MARKET STREET STUDY TECHNICAL REPORT

VEHICLE CLASSIFICATION

Market Street Vehicle Classes

Pie chart: Market Street Vehicle Classes
- Government and Emergency Vehicles 3%
- Other 1%
- Commercial Vehicles 7%
- Taxis 12%
- Transit 15%
- Private Vehicles 62%

Source: SFTA, 2003
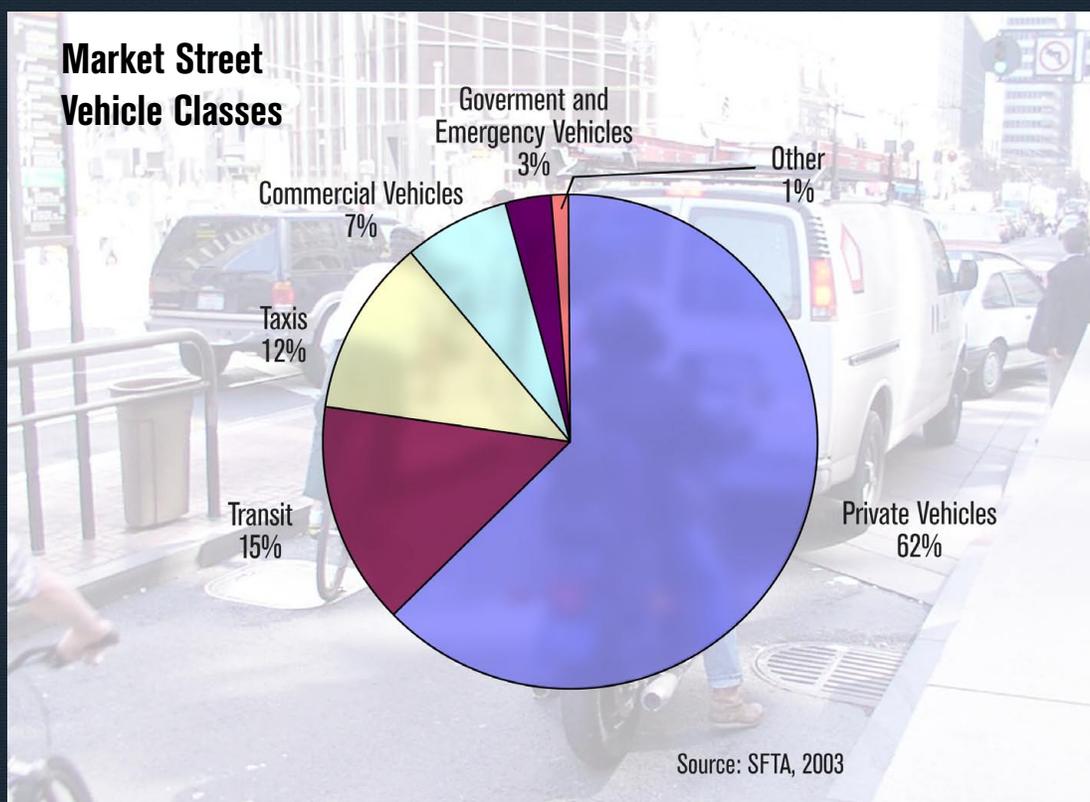
This technical report is one of over a dozen reports prepared to support the Market Street Study. The purpose of the technical reports was to identify key issues and evaluate potential solutions. The techical reports were developed in consultation with the Market Street Study Technical Working Group, which consisted of representatives from the San Francisco Department of Parking and Traffic, Municipal Railway, Planning Department, and Redevelopment Agency.

Supplemental assessments may be required prior to the implementation of some specific recommendations contain in the Market Street Study Action Plan.

Vehicle Classification Technical Report

Purpose

The primary purpose of this survey is to determine the composition of the motor vehicle traffic on Market Street, by segment and by time of day. A secondary benefit will be additional traffic volume data. This data is necessary to understand the role that Market Street plays for motor vehicle traffic, as well as to evaluate potential measures such as extension of transit-only lanes or motor vehicle restrictions (e.g. forced right turns at selected intersection).

Methodology

A simple vehicle count form was developed. The following vehicle categories were used:

Table 1: Vehicle Categories

Private car	Government vehicle
Taxi	Motorcycle
Transit (i.e. MUNI)	Emergency
Other bus (e.g. tour buses)	Other
Commercial vehicle	

Temporary workers ("temps") were hired to conduct the survey. While we relied on the temps' judgment to distinguish between vehicle types, we gave them detailed guidelines during their training. Commercial vehicles included vehicles with a commercial logo on the side (excluding taxis and transit), vehicles with significant construction or other trade equipment visible, and vans without windows behind the cab--in short, anything that looked like a vehicle that was used primarily for commercial purposes. Government vehicles included local, state and federal vehicles, as well as BART vehicles. Any vehicle that they had difficulty classifying went under the category "Other". This last category also included vehicles like limousines and "bloodmobiles."

Survey Area

A screen line methodology was used. Traffic in both directions was observed. Locations were chosen to capture all vehicles entering a segment (e.g., entering the Van Ness – 8th Street segment of Market Street)—temps were stationed on the far side of the intersections. However, the temps observing outbound traffic at Van Ness Avenue and inbound traffic at 1st Street observed from the near side of the intersection since we were not interested in traffic entering portions of Market Street outside of the study area.

Table 2: Survey Locations

INTERSECTION	DIRECTION OF TRAFFIC OBSERVED	SIDE OF INTERSECTION
Van Ness	Inbound (eastbound)	Far (SE)
Van Ness	Outbound (westbound)	Near (NE)
8th	Inbound	Far (SE)
8th	Outbound	Far (NW)
4th	Inbound	Far (SE)
4th	Outbound	Far (NW)
1st	Inbound	Near (SW)
1st	Outbound	Far (NW)

Data were collected on Wednesday, March 26th, 2003, during the peak periods of 7 to 9 am, 11 to 1 pm, and 4 to 6 pm.
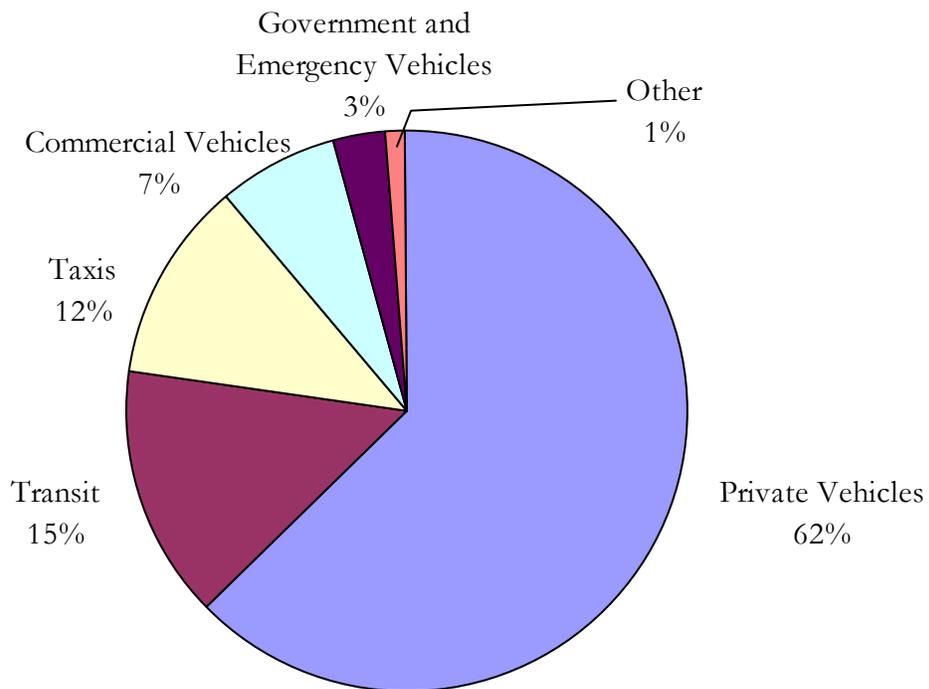
Data Collection Notes

The temp observing on the outbound side at Van Ness Avenue mistakenly began observing on the far side of the intersection instead of the near side from 7 to 8 a.m.

Results

The results of the vehicle classification survey can be seen below.

Figure 1: Vehicle Mix on Market Street (average of all times, all locations, all directions)

Source: SFCTA, 2003

Private vehicles comprise the largest portion of the vehicles on Market Street. This suggests that the street is important for private autos, but it also indicates that in any attempt to reduce the number of vehicles on Market Street, the greatest gains can be found in targeting private autos.