Safer Market Street: Vision Zero in Action

Vision Zero is San Francisco’s policy commitment to work toward eliminating all traffic-related fatalities by 2024. The frequency of traffic fatalities in the City of San Francisco constitutes a public health crisis. 6% of streets host 60% of severe/fatal walking injuries and 4% host 60% of severe/fatal bicycle injuries. Market Street has four of the top 20 intersections for pedestrian injury collisions citywide, and the top two intersections for bicycle injury collisions. Safer Market Street is one of over 24 projects identified by the SFMTA to be expedited to address the recent spike in fatalities along high-injury corridors such as Market Street.

Overview

Safer Market Street will help achieve the Vision Zero goal of eliminating all traffic fatalities by improving safety across all modes of transportation. The extension of transit-only lanes and turn restrictions would mediate conflicts between pedestrians, bicyclists, and motorists.

Timeline

- 1st Community Meeting: Sept 2014
- 2nd Community Meeting: Nov 2014
- Public Hearing: March 2015
- MTA Board: Spring 2015
- Implementation: Summer 2015
- Project Completion: Fall 2015

Features and Benefits

- Diverts traffic off of Market Street
- Increases transit efficiency
- Improves walking and biking conditions

Project Update

After completing two community workshops the project is approaching completion of the environmental review phase. A public hearing will be held to provide input on the proposed changes Friday March 6, 2015.

Date/time: Friday March 6, 2015 10:00 am
Location: Room 416 (Hearing Room 4)
1 Dr Carlton B Goodlett Place
San Francisco, CA 94102
Proposed Conditions

Turn Restrictions and Transit-only Lanes

Safer Market Street covers the segment of Market between 3rd Street and 8th Street and proposes the following:

- Extension of bus and taxi only lanes westbound from 8th Street to 3rd Street and eastbound from 5th Street to 3rd Street.
- Left and right turn restrictions for private vehicles prohibiting turns on to Market Street at intersections with the highest number of pedestrian and bicycle related collisions (bus, taxi and paratransit would be exempt)
- New commercial and white passenger loading zones