



Better Market Street

Comparison of 2019 and 2020 Proposals

October 13, 2020



Pedestrian Safety & Accessibility



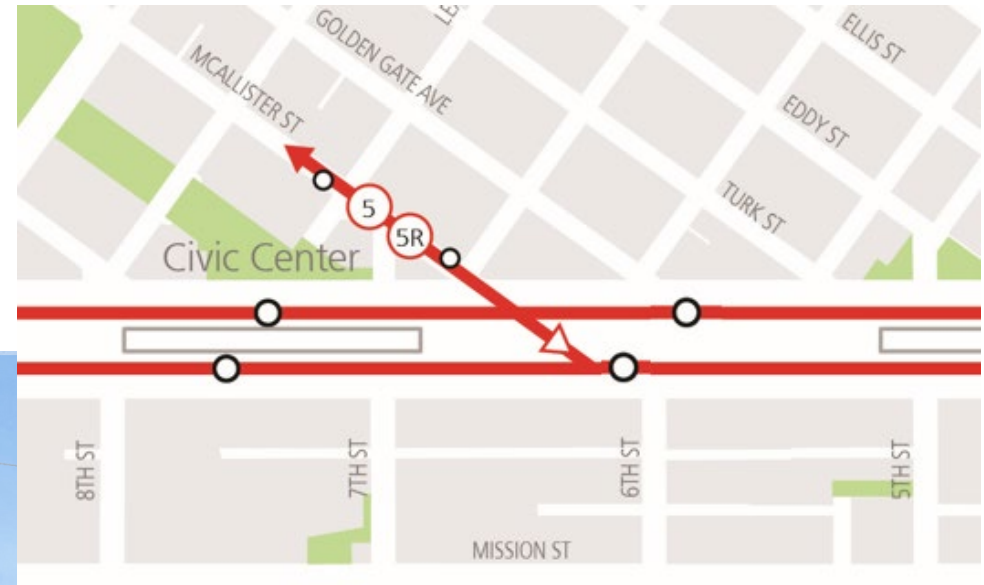
- New curb ramps with limited sidewalk replacement
- Upgraded, expanded, ADA accessible transit boarding islands



Transit Improvements



- Fully-accessible Rapid/Local center-lane islands at UN Plaza and 6th Street
- No Muni service in the curb lane, eliminating bike/transit conflicts



Proposed Project: 5th - 8th



- Curb lane for people biking, paratransit, commercial vehicles & taxi, with painted buffer and full-lane double-sharrow treatments will emphasize bike priority
- 75% fewer vehicles in curb lane with new transit service plan and Car Free Market

Exploring options to passing in the curb lane while maintaining flexibility for lane changes due to breakdowns or emergencies

“Zebra”/Armadillos

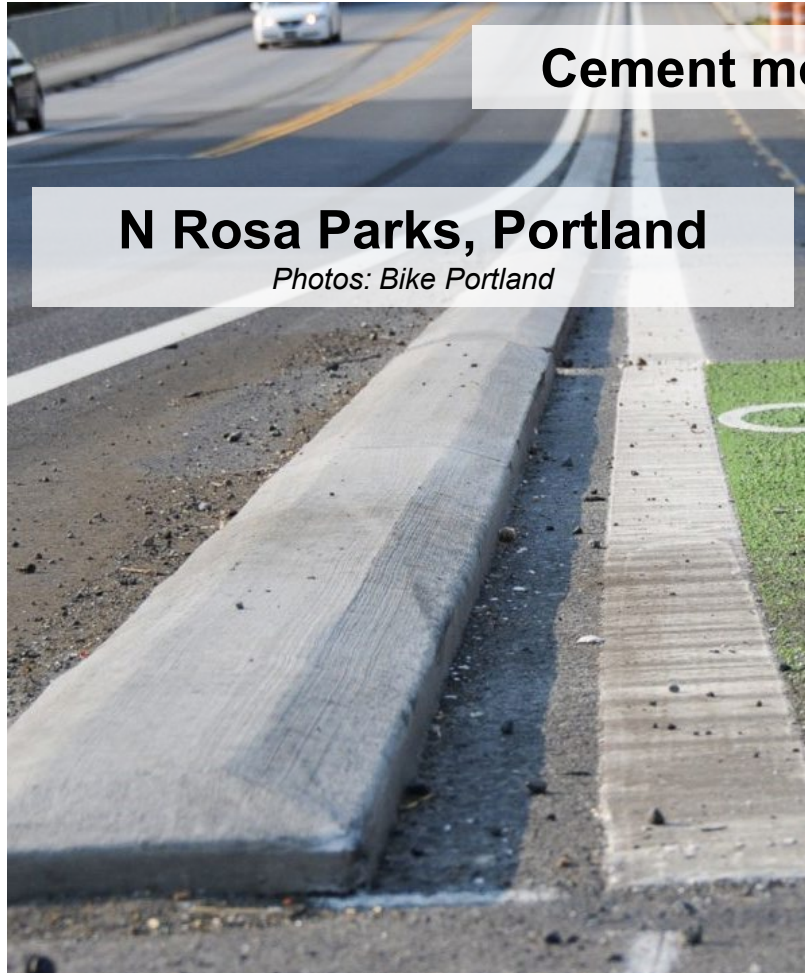
Photo: Zicla



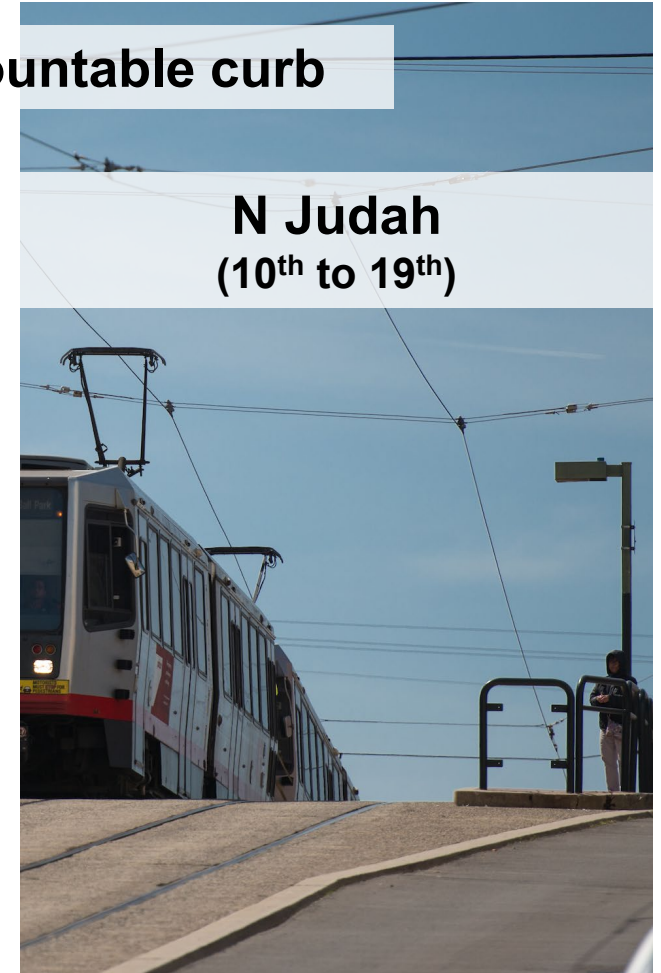
Cement mountable curb

N Rosa Parks, Portland

Photos: Bike Portland



N Judah (10th to 19th)



Potential Curb Lane Traffic Calming Treatments

Exploring options to discourage speeding in the curb lane

Speed Tables



Hudson Avenue, SF

Speed Cushions



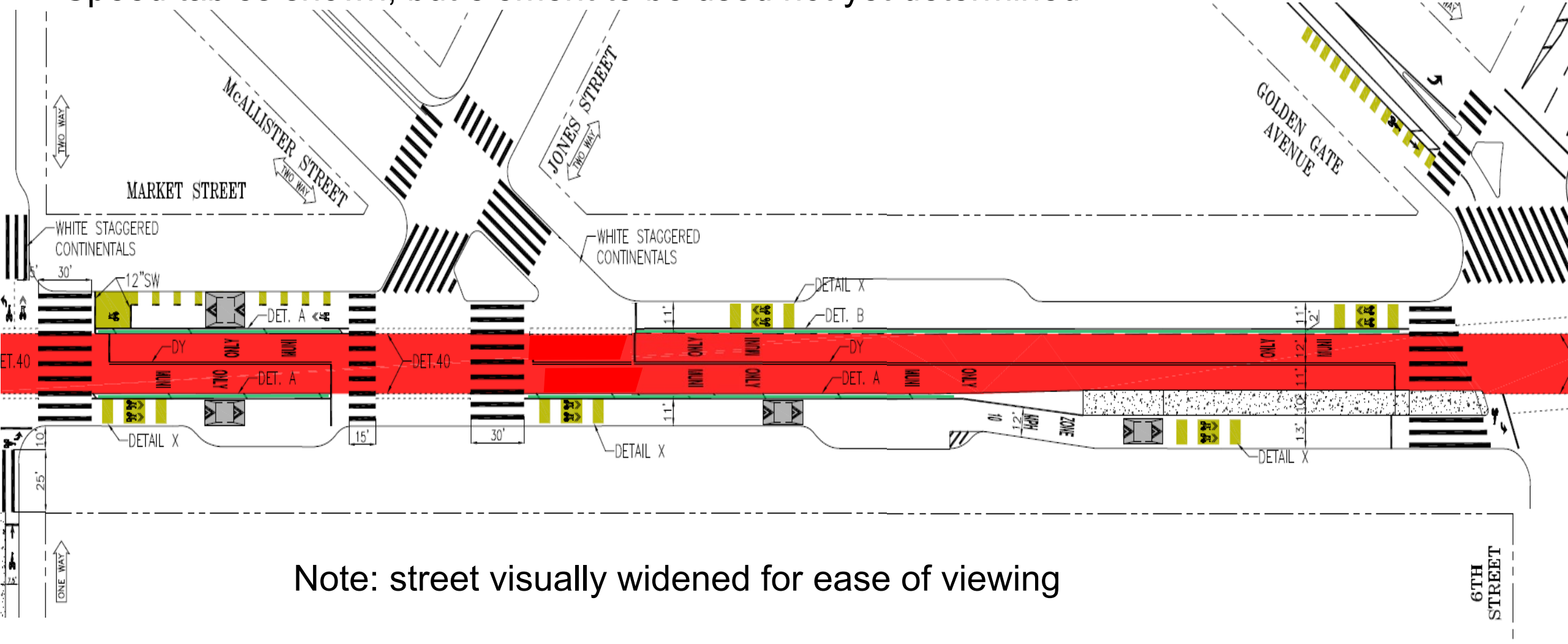
San Francisco



Potential Transit / Shared Lane Separation Treatments



DRAFT placement of separation and traffic calming treatments
Speed tables shown, but element to be used not yet determined.

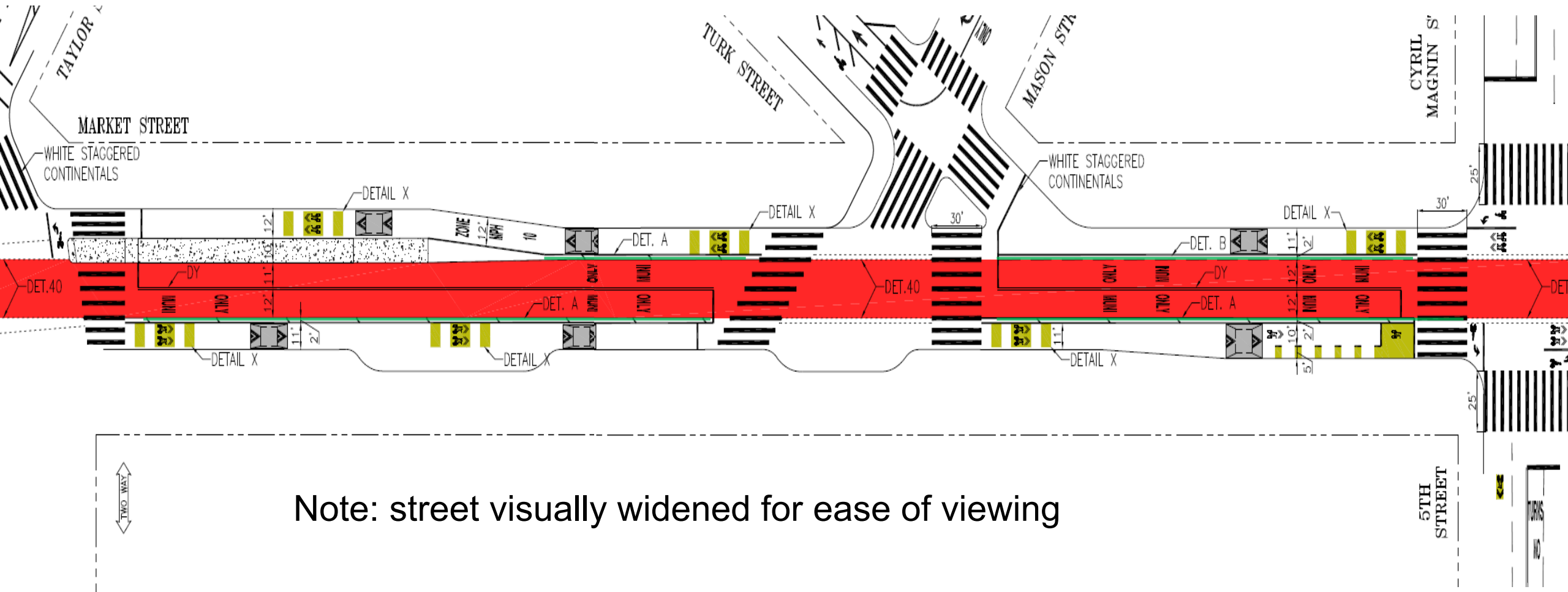


Note: street visually widened for ease of viewing

Potential Transit / Shared Lane Separation Treatments

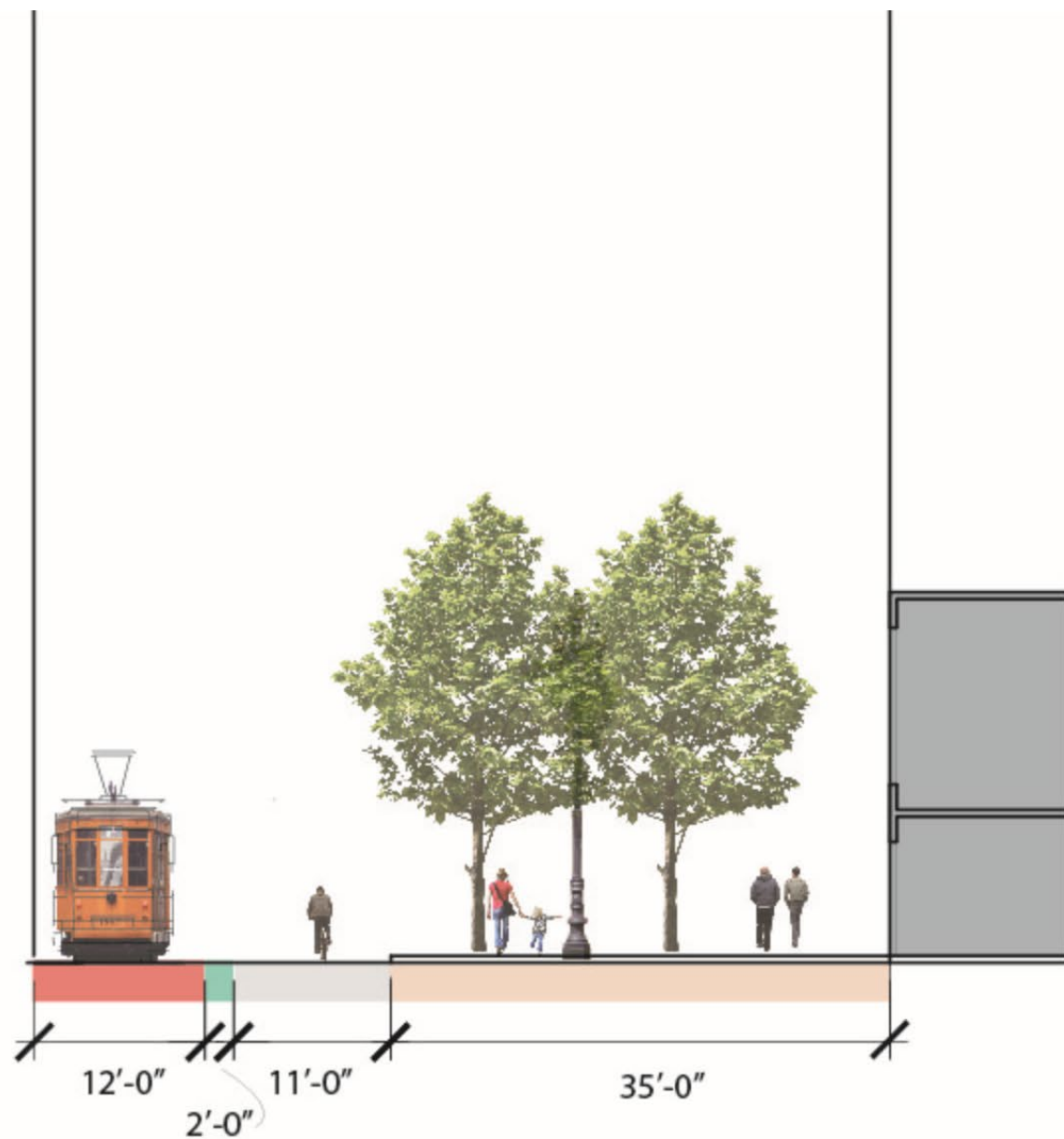
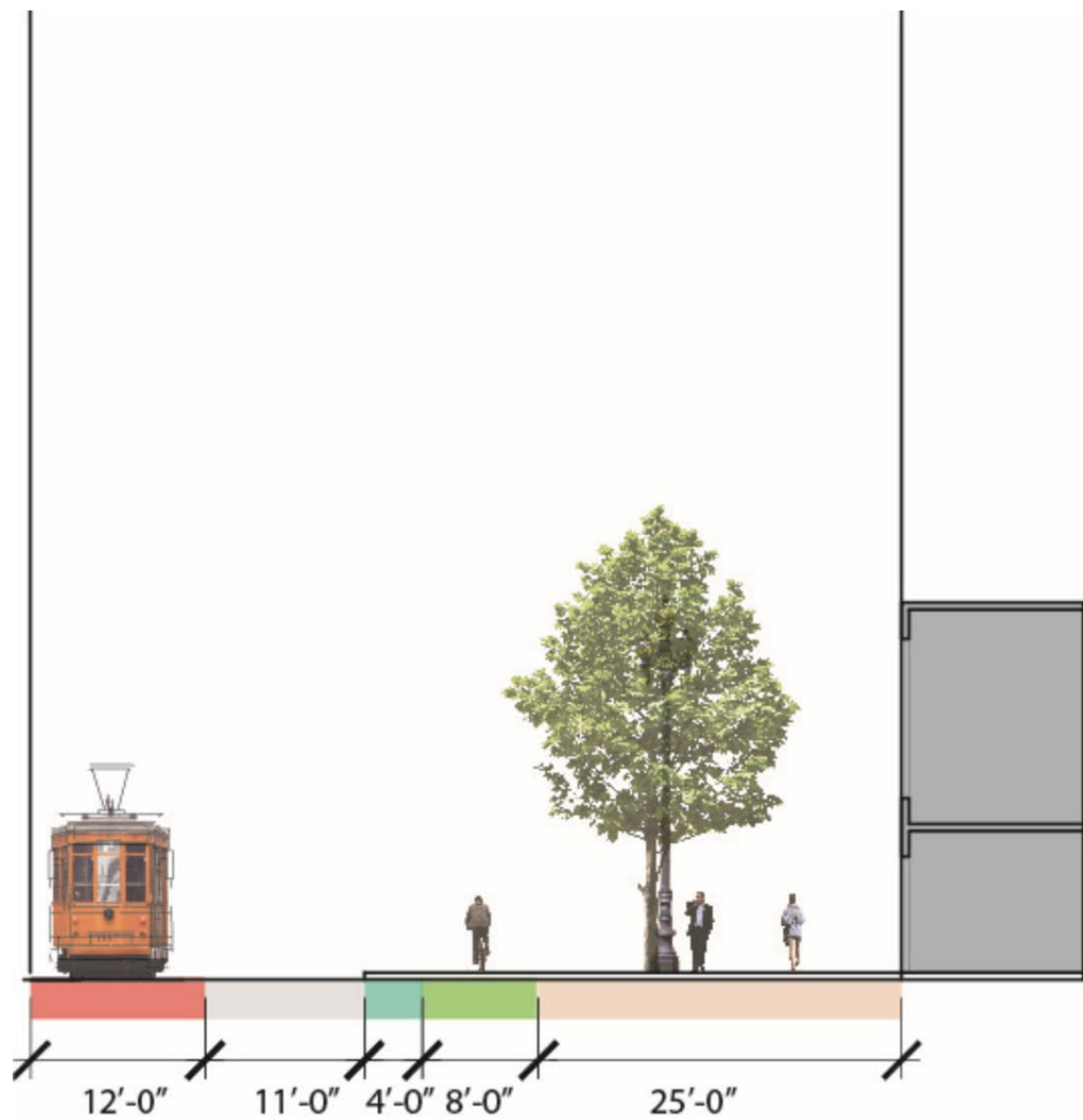


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Speed tables shown, but element to be used not yet determined.



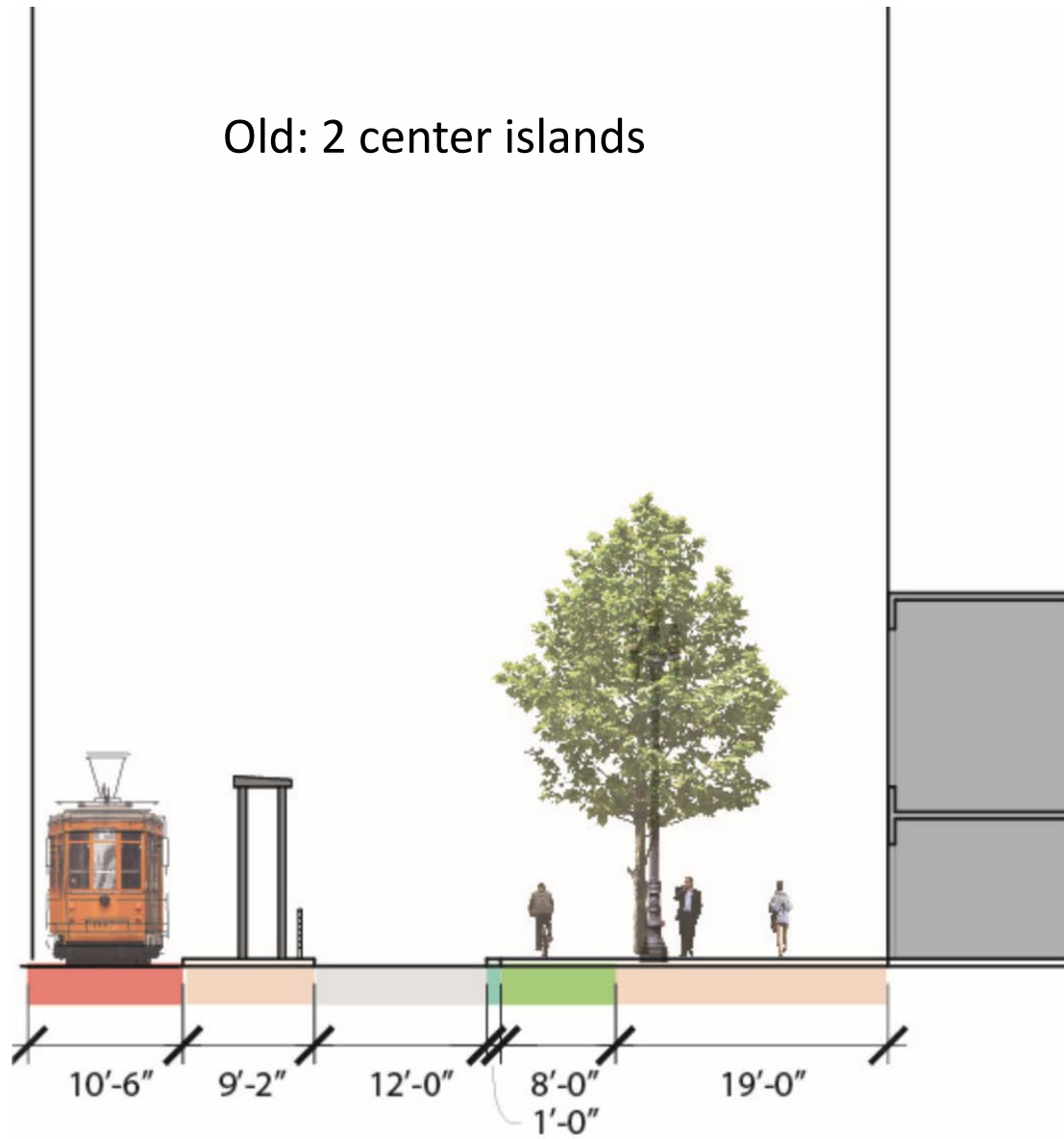
Note: street visually widened for ease of viewing

2019 vs. 2020: 5th to 8th Street - Typical Cross Section

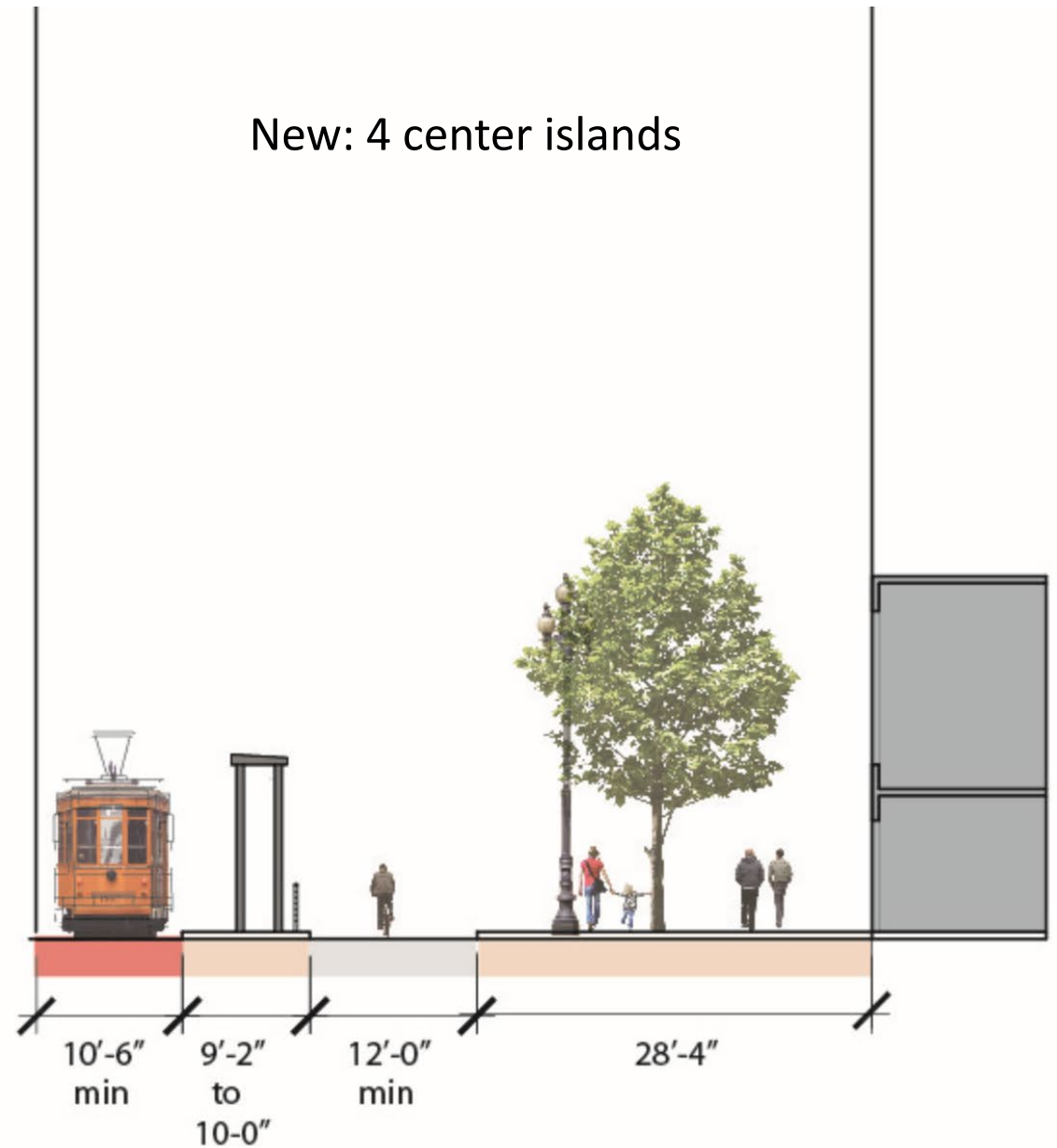


2019 vs. 2020: Center Island Cross Section

Old: 2 center islands

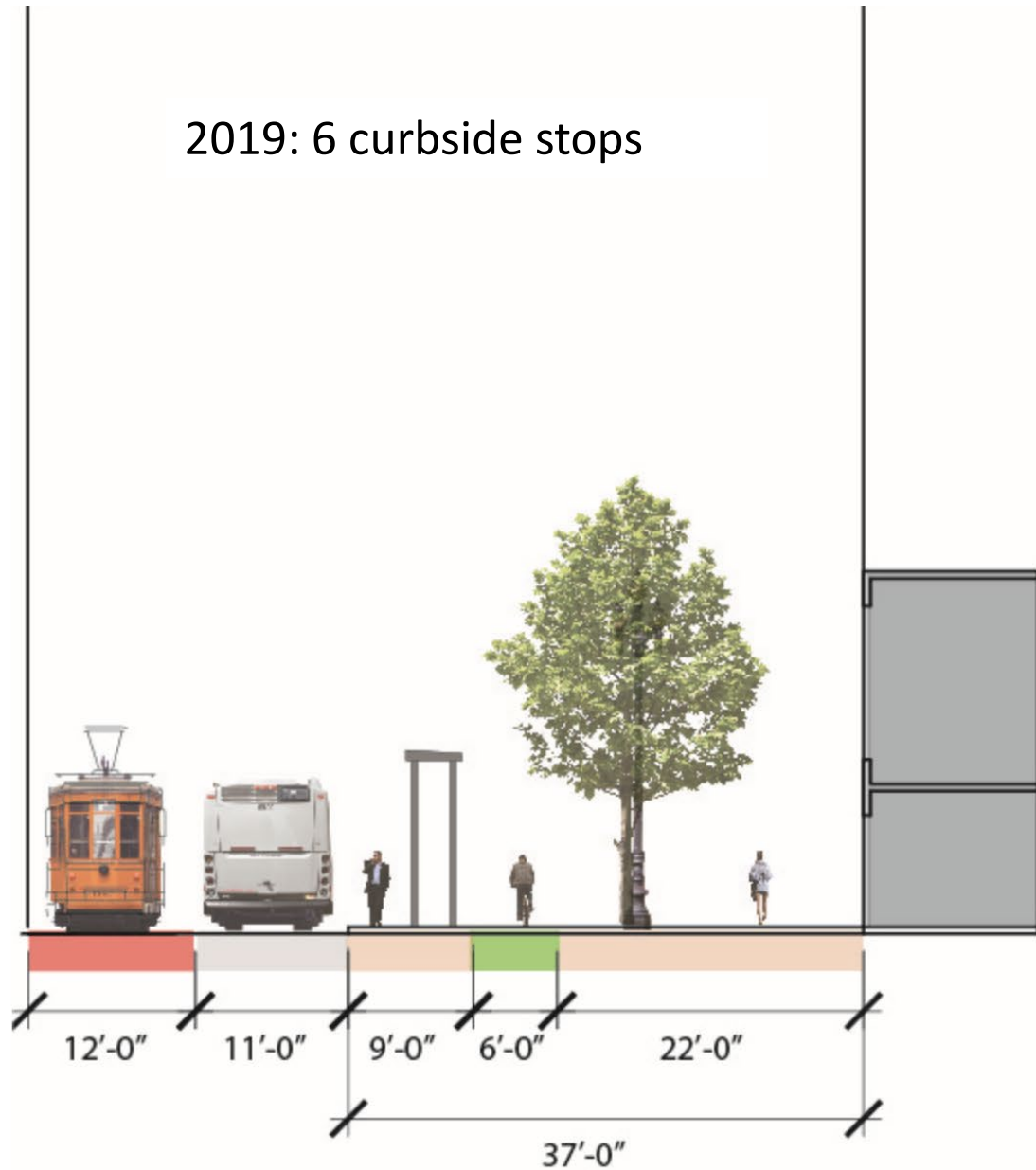


New: 4 center islands

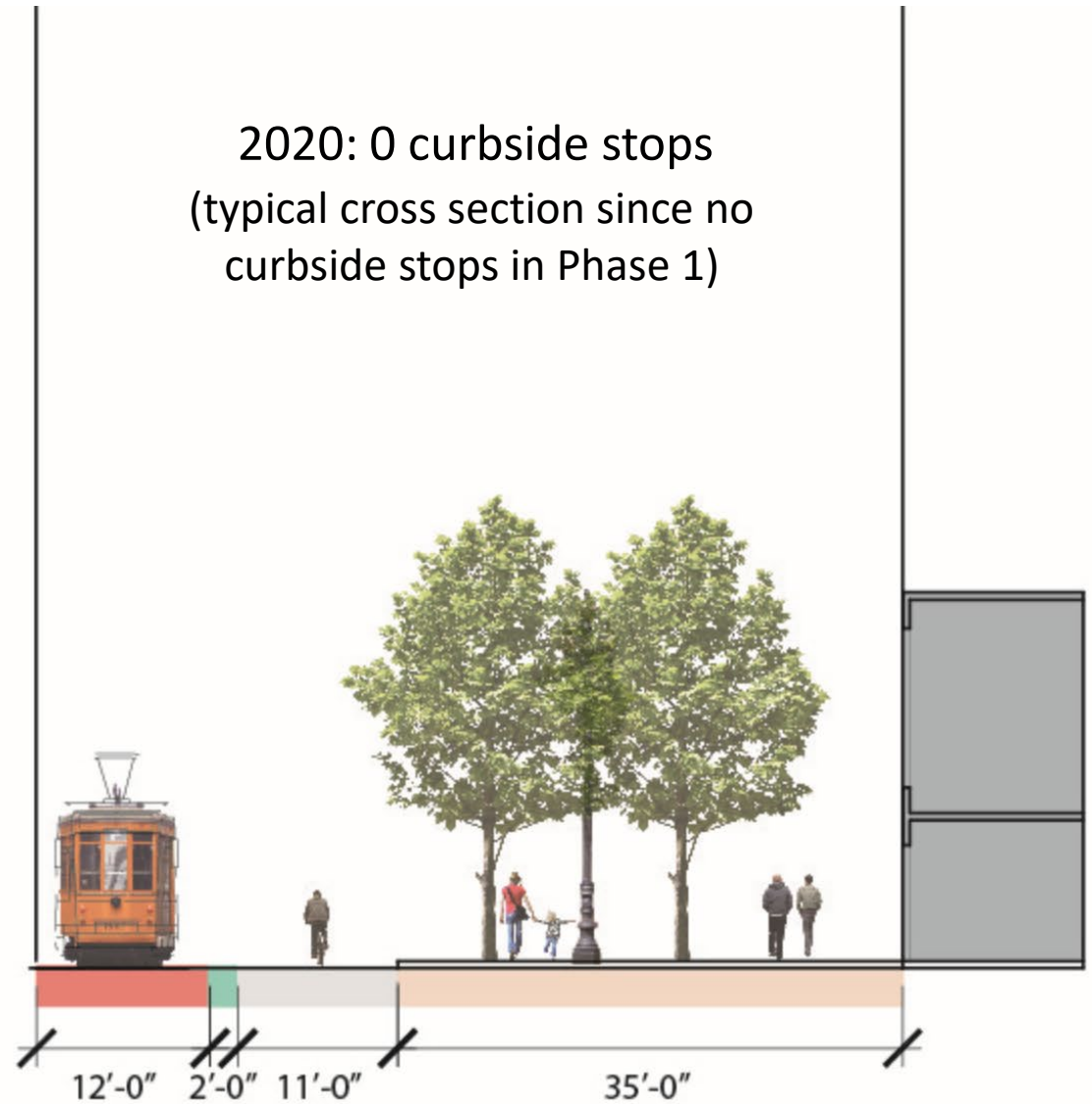


2019 vs. 2020: Curbside Transit Stop Cross Section

2019: 6 curbside stops

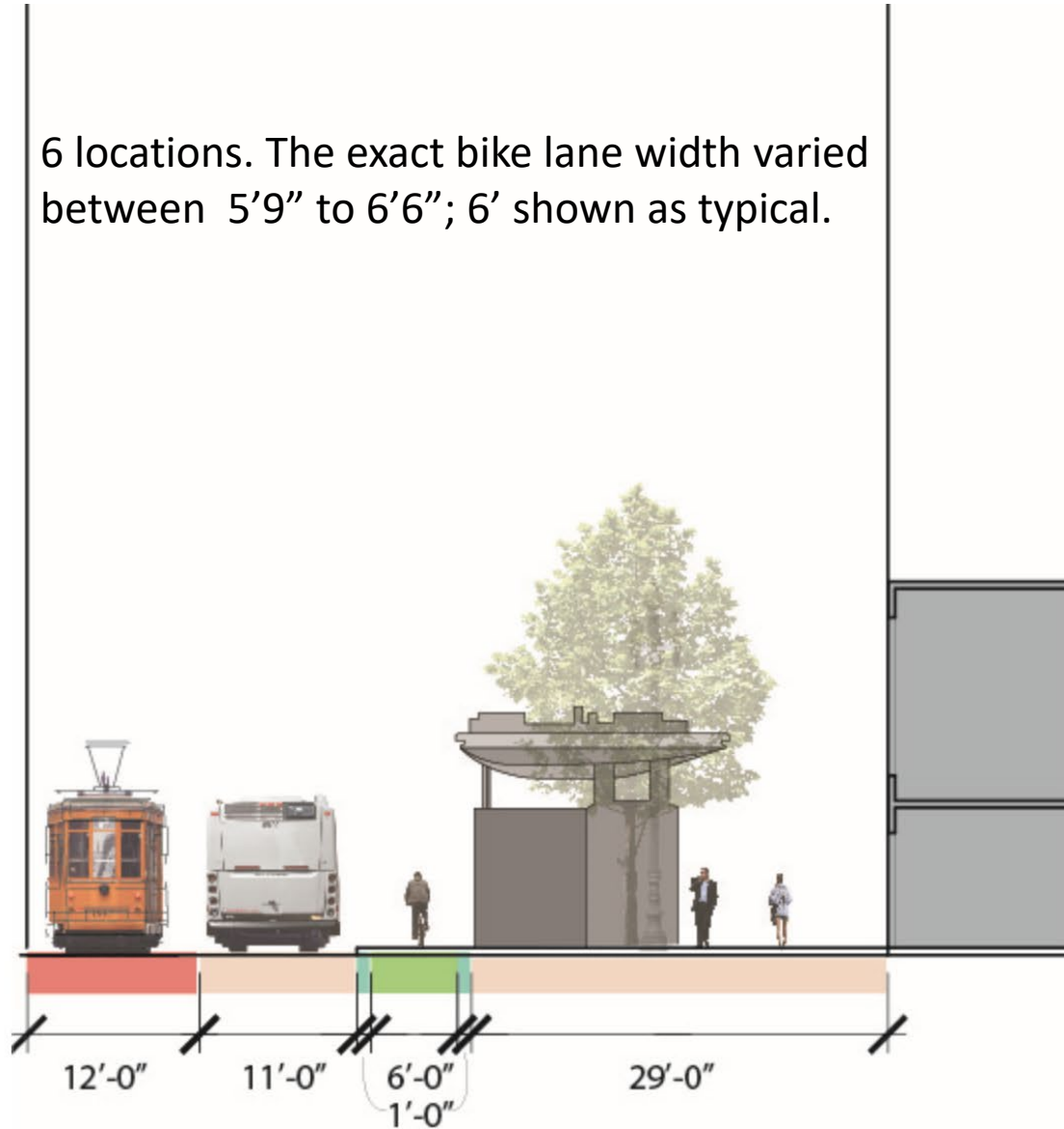


2020: 0 curbside stops
(typical cross section since no curbside stops in Phase 1)

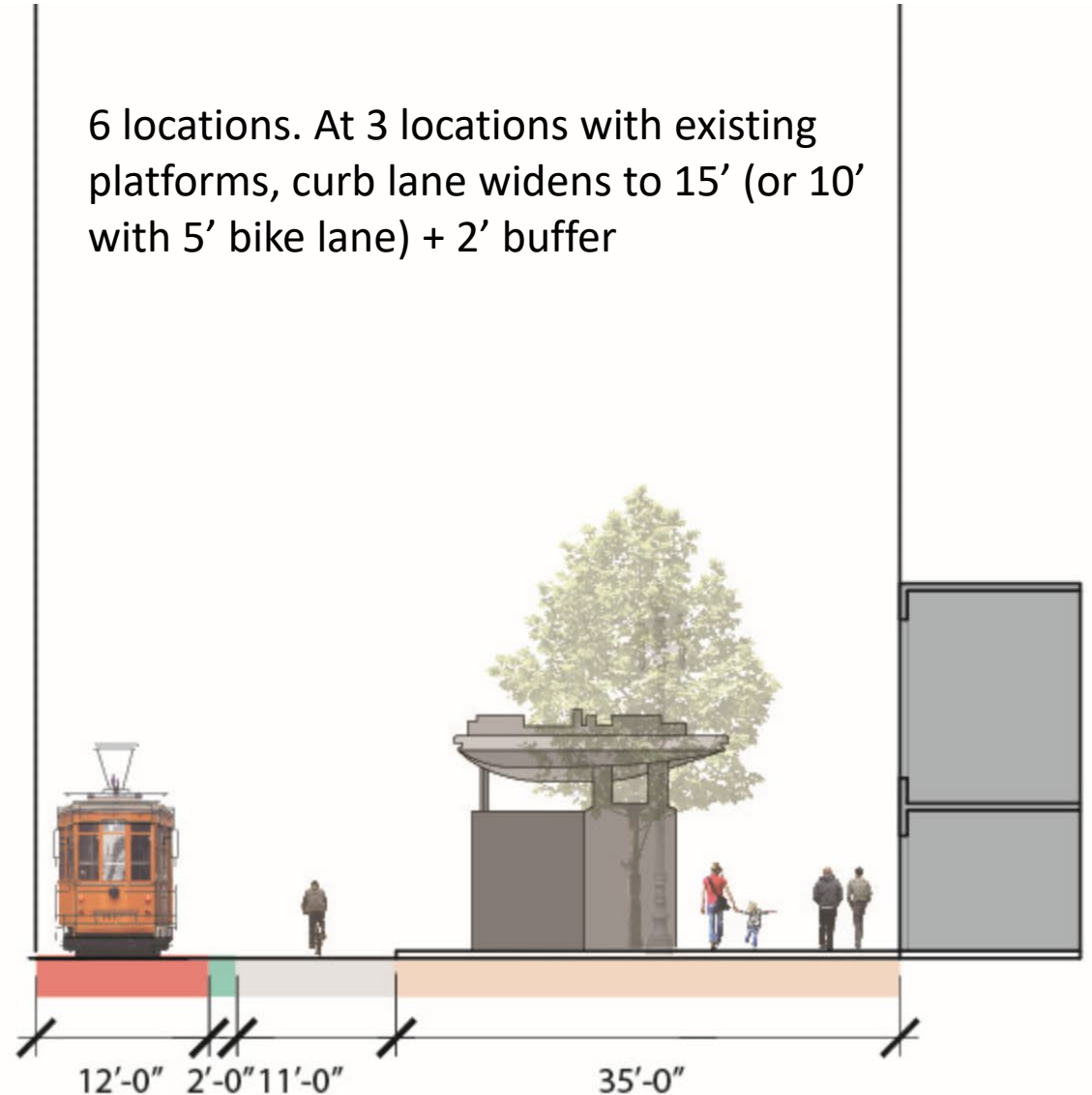


2019 vs. 2020: BART portal cross section

6 locations. The exact bike lane width varied between 5'9" to 6'6"; 6' shown as typical.

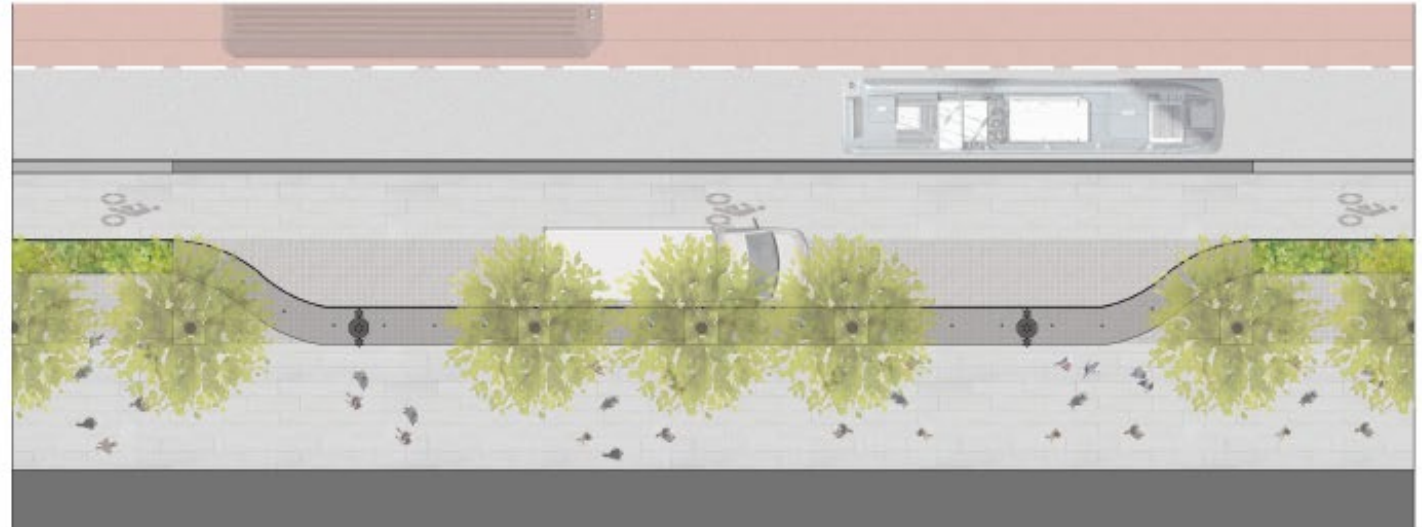
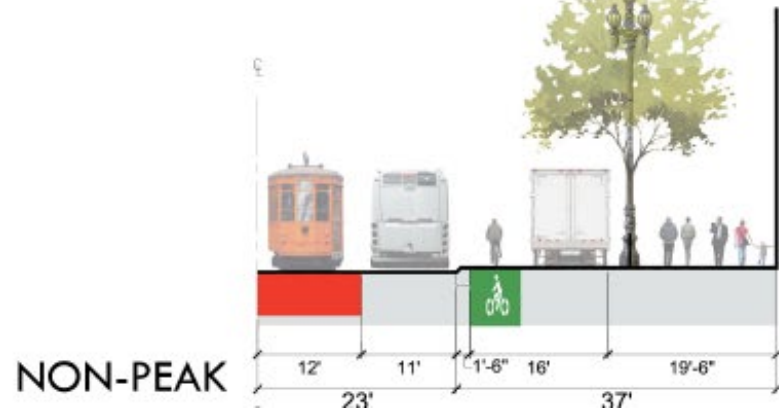


6 locations. At 3 locations with existing platforms, curb lane widens to 15' (or 10' with 5' bike lane) + 2' buffer



2019 vs. 2020 : Loading

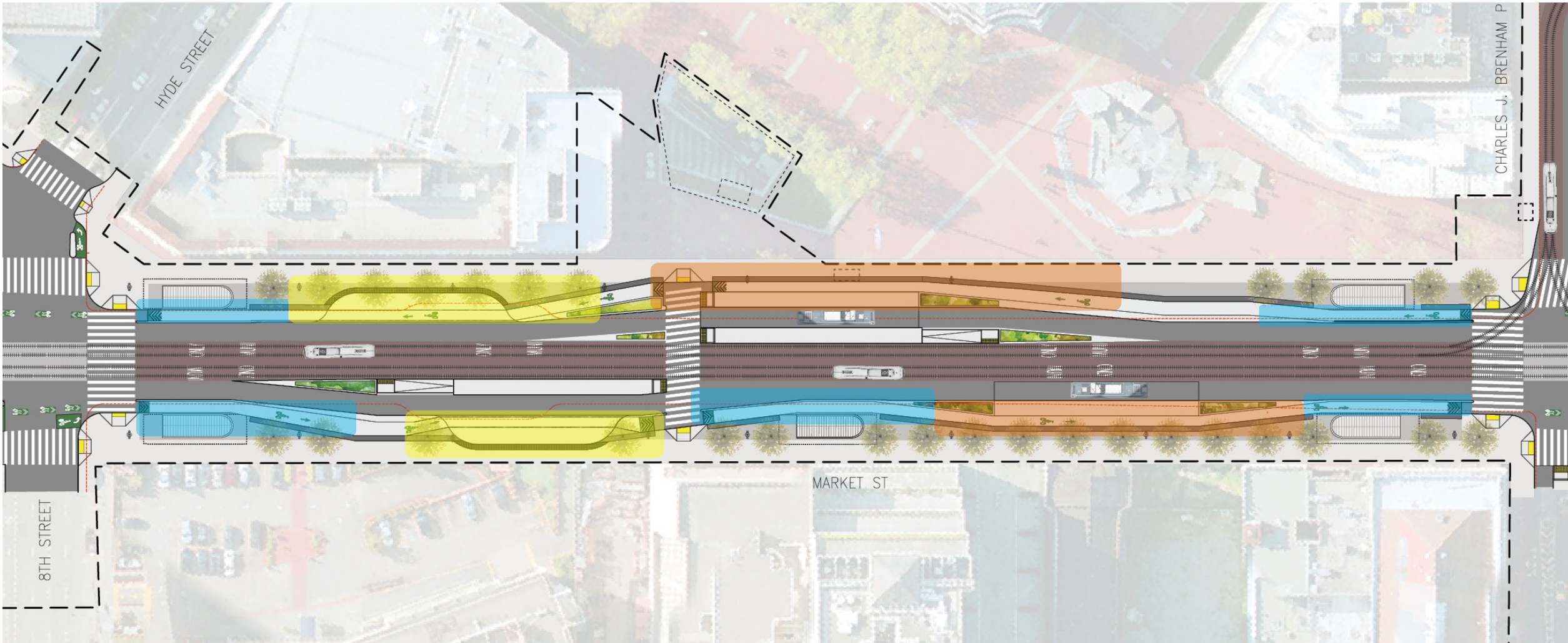
2019:



2020: Loading Bays



2019: 8th to 7th

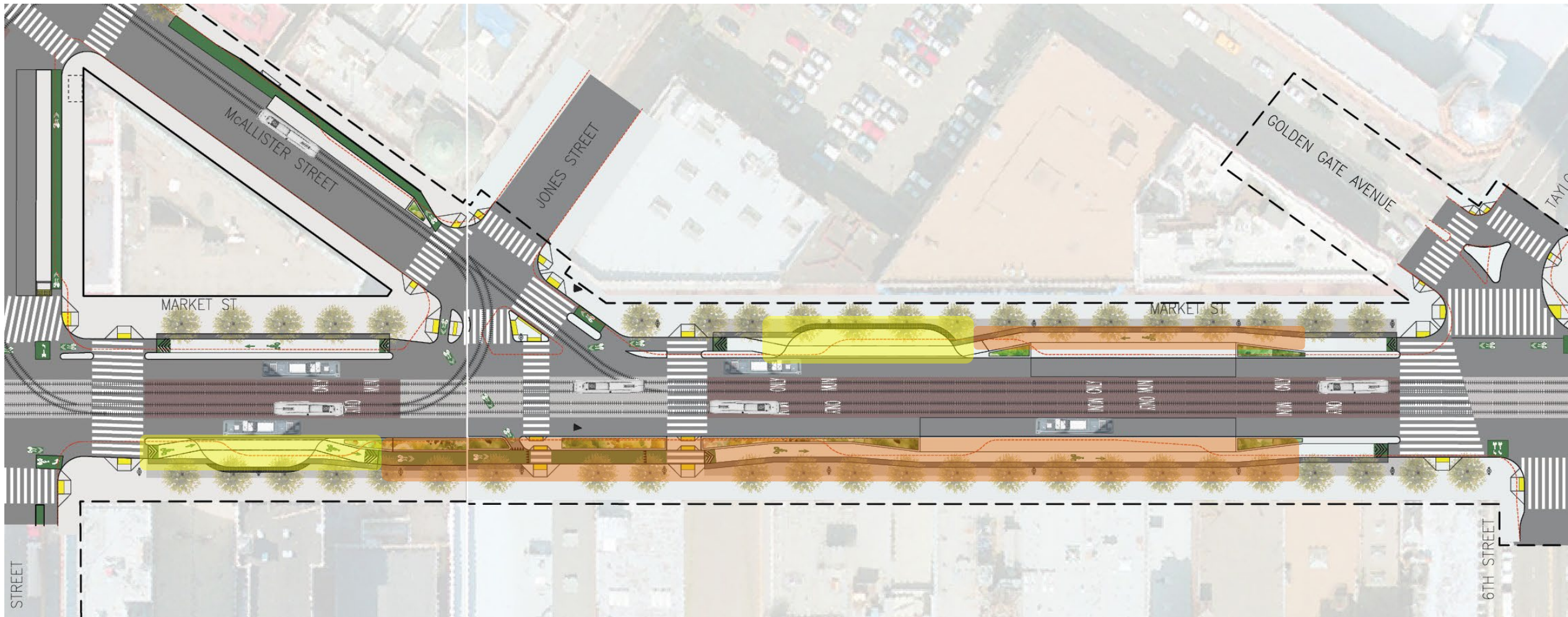


BART Portal

Loading Zone

Curbside Stop

2019: 7th to 6th

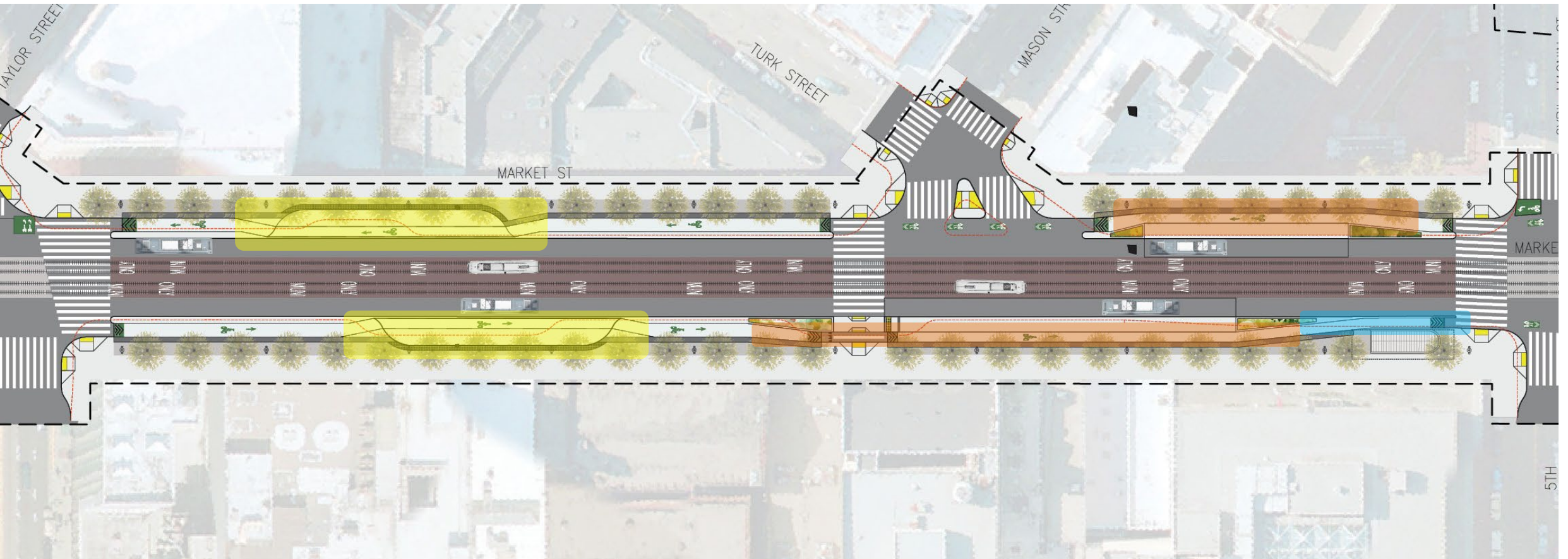


BART Portal

Flex Zone

Curbside Stop

2019: 6th to 5th

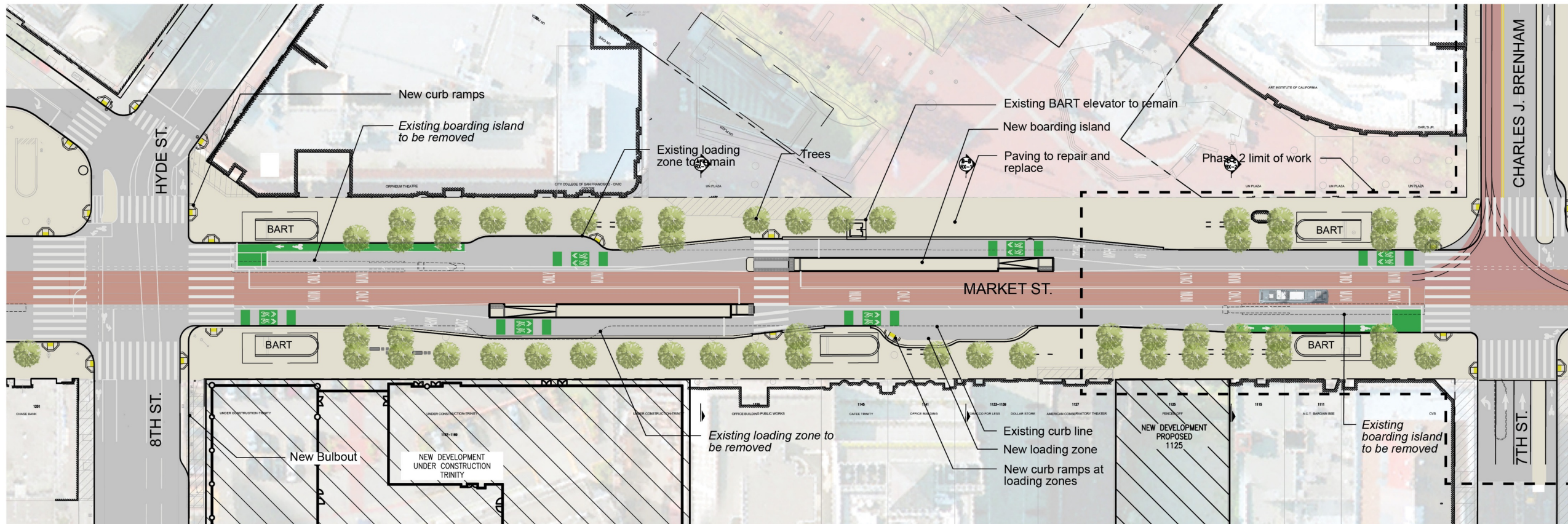


BART Portal

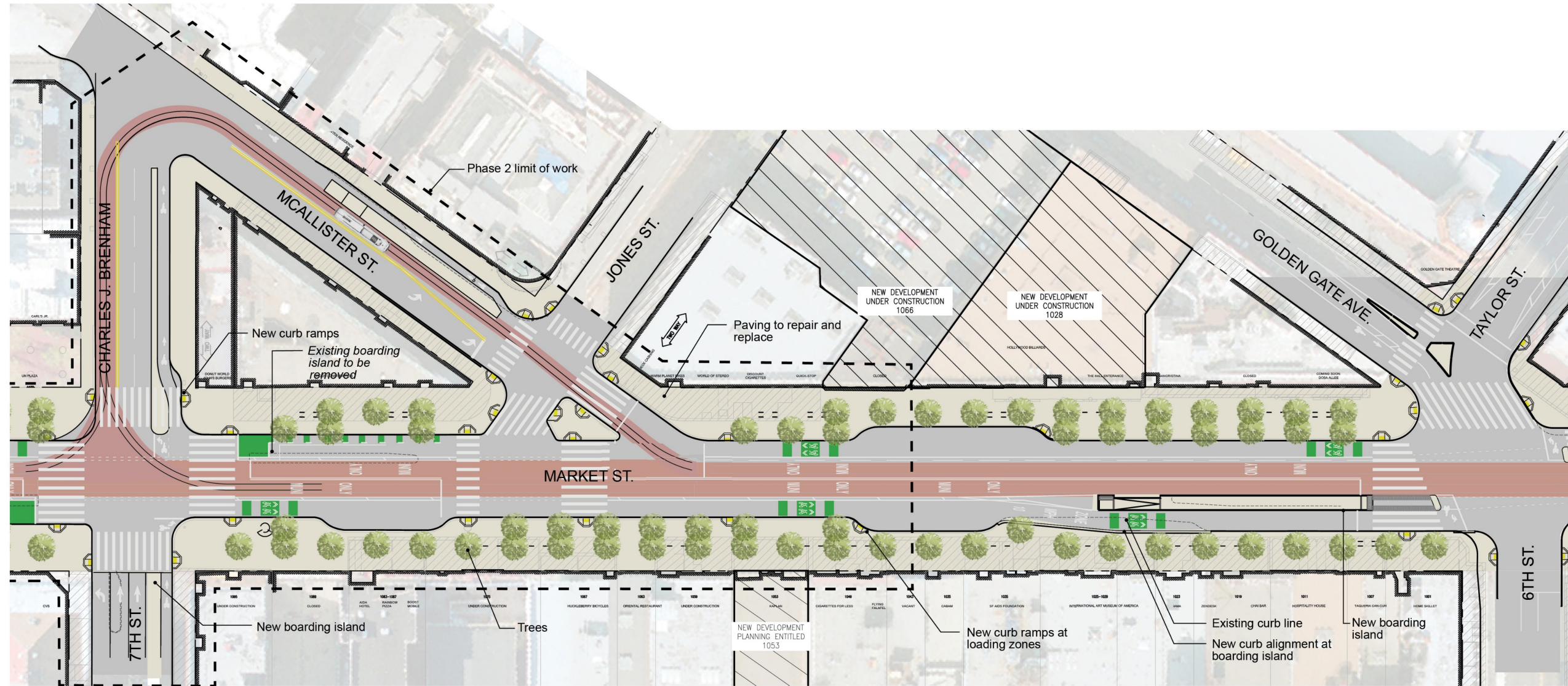
Flex Zone

Curbside Stop

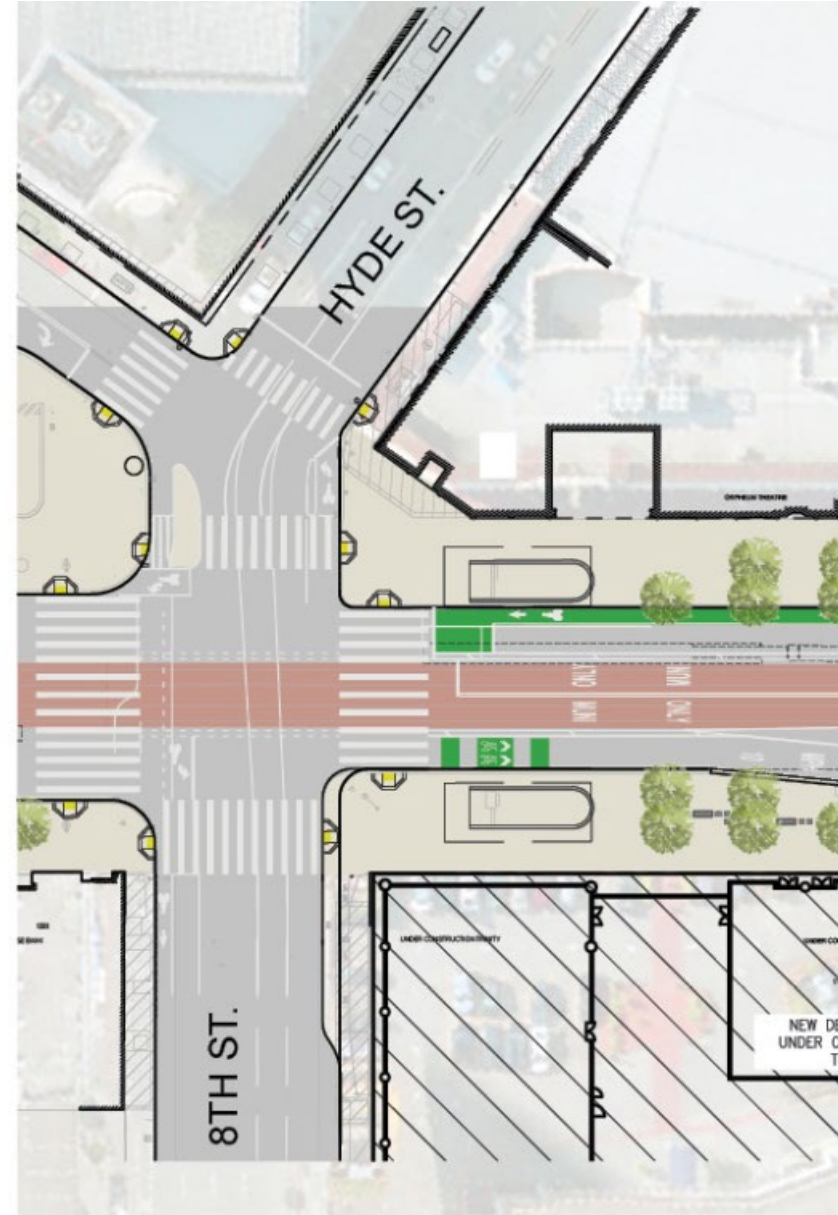
2020: 8th - 7th Plan View



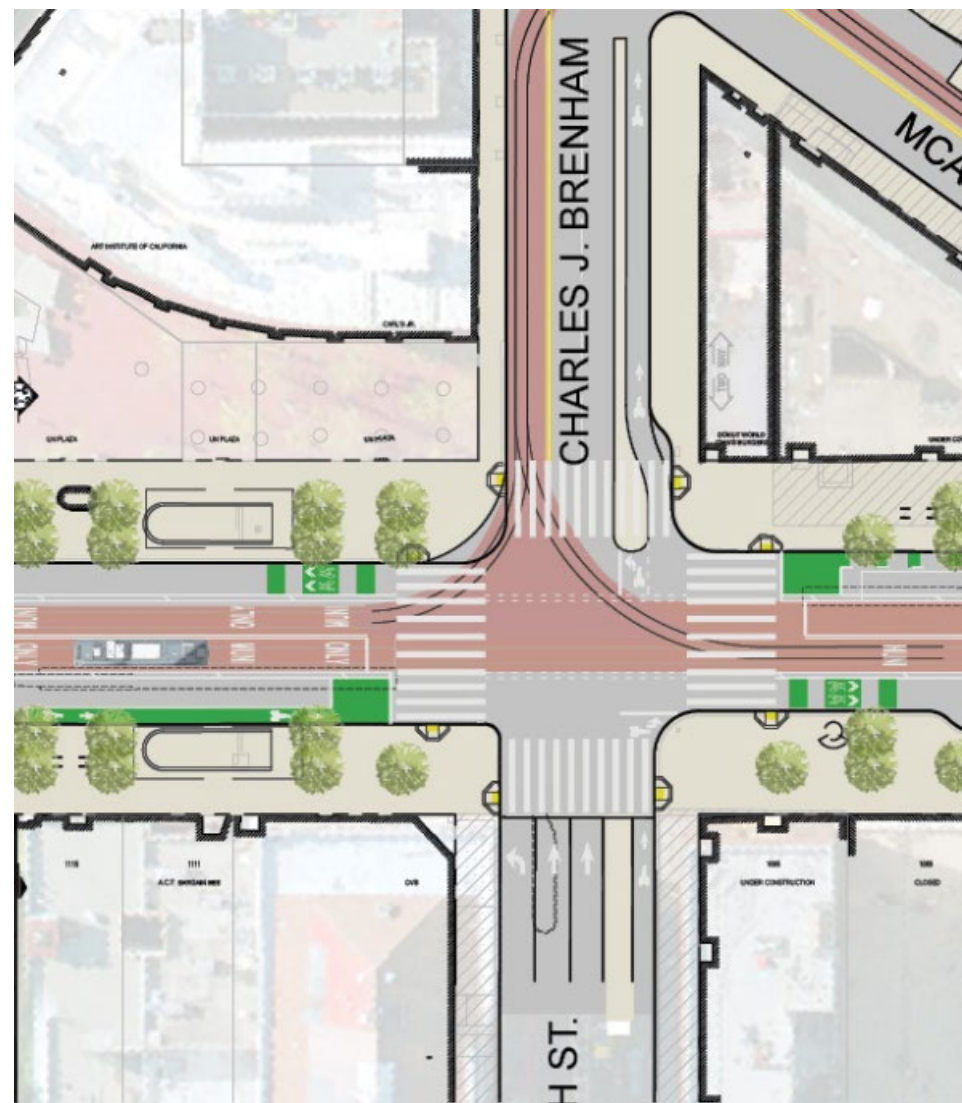
2020: 7th - 6th Plan View



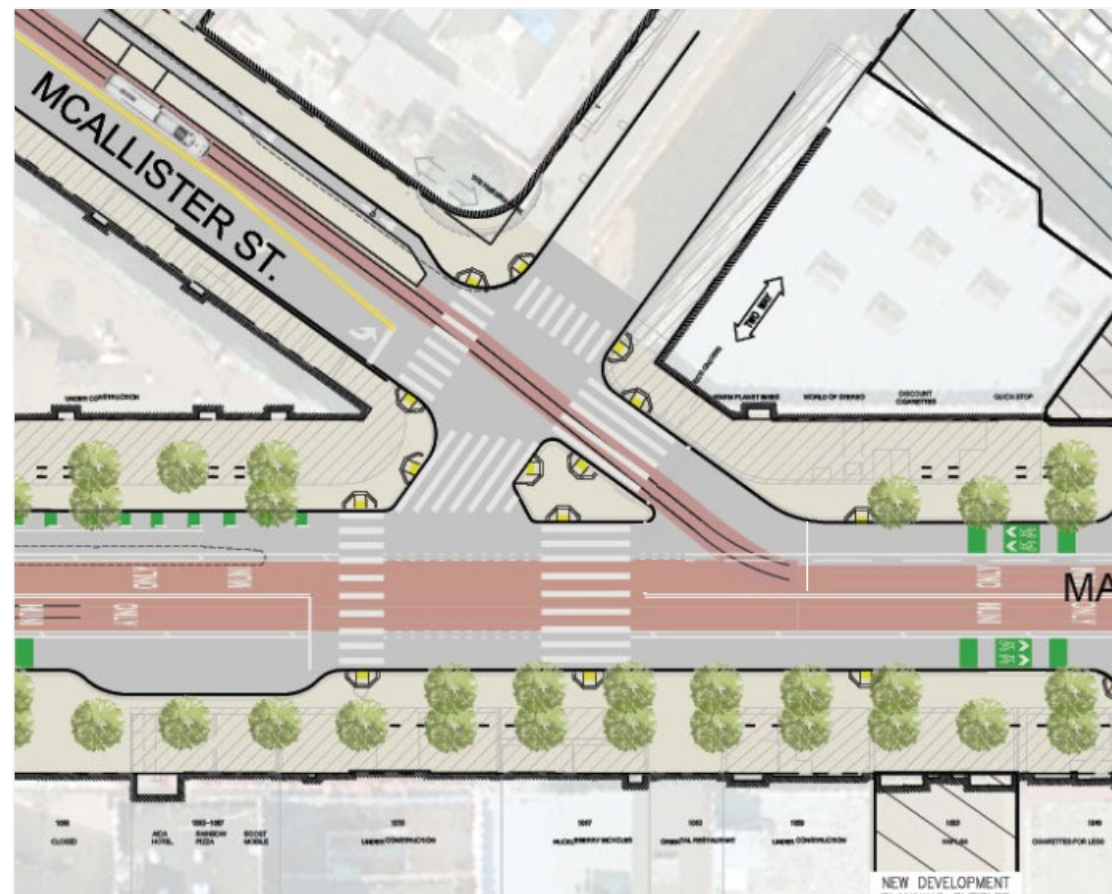
Existing vs. 2020: Market/8th/Grove/Hyde



Existing vs. 2020: Market/7th/Charles J Brenham



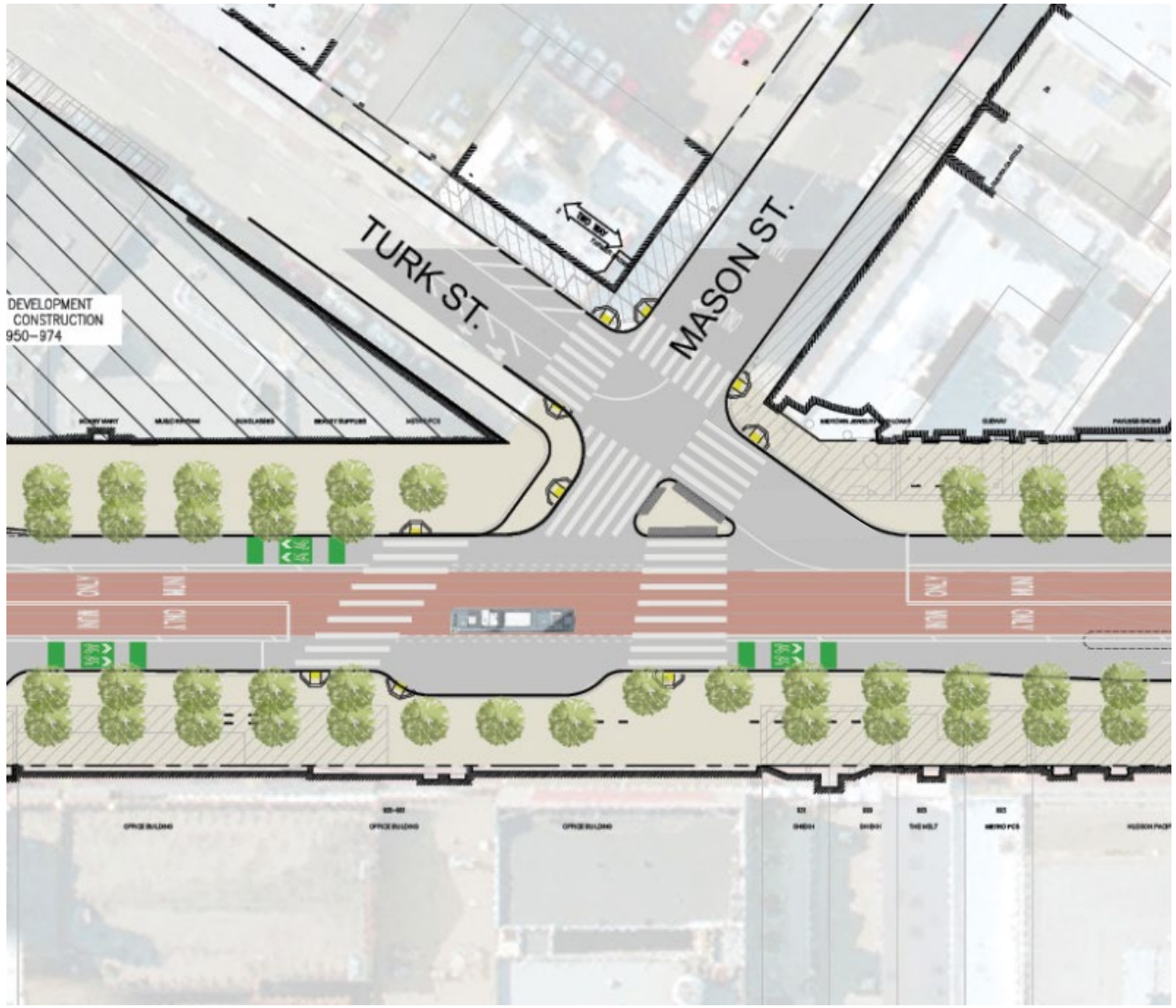
Existing vs. 2020: Market/McAllister/Jones



Existing vs. 2020: Market/6th/Golden Gate/Taylor



Existing vs. 2020: Market/Turk/Mason



Existing vs. 2020: Market/5th/Cyril Magnin

