Better Market Street
Market Octavia CAC Presentation
January 22, 2018
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
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
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
Proposed and Existing Private Vehicle Turn Restrictions on Market 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

Streetscape and Paving
$127M

Utilities
$66M

Transit Infrastructure
$242M

Planning, Design & Engineering
$69M

Streetscape
$75M

New Bike Lane
$26M

Repaving
$26M

New F-Line Loop $11M
Relocated Boarding Island $20M
Replacement Traffic Signal $40M
Replacement Track and Center lanes $46M
Replacement OCS $50M
Replacement Traction Power System $75M

$504M Cost Estimate
Schedule

Planning Phase 2012–2015

Environmental Review 2015–2019

Today January 22, 2018

Project Approvals

Detail Design 2019–2020

Phase 1 Construction Summer 2020
Outreach Plan for the Env. Review Phase

Phase 1: Seek input on new project design
Phase 2: Report back on what we heard
Phase 3: Release of Draft environmental document
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

Summer 2017- Spring 2018
Spring 2018- Summer 2018
Late 2018- Early 2019
Mid 2019
Next Steps

• Environmental Review
• Conceptual Engineering Report
• Outreach
  – Loading and Transit Rider Surveys begin this month