

BETTER MARKET STREET

Public Outreach — Round One Appendix

A. Summary Charts

B. Workshop Comments

C. Survey Comments

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7 December 2011







Appendix



A. Summary Charts—Workshop and Survey Findings

B. Workshop Comments

C. Survey Comments





**A. Summary Charts—
Workshop and
Survey Findings**





Better Market Street Public Outreach

Appendix A: Summary Charts— Round One

Two public workshops and two webinars were held between May 17, 2011 and May 25, 2011.

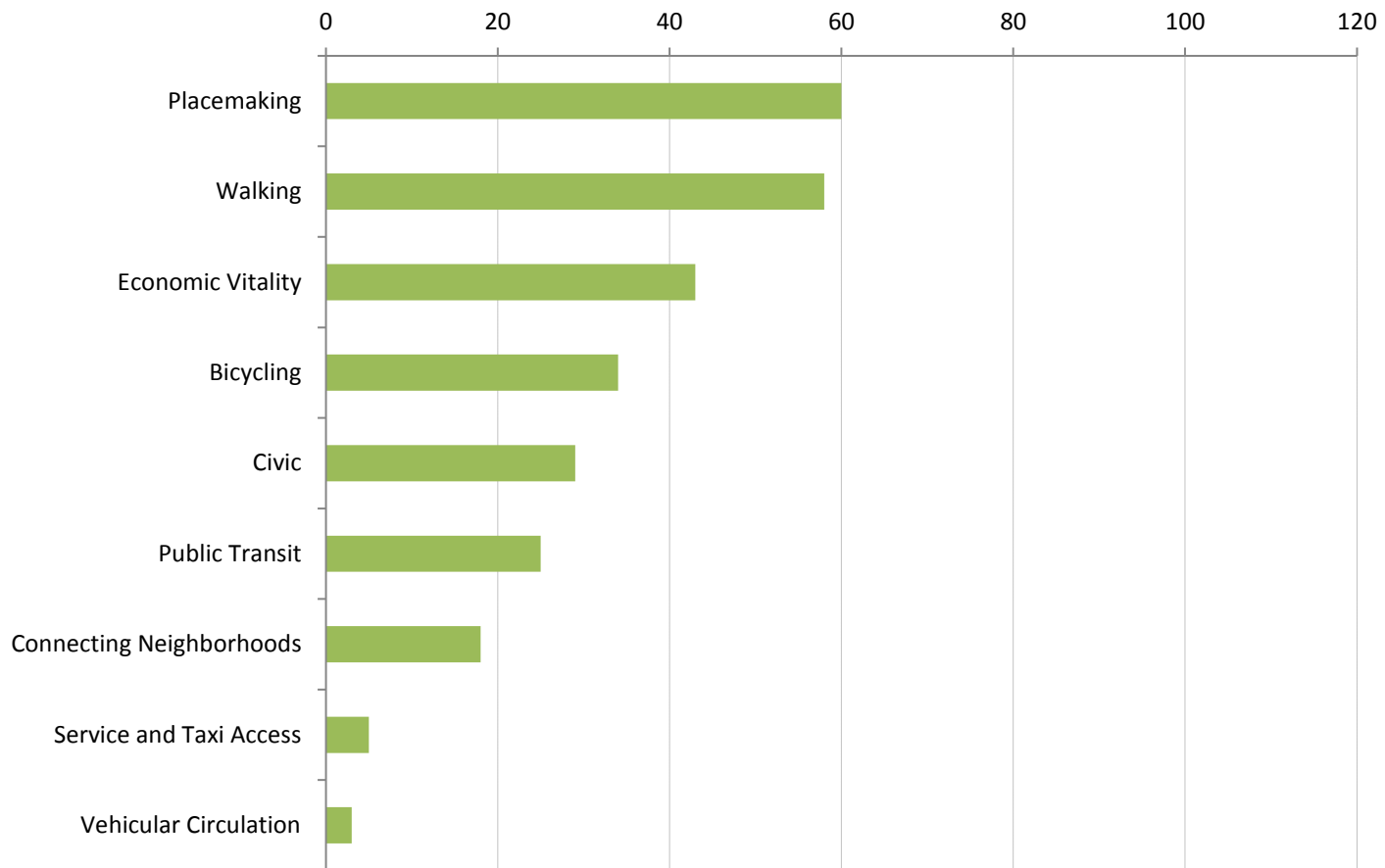
An online survey was available from May 18, 2011–June 17, 2011 for the public to provide their input on Round One of the Better Market Street Project.

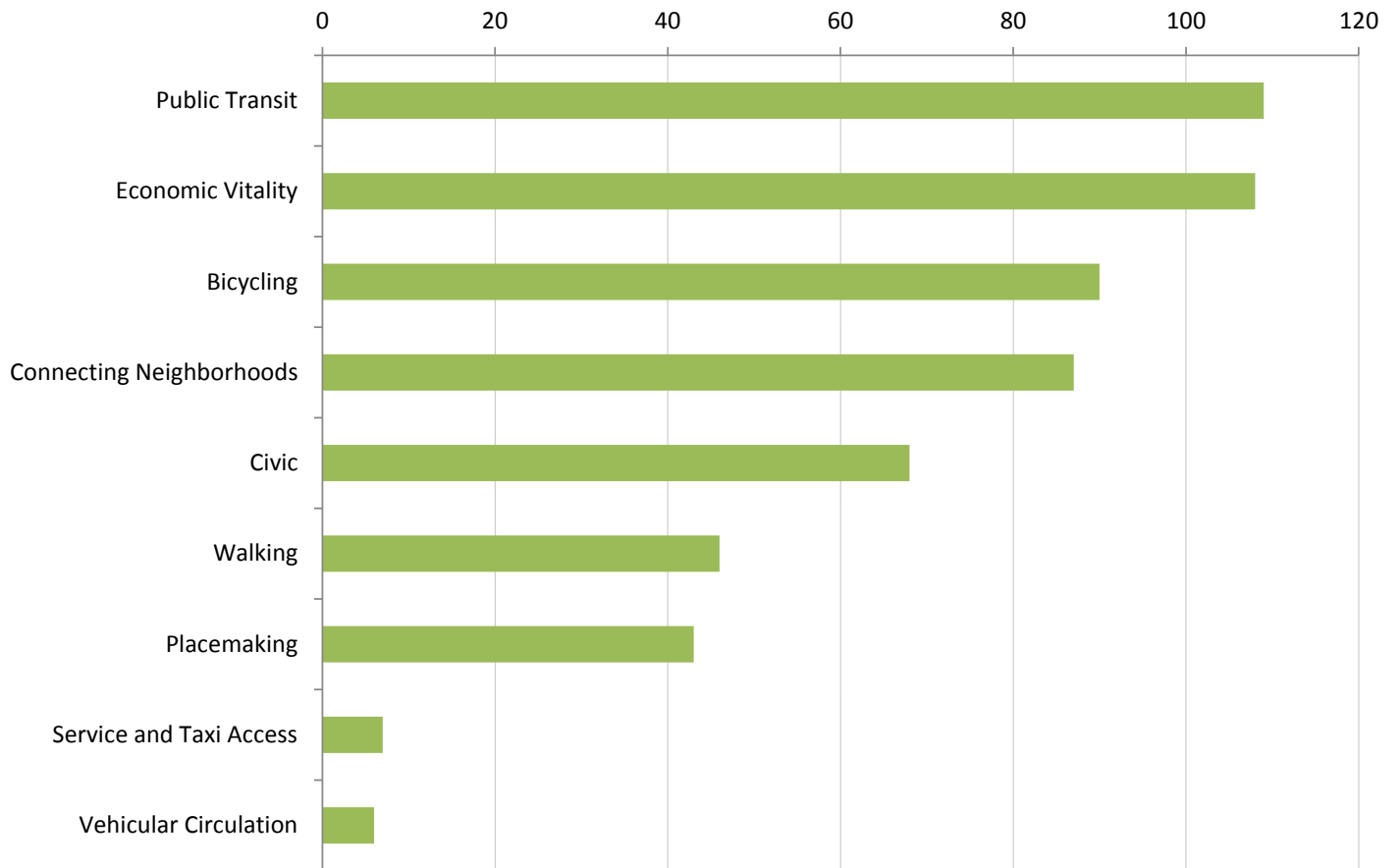
The combined results of all the above resources are summarized in the Better Market Street Public Outreach—Round One Findings.

This document provides easy reference to the public responses to the workshop and survey questions—in this case, displaying workshop results as compared to online survey results.

What are your top goals for Market Street?

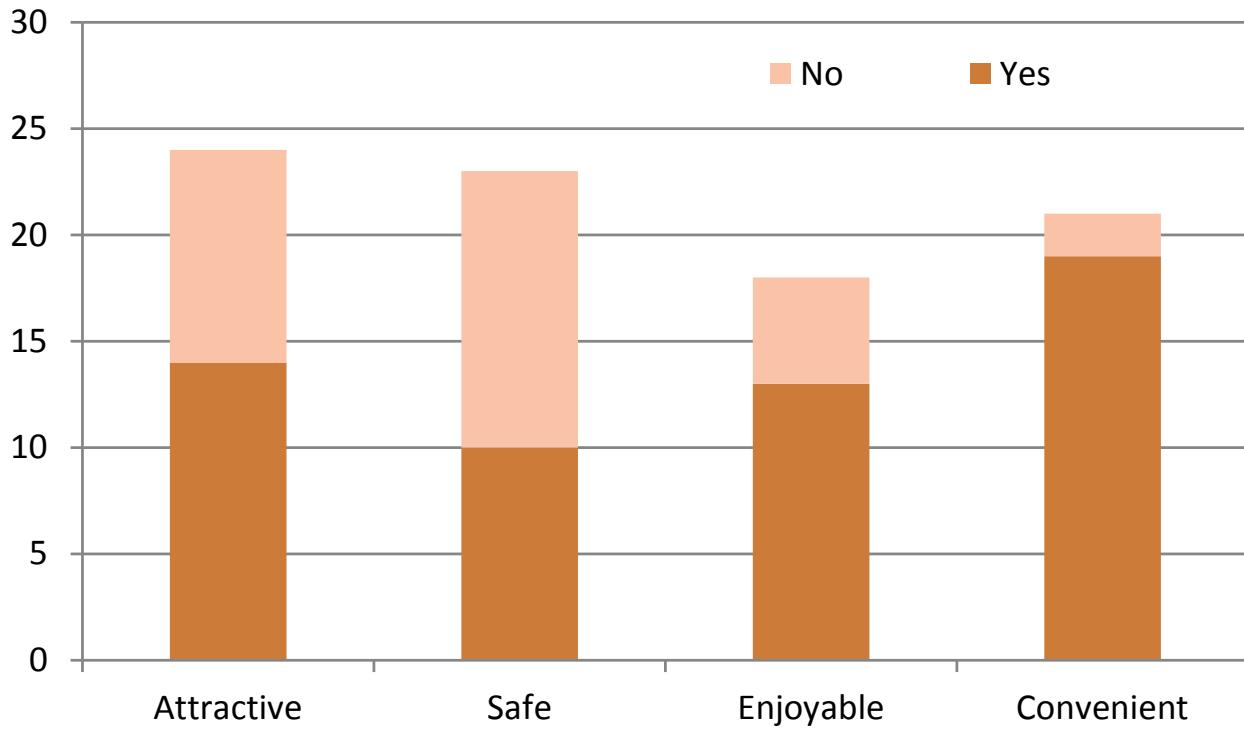
Workshop Comments

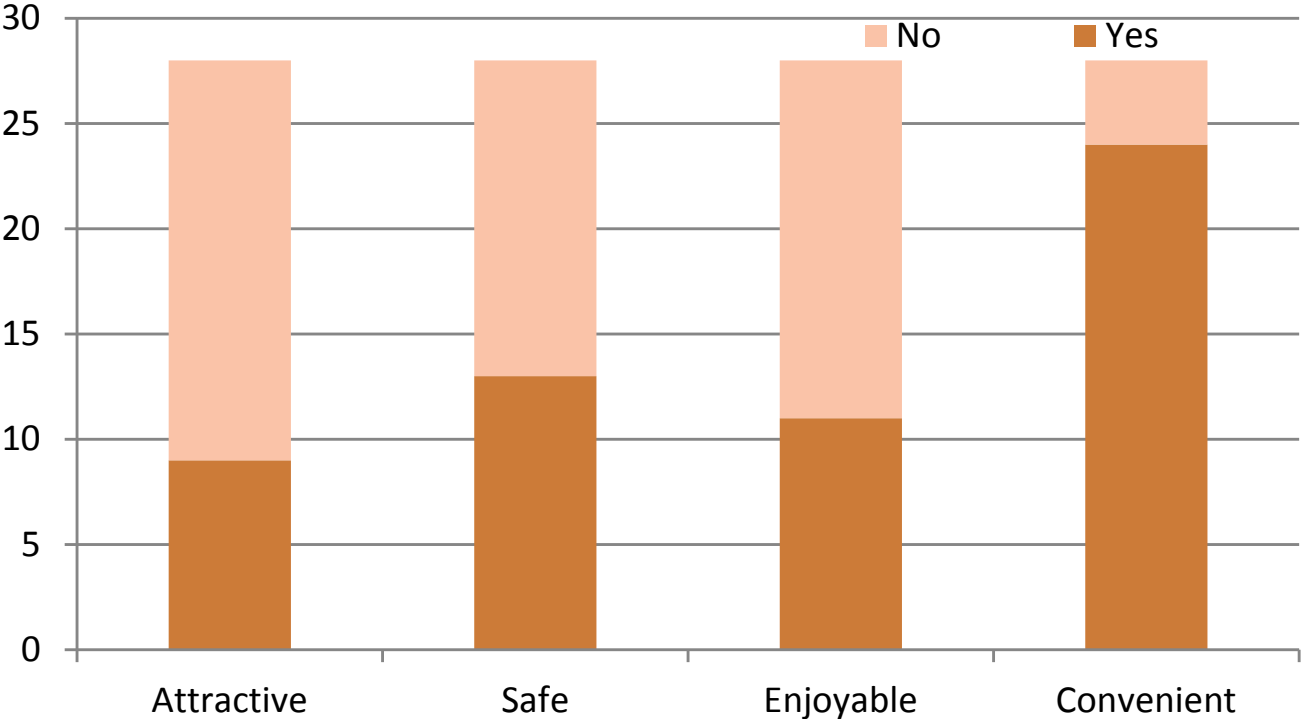




How would you characterize Walking on Market Street?

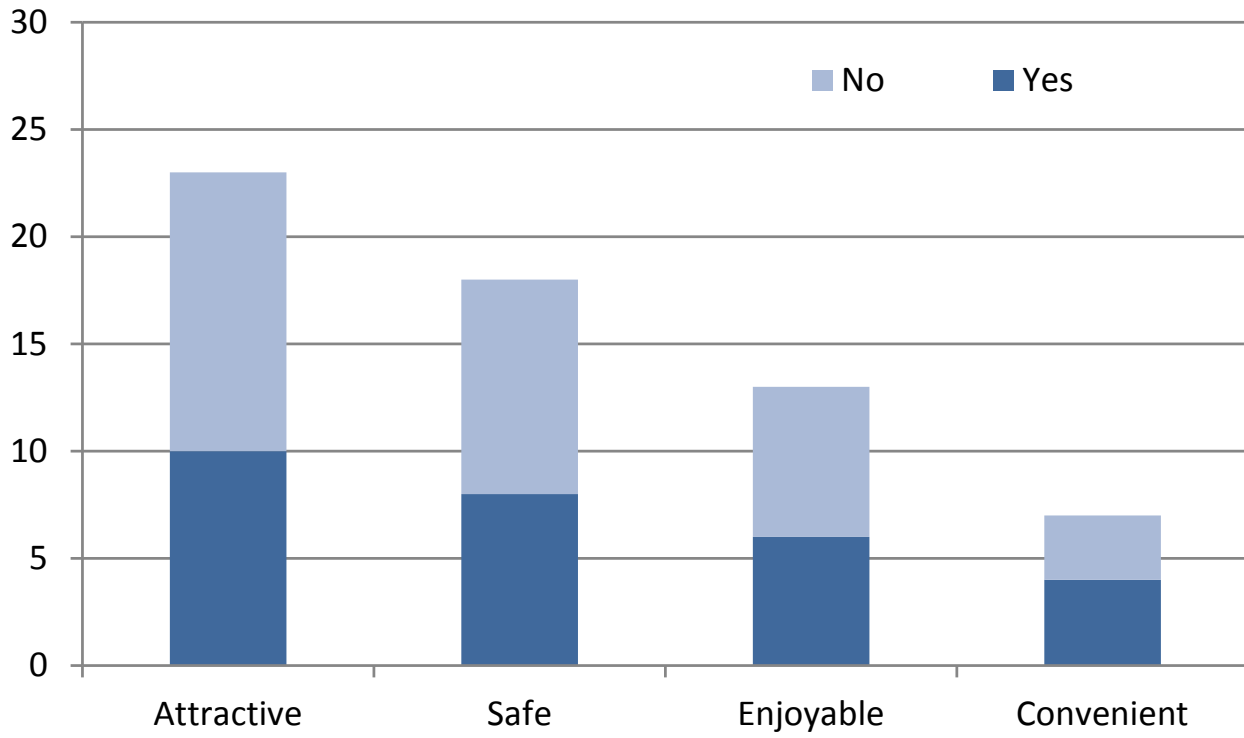
Workshop Comments

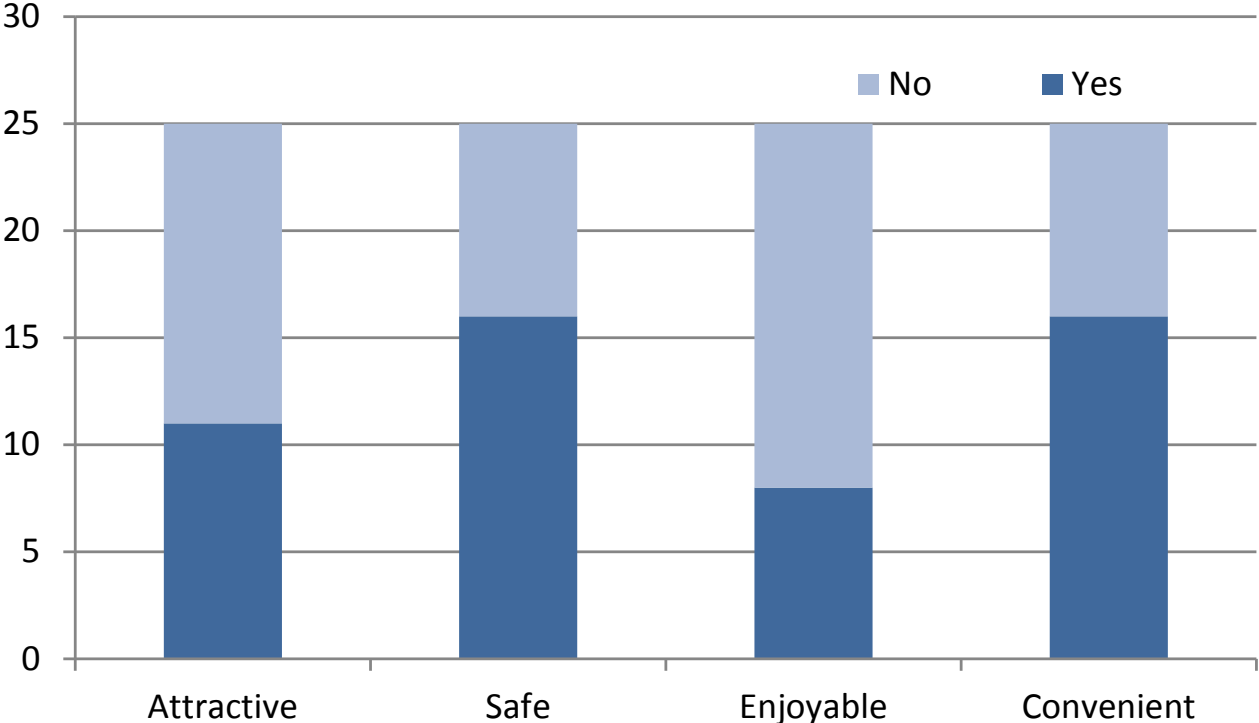




How would you characterize Walking + Transit on Market Street?

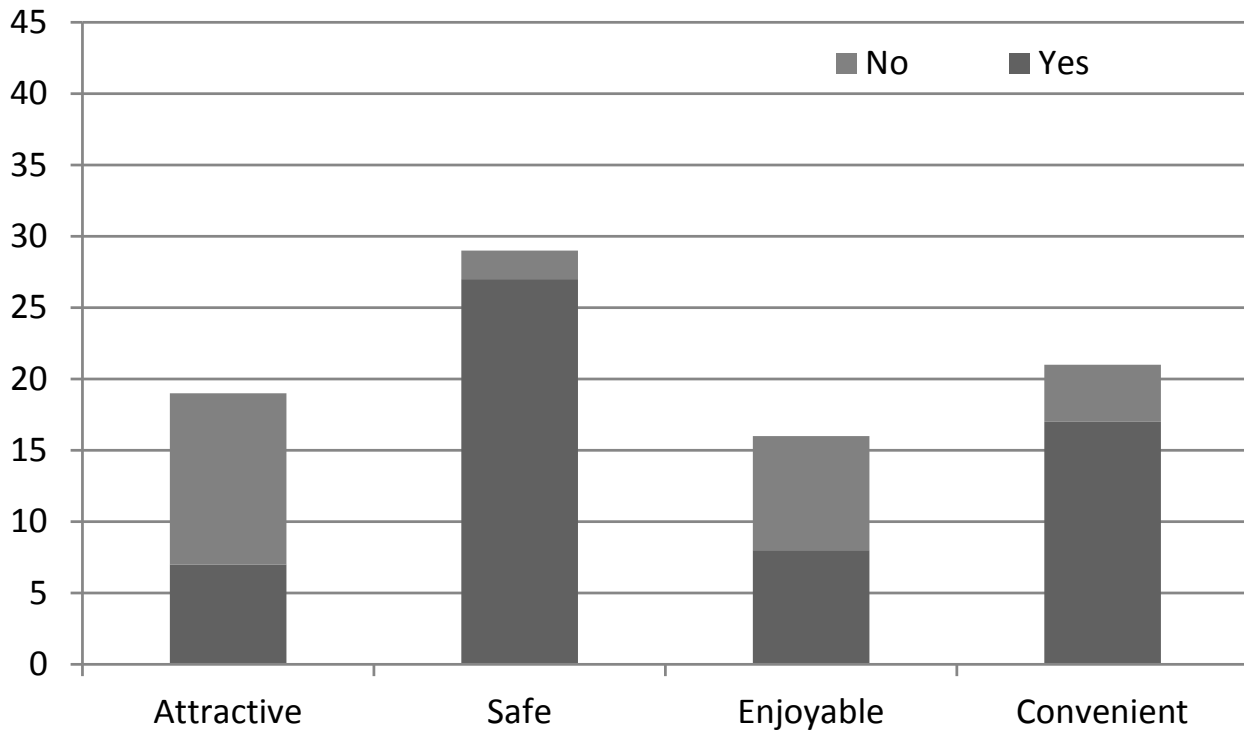
Workshop Comments

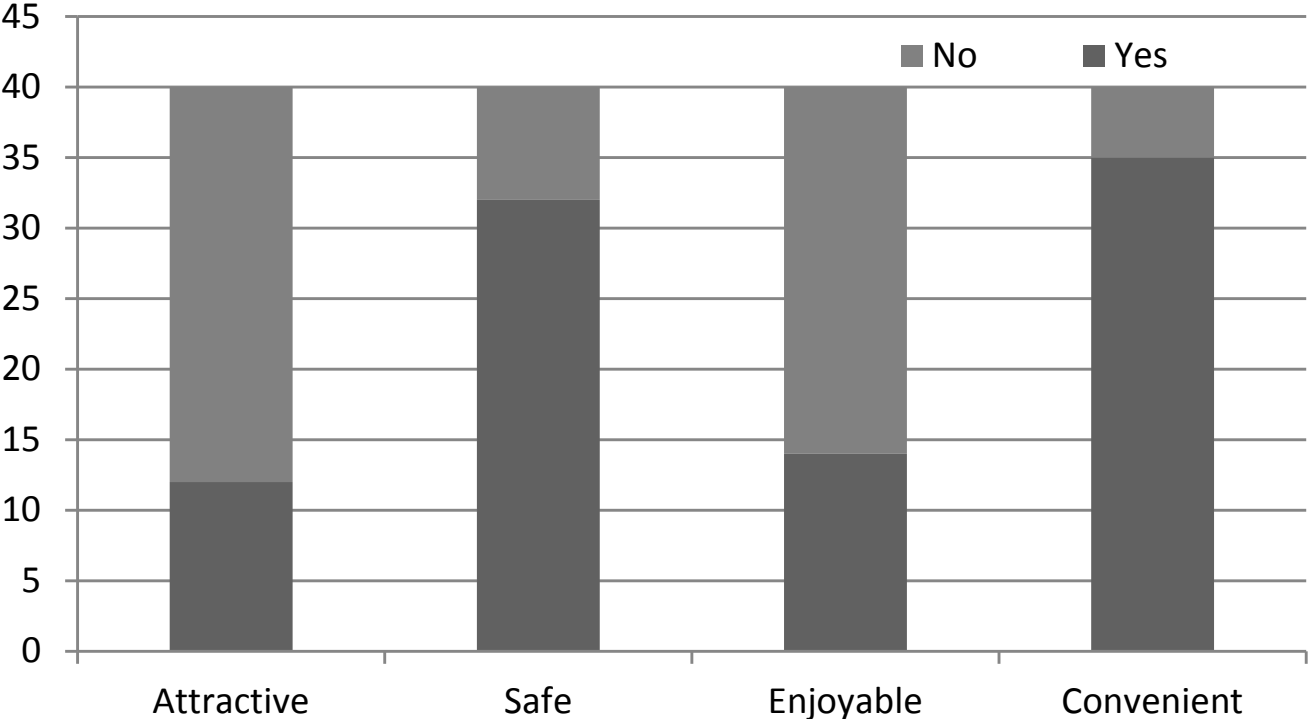




How would you characterize Walking + Underground Transit on Market Street?

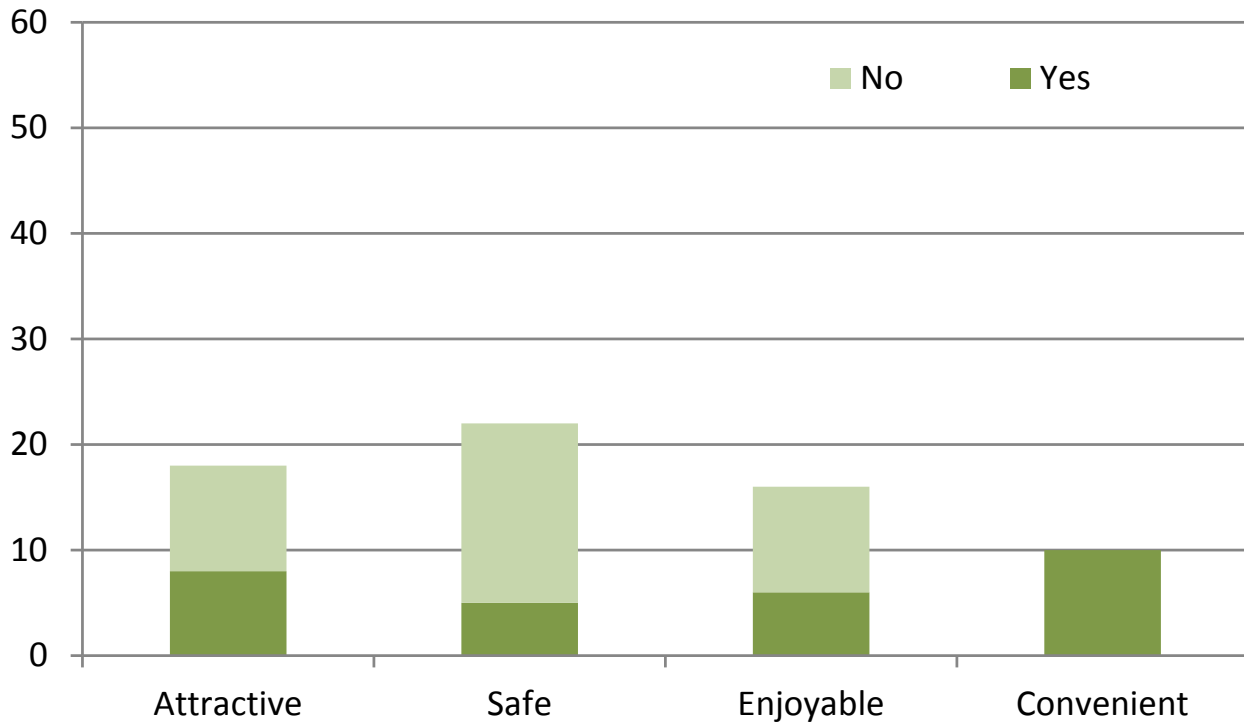
Workshop Comments

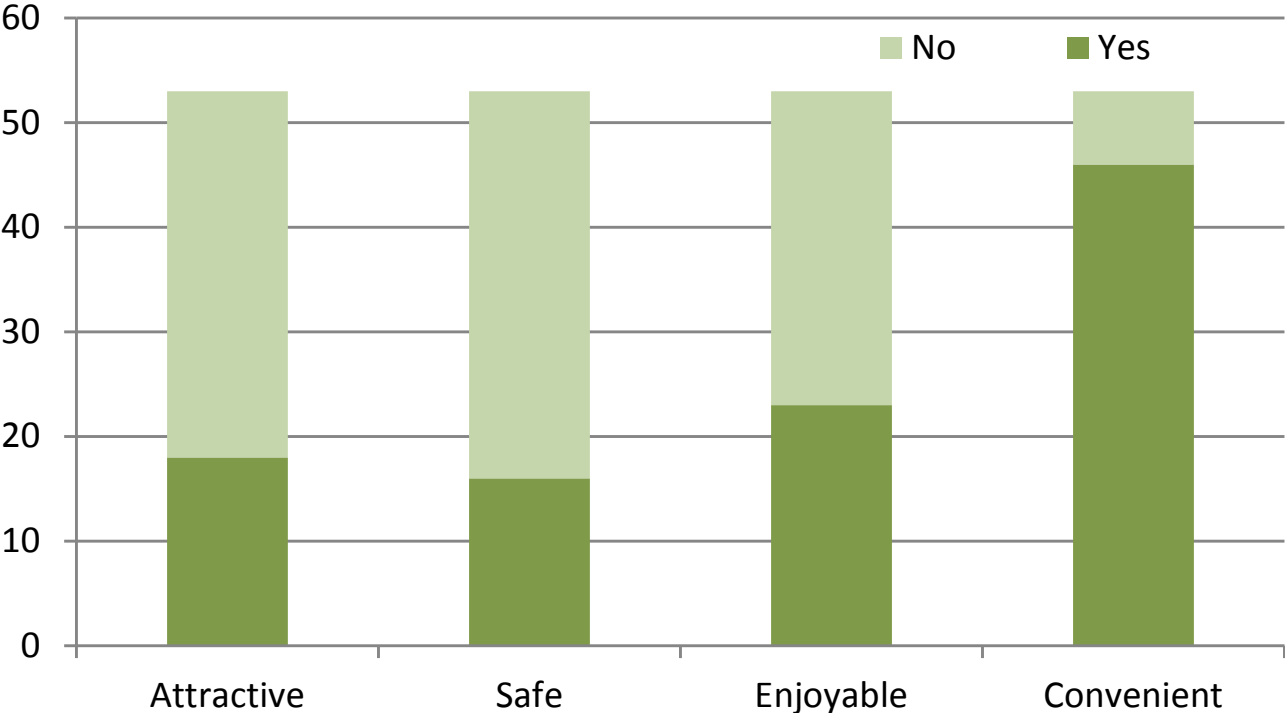




How would you characterize Bicycling on Market Street?

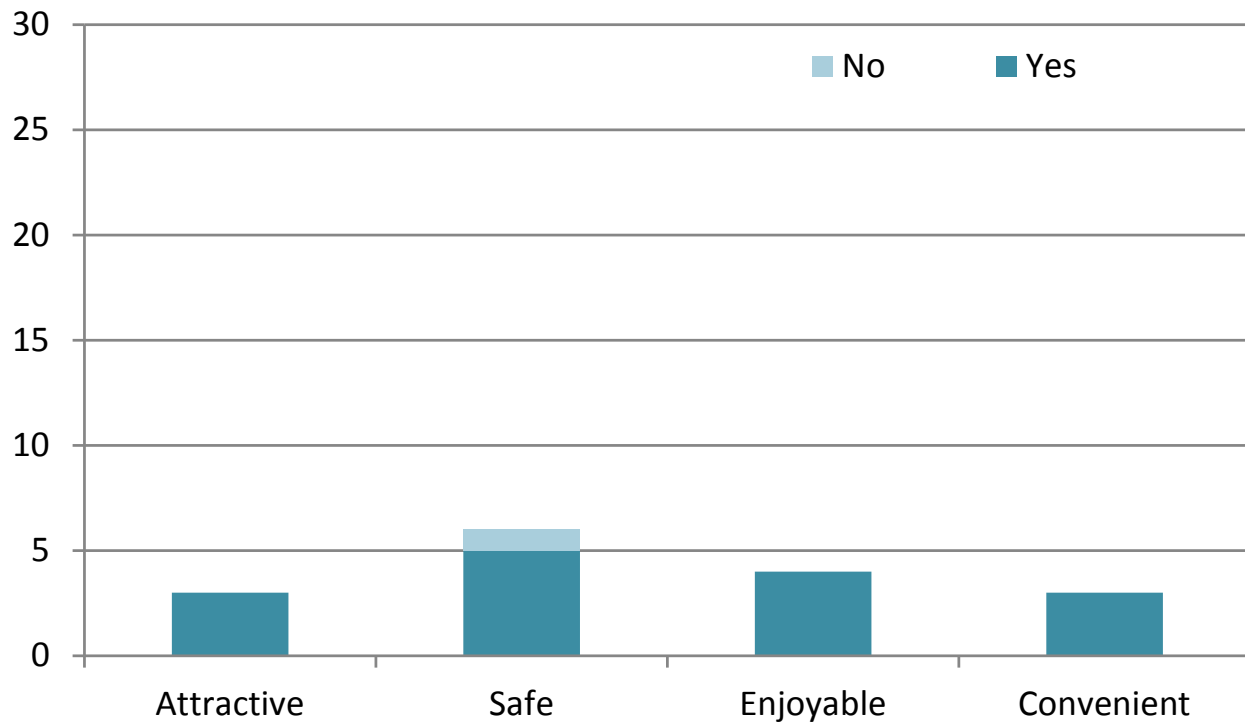
Workshop Comments

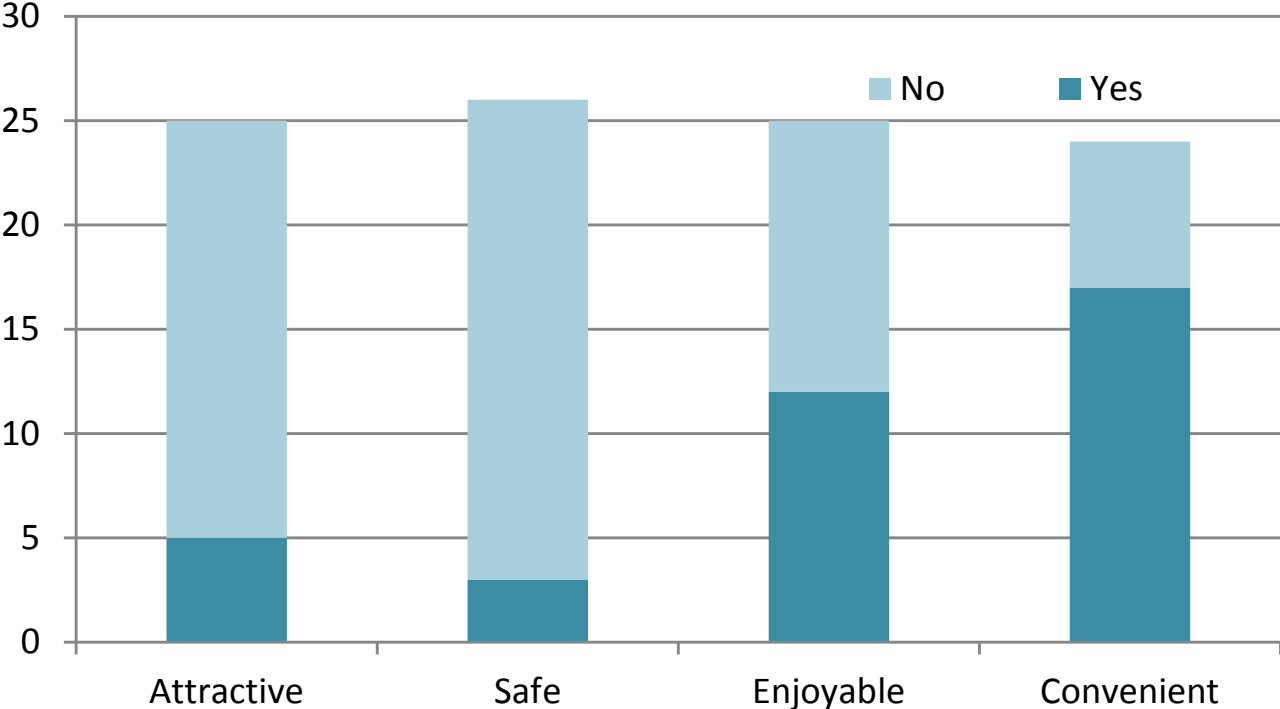




How would you characterize Bicycling + Transit on Market Street?

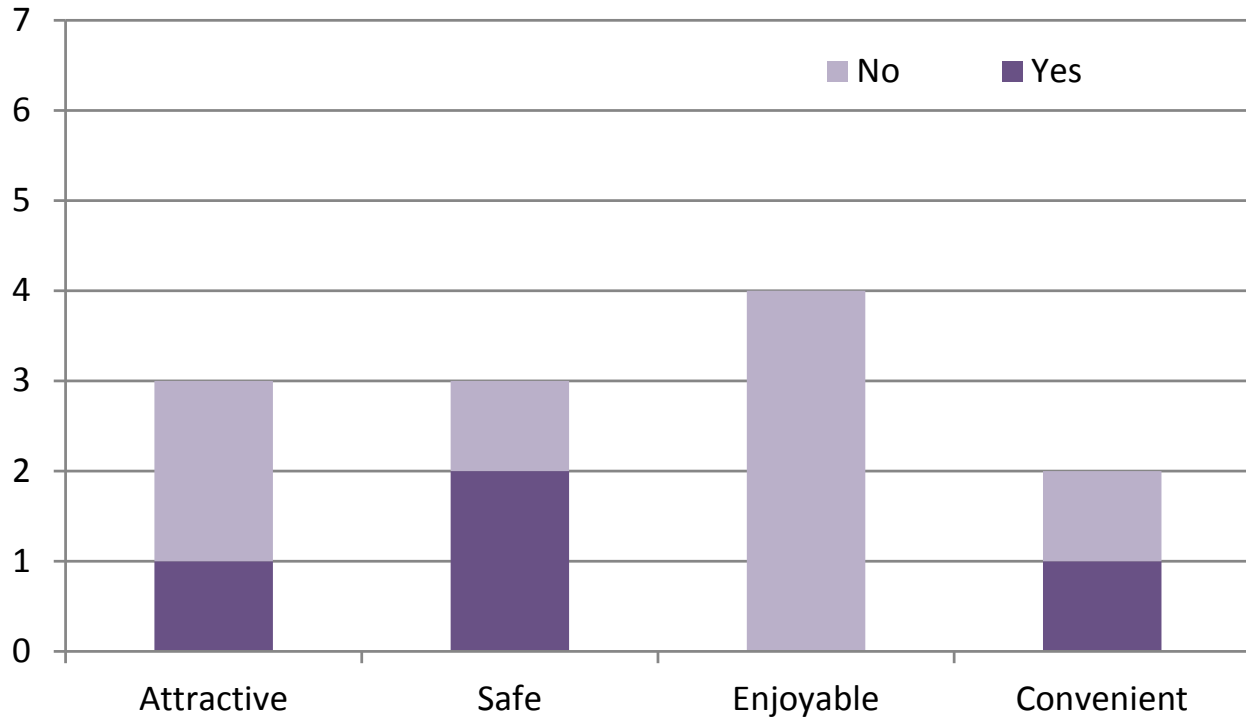
Workshop Comments

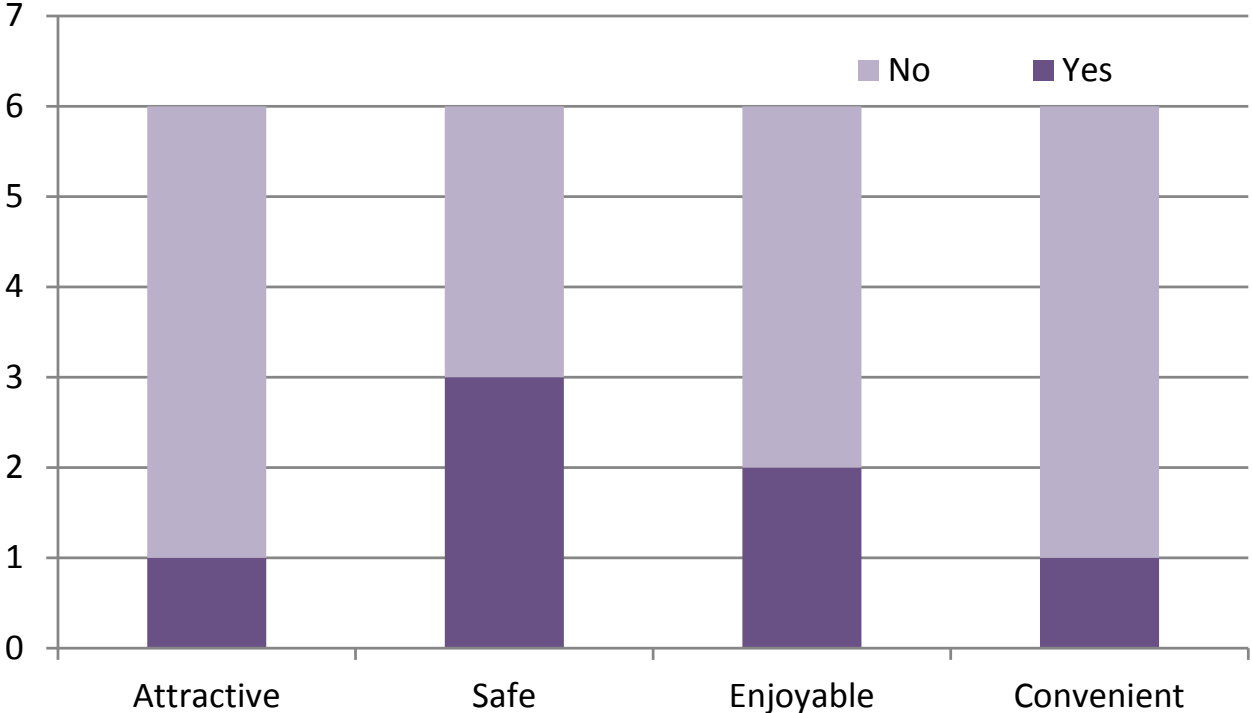




How would you characterize Car or Taxi + Walking on Market Street?

Workshop Comments





How do you typically travel on Market Street?

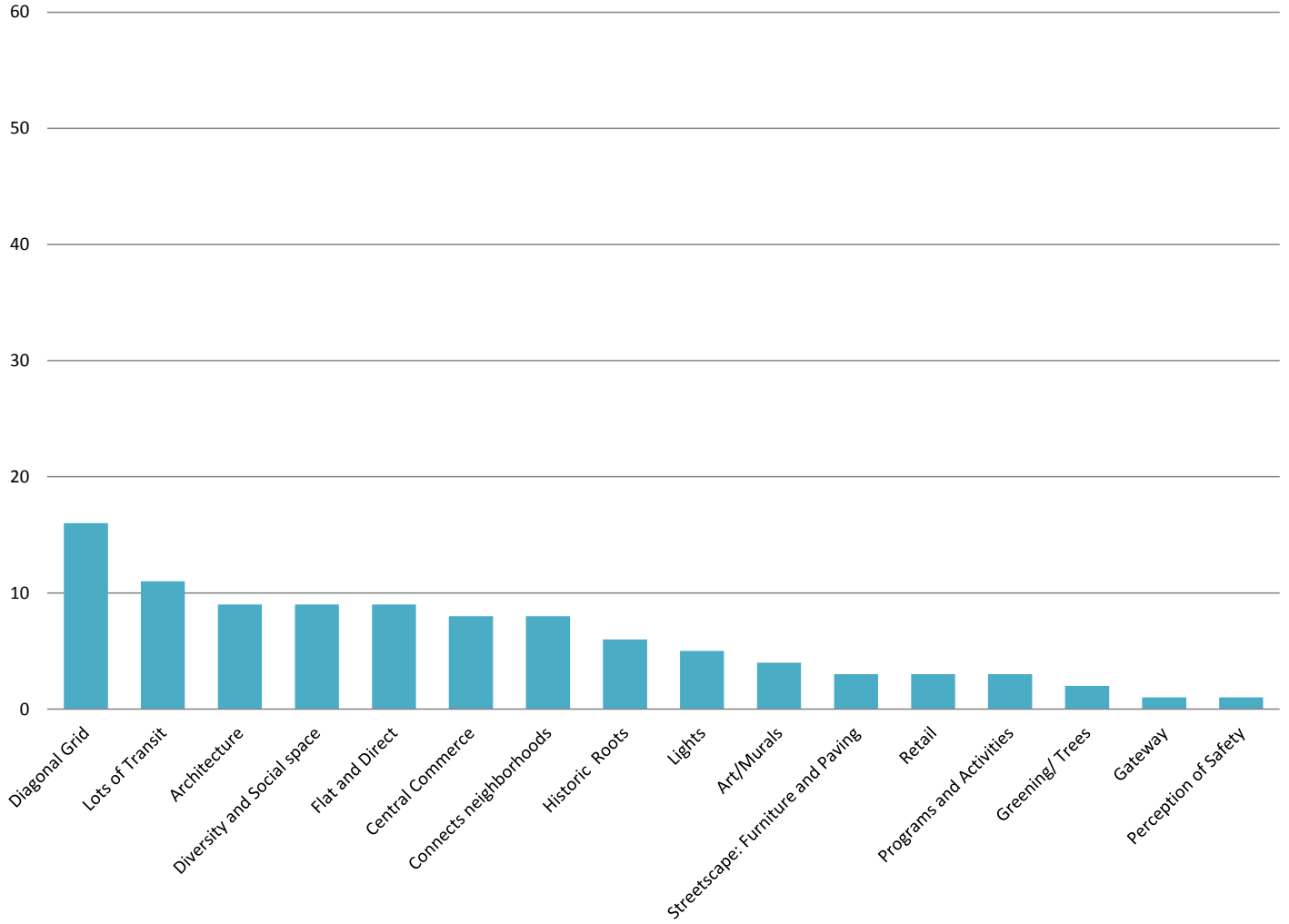
Respondent choices as to their most typical trip on Market Street is broken down by number, total, and percentage in the facing table.

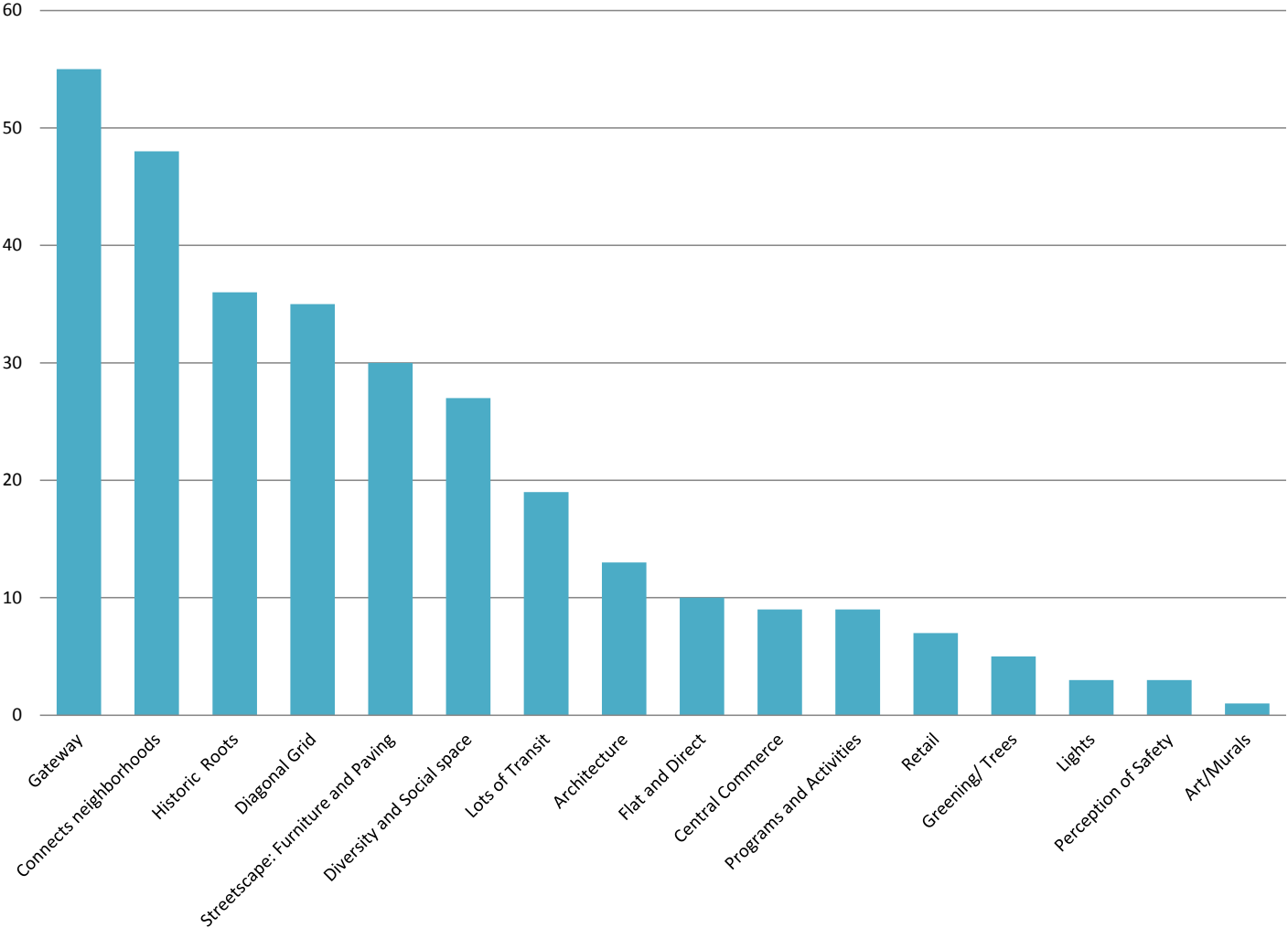
What is the number and percentage of respondents who chose each combination of modes of travel?

	Workshops			Online Survey			Workshops + Online Survey		
	NUMBER	TOTAL	PERCENTAGE	NUMBER	TOTAL	PERCENTAGE	NUMBER	TOTAL	PERCENTAGE
WALK ONLY	26	115	23%	28	177	16%	54	292	18%
WALK-ON STREET TRANSIT	19	115	17%	25	177	14%	44	292	15%
WALK-UNDERGROUND TRANSIT	33	115	29%	40	177	23%	73	292	25%
BIKE ONLY	22	115	19%	53	177	30%	75	292	26%
BIKE-TRANSIT	10	115	9%	25	177	14%	35	292	12%
CAR OR TAXI-WALK	5	115	4%	6	177	3%	11	292	4%
TOTAL	115	115	100%	177	177	100%	292	292	100%

What makes Market Street special?

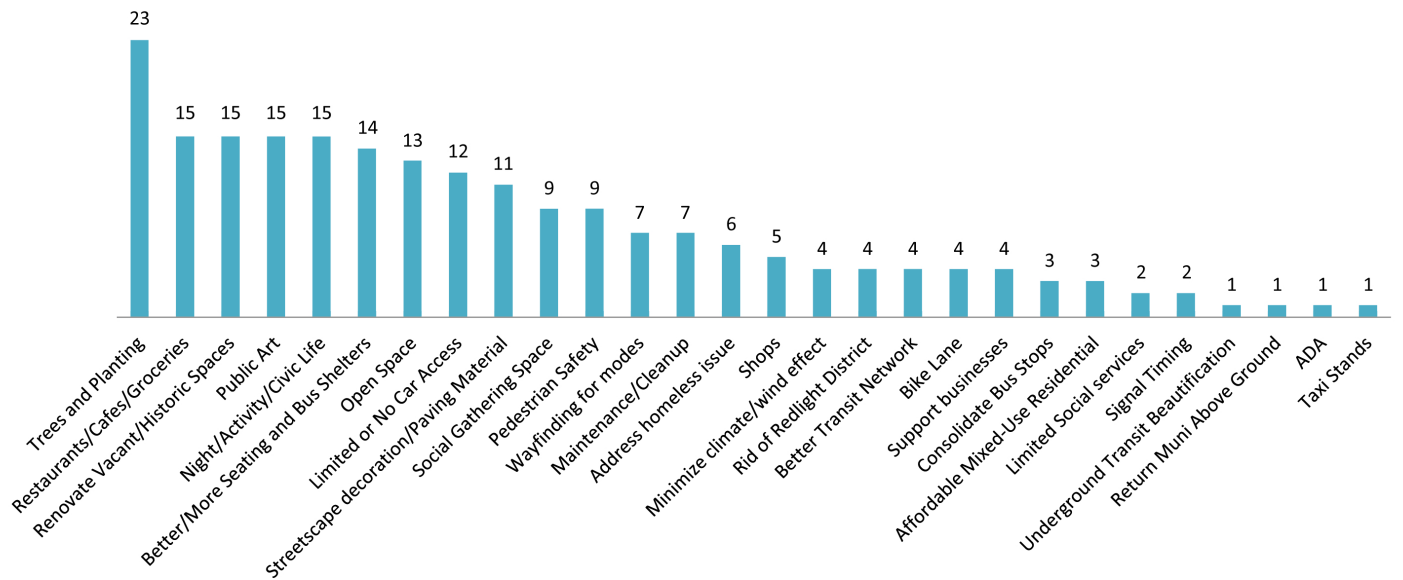
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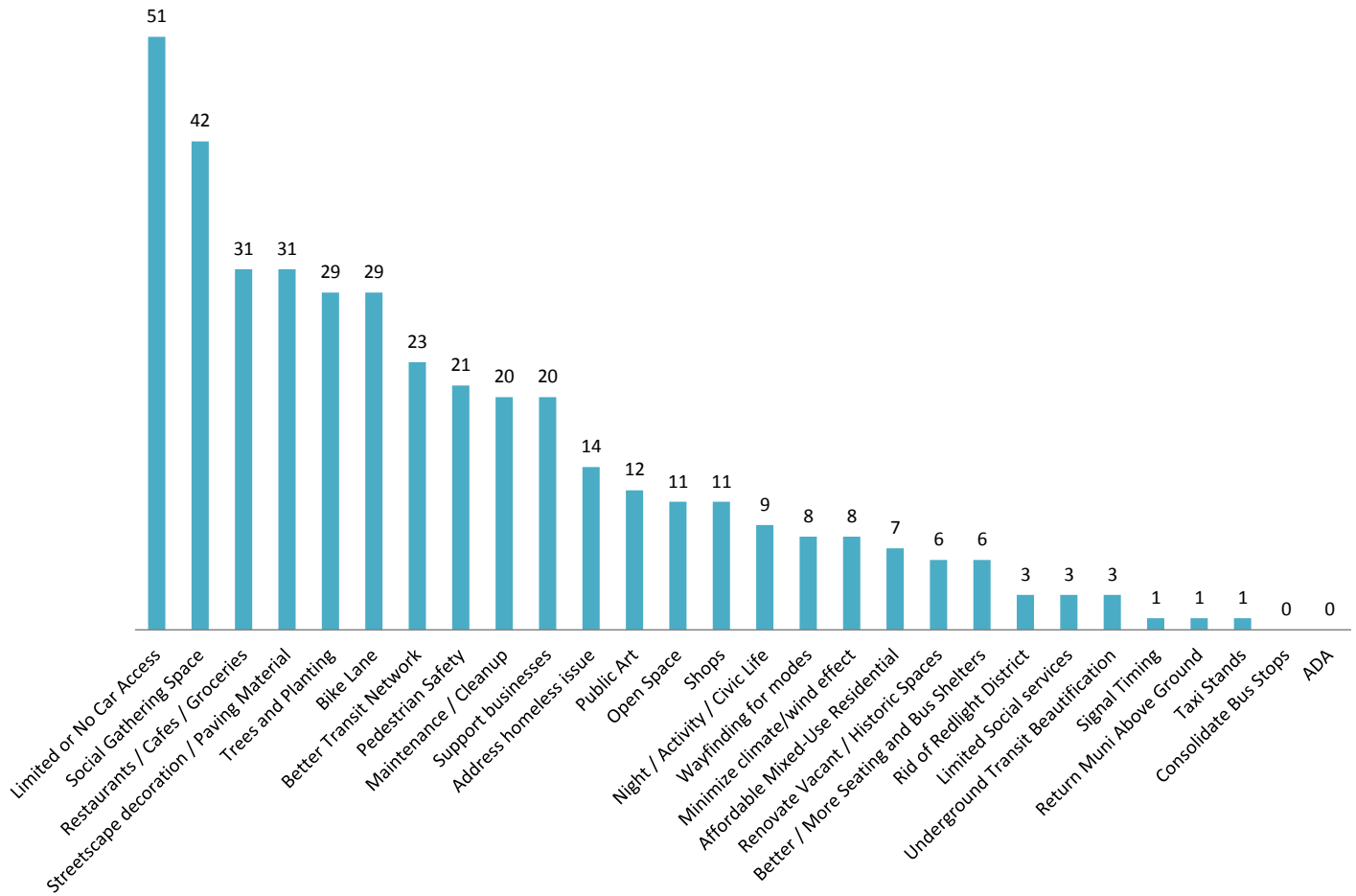




What would make Market Street more memorable?

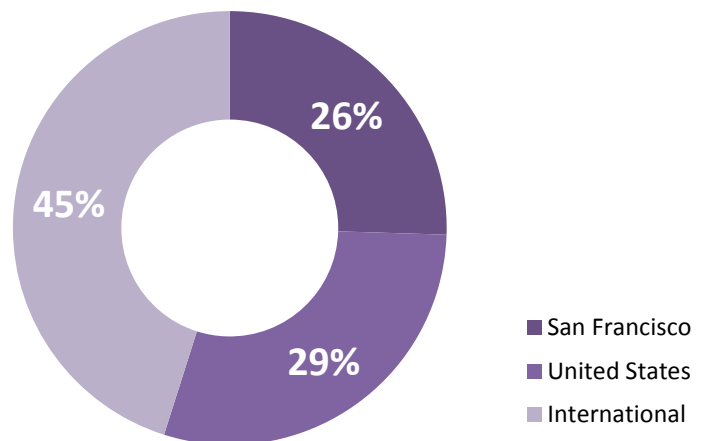
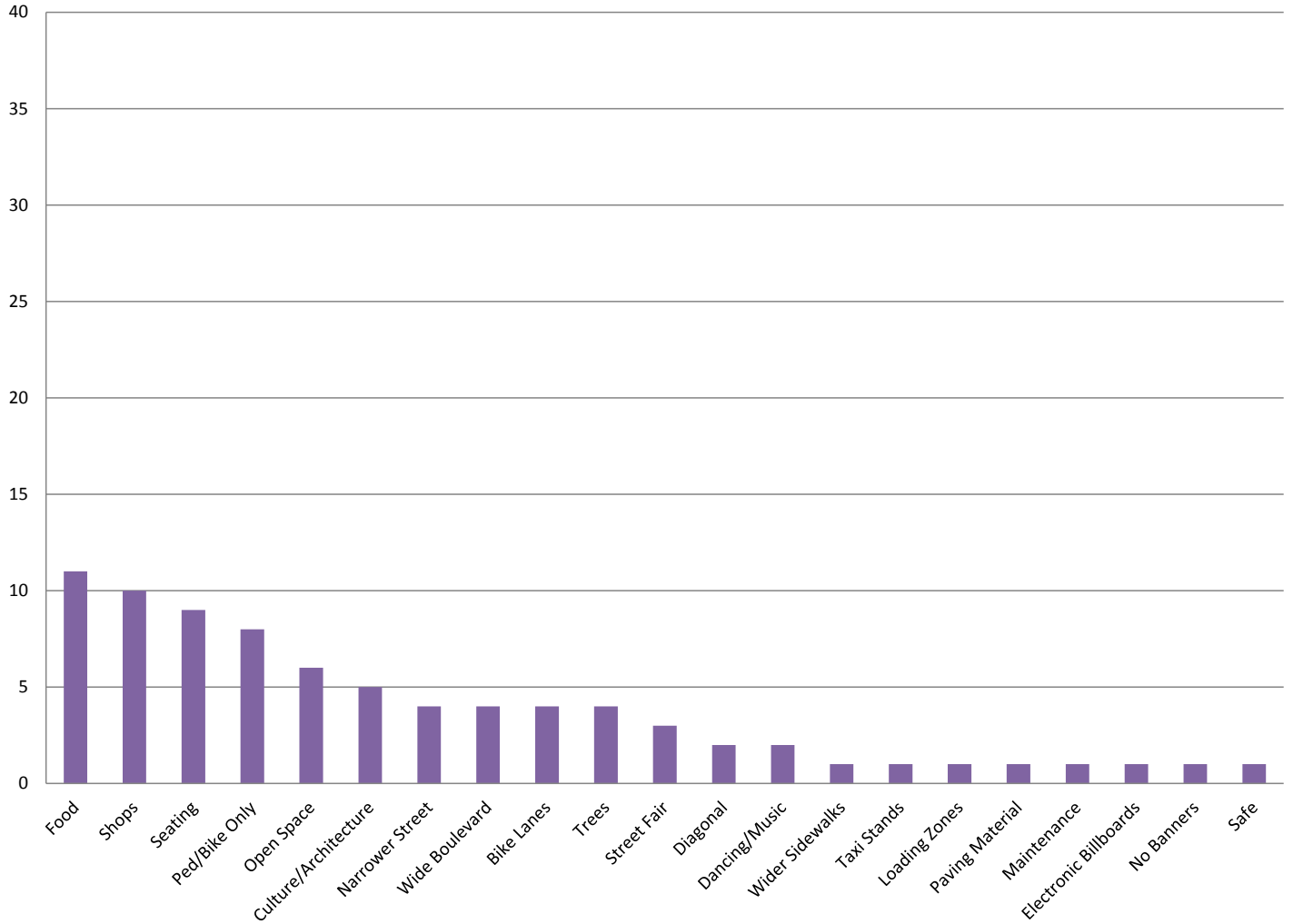
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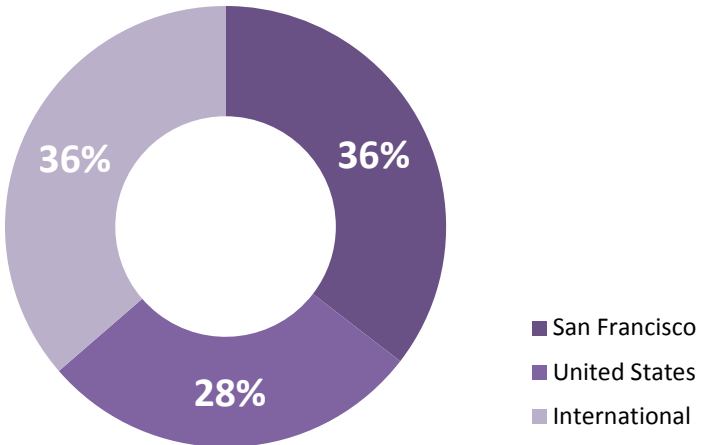
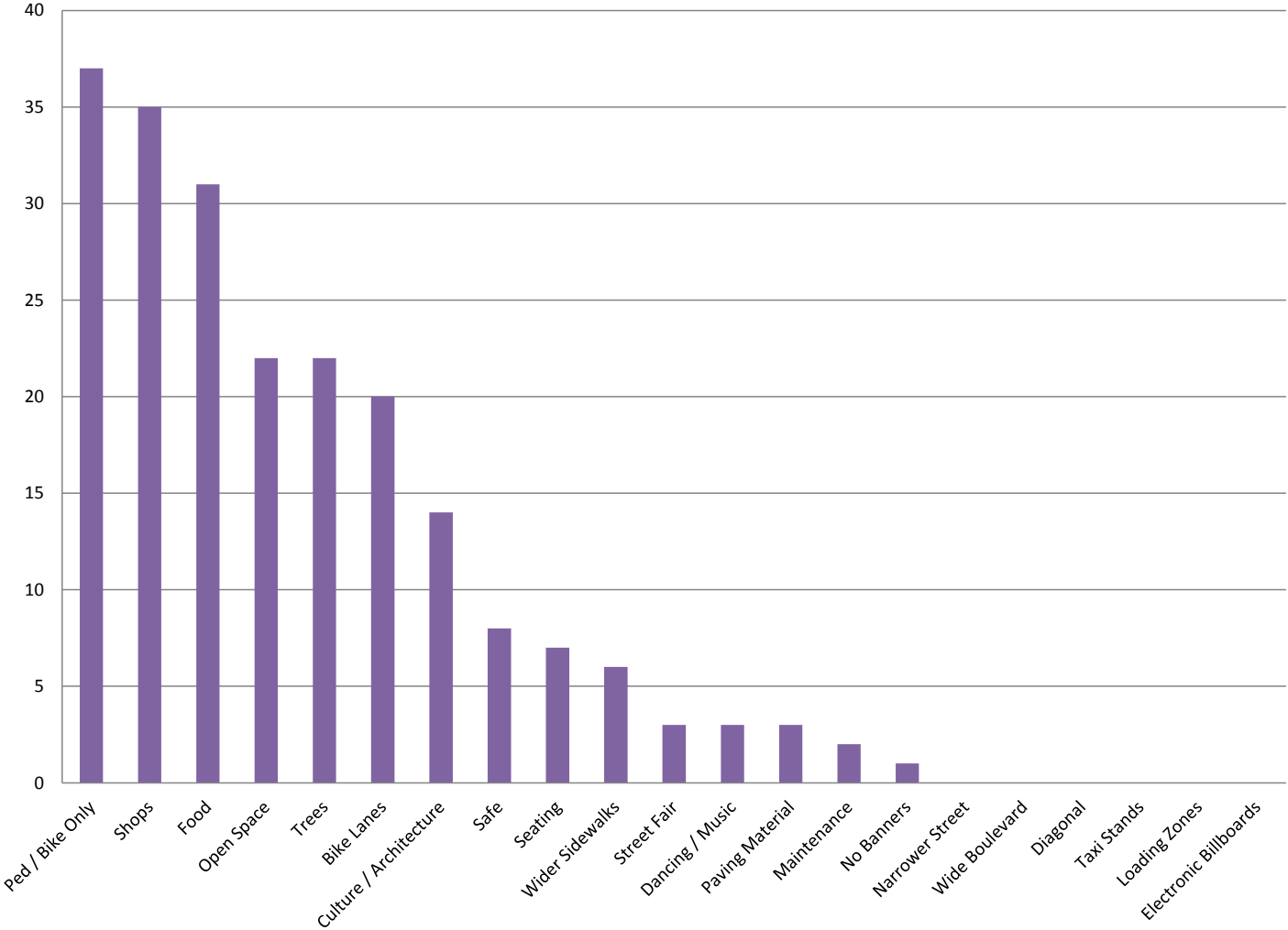




What aspects of your favorite streets could inspire Market Street?

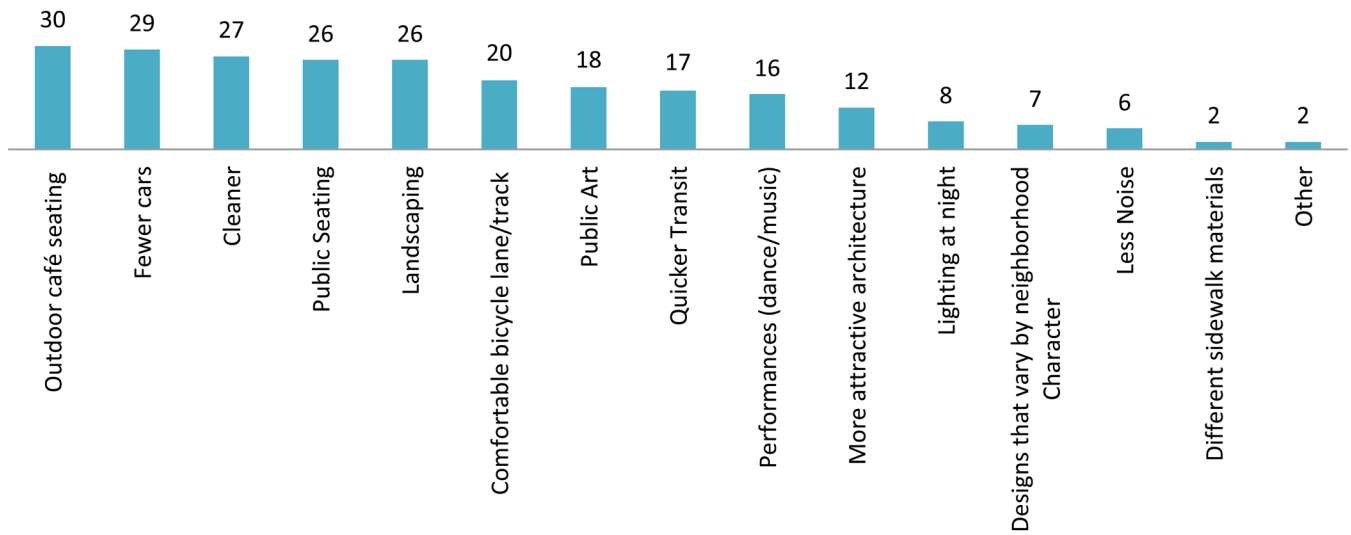
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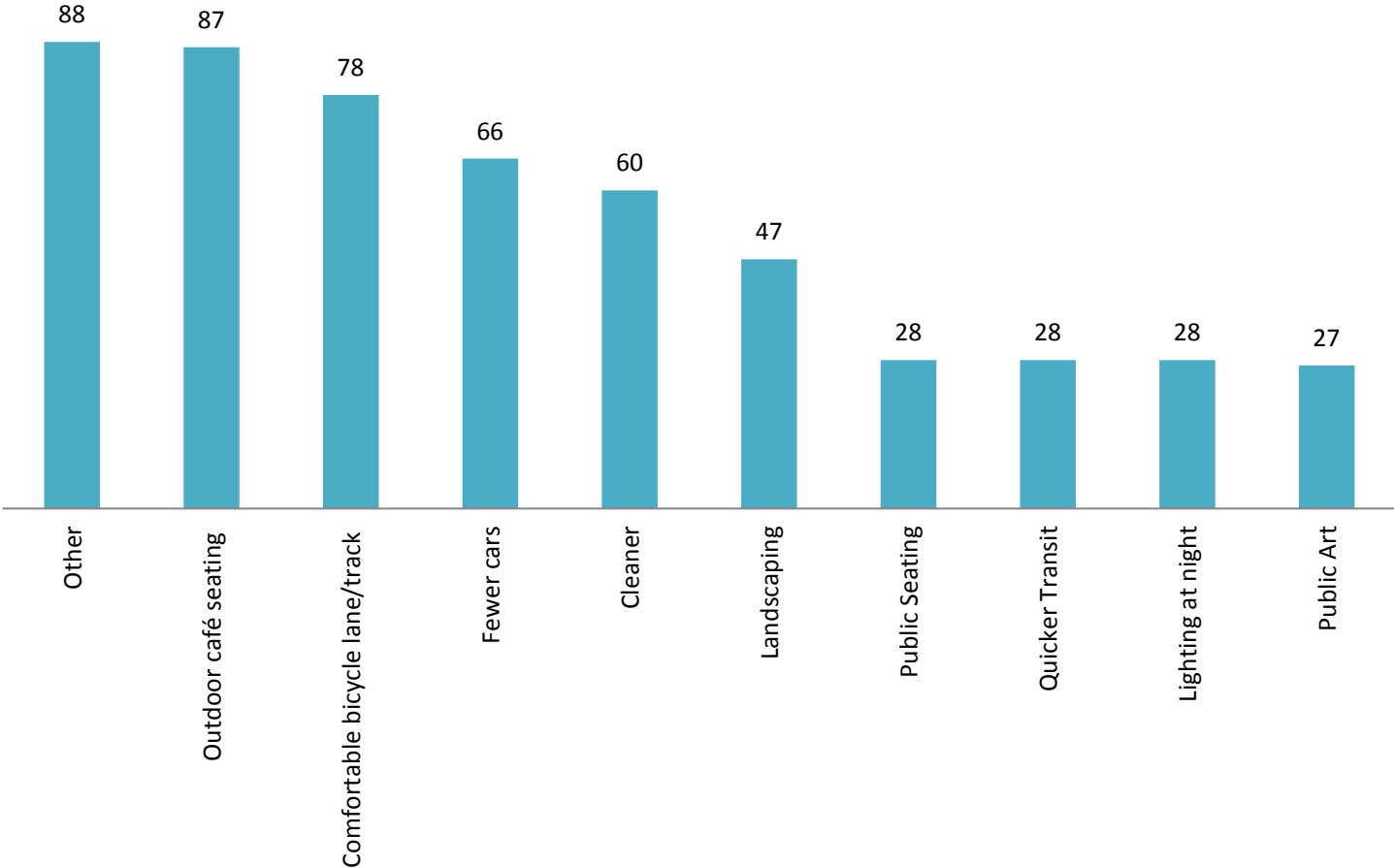




What changes could make Market Street more appealing?

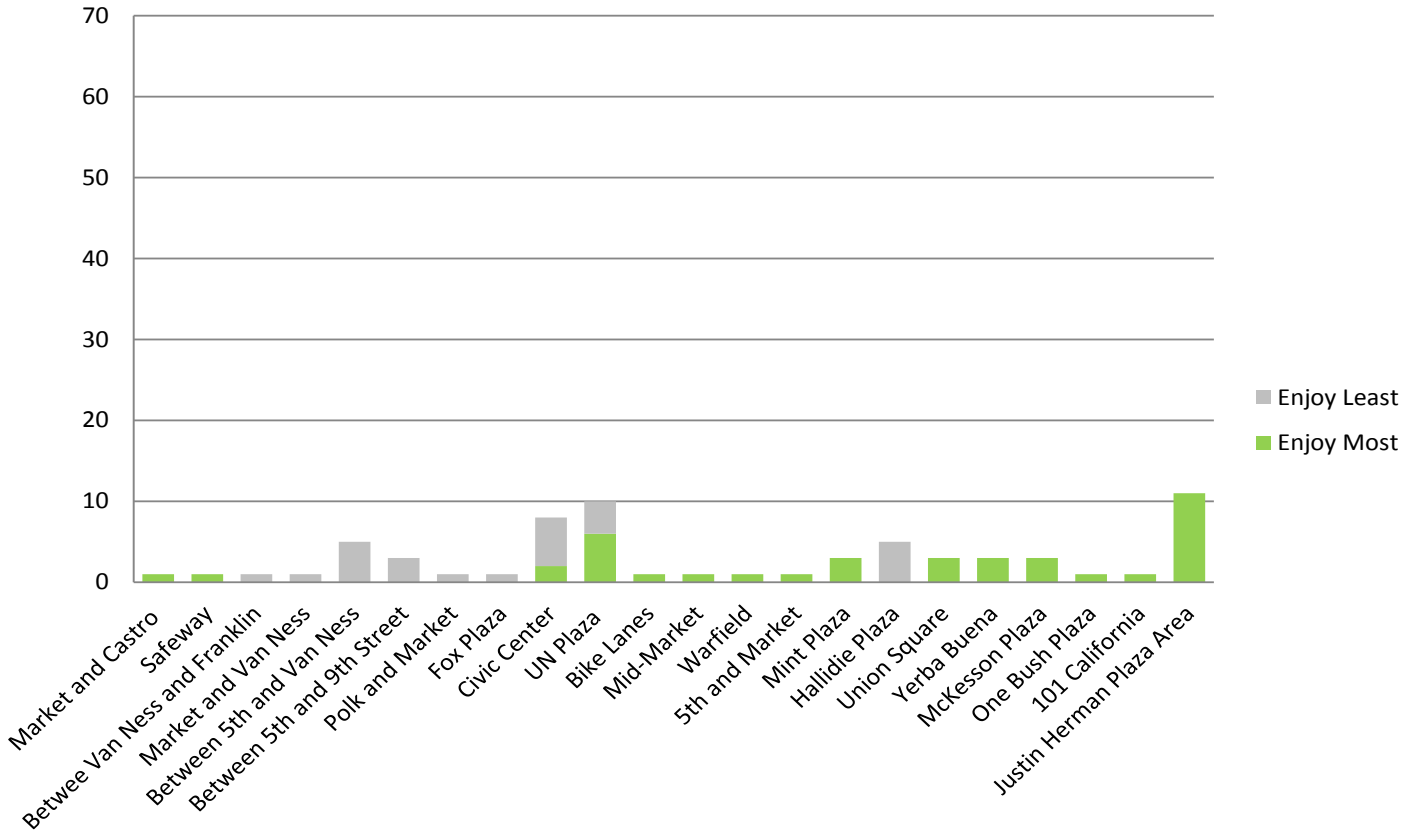
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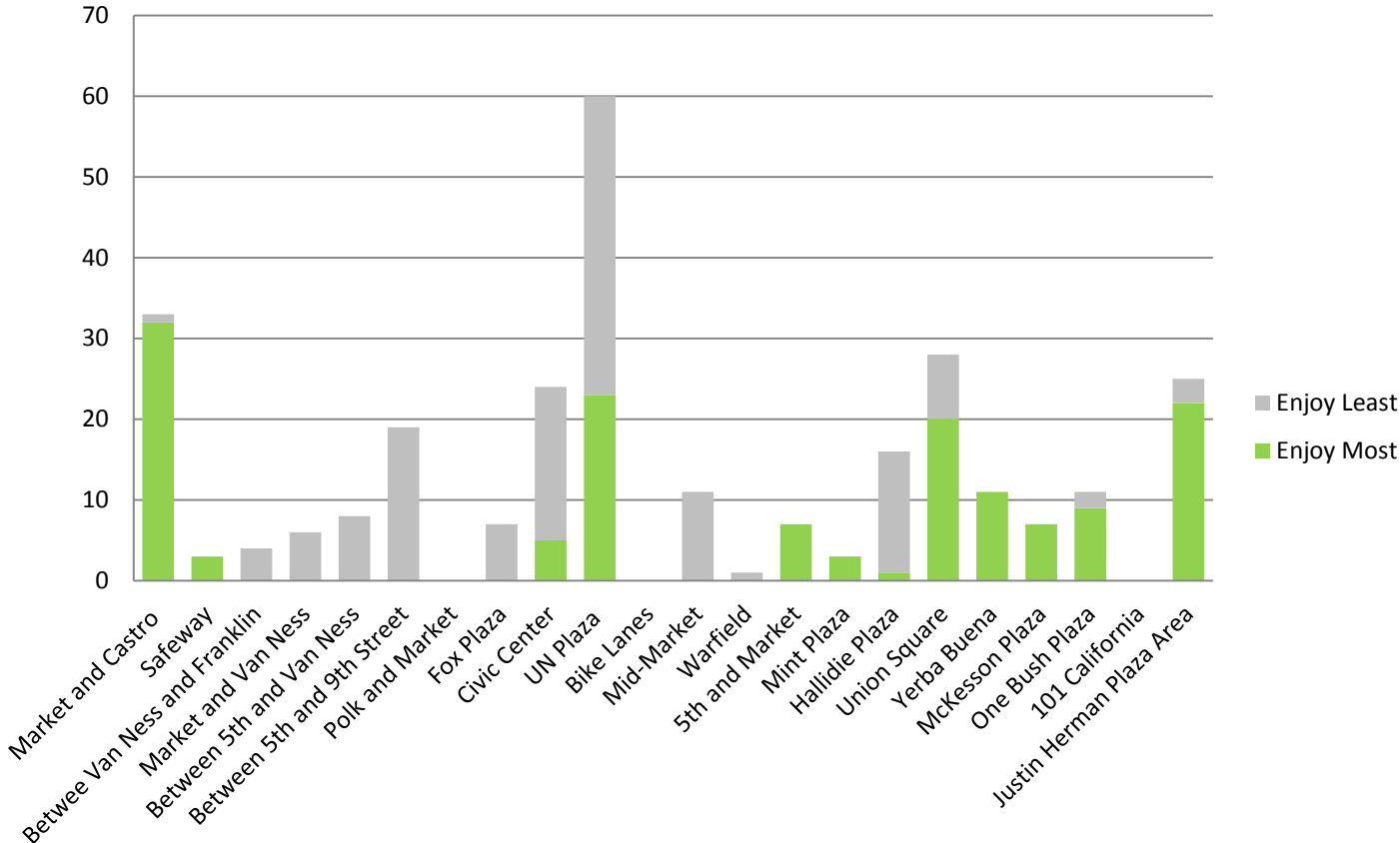




Which plazas and sidewalks do you enjoy most and least?

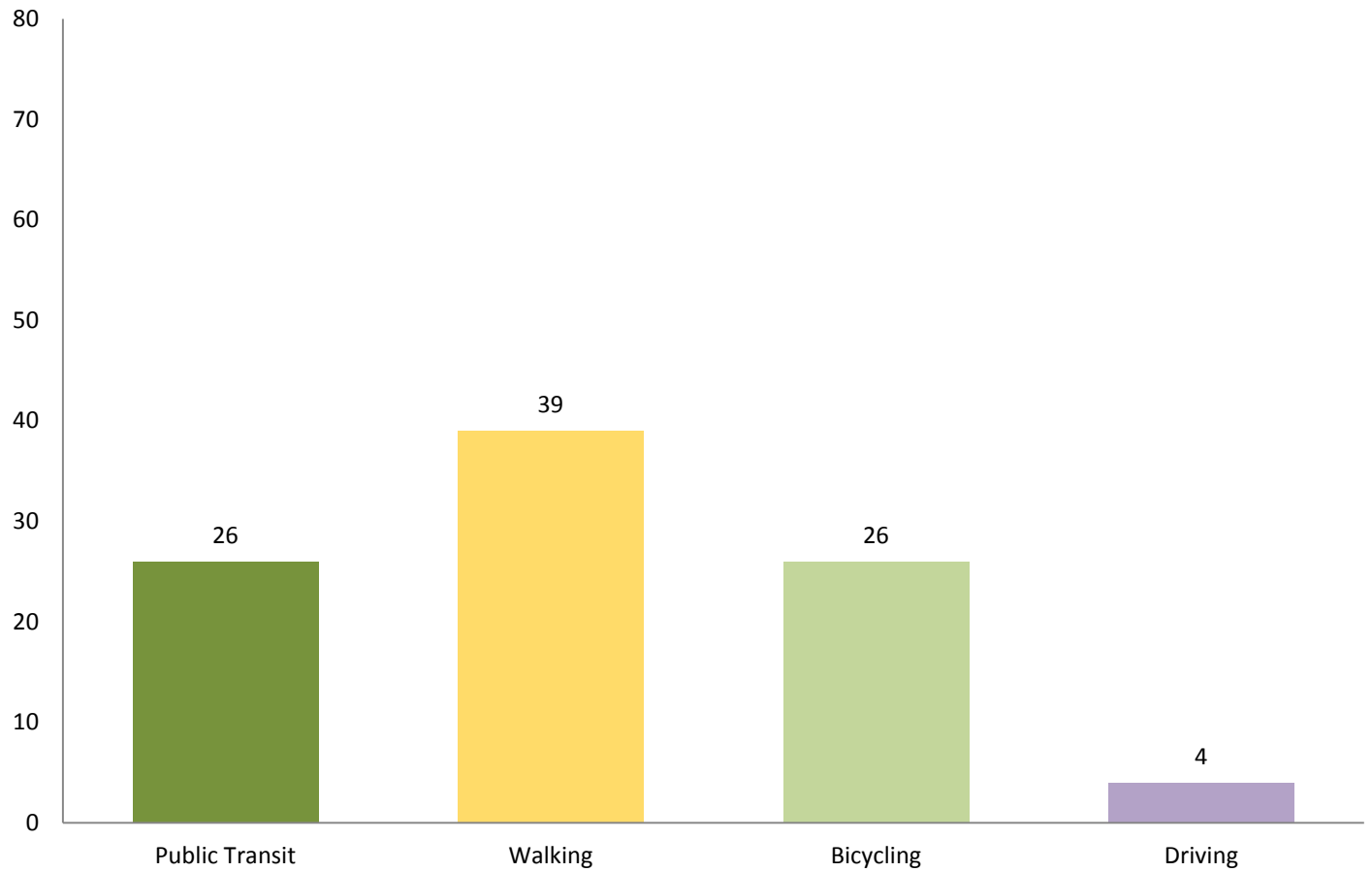
Workshop Comments

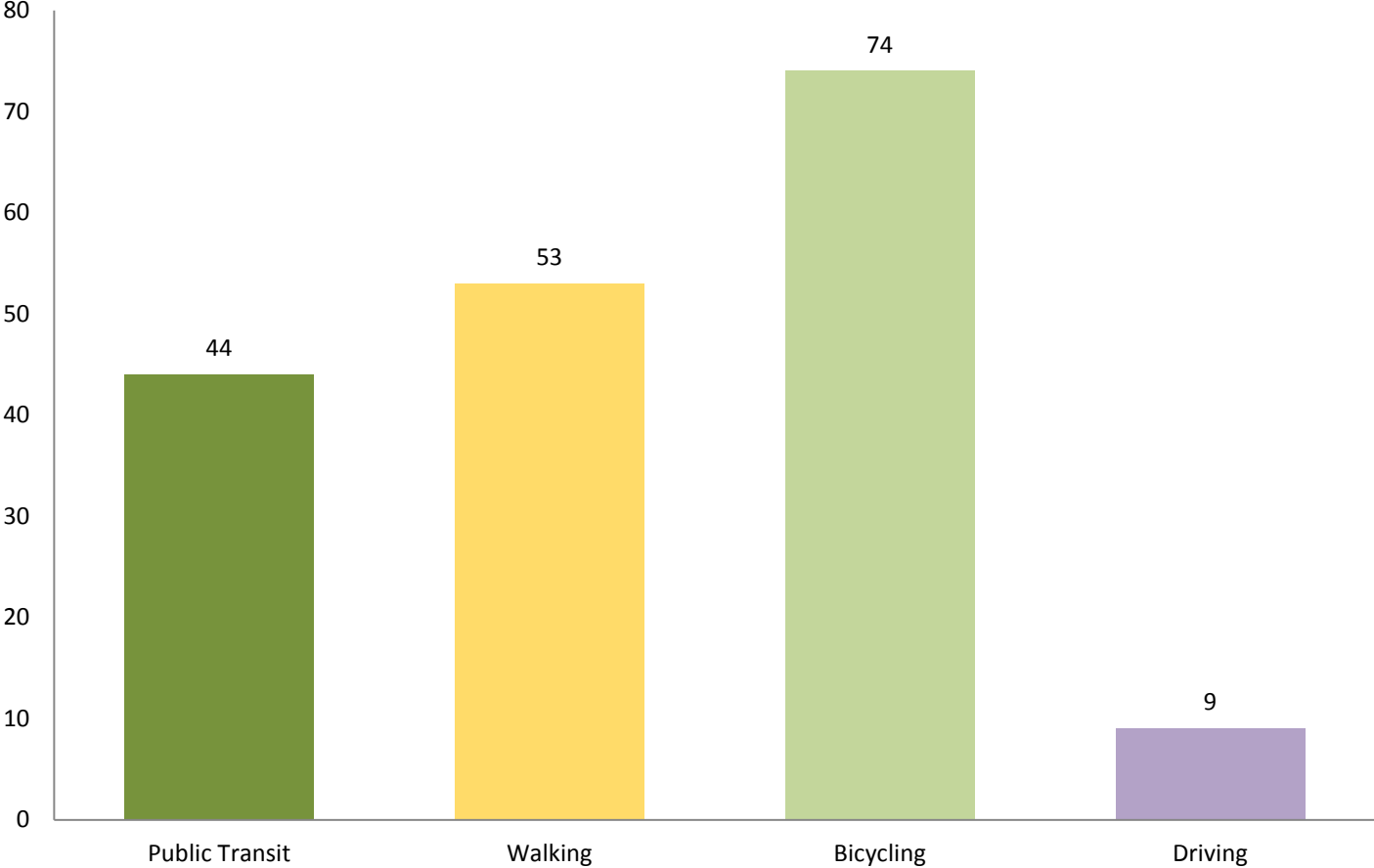




Which mode of travel offers the best experience?

Workshop Comments



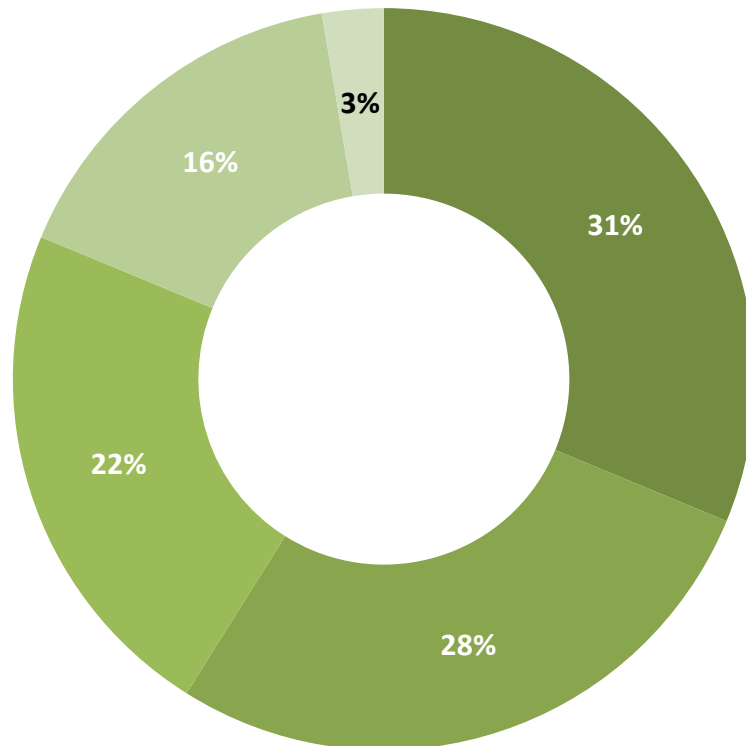


What are the major obstacles you encounter on Market Street?

Workshop Comments

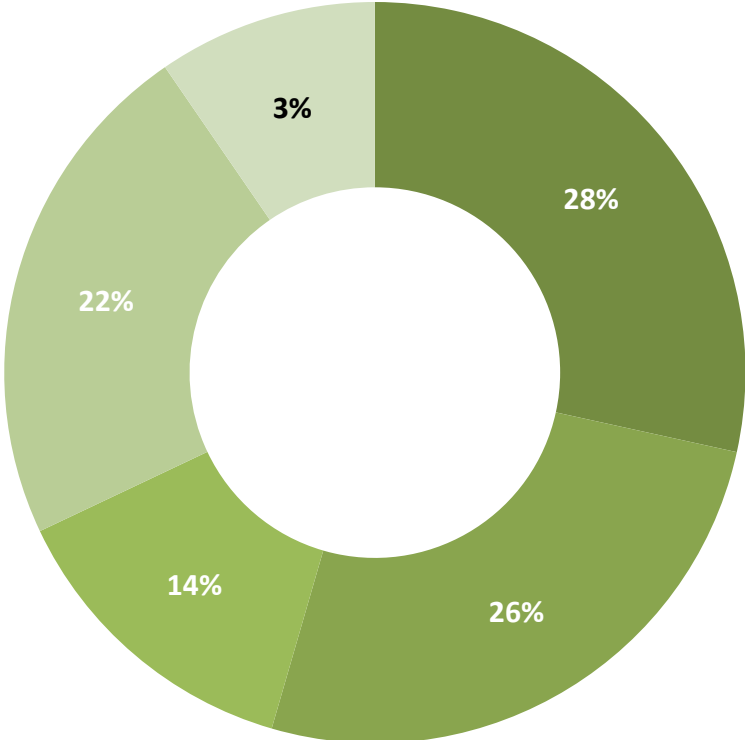
Bicycling

- Lacks continuous bike lane
- Conflicts with cars and/or trucks
- Conflicts with buses
- Pavement too uneven



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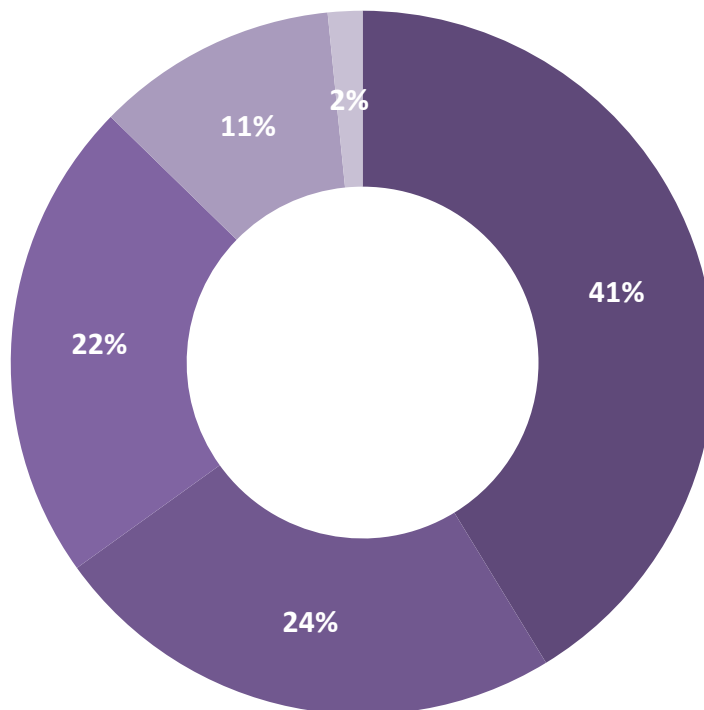


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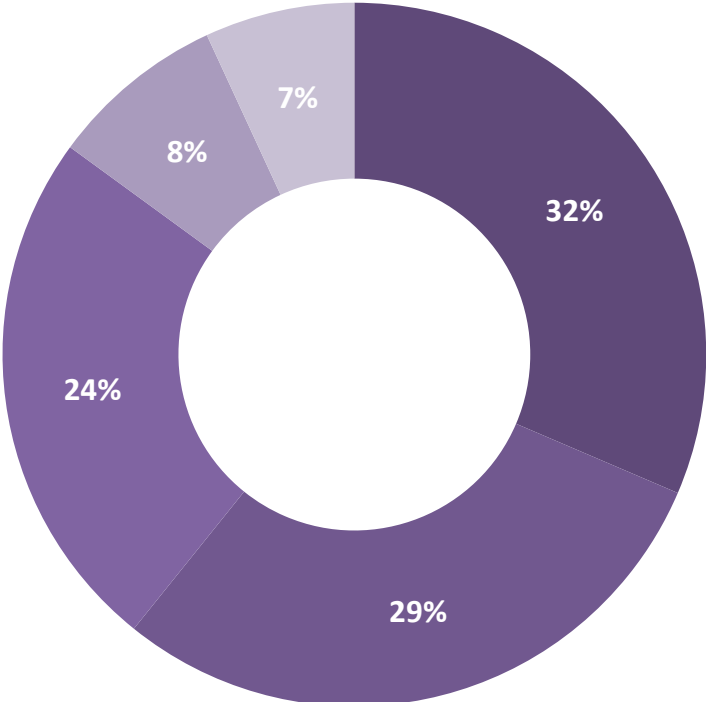
Car, Commercial Vehicle, and Taxi

- Confusing one-way streets, signs, and turns
- Don't know where to find parking
- Not clear where to pick-up/deliver goods
- Don't know where to get a taxi
- Not clear where to pick-up/drop off customers



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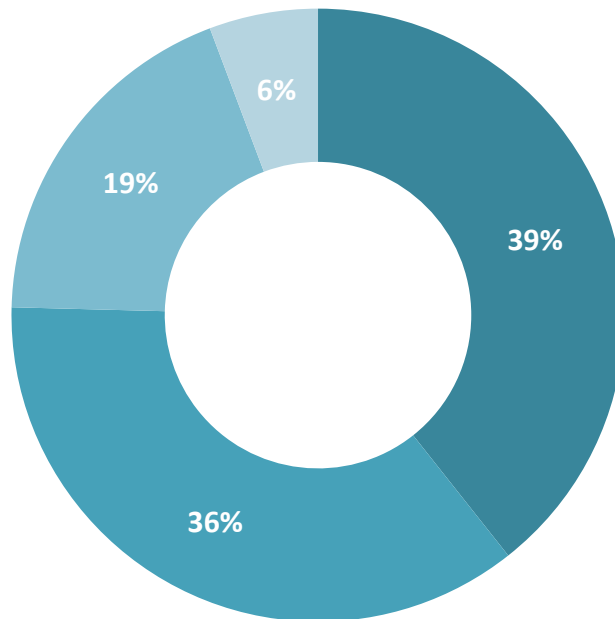


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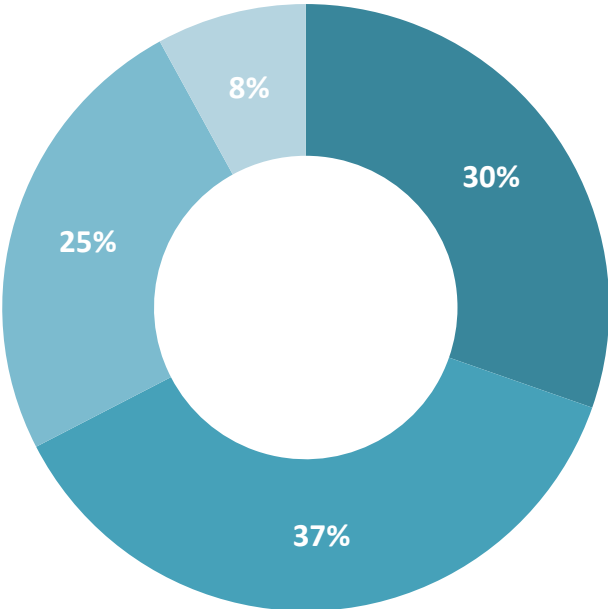
Public Transit

■ Vehicles are too crowded ■ Travels too slowly ■ Doesn't come frequently enough ■ Can't tell which line to take



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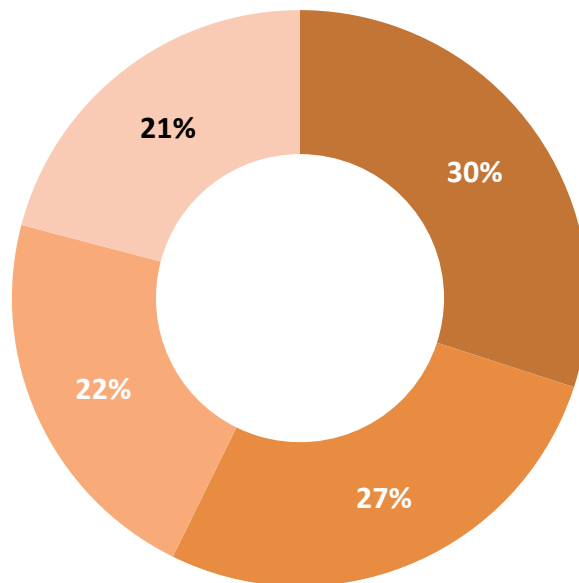


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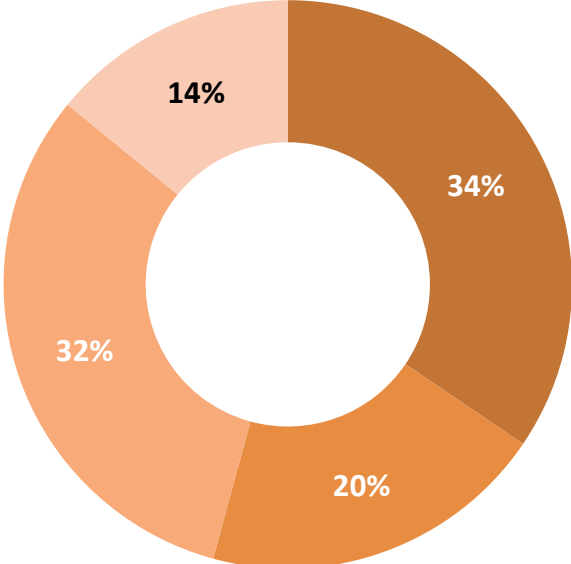
Walking

- Don't feel secure
- Too windy/uncomfortable microclimate
- Uninteresting place to walk
- Intersections are tough to cross



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B. Workshop Comments





Appendix B

Better Market Street Public Outreach

Workshop Comments—Round One

May 2011

Two public meetings/workshops and two webinars were held in May 2011.

Both meetings and webinars presented the same information.

Comments received at these outreach events are recorded here as they were received.

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Corridor wide comments

- I love walking on market on the way to Embarcadero
- Consider limiting the number of streets that cross market
- Cleanup between Civic Center and Powell
- Homeless safety
- I want a separated bike lane throughout length of the Market Street corridor
- Safety for pedestrians on market
- All red is needed everywhere
- Architectural tours of downtown building
- Paratransit needs drop off and pick up stop along Market St.
- Christmas carnival on rooftop of Nordstrom's
- Possibility of no cars on market Street
- Wayfinding to major attractions and free shuttle
- Market Street is currently great for picking up buses and transit, but drug dealers, thugs and homeless are a major impediment to walking and commerce possibilities.
- This workshop is a very good beginning. Our priority is helping the homeless and people with disabilities. A million thanks; America the beautiful!
- Where does paratransit fit into your plan?
- There is a large active disabled community
- Bums, thugs, and drunks go away. To jail?
- Windy!
- Paratransit riders need a place to sit while being for their ride
- Shift either some bus lines or all bike traffic to Mission Street
- Bikes get stuck in the rail tracks
- I enjoy the architecture. Save historic buildings!
- Available bathrooms
- Discount retailer like Wal-Mart needed to it attract people
- Sparkly sidewalks instead of bricks
- Transit needs to include taxis and delivery commercial vehicles
- Parklets and gathering spaces are needed
- There's no place to sit at the farmers market or engage in civil society and invest in San Francisco
- Is there anything being done to save the old buildings like this theater at the Warfield?
- *note Map has some street name errors, i.e., Mission and Howard.
- Market needs an iconic "gateway" feature such as, but not necessarily, an arch or something

Zone 1 – Financial District

- Boring walk from Union Square retail district to Embarcadero. Create more visual interest.
- Make Folsom the commercial corridor for SoMa and implement a bus line covering SoMa from Division to the bay.

- Cars turning left out of New Montgomery always cross after light turned red.
- Art Commission should allow large canopies for vendors
- There are no reasons to be in the Financial District unless you work there. It's empty.
- Consider limiting the number of streets on which cars can cross Market. Fewer crossings mean fewer congestion points. Also, the blocked-off streets make new plazas.
- Prohibit cars from turning right from Third Street onto Market.
- At Third Street and Kearny, pedestrians naturally cut off at angle on the south side, but cars rush up to crosswalk.
- Ferry Building should be open later.
- Rincon Hill/Transbay Terminal is the most Transit-Oriented Neighborhood in the City and pedestrian conditions along Folsom and Harrison are deadly. Please fix!
- Need crosswalk ladders painted at ALL intersections.
- Missing link for bicyclists between Market and Embarcadero.
- Too many vendors at Ferry Plaza
- The first block of Market Street makes no sense. It should be vehicle restricted and made pedestrian friendly. What about removing the curbs.
- Needs life on the weekends – it's a dead zone.
- Love the activities and excitements.
- Good sun at New Montgomery
- Mixed crowd – art, bike, business
- No crosswalk at Sansome and Market
- Justin Herman Plaza sculpture is dated and too big. More space should be given for amphitheater events. Redesign the whole plaza.
- Montgomery and Market – open area to BART station – great stepped seating – people watching, sunny, hanging out
- Too slick and urban and crowded of people 100 tight
- Ferry building is still very cut off from Market – hard for pedestrians to get across the Embarcadero
- Sunken plaza at Montgomery and Market needs to be an enforced smoke free area
- Pedestrian only spaces are wonderful relaxing and calm
- Like the views and wide-open feel. Water is meditative
- Financial District is dead in the evening. Can we get more nightlife activity on the ground floor? – less lobbies, more bars, restaurants, and lively street fronts
- The plaza at One California building is great at lunchtime. Everyone comes out to sit and eat together.
- New Montgomery to Ferry Building – Market becomes quite at night.
- Like Ferry Building and waterfront along Embarcadero – Farmers Market and places to eat in Ferry Building and along Embarcadero, places to sit to watch the Bay, the historic markers along the way, and the variety of spaces.
- Hate cupid's arrow.
- Ballpark area a little empty on the weekends.

- Like Ferry Building area – safe to run and exercise or walk.
- No reason to go there on weekends
- Streetcar tracks don't leave much room for safe bicycling
- This is probably the best part of Market Street. I'd love to see creative use of green space. Meeting areas, benches, art.
- Super narrow bike/bus lanes, white sidewalks are underutilized
- There should be a stop sign or something to make the crosswalk safer where Market Street ends.
- Area has gone too modern looking and very boring
- I like the Ferry Building
- I love the Ferry Building and the pedestrian only area near it.
- Don't like boringness of Financial District – just buildings
- There is no activity in this area of town after working hours. More activation and attractions to enliven this area of town in the evenings

Zone 2 – Union Square

- I like the cafes with outdoor seating around Third and Second Street. It encourages great street life.
- Sidewalks are wide but there are almost no benches to sit on.
- I like walking Market on the weekends precisely because it is quite
- Love the busy streets – lots to see and do.
- Busses at curbside blocks bikes.
- Bikes have to ride near the tracks
- Sunny spot to sit and wait.
- There are so many busses. There needs to be clearer maps and explanation of transit routes.
- Great space for cultural site and local art
- Streetcars and street shopping area
- Too many street vendors blocking the sidewalk and too many cafes using sidewalk space for tables and chairs, leaves no room for pedestrians to walk
- There's a lack of connection between market and the green spaces north and south of Market. Need more green spaces along Market and in the neighborhood.
- Provide historical markers along market as a way for people to stop and learn about SF history and break up the monotony of the street
- Market between Spear and 3rd is very dead on the weekends – would love to have it more 24/7 friendly and active to accommodate SOMA residents and create community of activity along Market on the weekends.
- Sparkly sidewalks make me happy
- Happy place to spend time – music people
- I can't wait for the new Transbay terminal. Please make it a more vibrant, pleasant place to spend time than the old terminal
- Market Street is ugly. I would like it to look more attractive – improve storefronts, more trees
- Almost too successful – more space should be given to pedestrians
- Very lively – could have a better connection to Market. There is always road work being done.

- Love the Streetcar Museum at Spear and Mission – informational and good place to stop
- The arcade between Main and Spear is a good pedestrian experience
- Bush building plaza space is depressed and it feels more like a moat than a connection to the street
- It's illegal for taxi drivers to pick up passengers on Market – very big problem for disabled passengers.
- Visiting Powell Street on weekends and summer is almost annoying because of crowds. More balance would be awesome
- Like Yerba Buena – promote link to it – add street art
- Keep F trolleys
- I don't want to knock this part of town because this is the most activated part of Market Street at all hours of the day. But as a local, I avoid the Union Square area because of all of the out of town tourist traffic. It would be nice to feel like there was a "locals" place along Market.
- Touristy, but clean, has cafes, and shopping district

Zone 3 – Mid-Market Tenderloin

- Affordable publicly accessible space for creative business incubators and cultural arts centers
- After the City Center Mall goes in there shouldn't be any more attempts to attract more shopping. There is enough.
- Mission Street should be for Muni only.
- Build a deck over in the west side of Hallidie Plaza.
- Hallidie Plaza should not be depressed.
- I love the decorative crosswalks at Golden Gate and Market
- Needs revitalization badly. Great possibilities for cheaper rents and new small businesses.
- Psychics and crazy people at Hallidie Plaza are bad.
- Dodging cars is bad enough, now we have to dodge bikes. There needs to be some order to the chaos.
- Two way at Folsom and Howard
- Sixth Street is the most deadly pedestrian corridor in San Francisco. Slow the cars down!
- The sidewalks on the east side of Market at Fifth Street are too narrow and crowded. Unneeded street furniture should be removed to create clear walking space.
- The active street life in front of Old Navy feels like New York with good density
- How come nobody cares about saving the St. Francis Theater? Can't it be incorporated into the design of the proposed mall? Can't the façade at least be preserved? The terra-cotta ornamentation is beautiful and in great shape.
- Pedestrian safety and turning cars at Third and Mission
- Mint Plaza has movable seating, plants, pedestrians, and diverse shops!
- Tourism = economic vitality = large pedestrian population = great gathering area
- Connect other areas to Market Street
- There should be a \$200 fine for being in the crosswalk and a \$250 fine if using the cell phone.
- As a pedestrian, the double right turn at New Montgomery and Howard is terrible.

- We need to run off the paycheck cashing joints, especially at Seventh and Market. These are magnets for stolen goods.
- The Warfield is a great facility and attracts such great varied acts – can be the anchor, along with Grey Area Arts Foundation for arts and cultural activities
- 8th to 6th needs economic development. It's too lonely and dark.
- Like the potential that Mint Plaza has.
- 6th street at Market stinks of urine, lots of drugs, and run down hotels
- Free anabuse drink stations
- Lots of drugs, homeless
- Crime perception of crime and litter – bad store fronts must be dealt with
- Hallidie Plaza is like the opod and evil twin – vagrants hanging out on the side where there is not the café
- Love to old buildings, but why not take care of them? The city needs revitalization badly
- The Tenderloin is really getting out of hand. Can we get more necessary services?
- Street performers at plaza and at corners
- More human scale – nice architecture – needs street level activation
- Less and less reason to be in this area. Less drug dealing, more police presence, more recovery, clean viable store fronts
- Yerba Buena Lane is a nice plaza, pretty architecture, good visuals.
- Yerba Buena Garden rocks! Great place to hang out and relax on a sunny day. Although the Metreon is a little sad now that many establishments have left. Hopefully Target will bring more positive changes and provide an anchor for economic establishments.
- The Payless on Market near 5th is where Market starts to go from nice to scary and unpleasant.
- The Mission Street side of the Westfield center is totally unactivated and uninviting. There should be a better connection to the Metreon to 5th.
- I wish the street felt safer for walking home after a late night.
- Dark, dirty, fewer people, more sketchy people
- Too many shady characters: drug dealing, drunks passed out, homeless, aggressive panhandling
- Love the 19th to 20th century feel
- Homeless gathering place (i.e. chess tables) that encourage many people to pass through very quickly.
- The Tenderloin and Powell Street at City Hall need to be remedied. Solution for the homeless.
- There are many unused, enormous abandoned buildings all over this area. Dedicate two of them to an actual solution to this homeless issue.
- Would be nice to have more retail stores south of Market. There's not much available and it's scary at night.
- Cab drivers are getting tickets for picking up passengers on Market – “obstructing traffic”
- Too many beggars – 6th Street is scary
- Tenderloin has an amazing history – clean it up but retain that it is the community and spirit of the area

- Tenderloin has so much potential to draw in more people and be inviting. I see changes which is great, but also concerned about gentrification and population displacement.

Zone 4 - Civic Center

- How are you supposed to cross from bike lane on 11th Street north to west bound Market Street? I usually get off and walk on the sidewalk to cross at the intersection.
- Wind tunnel
- Vacant lot next to strand
- Scary places: old Merrill's Drug, old Hibernia Bank, City Place site, International Hostel site, Hollywood Billiards, Jones & Market
- Bad surface, especially along curb. Bikes need smooth surface
- Brand new Buddha statue
- Lots of homeless grabbing for food from the vendors at the farmers market
- Love the new green separated bike lanes on Market Street. I wish they would extend all the way to Embarcadero.
- At the intersection of Tenth and Market, car traffic is very close to pedestrians and is not safe.
- More activity west of 5th Street, like stores and theaters.
- At Golden Gate and Taylor there are too many drug dealers and gangster elements. It is dangerous to go to Golden Gate Theaters. There are lots of rodents at night.
- "Unauthorized vendors" at 8th and Market by BART entrance.
- Shadows between 8th and 10th Streets.
- Love the farmers market every Wednesday!
- More hours for library and more computer support.
- Extend sustainable resource district from Civic Center to Mid-Market to create an eco-district.
- 8th, Market, and Grove intersection is hard to cross. Cars should not be funneled through here. It should be for ped/bike/cab access only. Enlarge BART Plaza.
- I never really feel completely safe walking between 7th and 5th at any time during the day.
- Leverage all the theater space on Market and allow them to interface with the street. Street performances.
- The fountain at UN Plaza is a waste. It is a horrible design; uncomfortable and unsanitary spray when it's windy.
- Sunday Streets on Market Street (w/transit) every Sunday!
- Create more car-free space in the Civic Center area, like on Fulton between Larkin and Hyde and Grove between Polk and Market.
- Farmers market and food carts!
- How about a TKTS – like an elevated park at UN Plaza? A grassy stepped ramp that rises up giving elevated views onto Market Street and City Hall.
- Food trucks and cafes nearby would help to draw people.
- Better vendors (organic food) at Civic Center Farmers Market
- UN Plaza is a function-less place
- Large buildings create a wind tunnel.

- There is little retail.
- Homeless at UN Plaza are creepy.
- There needs to be more room for pedestrians on 6th Street and Market.
- The street should act like a community living room!
- Tear down Fox Plaza so it's not so windy
- Avoid walking home from work because I don't want to deal with sketchy blocks.
- Scary crossing of tracks for cyclists at 11th
- The library is a great attraction but can be unpleasant due to the number of homeless people inside and around. They are not disruptive, but there is a bad odor
- Dirty and needs to be cleaned.
- Would love more restaurants and shops
- Van Ness is dangerous for bikes and peds. The street is too wide. Needs some traffic calming in the area
- Green wave for cyclists.
- Disabled access for the buses on Market is not consistent. Wider islands are needed. Better yet no cars on Market.
- Like UN Plaza farmers market, off the grid, but when there's no reason for people to gather, people just hang out
- Filthy, panhandling out of hand, right in front of our City Hall, really the worst depiction of our city.
- City made things way too difficult for Trinity Plaza
- Such pretty buildings – but dirty and unsafe. The farmers market is the only day it's nice.
- Trees all along Market would be nice.
- Put small and nonprofit businesses in the building shop fronts, don't demolish them
- 6th to Van Ness a bit uncomfortable and unsecure because of people hanging out. Need storefronts or something that will bring foot traffic.
- Great buildings and civic amenities but perception of crime, letter ruins opportunity
- Mid-Market would probably be a better place for a movie theater complex. Would draw crowds down Market Street. Get rid of the nudie theaters – have a “zone” for those or something.
- Move the homeless to unused buildings near the freeway with accompanying social services.
- Most buildings are boarded up
- Streetcar tracks make me nervous
- Love the federal building
- Great old fashioned buildings – mysterious
- Love the green lanes.
- No reason to go south of Westfield. Just sad, empty, needs pedestrian traffic, and economic activity.
- Like the new bike lane striping.
- The F like is fabulous.
- The building and Asian Art Museum are great, but getting there sucks because of the area.
- There's nowhere to stop and spend time; no activities or restaurants
- Like farmers market. Why is it not more often?

- Don't like south side – boring and scary.
- 6th Street needs lots of cleanup – the street bombards all senses negatively – unsafe
- BART grates are treacherous for bicyclists
- Many streets in SOMA have lots of lanes, fast traffic, are very oppressive, and are unfriendly to pedestrians
- SOMA Streets needs – slow traffic down, narrow streets, widen sidewalks, and activate some streets.
- Scale of buildings is too large – need to visually break up monotony
- SOMA Streets – take advantage of sunshine alfresco dining and parks
- Cycling not comfortable or enjoyable where there are no bike facilities (especially intersections with Muni)
- I live on MacAllister – lots of noise, abusive language, even at 2-3 am, just two blocks away from Market Street.
- Streetcars are super!
- Lots of great old buildings – restore and reuse them.
- I grew up in SF and there is no area of the city that I have not been. But I avoid Mid-Market/Tenderloin.

Zone 5 – Octavia

- Create cheap units for homeless, needy, and artsy in the big empty loft buildings.
- Cars are still turning right onto the Central Freeway, which creates a dangerous bike path
- Beautiful job creating a tree lined Boulevard like Octavia at Market Street.
- I want to see all the Octavia Street parcels developed.
- Sign to direct traffic to Mission Street at 12th and Howard should be taken down. There are too many left turns on 12th and Howard making it dangerous for pedestrians and has many car accidents.
- Can we rebuild the we federal building?
- On Market and Van Ness there are too many beggars. People sneak on the Muni bus at this big transfer point in the city. The City cannot accommodate all the transit. The bus stop is always crowded.
- Freeway/pedestrian/bike intersection is not good at Octavia and Market.
- “Dead Area,” no activity
- Sidewalk feels nice around Zuni, west of Van Ness.
- The Market and Van Ness intersection is a mess in all respects and needs to be rethought and rebuilt.
- BART needs to have a Van Ness and Mission station because Van Ness is a big transit stop.
- Hayes Valley open space at Octavia and Market is quite nice.
- The planner who conceived of ‘no’ right turns from Market onto freeway should be posted there forever to direct traffic. Common sense!
- Economic dead zone. There is no pedestrian appeal to linger, such as arts or plaza.

- Low police intervention with drug dealers and drug addicts on Market Street between Rose Street and Van Ness. Open dealing goes on 24/7! Plus there are stores that enable the behavior by cashing GA checks and selling liquor and allowing addicts to keep tabs.
- There are bikes merging at Van Ness and Market and it is dangerous because cars move fast and bikes are crossing tracks.
- Post office in front of Fox Plaza is unattractive and a waste of space.
- Civic Center and Bill Graham Theater have unattractive blank walls facing Market.
- Narrow bike lane on Market between Valencia and Gough.
- Civic Center Plaza would greatly benefit from benches. It is hard to really enjoy the space without benches.
- Octavia and Market south side crossing is unsafe – cars from highway don't see pedestrians and vice versa and cars are going fast.
- Destino and LGBT Center interested to see Octavia develop
- Love the Hayes/Octavia Blvd. green areas.
- Left turn onto Valencia is tricky on my bike.
- Walking up Van Ness from Market toward City Hall at night is scary unless there is an event.
- Like a couple restaurants on the north side. Don't like south side at night – scary.
- Since cars exit and enter the freeway in large numbers in this location, it deters other types of activity from happening.
- Tear down central freeway back to Bryant.
- Plaza on 12th. Fix up Civic Center Hotel. Build on Plumbers Union parking lot. Get rid of Plumbers Union building.
- Tearing down the Central Freeway and removing the grade separation at Octavia was a mistake.
- Need a visual terminus at Market and Octavia to match Ferry Building at the other end. A traffic circle?
- Van Ness and Market – too windy.
- I hate the wind at Fox Plaza and Van Ness
- Homeless, drugs, sketch store people hang out around store between Van Ness and Franklin to sell food stamps and drugs.
- Van Ness and Market forlorn intersection yet major gateway.
- Put obelisks at Van Ness and Market and Octavia and Market
- I like that there are signal buttons for bicyclists at Octavia
- Need somewhere to sit and talk.
- Dangerous for bicyclists.
- Turn end of Oak between Franklin and Van Ness into pedestrian realm or a living street.
- Bike box at Van Ness rocks. Love the "how to" sign as well.
- Stay art deco style or refurbish the old industrial buildings there.
- Green separated bike lanes are awesome. Please extend them the entire length of Market.
- By City Center there are buildings with inactive sides facing the streets, e.g. the performance spaces, the north side of Fox Plaza.

- Love Twitter!
- It's nice that I can see less tourists here. Enjoy the private feeling.

Station One – Goals

Civic: Top 3 Goals = 29

- Could City rent out bottom floor of Market Street buildings for civic uses? (arts/culture)
- Increase street furniture, i.e. tables, chairs.
- Basketball courts
- Utilize Market Street as a center for outdoor entertainment to encourage community involvement, i.e. host a Halloween carnival with multiple stages
- Plazas, open spaces, and art
- Halloween parade – no more Castro mess!
- Note architecture of old buildings (maybe new as well) and buildings no longer there, i.e. Fox Theater, Southern Pacific Building, etc.
- Permanent affordable public gathering venues along length of Market, because it is easier to facilitate transit-oriented events near BART
- Make a local art festival and have the Huge Whisper host it
- Increase number of eating places with spacious outdoor areas
- My 70 year old aunt told me that as a teenager she would spend weekend nights strolling from Civic Center to Embarcadero. Market Street was safe, family-friendly and bustling with people. Sounds great! Make it happen.
- Amazed at how major sections of the street are dead zones.
- The foot of Market is already a great central gathering place. Recreate some of those elements, e.g. open space, artwork, landscaping, seating... further up Market.
- Architectural preservation: the old buildings must be kept and restored to use in former era.

Connecting Neighborhoods: Top 3 Goals = 18

- Definitely try to connect the neighborhood to Market in some way. I live in Civic Center area and as a neighborhood it isn't really connected.
- Big bold signage.
- Definitely need better signage to Yerba Buena and arts area
- Pedestrian connections to major landmarks

Placemaking: Top 3 Goals = 60

- Green median vegetation and shade trees
- As important as a surface transit corridor Market Street is; shut a portion of it down to make open space, i.e. Castro, NYC.
- Close street for market pedestrian space
- Pedestrians everywhere – Naked streets!

- 1,000 + kids under seven years old are in daycare centers and residents east of 2nd Street. We need playgrounds near the Ferry Building.
- Public art – temporary rotating exhibit spaces
- Cafes with outdoor seating space and heat lamps all up and down Market.
- Place seating and make areas for temporary retail, i.e. flower seller, hot dog vendors, etc, all the way to Octavia
- Perception makes a street great. If people think it's a fun place then it becomes a hub of activity.
- An inviting outdoor space with places to sit would be great.
- Less uber-commercial storefronts and more interesting commercial activities.
- What happens to the people who hang out on the street around civic center that make the outdoor arena less inviting?
- Support and promote development of new residential, retail, mixed-use developments along Market Street, particularly on vacant lots.
- There should be cafes and lights lining the street
- Add memorable features on Market, like seating areas, public tables to eat lunch at, space for recreational activities
- We used to have seating but it was removed. We have a fountain, but it's dry.
- Public pianos everywhere!
- Yerba Buena Lane at Market between Four Seasons and Coffee Joint has become a gathering spot. Assess why and maybe recreate it elsewhere.
- More mixed-use places along Market so that residents will have a stake in the neighborhood and bring/require goods and services and then there would be more of a 24/7 activity in the street.
- Fix Civic Center Hotel, get rid of parking lots near Franklin, and get rid of Plumbers Union Building.
- There are several issues about transit on Market Street, but the reason I really don't walk there is it's not attractive. I wish there were certain sections for graffiti, street performers, community, pride, and identity.
- Plaza on Oak between Franklin and Van Ness. Close Stockton to cars.
- We need places with art, music, color, and dance, people-watching.
- Create nodes of placemaking in the sun.
- It would be nice to enjoy Market Street rather than just as a means to get somewhere
- Interesting night lighting – neon and lights in the trees
- Would love the street to have great places to hang out. Cafes, nightlife, etc. I'm on Market everyday and I want to get as far away from it as possible because it's unattractive and not inviting. And there are shady characters lingering.
- What activities and elements will make Market Street distinctly San Franciscan?
- To me, it's a street to pass through, not to hang out for long periods of time.
- Please activate the U.N. Plaza
- Put monuments in the middle of Market at major intersections to create a sense of place.
- Slow down traffic at Van Ness, 6th, and Octavia.

- Identity and experience are paramount. Where can we close streets and create passive node seating as in NY?
- Involve leading SF artists, tech innovation and cultural institutions in brainstorming how they can create attractions and experiences
- More spaces should be activated to encourage people to congregate on Market – seating, people watching, wind protections, outdoor retail

Economic Vitality: Top 3 Goals = 43

- Need to redevelop areas that have empty lots and closed storefronts
- Encourage café with sidewalk seating and encourage restaurants and retail to stay open later, at least until 10 pm
- Populate the boarded-up buildings and vacant lots
- Get rid of junk stores and fast food along Market – more slow food
- Market Street needs improvement for street vendors
- Support economic vitality without sacrificing the less financially able
- Add street vendors and food carts. No more hot dog stands – diverse choices
- Revitalize Mid-Market. Fill the empty storefronts and create more friendly street and businesses.
- Market not as good as it used to be
- Have economic incentives to bring business back here. Theater, art, salons, restaurants, condos, apartments would be perfect here. Mixed-use.
- Commercial activity in the Mid-Market and between Van Ness and Octavia needs to be increased and improved. Remove the blight.
- Goods and services for all income brackets, not just middle aged and well-off.
- Yes, this is good to promote street level uses of buildings. Some buildings, especially at Civic Center area, have long dead spaces at street level, making the pedestrian experience very poor. The one-way streets also have an impact.
- Empty storefronts bring “undesirable” activity. Bring in more economic activity with restaurants and arts, culture, galleries, stores and a supermarket for residents.
- Add more services, restaurants, grocery stores, local-owned businesses.

Public Transit: Top 3 Goals = 25

- A lot of transit converges on Market Street. If transit on Market is better, it makes the whole system better.
- Market Street has always been about transit. Improve travel times of Muni surface vehicles.
- Would be nice to have underground transit to high traffic areas, such as Union Square, North Beach, and SF MOMA.
- The F line street cars are one of the best things on Market Street. Keep it.
- Transit is slow – doesn’t come that frequently and it is often faster to walk than to take the bus. It is very crowded during rush hour.
- Transit needs to be faster.

- Get cars out of the Muni lanes.
- Transit should move faster and have less stops. Possibly divert some lines off Market to alleviate bus stacking and congestion.

Bicycling: Top 3 Goals = 34

- Separated bike lane
- Only bikes, no cars
- Dedicated bike lane all the way down Market Street would be ideal
- Bicycle track separated from cars all the way along Market.
- Market Street is dangerous for bicycles, especially downtown.
- The pavement quality is terrible.
- Create a continuous bikeway
- I would love a safe way to bike to work
- I want a street where biking is prioritized, safe and convenient.
- Wider bike paths so bikes can pass each other without having to go into traffic.
- Need bike racks
- Bike lanes need to be more protected.
- Traffic lights are oddly timed for biking on Market. There are many places where bikes get pinched.
- BART grates are deathtraps.
- Too many cars
- Love biking on Market, but it there need to be clearer, continuous bike lanes.
- Pavement condition creates an obstacle course.
- Better bike connections between Market and Valencia
- Protected bike lanes
- Ability to ride at a slow pace while feeling safe
- Fix Valencia at Market. Sign bike connections between Octavia and South side of Market.

Walking: Top 3 Goals = 58

- Reduce car traffic
- Reduce amount of asphalt at intersections between grids, i.e. Market & Gough
- More places available to use restrooms
- Five foot wide walkway through the median at Gough/Haight & Market. TI violates the idea of sharing.
- Reduce cars. Bring new business in to attract pedestrians and tourists.
- Western boarding island at 8th and Market is not ADA accessible to people who use a walker
- The plan to make Market memorable destination requires a pleasant pedestrian experience
- Design for walking, pausing, leaning for the mobility impaired not in wheelchairs, because not all disabled are in wheelchairs
- As our population ages, we need more seating for seniors to catch tier breath and rest (not benches)

- Get rid of Fox Plaza and the wind it creates. Limit traffic crossing Market, especially at 6th and Van Ness.
- The street doesn't feel safe for pedestrians near the Tenderloin because of panhandling, homeless people, etc.
- Clean streets and eliminate blight.
- Improve pedestrian safety vis a vis automobiles at Market Street intersections
- Add seating, prettier spaces, and wind blocks near Fox Plaza.
- Make it easier to cross the cross streets on the north side.
- Remove dead building faces.
- Wider pedestrian ways to promote walking as a means of transportation but also as a means of place, making areas for activities – economic and cultural (planned and spontaneous)
- Safety, security, comfort is an issue – especially at night. Need to address the “undesirable” activity and elements. No safety = no economic activity.
- As a pedestrian at night, Market is downright scary. I would not walk it alone. There is little worth seeing in the day.
- It's dark and windy and there's no reason to walk down there – all the shops are closed. I'd love to be able to walk to a show or restaurant.
- Improve the walking surfaces and explore other options than brick. Conquer the monotony with varied materials.
- No reason to walk around after dark.
- Market Street is very dirty in many places – homeless, drugs, and poverty is very common.
- More businesses are needed

Service and Taxi Access: Top 3 Goals = 5

- I don't have problems getting taxis on Market Street
- There's no place out of the traffic lane to load/unload passengers, especially disabled passengers by BART elevators
- Very difficult to find taxis and there are not a lot of places for them to pull over without blocking traffic

Vehicular Circulation: Top 3 Goals = 3

- In SoMa, the population has increased by over 30,000 since 1990. SoMa needs slower roads and evening, outbound only congestion pricing.
- Make Market Street one way for cars and Mission Street the other way
- No cars, just cross traffic
- This is really important to the success of the other goals
- Reduce public transit lines – number of busses, etc.
- Eliminate private auto travel on Market and have designated taxi boarding zones so they don't affect bus travel.
- Reduce the number of private cars. Get some police to enforce right turns at 6th and 10th.

- Perhaps close off a section in Mid-Market to traffic and open it up to more activity
- Direct all cars to Walnut Creek.

Other

- To see safety for the poor become a priority by the S.F.P.D! Not just students and wealthy citizens and tourists.
- There needs to be a chance for people to voice their opinions without boards. People know their problems better than the boards.
- Please do not plant any more sycamore trees along city streets. The Department of Urban Forestry does not have the budget to maintain them and keep them healthy. They are very susceptible to air born fungus. Sycamores are deciduous, and we need evergreens (New Zealand x-mas trees).
- Landscaping – use native and easy to maintain plants and trees – lower water needs, resilient, beautiful.
- Please consider how we will raise funding to maintain open spaces once they are built. How are you working to have economic incentives to bring businesses here?
- More happy places to enjoy, like Pier 39 shops, etc.
- No sycamores, no more palms in the city in general.
- Make lots of places for outdoor seating, cafes, parklets, bakeries, benches.
- Barcelona-inspired center parkways running between two lanes of traffic.
- Why stop at Octavia? Why not extend “Better Market Street” to Castro?
- Do nothing to intensify the wind at Van Ness and Market.
- Address the social aspects to raise the quality of living. Address homelessness, drugs, alcohol. Society is as strong as its weakest link.
- Don’t tear down any Victorians; they are good for the tranquility.
- Bike cars on BART

How do you typically travel on Market Street? How would you characterize your experience?

	Attractive/ Unattractive/ Neutral	Safe/ Unsafe/ Neutral	Quick/ Slow/ Neutral	Enjoyable/ Unenjoyable /Neutral	Convenient/ Inconvenient / Neutral	Comments
Walk only	8/2/2 6/8/0	5/3/2 5/10/0	4/4/0 10/0/0	7/0/4 6/5/0	9/2/0 10/0/0	
Walk – on street transit	1/9/1 4/3/1	5/6/1 3/4/0	2/10/0 0/6/0	1/4/4 5/3/0	4/3/0	Whether I travel above or below ground depends more upon the time of day due primarily to frequency of transit.
Walk – underground transit	5/4/4 2/14/4	9/2/2 18/0/2	9/1/1 12/10/0	4/1/6 4/7/8	17/4/1	Issue loading and boarding for paratransit users. Underground transit stations are ugly.
Bike only	2/6/1 6/4/0	3/7/1 2/10/0	6/0/3 11/1/0	2/7/2 4/3/2	10/0/0	I must admit that I get a certain kick out of riding down the madly hectic leapfrogging lanes. It's an adrenaline rush, but it's certainly dangerous. The population of bikers on Market Street makes it enjoyable, but the mixed traffic lanes make the commute confusing and inefficient. I do not enjoy waiting in bus exhaust. It is very scary to ride a bike on Market Street due to all the busses and traffic. I no longer ride my bike there and take Muni instead. I would only ride my bike on a parallel street such as Folsom. The potholes in the pavement make it extremely uncomfortable and unpleasant to bike down Market. But the green bike lanes are great!
Bike or Walk - Transit	2/0/1 1/0/0	1/1/0 4/0/0	3/1/0 3/3/0	2/0/0 2/0/0	3/0/0	Can we move all mass transit underground? Make Muni more comfortable, especially the seats?
Car or Taxi - Walk	1/1/0 0/1/0	0/1/0 2/0/0	0/1/0 0/3/0	0/2/0 0/2/1	1/1/0	

Station Two – Identity

What do you think is special about Market Street?

- It divides, and yet unifies, the opposing grids on either side of it
- Perceptions of safety
- The opportunity to shine as an example of art and innovation enhancing this central commerce corridor
- Make it as green as possible
- Ephemeral art and changing murals
- The gorgeous Hibernia Bank
- Lots of Muni lines travel Market Street
- Market Street is the gateway to San Francisco. It is where everybody usually starts.
- Get people to linger
- Many places to shop
- Easy access to transit
- It is a transit hub
- The brick sidewalks
- Its history and its potential
- It's diagonal, and that's it.
- Important orientation element in the City
- The wide, brick sidewalks, transit hub, historic lamps, the neighborhoods connected by Market Street
- Beautiful buildings and architecture, streetcars, storefronts in downtown area, trolley turnaround
- The lights at night
- Its history and possibilities
- Bricks and sidewalks, street lamps, farmers market, that it connects neighborhoods
- Love having the bus stops tell me when the next bus arrives
- Flat irons, triangular lots, diagonal cross-sectional views (let's get taller buildings at the angles)
- The street is a public place. Recall the William H. Whyte quote "It is not the so called 'undesirables' which are the problem, but the steps taken to prevent them that is the problem." Revitalizing Market cannot be used as a masked attempt to drive away the urban poor.
- Wide diverse gathering corridor for transitioning and spectating
- It is a straight line between the Ferry Building and Twin Peaks
- Intersection of ideas and people. Build this up.
- The buildings
- Cuts thru Jeffersonian grind
- I just like Market Street
- Historic heart – core of the city

- Connection to diverse neighborhoods
- Diversity of people
- Diversity of potential uses and programs
- Economic diversity
- Unique orientation in city not N-S, not E-W
- Connecting neighborhoods, not dividing them
- The location in the middle of the city gives it potential to be a great street
- It divides the street grid.
- I like how it changes personality as it goes along. The older parts - Mid-market – are more interesting, even though slummier.
- Keep the classic Muni street cars active and more frequent
- What makes it special in this city is that it's flat, long, wide and has so much potential.
- Chess tables and artsy funky lamps along the street
- Market Street has so much potential. It's a big bold and busy street that could be the heart of San Francisco.
- Central to the whole region.
- Focal point to city's economic vitality.
- Visually impressive long corridor to the bay
- International retailers and art spaces are enjoyable
- Don't lose the Victorian and late Deco charm and style.
- Build on the history of Market Street
- Bring back the theater district at Mid-Market
- Diversity of people on Market – though not always brought together
- The light fixtures and old trolley cars are great
- Great architecture
- Transit on and below Market is essential for the velocity and viability of the corridor and the city as a whole.
- Its physical position and path – flat and direct.
- The block between 4th and 5th feels like an outdoor plaza with good lighting and pedestrian activity.
- Interest and desire to liven it up with public art projects like art in storefronts, murals, and sculptures
- Great underutilized architecture and store fronts – wide sidewalks
- Gets me where I want to go
- Jaw-dropping and historical architecture
- Love the streetcars, merging of grids, and UN Plaza fountain.
- Older, interesting architecture.
- Streetcar "F" line
- Trees
- Proximity to multiple uses
- Lots of variety in the built environment from block to block

- It's the major artery of the city – it should truly reflect it
- I love the historic architecture.
- Hanging planters recently added
- Access to transportation
- The best thing is how the character changes from Octavia to the Ferry Building
- View corridor from Ferry Building to Castro flag
- Has diversity of SF on it – good, bad, otherwise.
- Cuts across the grids for efficient getting around and to downtown
- It's the best way to orient yourself in SF
- That it intersects the whole city and connects so many neighborhoods. This should be taken advantage of
- Could be the Grand Boulevard of SF with more landscaping and less traffic
- It is the primary artery of the city
- More residential with street level retail and businesses – keep old structures and do lofts, etc.
- Establishes a hierarchy in the city, making it legible – SF's central spine

What features or elements would you change on Market Street to make it a more memorable place?

- Wayfinding for visitors for Muni underground
- Flex seating ala Mint Plaza
- Get rid of closed businesses and empty lots
- Find homes for the bums and drunks
- More public art
- Bus wayfinding. Where do lines go?
- Help visitors understand the pay system
- Have SF artist making its identity
- Consolidate bus stops. Make buses run on one lane. Upgrade bus stops by making them bigger.
- More civic life run by local people
- Buses make it too crowded
- I believe there needs to be more venues showcasing local artists
- Downtown needs more grassy open space, not plazas
- Wider handicap ramps on wider crosswalks. Ramps are meant for wheelchairs but everyone gravitates toward them, including people with wheeled bags.
- More public open space
- Wayfinding
- Improve Hallidie and UN Plazas
- The wind at Fox Plaza
- Bus stop design in consistency on Market is a crazy identity
- Subway entrance beautification
- Food desert. Need groceries and restaurants

- Limit cars and trucks on the street to designated hours (after retail and restaurants are closed), i.e. 11 pm to 9 am
- More retail and restaurants
- No social services on Market
- Get rid of cars
- Revitalize vacant stores and boarded up lots
- Make it a place where people can sit and enjoy lunch or people watch
- There's limited seating all day on Market
- Having just moved to SF, I remember my first impressions. To me, SF is distinctive as a vibrant urban place that retains the character of its natural landscape and manages to be beautiful as a result of this combination of human density and geographic magnificence. Market Street does not reflect this – it feels like no man's land without hinting at the grace of the rest of the city, which is pleasant.
- Market should be more of a Boulevard with more cafes and outdoor seating, art and performances, uniform trees and plants.
- Lose the porn!
- Big, beautiful street trees would make the street memorable
- No more sycamores!
- Return Muni above ground from Embarcadero to Van Ness. BART needs the tunnel. Muni can't run long trains.
- Remove cars
- More greenery and more outdoor cafes
- Places to sit.
- Better public spaces
- It has no memorable locations like mechanics statue, art in plazas with viewing spots
- Form Market CBD? Conservancy
- More landscape – don't get the "new" sculpture – it takes up a lot of space on the sidewalk
- Sites for public art, temporary rotating exhibits, aka Hayes Green
- Should have some permanent affordable commercial and nonprofit space for community gathering so as to not dislocate the low income and organizations that save them
- Clean up the Civic Center and get rid of that horrid fountain
- Balance its functions – reduce transportation function
- BRT
- Design competition for bus kiosks
- Dedicated bike lane
- More cafes and carts
- No cars
- Native trees and plants with visible info and ecology info
- There needs to be more seating of all types, café, benches, steps, random chairs, planters, etc.
- Mobility and transit
- Accessible transit islands. A lot of them are too narrow for wheelchairs "nerve wreckers"

- Make the permitting process less hellish
- Create a real Halloween parade on Market like in NYC. The mess at Castro is no fun
- More diverse types of shops and other ground floor uses... people need more reasons to be there
- The bricks too 1980's!
- Create cheap affordable units for homeless people & artists in vacant loft buildings and mixed use
- Signal timing that provides more time between pedestrian and car phases
- Get rid of all traffic
- Change texture – more surface diversity
- Make it a place that is enjoyable to just stroll through, rather than needing to be there for a reason
- Create more enclosure for pedestrians
- Possibly decorative lighting strung across the street.
- Be careful not to shade too much.
- More after hours businesses; bars, lounge, billiard halls, cafes
- Street furniture, chairs, table, benches, sofas,
- Windy in mid-Market
- More mini parklets and permaculture garden nooks and adjacent taxi steps
- Clean up the trash
- Raised crosswalks for safety
- More sidewalk cafés and businesses using small amounts of the sidewalk to sell their wares
- Seats with back support for the less than optimally abled.
- More seating, sidewalk cafés and informal
- I would make a community amphitheater at Civic Center
- Address pedestrian safety
- Address quality of life issues
- New businesses to fill vacant buildings and storefronts
- Taller trees, modern paving, diversity of public space programs
- Eliminate or decorate vacant store fronts
- Do something to strand cinema area. I can help! Call Ms. PTO Mauis 728-0646
- New wavy bus shelters are a bit goofy – kind of belong in LA or Miami or Phoenix
- Celebrate and showcase local SF businesses, artists, and activities
- Trees, plants, small shrubs root depth are a problem. They must be close together for continuity over long street to maximize effect
- Put interesting art and information in vacant storefronts
- Bring back the arts
- Create a continuous separated bikeway from the Ferry Building to Octavia
- Improve landscaping and plant landmark trees
- No more liquor stores, check cashing, drug dealers. Provide recovery services
- Green it up
- Eliminate or decorate vacant store fronts
- Do something

- Solve homeless and crack problem. It would be the most worthwhile use of tax and time
- Theater and live entertainment
- Clean up “dead zone” of empty storefronts
- More trees, retail, art
- After hour places like café, music, entertainment district with sidewalk cafes, restaurants, etc.
- Showcase artful “living walls” as public art
- Night events and other activities to activate and populate and enliven dull and unsafe parts
- Get rid of Powell Street grime and hustlers
- Begin to address the homeless issue at 6th street
- Change lights on north side to allow pedestrians to cross both streets as once instead of two lights
- Native plants, mosaic inlays in pavement, flowers hanging from street lights
- Redesign transit and bicycling
- Remove cars along Market
- Redesign cross-Market car traffic
- Make landscaping local plants and trees
- Green spaces
- Pedestrian only zones on or adjacent to Market
- Add park down center of Market
- Revitalize businesses in vacant storefronts
- Uniform wayfinding
- Keep sidewalks clean of chewing gum, cigarette butts, and other evidence of human occupation
- No brick sidewalks. The sparkly ones that are in the financial district are better – more traction when wet
- Triangle crosswalks are difficult to cross and not uniform
- Close all donut shops and Western Union branches, and Carl’s Jr. by City Hall
- Continuous separated big wide bike lanes
- Market is the face of our city – it should celebrate and reflect the city more
- It’s too wide to provide intimacy of great street – something needed to break up the width
- Address social issues – homelessness and plight – also identities of Market Street
- More cafes, restaurants, and night activities
- More nonprofits and free things in Market Street shop fronts
- What if the five sections were divided by art form? Known area for graffiti art, dance, games (chess), architecture, and public art. Instill pride in Market for being as unique as SF is
- Remind people that Market can be great. Intentionally activate it with public and private events – design places to host them
- Revitalize the Hibernia Bank building and surrounding businesses. Create public space in the intersection in front of the bank
- Small businesses should move in
- Put some sort of monument like an obelisk in the center of Market & Van Ness and Market & Octavia

- More walkable and fewer cars
- Needs to feel more relaxed, not just a route to get from point A to point B
- Looking for an atmosphere that supports small business
- Deal with crime and perception of crime in Civic and Mid-Market
- Do something about vacant storefronts
- More residents in financial district and mid-Market
- Clean the streets. Add garbage cans, trees, flowers, plants, etc.
- Outdoor community kept gardens and terrariums. Singapore and Thailand can be researched for ideas.
- Love the mid-Market art installations. Need more places to linger, easier street crossing, more lovely street crossings and intersections.
- More green space, café tables, lounge landscape
- Businesses that offer services and products to a wider range of people, i.e. more restaurants, interactive, recreational establishments with outdoor seating
- Bring back the theaters. Act masters classes and small community theaters
- Get rid of the cars
- Expand the role of landscaping – newer trees, street level planting, storm water management and integration with plaza spaces
- More cafes, exciting restaurants, attractive housing, Jazz music venues, more green, better lighting, historic markers.
- Improve the facades of the blah mid-century buildings
- Embrace the architecture
- Bring back the architecture
- Bus stops look childish. Since transportation is so important on this street, this should be a great feature. I would like to see them art deco, sleeker style
- Get rid of Fox Plaza so it's not so windy
- More green
- Choose more interesting paving than bricks
- Get rid of bus islands. They are dangerous, unsightly, and confusing
- Remove all traffic except cabs and buses
- Clean up area between Van Ness and Gough
- Lighting – neon, light the trees
- Make it cleaner with fewer homeless folks camping out
- Sidewalks are so plain. Keep historic lamps but add more lighting
- Strands of lights everywhere
- Less dollar stores and stripper joints.
- More cafes, shops, art stores, galleries, but not just stuff for upper middle class
- More trees, landscaping (only native please).
- Seating areas
- Bring economic life back to area

- Clean up 5th to 9th streets – it's dirty, smells and there are lots of scary people.
- More stores and restaurants – less fast food
- Fewer cars
- More great places to eat
- Incentivize residential zoning and retrofits for financial district
- Nighttime café culture, something to do and see at night in the financial district
- Healthier, fuller trees – add more
- Add more distinct landmarks – public art that relates to its surrounding neighborhood
- Get rid of cars. Public transit, walking, and bikes only
- Don't like being bombarded with print and video ads at every turn. Don't like having to walk around large billboards. I am offended at the space they're allowed to take up.

Thinking of your favorite streets here or elsewhere, what aspects could provide inspiration for Market Street? Be as specific as possible.

- Making a section pedestrian and bike only. Powell or by the Ferry Building would be a great place for this.
- NYC managed to change Broadway, 42nd Street and 9th Avenue to great destinations. Why not SF?
- Van Ness Street
- Broadway in NYC between 110 St. and Columbus Circle. Wite St. run diagonal to other streets.
- Stroget in Kobenhaun
- More "Hayes Valley" type open space along Market toward Embarcadero
- Shimuya Hachiko crossing in Tokyo, Japan. Lots of streets coming together, all-pedestrian phase wide-open intersection that is comfortable and fun to cross
- Wide vehicle-free walking, seating and food
- Berlin, Munich, Paris, Amsterdam, Barcelona (they use narrowed streets)
- Cutting edge architectural design for new projects
- Seating in front of restaurants, etc.
- Like Las Ramblas in Barcelona, encourage sidewalk cafes and restaurants to seat customers outside, have one lane of car traffic and dedicated bike lanes then a center walking area – make iconic
- Need dedicated taxi stands!
- Outdoor cafés with seating and more trees
- Market St. in Castro
- Closing it to cars like, they are doing to Broadway in NYC, would bring lots of people down to Market St.
- Barcelona, Las Ramblas
- Berlin, separated bikeways and signaling
- Jackson Square Pacific – small quiet streets with interesting shops, cafes, and greenery
- Stores and offices that are open for business
- Business needs: allow commercial trucks to make needed visits 24 hours a day!
- Valencia Street

- All great streets have very little vehicle traffic. There needs to be less space dedicated to traffic
- Lombard street
- Paving choices which separate yet unify sections
- 5th Ave., Brooklyn
- Create more “livable” public spaces. Valencia Street is an example – with strategic seating placed near streets that naturally attract positive pedestrian activity – near the Warfield, Art Institute, Hallidie Plaza, etc. However, there needs to be a maintenance plan in place for capital improvements and beautification projects. DPW/City needs to ensure that maintenance services will follow.
- There is no place to go dancing.
- Would like to see more creatively designed – less sterile – plazas, some of which could be more green, more inviting.
- Stroget in Copenhagen. It’s coziness and intimacy, slow pace, places to pause
- Unter Den Linden in Berlin – tree planning, median, architecture, lighted trees
- College Avenue, Rockridge – very walkable, very active retail district
- Night street fairs in Chinatown at Portsmouth Square on Saturdays – could have night fairs on Market
- I would like more food options on Market. I would like to be able to sit down on Market and rest, read, hang out, take a break
- Newberry Street, Boston
- Main Street Mall in Charlottesville, VA
- Stroget
- Any European pedestrian zone, like Karlouhe, Germany’s Kaiserstrasse. Let’s get cars out.
- The Bowery in NYC – bleak, visual identity landmarked by new strange buildings that stand out - home to cultural and artistic life.
- Downtown Portland
- Newbury Street, Boston.
- Barcelona
- Calle Florida, Buenos Aires
- Las Ramblas, Barcelona
- Pikes Place Market, Seattle
- Columbus Avenue, North Beach
- Lively, mixed uses, local flavor, shops and retail, more services
- The pedestrian only spot at Market and 16th Streets is inspirational because it offers seating and people watching and it’s stress-free because there are no cars
- Valencia Street should offer SF inspiration – very successful landscaping, designs in sidewalk, bike lanes, wider sidewalks
- Put in an urban grocery store like Trader Joes or similar
- Favorite streets: Las Ramblas, Barcelona, La Boca neighborhood streets in Buenos Aires – art, interesting street vendors, music, dancing.

- Hayes Street – vibrant because there are lots of great shops, restaurants, coffee shops
- Champs Elysees
- Champs Elysees, Paris – although it's a wide street, it's safe, lots of stores and restaurants
- Dupont Circle in DC
- Broad Street, Philadelphia – connects various landmarks
- Magnificent Mile, Chicago – street like and traffic
- Safe, separated bikeways the whole length
- Castro and Market
- More like Columbus with outdoor seating
- At Powell and Market – more electronic billboards like Times Square or Shibuya
- Barcelona – wide boulevards with park space down center – one lane of traffic on each side of park space
- I love the graphic of the north side of Market – it looks like grass growing. Use it as a design element or theme.
- Aarhus
- The New City in Stockholm
- Las Ramblas, Barcelona
- Jaanpath and Shantipath Rd. in New Delhi
- No banners or superficial applications
- It should be a place that is safe, clear, active. A destination. Not overly full of retail, but more like areas of SOHO. Favorite cities: Toronto, London, Montreal, Paris, Oslo, New York Barcelona, Venice
- Dolores in the Mission

Station Three – Street Life

How could Market Street be changed to make it a more appealing place for you to spend time? Top3.

- Outdoor café seating = 30
 - Plaza space – do not model after Union Square. It's not inviting, not like a European Plaza as it was intending to be. Not easy to walk through. I'd like to see more creative uses.
- Public seating = 26
- Lighting at night = 8
 - Bring back the signage and marquees in the theater district – maybe something classier than porn.
- Quicker transit = 17
 - Less crowded transit
- Public art = 18
 - Interactive public art
 - Public art that expresses San Francisco Market Street narratives and images
- Less noise = 6
- Performances (dance, music) = 16
 - Graffiti artist shows, music, venues for street performers, basically anything that gives a sense of community and pride to Market Street
- Comfortable bicycle lane/track = 20
- Landscaping = 26
 - More grass, less brick. More places to sit. More recovery, less drugs.
 - Bioswales and healthy trees
 - Bioswales and storm water management
- Different sidewalk materials = 2
 - It's visually boring and unimaginative.
 - Victorian bricks please
 - Break up the monotony of the brick
- Fewer cars = 29
 - Consolidate bus stops (may need to remove cars)
 - Fewer buses, replace with rail (surface and subway)
 - Possibly making Market a narrower thoroughfare to make it more pedestrian friendly and allow for wider pedestrian sidewalk space for activities to take place rather than just a walkway
- Designs that vary by neighborhood character = 7
- More attractive architecture = 12

- Muni underground stations look like we're trapped in the 70's/80's. The walls are covered in soot.
- How about more Edwardian looks and styles.
- Cleaner = 27
 - SF is so dirty and stinky. This is especially true of Market and Civic Center, but really everywhere. Why not have street cleaners like in Paris?
 - Cigarette butts – smokers on cigarette break
 - More garbage cans
 - It's filthy. Seriously clean the streets
- Other = 2
 - More evening activities needed – lectures, shows, restaurants, stores open later
 - Need to ask youth about their Market Street needs and vision
 - Narrow visual width – maybe with Las Ramblas like center shops
 - More to see and do south of Powell Street
 - Bring something – store galleries, etc. – to make it a destination for people to stop and visit, not just swiftly walk through – these also provide a sense of security that will hopefully remove the “undesirable” elements
 - More and better night clubs
 - Move or enlarge the craft market from Embarcadero to occupy the Financial District on weekends
 - More business attractions
 - Attention to history
 - Eliminate vacant store fronts (tax them)

What plazas and sidewalks do you most enjoy?

- 3 - Farmers Market
- Spots with artistic and funky lamps
- The area with chess tables because they show signs of life and are fun
- 15 - Embarcadero and Market – seating, open space, views, safe
- Market and Castro – food, bars, weather, transportation, and outdoor spaces are good. Please extend this project to Market and Castro
- 525 Market – seating
- Ferry building area – open line of site, green, and less congested. There are things to see, places to relax, and great photo ops.
- 1 - Yerba Buena – sunny and green
- 2 - Civic Center – political and environmental activities
- 6 - Mint Plaza
- 8 - Union Square – lots of activities and separation from auto traffic
- Love bike riding east of 3rd because there isn't much traffic and west of 8th because of bike lanes
- 3 - Farmers Market
- 15 - Justin Herman Plaza

- 11 - Public open space
- Monument/Montgomery
- BART entrance – stepped seating in sun with good people watching
- Yerba Buena Lane – nice architecture, good light, very visual
- 15 - Embarcadero – great light, activity
- UN Plaza – farmers market, fountain, views, people
- 3 - Farmers market and Civic Center Square – so much happens here
- Embarcadero and Justin Herman Plaza
- 101 California – spacious, lots of seating, protected from the wind
- Ferry building – lots to do, nice view, lots of people, wide sidewalks
- 6 - Mint Plaza – lots of flexible seating and beautiful
- 10 - Yerba Buena – warm and sunny
- Ferry building plaza – new, clean, open, sunny
- 2 - Civic Center – interesting
- 15 - Embarcadero and Justin Herman Plaza - parts are nice
- Ferry building
- 3 - Farmers market
- 8 - Union square
- Embarcadero
- City Hall
- Safeway
- Older buildings and businesses in mid-Market – they have character
- 3 - Farmers Market
- 8 - Union Square – touristy but clean
- 6 - Mint Plaza
- 10 - Yerba Buena
- Warfield
- Justin Herman Plaza

What plazas and sidewalks do you least enjoy?

- Between 6th and Van Ness is ugly, not safe to walk at night
- The north side of Market Street, west of UN Plaza – mostly barren, especially at night, ‘dead’ building faces on adjoining streets contribute to this
- Sidewalk between 6th and 5th to Van Ness – empty store fronts which invite “undesirable” activity – not safe at night – not comfortable during the day
- Anywhere from Van Ness to the mall – no retail, just homeless, drugs, no community culture, windy
- Civic Center
- Civic Center – a great civic amenity ruined by criminal activity and hustlers
- 5th to Van Ness – crime, dirty, bad storefronts

- 7 - Hallidie Plaza is overrun with aggressive panhandlers, smokers, and it's filthy
- 2 - Dead at night. It's a beautiful space, but needs activity. Slow food garden.
- UN Plaza (street life)
- Polk and Market wind
- Hallidie and UN Plaza are a disgrace
- Union Plaza – too many homeless, feels dirty and unsafe
- Between Van Ness and Franklin it's like a gauntlet. Van Ness and Market is awful, ugly and too much traffic
- Fox Plaza is horrible and dead
- Civic Center there is no place to sit, no grass, too many homeless people
- Sidewalk outside Civic Center underground feels kind of dodgy
- Market and Van Ness
- Hallidie Plaza – not well utilized
- Between 5th and 8th Street it becomes dirtier and less appealing – no compelling attractions
- All the shut down strips, boarded up, iron gates pulled down, areas smelling of urine
- 6th to 10th Street is ugly, windy, nothing to do except deal with panhandlers
- Hallidie Plaza – too crowded
- Between 9th and 5th is either empty, boring, blah, windy, or sketchy. I'd rather ride Muni than deal with Market Street and often use underground pass ways to get around it.
- Powell and Market – because of all the panhandlers.
- Southwest half – cold, cruddy, sparse
- UN Plaza area is gross and attracts strange behavior
- Civic Center is underutilized and too quiet

Station Four - Getting around

What are major obstacles you encounter along Market?

Public transit

- Can't tell which line to take = 4
- Travels too slowly = 19
- Doesn't come frequently enough = 7
- Vehicles are too crowded = 18

Walking

- Uninteresting place to walk = 14
- Don't feel secure = 14
- Intersections tough to cross = 14
- Too windy/uncomfortable microclimate = 7

Bicycling

- Pavement too uneven = 9
- Lacks continuous bike lane = 16
- Conflicts with buses = 16
- Conflicts with cars and/or trucks = 10
- Difficult connections to/from Market Street = 1

Car/Commercial Vehicle/Taxi

- Don't know where to get a taxi = 9
- Don't know where to find parking = 4
- Not clear where to pick-up/deliver goods = 1
- Not clear where to pick-up/drop off customers = 4
- Confusing one-way streets, signs and turns = 6

Which mode of travel offers you the best experience and why?

- Public transit = 26
- Walking = 39
- Bicycling = 26
- Driving = 4

Public Transit: best mode = 26

- SFMTA is not up to par to service additional population in downtown
- Muni is the fastest and easiest
- Market Street, between Embarcadero & Octavia isn't pretty or pleasant
- Don't have to worry about signage
- Create shared cabs on major bus routes as alternative to Muni – see Israel
- The new shelters for Muni suck. There is no protection from the rain or wind. LCD on wrong side of shelters.
- Mobility Plus (paratransit) has a hard time following a schedule.
- Roll the dice – how slow will I go?
- Slow transit and too many cars.
- Fund system adequately so it can work
- Surface boarding islands are too narrow and can be just as crowded as underground
- Middle islands are hard to board or disembark because there are too many people – very dangerous
- Transit = plenty of choices
- I love the vintage trolley cars. Get more.
- Public transit takes you to your destination without having to interact with the less glamorous stretches of the street
- Frequency and speed of Muni cars
- I adore the historic F trolley line and use it frequently
- Easy to get in and out underground only. Busses are too slow
- Always feel safe – cars full
- More trolley cars on the vintage line
- Taking BART is best and fastest – can avoid the unsafe and boring Market Street
- BART is pretty fast and cheap downtown
- There is nothing better than cruising down Market Street on a warm sunny day in the Blockpool Boat tram.
- Too many homeless sneak on buses or pay a handful of pennies to ride. No control to stop them
- Muni Metro is fast and efficient when no delays
- Not as slow as walking and you get to see sights (landmarks and characters) above ground. Trolley busses – wires make it look romantic
- Love the streetcars
- Muni patrols only catch commuters or tourists. You never see them on the 14 Mission Street bus. That's where they need to be.
- Great transit lines – sometimes too crowded and some lines have too many derelicts disturbing paying passengers
- Transit is super convenient for me – but sometimes dirty and packed
- Convenient and fast
- Curious that the perfectly good shelters were replaced with ones that offer less protection from elements – seats to low in new ones
- BART mostly – don't trust Muni to get me anywhere on time

- Consider using fare conductor on trolleys and double length busses. Board on back into small waiting area with a fare conductor – bus/trolley can leave as soon as everyone steps board. Fare collection can continue while moving. Exit in middle and front. Also cuts down on fare evasion. Increases safety as driver only has to drive.

Walking: best mode = 39

- Walking because there is the least conflict with vehicles that create a danger. Also, it's the best way to see what's in the stores and watch people.
- Depends greatly on the time of the day. Busses passing are too full between 8:15 and 9:30 am.
- Walking is the best mode but only where interesting – there are too many “dead” blocks.
- Pedestrian safety is an unaddressed issue. There were 240 injuries in District 6 in 2010.
- People walk because sun faced public transit is bad
- Bus is slow and bikes are scary where there are no bike lanes.
- Because the street is pretty empty.
- Great people watching. I want to sit.
- Wide sidewalks and signage geared toward pedestrians
- Walking, taking photos, seeing people
- Wider, clearer sidewalks where it is congested.
- Eliminate private autos between 5th and Spear.
- As a professional pedestrian safety activist and senior member of PSAC, the questions are not on pedestrian safety.
- Crosswalks need to be aligned.
- Wider ramps on wider pedestrian thoroughfare crossing Market at 3rd
- Need to revitalize mid-Market area. Need to fill store fronts.
- Best place to see a city. Best because you can leave when you want
- I love to walk daily and Market is a good thoroughfare
- Curb ramp should be aligned at 3rd and Market. Needs some improvement.
- Easy and cheap and convenient (except a supermarket). Allows me to see things I can't on a bus. Public transit is great too.
- Enjoy the people, sounds, smells ...
- Either destination-less shoppers, financial district suits in a stressed out rush, or crack heads. Not welcoming. Where's the balance?
- Best experience but not most efficient
- Best way to navigate Market Street because you can go at your own pace. All other options force you to lose control and you can be sure you will get there on time.
- Always an experience – the good, bad, ugly and fantastic
- I don't have a bike or a car. So between walking and transit, I prefer walking because I know how long it will take.
- Not pleasant – too many homeless, too much public urination
- Between Spear and up to 4th it's quite a pleasant walk, although crowded between 3rd and 5th

- Love walking, but not on Market Street. The F car is a great addition.
- Nice city to walk through and I save money
- Great architecture to look at while walking but past Powell not enough sidewalk action and too many derelicts
- Fresh air, people watching, exercise, interesting, invigorating, lots of urban energy
- Lower to mid-Market is the best walking. Upper Market and Civic Center on is a dead zone.
- Nothing beats a good walk to see things one would otherwise miss if not on foot.
- Most of my experience is theater and shops, otherwise why?
- Major problem with West Market Street development is heavy commuter crossing traffic discourages walking along the street.
- Too dangerous because of traffic, bikes, skateboards and muggers
- I like walking on Market since I live in Civic Center area
- Interactions with other people – you see the city.
- Because the F takes a while and there's too much traffic

Bicycling: best mode = 26

- Best way to get around town! Need more bike parking.
- Biking is the fastest way (and healthiest) to get downtown. Love the new plans!
- If I need to come downtown to shop, then I bike because it's the quickest way to get there.
- Fastest and least onerous
- Fastest
- Fast and fun
- Cheapest
- I like the Bike Coalition vision of Market Street
- Broken pavement and pot holes
- Loading trucks and mail trucks parked in bike land, forcing bikes to switch lanes and try not to get caught in Muni tracks.
- Continuous separated bikeway upper Market to Embarcadero
- Feels like a natural important link in the bicycle network and it's flat
- As a courteous cyclist myself, I wish more cyclists were more courteous to pedestrians
- When I come downtown for an evening event, I often bike down and then take a bus home w/ my bike – 45 year old woman
- Free, faster than bus, and healthy
- Cheapest and fastest.
- Cheapest, funnest and fastest.
- A fast, healthy way to work, but past 8th it gets challenging to maintain a good pace.
- Most convenient, cheapest, get exercise and fresh air
- I would if I felt safe because it's nice to get outside and it would be fast. Need bike more racks at Ferry Building, Union Square.
- Cheapest, fastest, healthiest mode. Need more bike racks everywhere on Market.

- Fun, fast, cheap, easy.
- Biking on Market doesn't feel safe enough
- Puts me in control of my commute (for the most part).
- Fast, convenient, fun, but pavement is hazardous – even more so than traffic.
- Don't need to wait for a bus, which will stop every two blocks.
- Need more places to lock bike, especially near 5th.
- Like bicycling down the Octavia/Hayes out – though it is dangerous, but there is a designated bike lane. Ride there at your own risk.

Driving: best mode = 4

- I generally like driving on Market. I wish there wasn't so many one way streets though
- Often drive parallel to Market and park at 5th and Mission garage, then walk on Market – very convenient.

What Are The Major Obstacles You Encounter Along Market Street?

Public Transit

Can't tell which line to take = 7

Travels too slowly = 44

Doesn't go where you need to go to = 0

Doesn't come frequently enough = 23

Vehicles are too crowded = 48

- Eliminate all cars on Market Street heading east to speed bus and other public transit modes.
- Eighth and Market boarding island does not have ramp. People with walkers feet get trapped on that island. This violates the principles of the ADA.
- Run the J- Church on the surface of Market Street.
- Ticket machines at key F-line stops would speed up boarding process
- Separate transit modes
- No understanding of where the underground Muni trolleys go to - better signs
- Need to make bus stops further apart. Make buses run on one lane.
- Free zone downtown to speed up loading
- Muni not safe
- Keep vehicular traffic a possibility – pedestrian only is a commercial death sentence
- What happened to the "S" Castro Shuttle? (It's on your public transportation list)
- There needs to be more double trains on the K, L and M lines. Often there's only a single train.
- The boarding island is too narrow
- Underground Muni, except not after 7 pm, as I can't wait 30 minutes.
- Need to upgrade stops to make them bigger

- It can be very confusing where the buses and street cars stop to pick up passengers at two different areas on one block.
- The Muni shelters are the worst design to date – very user unfriendly
- No car traffic – except taxicabs ok.
- Don't know where underground entrances are or what lines stop where (island or sidewalk)
- J Church line from Noe Valley gets backed up and slow when it goes underground under Market.
- New (temporary) Transbay Bus terminal is hard to find. Arrows should be helpful, but are misleading, should give its address.
- Lack of seamless system between Muni/BART
- Frequency of buses and underground Muni is below par – sometimes waiting for a long time or when they come all at once
- Buses break down a lot on Market. I'd rather take a bus on a side street and then walk.
- Too much congestion related to turning from Market Street
- Get cars out of the bus only lanes
- Rush hour underground timing can be difficult. N and T trains often have gaps in service, sometimes as much as 30 minutes.
- Need more frequent service on F line, especially in early evening hours
- Trains are often way too crowded to even board. So waiting around watching trains go by. Buses even more unpleasant to ride and take longer. Plus don't feel great about waiting above ground for buses because of safety.
- Muni drivers are rude and station agents are often non-responsive
- Buses stop too much, making bus travel aggravatingly slow.
- Crowded and dirty Muni cars
- Need more transit service
- Erratic Muni N line – especially on weekends
- Muni tends to run in a “batch flow” so a bunch show up at once and then none for a while. When they do show up, they are packed.

Walking

Uninteresting place to walk = 24

Don't feel secure = 33

Intersections are tough to cross = 23

Market is not most convenient route = 0

Too windy/uncomfortable microclimate = 30

- Pedestrian safety is an afterthought. This must change.
- Lose the social services on Market – move to side streets.
- Host a focus group at the Temple Baptist Church Senior Center.
- The homeless people lining Market Street make the streets seem dirty, unsafe and uninviting.
- Too many bicyclists speed through traffic lights, cut off pedestrians crossing the street.

- The corridor between 5th and Van Ness has no architecturally interesting sights and few shops/restaurants
- Mid-Market – Civic Center stinks
- Dedicate signals for walkers crossing Market only no motor vehicles – longer count-down clock.
- Immediately repair pavement in front of Old Navy at the crosswalk. It is unsafe for all.
- Pedestrian signals on Market are based on 4 feet per number. It needs to be 3.5 feet per countdown number.
- No private cars. Fewer places for cars to cross Market.
- Shift some buses and maybe all bicycles to Mission Street.
- Raised striped crosswalks at some intersections.
- Too many areas where there is no or little economic activity – urban blight
- At 1 a.m. the street is scary. I am intimidated by the homeless and drug users who hang out on Market
- Too many street people homeless who constantly approach you for money or food
- Vehicles should no longer be prioritized over pedestrian safety.
- Cars and bikes should obey the rules of the road
- Market is very dark at night with few police, people, or security.
- Like the Ramblas or the Leidserstratt, make a center of walking down the street and close off to cars
- Lose the brick
- Keep the brick
- Brick sidewalks are dark and dirty – use lighter colors
- 6th street is scary
- Walking on Market just isn't safe
- Van Ness to 8th is particularly empty and dull with long blocks
- Must have coffee shops, trees, and outdoor seating
- The wind is particularly bad between 9th Street and Van Ness
- Cross traffic on one-way arterials is a barrier and noisy.
- More street activities and mixed-retail services
- Parts of Mid-Market are blighted and hideous, un-savory. Need more trees and landscaping.
- Get rid of the standing, create interaction, movement. Why stand?
- Much rather walk down Mission – less “stuff” to deal with
- I'd love to see more businesses, cafes open. Have the art and theater scene back.
- Empty storefronts along Market invite “undesirable” activity that make it uncomfortable to walk by.
- I feel very unsafe walking on Market past the Westfield shopping center. I've been offered drugs multiple times.
- Generally use underground pass-throughs to move along Market Street to avoid surface activity, which can be sketchy.
- Traffic and bicyclists change too fast so I have to run to islands and then cross later.
- Because of wind corridors, I avoid Market Street. Was almost blown over the other day.

Bicycling

Pavement too uneven = 18

Lacks continuous bike lane = 35

Conflicts with buses = 25

Conflicts with cars and/or trucks = 31

Difficult connections to/from Market Street = 3

- Big pot holes need to be fixed
- Need a dedicated cycle track to prevent bus conflicts and right hand turn conflicts. It can be really dangerous.
- Bike safety on Market Street. Bike riders provide ability to operate safely on all city streets.
- Bicycling on Market is very dangerous with all the buses and traffic.
- Conflicts with cars and buses are everywhere for cyclists but it's particularly bad on Market because it's narrow and there are so many vehicles (trains, buses, cars) as well as pedestrians. It's a crazy busy street.
- Islands create bottlenecks and traffic can't wait a half a second.
- Not enough places to lock your bikes.
- Bus conflict with pedestrians is an issue
- Dangerous leap frogging
- It's terrible and dangerous.
- Bad surface and pot holes, especially in bike lanes.
- Biking on 6th Street is not good because it is too narrow, traffic is ferocious, and there are pot holes
- Van Ness is not safe for bicyclists. It needs a bike lane.
- Market Street is gnarly – full of obstacles and awkwardness – dangerous – bad surface
- Streetcar tracks make me nervous. Lots of potholes. It will be completely gravel by 2015
- Tracks are dangerous
- Need continuous clear straight bike lanes
- More secure bike parking
- Biking freaks me out. Won't do it. I know at least five people who have been hit by a car.
- A continuous bike lane would be great!
- Need to separate bikes from buses and cars for everyone's safety
- BART grates are death traps. Pavement is potholed and uneven at man-holes, grates, etc.
- Conflicts with transit - buses take up full lane, making them difficult to pass
- Difficult to switch from bicycle to other modes
- I want to start biking in the City but I feel unsafe on Market
- Bike lanes should be like in Europe, either down the middle of the street or on the sides safely.
- Congestion
- Yes, some one-way streets make cycling difficult (have to go around about to get to destination)
- Have to cross Market on a one-way street bike is hard, especially southbound at Polk and Hyde if you need to cross lanes. There are many one-way streets from Civic Center westward.

- Reopen Powell – Yurba Buena pedestrian travel

Car, Commercial Vehicle, and Taxi

Don't know where to get a taxi = 15

Don't know where to find parking = 14

Not clear where to pick-up/deliver goods = 1

Not clear where to pick-up/drop off customers = 7

Confusing one-way streets, signs and turns = 26

- Businesses really need places to receive goods and deliveries.
- Have a dedicated taxi loading area other than at hotels. It is impossible to find a taxi on Market at any hour.
- Hard when you live here
- Confusing signs for autos.
- Crossing Market from Market is difficult
- I think the traffic on Market is partially because of the confusing one and two way streets. If cars are able to use side streets, there will be better flow on Market.
- It's not save to get a taxi on Market Street
- When the symphony, opera house, ballet, or auditorium are in use, there is no parking available on the street or off the street in Hayes Valley or near, which totally strips the area for any other use, i.e. retail, restaurants, etc. Plus, three public parking lots have been razed in planning to become condos.
- Need to keep lanes for commercial traffic – open flow for deliveries is the key to events and commerce
- Cars off market!
- No left on Market
- Not enough taxis to rely on at certain times
- Finding a taxi is a city-wide problem, not limited to Market. We should try like Chicago where most hotels and restaurants hail cabs for you.
- Yes, parking garages may be underused...check the cost per 20 minutes - \$2 \$5!
- Accessible parking bays by transit station elevators needed
- Change policy to allow taxis to pick up and drop off mid-block, curbside
- Wide bike lane makes it difficult or impossible to flag taxis if elderly or disabled.
- No legal place to load/unload wheelchair passengers from rear loading cabs by BART elevators
- My out of town friends hate driving here
- Probably leads to more distraction of drivers and more traffic accidents
- Hard to make left turn from Mission Street to get back toward Market Street

Public Participation Survey Comments

Is there anything you would like the project team to know that was not said at the workshop? Use other side if needed.

May 17, 2011

- Better income possibilities for street vendors
- What happened to the long-term notion of no cars on Market Street? It has been discussed since 1975.
- What wasn't discussed are the limitations of changes and needs of Muni. It would be interesting to know about that.
- Don't punish your businesses for existing. We need to acknowledge delivery, service, and taxi routes - keeps traffic "flowing."
- I would love to see San Francisco turn into a beautiful European like city, with fantastic public transportation, large pedestrian malls, walkways, and limited private cars and an active cafe culture.
- Safety along all of Market Street can and will improve if police walked it, especially where addicts are selling, urinating, sleeping and sitting (i.e. Fox Plaza west to Gough).
- Enjoyed presentation and feedback process.
- Larger font size on printed material. Please use 12 or higher.
- Street furniture that allows people to set bags down without bending over, i.e. between hip and knee level.
- I would like to see more movie theaters, miniature golf course, a bowling alley, a Wal-Mart store.
- Opportunities for innovation? Mid-Market offers the opportunity to develop this district into a showcase for sustainability, extending the sustainable resource district at Civic Center down Market to create an Eco-District. Opportunities: permeable sidewalks, LED lighting, alternative energy, solar roads/photovoltaic pavement in addition to bike paths and public transit. Partners to engage: SF PUC, EPA, SF Environment, PG&E. More info: James.Hanusa@gmail.com
- More seating for elderly to rest while walking along Market. Not benches – pairs of individual seat would be great.
- Market Street seems fine other than the block after block of boarded-up and vacant buildings. Bike lanes are good. Transit lanes are good. I don't think it's a good idea to ban vehicles totally, but I'm open on that. Without implementation of the projects already approved, no rearrangement of chairs on the Titanic is going to make a difference. One change from the 1972 Market Street design which should be changed is the theater marquee rule which apparently outlawed them. Theater marquees need to be allowed and reinstated. A perfect example is the truncated Orpheum Theater marquee. And the Warfield and Strand theaters chose to go flat up against their buildings. Quelle damage.

- Many issues need to be addressed. I have lived at 6th and Market for 14 years. Here are areas for improvement (in my opinion):
 - Noise pollution – work with Police and Fire Department to lower their siren volumes please – they are very frequent and excessively loud even in the middle of the night – please work with them.
 - Reducing vehicle traffic is great. I notice an improvement. Closing Market entirely would be an excellent idea.
 - I use a bike to get around and the bike lanes are an excellent idea. They do offer some protections from cars/taxis/buses.
 - We need more bike parking and a comprehensive bike theft program with the Police Department. I've had two bikes stolen, one in front of Nordstrom and the other at SF General Hospital due to lack of proper bike rack. More bike parking please.
 - Consider the lighting – yes we need safe lighting at night, but realize that people also live here. It's impossible to darken my apartment with monster street lamps on two sides outside my building. Please do not make Market Street into a Las Vegas – it's pollution.
 - More greenery – The “greenpods” and plants on the medians are a great step. Encourage City Hall to relax laws about roof gardens. Greenery is softer and makes the rough edges of the streets less so.
 - Help struggling small businesses stay in business until this area takes hold. We need small cafes for “normal” people, fewer cheap dives. Thanks.

May 24, 2011

- Great workshop. Please also discuss how this project is working in collaboration with other initiatives in the City focusing on this stretch of the City. Seems like public safety is the big issue and it is very much like a catch 22. I am also a professional Urban Planner and would like to get more involved with this effort, as a resident/homeowner in the neighborhood. Please contact me at wynnek@gmail.com.
- Taxis were consistently grouped with other cars. Cabs need to pick-up and drop-off all along Market. Currently, drivers are getting tickets for this, and as a result, passengers are having a terrible time flagging cabs on the main street in town.
- Planners should not try to make Market Street something it is not. It is not a landmark street but primarily functions to move people from place to place.
- Gradually reduce traffic on Market. Improve and increase transit service on Market. Improve pedestrian environment, bicycle access, taxi access, land uses, including ground floor activities.
- I am not convinced that too much should be done to integrate neighboring districts into the Market Street corridor unless it is done in a way that preserves the architectural and visual integrity of the district. Nothing gimmicky or cheese, or anything that is geared toward tourists at the exclusion of locals.
- I have lived in this area for 35 years. Many improvements have take place. I would like to see Market and 6 to 7th Street get a facelift. Especially the strand cinema area. I would like a deli

where the common people could afford a dish of wholesome food “a plate of many colors” 80% raw veg. 20% cooked (salad & soup) \$3-5. Call me – Mavis 728-604

- What are the likely funding sources and totals? How likely are the sources to be awarded and what are the risks?
- I ... allow the Tenderloin/underprivileged perspective being taken into account and represented at free public meeting.
- Thank you for accommodating my needs as a person who is legally blind. The staff was very helpful.
- Give me a call with AM help. 415-713-1961. 3rd generation native. Tired of seeing Market Street go to waste. Fran Buckley.
- Interested in participating in upcoming surveys mentioned during presentation.
- Thoughts about how to make Market Street feel safer and how to change social issues of homelessness, drug activity, plight, etc. I would be interested in seeing thought of closing down Market in certain sections to traffic and increasing artistic and cultural activities and commerce near open spaces and potentially in closed off sections..
- More restaurants, shops, etc. Remove traffic except for buses and cabs. Better lighting. Additional landscaping.
- Might be available for volunteer work for your project. Please contact me for that Laurie Troyer laurietroy@yahoo.com (*added to volunteer and email list*)
- Respect for old architectural designs taking care to preserve the look and feel of the past.
- I'd love to volunteer. I grew up in SF and plan to go to grad school for planning or urban design so I'd love to get firsthand experience. Violetta Muselli 415-828-0037 violettamuselli@gmail.com. (*added to lists*) I'm open to any opportunities but areas of interest include:
 - Community outreach
 - Transportation studies
 - Landscaping/public spaces
 - Minimizing environmental impacts
- It was very informational and substantive
- Interested in getting involved – volunteer – fstesta@yahoo.com (*added to list*)
- Scales, edges, and facades. The slide of pedestrians was a little hard to see the three diagrams.
- Unfortunately the blocks from Hyde to Van Ness are a wind tunnel which makes it very difficult to create inviting spaces. Not sure if this problem could be remedied (tear down a few tall buildings – not!)
- Please contact me with anything to do with culture on Market Street: surveys, ideas, etc. I would love to get the word out to performers, artist, etc. that they can participate. Also with SFMTA Taxis. lorriechang@gmail.com (*added to list*)
- Pedestrian safety was not fully addressed. It was only tangentially “touched” on the board #4. The four ped questions were about attitude, only one about safety. Four of the five bicycle questions were about logistical means of bicycling like roads, lights, and traffic safety. This was biased toward bicycle section.

- Efforts to invigorate west Market Street should take into consideration cross traffic calming measures. At present, most cross traffic is either entering or exiting nearby freeway ramps with heavy volumes at high speeds. I'm interested in volunteering on pedestrian issues, especially involving the aged and disabled. Howard – hbloom@rawbw.com (*added to list*)
- For this effort to be successful, the crime and perception of crime, homelessness and other quality of life issues must be dealt with. Vacant storefronts, litter and street panhandling drives people away. Potential volunteer – transportation - Neil Poling neil.poling@gmail.com (*added to list*)

C. Survey Comments



Appendix C

Better Market Street Public Outreach

Online Survey Comments—Round One

June 2011

An online survey was available from May 18, 2011–June 17, 2011 for the public to provide their input on Round One of the Better Market Street Project.

The questions listed in the survey were the same as those asked of participants at the Round One workshops.

A total of 250 participated in the survey.

A total of 167 (66.8% completion rate) completed the survey.

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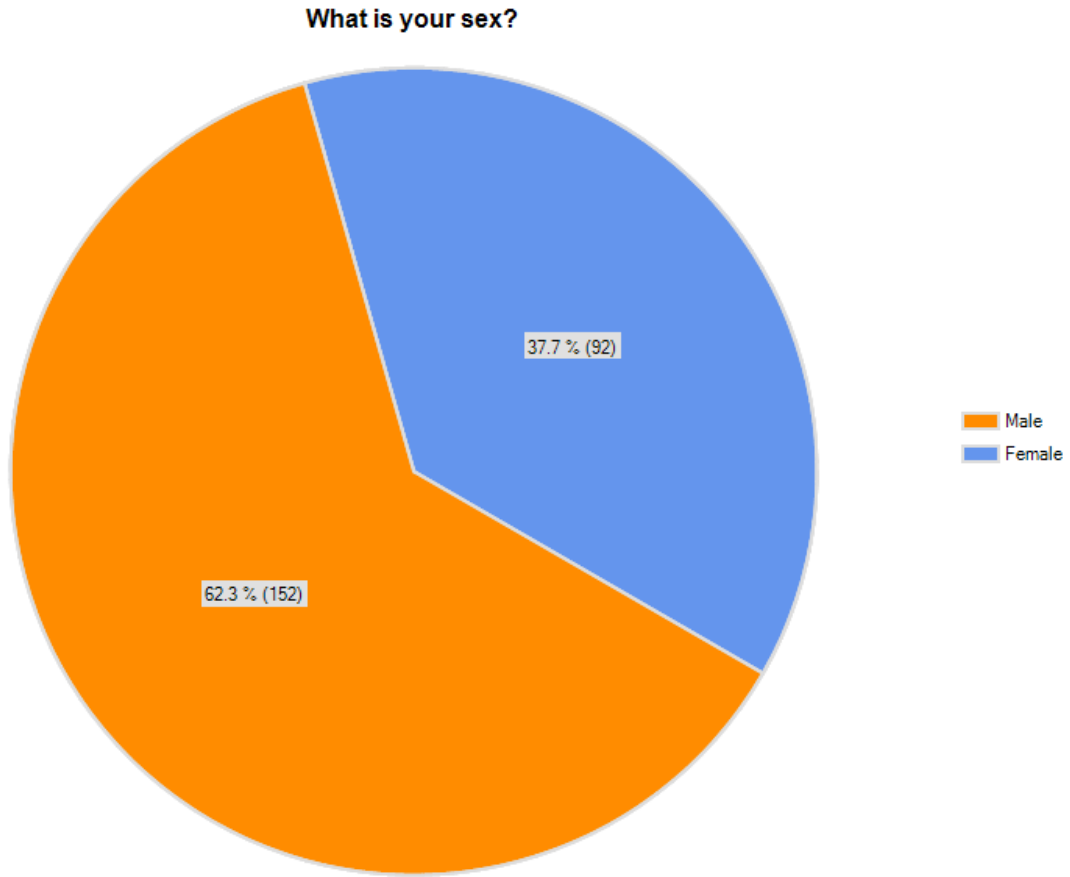
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Question 1: What is your ZIP Code?

Better Market Street Survey 1		
What is your ZIP Code?		
Answer Options	Response Count	
	244	
	<i>answered question</i>	244
	<i>skipped question</i>	6
Response Text	Zip Count Totals	
Invalid Zip		3
22902		1
33316		1
84043		1
92081		1
94010		1
94102		26
94103		16
94104		2
94105		4
94107		12
94108		1
94109		14
94110		31
94112		1
94114		25
94115		11
94116		3
94117		42
94118		5
94121		3
94122		11
94123		2
94124		2
94127		4
94129		1
94131		3
94132		2
94133		3
94158		1
94608		1
94609		4
94610		1
94703		1
94710		1
94801		1
94904		2

Question 2: What is your sex?



Question 3: How do you typically travel along Market Street and how would you characterize the experience?

How do you typically travel along Market Street and how would you characterize the experience?
 Respondents may only pick one mode of transportation. Please select the appropriate characteristics
 Attractive/Unattractive

Answer Options	Attractive	Unattractive	Response Count
Walk Only	9	19	28
Walk - On Street Transit - Walk	11	14	25
Walk - Underground Transit - Walk	12	28	40
Bike Only	18	35	53
Bike - Transit	5	20	25
Car or Taxi - Walk	1	5	6

Answer Options	Safe	Unsafe	Response Count
Walk Only	13	15	28
Walk - On Street Transit - Walk	16	9	25
Walk - Underground Transit - Walk	32	8	40
Bike Only	16	37	53
Bike - Transit	3	23	26
Car or Taxi - Walk	3	3	6

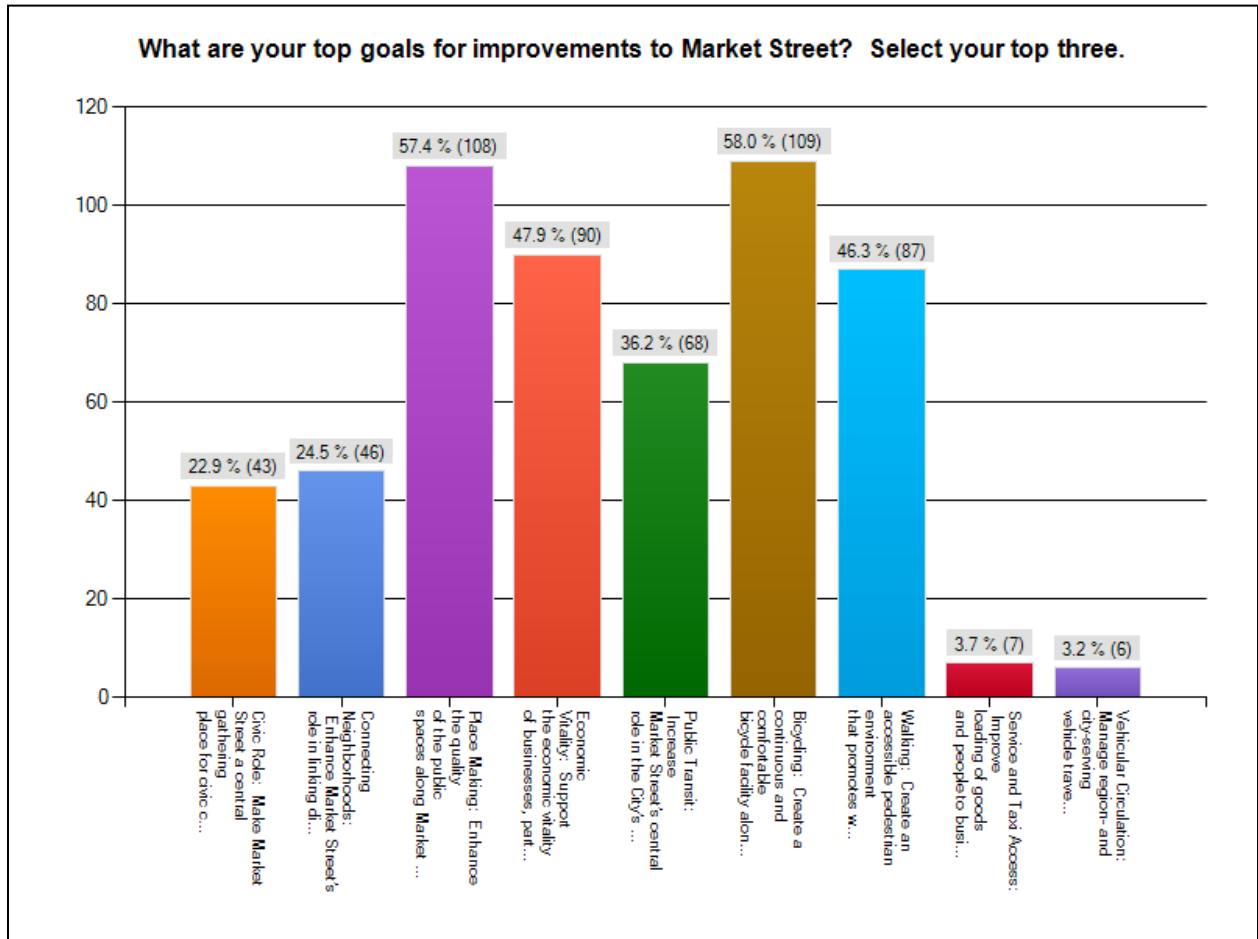
Answer Options	Quick	Slow	Response Count
Walk Only	16	12	28
Walk - On Street Transit - Walk	7	18	25
Walk - Underground Transit - Walk	27	13	40
Bike Only	38	15	53
Bike - Transit	9	16	25
Car or Taxi - Walk	0	6	6

Answer Options	Enjoyable	Unenjoyable	Response Count
Walk Only	11	17	28
Walk - On Street Transit - Walk	8	17	25
Walk - Underground Transit - Walk	14	26	40
Bike Only	23	30	53
Bike - Transit	12	13	25
Car or Taxi - Walk	2	4	6

Answer Options	Convenient	Inconvenient	Response Count
Walk Only	24	4	28
Walk - On Street Transit - Walk	16	9	25
Walk - Underground Transit - Walk	35	5	40
Bike Only	46	7	53
Bike - Transit	17	7	24
Car or Taxi - Walk	1	5	6

			Question Totals
		<i>answered question</i>	179
		<i>skipped question</i>	71

Question 4: What are your top goals for improvements to Market Street?



Question 5: What areas of Market Street do you like best and why?

What areas of Market Street do you like best and why?	
Answer Options	Response Count
	162
<i>answered question</i>	162
<i>skipped question</i>	88

Responses:

- Quite frankly, I would consider the Union Square area. However, Hallidie Plaza needs to be covered.
- East of 5th seems safe(r) and clean(er).
- Castro Plaza: It's a wonderful example of how unused space can be turned into a destination for locals.
- Castro Area is the only part of Market Street that has nice shops, restaurants and feels inviting.
- One reason I have done this is that I wish to tell someone that the new murals at the MUNI stops are fabulous!udos to who worked on this.
- The Castro area is fairly clean and has lots of local business and other destinations. The FiDi is clean and safe enough during the day, but is dead for citizens after dark or on the weekend, because there is no street-level reason to be there and it gets spooky at night.
- Embarcadero - because it's used by people and not car centric.
- Civic center near the farmer's market, because of the farmer's market and the library and there is less auto traffic; and the Montgomery area because it is very lively with locals (not just tourists) - I don't like all the auto traffic near Montgomery, though. Also, I love the end of Market street near the Embarcadero because it is a gateway to the Bay and the Ferry Building, and Justin Herman has some nice craft markets. It's quieter (traffic-wise) down there too.
- I love the action on all of Market Street -- especially once you get a little bit west of the Financial District. But there's no one place in the whole area that allows for lingering -- it's all about movement through.
- Once above Valencia towards Castro I feel comfortable, safe, and interested in exploring.
- The section with bike lanes and bike boxes is the best.
- Embarcadero is the best part due to its iconic Ferry Building and the great public spaces with markets, etc.
- "Union Square: For the shopping of course. Seriously though, I like that Union Square is full of shops you don't find in any old mall. All the sidewalks in the area should be as wide as Market Street though. I also don't like the entrance to Powell Station. It feels

really creepy that the exit is 2 stories below ground and have to try and get around homeless people trying to selling me a Street Sheet and even more gathered around the railing above looking down at me.

- The Theaters: I wish the City would try and make the middle of Market a arts and theater district like it was before the streetcars were taken out. With all the Burning Man artists in the Bay Area you could probably make it better than it ever way."
- Gough to 16th - interesting businesses, activity, things to look
- Upper Market (Castro) is a neighborhood. Vital, busy, safe.
- Between Valencia and Van Ness. Separated bike lane. With the exception of the Honda dealership/repair, nice-looking enough without being totally built up like the part of Market around the Westfield Shopping Center.
- castro. it has a neighborhood feel. less homeless people.
- I like market above gough. it is a lot safer and cleaner going from gough towards the Castro
- Financial/museum areas for access to cultural hubs, castro area's on the way to good entertainment, but doesn't have a whole lot to offer itself.
- "From Powell Street Station east. It seems like it's been better maintained.
- And also from Van Ness west, in the Castro. The Castro is very pedestrian friendly, with interesting ground-floor businesses."
- "1) Cafe Flore - the seating and greenery make it really nice, despite being at a six way intersection where cars are always honking and people are dodging cars.
- 2) Harvest Market - They've also put out a lot of greenery and made a nice seating area. The sidewalk is too narrow though.
- 3) Wide downtown sidewalks. There are several things that work together here: the wide sidewalks allow for two rows of trees the creates a really nice tree canopy while the extra space leads to people setting up things like food carts, flower shops and the guys with the chess tables near fifth street on the outside of the sidewalk. Because it's so wide there's still plenty of space to walk, but now there is a sort of buffer between me and traffic along with giving me something interesting to check out on either side of me. I don't like the brick itself, but it makes a statement that this is a special street that gets the classiest sidewalk in the city. Brick might make it unique for San Francisco, but half of Boston has brick sidewalks, it really isn't that special and since there have been better sidewalks put in along King Street and Valencia that Market should now try to top. It also hasn't worn well and if you look for more than two seconds you'll see all the places it has been dug up and relaid."
- Between Valencia and Castro - there seems to be the least social engineering.
- the block between octavia and laguna is my favorite because it is lined with taller trees and has some outside seating area for the various cafes in the neighborhood. I also love the bike lane separated with traffic markers near ninth street (fox plaza), as the physical barrier makes a biker feel so much safer, even if it is a flimsy barrier.
- I like the areas around Powell Station the best. Lots of people and lots of shops. It could use some benches and places to sit.
- 5th to Embarcadero

- "The Castro, it's the only part of Market that seems to actually works in spite of the city's efforts to make it look like a suburban arterial from LA.
- Even then, the only nice parts of the Castro on Market Street are the south side of the street where it's a bunch of small storefronts instead of the massive big box retailers that just kill any activity on the street like the Pottery Barn, the Safeway hidden behind the parking lot and the dead space left by the Tower Records that I hear is not going to be a Trader Joe's because of parking.
- East of Van Ness there is a double row of trees on each side of the street because there's no median."
- between 4th and Fifth, Church and Castro because the sidewalks are active and pleasant to walk, full of energy.
- Perhaps around UN plaza just because there is open space and occasionally things going on there. But can't say I like any area of market street a whole lot.
- Ferry Building to Powell. This section of Market Street is alive and prosperous.
- "Foot of Market by the Ferry Building. Open, lots of people and things going on.
 - Between Fremont and Montgomery, I like the plazas and little side areas with water features. Lots of places to sit and eat lunch and people watch. I've seen small concerts from time to time and would like to see more of those.
 - Around 4th & 5th, all of the shopping, the Powell St cable cars. The hustle and bustle is fun, lots of places to go including up to Union Square which is a fun area even for window shopping.
 - Between Church & Castro - lots of small shops, little quirky, a bit of a small town feel in a big city. A different vibe than lower Market or Union Square, little more homey and authentic. Easy to get to on the F-line from lower Market, but it takes too long."
- The sidewalks are nice because they are large and allow for people to walk 3 or 4 abreast.
- Near Powell Street there are many transit connections, cafes and shopping options.
- "5th st east to embarcadero
- -sidewalks are wide enough to accommodate lots of pedestrians"
- There is no part of Market Street that I enjoy being on. :(
- "Financial District to Union Square
- Valencia St to Castro -- walking friendly; things to do and see"
- West of 12th Street. Feels like a unique neighborhood. Attractive but real. Mix of commercial and residential.
- Union Sqaure and the end by the Embarcadero
- Where there are places to sit and the wind isn't too bad and there are lots of people.
- I like the end of Market by the Ferry building and Market street from Octavia to the end (Portola) because it is SAFE and relatively CLEAN.
- the stretch from 4th street to the Embarcadero because it is the cleanest and has the newest development
- Public squares like the one at 1st and market because people can gather there. Civic center plaza because it has the farmers market there.

- "I like the area between Powell and the Embarcadero, mostly because it feels welcoming, especially as one approaches the Embarcadero (where the opportunity and experience of being on foot is greatly enhanced by the Ferry Building and Justin Herman Plaza, i.e. people-gathering areas).
- I also really like Upper Market near the Castro for the same reasons, including the nice businesses."
- Bustling activity. Big-city energy. All kinds of people. Bike lanes.
- The area around 1 Market where there is an outdoor market. Also the area around the Castro where it takes on a neighborhood vibe.
- yerba buena alley. public seating.
- I like the new traffic calming improvements and plantings on Market Street between 8th Street and Van Ness.
- I like Market street past Valencia and into the Castro. Very scenic. Vibrant shops. Comfortable bike lanes, etc.
- From Embarcadero to Castro, that's what the Paris' Champs Elysees are. A long walkable and store friendly street with 2 iconic landmarks (Concorde and Arc de Triomphe for Paris, and Embarcadero and Rainbow Flag for San Francisco).
- I like the mid market area because it is full of true people, people who have had hard lives and represent the underside of our society, the part that our society likes to sweep under the rug and hide. Mid market has great potential. The civic center and UN plaza areas could be used way more effectively. The wide sidewalks could also be used more effectively with things like ping pong tables, bocce ball courts, chess tables and seating areas.
- Close down to the Ferry Building, modern businesses, good views, the Ferry Building
- 8th to Van Ness where bike lanes are clearly defined
- Castro area/Ferry Building area- clean, good facilities, lots of retail and foot traffic, general feeling of safety (daytime at least). It's what urban living should be.
- Everything from 5th St to the Embarcadero, and everything between 8th St and Castro.
- East of 3rd St. It's quieter, prettier, and friendlier.
- "Castro Plaza - Even though it's still just some planters and a painted street, it's become the neighborhood center.
- South Side of Market between Castro and Sanchez - there is a very wide variety of small shops that always has a lot of activity going on. Contrast that with the north side (the sunny side of the street) which is mostly dead.
- Octavia - It is SO MUCH BETTER without the freeway. It's still far from done and I don't like that there are still vacant lots (is that place next to the center ever going to be built?) but it is coming along.
- Zuni's block - Not sure what the street names around there are, but it has a very nice feel to it: all the trees are fully grown and provide a nice even filtered light along the block, the shops are well kept, the awnings look attractive, provide a nice balance with the trees and sort of hide how tall the buildings are. Zuni at the end is short, but one time I just happened to notice the mattress store was actually a 6 story building and because of how effective the street level feel was established, it probably could have been 2 or 20 stories and not made much difference. There's also this alley behind Zuni

that I think is how you get to the new building behind it's parking lot, but every time I'm there on foot or by bike I notice there's always a car moving around, but because it's small and one way, I never have to worry heading westbound on my bike that some car is going to come by and cuts me off when they make a right turn onto the ally, nobody would ever try and turn down that ally without slowing down first.

- Plaza on the North-East corner of Battery & Market - With all kinds of food within a block, it's pretty comfortable at lunch time even though there's all that traffic moving by. Along two sides of the triangle shaped plaza are trees that don't so much hide the skyscrapers as the canopy just creates a transition so I don't feel like I'm sitting in some small gap between a ton of tall buildings. There is one side of the triangle open at Battery which I think could use a couple trees as well to help complete the effect.
- The North side of the final block of Market between the cable car and Ferry Building plaza - even though there aren't many shops, there's always a lot of activ"
- Upper Market because it is clean and safe. Past Octavia towards Castro because it is cleaner/safer than mid market and the shops are colorful and interesting.
- 4th and market, lots of people, shops, nearby parks
- Lower Market, 5th street to the Ferry Building. There are always nice plantings and the entire area is vibrant.
- new green painted separated bike lane, forced right turn off Market for eastbound traffic just east of Van Ness
- Market between 5th and 2nd. There is a lot going on here. There are many people on the sidewalks, street performers, shops, etc.
- bike lanes, green lanes for bikes, new plaza new-ish Jewish Museum, steps where bike messengers sit.
- Between Van Ness and Castro because of the great bike lanes
- Downtown and near Castro less pee smells more interesting shops.
- The base because of the lack of vehicular traffic and the Castro because of the storefronts.
- Separated bike lanes - nice and safe.
- 1st street to the Embarcadero; Gracious sidewalks with activity and plants. Civic Center is quite nice for events but very cold otherwise.
- Powell
- Castro to Gough, the shops are more vital, it's cleaner, the palm trees and less drug addicts peeing.
- Farmers Market due to the diversity of people who gather there.
- The parts that have the safest and most convenient bicycle facilities--between Van Ness and 5th.
- Ferry Building/Embarcadero and Powell St are best because there is the most activity
- anything above 5th Street - lots of activity, people walking, buying, looking
- it really depends on time of day and why i'm there.
- Lower Market from Montgomery to Ferry Bldg. Mostly clean, wide, retail at street (although lets me honest it ain't that great).
- Down near Embarcadero, lighter and more pedestrian friendly

- Embarcadero and Castro area - cleanliness
- i like the separated green bike lanes because they feel safer. whether or not they are safer i do not know.
- Between Powell and New Montgomery because is full of life
- For bike riding, I like the parts with the protected bike lanes. I probably like the far east end near the Ferry building the best just because it's calmer and prettier than the other stretches. The part I use the most is near the Powell street Muni station.
- Down at the end by the Ferry Building because it's open and accessible to pedestrians, and there is a little less crime because it's a tourist destination. Also, near 16th in the Castro because there are lots of restaurants and stores to wander around.
- Market between Drumm and the Embarcadero, because it's clean, there aren't a lot of homeless people, the sun is usually shining on that spot, and there's a fantastic view of the Embarcadero and Ferry Building.
- The area closest to the Embarcadero-- there is usually some activity without the huge mass of people between 4th and 5th, and it feels nice and open, without too much traffic.
- Civic Center Farmer's market. Parklet at 17th and Castro.
- financial district to embarcadero - vibrant, full of life with people who live and work here, and i love the beauty of the buildings and the bay
- The crowded parts. San Francisco feels like a place people want to be on parts of Market that are crowded and active with shops.
- downtown near Powell due to its high level of pedestrian activity
- near the ferry plaza, around powell, around the jewish museum, etc. the standard.
- The section that approaches the Ferry building. It's just beautiful.
- castro / duboce area: good transportation and entertainment
- I like the green bikeways on Market Street because I feel safer in them. I like the corridor from 5th to 3rd because it sees a lot of pedestrian traffic.
- From Valencia and east, because of the improving bike infrastructure
- The areas from the Financial District all the way to the Ferry Building. It is stable and civilized, there are events like the ferry plaza farmers market, a lot of shops etc. Another would be the areas near the castro district, Duboce Triangle and Upper Market, same particular reasons, a lot of shops good people, civility and stability. Another would be partially the areas near Market, Stockton and 4th because it is a shopping area, with shopping centers and the Metron and Moscone Center for events like the auto show.
- I like Justin Herman Plaza because it is a nice big area for pedestrians to safely roam ... and has some seating with neat artwork nearby. I wish there were a kids playground near the Ferry Building for the 1,000+ kids trapped in daycare centers near their moms and dads offices by the Ferry Building.
- The area around Market and Gough is sunny and surrounded by beautiful buildings but has such narrow sidewalks
- West of Octavia, because that is where retail density is high and where there is a lot of pedestrian traffic supporting those businesses. Also, fewer buses & cars on western Market street make the street less crowded and thus easier for bicyclists to navigate.

- Embarcadero
- From Castro to Valencia and 5th St to Ferry Building. They are well traveled and have good bike lane markings.
- The stretches between intersections - no cars to worry about and people spread out.
- I really enjoy Market Street between Van Ness and the Castro - the buildings are smaller, the wind less severe, and the sense of neighborhood and community stronger. I also enjoy Market near the embarcadero and New Montgomery, although it lacks some character. The sidewalks are very wide and the activity (at least during the day) makes it feel like a vibrant urban center that few other cities in the US replicate.
- None
- Upper Market near Castro and Market Street through the Financial District because it's safe, interesting, lots of people, etc.
- Embarcadero - b/c of the Ferry Building
- Embarcadero Area
- the new green bike paths, although the way they go from one side to another is very inconsistent
- I like the bike lanes
- powell = cable car turnaround + people + open space
- I love the part of Market Street between Castro and Church, and near the Embarcadero. Both are areas that were re-developed in the past couple of decades, and have really benefited from it. They're welcoming to cyclists and pedestrians, though the bike lanes are a bit dodgy -- they'd be better if they were actually separated from vehicular traffic completely.
- The area around UN Plaza, especially when the vendors are set up.
- From Castro Street to Octavia because its cleaner than most of Market Street, diverse in the sense of what types of business line the street for example cafe's, clothing shops, bars, etc.
- area with the protected bike lane
- Union Sq. adjacent. The shops, cable cars, Metro and "F" line draw/deliver a good sized pedestrian crowd and the energy is vibrant, urban. The setting is clean, the architecture interesting.
- From Powell St to Embarcadero. There are lots of businesses and people out on the street.
- castro: colorful, great shops, easy safe walking
- Upper Market, Powell Street area, and Financial District because it is pleasant to walk and spend time--there are stores and restaurants.
- I like the civic center area because of the markets and powell street down to embarcadero because of the stores and its where I work.
- The part with green-striping for bikes is nice.
- Civic Center, Embarcadero
- The beginning/end (Ferry Building, Embarcadero, etc). Beautiful, cleaner than most of the rest of Market Street.

- As a daily bike commuter, I'd have to say the stretch between Octavia and 8th St, where, thanks to cycling infrastructure improvements, you don't feel quite as vulnerable to getting hit by a car
- Almost Anywhere there is a bike path because I feel safer and like cars expect me to be there.
- The green bike lanes between Gough and 8th, because it's the only stretch where riding is safe
- from the Ferry Bldg to 4th street is my favorite section for the convenience to work, shopping, access to transit, sites and sounds.
- the green separated lanes (or would if there weren't so many potholes) down by embarcadero, as sidewalks are wider, cleaner than towards van ness
- Around Powell is always lively and then further down towards Embarcadero is nice with more open spaces and plazas.
- Octavia - S. Van Ness: restaurants, stores and bars, wide side walks, separated bike lanes, good transit, people walking, connected to adjacent areas, cars not generally too aggressive.
- "UN Plaza -- Farmer's Market, public art
- Between Third and Fifth -- around the clock bustle and activity."
- Near Montgomery BART...there are gathering places and beautiful buildings as well as vibrancy...lots of people and activity.
- I like the parts that are vibrant - with shops, cafes, etc. For biking, I like the parts with buffered bike lanes and smoother pavement.
- 5th st to 3rd street. Most shops and people. Lots to eat. Good vitality.
- I like the area near the Powell Street cable car turn around because there is always a critical mass of people congregated there. I also like the area where Market Street terminates into the Ferry Building on the Embarcadero. Actually, the visual site line down Market Street is one of its best features. Seeing the Ferry Building as you come over the hill from the Castro is beautiful.
- The pedestrian-dense areas: Church and Market, Embarcadero, Jane Warner Plaza, Noe and Market.
- less congested past 5th.
- Between the Embarcadero and Powell areas (especially the new Mint plaza area) because of the amenities.
- The main stretch of retail between 4th and 5th because there are places to go and lots of people walking around
- upper market. more lively, warmer, more sun.
- The best part of Market is at the very beginning, by the Hyatt and Ferry Building, because you can actually enjoy walking around.
- I like the civic center plaza when there's a market. I like the end of market street by the ferry building, and I like lower market as the scale gets a bit more human. The powell street area is nice and lively, but not as pleasant as it might be.
- Between 1st and 3rd -- always bustling, people on the move, many storefronts open to street

- Market St. at Yerba Buena Lane. Great buildings, vibrant stores, relatively minimal social issues distracting the environment.
- "Market near Castro (trees, public spaces and cleanliness);
- Financial District (trees, public spaces, cafes etc)"
- From Octavia to Castro is the section on Market I enjoy. The traffic is not as intense and the "thug" element I mentioned earlier is not so intense.
- I like coming through the mid-block passage to Market. The pedestrian walk connects Yerba Buena cultural attractions to Market Streets shopping retail activity. I'd like to see more cart vendors, street furniture, and bike racks.
- Market between Church and Castro, because it has active commercial activity, and residential. Market between 5th and Embarcadero is also good.
- The lowest section near the Ferry Building and up top near the Castro because it is safe and more attractive.
- The Castro has lively storefronts, lots of people dining/walking/lounging. Powell Street is lively, but too mega-commercialized. Downtown is nice, only during lunchtime.
- I like the Ferry Building area at the end of Market Street because it is easily accessible via public transit, has many businesses and host many activities, and is generally a safe place to enjoy.
- around Embarcadero because the area is cleaner than others.
- Castro - Church / walkable, stores, shops, clean, well kept
- Mid-market bike physically separated bike lanes
- From Westfield up to Ferry Bldg - It's busy, lots of businesses/amenities
- From 2nd walking towards the Embarcadero because you have sense of arriving at the Ferry Building.
- I like the character of Franklin to Octavia as well as the Embarcadero neighborhood, and also see a lot of promise in the Wednesday Farmers' Markets at Civic Center.
- Past Octavia towards Castro, north of 6th St towards Embarcadero. These areas are the safest and have most retail or entertainment destinations I want to go to.
- Market Street really shines near Powell St. right now, although it's primarily commercial. UN Plaza, Embarcadero Plaza, Octavia Boulevard, and Castro are areas that have lots of potential, but haven't lived up to the promise.
- Around Embarcadero because there is enough space to accommodate all the users - office workers, transit, bicyclists, tourists
- Market St terminating at Ferry Building: architecturally and culturally interesting. Provides beautiful public space.
- Mechanics statue plaza, great balance of activity, seating, landmark quality, views and the cars are confused enough to slow down.
- I enjoy the architecture and design of space from Stockton all the way to the Embarcadero. Downside: not many quick, easy, or cheap places to eat in the part of Market Street.
- The Ferry Building end. It's pretty, nice view of the bay.

Question 6: What areas of Market Street do you like least and why?

What areas of Market Street do you like least and why?	
Answer Options	Response Count
	165
<i>answered question</i>	165
<i>skipped question</i>	85

Responses:

- The Civic Center area, because it is supposed to be a walk friendly area from downtown Union Square and it is not.
- West of 5th is just awful...dirty, panhandlers and other unsavory characters.
- Valencia Street to 5th Street: The shops are all run down, the homeless have staked their claim and at night it feels very unsafe. In fact, I take MUNI to Church Street station and walk home from there at night even though Van Ness station is closer to my home.
- Well, what area of SF is worse than 6th and Market? :)
- seedy and shitty (sorry) aspects to people who walk around and bother people - the upside is that police visibility is very good in the area.
- I often walk from Guerrero to the Civic Center area or western FiDi area (6th or 7th?) and always get the "icks" when on the stretch from Valencia to about 4th Street. That's a lot of ICK! The seediness; the filth and the pungent smell of filth; the feel of danger; the actual danger from folks mentally unwell, high, or drunk and acting out violently; the packs of thugs hassling passersby; the untidy porn "palaces"... I have been a city boy all my life and I understand every city has places that are more colorful or raw or gritty, but this city already has SO much of this we don't need to promote it on our most (otherwise) illustrious boulevard, and I can't imagine these aspects are a boon for the city as much as a bane. I know as a citizen I consider this area a definite negative and I also know first-hand that visitors/tourists are shocked and disturbed and even frightened when they stroll this area, imagining that Market would be a great street in a great city. If only.
- Powell St - Lots of people dodging lots of cars, buses, taxis. It should be a pedestrian plaza - only rail.
- Around Powell/Union Square because it is so crowded, and people/cars don't often know where they are going - so it is stop and go...it also seems to be heavily focused on shopping rather than other activities such as eating, gathering, art galleries, etc. The area between 5th and 7th is severely depressed economically and it is depressing and scary to stop there. I like that there is less auto traffic there, though. Market and 2nd street is horrible, in that there is a really unsafe right hand turn lane that forces cyclists into the middle lane onto the muni tracks. I had a bad bicycle accident there once and was almost hit by a car.
- 6th-10th Streets are sketchy and gross.
- Between Powell and Valencia. The drug sale, harassment, and general debauchery of this stretch of Market St. is a bummer.

- The sections without bike lanes and bike boxes. I also don't like the sections with the tiny Muni platform islands (which is the entirety of Market Street).
- Between Octavia and Civic Center. There is a lot of traffic, homeless people, rundown shops, crime and nothing to enjoy except the Farmer's Market on Sunday.
- This is going to sound cynical, but... Everything between Union Square and The Castro. I don't feel safe and would never go there at night.
- 6th to Van Ness - huge homeless population, smell of urine, trash, lots of empty storefronts
- mid market (6th-9th) is just run down and icky. I would support re-investment in that area - corporate, housing, redevelopment... all of it to make that area more desirable - even for those of us 'just passing through'.
- Between Van Ness and 5th St. Ugly/bland, feels like buildings are abandoned.
- civic center area. unsafe and too many homeless people.
- mid market is awful. I never feel safe walking or on even the bus most of the time
- Tenderloin. It's gross, it's scary, it smells bad, it feels unsafe.
- From Powell Street Station west to Van Ness. I like rough areas, but this is really seedy, with not a lot of cool places in this stretch.
- "Oh, let me count the ways...
- Pottery Barn at Market & Castro - It's the biggest building on the block, but there's never anyone around because it's just so boring and dull, much like the window displays that nobody is ever paying attention too.
- Gas stations - I don't think they have a place on Market at all.
- Tower Records - I am still pissed off about Trader Joe's.
- Funeral Home parking lot - I have nothing against the funeral home, but the lot next to them could have been a street facing retail with the parking in back (it doesn't have an entrance/exit on 15th, it doesn't need 2 on Market)
- Beck's Motor Lodge - We can't have bath houses, but we can have run down sex motels? What gives? And more suburban parking lots.
- The parking lot next to the Beck's Motor lodge - parking for the obnoxious Marina girls who get shit-faced at Lime. If you wanted to enforce traffic laws at all, you could probably catch a lot of drunk drivers by hanging out there on Sunday afternoon.
- The entire 15th & Market & Sanchez intersection - even more car parking, vacant lots, gas stations, more parking, but still not a single secure place to leave a bike. Clearly the city is only interested in people coming to the Castro if they come by car.
- Market between Church and Octavia - Strip malls, parking lots, another gas station and a permanent homeless camp surrounding the recycling center. It kind of reminds me of the San Diego suburbs I grew up in - and fled from - except without as much sun and a bonus urine smell!
- The freeway offramp is still a problem. I've seen some near misses by cars illegally turning and almost hitting cyclists, but the city hasn't done anything about it but put a sign up to warn cyclists to beware of cars suddenly making illegal turns at high speeds without signaling while the cyclist has the light and doesn't have eyes in the back of his head. Because of that I only ride that section of Market outbound. Towards downtown I

ride the long way around then up Valencia back to Market, but likewise I would not make the left turn onto Valencia because there isn't a way except using the sidewalk crossing.

- The freeway still cuts off Valencia and Mission. I saw the plans before the freeway came down and I could have sworn the boulevard was supposed to go to at least the next block to Valencia if not further back up Division. It is going to take a long time for all the shops and buildings to turn over and gradually reconnect Upper and Mid-Market, it would be greatly helped if Valencia hadn't been left severed. It doesn't seem like it would be too hard to install a left turn lane to let cars legally get on the freeway with a space for the bikes and cars to cross past each other at a little more laid back pace. It certainly isn't right to put the responsibility for safety on the person who's doing the right thing by following the traffic laws.
- Mid-Market. By now I've pretty much been discouraged from walking or riding my bike in all but the best weather on sunny days. I'm also not able to ride to work because we don't have secure bike parking and I'm not allowed to keep it in my cube because it is supposedly a fire hazard. Most likely I'm bypassing this area altogether on the subway, but you might still get me to ride the F-line."
- Between 6th and 3rd - the human congestion is oppressive.
- The block near UN Plaza seems very cold and unwelcoming. There's a lot of potential there to plant more trees, provide for more common space to entice people to gather and spend time. That being said, I love that in this same place, old men gather to play chess.
- Everything from about 6th street to Van Ness is pretty dismal. Lots of empty storefronts, run down buildings, and even some empty lots. Given how expensive land is in the city I don't understand how this could happen. How do we have lots sitting empty on one of the busiest streets in the city? Zoning issues?
- 5th street to Frankiln Street
- "Everything else:
- The freeway offramp that cuts off Upper Market from Lower Market. It should have been built as a boulevard to Valencia, Mission or even farther back to Division so the Mission wasn't cut off from downtown by a freeway.
- The median strip west of Van Ness planted with palm trees is a big fuck you to pedestrians. If you cared about anything other than cars or corporations that land used for the medians would be used to widen the sidewalks, put in protected bike lanes and without the buffer between westbound and eastbound traffic cars would slow down.
- It's ridiculous that I have to push the button to cross the street. It is such a major pedestrian and transit street that lights should either be timed to favor the busses or detect them coming. It's no wonder busses and trolleys are always backed up.
- Get rid of the advertising. It's pretty disgusting how San Francisco wants to crap up every square inch of public space with ads. First it was the paris looking kiosks which weren't that bad, but now it's the ugly new bus ""shelters"" that take out the glass panel right next to the ad. And don't even try that ADA accessibility lie. There's no reason with 10 feet in front of the shelter and the curb that the back panel had to be left off just so

people could more easily see the advertising. Now there are the video panels going in as well."

- Between 5th and Van Ness because it's windswept, barren and unpleasant to walk. The sidewalk is not activated with lack of pleasant public space and foot traffic
- Between 6th and 7th streets is particularly seedy.
- Powell Street to Civic Center. This section of Market looks like it comes out of a post-apocalyptic film! Seedy businesses, throngs of homeless people. It's depressing. :(
- Between UN Plaza and Church St. Boring at best as it feels and looks like there is nothing to do, feels dangerous in the evening and wouldn't go there at night. Wish it was better, especially by the Civic Center BART station, as there is the Opera House, Asian Art Museum, SF Library, and other venues that should be a big draw off of Market and it should feel easy & safe to get there from Market.
- The roads. They are full of pot holes and manhole covers. Buses are as wide as the lanes preventing bikers from going around them (although the bus drivers tend to be accommodated bikers as much as they can) Trolley tracks prevent me from using 1 of the two lanes. I'm forced to ride in traffic instead of a separated lane which makes it dangerous and leads to conflict. Market street is a massively important street for bikers and I'd love to see it designed to accommodate them more.
- Lower market near Civic Center and beyond is dead space lacking in vibrant businesses and overrun with homelessness.
- "6th street through Van Ness
- uninviting character; no public spaces to stop; very few retail/food establishments
- Valencia @ Market:
- turning left onto Valencia is extremely difficult and dangerous for bicyclists
- Octavia @ Market
- Difficult to cross as pedestrian because cars exiting freeway run red lights"
- Between 5th and Van Ness is depressing and feels unsafe.
- Union Square to Valencia Street -- dirty; not too many businesses; not a destination; unrealized potential
- Market Street from Sixth Street to Franklin Street needs a lot of help. Too many empty store fronts and garbage-strewn sidewalks.
- No surprise: 5th to 12th St. Abandoned buildings attract loitering and lack of storefront maintenance. Unpleasant walking experience. Windy. Wide sidewalks that go unused create an apocalyptic feeling.
- the no mans land of 7th to Vann Ness
- Where it is dirty and lonely. And where street pavement is really terrible.
- Market Street between 8th Street and 5th Street is awful. i especially hate walking past the Checks Cashed on Market and McAllister. I NEVER feel safe there because there are always thugs hanging out on the chain link fence. Very rarely do I see police on Market Street. If I do, they are busy chit chatting with each other. I would like to see more cops on Market Street.
- the stretch from Van Ness to 4th street. It's dirty with boarded up businesses. Reminds me of a ghost town.

- Areas between 5th and 7th that seem run down and lack vibrant businesses.
- Between Powell and Franklin is stinky and very unpleasant.
- Empty stretches. Boarded-up storefronts. Homeless people. Crime. Chaotic transport lanes and confusing traffic patterns.
- From 6th Street to Gough is a non-descript area lacking vitality.
- powell street. love the energy and street performers but super pedestrian congestion makes it frustrating to get around if you are trying to get to work and not on vacation
- The rail and right turning cars at Bush and Market and Fremont and Market are very scary for me as a commuting cyclist. Could add priority green traffic lights for cyclists and extra paving around used rail and paving over unused rail to make theses intersections less scary.
- Between 5th and 8th street. Its is pretty much a Tenderloin-esque ghetto. Not fun to walk on and not attractive to bike by.
- The whole street right now is a patchwork of failed projects or businesses. Market street has been abused and left behind for too long.
- The private car traffic is what I like least. With all the other lanes dedicated to traffic, I see no reason why there should be private cars on Market street. It should only be for bus, bikes, and people. Maybe taxis as well.
- Around 6th St. Filth, Junkies, mayhem.
- New Montgomery to Spear, much traffic, bikes and vehicles share lanes with many cars making right turns south. Looking a barring traffic at this end would speed mass transit and make for a safer bike commute.
- 6th and Market and Civic Center. Dirty, lots of loitering homeless, thieves, drug dealers/users, panhandlers. Not a pleasant experience for pedestrians day or night. Feels unsafe (but you still have to get that burrito at Cancun, right?)
- Between 8th St to 5th St. It's very obvious that this is a neglected neighborhood with lots of closed shops and dilapidated buildings.
- 6th to 9th St. Too many people loitering and smoking cigarettes.
- "Civic Center - It seems weird Civic Center is one block off Market but connects so badly (most recently the city installed planters on Van Ness that makes the sidewalk narrower and even less inviting than Van Ness was before) and every building between it and Market seems to be competing for the ugly prize. Sure, the main entrance to the Bill Graham Civic Auditorium faces onto the Civic Center square, but does that mean the back corner that looks out onto Market has to be as ugly as humanly possible? If I owned a concert venue the size of an entire city block that had not one, but two six story walls facing all the car and foot traffic I'm pretty sure I would try and tell all those potential concert goers not just what concerts are coming up, but on an even more basic level I'd put the name on the building. Seriously! Except for the fire escapes on the side, it could easily be confused for a PG&E substation. That marquee is pathetic and not even kept up to date, but at the ground level they should do what every single other theater on earth does and put in up posters of the upcoming concerts. It can't be more than a few thousand dollars to have some frames mounted on the side of the building to put posters in. The Main Library does a much better job connecting to both Civic Center and Market.

- North Side of Market between Castro and Sanchez - At Castro there is a Pottery Hut that generates no activity and probably drives a lot of people away, then next to it are several storefronts that are recessed or depressed (lowered) and hidden behind gates and planters that you'd hardly even notice unless you stopped and looked. Some ATMs and one of those somehow-not-illegal payday loan places in an ugly cream building bookend the block. It's has some inviting storefronts (Super Duper, Catch and the burrito place have outdoor seating even), but they are the exceptions on the block. The next block has the former Tower building that still sits empty (the City can say all it wants about being ""transit first"", but the fact cars always come first, even when it means putting cyclists at risk or putting free parking ahead of providing the neighborhood with a place to buy groceries) and the giant, street facing parking lots of the funeral place, Beck's Motor lodge, and the restaurant on the corner make it clear we're in the suburbs and human beings are not welcome here.
- One Bush Plaza - Opposite the plaza that works, is a weird sunken plaza with a fountain I have never seen a single person in besides the maintenance workers. Traffic is weirdly split between a hump and a sunken street that just doesn't make any sense and because drivers never stop, though the wacky configuration makes them slow down, I just don't stop for the signal either and cross when it's red.
- Mid-Market - litter, homeless, shuttered stores, graffiti, that urine smell, need I go on?
- Safeway/Recycling Center - same, plus the line of homeless selling the bottles and cans they stole out of trash cans making a lot of noise early in the morning and living on the benches in the neighborhood.
- Hallidie Plaza - it's a hole in the ground nobody ever goes down into unless they are going to Powell Station
- Lotta's Fountain - a beautiful sculpture that has a historic roll for the city, but it sits on a traffic island and when was the last time it actually worked? This totally looks like it could be the centerpiece of a corner plaza like the northeast corner of Battery and Market."
- Mid market because it is dirty and unsafe.
- van ness to powell, more cars than people.
- Between 5th and Van Ness. There is not much of interest for pedestrians except the theaters.
- places with no bike lane, too many cars that slow down public transit buses and biking
- Crossroads
- "Market between Van Ness and 6th because it is desolate and full of homeless, drug users, etc. Although I don't mind walking through the area as a young man, I know that the atmosphere scares many other people away and there is little economic development in this area. There should be more done to beautify this area (e.g.: more trees) and incentives for small businesses to take a risk here (i.e.: tax breaks, police presence).

- As a bicyclist I also detest the area of Market between Montgomery and Spear. Here the car traffic is unbearable, and although bicycling generally feels safe on other parts of Market, the illusion of safety is definitely shattered in this stretch."
- Blight and litter/pollution/filthy stuff; cars going too fast; not enough density/uses to make it safe and interesting.
- The Tenderloin. The street is in awful condition and cars are very impatient with bikes.
- The area around Van Ness. Less interesting shops, more drunks, makes me feel less safe.
- Mid-Market because of blight and Fox Plaza because of wind.
- Horrible pavement conditions.
- Van Ness to 7th street. Its always like a ghost town and the faces you do meet do not enjoy being there either.
- Mid Market/civic center and downtown
- Civic center to Powell, everything and almost everyone is filthy!
- 6th and Market is where I work, and it is very challenging. We just had junkies shooting up in our office bathroom and a laptop stolen.
- Probably the Financial District (Ferry Bldg. to Montgomery)--seems bland, devoid of retail, generally underutilized. Too much space for too few people on the sidewalks down there.
- Van Ness / Market intersection is one of the ugliest places in SF because there is too much concrete and as a pedestrian or biker I feel overwhelmed and out of place.
- characteristics noted above refer to how I feel about Market Street below 5th Street - less people and feeling unsafe given activities by people in area
- it really depends on time of day and why i'm there.
- Mid-Market (beginning @ Powell/Westfield headed west). Depressing, homeless hangout, bombed out buildings in the midst of Civic Center), issue: homeless/transient.
- From Civic Center to Octavia, poor pavement.
- Near civic center - it's filthy.
- i don't like it when cars ignore the taxi/busses/bikes only at market and 10th and go straight instead of turning at 10th.
- Between Powell and Van Ness because it is unsafe and YUCK!
- Mid section. Closed buildings, scary people.
- Near Union Square, Sixth Street and the Westfield Center. There are too many shady people, too many detours that create confusion in traffic that then creates accidents and other safety issues. I've ridden on Muni along Market Street while my wife has had to sit next to drug addicts who are blatantly riding to Union Square and Sixth Street for the purpose of scoring a fix, and it left us with an unsafe feeling about Market Street in general.
- "Market between Fourth and Fifth, because it's too busy and I don't like huge crowds.
- Market past Fifth Street, because it is dirty, smelly, intimidating, there are no crowds of people to feel safe among, and the aggressive homeless people/panhandlers are scary."
- About 5th Street to 8th Street-- it feels dismal, and I always walk as fast as I possibly can to get off the street as soon as possible.

- Mid market is in my neighborhood, but not a pleasant walk due to the struggling businesses and lack of street culture and the lack of adequate housing/services for the homeless.
- 9th to 6th streets - feels neglected and sad. I'm delighted that twitter is locating here and hope that sparks rejuvenation in this part of market.
- West of 5th. Feels like "Dawn of the Dead".
- mid-Market due to its relatively deserted and neglected quality and its skid-row feel
- basically, the entire stretch from octavia down to taylor/6th is shabby and blighted. I dislike the experience of the place immensely, while appreciating some of the architecture and potential.
- From the UN Plaza to 5th street because there are many closed up storefronts or just really crappy retail.
- mid market: ugly, nothing to do
- I hate 8th through 6th street because of the sketchy people. Below 3rd is all traffic and train tracks.
- Upper Market between Van Ness and west. It's very interesting in terms of uses, especially around the Castro. But it's basically a traffic sewer, with very fast and careless drivers.
- My least and very least favorite areas are in what some people call the mid market area. The areas when you past the intersection of Market and Octavia all the way to Civic Center and parts of Powell. They have one common load of problems, the reasons is that there is a lot of homeless people, panhandlers and at times very aggressive, you have people who drink and smoke weed in public. Some people urinate publicly on streets, so it smells like urine at times. Other things like high crime, Some people have bad behavior. There are a lot of liquor stores, not a whole lot of retail stores or restaurants, as well as a very high vacancy rate of buildings. All of these problems create a hazard to public safety and the safety of others, it discourages people from visiting in the first place and eventually degrades the areas that are affected.
- Between 5th and 7th is scary because the drunk, crazy, drughead, ex-convicts hang out along those blocks and harass folks ... especially women.
- Between sixth and seventh it gets sketchy, with too many boarded up storefronts
- Between Fremont St and Octavia, because this is an area where private vehicles and buses fight for space with bicyclists. Between 6th Street and 10th Street is particularly problematic at night, because there is little pedestrian traffic, and some of the people on the street at night suffer from mental health problems and/or make threatening comments to pedestrians and bicyclists. Thus the area sometimes feels dangerous.
- tenderloin--soma at 6th through 9th
- Even though there are the wonderful green separated bike lanes, the area is just rather ickular.
- The areas at intersections - have to deal with turning cars, pedestrians bunch up waiting for light to change and it makes things slow.
- Powell - too crowded, nowhere to sit, feels like a big outdoor shopping mall. Turned off by the formula retail and tourists - not to be snooty.

- All because Market Street is not safe. People don't obey the laws. So no matter what you plan to do it will fail.
- Through 5th Street to 8th Street. Rough people, boarded-up buildings, scary but full of potential
- Between 5 and Van Ness, drugs, prostitutes, aggressive pan handlers
- Mid-market from 6th to 8th st - too unsafe, too many crazy people, absolutely horrible. I usually take underground train even if I need to go 2 blocks, just so that I don't have to walk near 6th st!
- where I come up from Howard st westbound bike path (very nice! wide!!) to market on 11th st. The bike path disappears and all my choices to get up to Van Ness intersection are lousy, crazy left turn over street car tracks to westbound market or walk/ride down the sidewalk to pedestrian crosswalk.
- the train tracks, grates and other things that make market dangerous to cycle on at night.
- van ness = congested and not smooth transitions for transit and bikes and cars
- I detest the part of Market from Van Ness to Powell. It's run-down economically, the bike lane weaves in and out of other traffic lanes, making it pretty hairy at any time of day but particularly during commuting hours, and getting around traffic often means riding dangerously close to the Muni streetcar tracks. It's horrible to drive on, too, but especially to drive ACROSS -- cars are always getting gridlocked in the intersection. Again, a terrible prospect for cyclists.
- Upper Market, near the Castro--stupid and homicidal motorists.
- From Van Ness to 5th Street because it is abandoned and rundown, littered with homeless people and or drug addicts. There are stretches of buildings/spaces that are not being utilized, it's a waste.
- The area just west of 10th Street, where cars move right and bikes move left. Always makes me nervous as I make this transition on my bike
- Market/Embarcadero: Dead, suburban, low energy. Cold and windy. Visually uninteresting. Mid-Market: Ugly and dirty. Vile people. Great buildings underutilized, terrible retail options. Poverty Inc. Van Ness/S Van Ness-Market: Butt ugly. Tear down the entire intersection and build four distinctive towers geared to drive development up Van Ness and both ways on Market.
- Civic center. The street doesn't always feel safe, too many empty storefronts, kind of gray and bleak. UN Plaza is just a sad and rundown monument to a great thing that happened in SF.
- 6th: feels unsafe: blighted closed stores.
- Mid-Market. It has nothing really to do there other than the theatres.
- The 6th street area where all the homeless people are and panhandle and congregate, get them out!! They contribute to the cliché of how dirty san francisco is
- Section between about Front St. and Van Ess is kind of hairy and nerve-wracking to bike. Really like a gauntlet.
- Seedy areas with boarded up stores
- 7th through 5th Streets, most especially 6th St. Dirty and disgusting.

- From 6th Street to the Embarcadero it's pretty much a traffic free-for-all, where you need tremendous vigilance and top notch bike skills to navigate safely.
- Anywhere I get squeezed by the cars. E.g. Heading toward embarcadero approaching 3rd St. Also where the green, separated bike lane ends either between 10th and 9th or 9th and 8th- heading toward embarcadero- vehicles always seem to be stopped in front of a hotel there and block the flow of bike traffic.
- downtown around Montgomery St because it's really dangerous to weave through all the traffic when you're on a bike.
- As mentioned above, the blocks from 5th to 10th are bleak for pedestrians walking to the Farmers Market at UN Plaza or Main Library or to the Orpheum or Golden Gate Theaters.
- between 8th st and van ness due to potholes, winds, empty sidewalks, vacant buildings.
- Between Powell and Civic Center is pretty run down. Above Civic Center until the base of the hill is not terribly interesting.
- Around 7th St. No stores of interest, aggressive drivers.
- Area in front of Fox Plaza -- cold, windy, empty.
- "Powell to civic center. Seedy, vacated storefronts, porn theaters, beautiful old buildings in disrepair, little to no green space. Not a destination.
- It does have a lot of promise, however."
- The parts near the financial district have way too many cars, making it very unpleasant on a bike or even walking. Any section with bad pavement is unpleasant and sometimes dangerous on a bike.
- "9th to 6th is pretty grotty, smelly, and unattractive, with a few exceptions.
- As a cyclist, from about 2nd up to the Ferry building is the most dangerous, with busses changing lanes without looking, and aggressive drivers."
- The areas that intersect with the Tenderloin - generally Market between 6th and 10th Streets. Those areas are full of people loitering and panhandling (not to mention using drugs, defecating in public, etc.). Walking down that portion of Market Street is a very unpleasant and unsafe experience. I think this also has to do with the businesses (especially ground floor retail or lack thereof) on this stretch of Market Street.
- From Valencia to Sixth, there are no destinations, too many people who look like a danger to themselves and others, and way too many cars.
- lots of traffic and lights, travel on a bike is very slow; riders who try to make it faster generally ride in an unsafe way, making it more dangerous for themselves and other riders; this is from 5th to Embarcadero
- Mid-market. Feels unsafe
- Civic center because of the grime. The streets are dirtier and there is less to see or do.
- The mid-market area because there are too many empty storefronts and bums and shady looking characters
- downtown. urban canyon, cold, windy, desolate outside 9-5
- I dislike walking from 5th to Mission - scary!!
- Most of upper market is too commercial to foster human interaction or welcome creative ventures.

- Between 6th and 8th -- rather grimy stretch of Market,, with fewer businesses open to the street and fewer people walking through neighborhood.
- Market. st. from 8th to 10th streets. There is no reason to stay for even a minute along this stretch. Trash, used needles, empty stores, and harassment from homeless. I feel bad for tourists who walk this stretch.
- "Civic Center (dirty, too many homeless and undesirables, not a good connection to the civic center)
- 5th through 10th -- (dirty, unsafe and creepy)"
- As I mentioned between 10th and 5th. Too much behavior that is anti-social and has a dangerous element to it.
- The area between 7th and 5th Streets is not attractive; there is little reason to stop; I hurry through this section of Market.
- Market between 6th and 11th is awful. A large percentage of people on the street are derelicts. Drunk, on drugs, raging, pissing, shooting up, etc. I see this 2 times a day, everyday as I walk from Market and 11th street to Market and 7th street. Also, the stores are half boarded up. How can this be year after year.
- 6th and 7th street zone and civic center area - less safe and dirty
- Mid-Market has too many boarded up buildings, making it feel desolate and unsafe. And, with no bike lanes from 8th onward, biking feels unsafe. Downtown is too hectic for bike riding -- too many cars/people/buses to dodge.
- Most of Market below Powell becomes run down and unpleasant, with boarded up buildings, little activity, and an increase in crime.
- civic center area especially the walk from powell to civic center because it's unsafe and sometime it's just too smelly and unclean.
- 5th-10th - smelly, unsightly, closed stores, unkept
- Intersections at 6th, 8th, 4th streets with fast cars. MArket street east of 4th Street is too unsafe and congested to bike
- From Market/Van Ness up to Civic Cntr BART. It is run down, lot of vacant store fronts, scary at night
- Heading uptown from 5th towards the Castro. Gross. Filthy and gross and you want to run for your life. It will take a lot of design work to create a feeling of not wanting to run for one's life around here.
- Obviously mid-Market is suffering and should take top priority, but I also see a lot of lost opportunity in much of the Financial District in general.
- Mid Market is where I live and feel least safe along Market St, the empty storefronts and pervasive homelessness and drug use in this area dissuades public activity.
- It's definitely sketchy moving southwest along market past 6th street or so, the intersection at Octavia is high-risk for bike riders, at night Market street feels very empty and not 100% safe, and the financial district part of Market street does a poor job of engaging pedestrians. Cars on Market street feel oddly dangerous and out of place, and transit should be vastly improved with timed lights.
- Around UN Plaza has a lot of potential that it's not living up to.

- The areas between 6th street and the embarcadero are horrible for transiting. There are too many conflicts between automobiles and every other mode.
- Mid-Market: lack of viable businesses, lack of trees and proper open public space
- UN Plaza and the abandoned theater district (I'm not counting beyond Deco Ghetto - the hill between Octavia and Church street- these portions may be unrecoverable)
- Mid- and Upper-Market, specifically between 7th Street and Van Ness Avenue. Very dirty, "seedy" businesses, homeless and hecklers are bothersome, and not much to enjoy as a consumer.
- The stretch with unoccupied storefronts, sex show places, the homeless, prostitutes, and druggies between 5th and the freeway entrance by Octavia.

Question 7: What do you think is special about Market Street?

What do you think is special about Market Street? Be as specific as possible.	
Answer Options	Response Count
	157
<i>answered question</i>	157
<i>skipped question</i>	93

Responses:

- It is the main artery of the city, because it is centralized. It would be ideal as a shopping destination, offering similar shops that are in the union square area, along with cafe's, restaurants, and theaters. It would be a centralized location where everyone would flock to
- The architecture! The bike lanes are great!
- Castro Plaza. I love it there! I really like the delineated bike lanes -- I feel more safe riding on Market in those areas.
- The energy of the city is live an well, especially between 5th and the Embarcadero.
- it is like Phila!
- I think that it spans and abuts so many "communities" is cool -- Embarcadero, FiDi, Union Square (ALMOST flavored with Chinatown), SoMa, theater area, Tenderloin, Civic Center, Mission, Castro... unfortunately, the feel (safety, cleanliness) of the street itself isn't consistent enough to tie these places together as a city. If there were ever a day one could stroll all the way down/up Market and really enjoy the flavor of each "zone," the City would be far better represented and experienced.
- It is the central corridor in the City.
- Unobstructed view to the Ferry building. Has the potential to be grand.
- It has a strong history, great architecture, and is very central to the City. Everybody knows it and all the important areas are located along it - bart stops, muni stops, civic center, financial center, concert houses, theaters, etc. It also acts as a highly recognizable divide between SOMA and areas north. It is also a very direct and flat route for cyclists to commute on; and it doesn't have the 'freeway feel' like other streets in the City - so it feels safer and has lots of potential.
- It's the spine of the City. All San Franciscans go there on a fairly regular basis.
- If we could find a way to maintain the diverse urban flavor of Market St. while also cleaning it up and making it safe and comfortable for locals and tourists to wander around that would be idea.
- It's the main connection between the neighborhoods and downtown.
- Market Street is special because it is flat and straight which allows one to see the Ferry Building on the one side and the Twin Peaks on the other side. Furthermore the old streetcars and the cable car turn on Powell is a great institution, especially for tourists.
- "I don't think Market Street is all that special. It is kind of generic, like paving it with brick would be enough.

- It would be great if Market Street was something special, but it's really just a street I use to get somewhere special."
- Great old buildings in a variety of styles, large sidewalks, view corridor (especially when you can see the Ferry Building at the end), abundance variety of activity (streetcars, bikes, autos, peds)
- It's geographic position within SF (diagonal and relation to the rest of the city)
- It's the thoroughfare through the city.
- market street is so central and a perfect divider to the city. it has the possibility to be a central hub for all San Franciscans
- It's what Sunset is to Hollywood, and what Broadway is to NYC. Except ours has more drug addicts than tourists, and more sketchy stores than quality entertainment.
- It cuts through the heart of the city. And hits a lot of diverse neighborhoods along the way.
- "1) The F-Line! I love the classic streetcars and it's even better now that it's not just the PPC and Milan streetcars.
- 2) Wide brick sidewalks downtown
- 3) Art and activities on the sidewalk. I liked the dandelions and caught the light show.
- 3) The tree canopy - it creates a nice shady area on the North side of Market on sunny days and I like how it creates a green belt cutting through downtown.
- 4) The protected green bike lanes, even though they only run a few blocks near city hall now, they should be extended the whole way.
- 5) Cable cars, we have cable cars! And they meet Market at two spots!
- 6) The gays - being gay it is really important to me that we have a rainbow flag flying so prominently. Leave aside the gay thing and it just makes an attractive and properly scaled bookend to the Ferry Building at the Embarcadero end. There's a lot of symbolism in the act of planting a flag that makes it a powerful symbol to LGBTs all over the world, but because of that it will always be absolutely unique to SF!
- 7) The subway helps make this feel like a major city and allows me to live car free. I wish it was also a subway we could be proud of, but having one is a step in the right direction.
- 8) The Ferry Building at the other end of Market. I like the Market Place and it feels like one of the few places liked by both locals and tourists.
- 9) It has history and landmarks."
- It is the intersection of SF's two gridded street systems. The brick sidewalks, historic light fixtures, and the tall granite curbs which protect people from the swerving buses are pretty cool. I guess most of the cultural events just scare me away due to noise and rowdy behavior.
- It has a rich history and has seen much change over the year. I'd like to see more historical markers telling San Francisco's diverse story. Market Street is also special in that it intersects so many divergent neighborhoods. Without losing each neighborhoods flavor, I'd like to see a way in which these neighborhoods can be woven together more on Market Street
- Lots and lots of transit.

- "1) The F-line. I don't know if anyone else has anything like it. I've seen replica trolleys elsewhere, but I don't think anyone has a random mishmash of one of a kind trolleys like that.
- 2) Castro. Like I said, they've turned it into a community despite the fact it has been designed to move cars fast at the expense of pedestrians.
- Outside the Castro it's not much more than chain shops I can find in any mall that's designed for tourists and not for locals."
- It's the marquee street of San Francisco, and the central street for moving East to West in the city.
- on singular, central spine that runs down the heart of the City giving a perfect focal point for public activity and transit.
- Very central to SF.
- The streetcars and streetcar tracks. The older architecture. The sense of history, that this is/was once (depending upon which part of Market you're at) a great urban thoroughfare.
- The F-line, it gets you from the Castro to Fisherman's Wharf. The wide sidewalks on lower Market.
- The route it cuts through the city makes it an important connector of neighborhoods and it serves as a commercial hub drawing visitors from all over the city and the world
- The view framing the ferry building.
- As a rapid corridor along many SF neighborhoods, it has the potential to connect them together in a great way.
- It is San Francisco's main street
- Center of the most beautiful city in America. In less than an hour it traverses several distinctive neighborhoods, diverse cultures, architecture, and landscape.
- Central, wide roads, amazing historic buildings, the straightway feel, the central feel.
- Views, great cross-cutting street to walk on, connecting civic center to shopping to financial district to ferry building. Places where there is a physically separated bike lane and few cars.
- Market Street is San Francisco's "Main Street." It needs to be a safe street for people, bicycles, and cars to go down.
- it's a main thoroughfare--it's length and the neighborhoods it connects
- It's San Francisco's "Main Street"
- It's an easy way for bicyclists to get to different parts of the city. It also has or is near tons of cultural activities.
- It's odd angle, and how the rest of the City seems to be oriented from and around it. I love how it looks from Twin Peaks!
- Everyone knows Market Street. Everyone uses Market Street. It connects everyone in San Francisco.
- It's iconic shape. It carves through the city and has wide sidewalks where people can gather.
- It is the most direct route/street to take between lower haight and mission neighborhoods to the Financial District and the Waterfront, and it is flat.
- It is a wide boulevard that links a significant part of the city.

- Location, location. Market Street should be the Champs Elysees (Paris), the Orchard Street (Singapore) of SF. period. With such location, perfectly straight and large street. It is begging for Champs Elysees/Orchard Street make over. It is an insult to leave it that way. A monumental waste of potential for businesses and tourism.
- That it is the center of the city, that it leads through the heart of downtown all the way to the water. But the people are the most special thing about Market street; all the characters including the homeless, the down and out, the hustlers, the mentally unstable, the SRO occupants who use market street area as their living rooms.
- It's huge, wide and straight. There's room for everything there, art and places to sit on the sidewalks, public restrooms, historical info kiosks
- The perception is it is San Francisco's main Street, yet it's really more of a mass transit corridor and a poor choice to drive on. A great place for parades but the 5th-10th Street stretch is bleak and scary especially for our biggest industry - tourism.
- It's history, it used to be grand.
- Iconic San Francisco boulevard. Views of Twin Peaks and the Ferry building. The most direct bike and transit route to downtown. Vintage street cars are great!
- It is the city's main street.
- Market Street is such an awesome urban street. It goes from the Ferry Building, skyscrapers, shopping centers, stores, restaurants, etc. all the way to Castro St.
- "F-line - the colorful trolleys (the really unique ones are better than the standard model painted in different colors)
- Landmarks & History - I love the Ferry building and rainbow flag bookends for the street. As someone who grew up closeted and ashamed of being gay it means a lot that the city up a beacon like that for everyone in the world to see that this city accepts you for who you are. Now that I live here it means a lot that it's not just a point of pride for the gay community, but that I've met so many straight people who are also proud of it. The Ferry Building is a gem. The market and the farmers market are fantastic and I like how it's remained constant over time and all the changes, upheaval, and hidden behind the Central Freeway for so long.
- I've really enjoyed learning about the city's history via the landmarks. Not just the big ones, but the smaller scattered landmarks like Lotta's Fountain that each have their own story and history. A decade later I still notice something I hadn't before and looking it up I learn something new. It's the kind of thing that only comes from actually having gone through 150+ years of history.
- The Green Bike Lanes - I'm surprised how often this otherwise progressive city still makes decisions for cars at the expense of transit, bikes, pedestrians, children, the economy (any business owner that objects to removing a couple parking spaces to put in bus bulbs is an idiot since they working against something that would bring in many hundreds or thousand of times as many potential customers) and one of the reasons I moved here is so I didn't have to own a car, but MUNI service has gotten constantly worse while the city keeps making decisions favoring car owners over transit and everything else. But the green bike lanes are a step in the right direction, making a very visible and concrete way of saying bikes have a right to safe access to roads. There should be more though and while it's understandable they can't be continuous everywhere, they should be on Market Street. And

seeing progressively more tourists on bikes all the time they could probably be used to create a network linking major bike-friendly tourist destinations.

- Variety - The feeling of the street changes along its whole length. At the Castro end it's a neighborhood, a unique gay neighborhood, but I like how it kind of comes to a definitive end at Castro and goes off in all different directions. Here it starts out strong as a neighborhood shopping district (I wish there was more non-commercial use, the Castro Plaza and parklets are good ways to add some sitting and milling about space), down a little way Octavia-Van Ness seems to be struggling but coming along in developing a similar neighborhood vibe."
- The fact that it is well connected to BART makes it a defining corridor because it is one of the first streets that those that live outside of SF see. A good percentage of SF workers work on or around market and the Powell street station serves Union Square. It connects the beautiful Ferry Building to Twin Peaks showcasing SFs geographical diversity.
- Main artery of the city, lots of major shops for the whole region.
- Market Street, by its diagonal path through the city's grid, is a unique and efficient way for cross-city transit. As such, Market Street, should be made into a celebrated street for pedestrians, bicyclists, and those riding public transit, as these are the methods of transportation that should be encouraged for residents and visitors. By limiting car use on Market Street, public transit could be improved greatly on Market and Mission Streets, and Market Street would become safer and more enjoyable for pedestrians and bicyclists.
- It's a major downtown artery, it's wide and has great wide sidewalks. It has great access to shopping, movie and live theatres, the bay, and interesting neighborhoods, i.e., it's a great street.
- Street live, people walking, biking, shopping.
- Most important st in city because it is shared by everyone in the whole region; broad sidewalks and good transit.
- Wide sidewalks/Pedestrian traffic. This is the number one. The same street without all the people would not have be as special. Also: Iconic view down towards the Ferry Building. Many transit lines. Bicycles.
- It is the one road which touches almost every region of the city
- Hub of activity, central corridor, can be a place for SF people to really interact with the community at large.
- I love the extra wide sidewalks, the sound of the F line, and the view down to the Ferry Building and up to Sutro tower.
- Its beautifully placed at the center of our city.
- San Francisco's Main Street, a wide artery that slices thru the downtown and divides the two street patterns.
- Its the lifeline of SF! Its been here for a very long time. It's an amazing story to walk from the Embarcadero to the Castro. Everything from the lamp posts to the granite curbstones represent our heritage.
- IT is the spine of the city!
- Gateway to the city
- It is a unifying force not only for the two adjacent street grids, but for the city's many different people and uses.

- It connects so many diverse neighborhoods. Wouldn't it be great if it were pleasant enough to spend a whole day walking and exploring?
- Market street is THE axis of this city. The wide and decorative sidewalks are wonderful, the plentiful and diverse transit options are world-class.
- the fact that it's a diagonal street makes it very interesting; its wide sidewalks are great; parades on Market St are most fun
- City spine. trees, some areas for sitting.
- It is the center of the city, everything is defined in relation to it. It really has everyone here, finance guys, tourists, homeless population, non-profit workers, shoppers.
- Cuts through the city
- it's a lively bustling street that is the main artery of the city.
- The Trains, buses, life and accessibility
- It is the arterial life blood of the city, pumping everything else.
- It's one of the few streets in San Francisco that stretches across the entire City, laying through or near a number of dynamic neighborhoods, and should be regarded as such.
- Its ability to link all groups of people, no matter their age, sex, ethnicity, or social class. Its ability to orient people and link the city end to end (almost). Parade venue and central gathering spot.
- I love the wide and well-paved sidewalks, as well as the beautiful trees (I'm thinking specifically of the double row on the south side between 7th and 8th, I can't remember how far those extend down the street) and old-fashioned street lights. I also love seeing the rainbow flags go up each year-- I like what they symbolize, but they also look so cheerful and make Market look like a fun place to be.
- Connects all the different aspects of city life - financial district to retail to theatre to down-and-out to civic center to residential. It is a physical embodiment of all the parts of what it means to live in the city
- Biking has become a distinctive characteristic of Market. The diversity of the civic center farmer's market.
- This is San Francisco's spine. We all go here to shop, for parades, on holidays, for business. Tourists judge SF by Market Street. they may see our topography and vistas too, but it is Market Street that exemplifies who we are and how we represent ourselves as a City.
- it is SF's main street and, as a diagonal street, it is distinctive from the street grid (and this enhances its importance); furthermore it is the backbone of SF transit and its ideal for biking and walking
- well, its historical role and function.
- The wide, grand sidewalks; the beautiful architecture; the proximity to so many neighborhoods.
- a long boulevard that encompasses many neighborhoods, changing from block to block
- Connects the city. Views. Felling of urbanness.
- It is the most important street in the history of our city. It is the flagship street.
- This is a street that gets you into the heart of the city. People should be able to connect to each other and visit places. This street is all and should be a street of the people by the

people and for the people to enjoy comfortably and safely with all the conveniences that is offered.

- I like that it connects very different neighborhoods and acts as the northern border of my South of Market District. I like that it isn't full of Time Square style LCD/LED-Video advertising billboards that are just ugly light pollution. I like the historical markers, like the original coast market at 1st and Market or Lotta's Fountain. I like the streetcars.
- Running diagonal, it slices through the grid and connects a variety of neighborhoods. As a result it's lined with hotels, stores, and some apartments that keep the street active. The level of transit service is also amazing.
- The number of people, diversity of uses, it connects neighborhoods and districts. San Francisco's iconic major thoroughfare...
- It is a long street and each sector has its own specialties...But the many marked bike lanes is a high point and the separated green lanes are excellent.
- The low volume of auto traffic on Market Street gives us the opportunity to really make it a no-compromise showcase for the best transit, bicycling, and walking design we can provide.
- It has a diversified culture.
- it's the Main Street of San Francisco and the Bay Area.
- Market Street runs through an amazing tapestry of neighborhoods, and I love that the diagonal nature of it makes every neighborhood bordering it that much more interesting to walk or cycle through. I love that each piece of it has a totally different character, yet there is something about this wide avenue, teeming with transportation of all types, that unifies it. You always know if you're on Market Street, don't you?
- Main artery of SF. shopping and cultural vein of the city that connects all other neighborhoods. Historic F train.
- It's the main central street in S.F.
- history and access to a flat biking corridor between neighborhoods
- it's the slot! i imagine it was a main route to bring in goods from the port and distribute to all the neighborhoods and ware houses branching off of market street. that maybe how it developed and a version of that could be how it would best be used now. of course there's not as much coming in to the port/ferry building; but if there was...
- It is the branch from which San Francisco grows.
- It is the main street that runs through the city.
- There is nothing special about any section of Market Street. The "F" line runs on it, but that could run anywhere.
- The history of the street as central to the history of SF. Lotta's fountain, Civic Center, the Ferry building, Powell St, all of these are important parts of events in San Francisco. The view down the street to the ferry building is iconic. Market St provides access to two very different neighborhoods on either side of it.
- streetcars, cosmopolitan feel
- The street is THE major street in the city---connecting the Embarcadero to the Castro and the one that tourists and residents see the most. It should be the best street in the city from one end to the other end.
- Its our main street for business. With BART and Ferry's and business its often the first experience people have in San Francisco

- I don't know.
- Could be world class bicycle route and transit route with cafes and other retail or public spaces
- To me, Market St. is the biggest street in SF like O'donnell St in Dublin or Michigan Avenue in Chicago. It is a unifying street that brings residents and visitors together, everyone knows how to get there.
- Market has a great history, and plays a vital role in the life of the city. The views of the Ferry Building are great. The crowds of people bring energy, and the feeling of a great human crossroads
- I love the way it cuts across the city connecting pathways to so many different neighborhoods. I love that cycling conditions keep improving and at some point each day I'm able to get where I need to via market.
- It's such a wide street and connector, ending at the Ferry Building right on the bay, it could be the heart of the city.
- central, un plaza's farmers' market, the F train cars, the shops by 4th st, the embarcadero area with its marketplace
- It is the hub of the city. It's where the most important things happen. It is also the most transit accessible part of the city, and easy to get to/from almost anywhere. Despite all its issues, people still want to be there in the heart of the city. It feels like the most vibrant part of the city.
- It is a gathering place for all kinds of people, all modes of transportation, and links neighborhoods, civic / financial / retail destination with Twin Peaks, and the Bay.
- Wide sidewalks and lively atmosphere, central character, and F-line trains.
- Centrally located in city (the hub from which everything into and out of city connects). Wide boulevard offers vast possibilities of space for multiple uses.
- The history of the city along this street. The way it breaks the north-south/east-west grid of the city. The view corridor to the Ferry Building.
- It's the main street in Aan Francisco.
- That it passes through so many different neighborhoods.
- major arterial that subdivides important parts of the city, potentially great connector
- Easy transit that links so many different parts of the city together. The way it bisects the city in this diagonal pattern.
- That it's one main thoroughfare. The it connects the city are one armature. The history with the various parades (e.g. pride). The F line makes it special. So do some of the historic-looking lighting.
- the crowds all give Market Street a special vibrancy that is virtually unmatched
- Our main street. Site of our city's largest public event, the LGBT Pride Parade
- All the convergent transit, the width of the sidewalks, the span of city it traverses
- It is a grand boulevard -- all the historical architectural qualities about the buildings along Market st are wonderful, as its role as a major corridor for pedestrian, bike and transit in the city.

- It's function as "The Slot" it's a string that connects SF all the way from the Ferry Building to Twin Peaks. This string has some very neglected and downtrodden sections though. It should be stronger along its journey through SF
- the basic design how it intersects the city; the F-line, the trees and planting (when there are any); the wide sidewalks
- The F Line. I love that these old streetcars run up and down Market. I'd like to see them as a focal point of Market. Shuttling passengers up and down the street. Have them run with greater frequency.
- I like the diagonal axis relative to the other streets as something special. I like the architecture especially along lower Market. I like the variety of people and people watching. I like the variety of retail choices.
- It's the city's major street. It cuts through the commercial and civic centers. It ties in diverse neighborhoods. And it is a world-class disaster.
- Central spine for the City crossing over and through many neighborhoods - important historic resource.
- It is the main street of San Francisco -- it used to be THE street to stroll on an evening. The diversity of people (race, age, visiting-from, income) makes it a great place to experience new things and people.
- Market Street is truly the heart of San Francisco, that runs through the center of town and connects residents, tourists, and businesses to each other.
- Market street has this long road that can be utilize more. for example. the flooring can be utilize more, the market st now is too boring and unattractive and not safe at the same time.
- The F-line!!!
- The civic parades and activities
- Wide sidewalks, trolleys, history, businesses, access to BART/Muni
- As mentioned, it echoes a notion of grand, strolling boulevard. Even the horrible development on its edges cannot diminish the intent of the design. It has a flow. Something about moving from waterfront inland -- there's an energy to its design.
- The traffic! That is of course both a challenge and a tremendous economic and social opportunity that for the most part is slipping through our fingers. Especially: the many people who have an unmediated, slow-moving experience (pedestrians and bicyclists) but are not currently being tempted to stop.
- Market Street is an impressive cross-town street that passes through so many different neighborhoods and has acted as a de-facto division between the north and south of the city. It has a similar feel to the Grands Boulevards in Paris as a city connector and primary artery.
- Width of the sidewalks, large concentration of public transit options.
- All the major streets throughout the city touches Market Street
- It's unique alignment as a diagonal thoroughfare, it's capability for concentrating and centralizing activity. Things tend to "gravitate" towards Market.
- Multi-modal transportation. Hub of SF

- Its dynamic axial view that bisects/unites the two grids of the historic core of SF; terminating in the Ferry Building Market Hall and (in my mind) the Rainbow flag at the Castro - this ties together so many rich communities and histories while creating a visually interesting urban canyon.
- Market Street is a large, heavily-trafficked vein in the organism that is San Francisco. Simply the abundance of people makes it special, creating an environment that feels quintessentially "urban" and lively.
- It connects neighborhoods. It has potential. It has a great view down its length.

Question 8: What features or elements would you change on Market Street to make it a more memorable place?

What features or elements would you change on Market Street to make it a more memorable place?	
Answer Options	Response Count
	160
<i>answered question</i>	160
<i>skipped question</i>	90

Responses:

- I would extend one of the sidewalks so that it is closer with the opposite sidewalk. Right now, it feels disconnected, because the distance between walking from one end to the other feels like a suburban road crossing, not an urban crossing. Also, the red brick makes it very dark, especially at night. Lighter colors such as Beige or Gray would be more suitable. Adding white halogen lamps and spots would add to the difference.
- Economic development. Right now the empty store fronts are very unattractive, and attract a bad element -- which unfortunately is very memorable.
- United Nations Plaza could be wonderful but it's just a hangout for the homeless and it doesn't feel safe.
- Get rid of the cars, add more trees and seating areas. Add outdoor cafes that serve espresso, beer and wine.
- More art
- As mentioned above and elsewhere, make it consistently lit, clean, and safe (bike police?) all the way from FiDi to Castro. Also, clear out the "ick" of mid-Market and open some local-serving businesses at ground level of buildings near a few open cafes or meeting spots. The theater and Civic Center area would totally be good for these.
- better bike lanes
- Facade lighting and consistent streetscaping
- No through vehicle traffic except rail.
- bike lanes all the way up and down; limit or prohibit automobile use; make it totally geared to the pedestrian and transit and make it a destination rather than a thoroughfare. More outdoor restaurants, cafes, and markets would be really great too.
- Take the cars away! It's not possible for automobiles and pedestrians to inhabit the same space, and placemaking will happen easily once people are drawn to linger.
- Cleaner. Maybe public restrooms to prevent urination. Encourage shopping and eating spots that better reflect the city as a whole. Less sex clubs for sure.
- Completely remove private automobiles from the downtown section of Market Street. Taxis or delivery trucks are fine, but not commuters. Make the Muni platforms larger, add a continuous bike path. Enforce the speed limit on everyone to be no more than 25 mph.
- There is too much concrete and almost no spot to rest. More green and a place to sit (benches, cafes) and have a coffee would be great.
- "Get rid of the dollar stores and fast food restaurants.

- Get Burning Man to help redesign Market Street, they know how to make a people-friendly boulevards.
- Every restaurant on Market should be required to have outdoor seating.
- Bars with patios. There is a bar in the Castro named Trigger with a patio along Market Street that is fun because I can have a drink and a cigarette outside and watch people go by. I wouldn't want Market Street to be all bars, but maybe you could allow no more than one-per-block, or per-two-blocks.
- Greenery. More trees and add planters too.
- About Transit:
 - MUNI and BART are really confusing and since this is where I spend most of the time on Market Street I think you should really focus on making the stations more attractive.
 - I can STILL sometimes get Powell and Montgomery confused because they have the same white tile and black signs, even after 12 years. MUNI has a big red or blue stripe, but only on the outside wall, so you can't see it if you are on the platform side of the train and only see the tile. BART is even worse because they only colored the trim ABOVE the train so you can't see it, and even if you could it isn't the same color. I know BART uses orange and purple instead of red and blue, but I don't remember which is which and I only use it a few times a month so it isn't something I'll probably ever memorize. The ticket level doesn't use any color at all.
 - MUNI and BART should use the same colors on all three floors and have the colored stripes visible from any window in the train.
 - It was also much less confusing when the signs at the station were in color. It used to be that if the station had an orange sign on the platform you could catch the K L or M and if it had a blue sign it was also an N and J station. It would be pretty easy to pull the black signs down because last time I was at Castro one had been pulled off and the orange sign was still there underneath. It's also the little things like capitalization that make Muni look unprofessional. I'm not even sure if it is supposed to be ""MUNI"" or ""Muni"" and sometimes everything is written in lowercase. It would also be easier to read the signs in the station if they didn't always have the Muni logo on them, I already know I am on Muni. So instead of ""MUNI Montgomery"" just have a properly capitalized sign that says ""Montgomery""
- If you really want to make Market Street special though you should do more than just putting up good signs and a fresh coat of paint. In LA every subway station is themed to fit it's location and in Hollywood they've given it a kind of ""golden age of movies"" look. We could do something like that here:
 - Embarcadero: The waterfront, it would be a natural connection with the Ferries and the Ferry Building right there.
 - Montgomery: Finance and business
 - Powell: Union Square, shopping and the museums.
 - Civic Center: Government
 - Van Ness: Art and theater
 - Church: Not sure about a theme, but it needs to be cleaned and the tiles they put back after construction last year were put back wrong. You can tell which columns were worked on because the pattern is different.

- Castro: Gay history. Since it still looks like it did in the 70s and 80s, just fix the signs and clean it.
- Forest Hill: A classic east coast subway station like New York or Boston. That isn't any more work than cleaning it up and replacing the 70s tile work.
- There also should be more streetcars and light rail all over the city. Geary probably needs a subway more than Chinatown and there are so many neighborhoods I can't even get to. There used to be streetcars all up and down the surface of Market Street and you should bring that back with them branching off into different neighborhoods than the J K L M and N go to.
- I would like to see a streetcar line that goes up and down Market, but they turns and goes down Valencia street.
- Another would be a streetcar on Stockton all the way to North Beach. I know there is a subway under construction that will go to Chinatown, but it doesn't have any other stops and won't get me to North Beach. Right now it is really confusing to try and get to North Beach because I have to take the N-Judah to Montgomery then walk a block to Third Street and catch one of the numbered bus lines, but when I'm coming back there are different busses that take Stockton to Powell Station. Even if it wasn't so confusing I probably still wouldn't take a bus anyway.
- Since you have Stockton shut down until 2018 to build the subway anyway what you should do is put down train tracks and reopen it as a 2 way street with streetcars making stops in between the subway stations and goes all the way to North Beach.
- I don't want any more of the big, noisy, and ominous looking trains Muni uses today. Those are fine for a subway, but they are too big for our neighborhood and the entire street shakes when they go by. In Portland they have these really nice streetcars that are low to the ground so you can step right on and off from the sidewalk. And they do something really helpful too. Instead of running in the middle of the street and making me cross traffic, they run along the side of the street next to the sidewalk."
- I'd like to see more outdoor dining, possibly more kiosks and street vendors (NY style newsstands), funky signage and interesting businesses, more landscaping and street furniture
- renew the areas that line the street (materials, businesses, public spaces). add color (e.g. green bike lane, new MUNI bus stops...etc)
- get rid of the homeless people and the cheap stores.
- market needs to be cleaned up and all the random stores need to be removed and replaced with more upscale or quality shops. also, it should be policed more.
- Shelter programs... get people off the street, and local tourism, business and property values might just take care of themselves over time.
- More bike friendly. Better pavement. Better ground-floor businesses west of Powell Street Station to Octavia.
- "1) Most importantly, however this redesign ends up going: the Castro should not be left out or get shortchanged. The freeway might not be cutting us off anymore, but there is a long way left to go in order to reconnect mid-Market to Upper-Market. I see my neighborhood doing the best it can with narrow sidewalks, but could really shine if they were given the same treatment as everything on the other side of the freeway.

- 2) Reconsider the brick. Like I said earlier, it looks dated to me and isn't special. It also doesn't wear very well and I would like to do us something forward looking in terms of sustainability.
- 3) Green bike lanes. The City could make a bold statement, like it has with the pride flag, by making the entire length of Market a continuous green bike lane.
- 4) Get rid of the new bus shelters. They don't offer anything in way of protection and look more like they were the absolutely cheapest possible street furniture you could find and were designed first and foremost to be easy to remove graffiti from. And what was with making the Market Street shelters piss colored? Our homeless infestation already reflects really badly on the city without further reminding us of smelly homeless people.
- 5) While you're at it, get rid of the faux-Parisian advertising kiosks. They look like they belong in some European-land in a theme park. Come up with some cohesive design, or maybe let each neighborhood have its own design and really on the street lamps, trees and sidewalk paving as the unifying element. The whole do-your-own-thing way does kind of work in the Castro.
- 6) Cut down on the advertising. I don't like that the new kiosks are in addition to the old kiosks. There's just no end once you start selling off public property. You have to put a stop to it, even if it's just one street.
- 7) Clean up the subway stations. I would like a better way to tell Powell from Montgomery that the stripe color. And worse, your colors don't match the colors on BART. It can't be too tough to spruce up the stations with more distinct color schemes.
- 8) More streetcars and less busses. I don't know if it was a real plan or not, but I remember reading there was going to be an E-Embarcadero and a G-Golden Gate Park line. Why not run historic streetcars long the N-Judah track to Golden Gate Park? It would be popular with tourists, help with overcrowding on the N-Judah and mean more streetcar service on Market Street.
- 9) Outdoor cafe seating like the Castro Plaza and Cafe Flore."
- More trees. Fewer people during the weekends?
- I'd get rid of the cars. I know it's drastic, but would enhance the safety of all those who gather or travel through here, and would certainly make the visit to Market Street more memorable.
- Places to sit so you could take it all in.
- "Get rid of convenience stores and the crappy chain stores you find everywhere like McDonalds.
- Get rid of the palm trees and median.
- Get rid of the freeway offramp.
- Add a continuous green bike lane all the way from Castro to the Ferry Building.
- Take out the palm trees and median strip and widen the sidewalk so it looks less like something from LA.
- Connect Upper Market to Lower Market by using the same paving treatment instead of cheeping out for the gays. And maybe the brick once looked nice, but the 5 million time it's been dug up and relayed with a different color brick and different colored cement it looks like a random mishmash.

- Take out the advertising. And get rid of cheesy elements like the paris-looking kiosks, you aren't going to create a distinct identity for market if you just fill the street up with random copies of things found in other cities.
- Put in information things like the various historic information pieces installed on the Embarcadero. And putting informational posters up in advertising kiosks doesn't count.
- Mail boxes. Before filling out the survey I walked all the way from Church and Noe to 3rd Street and the only mail box I found was the one in front of the post office at the Fox Plaza building.
- Put up signs marking the Muni/BART stations. I'm guessing the completely faded signs up right now are the originals from the 70s. You need to not just replace them with new signs, but you should also add the station's name since each one has several entrances.
- Any place where there are bollards and chains to block pedestrians from cross the street are broken and you need to redesign it to be safe for humans to make cars go faster."
- "Make it cleaner
- Make it safer
- Get viable shopping into the stores."
- Sidewalk cafes, green planters, wider sidewalks, better bigger bus and trolley boarding areas, speedier surface public transit less cars, water fountains, break up the wind tunnel near the Fox Plaza area.
- More of a strolling, hanging out kind of place.
- Add more greenery, more sidewalk cafe-type places for people to meet. Make it a destination with Paris-like cafes.
- More public seating and cafes with sidewalk seating. No cars, just transit. Wider platforms for boarding transit, especially the F-line. Faster transit speeds.
- realistically I'd extend the buses, taxis and bikes only portion of market from embarcadero to south van ness. Ideally, transform market street into a pedestrian plaza downtown and have vehicle traffic shunted to the grid system that surrounds market street.
- LESS CARS. Cars along the downtown portion of Market are confused and dangerous. I suspect is mostly people from out of town who don't know to avoid it. People in SF know you don't ever drive along Market. Let's make that official. West of Van Ness it feels - and in certain parts looks - like a highway.
- The mid Market section needs a definite upgrade -- there should be restaurants, movie theaters, shops, grocery stores, art galleries-- the buildings are beautiful but need to be gentrified
- "Revitalize business. Encourage local businesses that bring pedestrian and bike traffic (cafés, shops, art/cultural, government). There is ample space for outdoor dining, and we have the climate for it.
- Plant trees, greenery, especially between 5th-12th streets."
- I would add a large shopping store and movie theater and other shops. More plants and seating and less homeless.
- More outdoor seating with food nearby. Fewer cars, more people biking of all ages and abilities. Not the dead space between about 6th and van ness.
- "-More stores

- -More cops
- -Less homeless
- -Less thugs selling drugs/etc
- -More artwork
- -Better pavement for bikes
- -More green paths for bikes
- -Fewer businesses that attract crime or attract people involved in crime (pawn shops, jewelry stores, dollar stores, cheap clothing stores)
- -More businesses that detract crime - perhaps a police station?!"
- clean it up. Create a multi-use zone: business, housing, mini parks, gardens, let's grow food.
- "* Make the pilot 6th and 8th St turnoffs permanent.
- Introduce express buses/trains to zip between Castro/Mission and downtown (to make it easier to go downtown without driving)
- Add taxi stands (perhaps one near 6th St and one near 2nd St)"
- More public space. Incorporate green park space.
- Make it car-free! We can do it!
- Fix the problems from #6.
- It would be nice if each neighborhood it passed through could take ownership and put a unique touch on it.
- I would manage loading and unloading areas, and work on a street store facade program. I would make one traffic lane each way for buses and bikes only, and the right side lane for cars only.
- Turn Market St. into a pedestrian/bike boulevard with a central lane and track exclusively for MUNI. Cabs can use Mission st.
- Market Street should be a open sky mall, like Paris and Singapore main streets. With extra large sidewalks, that host trees, lights and benches. A mix of businesses with restaurants with terraces, retail stores on the ground floor, and other businesses/services or residential on the other floors. Just look at the Champs Elysees in Paris and Orchard Street in Singapore. It is a business and tourism magnet. San Francisco has all the pieces of the puzzle, it is time to make it right.
- "Install a vacancy tax to provide incentives to the absentee landlords to lower the rents on vacant properties or turn those properties over to the city to be rented out to non profits and small business startups.
- Close the entirety of Market street to private traffic.
- Have at least one day or night a week dedicated to a true market, that allows pedestrians to walk the length of Market street. This might be done in smaller phases, such as a Mid Market Sunday night market or a lower Market Saturday market, whereby only 4 or 5 blocks of Market are closed. But the key is to do it for a length of time and have it consistently closed.
- Re design some of the plazas. Have an organization like Black Rock Foundation redesign some of the plazas to make them more interesting and fun. Put things like ping pong tables, bocce ball courts, climbing walls, chess areas in these plazas to make them more appealing."

- Wash the Franklin sidewalks. Put in public toilets and clean them. Add benches and kiosks.
- There need to be viable businesses on the 5th -10th Street segment, more housing would help this. The walk from Union Square to United Nations Plaza & City Hall should be sparkle.
- The sycamores are too weak looking. More vigorous tree species might create a canopy like Noe st btw Market and 14th st.
- Separated bike lanes, ban private vehicle traffic in both directions, parklets, better enforcement of traffic and quality of life laws. Food vendors and other small retail on the sidewalk.
- As the city's main street, it should represent the city's best nature and personality, expressed via design/layout, art, architecture, technology, etc.
- I think more works of art on the street itself (statues, etc) would be cool. I think even shutting down all of Market Street to car traffic would be amazing, at least from Van Ness to the Ferry Building. Of course, it could cause lots of problems on other streets like Mission.
- "Fewer Chain Stores - the street is not very memorable when it's lined with exactly the same AT&T, Radioshacks and McDonald's carrying the exact same products you can find over and over in every single ZIP code. I'm not just saying that because I don't like them, just that Market Street is more unique and memorable if it doesn't have cookie-cutter stores on it and they can be a block off of it.
- Non-Stores - I think a lot of the non-shopping uses on Market like theaters, schools, museums, and restaurants (especially those with seating or near plazas and seating areas) contribute to the uniqueness of Market.
- More Art - I enjoy the art installations that have been put in the empty storefronts and now the sculpture in Civic Center plaza. I think it would be fair to say I do walk on Market more now because of the art, but there could be be more.
- More History - There are markers all along Embarcadero showing historic photos and explaining interesting historical tidbits, Market could use the same thing.
- Level Hallidie Plaza - The hole in the ground is uninviting and it takes away a lot of space that could be used on the surface. The cable car turnaround, the ticket booth and their lines are always awkward because they have to wrap around the little surface area left. What I'd really like to see: bring it all up to surface level, make a nice entrance to Powell Station (make this the stations-grand entrance) and because Mint Plaza is just half a block and a half away try and create a corridor that links the end of Powell to the corner to encourage people to explore further up Market and down that block of Fifth (where the new Museum and Visitor Center are supposed to be going in)
- Get rid of the bus pavilions - I know they are referred to as ""shelters"", but that's a ridiculous term since they have more holes for the wind and rain than swiss cheese: Standing under them does nothing to block the rain and you can't stand behind them like the old ones because the roof drains directly onto you and you can't use them as a wind block because they are open at the top, bottom and even in the middle. The unfinished looking design with exposed bolts, no gutter, left unpainted looks like prison furniture and doesn't appear to serve any purpose but to ugly up Market with one more place to post advertising. And what's with the urine-colored roof?

- Less Advertising - It is pretty sickening how there is nothing the City won't sell out to private companies and making it so I can't go 5 feet without an iPad ad is bad enough, but now it's video monitors. However much you make off advertising it is not worth the price. I hate to see graffiti on buildings, but I like seeing it on bus shelters and advertising kiosks and I really, really hope the cleanup cuts into the profit. I know I'm costing the city every time I call 311 to report it and I'm glad for it.
- I'd like to see the history, art, and information posters put in their own specific kiosks separate from the ad kiosks. It seems like this might be the direction the City is going in with the green kiosks for civic activities and the prison furniture for advertising.
- Complete green bike lanes
- More of the unique F-line trolleys
- Better transit - Again, the fact that trains back up every day because of traffic in the tunnel is ridiculous. The station entrances are pretty dull and have no good signs. Why are there next bus signs for busses I can easily see coming down the street, but there's nothing that tells me if the tunnel is working or not? I hate that with the lack of information and broken signs it sometimes takes until I get down to train platform and see on the red LED signs that the next train won't be for 30 minutes and I have to go all the way back up to catch the F-line. The busses on the surface aren't a lot better when they back up and it takes 3-4 light changes to get on my bus because there were 3 ahead of it and some asshole in an SUV blocked everything because they used the transit-only lane to try and make an illegal left turn. I would like to see a few less busses on Market (again: a lot of the time I'm heading to SOMA and wish there was a direct line) but have low floor streetcars in addition to the F-line."
- More trees, clean and safe sidewalks, interesting businesses like those in the Mission. After dark the Mission is still bustling with people going to clubs, bars, and well known restaurants. You feel safe because there are so many people out and businesses are lit-up and full. Market needs more innovative dining and entertainment venues.
- smoother streets, more cafes and stores at ground level, more restricted auto traffic
- I would make separated bike lanes along the entire length of Market Street, at least from the Ferry Building to Church Street. At least from the Ferry Building to Van Ness Avenue, there should be limited car use. I would also include bicycle sharing options all along Market Street. I was impressed by bicycle sharing locations recently on a visit to Washington DC and would like to see such programs implemented on Market Street as they're a great option for visitors.
- Increasing the greening would be great. The beautiful plantings done around some of the office buildings on lower Market are always beautiful, particularly around the holidays. Art would also be a nice addition.
- parklets; more stores/things to do/open attractions
- Less private automobiles. More development the entire way down to Castro. New pavement.
- I don't understand this question at all
- Less cars, more reliable transit and better bike lanes. Increased economic vitality throughout.

- Modify the unused newsstands into pop-up shops. Especially helpful would be bicycle repair. More outdoor dining in the less windy areas. Spontaneous parks.
- Create a more bike and pedestrian friendly corridor, take the priority away from cars.
- More main floor retail from 5th to 10th
- Minimize the appearance and perception of the roadway. Create PLACE. Places to seek shelter from the wind. Places to meet and then hang out for a while. Add LOCAL businesses, restaurants, shops.
- More cycling infrastructure, timed signals for bicycles
- Trees, green, pedestrian walkways with attractive seating and plants.
- Automobiles really tend to have a high negative impact on bicycling and on transit--I'd get rid of automobiles on Market Street altogether.
- The bus/bike/train/taxi chaos is unnerving. Separate the various modes of transit from each other and everyone will enjoy the street more.
- Market Street needs more activity nodes in some places, and more activity in some of the existing nodes (mid-market). Private autos should be banned entirely from Market from Embarcadero to Van Ness to create space for faster moving transit and dedicated bikeways. Slightly more street trees ins some places might also be nice.
- more twinkly lights especially in winter
- aggressively move homeless/transients out of the main corridor....its horrific.
- More inviting public space, cleaner. Especially the cleaner part, less abandoned/vacant storefronts.
- More public restrooms for gods sake. Right now it's memorable for all the wrong reasons.
- would like to see more merchants in the vacant store fronts.
- Streets more bike friendly, less homeless, cleaner, more live music, more street artists, more open and community spaces
- Make it prettier, cleaner, more of a pedestrian plaza type space.
- Add more art/original or unique storefronts. Get rid of the drugs, theft and other crimes.
- Pedestrians need to feel safe on Market at all times, especially on the stretch past 5th Street. People should be able to do more on Market Street than just get to work or go shopping; they should be able to gather informally and spend time enjoying activities such as people watching.
- The things that are already memorable are the sidewalks and the F-line. The curb-to-curb area, however, doesn't have much to differentiate it from any other street. Painted bike lanes down the whole length of the street and other memorable roadway treatments (perhaps extending special crosswalk paving to include the whole intersection?), as well as enhanced transit islands, would help.
- close it to private autos by making it easy to use alternative streets; i think streetscape should provide a place for people to interact, so i love benches and play areas, particularly things that will appeal to mid to late teenagers
- street stalls? food carts, bring the food trucks down from city hall and onto market. The alley behind Zuni cafe could be closed to cars and become a cafe, gallery, park space. Tuck in a see saw too! What about micro play spaces for kids? There are none along the corridor.

- Fill the vacant buildings. Open a lot of places to eat, with outdoor seating designed for comfort, not as an afterthought. Encourage a culture of street performing. Add a lot of greenery - not just trees. Fix the public spaces so they are desirable to be in (add coffee carts, performances, mid-day exercise classes). Program our public spaces at least until they catch on. Maybe add more housing above the first few floors to bring a sense of neighborhood as well.
- ban private vehicles throughout the day, seven days a week (between Gough Street and the Embarcadero); separate cycle track the length of the street
- everything possible to develop an uninterrupted retail wall all the way from the Castro to the waterfront, this includes building out the Octavia parcels, nuking the shabby low-rise and parking (pet mart, the chase bank, the empty lots), doing whatever possible to get mid-market back on track. another thing that i don't love is the north side intersections from stockton to sansome: too little pedestrian space and too much traffic. mitigate that with two-ways and road diets and out and out pedestrianization.
- Eliminate the drug dealers and remove the mentally ill folks who are a danger to themselves and others.
- More plazas! Add more ground floor retail, improve attractiveness of mid market. Give space to street life. It's too heterogeneous. Do not want to walk Downtown / Mid market at night. Not enjoyable.
- Continuous bike lane. Maybe no cars at all.
- Better paving and less cars
- I would revamp the store front situation so that there were local businesses that showcased the unique character of our city. Do a lot of placemaking. More seating. Reduce single car trips and make it a special street to traverse.
- Well first in the areas that I mention that are my least favorite, we need to make places for people to enjoy. Reducing vacancy rates with retail stores and restaurants not liquor stores is one, and converting liquor stores to other good uses is one thing. Good public transportation is another essential factor, it should be convenient and reliable. Improved bike and pedestrian safety is another. Getting rid of homeless people, panhandlers weather they are aggressive or not, as well as prohibit public drinking smoking and other disturbing activities is another. Have some good events planned. Improved safe nightlife and etc.
- I'd like to see more seating, continental crosswalk striping, more thoughtful placement of trees and crosswalks (there's some crosswalk near the Four Seasons that drivers don't seem to realize is a red light/cross stop area ... the idiots).
- Making more space available for pedestrians.
- There's almost no incentive for a pedestrian to linger on Market Street unless he/she is accessing public transit. The street needs more retail businesses. The areas abutting the street are vast, unwelcome expanses. Because the area seems empty and is often populated by homeless people or people who seem delinquent, there are few cafes or parks where people feel comfortable lingering.
- Seating, public spaces designed for people to USE them - get away from the exclusionary design that dominates the street. Greenery, bike lanes or shared roadways, iconic lighting and street furniture... the list goes on.

- Less car traffic so one can enjoy the ambiance of the downtown/ferry building section of Market.
- "Find ways to speed transit (e.g., dedicated lanes that are somehow self-enforcing with barriers/retracting bollards/etc. - current enforcement does not work).
- Make bicycling safe - add a cyclepath that is separated from motor vehicle traffic by several feet of curb, also preventing the lane from being constantly blocked."
- It can only be improved is the police enforce all the laws and start ticketing people.
- Allow or encourage theater marquees, not up-against-the-wall marquees currently used by the Warfield, the Strand or the truncated marquee used by the Orpheum Theater.
- I'd love for more of it to look like the bit in the Castro. I don't mean that the businesses need to be the same little boutiques and restaurants, but it would be nice if the street was prettied up a bit. I would especially like for the bike lanes to be made totally separate--more arterial and less slalom. I think that would improve the appearance of it (it would be sleeker) as well as making the street much easier and less dangerous to travel on.
- I would add even more art(the idea with Burning Man art is great, but we need more of that, so that it becomes an attraction even for tourists!). Maybe more festivals/parties - for example there could be small markets/dance parties/exhibitions on UN plaza - even more often, then people would be coming there more often creating a community
- No motor vehicles. They rule there, like most everywhere in our "transit first" city.
- no car traffic
- dedicated mostly to pedestrians and street performers
- "No cars. No cars. No cars.
- Benches, sidewalk cafes, areas to stop and rest and take in the passing pageant."
- Clean it up and make it safe so business are encouraged to open up on Market Street and attract locals and tourists alike.
- Get rid of the bricks, good quality concrete properly poured is much more aesthetically appealing. I hated the bricks when I first saw them in 1976 and they've only gotten mangier. They look like Walnut Creek trying to be Paris. Get rid of the 1970's street signs--the full moon street signs and brown metal over the street. Combine the trolley wire supports with the light standards, the way the original poles were designed. Minimalize signage and posts. Combine, and reduce visual confusion.
- Close a stretch of it to vehicle traffic. Integrate the activity in the Ferry Plaza, FiDi, and Powell St into Market St. more. Add plants and parklets and features that encourage people to linger. In the stretched closed off to vehicle traffic, create space for dining tables, resting benches, maybe even a small performance space for music. Play the street up more as central to the life of SF--right now it feels like a congested, confusing street that is best avoided.
- more cafe's and open spaces for hanging out
- More stores, cafes and restaurants in mid-Market. More people walking about Mid-Market with an intent to visit those places--as opposed to simply hanging out doing nothing. One should be able to walk from lower Market to upper Market without feeling unsafe, etc.
- Get rid of the homeless and clean it up ie safer, add more bike lanes, make it more walkable with more retail.

- I like the on-sidewalk chess/checkers near 4th or 5th, but the section with sex shops is kinda shady.
- More public spaces, redesign bike route so as to separate bike lanes from other traffic and put the bikes on the north side of Market Street...15 mph for cars with camera enforcement. Anyone breaking the law gets an automatic ticket. Revenue for the city.
- More business on mid market, traffic calming between 3rd through 5th streets, less panhandlers
- The blighted Mid Market area needs a make-over. The City should do all it can to attract new businesses, housing, cafes, restaurants, cultural and artistic nodes to Mid-Market. This also means providing improved civic amenities like more vigilant policing, sanitation, and human services.
- Cleaner, fewer cars, better lanes.
- Enliven the seemingly dead business strips near the tenderloin.
- I would close it to car traffic altogether, except deliveries. I've seen it done in European cities and it truly improved civic life, business, as well as traffic. It could really be the crown jewel of SF, but right now it's just a clogged up, polluted, semi-highway.
- fix potholes, remove private cars, clean up facades, get rid of sex/porn/drug/head shops
- "Private automobiles ruin the experience for everyone else, so I would like to see them restricted even more. Since Market is the most transit accessible part of the city, I don't think such restrictions would keep people away.
- I would also like to see more sidewalk cafes and vendors, and more places to just sit and enjoy"
- Enhance street paving with higher quality, non-asphalt material in key places. Find alternative to "soft hit bollards" and other traffic signage and control elements that look less like materials for the highway and more like materials for an urban pedestrian realm. Replace struggling trees with trees that will thrive.
- Eliminate private cars, improve public transit, improve bike access. No one drives on Market to get to Market.
- Lose the traditional thinking of it being a big road with big sidewalks. Redefine the space into parks/parklets, walking paths, ponds?, trees?, artwork. Redefine the street as smaller for transit and bikes ONLY. Cars only crossing Market.
- Possibly create more alcoves, protected from the wind, where people can relax and enjoy the wide sidewalks. It would almost be amazing to turn Market from 10th Street to the Ferry Building into a pedestrian, bike, and public transportation only promenade. Cross traffic at key intersections could be allowed. The paving material would have to change to show this transition.
- It needs more living-based activities IMHO - more bars, restaurants and apartments. It's kind of dead at night.
- More places to stop and hang out. Take what's working in the Castro and extend it along the whole street. That could be businesses, or it could be public space like pocket parks.
- less cars, better division/separation between cars and bikes
- More comfortable public spaces to sit and people watch. Better bicycling/pedestrian infrastructure.

- More opportunities for positive social exchange. Sidewalk cafes. Roof decks. Urban gardens. Amenities for the homeless (don't push them out! help them out!).
- add more dense housing to give market street more of a 24/7 crowd instead of being so dead and scary at night
- More sun, less wind through artful removal/replacement of buildings
- Cleaner, safer. The city should be proud of Market Street! Instead, most people avoid it by traveling underground.
- improve storefronts, more places to sit, clean up the street, human scale, car free plaza space
- improve streetscape for pedestrian use along southern stretches of Market. Improve bicycle lanes along entire span of Market.
- Remove or limit private cars, actually take care of the trees on the street -- they look so neglected, and tolerate less illegal activity.
- CLEAN IT UP! Create some spaces where you could block the wind so people could enjoy open spaces
- Get rid of the cars!!!! Dedicated bike lines all the way from Embarcadero to Castro.
- I'd like to see more street furniture, a variety of street lighting, store awnings and canopies for protection from the rain and wind, more green vegetation of different scale, height, textures, and colors; food carts, flower stands, and produce stands; sort of a linear farmer's market running parallel with Market, expand the civic center farmer's market to run parallel with Market. A sidewalk marketplace with sidewalk restaurants and cafes
- Fill in the vacant lots with buildings. STOP ALLOWING DRUNK, DRUG-ADDICTED PEOPLE FROM LIVING ON THE STREETS. Encourage businesses with an active street presence. Make this a bike and pedestrian friendly boulevard.
- Less homeless, cleaner while creating gathering spaces for urban use.
- More lighting and prettier trees; more benches to allow for lounging; more active local storefronts to encourage strolling; less corporate stores (why fly to SF to shop at F21, Old Navy, Gap?); more physically-separated bike lanes; less (or no?) private cars; less speeding taxis; free public transit in downtown corridor like so many other cities (PDX, etc.)
- Streetscaping needs to be improved, as well as walking corridors and public transit, which can be more seamlessly melded together to make a beautiful, safe street for all people to enjoy.
- the flooring can be change, the safety and also to upgrade the market street area especially around civic center. More cool lighting and trees with light. the store that is close suppose to be open and it will attract more people and promote people to walk.
- Reduce traffic and enforce it!!!
- more seating, more public plazas, a prime place for buses, bikes and people
- Make it more pedestrian and bicycle friendly. Remove obstructions to pedestrian flow. Increase police presence (more visible walking/bicycle patrols). Reduce automobile access. Free trolleys up/down Market.
- Trees. More cafes. Leverage San Francisco histories along the way -- design and embed small plaques with histories, or artist's concepts of the place, or a changing exhibit of ideas current to the times -- perhaps commentary on climate change, gender equity, the fun of childhood, new technologies, etc. Curate the street like an exhibit.

- Minimize the footprint of automobile traffic, encourage the development of not just outdoor performance but permanent and meaningful cultural institutions, build more diversity and "earthiness" into the design scheme, and build a fully separated bikeway that will change how people arrive, engage, and indeed--live.
- Making it feel more human. San Francisco has a long history of Market Street alternating between seedy and magical, but always engaging. The street has lost some of that civic engagement feeling over the past 20 years, outside of specific areas, and the street feels more like a congested dividing line between two parts of a city. Opening up zoning to outdoor cafes, improving plaza space to be designed for use, not empty pavement, building a community feeling that still reeks of urban excitement, these are the areas that will truly drive Market St. forward. Any transportation along the street should be transportation that engages with the surroundings: bikes, walking, and public transit. Cars make up such a small percentage of travel on the road, yet dominate the congestion and pollution along the corridor, while providing no benefit to those who are out and about. Improving zoning laws to allow for wind-sheltered outdoor cafes and restaurants, farmers markets, even fountain plazas in the middle of road for community gathering.
- Clean up or tear down abandoned storefronts, create public park "green areas"
- The street facades should reflect the grandness of the street
- Create/allow more free from sidewalk activity - markets, plazas, gathering places.
- Improved bike lanes, more efficient public transit, more inviting sidewalks/landscaping/public space.
- Dramatic reduction in the number of cars and buses; replaced with light rail and extensive planting, public art and plaza space.
- Artwork has a substantial effect on a space's identity. More public art creates discussion, and enhances the look and feel of a street. Also, adding more public spaces to sit and linger would possibly expand Market Street's purpose beyond simply shopping.
- Get rid of cars, they do nothing for it; focus on bringing in businesses to revitalize; create public spaces to gather, sit; make bike lanes safe; add greenery.

Question 9: Thinking of your favorite streets here or elsewhere, what aspects could provide inspiration for Market Street?

Thinking of your favorite streets here or elsewhere, what aspects could provide inspiration for Market Street? Be as specific as possible.	
Answer Options	Response Count
	146
<i>answered question</i>	146
<i>skipped question</i>	104

Responses:

- If it becomes what I have mentioned above, then we should rename Market Street. It does not sound catchy enough. Maybe San Francisco Blvd or Avenue of April 18 (1906 Earthquake), etc. Something that people will remember and identify with, specific to the city like the Champs-Elysees, for example.
- Castro. The shops and foot traffic make it a very welcoming street. The "garden" space at the Muni track is a nice addition.
- Valencia Street has been done over wonderfully, as has Octavia. In both cases the sidewalk was increased making space for businesses to have sidewalk seating and also making foot traffic flow more efficiently. The parking space seating areas are another great idea that could be brought to Market. Less car traffic and more bike traffic would make the street more attractive. Prohibiting commercial vehicles would make sidewalk seating more attractive to visitors. There is nothing worse than trying to have coffee with big giant trucks flying by, honking their horns. Horn restrictions would be a blessing.
- Design it around Las Ramblas in Barcelona...but nicer!
- the great trees help it very, very much - keep it up; if they are diseased, it should be essential that they never die.
- In Washington, DC: Connecticut Ave. (both above and below Dupont Circle), 17th Street (between S and P Streets), M St. (from Georgetown to Foggy Bottom), Wisconsin Ave. (in Georgetown). In Houston: Westheimer or Alabama in Montrose area. These stretches attract folks from nearby or are commuting to/from work who are out for some quick shopping trip, out for major shopping, and/or are out to meet up with friends. The mix of shops, food/drinking establishments, entertainment venues (live music, theaters, etc.) blends very well with -- and ADDS not detracts -- from the lives of folks who live nearby. You don't have to go all over town from coffee to work to shop to drink to dinner to show (or whatever); once you are in the area, you can do a little of all of the above and it has a "neighborhood" feel for that reason, especially since folks are on their feet on the sidewalk not separated from the city in cars or subways. Also, having open-air spots for folks to meet or incidentally run into one another makes a big city feel small and friendly.
- Streets of London

- Mannerheimvagen in Helsinki - more park and people than freeway.
- Streets in Europe (like Copenhagen) that are pedestrian-only; or are an excellent example to work from. Amsterdam has excellent bike facilities to consider and use as an example.
- The new Broadway in New York! Once it was closed to cars, the vibrancy of the street life shot right up.
- The long pedestrian streets in Europe could provide inspiration (Las Ramblas, Barcelona; Koenigstrasse, Stuttgart others in Milan and Munich)
- Here in San Francisco I like all the streets in Chinatown because they have so much going on and all the signs are in Chinese. It feels like I'm not even in San Francisco anymore.
- Dolores. It's maybe not my favorite of all time, but it's special with it's median of big palm trees.
- "noe street.
- hayes street.
- 24th street."
- I love Hayes street in Hayes valley between franklin and laguna
- Valencia St comes to mind. It's not the cleanest street in the world, but it's got a lot of culture, a lot of interesting shops, and lots of nightlife, without feeling downtrodden or dangerous.
- Wide sidewalks. Bike lanes. Many public transport options. Greenery. Ground-floor commerce, bars and restaurants. Good lighting. Lots of bike racks.
- Interesting question. Maybe video art installations in some buildings?
- Pedestrian friendly, with separate access routes for transit (F line) and bikes. Outdoor seating areas. Food vendors (either permanent or vendor trucks/carts). Music. Shaded areas
- Valenica, the few blocks that were redone look very nice.
- "Wide sidewalks
- Green spaces
- Vibrant people"
- The Ku'damm in Berlin, Champs-Élysées in Paris and Michigan Ave in Chicago - all great boulevards with very active and pleasant pedestrian spaces with cafes, hotels, shops and greenery. A place where you want to walk, linger and enjoy.
- Many European cities have streets that are great for walking and hanging out. For example, I visited Sofia, Bulgaria a few years ago and they have a main street that is full of shops and cafes.
- I think the redo of the Embarcadero with wide sidewalks, the F-line in the middle, and fun history signs along the way fit well with what Market should be - without the cars. The ideas to make Jefferson St a pedestrian area could apply to Market. Or the Michigan Mile in Chicago is another area of what I think Market should be able to top.
- Any streets in Amsterdam or Belgium. Car traffic can still get through them but they are designed first and foremost for the people who work and live in the area instead of designed for people who are just passing through the area.

- Parklets! Parklets! Better bicycle separation.
- Mid Market needs Bistros and street seating; it needs an anchor destination to draw crowds and amenities to keep people there
- The Castro works because there are local business owners who take pride in their community and run small shops along Castro and Market Streets. Encourage residents in the Tenderloin, SOMA, North Beach areas to open up shop along Market.
- like the 3rd street promenade in LA, as well as the Grove in LA. A mix of both. San Diego Gaslamp.
- More restaurants with outdoor seating. More outdoor markets. Fewer private cars. Better way finding. More active engagement between first floor retail and street.
- Trees, cleanliness, music, yoga studios, produce markets, outdoor cafes, and a feeling of safety.
- no-car town-center. dedicated pedestrian streets. Sculptures, murals, green space
- See Strøget in Copenhagen, Nanjing Road in Shanghai as great examples of pedestrian-only shopping streets.
- Parklets like on Valencia, 22nd street, Divisadero, Columbus.
- Chicago streets have beautiful bus stops, nice benches, plenty of trees.
- Once again, having traveled in Europe and Latin America, anywhere that cars have been kept away has always provided an oasis and hub for people to happily congregate. Also, having a great deal of greenery creates an inviting ambience.
- The fun vibe and playfulness of Venice combined with the social shopping of Camden High Street.
- more public seating. like in Manhattan where the median has public chairs and tables (like on castro)
- I saw a dedicated bike path in manhattan last weekend and was blown away. How is that they lead us in bicycle improvements?
- Again, Paris' Champs Elysees and Orchard Street in Singapore. It should be pedestrian friendly, safe and attractive at any time of the day or night.
- Los Ramblas in Barcelona. Actually, a better street is Calle Verdi in the Gracia neighborhood of Barcelona. This is an incredible street closed to traffic that provides an amazing walk and is always full of life.
- Embarcedero. Lovers to see, places to sit, art and info kiosks. The brass sculptures of sea life and such. Not the horrible bow and arrow!
- There is nothing inherently wrong with the Market Street as a "grand" artery. The Embarcadero to 5th Street is what the 5th to Van Ness lacks. Businesses where people feel comfortable to shop and hang out. San Francisco has many streets like this all ready. It is not the Champ Elysees or the Ramblas but it should be an integrated part of San Francisco
- Same as #8.
- Las Ramblas in Barcelona, Spain. Smaller streets in major cities like Bangkok and Mexico City with food vendors everywhere. Divisadero Street on Artwalk nights- people everywhere, live music in the street, food vendors, sidewalk cafes, mini-parklets (the one at Castro and Market is great!)

- Green boulevards. Photosynthesis providing oxygen. Sidewalks that do not smell like smells trying to be covered up. I want to smell clean and natural air.
- I think of Times Square (I forget the streets) is super cool. I don't think Market needs billboards on every building, but I think that the way the plaza has been opened up to pedestrians for a more relaxing experience was very interesting, especially in such a densely populated area.
- "Barcelona - The city has a lot of pedestrian friendly streets with a lot of kiosks and are free from advertising. Even their subway is free from advertising which several people told me is because they take pride in their city instead of just looking at how they can make money by selling and leasing community space.
- Noe Street - I like the corner bulbouts that narrow the crosswalks and create a lot more opportunity for seating and trees. The tree canopy.
- Masonic Boulevard - I've seen the plans for Masonic that use the corner bulbouts for bus stops with the bike lane going around behind them. Market probably has some spots something like that could be done."
- Mission, Valencia, and Market in the Castro. There are lots of interesting places to go that are open late (primarily great restaurants, bars, and groceries with produce out on the sidewalk). While not the safest streets in the City, you do not feel like you are on skidrow like in the mid market area. Trees to detract from the wideness of the road and colorful, interesting storefronts would help.
- bike lanes, community sitting/gathering areas (much like existing parklets at 17th/Market and 16th/Irwin), efficient and quick movement of public buses through designated lanes, safe public bus loading/unloading areas (eg. designated islands), more spots for food carts along wide sidewalk areas
- Van Ness is a kind of boulevard. It could be treated like Broadway in Manhattan and become largely pedestrian.
- Market Street The Hague (Holland)
- Valencia Street here; all the great streets in Dublin, Amsterdam, Paris, great places for strolling, hanging out, people-watching, families and bicyclists.
- In Los Angeles, Sunset Blvd is starting to get more foot traffic in areas which were very shady before. This is a lot like the tenderloin at night. It would be great to feel more safe walking down the street after midnight
- less car traffic more activities
- Prohibit personal vehicular traffic in the lower Market area. Scale things to the pedestrian level.
- The main street in Greenville, South Carolina is incredible. Tree lined, wide sidewalks, street level merchants, beautifully designed.
- A vibrant but respectful night life. Our city is gorgeous in the evening, but its also desolate.
- The newly designed roadway in NYC, Champs Elyse
- Page St. in the Upper Haight is a gorgeous street because of the trees and the architecture. And Lisbon, Portugal does a good job of keeping automobiles off of pedestrian plazas and streets.

- I think our "Parklets" have a lot to teach us about what people want out of our streetscapes--intimacy yet connectivity with the city all around.
- More storefronts, slow traffic, make pedestrians feel big not small.
- Market street is our Champs d'Elysses.... not only is it a center of civic life, it is the grand promenade of this city. The thing that is most missing is more residential use along the street which would contribute to more activity in the evening and night. The biggest strength of Market Street: it is basically a great open-air museum of the history of this place, perhaps that could be underscored a bit more...
- keep tourist cars out of Market Street - they can be dangerous to pedestrians and cyclists
- See Sydney.
- Haven't really been anywhere else.
- not sure.
- The Divisadero corridor re-development could be use on Market. I think the street parks are so beautiful and such a SF signature.
- NY Times Square. Get rid of private cars. Less fumes and noise, less stress. More space for people to be.
- The first streets that come to mind are Valencia Street in the Mission District, 24th Street from Valencia to Potrero, or maybe the Embarcadero. They are all crowded streets, but they are pedestrian friendly and they don't seem nearly as crime riddled as Market Street.
- College Avenue in Berkeley. Not the small scale as Market, but it has excellent pedestrian flow, always feels safe no matter what time of day, and has lots of engaging activities beckoning from the sidewalk (stores, restaurants, outdoor cafes).
- Cafe's at the curb like in many European cities; things that make the street a meeting place like the public squares in Latin America
- More of a boulevard. Look to European cities, Las Ramblas in Barcelona.
- Unter den Linden (for the ability to promenade), Valencia Street between 17th and 23rd (for restaurants, nightlife and interesting shops and cafes), Lexington, Amsterdam or Columbus Avenues in NYC (for the mix of residential and non residential).
- like so many European downtown streets with high pedestrian and transit use, cars have no place on such streets and should be banned to allow more room and safer conditions for other users
- wider sidewalks, comfortable to walk down, a place to run into friends, comfortable spots to stop and chat, outside cafes, restaurants, bars, a reason to be there - especially later in the day when work isn't the draw anymore
- really, i can't really think of anything even remotely similar anywhere that i've been. but i'd love to see market evolve into a Parisian-style grand boulevard, which would massively increase street seating, street vendors, etc.
- More independent, small businesses. No Targets or big box stores!
- Barcelona, Paris, Buenos Aires boulevards. Big streets with central spaces to have entertainment. Great to walk at night.
- Copenhagen bike lanes. Closed downtown area in Copenhagen on Noresport.

- Anywhere in downtown Copenhagen - lots of pedestrian/bicycle only areas, very limited car access. Beautiful buildings, and very high quality materials used for paving and street furniture.
- I love the 16th St Mall in Denver and the Pearl St Mall in Boulder Colorado, though I would opt for local businesses over corporate (though I would encourage local chains, blue bottle, the Dolores park cafe, delfina, etc). They are both walking malls, with lots of seating in a key business corridor. The 16th St Mall has a free shuttle that connects two important transit hubs.
- Well I have been to some of my favorite streets, I think it should not be the same, but it should be diverse and be mix use(mix use development) as well as good transportation. There are some streets in SF that have all of these aspects, my advice visit other parts of the city and incorporate a little here a little there into it. Remember having some planned events that everyone would enjoy would be good to, as well as good people.
- Less cars, more pedestrian activities, the Venice square with all of the cafes outdoor seating areas and music performance stages ... Playgrounds and more parks for the high-density populations moving into downtown San Francisco... Bicycle sharing stations would be great! Go to Barcelona, and that pretty much represents my ideal for how to share public space (one lane in each direction for cars ... grade separated bike lanes, and pedestrians given the prime space in the middle along with cafes dotting the area)
- Wide sidewalks, comfortable crossings at intersections, and -somewhat uniquely - Market could use some wind mitigation.
- Sections of Portland, OR's downtown and retail district are closed to private vehicles but open to streetcars, bicycles, taxis and delivery vehicles.
- Las ramblas in Barcelona, Rue Sainte Catherine in Montreal...
- Repaving would be great. Nothing is as lovely as a smooth ride.
- Valencia Street is my favorite street in San Francisco - the number of pedestrians shopping or just exploring, the fleets of bicycles, and the small amount of car traffic make it great. If only it didn't have so much parking leading to cars stopping in or cutting across the bike lanes.
- When everyone, including the police, work together.
- I loved the Market Street from the '40s and '50s. It was lively. Lots going on. Lots of people. Lots of businesses. Not too many homeless or destitute since people were so busy walking, shopping and looking...
- There are many major streets in Montreal that have separated bicycle infrastructure along one side of the street, creating a safe bike-only territory that is neither car zone nor sidewalk. Similarly, Portland, OR, has been experimenting with this by placing the bike lane on the far outside of the street, with the "parking lane" between bikes and car traffic. Both of these solutions make ALL traffic flow more safely and easily along the street, and there are many opportunities for beautification with this simple modification. Ideally, Market Street would be a multi-modal thoroughfare. It is clearly built for that purpose: it is very, very wide, the sidewalks are HUGE, the shopfronts are lively. But there are big stretches of it that seem to have lost the way, and the uptick in bike travel has made it feel and look messy.

- Telegraph Ave in Berkeley - full of vendor that bring attention. Paris' streets - chic dining and art/galleries
- Friendlier to people. Benches, outside dining, deal with poor and homeless in a positive way instead of sweeping them out of sight to another neighborhood.
- bus, train, pedestrian, skateboard and bike access!
- "urban areas in europe where transit and pedestrians and commerce overlap. specifically areas of amsterdam, netherlands and basel, switzerland.
- also walking streets in winchester, virginia and charlottesville, virginia"
- "Mission Street--colorful and varied.
- Champs Elysees--but lose the auto traffic.
- Telegraph Avenue--a little something for everyone."
- Broadway in New York City or Madison Avenue in New York City.
- "Most San Francisco buildings have been stripped at the ground floor--this makes for a visually dead look. Restore the ground floor of older buildings and try to discourage the rigid plastic awnings. Get rid of the bricks and use concrete. More bars. Market street is one of the driest streets in San Francisco. More restaurants and less fast food and walking fare. Sidewalk seating. Less convenience stores. Build out the failed plazas of the 1970's--1980's buildings--to one or two floors so that the retail comes to the building-line of the rest of the street. The Weyerhauser building is an utter failure, but it is also a landmark of Modernism--it should stay no matter its dysfunctionality. Other, lesser structures should all be encouraged to build a pediment below their towers in order to bring the building in line with the street and create the energy lost to the micro-parks and plazas.
- Encourage more stores on Market, instead of putting them in malls.
- Get rid of the mall planned for the United Artist theater site. It is a big box mall which is utterly car oriented and thus miserably inappropriate for the area.
- Better trees. The sycamores look ratty for most of the year. Bring back the neon without bringing in the big electronic signs of Tokyo and Times Square. Put a major museum near the foot of Market, on the Embarcadero"
- Ben Yehuda St in Jerusalem is a wide pedestrian mall flanked on both sides with shops and cafes, with seating in the middle. It attracts both locals and tourists. Feels integrated into the city and its cross streets. Feels like an inviting community space.
- castro & market corner
- The other portions of Market should provide inspiration for Mid-Market. One should be able to walk from lower Market to upper Market without feeling unsafe, etc.
- Valencia street is one of my favorites in SF, or Front Street in Portland Oregon. They have bike lines, open spaces, but you can still drive. There is also lots of businesses and restaurants out there
- Trees, wide sidewalks, cool shops (e.g., parts of North Beach)
- Streets in which they simply ban passenger automobiles and focus on transit, retail, museums, and public places
- Clean sidewalks, no smells of urine, nice landscaping, public art - things that make walking amongst a busy street more pleasant.

- Broadway in NYC
- Valencia Street: nice bike lane, well paved, kept cleaner, nicer stores and storefronts.
- "Timing traffic lights to stay green for cyclists going a certain speed (say, 11 mph) so one could ride from Octavia (or even Castro) to
- embarcadero without having to stop. More green! Especially around civic center and tenderloin."
- Ideally, I'd love to see a completely pedestrian and biking strip like Königstrasse in my home town of Stuttgart (http://www.stuttgart-tourist.de/ENG/events_freetime_culture/koenigstrasse.htm) or Las Ramblas in Barcelona. In the interim, working toward something like Octavia or Valencia St could be a step in the right direction.
- valencia st is really beautiful with only minor remodeling: safe bike lanes trees, flower baskets, sidewalk seating, more and more restaurants opening up.
- I like outdoor cafes and streetlife. I like fountains, arts, and places to sit. I also like the car-free streets in many European cities. They don't work everywhere, but I don't think car restrictions will lessen the vibrancy of Market. In fact, I think it would make it a more enjoyable/pleasant place to hang out and therefore even more popular.
- Portland 4th and 5th Street Transit Mall - Intersection paving treatment.
- Pedestrian streets in Mexico City (City center, off of the Zocalo).
- "Easy, fast, safe, and convenient preference for transit and bicycles. No cars (pedestrian zones). Think center of Milan. If the urban landscape is built to be interesting (draws people from around the city), businesses will be interested in the area.
- I do like that there is a lot of interesting shopping around Powell BART and from there toward Embarcadero. Could the Powell to Civic area be turned into a new type of area with a conglomeration of non-profits, theatres, cafes/coffee shops, residential above the street level retail, live-work type lofts, schools?"
- 3rd Street in Santa Monica. La Rombla in Barcelona, Spain. Calle Florida in Buenos Aires, Argentina. Times Square in New York.
- I really like Valencia St.
- 9th and Irving is nice; 24th Street in Noe Valley.
- Less vehicular traffic. More public spaces to sit, relax, and people watch. More trees.
- Bike lanes like in Amsterdam and Berkeley. Urban gardens. New areas for food trucks (like the pods in Portland, OR).
- Mission Street has a somewhat more balanced amount of commercial and housing which gives it more of a vibrant night time character
- Michigan Ave, Chicago- GREEN buffer between people and vehicles.
- The main street in downtown Denver that is a transit-only mall with free buses (16th or 18th street?). Michigan Ave. in Chicago north of the river is also a nice example. Both streets seem to be the center of the city rather than Market St. which feels like a diagonal cut through "the place to be". Both are well landscaped, have fast transit, and largely have social issues controlled.
- "Avenue des Champs-Élysées -- wide sidewalks with trees, clean, vibrant.
- Columbus in North beach -- sidewalk cafes, coffee houses, boutiques."

- Check out how Amsterdam has incorporated the bike lines into their streets. More parklets and areas where people can sit.
- Granville Island Vancouver, B.C. with its color and vitality, Pike's Place with its marketplace atmosphere; the Market Street gardens near Chevron Building; Giant bamboo from the development on Mission
- Noe Street in Duboce Triangle. Green, pedestrian friendly, nice mix of commercial and residential. Valencia street in the mission -- active, diverse, good energy.
- Better support for all multi-modal systems to make them safe and clearly delineated.
- "Free transit like Rose Quarter / Lloyd Center in Portland;
- Pearl Street, Boulder, CO;
- Broadway/Times Square, NYC;
- rue de Bourg, Lussane, Switzerland
- Downtown Crossing, Boston
- Queen Street, Melbourne, AU"
- I love the feeling of streets that have a unique and continuous feel to them, like M Street in Washington DC where I used to live. A street that is easy to walk along, stop and chat along, or travel along to other destinations.
- "1.Senada Square flooring in Macau can be use as inspiration.
- 2. paris champ elysee
- 3. drenden,germany
- 4. Seoul, Korea
- 5. tokyo, japan
- 6. kyoto, japan
- 7. underground osaka japan"
- Eliminate traffic...calm the traffic...build parklets or provide more a "green" feeling.
- flush surfaces, transit that does not weave in and out of lanes
- Businesses/amenities that attract a lot of pedestrians day and night. A safe place to walk at night.
- If we construe the street as destination, the great market streets of the world come to mind -- the collapsible qualities of markets that arrive daily across Provence, the vendors who come and go around Florence, interspersed with cafes and fountains and places to stop. These are places that invite user engagement -- one creates short cuts, knows particular resting spots, how the sun will at a certain time of day. Market Street has no essence at present -- study the streets that act as ecosystems and then iterate on their best qualities. This is the sort of design research I would suggest.
- I love the transformation that has taken place along Valencia Street in recent years, which could never have happened without the controversial but necessary step of removing auto lanes, widening sidewalks, and making the street one of the world's premiere bike thoroughfares. Market Street doesn't need wider sidewalks, but the necessity of having four auto lanes is unclear to me.
- "Las Ramblas in Barcelona or the Marché Bastille 6-block farmer's market in Paris could serve as great inspiration for how to provide commercial and community engagement (particularly surrounding arts, food, agriculture).

- Commonwealth Ave. in Boston (part of the greenway), European green tramways (or streetcars) and the O-Bahn bus track (could be used for shared streetcar/bus greenways), eg <http://www.showbus.com/photo-oz/am521.JPG> , or, as odd as it sounds, even a drive through Muir woods could serve as great inspiration for integrating the natural environment into the city. With San Francisco at both the forefront of the environmental and sustainability movements, as well as being surrounded by such impressive natural land, being the first city to truly integrate these ideas into an urban space would be profoundly inspiring to cities around the world."
- Las Ramblas, great entertainment destination
- Broad Street in Philadelphia is a good example of a major commercial street that also ties together the arts and civic facilities
- I have always appreciated Mexico City's many small squares, plazas and parks; they help break up the brutality of focused and incessant transiting.
- Any European urban city: space that's inviting, efficient and is on an appropriate scale for walking, biking, transit. Sidewalk cafes, landscaping. Make SF business friendly!!
- Perhaps Las Ramblas is a good enough comparison (although this has too many cars as well) - the density of events, proximate public space, mature plantings and significant art cascading from hill to sea - with many many street vendors, cafes, performers to delight along the way.
- Valencia Street has proven to be a wonderful and successful street in this city. With its high abundance of great eating, in both variety and affordability, this street is extremely desirable. Food restaurants are greatly lacking on Market Street, and what few there are, they are neither affordable nor interesting, mostly large chain stores.
- While I've lived in four countries on three continents, and I know tons of beautiful streets, I just can't think of any right now. I'm distracted by the Giants game. :)

Question 10: Which plaza(s) or sidewalk area(s) on Market Street do you most enjoy visiting and why?

Which plaza(s) or sidewalk area(s) on Market Street do you most enjoy visiting and why?	
Answer Options	Response Count
	142
<i>answered question</i>	142
<i>skipped question</i>	108

Responses:

- At this time, there are none. Civic Center plaza would be very majestic, because of the view that it has from the street looking towards City Hall.
- The farther East, the better it gets. The ferry building (area) is the best feature downtown.
- Castro Plaza: It is a well-planned use of underused street space. The F line always brings such interesting people with it so it's a great place to people watch and sit and talk with friends. Again, the homeless camp out there often making it less attractive.
- Castro because it's safe, clean and accessible.
- the ferns and city plaza at Sansome near see's candy. See's HAS to stay there.
- Yeesh. Almost none of them... although I do run into friends most often in the Castro area, which is the best mix on Market of clean and safe-ish with ground-level destinations (shopping, service businesses, food/drinking, entertainment).
- None
- Ferry Plaza
- UN Plaza for the farmer's market; Justin Herman plaza for chilling in the sun and the artist market;
- It's not exactly on Market, but Mint Plaza is a great spot.
- The revitalized area around Yerba Bueno Lane is beautiful and fun to spend time in. Lots of things to do and see and people watching is great!
- Currently there are none that are clean enough to enjoy.
- The Powell Street, due to the Cable Car Turnpoint. The Ferry Building, because it is so sunny there (no high buildings).
- Powell Street cable car turnaround - it's the only plaza area I can think of that ever has any activity
- justin hermin plaza, castro muni plaza
- Embarcadero to 4th, Dolores to Castro, roughly.
- Powell Street Station--cool to see all the different types of tourists. Justin Herman Plaza--right in front of the Ferry Building. The Castro--lots of bars, shops and restaurants.
- 1) The Castro Plaza and Cafe Flore. I'm only a few blocks away so I get coffee and hang out there a lot and will almost certainly bump into friends.
- The garden near the Chevron Tower is really pleasant and calming.
- The area around Powell Station. Awesome people watching.

- Castro Plaza, but it looks cheap. You should repave it to look like a real plaza.
- I really like Zuni Cafe, but the surrounding area is pretty questionable. As I was eating lunch there the other day, I watched a man get a hand job from a prostitute.
- The sidewalks between 5th and 4th, between Sanchez and Castro because it feels like you are in an active part of the city with storefronts, cafes and foot traffic. Places people want to be.
- UN plaza because things happen there.
- The eastern end of Market is lovely. It's anchored by the FB, which is a Destination, and the arts and crafts vendors just west of that. It's that poor (literally and figuratively) mid-Market area that needs help!
- Justin Herman plaza - the water feature, food, Farmers Market nearby, people watching
- Market St plaza - another fun water feature, plenty of places to sit and eat
- The temporary park (think it's permanent now) at 17th & Castro & Market. Places to sit, food nearby.
- None
- Union Square section
- Mentioned above. Also Ferry Building, although the Embarcadero Park is a bit derelict. Not as big a fan of the Financial District, but there is life and vitality there. Yerba Buena is fantastic.
- Plaza, outside seating between 3rd and 4th. Mint plaza. Steps outside bart station at Montgomery. Ferry building (need more places to sit there.)
- Mint plaza - it is nice, clean, and safe
- Civic Center - for the farmers' market
- none
- Civic center for farmers market.
- The foot of Market for the reasons stated in an earlier part of this survey.
- Powell to the Ferry Building. It has the most activity and commerce.
- The area around the cable cars where there is a pulse of activity and the area around Zuni where it starts becoming a neighborhood.
- yerba buena alley nice connector, public seating
- Civic center farmers market
- ferry building public seating people watching
- Bush and Fremont Plaza on the north side of Market
- The Castro plaza is very scenic. I also like the artwork at the UN plaza.
- I walk Market Street from Castro to Embarcadero, and both sidewalks. I enjoy it despite the current state. It is a shame that such potential has been wasted for so long. We could have both sidewalks filled with customers/tourists walking (or underground traveling) between Castro and Embarcadero !
- The plaza next to Powell street bart because it is sunken low, protected from the wind and receives sunshine.
- None
- The public spaces of Market Street feel transitory and that's OK. There is not enough seating and if there were it creates other problems. The foot of Market at the Ferry

Building is great but overall no it's not really anywhere to spend an afternoon hanging out.

- The Castro area, it's clean with decent shops and few bums laying around.
- Castro mini-park. There are always people around, and it's a great spot to sit for a while and people watch. Ferry Building plaza because of the farmers' market, craft vendors, and plenty of people in a nice clean environment.
- I enjoy walking from the Ferry Building plaza to Powell Street, mostly because I love high rises and enjoy looking up at them. :) I think UN Plaza is cool too when the Farmers' Market is there.
- Castro Plaza - it's my neighborhood hangout, people watching, trainspotting, just sitting and reading
- Castro and Market is great because it is colorful and is served by groceries, gyms, great restaurants, cute shopping, and great entertainment. Not totally devoid of bums but still very safe feeling. Down by the Ferry Building because it is cleaner and feel safe. Around Powell because it is connected to shopping.
- near UN plaza, Yerba Buena Lane, Bush Plaza, Justin Herman Plaza
- The alley by the Four Seasons and Jewish Contemporary Museum.
- Montgomery-Powell
- new one near Jewish museum; small, interesting, full of people--goes somewhere (to museums, movies, park)
- Church street. It is the most walkable and bikeable area
- downtown, castro
- Steps at McKesson. Nice for a quick sit or lunch snack - love the people watching.
- The steps at Montgomery and Market during lunch. Its sunny with lots of places to sit and lots of people passing by.
- Powell intersection
- Civic Center
- I don't like any of the plazas, not sure they really serve much of a purpose.
- Embarcadero/Ferry Building - It feels like pedestrians own this space.
- In a way, the entire street. Depending on the time of day and day of the week, there's an amazing feeling somewhere along Market.....just not everywhere every day.
- UN Plaza - not the best around but it's transformed with the farmers' market
- plaza at McKesson Bldg (Mongomery/Market). Sitting. transit hub (although wayfinding for Muni/BART is awful).
- Not exactly on Market, but Buena Vista is just a short block off and it would be wonderful to have something like that right on Market, although not sure how feasible that really is.
- justin herman plaza. is pretty, iconic and safe to congregate there.
- Jewish Museum area, because it feels safe and somehow European.
- I like Yerba Buena Lane because it's quiet and there are some nice restaurants and stores. It also leads directly to Yerba Buena Gardens which is a great spot.
- I like Justin Herman Plaza because it's a nice open space with beautiful views. They also have nice shops and restaurants.

- Market Street by the Embarcadero, because the crowds are not too big, there are activities occurring on the plaza, and the area just feels safe.
- justin herman - views to bay and along embarcadero; united nations plaza - sense of history; civic center - beautiful trees and buildings
- the spaces by Zuni Cafe.
- UN Plaza due to the Bart station, the Farmers Market, the nearby library and both the Powell Street cable car turnaround and the Embarcadero Plaza since they're pleasant public spaces
- some of the places in fidi that are just tucked off market - open plazas with benches and trees, areas to sit and talk, stop and have a coffee, like between minna and mission, northeast of 2nd; or between jessie and mission, also just northeast of 2nd.
- i really like the corner of noe and market, and the castro plaza. i also like un plaza on market days, before too much of the riff-raff shows up to bum us all out. cable car and ferry plaza.
- Close to the Ferry Building.
- The embarcadero and the castro.
- The passage from Yerba Buena, past the "Jewseum" up to Market Street - high quality materials, benches, no cars. The new plaza at 17th/Castro is ok too. Justin Herman plaza can be interesting when the market stalls are up.
- I go to Civic Center because of the Farmers' Market, and I walk around Powell St because that is near where I work, so I have to run a lot of errands in the neighborhood.
- My most favorite would be the area in front of the Ferry Building. The reason is that there is a lot going on. There are retail shops and restaurants, as well as a farmers market that everyone can go to.
- Hallidie plaza has so many thing to do, but ped circulation is tight.
- The 17th and Market Street (Officer Jane Warner Plaza?) area is very nice ... good use of that space because it provides seating, safe area for pedestrians, and is a great people watching spot. The problem with the plazas is that they are all concrete or other surfaces that suck ... we need more yerba Buena Gardens with green grass!
- Market between Sanchez and Castro, because that's the area with the greatest non-rush-hour pedestrian traffic, with a large number of businesses and restaurants and cafes that encourage people to hang out on the sidewalk.
- Corner of Montgomery and Market where the bike messengers and others rest - good for eating lunch, pausing, people watching - what good public space is all about.
- Castro/17th/Market parklet is lovely and people use it a lot so one can feel comfortable sitting there and people watching.
- Powell St cable car turnaround - wide sidewalks & a special pedestrians-only way to get to Union Square.
- Justin Herman Plaza...it's more spread out.
- I like the U.N. Plaza when there is a farmer's market there. Also enjoy seeing young people from the nearby art institute hanging out there. Also like the lunch trucks which are new, I believe.

- I love the pieces around the Embarcadero. They're wide and clean, there is less traffic, and of course it's close to the Embarcadero itself, which has been vastly ameliorated since I was a kid in the 80s. I love the array of shops on the Castro end of Market Street.
- Embarcadero - safe, stuff to do
- Castro - lively and special.
- Around Montgomery St.
- the ferry bldg, because of all of the public space
- cable car turnaround
- embarcadero
- UN Plaza
- Justin Herman Plaza
- None. They're all abysmal. I love the look of the Weyerhauser tower and it's plaza--but its an abject failure to street traffic. Nonetheless I would want it preserved. All the rest should be built out. None of the sidewalk areas are especially enjoyable.
- Castro plaza
- Justin Herman and the area near the Ferry Building. It's the only stretch of Market St. that feels inviting. UN plaza during farmer's market.
- castro & market
- Yerba Buena Street Alley because there are people there enjoying the space.
- Post and Market, proximity to office. Powell cable car turn around, always lively.
- Market Street around Montgomery/Sansome street areas
- Don't know
- Embarcadero, Castro, Civic Center
- I like the plaza at 17th and Castro, and Justin Herman Plaza
- Between Embarcadero and New Montgomery is fine. Also, UN Plaza on farmer's market day is a favorite.
- The civic center plaza on market days is nice.
- Ferry Plaza and Justin Herman Plaza, because you're away from cars.
- un plaza farmers market. not pretentious like ferry building, less expensive produce.
- UN Plaza - Farmers Market
- Near Montgomery BART there is a row of benches near a statue on the north side of the street. Bike messengers are often there. People eating lunch. There are cafes, bookstores, transit, people walking and talking, trees; it's a lively, interesting area.
- Powell Street cable car turn around plaza because there is always a critical mass of people and entertainment there. Less bums and panhandlers would be nice, but it makes for great people watching.
- None really.
- Jane Warner Plaza
- ferry plaza, food and water, sunnier
- Embarcadero because of the nearby amenities.
- The only time I ever stop at a sidewalk area of market street is when i get food at the civic center farmers market and i stop to eat it
- bcvbcv
- Mechanics Plaza, Castro at 17th Plaza, Civic Center Farmer's Market

- ferry plaza - open space, market, places to sit. Powell street - busy, street life, people lingering, i like the street art/ installations
- Justin Herman Plaza - its proximity to the waterfront, public art, occasional markets and available seating.
- Market and Yerba Buena Lane - cafe, sidewalk life, plenty of space to watch people. It is also well maintained.
- there is a nice plaza at Bush/Sansome. Not as nice as I'd like but nice just the same.
- The plaza at the f-line turn around at Castro. The opportunity to watch people, it gets good sun and it is roomy.
- Castro and Market as reclaimed street space converted to open space, Pedestrian passage between Yerba Buena to Market as a transition from cultural to retail shopping, Montgomery and Market for the stair seating, Powell Street for the cable car turnaround; Church and Market for the change in scale, vitality; more a neighborhood change
- Market Street between Noe and Castro.
- Ferry plaza - vitality, variety and views
- Showdogs, since it is the ONLY place with outdoor seating in mid-market;
- One Post steps;
- I enjoy visiting the Farmers Market near the Civic Center to interact with other residents, buy great food, and see some of the beauty the city has to offer.
- union square
- Castro to Church - it's comfortable...lots of open shops and foot traffic. It's safe and clean.
- plaza near sansome/market because you can sit.
- Justin Herman - lots of restaurants, areas to sit, near Ferry Bldg and farmers market there.
- No particular favorite.
- Embarcadero Plaza has a lot going for it, and I think Civic Center shows some promise.
- Honestly, I'm not particularly impressed with any of the plazas. Union Square and Yerba Buena Gardens are among the best, but neither is on Market, nor are they particularly engaging.
- Castro area, vibrant, clean, safe.
- In front of Ferry Building
- UN Plaza - Farmers Market in particular. During the week there is a lot of activity and the market is a very vibrant and positive place (despite live chicken sales). Other days it gets a little dead/desolate, I wish there were more similar activities instead of the junk markets or nothingness that are often there.
- Ferry Building, any wind-protected area
- Mechanics pump plaza, as mentioned before.
- I enjoy the Market/Battery Plaza, located on the north side of Market, at 1st Street. It is attractive to me because of the abundance of seating, its simple "civic square" feeling, and simply the fact that I don't feel like I have to buy something to sit and enjoy the scenery.

- Almost none. Well, the new plaza at Castro is nice. Around Justin Herman Plaza. Bustling, pretty, no cars.

Question 11: Which plaza(s) or sidewalk area(s) on Market Street do you least enjoy visiting and why?

Which plaza(s) or sidewalk area(s) on Market Street do you least enjoy visiting and why?	
Answer Options	Response Count
	135
<i>answered question</i>	135
<i>skipped question</i>	115

Responses:

- Hallidie Plaza. Covering it and putting in retail below would be much better. Putting in retail in the Powell and Civic Center stations would enhance foot traffic to the area.
- UN Plaza is a fright! The "campers" and crowds of homeless, smell of urine is very unpleasant. The skateboarders create an usage environment for pedestrians.
- United Nations Plaza and the Valencia Street to 5th Street corridor. Its unattractive, feels unsafe and full of homeless asking for spare change or bathing in the fountain.
- Civic Center. SCARY!
- don't know is I have one
- Almost all of them. Either they are dirty or smell or are overrun with unseemly and/or dangerous characters or it's too windy/cold (not sheltered with cafe canopies or heaters) or there's absolutely nothing to do because it is dead with no community traffic or businesses or anything going on (especially true from Valencia to FiDi).
- UN Plaza
- Between 8th and 5th - trashy
- "Powell Street: too crowded and confusing; too much shopping.
- Plaza near battery and market on the right hand side is nice and convenient for work, but it is really dirty and often taken over by homeless people, and I don't feel comfortable there. Also, the plaza near the fountain at Civic Center is mainly used by drug addicts and dealers and it is not a pleasant place."
- Again, 6th-10th Streets are sketchy and gross -- mostly because of the vagrants and obvious signs of an economically-depressed community. The blocks immediately west of Van Ness are none too great either.
- Civic center. It feels unsafe and desperate at times. It smells and is not somewhere I feel comfortable sitting outside to relax and enjoy a public space.
- The entire downtown strip from Octavia to Embarcadero is far too dirty with feces/urine.
- The area around Van Ness Avenue. A lot of traffic, homelessness and closed shops.
- U.N. Plaza - feels unsafe, no interesting businesses nearby, ugly architecture
- anything around the civic center.
- Anything through the tenderloin, as previously mentioned, basically 5th-12th or so.
- Powell Street Station to the west--seems sketchy, and a lot of boarded-up buildings. Blight.

- Ferry Plaza. It just doesn't appeal to me because it is for the tourists.
- Everywhere except the Chevron Tower garden is rather rough around the edges.
- Anything between 6th and Van Ness. Ugly and empty.
- The hole in the street next to the cable car turnarounds. It's gross and uninviting. Just make the entire thing one big level plaza.
- Between Van Ness and UN Plaza - horribly dead windswept sidewalk with no reason to linger. I try to get through as quickly as possible.
- 6th - 7th streets.
- I dislike walking from Powell Street to Van Ness. Dirty, depressing, sad. Even baskets of flowers like the ones that get hung near City Hall would help brighten that area up....
- "Market/Battery plaza - lots of seating, but too many pigeons makes you worry about where you sit. Never seems to be a lunch crowd there, feels like there are lots of panhandlers nearby.
- Hallidie plaza - it's open, but doesn't feel inviting, no places to sit, too many homeless and panhandlers"
- Everything between 5th and Van Ness. Including the UN plaza.
- "Hallidie Plaza
- Civic Center
- Van Ness Cross street
- Market between 5th and 11th"
- Civic Center. Vast open areas without greenery or visual interest. Beautiful architecture, but only grandiose buildings, nothing smaller to provide human scale. Unpleasant wind tunnel effect from Hayes St. and surrounding high rises. Don't know what can be done about that.
- UN center space unless there is a market b/c it appears to be where a lot of drug deals are done. Fox plaza is so drab.
- Market street between Gough and 5th Streets: dirty dangerous, and smelly. I HATE walking down Market street.
- civic center--filthy and unsafe
- Between 5th and 7th seem kind of sketchy because of homeless and criminal activity.
- This question seems redundant, as I answered what part of Market Street am I least fond of and why. See above.
- Van Ness to Powell. Not enough commerce, too many street thugs and homeless.
- The Loin near the stripper theater.
- Civic Center Plaza I enjoy for Farmer's Market, but otherwise it seems unmaintained.
- 5th thru 8th street.
- Even the dirtiest part is still enjoyable, because I could see the potential there. Market is diamond sitting in the dirt.
- n/a
- None
- Hallidie Plaza is a mess and the crossroads of all things that make the city what it is. People on their way somewhere else, tourists, homeless, shoppers. Love it, hate it. Past 5th again it's dismal for reasons stated before.

- Adjacent to the TL. Filth, urine, drug addicts and crappy shops!
- Civic Center Plaza: windy, dirty, lots of transients, drug dealers/users, constant panhandling.
- I'm not a fan of 5th to 8th St. Not because I feel unsafe, but because there isn't very much in the area that's appealing. There are a few good restaurants there, at least.
- "Hallidie plaza - ugly hole in the ground
- UN plaza - I used to go to the farmers market, but was put off by the homeless and the filth. Now I have the Castro Farmers Market though"
- UN Plaza, but I appreciate the farmers' market. Mid market where there between Octavia and Powell because it is dirty and unsafe.
- civic center. Unless the farmer's market is going on, it's dead.
- Civic Center. It's a nice place, but feels a bit unsafe.
- Mid market
- UN plaza; except when there's a farmer's makt
- UN Square... its shady
- area around van ness
- Fox Plaza - WIND and lack of pedestrian scale.
- Franklin to Civic Center. Its flat out depressing.
- 7th, 8th, 9th, 10th
- UN Plaza has got to be one of the windiest places I've ever been.
- Van Ness/Market intersection
- Hallidie Plaza probably does not need to be sunken, UN Plaza needs more event programming and perhaps nearby shops/residences to feel more vital and safe.
- none really
- Hallide or anything west of there.
- Powell Cable Car area, too crowded.
- 7th street is pretty sketchy. i don't like to ride through there.
- Close to Civic Center (where the water fountain is). Way too many homeless and drug dealers.
- "The one near Civic Center is disgusting. I've walked through there while witnessing a baseball bat attack! Pretty much whenever I walk through there, I witness a crime of some sort.
- I'm not to fond of the Powell Street Square where the Cable Car picks you up. Lots of sketchy folks trying to steal your money and take advantage of tourists. Also, overcrowded with tourists."
- Anything past 5th Street. I stay away because it's dirty, it smells, and I don't like being intimidated by aggressive panhandlers and drunk people/druggies.
- halliday plaza (is that the one to west of powell street turn around?) - poor pedestrian circulation
- UN Plaza (designed for tank movement & maintenance?), Hallidie Plaza (sink the public space?), Lotta's Fountain (traffic diverter?)
- not-applicable

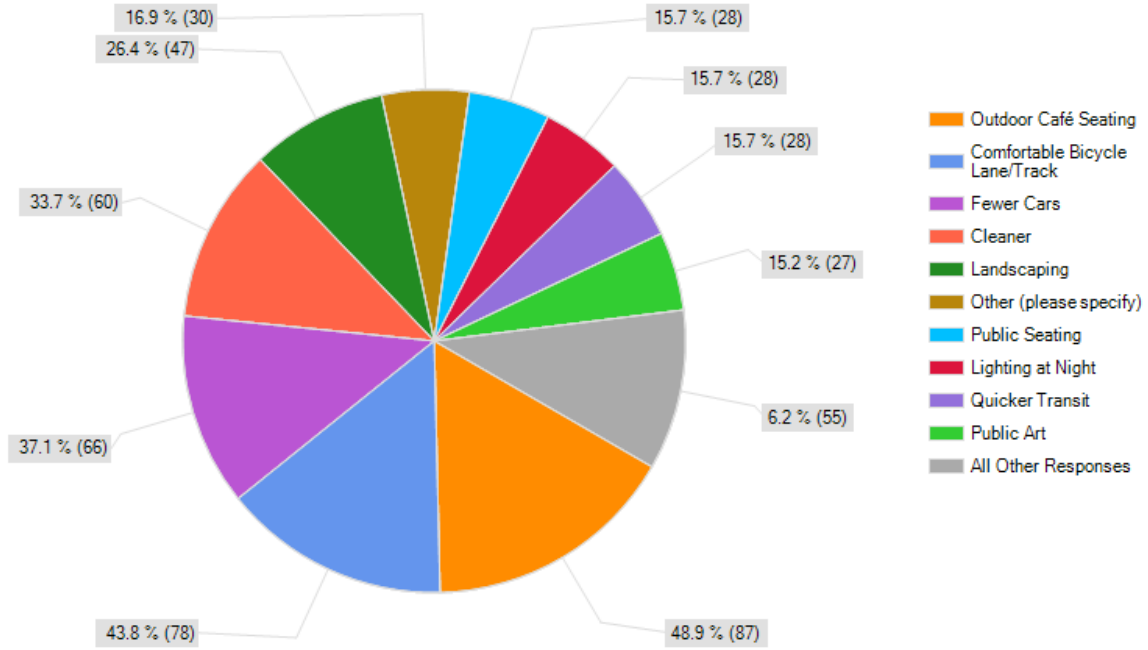
- i hate the sunken plaza on either side of the powell muni/bart station. raise those! especially the one on the west side, in front of the bar/payless. the entire mid-market is just hostile and shabby. the corporate areas and north side intersections are lame.
- UN Plaza (despite the fact that I love the Heart of the City Farmers' Market.)
- From 6th to 10th is really a deserted area. Not nice to walk, specially at night.
- "Powell St cable car turnaround - too many people, too many panhandlers. Shabby.
- Civic Center plaza - full of bums.
- Fox Plaza - I don't know how the designers managed to create such insane wind conditions - I bet they couldn't have made it worse if they'd been really trying."
- Civic Center is not pleasant when it is not occupied by a Farmers' Market or other event. Between 8th and 6th you get harassed by sketchy people, and it smells like pee.
- My least favorite plaza of Market street would be UN Plaza, even though there is a farmers market, there is really nothing that goes on there other than homelessness, panhandling, public drinking, smoking, bad behavior and crime anything else bad etc
- The areas on the north side where the grid creates small awkward triangular islands. These ped crossings become choke points, further ruined by the ugly chain barriers.
- UN Plaza because that's where a lot of drunks, crazies, drug addicts, ex-convicts, and assholes hang out and harass folks.
- Civic Center and Mid-Market, because people who loiter in these areas sometimes shout harassing or sexually aggressive comments, are mentally ill and/or smell offensive, and make the street seem like an unwelcome place.
- Most of them - powell street/hallidie plaza. Little to no seating, little visual or cultural interest, no activation...
- Between 7th and 8th Streets which are still just "not there" yet in the reconstruction of it all. Still seedy so to speak.
- Waiting for the bus on 8th St @ Market, southwest corner. Not enough sidewalk space for people to walk by shelter. Connecting streets to market need to be pedestrian friendly too.
- 3rd and Market and 4th and Market. It's the most congested areas.
- Hallidie. Scary going under. Always being accosted by homeless.
- I hate the bits between Van Ness and Powell. These are the parts of Market Street that feel the most dodgy and run-down, the scariest in the early morning and at night. Part of that is the economic fortunes of the neighborhood, but part of it is the cars-first traffic infrastructure, the mayhem of the bike lanes and bus lanes weaving in and out.
- Civic Center - dangerous, dirty
- 6th st area - unsafe and just too many crazy people trying to kill you and a lot of homeless people asking for money
- Where Grove meets Market. Ruled by dangerous cars and narrow or no bike lane.
- octavia, because of all of the traffic and danger
- un plaza. something doesn't flow right. extending the street area into the plaza and making a more dramatic promanade to city hall
- Upper Market, around the Castro--dodging cars does not enhance the experience.
- Civic center. Its dirty and filled with beggars/homeless people who hassle everyone!

- Justin Herman Plaza. Gawd-awful ugly. A fitting memorial for the Robert Moses of San Francisco, the man who gave us the Embarcadero and Crosstown freeways and tore down the Western Addition. But we've insulted him enough. Tear it out, rebuild it properly (or put a good building on it) and rename it for someone he hated. Install a statue of Justin Herman so the pigeons can shit on him.
- UN plaza without a market, especially at night, is sad. Powell St can be fun, but doesn't have features to help that area handle all the foot traffic.
- united nations plaza: lots of homeless, unsober folks.
- The fountain at UN Plaza---it is loud, sprays water all over the place because of the wind, and is ugly.
- 8th and 6th street where the panhandlers are
- Don't know
- Fox Plaza for example. Closed storefronts are a blight.
- "United Nations Plaza is often scary and ugly, with staggering drunks and homeless beggars occupying the plaza.
- , drunks stumbling around"
- Between 5th and 10th Streets is not pleasant.
- The Warfield and Orpheum area in mid-market, there are just too many panhandlers and trash for comfort.
- un plaza on days there is no market. the guys who steal bikes and sell them in front of carl jrs need to be jailed.
- Sunken area of Hallidae Plaza -- it is removed from the interest of the street above.
- Civic center to Powell St BART station. Just feels shady, sketchy with so many boarded up and vacant office buildings and old theatres.
- The UN/Civic Center Plaza, except for when the farmer's market is happening. There are no shops are restaurants to enliven this space. The whole Civic Center in San Francisco is dead.
- No opinion.
- Between Valencia and 16th, there's nothing but cars and shouting homeless people.
- b/w 4th and 5th too crowded
- Civic center because of the grime.
- mid-market because there is nothing there
- All the rest are too windy, too cold
- most of the sidewalk area is not a place where anyone can stop.
- Hallidie Plaza -- very crowded & touristy, many pandhandlers, not much seating
- Hallidie Plaza - why is it sunken? There's always panhandlers and trash. Very uninviting. UN Plaza is an open drug market too. Stolen goods sold as a garage sale and open drug sales. The plaza itself is ok, but the usual people hanging out here given me no reason ever to visit.
- market at van ness -- yuck -- feels like you're crossing a freeway!
- the areas between 9th and Van Ness because of how strong the wind blows.
- Civic Center Plaza is cold and uninviting; 11th and Market because it's always windy and cold

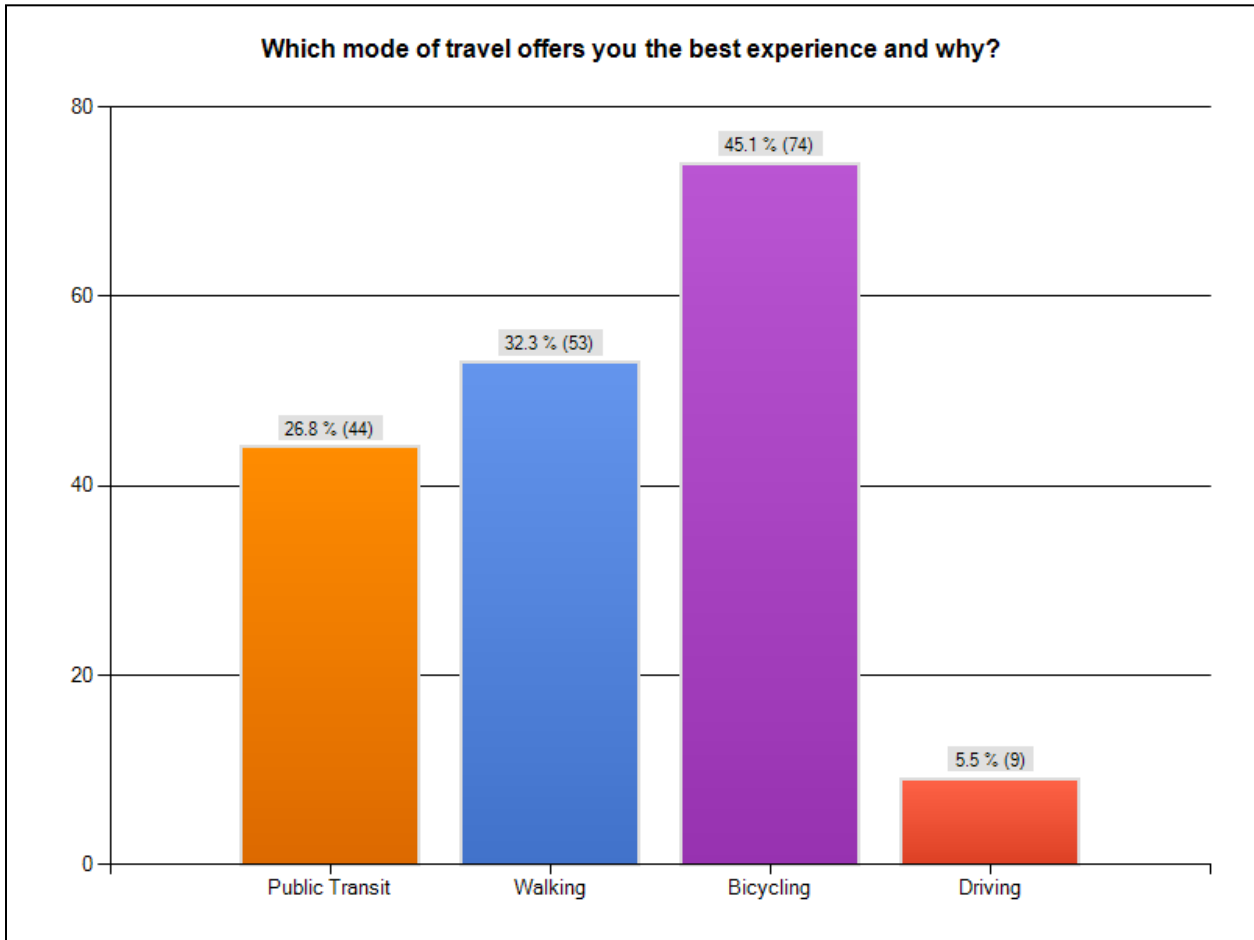
- UN Plaze. Should be great, but it is not a welcoming space.
- 6th and Market
- "Anywhere without benches or active storefronts;
- north side of Market Street in mid-market has swooping right turns which endanger my crossing legally;
- 7th Street and 6th Street because there are lots of seedy dealers in front of the predatory lending stores."
- The UN Plaza, though pretty architecturally, lacks some warmth and other areas of interest around it, and has become a gathering place for those with no where else to go.
- around civic center area
- Sidewalks between 5th - 10th. They're dirty, nasty, and are generally unsightly!
- hallidie plaza is too removed from the street
- Civic Center plaza - too many homeless, scary people hanging out there
- Most are too hammered by car traffic noise, bike messengers getting stoned, etc. Sort of depressing.
- Mid-Market: it lacks the safety that comes with a constant influx of people who are there to enjoy what it has to offer.
- UN Plaza is largely dirty and often sketchy at night, Embarcadero Plaza feels like it should be great, but is too open and empty to provide a real sense of community.
- Civic Center, safety concerns
- UN Plaza - I like the farmer's market but they don't allow dogs anymore and it's not very clean, which discourages me from using it
- Market between 9th & 10th, in front of Fox Plaza -ugly!
- UN Plaza, particularly when there's no farmers market. I think the 70s style 'sunken plazas' are miserable failures: cold, unsafe, trash pits that provide hiding places for alcoholics and the mentally ill. Get up into the light!
- I mostly don't enjoy upper- and mid-Market: unattractive, neglected, vacant, purposeless, and unsafe-feeling.
- That god-awful Civic Center area. It's cold and harsh looking, and crawling with unsavory characters.

Question 12: How could Market Street be changed to make it a more appealing place for you to spend time?

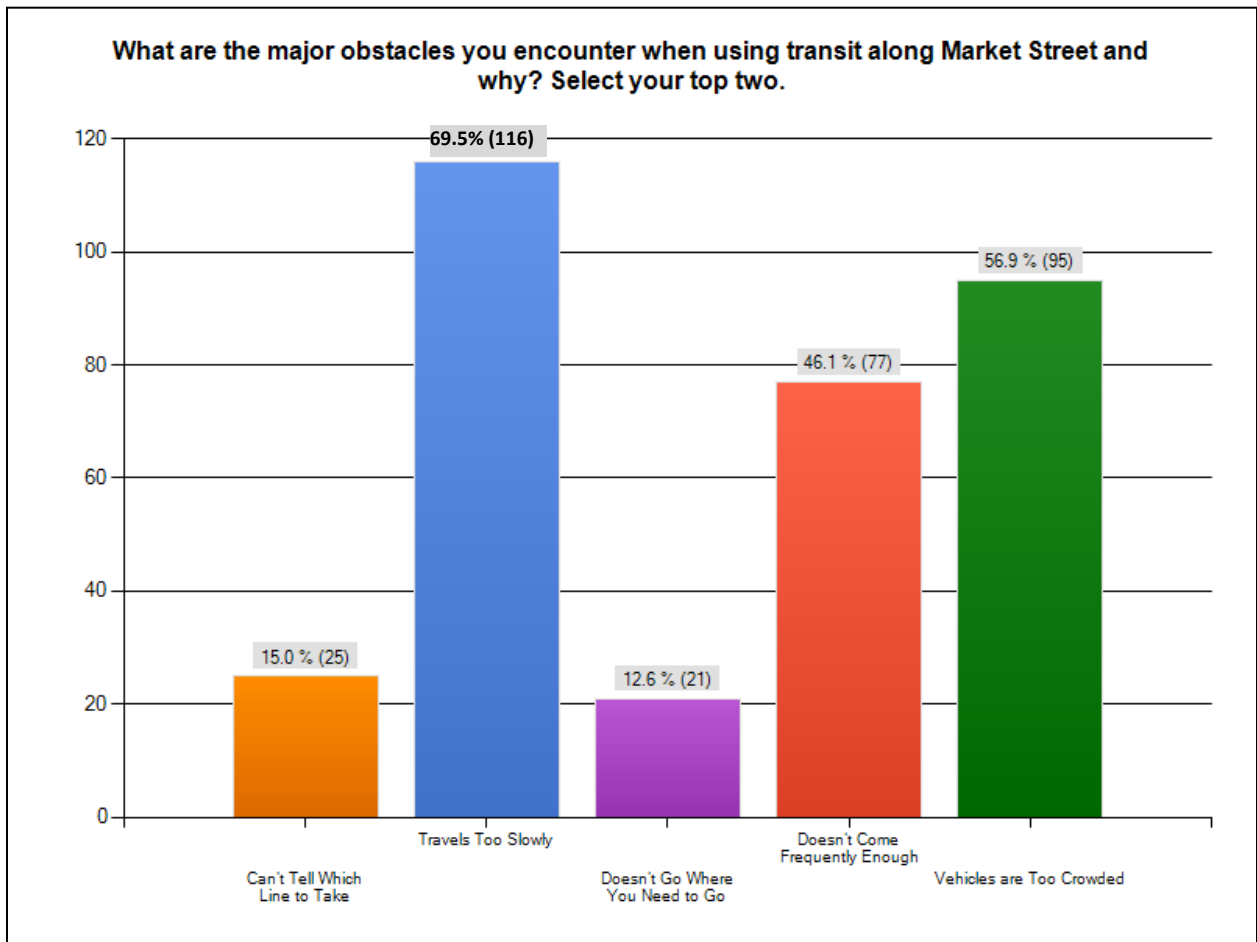
How could Market Street be changed to make it a more appealing place for you to spend time? Select your top three.



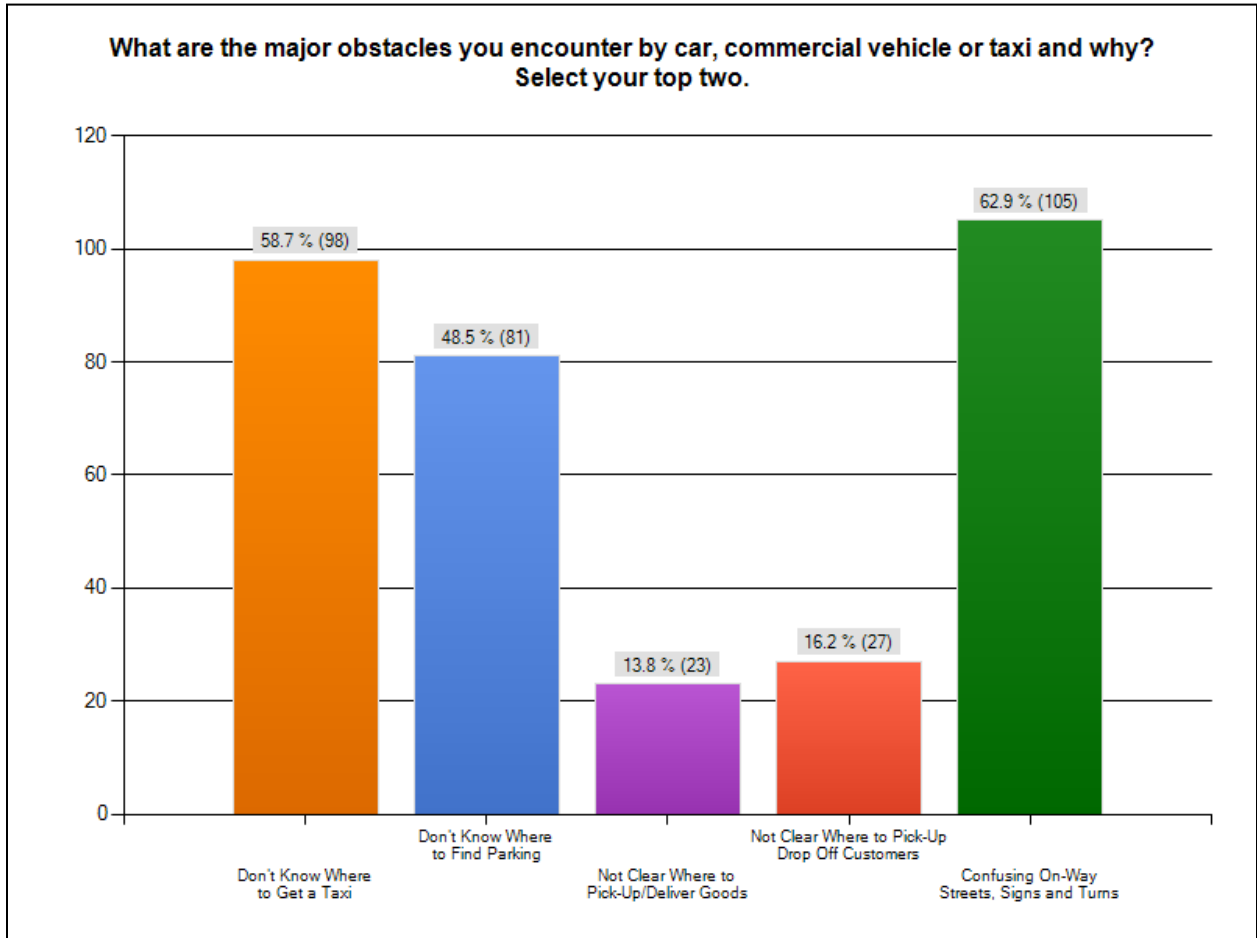
Question 13: Which mode of travel offers you the best experience and why?



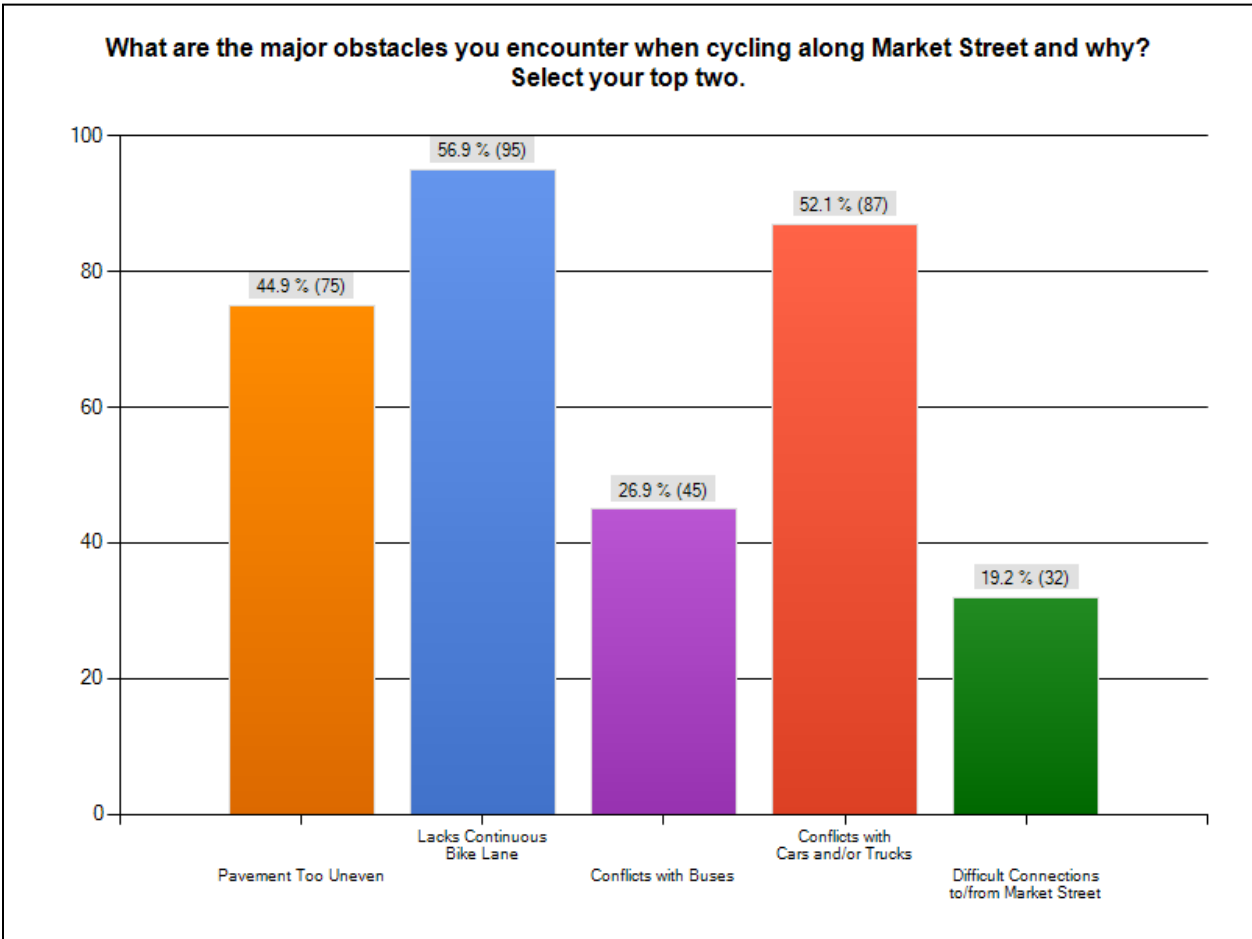
Question 14: What are the major obstacles you encounter when using transit along Market Street and why?



Question 15: What are the major obstacles you encounter by car, commercial vehicle or taxi and why?

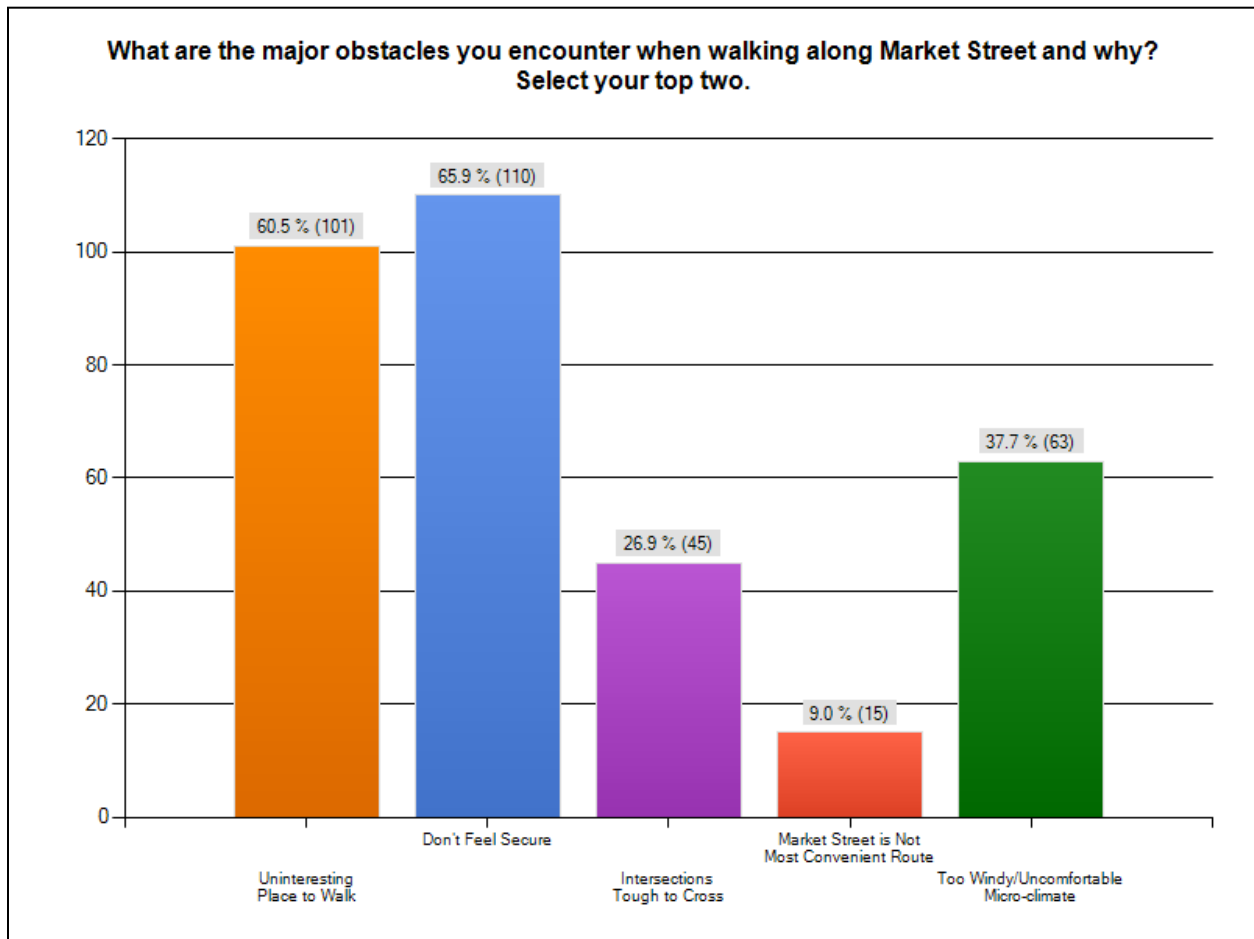


Question 16: What are the major obstacles you encounter when cycling along Market Street and why?



Question 17: What are the major obstacles you encounter when walking along Market Street and why?

What are the major obstacles you encounter when walking along Market Street and why? Select your top two.		
Answer Options	Response Percent	Response Count
Uninteresting Place to Walk	60.5%	101
Don't Feel Secure	65.9%	110
Intersections Tough to Cross	26.9%	45
Market Street is Not Most Convenient Route	9.0%	15
Too Windy/Uncomfortable Micro-climate	37.7%	63
Please specify why:		83
<i>answered question</i>		167
<i>skipped question</i>		83



Please specify why:

- Currently, the street is not cozy to walk on. The intersections are too far away from one another. It feels like a suburban street crossing and not an urban street crossing

- As mentioned before, I blank out most of mid-Market (between Valencia and maybe 4th or 5th St.) because it's just yucky and drab and scary and there isn't much to actually attract attention in a good way. I try to get through this stretch (a MAJOR stretch of Market) as quickly as possible.
- there aren't a lot of nice places to stop and look at and to experience. It's strictly travel only. Cars are aggressive and block intersections.
- Mid-market is sketchy and the Financial District is lifeless during evenings and weekends.
- This holds true especially for Tenderloin, of course.
- mid market really is an awful area. it's dirty and unsafe.
- Need more ground-level bars and restaurants.
- The crosswalks are not timed long enough to get across these six way intersections.
- Scary People.
- I don't feel secure, especially at night. The FiDi is deserted after commuter hours.
- Drivers that cross after a light has turned red because they don't want to wait. Oh, and absolutely no enforcement of this issue whatsoever. I know the walk signals are very delayed already to help minimize the safety effects of this problem but that's just irritating. How about some red light cameras to catch the people causing the problem and putting everybody else at risk?
- I would select them all if you let me.
- Wind tunnel especially between Van Ness and 7th, no protection. Fox Plaza is horrendous.
- Had to pick 2 but the main thing is that market street is uninteresting.
- Again, I'm talking about that mid-Market area....
- Some spots of Market don't feel safe (UN Plaza) and I don't walk there. Most of Market feels like there are too many intersections or strange intersections that I have to cross twice just to keep moving along Market.
- I hate walking between 5th and Van Ness. I don't mind the micro-climate, but the survey required me to pick two.
- Parts of market street feel like open air drug markets, especially un plaza. And other places near there simply don't have much going on.
- "Market is not uninteresting, it is UGLY and DIRTY.
- I don't feel safe because of the CRIME on Market Street. Market Street need more police walking around, NOT on motorbikes or in cars. They need to be present in the neighborhood, connect with local businesses, and develop trust with the neighborhood to make it safer."
- the street needs a major overhaul--new business, housing, gardens, art--gathering spaces. Too many people sleeping on the sidewalk, panhandling, taking drugs, hollering, and creating a ruckus. There are many sick people on the streets that need care! It's very sad that in a city with great wealth we have folks in such dire need.
- I actually don't have obstacles with walking on Market street. It seems fine.
- It's not really uninteresting, but your survey requires two answers.
- If Market Street were closed to cars, I would spend more time there. Period.

- Too windy doesn't apply to me but the system made me select a second choice.
- "Some places on Market are just left behind. The whole street should be revamp. Not only few spots here and there.
- The tall building make the street windier than it should be. Trees might help."
- Only from 5th to Van Ness.
- 8th and Mkt is probably the windiest spot in the city.
- Some stretches are windy, but that's life. It's all the homeless, drug dealers, panhandlers, and general low-lifes hanging around mid-Market that make it an unpleasant place to walk.
- Cigarette smoke.
- There are parts that are very uninteresting. 5-8th St. Van Ness to Gough. Intersections are tough to cross especially in downtown. For example, 4th and Market. I think ideally, people should be able to cross in all directions while traffic waits, then traffic goes while pedestrians wait.
- At least where I work around Market and 10th it is super windy and uncomfortable in the evening. The bums are the major problem. Parts of it are also really boring. Fast food, payday loans, dollar stores, strip clubs, and abandoned buildings don't add to safety or interest.
- Just an occasional intersection is not easy to traverse. Security is an issue in just a few place.
- This is only for certain blocks as noted previously.
- There are some shady people in some parts late at night
- Some parts such as Mid-Market are really too windy and the only interesting thing are the crazy people. I didn't write that I don't feel secure, but there are times that I don't.
- Market can be very cold emotionally as well as physically.
- I would much rather take a street that runs parallel to Market any chance I have. It is much more peaceful and less hectic.
- Not much to see in the Financial District or Mid-Market. Wide, empty sidewalks battered by wind.
- Some very busy intersections should incorporate a "scramble" signal (e.g. such as on Montgomery and Sutter)... this way pedestrians wouldn't have to cross twice. Most of Market is usually an interesting place to walk, but more events scheduled could improve perceived vitality, especially in mid-market area.
- See Baseball Bat Attack incident above...
- Windy, too crowded.
- Crossing Market itself is not so bad, but walking along the north side of market and crossing all the streets can get frustrating.
- Generally, I feel entirely safe along the entire length of Market Street. Once again, I answered this question because the asterisk gives the impression that an answer is required.
- "uncomfortable micro-climate? lolz picky sf people..."

- this depends on the time of day. fidi at night is deserted so that makes it a little scary. daytime its full of people so its totally un-scary.
- this also depends on where i'm going - some parts of market have good crosswalks - some places - like in front of big stores usually, hey who has the \$\$\$! - have crosswalks even in the middle of streets! how amazing!
- other places, not so easy."
- hard work to fix all the problems the street has, but certainly we know where to start.
- This isn't entirely accurate. I feel safe walking along all parts of Market at all hours of the day/night. I am however very tired of seeing drug dealers and violence taking place on Market St.
- I would also add, diesel exhaust is unpleasant, esp at rush hour.
- "Don't feel secure" is a little strongly worded - there are a lot of unsavory characters, for sure. But mostly it's just depressing. The winds (around Fox Plaza) are more of a problem on a bike.
- We can't stop the wind, but we could deal with the pee smell, and the people exhibiting negative behaviors
- Lack of safety for pedestrians, long distance crossing, lack of seconds on countdown pedestrian signals. You have to push a button to activate the pedestrian signal and that is unnecessary. Cars speeding, but most of all people behavior, homelessness, panhandling, drinking, smoking as well as unpredictable bad behavior
- The sidewalk is plenty wide, but after 6pm or on the weekends, there's nothing going on for blocks and blocks ... that makes it uninteresting, feels unsafe. The drivers in this town are assholes and speed excessively and do their best to cut in front of pedestrians to make their right turns/left turns instead of waiting for the pedestrian to cross when the light changes.
- The wide open spaces abutting the street make it one of the windiest transit corridors, making it unpleasant for walking and biking. At certain parts of the street, I don't feel safe because of the type of people around me, or the absence of other people.
- Wind tunnel is pretty rough/cold (I am such a Californian, it's really not that bad) and it's often too crowded.
- Right turning cars make crossing intersections a challenge. Pedestrians bunch up waiting for a light leading to overcrowding at intersections.
- Also the pavements are uneven.
- Boarded up and vacant buildings too ugly.
- "Generally, I like walking on Market Street. It's almost always windy. But whatevs.
- Parts of it definitely don't feel secure, though. I hate walking between Powell and Van Ness -- that area is dodgy."
- sections are disconnected. many empty storefronts toward van ness
- Again, speeding cars running lights, with SFPD doing nothing at all about it.
- There is a huge downtown section of Market Street that is generally abandoned and dirty.
- Mid Market is ugly by day and feels unsafe by night. All of Market is less than special. It's our main street but it's not something you'd make a documentary about. They have

in other cities. It's just not compelling. Upper Market is clean but dead. Van Ness/S Van Ness/Market is ugly to the point of vile. Tear down all four buildings and build architecturally significant towers aimed at spurring development up Van Ness and up and down Market.

- question forces me to pick two answers, but I really only want to check one box (tough to cross)
- Some pedestrian crossing on the north side of market around civic center require me to go a bit out of my way, which can be a little annoying. I don't always feel safe in the Civic Center area, and also get a bit annoyed by skateboarders around there as well.
- Uninteresting should be replaced with "dirty".
- I usually use Market St to get somewhere, but there's really not much interesting along the way. Again, the survey required me to pick 2, so I checked the windy/micro-climate response, but that really never keeps me from walking on Market.
- Vacant office buildings and porn theaters surrounded by drug users kind of leads one to feel uncomfortable.
- There's a lot of nothing on Market St. Big stretches of shuttered buildings. And even in the very busy parts, like around Montgomery or Church, the intersections are way too enormous.
- Harassment by homeless people and very unclean environment.
- Go stand at 10th and Market and watch people being blown over. Seriously!!!! It seems drug dealing and anti-social behavior is acceptable. Because this is the norm as you walk be section between 10th and 5th
- Amen -- dirty, unsafe wind tunnel
- Mid Market is uncomfortable and unsafe; because of the diagonal crossing, must be always aware of where traffic is coming from or going to
- Too many cars turning without looking, blocking crosswalks, speeding, running red lights.
- Most of Market lacks a more friendly feel that would make me want to walk along it, and there are often people around accosting pedestrians.
- it's too scary in some area and there's actually nothing on the market street area that can please the eye. the area is also windy and the store in some area is too low level that it's kind of scary and uninteresting. there's no landscaping to please the eye and there's also no place to chill like in Paris
- "Dirty" is the second major obstacle.
- No major obstacles during day. At night, I am uncomfortable walking very far on Mkt St
- Market Street needs a more appealing business presence; this will solve both of the problems mentioned.
- It is not about being a "saunterer" it is about getting from point a to point b.
- There are many areas that just don't have enough foot traffic to feel safe, worsened when it becomes later in the evening.
- Wind is the wind, not much you can do about that unless you can design some kind of sheltering or windbreak architecture. There are vast areas of voided emptiness, and while wide sidewalks are effective in denser areas further east, the lack of activity in

some places makes the sidewalk a waste. Wish there was something to better activate those nice sidewalks.

- Dirty, windblown, bum-strewn turdscape - which is too harsh, but half of it is quite grim, a holding lot for the Tenderloin.
- The foot-pace of tourists walking down Market significantly slows its traffic. Although the architecture is at times interesting, its not conducive to those who wish to "stroll". It currently serves only as a street to access shopping.
- It is an incredibly convenient route to downtown, but it's ugly in stretches, with lots of druggies/thieves hookers/strung out folks, empty storefronts, trash.

