



RESPONSES TO COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT REPORT (VOLUME 2, ATTACHMENTS A & B)

Better Market Street Project EIR

PLANNING DEPARTMENT
CASE NO. 2014.0012E

STATE CLEARINGHOUSE NO. 2015012027



SAN FRANCISCO
PLANNING
DEPARTMENT

Draft	Draft EIR Publication Date:	February 27, 2019
	Draft EIR Public Hearing Date:	April 4, 2019
	Draft EIR Public Comment Period:	February 28, 2019 – April 15, 2019
Final	Final EIR Certification Hearing Date:	October 10, 2019

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BETTER MARKET STREET PROJECT EIR RESPONSES TO COMMENTS

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Attachment A: Planning Commission Hearing Transcript

Planning Commission
Hearing Transcript

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SAN FRANCISCO PLANNING COMMISSION

PUBLIC COMMENT

BETTER MARKET STREET

2014.0012E

REPORTER'S TRANSCRIPT OF PROCEEDINGS

Thursday, April 4, 2019

San Francisco City Hall

One Drive Carlton B. Goodlett Place, Room 400

San Francisco, CA 94102

Reported By:

Kelly Newton, CSR No. 13849

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P R O C E E D I N G S

MR. THOMAS: Good afternoon, President Melgar and members of the commission. I'm Chris Thomas, Planning Department's EIR coordinator for the Better Market Street Project.

The purpose of this hearing is to receive comments on the draft environmental impact report or draft EIR for the proposed Better Market Street Project. Joining me from the Planning Department are Wade Wietgreffe Principal environmental planner, Allison Vanderslice, CEQA cultural resources team manager, along with Cristina Olea, who is project manager for the sponsor, San Francisco Public Works, members of the project sponsor team from Public Works and the SFMTA, and the city's consultant for this project.

The commission was provided a notice of availability for the draft EIR at the start of the public review period for this document, which began on February 28th and will continue through 5:00 p.m. of April 15th, 2019.

Now that I've mastered the technology, the project sponsor proposes to redesign and provide a program of transportation and streetscape improvements to a 2.2 mile long corridor along Market Street between Steuart Street and Octavia Boulevard. The project

1 corridor also includes portions of streets that
2 intersect Market Street, four off-corridor
3 intersections, a loop formed by Charles J. Brenham Place
4 and McAllister Street, and, lastly, the portion of
5 Valencia Street between Market Street and McCoppin
6 Street.

7 The project would restrict private vehicle
8 access to the project corridor, establish Muni only
9 lanes, change Muni stop locations, stop spacing and stop
10 characteristics, including enlarging center boarding
11 islands so they are ADA compliant.

12 The project would also result in a new bikeway
13 in each direction that would be grade separated from the
14 adjacent curb lane, separated from the pedestrian zone
15 in addition to changes to commercial and passenger
16 loading zones and vehicular parking on the side streets.
17 Relocating the bikeway would require the relocation and
18 realignment of the Path of Gold light standards in the
19 project corridor and replacement of the existing brick
20 with a new ADA compliant surface for the sidewalk.

21 So if you can look up on this slide here, the
22 upper exhibit is the existing conditions with the
23 bikeway in the street mostly on the curb lane generally
24 sharing with transit and traffic. In the proposed, the
25 bikeway is now up at the sidewalk level, and this would

1 necessitate the movement of -- realigning of path of
2 gold standards.

3 This slide shows a sampling of the proposed
4 project improvements for the area near the UN plaza.

5 The proposed project would also include
6 comprehensive upgrades to the Muni rails, a new loop
7 between Market Street on Charles J. Brenham Place and
8 McAllister street for the historic F-line trolley, new
9 overhead contact system, and state of the art good
10 repairs, upgrades for a variety of subsurface utilities.

11 The streetscape would also altered with the
12 removal of the existing monoculture of trees and the
13 replacement with a broader selection of more disease
14 resistant tree species and with the implementation of
15 so-called streetlife zones, providing new seating and
16 pedestrian enhancements throughout the corridor.

17 The draft EIR also analyzed a project variant
18 referred to as the Western Variant. The Western Variant
19 would include the approximately 0.6 mile portion of
20 Market Street between Octavia Boulevard and a point
21 about 300 feet east of the Hayes and Market Street
22 intersection. In this area, the Western Variant would
23 essentially provide wider sidewalks than the proposed
24 project and further restrict private vehicle access to
25 further improve pedestrian and bicyclist safety, comfort

1 and mobility.

2 The draft EIR finds that the proposed project
3 and project variant would result in significant and
4 unavoidable project-level and cumulative impacts related
5 to cultural resources, transportation, circulation, and
6 noise specifically, project-level impacts and a
7 considerable contribution to cumulative impacts related
8 to a substantial, adverse change to the designed Cultural
9 Landscape District associated with the Market Street
10 Redevelopment Plan, project-level impacts and a
11 considerable contribution to cumulative impacts related
12 to transportation and circulation while the project is
13 under construction, a considerable contribution to a
14 cumulative impact with respect to transit operations on
15 the Muni 27 Bryant line and a considerable contribution
16 to a cumulative impact related to noise from
17 construction of the project.

18 Regarding the project's potential impacts to the
19 Market Street Redevelopment Plan and the Cultural
20 Landscape District, the Historic Preservation Commission
21 held a public hearing on the draft EIR on March 20th,
22 and I believe you have been provided a letter with a
23 summary of their comments. There are also copies of a
24 letter here for the public to review and will be put at
25 the project website.

1 The Historic Preservation Commission provided
2 some specific comments regarding retention of some of
3 the existing Redevelopment Plan-era materials including the
4 granite curbs and a request that the new paving
5 materials should be of high quality and compatible with
6 the Market Street Cultural Landscape District.

7 The Historic Preservation Commission also urged
8 your commission to review potential impacts to the Zuni
9 restaurant that could result from the traffic pattern
10 modifications proposed by the Western Variant.

11 But overall they found that the analysis of
12 historic resources and the range of alternatives studied
13 in the draft EIR to be adequate.

14 The draft EIR analyzed five alternatives -- the
15 no project alternative, a full preservation alternative,
16 two partial preservation alternatives, and a so-called
17 core elements alternative. As you know, full and
18 partial preservation alternatives are analyzed when
19 there's an impact to a historic resource, in this case
20 the Cultural Landscape District.

21 Alternative B is the full preservation
22 alternative which would avoid significant impacts to the
23 Cultural Landscape District by not implementing the
24 raised and separated bikeway thereby avoiding changes to
25 the sidewalks and therefore leaving the Path of Gold

1 standards and the brick surface among several other
2 contributing features in their existing condition.

3 Alternative C is partial preservation
4 alternative one, which includes the sidewalk-level
5 bikeway and many of the other changes proposed by the
6 project, but would also include a sidewalk surface that
7 references the existing brick to the extent allowed by
8 the ADA standards. This partial preservation
9 alternative would result in a significant and
10 unavoidable impact to the Cultural Landscape District,
11 although less than the proposed project.

12 Alternative D is partial preservation
13 alternative two which would generally retain the
14 existing streetscapes in those areas where there are no
15 changes to boarding islands or curbside transit stops.
16 Where changes to boarding islands and curbside stops
17 would occur and the adjacent streetscape would be
18 modified as proposed by the project. Partial
19 preservation alternative two would also result in a
20 significant and unavoidable impact to the Cultural
21 Landscape District, although less than the proposed
22 project.

23 We don't have an exhibit for alternative E,
24 which is the core elements alternative but this
25 alternative would include the same features as the

1 proposed project except that it would not include the
2 sub surface state of good repair infrastructure
3 work. It would essentially allow the core elements of
4 the proposed project to proceed with lessened
5 construction-related effects.

6 The full preservation alternative is the
7 environmentally superior alternative because it would
8 avoid the significant and unavoidable project-level and
9 cumulative impacts to the Market Street Redevelopment
10 Plan; however, it would still have the impacts related
11 to transportation and circulation and noise.

12 So, to conclude, comments today should be
13 directed towards the adequacy and accuracy of
14 information contained in the draft EIR. For members of
15 the public who wish to speak, please state your name for
16 the record and speak slowly to assist the stenographer.
17 Staff is not here to answer comments today. Comments
18 will be transcribed and responded to in writing in the
19 comments and responses document which will respond to
20 all verbal and written comments received, and we'll
21 revise the draft EIR as appropriate.

22 Those who are interested in commenting on the
23 draft EIR in writing, by mail, or e-mail may submit
24 their comments to me, Chris Thomas, at 1650 Mission
25 Street, Suite 400, San Francisco or

1 christopher.thomas@sfgov.org by 5 p.m. on April 15th.

2 After the comment period ends on April 15th,
3 the Planning Department will prepare a comments and
4 responses document which will contain our responses to
5 all relevant comments on the draft EIR heard today and
6 sent in writing to the Planning Department by 5 p.m. on
7 April 15th. We anticipate publication of the comments
8 and responses document in the fall of this year with an
9 EIR certification hearing following that.

10 This concludes my presentation. Thank you.

11 PRESIDENT MELGAR: Thank you very much. I guess
12 we'll take public comment now.

13 I have a few speaker cards. Mr. Ron Miguel,
14 Cathy DeLuca, Charles Deffarges, and Jim Haas. If you'd
15 like to speak to this item, please line up on the left
16 side of the wall.

17 Hello, Mr. Miguel.

18 MR. MIGUEL: Commissioners, I'm Ron Miguel. I
19 chair the Better Market Street Citizens Working Group,
20 and I'm deeply involved in this much needed project.
21 These are my personal remarks and do not represent the
22 Working Group.

23 In general, I find the DEIR to be complete and
24 accurate; however, there's one area in particular where
25 I do have a problem. It concerns the boarding islands.

I-Miguel-1
cont'd
(TR-3)

1 This is not only of concern for the elderly and disabled
2 communities but also for the general public.

3 The recommended plan reduces the number of
4 boarding islands to six inbound and four outbound. The
5 distances between islands ranged from a very long 1,082
6 feet to a completely unacceptable 2,867 feet. This is
7 over half a mile. Distances between six of the ten
8 stops exceeds 2,000 feet. This creates an excessive and
9 extremely adverse impact on all transit passengers and
10 is not, in my mind, adequately discussed in the DEIR.

11 If the enhanced island stop spacing is adopted,
12 it will mitigate the adverse impacts of the stop spacing
13 in the recommended plan. The enhanced concept preserves
14 reasonable stop spacing while still reducing the number
15 of stops from what currently exists.

16 In addition, there's the failure to include
17 island stops at 4th Street, the intersection of the new
18 Central Subway which is due to open later this year.
19 This is totally contrary to do good transit practice and
20 makes an already long access path to and from the
21 Central Subway's platform even longer. A stop for all
22 Market Street transit lines at 4th Street is an absolute
23 necessity.

I-Miguel-2
(GNE-1)

24 And aside from the comments on the DEIR, I would
25 like to thank Commissioner Moore and Director Rahaim for

I-Miguel-2
cont'd
(GNE-1)

1 recognizing the passing of Corinne Woods. It has been
2 my pleasure to work with her for many, many years on
3 waterfront-related situations. She is -- has been a
4 font of knowledge. I don't think anyone understands the
5 waterfront in the manner in which she did. It is a
6 tremendous loss for the city.

7 PRESIDENT MELGAR: Next speaker, please.

O-WSF1-1
(TR-1)

8 MS. DELUCA: Good afternoon, President Melgar
9 and Commissioners. My name is Cathy Deluca. I'm
10 policy and program director at Walk San Francisco, and
11 my organization will be submitting a much longer letter
12 in response to the draft EIR, but I wanted to come and
13 shares some of the highlights with you.

14 So, as you all know, half a million people walk
15 on this segment of market every day, and those just
16 aren't what we think of as pedestrians. Those are
17 transit riders, those are people who drive to Market
18 Street, those are people who bike on Market Street. And
19 so everyone walks on Market Street no matter how they
20 get there, so making this street safe for pedestrians is
21 vital.

22 So the bad news about all these people walking
23 on Market Street, though, is it's not safe to walk
24 there. Market Street is 30 times more dangerous than
25 other similar streets in California. So it's really

O-WSF1-1
cont'd
(TR-1)

1

vital you get the design for people walking right.

2

O-WSF1-2
(ME-1)

3

First, I want to say we support the proposed project along with the Western Variant. We're extremely

4

excited to see private vehicles off the street because

5

we know that's going to keep people safer. We do think,

O-WSF1-3
(TR-9)

6

though, enforcement is needed to make this the maximum

7

effect possible. We're also really excited that the

8

crossings on the north side of the street are going to

9

be improved for pedestrians.

O-WSF1-4
(ME-1)

10

As we all know, it's kind of hard to navigate

11

that north side of the street if you're a pedestrian.

12

You have to cross once and then cross again, and what

13

that does is it puts you in conflict with vehicles

14

twice, and it's a travel burden for people.

15

So, we're really excited to see those

16

intersections closed up. It's a fantastic improvement

17

for pedestrians.

O-WSF1-5
(ME-4)

18

And I mentioned we do support the Western

19

Variant, but that variant is going to repeat that

20

two-stage turn at Hayes and Larkin, so urge you to see

21

if there's a way to close that up as well like the

22

proposed project has.

O-WSF1-6
(TR-4)

23

One more thing, the sidewalks on Market Street

24

technically are going to be widened in this project, but

25

they're not going to be widened for people walking in

O-WSF1-6
cont'd
(TR-4)

1 this project. They're actually going to narrow for
2 people walking. And we really want to make sure the
3 project team ensures everyone walking on Market Street
4 and all the folks that are going to be walk in the
5 future -- because there's going to be a lot more -- can
6 do that comfortably and accessibly.

7 The draft EIR states that east of Van Ness, most
8 of the sidewalk throughway will be 15 feet, but that
9 doesn't account for cafe areas, which sometimes, whether
10 or not they're supposed to, take up 9 feet. So, there
11 are going to be certain places on the corridor where we
12 only have six to eight feet to actually pass through.

13 So, we're really concerned about that, and we
14 want the project team to get that right, to wiggle as
15 much space out as we can, because we need to make --
16 keep Market Street as a great place for pedestrians.

O-WSF1-7
(GNE-2)

17 The final thing I'll say is this is a new
18 design, to have a sidewalk-level bike lane, so we really
19 want the city to be careful in the design process and
20 really thoughtful for all the places that bicyclists
21 will mix with pedestrians. So, we want all of those
22 places -- the intersections, the mid-block crossings,
23 and even on the sidewalk to be tested before
24 implemented.

O-WSF1-8
(ME-1)

25 So, in summary, the devil is in the details, so

O-WSF1-8
cont'd
(ME-1)

1 please get those right for pedestrians, but, in general,
2 we think this is a great project that will make Market
3 Street better for everyone thank you.

4 PRESIDENT MELGAR: Thank you, Ms. DeLuca.
5 Next speaker, please.

O-SFBC1-1
(ME-1)

6 MR. DEFFARGES: Good afternoon, Commissioners.
7 Charles Deffarges, senior commute organizer on staff at
8 the San Francisco Bicycle Coalition, here to speak in
9 support of the Better Market Street project on behalf of
10 our 10,000 plus members as it will finally create a safe
11 place for people biking on San Francisco's main
12 thoroughfare where right now basically we have nothing.

O-SFBC1-2
(TR-1)

13 Hundreds of thousands of people ride busses,
14 trains, and bikes on or below Market Street daily. It
15 really is the backbone of San Francisco's transportation
16 system. Market Street is also one of our most dangerous
17 streets, especially for people walking and biking.

O-SFBC1-3
(ME-1)

18 Better Market Street is the most important project for
19 the safety of people biking in San Francisco today,
20 really, so we need to take this opportunity to create a
21 street that is safe and inviting for all users to
22 prevent future lives lost.

23 The proposed project will make Market Street
24 safer for people biking with the sidewalk-level bike
25 lanes, which we are in full support of.

O-SFBC1-4
(ME-4)

1 I do want to echo Cathy's support for the
2 Western Variant. This project's proposal could go
3 farther for bicycle safety by including elements of that
4 in the proposed project. So, strengthen vehicle
5 restrictions, additional blocks of raised bike lanes,
6 those would all support the goal of the project to
7 create a continuous, protected and safe bicycle route
8 through the corridor of our city.

9 The entirety of this project, including the
10 Western Variant, is a part of the Market Street
11 high-injury corridor, so it is only fair to create
12 safety for all users throughout the entire project.

O-SFBC1-5
(ME-1)

13 Ultimately, the Better Market Street project is
14 key to the future of San Francisco not just for people
15 biking, but for everybody that uses the street, and we
16 need to do everything we can to create a safe street so
17 everyone in the city can feel safe using Market Street.
18 This will determine how safe and inviting Market Street
19 is for decades to come, so we really can't squander this
20 opportunity by limiting safety measures. We need to do
21 as much as we can for a really great project

22 Thank you for this project to comment on the
23 project. We'll be submitting more detailed written
24 comments to address the draft environmental report
25 directly.

1 MR. IONIN: I would like to take this
2 opportunity to remind members of the public this hearing
3 is intended to receive public testimony on the accuracy
4 and adequacy of the draft environmental impact report,
5 not on the impact itself.

6 MR. HAAS: I'm Jim Haas. I live at 100 Van
7 Ness. I am a member of the Better Market Street working
8 group, and I've been a member of its predecessor
9 committees. And, as you know, I'm involved in the Civic
10 Center in many ways.

11 Generally, I'm strongly in favor of the plan and
12 I think the EIR draft is by and large accurate and
13 inclusive. I do -- it took forever to prepare, as you
14 know, and things have changed in the interim.

15 So, it makes a comment on page -- I think
16 it's -- it would be 4A, 63 and 64, letting the cultural
17 resources, that the existing portals to the
18 underground transit stations will not be disturbed.
19 That is not accurate. First of all, the city has had a
20 policy of getting rid of these stone or cement portals
21 where it could. DPW removed two and replaced them with
22 a fence-like structure which is safer and also doesn't
23 attract graffiti, and so that policy should be
24 continued.

25 But even above that, the MTA and BART has a

I-Haas-1
(ME-1)

I-Haas-2
(GNE-2)

I-Haas-3
(GE-4)

I-Haas-3
cont'd
(GE-4)

1 program to build canopies, as you know, for the
2 openings. They have two finished, one near Powell
3 Street and the other at 7th. They have, I understand, a
4 contract out to build several, more one of which will be
5 at 8th and possibly in front of the theater. The EIR
6 needs to be adjusted to accommodate that development.

I-Haas-4
(CR-1)

7 The second thing I wanted to mention is that the
8 in the historic section, it notes the major figures who
9 were involved in the Market Street development program,
10 but it doesn't at all talk about the politics or the
11 issues that were raised by those projects. And in my
12 book, which I gave you the flyer for which will be out
13 on May 15th, in 1970 and '71, a number of people
14 criticized those, including Ernest Born, the well-known
15 architect who was head of the --

16 PRESIDENT MELGAR: Mr. Haas, if you could please
17 speak into the microphone.

I-Haas-4
cont'd
(CR-1)

18 The famous sculpture Ruth Asawa, who called for
19 the work of the fountain and the other work at UN Plaza
20 brutal. A stark thing has no relationship to anything.
21 You have to design places in the city for people to sit
22 in the grass.

23 And so if we're going to do a -- highlight
24 historic part of that in the area, we need to include
25 the true story, so the consultants need to go and read

I-Haas-4
cont'd
(CR-1)

1 the minutes of the art commission and include all that
2 in the material.

3 PRESIDENT MELGAR: Thank you, Mr. Haas.

4 Next speaker, please.

I-Flores1-1
(ME-6)

5 MR. FLORES: Hello. Good afternoon, my name is
6 Lawrence Flores. Hello, Commissioners.

7 So, I work in the city, I have a business
8 downtown. I have family. My kids go to school here.
9 These types of projects are great for making the roads
10 safer, but I would just like you guys to keep in mind
11 that there are still families here and we have to get
12 down to the high schools, and we have to get around
13 because the schools are scattered all over.

14 So, I just want to be here to say don't forget
15 about us that have to get to work, get our kids to
16 school, and we can't use bike lanes for that. We have
17 to transport them because the schools are scattered all
18 over the place, so please take that into consideration.
19 Thank you.

20 PRESIDENT MELGAR: Thank you, Mr. Flores.

21 Next speaker, please.

O-SFTR2-1
(TR-3)

22 MS. HYDEN: Good afternoon, Commissioners, my
23 name is Rachel Hyden, executive director of San
24 Francisco Transit Riders. For those of you who don't
25 know, we are the city's grass roots advocate for

O-SFTR2-1
cont'd
(TR-3)

1 excellent, affordable, and always running transit.

2 We've been actively involved in this project for
3 some time. We do have some concerns that this project
4 isn't going far enough in terms of transit and transit
5 riders. We did submit written comments that elaborate
6 on some of the key things that I wanted to point out in
7 front of you today.

8 First, the DEIR judges the transit impacts by a
9 signal and inappropriate criteria, basically does the
10 recommendation worsen congestion and cost more to
11 operate? We think this is insulting to transit users.

O-SFTR2-2
(TR-1)

12 Second, the DEIR uses the current dysfunctional system
13 as the base for comparisons. As an organization, we
14 recommend using the version of the transit green wave
15 preemptive single car passive priority system as the
16 base case. This was up and running in the 1980s, and it
17 worked very well.

O-SFTR2-3
(TR-3)

18 The recommended alternative includes some center
19 lane and rapid stop spacing of over half a mile which is
20 significant to people who use transit on Market Street.
21 And as Mr. Miguel pointed out, there is no center lane
22 stop at 4th Street, which is a direct connection for
23 Central Subway so we're missing a huge opportunity here
24 to connect the city.

25 And, lastly, despite the excessive stop spacing,

O-SFTR2-3
cont'd
(TR-3)

1 the projected travel times along Market Street are
2 nothing to write home about. When actually considering
3 the greater walking distance as it relates to stop
4 removal, the net speed for transit riders is a sorry
5 seven miles an hour or less.

6 So, again, as I mentioned, we did submit our
7 written comments, and I thank you for taking time to
8 hear us today.

9 PRESIDENT MELGAR: Thank you. Any other public
10 comment on this item?

11 Okay. With that, public comment is now closed.
12 Commissioner Moore?

A-SFPC-1
(TR-4)

13 COMMISSIONER MOORE: Thank you. I believe that
14 the EIR, as it's presented, is complex, it's complete,
15 and it's an amazing piece of work because we rarely ever
16 have something which is so physical yet transparent and
17 presents changes in transportation.

18 I hear residents and concerns that I wrote down
19 for myself. Ms. DeLuca spoke about safety for
20 pedestrians. I believe that the widths of sidewalks are
21 something I would personally like to see mathematically
22 modeled. There is indeed a tool that -- which we use
23 when we design new communities that allows you to take
24 the desired comfortable pedestrian density and determine
25 result and pedestrian sidewalk width.

A-SFPC-1
cont'd
(TR-4)

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In this particular case, as she mentioned, it was 15 feet dedicated to pedestrians only and nine feet potentially was one of which we have many which animate indeed the street. It would be vary interesting to see what kind of conflict points we create if we do not have sufficient widths.

Because even today, when you walk at lunchtime on Market Street, there is a tremendous amount of congestion with a lot of frustration between people people wanting to stop and talk to their friends at lunch, and those who have to rush someplace else. It's really almost like we're in Grand Central Station on every block, and I would like to see that thought about both for the safety but also the enjoyment of being on a revitalized Market Street.

A-SFPC-2
(ME-8)

The point that Mr. Miguel made, I think, is extremely important, to look at the spacing of boarding islands because for many people, particularly elderly or movement impaired people, taking one or two stops, and then going back or strolling or going back to retail destinations is a part of how you move down Market Street.

So by having a reasonable rhythm, which is a comfortable walking distance, whichever way you define that, is one way to measure of how these islands are

A-SFPC-2
cont'd
(ME-8)

1 properly spaced. I do believe there is a great
2 opportunity and Mr. Haas pointed it out. Look very
3 carefully at existing, but also at future transit
4 gateways. If we look at Paris, where each transit
5 access is a piece of art on its own, I do think that we
6 can use this moment to not only emphasize and simplify
7 how we get into transit, but how we also mark the
8 succession of Market Street with those portals.

A-SFPC-3
(GNE-2)

9 There is Embarcadero, Montgomery, Powell, Van
10 Ness, Central Subway, et cetera. I believe that the EIR
11 should kind of put a big mark into having that addressed
12 in a way that anticipates the design theme and the
13 rhythm about what happens in these gateways. I'm not
14 saying that they need to be all immediately redesigned,
15 but we have to anticipate what will work well in the
16 future.

A-SFPC-4
(CR-1)

17 I would agree with Mr. Haas. I personally would
18 like to see a brief recap of the history of Market
19 Street in visual and narrative form. There is reference
20 to Lawrence Halprin with the importance of this plan.
21 There is no image or anything which speaks even about
22 the design ideas, but which he transformed Market Street
23 in 1976 at the time when it was opened.

24 I thumb the book back and forth, and I always
25 ask this. I like to see additional visual material

A-SFPC-4
cont'd
(CR-1)

1 really anchoring this project to what it is, the civic
2 access and the role is going to be civic engaging
3 throughout 1800 whatever to today.

4 I think we can pat ourselves a little bit on the
5 shoulder, but also give anybody who wants to comment on
6 the EIR sufficient background to really get the Ts
7 into -- not just commenting on transportation and
8 islands, et cetera.

A-SFPC-5
(ME-9)

9 I would agree with the thoughtful comments made
10 by historic preservation retention of materials, strong
11 support for the retention of Granite Curbs, Granite
12 Curbs with a capital G, with a capital C. The
13 diminished look of Granite Curbs in San Francisco
14 creates serious maintenance issues over the long haul.
15 I've lived on streets where the granite curbs
16 disappeared, and I strongly hope we will maintain that
17 as a major commitment to quality. And quality is what I
18 also hope will be addressed in more detail in this
19 example when it comes to complementing materials.
20 complementing materials are not only artificial materials,
21 artificially made materials, but also natural materials.
22 And I hope we step up to really do what needs to be done
23 to revitalize this civic corridor.

24 The Historic Preservation Commission -- and,
25 again, I appreciate that we got this ahead of time --

A-SFPC-5
cont'd
(ME-9)

1 spoke about the importance of brick as a market
2 identity. While that may not be an idea in today's
3 standards, there should be some recall somewhere. And I
4 don't know what that is, but it should be the path of
5 gold light standards, in the alignment, in the
6 visibility, in the refurbishing, I think are very
7 important.

A-SFPC-6
(ME-3)

8 And last, but not least, I would support
9 concerns that members of the public today also
10 expressed, on Zuni and change of circulation of patterns
11 around Zuni as a legacy or potential legacy business
12 that means a lot to all of us.

13 Those would be my comments.

14 PRESIDENT MELGAR: Thank you, Commissioner
15 Moore. That's it for commissioner comments.

16 (Conclusion at 2:17 P.M.)

17

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1 STATE OF CALIFORNIA)
2) ss.
3 COUNTY OF SAN MATEO)
4

5 I, the undersigned, duly qualified Certified
6 Shorthand Reporter of the State of California, do hereby
7 certify:

8 That the said proceeding was taken before me as a
9 Certified Shorthand Reporter at the said time and
10 place, and was taken down in shorthand writing by me;

11 That I am a Certified Shorthand Reporter of the
12 State of California, that the said proceeding was
13 thereafter transcribed by means of computer-aided
14 transcription, and that the foregoing transcript
15 constitutes a full, true and correct report of the
16 proceedings which then took place;

17 That I am a disinterested person to the said
18 action.

19 IN WITNESS WHEREOF, I have hereunto subscribed my
20 hand this 19th day of April, 2019.

21
22
23
24
25



Kelly Newton, CSR No. 13849

Attachment B: Comment Letters and Emails on the Draft EIR

DEPARTMENT OF TRANSPORTATION

DISTRICT 4
 P.O. BOX 23660
 OAKLAND, CA 94623-0660
 PHONE (510) 286-5528
 www.dot.ca.gov



*Making Conservation
 a California Way of Life!*

April 15, 2019

Chris Thomas, Senior Environmental Planner
 San Francisco Public Works
 1115 Market Street, 3rd Floor
 San Francisco, CA 94103

SCH: 2015012027
 04-SF-2019-00253
 GTS ID 14718
 Post Mile: SF – 80- 4.59

Better Market Street – Draft Environmental Impact Report (DEIR)

Dear Chris Thomas:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. In tandem with the Metropolitan Transportation Commission’s (MTC) Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), Caltrans mission signals a modernization of our approach to evaluating and mitigating impacts to the State Transportation Network (STN). Caltrans’ *Strategic Management Plan 2015-2020* aims to reduce Vehicle Miles Travelled (VMT) by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the DEIR.

Project Understanding

Project proposes to implement the Better Market Street Project. The proposed project would redesign and provide a program of transportation and streetscape improvements on Market Street from US 101/Octavia Boulevard (Blvd) to The Embarcadero. The proposed project would introduce changes to the roadway configuration and private vehicle access, traffic signals, surface transit including San Francisco Municipal Railway only lanes, stop spacing and service, stop locations, stop characteristics, and infrastructure, bicycle facilities, pedestrian facilities, streetscapes, commercial and passenger loading, vehicular parking, and utilities. Regional access is provided on the US 101/Octavia Blvd on- and off-ramps and US 101/S Van Ness Avenue and US 101/Mission Street on- and off-ramps 1000 feet south of Market Street.

A-CT-1
 GNE-1

Traffic Safety

Construction of the proposed project could result in substantial interference with vehicle circulation and accessibility where project intersects US 101/Octavia Blvd and US 101/S Van Ness Avenue. Prior to construction, please make sure lane closures and signal timing adjustments are reviewed and approved by the Office of Highway Operations.

A-CT-2
 TR-2

Lead Agency

As the Lead Agency, San Francisco Department of Public Works is responsible for all project mitigation, including any needed improvements to the STN. The project’s financing, scheduling, implementation responsibilities and monitoring should be fully discussed for all proposed mitigation

A-CT-3
 GNE-1

Chris Thomas, Senior Environmental Planner
San Francisco Public Works
April 15, 2019
Page 2

measures, prior to the submittal of an encroachment permit. Potential mitigation measures that include the requirements of other agencies—such as Caltrans—are fully enforceable through permit conditions, agreements, or other legally-binding instruments under the control of the Lead Agency.

Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the State ROW requires an encroachment permit that is issued by Caltrans. To obtain an encroachment permit, a completed encroachment permit application, environmental documentation, and six (6) sets of plans clearly indicating the State ROW, and six (6) copies of signed and stamped traffic control plans must be submitted to: Office of Encroachment Permits, California DOT, District 4, P.O. Box 23660, Oakland, CA 94623-0660. To download the permit application and obtain more information, visit <http://www.dot.ca.gov/hq/traffops/developserv/permits/>.

A-CT-3
GNE-1
cont.

Should you have any questions regarding this letter, please contact Michael McHenry at (510) 286-5562 or Michael.Mchenry@dot.ca.gov.

Sincerely,



PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse

April 11, 2019

Chris Thomas, AICP
Environmental Planner
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103



Re: Better Market Street Project Draft EIR Comments, Case #2014.0012E

Dear Mr. Thomas:

The Golden Gate Bridge, Highway and Transportation District (District) has reviewed the Better Market Street Project Draft Environmental Impact Report (DEIR) and offers the following comments.

A-
GGBHTD-1
GNE-1

The District operates Golden Gate Transit service connecting San Francisco with North Bay communities across a network of 24 bus routes that cross the portion of Market Street that is the subject of the DEIR. Four of these bus routes also operate on Mission Street, which is parallel to Market Street and would be impacted by the diversion of private vehicles from Market Street.

A-
GGBHTD-2
TR-3

- Mitigation Measure M-TR-1: The District is supportive of enhancements to Mission Street transit-only lanes during project construction, including possible longer operating hours and extended bus zones. However, the District requests that the width of the transit-only lanes be maintained with a width of at least 11 feet. Portions of the existing transit-only lanes on Mission Street do not appear to be at least 11 feet wide, which compromises the ability of buses operated by the District, Muni, and SamTrans to operate without interference from private vehicular traffic.
- Impact TR-4: The District understands that less-than-significant impacts are identified for its transit services because the significance threshold is a travel time change equal to half the baseline headway. It should be noted that the Financial District and Salesforce Transit Center route alignments have significantly more outbound service than indicated on Table 4.B-4. For the Financial District alignment, the outbound baseline should be approximately 0:90. For the Salesforce Transit Center alignment, the outbound baseline should be 12:00. Using the corrected thresholds, the indicated travel time changes continue not to meet the significance threshold.
- Impact C-TR-1: The District appreciates that cumulative construction-related transportation impacts have been acknowledged by the City and County of San Francisco. The District's buses have suffered notable overall travel time impacts within San Francisco because most streets served have been affected by current and ongoing construction activities. This reduces the reliability of the District's transit services, deterring customer usage, while simultaneously increasing operating costs. The District requests that the City undertake a more thoughtful approach to construction staging so that overall corridor impacts can be reduced to levels that are more manageable.

A-
GGBHTD-3
TR-2

A-
GGBHTD-4
TR-3

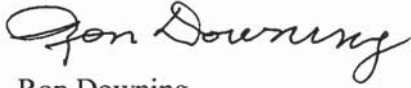
A-
GGBHTD-5
TR-2

Mr. Chris Thomas
April 11, 2019

Page 2

Thank you for providing the District the opportunity to submit comments on the Better Market Street Project DEIR. You may contact David Davenport, Senior Planner, at (415) 257-4546 or ddavenport@goldengate.org if you have any questions about these comments.

Yours sincerely,

A handwritten signature in cursive script that reads "Ron Downing".

Ron Downing
Director of Planning

c: D. Davenport, M. Palumbo



SAN FRANCISCO PLANNING DEPARTMENT

April 2, 2019

Ms. Lisa Gibson
 Environmental Review Officer
 San Francisco Planning Department
 1650 Mission Street, 4th Floor
 San Francisco, CA 94103

1650 Mission St.
 Suite 400
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 CA 94103-2479

Reception:
415.558.6378

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415.558.6409

Planning
 Information:
415.558.6377

Dear Ms. Gibson,

On March 20, 2019, the Historic Preservation Commission (HPC) held a public hearing and took public comment on the Draft Environmental Impact Report (DEIR) for the proposed Better Market Street Project (2014.0012E). After discussion, which the transcript of the discussion is attached to this letter for informational purposes, the HPC arrived at the comments below:

- The HPC agreed that the analysis of historic resources and the range of alternatives studied in the DEIR was adequate. The HPC acknowledged that that the Full Preservation is almost a No Project alternative, but the alternatives address preservation goals. Commissioner Hyland noted that the proposed modifications to the Path of Gold would be reviewed by the HPC during the Certificate of Appropriateness process, so comment would be limited to the DEIR. The HPC had no specific comments regarding the analysis of the proposed modifications to Path of Gold in the DEIR.

A-HPC-1
 CR-1

The HPC had the following comments on retention of materials:

- The HPC emphasized the need to retain the granite curbs and confirmed the project and the preservation alternatives include the retention of the curbs as feasible. Commissioner Johnck endorsed retention of the curbs after expressing concern over the use of the word “feasible” in the project description and the alternatives.
- The HPC commented on the importance of the brick to Market Street’s identity. Commissioner Johnck noted the brick is a defining feature of Market Street. Commissioner Black noted the brick is a placemaking feature of Market Street that creates its identity
- Commissioners Black, Pearlman and Wolfram suggested that elements of the landscape, such as sections of brick or trees, be retained or incorporated into the design. Commissioner Black expressed she would like to see as much of Lawrence Halprin’s plan preserved as possible.
- Commissioner Pearlman supported the mix of trees included in the proposal after confirming the project description had not changed from the introduction of a number of species to maintaining the current monoculture.
- The HPC expressed that the new paving materials should be a material high in quality as the existing brick and compatible with the Market Street Cultural Landscape District and the entirety of Market Street. Commissioner Hyland recommended against a plain grey cement.

A-HPC-2
 ME-9

The HPC made the following general comments on the Draft Environmental Impact Report:

- Commissioner Johnck commented on the importance of a plan to maintain and preserve the landscape and questioned whether a maintenance plan was included in the project.
- Commissioner Black expressed that she would like to see a project alternative that includes protected bike lanes. The Commissioner found the DEIR otherwise complete and the alternatives evaluated appropriately.
- In response to public comment expressing concern regarding the proposed traffic pattern modifications near Zuni, a long-standing restaurant located at 1658 Market Street, the HPC urged the Planning Commission to review the potential impacts of the project changes to that business.

A-HPC-3
GNE-2

A-HPC-4
AL-1

A-HPC-5
ME-3

The HPC appreciates the opportunity to participate in review of this environmental document.

Sincerely,



Aaron Hyland, President
Historic Preservation Commission

cc: — Planning Commission, 1650 Mission Street, Suite 400, San Francisco, CA 94103

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SAN FRANCISCO HISTORIC PRESERVATION COMMISSION

PUBLIC COMMENT

BETTER MARKET STREET PROJECT

2014.0012e

REPORTER'S TRANSCRIPT OF PROCEEDINGS

Wednesday, March 20, 2019

San Francisco City Hall

One Drive Carlton B. Goodlett Place, Room 400

San Francisco, CA 94102

Reported By:

Kelly Newton, CSR No. 13849

JAN BROWN & ASSOCIATES

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P R O C E E D I N G S

MR. HYLAND: Open it up to public comment. We have two speaker cards at the moment, Ron Miguel and Ken Maley.

MR. MIGUEL: Commissioners, I'm Ron Miguel, and I have the pleasure of chairing the citizens' working group for Better Market Street. About time it's going to be rebuilt. This is the third incarnation of the fourth committee the City has put together on this project, and you can be sure that we all understand how important it is at this time.

A couple of things, if I may, that pertain directly to your job. As a third generation San Franciscan, the brick is not historic in my mind. It wasn't there when I was a kid. And if I go back to my father and some uncles who were here directly after the earthquake and fire, they remember the wood sidewalks on Market Street.

So I think we have to be practical as well as historic in the manner in which we approach this.

I have taken a look -- although not read every word in detail -- at the EIR, but as I see what it covers and how it covers it, it is my distinct conclusion that it is both complete and accurate. It covers all of the possible contingencies. I look

1 forward to the EIR being finished, replying to the full
2 EIR being published, and we can get along with the
3 project.

4 We're only going to start with the three-block
5 section, that's all we got money for, but it's going to
6 proceed hopefully in -- with due diligence, in a shorter
7 time frame than I anticipate into the future until the
8 entire project is finished.

9 It's the major roadway of San Francisco. It is
10 emblematic of our city. It is more than just important.
11 And I appreciate the work you have put into this so far
12 and will do so in the future. And if there's anything
13 the working group can do to work with you, please let me
14 know. Thank you.

15 MR. MALEY: Thank you, Commissioners. My name
16 is Ken Maley, and I'm a long time member of the family
17 at Zuni Café at 1658 Market. I'm hopeful some of you at
18 sometime or another have been with us, as the late Mayor
19 Ed Lee so loved our roast chicken.

20 I'm here at the request of Gilbert Pilgram, who
21 is the owner of Zuni Café and unfortunately couldn't be
22 here today because he's out of the country. I also
23 understand that comments today are public comments, are
24 not in the final record, and we do plan to address that
25 in the future as Mr. Thomas mentioned.

1 I submit these comments on his behalf mostly
2 regarding the Better Market Street project from Octavia
3 Boulevard to 300 East Hayes Street at the Market
4 intersection known as the Western Variant. My comments
5 refer to a subsection of the variant, Octavia Boulevard
6 to Van Ness.

7 The DEIR recognizes only four structures of
8 cultural or historical significance in this stretch of
9 Market but designated 1658 Market, Zuni Café, ineligible
10 for cultural or historical consideration.

11 We strongly disagree. San Francisco is replete
12 with a rich history of hospitality that is now legendary
13 throughout the world, but as historic becomes legendary,
14 legends are replaced by new candidates. Our city's
15 international reputation, a major contributor to our
16 economy is based largely on the dedication of these
17 businesses to uphold that reputation.

18 Although Zuni is not designated a city historic
19 landmark, Zuni is certainly a cultural landmark that's
20 recognized statewide, nationally, internationally, as
21 historic, a pioneer, and an icon in the world of
22 culinary history. After forty years of upholding that
23 reputation, Zuni Café is a legend in its own time.

24 The Western Variant proposes mobility
25 restrictions within this subarea that include

1 prohibiting auto traffic, its right turn onto Market
2 westbound, diverting the traffic before Market to Gough.
3 Eastbound traffic will be diverted off Market at 12th
4 Street. Westbound traffic will be allowed to make the
5 left turn on Franklin, but I see no plan that allows
6 Franklin street bound traffic to allow passenger
7 unloading.

8 This plan will be catastrophic for Zuni as well
9 as other businesses and residents of the neighborhood.
10 We propose to continue responding to the project as it
11 evolves. We support the overall plan, but we do ask for
12 some more diligent attention to this short historic
13 block. It changes the character of Market Street from
14 Octavia Street west, and we appreciate your time.

15 MR. HYLAND: Thank you. Any other members of
16 the public?

17 MR. DEFFARGES: Good afternoon, commissioners,
18 Charles Deffarges, senior commute organizer on staff at
19 the San Francisco Bicycle Coalition.

20 I'm here to speak in support of the Better
21 Market Street project on behalf of our 10,000 members.
22 You'll finally create a safe place for people biking on
23 Market Street who are very excited for it.

24 Hundreds of thousands of people who ride buses,
25 trains, and bikes on or below Market Street daily really

1 is the backbone of San Francisco's transportation
2 system. It's importance does extend beyond
3 transportation only. It's the center of the city
4 protests, resistance, and celebration.

5 We need to be mindful of this history, but we
6 also need a project that addresses the numerous issues
7 facing Market Street today. Market Street is amongst
8 the most dangerous streets in San Francisco, especially
9 for people biking, and we need to implement this project
10 to avoid further fatalities and injuries on market.

11 Enacting any of the three preservation
12 alternatives would compromise on the central safety
13 goals of the project by eliminating or weakening
14 protections for people biking. Specifically, the full
15 preservation alternative and preservation alternative
16 two maintain the dangerous conditions that currently
17 exist for people biking, which really is unacceptable
18 given those conditions. There's no infrastructure,
19 there's paint on the ground.

20 Preservation alternative one, which does plan to
21 install raised bikes lanes for the whole corridor, falls
22 short the requirements on maintaining existing tree
23 placement and are onerous to the place of the path of
24 the planned sidewalk level bicycle lane.

25 So, in short, any preservation alternative

1 listed would compromise on the quality of the project
2 for people biking and one of the main rules of the
3 project which is bicycle safety.

4 Ultimately, the best way to preserve the legacy
5 of Market Street is to re-imagine it as we have on
6 multiple occasions. Thank you, Ron, for that
7 perspective. We need to make it a place that will
8 cultivate civic locations and sustainable transportation
9 for decades to come. We urge the commission and other
10 city leaders to work together to celebrate the history
11 of Market Street while making it a history that works
12 for every San Franciscan regardless of how they get
13 around. Thank you.

14 MR. HYLAND: Anyone else in the public wish to
15 address the commission? Closed to public comment.

16 Commissioners, I think our task here is
17 reviewing comment on the draft EIR. As Ms. McMillen
18 mentioned, the CFA for the light standards will come
19 before us in another time so there's really nothing to
20 suggest on that.

21 But I did have one question, and that is
22 regarding the granite curbs and the paving. That will
23 not come back before us, right?

24 MS. MCMILLEN: That's correct, it would not come
25 back for CFA.

1 MR. HYLAND: Commissioner Johnck?

2 MS. JOHNCK: Thank you for the ARC comments and
3 work on this project, and also I wanted to thank the
4 staff and Ron for your work and the other comments from
5 the speakers. And, Ron, you said this was our, what,
6 this is the third committee or the fourth reincarnation?
7 So you've been working on it a long time, and I know of
8 your value here working and leadership of the committee.
9 And so I think what you've come up with just in --
10 generally looks good.

11 Regarding our role, to get a little better
12 educated on what the historic community was doing around
13 the nation for streetscapes, I started to look at
14 various reports, and I was presently delighted to see
15 that a report called Toward Accessible Historic
16 Streetscapes, which was in the Alliance Review which --
17 and Tim Frye is one of the officers of the National
18 Council on Preservation commissions, right? Yeah. And
19 there was -- the articles in that review are terrific.
20 And the streetscapes -- apparently this is quite a
21 challenge all over the nation for how do we accommodate
22 multimodal transportation as well as identify the
23 cultural landscapes of the city, the paved cities in
24 which we live.

25 So I think what I was most intrigued by was the

1 need to -- which I think are incapsulated in the
2 preservation alternatives of retaining a certain amount
3 of pavement. I know Ron said the red brick wasn't
4 historic; however, it is a defining feature. I've been
5 very aware the more I walk it, and I walk all over the
6 city, of what the pavement feels like in relationship to
7 the architecture and the overall landscape feel.

8 So I do appreciate, number one, the idea of
9 retaining the granite curbs and it seemed a little bit
10 in doubt as to whether they were included in all the
11 preservation alternatives or just in certain ones. I
12 thought you used the words if feasible.

13 MS. MCMILLEN: Yes, they are included in each of
14 the alternatives --

15 MS. JOHNCCK: Great.

16 MR. HYLAND: As well as the proposed project --

17 MS. JOHNCCK: Right, right. I just wanted to
18 endorse that and just say in case anyone doubted the
19 invalue of our role in looking at how we're looking at
20 the cultural landscape, but I just wanted to say I
21 thoroughly appreciate that.

22 My final point is maintenance. I think
23 maintenance -- is there a maintenance plan? I did look
24 through a lot of this, but I thought if we're talking
25 about how we're going to maintain character -- not only

1 the efficiency and the engineering of the transportation
2 corridor, but how we're going to maintain our landscape
3 along with it to preserve that. So I'd be interested to
4 know if we have anything that talks about maintenance
5 which I think would be important.

6 MR. THOMAS: Maintenance isn't identified in the
7 draft EIR, but a representative from Public Works -- do
8 you want to speak to how the street scape would be
9 maintained?

10 MS. OLEA: Good afternoon, commissioners,
11 Christine Olea, San Francisco Public Works. I'm the
12 project manager for Better Market Street. The Market
13 Street sidewalks are maintained by Public Works, so
14 right now if the brick falls out or breaks, we maintain
15 it so it will continue to be the same in the future.

16 MS. JOHNCK: And I guess I would just urge that
17 if there's a comment we could make regarding the value
18 of maintenance -- Public Works gets our message as well.
19 However we need to work that into our comments. Thank
20 you.

21 MR. HYLAND: Commissioner Pearlman?

22 MR. PEARLMAN: Thank you. I was at the ARC, and
23 acknowledged Ms. Olea presented and the herculean task
24 this is to figure out the strands and the weaving. And
25 I appreciate Mr. Miguel's comments about how long it

1 takes and how many committees.

2 The thing that I always find challenging is we
3 get this material, and you've been looking at it for how
4 many years, and we get -- you know -- a week in advance,
5 and we get to look at this, and it is -- you know --
6 extremely complicated not to mention complex. There's
7 just a vast amount of information.

8 A couple things I wanted to comment on, one was
9 about the bricks. I really appreciate Mr. Miguel's
10 comments because not everything -- not every little
11 piece that we touch because it's been there for 40 years
12 means it has a specific historic value. And it was new
13 at one time, as were wooden sidewalks and concrete
14 sidewalks. Everything was new at some point. And so I
15 appreciate the concept of the practicality the, ADA
16 considerations, which are substantial as we found out.
17 We had a person who was at our ARC hearing and talked
18 about the difficulties for people in wheelchairs,
19 specifically, but other people with mobility issues.

20 I do, however, agree with Commissioner Johnck
21 about the brick being so identified now for those of us
22 who are recent transplants, less than three generations,
23 it is the -- it is the visual of Market Street. And I'm
24 just wondering if as we get into the detail of this, if
25 there is a way to, you know, design in areas of brick so

1 it is a design feature, it could be trees, somehow as a
2 design element, so that it is not just completely
3 removed. So that relates to the preservation
4 alternatives that would require that as a
5 character-defining feature to be there. But, again, I
6 don't think it has to be wall to wall, curb to store
7 front to be -- still be considered.

8 The other question I had was in the presentation
9 at the ARC, we talked about not having monoculture
10 trees, and now it sounds like we are on monoculture
11 trees, and I think there was some concern about
12 monoculture from the sense that if there's any disease
13 or anything, do they all go at once, or are there a mix
14 of trees on the street? So it sounds like there's been
15 a change; is that correct?

16 MR. THOMAS: There hasn't been a change. The
17 project proposes a mix of trees --

18 MR. PEARLMAN: Oh, it is a mix of trees.

19 MR. THOMAS: Yeah, I believe it's five to seven
20 species are included in the proposed project.

21 MR. PEARLMAN: Oh, I kept hearing --

22 (Unintelligible group dialogue.)

23 MR. THOMAS: The full preservation alternative
24 has one to two plain tree species.

25 MR. PEARLMAN: Okay. That's great. I endorse

1 that. I think that's a good thing.

2 And, again, I think there's so many aspects of
3 this that are so far beyond our level of expertise that
4 other than the path of gold light standards, the rest of
5 these are so in the realm of bicycle people and bus
6 people and today people and disability advocates and all
7 of that that I think this is remarkable and I do think
8 it's well beyond time to get this project moving
9 forward.

10 MR. HYLAND: Commissioner Wolfram?

11 MR. WOLFRAM: Thank you. It's certainly a
12 complicated project, and I'm commenting both on one hand
13 as somebody who is a big fan of Lawrence Halprin's work
14 and this period of work and also somebody who rides -- I
15 ride my bike down Market Street almost every day and
16 risk my life doing so, so this project is definitely
17 needing to happen.

18 I think the thing that's so interesting about
19 Market Street is it's a completely designed street that
20 is distinctive in identity and as this cultural
21 landscape, it really does hold together even with the
22 changes that have happened over time. So it is
23 definitely a very distinctive part of San Francisco and
24 a historic component of San Francisco that, on one hand,
25 I'll be sorry to see go, but I think that the EIR does

1 address the preservation alternatives well.

2 It's unfortunate that they don't really -- for
3 the most part, don't really work or fulfill the project
4 needs, like certainly the full preservation alternative.
5 What would be the point in doing it at all? I mean, it
6 doesn't seem like it would really address the critical
7 shortcomings. It's almost a no-project alternative.
8 But I think that these alternatives do address the
9 preservation goals that we have in terms of being able
10 to analyze alternatives.

11 MR. HYLAND: Commissioner Black?

12 MS. BLACK: So I want to say and share the
13 comments I heard so far. I'm a big fan of Halprin. I
14 would like -- so all of the comments I make are
15 unfortunately not incapsulated in any one of these
16 alternatives. The best I can do as a non-transportation
17 expert is just give my opinion. I would like to see as
18 much as his plan preserved as possible, certainly the
19 granite curbs. I think of the brick as sort of a
20 place-making feature that creates the identity of Market
21 Street. I do understand that historically it does not
22 go back to the founding of the city, but preservation is
23 -- city's are evolutionary and preservation is -- when
24 something is preserved, it's a snapshot of whatever that
25 was at the time it was constructed. And since cities

1 are not constructed with every building at the same
 2 time, identities evolve.

3 And finally, as a citizen of the city, I would
 4 like to see an alternative that provides the protected
 5 bike lanes. That's frankly much easier for drivers and
 6 much safer for bicyclists. It's actually safer for
 7 everybody. I realize that that's much more complicated
 8 and more expensive. But I see Market Street as a flat
 9 street that gets people from one part of the city to
 10 another very efficiently and to the extent that we can
 11 facilitate that for bike riders and take a little bit of
 12 stress out from vehicles -- recognizing that with the
 13 turn-ins, there's still crossing of bike lanes, and it's
 14 still complicated -- I do think that to the extent we
 15 can protect the lane of travel physically, that would be
 16 good. Otherwise, I think the draft EIR is complete and
 17 it's evaluated the alternatives appropriately.

18 MR. HYLAND: Thank you. Commissioner Matsuda?

19 MS. MATSUDA: Yes, thank you. I wanted to --
 20 I'm sorry I didn't catch the representative's name who
 21 was talking about the Zuni restaurant, but I think he
 22 brought up a very good point. And I'm not sure if that
 23 point was brought up to the ARC or how we can address
 24 that. Even though Zuni is not a landmark designation,
 25 it is part of our ARC business registry and we feel it's

1 a very important asset to the city.

2 So I'm just wondering.

3 MR. HYLAND: I think the interesting part of the
4 process is uncovering the unintended consequences, so
5 the traffic patterns and how that may impact businesses
6 are something that I think we can certainly opine on.

7 MS. MATSUDA: At least comment on.

8 MR. WOLFRAM: It's historic because that's what
9 happened when Market Street was first built. It pretty
10 much killed all the businesses on Market Street --

11 MS. MATSUDA: Right.

12 MR. WOLFRAM: -- the first time around with the
13 construction.

14 MR. HYLAND: So I think what we can do -- this
15 may be, if I'm not mistaken, our first draft EIR since
16 our joint commission hearing, and what we're trying to
17 do is convey what we think is important for our planning
18 commissioners to understand what to do with. So the
19 only thing that's going to come back before us is the
20 light standards. So I think we have the granite curbs
21 in the project, so we'd like to -- I would propose that
22 we reenforce the need to keep those, I think obviously
23 the light standard that come before us.

24 The paving -- the ARC wanted to make sure that
25 whatever was put in place of the brick, if the brick was

1 not a viability solution, was something as good as what
2 we have as opposed to just putting in some plain grey
3 concrete.

4 MR. WOLFRAM: And I agree with Commissioner
5 Black and Commissioner Pearlman -- I think both of you
6 said this -- that some essence of the open landscape, it
7 would be nice if there's some way that it could be
8 recollected or with some sections of brick or something
9 that holds that landscape.

10 MR. PEARLMAN: I mean it's interesting to me
11 that we have the raised cones at every intersection and
12 those are far harsher on a person in a wheelchair than
13 brick pavement. So it seems to me that if someone --
14 you know, I mean if we are required to put that in for
15 ADA requirements to cross a street, it seems to me that
16 there should be a way to design in some way of some
17 elements of brick in some consistent design pattern that
18 wouldn't be so harsh relative to a person who might be
19 affected by it. So I really want to emphasize that
20 seems very possible.

21 MR. HYLAND: I think that's proposed similar
22 language to what the ARC said, and that is that we would
23 like to really make sure that what's replaced, if it's
24 not the brick, it's something as compatible to the
25 district -- or to the entire Market Street.

1 And then -- so two other things. One thing I
2 would like to add to our memo, the comment on the Zuni
3 Café and the impact to the legacy business, that is a
4 priority for us as a commission, and we wanted to make
5 sure the Planning Commission is paying attention to the
6 unattended consequences.

7 Is Rose the street -- Mr. Maley -- so Rose is
8 the ally street that's going to get blocked off by this
9 plan. So we should note that.

10 And last, which probably doesn't apply here,
11 after our joint commission hearing, we concluded that we
12 could actually give an opinion on what we think is an
13 appropriate direction for the project. And so we know
14 that none of the preservation alternatives either meet
15 the standards nor the project, and the preservation
16 alternative is basically a no-project alternative. So I
17 don't know if we need to say anything more than that,
18 but it's not that we have -- I don't know -- I haven't
19 heard that we have a proposed direction beyond the
20 actual proposed project; is that correct? Okay.

21 Commissioner Johns?

22 MS. JOHNS: I just wanted to confirm that we are
23 going to send a memo to the Planning Commission because
24 rather than having them fair is out going to sfgov.org
25 and listening, yeah. So that's kind of a new thing that

1 we're doing, right?

2 MR. HYLAND: We typically send memos --

3 UNIDENTIFIED SPEAKER: At the joint hearing,
4 there was a discussion of whether or not you wanted us
5 to read that memo into the record as part of the staff's
6 presentation or if President Hyland or some other member
7 of the commission would like to actually present those
8 thoughts.

9 MR. HYLAND: It's going before the commission
10 tomorrow; is that correct -- oh, April 1st, so we have a
11 little bit of time to get the memo --

12 MS. VANDERSLICE: Allison Vanderslice,
13 department staff. So it would be going to the planning
14 commission on April 4th. We do have a transcript being
15 taken today. So our proposal was -- is to put together
16 the memo of your comments along with the transcript and
17 give it to the planning commission prior to the hearing.

18 MR. HYLAND: Okay. As long as it's on top -- or
19 an item that's not buried in the binder of this --

20 MS. VANDERSLICE: Yeah. No because the -- the
21 DEIR has already been given to them so --

22 MR. HYLAND: Perfect.

23 MS. VANDERSLICE: -- so this would be given to
24 them --

25 MR. HYLAND: Excellent.

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MS. VANDERSLICE: -- as a standalone.

MR. HYLAND: Do you have enough information from us for the memo?

MS. VANDERSLICE: Yeah, and we'll have you review it --

MR. HYLAND: Okay.

MS. VANDERSLICE: -- before we send it.

THE COURT: Anything else? Thank you.

--oOo--

1 STATE OF CALIFORNIA)
2) ss.
3 COUNTY OF SAN MATEO)

4 I, the undersigned, duly qualified Certified
5 Shorthand Reporter of the State of California, do hereby
6 certify:

7 That the said proceeding was taken before me as a
8 Certified Shorthand Reporter at the said time and
9 place, and was taken down in shorthand writing by me;

10 That I am a Certified Shorthand Reporter of the
11 State of California, that the said proceeding was
12 thereafter transcribed by means of computer-aided
13 transcription, and that the foregoing transcript
14 constitutes a full, true and correct report of the
15 proceedings which then took place;

16 That I am a disinterested person to the said
17 action.

18 IN WITNESS WHEREOF, I have hereunto subscribed my
19 hand this 27th day of March, 2019.

20 
21 _____
22 Kelly Newton, CSR No. 13849
23
24
25

Attachment A: Planning Commission Hearing Transcript

Attachment B: Comment Letters on the Draft EIR

Thomas, Christopher (CPC)

From: DPW, BetterMarketStreet, (DPW)
Sent: Friday, March 15, 2019 4:06 PM
To: Thomas, Christopher (CPC)
Subject: FW: pedestrian safety from bicycles

-----Original Message-----

From: Anne K.M. <anne@silmemar.org>
Sent: Wednesday, March 13, 2019 4:35 AM
To: DPW, BetterMarketStreet, (DPW) <bettermarketstreet@sfdpw.org>
Subject: pedestrian safety from bicycles

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Having seen the proposed design for sidewalk-level bicycle paths, I note that there doesn't seem to be much besides the occasional tree or bench to keep cyclists from riding through or across the pedestrian paths. As a resident of the area, a wheelchair user, and someone who's been severely hit by a cyclist who was riding illegally on a sidewalk three times in the past ten years, I'd like to see a bit more of a barrier, such as the white plastic sticks used for existing bike lanes, or pedestrian bulb-outs nearby (or some more aesthetic alternative).

I-ANNE-1
TR-4

I am pleased to see that the pedestrian-unfriendly accessibility-hazard red bricks have been scrapped; I hope the alternative will be sensitive to the needs of cane, crutch, and wheelchair users. I am also glad that the center boarding islands will be widened (and presumably all of them will be ramped), as it is often difficult to board a bus lift from those platforms safely. Bus drivers have to position themselves precisely to make sure I can get on the lift between the clutter of fencing, trash bins, and bus shelters. Many bus operators give up and board/off-board wheelchair users in the street.

I-ANNE-2
ME-1

Speaking of bins, I hope that recycling bins will be re-introduced. The green solar bin things are all very well, but they will not recycle my aluminum beverage cans, and they are difficult for less-mobile users to use. (Also: I'm very tired of being told that ramp improvements must wait until this already delayed plan goes through, but somehow new bins, bike lanes, and other features sneak onto Market frequently.)

I-ANNE-3
GNE-2

I would like to know what provision has been made for emergency vehicle access to Market Street, particularly with regard to BART. I can't see how a fire engine is going to get down that mess if there is anything like standard bus rush hour traffic and a delivery vehicle blocking the outside lane.

I-ANNE-4
TR-7

Please don't tell me to attend a meeting; it is very difficult for me to do so.

I-ANNE-5
GNE-1

A

Thomas, Christopher (CPC)

From: Vince Avallone <vinceava@comcast.net>
Sent: Sunday, March 24, 2019 2:40 PM
To: Thomas, Christopher (CPC)
Cc: janice@sfbike.org
Subject: Better Market Street DRAFT EIR comments
Attachments: DIAGRAM 1 Battery-Market bike connection WB.pdf; DIAGRAM 2 Page-Market bike connection EB.pdf

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hi Christopher,

I have been tracking the Better Market Street project for years. I am glad it continues to move forward, even though I'd prefer to be in construction already. I understand, a project like this takes time to capture the vision, community outreach and the coordination with many agencies and stakeholders. I appreciate all the time and effort from many people. I am a bicycle commuter along the Market Street corridor every weekday from Castro to Battery. My main interest is for the safe travel of cyclists as we work towards SF's Vision Zero. With the recent safety incidents, we have a lot of work to do and the sooner the better.

I-AVALLONE-1
ME-1

The changes proposed in the DEIR are great and I'd like to point out three more improvements towards our cyclist and pedestrian safety goals for the project team to really consider and incorporate into the design.

I-AVALLONE-2
TR-4

1. Bike Safety: Bike path merge from Battery Street to westbound Market. I see there is a proposal to remove the Battery street extension "bridge" at the one Bush Street garage access point. As much as I support that proposed vehicle path restriction, it also takes away the shared bike lane. There are several cyclist who use Battery street, me being one of them, and the removal of that creates a more dangerous bike connection to market by having to merge, and most likely filter through, massive grid lock at this intersection at PM rush and conflicting with parking garage exit ramp. See diagram attached. I propose creating a dedicated bike lane extension from Battery to Market over the One Bush street garage exit ramp at part of the new pedestrian plaza.

I-AVALLONE-3
PD-1

2. Bike Safety: Bikes merging from Page street to Eastbound Market. I see the proposed project does not accommodate the considerable number of cyclists feeding market from Page in the morning rush. This intersection is not really safe now and in the proposed plans I don't see it making it better or safer. This important intersection connection should be revisited to accommodate this EB feeder path. See diagram attached.

I am copying Janice at SF Bicycle Coalition in hopes these improvements get into the plan in some way. Thank you for the consideration and the opportunity to make Market Street a safe street for all.

Regards,

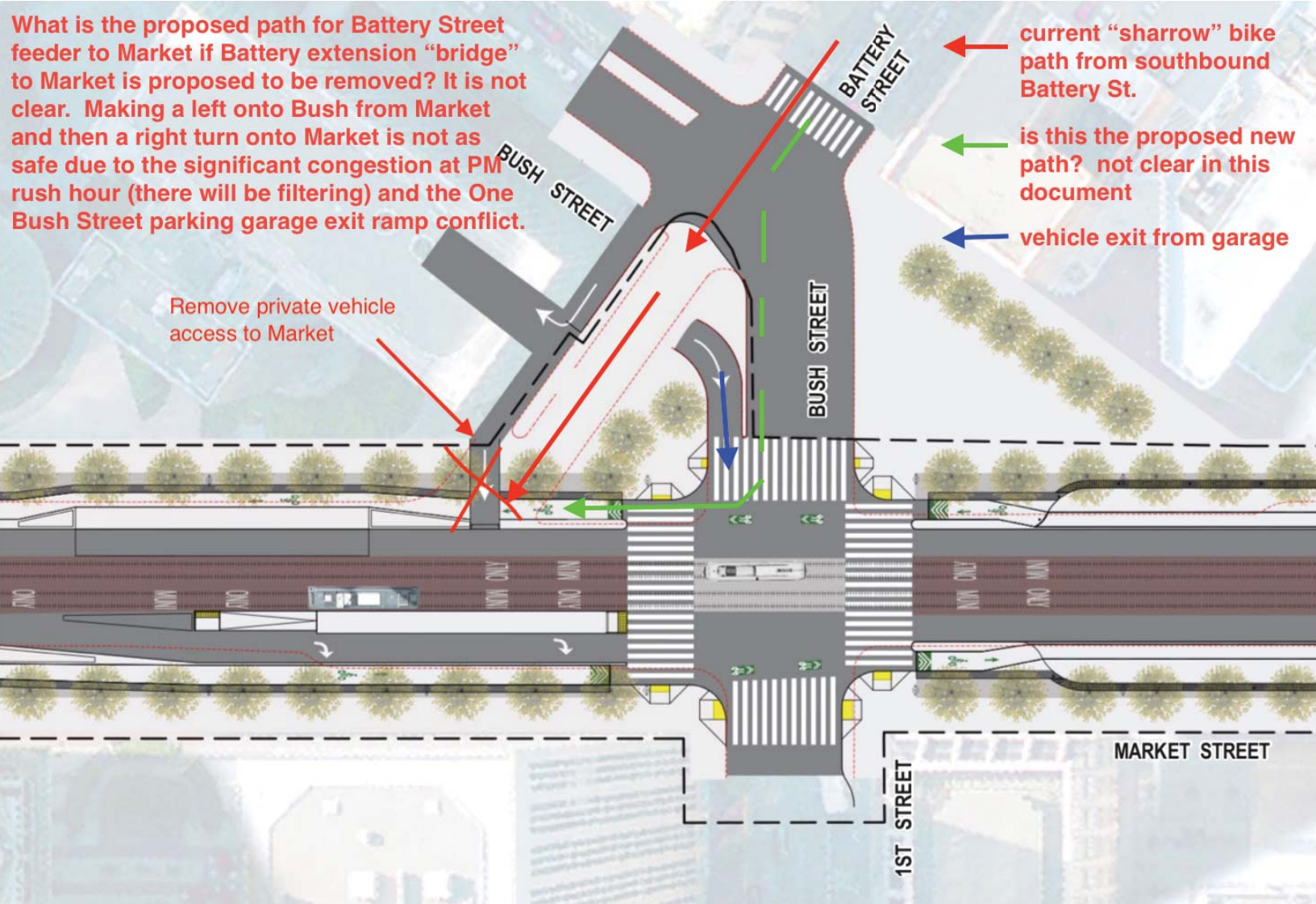
Vince Avallone

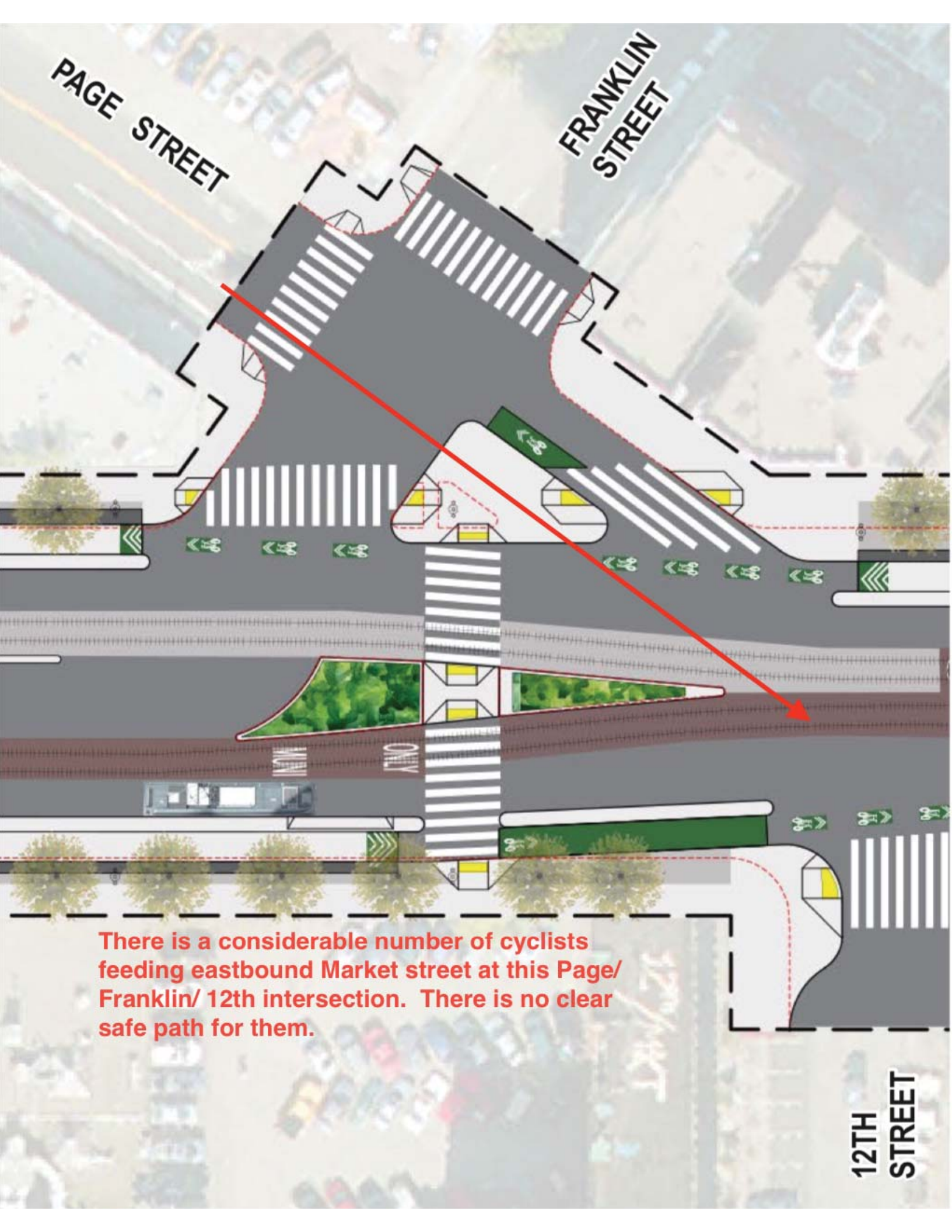
Member, SF Bicycle Coalition and SF resident

What is the proposed path for Battery Street feeder to Market if Battery extension "bridge" to Market is proposed to be removed? It is not clear. Making a left onto Bush from Market and then a right turn onto Market is not as safe due to the significant congestion at PM rush hour (there will be filtering) and the One Bush Street parking garage exit ramp conflict.

Remove private vehicle access to Market

- ← current "sharrow" bike path from southbound Battery St.
- ← is this the proposed new path? not clear in this document
- ← vehicle exit from garage





PAGE STREET

FRANKLIN STREET

There is a considerable number of cyclists feeding eastbound Market street at this Page/ Franklin/ 12th intersection. There is no clear safe path for them.

12TH STREET

Thomas, Christopher (CPC)

From: Christopher Berggren <topten4cb@gmail.com>
Sent: Thursday, March 14, 2019 6:11 AM
To: Thomas, Christopher (CPC)
Subject: Better Market Street makeover in 2020

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hi Chris,

Regarding the Better Market Street project's next steps' probable proceeding next year, as reported by Hoodline.com earlier this week, I am 100% in favor of the elimination of private automobile traffic so that this iconic S.F. street is made safer for all and becomes closer to what it should be - a hub of shopping, business, transit, and community.

I-BERGGREN-1
ME-1

I am deeply concerned, however, by the state of streets adjacent to the project, especially the SOMA side of Market Street. Most of the streets are designed to favor high-velocity, feeder traffic in that they are multi-laned, one way conduits of cars and are quite unsafe as well as noisy and unappealing for walkers and cyclists. This is the super-block neighborhood of the city, with lengthy distances from street to street, another unfavorable element of urban planning in terms of walkability and general scale.

I-BERGGREN-2
GNE-2

While the BMS plan is commendable, in and of itself, it will be launched with a drag in its effectiveness in as much as the adjacent streets are not traffic-calmed by such mitigations as robust network of bike pathways (such as the raised lanes proposed in BMS from 2020) that tie into Market Street and the rest of the city, and the changing over of automobile traffic from one-way to two-way.

Also, the use of bikes by intercity commuters will greatly increase if the paradigm is 'reset' so that the planning takes into account the whole set of criteria that constitute bike friendliness that attracts large numbers of two-wheeled commuters in other places. I therefore urge the city and its SFMTA to look at the bicycle as a decongestant tool in its planning of the city's streets, bearing in mind that topography is a false argument given the rise of the electronic assist bicycle.

Please check out the 14 criterion for bicycle planning here: <http://copenhagenizeindex.eu/criteria.html>

Kind regards,
 Christopher C. Berggren

Thomas, Christopher (CPC)

From: Scott Bowers <postmaster@planetsscott.com>
Sent: Thursday, March 14, 2019 9:56 AM
To: Thomas, Christopher (CPC)
Subject: Market Street

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I am a San Francisco resident, and I approve of the plans to close Market Street to private cars. In addition, there should be fees put into place for bringing your private car to the downtown area.

Thank You,
Scott Bowers

I-BOWERS-1
ME-1

Thomas, Christopher (CPC)

From: DPW, BetterMarketStreet, (DPW)
Sent: Monday, March 25, 2019 11:33 AM
To: Thomas, Christopher (CPC)
Subject: FW: better marketstreet

FYI.

Thanks,



Jennifer Blot

Deputy Director of Communications & Public Affairs

San Francisco Public Works | City and County of San Francisco

City Hall, Room 348 - 1 Dr. Carlton B. Goodlett Pl. | San Francisco, CA 94102 | (415) 554-6993 | sfpublicworks.org

· twitter.com/sfpublicworks | [Public Works TV](#)

From: Cautn1 <cautn1@aol.com>
Sent: Thursday, March 21, 2019 6:34 PM
To: DPW, BetterMarketStreet, (DPW) <bettermarketstreet@sfdpw.org>
Subject: better marketstreet

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

a few off the top observations.....

Placing bicyclists where they are safe from moving vehicles and parked vehicles, and where they cannot impede bus travel, should be a prime objective. Bicyclists should not be permitted to weave in front of a bus, or turn in front of a bus (except legally in crosswalks), or slow down a bus in any other way. This should apply on all bus streets, not just on Market.

Ubers, Lyfts and a handful of bicycle riders unduly entangle parts of San Francisco, in the process making it far less safe for both bicyclists and peds.

The brick sidewalks on Market add a lot of class and should be maintained and protected.

It is hoped that the new entrances to the Market Street subway stations will add to, rather than detract from the ambiance of S.F.'s main street.

G.Cauthen

I-CAUTHEN-1
GNE-2

I-CAUTHEN-2
TR-1

I-CAUTHEN-3
ME-9

I-CAUTHEN-4
GNE-1

Thomas, Christopher (CPC)

From: DPW, BetterMarketStreet, (DPW)
Sent: Monday, March 18, 2019 2:03 PM
To: Thomas, Christopher (CPC)
Subject: FW: Better market street

-----Original Message-----

From: Chetan M <mcheta@gmail.com>
Sent: Saturday, March 09, 2019 5:15 PM
To: DPW, BetterMarketStreet, (DPW) <bettermarketstreet@sfdpw.org>
Subject: Better market street

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello

Please make market street more bike friendly.

Maybe you should make the market street only accessible to public transit, pedestrians and bikes only.

Chetan

I-CHETAN-1
ME-7

Thomas, Christopher (CPC)

From: Frank DeLong <dfdelong1954@gmail.com>
Sent: Wednesday, March 13, 2019 3:01 PM
To: Thomas, Christopher (CPC)
Subject: Market Street plan

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Your plan to stop traffic on Market Street is the most foolish thing I've ever heard of. Leave things alone, they have been fine for 100 years.

I-DELONG-1
ME-2

Sent from my iPhone

Thomas, Christopher (CPC)

From: Dora-Dora- Bo-Bora <dabbwong@hotmail.com>
Sent: Wednesday, March 13, 2019 9:10 AM
To: Thomas, Christopher (CPC)
Subject: SAN FRANCISCO DOES NOT CARE ABOUT FAMILIES. "Better" Market Street Project - A COMPLETE JOKE.

Importance: High

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Mr. Thomas,

Perhaps before making any "betterment" projects a reality, City officials should drive the expected changed routes. Shutting off Market Street to Octavia would steer all traffic to Hayes Valley, which ALREADY is COMPLETELY dysfunctional with traffic concerns.

I-DORA-1
ME-2

If you want a City full of bikes and no cars, just let all the parents know and shut down all the schools. Parents have been BACKED AGAINST THE CORNER with each "improvement" project made. DON'T FORGET WHO PAYS TAXES.

The City complains of low enrollment in public schools, yet continue to push parents out of the City. The quality of education is abysmal because all the funding is going towards UNNECESSARY street projects that just keep making life worse.

It's easy to recommend "betterment" when it doesn't affect you personally. DON'T FORGET WHO PAYS TAXES. Make a calculation of all the tax reductions if all families have moved out of this city that DOES NOT CARE ABOUT FAMILIES.

All the Best,
ANOTHER PARENT FED UP WITH THIS CITY

Thomas, Christopher (CPC)

From: Doyle Hunte <doylehunte@gmail.com>
Sent: Wednesday, March 13, 2019 1:43 PM
To: Thomas, Christopher (CPC)
Subject: Market Street Proposal

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hi Chris,

I endorse this plan to close Market from Octavia to the Ferry Building. I live in Bernal Heights (6 Montezuma 94110).

I-DOYLE-1
ME-1

Regards, Chris Doyle

Thomas, Christopher (CPC)

From: MARY EDINGTON <meedington@aol.com>
Sent: Wednesday, March 13, 2019 11:19 AM
To: Thomas, Christopher (CPC)
Subject: Bike lanes propped between sidewalk & islands on Market

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Please be aware that cyclist are very dangerous because they don't have to obey traffic signals. If this paases that must be corrected. Pedestrians are at great risk crossing from the island to the sidewalk as it is today.
Mary Edington

I-EDINGTON-1
TR-4

Thomas, Christopher (CPC)

From: Susan Esher <sesher@gmail.com>
Sent: Tuesday, March 12, 2019 7:31 PM
To: Thomas, Christopher (CPC)
Subject: Comment on the proposal for Market Street

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I am currently 71 and I think not allowing ride hailing services like Uber and Lyft is a mistake and a disservice to seniors mostly. There actually are events on Market Street i like to attend. And I am on a limited income these days so getting to those events in the evening needs to be cost effective and still safe. While I can take the bus or Bart to get where I want to go (the cost effective part), I do NOT want to take public transporation (the safety part) to get home, so I rely on Lyft and Uber for that. I do not rely on Yellow Cab or the like because in the past they have not been reliable and are expensive. Or at least they used to be.

I-ESHER-1
ME-7

That is my main concern. I do think the transit first and bike friendly options are not considering seniors in general as we lose our abilities and hopping on a bike is not always an option.

Anyway, that is my \$.02. In a way, I wish seniors could drive where younger people cannot as we are safer when driving. Because... we will not get beat up.

Cheers.

Thomas, Christopher (CPC)

From: Lawrence Flores <lawrence@proactiveway.com>
Sent: Wednesday, April 10, 2019 11:04 AM
To: Thomas, Christopher (CPC)
Subject: 2014.0012E Western Variant

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Chris,

I am writing to express my opposition to removing private automobiles on Market Street. I am a San Francisco resident, business owner in downtown financial district and have school aged children. I use Market street to get home to Noe Valley where I have lived for 20 years. My biggest concern is the proposed variant to extend the ban to Octavia street. I feel this will create a sever hardship when driving down Gough from my daughters school to our home. Second, I feel the main purpose is to accommodate the SF Bicycle coalitions desire to have the car free path go right in front of their office. Please take into consideration that families with children have many obstacles when raising our children in the city. Unfortunately, we are not able to take our 3 children to school on a bike or bus. It seems San Francisco is not just reducing lanes they are restricting access. Yet, our auto tag fees are going to fund the reduction of access to the roads. Please reconsider these proposals overall and do not allow the ban to extend to Octavia Blvd.

I-FLORES2-1
ME-6
I-FLORES2-2
ME-5

Thank you for your attention.

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Fdo#7481958B833#4

Hp d#[xssruC surdfwzh d | frp](#)

Thomas, Christopher (CPC)

From: Bruce Folsom <bruceames2@att.net>
Sent: Thursday, March 14, 2019 9:43 AM
To: Thomas, Christopher (CPC)
Subject: Market Street

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Mr. Thomas,

I've lived in San Francisco (in the Sunset) for over 40 years. For 30 of those years I worked mainly for the City and County. I had polio as a child, and have walked on crutches for most of my life. My church, where I go 3 times a week, is located at 9th and Market. I am active there in a project to help the homeless and those on the street in our neighborhood.

I-FOLSOM-1
GNE-1

My only reasonable transportation is by car. The continual pressure on car drivers these days makes it harder and harder for me to get around the city that I have loved for decades, and especially to get to church. I fear that the City's plan does not care much about the elderly and disabled. Ironic, since as a social worker, I worked with the elderly for 22 years.

I-FOLSOM-2
ME-6

Sincerely,
Bruce Folsom

Thomas, Christopher (CPC)

From: Joe Gibson <joegibson82@gmail.com>
Sent: Wednesday, March 13, 2019 4:20 PM
To: Thomas, Christopher (CPC)
Subject: Better Market Street

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hi, Chris.

Why are taxis allowed on Market and not ride share cars? Seems discriminatory.

I-GIBSON-1
ME-7

Thanks,
Joe

Thomas, Christopher (CPC)

From: Warren Hennig <wghennig@gmail.com>
Sent: Wednesday, March 13, 2019 10:39 PM
To: Thomas, Christopher (CPC)
Subject: Closing Market Street

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Don't do it. As it is it is almost impossible to get south of Market and without escape options on Market in high traffic times one will never have access to that area.

I-HENNIG-1
ME-2

SUE C. HESTOR

Attorney at Law

870 Market Street, Suite 1128 San Francisco, CA 94102

office (415) 362-2778 cell (415) 846-1021

hestor@earthlink.net

April 15, 2019

Christopher Thomas
Office of Environmental Review
1650 Mission St #400
San Francisco CA 94102

Comments on Better Market Street Project EIR - 2014.0012E

General Comments

Circulation and Transportation in this area of Market Street, in San Francisco, in the Bay Area has changed rather dramatically in the 5 years this EIR has been in preparation.

The way **pedestrians walk** with their eyes fixed on a cell phone in front of their face, often oblivious to other pedestrians and to vehicles as they cross the street. This has been a rather dramatic change as pedestrians operate in isolation from others - they are dealing with people on their phone or scrolling thru information on their phone. Or there are "buds" in their ears so they hear people or music - instead of hearing other pedestrians or bicycles or other vehicles.

I-HESTOR-1
TR-1

The ways **deliveries are made** - particularly to places where people live, or hotels, or even places where people work. As thousands of housing units are built in this stretch of Market, new residents (particularly well paid residents) have evolved to constant deliveries of hundreds of packages (individual meals, groceries, deliveries of all types instead of venturing out to shop. And hauling back what they bought at the store. It is not unreasonable to multiply each unit by at least 10-15 deliveries per week - from Amazon, UPS, Fed Ex, meal delivery services, etc. times the number of units in each building. Where a building faces Market, those delivery trucks (or bikes, or motorized robots), they will try to deliver to the Market St address of that person. People don't go out to restaurants or other places to eat. Deliveries, even from grocery stores.

I-HESTOR-2
TR-5

Uber and Lyft THINK they are taxis. With untrained drivers who may not live, be familiar with , OR CARE ABOUT, restrictions on movement, turns prohibited, or lanes they may not drive in. The City has not been able, or cared to enforce the rules. Licensed taxi drivers are EXPECTED to know the rules and the City has enforcement powers through their LICENSES. Instead of motto of move fast and break things.

I-HESTOR-3
TR-9

New non-vehicle transportation modes have exploded in the past 5 years. Motorized skateboards which go much faster, often on sidewalks. Scooters - electrified so go fast. Often on sidewalks, often on streets (going the wrong way). Share bikes, again often propelled by electricity. Again the new uses may feel that THEY always have the right of way - against pedestrians, wheelchairs, vehicles propelled by muscle power.

I-HESTOR-4
TR-1

My office has been at Market/Powell between 4th & 5th Streets since the early 1980s. Since the Central Subway construction ripped up the Market, Stockton, Ellis, 4th intersection, getting thru that



intersection one can see totally distracted pedestrians, wandering into the intersection against the light, or walking in a manner that ignores others on the sidewalk.

From my own experience, because of their configuration with streets coming in and crossing Market at an angle, the following intersections are challenging to many pedestrians: Van Ness/Oak, 9th/Hayes/Larkin, 7th/Brenham/McAllister, 6th/Taylor/Golden Gate, 5th/Cyril Magnin, 4th/Stockton/Ellis, 3rd/Geary.

In instances where on Fig 2-1 proposed street direction changes are shown, there should be a grounding in the reality of how the changing street direction will impact buildings DIRECTLY on the reroute, and also adjacent streets. Making Ellis one-way west bound will eliminate all deliveries to the Flood Building which faces Powell (cable cars), Market (bus stops, deliveries virtually impossible even for truck) and Ellis. EVERYTHING coming into Flood Building - or new hotel across Ellis - will have to move east on O'Farrell, south on Stockton to get to Ellis. Then move west on Ellis. There is virtually no traffic on Powell because of cable car operations and vehicle bans. Alternative is to come north on 3rd St, turn left on Geary, south on Stockton, right on Ellis. There are a lot of hotels in this area. Even taxis will get up in this maze. Not to mention Uber, Lyft and private buses.

Page 2-5 - maneuvering of vehicles on street. Unstated is the problem that because of non-enforcement of traffic rules, private Uber and Lyft drivers often just make illegal u-turns, in the middle of Market Street, wherever, so the hazards faced by pedestrians are multiplied. 5th and Market has been particularly challenging because of re-routing of 30-Stockton and other south-bound busses onto Market, then south on 5th.

Project Background

Missing task - if state legislation needed, this should be high-priority mitigation measures.

All vehicles carrying passengers for hire - or hired to provide private busses for their workforce - should be required to turn on "vehicle locators" while they are on San Francisco. AND send that information to CITY TRACKING SYSTEM. The MUNI tracks location of buses for NEXT BUS ability. Private buses (to/from Silicon Valley), ones operated by entities such as UCSF, Lyft, Uber - all have ability to track/locate their vehicles. It could enable REAL-TIME information on traffic jams. Provide information - THAT CAN BE TRANSMITTED in REAL-TIME to people with ability to write tickets to violators. This should include (illegal) double-parking in middle of street for passenger pickup and dropoff. Which slows down MUNI buses

Also, if there is any problem with SAN FRANCISCO having the legal ability to restrict "taxi" lanes to SF licensed taxis - and not private vehicles operated by Uber and Lyft, this should also be priority for state legislation.

Term "necessary motor vehicle traffic" on 2-6 is meaningless unless SF has legal ability to define what vehicles can operate in what lanes.

Project Setting - 2-11

Middle of page - commercial uses dominating along Market St. See above comment. Please provide list showing size of cumulative residential development approved and pending + cumulative HOTEL development for study area in this EIR. BOTH ARE SUBSTANTIAL.

I-HESTOR-4
TR-1
cont.

I-HESTOR-5
TR-5

I-HESTOR-6
TR-9

I-HESTOR-7
GE-4

Page 2-46 - Private Vehicle Access - the statement in first paragraph that Uber and Lyft are considered private vehicles and thus restricted from using Market Street - is the first time I saw it so plainly stated in their DEIR. Unless that restriction it is ENFORCED it is meaningless. Waiting at a MUNI stop on Market and seeing "transportation network company vehicle" after vehicle come to the curb to drop off or pick up passengers, while the MUNI struggles to get down Market, makes that statement meaningless. With ZERO or almost zero enforcement, Uber and Lyft drivers will make all improvements for speedier MUNI and public transit meaningless.

I-HESTOR-8
TR-9

Submitted,

Sue Hestor
hestor@earthlink.net

Thomas, Christopher (CPC)

From: Dennis Hong <dennisj.gov88@yahoo.com>
Sent: Monday, April 15, 2019 4:18 PM
To: Thomas, Christopher (CPC); CPC-Commissions Secretary
Cc: Gibson, Lisa (CPC); Rahaim, John (CPC); Rose, Paul (MTA); Peskin, Aaron (BOS); Haney, Matt (BOS); Breed, Mayor London (MYR); Board of Supervisors, (BOS)
Subject: Comments for Case # 2014.0012E Better Market Street

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Good morning Mr. Chris Thomas, AICP,

Thank you for the opportunity to continue to comment on the above Projects DEIR (February 27, 2018). In addition to my email comments to the SF Planning Commission of 4/15/2019 and others, here are my comments to this Projects – Due date of 4/15/2019. Please continue to include my emails to the Project file. Sorry if they continue to be redundant to my past and present comments. Only because I believe several Planners were involved with this Project from the very start. Should anyone have any questions to my comments, please feel free to reach out to me at the above email. I trust this email works, only because the internet on my side is barley hanging on. I have tried to put my comments in to some sort of logical sections as follows, no specific order:

I-HONG-1
GNE-1

A: General comments:

My initial comments to this projects DEIR of February 27, 2019, including the DEIR-IS . I have reviewed this document and I fully support this long over due project.

I-HONG-2
ME-1

As of this date, my full support remains unchanged.

Planning Commission: Both the 4/4/2019 and the April 11, 2019 Planning Commission meeting went well and with great support. Will this meetings trans-script be documented in the RTC?

Is there a project time line for this work, i.e., from start to finish, Only to see how this project will impact the community, both north & south of Market Street and other adjacent projects.

What provisions are being made to assist the business due to the loss of business along Market Street during Construction? These type of construction impacts have disrupted business with in the Central Subway (Chinatown), the Van Ness BRT projects.

I-HONG-3
GE-2

Will this project include a Business Advisory Committee? Such as the Van Ness Business Advisory Committee (BAC) is made up of representatives from a diverse cross-section of Van Ness Project Corridor businesses. The Van Ness BAC meets monthly to

provide recommendations and advice on ways the City can support businesses during construction while providing a forum for businesses to resolve for issues related to construction. This committee also oversees development of marketing support for Van Ness corridor businesses.

I-HONG-3
GE-2
cont.

B: Cumulative Projects:

How will any of the Cumulative Projects be listed in the RTC? There are a number of major on going projects during the course of this Better Market Street renovation. Including overlapping and new projects. Will these be put in a table? Projects such as; 10 South Van Ness, 30 Otis, 1629 Market Street, 30 Van Ness, 1500 Mission Street, One Oak, 1554 Market Street. Not sure what guidelines were used to list these projects.

I-HONG-4
GE-4

This list should include the HUB, Central SOMA, Western SOMA, Van Ness BRT, the Central Subway BRT and most recently the Geary BRT project. Only because most of these projects will be impacted by the Better Market Street work in some way or other.

C: Traffic, Safety and Pedestrian issues:

There needs to be a strong focus at the major intersections along Market Street; especially at 3rd, 4th, 5th, 6th and 7th, streets. Folks use these busy cross to to get to the city's convention center, Moscone Center and other parts of Market Street.

I-HONG-5
TR-4

D: Construction issues:

There needs to be a better way to control construction dust, noise, vibration, control of both vehicle and pedestrian traffic during and after the on going construction work. At times both, Best Practices and mitigation does not work well.

I-HONG-6
GE-2

Will there be community notices communicating to the community as to what is happening with dates, and etc., such as the weekly MTA's weekly notices. I spoke to number of people and they too found this a wonderful tool. This included an on site Project Office.

How or where will the construction workers park?

Construction barriers/fencing should have some sort of mesh; both to hide the equipment, the staging of material and most to keep the dust/soil from impacting the areas.

F: Miscellaneous Issues:

Can the recent Planning Commissions meeting of 4/11/2019 - Adopted measures be included:

- City wide culture resources survey.
- Biodiversity Design Guideline/Urban Forest Plan.

There is a need to clean up the over head wiring, cameras, wireless devices, etc. along this route.

Trees: in a number of Figures it shows existing trees along Market Street to be either removed and or replaced. How will they be protected during the course of construction. If some are being replaced, maybe trees that do not shed as much leaves might be considered, it makes the street messy. Tree grates in some cases are not flush with the sidewalks walk ways, pedestrian are tripling over them.

Bike and Scooter racks need to be consistent. Right now pedestrians are tripping over these bikes and scooter and etc.

Tree grates in some cases are not flush with the walk ways, pedestrian are tripping over them.

Vacant store fronts with bill boards should not be allowed. If roll down grills are used, some get graffiti painted over these roll down grills.

Convention Center, can a satellite version of this be stationed some where along Market Street? The older location at Powell was convenient. Only that the new relocated center is inconvenient to the tourist. Especially if they are not attending a convention. What will the old convention center be used for (Powell)?

During construction building get covered with dust and damaged, are there any provisions to fix this both during and after construction.

Utility boxes, ATT boxes, trash bins, Street Signal boxes etc, needs to be painted with graffiti proof paint or even better allow some art work on some of them. In Oakland at the 12th street BART station they used this process along Broadway and it is nice to see. The newer trash bins are nice to.

The corner of Market and Grant & O'farell is a unique place for a musician to play some wonderful music, can this be part of the project?

Some of the news stands have a unique electronic advertisement on the back of the news stands, They work nicely.

I-HONG-7
GNE-2

I-HONG-8
GE-2

I-HONG-9
TR-4

I-HONG-10
GNE-2

I-HONG-11
GE-2

I-HONG-12
GNE-2

□ There should be standards to the street signage and adjusted to be visible, in some case they get obstructed by too many signs and trees, etc.

I-HONG-12
GNE-2
cont'd.

□ **Retail Space:** The project will also bring the much needed new retail that will revitalize and help keep the Market Street corridor area alive, including the current retails shops. As a starter, how about some small pop ups, maybe have the SF SBA help secure a few new business in the now vacant City Center at 6th and Market (?), possibly the visitors convention center.

□ **Construction work:** Like all these construction projects small and large - While there are Mitigation Measures in place, I feel there still needs to be more accountability with the Noise, Debris, Dust, staging of material and traffic control on this projects, including the use and operation of construction cranes. All to often history shows this type of work really impacts the business and residents and in some cases out of business. This is already a windy area. There is a need to coordinate this work, especially with the up coming 1629 Market Street Project and a few others out there and to protect the adjacent brick buildings from construction vibration.

I-HONG-13
GE-2

□ **Construction projects/etc:** small or large - I feel there needs to be more accountability with the; Noise, Debris, Dust, staging of material and traffic control all to often really impacts the business and residents. Should there be an in place joint type of communication process for meetings, notices, signs, person to contact for ongoing issues etc., with the local business', neighbors, agencies and etc. with dates and etc. Similar to the MTA Weekend Traffic notices, Construction Forecast Van Ness Improvement Project or Rain ReadySF. Just a loose thought. As I see it, Communication is a key to any projects success.

In closing: I'm a native and a property owner of San Francisco for seventy plus years. Studied both City Planning and Architecture, a retired Construction Project Manger. Currently living in District seven (thirty-five plus years prior to that in District 3 for thirty years. Worked in the HUB area for twenty five plus years. Again, to me and in my opinion, this is another win win project for the city. The San Francisco Planning Department has done a fine job with this DEIR and cove

I-HONG-14
ME-1

In the rush to get these comments out I hope this makes your dead line of 4/15/2019 by 5PM. Looking forward to - RTC. I can only hope this DEIR is placed on a fast track approval process.

Sincerely,

Dennis

Aaron Jon Hyland, FAIA
Aaron.hyland.hpc@gmail.com

April 15, 2019

Christopher Thomas
San Francisco Planning Department
1650 Mission Street, 4th Floor
San Francisco, CA 94103
christopher.thomas@sfgov.org

Re: Better Market Street Project (2014.0012E)

Dear Mr. Thomas:

I'm writing to add an additional comment for the record on the Better Market Street Project. While I am the President of the Historic Preservation Commission (HPC), and our Commission has already reviewed this project and submitted a letter, I am representing myself in this letter.

Upon further reflection since this was heard at the HPC, I'm concerned that the proposed project is reducing the pedestrian pathway along Market Street by as much as 50%, as well as mixing bicycles to this zone. Market Street is the main artery of our city and historically has been a pedestrian space from the curb to the buildings. While transit, autos and bicycles were located between the curbs.

Placing bicycles onto the historic pedestrian zone will significantly alter the pedestrian experience. It will also decrease safety with the potential of collisions between bicycles and pedestrians.

The proposed project will turn our grand pedestrian promenade into a cyclist racetrack and reduce the pedestrian zone by as much as 50%. If the current transit zone can't be redesigned to accommodate buses and bicyclists, I would ask if the bicycles could be moved to Mission Street. It might also be possible that some of the bus traffic on Mission Street could be moved to Market Street.

Sincerely,



Aaron Jon Hyland, FAIA

I-HYLAND-1
TR-4

I-HYLAND-2
AL-5

Thomas, Christopher (CPC)

From: Jude <jelevinson@earthlink.net>
Sent: Wednesday, March 13, 2019 2:06 AM
To: Thomas, Christopher (CPC)
Subject: Plan to close 2 miles of Market Street to private car traffic 2019

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<https://hoodline.com/2019/03/plan-to-close-2-miles-of-market-street-to-private-car-traffic-moves-forward>

Hello Mr. Thomas,

Thank you for allowing me to state some of my whimsical comments for your new immense traffic dystopian plan. I am thrilled by this no car development. Maybe now the city will finally fill the foot deep potholes that litter the road scape, turning bicycles and scooters into projectiles splashing people all over the road breaking bones. While I am musing, how about a collective of autonomous free ridership on on-time buses with walk on and walk off floating platforms? Segway that into free electric bikes or scooters on Market to get us to where our actual cars are parked two miles away? No Uber or Lift or Taxi's? I don't think so, says our resident automaton laughing Sal until you say so, so we can get the hell away from this mess you will be creating? Who knows? Maybe we'll adjust to more traffic jams brought to us by the city that knows how to make significant traffic jams because our traffic lights are not interlinked or timed for people to get to wherever they are free to roam?

I-
JUDITH-1
ME-2

What are you trying to do? Take away free choice? What are you trying to fix with this plan? Do you know? Why not make the electric underground trains free below Market, paid for and powered by free plastic recycled into gas powering the city's electric utilities? Imagine, recycling plastic into gas and oil into perpetuity and a car free boulevard?

Okay? I guess the proof is in the yeasty parts of all the dough needed to pull off this boondoggle that will last years and take out more businesses and store fronts like Van Ness? Where's the Boring Company when you need them? Stuck in Cow Hollow?

Sincerely,

Judith (from Lower Haight who's lived on Market St. overlooking the Octavia Freeway in district 8 for 30 years.)

Thomas, Christopher (CPC)

From: Leslie Karren <karrenco@aol.com>
Sent: Monday, March 25, 2019 11:56 AM
To: Thomas, Christopher (CPC)
Subject: Re: Clarification: Better Market Street DEIR Comments and Public Hearing

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Mr. Thomas:

I have take a look at the report and the concern that I have brought up a few tims has not been fully addressed.

In the report you mention the concerns about vehicles exiting the garage at One Bush and how you are going to allow them to still make the right turn on Market and then the right on Sutter. Thank you for that.


However, what about those like myself that park in the Shell Building garage or the One Front Street garage and need to make that same turn? Both of these garages exit on Battery and if we have to go up the hill we the best way for us is to use the Battery Street Bridge to make that same turn One Bush uses onto Market and then Sutter. The report mentions that the bridge will be closed. Will we be allowed to use that dip for for the One Bush Street garage to make the turn or will we be forced onto First and go several blocks out of our way?

I-KARREN1
GNE-2

Thank you,
Leslie

-----Original Message-----
From: San Francisco Public Works <bettermarketstreet@sfdpw.org>
To: karrenco <karrenco@aol.com>
Sent: Tue, Mar 19, 2019 2:40 pm
Subject: Clarification: Better Market Street DEIR Comments and Public Hearing




Better Market Street Update:

Draft Environmental Impact Report Submitting Comments & Upcoming Public Hearing



The San Francisco Planning Department is accepting public comment on the [Draft Environmental Impact Report](#) (DEIR) for the Better Market Street project until 5:00 p.m. on Monday, April 15, 2019.

After the comment period ends, the environmental planning division of the Planning Department will have a summary of all relevant comments on this draft report and the responses to those comments.

Comments can be made in a number of ways:

- Via mail to Chris Thomas, SF Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103
- Via e-mail to christopher.thomas@sfgov.org
- Or in person at the following public hearing:

Thursday, April 4, 1:00 p.m.
SF Planning Commission, City Hall Room 400
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

If you have questions about the design or implementation of the Better Market Street project, please contact Cristina Olea at cristina.c.olea@sfdpw.org.

Questions? Send us an email: bettermarketstreet@sfdpw.org



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Thomas, Christopher (CPC)

From: Michael Katz <mqkatz@gmail.com>
Sent: Thursday, April 04, 2019 5:02 PM
To: Thomas, Christopher (CPC)
Subject: "Better Market Street" DEIR comments

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Mr. Thomas,

Thank you for accepting these comments on the Draft Environmental Impact Review.

I work around the corner from Market Street, and I'm a daily cyclist, transit rider, & pedestrian in the Market Street corridor. So I'm the intended client for the proposed project's claimed improvements. And I strongly reject what the sponsoring agencies (S.F. Public Works and the SFMTA) have proposed.

What would Jane Jacobs say about the proposed project? It's disastrous. It proposes to repeat the wretched errors of 1950s redevelopment folly, and to produce similarly sterile, barren, and uninhabited results. It proposes a gray monoculture. banishing red bricks and excluding vehicle access. It would restrict and uglify Market St., making people go away. It's designed for bureaucrats, not for people. It would degrade conditions for street users, small businesses, entrepreneurs – and everyone else who makes a city live, breathe, and work for its residents. It would replace life with death in the heart of a great American city.

Therefore, it must not be implemented.

Of the alternatives presented, Alternative A (No Project) is superior in every respect. Your own analysis shows that, compared to your proposed project or any other alternatives, it has the fewest negative environmental impacts.

A BETTER ALTERNATIVE

But a truly ideal alternative would look slightly different than anything you have proposed. This alternative would have minimal environmental impacts, and would offer far superior benefits to the community. It would rely primarily on Alternative A (No Project), while adding certain elements from Alternative B (Full Preservation) and Alternative C (Partial Preservation):

- Like Alternative C, it would add Copenhagen-/ Køpenhavn-inspired raised bikeways. (However, as a fallback, it's entirely acceptable to keep the existing class II/class III bike lanes proposed in Alternatives A and B. I write this as a daily bicycle commuter.)
- Like Alternative A, it would impose no new restrictions on private-vehicle circulation. Don't kill off already-fragile businesses on Market St. – nor in the broader downtown – by restricting public access to them.
- Like Alternatives A and B, it would create no new intersection bulb-outs. Bulb-outs are a planning fad creates constant hazards and inconvenience for cyclists. After asking planners for years, I've still seen no empirical evidence that they provide any net safety benefit even to pedestrians. Actually, it's likely that they endanger pedestrians along with cyclists. Until some planner produces any empirical evidence that bulb-outs benefit anyone – and I mean empirical, longitudinal studies, not unproven theoretical assumptions based on shorter crossing distances – I'll rely on my real-world observation that they cause motorists to turn corners more erratically and unpredictably. As a pedestrian, I feel much safer crossing a heavily-trafficked intersection without bulb-outs. And so should you.

I-KATZ-1
ME-2

I-KATZ-2
AL-6

I-KATZ-3
AL-2

- Like Alternative A, it would retain the current red-brick sidewalks. These were an important placemaking victory, which helped resurrect Market St. from its redevelopment-era low point. It would be idiotic sacrilege to replace them with drab, gray, urban-redevelopment junk, thereby plunging Market St. back to its seedy 1970s days. If there are genuine accessibility issues with the bricks – as identified by disabled-rights activists, not by bureaucrats – I'm certain that new materials are available to duplicate bricks' crucially vintage look in physically more-even surfaces.
- Like Alternative B, it would replace at least some of the Platanus monoculture – i.e., the drab, colorless sycamore/plane trees – with more-interesting trees of similar height & canopy spread. The goal should be to add fall and spring color to Market St., so as to make the street more welcoming. The plane trees were a mistake – they're hardy, but boring. I do not recommend killing any healthy trees, but I *do* recommend introducing colorful alternatives when unhealthy sycamores must be replaced. As models, look at the creative landscape architecture that has enhanced downtown San Rafael (liquidamber/sweetgum trees that turn a spectrum of colors in the fall) and downtown Walnut Creek (a diversity of carefully-chosen species, which together add a similar spectrum of colors).
- Like Alternative A, it would impose no new street furniture or streetlife zones. The existing street has plenty of life. Every mockup presented for this project would suck out that life, by imposing drab, uniform, institutional sidewalk blockages. Just preserve the street's life – don't mess it up with misguided bureaucratic planning.

I-KATZ-3
AL-2
cont.

DETRIMENTS AND NEGATIVE IMPACTS IN THE PROPOSED PROJECT

The alternative proposed above would make some aspects of Market St. better, without making anything worse. By contrast, Public Works'/SFMTA proposed project threatens many detriments.

FAILED TRANSIT MALL MODEL

The proposed project is essentially a transit mall. This is far from a new idea: Transit malls were tried, and repeatedly failed, in the 1970s. They failed because they created sterile, uninhabited environments that people stayed away from. Here are just a few examples:

- Philadelphia's Chestnut Street: Before it was transit malled, it was Philadelphia's principal retail corridor. The transit mall basically killed the retail district. Commerce shifted to other streets, notably South Street, which maintained vehicle access.
- Toronto's Yonge Street: Reportedly North America's longest street. Its downtown core was transit malled in the 1970s. The experiment was deemed a failure, after it led to multiple business failures and made a lively area sterile and drab. It was undone before it claimed further victims.
- Vancouver's (B.C.) Georgia Street mall: This has been retained as a transit mall. As a result, one of North America's most beautifully-situated, densely populated, cities has a strangely sterile and unwelcoming downtown. Residents gravitate instead to interesting neighborhoods near the western beaches, like Kitsilano. (Where there is private-vehicle access.)

I-KATZ-4
ME-3

Why would San Francisco want to replicate this clearly failed model – and to kill many downtown businesses, in an experiment that will predictably fail?

UNFOUNDED RESTRICTIONS ON ACCESS TO MAIN STREET

The proposed project would impose extremely complex and confusing private-vehicle restrictions, by direction. Underlying the complexity, private cars would basically be banned from San Francisco's main street.

There's no rationale for these vehicle restrictions. You are preserving the same count of vehicle lanes, while (laudably) proposing that bike lanes move toward sidewalk level. If you're shielding cyclists from cars (and getting us away from hazardous streetcar tracks), why is there any need to restrict, let alone ban, vehicle access?

I-KATZ-5
ME-6

Why would you replace Market St.'s signature, vintage red-brick sidewalks with ugly, urban-redevelopment gray? Dragging Market St. back to its seedy 1970s low point, before the bricks were installed? This is horribly misguided planning for bureaucrats, not for people.

I-KATZ-6
ME-9

MISSION STREET ALTERNATIVE SHOULD BE RECONSIDERED

The DEIR mentions this deleted element:

MISSION STREET ALTERNATIVE

The alternative included plans for enhanced bicycle facilities and the addition of a cycle track in both directions on Mission Street.

It then states that this Mission St. Alternative was removed, for what read like exaggerated reasons:

This alternative would result in a substantial delay to some San Francisco Municipal Railway (Muni) routes. Relocating all transit currently on Mission Street to Market Street would have resulted in the removal of all loading spaces on Market Street and a significant number of loading spaces on Mission Street, and it would not provide the highest achievable quality bicycle facility that maximizes the safety of bicyclists on Market Street. As a result, this alternative was eliminated from further consideration because it would not have met most of the basic project objectives, including reducing fatalities, reducing conflicts between different modes of transportation, and providing a protected bicycle facility on Market Street.

I would urge reconsidering Mission Street as the priority route for cyclists – but relying on class II/class III bike lanes, which could overlap with transit lanes. This would not require re-routing transit, nor removing loading spaces.

The proposed project's basic bad idea – restricting private-vehicle access to San Francisco's principal street – is motivated by the tiny-minded, unfounded notion that icky cars must be removed from Market St. for the alleged benefit of saintly cyclists.

Here's the flaw in this notion, from my perspective as a daily bicycle commuter: Even if you removed every car from Market St. – including taxis – I'd still far prefer to bike on any parallel street. And so would any other sensible, intelligent cyclist. Senseless or stupid cyclists don't count – and Market St. should not be distorted on their behalf.

Market St. would still be a forbidding place to bicycle because of extensive diesel bus and truck traffic (meaning poor local air quality); physical barriers to left turns (streetcar tracks notoriously catch bike tires); and conflicts with heavy pedestrian traffic at intersections and mid-blocks. (And because this project unfortunately proposes sidewalk-level bike lanes – instead of true Copenhagen-style lanes, at an intermediate level between the sidewalk and the street – conflicts between fast-moving cyclists and straying pedestrians will likely get worse.)

The proposed project obliges a small, vocal faction of cyclists who've gained outsized influence with City government, and who insist on claiming Market St. from the icky cars. This is childish identity politics. Most people who commute by bikes just want to ride our bikes in safety and convenience. We'd be much better off on Mission St. – or on any of several other streets that parallel to, or tangent from, Market St.

Instead of wrecking Market St.'s economy and vitality, planners should be focusing on providing basic amenities (like un-rutted pavement) on these alternative routes. And on encouraging cyclists to use them.

Thank you for considering these comments on the DEIR.

Respectfully yours,
Michael Katz
116 New Montgomery St., Suite 200, San Francisco 94105

I-KATZ-7
AL-5

I-KATZ-8
ME-6

I-KATZ-9
AQ-2

I-KATZ-10
TR-4

I-KATZ-11
ME-2

Thomas, Christopher (CPC)

From: DPW, BetterMarketStreet, (DPW)
Sent: Friday, March 15, 2019 4:06 PM
To: Thomas, Christopher (CPC)
Subject: FW:

From: Art Khristie <ajcmodel@gmail.com>
Sent: Wednesday, March 13, 2019 3:03 PM
To: DPW, BetterMarketStreet, (DPW) <bettermarketstreet@sfdpw.org>
Subject:

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Here is a radical idea fix the good damn streets and stop worrying about the impact on the environment. Because the economic impact is much more relavent to the people of SF.
I drive for a shuttle company and my customers complain about the city streets and oelverall look of the city in general.
Thanks

I-KHRISTIE-1
ME-3

Thomas, Christopher (CPC)

From: DPW, BetterMarketStreet, (DPW)
Sent: Tuesday, April 02, 2019 5:16 PM
To: Thomas, Christopher (CPC)
Cc: Olea, Cristina (DPW)
Subject: FW:

FYI.

From: nimrod94133@yahoo.com <nimrod94133@yahoo.com>
Sent: Monday, April 01, 2019 11:15 PM
To: DPW, BetterMarketStreet, (DPW) <bettermarketstreet@sfdpw.org>
Subject:

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I am sick of you people making this city worse and worse for a handful of selfish bicyclists. This city needs better traffic and fewer bicycles. You don't seem to care at all about the tens of thousands of residents who drive in this city every day – the people who make this city actually work for all the people who won't work. You have already destroyed Valencia Street and Van Ness Avenue with this idiocy, and I intend to do all I can to keep you from destroying the rest of the city.

I-KOHN-1
ME-2

--bobkohn

Thomas, Christopher (CPC)

From: Magocsy, Mary (DPH)
Sent: Wednesday, March 13, 2019 4:42 PM
To: Thomas, Christopher (CPC)
Subject: Traffic with Market St project

Christopher,

I just read about the plans for Market St. I work with the emergency 911 ambulances for SF. They regularly complain it's difficult to get through the city traffic as it stands today. The current construction on Van Ness has contributed to gridlock around the Van Ness corridor. I don't think it's a wise idea to start closing Market St while the Van Ness project is still underway since that will add to gridlock in both the Van Ness/Market corridors.

<https://www.sfgate.com/bayarea/article/better-market-street-sf-environment-plan-car-13685936.php#photo-7984607>

Mary Magocsy, RN

Mary Magocsy, RN, MBA
San Francisco EMS Agency
90 Van Ness
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I-MAGOCYSY-1
TR-2

Thomas, Christopher (CPC)

From: nick majeski <nickallthetime@yahoo.com>
Sent: Friday, March 15, 2019 3:21 PM
To: Thomas, Christopher (CPC)
Subject: Market St Public Comment

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Hi

Regarding the market street makeover, the articles i've read said there's been community and stakeholder input, but I work in the Civic Center, use Market Street all the time with rideshare, public transportation and on foot and never once did I see any sort of outreach. No newspaper articles, social media campaign, bus shelter ads, nothing. Plus, what "community" provided input? Market goes through lots of neighborhoods that have tons of businesses but not many homes. And who asked for the makeover? This is like the Civic Center realm plan that just magically came about without any input from those working in the area and a handful of city planners who probably don't even live in the City let alone the Civic Center, deciding on what will make things look "pretty." Market Street is a citywide asset, not just a Soma/Tenderloin/Waterfront/FiDi issue, and something this significant, which will cause HUGE problems for all the streets that run along Market, should be more of a topic decided on by the voters. I'm all for less cars, but I feel like this is a solution in a search of a problem.

I-MAJESKI-1
GE-1

I-MAJESKI-2
ME-2

-Nicholas A

BETTER MARKET STREET RENEWAL, D-EIR RESPONSE

SUBMITTED TO: CHRISTOPHER THOMAS, SAN FRANCISCO PLANNING

Via email: christopher.thomas@sfgov.org

April 15, 2019

Re: Proposed changes to Market Street traffic configurations, flow and access as described in the Better Market Street, Western Variant D-EIR, Octavia Street to 300' East of Hayes and Market Street intersection, and resulting impact on businesses and residents between Octavia and Van Ness Avenue.

The Better Market Street, Western Variant as described in the D-EIR proposes substantial changes in the traffic flow and access to the section of Market Street between Octavia and Van Ness Avenue.

The proposed changes include:

No right turn from Southbound Van Ness onto Market St. preventing access for continuing westbound traffic on Market St.

Southbound traffic on Van Ness would be re-routed before Market Street to Gough Street as access to continuing West on Market.

Westbound Market Street traffic travelling via Gough Street, would be directed to left turn lanes onto Paige Street, and then a right turn onto Market Street to continue westbound on Market Street, or directed to right turn lanes off Gough Street to continue westbound on Market Street.

Eastbound traffic on Market Street would be re-routed, to southbound 12th Street, and no traffic allowed beyond 12th Street.

Eastbound traffic on Market Street would continue to be allowed left turns onto Franklin Street.

Westbound traffic on Market Street will be diverted at Hayes Street and not allowed to continue Westbound beyond this intersection.

Current traffic patterns allow westbound traffic beyond the Hayes Street/Market Street intersection, Van Ness Avenue right turns onto Market Street for westbound traffic, providing access to the commercial businesses, i.e. restaurants, bookstores, hotels, motels, retail stores and residences between Van Ness Avenue and Octavia.

I-MALEY-1
ME-3

The Better Market Street’s Western Variant’s, proposed changes to traffic configurations detailed in the D-EIR do NOT adequately address mitigation of the potential impact on businesses and residents of Market Street between Van Ness Avenue and Octavia Streets within the Western Variant.

Market Street businesses and residents between Van Ness Avenue and Octavia Street rely on the current flow of traffic destined to these enterprises, and has been the access patterns customers/visitors have become accustomed to for decades.

The proposed changes described in the Better Market Street Western Variant, would dramatically alter flow patterns, inhibiting the current access between Van Ness Avenue and Octavia Street, severely impacting the local businesses and residents.

The majority of the businesses and residences in these blocks have been in place for decades, some more than 40 years, and have evolved a loyal following of customers and visitors.

Although the BMS Western Variant’s proposed traffic flow changes will not completely prevent traffic access to this section of Market Street, the changes will require a substantial effort to re-educate the public on accessing the businesses and residences in this section of the Western Variant.

RECOMMENDATIONS:

In advance (immediately as feasible) of the construction, implementing the proposed changes in the Western Variant, whatever the final changes may ultimately be, we strongly suggest the project’s sponsoring City agencies and departments, confer with the affected businesses and residences to discuss implementation of new directional signage, a public ‘re-education’ campaign about the upcoming changes in traffic access and flow within the Western Variant.

Respectfully submitted,

Jonathan Rachman Design
Zuni Café
Belloccio
Bedroom and More

McRoskey Mattress Co
Antiquario Books
The Green Arcade
Percent LLC

Please direct response and requests for individual contact information to:

Ken Maley
415-956-1069
mediacons1@aol.com

I-MALEY-1
ME-3
cont.

Thomas, Christopher (CPC)

From: jacqueline mauro <jacqueline.amauro@gmail.com>
Sent: Wednesday, April 10, 2019 12:24 PM
To: Thomas, Christopher (CPC)
Subject: blocking off market -- in favor!

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Saw a post on nextdoor telling people to email you to say they don't want market blocked to cars, so figured I'd put my two cents in the other direction. I think it's great! I'm honestly in favor of taking cars off of every road possible, so you'll always have my support in these endeavors.

I-MAURO-1
ME-1

--
Jacqueline A. Mauro
Postdoctoral fellow
iSchool, UC Berkeley

Thomas, Christopher (CPC)

From: Patrick McCreary <plmccreary@gmail.com>
Sent: Wednesday, March 13, 2019 8:46 PM
To: Thomas, Christopher (CPC)
Subject: Better Market Street Draft EIR Comment

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Christopher,

I'm writing to share my comments for the Better Market Street Draft EIR.

The draft EIR has omitted a study of potential pedestrian-bicyclist conflicts by re-locating bike lanes to the sidewalk elevation without a continuous separation. The study does not account that on average bikes are traveling much faster in the City. Bikes are traveling much faster because of the wide adoption of electric motorized bikes. Re-locating bikes to the sidewalk elevation will result in much more accidents.

I hope the study can review this conflict and design changes will be adopted.

Regards,

Patrick McCreary

I-MCCREARY-1
TR-4

Thomas, Christopher (CPC)

From: Alex Medel <mmedel21@gmail.com>
Sent: Monday, April 15, 2019 12:00 PM
To: Thomas, Christopher (CPC)
Subject: Better Market Street Improvement Project

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Please put more 4 way crossing intersections on market street, especially one on 5th and market. The 30 Stockton bus turn there is a hazard for both the bus driver and pedestrians crossing.

I-MEDEL-1
GNE-2

Thanks!

BETTER MARKET STREET DRAFT EIR COMMENTS

By Carl Natvig

2240 Larkin St. #102

San Francisco CA 94109

April 15, 2019

I was a planner at Muni from 1976 to 2012 and attended around 300 transit priority planning meetings with Traffic Engineering, City Planning, police, fire, and Muni Planning and Muni Operations staff. I also attended another 300 or so internal Muni staff meetings with planning, operations, schedules, and public communications staff where transit priority, and other operations and safety issues were discussed. Also, I attended around 250 trolley overhead wire planning and design meetings. These include nearly all of the meetings where Market Street planning and operations were discussed. I was a co-recipient of the 1986 MTC Grand Award for my part in developing and implementing the Market Street Transit Thoroughfare Project.

I-NATVIG-1
GNE-1

It is my opinion, based on my experience with the planning and implementation of the Market Street operating system including the overhead wire system, that the Better Market Street proposal would substantially degrade transit speed, reliability, and safety. These impacts would in turn reduce patronage and revenue, increase unnecessary stops, wear and tear on equipment, power and fuel consumption and collision damage to equipment. These factors together would consequently increase the use of motor vehicles, further increasing air pollution and injuries to pedestrians and bicyclists, adding to the adverse environmental impacts of the project.

I-NATVIG-2
TR-3

I-NATVIG-3
AQ-2

I-NATVIG-4
TR-4

It is also my opinion that the Market Street Transit Thoroughfare Project that was implemented in 1985 and operated from 1985 to 1989 and from 2003 to 2007 would be a superior and reasonable alternative, especially with minor modifications, that was not studied as discussed below.

I-NATVIG-5
AL3

I believe that the following facts and analysis fully support these conclusions:



DISCUSSION:

The “Market Street Transit Thoroughfare Project” implemented in 1985 grew out of the need to complete the Market Street Beautification Project” once the J, K, L, M, and N streetcar lines were moved into the new Muni Metro subway and from the existence of the new Transit First policy of 1973.

Prior to 1985, all of the bus lines now on Market operated only in the curb lanes with the exception of the Geary lines inbound from 3rd to 1st. The result was chaotic with 3 and 4 buses attempting to load passengers at stops at once. Since there were a dozen or so different lines, patrons were constantly running back and forth trying to board their buses. There was no attempt to synchronize signals for transit even though the 1973 Transit First policy (Board of Supervisors Resolution 218-73) stated that “Municipal Railway vehicles and the vehicles of other transit systems will be given priority over all other uses, except for fire, police, or safety purposes, on designated "transit streets; and be it FURTHER RESOLVED, That all City agencies, In resolving conflicts between public transit and other uses of City streets, are hereby directed to resolve in favor of public transit; and be it FURTHER RESOLVED, the Department of City Planning, Public Utilities Commission in cooperation with the Department of Public Works, Is hereby requested to develop a complete system of transit preferential streets, to be completed within months of this date; And be it FURTHER RESOLVED, That the Department of City Planning and the Department of Public Works shall include in this plan the following method of expediting transit service on the designated streets: Synchronization of traffic signals to the speed of transit vehicles rather than automobiles, and “

Implementation of the Transit First Policy was under the purview of the Transit Preferential Streets committee, later re-titled Downtown Streets Management committee around 1990, consisting of staff representatives from Muni operations and planning, Traffic Engineering then part of DPW, City Planning, the Police Department, and the Fire Department as needed. Discussion of a revised plan of what to do with Muni on Market after the streetcar lines were moved into the Muni Metro subway began around 1978. Consultants were hired around 1980 to prepare studies for a Muni operating plan and a plan for the reconstruction of the overhead trolley wire system and support poles in conjunction with the operating plan.



The traffic engineers contended that it was not possible to synchronize signals for transit due to the excessive variability in loading time. When later measured on Van Ness and on Market, the standard deviation in loading time was found to be about 6 seconds which means that over 95% of stops for passengers would fall within the length of the 30 seconds of the green and yellow phases, i.e. plus or minus 2 standard deviations.

(There are three basic components to traffic signal timing: cycle length, phase splits, and off-sets. The cycle length is the time from the beginning of the green light to the beginning of the next green light at an intersection. Phase splits refer to the number of seconds allocated to each green, yellow, and red phase for each direction of travel including sub-phases for left turns and pedestrians, etc. at an intersection. Off-sets refer to the time from the beginning of green at one intersection to the beginning of green at the next intersection down the street. In order for signals to be synchronized on a street with a series of intersections with signals, the signals have to be on the same cycle length.)

Since the numbered intersections between 1st and 8th on Market are evenly spaced at 907 feet, that the travel time from stop to stop including 25 seconds of travel, 10 to 15 seconds net for acceleration, deceleration, and 15 to 20 seconds for loading would be just under 60 seconds, if the stops were then at the numbered intersection, if the lights are all on the same cycle length, i.e. 60 seconds, if they turn green at the same time, and if the in-between intersections, i.e. Sansome, Montgomery outbound, 2nd inbound, Grant, Powel, Mason, Jones, and U.N. Plaza, turn green a few seconds later, then a transit vehicle could move up one stop per minute in either direction, get a green light just as it finishes loading, and almost never get a red light at the in-between intersections.

There are two intersections and 1075 feet between Main and 1st Street which now allows for delay-free timing in the in-bound direction, but with a signal delay at Fremont outbound; though, if the green phases at Beale and at Fremont were lengthened to 27 seconds, signals could be timed for delay-free operation in both directions at the same time. The distance from 8th to 9th is only 632 feet resulting in a travel time including stopping and loading of only 50 seconds which would result in a minor delay if 8th and 9th turned green at the same time on a 60 second cycle .

In 1985, the signal systems on Van Ness and on Market from Main to Van Ness were on a 60 second cycle, and the signals from 9th to Van Ness could be synchronized with Market east of 9th. After the Loma Prieta earthquake, those signals were put on a 75 second cycle off-peak and 90 seconds peak to allow for a longer green split for auto traffic on Van Ness and 10th to compensate for the removal of part of the Central Freeway. Even so, the signal at 9th (with the cycle lengths changed to 75 and 90 seconds).



and at 10th and Market could be synchronized with Market and Van Ness for transit in both directions at the same time, but are not

As an additional refinement, the system implemented in 1985, included a 3 second stagger from numbered intersection to numbered intersection outbound which allowed for 63 seconds of travel time from stop to stop outbound and 57 seconds inbound to allow for longer loading times outbound as well as reducing the chance of too many electric trolley buses starting at the same time and tripping a circuit breaker.

Since 90 buses per hour in a single lane results in frequent bunching of 3 or 4 buses at stops and delays in loading which would in turn cause buses to miss green lights even if the lights were optimally synchronized for transit, 4-lane operation was deemed to be absolutely necessary. Four-lane operation also meant that there were rarely more than two buses at a stop at once, sparing transit patrons a lot of aggravation.

An essential feature of this system was that since autos accelerate much faster than transit vehicles, then an auto leaving an island ahead of a transit vehicle could reach the next island before the end of the green phase, pass through the numbered intersection, leave any following transit vehicles behind loading at the nearside stop, and continue down the street until it catches up to the next transit vehicle down the street. Since it would not be possible to overtake and pass any transit vehicle, the auto would then just follow the transit vehicle down the street. This principle also applied to autos turning onto Market in front of transit vehicles.

The 1985 system worked quite well except for two problems. Not all of the time savings were removed from the schedules resulting in the Muni drivers sitting through green lights to avoid running ahead of schedule. Also, back-ups from the Bay Bridge onto 1st St. and sometimes Beale or 4th blocked Market from time to time, especially on Fridays. Continued construction on individual blocks sequentially on Market to complete the reconstruction of the roadway, granite curbs, and the overhead wire also made it difficult to remove the excess time from the schedules between 1985 and early 1989.

Later in 1989, instead of removing the excess running time from the schedules, the green phases for Market St. were shortened in order to increase the green phases on the cross streets. This was done by Traffic Engineering in 1989 in response to the removal of the Embarcadero freeway after the Loma Prieta earthquake to accommodate the displaced autos now crossing Market on the surface. The result was that transit vehicles were blocked from loading at the islands since the autos no longer had time to

pass the islands at the numbered intersection at the end of the green phases. The Transit vehicle would arrive at the islands at the beginning of the red phases, be blocked from loading by a queue of autos, sit through the red phase doing nothing, move-up on the next green phase, load during the shortened green phase, and then sit through another red phase. The transit vehicles were switched from leading queues of autos up and down Market to following the queues.

This change was not necessary since the additional traffic backups on the streets crossing Market were not that great, notwithstanding it greatly inconvenienced about 10% of Muni's total riders mainly to reduce inconvenience to non-residents commuting by auto into the City.

The green phases were restored in about 2003, and the system worked traffic-signal delay-free until 2007 when the traffic engineers began gradually undoing the transit-optimized synchronization. The traffic engineers have provided no explanation for the changes which now cause red light after red light for transit riders.

The signal timings which were in place from 2003 to 2007 which were a slightly modified version of the 1985 system should work very well for both bikes and transit vehicles, especially if the curb stops were moved up next to the islands.

"BETTER" MARKET FATAL FLAWS:

--- Since the same number of passengers need to load in total, regardless of the number of stops, removing a stop saves only 15 seconds for 40-foot buses and 20 seconds for 60-foot buses. Deceleration and acceleration add 10 seconds for a 40-foot bus, 15 seconds for a 60-foot articulated bus, while the first passenger loading adds about 5 seconds more. Otherwise, each passenger takes about 1.7 seconds. The remaining total loading time is then 1.7 seconds times the number of passengers loading regardless of the number of stops.

I-NATVIG-5
AL3
cont

I-NATVIG-6
TR-3

Since signals cannot be synchronized for both non-stopping buses and stopping buses on the same block, having both local service and rapid, i.e. limited stop, service must result in more red lights for either the local or the limited or both. Since red lights last from zero to 30 seconds, the added red lights resulting from sub-optimal stop spacing and consequent sub-optimal signal synchronization from having both local and limited stops, would roughly cancel the 15 to 20 second time savings per stop from eliminating the local stops to implement the “rapid”, limited-stop service.

I-NATVIG-6
TR-3
cont

--- The longer stop spacing increases the average walking time to the islands which further cancels the total travel savings for limited stop service.

I-NATVIG-7
ME-8

--- Pre-empts cannot work with frequent service. Transit vehicles end-up pre-empting each other. Actually, pre-emption for transit cannot work well even on light lines since full pre-emption would result in disruption of the auto-oriented signal progressions of the signals from intersection to intersection defeating the purpose of the pre-empts which is to preserve signal timing progressions for autos. For these reasons, pre-emption is limited by the SFMTA to extending the green phases about one-sixth of a cycle, i.e. 10 to 15 seconds. In other words, the pre-empts are limited to being activated only one sixth of the time or one third of the red-light time resulting in eliminating only less than one half of red delay (one third of the red phase plus reducing the probability of encountering the delayed red light).

Since most transit routes are on major arteries, the green phases for cross-streets are set at the minimum for pedestrians which means that a red light on the transit street following a pre-emption cannot be shortened in order to restore the signal progression. Instead, the following green phase on the transit street is shortened. This also usually means that the shortening of the following green phases for the transit street must be spread over several signal cycles. Also, the red phase on the transit street cannot be shortened without cutting off the pedestrian count-down for the cross street. Theoretically, one might postulate that the end of a red phase might be advanced by shortening the preceding green phase on the transit street. However, this would require detecting the arrival time of an approaching transit vehicle a couple of cycles in advance, i.e. one or two stops for the transit vehicle in advance with pin point accuracy, without interfering with other transit vehicles moving in either direction along the street, a highly problematical proposition. The traffic engineers have been trying to make signal pre-emption work in San Francisco for over 20 years with little success, but with an investment of about \$20 million for fiber optic cables interconnecting the traffic signal system for central office control. The primary purpose of the central computer control system was actually to minimize delay to auto drivers.

I-NATVIG-8
TR-3

In 1985, it took about 3 days to work out the bugs in the Market Street transit-optimized system which used only signal synchronization and eliminated over 90% of red-light delay to transit from Main to Van Ness.

I-NATVIG-8
TR-3
cont.

--- Since the Better Market proposal introduces uneven island and curb stop spacing, it would not be possible to synchronize signals for red-light delay-free operation in both directions at the same time for even the limiteds. It would only be possible to synchronize signals for one of the four lanes at a time instead of all 4 lanes as with the Transit Thoroughfare system.

--- Moving stops away from the numbered streets means that the many patrons walking south of Market would have to walk further, further cancelling any other time savings for them.

--- The “better” Market Street proposal calls for removing the island stops where about one quarter of F-line patrons board. Since half of transit patrons generally walk less than 1/8 mile to transit stops and a substantial portion of F-line patrons are tourists and unfamiliar with Muni, this stop reduction could cause a loss of patronage of up to 25% for the F-line.

--- One justification for eliminating some of the islands is that they are not accessible to wheelchairs, and it is not possible to make them accessible. Removing them does not make them accessible. Rather, it should be possible to make the narrow islands adjacent to the BART entrances accessible by extending the islands upstream, narrowing the sidewalk a bit, and widening the island at that point. Also, not all handicapped people are in wheelchairs; spreading the stops further apart would force people who have difficulty walking to walk further.

I-NATVIG-9
ME-2

--- Splitting several of the routes into limiteds and locals, placing the limited stop buses at the reduced number of island stops and then relocating the local cohort of the routes now in the center lanes to the curb lanes would increase the number of routes loading at the curb stops, thereby, reinstating the pre-1985 loading chaos and increasing the confusion and aggravation of patrons trying to find their bus from an increased number of routes trying to load at the same time and at the same stop.

Also, patrons would be further aggravated by not having stops where both local and limiteds board.

--- The plan calls for moving the center lines of the two tracks from 10.5 feet to 11.0 feet by ripping out the track which should otherwise be good for another 70 years and installing new track at great expense. The 11-foot spacing requirement was apparently introduced in the 1970's by the California PUC at a time when the only street railway in operation in California was the Muni which used 10.5 foot spacing, a mystery. Because of the narrowness of the traffic lanes adjacent to the BART entrances, doing this would make it impossible to continue to have islands at New Montgomery inbound, 4th inbound and outbound, 5th inbound, 7th inbound, and 8th outbound. Relocating any of the islands would essentially make it impossible to ever synchronize the signals for delay-free operation ever again.

I-NATVIG-10
TR-3

--- Many of the curb stops are proposed to be located far-side of the numbered intersections. Combining this unsynchronizable signals system with farside stops means that many buses will have to stop twice at these intersections, once for the red traffic light and then across the street at the farside curb-stop. The 1985 Transit Thoroughfare Project eliminated close to 100% of non-productive, i.e. non-loading, stops at red lights from 1985 to 1989 between Main and Van Ness and from 2003 to 2007 between Main and 9th. Even though the curb stops were located a few hundred feet behind the stop lines at the islands, since the signals were synchronized fairly precisely for transit, the drivers could easily avoid having to stop for the lights at the numbered streets.

--- It is difficult to fathom the net advantages of the bike proposals for bicyclists. The plan calls for narrowing the curb lane, widening the sidewalk, narrowing the pedestrian area, and placing the bike lane at pedestrian level. The problems include competition with pedestrians, reduction of the pedestrian area, dipping of the bikeway at the truck loading zones, cutting the truck loading zones into the pedestrian right-of-way, weaving the bikeway at the curb lane, mid-block loading islands and BART entrances, squeezing of the bikeway at the BART entrances, the hazard of bikes dropping off the bikeway into the curb lane in-front of autos, possible collision with BART entrance parapets, and the possible launching of bikers down the BART staircases at 5th and New Montgomery inbound and 4th outbound. In addition, the mid-block boarding islands proposed to serve the curb-lane buses with bike lanes located between the islands and the curbs would tend to create the attractive nuisance of pedestrians walking to the islands into the path of bike riders. The raised bike lane proposal does not appear to do anything to improve safety for bikes at intersections where most of the threats to bicyclist would appear to exist.

I-NATVIG-11
TR-4

It seems that it is more likely that retention of the existing very wide 14.5 foot curb lane and converting them to combined bike-transit lanes (except for right turns) and moving the curb bus stops adjacent to the nearside islands in combination with transit-favorable/bike-favorable signal synchronization would be safer for bikes than the "Better Market" proposals. Also, more enforcement against reckless driving would be more effective and could be implemented immediately.

I-NATVIG-12
AL-4

--- Traffic Engineering is currently moving cycle lengths longer to 75 seconds or longer. As discussed above, a cycle length of 60 seconds on Market is optimal for transit.

A walking speed of 3 feet per second, recommended by the California Manual on Uniform Traffic Control Devices, referenced in the Traffic Signal Operations Manual, February 2017, would allow one to cross a 90-foot street curb to curb in 30 seconds. The MUTCD also recommends a minimum of 4 seconds of walk plus 3.5 feet per second walking speed for the flashing red hand plus 3 seconds of red hand which corresponds to 91 feet for 30 seconds of green and yellow, 3.5 ft./sec. times 26 seconds. If your bulb-out the curbs at the crosswalks, then it would be more like 106 feet. A 60 second cycle length would allow for 30seconds of green and yellow, or 30 seconds of walk and flashing don't walk with a countdown, in each direction.

The purpose of employing longer cycle lengths has been and still appears to be to increase automobile capacity by giving a greater percentage of the green time to the main direction of travel and the minimum possible time to the lesser cross streets such as along Van Ness, Geary, 19th Avenue, etc. With a 90 second cycle length, one can give 30 seconds of green and yellow to the cross streets and 60 seconds to the main street instead of 30-30, 50%-50%.

Since Market Street is 50 feet wide west of Stuart to 8th, 66 feet to 12th, and, as I recall it, 88feet to about Laguna, an 90 feet to Castro, a 60 second cycle with a 30-30 split should be safe enough, especially with bulbs or islands in line with parking with protected bike lanes at the crosswalks west of 12th. However, since Van Ness is part of Highway 101 and the number of lanes has been reduced for the BRT, reducing the cycle back to 60 seconds, as it was until the early 1990's, is unlikely. Regardless, timings more favorable to transit rather than the auto west of 8th on a 75 or 90 second cycle appear to be feasible.

The only exception on Market east of 9th appears to be the crosswalk on the north side of Market parallel to Market at Drumm. The distance is about 93 feet. The 3 feet per second standard could be accommodated by using 31 seconds for market and 29 seconds for Main. My records show that it was 22 seconds for Market in 1985. It should be noted that the conflicting auto movements from southbound Drumm or northbound Main take about 2 seconds to reach the Market north crosswalk which suggests that the walk plus flashing don't walk phase could be set at 29 seconds.

The problem at present is due to the need to provide more time for Main for the large number of buses exiting the temporary Transbay Bus Terminal and turning left off Main onto Market. Since these buses will hopefully be rerouted onto Fremont in the near future, it should be possible to solve this problem then by providing 31 seconds of green and yellow for Market and 29 seconds for crossing Market. Since Market is 50 feet wide, theoretically the crossing time for pedestrians could be reduced all the way down to 18 seconds.

The basic technique for synchronizing signals for red-light, delay-free transit operation in both directions at the same time is to set the cycle length equal to the travel time from stop to stop, have the lights turn green at the same time at the transit stops, have the stops at the stopping intersections either both nearside or both farside, but preferably nearside, having the stops equally spaced, and having the lights at the intersections in-between the stops turn green a few seconds later equal to the travel time at a constant 25 mph to the nearest intersection with a bus stop. Any deviation from setting the cycle length equal to the average travel time from stop to stop will cause red light delays in one direction or the other or both directions. A green wave on Market for transit with a cycle length longer than 60 seconds could only be done for one direction at a time and would result in long waits at stops for transit in the reverse peak direction. The delay would total about an additional 4 minutes from 8th to Spear in the reverse direction using a 75 seconds cycle for example. Such a peak direction green wave would also cause red lights for bicyclists at the transit stops in the reverse peak direction instead of none in both directions at 10 mph.

Since only about 25% of trips made to the downtown are made by auto in contrast to about 90% of trips in the Bay Area, and since the downtown streets are very congested, it makes no sense to try to increase capacity for autos and encourage driving while slowing transit, and consequently reducing patrons and revenue while increasing operating costs for transit. Increasing autos in the downtown also increases the rapidity with which back-ups spread throughout the downtown whenever there is an accident or a blockage. Moreover, decreasing transit use and increasing auto traffic increases risk to bikers and pedestrians. Longer red lights tend to increase delays for pedestrians and consequently encourage dangerous jay-walking.

Since a 60 second cycle allows for bi-directional timing with minimum red-light delay in both directions, the cycle lengths should be restored to 60 seconds east of Van Ness throughout including Soma since the streets in Soma are 52 to 62 feet wide. The signal at 9th should be synchronized with the signals at 10th and at Van Ness to prevent unnecessary stops at 10th outbound since transit vehicles must stop outbound at 9th and inbound at 8th anyway.



--- Pedestrian leading walk signal. Traffic Engineering has been experimenting with giving pedestrians an advance walk signal preceding the green signal. This subtracts green time from the green phases. With transit optimal signal timing on Market, the green phase must be at least 27 seconds in order to clear-out autos at the islands ahead of the approaching transit vehicles. Since most of the streets crossing Market also have transit, shortening the green phases for the cross streets would likely be a problem, as well. However, since the crosswalks at the Market Street intersections are very wide, the pedestrians already get a head-start. An even greater head-start can be provided by moving the stop line in the curb lane further upstream. Regardless, when the transit optimal signal system was in operation, most, if not all, autos arrived at the numbered intersections at the end of the green phases when the pedestrians had already gotten a head-start. Installing advanced pedestrian walk phases along Market is, therefore, clearly redundant and unnecessary.

I-NATVIG-13
TR-3
cont.

REASONABLE ALTERNATIVE RECOMMENDATIONS:

--Reinstate the "Transit First" signal timings in place from 2003 to 2007 which was slightly improved from the 1985 to 1989 system. Make sure that the green phases for Market are at least 27 seconds.

--Convert the curb lanes from UN Plaza inbound and to Hayes outbound to joint bike and transit lanes. This should also include mandatory right turn in the curb lanes for general traffic for 200 to 300 feet where right turns are possible.

--The curb transit stops should be moved to a position as close to the head of the islands as possible. Since the one-minute travel time from stop to stop corresponds to an average speed of 10 mph, this would work well for bikes. A bicyclist waiting behind a curb-lane bus loading next to an island would be able to catch up to the curb-lane bus at the next curb stop just as the light turns green resulting in bikes not having to stop at all.

Leap-frogging of bikes by transit vehicles and other vehicles would be almost eliminated, occurring mostly only when the 5-Fulton or the 38-Geary pulls onto Market inbound or when a bike turns onto Market and then only when there is a transit vehicle waiting at a red light at the same intersection in the curb lane.

--Remove the excess time, "air", from the schedules.

I-NATVIG-14
AL-3

--Prevent auto back-ups on 1st St., and on Beale, and on New Montgomery from blocking the box at Market.

--Install outside loud speakers on the historic trolleys to inform tourists, waiting at the inbound stops, of the various tourist destinations of the car to speed loading and reduce delays to following transit vehicles.

--Make the block between Folsom and Harrison on 1st St. into the HOV route. Make Bryant and Sterling the main route for general traffic onto the lower deck of the bridge. Have lane 5 on the lower deck start at Sterling. Have lane 1 begin at Essex with lanes 2, 3, and 4 feeding from Interstate 80. Currently, 1st and Essex feed into lanes 1 and 2 and Interstate 80 feeds into lanes 3, 4, and 5 with the HOV lane on Sterling having to merge into lane 5. These changes would relocate the queue on 1st Street to Embarcadero-Bryant-Sterling or Main-Bryant-Sterling rather than blocking one third of Muni's service at Mission and at Market along 1st.

--- Separate the stop relocation, rail reconstruction, and bike treatments from the major capital portions of the project. This would allow other essential capital refurbishments and most of the expenditure plans to go forward.

--- Banning autos from driving on Market east of 8th St. would be a further benefit for both transit and bikes. Taxis and deliveries would have to be exempted. However, banning taxies and delivery vehicles from the curb lanes except when loading should be required. Banning non-transit vehicles from driving in the curb lane should reduce the hazard to bikes and buses from taxis and delivery vehicle loading at the curb. Regardless, restoring the transit-optimal signal timing would result in nearly all non-transit vehicles on Market queuing behind the transit vehicles as they travel down Market street without blocking transit at the islands, as was the case from 1985 to 1989 and 2003 to 2007, even when there were no transit lanes.

IMPLEMENTATION

Reinstating transit first synchronization would take a few weeks.



Placing the curb stops next to the islands would take a few months.

Removing the air from the schedules would take 3 to 4 months.

Implementing the curb transit/bike lanes would take about 6 months.

Making Sterling the 5th lane on the bridge and making 1st St. the HOV route would take about 6 months.

Adding outside loud speakers to the historic trolleys would take about a year.

The costs of these improvements would be trivial.

I-NATVIG-14
AL-3
cont.

EXTRAORDINARY BENEFITS:

The results of implementing these recommendations would be:

--Travel time for transit and bikes from Main to Van Ness in either direction would be about 12 minutes instead of 16 to 20 minutes.

--Elimination of most in-motion conflicts between bikes and motor vehicles and most likely elimination of most accidents. When the 4-lane system and transit optimal signal timing were implemented in 1985, accidents between transit and other vehicles and pedestrians both dropped by 41%.

--Retention of a classic transit priority project that should have been a model for the rest of the Muni system and should be in the immediate future. If transit-optimal signal synchronization were applied to



the rest of the Muni, especially if combined with nearside loading bulbs or nearside loading islands, the average speed of Muni would increase by approximately 5%, the equivalent of adding roughly \$35 million to the Muni budget, almost for free.

CONCLUSIONS

The optimal plan is very simple: one stop, one cycle
, one minute.

Restoring the transit optimal signal timing, moving the curb stops up next to the islands, making the curb lane a bike/transit lane, and taking the “air” out of the schedules has to be the lowest hanging fruit imaginable.

- Carl Natvig

Thomas, Christopher (CPC)

From: Susan Nawbary <snawbary@gmail.com>
Sent: Friday, March 15, 2019 10:03 PM
To: Thomas, Christopher (CPC)
Subject: Market St bike lanes

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I hope the bike lanes are separated from the sidewalk. I don't want pedestrians wandering into the bike lane aimlessly and cyclists weaving through pedestrians on the sidewalk.

I-NAWBARY-1
TR-4

Thanks!

Sent from my iPhone

Thomas, Christopher (CPC)

From: Nick <10nicksmith@gmail.com>
Sent: Tuesday, April 09, 2019 8:58 PM
To: Thomas, Christopher (CPC)
Subject: Comment on Better Market Street EIR

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Evidence shows that protected bicycle facilities induce mode shift to biking (e.g: <https://www.tandfonline.com/doi/abs/10.1080/15568318.2016.1249443>) and a resulting drop in VMT/emissions. This shift has been found to be related to the improved perception of safety. The proposed project includes a significant increase in protected biking facilities, however, any proposed protection drops for inbound bicyclists at one of the busiest and largest intersections in the project area - Market and Van Ness. The proposed design is no different than existing conditions, with bicyclists and motorists forced to move across each others' path of travel at speed across a wide intersection. As both real and perceived danger to bicyclists corresponds directly to vehicle speeds and exposure to vehicles, this is an inherently unsafe design. The real and perceived safety of a bicycle facility is only as strong as its "weakest link", so the proposed unprotected project design at Market and Van Ness will reduce the amount of mode shift to biking when compared with the Western Variant. The Western Variant would provide a far greater degree of protection as well as real and perceived safety. It would, therefore, result in increased mode shift when compared with the proposed project alone. The EIR should note this potential for increased mode shift, as well as the VMT reduction, emissions reduction, congestion reduction, and safety improvements that would be associated with that mode shift.

I-NICK-1
ME-4

Thomas, Christopher (CPC)

From: Hunter Oatman-Stanford <hoatmanstanford@gmail.com>
Sent: Friday, April 05, 2019 5:17 PM
To: Thomas, Christopher (CPC)
Subject: Re: comments on Market St EIR

Hi Christopher,

Here's my comment on the Better Market Street Draft EIR:

I strongly support this project to improve Market Street and make it more friendly to people walking, biking, or taking transit.

As our supervisors declare a climate emergency and we plan to add thousands more housing units to the central city to accommodate jobs and avoid sprawl, Market Street will become an even more important backbone for our city. For too long, it has been unattractive and unfriendly for pedestrians, and clogged with private vehicles and dangerous ridehail drivers. I do have some concerns that the plan's intersections are still not adopting safe enough standards for people on foot or on bike (ie. protected intersections as is the norm in major European cities), but overall it is a definite improvement.

I-OATMAN-STANFORD
-1
ME-1

I urge the Planning Dept to approve the document and speed the construction of Better Market Street ASAP. The more delays, the more people who will be harmed (and even killed) by Market Street's unsafe conditions today.

thanks,
Hunter Oatman-Stanford

On Thu, Mar 21, 2019 at 4:34 PM Thomas, Christopher (CPC) <christopher.thomas@sfgov.org> wrote:

Public comment closes at 5 pm, April 15.

Best,

Chris Thomas, AICP

Environmental Planner

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9036 | Fax: 415-558-6409

Email: Christopher.Thomas@sfgov.org

Web: www.sfplanning.org

From: Hunter Oatman-Stanford <hoatmanstanford@gmail.com>
Sent: Thursday, March 21, 2019 3:49 PM
To: Thomas, Christopher (CPC) <christopher.thomas@sfgov.org>
Subject: Re: comments on Market St EIR

Great, will do - thanks!

On Thu, Mar 21, 2019 at 3:20 PM Thomas, Christopher (CPC) <christopher.thomas@sfgov.org> wrote:

Hi Hunter,

You can submit them to me at this email address; by surface mail and in writing to: Chris Thomas, 1650 Mission Street, Suite 400, San Francisco, CA 94103; and verbally at the upcoming Planning Commission hearing for the Draft EIR, to be held in the Commission Chambers, 4th Floor, City Hall, on April 4, 2019. Check the upcoming agenda for a more specific hearing time next week, at:

<https://sfplanning.org/hearings-cpc>.

Thanks,

Chris Thomas, AICP
Environmental Planner

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9036 | Fax: 415-558-6409

Email: Christopher.Thomas@sfgov.org

Web: www.sfplanning.org

From: Hunter Oatman-Stanford <hoatmanstanford@gmail.com>
Sent: Thursday, March 21, 2019 3:01 PM
To: Thomas, Christopher (CPC) <christopher.thomas@sfgov.org>
Subject: comments on Market St EIR

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hi Christopher,

Where do we submit comments on the Better Market St EIR?

thanks,

Hunter

Thomas, Christopher (CPC)

From: Mike Pearce <mikeyroy@gmail.com>
Sent: Tuesday, March 12, 2019 4:13 PM
To: Thomas, Christopher (CPC)
Subject: Better Market Street & Taxis

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

As the ride hailing market has transformed the taxi industry and reduced it to near obscurity, it doesn't make sense to continue to plan for exceptions for taxis in plans as big as this. BMS should be encouraging walking, biking, and public transit exclusively to increase safety and help manage enforcement of this zone.

I-PEARCE-1
ME-7

I would like to hear about how the city plans to manage cross traffic blocking Market St as it is already an issue, and only going to get worse with all these re-routes.

I-PEARCE-2
TR-9

Thomas, Christopher (CPC)

From: Robert Reinhard <rjreinhard@gmail.com>
Sent: Wednesday, April 10, 2019 5:19 PM
To: Thomas, Christopher (CPC)
Subject: Case No:2014.0012E closing market street to vehicle traffic- comment

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

To SFMTA

I heard you are considering closing market street to traffic all the way to Octavia Street? That would make entry onto Franklin or from Gough impossible and a major blockage of needed vehicle access to the civic center area and of course across town all the way to the north and from Van Ness. This is a bad proposal. There are few or no options to effectively transverse the city if that proposal moves forward. It would produce major vehicle snarls elsewhere on streets that could not accommodate. Please reject that option entirely.

Thank you

Robert Reinhard
68 Yukon Street
San Francisco, CA 94114

I-REINHARD-1
ME-6

Thomas, Christopher (CPC)

From: David Robertson <lego@sonic.net>
Sent: Tuesday, March 12, 2019 10:11 PM
To: Thomas, Christopher (CPC)
Subject: plan to close 2 miles of market street to car traffic

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Thank you!
Godspeed!!

I-ROBERTSON-1
ME-1

Thomas, Christopher (CPC)

From: Steven Schlansker <stevenschlansker@gmail.com>
Sent: Sunday, April 07, 2019 5:38 PM
To: Thomas, Christopher (CPC)
Subject: Public Comment re: Better Market Street

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I-SCHLANSKER-1
ME-1

I am writing in support of restricting private traffic on large sections of Market Street. I work above Market and Taylor and commute from Glen Park via BART. Discouraging private car usage and encouraging pedestrian and bike usage is key to revitalizing the historic San Francisco downtown. Cars generate noxious fumes (and we continue to find out that the manufacturers lie about how noxious they are!) and leak oily residue everywhere, and the honking is as incessant as the stop and go traffic. Prioritizing Muni service, safer bicycle-ways, streetcar improvements, and pedestrian usage will give us happier and healthier residents and visitors on a more equitable basis than simply prioritizing those of us who choose to own a private vehicle or pay for simultaneously expensive yet VC-subsidized "ride-sharing" services. Access to spontaneous customers would hopefully spur revitalizing the currently shuttered storefronts of mid-upper Market.

Market Street has long been the pride of San Francisco. It's time to give it a much needed investment and update to once again be the gem of the West Coast of the United States.

HOWARD STRASSNER
 419 Vicente, San Francisco CA
 phone 415-661-8786 email ruthow1@gmail.com

April 5, 2019

Christopher Thomas
 Planning Department, 1660 Mission Street
 San Francisco CA 94103-2414

Re: Better Market Street Project DEIR Comments: Case No. 2014.0012E

Dear Mr. Thomas,

Thank you for the opportunity to comment on the subject DEIR. I appreciate your electronic publishing of the DEIR to save paper, printing and mailing cost. This large document includes useful details describing provisions for transit, pedestrians, bicyclists and automobile drivers that describe the scope of the Project. The comments below include suggestions for additional provisions for transit and transit riders as well as some the usual requests for additional study:

I-STRASSNER-1
GNE-1

A) It is good that pedestrians will have the right-of-way relative to cars exiting the One Bush parking garage. This can be easily accomplished with a pedestrian push button and a traffic light for the cars. Buses on Market Street, which have provisions for transit signal priority, should also be able to control this light for priority right-of-way.

I-STRASSNER-2
GNE-2

B) 4.B-63 in Volume 2: Shows the headway between transit vehicles, on each route, for both the dedicated center and curb running lanes. This section should be amended to show the combined average headways for all of the routes running in each section, of the center and curb running lanes. This is necessary because bunching on Market Street is due to buses on different routes traveling in the same lane as well as buses on the same route. This same information should also be shown for 2040 because of our increasing population and increasing transit use, to meet our Climate Change Commitments, will require more transit service. This is also necessary because the SFMTA may have to include some small capital projects within the current project boundaries to facilitate turn backs to keep the average headway to near three minutes, on each section, to prevent future bunching.

I-STRASSNER-3
TR-3

C) The EIR includes descriptions of bicycle and pedestrian facilities that will enhance safety and convenience. But, Market Street is also a major transit resource. The following Transit First suggestions, should be added to the EIR as provisions which will enhance the convenience of pedestrians who are about to become Muni riders. At a minimum the Project should include all necessary provisions so that future expensive disruptions will not be required:

I-STRASSNER-4
GNE-2

C-1) Center Boarding Islands will have to be long enough for two or three transit vehicles. Therefore the Project should provide at least two safe marked paths for a pedestrian/Muni rider to get from the sidewalk across the bicycle lane and traffic lane to every island.



C-2) The Project should provide signs showing which bus will stop where, for both curb and center boarding islands, so that Muni riders will be able to wait where their bus will arrive. This will speed up boarding and reduce running time.

C-3) The Project should provide large legible route signs, at every boarding area that are visible to a potential Muni rider from across the street.

C-4) Many potential Muni riders can take more than one route to get near their ultimate destination, but on Market Street optimizing where to wait for a bus can be difficult. The Project should include provision for multiple next bus signs on both sides of Market Street so that potential Muni riders can select the best route for their trip, whether in or out bound, and where to efficiently cross Market Street or a lane to access a boarding island.

I-STRASSNER-4
GNE-2
cont.

D) Late, late night use of Commercial loading zones could be further incentivized by allowing parking on the sidewalk as long as there was some minimum pedestrian passage space.

E) The necessarily detailed discussion of construction phases and the projected immense impacts on transit and business indicates that the partial alternative will require immense justification to even be considered. The Project should find the capital or at least make all necessary provisions to minimize future impacts.

I-STRASSNER-5
AL-1

F) Unfortunately Planning continues to analyze parking demand and then thankfully appropriately concludes that parking demand is not an environmental impact in San Francisco. It is past time to stop counting parking in an EIR.

I-STRASSNER-6
TR-6

G) The Project should provide bus boarding bulbs to eliminate any possibility of transit reentry delays due to general traffic.

I-STRASSNER-7
TR-3

H) The Project should include a discussion of provisions for buses to safely pass the bus, just in front of them, in their lane, to deal with disabled buses and buses that require too much time to load and leave. This could be essential to minimize bunching.

Thank you for your consideration,

Howard Strassner

Thomas, Christopher (CPC)

From: Holly Thorsen <holly.thorsen@gmail.com>
Sent: Wednesday, March 13, 2019 9:30 AM
To: Thomas, Christopher (CPC)
Subject: Support for private vehicle restriction on Market

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hi Christopher,

I saw the EIR report for the Better Market project, and I am totally in support of it. I have been commuting by bicycle every weekday along the length of that corridor (starting from Glen Park) for three years, and it's clear to me that private drivers don't know how to manage the mix of taxis, busses, and bikes. Especially the Uber drivers.

I've seen and experienced a lot of close calls. Implementing this plan will vastly improve the safety of Market street for all and will get us closer to Vision Zero. Let us not delay in implementing it.

Thanks,

Holly

I-THORSEN-1
ME-1

Thomas, Christopher (CPC)

From: Tod Vedock <tsvedock@yahoo.com>
Sent: Thursday, March 14, 2019 8:40 AM
To: Thomas, Christopher (CPC)
Subject: Market St. plan

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Great idea...but why do taxis get onto the street and not rideshare? I use and trust them way more then taxis.

Tod Vedock

I-VEDOCK-1
ME-7

Thomas, Christopher (CPC)

From: WALSH, THOMAS B <THOMAS.B.WALSH@CBP.DHS.GOV>
Sent: Wednesday, March 13, 2019 2:58 PM
To: Thomas, Christopher (CPC)
Subject: Better Market Street idea

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I am a San Francisco native and I vote.

I think it is a bad idea to restrict cars as this idea does.

I-WALSH-1
ME-6

Thank you for your time.

Thomas Walsh
thomas.b.walsh@cbp.dhs.gov



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Thomas, Christopher (CPC)

From: Rockwell Weiner <rockwellw@gmail.com>
Sent: Wednesday, March 13, 2019 11:37 AM
To: Thomas, Christopher (CPC)
Subject: Better Market Street

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Just wanted to say the plan looks great!

I-WEINER-1
ME-1

Thomas, Christopher (CPC)

From: David Wright <david@dwimmigration.com>
Sent: Monday, April 01, 2019 5:18 PM
To: Thomas, Christopher (CPC)
Subject: 'Better Market Street' plan

Sensitivity: Confidential

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Mr. Thomas,

Thank you for the information about the City’s plan to make changes on Market Street. My office faces Market Street. All day long I see people getting dropped off or picked up at the Hotel Whitcomb across the street or downstairs from me at Fermentation Lab, a very popular beer-oriented restaurant. Banning all private vehicles will give taxi drivers a tiny boost (too little, too late) and it will screw up all the little business along the street. Hotel guests will need to schlep their baggage half a block to get to the front door. Beer deliveries will be brought by hand carts from around the corner someplace – I don’t know where they’re going to stop to make deliveries. Of course, the inward-focused Twitter and Uber food courts will be fine, as they have corporate delivery bays off Market Street.

I-WRIGHT-1
ME-6
I-WRIGHT-2
TR-5
I-WRIGHT-3
ME-2

This is urbanism from the 1950s – trying to separate each kind of traffic. Instead of a ‘grand civic boulevard’ you are trying to turn it into dead space. If your goal is to rid the city of small businesses, you’re on the right track.

Sincerely,

David S. Wright
Attorney at law

Law Office of David S. Wright
1232 Market Street, Suite 102
San Francisco, CA 94102

Tel. 415 421 1264
Fax 415 861 2309
david@dwimmigration.com

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Thomas, Christopher (CPC)

From: Gene Yates <gene_yates@sbcglobal.net>
Sent: Thursday, March 14, 2019 7:52 AM
To: Thomas, Christopher (CPC)
Subject: Partial Market Street closure

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Upon reviewing the artists rendition of the utopian partial market street closure to cars I believe the renditions to be false advertising. There is a critical and real omission from the artists rendition: There are no bums depicted hassling pedestrians or flopped about. Additionally, there are no urine stains, feces, discarded hypodermic needles or trash in the "park" or streets. Complete fraud.

I-YATES-1
GENE-1

Regards,

Better Market Street DRAFT EIR Comments
April 14, 2019

San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
(415) 575-9036 or christopher.thomas@sfgov.org

Climate Reality Project: SF Action Group
Kasey Asberry
kasberry@humanorigins.org
245 Hyde St Suite F SF CA 94102

This letter documents the responses of SF Action Group of the Climate Reality Project [<https://www.climaterealityproject.org/chapters>] to The Better Market Street DRAFT Environmental Impact Report [<https://sfplanning.org/project/better-market-street-environmental-review-process>].

The **Better Market Street Project**, in Draft Environmental Impact Review (DEIR) until April 15 5PM, is a phased infrastructure project on Market St extending between Steuart St & Octavia St. The BMS will remove bricks and repave sidewalks, replace lighting and street furnishings, redirect traffic flow, renew storm water and sewer lines, replant street trees and other landscaping. Phase 1 is funded for 5th through 8th Sts and is slated to begin in Fall 2019.

The CRP SF Action Group advocates seizing all opportunities to achieve a carbon neutral City infrastructure as immediately as possible. In the context of the Better Market Street Plan which is designed to endure for the next fifty years this public backbone will have a profound impact on all other public and private development during the precise period of time where deep changes must occur in order to mitigate catastrophic climate changes due to global warming. This massive infrastructure project could act to significantly **reduce demand for energy** making the move to 100% Renewables for downtown businesses and residences more affordable. <https://www.cleanpowersf.org/supergreen>. Additionally the BMS could directly improve public health through cooler streets and sidewalks and better air quality for the sensitive populations resident to plan areas (see Tenderloin Mid-Market Data Portal <http://www.cmtldata.org/>). According to CAL EPA Enviroscreen 3.0 (<http://oehha.maps.arcgis.com/apps/View/index.html?appid=c3e4e4e1d115468390cf61d9db83efc4>) , BMS Phase 1 extends through the hottest blocks of San Francisco.

We therefore recommend that The City & County of San Francisco assure that BMS is aligned with CA SB 535 and AB1550, SF Environment's Renewable

O-CRP-1
GNE-1

O-CRP-2
AQ-1

Energy Plan Goals (<https://sfenvironment.org/energy/renewable-energy>) and CALFire and Urban Forestry Strategic Plan (http://calfire.ca.gov/resource_mgt/downloads/CA_UrbanForestPlan_20140109_FINAL.pdf).

O-CRP-2
AQ-1
cont.

Our comments to the Better Market Street DEIR formally request that the BMS design team demonstrates how the BMS project will mitigate identified environmental impacts in these components of the plan:

- Paving – reduce the amount of impermeable surfaces to capture rainwater and conserve cleaning water and to encourage near-surface evapotranspiration
- Sequester storm water from sewage lines
- Capture fresh water from Market Street’s high water table through landscaping and other methods
- Electrification - pocket parks and plazas to reduce use of internal combustion diesel-powered generators for food trucks and public performances
- Lighting – high efficiency LED with focused throw (also reduces light pollution)
- Landscaping – Increase clusters of multi-species plantings to create complex canopy anchored by maritime evergreen shade trees and encourage near -surface evapotranspiration

O-CRP-3
GE-3

Effective treatment of these elements can improve public health and reduce demands for energy at the City scale reducing both emissions of Greenhouse Gases (GHG) and direct contribution of heat to the atmosphere as Urban Heat Island Effects (UHIE).

Sincerely,
The Climate Reality Project: SF Action Group
Kasey Asberry



San Francisco Bicycle Coalition
 1720 Market Street
 San Francisco, CA 94102

T 415.431.BIKE
 F 415.431.2468

sfbike.org

PROMOTING THE BICYCLE FOR EVERYDAY TRANSPORTATION

April 12, 2019

Chris Thomas, AICP
 Environmental Planner
 1650 Mission Street, Suite 400
 San Francisco, CA 94103

RE: Comments on the Draft Environmental Impact Report for Better Market Street

On behalf of the San Francisco Bicycle Coalition I am writing to provide feedback on the Better Market Street Project Draft Environmental Impact Report (DEIR), released February 27, 2019.

With over 10,000 members supporting our mission of promoting the bicycle for everyday transportation, our vision for Market Street, the backbone of San Francisco’s transportation system, is simple: A corridor that provides a safe, inviting bike route for everyone, regardless of age or ability.

This project addresses the fundamental issues that make Market Street the third most dangerous corridor in San Francisco and one of the top priorities for the city’s Vision Zero strategy. Thousands of people ride Market daily, each one of them risking injury or death as they navigate the street unprotected. Collisions are frequent on Market and about 60 percent of the collisions on Market involving people biking occur between Third and Eighth Streets, where bicycle facilities do not currently exist.

O-SFBC2-1
 ME-1

The Better Market Street project will finally address the safety needs of the many people who bike on Market Street. Protecting people riding from traffic with sidewalk-level bike lanes will provide a space that is calm, comfortable and safe for everyone. Private automobile restrictions along the corridor will keep Market street open to people while also helping San Francisco achieve our mode share and climate goals. **The Better Market Street DEIR, however, does not fully address some of the potential safety concerns that the proposed project’s operation and construction could create.**

Specifically, from Ninth to Octavia the proposed project does not go as far as it could in providing safe facilities for people biking and private vehicle restrictions compared with the Western Variant alternative. The Class II bike lane proposed for the eastbound approach to South Van Ness Avenue will place people biking closer to vehicles on a bike route that aims to provide the highest level of safety for people biking. Furthermore, the danger posed by streetcar tracks, a recurring hazard on Market Street, would be exacerbated on the eastbound approach to 11th street. The floating protected bike lane design limits the amount of room available for people biking to cross the streetcar tracks at a safe angle. While the proposed project mitigates the danger from vehicles it does not fully address the threat posed by streetcar tracks. Finally, the additional private vehicle restrictions proposed in the Western Variant would increase safety for people walking and biking along this crucial segment of Market.

O-SFBC2-2
 TR-4

O-SFBC2-3
 ME-4

The DEIR notes that the Western Variant would “further enhance the bicycle network along Market Street”, but it is unclear whether this statement refers to the baseline or the proposed project. Regardless, the safety potential of the Western Variant and associated private vehicle restrictions needs to be robustly studied relative to the proposed project.

O-SFBC2-4
TR-8

The DEIR’s study of the proposed loading zones’ effect on safety throughout the project is also inadequate. According to the DEIR, peak-hour restrictions and incentives for smaller trucks would mitigate any hazard. While this outcome is possible, an incentive program for smaller delivery trucks has no precedent in San Francisco and may not reduce hazards faced by people biking. The recommendation of an incentive program comes from a literature review of loading best practices, but the program’s effectiveness and ability to enhance safety in a meaningful way in San Francisco along Market Street has not been studied or verified. Further, funding for ongoing administration and enforcement of such programs may be a barrier to their implementation. Additional mitigation efforts such as enforcement and design elements should be further studied to ensure bicyclist safety in loading areas.

O-SFBC2-5
TR-5

Beyond our above comments, the Better Market Street Project will greatly enhance the safety of people riding bikes along our main thoroughfare. The project’s bicycle facilities are a significant improvement from baseline conditions and the proposed improvements will help San Francisco achieve Vision Zero. The San Francisco Bicycle Coalition fully supports the project and we look forward to riding a transformed Market Street that better reflects our city’s values and priorities.

O-SFBC2-6
ME-1

Sincerely,



Charles Deffarges
Senior Community Organizer
SF Bicycle Coalition

San Francisco Transit Riders
P.O. Box 193341, San Francisco, CA 94119
www.sftransitriders.org | hello@sftransitriders.org | SFTRU



29 Mar 2019

Chris Thomas
San Francisco Planning Department
1650 Mission Street
San Francisco, CA 94103

Re: Better Market Street Draft Environmental Impact Report

Dear Mr. Thomas,

San Francisco Transit Riders is a grassroots advocate for efficient, affordable and growing public transit. We have closely followed the Better Market Street project and have participated in regular meetings with staff, as well as public forums and the BMS Community Working Group.

We offer the following comments on the Draft Environmental Impact Report.

Segregated Bike lane and general traffic changes:

We are strongly in support of the concept of establishing segregated bike lanes along Market Street to reduce impacts of bike riders on Market Street transit operations, assuming they can be created without denigrating transit operations. We are similarly in support of restrictions proposed on general traffic movements to reduce delays due to the volume of general traffic on Market.

O-SFTR1-1
ME-1

Transit impacts:

The DEIR evaluates transit impacts solely on the basis of the following single criterion:

Impact TR-4. The proposed project variant would not result in a substantial increase in delays or operating costs such that significant adverse impacts on local or regional transit would occur. (Less than Significant)

O-SFTR1-2
TR-3

Using such a statement as the sole criterion of transit impacts is agency-focused and disrespectful of riders' needs.

There are significant impacts on Market Street transit riders resulting from proposed changes in stop locations and related traffic signal changes not captured by such a metric. We find such impacts of the staff recommended project significant and adverse, inadequately presented in the environmental documentation, and requiring analysis and mitigation.



Table 1: Existing and Proposed Transit Stop Locations and Spacing.

Existing											
Inbound						Outbound					
Curb			Center			Center			Curb		
Streets	Position	Distance	Streets	Position	Distance	Streets	Position	Distance	Streets	Position	Distance
8th/7th	mid	-	Gough	near	-	Drumm *	near	-	Drumm *	near	--
7th/6th	mid	675	Van Ness	near	1025	Battery	near	1450	Front	near	1100
6th/5th	mid	925	9th	near	1250	Sans./Mtgy.	mid	925	Sans./Mtgy.	mid	1275
5th/4th	mid	650	8th	near	625	Kearny	near	800	Montgomery	far	450
4th/3rd	mid	800	7th	near	925	Stockton	near	1025	Grant	far	1100
3rd	far	825	6th	near	850	Cyril Magnin	near	875	Powell	near	875
2nd/1st	mid	1225	5th	near	975	Taylor	near	925	Mason/Taylor	mid	950
Beale	far	1100	4th	near	800	7th St N	near	900	7th N	near	1075
	AVG	890	3rd	near	1050	Hyde	near	925	7th N/Hyde	mid	875
	MAX	1225	New Mtgy	near	625	Larkin	near	600		AVG	960
	#	8	1st	near	1150	Van Ness	near	1175		MAX	1275
			Main	near	1100	Gough	near	1125		#	9
				AVG	940		AVG	980			
				MAX	1250		MAX	1450			
				#	12		#	11/12**			

Proposed											
Inbound						Outbound					
Curb			Center			Center			Curb		
Streets	Position	Distance	Streets	Position	Distance	Streets	Position	Distance	Streets	Position	Distance
Gough***	near	-	Gough	near	-	Drumm *	near	-	Drumm *	near	--
Van Ness***	near	841	Van Ness	near	1133	2nd	near	2117	Front	near	832
9th	far	1514	8th/7th	mid	2259	5th N	near	2702	Sans/Mtgy.	mid	688
8th/7th	mid	1024	5th	far	2867	7th N/Hyde	mid	2397	Mtgy./Kearny	mid	1133
6th	near	936	3rd	near	1286	Van Ness	near	2073	Grant	far	1046
5th	near	912	1st	far	1741	Gough	near	1101	5th N	near	1411
4th/3rd	mid	1475	Main	near	1082		AVG	2080	Taylor	far	976
3rd/NMtgy.	mid	960		AVG	1730		MAX	2702	7th N/Hyde	mid	1108
1st	near	1036		MAX	2867		#	5/6**	Larkin	far	1208
Main***	near	1360		#	7				Van Ness***	near	861
	AVG	1120							Gough***	near	1101
	MAX	1514								AVG	1036
	#	10								MAX	1411
										#	11

* Curb stop also used by center-lane services, sidewalk widened to provide only one outbound lane
 ** Smaller figure for use in counting total stops; larger figure is number of stops made by center-lane services
 *** Island stop with local service

Last updated 10-23-17

1. TRANSIT STOP SPACING

Current center lane transit vehicles stop at eleven inbound and ten outbound boarding islands between Drumm Street and Van Ness Avenue, located at the nearside of almost every block. The distance between stops ranges from 600 to 1450 feet between stops, generally conforming to SFMTA standards.

As shown in Table 1, the recommended plan for Market Street reduces the number of recommended boarding islands to six inbound and four outbound, with the distances between islands ranging from 1082 to an unacceptable 2867 feet, over half a mile. Six of the ten gaps between stops exceed 2000 feet, as indicated in yellow on our table.

This constitutes an excessive and adverse impact on transit riders, and one that is not adequately discussed in the DEIR.

In 2013, when this proposed stop spacing was first suggested (“Rapid” stop spacing), it was proposed in conjunction with an awkward set of line assignments that separated paired Rapid from Local lines. (See Figure 1, from DEIR Appendix 11.) We concurred with staff when this set of line assignments was abandoned in favor of the more legible and convenient assignments associated with the so-called “Enhanced” stop spacings. However, staff did not then revert to those “Enhanced” stop spacings (Concept 1) that had been associated with the paired line assignments.

Were the Enhanced island stop spacings to be adopted, that would mitigate the adverse impacts of the stop spacings of the recommended plan that we are here calling out.

In simple terms, the “Enhanced Concept” would preserve reasonable stop spacing, thus mitigating this particular impact, while still reducing the number of stops from what currently exists.

That said, any dilution of stop frequency from the current spacing at essentially every block imposes impacts on riders that warrant evaluation in the DEIR.

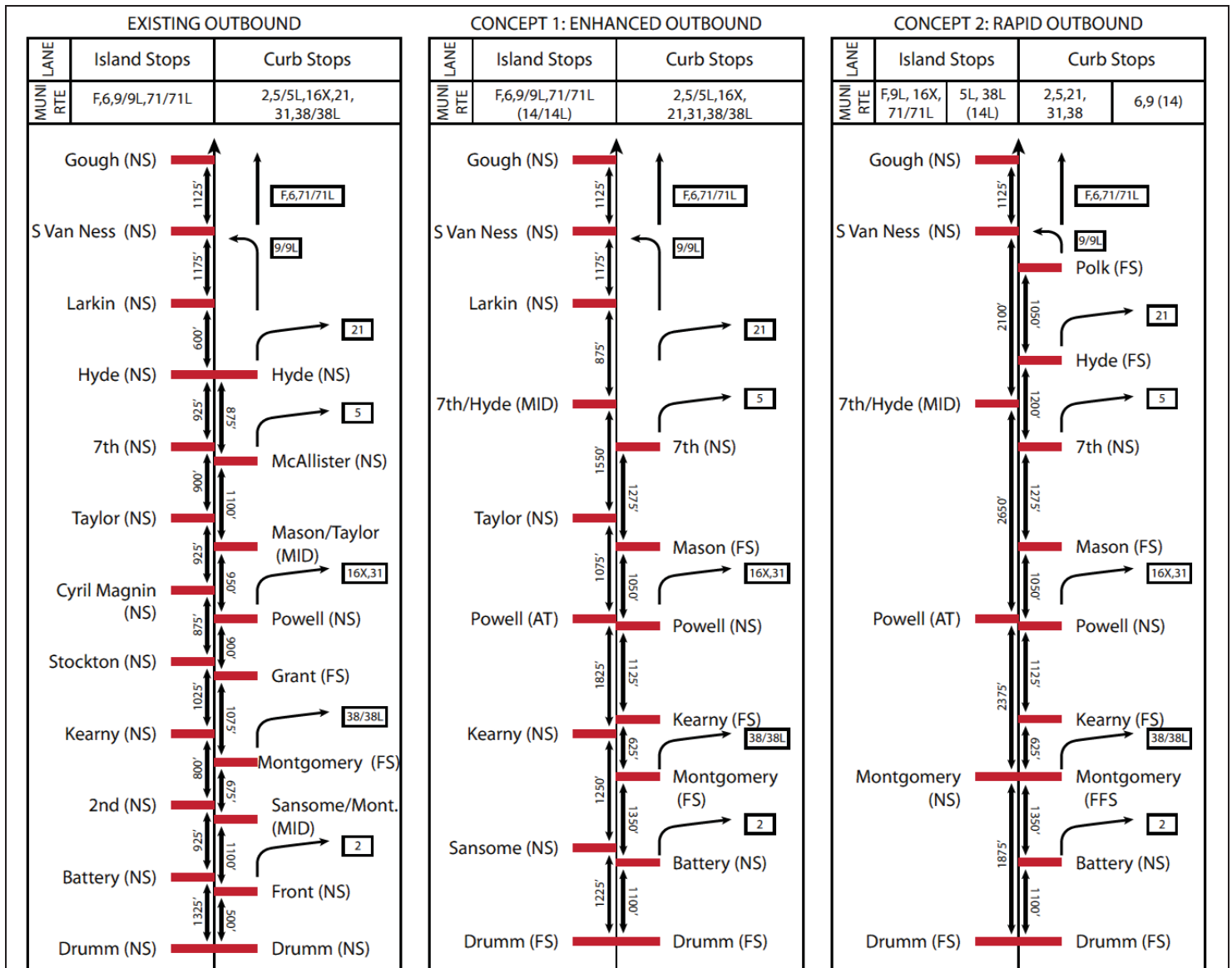
2. FOURTH STREET AND THE CENTRAL SUBWAY

The above discussion of the “Enhanced” stop locations notwithstanding, we are concerned that the proposal as recommended fails to include island stops at Fourth Street, the point of intersection with the new Central Subway, due to open late this year. This is contrary to good transit practice, and makes a long access path to and from the Central Subway’s platform even longer. A stop for all transit lines at Fourth Street should be provided.

We note that Third and Kearny, where Market Street lines intersect the northbound 8, 8AX, 8BX, 30 and 45 lines, is one of, if not the, heaviest transfer point on the Muni system, even more so if adding in the southbound connections at Fourth Street, and a significant degree of this activity will shift from the surface buses to the underground T-Third line in the Central Subway facility.

A close examination of the staff proposals show that Muni is squeezed at Fourth Street between BART entry structures and the proposed surface bikeways in a manner that appears to give lowest priority to providing an island Muni stop at this and possibly other locations. This raises questions as to the design of

Figure 1: Transit stop comparison. (Source: DEIR App. 11—*Better Market Street Final Report*, 2013; pp 18-19.)



- Enhanced Local Transit operations: with minor stop optimization changes, Enhanced Local Transit operations would result in nine island stops and seven curbside stops in the inbound direction and nine island stops and six curbside stops in the outbound direction. Transit operations would continue to assign lines on a destination basis, i.e., inbound buses headed to the Ferry Building travel in the center lane and inbound buses en route to the Transbay Transit Center (TTC) travel in the curbside lane. Outbound buses headed to the Castro would stay in the center lane, while buses turning onto the North-of-Market grid would travel in the curbside lane. This lane assignment would allow passenger to board both limited and local bus service at the same stops, thereby preserving system legibility.
- Rapid Transit operations: with significant stop optimization changes, Rapid Transit operations would result in six island stops and nine curbside stops in the inbound direction and six island stops and eight curbside stops in the outbound direction. Limited-stop transit lines would be assigned the center lanes, while local lines would use the curbside lanes. The limited lines in the center lane should benefit greatly from the greater stop spacing (averaging about 2000 feet). However, route legibility for customers may be jeopardized for customers, as they would no longer be able to catch limited and local buses at the same stop. The Rapid Transit lane assignment scheme would also require inbound limited buses headed to the Transbay Transit Center to change lanes before turning right at 1st Street. Similarly, outbound limited buses headed to the NOMA grid would need to transition to the curbside lane before taking a right turn, which is a maneuver not currently needed with the existing lane assignments.

the BART entries themselves, which consume an inordinate amount of street width, more than street subway entries in other cities.

Figure 2 illustrates that even in the early twentieth century, New York realized that staggering entry facilities rather than providing all stairs and (today) escalators parallel to one another in a single wide structure consumes excessive street width.

The designs evaluated for this and possibly other locations along Market Street failed to consider redesign of BART entries as one solution to providing space to allow Muni island stops at the most desirable locations.

Whether by modifying BART entries or other means, the impacts of not providing Muni stops at the most desirable locations, such as Fourth Street, and possible mitigations, have not been addressed in the environmental documentation.

Figure 2: Staggered subway kiosks in early twentieth century New York.



O-SFTR1-2
TR-3
cont.

3. TRANSIT TRAVEL TIMES

The goal of the San Francisco Transit Riders is to ensure that Market Street transit operations present passengers with the fastest and most reliable transit service that can be achieved in a safe and effective manner.

Rather than representing “surface subway” travel times, even the vehicle speeds presented by the recommended proposal remain close to 7 MPH or less, hardly a “rapid” experience. If the added walking times to the reduced stops are factored in, for many riders the equivalent speeds drop to 6.6 MPH or less for lines using the center islands. Curb bus riders fare even worse, with afternoon peak buses remaining at 5.4 MPH. These are almost all significantly slower than 1985-1990 “transit green wave” times. We would consider that an adverse project impact on transit riders.

It is our conclusion that the DEIR does not demonstrate that optimally improved travel times can be best accomplished by the recommended alternative, and that the recommended alternative is inaccurately portrayed by comparisons to a dysfunctional and inappropriate “existing” base case.

The most appropriate “base case” for environmental comparisons would be an optimized and updated version of the 1985 passive priority (transit green wave) system, with stops at every block currently served.

Furthermore, the travel times offered by the recommended alternative at best are an insufficient improvement over even current times.

More specifically, the DEIR fails to establish that the recommended project provides transit travel times to the rider that are superior to those that would be afforded by an alternative incorporating the historic “transit green wave” concept, without the adverse impacts of the recommended project as discussed earlier in these comments.

Whether by optimizing an alternative in concert with a transit green wave—which the city has not done— or by additional traffic restrictions, or by other means, the city owes transit riders a preferred alternative that provides benefits in excess to the recommended treatment.

The remainder of this section will elaborate on these conclusions.

Page 17 of *DEIR App. 11—Better Market Street Final Report, 2013*, describes the Market Street transit operating plan as follows:

The existing design of Market Street consists of a near-side transit stop at every intersection with a numbered street, except for at 2nd Street (stop at New Montgomery Street). Curbside stops were placed midblock to prevent both travel lanes from being blocked by transit vehicles at the intersection. The legacy signal timing for the Market Street corridor was designed to have every transit vehicle board and alight at the intersection’s stop (red) phase, with buses ready to depart at the next green signal phase. However, this signal timing scheme no longer works due to changes in the traffic modal distribution (e.g., the addition of the historic F-Line streetcar and the dramatic increase in bicycle traffic), changes to the freeway network after the Loma Prieta earthquake, and the temporary traffic/transit rerouting due to Central Subway construction.

O-SFTR1-2
TR-3
cont.

O-SFTR1-3
TR-1

O-SFTR1-4
TR-3

The goal of the two transit concepts [“Enhanced” and “Rapid”] summarized [above] is to create a more resilient scheme for improved transit operations. The basic premise for improving transit operations is through stop location and distance optimization. Rather than providing a transit island and curb stop every block (about every 900 feet, on average), the proposals attempt to provide stops every one and one-half blocks (about every 1,400 to 1,500 feet, on average) or farther. [Note: this is a description of the “Enhanced” concept—not the “Rapid” concept now recommended.] The Enhanced Local Transit concept would preserve the existing route-based travel lane assignments, while the Rapid Transit concept would assign all limited service buses to the center lane and the local buses to the curb lane.

Another goal for the transit stop design is to move the island stops from near-side to far-side or midblock locations to reduce instances where near-side island stops prevent vehicles in the curbside lane from moving into the center lane to get around vehicle queues near the intersections. This is a common occurrence at high pedestrian traffic intersections where right-turning vehicles frequently queue at the crosswalk.

We must take issue with some of the statements quoted above as to why the transit green wave design for Market Street “no longer works.” First, most of the streetcars in use on the F-line are of the “PCC” design and have acceleration rates and speed characteristics not dissimilar from buses. There are issues related to longer dwell times primarily resulting from large numbers of visitors and slow fare collection, but these are issues that SFMTA must address directly. As to both the Loma Prieta freeway issues (after the Central Freeway was closed and before Octavia Boulevard opened) and Central Subway issues, these are temporary not permanent effects. Other occurrences in the intervening years, such as the introduction of all-door boarding, should have facilitated the effectiveness of the transit green wave concept.

But SFMTA has never sought to optimize the transit green wave system in recent years, instead abandoning its precepts before the “existing” system was documented as a base case. And the interrelationship between the traffic signal system design and the physical design of Market Street is too important for the environmental analysis to discount the importance of both elements. The physical layout of stops cannot be accurately evaluated independently of the signal regimen in place for Market Street, and both constitute components of the proposed project.

Even viewed conservatively, there is no evidence that the transit green wave design is incapable of roughly matching the performance of the recommended “Rapid Transit” design—but do so with more transit stops and accordingly shorter walks to them.

Table 2 summarizes the available travel time data for Market Street alternatives.

Only four scenarios were evaluated using the VISSIM traffic simulation tool: the inbound and outbound PM peak scenarios for both curb and center island transit operations.

Of those four scenarios, there is no clear pattern indicating the recommended alternative performs better than observations when the transit green wave was functional (including island stops at every block) in the 1985-1990 period.

(Continued on page 10.)

Table 2: Summary of Running Time Estimates and Data. (See also notes on next page.)

Lane		Direction	Scenario	Segment	Route	Time	Bus Speed	Net Speed	
Center	AM Peak	IB	Sep 1985	7 th -Fremont	8	7:30	8.8	Avg. 7.9	
			Sep 1990	8 th -Steuart		12:18	7.5		
		OB	Sep 1985	Front-7th	8	7:54	8.4		
			Sep 1990				--		
	Mid-Day	IB	Sep 1985	7th-Fremont	8	8:39	7.6		
			Sep 1990	8th-Steuart		9:57	5.9		
			Existing	11th-Beale	9	15:45	6.3		
			TTRP Project	11th-Beale	9	10:45	9.2		
		OB	Sep 1985	Front-7th	8	9:59	6.6		
			Sep 1990	Steuart-8 th		13:24	6.9		
			Existing	Drumm-11th	9	17:15	6.0		
			TTRP Project	Drumm-11th	9	12:36	8.2		
	PM Peak	IB	Sep 1985	7 th -Fremont	8	10:19	6.4		
			Sep 1990	8 th -Steuart		10:38	8.7		
			Sep 1990	8 th -Steuart		12:57	7.1		
			Existing	11 th -Beale	9	19:39	5.0		
			Model No-Project	10 th -Spear	9R	18:00	5.6		
			Model Project	10 th -Spear	9R	14:00	7.2		to 6.6
		OB	TTRP Project	11 th -Beale	9	14:39	6.8		to 6.1
			Sep 1985	Front-7th	8	10:24	6.3		
			Sep 1990	Steuart-8 th		13:12	7.0		
			Existing	Drumm-11th	9	19:24	5.3		
			Model No-Project	Main-10th	9R	15:30	6.3		
			Model Project	Main-10 th	9R	13:30	7.2		to 6.3
TTRP Project	Drumm-11th	9	14:46	7.0	to 6.2				
Curb	AM Peak	IB	Sep 1985	8th-1st	5	9:55	7.3		
			Sep 1990						
		OB	Sep 1985	Front-7th	5	9:33	6.9		
			Sep 1990	Steu/Mkt-Grant?		6:27			
	Mid-Day	IB	Sep 1985	8 th -1st	5	11:27	6.3		
			Sep 1990	8 th -1 st /Mission		9:28	8.4		
			Existing	S Van Ness-1 st	7	15:05	6.2		
			TTRP Project	S Van Ness-1 st	7	12:51	7.2		
		OB	Sep 1985	Front-7th	5	11:24	5.8		
			Sep 1990	Mis/Fre-Gy/Mkt	38	5:30	5.2		
			Sep 1990	Stk/Ell-Mkt/McA	5	4:50	5.5		
			Existing	Drumm-Larkin	21	17:23	5.3		
	TTRP Project	Drumm-Larkin	21	15:19	6.0				
	PM Peak	IB	Sep 1985	8 th -1st	5	11:16	6.4		
			Sep 1990						
			Existing	S Van Ness-1 st	7	16:46	5.5		
			Model No-Project	10 th -Spear	7/21	17:00	5.9		
			Model Project	10 th -Spear	7/21	15:00	6.7		
			TTRP Project	S Van Ness-1 st	7	14:32	6.4		
		OB	Sep 1985	Front-7th	5	12:10	5.4		
Sep 1990			Steuart-8 th		14:58	6.2			
Existing			Drumm-Larkin	21	20:49	4.4			
Model No-Project			Steuart-9 th	21	22:30	4.4			
Model Project			Steuart-9 th	21	18:30	5.4			
TTRP Project			Drumm-Larkin	21	18:45	4.9			

O-SFTR1-4
TR-3
cont.

Table 2: Summary of Running Time Estimates and Data (continued).

Notes for table on previous page:

Speed:

The second from the right column gives the transit vehicle speeds on Market Street. However, for the recommended project, riders must walk farther to and from island stops. The “Net Speed” column tries to adjust for this. The average distance between stops currently is 940 feet inbound and 980 feet outbound. Under the proposed scenarios, this increases to 1730 feet inbound and 2080 feet outbound. To reach the nearest stop, transit riders will have to walk up to (on average) half these distances further to and from stops, or 395 feet more inbound and 550 feet more outbound. At an average walking speed of 4.5 feet per second, this will add up to 88 seconds to inbound trips and up to 122 seconds to outbound trips. The “Net Speed” column gives approximate equivalent speeds including the extra walks for the “Rapid” stops spacing scenarios. Walks to and from the Central Subway at Fourth Street would be at these outer limits. For slower walkers (3 feet per second is now used for signal timing), these equivalent speeds would be further reduced.

Scenarios:

- **Sep 1985:** This is the scenario identified as “Historic” by city staff. Data were extracted by city staff from a report prepared by the San Francisco Department of Public Works’ Traffic Engineering Division in December 1985, and consistently identified as taken from an “After travel time study . . . conducted during September 1985.” Curiously however, Muni records indicate line reassignments did not all go into effect until October 2, 1985, so this may have compromised DPW’s analyses. Note also that when data were collected in 1985, Muni had not yet readjusted schedules, so it was not uncommon for operators to intentionally delay for extra time, to avoid risking discipline for running ahead of schedule, called “running sharp.” Communications between Muni and the traffic engineers was not always great. DPW in 1985 was generally hostile to the project itself, as is reflected in their report’s concerns about impacts on automobile traffic.
- **Sep 1990:** These data, added to city staff’s table and highlighted in yellow, are taken from a videotape taken onboard buses for 11 trips up and down Market Street. Some trip times, most notably PM peak center island bus travel times, achieved higher speeds than in Sep 1985. Had conditions changed from 1985 to 1990? One cannot draw definitive conclusions, but more islands were in full operation, and the Market Street Thoroughfare Project, that rebuilt everything from Fremont to 11th Street, was completed in 1988 and 1989. And adversely affecting operations, after the 1989 Loma Prieta earthquake, signals were retimed at 9th Street to favor freeway traffic, the reason the Sep 1990 tapes only recorded operations east of 8th Street.
- **Model No-Project and Model Project:** These are the only four scenarios evaluated using the VISSIM traffic simulation tool.
- **TTRP:** The initials refer to SFMTA’s Travel Time Reduction Project. This effort developed a set of shortcut estimates of trip time savings associated with various treatments, some of which, in our opinion, are not appropriate to Market Street. We believe, however, that SFMTA staff would agree that these are order-of-magnitude estimates, and should not be considered accurate predictions.

O-SFTR1-4
TR-3
cont.

If net riders speeds are considered by introducing even a conservative walk-time penalty (4.5 fps), it becomes even clearer that the recommended alternative, even with fewer stops, does not outperform 1985-1990 conditions. For example, PM peak outbound speeds for center island lines were 6.3 MPH as measured in 1985 and 7.0 MPH on the 1990 video. Net speeds experienced by riders of the recommended project would range from 7.2 MPH to as little as 6.3 MPH—with less convenient stops. (Even this is a simplified comparison: mathematically, the shorter the Market Street trip, the lower a rider's net speed would actually be!) If a conservative walk speed were introduced (3.0 fps), these differences would be greater.

A last note concerns traffic signal cycle times.

Generally, shorter cycle times favor faster transit travel times, while longer cycle lengths favor higher volume general traffic (not transit traffic) throughput. While we understand that 75-second cycles have been imposed on Market Street to accommodate minimum pedestrian crossing times based on 3 fps, no transit-oriented justification has been provided for the 90-second cycles presently employed during peak periods. They should be returned to shorter cycle times, 75 seconds, if not 60 seconds, as part of the proposed project. Again, physical changes along Market Street cannot be properly evaluated independently of associated traffic signal strategies.

If 90-second cycle times were imposed to accommodate excessive right-turning traffic movements, then, if necessary, additional traffic restrictions should be imposed as necessary to reduce such movements so as to allow shorter cycle times to function efficiently.

4. F MARKET AND WHARVES FREQUENCIES

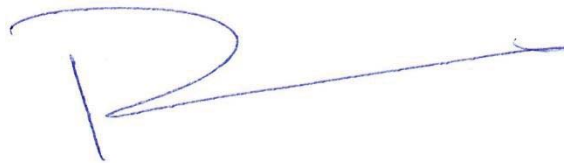
Page 4.B-62 includes the statement that “. . . the combination of the existing F-Market & Wharves streetcar line and the new F-Short streetcar line between the F-loop and Fisherman's Wharf would provide streetcar service as often as every 5 minutes.

This implies that service frequencies to 17th and Castro will not change. Please provide documentation of proposed F-Market & Wharves streetcar service both today and post-project west of the F-loop as far as Castro Street. Diminution of such service could constitute an additional significant impact on riders.

Sincerely,



Rachel Hyden
Executive Director



Peter Straus
Member, Board of Directors

cc: Ed Reiskin
SFMTA Board of Directors
Ron Miguel, Chair, Community Working Group

O-SFTR1-4
TR-3
cont.



April 15, 2019

Chris Thomas
San Francisco Planning Department
1650 Mission Street
San Francisco, CA 94103

Re: Better Market Street Draft Environmental Impact Report

Dear Mr. Thomas,

Walk San Francisco is San Francisco's only pedestrian advocacy organization speaking up for the city's 884,000 residents, 265,000 weekday commuters, and 24.6 million visitors who walk in the city each year. Our vision is to make walking in San Francisco safe for everyone, so our community is healthier and more livable. Walk SF has closely followed the Better Market Street (BMS) project and has participated in regular meetings with project staff. We have also been an active member of the BMS CAC / Community Working Group.

O-WSF2-1
GNE-1

Half a million people walk on the project segment of Market Street every day. This includes people walking to and from transit, people riding their bikes to Market Street destinations, people who've driven to the area, and people who've taken a taxi or ride hail to the many wonderful stores and venues on Market Street. Not surprisingly, Market Street has the highest concentration of people walking of any street in the city. It is a grand boulevard where people gather for marches and parades. Unfortunately, on this section of Market, crashes are 30 times more likely than on other similar streets in California.

O-WSF2-2
TR-1

It is time for the city to make Market Street the grand boulevard it is meant to be, so we applaud the city departments for addressing the safety needs that the Better Market Street Project is poised to deliver.

O-WSF2-3
ME-1

One of the Project's Mobility goals is to "Provide an appropriate pedestrian thoroughway" (2-2).

In terms of the impact of the proposed project on pedestrians, the Draft EIR concludes:

In summary, implementation of the proposed project would accommodate people walking along and across Market Street, improve visibility and safety of people walking and crossing the street, and would not result in hazardous conditions or present barriers to people walking. Therefore, for the above reasons, impacts of the proposed project on people walking would be less than significant. (4B-74)

O-WSF2-4
TR-4

Walk SF is concerned that the Draft EIR does not contain sufficient analysis to support the conclusion that the proposed project will adequately accommodate people walking and not present barriers to walking.

1. Width of the Sidewalk

The EIR document states multiple times that “Sidewalks east of Van Ness Avenue would typically provide a 15-foot-wide through (i.e., walking) zone for pedestrians” (2-61). However, what isn’t taken into consideration is the building/frontage zone as well as the through-zone. Frontage zones are typically 5-6 feet wide and need to accommodate opening/closing doors, lines for events, and cafe seating, among other uses.

Walk San Francisco did an analysis of frontage zones between 5th and 8th Streets that had cafe seating. We found eight businesses with cafe seating, and these areas occupied between 6 and 9 feet of sidewalk space. Subtracting this cafe seating area from the 15-foot-wide pedestrian through-zone detailed in the Draft EIR results in actual pedestrian through-zones between 9 feet and 6 feet — not 15 feet.

Walk SF encourages activation of the street, like cafe seating, however, we don’t want this to interfere with the sidewalk safety and through-zones. Along with cafe seating, there are other pinch points along the project corridor, including BART portals. At these locations, the pedestrians through-zones will likely be less than 15 feet.

The calculation of pedestrian through-zones in the DEIR should factor in these obstacles, especially obstacles like BART portals that are unlikely to be moved.

2. Pedestrian Level of Service Analysis

The DEIR presents an informational-only pedestrian level of service (LOS) analysis in the body of the document that finds that:

... With implementation of the proposed project, the sidewalk level of service at the nine study locations throughout the project corridor would be LOS of D or better, which reflects conditions where pedestrians can travel in their desired path, but where the speed and ability to pass slower pedestrians may be restricted. (4.B-74)

It is unclear, however, what this calculation is based on. LOS measures the flow of people, but it is up to regulatory entities to specify the appropriate level that will meet the goals of a given project. The City’s selection of D as an acceptable LOS for Market Street seems arbitrary. One of the goals of the proposed project is to “Provide an appropriate pedestrian throughway” (2-2). What is unclear is how the City decided that an LOS of D or higher would allow them to meet this goal and what they are measuring “appropriateness” against.

The analysis of future pedestrian throughput, as shown in a table in Appendix 7, finds that five intersections will have a pedestrian LOS of D or higher in 2040. The DEIR states:

O-WSF2-4
TR-4
cont.

O-WSF2-5
GEN-1

O-WSF2-6
TR-4

The number of people walking would increase between completion of the proposed project and the 2040 cumulative conditions due to projected growth along and near Market Street. Under 2040 cumulative conditions, with projected increases in the number of people walking along Market Street (i.e., about 20 percent increase over 2020 baseline conditions) and the reduction in sidewalk widths, the sidewalks would be more crowded. At locations with high volumes of people walking (e.g., the north side of Market Street between Montgomery and Sutter streets, or between Fifth and Fourth streets), conditions for people walking would be more constrained, with friction and interaction between people. However, adequate sidewalk width would be provided to accommodate people walking without interfering with accessibility along Market Street or creating a safety concern for people walking. (4B-102)

O-WSF2-6
TR-4
cont.

There is no evidence to support the DEIR's contention that the sidewalk width would be adequately wide to not interfere with accessibility in 2040. An LOS of D reflects conditions in which "pedestrians can travel in their desired path, but where the speed and ability to pass slower pedestrians may be restricted (4.B-74)." At pinch points along the corridor, where there are BART portals for instance, the pedestrian through-zone could be as narrow as 6 feet. To be confined to a 6-foot area and not be able to pass people, which could be especially difficult for wheelchair users, does seem like it could "interfere with accessibility."

Beyond our comments, Walk SF firmly believes the Better Market Street Project will bring vital and long-awaited safety improvements to Market Street, and we are grateful to see the City prioritizing people walking, biking, and taking transit.

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Thank you for the opportunity to comment on this document. Please feel free to contact us for clarification or additional comments.

Sincerely,


Jodie Medeiros
Executive Director