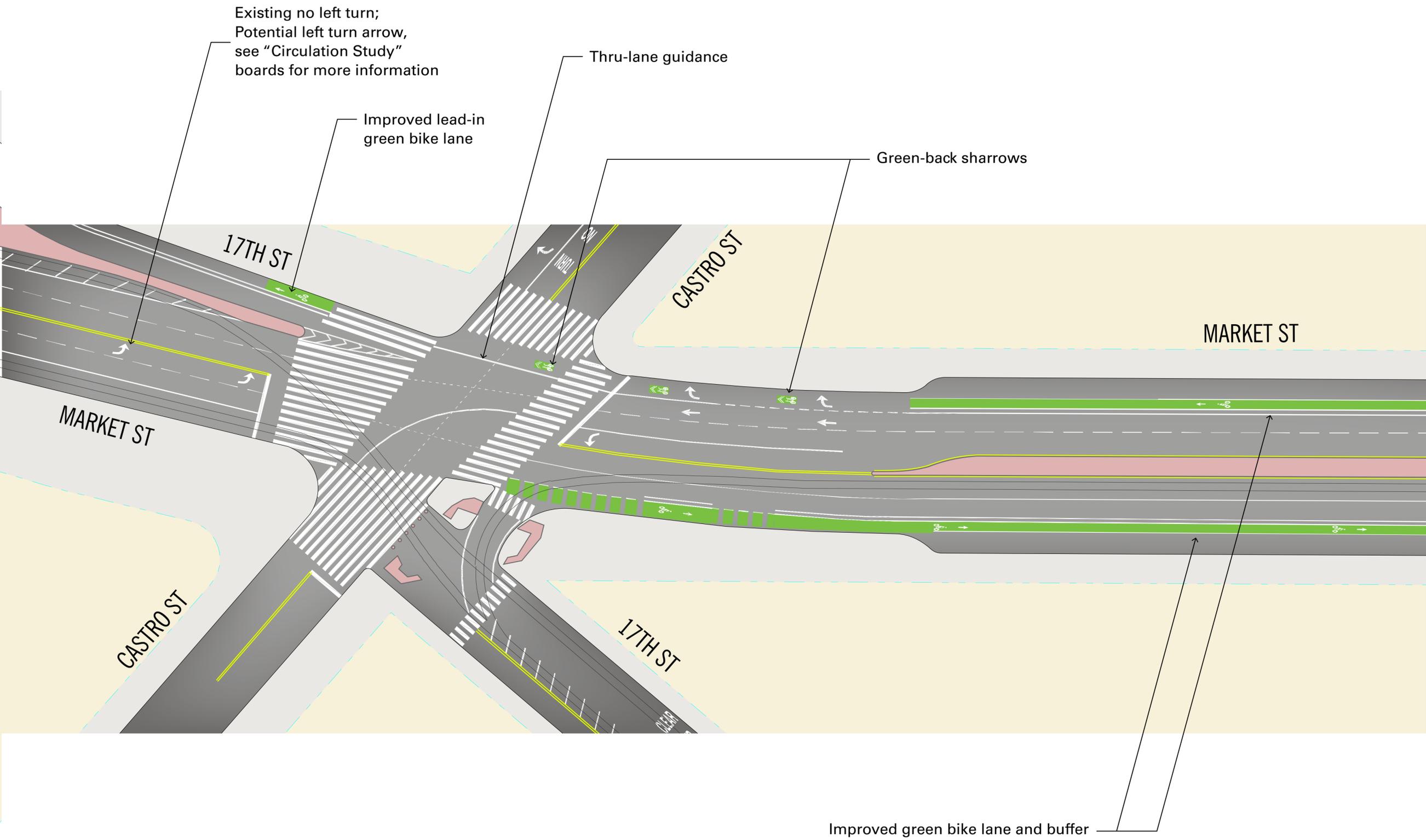


Station 1: Street & Sidewalk Upgrades



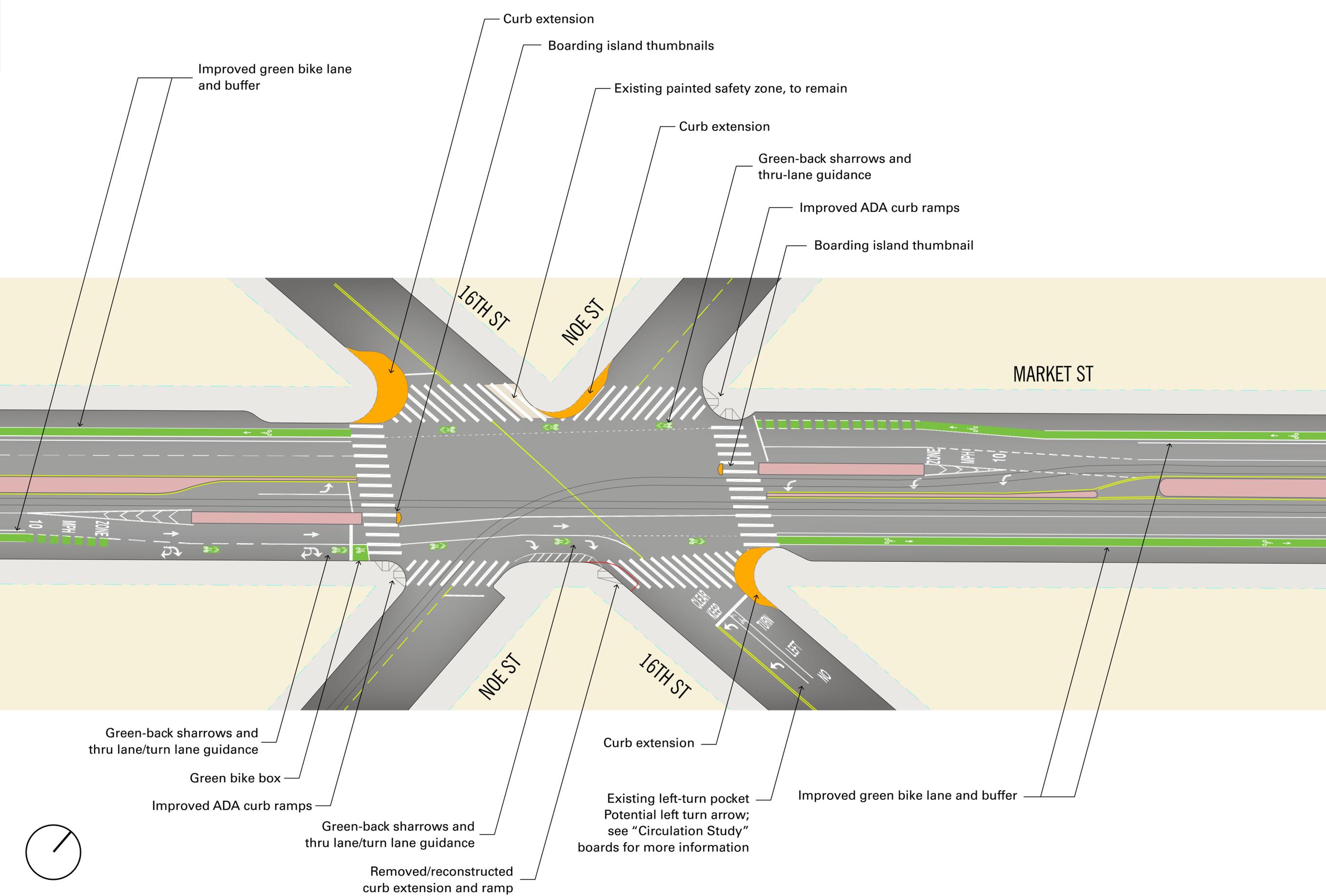
May 2016

DRAFT - Subject to Revision

Upper Market Street Safety Project - Proposed Design
Castro Street/17th Street

www.sfmta.com/uppermarket





May 2016

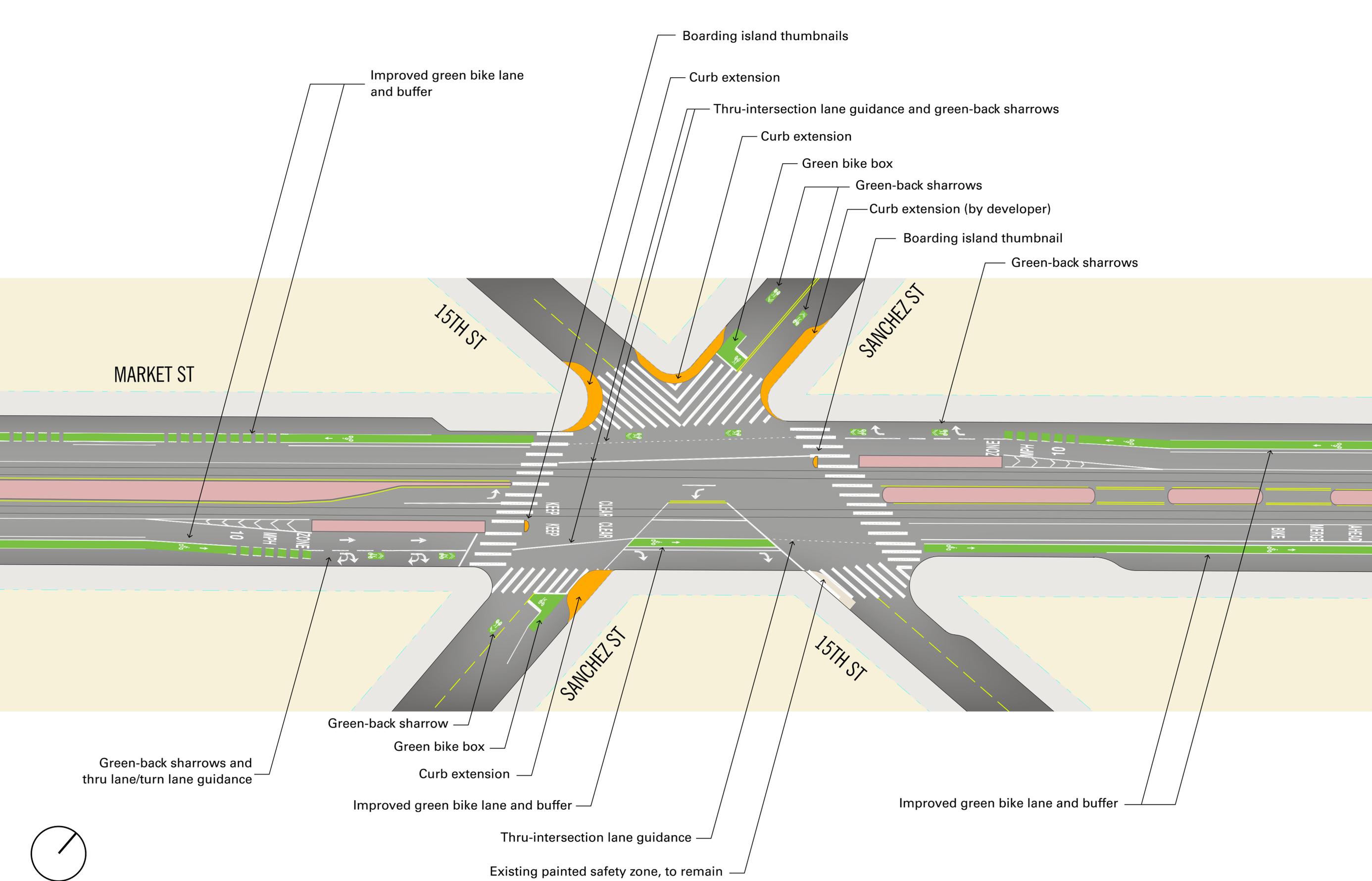
DRAFT - Subject to Revision

Upper Market Street Safety Project - Proposed Design

Noe Street/16th Street

www.sfmta.com/uppermarket





May 2016

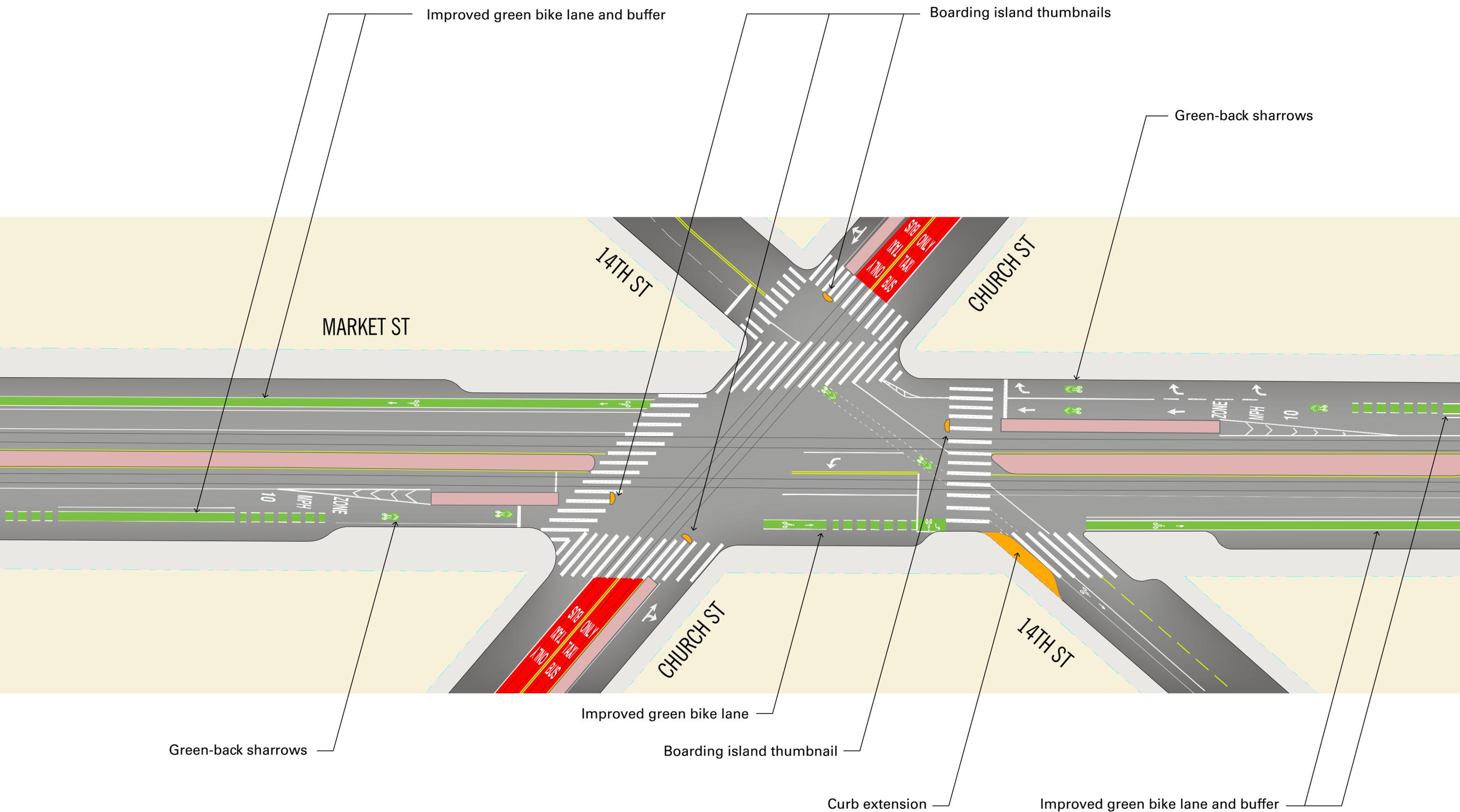
DRAFT - Subject to Revision

Upper Market Street Safety Project - Proposed Design

Sanchez Street/15th Street

www.sfmta.com/uppermarket





May 2016

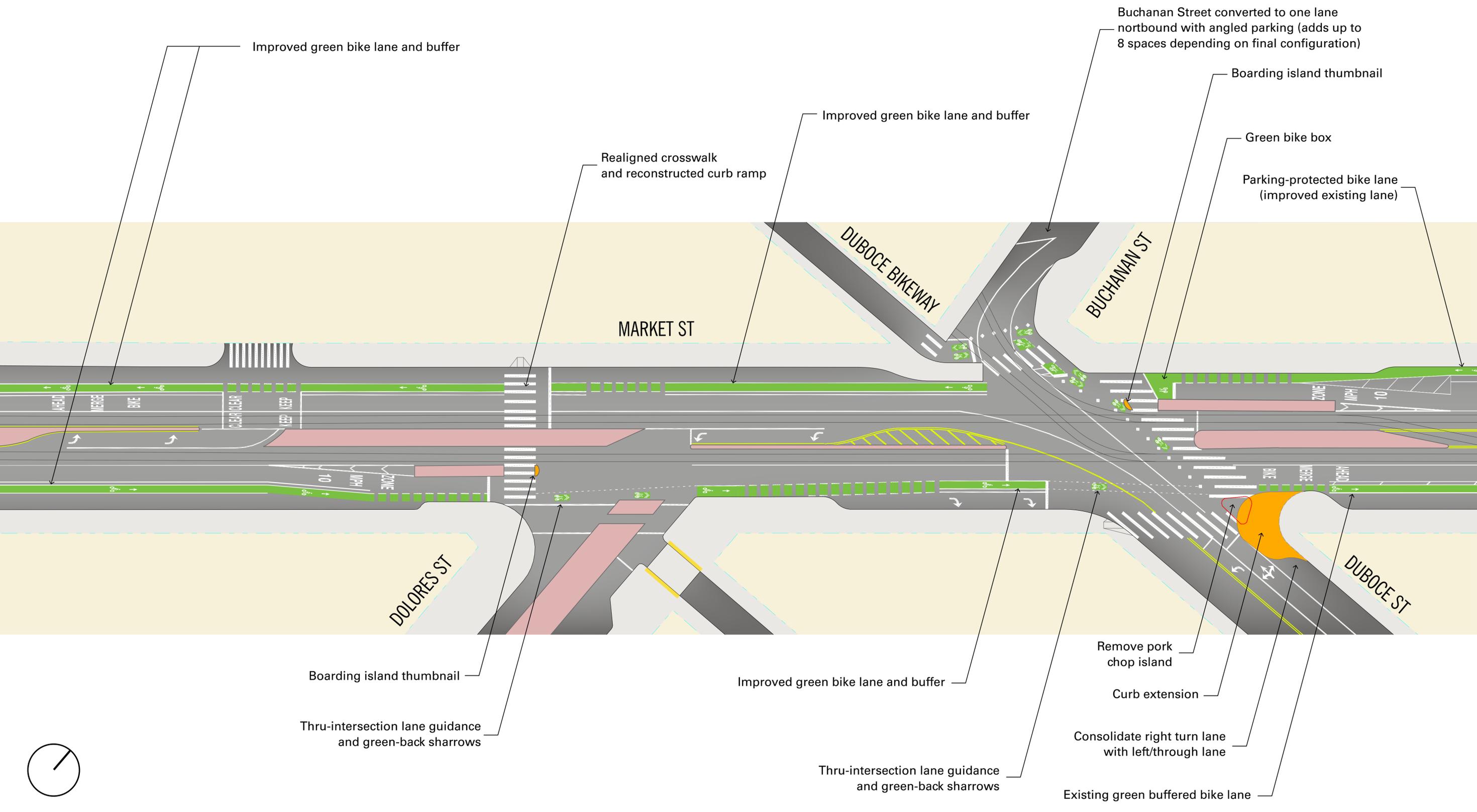
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Upper Market Street Safety Project - Proposed Design

Church Street/14th Street

www.sfmta.com/uppermarket





May 2016

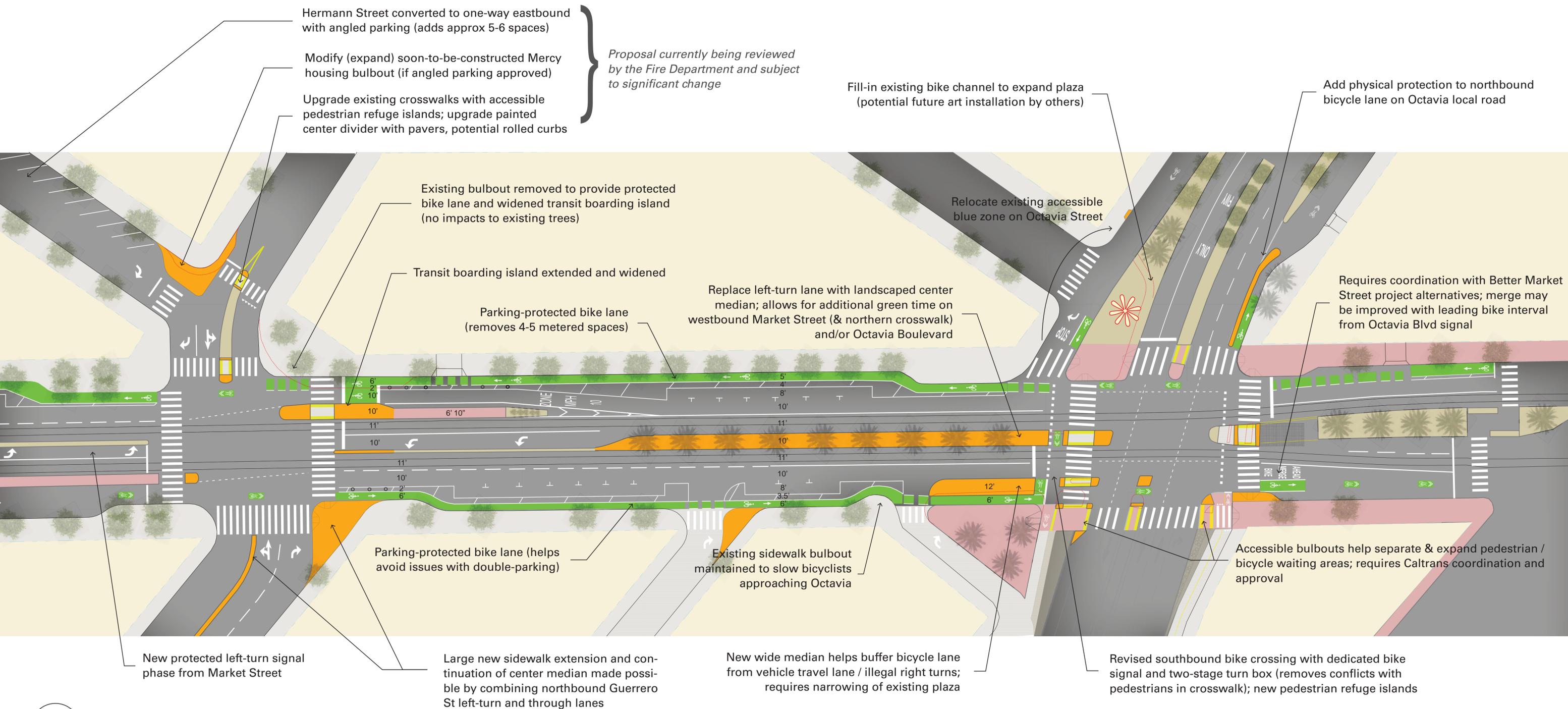
DRAFT - Subject to Revision

Upper Market Street Safety Project - Proposed Design

Dolores Street to Buchanan Street/Duboce Street

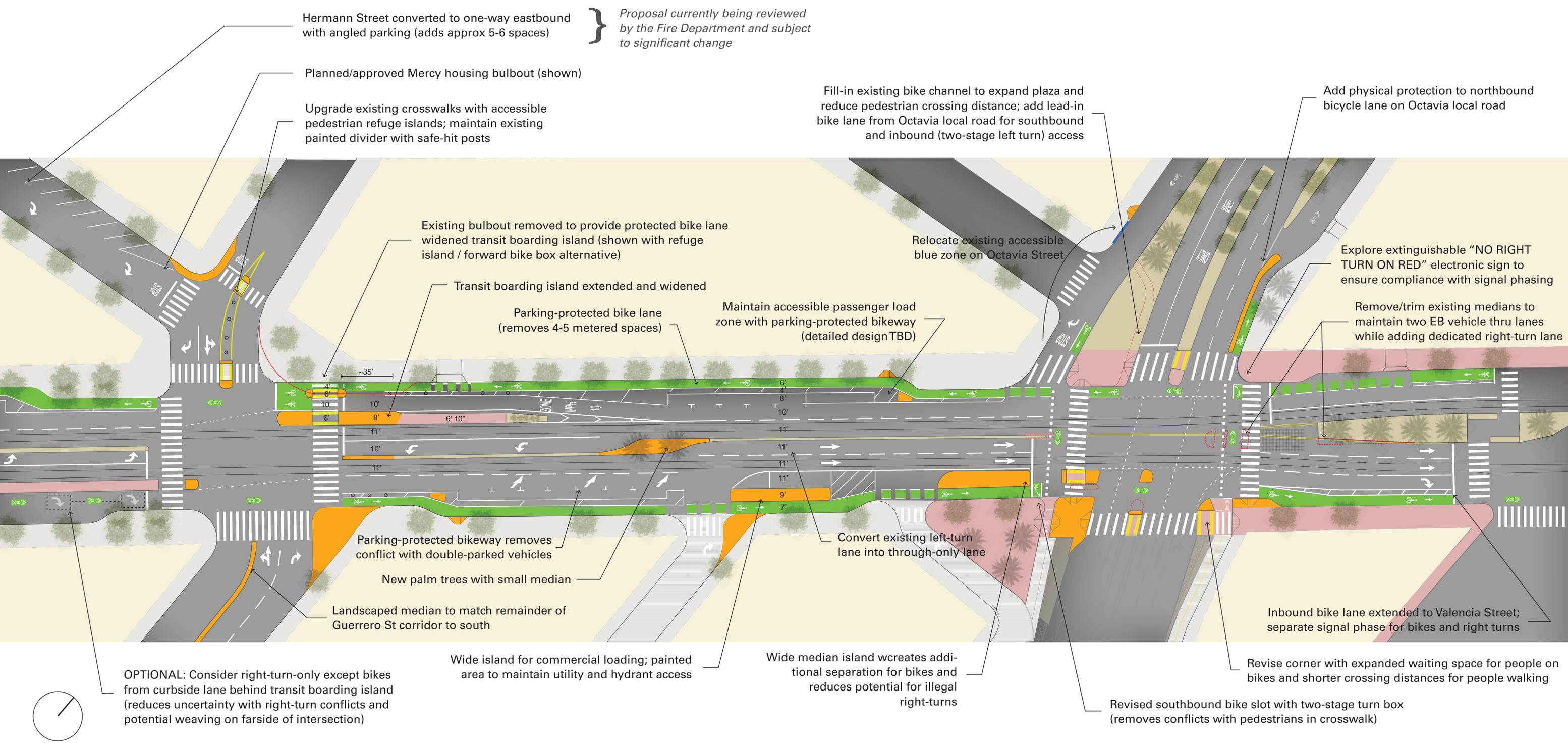
www.sfmta.com/uppermarket





May 2016

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May 2016

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Market-Octavia Safety Project - Alternative B

Inbound & Outbound Protected Bikeways with Valencia Street Right-Turn Pocket

www.sfmta.com/octavia



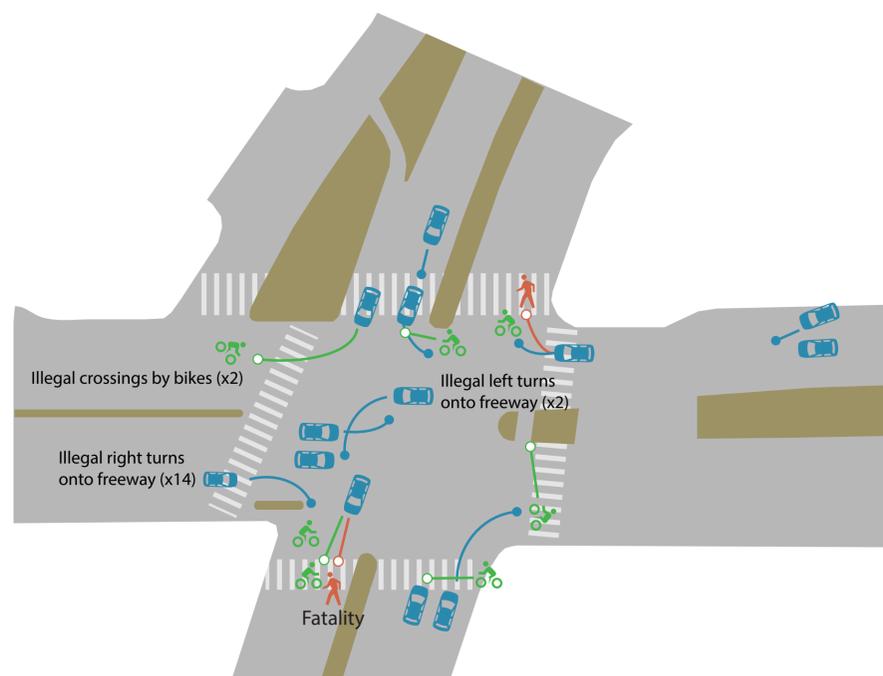
Market/Octavia Project Objectives

Improve the safety of Market Street at Octavia Blvd by addressing illegal turns onto the freeway and improving traffic compliance

Increase physical protection for bike facilities and reduce overall conflicts with other modes

Reduce pedestrian crossing distances and improve ADA accessibility

Provide “urban gateway” elements to reinforce the transition from the Central Freeway to city/neighborhood streets



Reported injury-inducing collisions at Market/Octavia (2011-2015)*
*Does not include MUNI F-Line collisions

○ Party at fault (bike/ped) ● Party at fault (vehicle)

Project Alternatives & Elements

Alternative A

This draft alternative “fills in” the existing EB Market left-turn lane onto Octavia Blvd with a landscaped center median, and narrows the existing plaza at McCoppin St to provide a wide physical buffer between the inbound bike lane and adjacent vehicle travel lane.

Alternative B

This draft alternative converts the existing EB Market left-turn lane into a thru-lane, allowing for a better connection to Franklin St. This change requires the removal of pedestrian refuge islands on the east leg of Market St and narrowing of the center median. A buffer between the EB bike and travel lanes is achieved by either narrowing the McCoppin St plaza or dropping the curbside travel lane midblock.

Draft design elements compatible with either Alternative A or B

- ✓ Prohibition of EB Market left-turns onto Octavia (currently used by ~140 vehicles in the PM peak hour)
- ✓ Increased ‘green time’ for westbound Market Street and/or Octavia Boulevard/Central Freeway (TBD); new left-turn signal phases for Market at Laguna/Guerrero
- ✓ Parking-protected bikeway (EB & WB) between Octavia and Laguna
- ✓ Combined left-turn / thru lane for Laguna at Market (adds pedestrian refuge island)
- ✓ Combined left-turn / thru lane for Guerrero at Market (adds large corner bulbout and narrow center median)
- ✓ Extended / widened outbound boarding island for F-line streetcar
- ✓ NB Octavia bike lane buffer island (narrows existing 8-ft bike lane)
- ✓ Improved SB Octavia to EB Market bike lane / crossing
- ✓ Removal of bike channel for widened plaza island on Octavia
- ✓ New pedestrian bulbouts at Central Freeway touchdown ramp
- ✓ Accessibility upgrades to median islands and curb ramps

Hermann/Laguna design proposal (independent of Market Street alternatives)

A proposal to convert Hermann St between Buchanan and Laguna streets to one-way eastbound, in order to add angled parking and a large bulbout adjacent to the Mercy Housing development, is currently being reviewed by various City agencies. Design options shown reflect ongoing discussions and are subject to change.