Better Market Street Project

Project Update

January 15, 2015
Better Market Street
Project Area Limits

Market Street
Mission Street
2.2 Miles
**Better Market Street Schedule**

**PROJECT TIMELINE:**

<table>
<thead>
<tr>
<th>Year</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>VISION, PLANNING, CONCEPTUAL DESIGN</strong></td>
<td><strong>ENVIRONMENTAL REVIEW</strong></td>
<td><strong>DESIGN</strong></td>
<td><strong>CONSTRUCTION</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2011</td>
<td>July 2011 Round 1 Public Workshops</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2012</td>
<td>July 2012 Round 2 Public Workshops</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2013</td>
<td>July 2013 Round 3 Public Workshops</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2014</td>
<td>Feb 2014 Reformation of the Community Advisory Committee</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2015</td>
<td>Jan 2015 Notice of Preparation of EIR</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
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 4th and 5th
- 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.

<table>
<thead>
<tr>
<th>3 Alternatives</th>
<th>2 Design Options</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 – Market Street</td>
<td>Option A (Market Shared Lane)</td>
</tr>
<tr>
<td></td>
<td><strong>OR</strong></td>
</tr>
<tr>
<td></td>
<td>Option B (Market Cycle Track)</td>
</tr>
<tr>
<td>2 – Market Street (Moderate)</td>
<td>Option A (Market Share Lane) + Mission Cycle Track</td>
</tr>
<tr>
<td>3 – Market Street + Mission Street</td>
<td>Option A (Market Share Lane) + Mission Cycle Track</td>
</tr>
</tbody>
</table>
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
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

<table>
<thead>
<tr>
<th></th>
<th>Existing</th>
<th>Curb (Local):</th>
<th>Center (Local):</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>17 stops</td>
<td>930’ spacing</td>
<td>23 stops 960’ spacing</td>
</tr>
<tr>
<td>Proposed</td>
<td></td>
<td></td>
<td>Center (Rapid):</td>
</tr>
<tr>
<td></td>
<td>21 stops</td>
<td>1110’ spacing</td>
<td>12 stops 1930’ spacing</td>
</tr>
</tbody>
</table>
Transit Stop Spacing
Octavia to 5th St.

Existing

Proposed

DRAFT
Transit Stop Spacing
5th 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
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

- Market: 71% Other, 29% Through Movement
- Mission: 80% Other, 20% Through Movement

Street of At-Fault Vehicle

- Market St: 71%
- Cross street: 29%
Proposed Western Vehicle Restrictions
(Private vehicles only; buses, taxis, bicycle, trucks, paratransit exempt)

DRAFT

EXISTING:
- One-Way Street
- Existing Required Turn
- Existing Movement Proposed to Be Restricted

PROPOSED:
- Allowed Traffic Movement
- New One-Way
- Two-Way Conversion
- New Required Turn
Proposed Eastern Vehicle Restrictions
(Private vehicles only; buses, taxis, bicycle, trucks, paratransit exempt)

*Alt 3 only

EXISTING:
- One-Way Street
- Existing Required Turn
- Existing Movement Proposed to Be Restricted

PROPOSED:
- Allowed Traffic Movement
- New One-Way
- Two-Way Conversion
- New Required Turn
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\textsuperscript{th} to 7\textsuperscript{th}

430 feet

460 feet

Civic Center BART
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

<table>
<thead>
<tr>
<th></th>
<th>No. of unique businesses</th>
<th>Access within 200'</th>
<th>Access outside 200'</th>
</tr>
</thead>
<tbody>
<tr>
<td>NOMA</td>
<td>141</td>
<td>94</td>
<td>47</td>
</tr>
<tr>
<td></td>
<td></td>
<td>67%</td>
<td>33%</td>
</tr>
<tr>
<td>SOMA</td>
<td>172</td>
<td>97</td>
<td>75</td>
</tr>
<tr>
<td></td>
<td></td>
<td>56%</td>
<td>44%</td>
</tr>
</tbody>
</table>
Questions & Comments

www.bettermarketstreetsf.org