



Better Market Street

Community Advisory Committee

January 26, 2015



SAN FRANCISCO
PLANNING DEPARTMENT

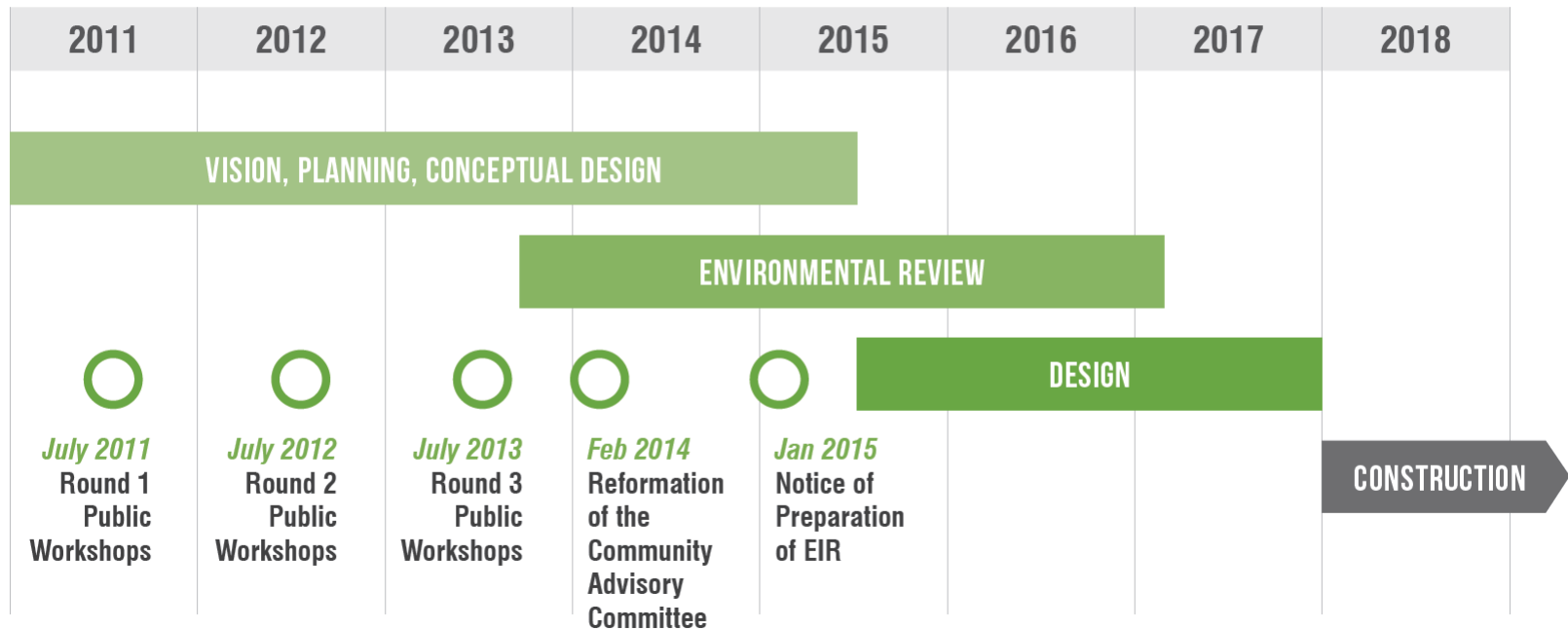


SFMTA | Municipal Transportation Agency



Better Market Street Schedule

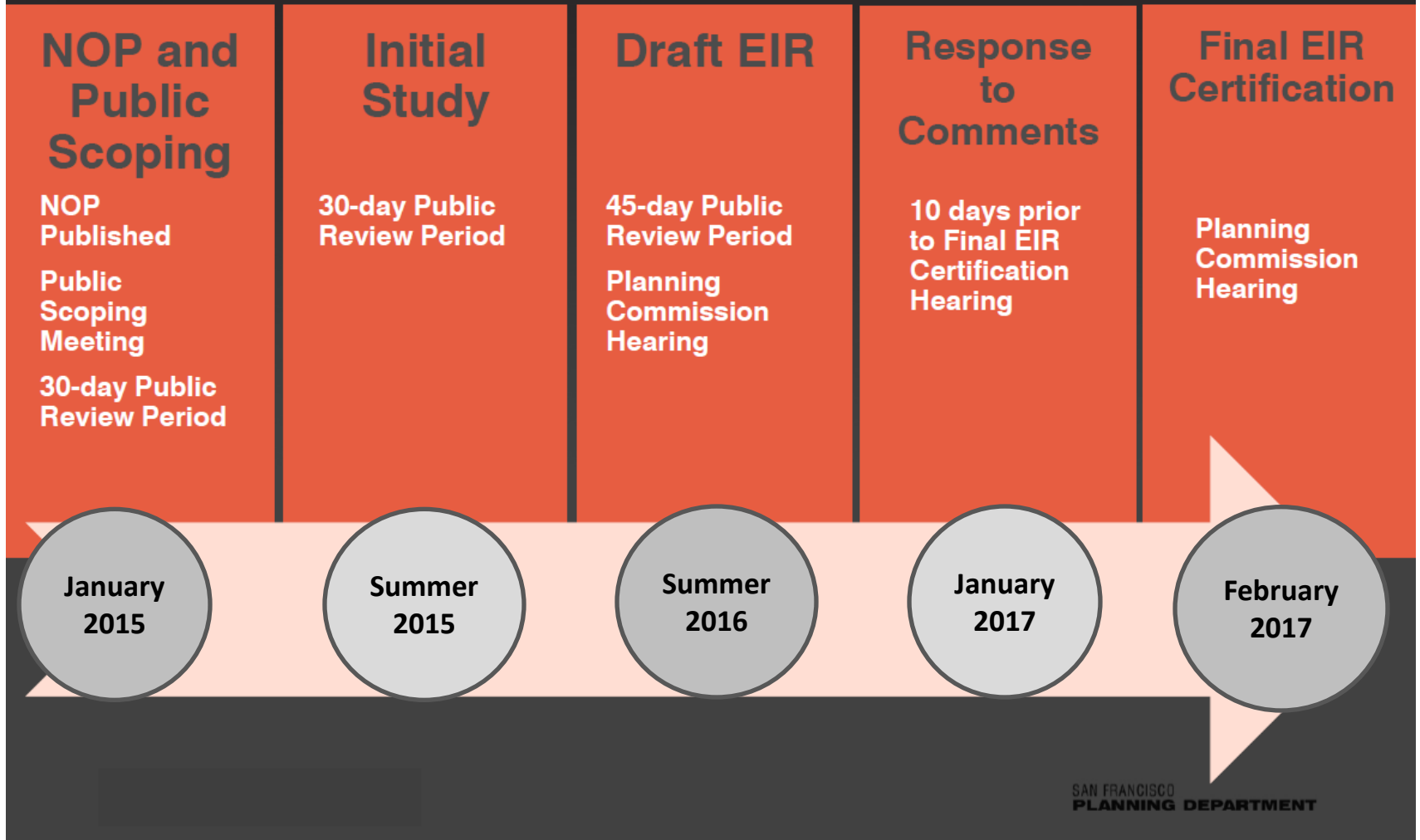
PROJECT TIMELINE:



BMS Environmental Review – CEQA



BMS CEQA Process - DRAFT



BMS Environmental Review – California Environmental Quality Act (CEQA)

Notice of Preparation of an Environmental Impact Report (EIR), January 2015 - This kicks off the Public Scoping Process during which the public provides input on the project definition, scope of analysis, and the range of alternatives considered.

- **Initial Study, summer 2015** – The Planning Department identifies environmental topics that would result in potentially significant environmental impacts and need to be analyzed further in the EIR.

- **Draft Environmental Impact Report (Draft EIR), summer 2016** - The Draft EIR discloses environmental impacts of project alternatives and allows formal public comment on the accuracy and completeness of the Draft EIR.



BMS Environmental Review – California Environmental Quality Act (CEQA)

The Initial Study will include evaluation of environmental impacts related to the topics below and will identify which topics will be addressed in the EIR due to potentially significant impacts:

- Land Use and Land Use Planning
- Aesthetics
- Population and Housing
- Cultural and Paleontological Resources
- Recreation
- Transportation and Circulation
- Noise
- Air Quality
- Greenhouse Gas Emissions
- Wind and Shadow
- Utilities and Service Systems
- Public Services
- Biological Resources
- Geology and Soils
- Hydrology and Water Quality
- Hazards and Hazardous Materials
- Mineral and Energy Resources
- Agricultural and Forest Resources



BMS Environmental Review- CEQA

Notice of Preparation of an Environmental Impact Report (EIR)

City	San Francisco Planning Department = CEQA Lead
Agency	
Roles	San Francisco Public Works = Project Sponsor

Formal comments on the scope must be submitted to the Planning Department by 5:00 pm on February 13, 2015.

- In person at the Public Scoping meeting

February 4, 2015, 5:30 pm - 8:30 pm, 1455 Market Street

- Via mail to:

**Sarah B. Jones, San Francisco Planning Department
1650 Mission Street, Suite 400, San Francisco, CA 94103**



Creating a synergy between transport and place

How to make a mobility corridor that works for 21st Century and a grand civic and commercial boulevard?

Studying 3 alternatives with substantial improvements to:

- safety
- accessibility
- pedestrian conditions
- cycling facility
- transit service and stops
- invitations for street life

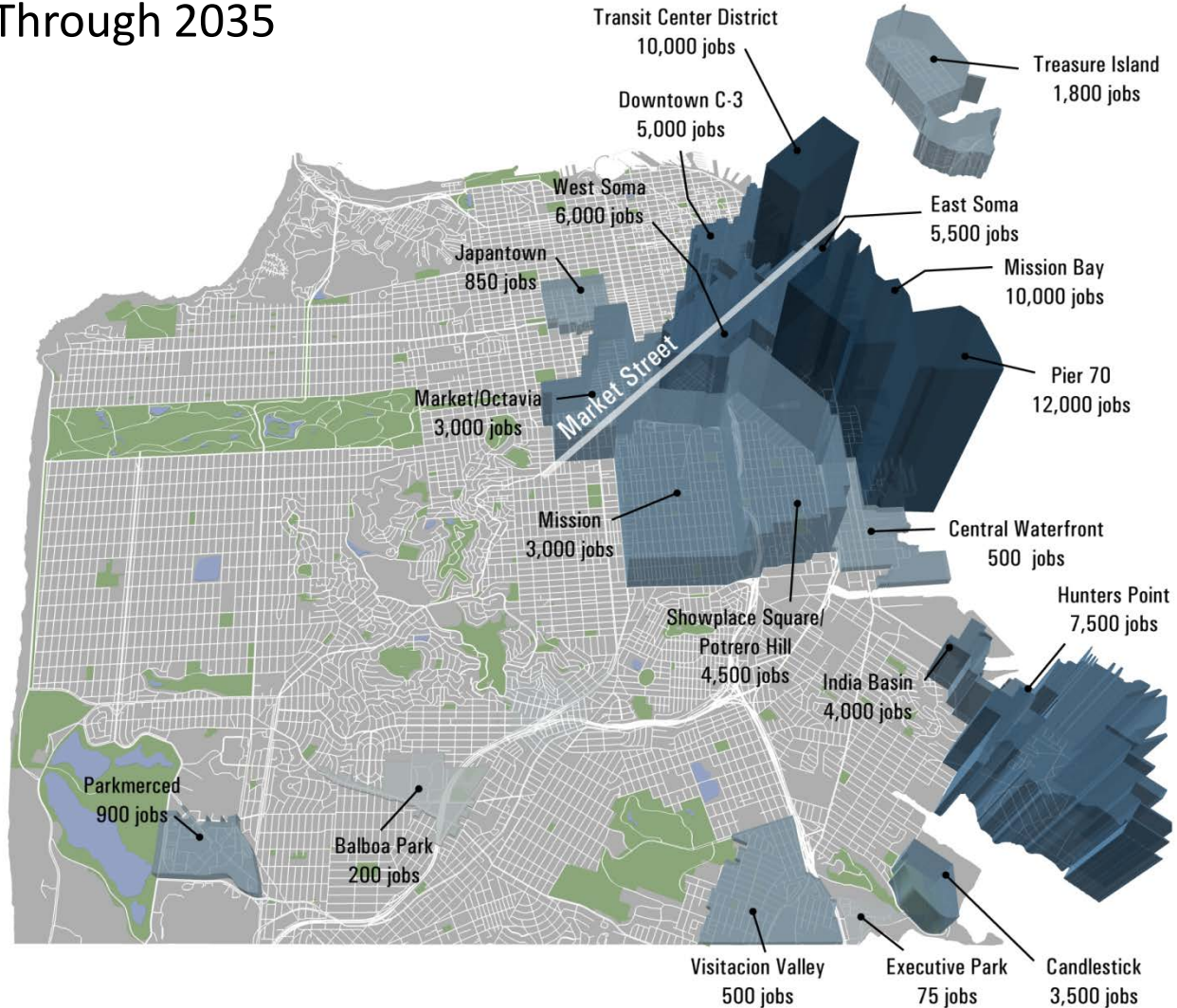


Projected Jobs Growth by 2035

191,000 new workers
(approx. 25%)

412,000 more daily car trips (~= current combined AM volume of Bay Bridge and Golden Gate Bridge crossings)

JOB ADDITION BY PLAN Through 2035

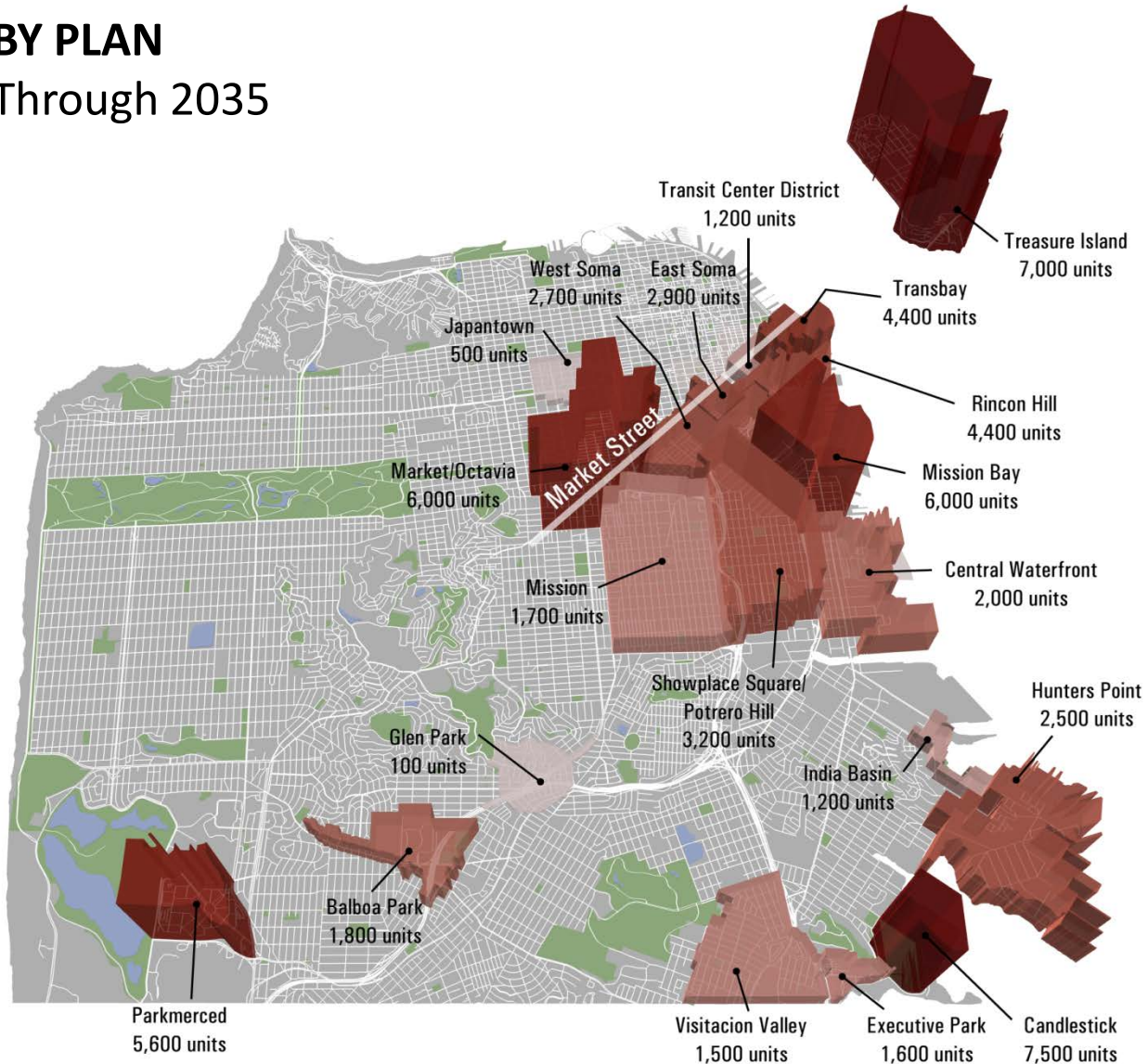


Projected Housing Growth by 2035

101,000 new households
(approx. 15%)

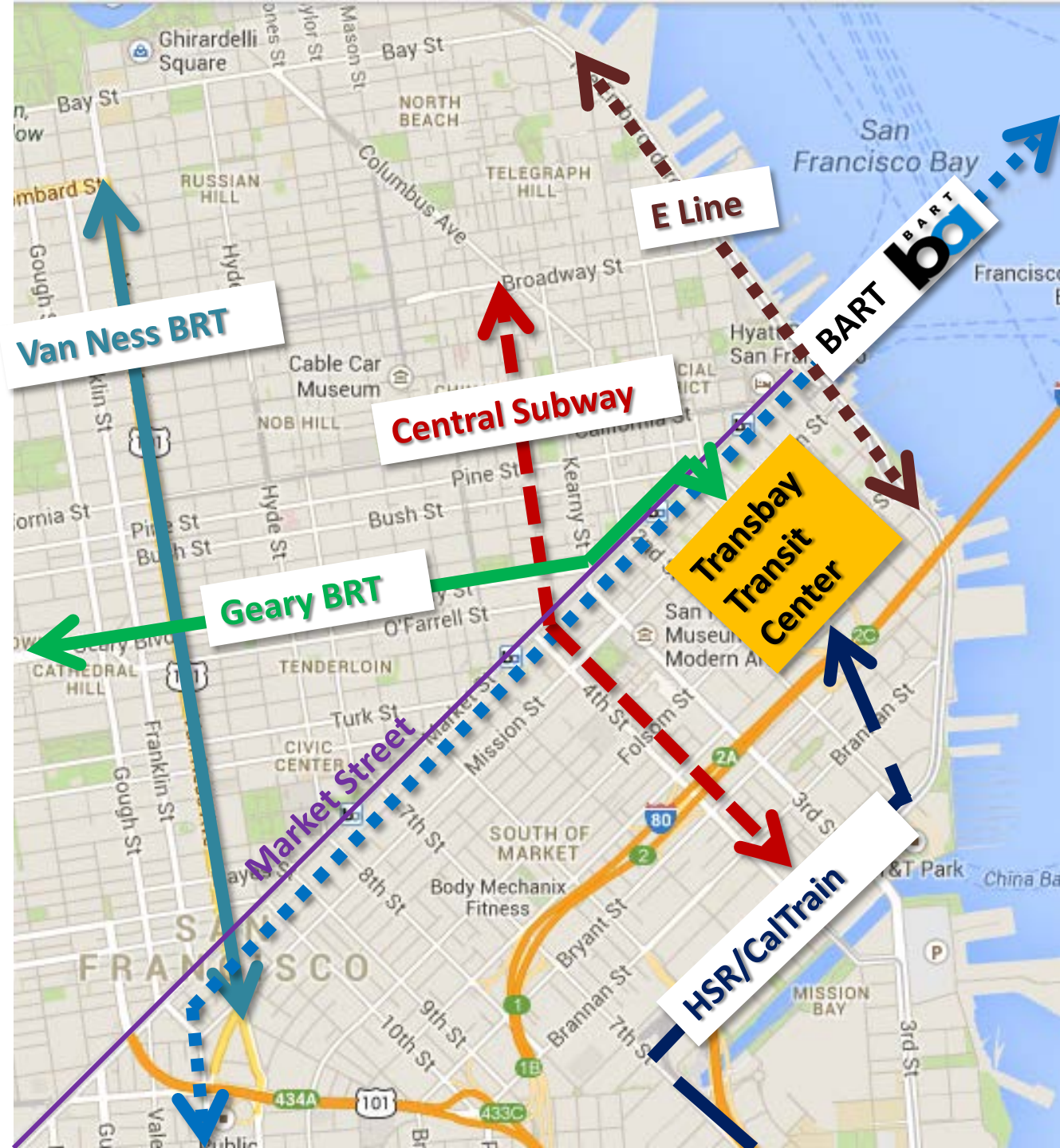
412,000 more daily car trips (~= current combined AM volume of Bay Bridge and Golden Gate Bridge crossings)

HOUSING ADDITION BY PLAN Through 2035



Market Street & Transit Modes

Central role in connecting existing and future transit modes and projected growth in employment and housing.



City's Goals

- Transit Capacity → Muni Forward and Transportation 2030
 - 2014 General Obligation Bond & 2016 Vehicle License Fee for streets and transportation funding sources (\$1.5 billion)
 - Building Core Capacity of Muni's "super-trunk-line" to support planned housing and job growth in San Francisco
- Safety → Vision Zero
 - Zero traffic fatalities within 10 years
- Bicycle Capacity → SFMTA Bicycle Strategy
 - 8-10% mode share by 2018; currently 3.5%
- Street Life → Market Street
 - Revamp 1970s streetscape into premier civic and commercial corridor for SF
 - Bring activity and energy to sidewalks and plazas



Studying 3 alternatives in environmental review

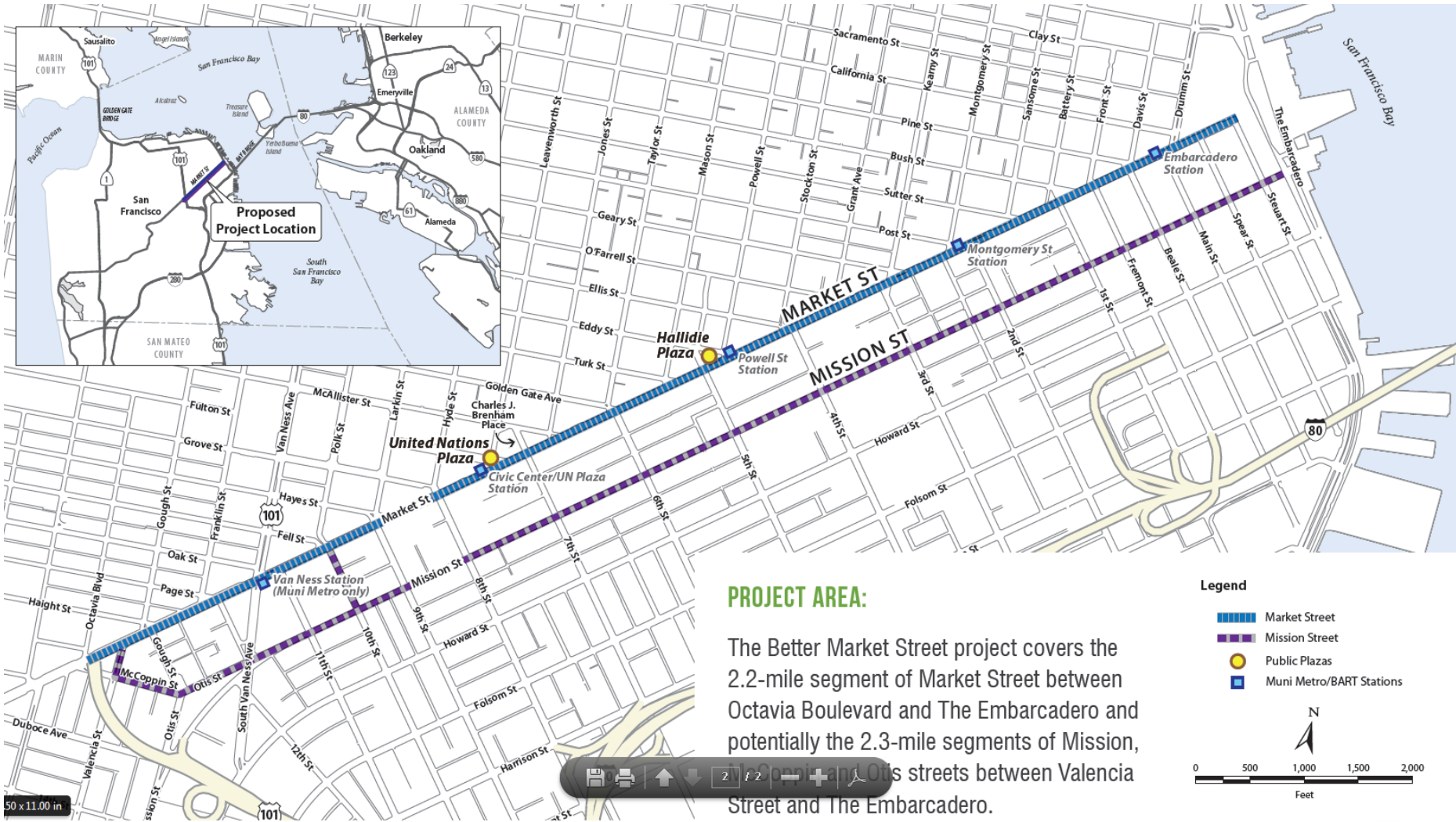
All 3 alternatives include substantial improvements to pedestrian conditions, cycling facility, transit service and stops and invitations for street life.

- Alternative 1 – Market Street .
- Alternative 2 – Market Street (Moderate)
- Alternative 3 – Mission Street + Market Street

Alternatives 1 and 2 each include two design options for Market Street's bicycle facility: design option A (Shared Lane) and design option B (Cycle Track.) Alternative 3 is paired with design option A (Share Lane).



Project Area Limits

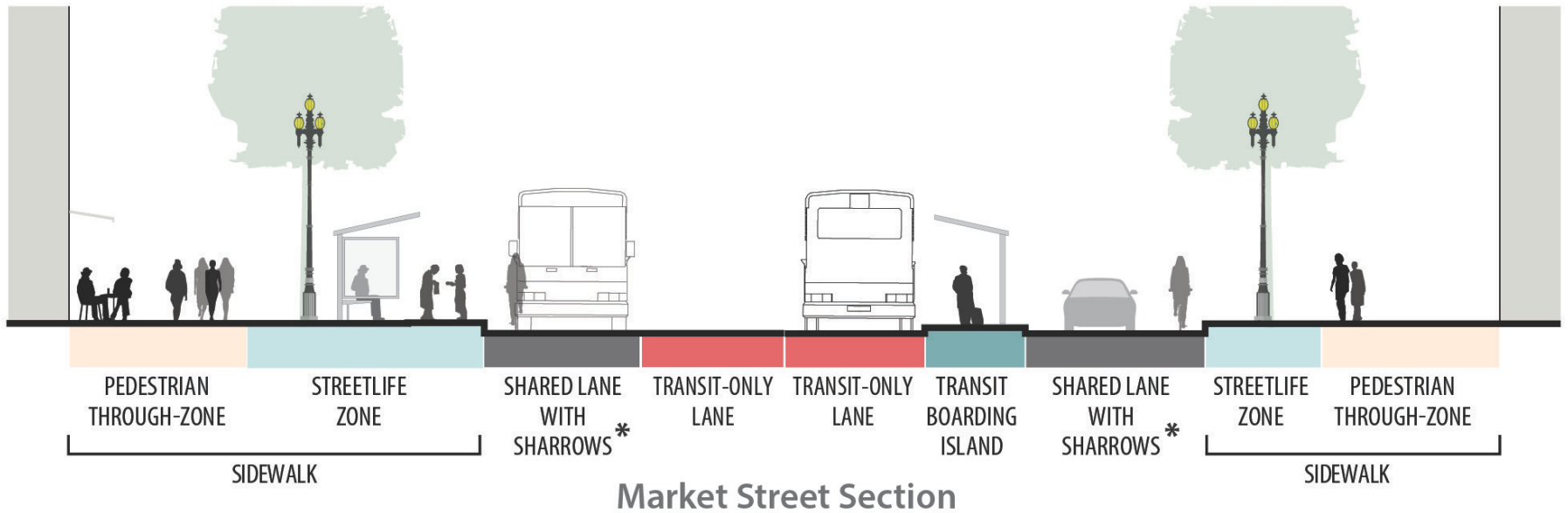


PROJECT AREA:

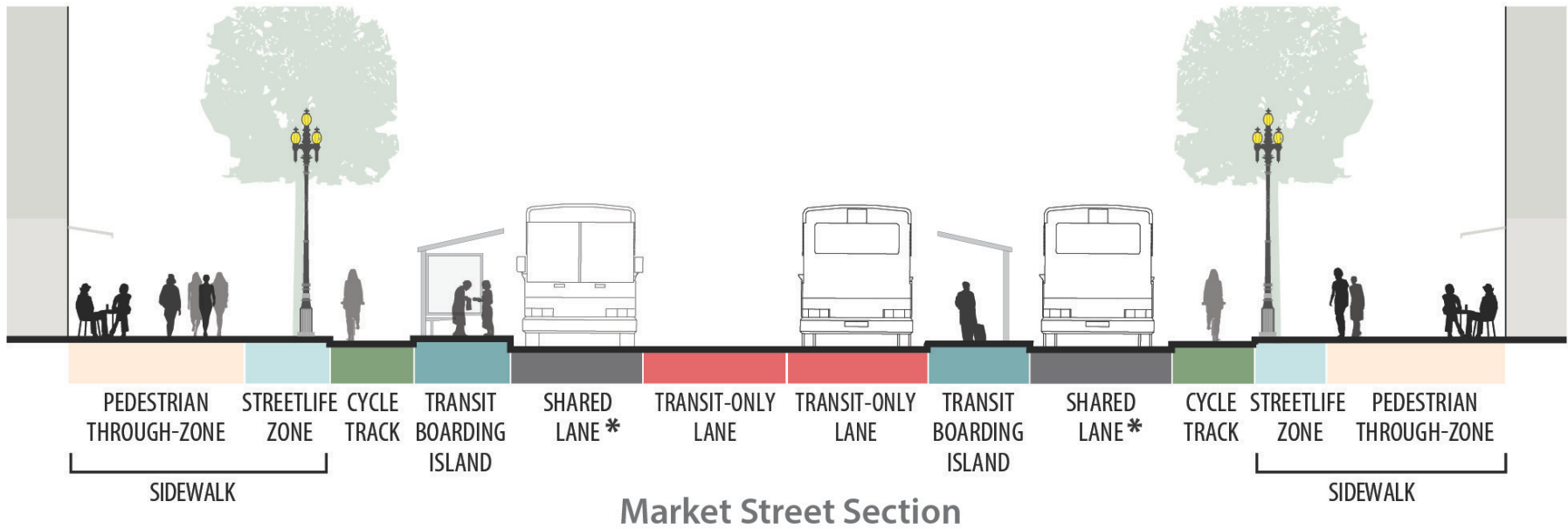
The Better Market Street project covers the 2.2-mile segment of Market Street between Octavia Boulevard and The Embarcadero and potentially the 2.3-mile segments of Mission, ... streets between Valencia Street and The Embarcadero.



Design Option A – Market Street shared lane



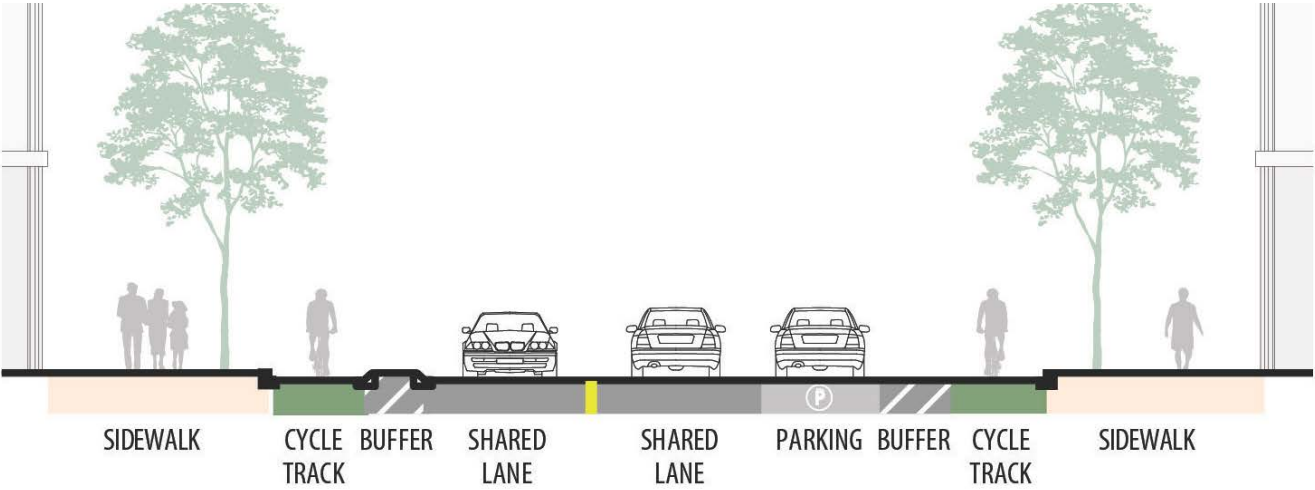
Design Option B - Market Street cycle track



Separated Bike Facility



Alternative 3 – Market Shared Lane + Mission Street cycle track



Mission Street Section



Summary of Proposed Project Alternatives

TABLE 1. SUMMARY OF PROPOSED PROJECT ALTERNATIVES¹

Proposed Project Element	Alternative 1: Market Street (Complete Street and Transit Priority Improvements)		Alternative 2: Market Street - Moderate Alternative (Complete Street and Moderate Transit Priority Improvements)		Alternative 3: Market Street + Mission Street (Complete Street and Transit Priority Improvements on Market plus Bicycle Facility Improvements on Mission) <i>(Note: This column describes only Mission Street improvements. Market Street improvements would be the same as Alternative 1, Design Option A.)</i>
	Design Option A	Design Option B	Design Option A	Design Option B	
Roadway Configuration	Generally, two center lanes and two curb lanes between Franklin and Main streets (more than four lanes west of Franklin Street and only three lanes east of Main Street).	Same as Design Option A except new one-way raised cycle tracks in each direction between the curb side lanes and sidewalks.	Same as Alternative 1, Design Option A.	Same as Alternative 1, Design Option B.	Generally, two vehicle travel lanes with right-turn pockets at intersections. Separated bicycle facility in both directions and a floating parking lane (located between travel lane and new cycle track) on one side of the street.
Private Vehicle Access	Full private vehicle restrictions: Public transit, taxis, emergency vehicles, commercial vehicles, paratransit vehicles, and bicycles would have full access to curb lanes but other private vehicles would be prohibited between Steuart Street and Van Ness Avenue westbound and between 10 th and Main streets eastbound. Existing required right-turn regulations on Market Street would also remain.		Moderate private vehicle restrictions: All private vehicles would continue to be allowed on the majority of the length of Market Street. New turn restrictions and required right-turn regulations could be added to the existing required right-turns at 6 th and 10 th streets.		No new private vehicle restrictions on Mission Street.
Traffic Signals	Signal timing modifications and replacements, which could include new turn signals and bicycle signals.				Signal timing modifications, which could include new turn signals and bicycle signals.

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	Design Option A	Design Option B	Design Option A	Design Option B	
Surface Transit (Transit-Only Lanes)	Transit-only lanes would be extended between 12 th and Davis streets in the westbound (outbound) direction and between 12 th and Main streets in the eastbound (inbound) direction – only transit and emergency vehicles would be allowed to use transit-only lanes.				The existing transit-only lanes on Mission Street would be removed.
Surface Transit (Stop Spacing and Service)	Modified transit stop spacing and new stop locations to provide both rapid service with the limited stop/express bus routes (i.e., 5L, 9L, 16X, 38L, 71L) and the F Line, and local service through the local bus routes (i.e., 2, 5, 6, 9, 19, 21, 31, 38).				All Muni, Golden Gate Transit, and SamTrans transit service would be moved to Market Street (except during Market Street event days and during unexpected events that close Market Street and those routes that would serve the new Transbay Transit Center).
Surface Transit (Stop Location)	New and relocated curbside stops and new center transit boarding islands. Modified stops would consist of 16 curbside (curbside or near-curb) stops (7 inbound, 9 outbound) and 13 center boarding island stops (8 inbound and 5 outbound).	New near-curb transit boarding islands adjacent to the new cycle track and new center boarding islands. Modified stops would consist of 16 curbside (curbside or near-curb) stops (7 inbound, 9 outbound) and 13 center boarding island stops (8 inbound and 5 outbound).	Same as Alternative 1, Design Option A.	Same as Alternative 1, Design Option B.	Remove existing bus stops except as described above to serve new Transbay Transit Center; provide temporary bus stops for transit service rerouted to Mission Street during Market Street event days and during unexpected Market Street closures.

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	Design Option A	Design Option B	Design Option A	Design Option B	
Surface Transit (Stop Characteristics)	Transit boarding island enhancements and expansion (length and width).				Remove existing bus stops; provide temporary bus stops for transit service rerouted to Mission Street during Market Street events and during unexpected Market Street closures.
Surface Transit (Infrastructure)	Full replacement of existing Muni streetcar rail tracks to maintain state of good repair; minor adjustment to location of existing streetcar rail tracks at limited locations; replacement of traction power system and Overhead Contact System (i.e., overhead wires) to maintain state of good repair and provide additional capacity; construction of Muni F Line track loop running one-way westbound along McAllister Street between Market Street and Charles J. Brenham Place and one-way southbound along Charles J. Brenham Place between McAllister and Market streets.				Maintenance and adjustment of Overhead Contact System on Mission Street to allow use during Market Street event days and during unexpected Market Street closures.
Bicycle Facilities	Improved shared lane painted with sharrows (i.e., bicycles share widened curb lanes with vehicular traffic) except at locations where existing separated bicycle facilities already exist (i.e., existing cycle track with buffer [posts] and bicycle lanes would remain).	New raised cycle track: bicycles would be vertically separated from vehicular traffic (i.e., the new cycle track would be slightly higher than the vehicle traffic road bed).	Same as Alternative 1, Design Option A.	Same as Alternative 1, Design Option B.	New buffered cycle track on Mission Street: bicycles would be horizontally separated from vehicular traffic by a painted or physical buffer. New buffered cycle track on McCoppin Street and new contra-flow bicycle lane on Otis Street in the eastbound direction to provide bicycle network connection between Valencia and Mission streets. New cycle track connection on Valencia and 10 th streets to connect bicycle facilities on Market and Mission streets.

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	Design Option A	Design Option B	Design Option A	Design Option B	
Pedestrian Facilities (Sidewalk Width)	Generally maintain existing sidewalk widths, except where the sidewalks would be narrowed (i.e., move existing curb) at locations to allow for wider center transit boarding islands or a wider shared lane; widened sidewalk at some locations.	Narrow sidewalks (i.e., move existing curb) as needed to accommodate new raised cycle track and wider center transit boarding islands; widened sidewalk at some locations.	Same as Alternative 1, Design Option A.	Same as Alternative 1, Design Option B.	Limited changes to sidewalk widths, except between 5 th and 3 rd streets where widening may occur.
Streetscapes (Elements)	Primarily 15- to 20-foot-wide unobstructed through-zones for pedestrians on sidewalks (except for 10-foot-wide through-zones west of Van Ness Avenue); new paving throughout, including complete replacement of bricks; additional bench seating, landscaping, pedestrian wayfinding signs, public art, and other elements along curb within Streetlife Zones and Streetlife Hubs.				Limited changes to streetscape, except installation of new bicycle racks.
Streetscapes (Trees)	Removal or relocation of trees limited to locations where sidewalk would be narrowed.	Removal or relocation of trees throughout where sidewalk would be narrowed to accommodate new raised cycle track.	Same as Alternative 1, Design Option A.	Same as Alternative 1, Design Option B.	Healthy street trees would remain while unhealthy street trees would be replaced. Planting new street trees in locations where there are existing tree wells and gaps.

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	Design Option A	Design Option B	Design Option A	Design Option B	
Streetscapes (Path of Gold Light Standards)	Relocation of light standards in limited locations where sidewalk would be narrowed.	Relocation of light standards throughout where sidewalk would be narrowed to accommodate new raised cycle track.	Same as Alternative 1, Design Option A.	Same as Alternative 1, Design Option B.	Not applicable.
Commercial and Passenger Loading	No loading would be allowed on Market Street with the exception of paratransit users. All loading zones on Market Street would be removed, and new commercial and passenger active loading zones would be created on adjacent cross streets and alleys.		Limited loading would be allowed on Market Street. Some loading zones on Market Street would remain, and some commercial and passenger active loading zones would be created on adjacent cross streets and alleys. Paratransit loading would continue to be allowed.		Limited loading allowed on one side of Mission Street in the floating parking lane (located between travel lane and new cycle track). Some new commercial and passenger active loading zones created on adjacent cross streets and alleys.
Vehicular Parking	No parking allowed on Market Street (i.e., existing parking spaces west of Franklin Street and east of Spear Street would be removed); removal of some parking spaces temporarily or permanently on cross streets and alleys to accommodate relocated loading zones.			One floating parking lane (located between travel lane and new cycle track) on most blocks of Mission Street. Valencia, McCoppin, Otis, and 10 th streets would have parking removed to accommodate the new bicycle facilities.	

UN Plaza



Hallidie Plaza



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	Design Option A	Design Option B	Design Option A	Design Option B	
Plazas	<p>United Nations Plaza - Conceptual plans envision filling the existing fountain and creating a new outdoor pavilion with seating, a new stage, and new trees and other streetscape elements.</p> <p>Hallidie Plaza – Conceptual plans envision reconstructing the entire area by raising the sunken area to connect the plaza to street grade and repaving the plaza to add a new outdoor pavilion, tourist information center, and outdoor seating. The area beneath the new raised Hallidie Plaza would continue to provide transit access to the Powell Station for the underground Muni Metro and BART service.</p>				Not applicable.
Utilities	Replacement of existing wastewater sewer lines beneath Market Street; targeted replacement of water lines and auxiliary water supply system lines as required to maintain state of good repair; targeted replacement of electrical and other utility infrastructure to maintain state of good repair.				No change to existing utilities.

Source: Public Works, Citywide Planning Division of the San Francisco Planning Department, SFMTA. 2014.

¹ The table summarizes the three alternatives and their design options. Please refer to the subsequent text and **Figure 2** for a more detailed description of changes and definitions of terms.

Next Steps



- Public Scoping Meeting 2/4/2015

- Initial Study Summer 2015

 - 30 day public review period

- Draft EIR published Summer 2016

 - Impacts are disclosed for public review

 - 45 day public review period

- EIR informs policy decision

- EIR Hearing & Certification early 2017





Formal comments on the scope must be submitted to the Planning Department by 5:00 pm on February 13, 2015.

- In person at the Public Scoping meeting
February 4, 2015, 5:30 pm - 8:30 pm, 1455 Market Street
- Via mail to:
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