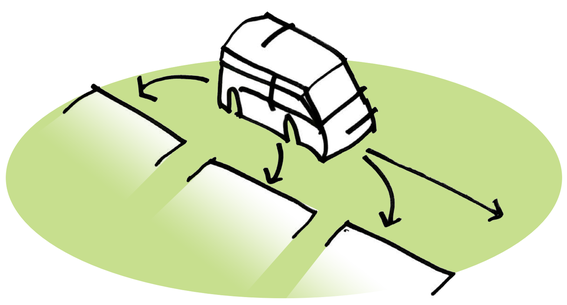
ONE STREET: PRIVATE AUTO CIRCULATION

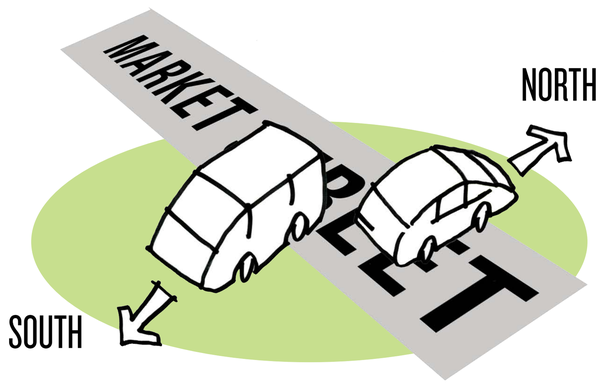
PERKINS+WILL • GEHL ARCHITECTS
CMG LANDSCAPE ARCHITECTURE • PARISI ASSOCIATES
NELSON NYGAARD • FEHR & PEERS • CIRCLEPOINT

Auto Restrictions - Key elements

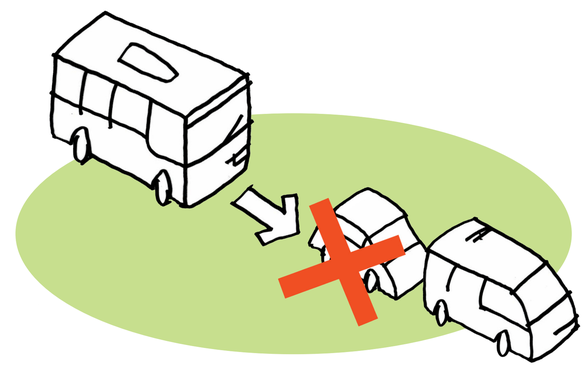
- This option introduces an increased number of required turns off of Market Street (compared to existing) and prohibits turns onto Market Street from several cross-streets.
- North-south traffic across Market Street is preserved.
- Transit, taxis, delivery vehicles and paratransit exempt.



1. Maintains auto access to most blocks



2. Preserves north-south crossing traffic (85% of traffic on Market Street)



3. Focuses on locations that have the biggest effect on reducing vehicular impact on transit

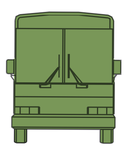
Potential Auto Restrictions option

PEDESTRIAN

BICYCLIST

PRIVATE AUTO

PARATRANSIT, LOADING & TAXI



TRANSIT: BUS & F LINE

AUTOS ALLOWED

POTENTIAL TURN RESTRICTION

POTENTIAL REQUIRED TURN

FREEWAY RAMPS

Potential restrictions shown for illustrative purposes only.
Number, locations, and time of restrictions to be determined.

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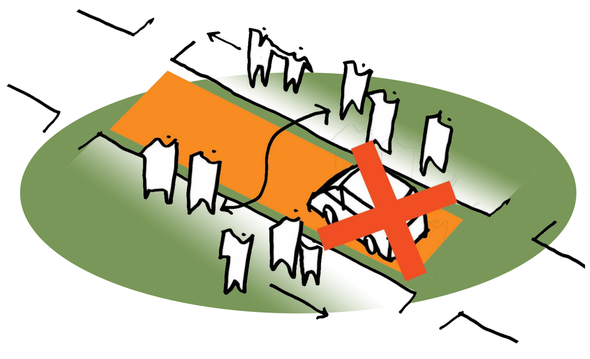
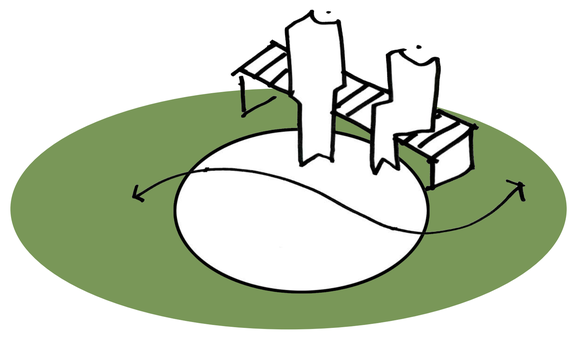
Auto Restrictions plus car-free segment - Key elements

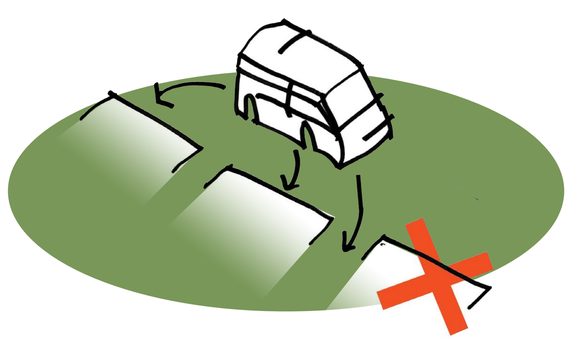
- This option is similar to the Auto Restrictions option, plus complete restriction of private autos on a segment of Market Street, for example through the Powell Street/Union Square area.
- North-south traffic across Market Street is preserved.
- Transit, taxis, delivery vehicles and paratransit exempt.



1. Introduces a car-free segment in area with the highest pedestrian, transit and cycling volumes.

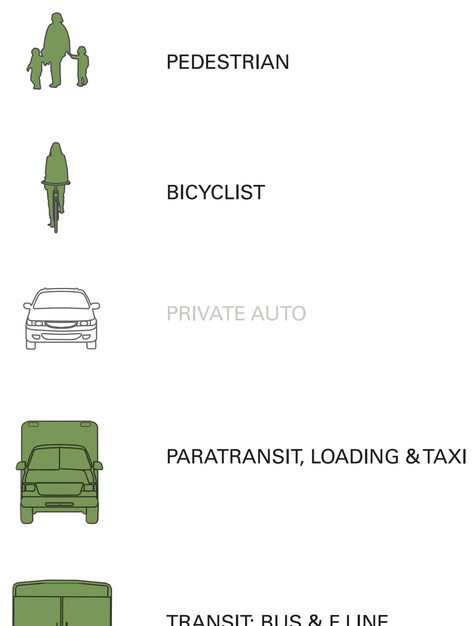


2. Creates placemaking opportunity in car-free segment



3. Maintains auto access to every block, except for critical segment

Potential Auto Restrictions and car-free segment option



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TRANSIT: BUS & F LINE

AUTOS ALLOWED

POTENTIAL AUTO RESTRICTION

POTENTIAL TURN RESTRICTION

POTENTIAL REQUIRED TURN

FREEWAY RAMPS

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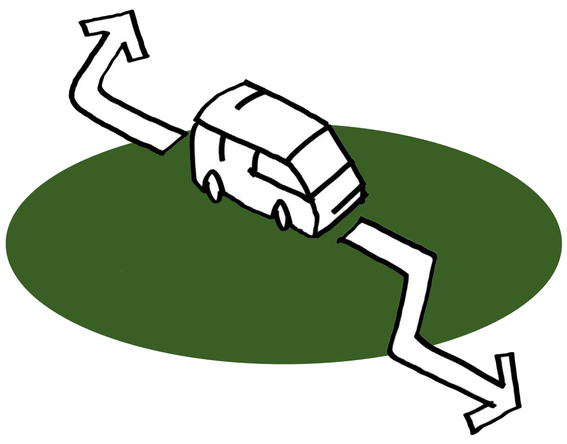
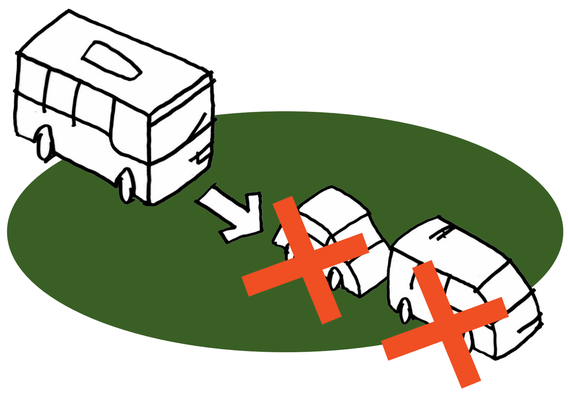
Car Free - Key elements

- This option introduces auto traffic restrictions along Market Street between Steuart Street and Van Ness.
- Transit, taxis, delivery vehicles and paratransit exempt.
- North-south traffic across Market Street is preserved.

1. Minimizes conflicts with other sustainable travel modes



2. Simpler wayfinding for drivers.



3. Eliminates potential for congestion to delay transit on Market Street

Potential Car Free option

PEDESTRIAN

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PRIVATE AUTO

PARATRANSIT, LOADING & TAXI

TRANSIT: BUS & F LINE

AUTOS ALLOWED

POTENTIAL AUTO RESTRICTION

POTENTIAL TURN RESTRICTION

POTENTIAL REQUIRED TURN

DEAD-END

TWO-WAY THROUGH TRAFFIC

ONE-WAY THROUGH TRAFFIC

FREEWAY RAMPS

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What all three options have in common

The BMS Project aspires to reduce conflicts and mitigate multimodal bottlenecks.

- All options reduce auto traffic on Market Street, which has the potential to improve transit speed and reliability

- Reductions in traffic may reduce conflicts between autos and bicycles, and benefits potential shared lane operations

- Where turns are prohibited, conflicts with pedestrians are reduced

Trade-offs

- Auto restrictions have many benefits to other modes including:
  - Improved bicycle comfort
  - Potentially improved transit speed and reliability
  - Reduced conflicts with pedestrians

- However, auto restrictions may come with some consequences, including:
  - Increased conflicts at other streets
  - At locations where forced turns are implemented, may concentrate some conflicts

?

Did you know?
North-south traffic represents 85% of all traffic using Market Street.

- Where on Market Street is it necessary to keep open to cars?
- Where on Market Street is it necessary to close to cars?
- Which segments of Market Street do you drive on most frequently?
- When you drive on Market Street, is your final destination on or adjacent to Market Street
- How strongly do you support reducing private auto access on Market Street?