



Better Market Street

Community Advisory Committee Transportation/Corridor Working Group

June 30, 2014, 6:00pm - 7:30pm
City Hall, Room 201

Better Market Street (BMS) Community Advisory Committee (CAC) meeting convened at 6:05pm by Al Williams.

Transportation/Corridor Working Group CAC attendees:

Bob Planthold
Bruce Agid
Jane Weil
Jonathan Goldberg
Kevin Carroll
Lawrence Li
Natalie Burdick
Ralph Lee
Rick Laubscher
Sarah Brett

Transportation/Corridor Working Group CAC absent:

Jim Frank
Lee Coats
Mary Jessup
Paolo Cosulich-Schwartz

City Department attendees:

San Francisco Public Works

Simon Bertrang
Kelli Rudnick
Mindy Linetzky
Veronica Flores
Zohreh Khodabandelu

Planning Department

Neil Hrushowy

Municipal Transportation Agency

Britt Tanner
Mari Hunter

Better Market Street consultant:

Alfred Williams Consultancy
Al Williams



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1. Welcome and Staff Introductions by Al Williams

(see presentation)

2. BMS project update by Simon Bertrang

(see presentation)

3. Market Street transit stop spacing proposal by Britt Tanner

(see presentation)

Transit stop spacing proposal questions and comments:

- Bob Planthold (Transit/Pedestrian Safety Advocate): Is the project taking out islands to accommodate the changes in stop spacing? Has this been presented to the Mayor's Disability Council (MDC) and other relevant bodies like the Multimodal Accessibility Advisory Committee (MAAC) and Paratransit Coordinating Council committees (PCC) ?

Yes, this has been presented to the MAAC in its draft form. Outreach needs to be done with the disability community and through the relevant accessibility and paratransit committees.

- Natalie Burdick (Walk SF): There are also a high number of seniors in this area who are lugging many items and need that bus stop location.

The proposed local /curb side stops preserve local access. Local riders can transfer to and from Rapid buses at Van Ness, Civic Center, Powell and Montgomery station locations.

- Rick Laubscher (Market St. Railway): You show 5 island stops between Van Ness Avenue and the Ferry Building. I thought we were doing between 6 and 9? Was research done on the 3rd Street reduction? 3rd Street has lots of buses crossing and it is a considerable transfer point. There needs to be a stop at this location.

We do have 6 Rapid stops, but from Gough to the Embarcadero. We will look at 3rd Street and the issue of a busy transfer location.

- Bruce Agid (Market St Railway): How many island stops are there?

There are 11 Rapid/island stops total and one Rapid/curbside stop at Drumm.

- Rick Laubscher: Are you still considering a turn back for F-line?

Yes, the City is currently studying feasibility of the F-line McAllister turn around.

4. Market Street private auto restrictions proposal by Britt Tanner

(see presentation)

Private auto restrictions proposal questions and comments:

- Rick Laubscher: Maybe Jones Street should be made into more of a two-way neighborhood street for more than one block may help. Having the two-way traffic may help.
- Lawrence Li (SPUR): Echoes the previous comment.



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- Rick Laubscher: I am concerned that the forced right turn out of Ellis St garage will increase traffic turning onto Powell and delay cable cars. I would like to see that the cable cars are not held up by the proposed change.

The City will consider these suggestions.

- Ralph Lee (Hotel Whitcomb): I am concerned about Market between 8th and 9th Streets. The Whitcomb Hotel loading will be severely impacted with the restrictions as drafted.
- Kevin Carroll (Hotel Council of SF): I am concerned about cutting off traffic to hotels on 4th Street (Palomar and Marriott Hotels). If cars can't come down 4th, it will cut off hotels.

The city will discuss these specific issues with all of the hotels and commercial properties on Market Street. The City will enter the environmental review phase with the overall goal of eliminating loading on Market Street. During the environmental review process the City will study feasibility of the policy. Specifically, the City will outline where we can achieve loading on alleys and adjacent side streets and where we unable to do so.

- Jane Weil (SOMA Grand Resident): I am concerned about moving all cars off Market which will logically move to Mission Street. How do you handle all this?

We will analyze the impact of restricting private vehicles on Market Street during environmental review including how level of service (impact to vehicular traffic) on Mission Street is impacted by cars diverting from Market. We will also look at all trade-offs after we do all traffic studies. When we design Mission Street as part of Option 3, we will look at re-introducing left/right turn pockets.

- Bob Planthold: Taxi drivers say they can travel where Muni goes as stated by City Charter. The City will need investigate this. Also broader phrasing is needed regarding disability because "Red & Blue Placards" cannot be restricted.

The City will consider these suggestions.

- Lawrence Li (SPUR): Can you pilot some of these auto restrictions?

Some auto restrictions were piloted in 2009 and have since then become permanent. We do not plan to pilot auto restrictions at this time due to environmental review constraints. However, there is a separate project, independent of Better Market Street, called Safer Market Street that is looking at implementing some auto restrictions between 8th and Montgomery potentially as soon as next year. The public kick-off for that project is planned for later this summer.

- Sarah Brett: I am concerned about forcing turns because it seems when you do drivers think they can just go without yielding to pedestrians. We need to slow them down. What kind of enforcement do you have in mind for these turn restrictions?

The City will design pedestrian safety improvements at intersections (e.g. bulb-outs and day lighting) to address this.

- Jonathan Goldberg: What is the physical design for these restrictions?

Traffic signage will be designed to provide clear direction and at the beginning of implementation the City will utilize the Parking Control Officers (PCO) to direct traffic and establish behavior.



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- Kevin Carroll: There are private autos operating as taxis such as Lyft, Uber, etc. Will they be allowed to drive on Market Street with these auto restrictions in place?

No. These services are subject to the private vehicle restrictions and would not be allowed on Market Street with these auto restrictions in place.

5. Public comment period facilitated by Al Williams

- Robin Levitt: In Germany, they unload from trucks and load deliveries onto bikes, and then deliver on bikes. The City should look at this.
- Kearstin Krehbiel (SF Beautiful): Feeder street work needs to be done. The First Street (Battery) crossing can't accommodate existing traffic. Additionally, I am excited about opportunities to add alley crossings back into the block.
- Anne Arquit Niederberger: What are the goals of the project? Is one of the goals creating a mode shift to reduce carbon footprint? Additionally, it is important to make crossings safe. Use the blinking lights in the crosswalk or above crosswalks to make pedestrian crossings safer.

Reducing the carbon footprint is not a specific objective but the transit, bike, and pedestrian improvements all help. The City will consider these suggestions.

- James W. Haas: Battery at First Street has a lane out of the building parking garage that forces cars to turn right onto Market St. How will this work with private vehicles prohibited? The City needs to look at this carefully.

The City is aware of this issue and will be working on a proposed solution.

- Zoe Hoster: With changes to loading, what is the plan to educate trucks and taxis?

We recognize we have to do outreach and communication. Signage will be used as explained earlier in presentation.

- Tyler Frisbee (SF Bicycle Coalition): Have you looked at NYC and their pedestrian plazas? May serve as a good example for this project.
- Stevenson Street has lots of pedestrians and loading. Adding cars is not a good idea.

We plan to pair the restriction with signage at Mission to encourage most traffic to turn off of 2nd Street before they reach Stevenson.

- Bruce Agid: What is the reason for the positioning of the Rapid stops near 1st Street? *The City had to fit the stops around the existing constraints of the BART portals. We will look more closely at this during the next CAC Urban Design working group meeting August 25.*

- When will Streetscape/Urban Design Working Group meet?

August 25, 2014.

- Is there a need for the boarding islands to accommodate 3 articulated buses?

The boarding islands are currently designed for up to 3 buses and the F line ramp inbound and up to 2 buses (depending on the bus frequency) and the F line ramp outbound. The City is continuing to study what is the appropriate size of the boarding islands in each location.



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6. Next steps and other announcements by Simon Bertrang and Neil Hrushowy

Other announcements by Neil Hrushowy:

- The Planning Department is leading a project called the Market Street Prototyping Festival to take place in March of 2015. This 3 day festival, in partnership Yerba Buena Center for the Arts, will solicit projects to enliven the streetlife zone, open up Market Street to the public and for the City to learn what works in the streetlife zone.

The Market Street Prototyping Festival request for proposals has been released. 50 proposals will be selected. All selected project teams will be given an established design partner and \$2000 stipend to design, build and implement prototypes.

Talk with Neil or email the Better Market Street team if you would like more information.

Next steps by Simon Bertrang:

- We encourage you to email us with further comments.
- The presentation and minutes from this meeting will be posted on website by the end of the week.
- The next CAC meeting (streetscape/urban design working group) will be held on August 25, 2014.