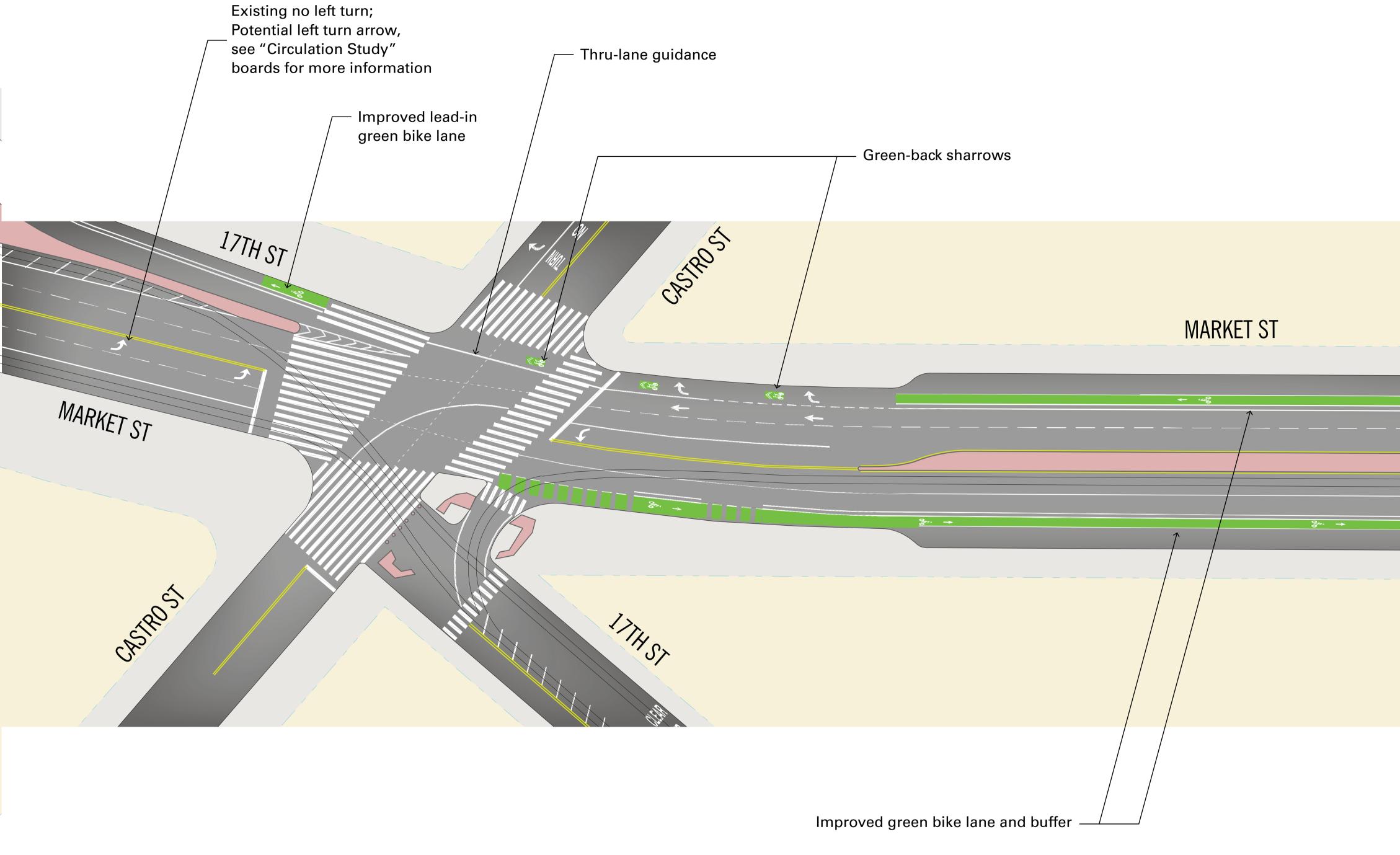
Station 1: Street & Sidewalk Upgrades



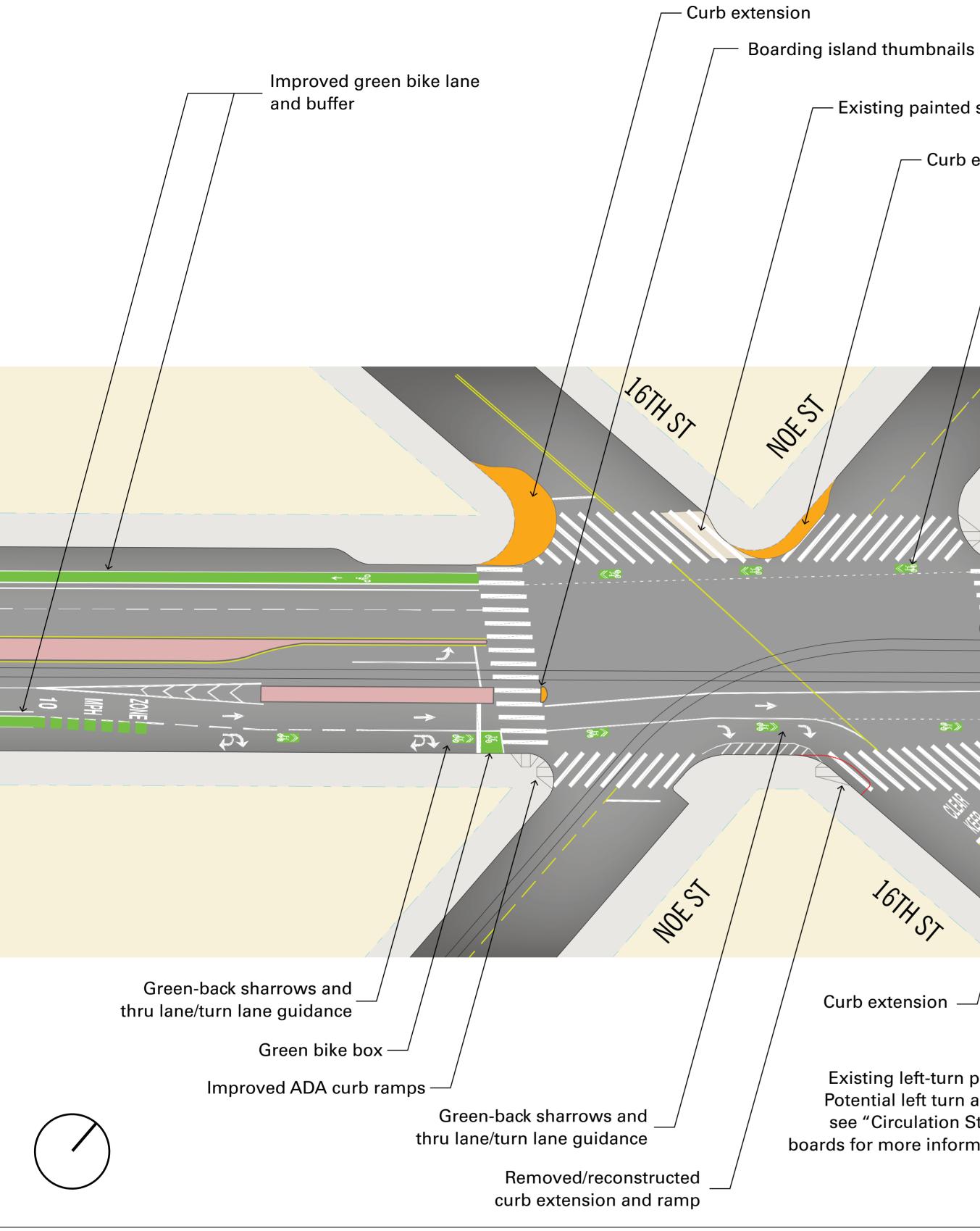


May 2016

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

www.sfmta.com/uppermarket





May 2016

Upper Market Street Safety Project - Proposed Design Noe Street/16th Street

www.sfmta.com/uppermarket

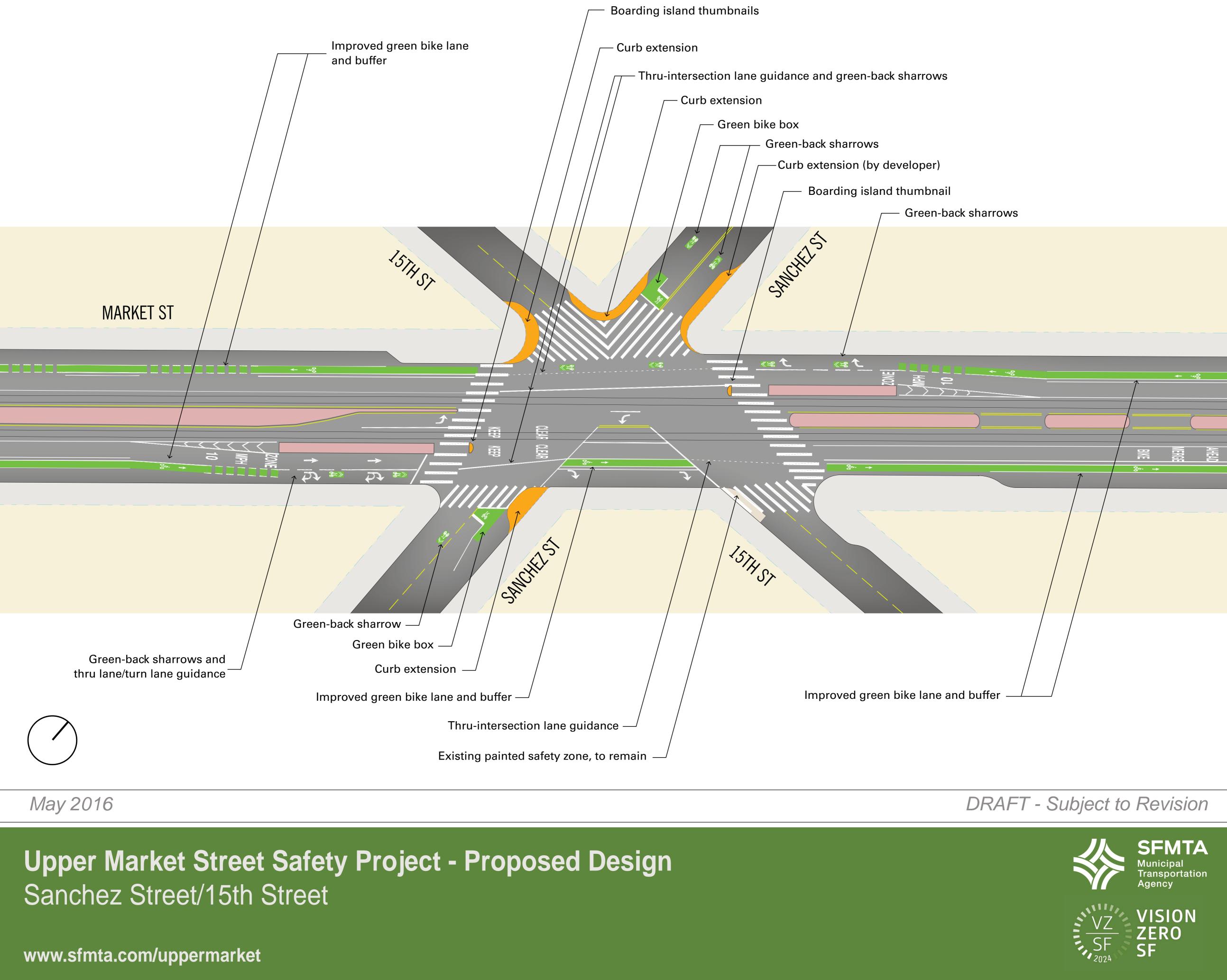
Existing painted safety zone, to remain

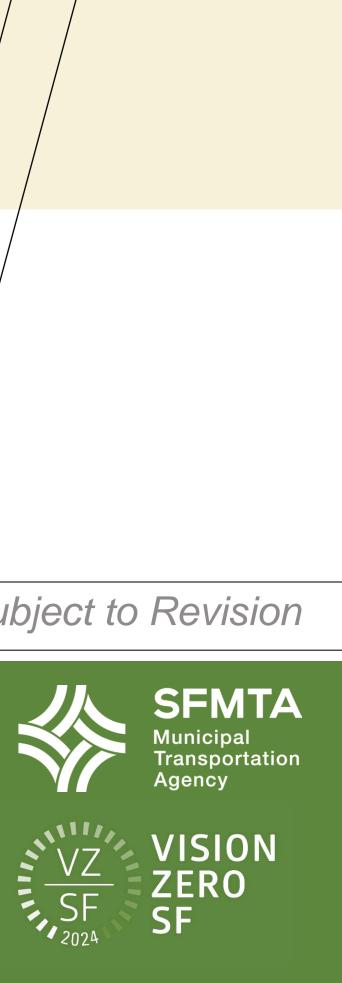
Curb extension		
	n-back sharrows and ane guidance - Improved ADA curb ramps	
	— Boarding island thumbnail	
		MARKET ST
ISTRY ST		
extension		
ing left-turn pocket $-/$ ntial left turn arrow;	Improved green bike lane and buffe	er//

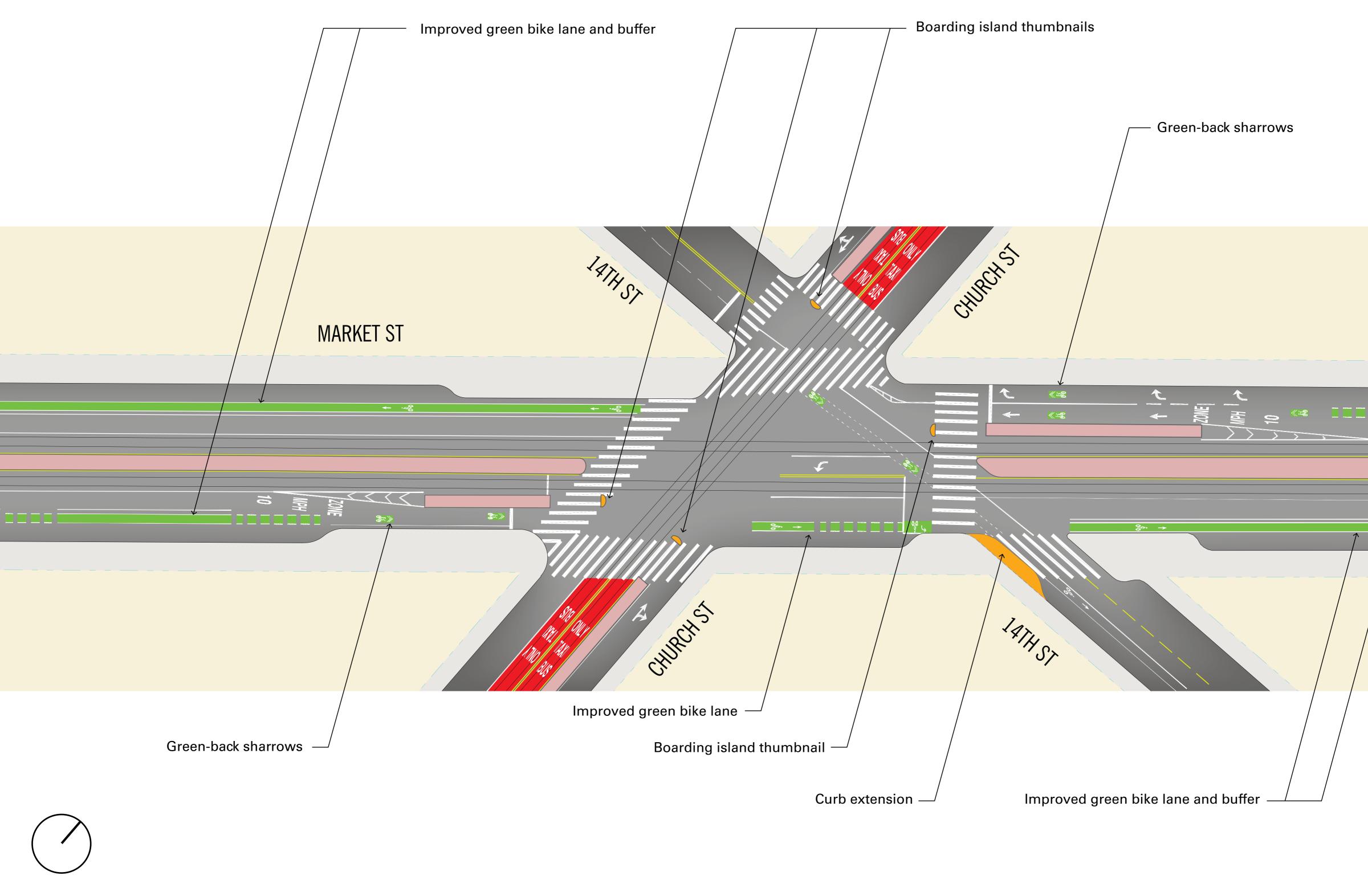












May 2016

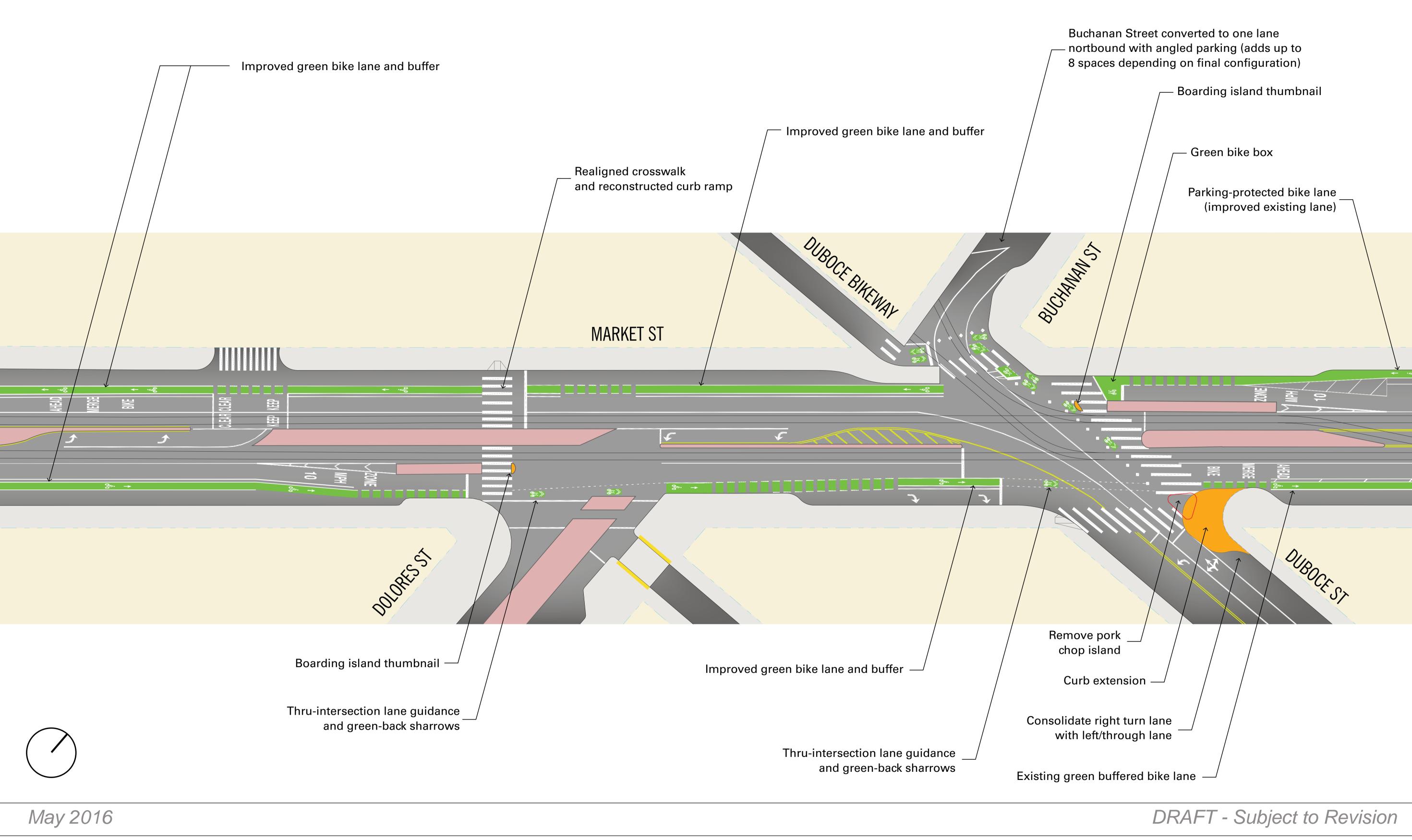
Upper Market Street Safety Project - Proposed Design Church Street/14th Street

www.sfmta.com/uppermarket

DRAFT - Subject to Revision







Upper Market Street Safety Project - Proposed Design Dolores Street to Buchanan Street/Duboce Street

www.sfmta.com/uppermarket

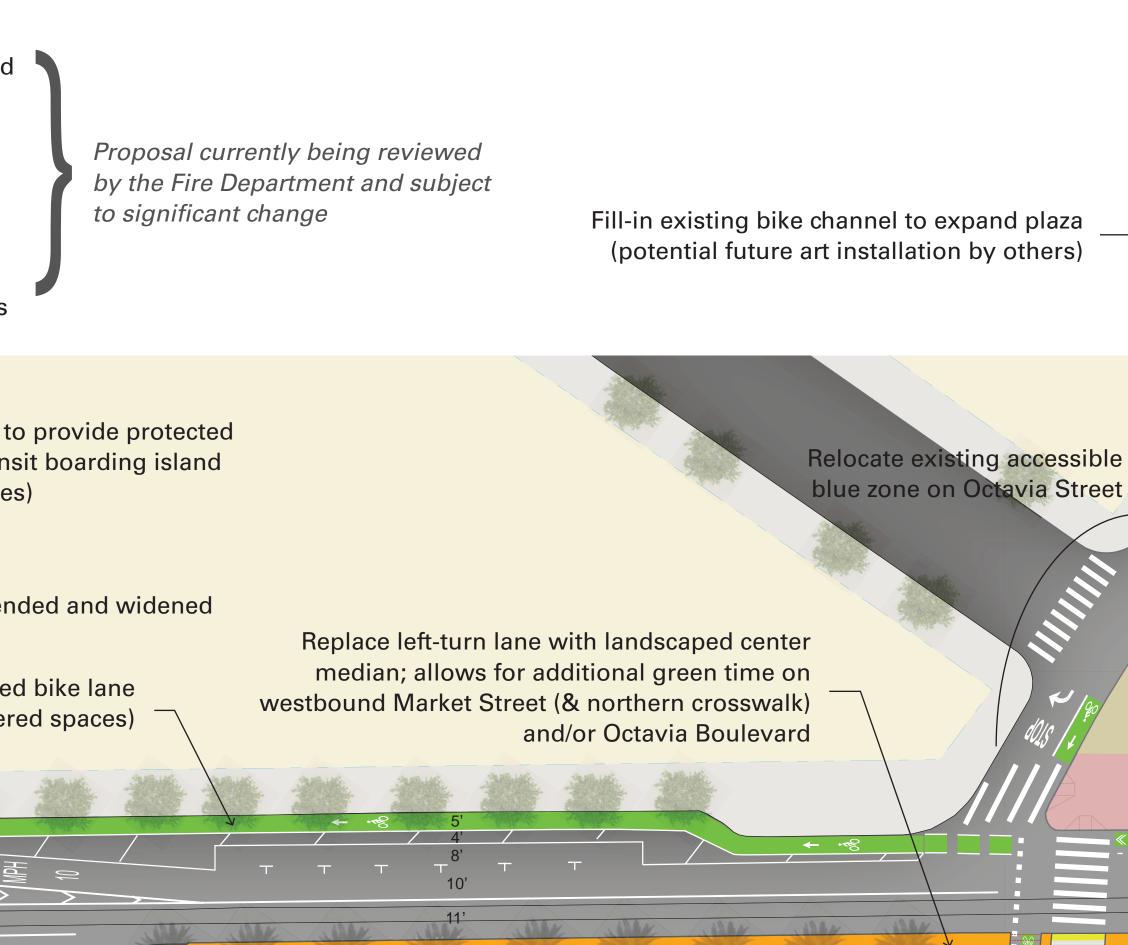


Hermann Street converted to one-way eastbound with angled parking (adds approx 5-6 spaces) Modify (expand) soon-to-be-constructed Mercy housing bulbout (if angled parking approved) Upgrade existing crosswalks with accessible pedestrian refuge islands; upgrade painted center divider with pavers, potential rolled curbs Existing bulbout removed to provide protected bike lane and widened transit boarding island (no impacts to existing trees) Transit boarding island extended and widened Parking-protected bike lane (removes 4-5 metered spaces) 6' 10" 10' 0 0 0 / 2' Parking-protected bike lane (helps avoid issues with double-parking) New protected left-turn signal Large new sidewalk extension and conphase from Market Street tinuation of center median made possible by combining northbound Guerrero St left-turn and through lanes

May 2016

Market-Octavia Safety Project - Alternative A Inbound & Outbound Protected Bikeways with Center Median Island

www.sfmta.com/octavia



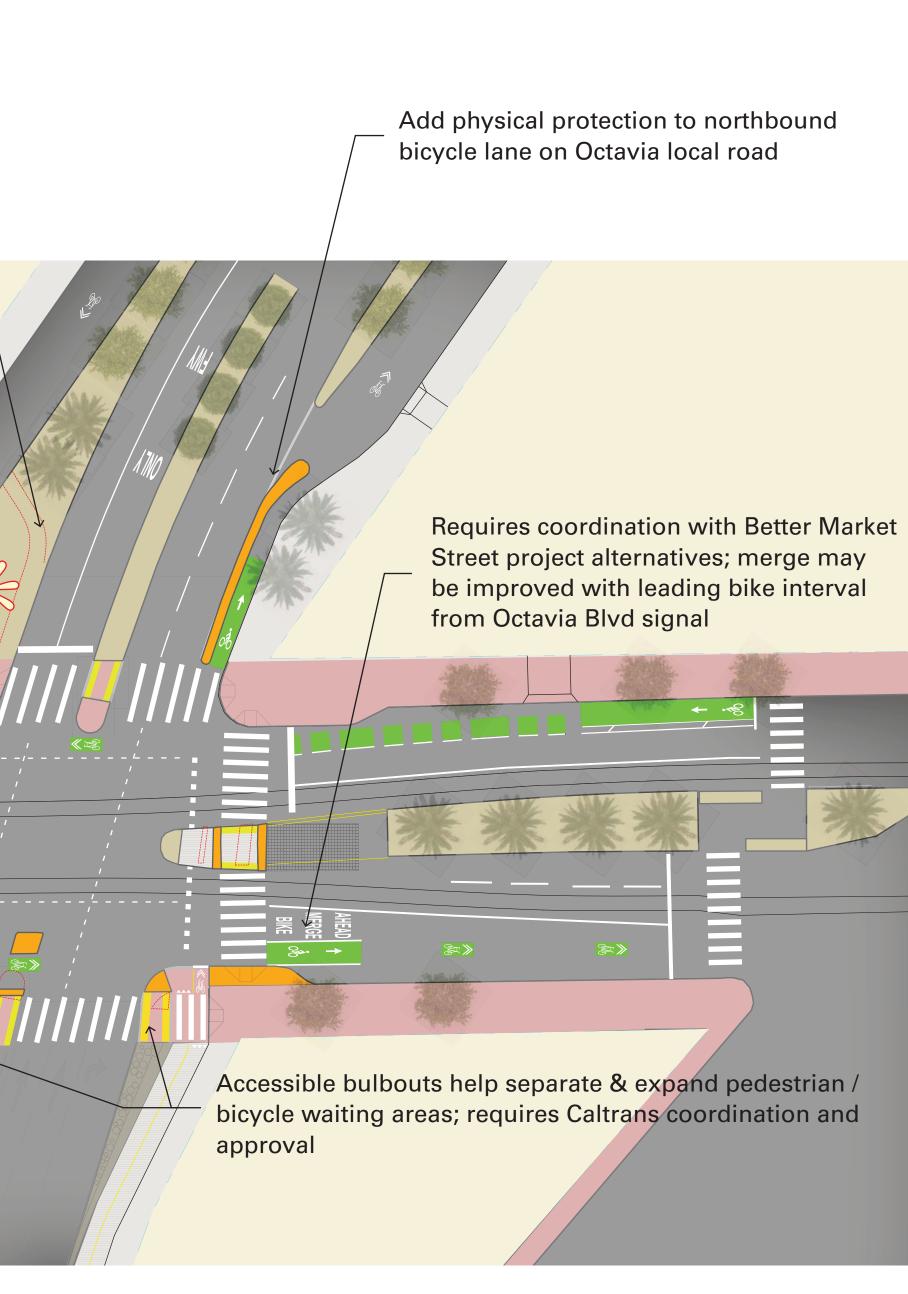
Existing sidewalk bulbout maintained to slow bicyclists approaching Octavia

> New wide median helps buffer bicycle lane from vehicle travel lane / illegal right turns; requires narrowing of existing plaza

12'

Revised southbound bike crossing with dedicated bike signal and two-stage turn box (removes conflicts with pedestrians in crosswalk); new pedestrian refuge islands







Hermann Street converted to one-way eastbound with angled parking (adds approx 5-6 spaces)

Planned/approved Mercy housing bulbout (shown)

Upgrade existing crosswalks with accessible pedestrian refuge islands; maintain existing painted divider with safe-hit posts

~35'

10'

0/0 0 /

10'

8'

Existing bulbout removed to provide protected bike lane widened transit boarding island (shown with refuge island / forward bike box alternative)

Parking-protected bikeway removes conflict with double-parked vehicles

6' 10"

New palm trees with small median

Landscaped median to match remainder of Guerrero St corridor to south

> Wide island for commercial loading; painted area to maintain utility and hydrant access

OPTIONAL: Consider right-turn-only except bikes from curbside lane behind transit boarding island (reduces uncertainty with right-turn conflicts and potential weaving on farside of intersection)

May 2016

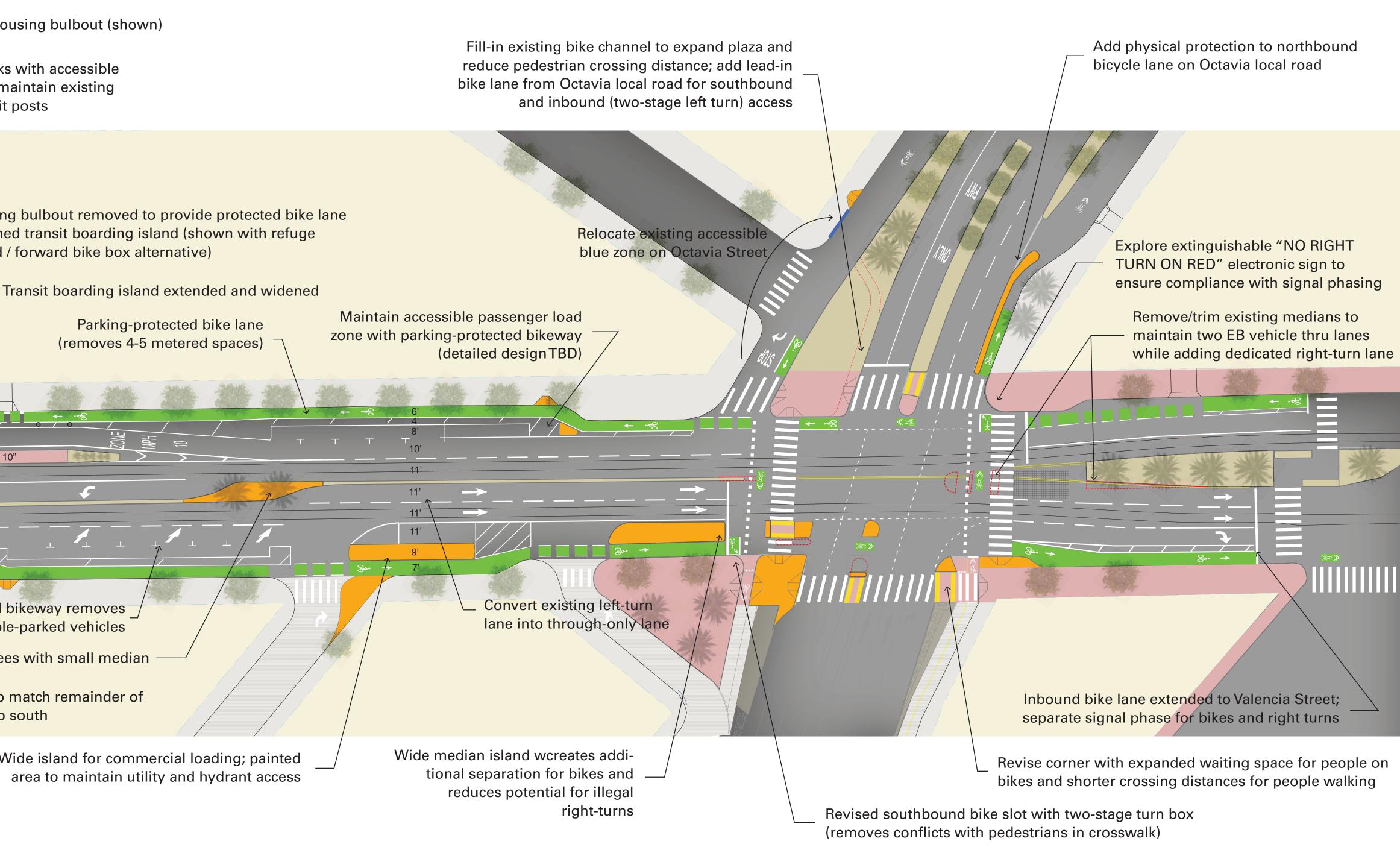
Market-Octavia Safety Project - Alternative B Inbound & Outbound Protected Bikeways with Valencia Street Right-Turn Pocket

www.sfmta.com/octavia



Proposal currently being reviewed by the Fire Department and subject to significant change

> Fill-in existing bike channel to expand plaza and reduce pedestrian crossing distance; add lead-in







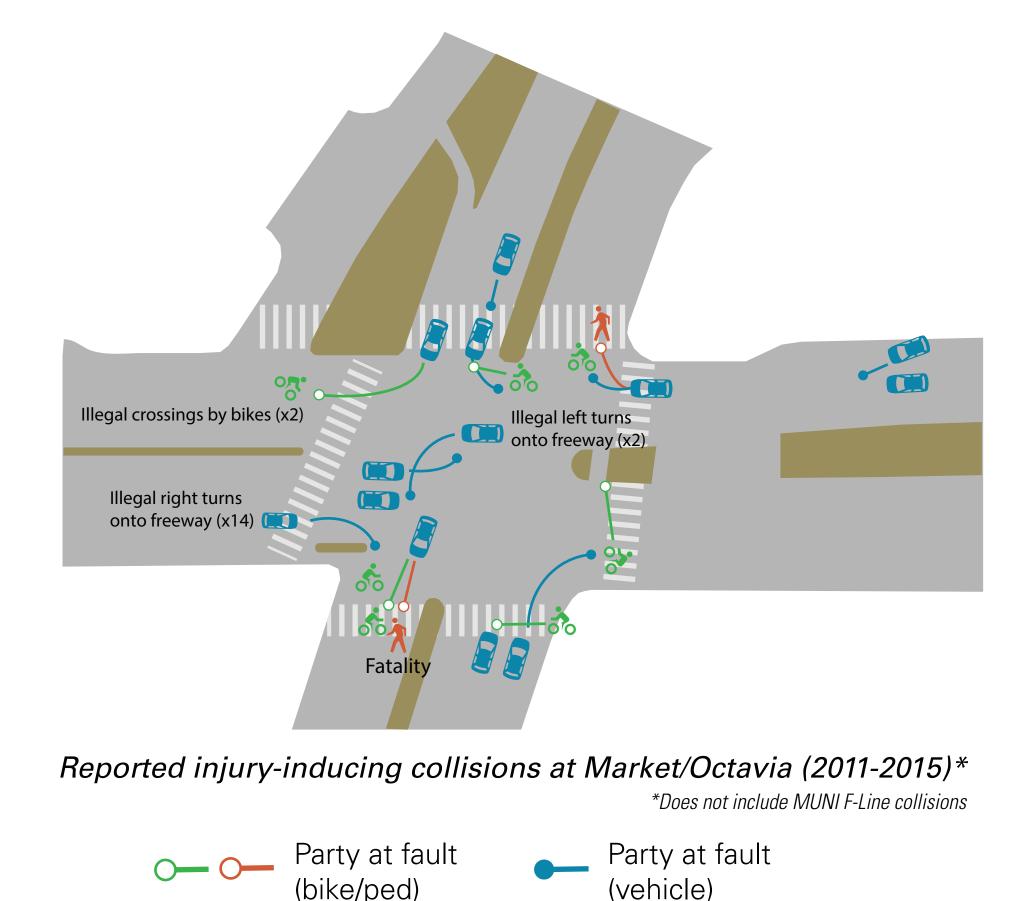
Market/Octavia Project Objectives

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



May 2016

Market-Octavia Safety Project - A Coordinated Effort with the Upper Market Safety Project **Project Summary**

www.sfmta.com/octavia



Project Alternatives & Elements

Alternative A

This draft alternative "fills in" the existing EB Market left-turn lane This draft alternative converts the existing EB Market left-turn onto Octavia Blvd with a landscaped center median, and narrows lane into a thru-lane, allowing for a better connection to Franklin the existing plaza at McCoppin St to provide a wide physical buffer St. This change requires the removal of pedestrian refuge islands between the inbound bike lane and adjacent vehicle travel lane. 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

- way (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.

Alternative 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 Free-

Project Contact: Casey.Hildreth@sfmta.com

SFMTA lunicipa Transportation Agency VISION ZERO