Better Market Street

Engineering, Maintenance, and Safety Committee
November 28, 2018
Better Market Street will deliver transformative transportation, streetscape and safety improvements along 2.2 miles of Market Street between Octavia Boulevard and Steuart Street.

Better Market Street will:

- Enhance safety for all users
- Improve Muni performance and reliability
- Replace and update aging infrastructure
- Revitalize streetscape design
State of Good Repair Elements

- Signals, traction power, rail, overhead catenary system, pavement, brick sidewalks, streetlights and underground utilities
Schedule

Planning Phase 2012–2019

Environmental Review 2015–2019

Today Nov. 28, 2018

Detailed Design 2019–2020

Project Approvals

Phase 1 Construction Summer 2020
Preferred Design Cross Section
Proposed Project Sidewalk View
Proposed Project Bikeway View
Bike Lane Design Precedents

Emeryville  Seattle  Cambridge  Indianapolis

Vancouver, Canada or 4th Street in San Francisco, CA
Pedestrian Safety – Intersection Geometry

Proposed Design

- Wider, aligned curb ramps
- Leading Pedestrian Interval (LPI) signals
- Sidewalk extensions & bulbs
- New crossings (e.g. Hyde Street at Grove Street)
The project proposes to construct a new F-line turn-back loop on McAllister and Charles J Brenham

- Enables short-turns to allow for additional service where ridership is highest
- Improves transit flexibility and reliability
Proposed F Market Loop

Layover, drop-off and pickup

GGT 101, 70, 30

UN PLAZA

SF Proper Hotel

19 stop

outbound 5/5R
Proposed F Market Loop: Brenham Place
Proposed F Market Loop: Brenham Place
Proposed F Market Loop: McAllister Street
Boarding Islands

- **Existing islands:**
  - Width as narrow as 5 feet; Half are not ADA accessible.
  - No more than one 60-foot bus can stop at a time

- **Proposed islands:**
  - 9 feet wide, providing full wheelchair access.
  - Up to three 60-foot inbound buses can stop simultaneously
  - Up to two outbound buses can stop simultaneously

**Existing boarding area**
- one 40’ or 60’ bus - 570 sq ft (avg)

**Future boarding area**
- three 40’ or two 60’ bus - 1130 sq ft (avg)
Center Boarding Islands
Center Boarding Islands
Curbside Boarding Islands

Accessibility Working Group

April 2018 (last updated 11/01/2018)

Plan Diagram (125' length shown, total length varies based on location)
Curbside Boarding Islands
Proposed Muni Service Plan

- Local-only lines in curb lane (plus 38/38R)
- Rapid series lines (Rapid and local) and F Market in center lane
- Substantial peak hour travel time improvement for center lane transit
Combined Headways - Transfers between Center and Curb Lane

Curb lane provides local service
Center lanes provide faster travel times
OWL service would operate in the curb lane

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<th>Peak</th>
<th>Off-Peak (8pm)</th>
<th>Night (10pm-1am)</th>
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Loading on Market Street Today

- Frequent paratransit and commercial loading in existing loading bays and curbside lane
- Conflicts between loading vehicles, transit and bikes
Loading Zones

![Diagram of Loading Zones with detailed annotations and measurements.](image-url)
Thank You

Photo by Mark Dreger

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