



BETTER
MARKET
STREET



Better Market Street

SFMTA Citizens' Advisory Council presentation

March 7, 2013



SAN FRANCISCO
PLANNING DEPARTMENT



SFMTA | Municipal Transportation Agency





Better Market Street

City Project Team



Department of Public Works

Peg Divine – Interim Project Manager

Kelli Rudnick – Assistant Project Manager

Frank Filice – Federal & State Environmental

Miguel Hernandez – Project Engineer

Mindy Linetzky – Communication & Public Affairs

SAN FRANCISCO
PLANNING DEPARTMENT

Planning Department

Neil Hrushowy – Urban Design Lead

David Alumbaugh – Urban Design



SFMTA
Municipal Transportation Agency

Municipal Transportation Agency

Andrew Lee – Transportation Lead

Mari Hunter - Transportation

Tim Papandreou – Transportation

Lulu Feliciano - Communication & Public Affairs



Services of the San Francisco
Public Utilities Commission

San Francisco Public Utilities Commission

John Scarpula – Stormwater Lead



SAN FRANCISCO
Office of Economic and Workforce Development

Office of Economic and Workforce Development

Ellyn Parker – Economic Revitalization Lead



County Transportation Authority

Michael Schwartz – Transportation Planning

Tilly Chang – Transportation Planning



Better Market Street

Consultant Team

P E R K I N S
+ W I L L

GEHL
CMG

Parisi ASSOCIATES
transportation consulting



FEHR & PEERS
TRANSPORTATION CONSULTANTS

Nelson|Nygaard
consulting associates



Design Team

Gehl Architects – Prime, Urban Design Lead
Perkins+Will – Project Management
CMG Landscape Architects – Streetscape Design

Transportation Team

Parisi Associates – Transportation Planning
Nelson\Nygaard – Transit Planning
Fehr & Peers – Bicycle and Vehicular Planning

Specialists

CirclePoint – Community Outreach
Kate Keating Associates – Wayfinding
CHS Consulting Group – Transit Planning
Urban Design Consulting Engineers – Civil Engineering
Environmental Science Associates (ESA) – Environmental Planning

Stormwater Management Study

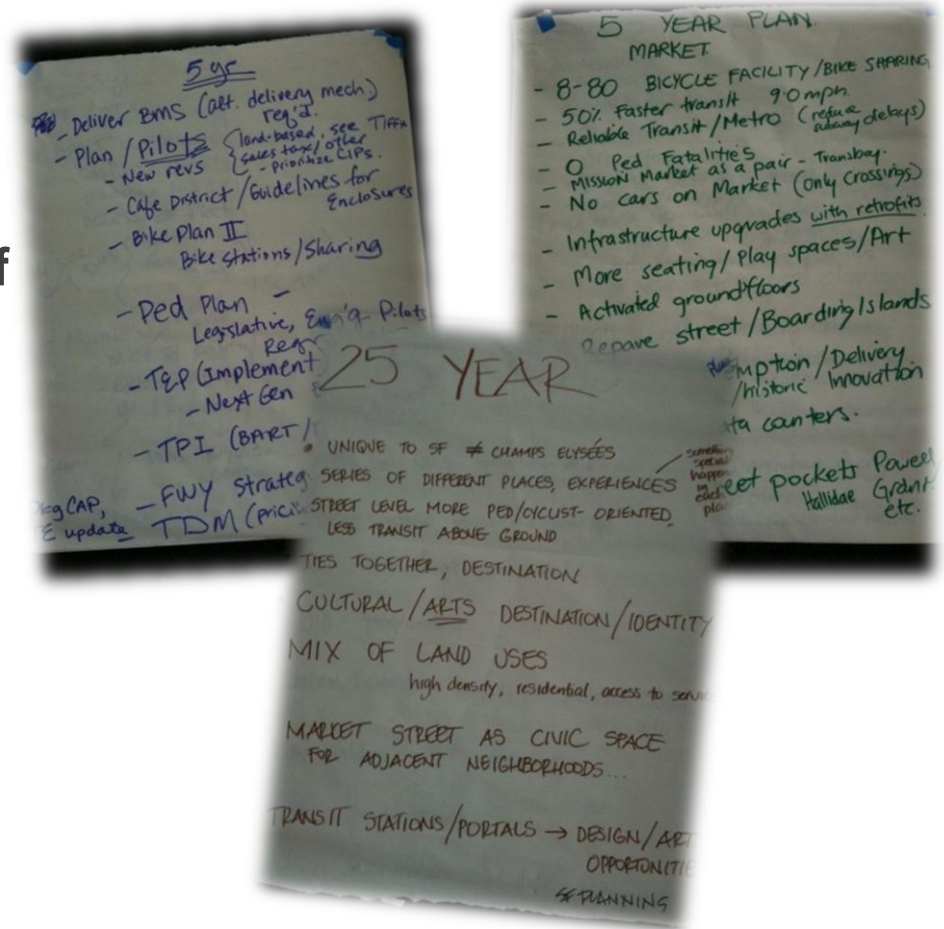
Nevue Ngan – Lead Design
Wilsey Ham – Engineering



Outcome of the executive and staff partnering meetings:

- 5-Year scope - BMS project priorities
- 25-Year vision - Market Street BMS project - 3 options

Stronger, more coordinated
Better Market Street team





5 Year

- Repave Market Street
- 15% transit travel time savings + reliability improvements
- Upgrade boarding islands
- Provide a continuous bicycle facility
- Pedestrian improvements: intersection, wayfinding, walkability
- Improve plazas

25 Year

- Innovative pedestrian connections – north / south
- Mix of land uses – high density, residential, access to services
- Increased underground transit capacity (e.g., Second BART tube, underground Muni). Street level more pedestrian & cyclist oriented
- Auto policy changes: parking, congestion pricing, increased taxi and rideshare
- Balance of residential and business on Market Street



Project Goal:

Revitalize Market Street from Octavia Boulevard to The Embarcadero and reestablish the street as the premier cultural, civic, transportation and economic center of San Francisco and the Bay Area.

Place

Mobility

Economic Development





All modes:

1. Improve wayfinding system to be clear and simple

Pedestrian improvements:

1. Improve pedestrian mobility and safety
2. Increase levels and diversity of pedestrian activity
3. Improve comfort and security of pedestrians
4. Improve public space network/connectivity
5. Increase diversity of groups and activities

Bicycle improvements:

1. Improve comfort and safety of bicyclists
2. Connect cycling to public life/sidewalk



Transit improvements:

1. Improve transit speed, reliability
2. Improve comfort & security of transit riders at boarding areas
3. Integrate waiting and lingering activities

Private Auto improvements:

1. Reduce private vehicle conflicts

Other vehicle improvement:

1. Accommodate taxis, delivery vehicles and paratransit

Additional considerations:

1. Capital cost; operations and maintenance; duration and intensity of construction



Market Street Shared Lane

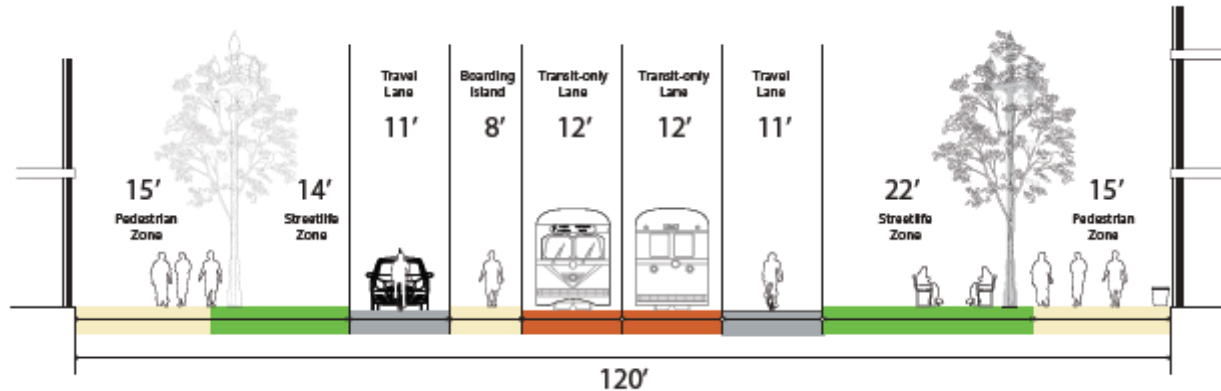
Market Street Bikeway

Market Street Transit Corridor & Mission Bikeway

- Consistent in all options (on Market Street):
 - Potential auto restrictions, up to a car-free Market Street
 - Four vehicular travel lanes
 - Intersection & traffic-signal improvement
 - Muni boarding island upgrade
 - Streetlife Zones
 - Lighting upgrades
 - Landscaping and street trees
 - Bicycles on Market Street
 - Transit stop consolidation
 - Transit service changes



Copyright: San Francisco Bike Coalition



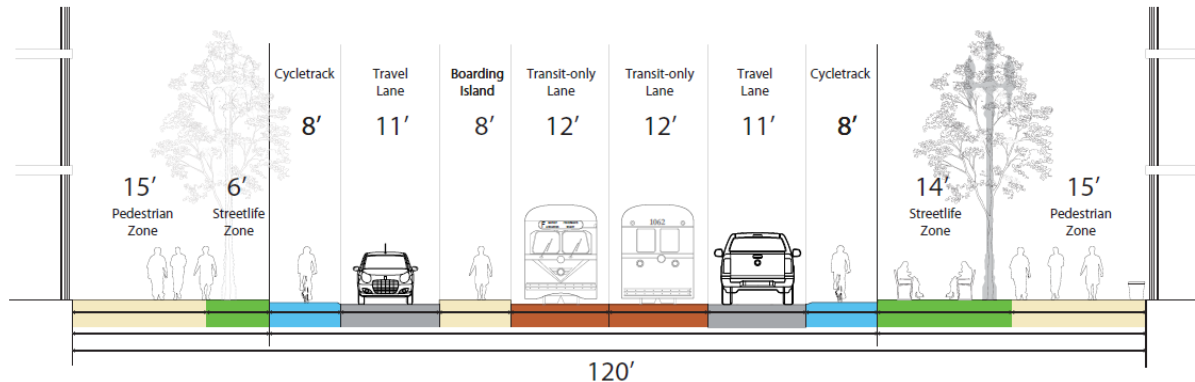
Description: Improve Market Street's curbside lane using striping, markings and other enhancements to improve conditions for bicyclists. Bicycles continue to share vehicle lane. Pedestrians gain Streetlife Zones & intersection improvements.

Pros:

- Minimal curb changes on Market Street to accommodate boarding island changes
- Leaves four vehicle travel lanes, allowing flexibility on Market Street for future improvements
- Provides more flexibility for the Streetlife Zones, especially at current bottlenecks
- Modest benefits for cyclists on Market Street, mainly via intersection improvements

Cons:

- Minor improvements to bicycle conditions on Market Street from Embarcadero to Eighth Street
- No cycletrack to buffer pedestrians from traffic
- Challenge to resolve bike/car conflicts at intersections without dedicated bike lane



Description: One-way cycletrack in each direction. Reduced space for Streetlife Zones east of Fifth Street. Pedestrians gain intersection improvements to make crossing safer.

Pros:

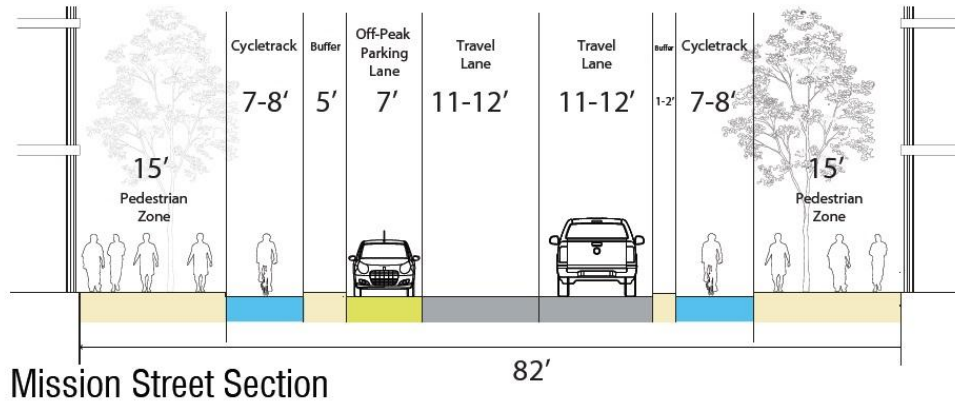
- Provides dedicated cycletrack on Market Street, from the Embarcadero to Octavia Blvd, significantly improving cyclist safety and comfort
- Gives cyclists easier access to Streetlife Zones
- Cycletrack buffers pedestrians from vehicular traffic
- Minimizes bike and transit conflict
- Leaves four vehicle travel lanes, allowing flexibility on Market Street for future improvements

Cons:

- Requires substantial changes to curbs which impact other utilities (e.g. hydrants, light poles, curb ramps). This is costly and limits flexibility for future improvements
- Limits size of Streetlife Zone at bottlenecks
- Conflicts with pedestrians at curb-side Muni boarding islands and loading zones
- Cycletrack will need to merge into mixed-flow traffic at pinch points (e.g. BART stations)
- Potential increased conflicts between bicyclists & pedestrians near transit stops

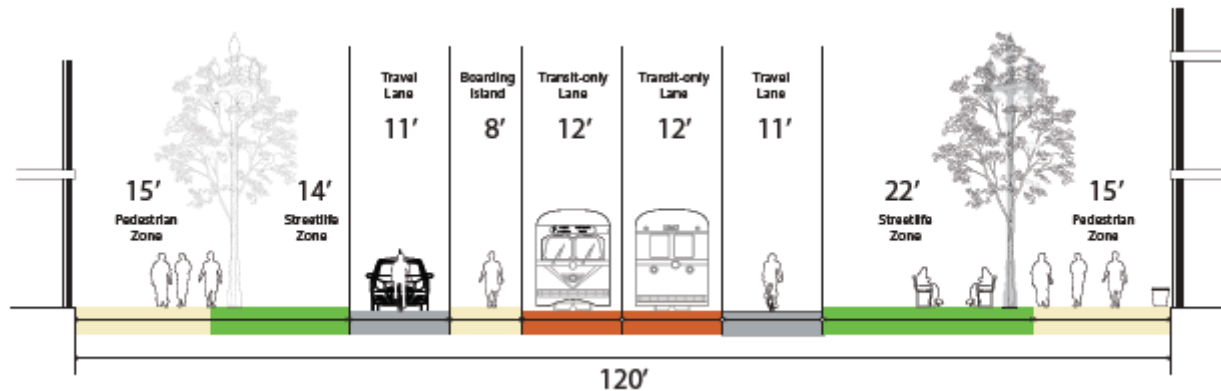


Mission Street



Description: Muni's 14/14L Mission lines move to Market Street. Market Street improvements are the same as in the Market Street Shared Lane option. Cyclists are directed to an 8-foot-wide, one-way cycletrack in each direction on Mission Street. Pedestrians benefit from improvements on both Market and Mission Streets.

Market Street



Description: Improve Market Street's curbside lane using striping, markings and other enhancements to improve conditions for bicyclists. Bicycles continue to share vehicle lane. Pedestrians gain Streetlife Zones and intersection improvements.



Pros:

- Provides dedicated cycletrack on Mission Street (approximately east of Van Ness), significantly improving cyclist safety and comfort
- There is an opportunity to improve bicycling conditions with synchronized lights and signal timing (green wave) on Mission Street
- Mission Street has perpendicular intersections without tracks or BART grates, which benefit cyclists
- Mission Street may be reconfigured to allow left turns
- Opportunity to create a southern bicycle connector (from Valencia Street to downtown)
- Sidewalk activation opportunities for Mission Street and connecting side streets
- Provides more flexibility for Streetlife Zones on Market Street, especially at current bottlenecks
- Minimal curb changes on Market Street, allowing flexibility on Market Street for future improvements.

Cons:

- Minor improvements to bicycle conditions on Market Street
- No cycletrack on Market Street to buffer traffic from pedestrians
- With a shared lane, it's more difficult to resolve bike-car conflicts at Market Street intersections
- Changes the transit-service coverage of the SoMa area via the move of the 14/14L-Mission lines
- Requires additional bike connections between Market and Mission Streets
- May require greater car restrictions on Market Street to accommodate additional buses
- Requires removal of one lane of parking on Mission Street to make room for buffer between remaining parking lane and cycletrack. Note that parking already is restricted during peak commute hours



Description: a new multi-use zone, within the existing sidewalk width, that will invite diverse public life to advance a welcoming environment, create continuity along Market Street, and promote the integration of walking, biking and public transit. Narrower sections of the zone (5- to 14-foot wide) improve the pedestrian experience by enhancing the sidewalk area with street trees, plantings, site furnishings, and stormwater treatments. Wider sections (14- to 20-foot wide) provide space to activate Market Street with art, performances, seating, sidewalk cafes, parklets and other social activities.



Description: Public plazas and spaces vary by size and function. The Better Market Street project proposes to transform them to invite more public life, enhance their character, better connect them with Market Street and integrate them into the surrounding neighborhoods. Illustrated here are preliminary ideas and concepts which are being studied further.

Hallidie Plaza



Connecting to Market Street

This portion of the plaza consistently has the best sun exposure and could be used for lounging and cafe seating.

U.N. Plaza



Missing Middle

The sunken part of this plaza is inactive and removed from street-level activity, creating visual and physical barrier between sidewalk and plaza.

Cafes could work well at street level if the sunken area were to be filled. Bringing the plaza up to street level would create a large new civic space for San Francisco.



Street Life

No opportunities to sit and stay. More seating would allow for rest and hanging out.

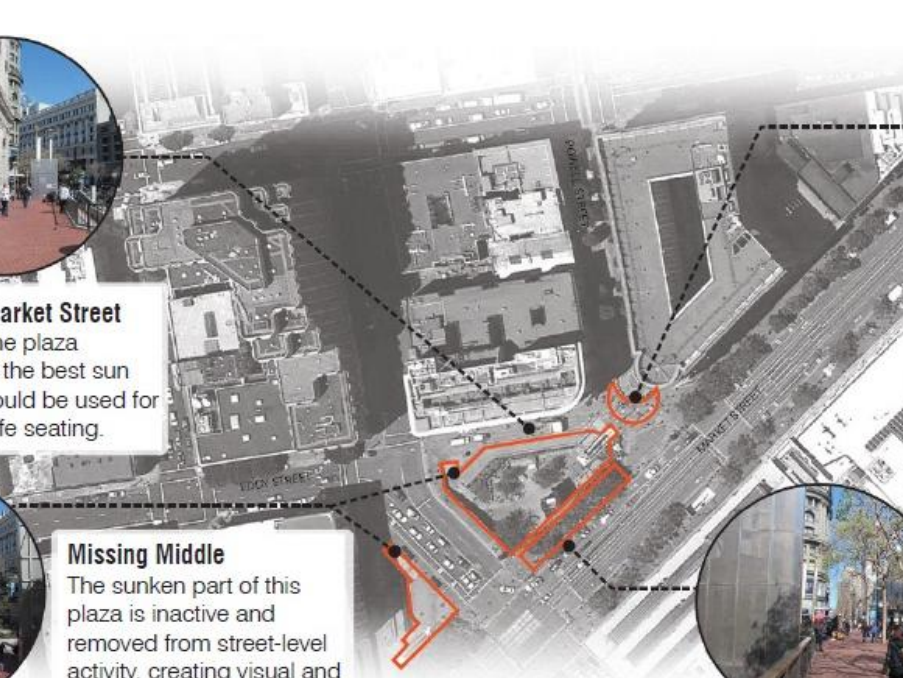


Separated Sidewalk

Sidewalk is separated from the rest of the plaza.

Filling the sunken area would allow for the opportunity to link this sidewalk to the rest of the plaza.

The Embarcadero





- **Public Outreach on Mission Bikeway option**

- Yerba Buena Alliance
- TODCO
- SPUR
- SF Bicycle Coalition
- Transit Riders Union
- Yerba Buena CBD
- Civic Center CBD
- Walk SF
- Livable City
- Union Square BID
- North of Market/Tenderloin CBD
- Better Market Street CAC
- SamTrans & Golden Gate Transit

- **Upcoming Public Outreach**

- Transbay CAC
- MTA CAC
- Senior Action Network
- South Beach/Rincon/Mission Bay Neighborhood Association
- Tenderloin Futures Collaborative





Phase I

Incorporating Mission Street option & contract amendment: scope, budget, schedule

Jan-March 2013

Existing conditions research – Mission Street

Feb-April 2013

Concept development

Feb – June 2013

Public outreach Round 3

July 2013

Finalize Phase I reports, begin environmental

Aug-Sept 2013

Project

Visioning, planning, concept design

2011-2013

Environmental review & pilots

2013 - 2016

Design

2016 - 2017

Construction

2017



GIVE US YOUR
FEEDBACK

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