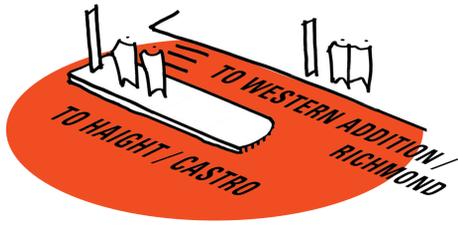




Enhanced Local Option

Transit Service (similar to existing operation):



Features:



Benefits:



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

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

Slightly faster and more reliable
 (on-time) service

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

Enhanced Local Option - Proposed Stop Location

EXISTING
 EXISTING
 CENTER LANE
 STOPS

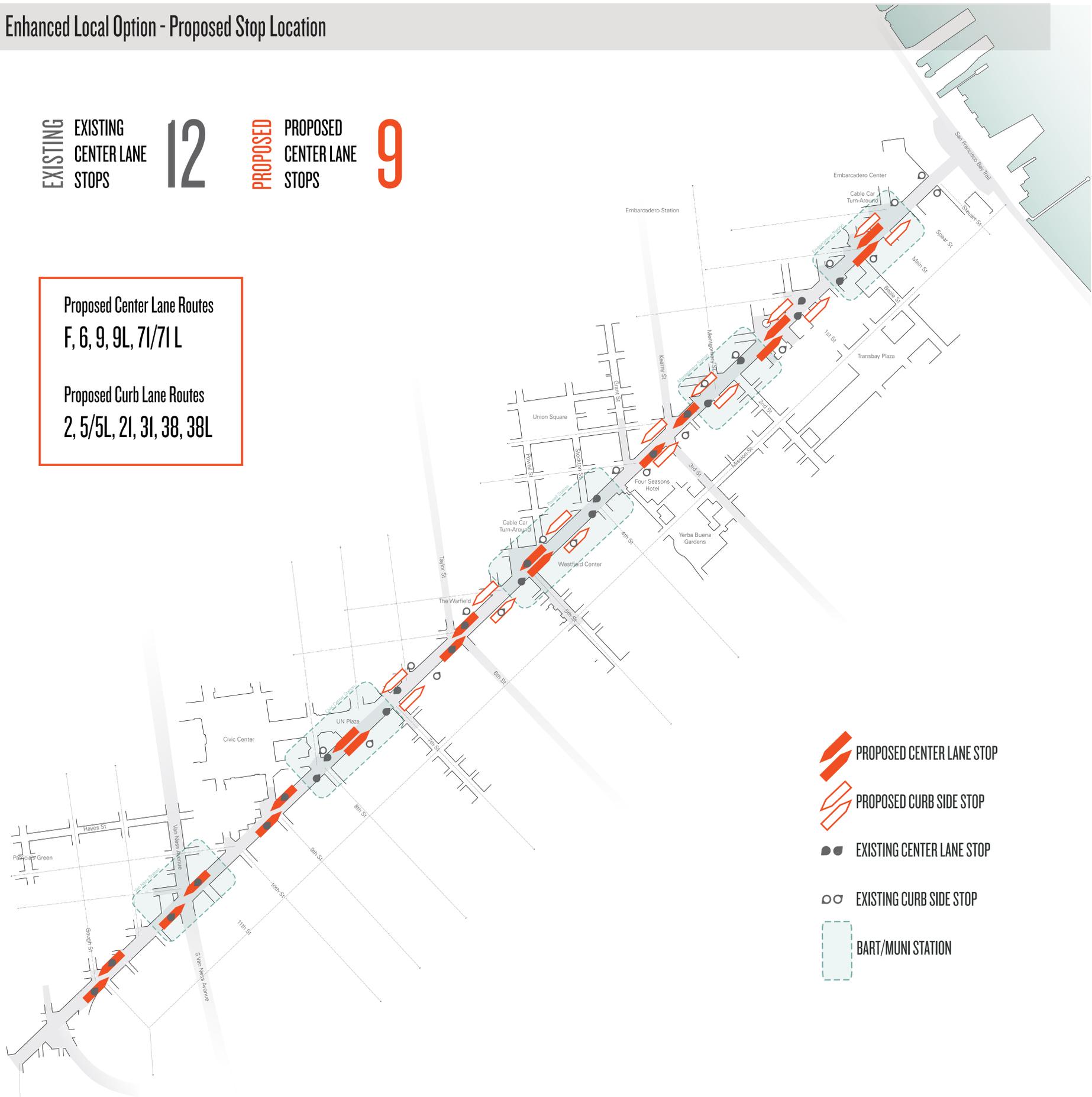
12

PROPOSED
 PROPOSED
 CENTER LANE
 STOPS

9

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

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

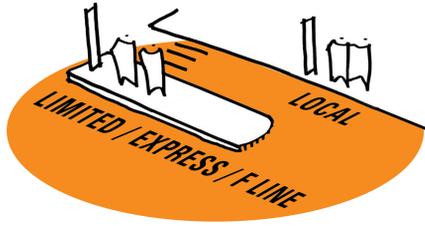


- PROPOSED CENTER LANE STOP
- PROPOSED CURB SIDE STOP
- EXISTING CENTER LANE STOP
- EXISTING CURB SIDE STOP
- BART/MUNI STATION



Rapid Option

Transit Service:



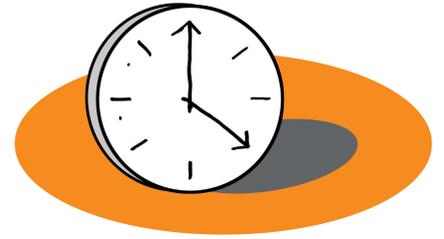
Center Lane: Limited / Express / F Line
 Curb Lane: Local

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

EXISTING EXISTING CENTER LANE STOPS

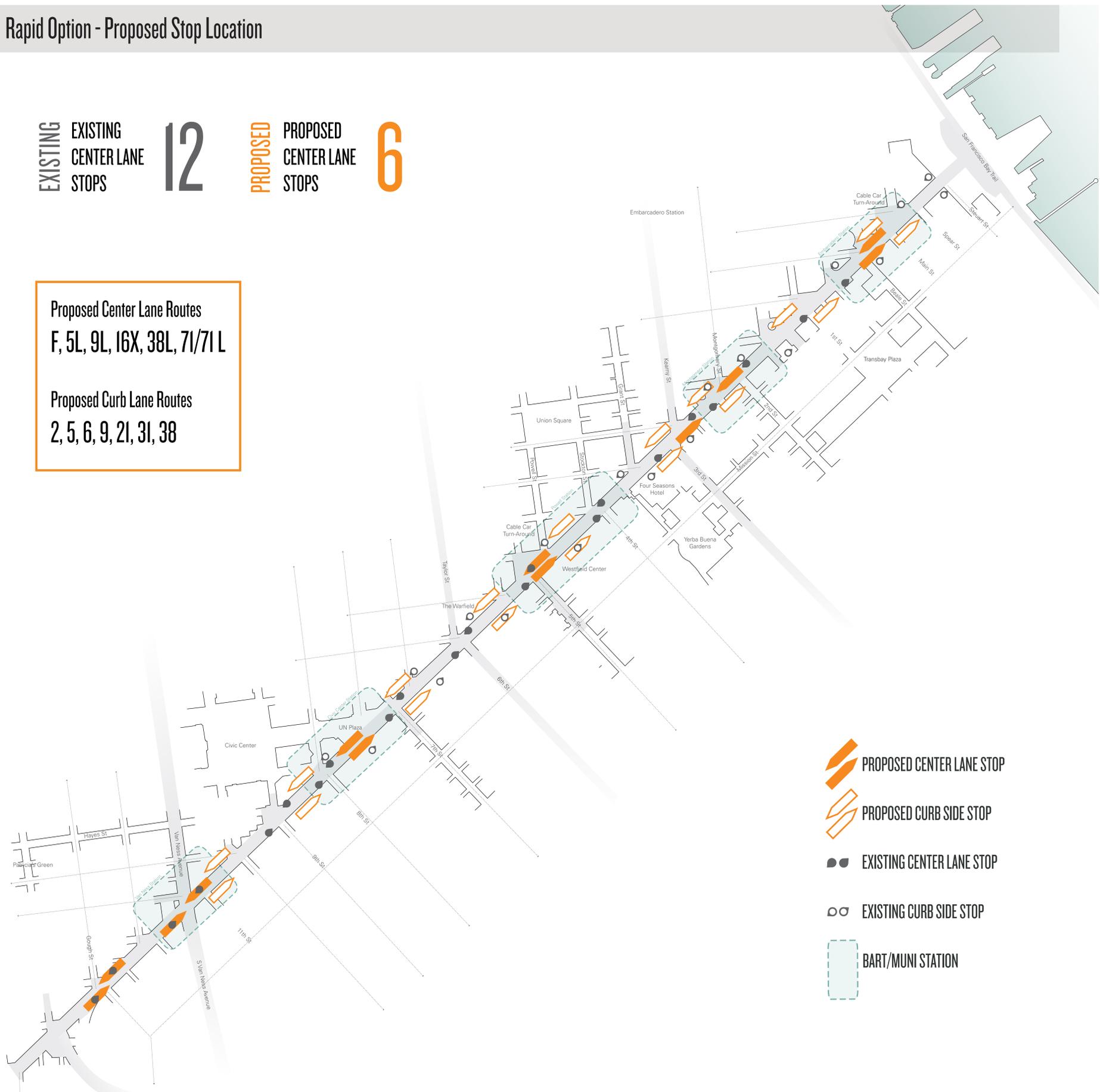
12

PROPOSED PROPOSED CENTER LANE STOPS

6

Proposed Center Lane Routes
 F, 5L, 9L, 16X, 38L, 71/71 L

Proposed Curb Lane Routes
 2, 5, 6, 9, 21, 31, 38



- PROPOSED CENTER LANE STOP
- PROPOSED CURB SIDE STOP
- EXISTING CENTER LANE STOP
- EXISTING CURB SIDE STOP
- BART/MUNI STATION



What both options have in common

The BMS Project aspires to make transit less prone to delay and make waiting for transit more pleasant.

- 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

- Ensure all ADA and accessibility requirements are met with high quality design
- Improves the total transit experience:

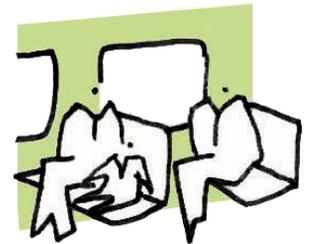
walking to and from stops



waiting at stop



riding transit



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.)