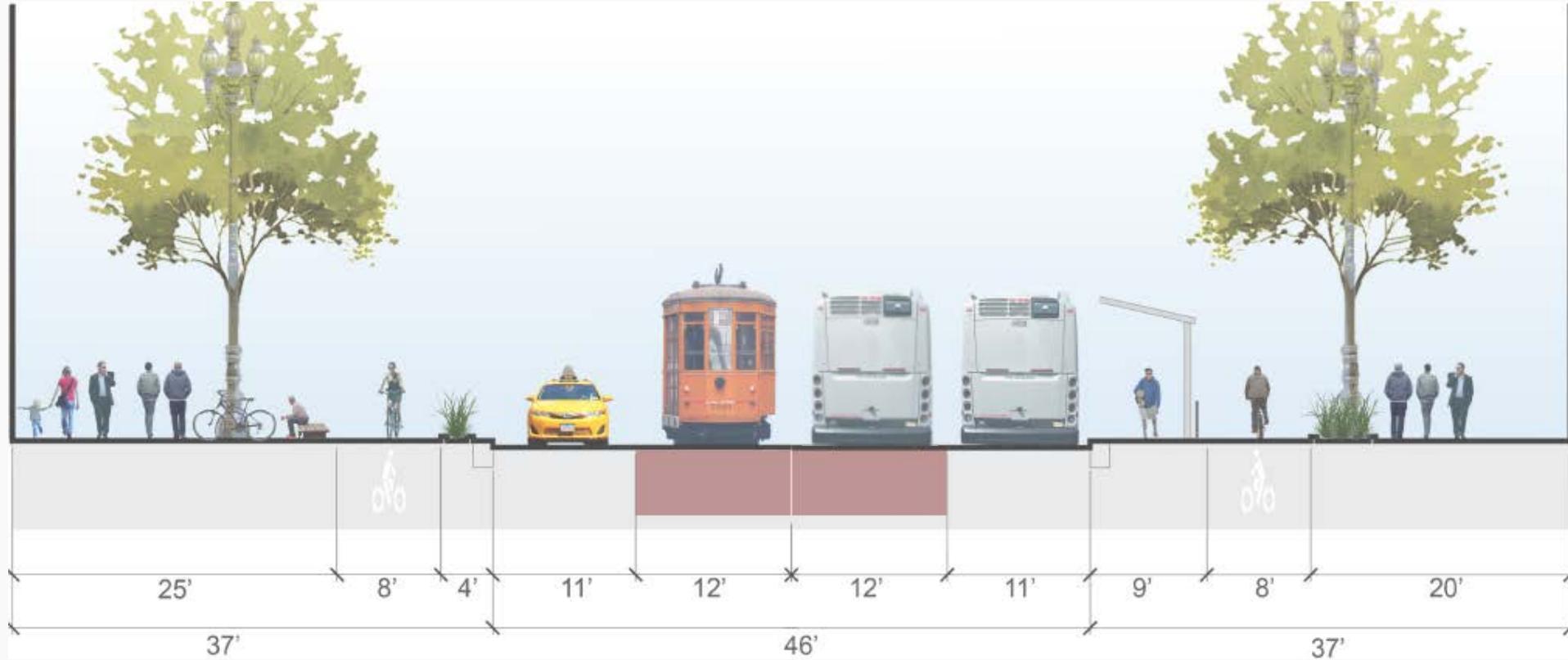
Piloted Better Market Street Design Option B on south side of Market Street between Gough and 12th streets.

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 – Sidewalk view



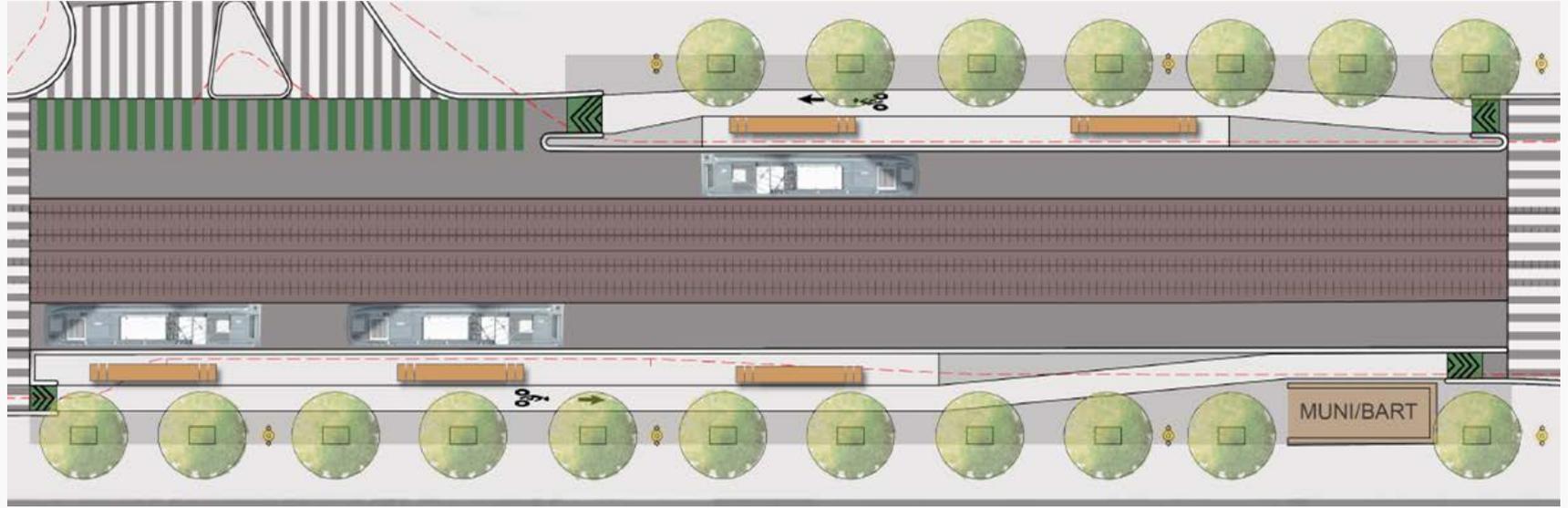
Market Street, future – Bikeway view



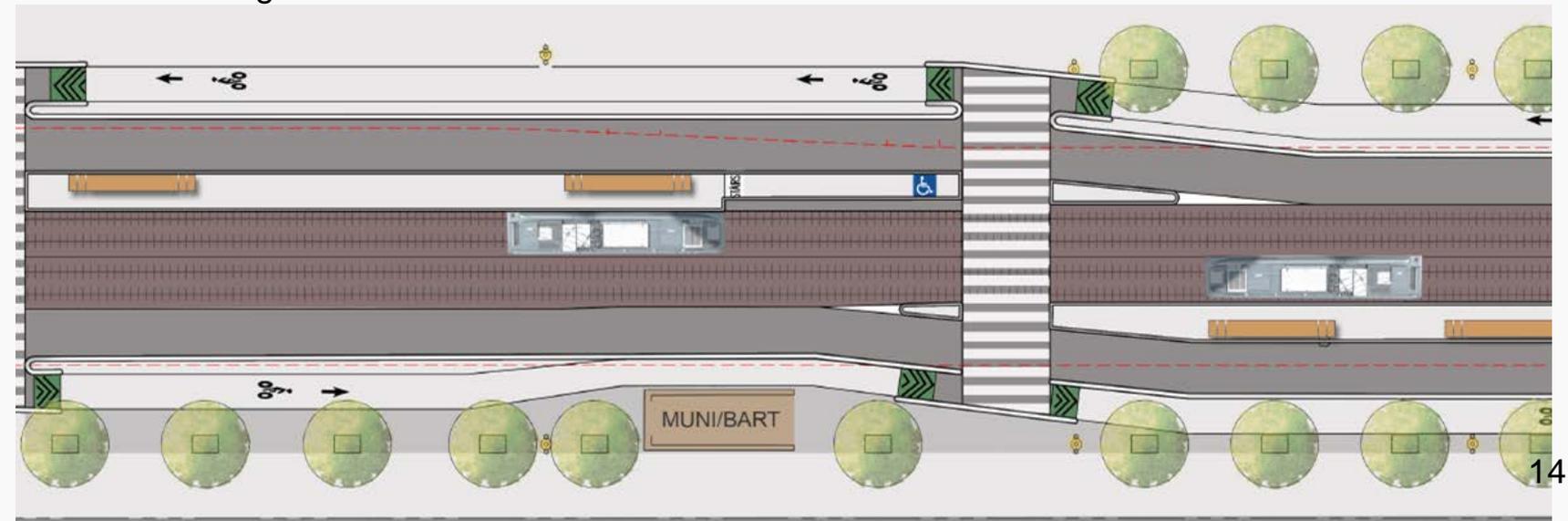
Market Street, future – Plan view



Curbside Boarding Islands



Center Boarding Islands



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 and Existing Private Vehicle Turn Restrictions on Market Street



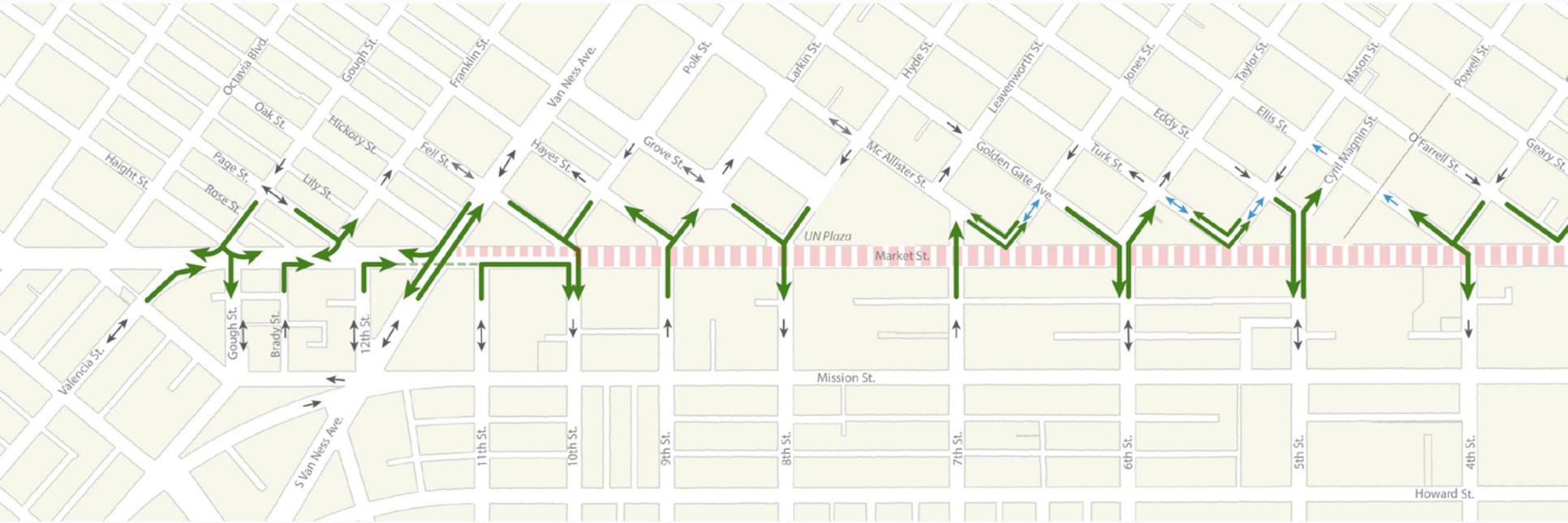
- New Proposed Better Market Street Turn Restrictions
- Existing Turn Restrictions
- Existing One-Way Street
- ↔ Existing Two-Way Street
- Proposed One-Way Street
- ↔ Proposed Two-Way Street

Proposed and Existing Private Vehicle Turn Restrictions on Market Street



- New Proposed Better Market Street Turn Restrictions
- Existing Turn Restrictions
- Existing One-Way Street
- ↔ Existing Two-Way Street
- Proposed One-Way Street
- ↔ Proposed Two-Way Street

Proposed Traffic Circulation of Private Vehicles



-  Proposed Traffic Circulation of Private Vehicles
-  Proposed Better Market Street Private Vehicle Restriction
-  Existing One-Way Street
-  Existing Two-Way Street
-  Proposed One-Way Street
-  Proposed Two-Way Street

Note: At the existing condition, there are required right turns from Market St. onto 10th St. and 6th St., except for buses, taxis, trucks and bicycles. There is a required right turn from McAllister St. onto westbound Market St., except for buses, bikes and taxis.

Proposed Traffic Circulation of Private Vehicles



-  Proposed Traffic Circulation of Private Vehicles
-  Proposed Better Market Street Private Vehicle Restriction
-  Existing One-Way Street
-  Existing Two-Way Street
-  Proposed One-Way Street
-  Proposed Two-Way Street

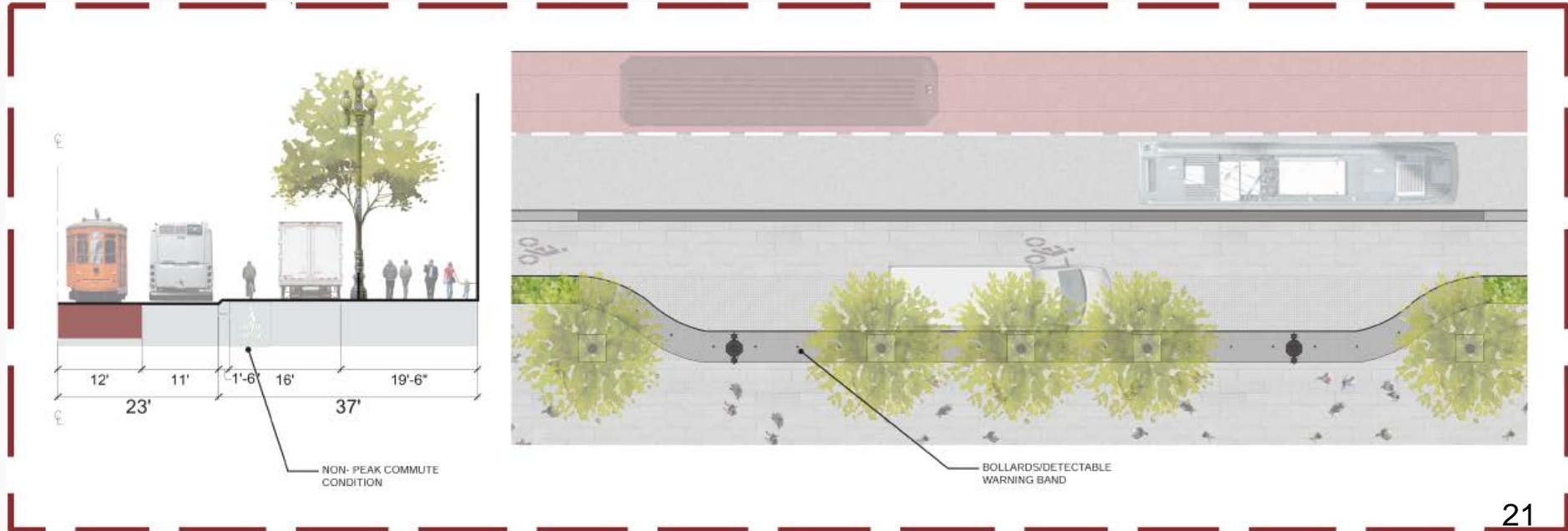
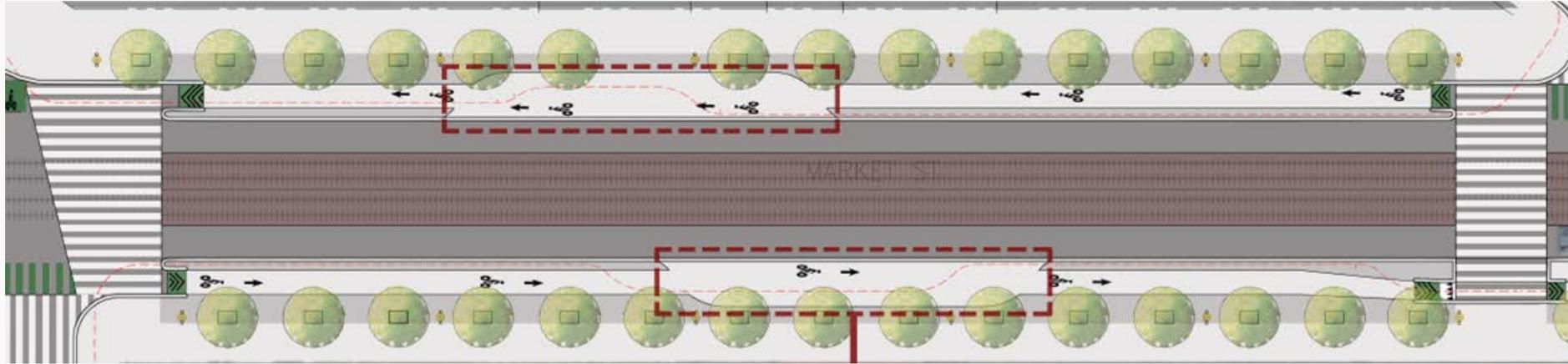
Note: At the existing condition, there are required right turns from Market St. onto 10th St. and 6th St., except for buses, taxis, trucks and bicycles. There is a required right turn from McAllister St. onto westbound Market St., except for buses, bikes and taxis.

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



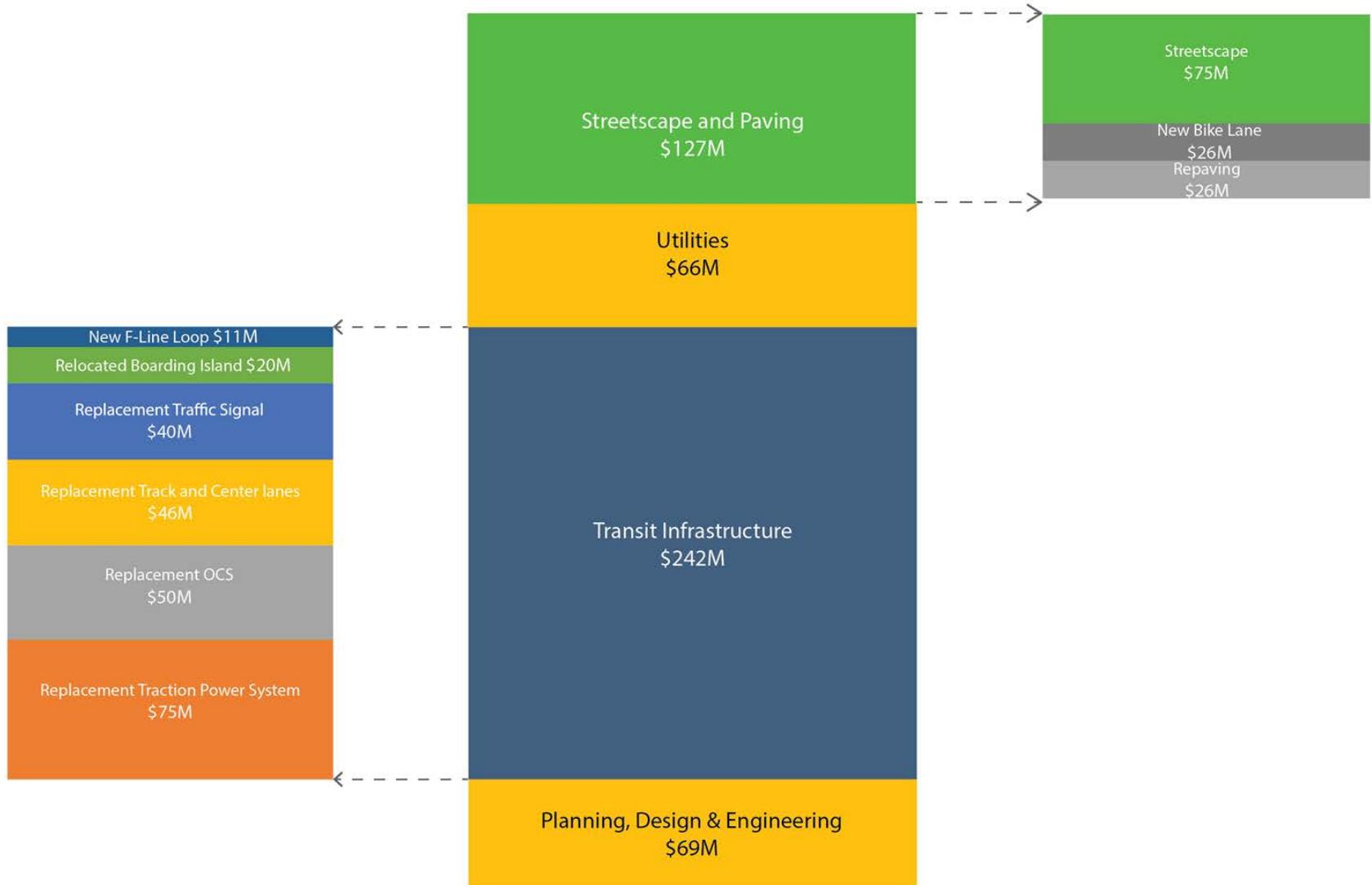
State of Good Repair Elements



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



Project Cost



\$504M Cost Estimate

Schedule



Outreach Plan for the Env. Review Phase



**Summer 2017-
Spring 2018**

Phase 1:
Seek input on
new project
design

**Spring 2018-
Summer 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 begin this month

