

Safer Market Street *Frequently Asked Questions*

What is the motivation for Safer Market Street?

Market Street hosts four of the top 20 intersections for pedestrian injury collisions citywide (4th, 5th, 6th and 7th streets) and the top two intersections for bicycle injury collisions (5th and 6th streets.) Market Street between 3rd and 8th streets saw 162 injury collisions take place between 2012 and 2013 alone.

Of these collisions, 58 percent were people walking and biking being struck by automobiles.

Restricting private vehicle access onto Market between 3rd and 8th streets reduces collisions between people walking, biking and driving at high-collision intersections.

Safer Market Street is also one of the 24 high-priority Vision Zero projects identified by the SFMTA to address traffic injuries and deaths on high-injury corridors. The 24 projects are on schedule to be complete by February 2016.

Who is exempt from the turn restrictions?

Transit, taxis, paratransit, bicycles, and commercial and emergency vehicles are exempt from the turn restrictions.

How are transportation network companies like Uber and Lyft affected by these changes?

Since vehicles for on-demand ride services like Uber and Lyft are private vehicles unregulated by the city, they are subject to the turn restrictions between 3rd and 8th streets just like other private vehicles.

On-demand ride services, like all other vehicles, are able to drive across Market Street in this five-block stretch. They have access to all other parts of Market Street and can continue to drive westbound on Market between 3rd and 8th streets if they access the corridor east of 3rd street. The proposal also includes adding eight new white passenger loading zones at intersections with Market Street between 3rd and 8th streets. Anyone using an on-demand ride service in this area only has to walk to the end of the block for a pick-up.

Is there wayfinding to help private automobiles navigate the upcoming changes?

Wayfinding signage was included in the initial proposal, but is no longer being pursued due to a lack of consensus among survey respondents and preference to avoid excessive signage.

The SFMTA has reached out to various navigation services and the restrictions are live on Google Maps and Waze, other applications will include the restrictions in their next update. Parking bulletins have been posted in the garages and on the website to provide rerouting options incorporating the proposed changes.

Are private automobiles banned from Market Street from 3rd – 8th streets?

Private vehicles have limited access, but are not banned. East of 3rd Street a private vehicle may turn onto Market Street and continue westbound as there are no required turns in the westbound direction. Private vehicles going northbound on 5th Street may turn right onto Market Street until Ellis Street is reopened, to maintain access to 4th Street. There are no restrictions crossing Market Street.

How does Safer Market Street affect parking and loading on Market Street?

The proposal included eight new white passenger loading zones, four new blue handicap parking zones and the conversion of one white zone to a yellow commercial loading zone.

There will be a net loss of three commercial metered spaces on 3rd Street to accommodate the extension of the existing transit-only lane up to Market Street, which currently terminates at Jessie Street.

The tow-away zone on the west side of 3rd Street would be removed and replaced by commercial loading. No passenger loading would be permitted on Market Street from 3rd – 8th streets.

The white zone being converted to a yellow between 6th – 7th streets will be active loading only.

How are the new changes impacting traffic in the area?

The project reduces traffic volumes on Market Street by up to 30 - 50%, the traffic impact to adjacent streets will disperse throughout the network as driving patterns adjust and will be minimal.

Parking control officers (PCOs) are directing traffic until Aug. 21, during commute hours Monday through Friday. Spot treatment will continue at specific intersections as necessary.

How are the new changes being enforced?

PCOs and variable message signs are in place to notify motorists of the new restrictions and direct traffic accordingly.

SFPD is monitoring the area and is issuing warnings and citations to violators.

How did you get community input?

The SFMTA held two community meetings and over 19 community and merchant group briefings to engage the public and get feedback on the new changes.

What is the difference between the Safer Market Street and Better Market Street projects?

Safer Market Street and Better Market Street are two independent projects.

Better Market Street is a comprehensive program to redesign Market Street from Octavia Boulevard to the Embarcadero, with multiple agencies working in collaboration with the public to develop a new vision for Market Street. Three alternatives are currently being explored in the environmental review phase.

Safer Market Street is focused on improving safety and is not a visioning project. It has a clear objective under Vision Zero to reduce the number of collisions on Market Street between 3rd - 8th streets.

How much did the project cost?

The project cost approximately \$1.8 million and was funded by state and local funds, as well as private developer fees.