Better Market Street Project Update

Community Advisory Committee
March 31, 2014
Better Market Street Schedule

- **Visioning, Planning, Conceptual Design**: 2011-2013
- **Environmental Review**: 2014-2015
- **Design**: 2015-2017
- **Construction**: 2017
BMS Process

ROUND 1
Visioning
COMMUNITY WORKSHOP May 2011

ROUND 2
Initial design and trade-offs
COMMUNITY WORKSHOP July 2012

ROUND 3
Design Concept Alternatives
COMMUNITY WORKSHOP Summer 2013
Ongoing project development

- CEQA and NEPA Process formal start in January
- Analyze potential environmental impacts
- Disclose impacts for public review
- Support policy decision
- Proposed Project will include all 3 Options:
  - Boost Transit Travel Speeds and Capacity
  - Transportation Task Force Funding
  - Federal Transportation Funding
  - Improve Pedestrian Safety
  - Add Bicycle Capacity
  - Build Civic Destination
  - Activate Streetlife Zones and Plazas
Better Market Street
Conceptual Design
Goals: An enduring, flexible street for people

More Inviting

More Inclusive

More Livable
A synergy between transport and place
Studying three options during environmental review

All options include substantial improvements to pedestrian conditions, cycling facility, transit service and stops, invitations for street life, various levels of private car restrictions.

- Option 1 – Market Street
- Option 2 – Market Street
- Option 3 – Mission Street + Market Street

All options make Market Street safer, more inviting, and inclusive to contribute to a more livable City
Project Area Limits
Pedestrian Improvements

• Simplifying north side intersections to make it easier and safer to cross
  • Eliminating two-stage crossings
  • Shortening crossing distance
  • Changing cross streets to right angles

• Extending sidewalks to shorten crossings (i.e. bulb outs)

• Minimum 15’ wide pedestrian through-way everywhere

• Create “Streetlife” zones to allow people to use Market Street as a public space – seating, plantings, activities, kiosks, etc.
Bicycling Improvements

• Automobile restrictions to reduce conflicts

• Safer, more legible and appealing cycling facility along length of the corridor in two conceptual designs:
  • Market Street improved shared lane
  • Market Street raised cycletrack
  • Mission Street cycletrack with buffer

• Clearly marked pedestrian crossings & special paving at heavy pedestrian crossings to slow bicycles

• The cyclist is more engaged in and aware of pedestrians and “Streetlife”
Transit Improvements

- Wider and longer transit boarding islands (8 ½” wide) & streetcar access ramps (mini-highs) throughout
- Bus fleet upgrades to low-floor buses
- Consolidated and relocated stops to improve transit efficiency
- Automobile restrictions to reduce conflicts
Option 2

Market Street

15 ft
SIDEWALK

15 ft
STREETLIFE ZONE

7 ft
BICYCLE TRACK

11 ft
TRAVEL LANE

12 ft
TRANSIT LANE

12 ft
TRANSIT LANE

8.5 ft
BOARDING ISLAND

12 ft
TRAVEL LANE

7 ft
BICYCLE TRACK

5.5 ft
STREETLIFE ZONE

15 ft
SIDEWALK

37 ft

23 ft

12 ft

48 ft

60 ft

60 ft
Option 3

Market Street (Option 1) + Mission Street
UN Plaza
Better Market Street CAC Structure
# BMS CAC Schedule as of 3/31/2014

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Urban Design Working Group
Transportation Corridor Working Group
The public can get involved by sending comments through the Better Market Street project web site at bettermarketstreetsf.org.

For more information, contact:
Department of Public Works
(415) 558-4045