One Street: Public Transit

Enhanced Local Option

Transit Service (similar to existing operation):

Center Lane Services:
- Outbound: Castro / Haight / Sunset / SE Neighborhoods
- Inbound: Ferry Building

Curb Lane Services:
- Outbound: Western Addition / Richmond
- Inbound: Transbay

Features:
- Continuous center transit-only lane.
- 25 percent fewer island stops

Benefits:
- Slightly faster and more reliable (on-time) service

Enhanced Local Option - Proposed Stop Location

Proposed Center Lane Routes:
- F, 6, 9, 9L, 71/71 L

Proposed Curb Lane Routes:
- 2, 5/5L, 21, 31, 38, 38L

Existing Center Lane Stops: 12
Proposed Center Lane Stops: 9
Rapid Option

Transit Service:
- Center Lane: Limited / Express / F Line
- Curb Lane: Local

Features:
- Continuous center transit-only lane.
- Half as many island stops
  (spacing similar to Muni Metro stations)

Benefits:
- Significantly faster and more reliable (on-time) service

Rapid Option - Proposed Stop Location

- Proposed Center Lane Routes:
  - F, 5L, 9L, 16X, 38L, 71/71 L
- Proposed Curb Lane Routes:
  - 2, 5, 6, 9, 21, 31, 38
The BMS Project aspires to make transit less prone to delay and make waiting for transit more pleasant.

### What both options have in common

- Extend center transit-only lanes for length of corridor
- Faster travel times
- More reliable
- Fewer stops
- More amenities at stops
- Wider, longer and more comfortable boarding islands
- Improve way-finding to simplify transit experience

### Trade-offs

- For either option, if no cycletrack, buses and bicycles must share lane
  (More curbside stops in rapid option, so more leapfrogging)

- Center lanes would become transit-only; buses in curb lanes would still have to contend with any remaining traffic

- Stop spacing would increase with fewer boarding islands

---

**Did you know?**

Almost 80,000 people take surface transit along Market Street every day.

The farther stops are from each other, the faster and more reliable transit becomes.

- How willing would you be to walk farther for faster transit?
- How willing would you be to walk farther for more reliable transit?

Currently, a route with both limited and local bus service shares the same stops. For example, the 38L (limited) stops at the same, but limited number of, stops as the 38 (local).

- How important is it to have the limited and local bus service of your route continue to be at the same stop? (One proposed alternative has the limited service stopping at the islands and local service stopping at the curb stops.)