Better Market Street
Draft Environmental Assessment (EA) & Draft Section 4(f) Public Hearing
June 17, 2020
Key Needs

- Safety challenges for all modes
- Discontinuous bike facility
- Aging infrastructure: Streetlights, tracks, traffic signals, underground utilities, sidewalks
- Transit stops, curb ramps and brick paving do not meet current ADA standards
- Improving transit reliability and travel time
Injury Collisions per year on Market between Octavia and Steuart

- 2014: 110
- 2015: 93
- 2016: 98
- 2017: 108
- 2018: 123

Market Street safety must be improved
75% of injury collisions involve people walking or biking
State of Good Repair Elements

- Pavement
- Brick Sidewalks
- Curb Ramps
- Streetlights (Path of Gold)
- Traffic Signals
- Rail
- Overhead Catenary System
- Traction Power
- Sewer System
- Water System
- Communication Lines
Project Goals

**PLACE**

**MOBILITY**

**ECONOMIC DEVELOPMENT**

**BENEFITS**

1. A street that is designed to reduce the number of traffic collisions and injuries
2. Improved performance and reliability of public transportation
3. An accessible sidewalk that identifies Market Street as the City’s preeminent ceremonial street
4. Upgraded and new infrastructure
Community Engagement

• 5 rounds of workshops / open houses
• Stakeholder meetings
• Community Working Group
• Turn by Turn Web Map and Plan-View Explorer
• Website

• Surveys
• Mailings
• Merchant loading survey
• Posters in corridor/on transit
• Multi-lingual outreach
• Tabling at events
• Sidewalks rebuilt with smoother surface
• Sidewalk-level bikeway separated from pedestrians by buffer zone and tactile surface
Design option extends between 9th, Hayes, Larkin and Market streets and Gough and Market streets.

Cross-section shown on Market Street between 12th Street and Van Ness.
Sidewalk Paving Design

**PAVING ENLARGEMENT**

- **Building Frontage Zone**: 5'
- **Major Path of Travel**: 9'
- **Site Furnishing Zone**: 4'-10'
- **Bikeway Delineator**: 1'-3'
- **Bikeway**: 8'
- **Buffer**: 4'

**NEXUS INTERSECTION**

- **Golden Gate Avenue**
- **Taylor Street**
- **Market Street**

**BIRDS-EYE VIEW OF THE SIDEWALK**
GREENING GOALS:

Make Market Street the signature sustainable street in San Francisco and the Bay Area by creating a memorable and active identity, with gathering spaces, the ability to promenade, a healthy urban forest, and a vibrant public life.
Streetscape Features
The project is expected to provide up to 25% travel time savings by changing stop spacing, reducing conflicts with bikes, and extending Muni-only lanes.

**Rapid Center Lane Service:**
Stops located only at BART/Muni Metro stations would provide easy transfers and faster service. Transit customers would have to walk no more than two blocks to access the closest center-lane stop.

**Maintain Curbside Local Service:**
Curbside stops would remain at about every block and Civic Center would serve as a convenient transfer point for those wanting to minimize walking.

The proposed extension of the red Muni-Only lanes will keep transit moving, even during busy times on Market Street.

The proposed sidewalk-level bikeway will help speed up transit by reducing conflicts with people biking.
F Market Loop

New F-line turn-back loop on McAllister and Charles J Brenham

- Enables short-turns to allow for additional service where ridership is highest
- Improves transit flexibility and reliability
Proposed private vehicle restrictions on Market Street:
- Eastbound between 10th Street and Spear Street
- Westbound between Steuart Street and Van Ness Avenue

• Goals:
  – Improve bicycle, pedestrian and transit safety by reducing conflicts
  – Improve transit travel time by reducing congestion

• Buses, taxis, commercial vehicles, bicycles and paratransit would be exempt from vehicle restrictions
### CEQA

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
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<tbody>
<tr>
<td>01/14/2015</td>
<td>Notice of Preparation to prepare EIR</td>
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<tr>
<td>02/28 – 4/15/2019</td>
<td>Draft EIR public comment period</td>
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<tr>
<td>09/23/2019</td>
<td>Final EIR published</td>
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<tr>
<td>10/10/2019</td>
<td>SF Planning Commission Certified EIR</td>
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### Project Approvals

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<tr>
<td>10/11/2019</td>
<td>Public Works Hearing</td>
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<tr>
<td>10/15/2019</td>
<td>SFMTA Board of Directors Meeting</td>
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### NEPA

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<th>Date</th>
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<tr>
<td>05/29/2020</td>
<td>Draft Environmental Assessment (EA) and Draft Section 4(f) Evaluation published</td>
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<tr>
<td>06/17/2020</td>
<td>Public Hearing for Draft EA and Draft Section 4(f) comments</td>
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<tr>
<td>07/14/2020</td>
<td>Draft EA and Draft Section 4(f) Evaluation public comment period ends</td>
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• The San Francisco Planning Department, as the CEQA lead agency, prepared an Environmental Impact Report (EIR) for the Better Market Street project in compliance with CEQA

• The EIR analyzed the potential environmental impacts of the Better Market Street project and disclosed them for public review, consideration, and decision-making
• Public Works proposes the use of federal funds from the Federal Highway Administration (FHWA) to construct a portion of the project

• FHWA has delegated authority for NEPA environmental review and consultation to Caltrans

• Caltrans has prepared an Environmental Assessment (EA) analyzing the potential environmental effects of the No-Build Alternative and the Build Alternative (the Better Market Street project)

• The EA was circulated on May 29th, and public comment on the EA is being accepted through July 14th.

• After considering comments on the EA, Caltrans will consider whether to adopt a Finding of No Significant Impact (FONSI).
Environmental Assessment (EA) includes:

- Summary of the environmental impact analysis
- Statement of Project Purpose and Need
- Description of alternatives considered for the project
- Environmental impact analysis for each alternative
- Proposed avoidance, minimization, and/or mitigation measures
- Listing of agencies and persons consulted
Topics Evaluated in EA

- Resources with minimal impacts during construction and operation
  - Utilities/Emergency Services
  - Community Impacts
  - Traffic and Transportation/Pedestrian and Bicycle Facilities
  - Visual/Aesthetics
  - Water Quality and Storm Water Runoff
  - Geology/Soils/Seismic/Topography
  - Hazardous Waste/Materials
  - Air Quality
  - Noise and Vibration
• Resources with minimal impacts during construction; no impacts during operation
  • Parks and Recreational Facilities
  • Cultural Resources
  • Biological Environment

• Environmental Justice
  Construction and operations would not result in disproportionately high or adverse effects on minority and low-income populations.
Avoidance, Minimization and/or Mitigation Measures proposed for the following resources:

- Community Impacts
- Environmental Justice
- Utilities/Emergency Services
- Cultural Resources
- Water Quality and Storm Water Runoff
- Hazardous Waste/Materials
- Air Quality
- Noise and Vibration
- Biological Environment
To provide a verbal comment during this public hearing, click the “Raise Hand” icon at the bottom of your screen and wait to be called upon by the meeting host.

Public comments are accepted until **5:00 p.m. on Tuesday, July 14, 2020.**

Comments may be submitted to:

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