Better Market Street Project

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

Al Williams
List of CAC Committees

Community Advisory Committee Working Groups

- Corridor/Transportation
- Urban Design/Streetscape
- District Identity
Better Market Street Project Area Limits

Map showing the area limits from Market Street to the Embarcadero, covering 2.2 miles.

Markets: Market Street, Mission Street

Map Details:
- Market Street from Octavia to The Embarcadero
- Mission Street highlighted in blue
- 2.2 Miles distance indicated
Better Market Street Schedule

Visioning, Planning, Conceptual Design
2011-2013

Environmental Review
2014-2016

Design
2016-2017

Construction
2018

Flickr.com / Sharon Darlin
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
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

<table>
<thead>
<tr>
<th></th>
<th>Curb</th>
<th>Center</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing</td>
<td>24 stops</td>
<td>23 stops</td>
</tr>
<tr>
<td></td>
<td>930’ spacing</td>
<td>960’ spacing</td>
</tr>
<tr>
<td>Proposed</td>
<td>21 stops</td>
<td>11 stops</td>
</tr>
<tr>
<td></td>
<td>1110’ spacing</td>
<td>2100’ spacing</td>
</tr>
</tbody>
</table>
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
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
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
What do you find most appealing and/or of greatest concern about the private automobile restriction proposals? Why?
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**

![Graph showing Auto vs. Bike/Ped Collisions]

- Market: 60% Auto, 40% Through Movement
- Mission: 80% Auto, 20% Through Movement

*Automobile movement prior to crash:*
- Other
- Through Movement
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)

<table>
<thead>
<tr>
<th>EXISTING:</th>
<th>PROPOSED:</th>
</tr>
</thead>
<tbody>
<tr>
<td>← One-Way Street</td>
<td>Allowed Traffic Movement</td>
</tr>
<tr>
<td>☆ Existing Required Turn</td>
<td>New One-Way</td>
</tr>
<tr>
<td>▼ Existing Movement Proposed to Be Restricted</td>
<td>Two-Way Conversion</td>
</tr>
<tr>
<td></td>
<td>New Allowed Traffic Movement Due to Two-Way Conversion</td>
</tr>
</tbody>
</table>
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
“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)
Proposed Eastern Vehicle Restrictions
(Private vehicles only; buses, taxis, bicycle, trucks, paratransit exempt)
Public Comment Period

Al Williams