Better Market Street
SFMTA Board of Directors Meeting
October 15, 2019
Market Street

City’s busiest pedestrian street
City’s busiest bicycle thoroughfare
City’s busiest transit corridor
City’s premier cultural, civic and commercial boulevard
Market Street is Muni’s backbone
**Key needs**

- Safety challenges for all modes
- Discontinuous bike facility
- Aging infrastructure: streetlights, tracks, traffic signals, underground utilities, sidewalks
- Transit stops, curb ramps and brick paving do not meet current ADA standards
- Improving transit reliability and travel time
Market Street safety must be improved

Injury Collisions per year on Market Street between Octavia and Steuart

![Bar chart showing injury collisions per year on Market Street between 2014 and 2018. The count of collisions ranges from 93 in 2015 to 123 in 2018.]
75% of injury collisions involve people walking or biking
State of Good Repair elements

SFMTA
- Traffic Signals
- Rail
- Overhead Catenary System
- Traction Power

Partner Agencies
- Pavement
- New Sidewalks
- Curb Ramps
- Streetlights (Path of Gold)
- Sewer System
- Water System
- Communication Lines
Proposed project

- Center Muni-only lane with Rapid stop spacing
- Dedicated sidewalk-level bikeway
- Reconstructed sidewalks with street furnishing zones
- Upgraded, expanded, ADA accessible transit stops
Proposed project

- Sidewalks rebuilt with smoother surface
- Sidewalk-level bikeway separated from pedestrians by buffer zone and tactile surface
- Commercial loading would be allowed during non-peak hours
- Sidewalk-level flex zones allow trucks and paratransit vehicles to park on sidewalk, with space for bikes to safely maneuver around.
Proposed Muni Service

Travel time savings of up to 25% by changing stop spacing, reducing conflicts with bikes and extending Muni-Only Lanes.

Rapid service at BART/Muni stations provides easy transfers and faster service

Curbside local stops nearly every block minimize walking
New F line turn-back loop on McAllister and Charles J Brenham

- Enables short-turns for additional service where ridership is highest
- Improves transit flexibility and reliability

More streetcar service where it’s needed most
Private vehicle restrictions on Market

- Private vehicles would be prohibited from Market between 12th and Steuart, except eastbound 11th to 10th, and Drumm to Steuart.
- Commercial vehicles, paratransit and taxis would continue to be allowed on Market, except for commercial vehicles near Van Ness.
- Passenger and commercial loading zones would be added on cross streets for safe loading (including TNCs such as Uber, Lyft).
- Several adjacent street blocks converted to two-way (Spear, Jones) or one-way (Ellis) to facilitate circulation.
Vehicle restrictions near Van Ness

- Market Street would be narrowed to only a Muni and taxi-only lane near Van Ness Avenue, removing two traffic lanes to allow for:
  - Intersection pedestrian safety improvements to narrow crossings
  - Dedicated bikeway near transit stops at Van Ness
  - Improved bike connection between Market Street and 11th Street
  - Upgraded transit stops and improved transit operations

- Private vehicles and commercial vehicles would be restricted eastbound 12th to 11th, and westbound Hayes to Franklin
Quick Build implementation

High-impact improvements to be implemented in early 2020

Car free zone east of 10th Street, with over 100 new cross-street loading zones

Muni-Only lane extended east to Main Street

Painted safety zones at eight intersections
Quick Build Implementation

- Market would be car free to improve safety for people walking and biking in the highest volume areas:
  - Eastbound between 10th and Main
  - Westbound between Steuart and Van Ness
- Additional turn restrictions at Page/Franklin, Valencia and Van Ness
- Circulation changes on Jones and Ellis near Market Street also will be implemented

Private vehicles would be prohibited from turning onto or using Market Street in the car free area. Private vehicles would continue to be allowed to cross Market Street on most cross streets.
Community engagement

- 5 rounds of workshops / open houses
- Stakeholder meetings
- Community Working Group
- Turn by Turn Web Map and Plan-View Explorer
- Website
- Surveys
- Mailings
- Merchant loading survey
- Posters in corridor/on transit
- Multi-lingual outreach
- Tabling at events
What we heard

Strong support for:
- Project vision and goals
- Separated bikeway
- Private vehicle restrictions

Recognition of multi-modal tradeoffs:
- Sidewalk widths
- Bike-truck conflicts with sidewalk-level loading zone
- Concern with more circuitous vehicle access

Design input:
- Vertical separation between sidewalk and bikeway
- Location of commercial and passenger loading zones on side streets
What we heard

Surface transit stop spacing

• 85% of Market St transit riders would walk farther to a stop for faster transit

• Concerns with center lane Rapid stop spacing and connection to Central Subway resulted in modification to curb-lane stop at 4th Street

F Loop

• Support for operational benefits and improved access to Fisherman’s Wharf

• Concerns from adjacent property owners resulted in modifying F line passenger stop location and exploring noise-reducing construction techniques

Vehicle Circulation / Western variant

• Concerns about less-direct car routes due to car-free zone and new one-way Ellis from Stockton to Cyril Magnin

• Concern about transit operations with only two lanes near Van Ness
Environmental review & project approvals

CEQA
- January 14, 2015: Notice of Preparation to prepare EIR
- February 28-April 15, 2019: Draft EIR public comment period
- September 23, 2019: Final EIR published
- October 10, 2019: SF Planning Commission certification

Project Approvals
- October 11, 2019: Public Works Hearing
- October 15, 2019: SFMTA Board of Directors Meeting

NEPA
- Environmental Assessment (EA) underway
- Draft EA anticipated later this year, Final EA in 2020
Better Market Street pilot project will be constructed on the south side of Market Street between Gough and 12th streets, including:

- asphalt sidewalk-level bikeway
- detectable separation material recommended in Summer 2019 study
- proposed ADA accessible pavers on the sidewalk and granite curb
Phase 1A Construction

Phase 1A (5th to 8th Street) to start in 2021

Will include a construction mitigation plan, including:

- Signage/Marketing Campaign
- Ambassadors
- Contractor Incentives
- Directed Business Support
- Public Project Office Hours
- Strategically-placed staging areas
- Muni transit service plan, including F line bus replacement and transit improvements on Mission Street
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<th>Status</th>
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<th>ENV</th>
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**Fund Source**

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Thank you!