THE REGION’S MAJOR PUBLIC TRANSIT SPINE

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

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

IMPORATANCE OF TRANSIT ON MARKET STREET

All transit trips include a pedestrian trip
Passengers getting on or off Market Street transit vehicles walk to or from the transit stops
- On weekdays there are 38,000 boardings of the 24 surface lines and thousands of boardings to other local and regional transit systems
- There are 55,000 boardings at Muni Metro stations and 120,000 boardings at BART stations under Market Street
- Many pedestrians rely on Market Street to transfer between transit modes, including Muni Metro, BART, local shuttles, and other regional transit systems

Transit and Market Street
Nearly one-third of all Muni routes (24 lines) operate along the surface of Market Street and the Muni Metro subway and BART run under Market Street. The routes fan out from Market Street to points all over San Francisco and the Bay Area.
- Almost one-quarter of all public transit boardings in San Francisco occur on or under Market Street
- There are 250,000 daily transit vehicle boardings on or under Market Street each weekday
- More people are moved by transit along Market Street than by cars and bicycles

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

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

Transit is relatively slow
Average surface transit speeds along Market Street generally range from 4 to 8 miles per hour, including stops. Transit vehicles experience delays along Market Street for many reasons, including:
- General delays due to boarding and crowding
- Waiting at a red traffic light
- Unable to access transit stop due to vehicle blockage
- Lane blocked by vehicles waiting to turn left or right
- Conflict with other travel modes
- Traffic congestion

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

THE BETTER MARKET STREET PROJECT IS MADE POSSIBLE WITH PARTICIPATION OF THE FOLLOWING CITY AGENCIES:
Weekday pedestrian traffic, Spring 2011

Pedestrian foot traffic

-getting across market street

market street compared to other major streets in the world

seasonal changes

safety

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

**San Francisco citywide bicycle counts**

![Graph showing San Francisco citywide bicycle counts]

**Market Street bicycle counts**

![Graph showing Market Street bicycle counts]

**Bicycling is a commuting activity**

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

**Perception of safety in numbers**

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

**Lack of continuous lanes**

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

---

**EXISTING BICYCLE CONDITIONS**

**Corridor Conditions**

![Map showing existing bicycle conditions]

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

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

**Comparison of bicycle traffic**

![Comparative graph showing bicycle traffic]

**Weekday vs. weekend**

Most cyclists are commuters

- Counts from 6 locations on Market Street

**SAFETY**

- About 25% of all police-reported collisions on Market Street involve a bicyclist
- Bicycle collisions peak at Market Street’s intersections with Octavia and Gough, where there is heavier and faster moving vehicle traffic
- The second highest bicycle collision location in San Francisco is at Market Street and Octavia Boulevard
Traffic on Market Street is low
- 80-85% of traffic at Market Street intersections crosses Market Street
- Only 15-20% travel along Market Street

Most vehicles travel a short distance along Market Street
- Average vehicle trip along Market Street is only for 2 blocks
- Majority of motorists are circling around looking for parking

Intersections are difficult to navigate
- Skewed intersections may require swerving vehicle movements and can reduce line of sight between drivers and pedestrians and drives and bicyclists

Traffic across Market Street is heaviest west of 6th Street
- More freeway ramps and wider streets encourage more traffic on western cross-streets than those to east

Substantial parking supply is available near Market Street
- There are about 30,000 parking spaces within publically-accessible garages and lots within 1/4 mile of Market Street. A third of this is in small garages or lots with less than 250 spaces

Parking garages are under-used
- The average occupancy of SFMTA public parking garages near Market Street is between 45% and 73%

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

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

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

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

Importance of accommodating loading
- Delivery is crucial for the economic vitality of Market Street

Challenging to access taxis
- It is difficult to find a taxi and there is a lack of taxi zones
**Q:** WHICH MODE OF TRAVEL OFFERS YOU THE BEST EXPERIENCE AND WHY?

<table>
<thead>
<tr>
<th>Mode</th>
<th>Why</th>
</tr>
</thead>
<tbody>
<tr>
<td>PUBLIC TRANSIT</td>
<td></td>
</tr>
<tr>
<td>WALKING</td>
<td></td>
</tr>
<tr>
<td>BICYCLING</td>
<td></td>
</tr>
<tr>
<td>DRIVING</td>
<td></td>
</tr>
</tbody>
</table>
### PUBLIC TRANSIT

<table>
<thead>
<tr>
<th>Obstacle</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Can’t tell which line to take</td>
<td></td>
</tr>
<tr>
<td>Travels too slowly</td>
<td></td>
</tr>
<tr>
<td>Doesn’t go where you need to go to</td>
<td></td>
</tr>
<tr>
<td>Doesn’t come frequently enough</td>
<td></td>
</tr>
<tr>
<td>Vehicles are too crowded</td>
<td></td>
</tr>
</tbody>
</table>

### WALKING

<table>
<thead>
<tr>
<th>Obstacle</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Uninteresting place to walk</td>
<td></td>
</tr>
<tr>
<td>Don’t feel secure</td>
<td></td>
</tr>
<tr>
<td>Intersections tough to cross</td>
<td></td>
</tr>
<tr>
<td>Market is not most convenient route</td>
<td></td>
</tr>
<tr>
<td>Too windy/uneconomical microclimate</td>
<td></td>
</tr>
</tbody>
</table>

### BICYCLING

<table>
<thead>
<tr>
<th>Obstacle</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pavement too uneven</td>
<td></td>
</tr>
<tr>
<td>Lacks continuous bike lane</td>
<td></td>
</tr>
<tr>
<td>Conflicts with buses</td>
<td></td>
</tr>
<tr>
<td>Conflicts with cars and/or trucks</td>
<td></td>
</tr>
<tr>
<td>Difficult connections to/from Market Street</td>
<td></td>
</tr>
</tbody>
</table>

### CAR/COMMERCIAL VEHICLE/TAXI

<table>
<thead>
<tr>
<th>Obstacle</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Don’t know where to get a taxi</td>
<td></td>
</tr>
<tr>
<td>Don’t know where to find parking</td>
<td></td>
</tr>
<tr>
<td>Not clear where to pick-up/deliver goods</td>
<td></td>
</tr>
<tr>
<td>Not clear where to pick-up/drop off customers</td>
<td></td>
</tr>
<tr>
<td>Confusing one-way streets, signs and turns</td>
<td></td>
</tr>
</tbody>
</table>