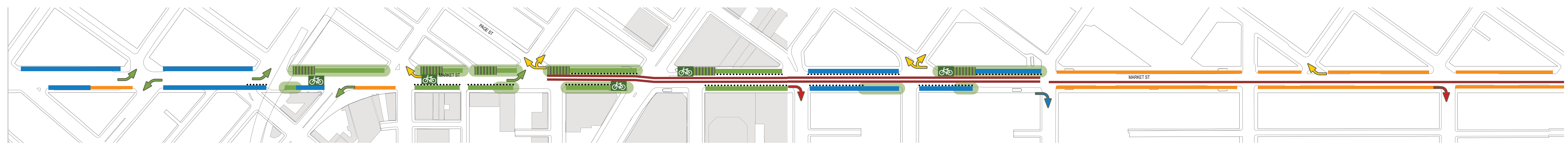
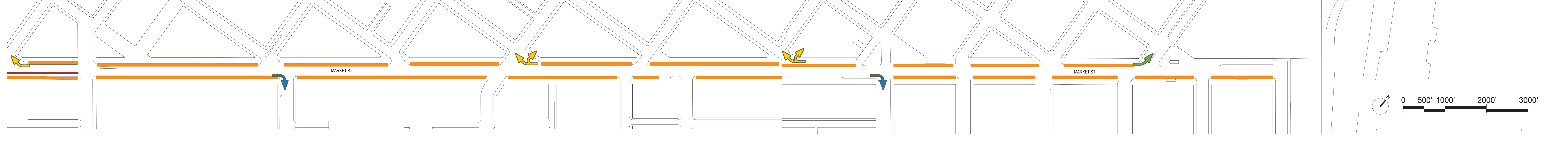


**MARKET STREET TRAVEL LANES**

**Between Octavia and 6th Street**



**Between 6th Street and Embarcadero**



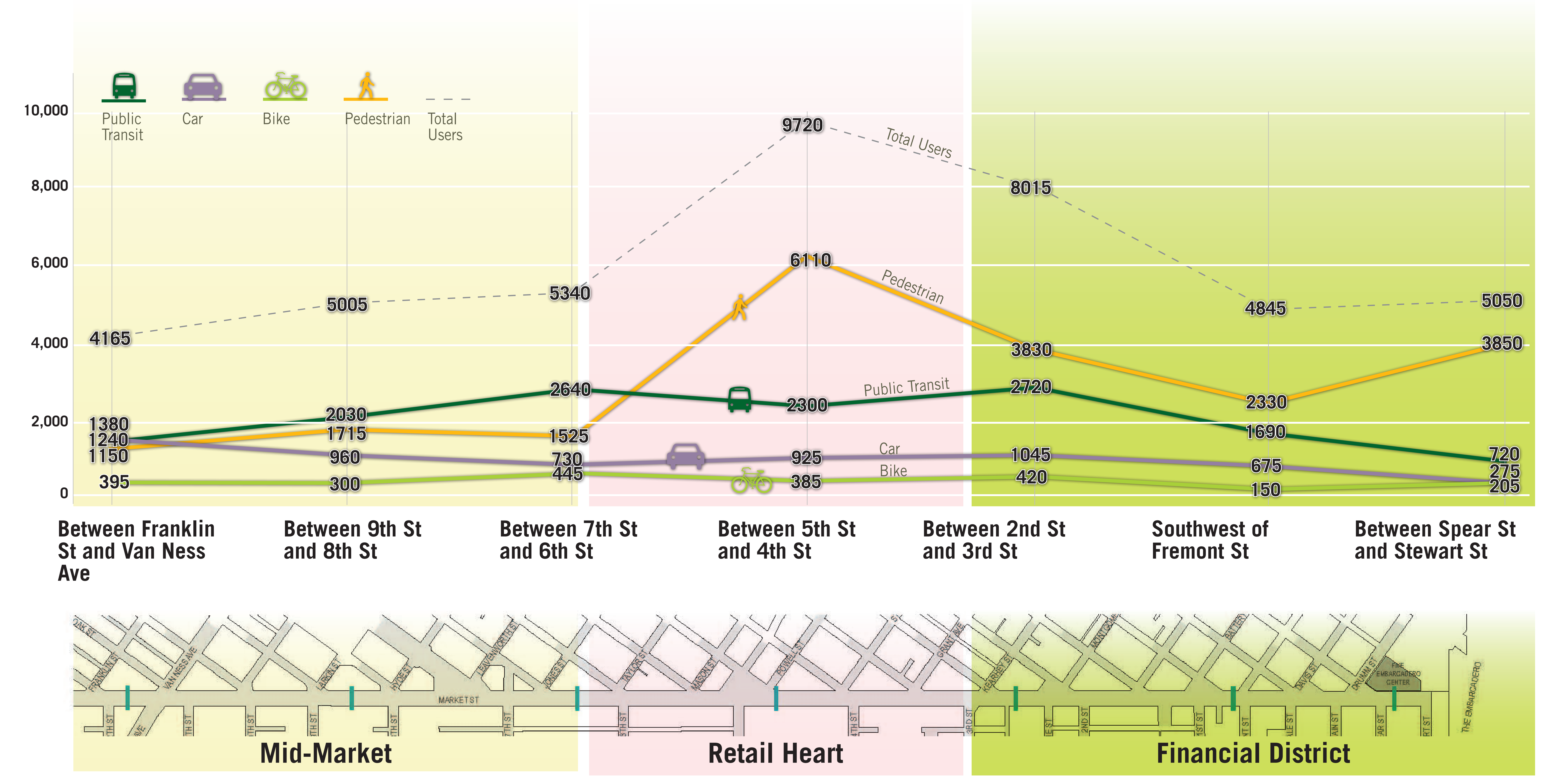
- Transit-Only Lane (Bi-directional)
- Transit-Only Lane (Eastbound)
- Left-Turn Permitted (from Market Street)
- Required Eastbound Right-Turn
- Right-Turn Slip Lane (Westbound on Market Street)
- Turn Lanes
- Bicycle Lane
- Bicycle Route
- Green Bicycle Lane
- Physically Separated Bicycle Lane
- Future Green Dashed Mixing Zone
- Bicycle Box
- Planned Facilities

**WHO IS MOVING ALONG THE STREET?**

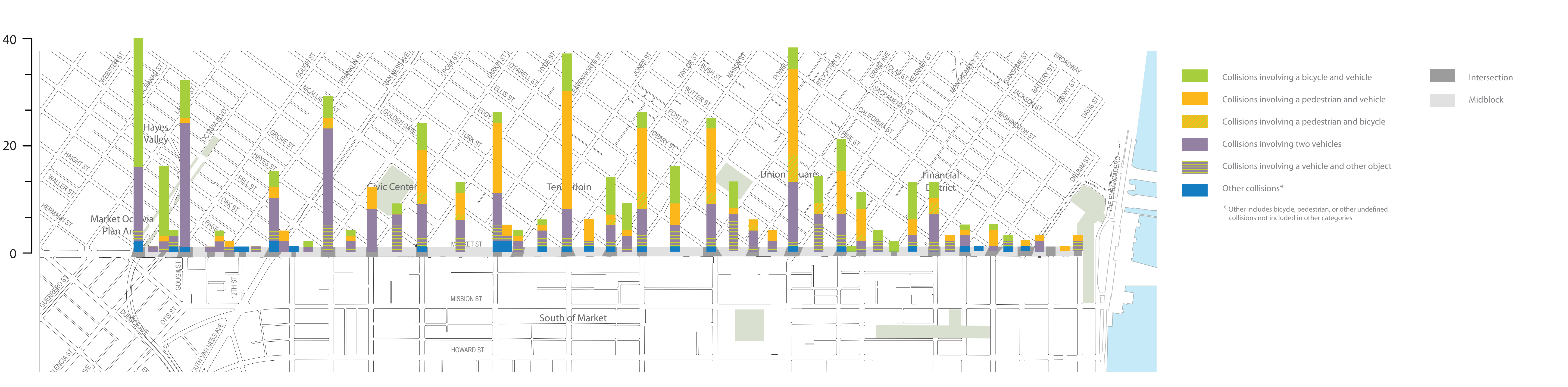
During weekday peak periods, the average number of people traveling along Market



**Number of people along Market Street - by mode - peak weekday, 5-6 PM**



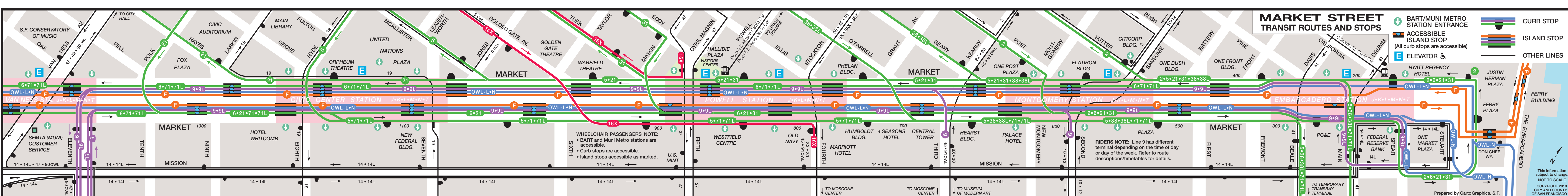
**MARKET STREET SAFETY - PEDESTRIAN, BIKE, AND CAR COLLISIONS 2005 - 2009**



THE BETTER MARKET STREET PROJECT IS MADE POSSIBLE WITH PARTICIPATION OF THE FOLLOWING CITY AGENCIES:



## THE REGION'S MAJOR PUBLIC TRANSIT SPINE



### 24 lines operate along Market Street

- F Market and Wharves
- 2 Clement
- 5 Fulton
- 6 Parnassus
- 9 San Bruno
- 9L San Bruno Limited
- 10 Townsend
- 12 Folsom/Pacific
- 14 Mission
- 14L Mission Limited
- 14X Mission Express
- 16X Noriega Express
- 19 Polk
- 21 Hayes
- 30X Stockton Express
- 31 Balboa
- 38 Geary
- 38L Geary Express
- 71 Haight-Noriega
- 71L Haight-Noriega Limited
- 76 Marin Headlands
- 81X Caltrain Express
- L Owl Taraval Owl
- N Owl Judah Owl

### Transit under Market Street

- |                                |                               |
|--------------------------------|-------------------------------|
| Muni Metro lines under Market: | BART lines under Market:      |
| • J Church                     | • Dublin/Pleasanton-Daly City |
| • K Ingleside/T Third Street   | • Fremont-Daly City           |
| • L Taraval                    | • Pittsburg/Bay Point-SFO     |
| • M Ocean View                 | • Richmond-Millbrae           |
| • N Judah                      |                               |
| • S Castro Shuttle             |                               |

## IMPORTANCE OF TRANSIT ON MARKET STREET



### Transit and Market Street

Nearly one-third of all Muni routes (24 lines) operate along the surface of Market Street and the Muni Metro subway and BART run under Market Street. The routes fan out from Market Street to points all over San Francisco and the Bay Area.

- Almost one-quarter of all public transit boardings in San Francisco occur on or under Market Street
- There are 250,000 daily transit vehicle boardings on or under Market Street each weekday
- More people are moved by transit along Market Street than by cars and bicycles



### All transit trips include a pedestrian trip

Passengers getting on or off Market Street transit vehicles walk to or from the transit stops

- On weekdays there are 38,000 boardings of the 24 surface lines and thousands of boardings to other local and regional transit systems
- There are 55,000 boardings at Muni Metro stations and 120,000 boardings at BART stations under Market Street
- Many pedestrians rely on Market Street to transfer between transit modes, including Muni Metro, BART, local shuttles, and other regional transit systems



### Operational flexibility

Use of all four lanes provides all 24 surface transit lines with capacity as well as flexibility, allowing transit vehicles to pass other vehicles and minimize delays

### Transit vehicle volumes

There is a bus or streetcar about every 40 seconds during the busiest times on the busiest segments of Market Street



### Transit is relatively slow

Average surface transit speeds along Market Street generally range from 4 to 8 miles per hour, including stops. Transit vehicles experience delays along Market Street for many reasons, including:

- General delays due to boarding and crowding
- Waiting at a red traffic light
- Unable to access transit stop due to vehicle blockage
- Lane blocked by vehicles waiting to turn left or right
- Conflict with other travel modes
- Traffic congestion

## SAFETY

- The highest number of transit vehicle collisions has occurred at Market Street's intersections with Eddy/Stockton/4th and with Geary/Kearny/3rd. An equal number of collisions have occurred along and across Market Street at these locations
- Other transit collision "hot spots" include Market Street's intersections with Van Ness Avenue and with Golden Gate/Taylor/6th



## 3 DISTINCT TYPES OF PEDESTRIAN USE AND INTENSITIES ALONG MARKET

### Mid-Market

Low pedestrian foot traffic throughout the day



### Retail Heart

Increasing activity in the afternoon and on weekends

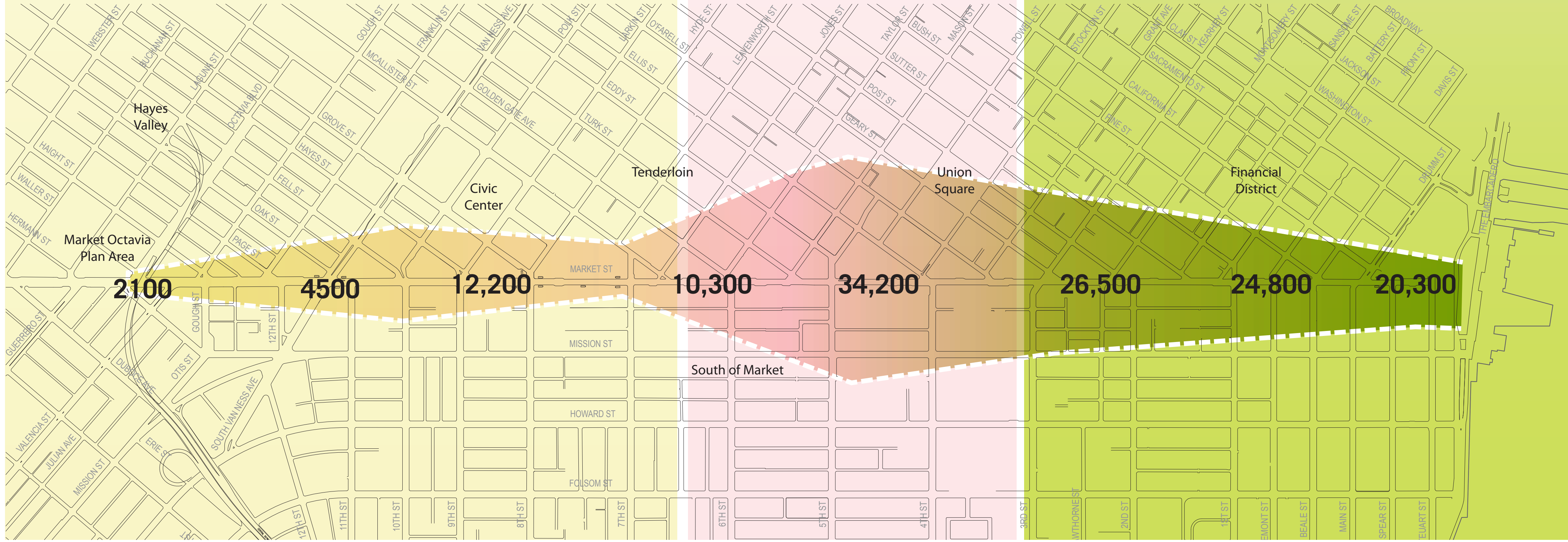


### Financial District

Increasing from morning to afternoon; declines in evenings



### Pedestrian volumes



Weekday pedestrian traffic, Spring 2011

### Changes throughout the day

There is a drastic reduction in pedestrian activity after 7pm. Low levels of pedestrian volume conveys a feeling of insecurity at several points along Market Street

### Pedestrian decreases after 7pm on weekdays



### Pedestrian decreases after 7pm on weekends

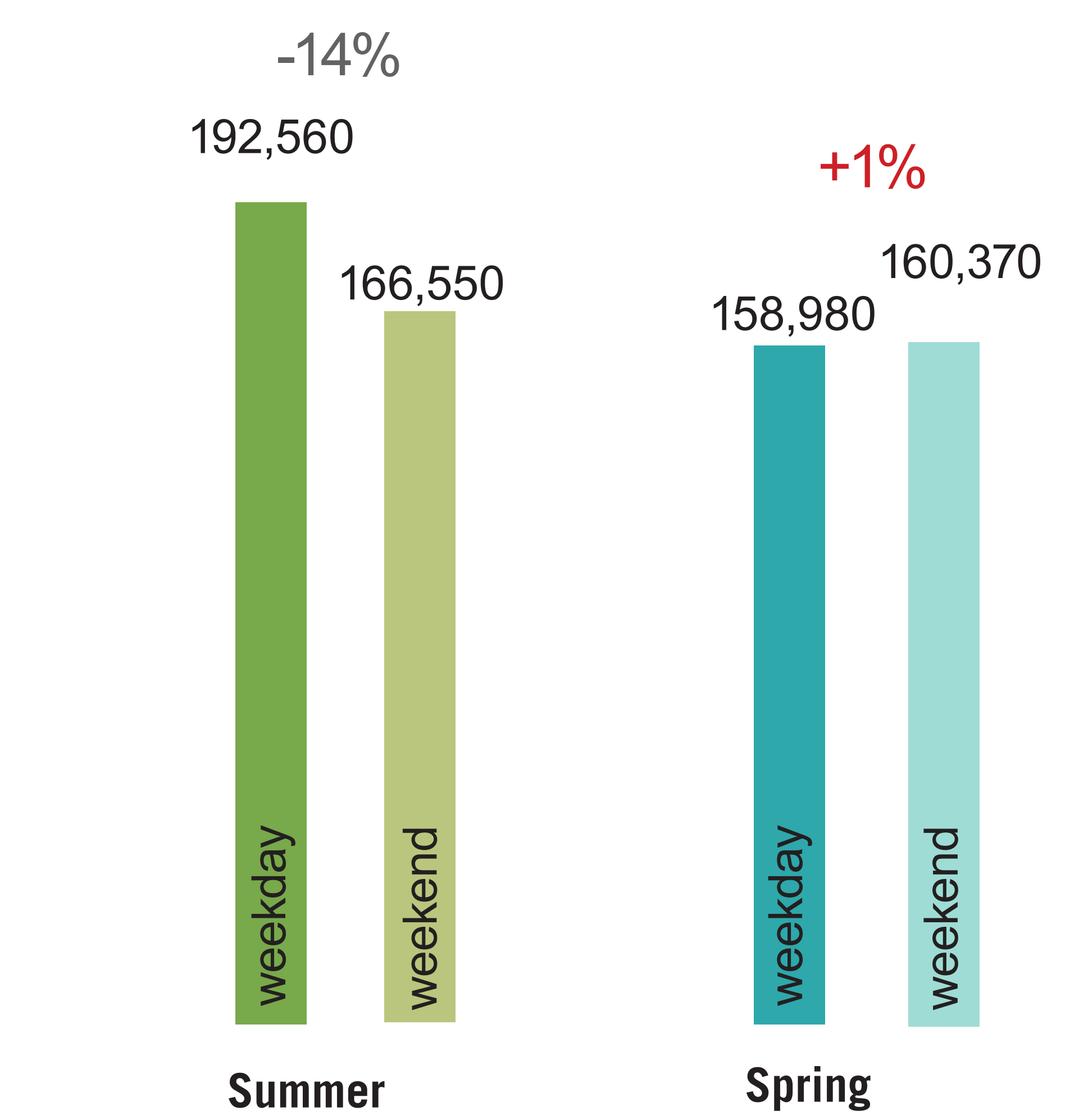


## MARKET STREET COMPARED TO OTHER MAJOR STREETS IN THE WORLD

### Pedestrian foot traffic



## SEASONAL CHANGES



### Pedestrian traffic

Similar daytime pattern and levels in summer, but differences between weekday and weekend are in general smaller at each location

## GETTING ACROSS MARKET STREET



## SAFETY

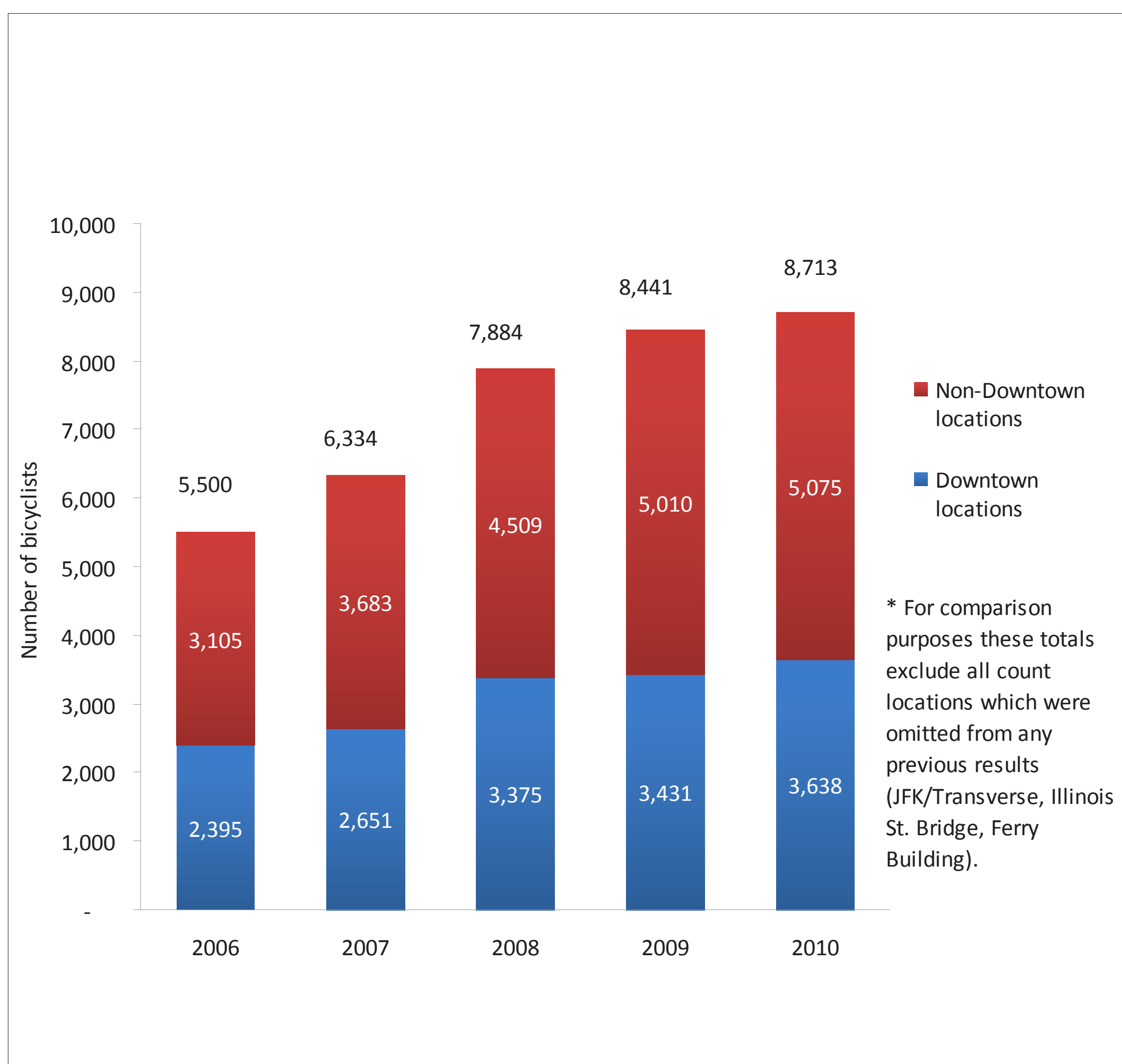
### Collisions involving pedestrians

- About 25% of all police-reported collisions on Market Street involve a pedestrian
- Pedestrian collisions are concentrated in the mid-Market area (3rd-8th street) where pedestrian activity is highest
- The highest pedestrian collision location in San Francisco is at Market Street and 6th Street

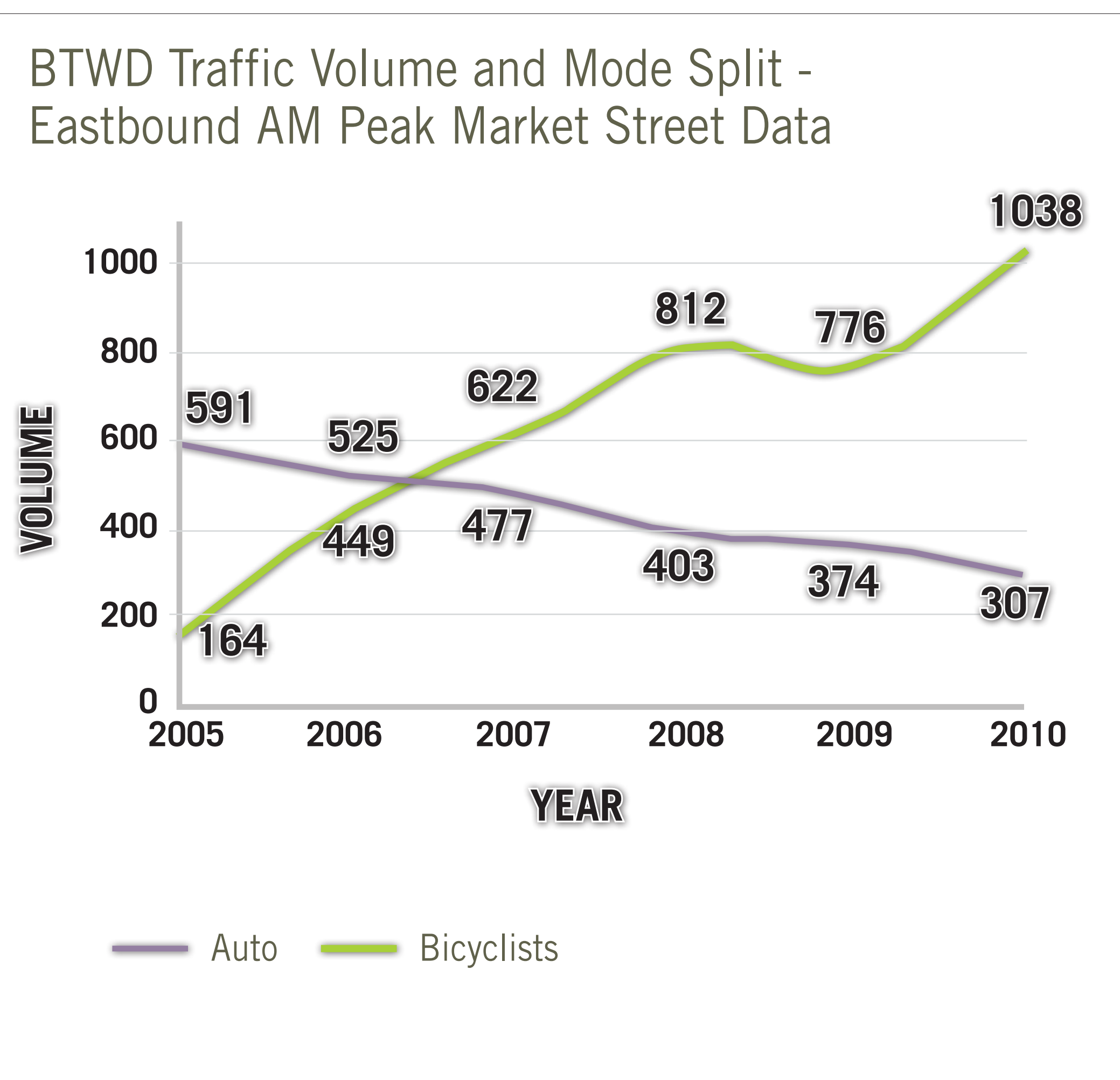


## BICYCLE AND TRAVEL

### San Francisco citywide bicycle counts



### Market Street bicycle counts



### Bicycling is a commuting activity



Market Street is the principal bicycle commute route in San Francisco. 75% of bicyclists on Market Street are traveling to and from work

### Perception of safety in numbers

Half of those riding along Market Street do so because other people on bikes use the same route

### Lack of continuous lanes

Dedicated bicycle facilities are concentrated west of 8th Street. These facilities continue to be improved and extended, making it more comfortable for bicyclists

### Bicycle traffic is increasing

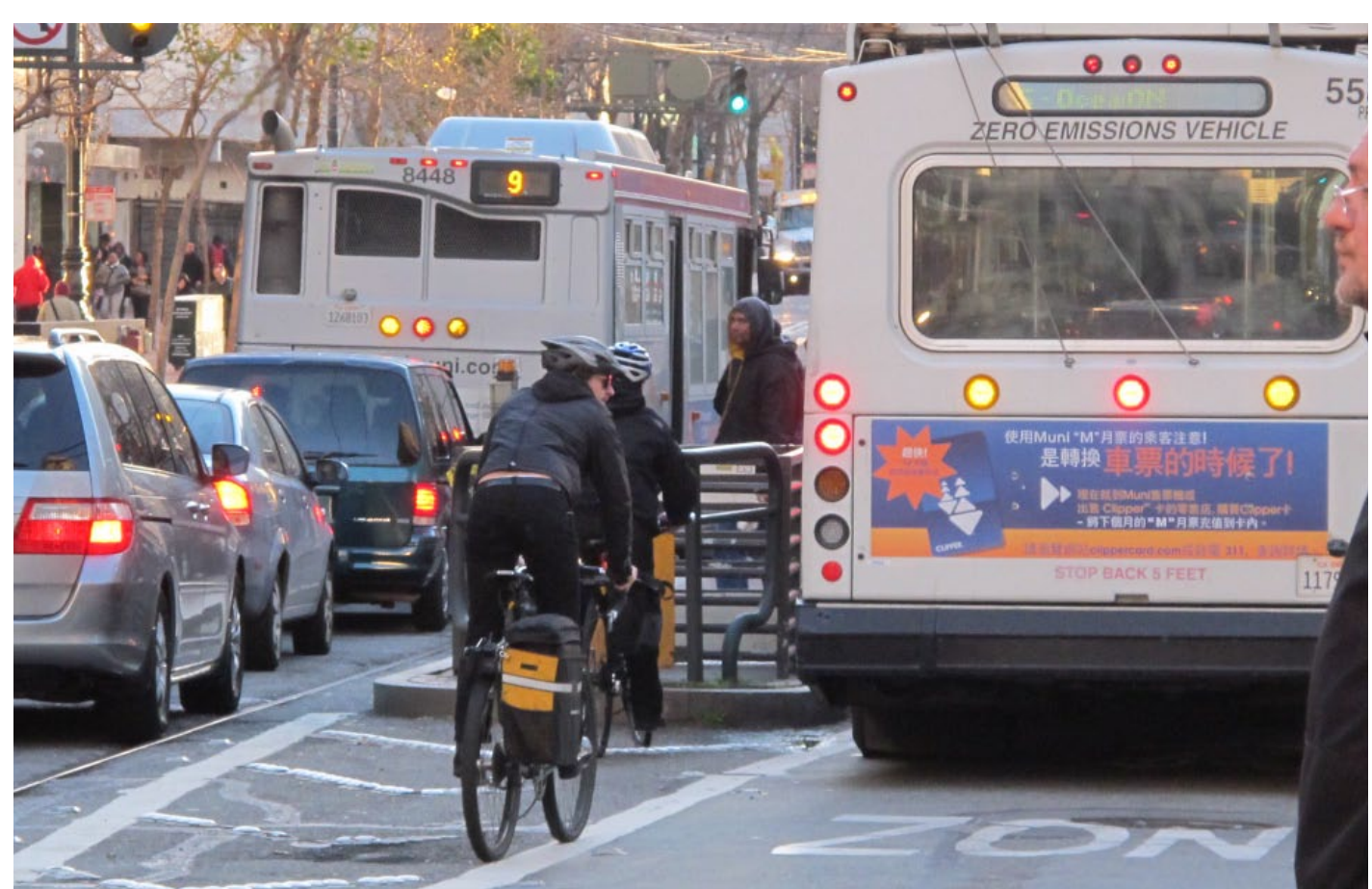
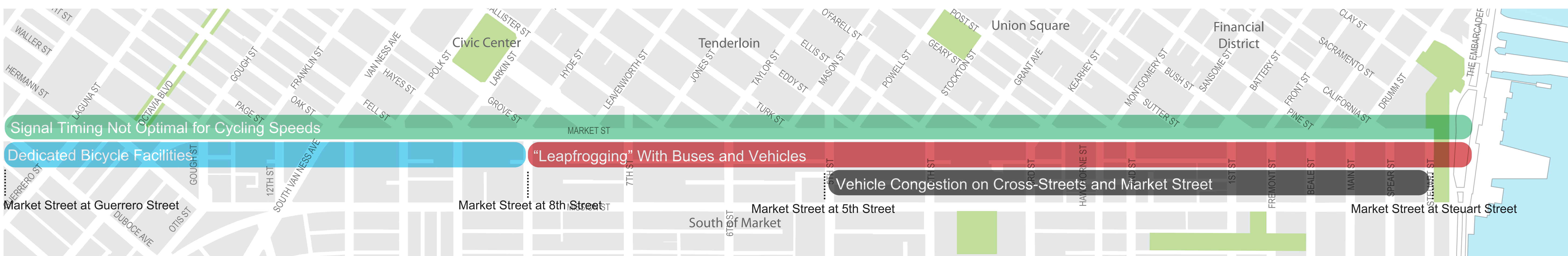
- 58% increase in bicycling in San Francisco since 2006
- Market Street is among the highest bicycling streets in the U.S.

### Bicycle trips outnumber auto trips

Bicycle trips now outnumber auto trips by up to three times during peak periods and in peak directions

## EXISTING BICYCLE CONDITIONS

### Corridor Conditions



Bus conflicts



Pinch points



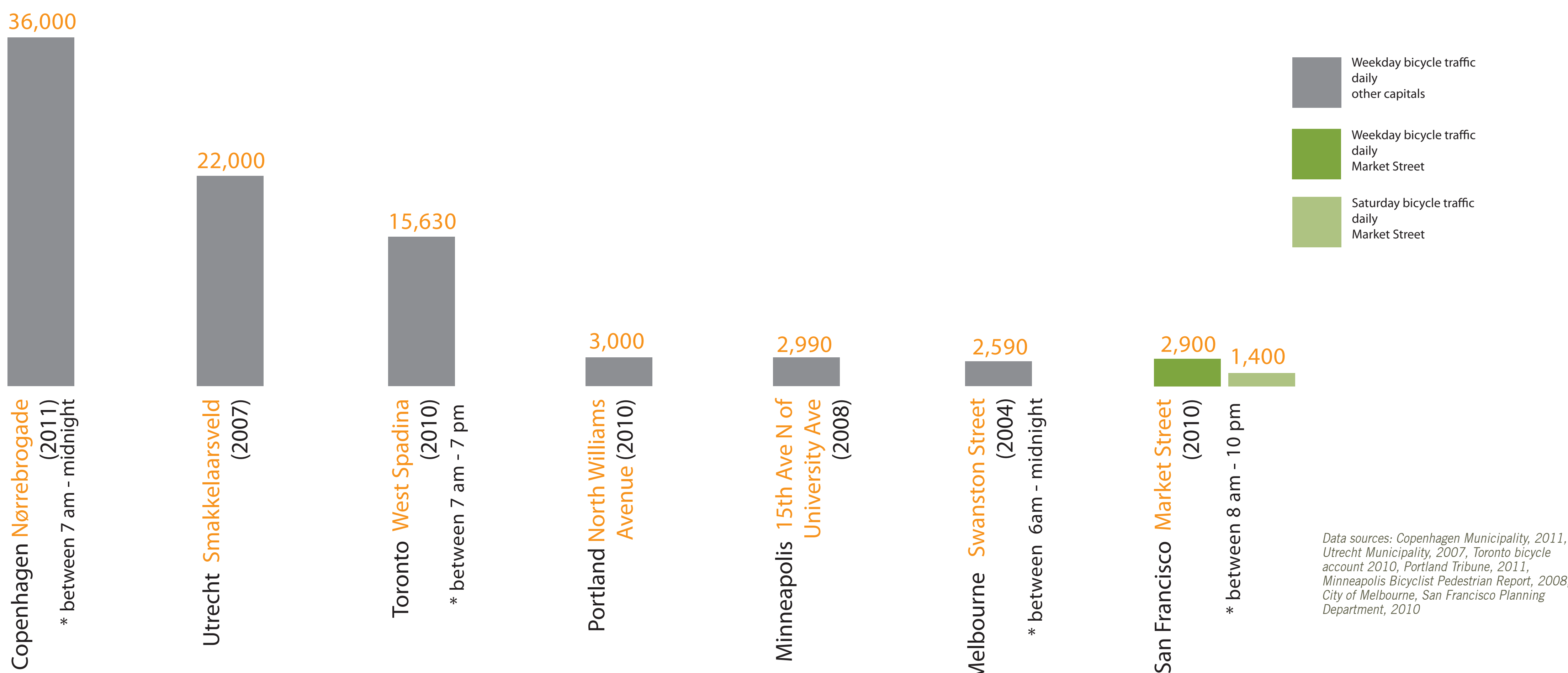
Right Hand turn conflicts

### Bicycle circulation issues:

- Pinch points at intersections
- Blocked lanes
- Right-turning traffic
- Conflicts with pedestrians at boarding islands
- "Leap-frogging" effect with buses
- Left-turns prohibited from Market Street
- Uneven paving, BART vents and streetcar tracks
- Signal timing

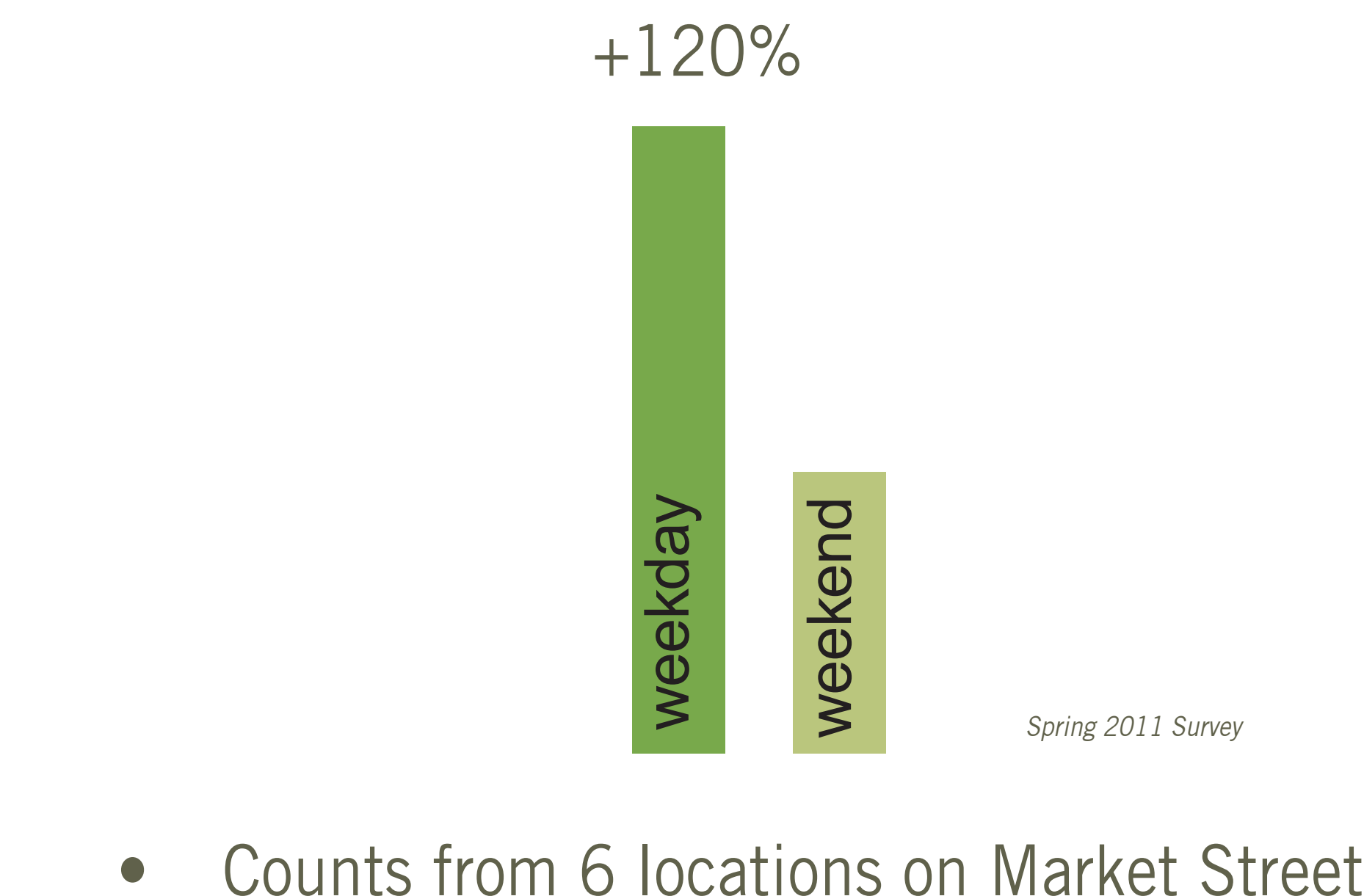
## MARKET STREET COMPARED TO OTHER MAJOR STREETS IN THE WORLD

### Comparison of bicycle traffic

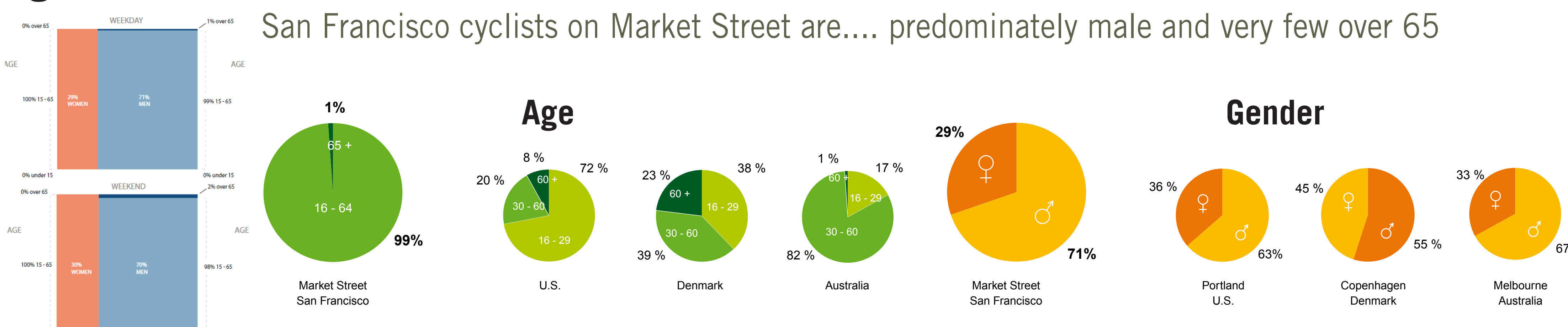


## WEEKDAY VS. WEEKEND

### Most cyclists are commuters



### Age and Gender



## SAFETY

- About 25% of all police-reported collisions on Market Street involve a bicyclist
- Bicycle collisions peak at Market Street's intersections with Octavia and Gough, where there is heavier and faster moving vehicle traffic
- The second highest bicycle collision location in San Francisco is at Market Street and Octavia Boulevard

THE BETTER MARKET STREET PROJECT IS MADE POSSIBLE WITH PARTICIPATION OF THE FOLLOWING CITY AGENCIES:



## VEHICLE TRAFFIC VOLUMES

### PM PEAK HOUR



#### Traffic on Market Street is low

- 80-85% of traffic at Market Street intersections crosses Market Street
- Only 15-20% travel along Market Street

#### Most vehicles travel a short distance along Market Street

- Average vehicle trip along Market Street is only for 2 blocks
- Majority of motorists are circling around looking for parking

#### Intersections are difficult to navigate

Skewed intersections may require swerving vehicle movements and can reduce line of sight between drivers and pedestrians and drives and bicyclists

#### Traffic across Market Street is heaviest west of 6th Street

More freeway ramps and wider streets encourage more traffic on western cross-streets than those to east

## OFF-STREET PARKING



#### Substantial parking supply is available near Market Street

There are about 30,000 parking spaces within publically-accessible garages and lots within ¼ mile of Market Street. A third of this is in small garages or lots with less than 250 spaces

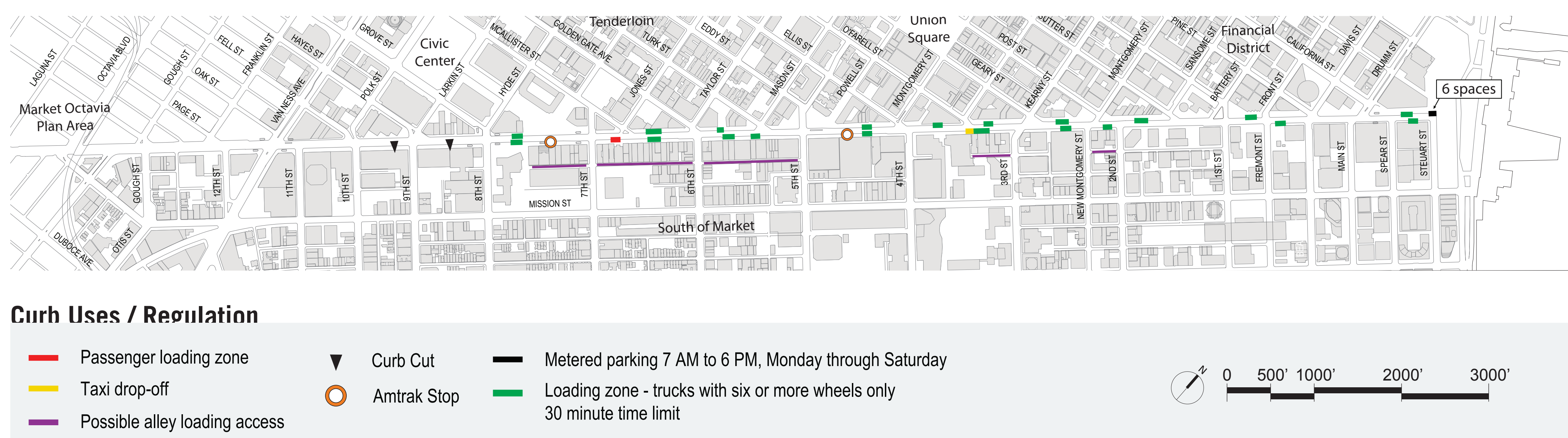
#### Parking garages are under-used

The average occupancy of SFMTA public parking garages near Market Street is between 45% and 73%

#### Wayfinding to parking needs improvement

Drivers often have difficult time locating parking due to lack of directional signage on Market Street and cross-streets

## LOADING ZONES AND TAXIS



#### Heavy use of loading bays

Passenger loading, tour buses, shuttle buses, taxis, valet parking, paratransit and other uses compete for loading bays

#### Illegal parking

Because loading bays are often in use or not conveniently located, vehicles double-park in the travel lane or pull up onto the curb

#### Lack of alleys

Most businesses must take delivery from Market, as there are few alleys or rear loading docks

#### Importance of accommodating loading

Delivery is crucial for the economic vitality of Market Street

#### Challenging to access taxis

It is difficult to find a taxi and there is a lack of taxi zones

## SAFETY

Almost 50% of police-reported collisions on Market Street are between motor vehicles.

Of San Francisco's highest 10 injury collision intersections, 3 are located on Market Street:

- Gough Street
- Octavia Boulevard
- 6th Street

Vehicle collisions are generally concentrated to the west, where higher traffic volumes and faster speed contribute to collisions.



## Q: WHICH MODE OF TRAVEL OFFERS YOU THE BEST EXPERIENCE AND WHY?

Mode [  Please place dot in the appropriate quadrant(s) ]

Why [  Please comment on post-it and place in the appropriate rows ]

### PUBLIC TRANSIT



### WALKING



### BICYCLING



### DRIVING





**Q: WHAT ARE THE MAJOR OBSTACLES YOU ENCOUNTER ALONG MARKET?**

**Q: WHY IS IT A MAJOR OBSTACLE?**  
 Please comment on post-it and place in the appropriate rows

PUBLIC TRANSIT <input type="radio"/> Choose top 2 and place dot in the appropriate rows	
Can't tell which line to take	
Travels too slowly	
Doesn't go where you need to go to	
Doesn't come frequently enough	
Vehicles are too crowded	

WALKING <input type="radio"/> Choose top 2 and place dot in the appropriate rows	
Uninteresting place to walk	
Don't feel secure	
Intersections tough to cross	
Market is not most convenient route	
Too windy/uncomfortable microclimate	

BICYCLING <input type="radio"/> Choose top 2 and place dot in the appropriate rows	
Pavement too uneven	
Lacks continuous bike lane	
Conflicts with buses	
Conflicts with cars and/or trucks	
Difficult connections to/from Market Street	

CAR/COMMERCIAL VEHICLE/TAXI <input type="radio"/> Choose top 2 and place dot in the appropriate rows	
Don't know where to get a taxi	
Don't know where to find parking	
Not clear where to pick-up/deliver goods	
Not clear where to pick-up/drop off customers	
Confusing one-way streets, signs and turns	