



Better Market Street

Draft Environmental Assessment (EA) &
Draft Section 4(f) Public Hearing
June 17, 2020

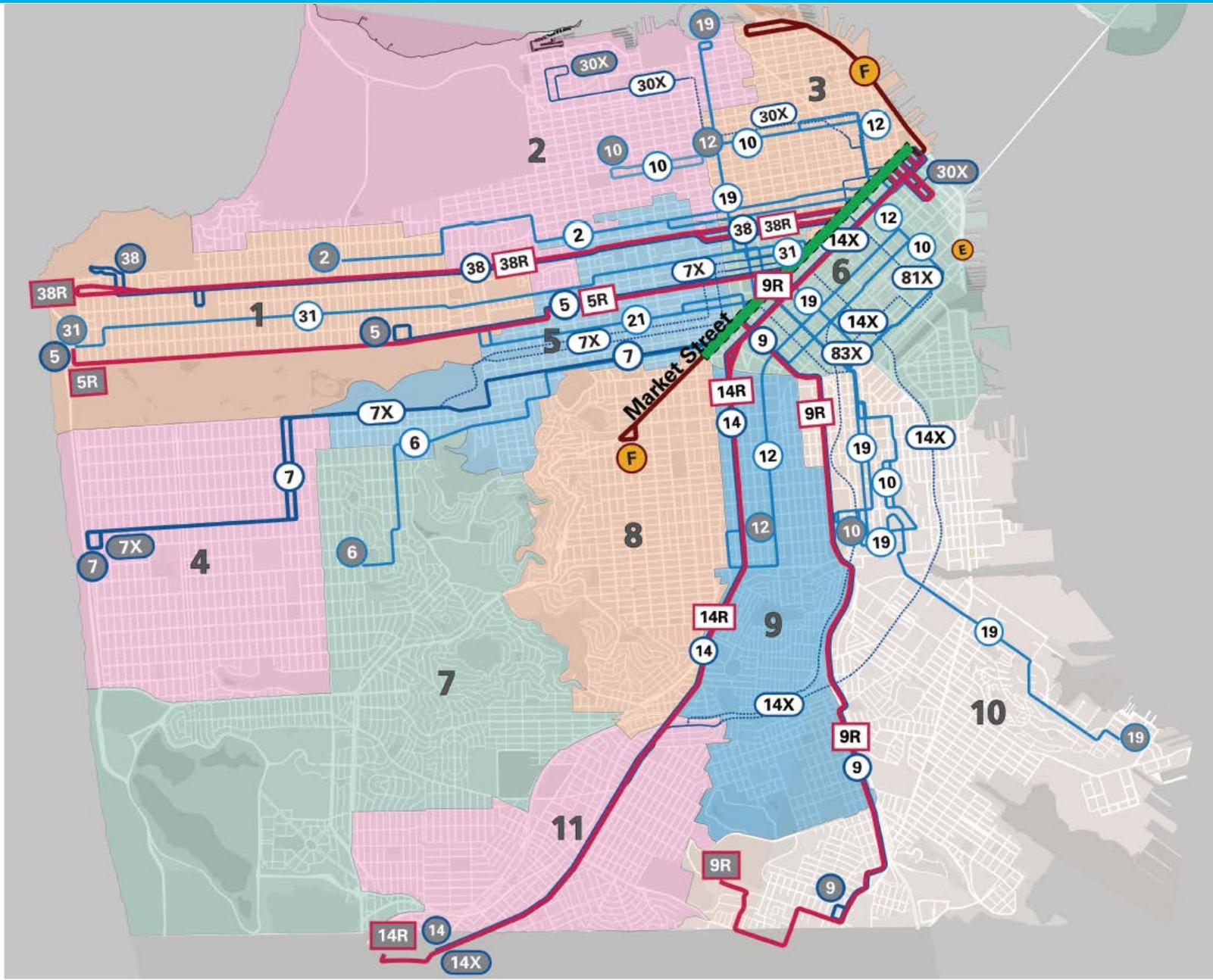


- Safety challenges for all modes
- Discontinuous bike facility
- Aging infrastructure: Streetlights, tracks, traffic signals, underground utilities, sidewalks
- Transit stops, curb ramps and brick paving do not meet current ADA standards
- Improving transit reliability and travel time





MUNI Service Connecting Market Street

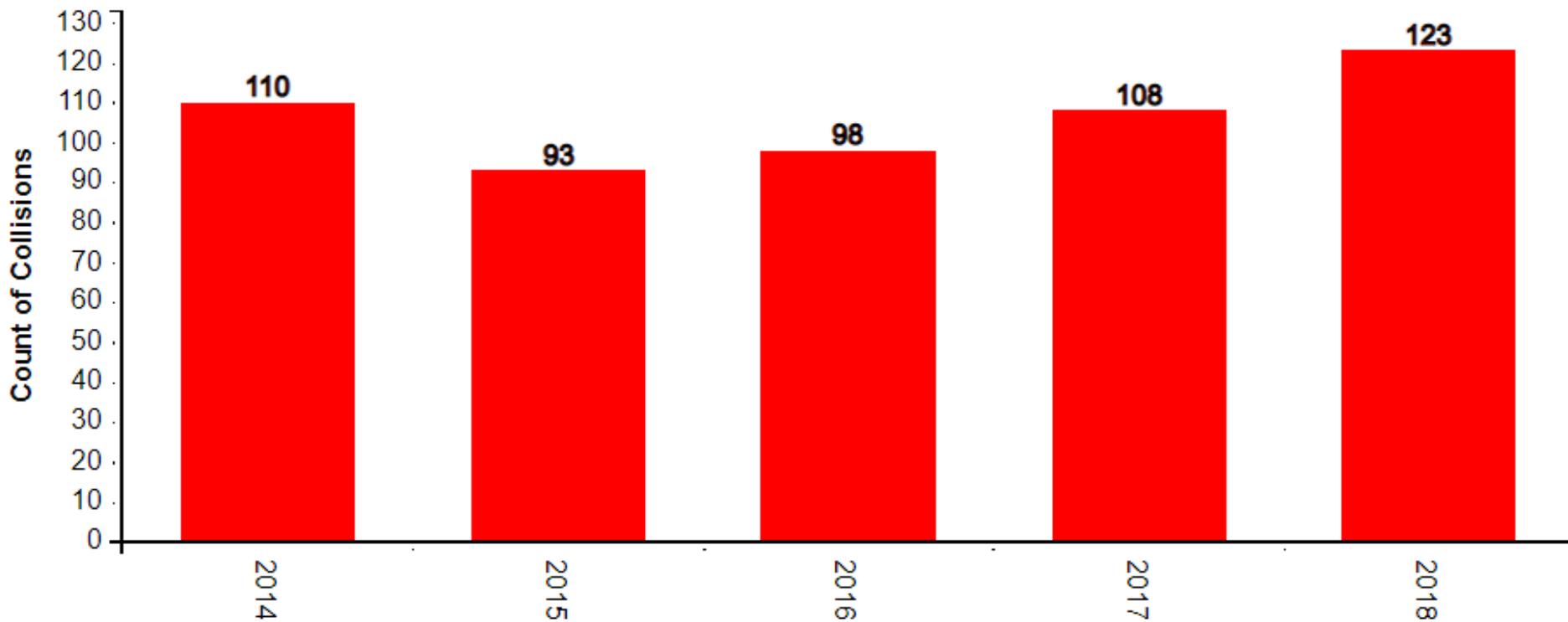




Market Street safety must be improved



Injury Collisions per year on Market between Octavia and Steuart

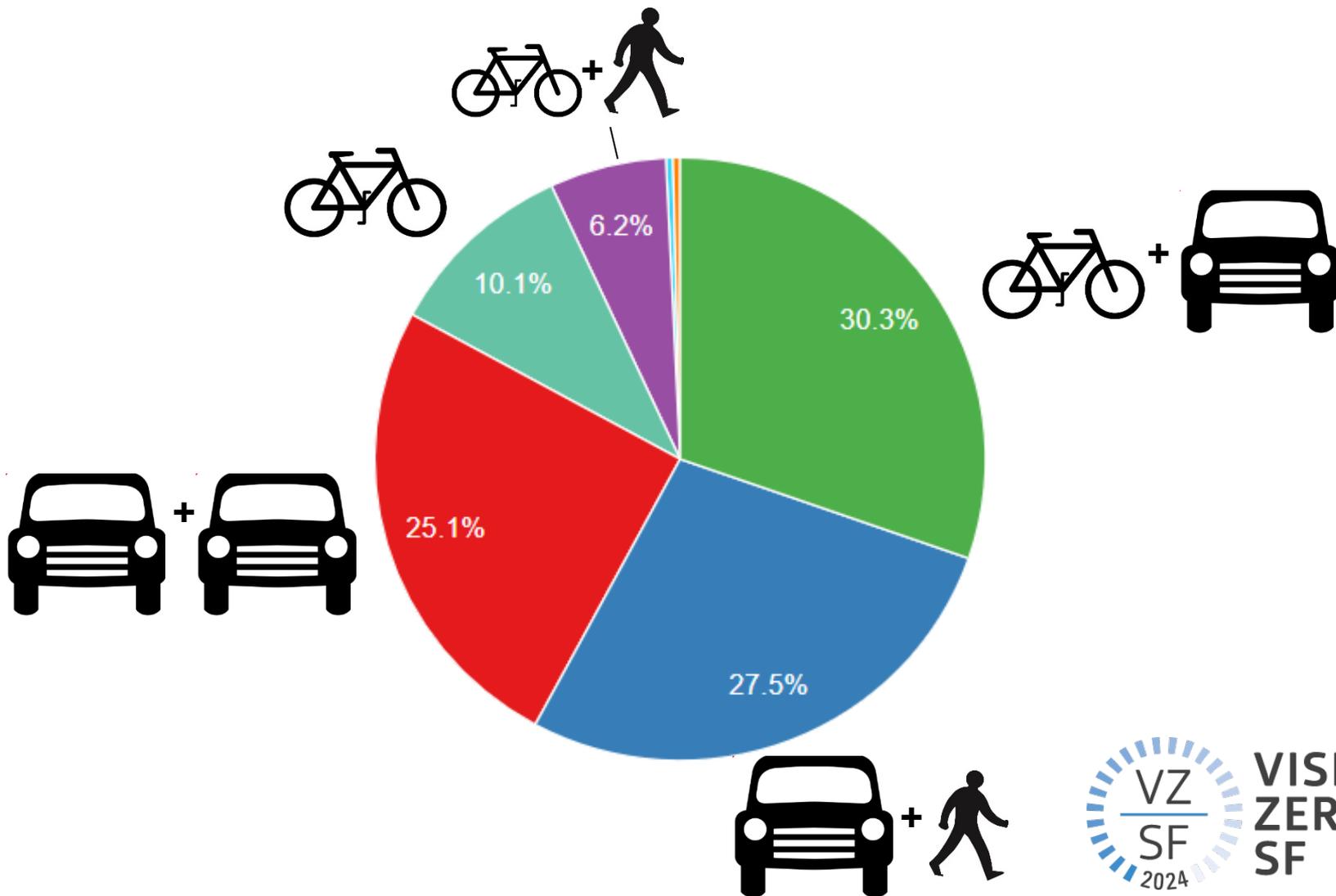




Market Street safety must be improved



75% of injury collisions involve people walking or biking





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

PLACE



MOBILITY



ECONOMIC DEVELOPMENT



BENEFITS

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

- 5 rounds of workshops / open houses
- Stakeholder meetings
- Community Working Group
- Turn by Turn Web Map and Plan-View Explorer
- Website
- Surveys
- Mailings
- Merchant loading survey
- Posters in corridor/on transit
- Multi-lingual outreach
- Tabling at events

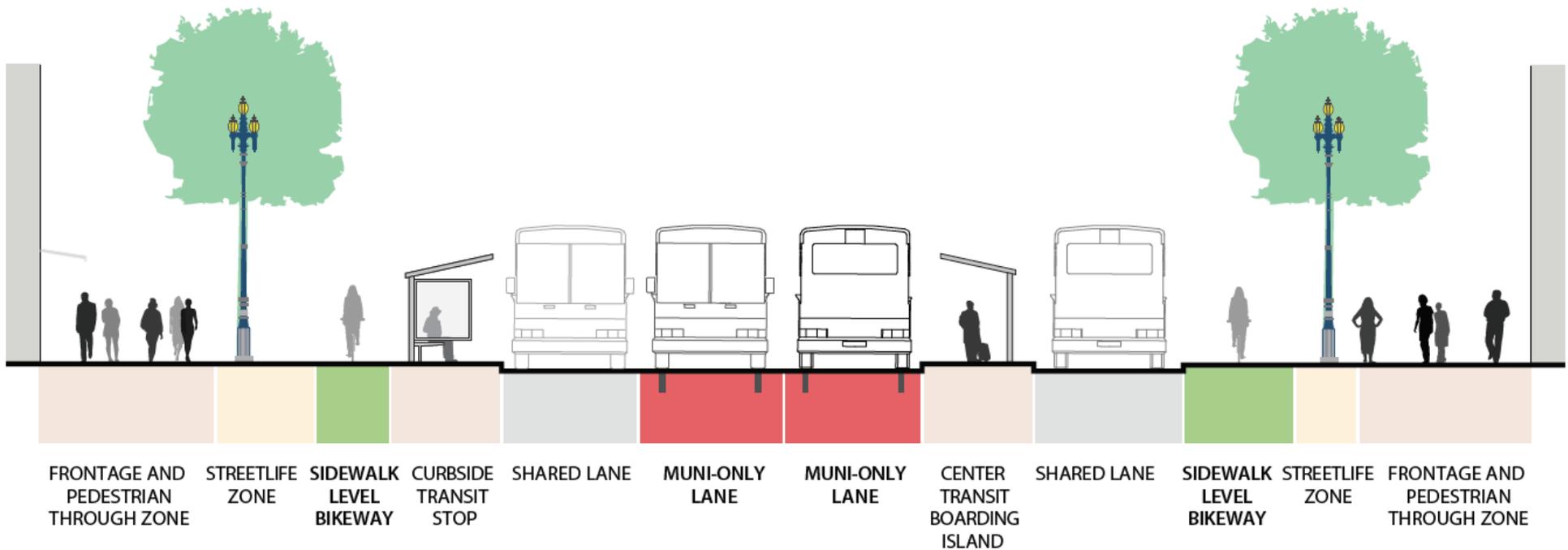




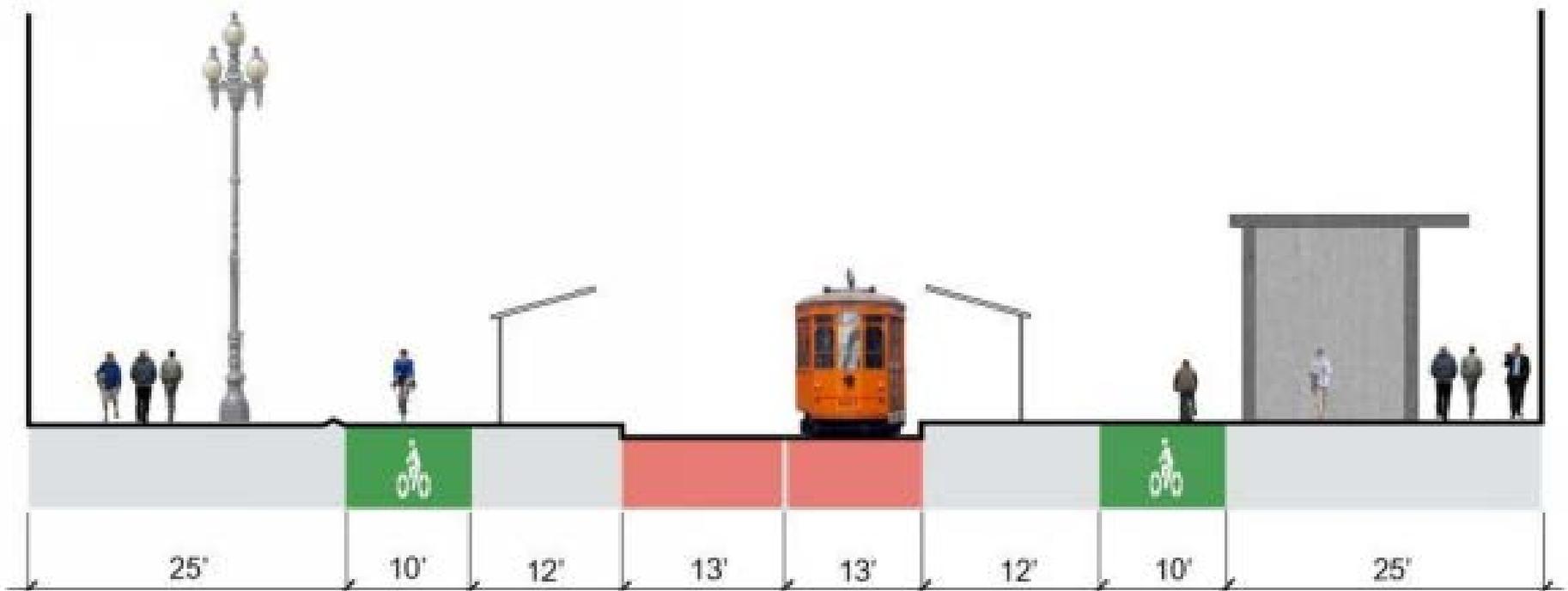
- Sidewalks rebuilt with smoother surface
- Sidewalk-level bikeway separated from pedestrians by buffer zone and tactile surface



Build Alternative



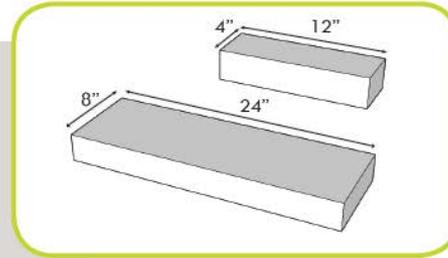
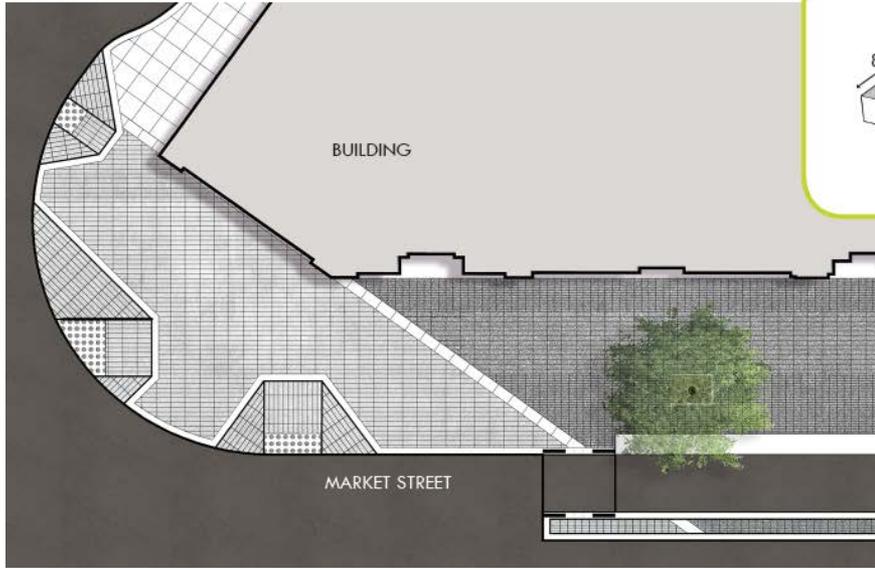
Design option extends between 9th, Hayes, Larkin and Market streets and Gough and Market streets



Cross-section shown on Market Street between 12th Street and Van Ness

Sidewalk Paving Design

PAVING ENLARGEMENT



Paving Modules

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

NEXUS INTERSECTION

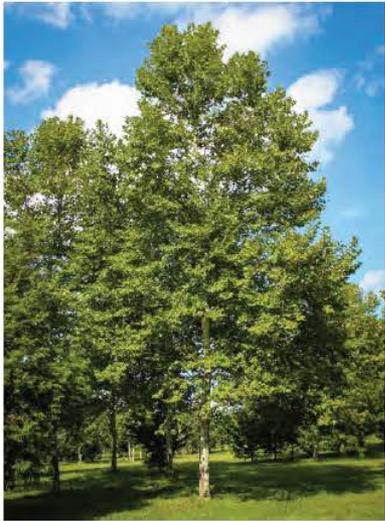


Birds-eye view of the sidewalk

Greening

GREENING GOALS:

Make Market Street the signature sustainable street in San Francisco and the Bay Area by creating a memorable and active identity, with gathering spaces, the ability to promenade, a healthy urban forest, and a vibrant public life.



Platanus



Quercus



Ulmus



Lophostemon

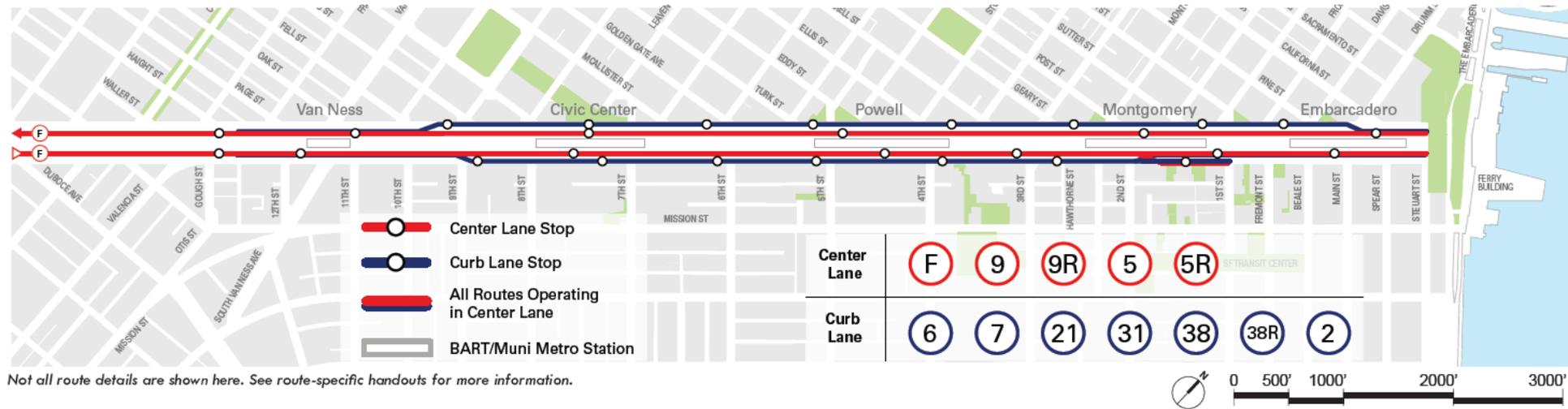


Streetscape Features





Proposed MUNI Service

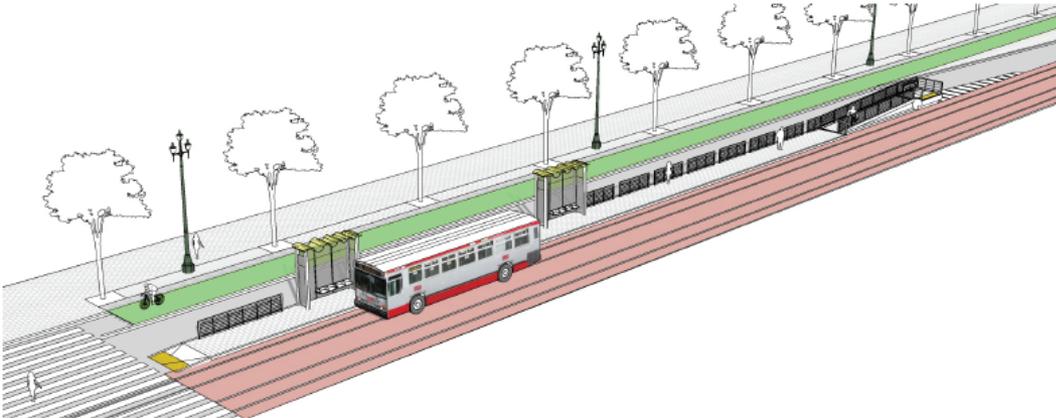


Not all route details are shown here. See route-specific handouts for more information.

The project is expected to provide up to 25% travel time savings by changing stop spacing, reducing conflicts with bikes, and extending Muni-only lanes.

Rapid Center Lane Service:

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



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

Maintain Curbside Local Service:

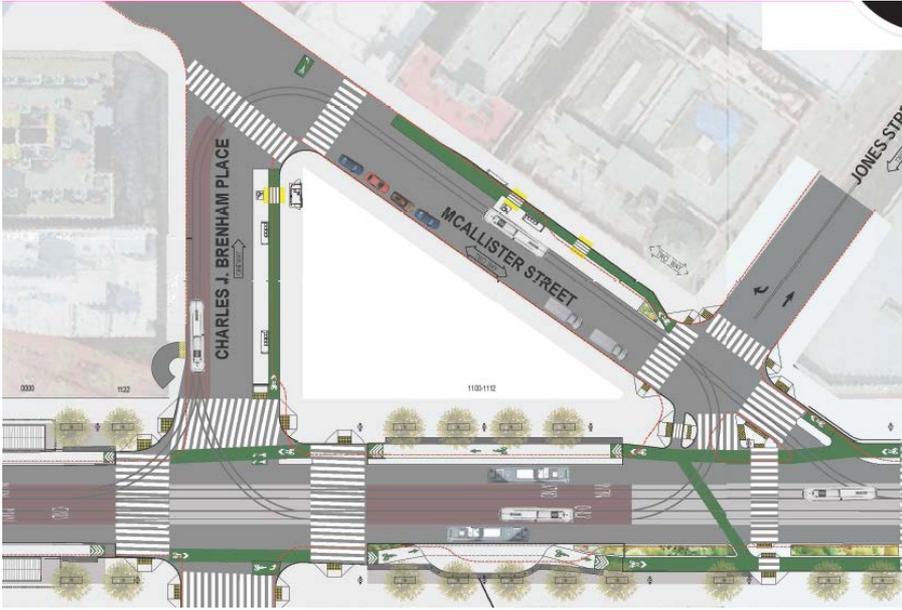
Curbside stops would remain at about every block and Civic Center would serve as a convenient transfer point for those wanting to minimize walking.



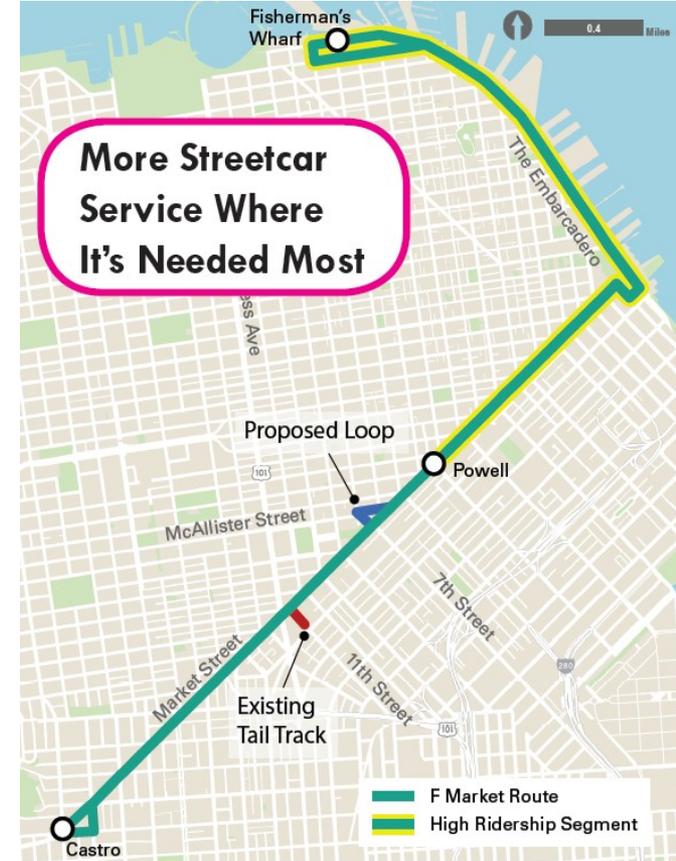
The proposed sidewalk-level bikeway will help speed up transit by reducing conflicts with people biking.



F Market Loop



The proposed F Market loop will allow SFMTA to minimize the impact of traffic disruptions by providing a new place to temporarily park trains for emergency maintenance or to rebalance service.



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

- Enables short-turns to allow for **additional service** where ridership is highest
- Improves transit flexibility and reliability



Turn Restriction and Muni Only Lanes



Proposed private vehicle restrictions on Market Street:

- Eastbound between 10th Street and Spear Street
- Westbound between Steuart Street and Van Ness Avenue

- Goals:
 - Improve bicycle, pedestrian and transit safety by reducing conflicts
 - Improve transit travel time by reducing congestion
- Buses, taxis, commercial vehicles, bicycles and paratransit would be exempt from vehicle restrictions



CEQA

01/14/2015	Notice of Preparation to prepare EIR
02/28 – 4/15/2019	Draft EIR public comment period
09/23/2019	Final EIR published
10/10/2019	SF Planning Commission Certified EIR

Project Approvals

10/11/2019	Public Works Hearing
10/15/2019	SFMTA Board of Directors Meeting

NEPA

05/29/2020	Draft Environmental Assessment (EA) and Draft Section 4(f) Evaluation published
06/17/2020	Public Hearing for Draft EA and Draft Section 4(f) comments
07/14/2020	Draft EA and Draft Section 4(f) Evaluation public comment period ends

- Public Works proposes the use of federal funds from the Federal Highway Administration (FHWA) to construct a portion of the project
- FHWA has delegated authority for NEPA environmental review and consultation to Caltrans
- Caltrans has prepared an Environmental Assessment (EA) analyzing the potential environmental effects of the No-Build Alternative and the Build Alternative (the Better Market Street project)
- The EA was circulated on May 29th, and public comment on the EA is being accepted through July 14th.
- After considering comments on the EA, Caltrans will consider whether to adopt a Finding of No Significant Impact (FONSI).

Environmental Assessment (EA) includes:

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

- Resources with minimal impacts during construction and operation
 - Utilities/Emergency Services
 - Community Impacts
 - Traffic and Transportation/Pedestrian and Bicycle Facilities
 - Visual/Aesthetics
 - Water Quality and Storm Water Runoff
 - Geology/Soils/Seismic/Topography
 - Hazardous Waste/Materials
 - Air Quality
 - Noise and Vibration

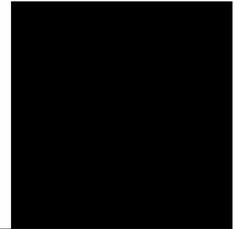
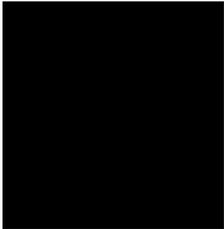
- Resources with minimal impacts during construction; no impacts during operation
 - Parks and Recreational Facilities
 - Cultural Resources
 - Biological Environment
- Environmental Justice

Construction and operations would not result in disproportionately high or adverse effects on minority and low-income populations.

Avoidance, Minimization and/or Mitigation Measures proposed for the following resources:

- Community Impacts
- Environmental Justice
- Utilities/Emergency Services
- Cultural Resources
- Water Quality and Storm Water Runoff
- Hazardous Waste/Materials
- Air Quality
- Noise and Vibration
- Biological Environment

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To provide a verbal comment during this public hearing, click the “Raise Hand” icon at the bottom of your screen and wait to be called upon by the meeting host.

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

Comments may be submitted to:

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