



Better Market Street

Community Advisory Committee

January 26, 2015, 6:00pm - 7:30pm

1455 Market Street, Lobby Conference Room

Community Advisory Committee (CAC) attendees

Bruce Agid
Dasha Barannik
Sarah Brett
Jessica Cassella
Melody Chen
Paolo Cosulich-Schwartz
T. Baxter Denney

Mark Friend
Jonathan Goldberg
James W. Haas
Olof Hansen
Zoe Hoster
Rick Laubscher
Jessica Robinson Love

Katherine Mattes
Ron Miguel
Charles Rathbone
Donald Savoie
Del Seymour

City and County of San Francisco attendees

San Francisco Public Works

Simon Bertrang
Kelli Rudnick
Mindy Linetzky
Veronica Flores
Zohreh Khodabandelu

San Francisco Planning Department

Nick Perry

San Francisco Municipal Transportation Agency

Mari Hunter
Ian Trout
Kate Elliott

Better Market Street consultant attendees

Alfred Williams Consultancy

Al Williams
Marsha Maloof





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1. Introduction by Al Williams

- Meeting convened 6:00pm.
- Reviewed the CAC working group structure and meeting logistics.

2. Better Market Street Project Update by Simon Bertrang

(see presentation)

- Reviewed BMS Schedule and California Environmental Quality Act (CEQA) process.

3. Environmental Review Primer, Notice of Preparation of an Environmental Impact Report (EIR), and Public Scoping Meeting

(see presentation)

- Notice of Preparation (NOP) published January, 14, 2015.
- Initial Study tentatively scheduled for Summer 2015.
- Draft Environmental Impact Report (EIR) tentatively scheduled for Summer 2016.

4. CEQA Alternatives

(see presentation)

- See Table 1. Summary of Proposed Project Alternatives in the NOP
- CEQA Reform: State law has been revised to remove traffic level of service (LOS) as metric used to determine the threshold of a significant environmental impact. However, the State is still working on the rules that would apply to CEQA process. Better Market Street is moving forward under the current regulations and we are completing the appropriate analysis regarding this matter.

Discussion

- Katherine Mattes – Under surface transit stop spacing under Alternative 3, where would Mission Street buses go?
The 14L and 14X would be in center lane. All others (including the 14, Golden Gate, SamTrans, etc.) would be curbside.
- Katherine Mattes – How many buses are there on Mission Street each hour?
All 14 buses (including 14L and 14X) = 24 an hour. Golden Gate buses = 6-7 an hour.
- Katherine Mattes – How will people/buses get to Transbay in Alternative 3?
Those buses that currently terminate at Transbay would continue to terminate at Transbay. Only the 14 would be different – in that they will run on Market from 11th to their termini.
- Charles Rathbone – Regarding curbside lane for local buses and paratransit: if a bus stops in the lane, is the lane completely blocked?





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The new design for Market Street curbside lanes will be similar to what exists today. The primary difference will be new transit islands and extended transit-only lanes. There will be fewer of them but they will be longer. The transit islands would be the barrier to buses or other vehicles in the curbside lane passing a stopped bus.

- Olof Hansen – Has there been an analysis of buses shifting from Mission to Market?

No, this analysis has not yet been done. But it will be done as part of the Transportation Impact Study that will feed into the Draft EIR.

- Katherine Mattes – Regarding the impact of taking buses off Mission Street and putting them onto Market Street: What about the buses that will be turning at First Street, which is a primary route to Transbay. First Street will be a hot topic.

It will be the same buses that turn on First Street now. The addition of buses will be a result of increased TEP (Muni Forward) service, not a result of this project.

- Jessica Robinson Love – Do cars driving for companies like Uber count as taxis? Is the floating travel lane in the morning or evening?

Transportation network companies like Uber or Lyft are not regulated by MTA and are considered private vehicles. This proposal includes taxis only, not private vehicles. There is no floating travel lane proposed, it is a floating parking lane. The floating parking will alternate from side to side by block responding to the specifics of each block, like driveways. This floating parking lane will not be time-dependent.

- Del Seymour – I am confused about how increasing bus service makes Market Street a better street. Will the transportation network companies ever be considered taxis?

This is a question beyond this project scope.

- Donald Savoie – Regarding the transit island where the bike lane goes between the island and the sidewalk: I live nearby the example you showed on Duboce near Church. It does not work well and it is difficult to maneuver. If the cycle track is a grade separated from the travel lane and the sidewalk, how will it be configured in terms of safety?

This exact question was the subject of a recent CAC meeting. We need to consider as we advance design.

- Zoe Hoster – After all this analysis is done, what is the process for actually choosing one of these options?

I do not know the exact process yet, but it will include the Project Sponsor (SF Public Works) providing a staff recommendation and the Board of Supervisors and the Mayor making a final decision.

- Rick Laubscher – Will all Muni vehicles on Market Street be electric?

No. Some vehicles are diesel, some will use the Overhead Contact System (OCS). These different vehicles will be analyzed as part of the air quality chapter in the EIR.

- Rick Laubscher – Regarding revised documents: can we see the revised bus stops?





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Yes, the proposed stop locations are still on website – these are draft form. We received comments from the CAC, but the draft EIR will have the refined proposal and the public will be able to comment on them at that time.

- Rick Laubscher – The Path of Gold is lined up exactly. Will the project alternatives move their locations and the alignment?

Yes, some of the Path of Gold poles would need to be moved under both Market Street design options – the final number depending on which design option is selected.

- Zoe Hoster – What is the Path of Gold?

These are the light standards along Market Street and a historic landmark. They also serve a functional purpose: providing illumination to Market Street and holding up OCS lines.

- Del Seymour – Regarding the streetscapes, bench, furniture, etc.: will this be graffiti-friendly as in easy to clean?

This is a major concern. This is not necessarily a CEQA issue, but SF Public Works agrees that maintenance is key.

- Del Seymour – This goes back to getting a lot of people to use it. In the past, the street had lots of furniture which the City removed it because they could not handle the upkeep and felt the “wrong” people were using it. What about this?

The project goal is to make the street a comfortable place for everyone to use, not just for one group of users. The City intends to make the Market Street sidewalks more active and well-used so that all types of people to enjoy it as a public space.

- Mark Friend – Are we learning from any other cities about things they tried and what worked and what did not work?

SF Planning Urban Design division is involved for this very reason. We are looking to other cities. We are always looking for good precedents and always looking for other examples. Please share any ideas you have with us.

- Mark Friend – For commercial loading, have you considered time restrictions for loading?

Yes, it is one of the strategies being considered.

- Jessica Robinson Love – If Alternative 3 is selected, would the plazas still be considered for reconstruction?

Yes, the reconstruction of United Nations Plaza and Hallidie Plaza are included in each of the alternatives.

- Olof Hansen – Regarding utilities: is PUC digging up the lines? Is part of the proposal considering rain gardens and permeable paving?

The project includes work on utility lines. This project does not include rain gardens or other stormwater capture strategies because the SFPUC has determined that the subsurface conditions in this area are not the most suitable for infiltration. There are





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other areas in the city which are more suitable. The project may include permeable pavers.

5. CEQA Project Description (see presentation)

6. CAC Comments

- Ron Miguel – Once the EIR is certified, is it presumed at that point, that this CAC will make a recommendation?
No. The CAC will not have formal vote. The CAC has been established to help the public agencies shape the project and to facilitate public feedback and comments.
- T. Baxter Denney– Any chance that the design timeline would be accelerated?
No. In the first planning phase we completed project development, fully defining the project and understanding the entire corridor so that we can move into a formal CEQA process. Next we will move into some preliminary engineering to support the environmental review process.
- Charles Rathbone – Regarding the Locally Preferred Alternative: please explain. Where in timeline would Board of Supervisors and Mayor make decisions?
The Locally Preferred Alternative (LPA) is a step within the National Environmental Protection Act (NEPA) process. After CEQA is completed, the LPA will be selected for NEPA review. The Board of Supervisors and the Mayor would make a decision once the EIR is complete.
- Charles Rathbone – Regarding all the final design decisions: who makes those decisions?
The City and County staff designs the project to meet the project goals. Many design issues on San Francisco projects do end up coming to the public for feedback.
- Jonathan Goldberg – Are traffic control officers assumed in any of the alternatives – including the no-build alternative?
The use of Parking Control Officers (PCOs) are not factored in the model so that we will be showing the most conservative estimate of impacts.
- Del Seymour– How well have you factored in other local projects including the 950 Market Project, City Place, and the Trinity Complex?
If the project has published a Notice of Preparation, then it will be considered and included in our modeling. It just depends on where other projects are in their own environmental review processes.
- Donald Savoie – In Los Angeles, they have no daytime loading. Is this something that has been considered?





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Time of day loading restrictions will be considered.

- Donald Savoie – Regarding Van Ness BRT schedule: BMS construction would start around the same time as Van Ness BRT.

We are aware of the schedules and are coordinating. Market Street is a long street. We will not be looking to construct the section of Market Street that intersects with Van Ness at the same time as Van Ness is under construction.

- Olof Hansen – Has there been outreach to commercial funding sources?

No. Our funding strategy does not include commercial funding sources, only public funding.

7. Next Steps & Announcements

- Scoping Comments Reminder: To make formal comments on the Better Market Street NOP, please attend the scoping meeting next Wednesday, February 4, 2015, or send comments to Sarah B. Jones of Planning Department by Friday, February 13, 2015 (see website <http://www.sf-planning.org/index.aspx?page=4003> for details).
- Market Street Prototyping Festival: Thursday, April 9, 2015 – Saturday, April 11, 2015. This festival takes a look at how we can Market Streets' sidewalks. An open house was held last Wednesday previewing the projects. 50 prototyping teams will display their ideas during festival. See website at <http://marketstreetprototyping.org/> for more details, and to provide teams with more ideas and feedback.
- Safer Market Street: This is a Vision Zero project looking at increasing safety along Market Street. The Safer Market Street team took your feedback from the last meeting and is moving forward with environmental process. Schedule:
 - Public hearing in March
 - SFMTA Board soon after the public hearing
 - Implementation in late Spring
- UN Plaza Night Market: The Night Market pilot was a success. We are currently working with Lefty O'Doul's Foundation for Kids and the Market Street Association as they fundraise to bring back the Night Market this spring. We will hold our CAC party when the Night Market resumes – details to come.

