



BETTER
MARKET
STREET



Better Market Street

CAC Presentation

February 11, 2013



SAN FRANCISCO
PLANNING DEPARTMENT



SFMTA | Municipal Transportation Agency





- Introduction 6:00 – 6:10p.m.
- Project Update 6:10 – 6:20p.m.
- Round 2 Public Outreach Report 6:20 – 6:35p.m.
- Project Design Options Conversation 6:35 – 7:20p.m.
- Next Steps & Questions 7:20 – 7:30p.m.



5 Year

- Paving & boarding island upgrades needed
- Continuous bicycle facility
- Pedestrian improvements: intersection, wayfinding, walkability
- 15% transit travel time savings + reliability improvements
- Plaza improvements
- Construction start 2017

25 Year

- Innovative pedestrian connections – north / south
- Mix of land uses – high density, residential, access to services
- Increased underground transit capacity (ie. Second tube, underground Muni). Street level more ped- and cyclist-oriented, less transit above ground
- Auto policy changes: parking, congestion pricing, increased taxi and rideshare
- Balance of residential and business on Market Street



Phase I

Incorporating Mission Street option & contract amendment: scope, budget, schedule

Jan-March 2013

Existing conditions research – Mission Street

Feb-April 2013

Concept development

Feb – June 2013

Public outreach Round 3

July 2013

Finalize Phase I reports, begin environmental

Aug-Sept 2013

Project

Visioning, planning, concept design

2011-2013

Environmental review & pilots

2013 - 2016

Design

2016 - 2017

Construction

2017 - TBD



BETTER MARKET STREET

Public Outreach — Round Two Findings



Public Response

- Over 200 attendees at two public meetings/workshops
- 117 webinar attendees
- ~500 survey responses

Round 1:
May 2011

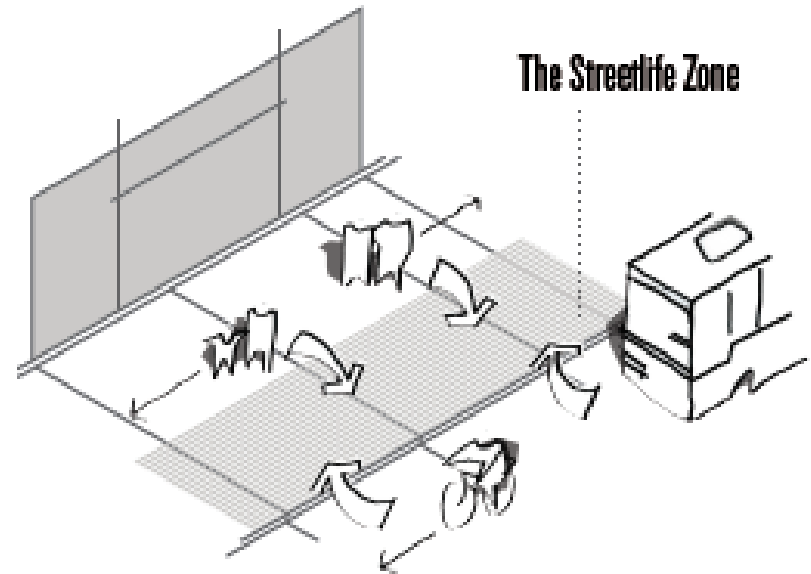
Round 2:
July 2012

Round 3:
July 2013

Summary of findings

Stations 1 and 2 – Public Realm

- Plazas should be improved with more landscaping, outdoor cafes, public seating and art.
- The design needs to improve connections to nearby open spaces, cultural institutions and shopping areas.
- Strong positive response to the proposed Streetlife Zones as a good strategy to activate the less active blocks.

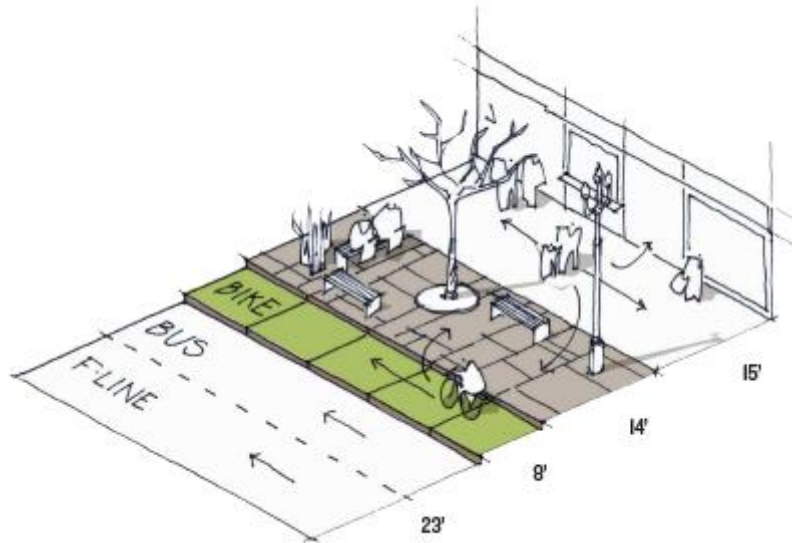




Summary of findings

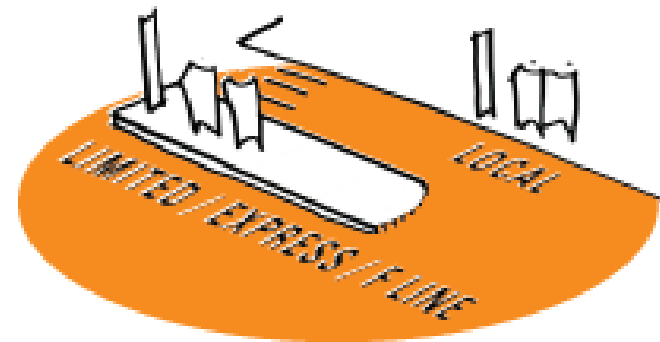
Station 3 – Bicycling Infrastructure

- Strong support for cycletracks and virtually none for a shared lane.
- A majority felt that one consistent design for bicycles along the entire length of Market Street



Station 4 – Public Transit

- Strong support for increasing the distance between transit stops, even if it meant longer walks, if it resulted in faster, more reliable service.





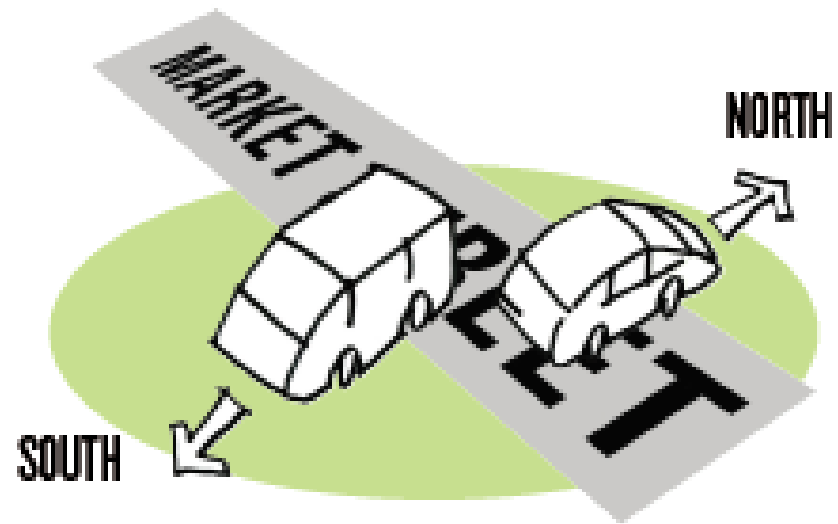
Summary of findings

Station 5 – Private Vehicle Circulation

- Strong support for additional private vehicle restrictions. Very few respondents stated the need to keep Market Street open to cars.

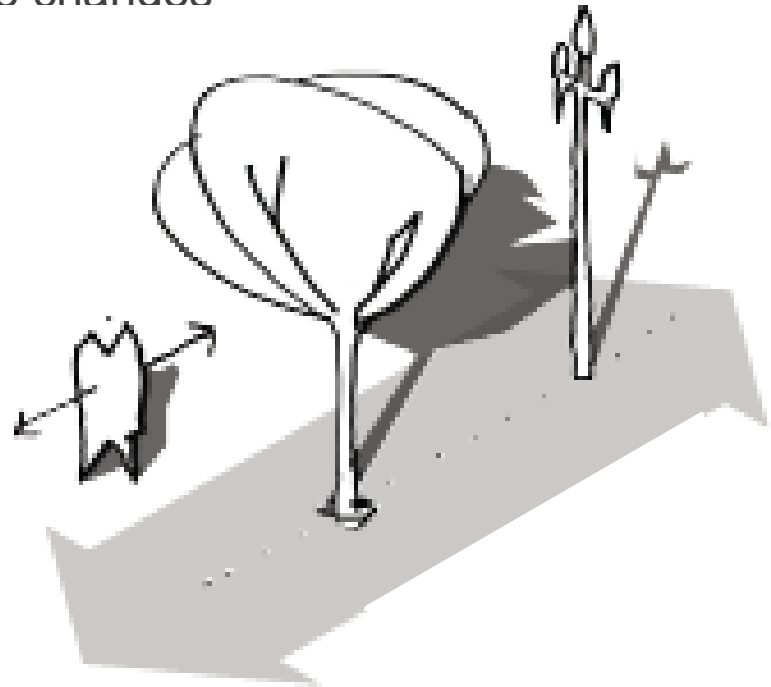
About the Survey Respondents

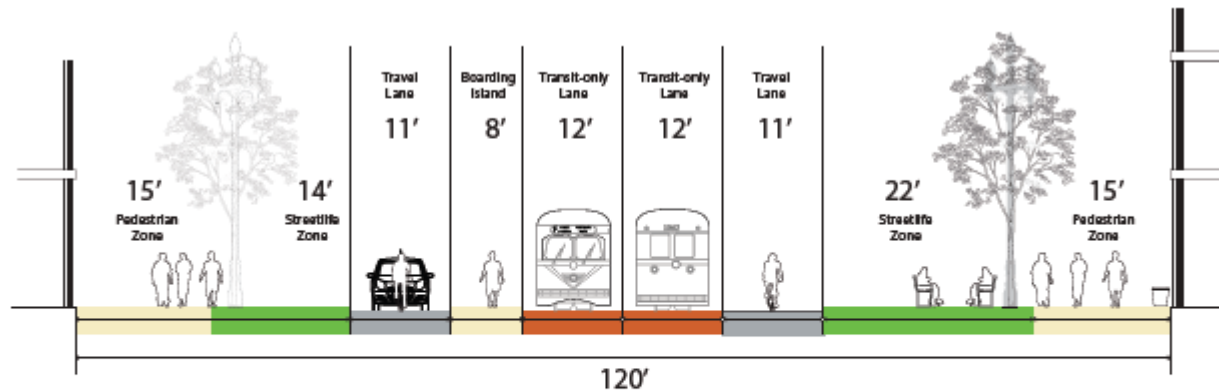
- A majority of respondents come to Market Street because they choose to, such as for shopping or to go to a restaurant, versus because they had to (e.g., for work or school, or to get to transit).





- Consistent in all options (on Market Street):
 - Four vehicular travel lanes
 - Intersection and traffic-signal improvement
 - Muni boarding island upgrade
 - Transit-stop consolidation and service changes
 - Potential auto restrictions
 - Streetlife Zones
 - Lighting upgrades
 - Landscaping and street trees





Description: Improve Market Street's curbside lane using striping, markings and other enhancements to improve conditions for bicyclists. Bicycles continue to share vehicle lane. Pedestrians gain Streetlife Zones and intersection improvements.

Pros:

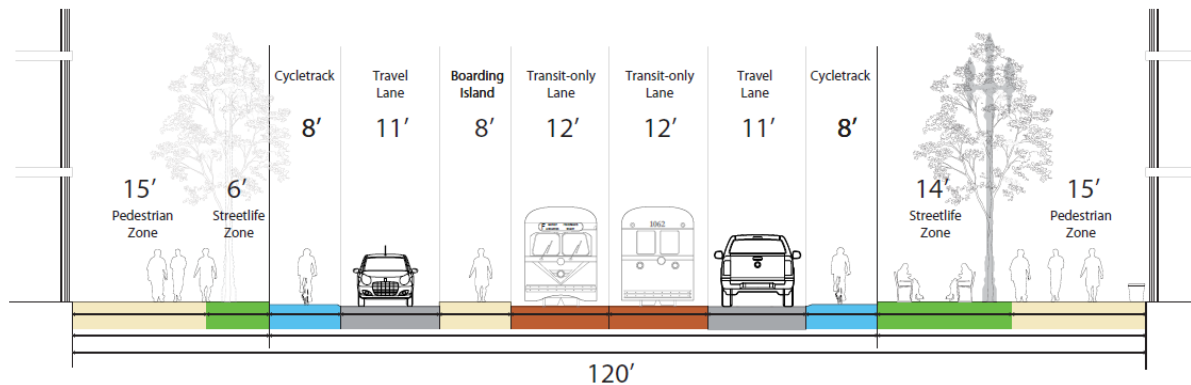
- Minimal curb changes on Market Street to accommodate boarding island changes
- Leaves four vehicle travel lanes, allowing flexibility on Market Street for future improvements
- Provides more flexibility for the Streetlife Zones, especially at current bottlenecks
- Modest benefits for cyclists on Market Street, mainly via intersection improvements

Cons:

- Minor improvements to bicycle conditions on Market Street from Embarcadero to Eighth Street
- No cycletrack to buffer pedestrians from traffic
- Challenge to resolve bike/car conflicts at intersections without dedicated bike lane

Issues requiring further study:

- How much private auto restriction is needed to ensure enough capacity for bicycles, transit, and delivery vehicles, as well as limiting conflicts with pedestrians?
- How much stop consolidation is needed to increase transit reliability and decrease travel time versus to increase walking distance for transit passengers?
- How much space is needed to properly activate the Streetlife Zones?



Description: One-way cycletrack in each direction. Reduced space for Streetlife Zones east of Fifth Street. Pedestrians gain intersection improvements to make crossing safer.

Pros:

- Provides dedicated cycletrack on Market Street, from the Embarcadero to Octavia Blvd., significantly improving cyclist safety and comfort
- Gives cyclists easier access to Streetlife Zones
- Cycletrack buffers pedestrians from vehicular traffic
- Minimizes bike and transit conflict
- Leaves four vehicle travel lanes, allowing flexibility on Market Street for future improvements

Cons:

- Requires substantial changes to curbs which impact other utilities (e.g. hydrants, light poles, curb ramps). This is costly and limits flexibility for future improvements
- Limits size of Streetlife Zone at bottlenecks
- Conflicts with pedestrians at curb-side Muni boarding islands and loading zones
- Cycletrack will need to merge into mixed-flow traffic at pinch points (e.g. BART stations)
- Potential increased conflicts between bicyclists and pedestrians around transit stops

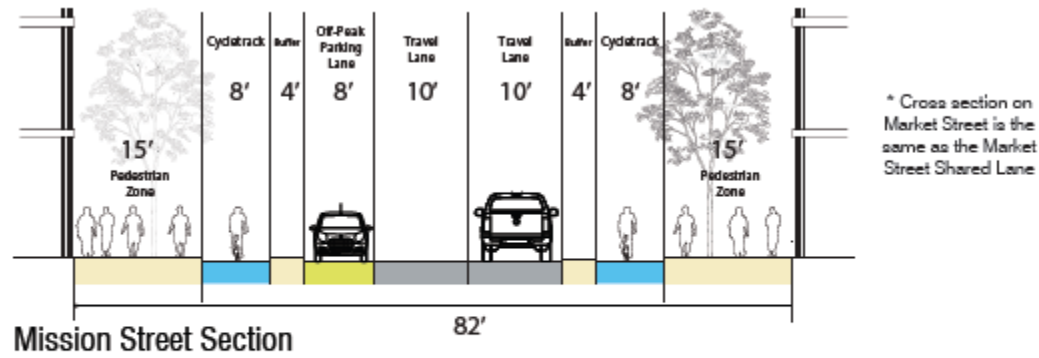
Issues requiring further study:

- What is the best cycletrack design that also provides ADA curbside access and commercial and taxi loading?



Better Market Street

Market Street Transit Corridor & Mission Street Bikeway



Description: Muni's 14/14L Mission lines move to Market Street. Market Street improvements are the same as in the Market Street Shared Lane option. Cyclists are directed to an 8-foot-wide, one-way cycletrack in each direction on Mission Street. Pedestrians benefit from improvements on both Market and Mission Streets.

Pros:

- Provides dedicated cycletrack on Mission Street (approximately east of Van Ness), significantly improving cyclist safety and comfort
- There is an opportunity to improve bicycling conditions with synchronized lights and signal timing (green wave) on Mission Street
- Mission Street has perpendicular intersections without tracks or BART grates, which benefit cyclists
- Mission Street may be reconfigured to allow left turns
- Opportunity to create a southern bicycle connector (from Valencia Street to downtown)
- Sidewalk activation opportunities for Mission Street and connecting side streets
- Provides more flexibility for Streetlife Zones on Market Street, especially at current bottlenecks
- Minimal curb changes on Market Street, allowing flexibility on Market Street for future improvements

Cons:

- Minor improvements to bicycle conditions on Market Street
- No cycletrack on Market Street to buffer traffic from pedestrians
- With a shared lane, it's more difficult to resolve bike-car conflicts at Market Street intersections
- Changes the transit-service coverage of the SoMa area via the move of the 14/14L-Mission lines
- Requires additional bike connections between Market and Mission Streets
- May require greater car restrictions on Market Street to accommodate additional buses
- Requires removal of one lane of parking on Mission Street to make room for buffer between remaining parking lane and cycletrack. Note that parking already is restricted during peak commute hours

Issues requiring further study:

- How much private auto restriction is needed to ensure enough capacity for bicycles, transit, and delivery vehicles, as well as limiting conflicts with pedestrians?
- How do we best coordinate with other neighborhood and transit plans on and adjacent to Mission Street?
- Do SamTrans and Golden Gate Transit busses continue to run on Mission Street?



Better Market Street

Market and Mission Study Blocks

Block 5: 9th and 10th
 Pedestrian counts: Mission + 9th + 10th
 Stationary counts: N/A

Block 4: 5th and 6th
 Pedestrian counts: Mission + 6th
 Stationary counts: Mint Plaza

Block 3: 3rd and 4th
 Ped counts: Mission + Yerba Buena Lane
 Stationary counts: Jewish Museum Plaza

Block 2: 1st and 2nd
 Ped counts: Mission + 1st
 Stationary counts: 560 Mission plaza

Block 1: Steuart and Spear
 Ped counts: Mission + Spear + Steuart
 Stationary counts: Plaza at One Market



Source: San Francisco GIS Data - <http://gispubd2.sfgov.org/website/1stshare/Index2.asp>

Drawings on Market Street

Blocks to study and draw on Mission Street

Blocks to study on Mission Street

Conceptual Traffic Layout

Connectors

Intersection Diagram



Better Market Street

Study Blocks

January 2013



Description: a new multi-use zone, within the existing sidewalk width, that will invite diverse public life to advance a welcoming environment, create continuity along Market Street, and promote the integration of walking, biking and public transit. Narrower sections of the zone (5- to 14-foot wide) improve the pedestrian experience by enhancing the sidewalk area with street trees, plantings, site furnishings, and stormwater treatments. Wider sections (14- to 20-foot wide) provide space to activate Market Street with art, performances, seating, sidewalk cafes, parklets and other social activities.



Features



Site furniture
New benches, bike racks and bus shelters.



High performance sidewalks
High-quality, durable sidewalks that are easy to maintain and replace when needed.



Healthy trees
Increased soil volume and drainage to promote growth of large, healthy trees.



Green streets
Low maintenance plants that create a greener, more beautiful street.



Restored Path of Gold street lights
Restored historic street lights with a sense of history and singular identity

Public Life



Places to hang out
More inviting places to sit, relax and observe.

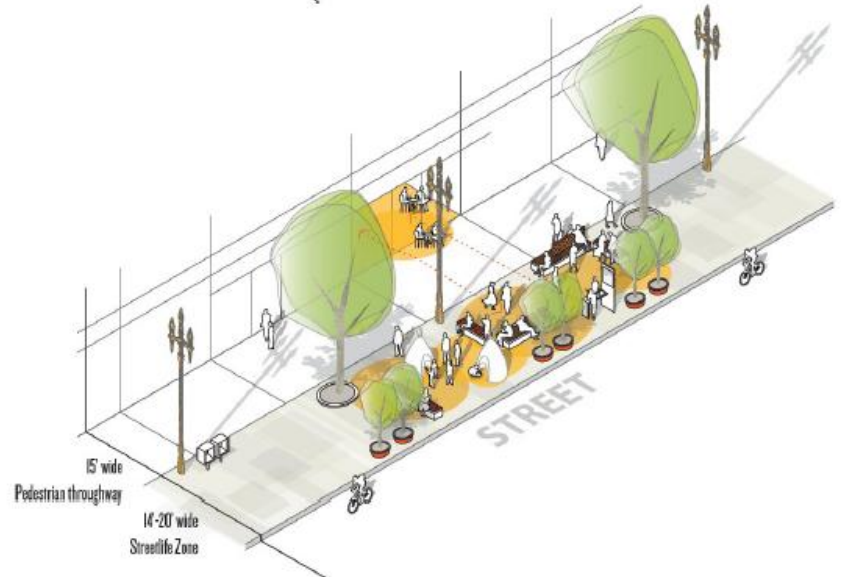
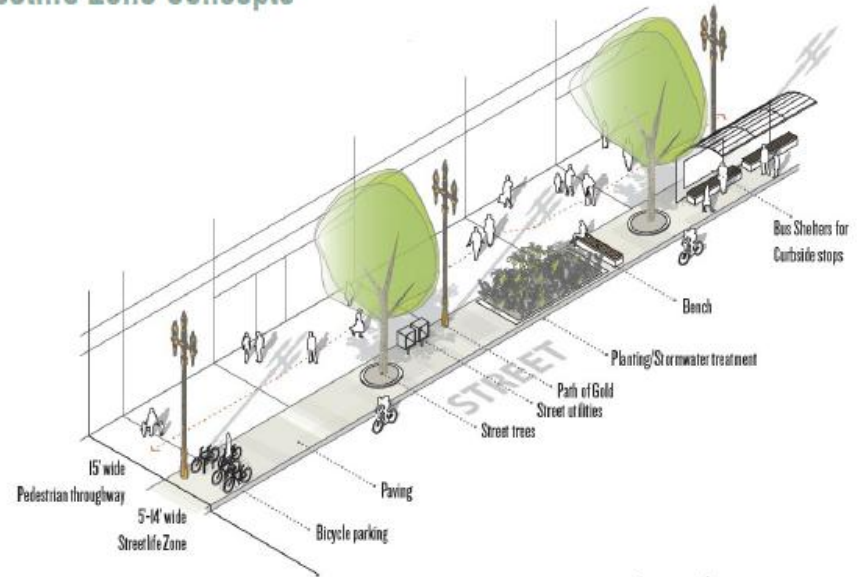


Active spaces
More inviting places to play and exercise.



Gathering spaces
Places for interaction, meetings, and sharing information.

Streetlife Zone Concepts





Description: Public plazas and spaces vary by size and function. The Better Market Street project proposes to transform them to invite more public life, enhance their character, better connect them with Market Street and integrate them into the surrounding neighborhoods. Illustrated here are preliminary ideas and concepts which are being studied further.

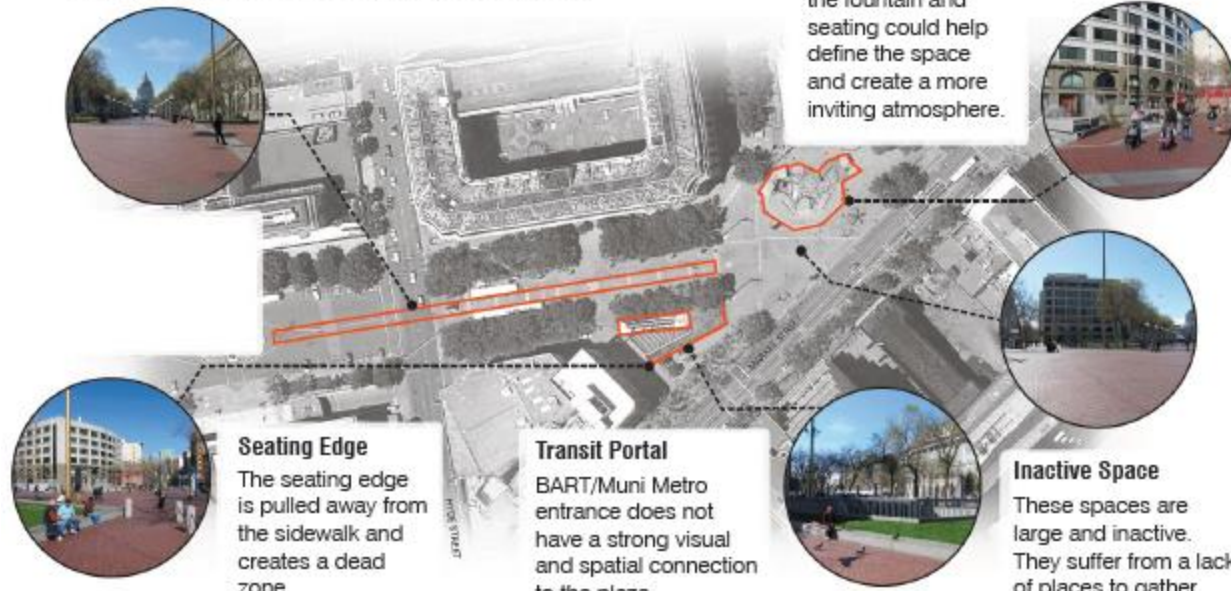
U.N. Plaza

Connecting Market Street to Civic Center

This entire space lacks connection to Market Street. Farmers' market & other activities help connect the plaza to Market Street and the surrounding neighborhoods.

Exposed Fountain

Currently, the sunken fountain is exposed and windswept and all seating faces inward. New tree planting around the fountain and seating could help define the space and create a more inviting atmosphere.



Seating Edge

The seating edge is pulled away from the sidewalk and creates a dead zone.

Seating needs to be strategically placed to activate the main circulation routes.

Transit Portal

BART/Muni Metro entrance does not have a strong visual and spatial connection to the plaza.

Portals to transit should be easily identifiable from all parts of the plaza. Also, this transit space should be used to create a hub for activities.

Inactive Space

These spaces are large and inactive. They suffer from a lack of places to gather and sit.

New seating and podiums for performances could help frame the space and create lively edges.



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Halladie Plaza



Connecting to Market Street

This portion of the plaza consistently has the best sun exposure and could be used for lounging and cafe seating.



Street Life

No opportunities to sit and stay. More seating would allow for rest and hanging out.



Missing Middle

The sunken part of this plaza is inactive and removed from street-level activity, creating visual and physical barrier between sidewalk and plaza.

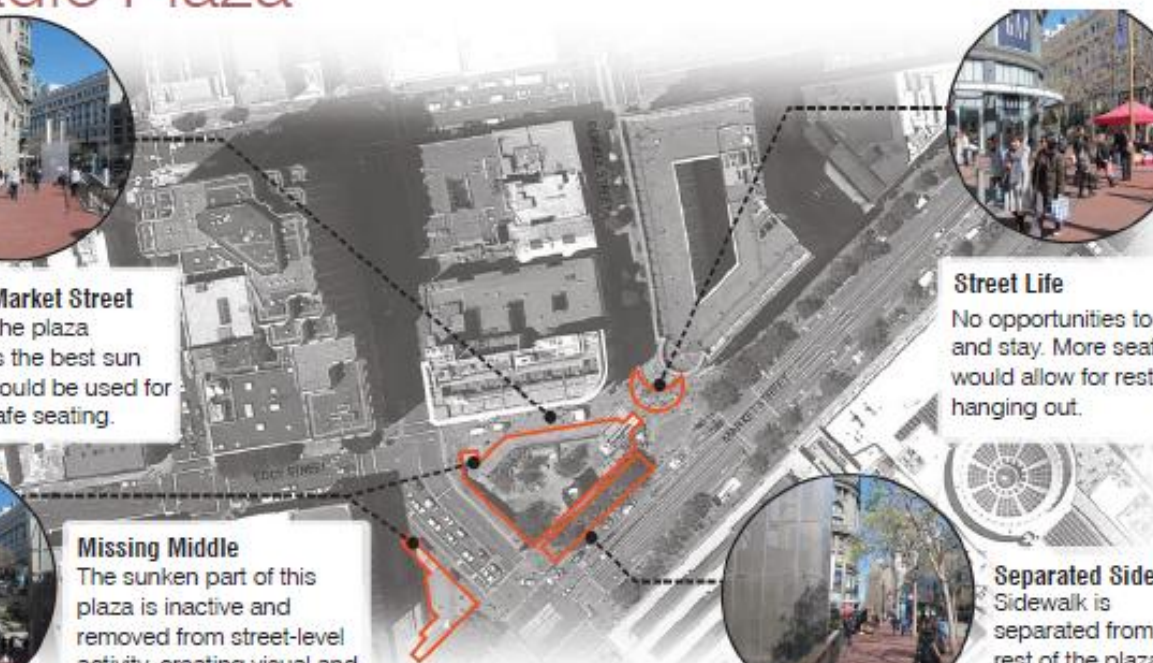
Cafes could work well at street level if the sunken area were to be filled. Bringing the plaza up to street level would create a large new civic space for San Francisco.



Separated Sidewalk

Sidewalk is separated from the rest of the plaza.

Filling the sunken area would allow for the opportunity to link this sidewalk to the rest of the plaza.





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The Embarcadero



Missing Link to The Embarcadero

The east end of Market Street could be better connected to the plazas that form the the street's terminus.

Farmers' market stalls and other vendor activities could be incorporated into the new streetscape design.

Active Market

The market brings life to the plaza but obscures the pedestrian connection to the waterfront.

A clearer pathway from Market Street to The Embarcadero would reduce confusion and strengthen the connection between the Ferry Building and Market Street.



- Mission Street Organizations
 - Yerba Buena Alliance
 - TODCO
 - SPUR
 - SF Bicycle Coalition
 - Transit Riders Union
 - Yerba Buena CBD
 - Civic Center CBD
 - Walk SF
 - Livable City
 - Union Square BID
 - North of Market/Tenderloin CBD





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