



BETTER
MARKET
STREET



Better Market Street Project

Community Advisory Committee
Transportation/Corridor Working Group
June 30, 2014



SAN FRANCISCO
PLANNING DEPARTMENT



Agenda

- Introduction - Al Williams (6PM)
- BMS project update – Simon Bertrang (6:10PM)
- Transit stop spacing proposal – Britt Tanner (6:20PM)
- Private vehicle restrictions proposal – Britt Tanner (6:45PM)
- Public comments - Al Williams (7:10PM)
- Next steps & Announcements – Simon Bertrang (7:20PM)

Introduction

AI Williams

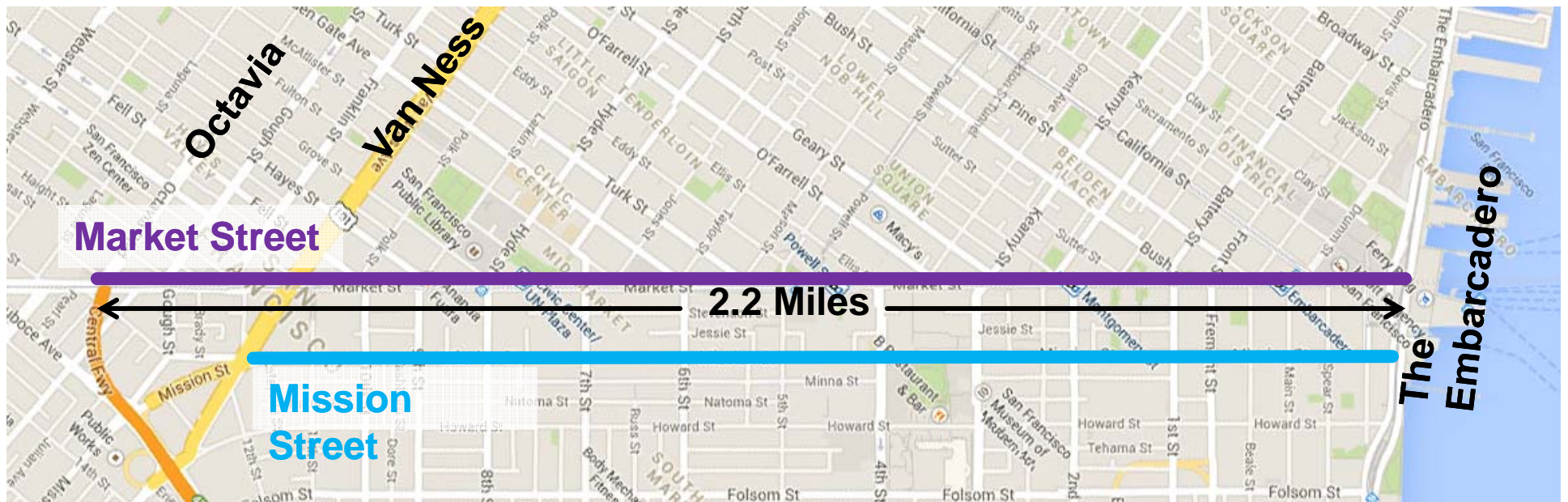
List of CAC Committees



Better Market Street Project Update

Simon Bertrang

Better Market Street Project Area Limits



Better Market Street Schedule

Visioning,
Planning,
Conceptual
Design

2011-2013

Environmental
Review

2014-2016

Design

2016-2017

Construction

2018

Ongoing Project Development

- Environmental Review Process formal start in January 2014
- Project Objectives focus on:
 - Faster, reliable public transit; increasing transit capacity.
 - Improving accessibility and pedestrian safety; enhancing pedestrian experience
 - Improving bicycle safety; increasing bicycle capacity
 - Enhancing public realm experience

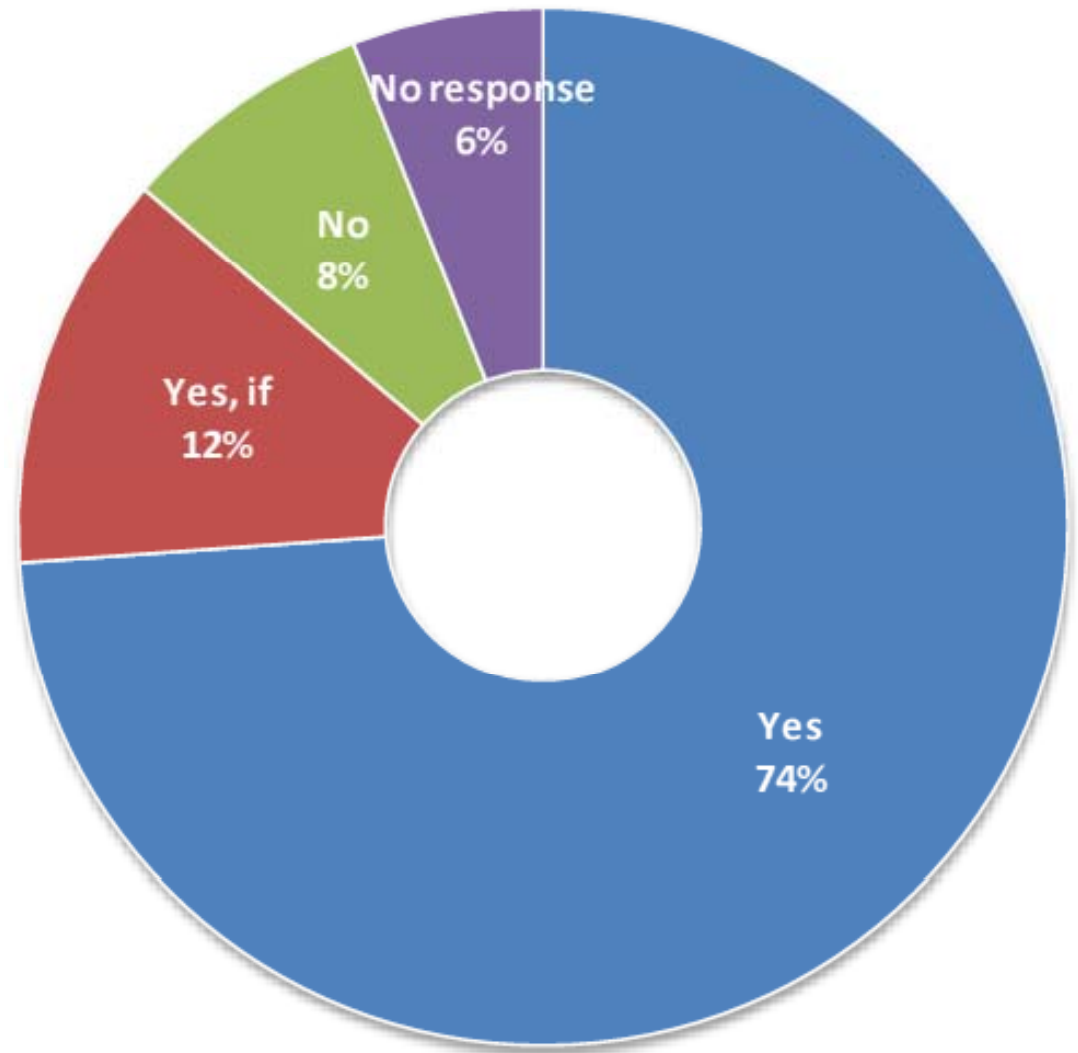


Market Street Transit Stop Spacing Proposal

Britt Thesen Tanner

Round 3 Workshop Findings: Transit

Are you willing to have the Local and Limited lines stop at different locations, 1/2 to 1 block apart (i.e., the Rapid Transit Service option), if it means faster and more reliable express line service?



Transit Stop Design Criteria

Transit stops placed considering goals to:

- Improve transit travel times and reliability
- Expand transit capacity
- Reduce transit/bicycle conflicts
- Reduce signal delay
- Provide Rapid transit option while maintaining Local stop spacing
- Improve accessibility of transit stops

Rapid / Local Stops

- Center-lane Rapid stops at BART/Muni stations near station elevators (5L, 9L, 38L, 71L, F)
- Generally farside stops to reduce signal delay
- Moderate reduction in curbside stops within MTA stop spacing guidelines

	Curb	Center
Existing	24 stops 930' spacing	23 stops 960' spacing
Proposed	21 stops 1110' spacing	11 stops 2100' spacing

Transit Stop Dimensions

- Stop Widths:
 - All islands (curb or center) designed to provide 8' wide zone for ADA bus access
 - All center islands would have a wheelchair ramp for F line access

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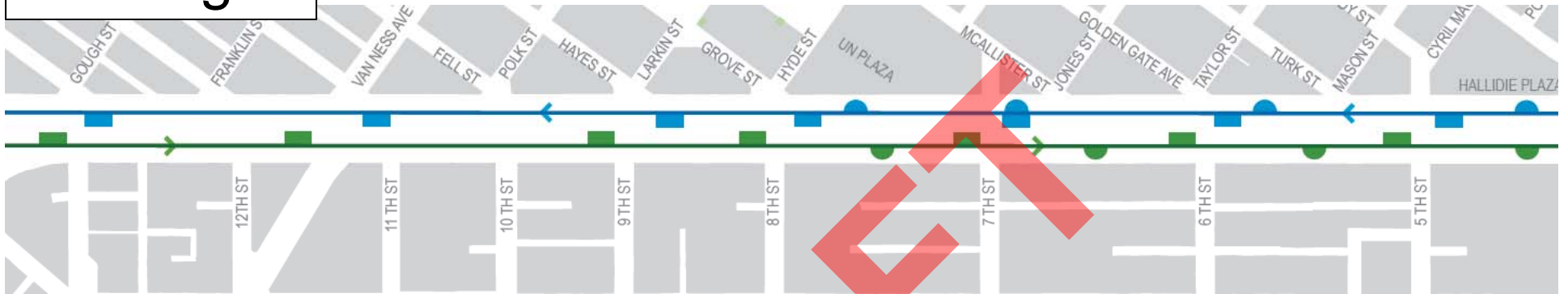
Transit Stop Dimensions

- Stops lengths designed based on bus frequency
 - Inbound stops designed for 1-3 articulated buses stopping simultaneously
 - Outbound designed for 1-2 buses

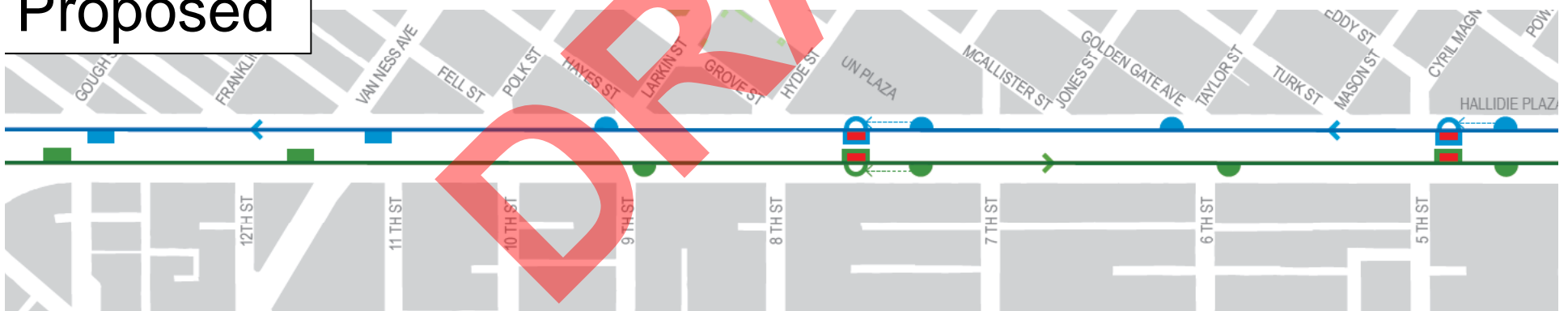
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Transit Stop Spacing Octavia to 5th St.

Existing



Proposed

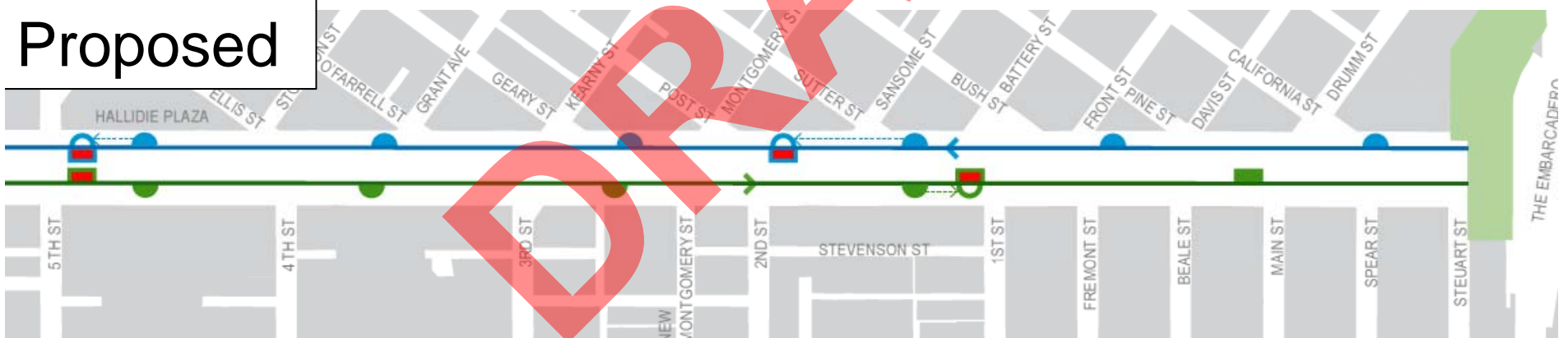


Transit Stop Spacing 5th St. to Embarcadero

Existing



Proposed

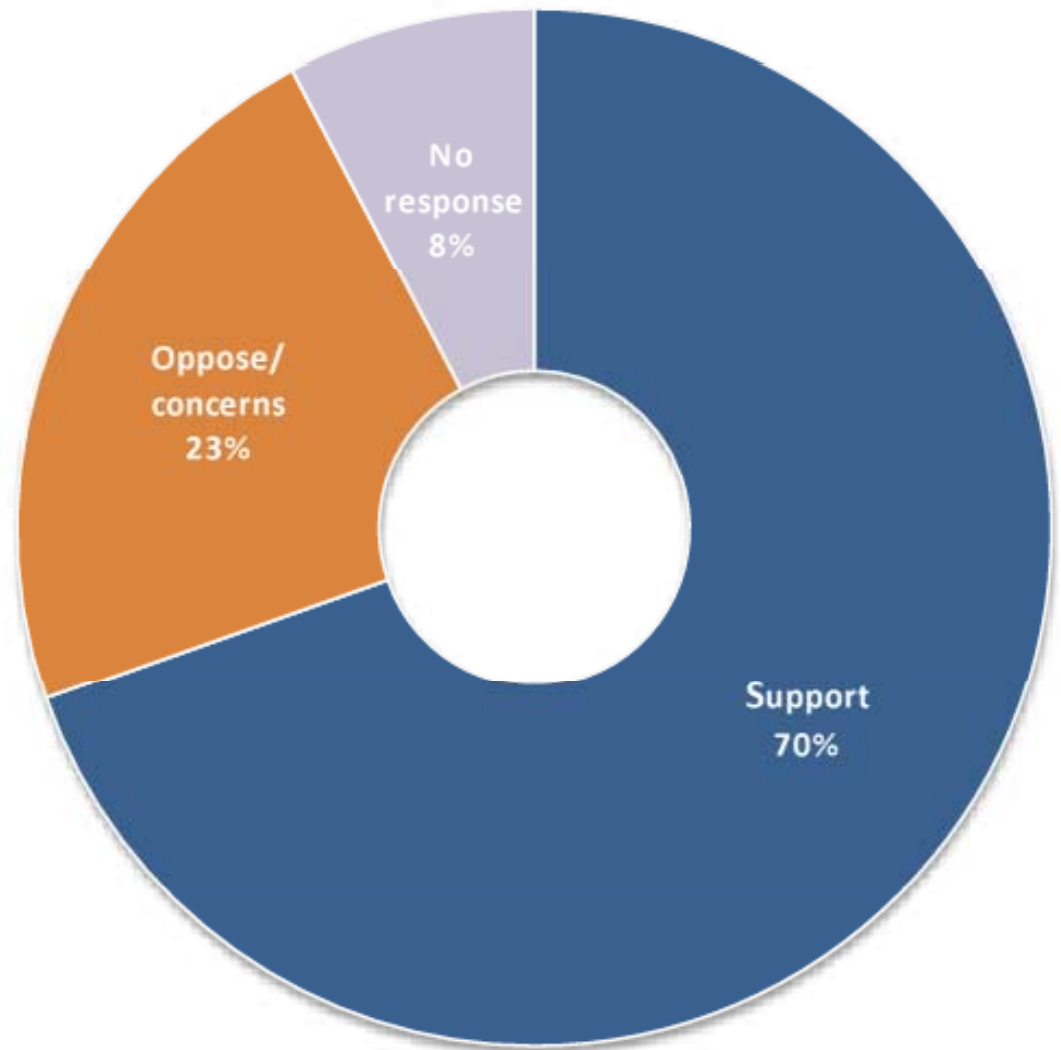


Market Street Private Auto Restrictions Proposal

Britt Tanner

Round 3 Workshop Findings: Auto Circulation

What do you find most appealing and/or of greatest concern about the private automobile restriction proposals? Why?



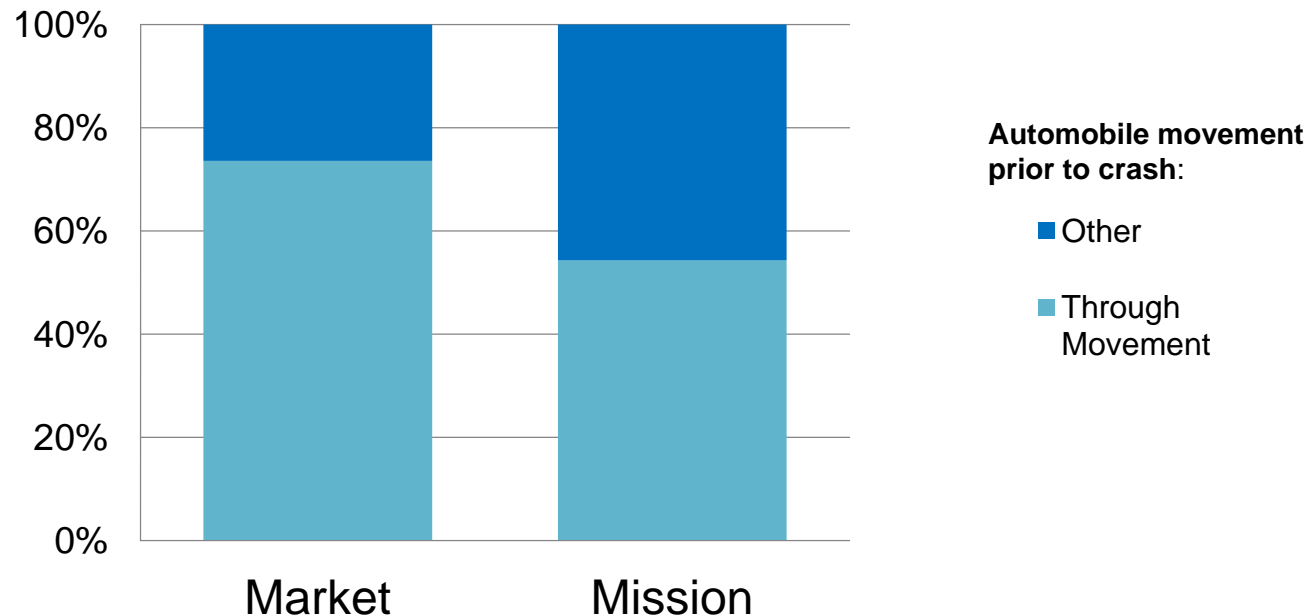
Private Vehicle Restrictions

- 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

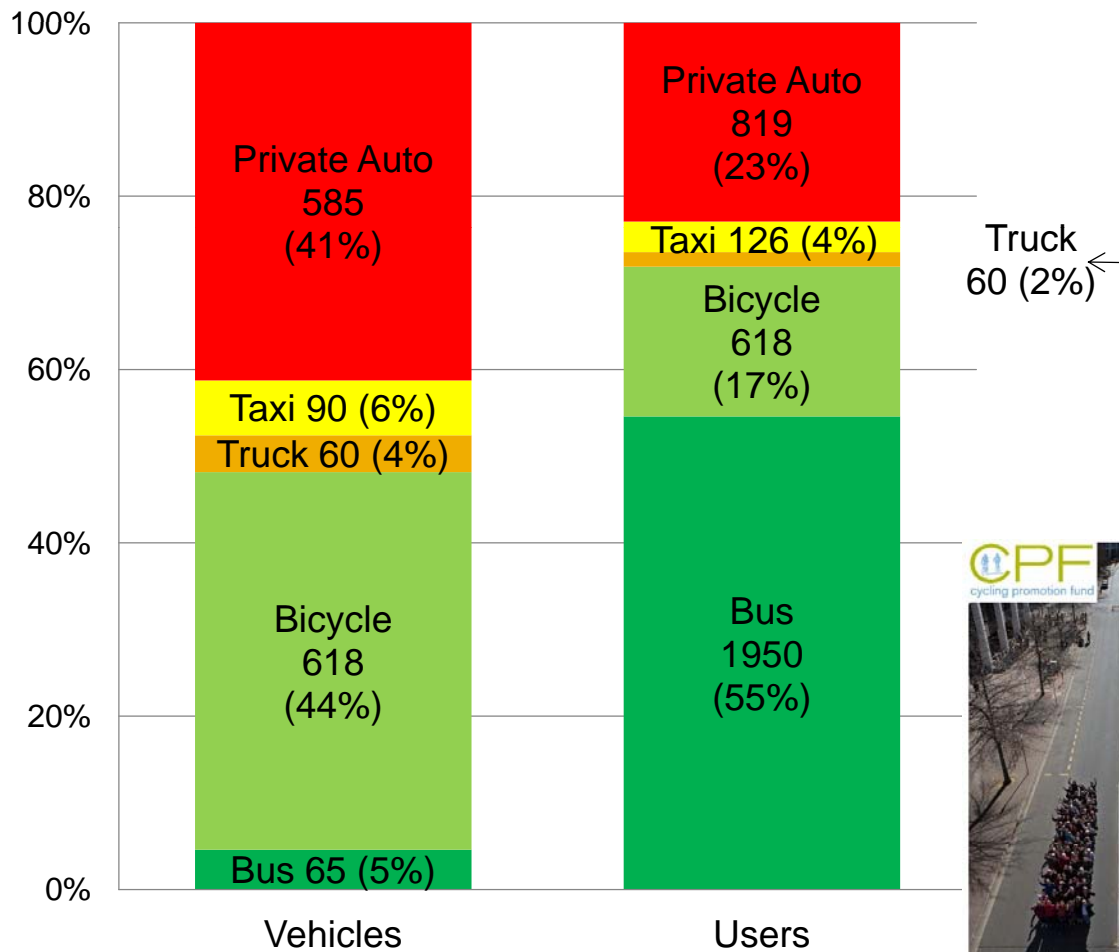
High rate of “through” collisions

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

Auto vs. Bike/Ped Collisions



Traffic Volumes on Market at 8th



Users/vehicle:

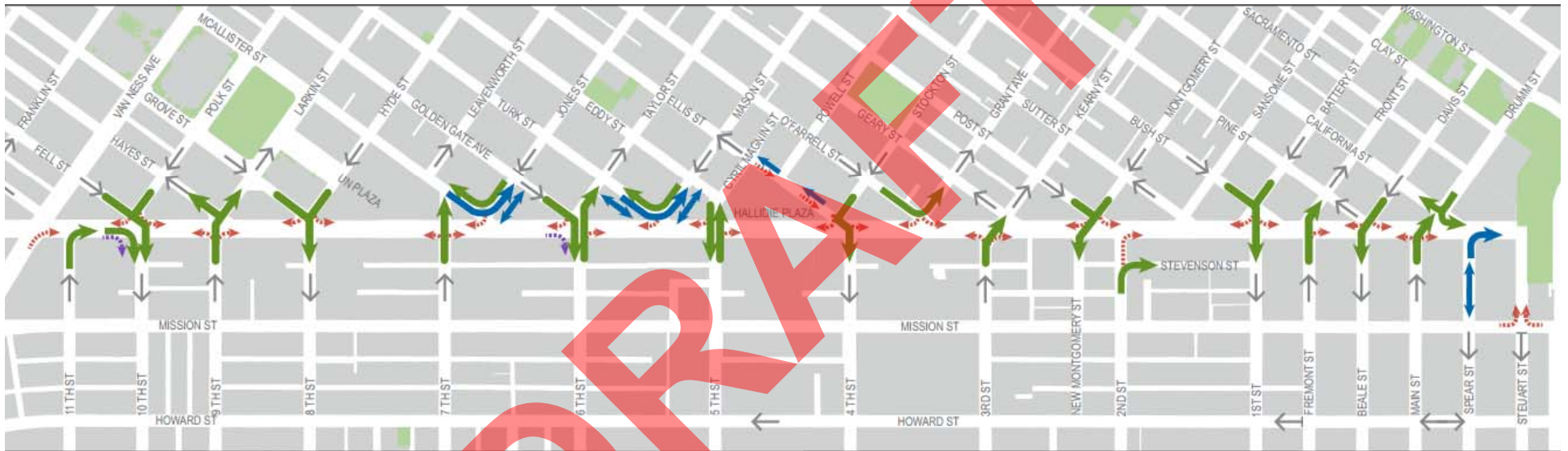
- 1 user/bicycle or truck
- 1.4 users/auto (MTC)
- 1.4 users/taxi (NYC)
- 30 users/bus (SFMTA)

1418 vehicles, 3573 users



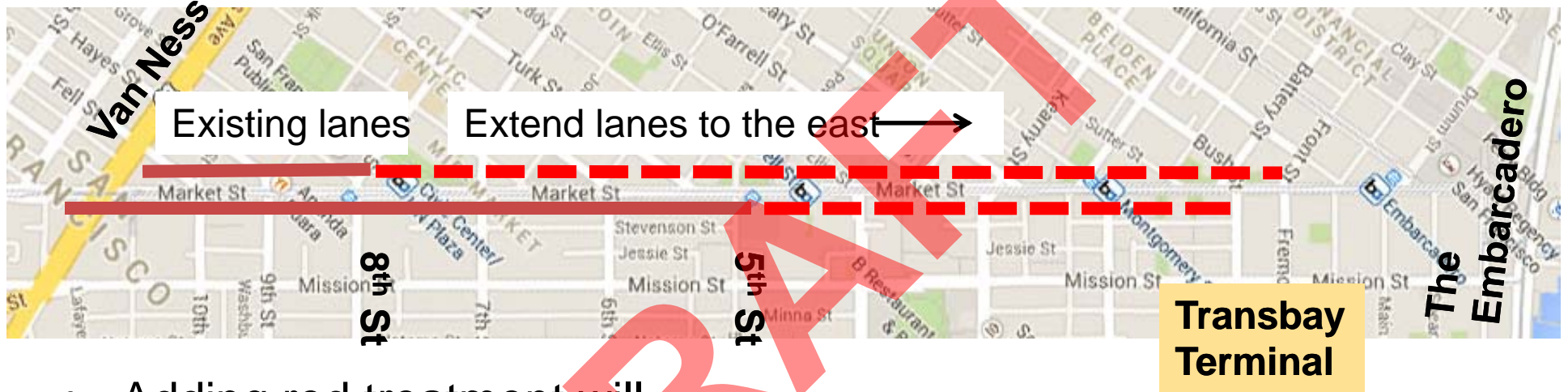
Proposed Private Vehicle Restrictions

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



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

Extend & Colorize Transit Only Lanes



- Adding red treatment will improve 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



Loading Policy

- Project objectives to enhance public realm and reduce friction supported by relocating loading from Market St. to cross streets
- Majority of Market Street properties can be accessed through alleys and loading bays off of Market Street
- Curb zones on cross streets at Market would be designated for loading
- Paratransit would continue to be allowed to access the curbs on Market Street
- Public input will shape loading zone placement

Private Vehicle Restrictions Summary

- “Book-end” approach for environmental review:
 - Maximum private vehicles restrictions between Steuart and Van Ness
 - Minimum to be determined
- Implementation can be determined by policy makers after environmental clearance of maximum restrictions

Proposed Western Vehicle Restrictions

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



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

Proposed Eastern Vehicle Restrictions

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



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

Public Comment Period

Al Williams

Next Steps & Other Announcements

Simon Bertrang