



# Better Market Street Project

Project Update

January 15, 2015



SAN FRANCISCO  
PLANNING DEPARTMENT



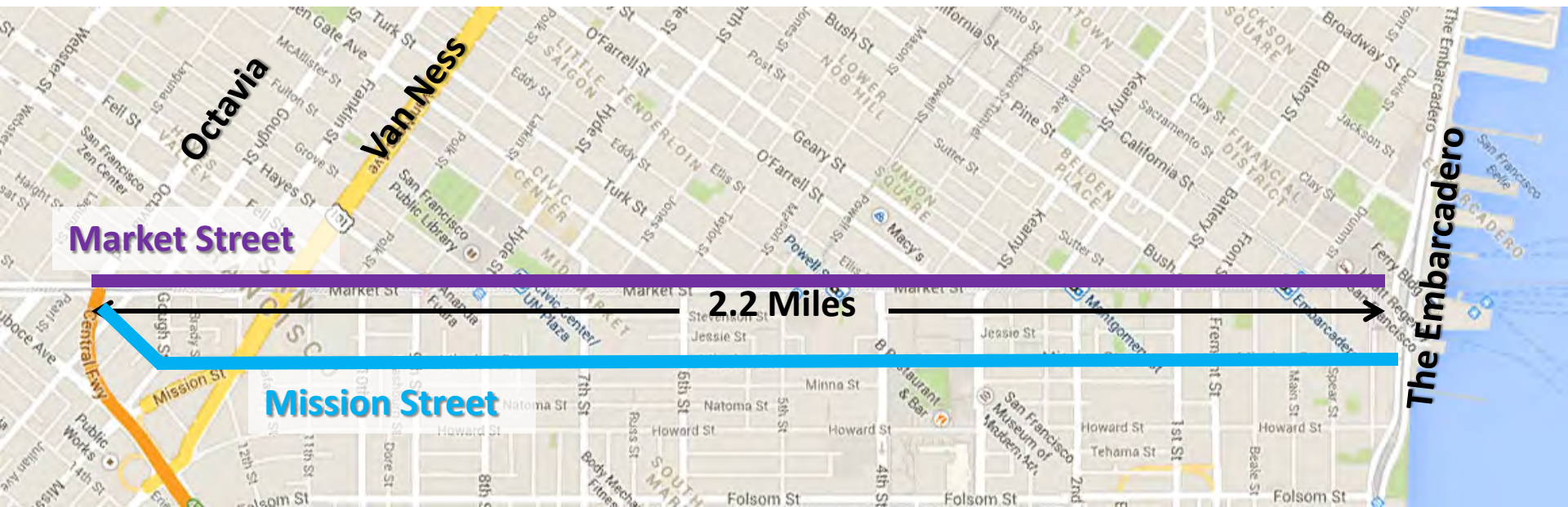
SFMTA

Municipal Transportation Agency



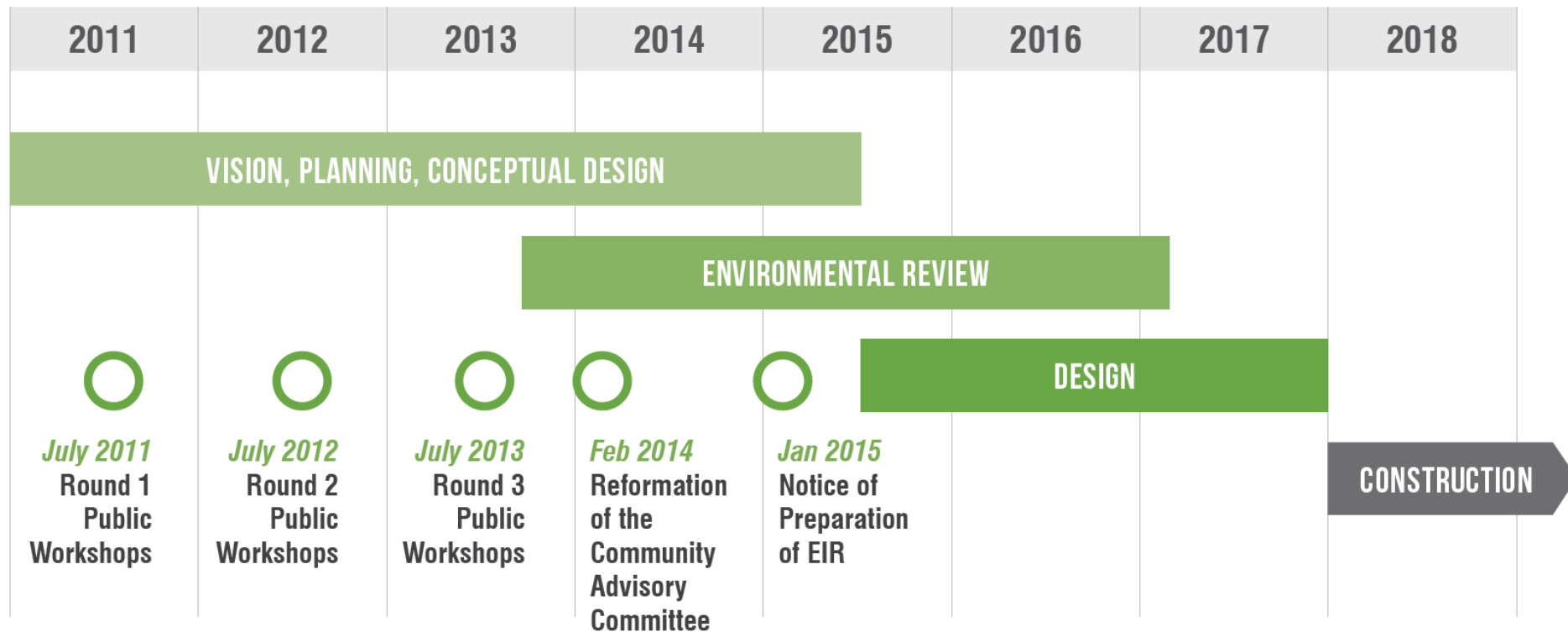


# Better Market Street Project Area Limits



# Better Market Street Schedule

## PROJECT TIMELINE:



# Market Street

- City's busiest transit corridor
- Over 85 buses per hour
- 14 surface transit lines + BART+ Muni Metro
- 250k daily transit boardings
- City's busiest bicycling thoroughfare and busiest pedestrian street
- 85k pedestrians per weekend day between 4<sup>th</sup> and 5<sup>th</sup>
- 67 Muni-Auto collisions on Market (2012-2013)
- 53 Bike/Ped-Auto collisions on Market (2012-2013)
- Bicycle numbers have doubled since 2006



# Market Street





# Projected Jobs Growth by 2035

191,000 new workers  
(approx. 25%)

412,000 more daily car trips  
(~= current combined AM  
volume of Bay Bridge and  
Golden Gate Bridge  
crossings)

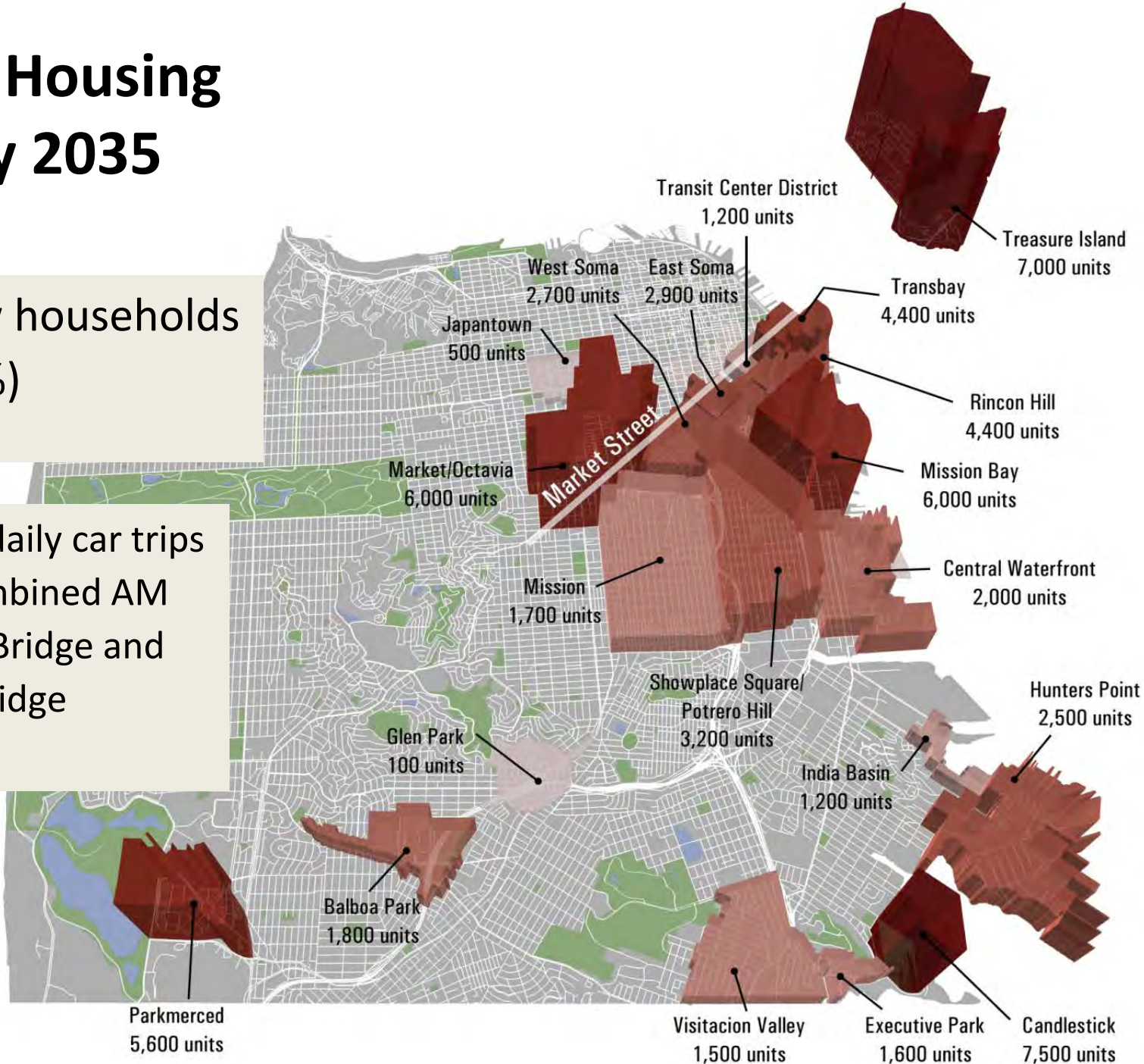




# Projected Housing Growth by 2035

101,000 new households  
(approx. 15%)

412,000 more daily car trips  
(≈ current combined AM  
volume of Bay Bridge and  
Golden Gate Bridge  
crossings)





# Market Street & Transit Modes

Central role in connecting existing and future transit modes and projected growth in employment and housing.





# City's Goals

- Transit Capacity → Muni Forward and Transportation 2030
  - 2014 Bond & 2016 Vehicle License Fee for streets and transportation funding sources (\$1.5 billion)
  - Build capacity of Muni's backbone to support planned growth
- Safety → Vision Zero
  - Zero traffic fatalities within 10 years
- Bicycle Capacity → SFMTA Bicycle Strategy
  - 8-10% mode share by 2018; currently 3.5%
- Street Life → Market Street
  - Revamp 1970s streetscape into premier civic and commercial corridor
  - Bring activity and energy to sidewalks and plazas



# Studying 3 alternatives in environmental review

---

All 3 alternatives include substantial improvements to pedestrian conditions, cycling facility, transit service and stops and **invitations for street life**.

- Alternative 1 – Market Street
- Alternative 2 – Market Street (Moderate)
- Alternative 3 – Mission Street + Market Street

Alternatives 1 and 2 each include two design options for Market Street's bicycle facility:

- Option A (Shared Lane)
- Option B (Cycle Track)

Alternative 3 is paired with design option A (Share Lane).





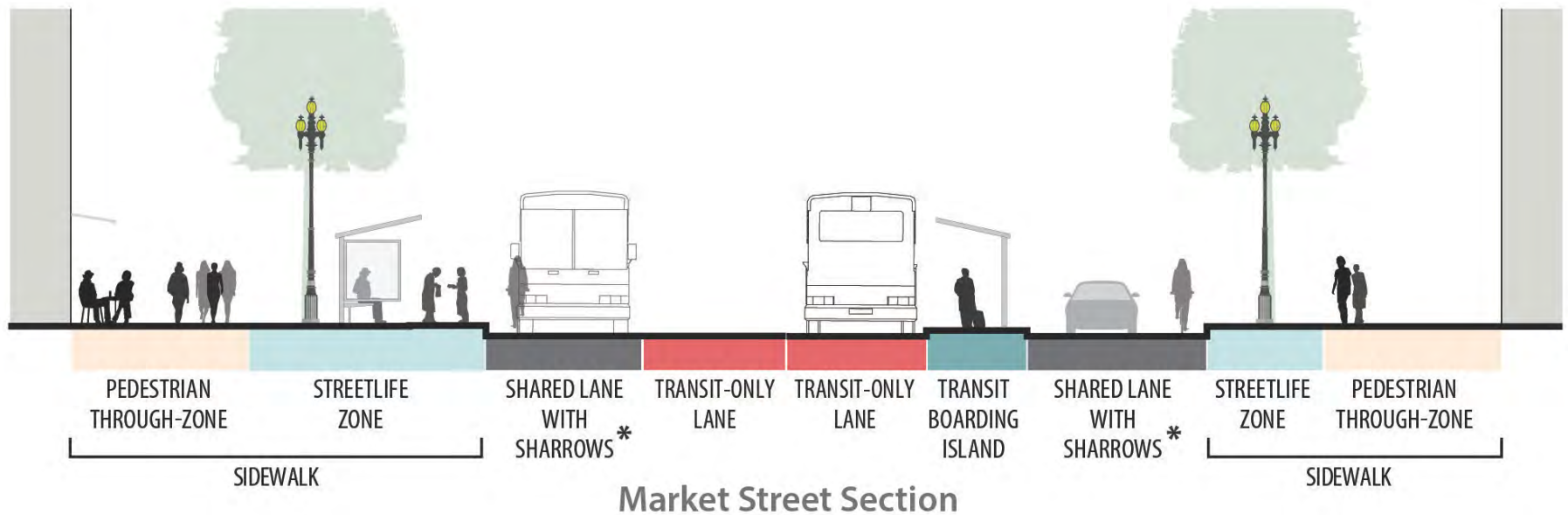
# Studying 3 alternatives & 2 Design Options in environmental review

All 3 alternatives include substantial improvements to pedestrian conditions, cycling facility, transit service and stops and **invitations for street life**.

3 Alternatives	2 Design Options
1 – Market Street	Option A (Market Shared Lane)  <b>OR</b>  Option B ( Market Cycle Track)
2 – Market Street (Moderate)	
3 – Market Street + Mission Street	Option A (Market Share Lane) + Mission Cycle Track

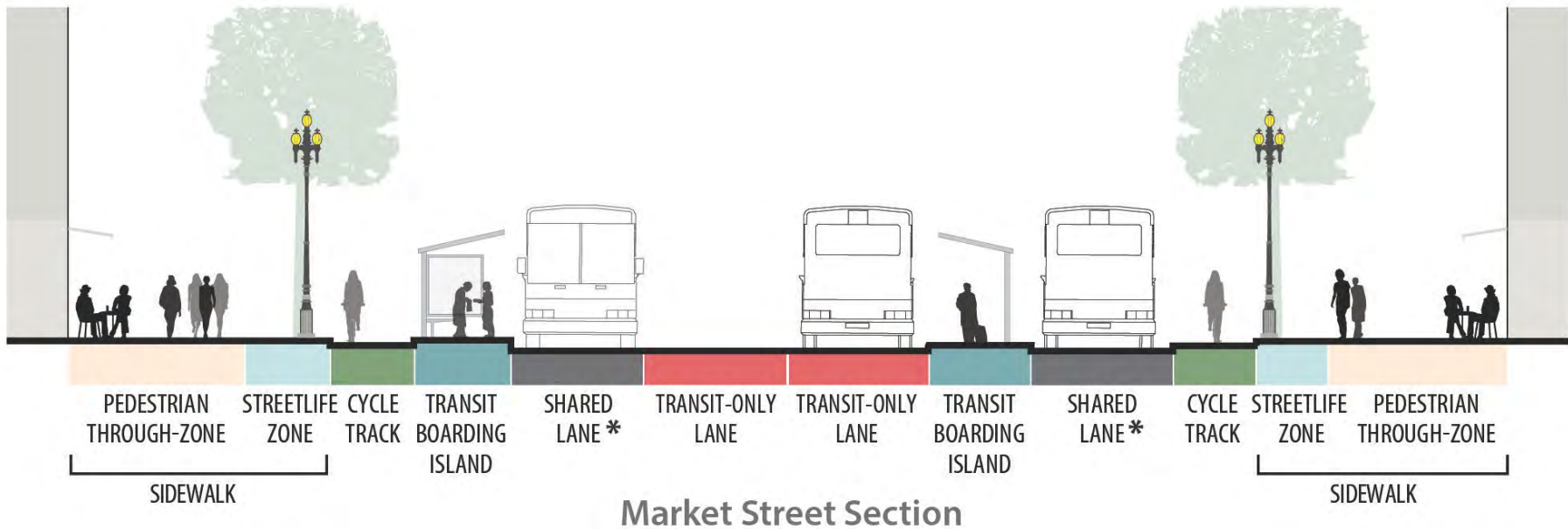


# Design Option A – Market Street shared lane





# Design Option B - Market Street cycle track



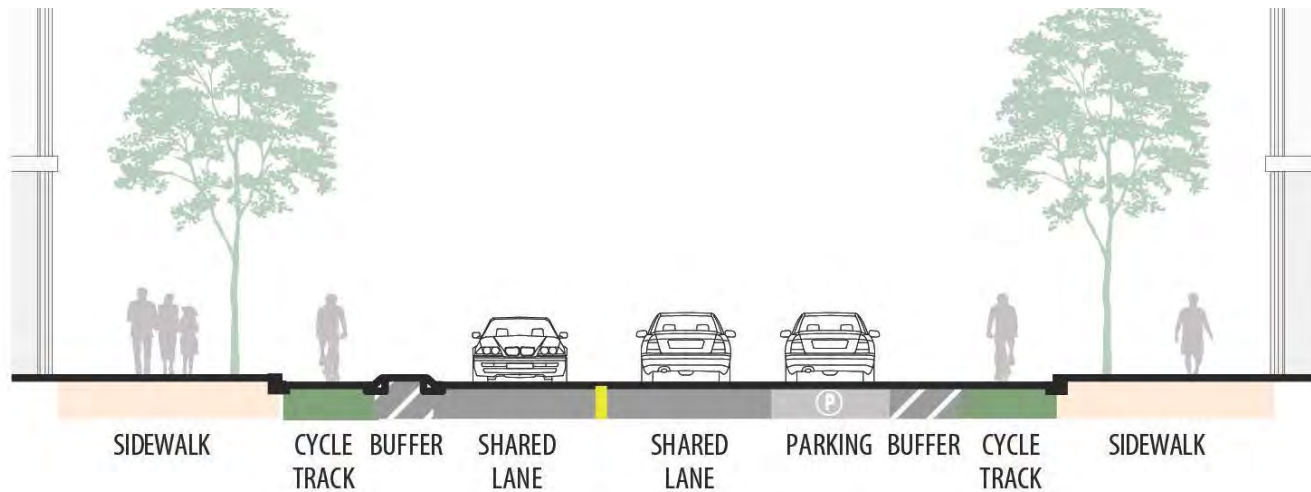


# Separated Bike Facility





# Alternative 3 – Market Shared Lane + Mission Street cycle track



Mission Street Section



**1 TRANSIT DESIGN**

**2 VEHICULAR RESTRICTIONS**

**3 LOADING**



# Increase Capacity and Speed through Design and Operations

Transit optimization +  
Auto restrictions +  
Separate bicycle facility +  
Transit signal priority =

**Anticipated transit improvement of  
15-20% local, 20-25% Rapid**



# Introduction of Rapid service on Market

---

- Center-lane Rapid stops at BART/Muni stations near station elevators (5L, 9L, 38L, 71L, F)
- Moderate increase in space between local stop
- Generally farside stops to reduce signal delay

Existing	Curb (Local): 17 stops 930' spacing	Center (Local): 23 stops 960' spacing
Proposed	Curb (Local): 21 stops 1110' spacing	Center (Rapid): 12 stops 1930' spacing



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

Existing



Proposed



**DRAFT**

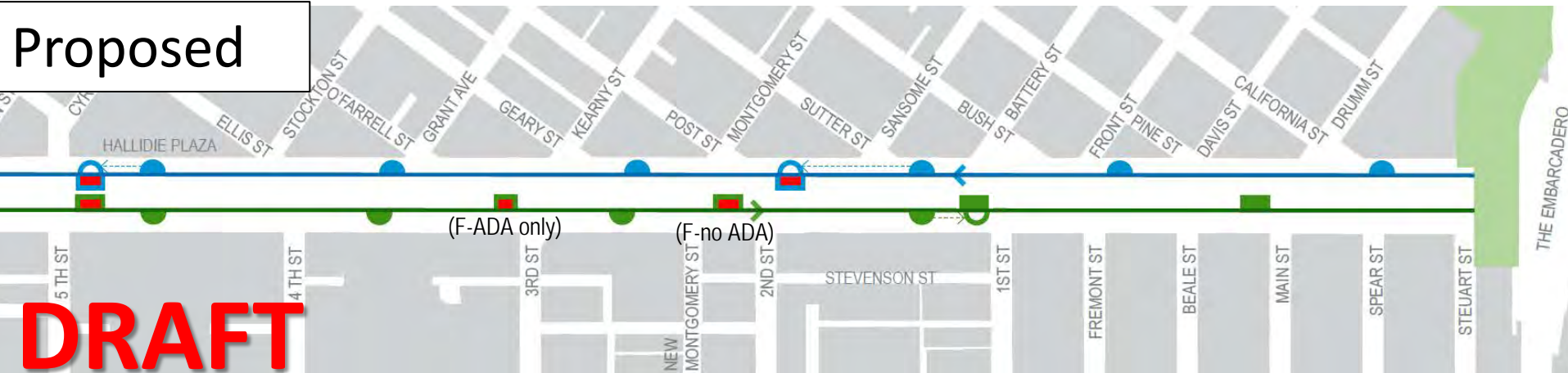
# Transit Stop Spacing

## 5<sup>th</sup> St. to Embarcadero

Existing



Proposed



**DRAFT**

# Transit Stop Dimensions

- Stop Widths:
  - All islands minimum 8' wide with curb ramp for ADA bus access
  - All center islands would have a wheelchair ramp for F line access
- Stops lengths designed based on bus frequency
  - Inbound stops fit 1-3 articulated buses stopping simultaneously
  - Outbound designed for 1-2 buses



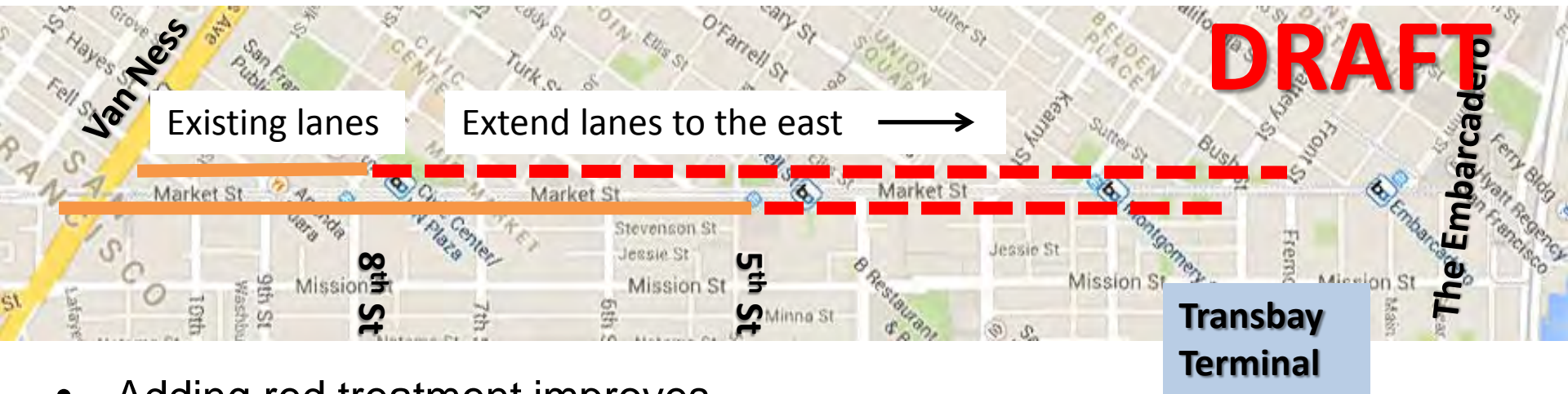
Existing boarding area

Future boarding area





# Extend & Colorize Transit Only Lanes

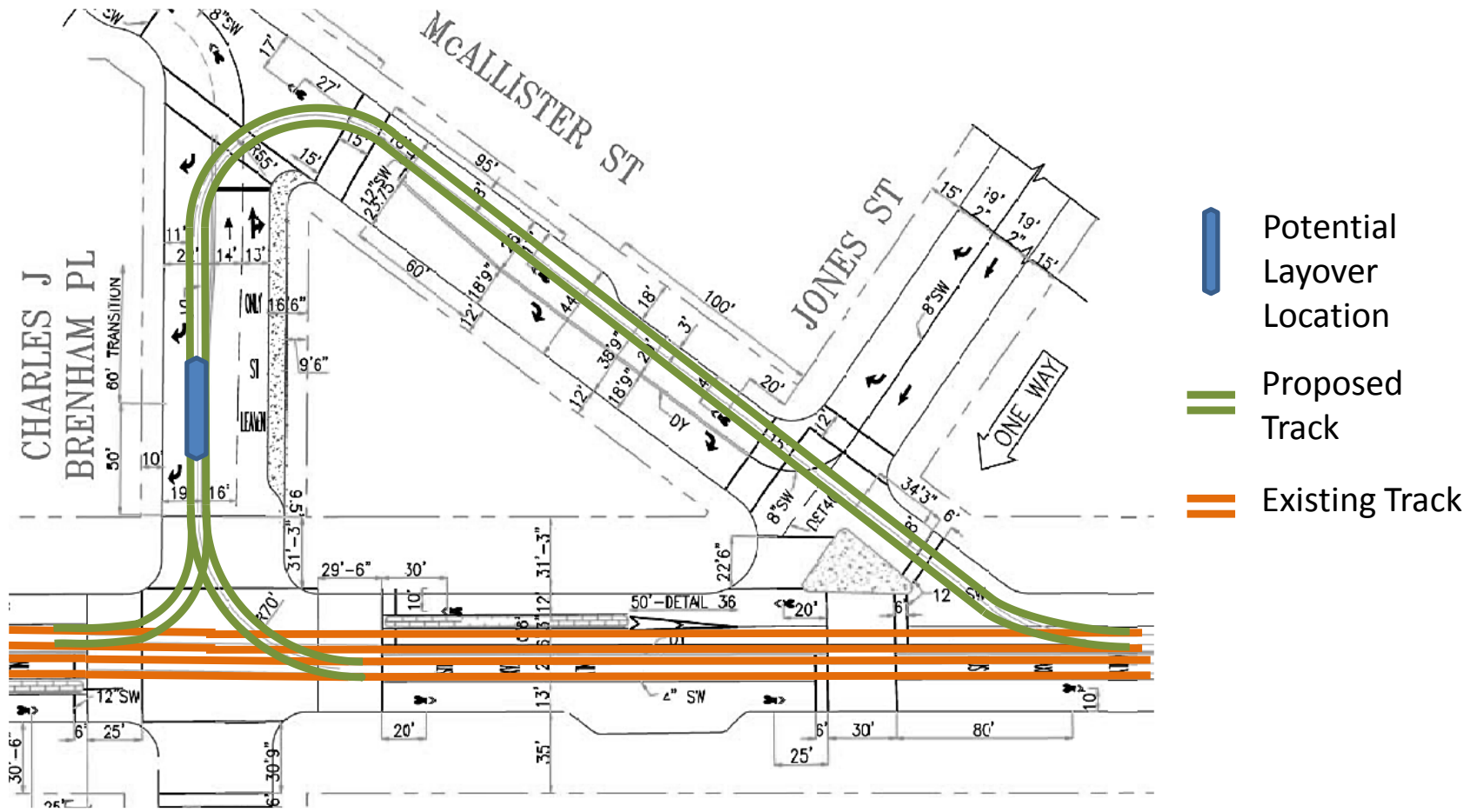


- Adding red treatment improves transit only lane visibility and self-enforcement
- Extending the transit only lanes will prioritize the Rapid service and improve safety through reduced lane changes
- Prohibiting taxis from center lane will prevent island blockages



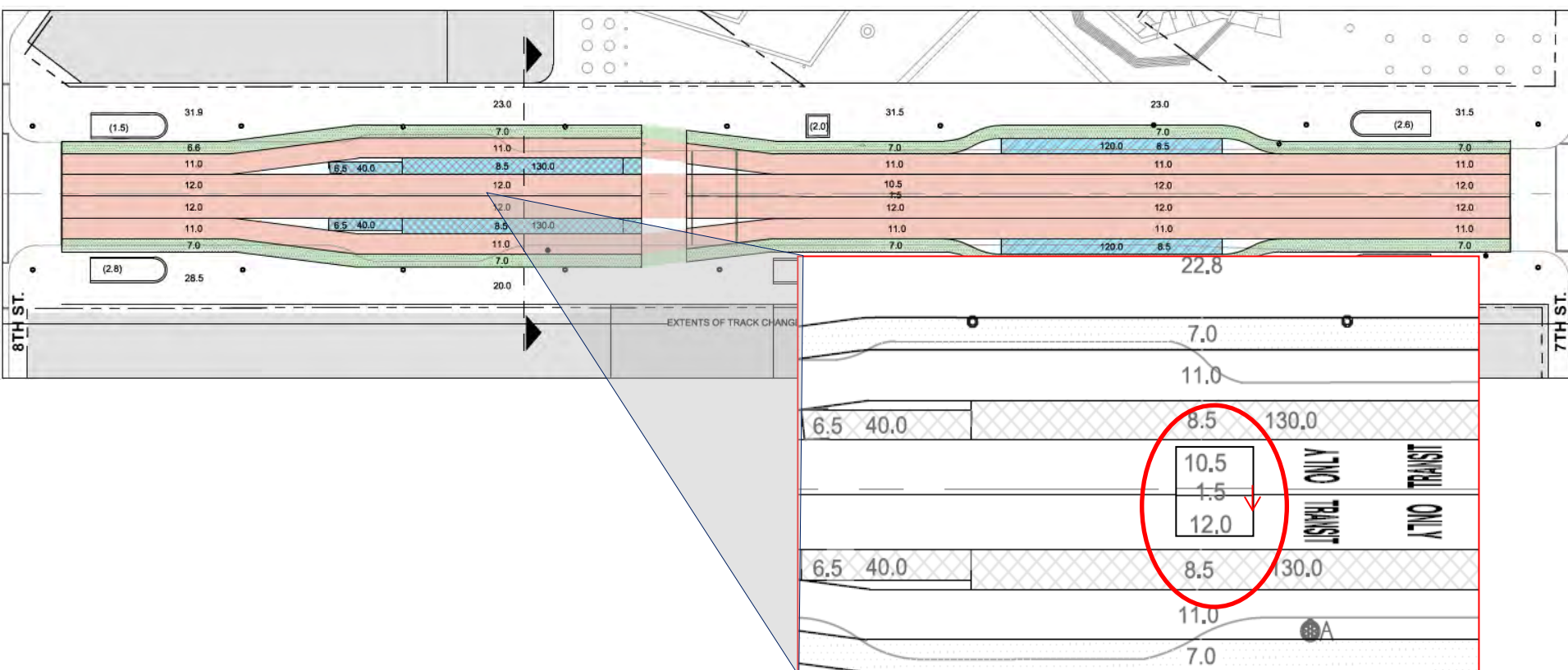
# New F Turn-back Loop & Layover

Proposed F turn-back loop would help better balance F service to demand



# Track Adjustments

To accommodate lane shifts at key locations, one track to be shifted about 3' at 2 to 4 locations





**1 TRANSIT DESIGN**

**2 VEHICULAR RESTRICTIONS**

**3 LOADING**

# Private Vehicle Restrictions

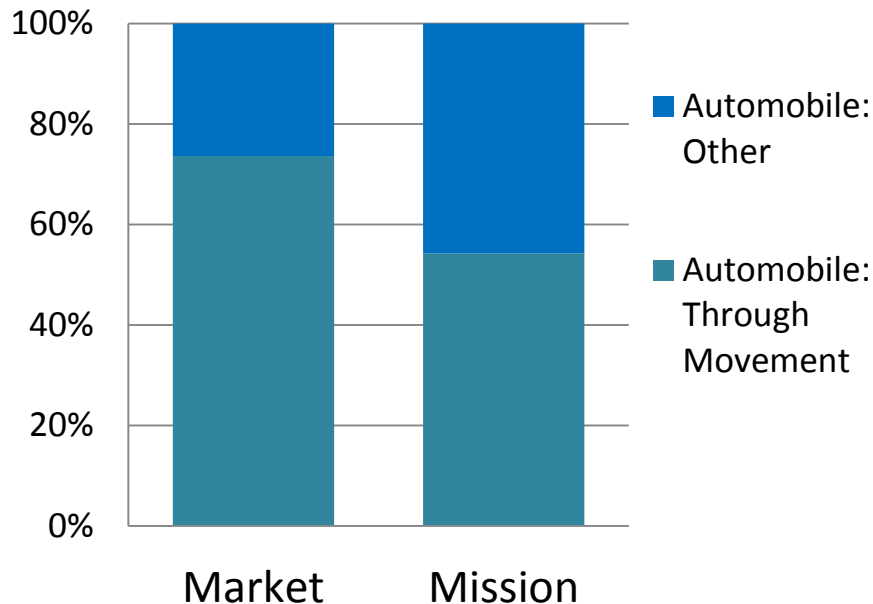
---

- 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

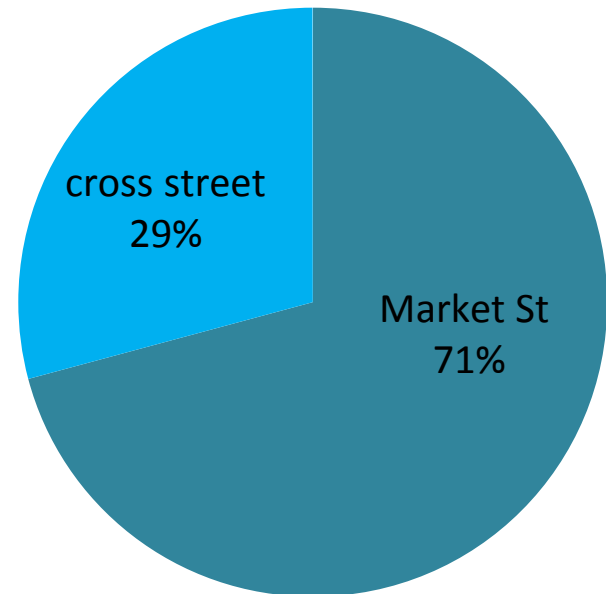
# Analysis of Collision Trends

- Market has collision rate >4 times higher than Mission Street
- More collisions caused by cars going straight

## Auto vs. Bike/Ped Collisions



## Street of At-Fault Vehicle












# 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

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





**1 TRANSIT DESIGN**

**2 VEHICULAR RESTRICTIONS**

**3 LOADING**

# Relocating Loading Activities

Project objectives to enhance public realm and reduce friction supported by relocating loading from Market St. to cross streets and alleys



# Analyzing Loading

Determine which storefronts could be affected by relocation of loading access. These are businesses

- with loading access greater than 200 feet from door
- no access from alleyways



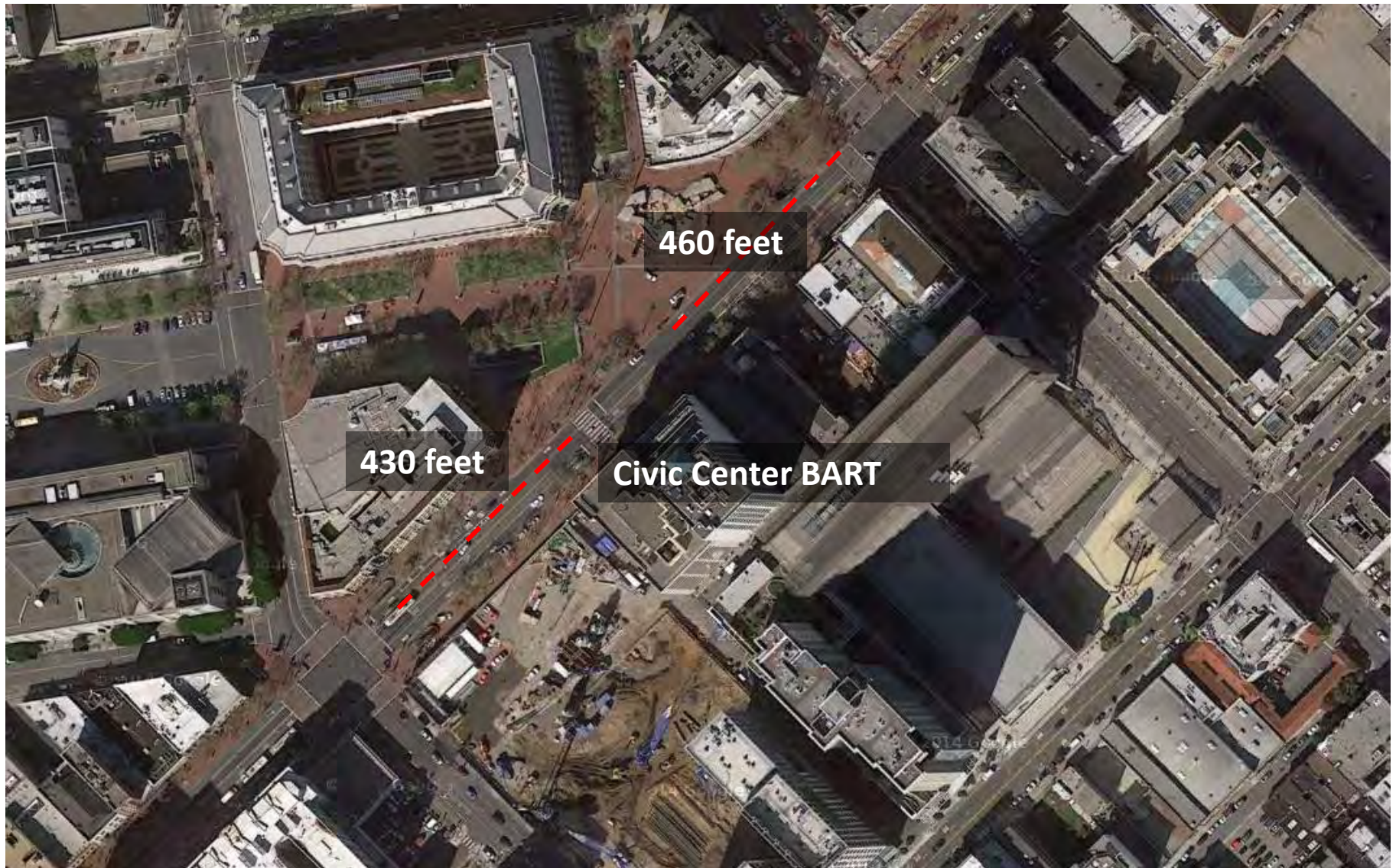


# 8<sup>th</sup>/Grove/Market





# 8<sup>th</sup> to 7<sup>th</sup>



# Refining Loading Proposals

---

- Work with new buildings being developed to avoid need to load on Market
- Work with property owners/businesses to shift loading activities to alleys or cross streets
- Identify locations where none of the above maintain access and work with them on a case-by-case basis, perhaps:
  - Time-of-day restrictions
  - Retaining key loading bays
  - ?



# Preliminary results

	No. of unique businesses	Access within 200'	%	Access outside 200'	%
NOMA	141	94	67%	47	33%
SOMA	172	97	56%	75	44%



# Questions & Comments

[www.bettermarketstreetsf.org](http://www.bettermarketstreetsf.org)

