



# Better Market Street

## Community Advisory Committee

### January 11, 2021





- Shared curb lane with treatments that emphasize bike priority
- Retains the existing curb-line along 75% of the project area, minimizing construction impact
- 75% fewer vehicles in curb lane with car-free Market and new transit service plan



- No Muni service in the curb lane, eliminating conflicts
- New, fully-accessible boarding islands that are twice as big as current boarding islands
- Crossings to boarding islands will be signaled



- New curb ramps with limited sidewalk replacement to minimize construction impacts to businesses
- Upgraded, expanded, ADA accessible transit boarding islands

# Intersection Improvements

- 53 curb ramps upgraded and doubled in width
- Repaving crosswalks and upgrading BART grates
- Adding accessible pedestrian signals at all crosswalks
- Upgrading traffic signals from 8" to 12" to improve signal visibility

Note: 2020 design avoids lengthening pedestrian crossings by up to 20 feet as the 2019 design required



Virtual Open House 11/2-11/30

Virtual Meetings 11/4, 11/9 - 281 attendees

Online Survey - 388 responses

Numerous stakeholder meetings

Stakeholder Meetings
BMS Community Advisory Group
Door-to-door outreach
F Loop stakeholders
Lighthouse for the Blind
Paratransit Coordinating Council
San Francisco Taxi Workers Alliance
SF Bicycle Advisory Committee
SF Bicycle Coalition/WalkSF/SF Transit Riders/ Market Street Railway
SFCTA Board & CAC
SFMTA Multimodal Accessibility Advisory Committee
SFMTA Taxi Color Scheme meeting
SFMTA Transit (Division Safety Committees)




ArcGIS StoryMaps

storymaps.arcgis.com/stories/549e254bccb6413b953d1173eb1a63e7

ArcGIS StoryMaps

Welcome Project Background 2020 Market Street Quick-Build Design Considerations 5th - 8th



Better Market Street will fully repave the road and replace the worn-down rails, BART grates in the street, and traffic signals. The tracks will be upgraded from "tie and ballast" to "direct fixation", which will reduce the amount of vibration caused by trains. This will reduce the wear and tear on the roadway surface, lowering ongoing maintenance needs. The BART grates will also be upgraded to a new design that better accommodates

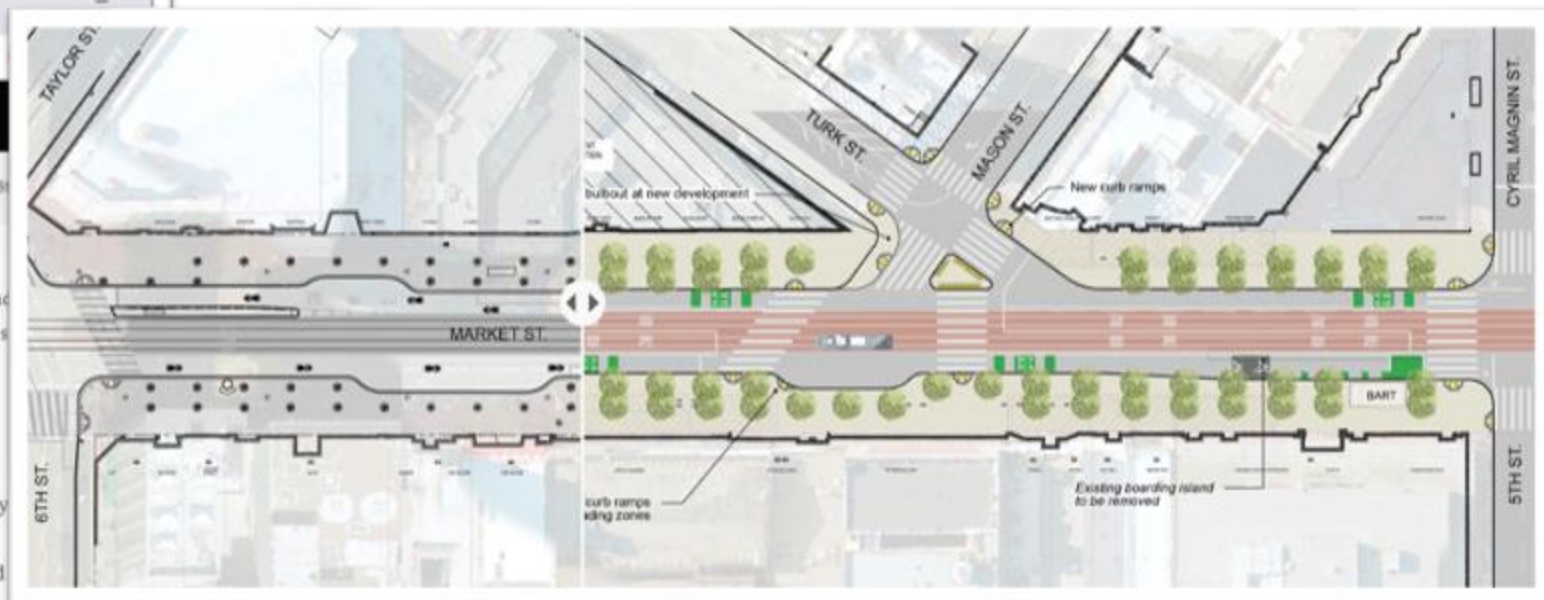
bicycle traffic.



The existing traffic signals poles are an older style with smaller, 8" traffic signals, and the poles are rusting and cannot be maintained. The signals will be replaced with new, 12" signals that meet current standards.

The project team plans to replace some water and sewer pipes that have reached the end of their design life and reline others to extend their life. Lastly, some transit infrastructure is worn out and in need of replacing, including

the overhead catenary system (OCS), traction power systems that provide electricity to vehicles, and switches.



## Supported Improvements

- Wider bike facility
- Muni-only transit lanes – Phase 1 2020 design is slightly better for transit than current conditions
- Larger accessible center boarding islands

## Remaining Concerns

- Many respondents stated they did not like anything about the Phase 1 2020 design
- People felt that 2020 design was slightly worse than current conditions for people biking

*\*Overwhelming majority of feedback came from people who ride bicycles and/or have concerns about impacts to people who ride bicycles.*

## What do you like about the 2020 design?





# Changes to proposals based on feedback

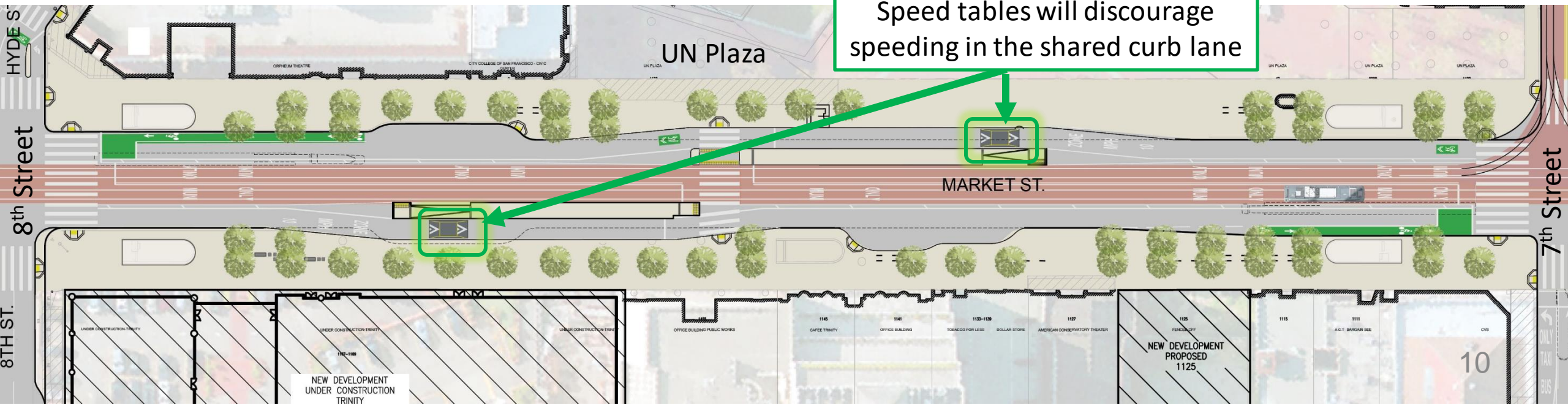


	Concerns Heard	Response
Shared Curb Lanes	<ul style="list-style-type: none"><li>• Concern from people biking, paratransit and taxis about <b>sharing curb lane</b></li></ul>	<ul style="list-style-type: none"><li>• Added <b>required right turns</b> for commercial vehicles and taxis</li><li>• <b>Added left turn exemptions for taxis on Mission Street</b></li><li>• <b>Lowered speed limit</b> to 20 MPH</li></ul>
Speed Tables and Mountable Curbs	<ul style="list-style-type: none"><li>• Concern about crossing <b>mountable curb</b> to pass double parked or broken-down vehicles</li><li>• Concern about comfort from people biking over <b>speed tables</b></li></ul>	<ul style="list-style-type: none"><li>• <b>Speed tables scaled back</b> to only locations adjacent to boarding islands</li><li>• <b>Mountable curb removed</b> from Phase 1 Contract; will experiment with more flexible, surface-applied treatments</li></ul>
Car-free Market Enforcement	<ul style="list-style-type: none"><li>• Concern that some private vehicles continue to use Market Street</li></ul>	<ul style="list-style-type: none"><li>• Will <b>investigate photo enforcement solutions</b></li></ul>

# Speed Tables & 20 MPH Speed Limit



- Speed tables adjacent to boarding islands will discourage speeding
- Speed limit will be lowered to 20 miles per hour from Franklin to Steuart
- Previously proposed mountable curbs were removed from contract; additional experimentation planned



# Changes for Taxis and Commercial Vehicles

- 2019 legislation included:
  - Peak hour, peak direction commercial vehicle loading restrictions (6-9:30 south side, 3-7:30 north side, taxis and paratransit allowed at all times)
  - Three required turns for commercial vehicles
- 2020 proposal adds:
  - Four required turns for commercial vehicles and taxis
  - New taxi-exemptions along Mission corridor will improve taxi circulation



Spring/Summer 2021

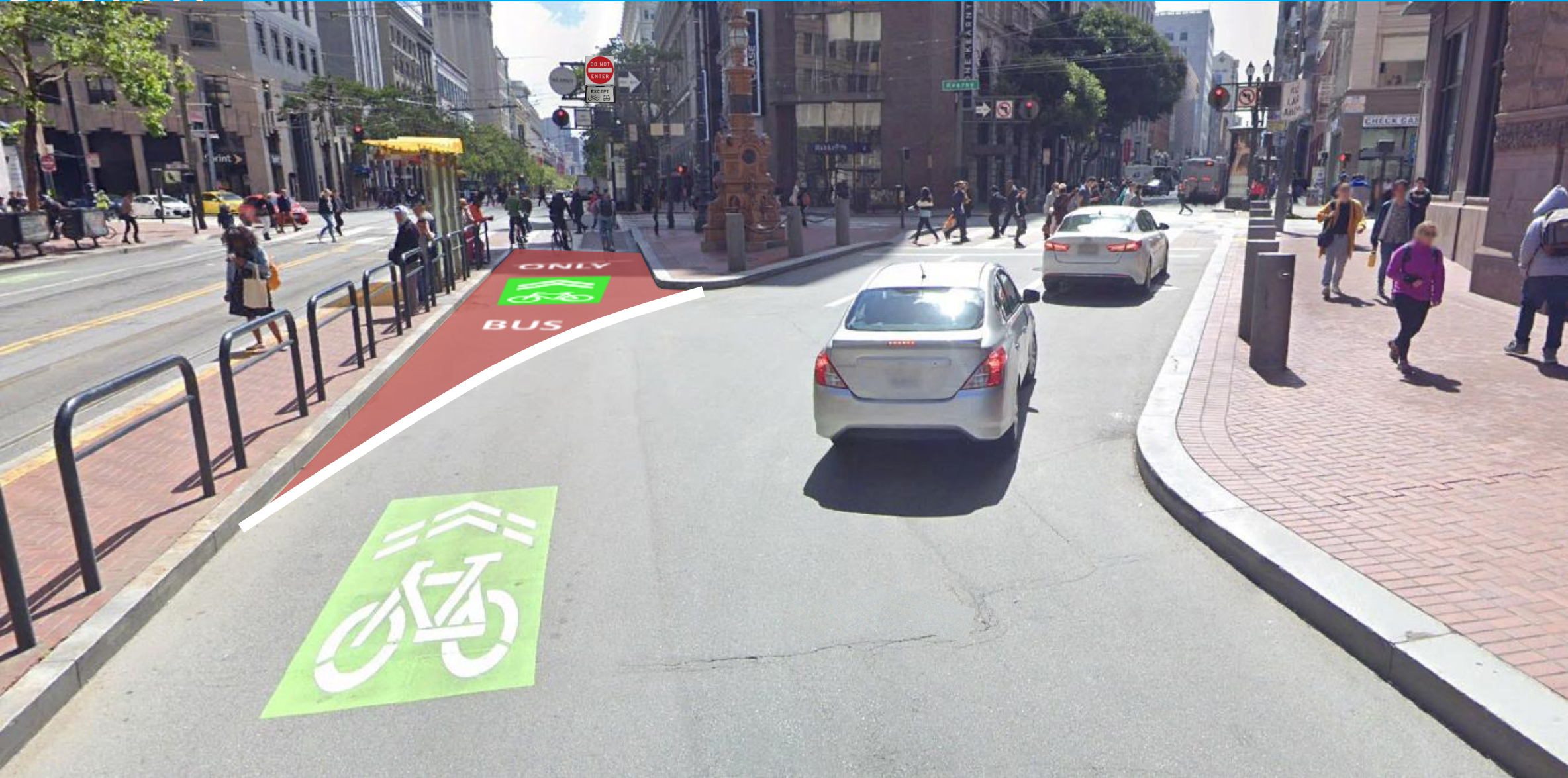
- Extend transit only lane from 3rd to Main Street
- Convert unit blocks of Spear, Jones to two-way
- Required right turn at Geary/Kearny westbound for taxis, commercial vehicles
- Hub Area: Required right turn at 9<sup>th</sup> Street, Safety improvements at Van Ness eastbound

Schedule TBD

- Test vertical elements, speed tables
- Photo enforcement of illegal turns onto Market



# Quick Build - Required Right Turns at Kearny/Geary



DRAFT CONCEPT FOR FEEDBACK

# Quick Build 2021 - Required Right Turn at Hayes



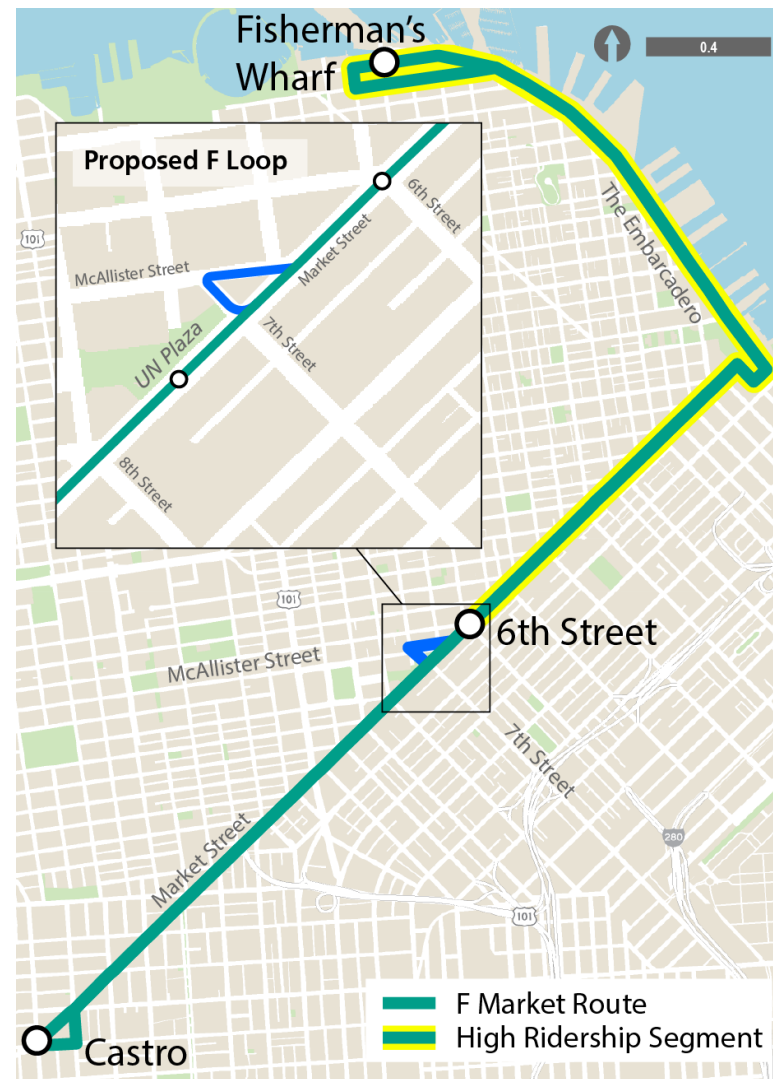
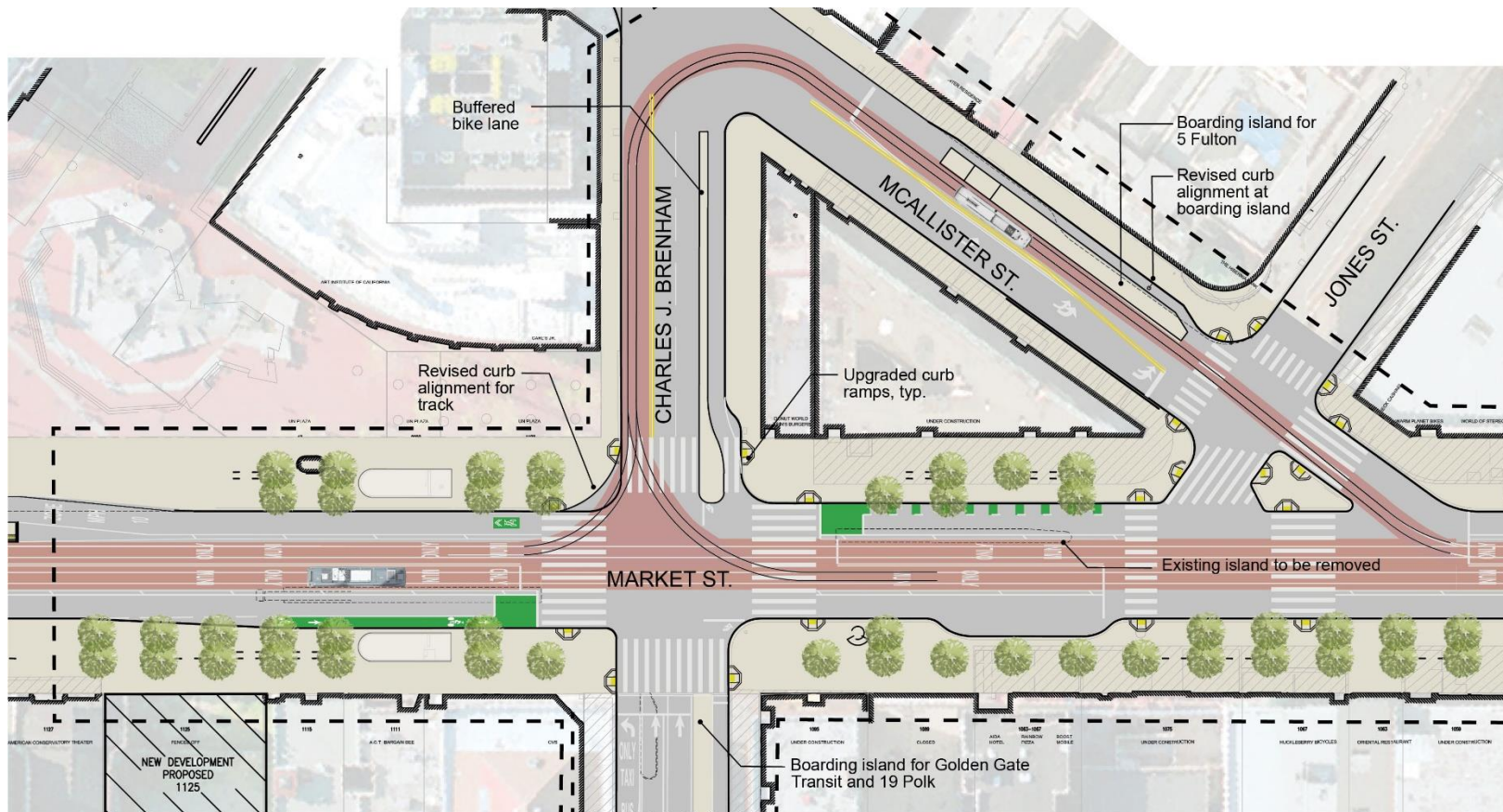
DRAFT CONCEPT FOR FEEDBACK

# Phase 2: F Market Loop



New F-line turn-back loop on McAllister and Charles J Brenham planned to start construction in 2024

- Enables more service where ridership is highest
- Improves transit flexibility and reliability

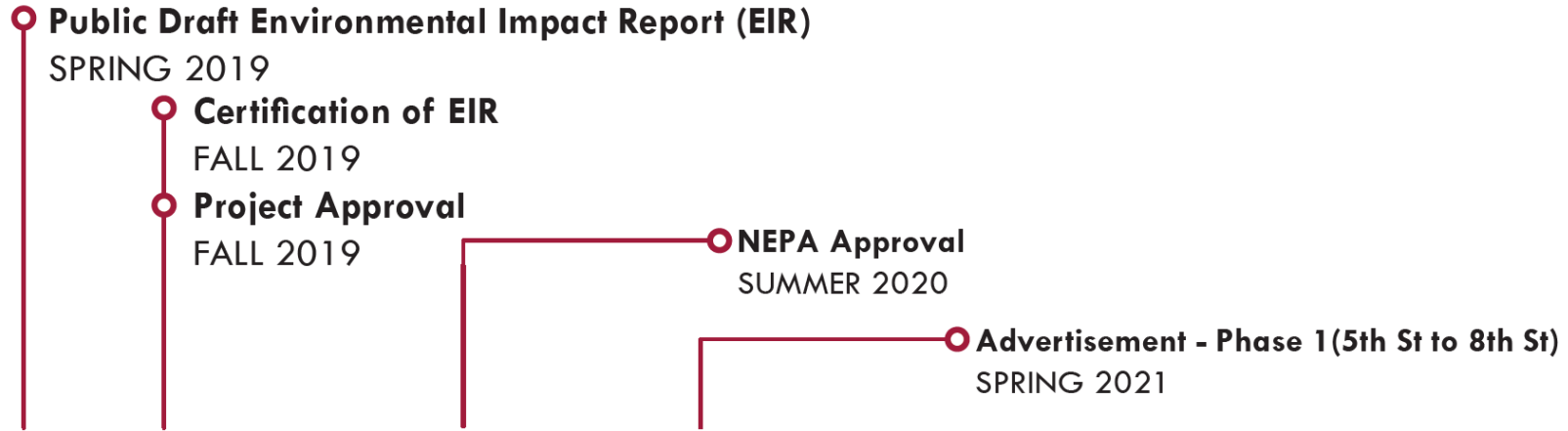


Additional legislation to be heard on January 19 include

- Elements that were in original project design but not included in 2019 legislation
  - Parking changes on Ellis, Hayes, and Fell streets
  - Turn restrictions to support two-way conversion of Jones between Market and Golden Gate
- Minor adjustments implemented in 2020 quick-build via temporary directive
  - modifications near Stevenson and 2nd Street to better accommodate local traffic circulation



# Project Schedule



2018 ..... 2019 ..... 2020 ..... 2021 ..... 2022 ..... 2023 ..... 2024 ..... 2025 .....

30% Design - Full Corridor

2018 - 2019

Design - Phase 1

2018 - 2021

Quick Build

2020

Quick Build

2021

Construction - Phase 1 (5th to 8th streets)

2021 - 2023

Design - Phase 2 (F-Loop)

2021 - 2023

Construction - Phase 2 (F-Loop)

2024 - 2026

## **bettermarketstreetsf.org**

For media inquiries and project-related questions, please contact:

**Coma Te**

*Communications & Outreach*  
coma.te@sfdpw.org

**Cristina C. Olea, PE**

*Better Market Street Project Manager*  
cristina.c.olea@sfdpw.org

**Britt Tanner, PE**

*Senior Engineer*  
Britt.tanner@sfmta.com

