



# Better Market Street

Streetscape / Urban Design Committee

August 25, 2014, 6:00pm - 7:30pm

1155 Market Street, Floor 4 Conference Room

**Better Market Street (BMS) Streetscape / Urban Design Committee (CAC) meeting convened at 6:05pm by Al Williams.**

**Streetscape / Urban Design Committee attendees:**

Andrew Robinson  
J. Lee Stickle  
James W. Haas  
Jessica Robinson Love  
Kearstin Krehbiel  
Ron Miguel

**Streetscape / Urban Design Committee absent:**

James U. Alderson  
Jim Collins  
Laura Thomas  
Richard Chapman  
Rylan Carpena  
Sahiti Karempudi

**City Department attendees:**

**San Francisco Public Works**

Simon Bertrang  
Kelli Rudnick  
Mindy Linetzky  
Veronica Flores  
Zohreh Khodabandelu

**San Francisco Planning Department**

Neil Hrushowy  
Nick Perry

**San Francisco 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

- Meeting convened 6:05PM
- Al explained the CAC structure with the three working groups and reminded everyone that at the end of the presentations, he will take comments from working group members first, and then open session up to public comment.

### 2. Better Market Street Project Update by Simon Bertrang

- Previous presentation minutes are online. The City team has been following up on suggestions from the last meeting. For example, presenting the transit stop spacing proposal to the SF Paratransit Coordinating Council; working with the Hotel Council on loading issues; and looking at how the Market Street stop spacing works with the transit lines crossing Market Street.
- CEQA 101 sent to the CAC members. The first step for environmental review is the Notice of Preparation (NOP) for California Environmental Quality Act (CEQA) and the Notice of Intent (NOI) for National Environmental Policy Act (NEPA). CAC members will be invited to participate in the public scoping for the project.

### 3. Better Market Street Urban Design 101 by Neil Hrushowy (see presentation)

### 4. Design Focus: Curb-Side Transit Islands by Britt Tanner and Nick Perry (see presentation)

### 5. Public Comment

#### From Working Group Members

- Kearstin Krehbiel – The example of Duboce/Church is a good example with heavy traffic. One concern is how to encourage pedestrians to use the crosswalk. The project needs to approach design with safety in mind for all users. There are many improvements to increase safety and create perception of the barrier, but there is the need to recognize that not all pedestrians will cross at crosswalks.

- Question – How wide are proposed islands?

*Currently the boarding islands are 5' – 7'. The proposed islands are 8' wide.*

- Question – Are you cutting into the sidewalk to make this wider cycle track, and not the street?

*Correct.*

- James W. Haas – First, will you really be able to keep all cyclists in the cycle track? Second, is there a standard design for shelters/awnings? Would these be pre-fabricated or would there be opportunity for special design? Third, are islands designed with a full railing?





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*Some cyclists will always ride outside the cycle track, but we think that most cyclists will choose the cycle track if it provides a safer and more convenient option.*

*The shelters could either be the standard MTA "Seismic Wave" design or possibly a custom design. We do face constraints in that the MTA's existing contract with an advertising company supports the installation and maintenance of the "Seismic Wave" throughout the city and provides revenue for the MTA; a "special" design would not.*

*The curb-side islands will not have a full railing – the railing will have gaps.*

- Ron Miguel – Shelters should be unique and should be Market Street specific. The project should enhance the sidewalk side more so than the transit island. The Duboce/Church example works. The raised crosswalk will slow things down. Uniform paving across the sidewalk and throughway is ideal. I would like to move away from the red brick. I would like to see as much sidewalk width as possible for activities. Trees here should be selected more thoughtfully. People are more comfortable when there are more people on street. The design should maintain the straight line for historic lighting (Path of Gold) because it creates a sense of place. If BART is adding portal coverings, designs need to be coordinated between this project and the BART covers.
- Kearstin – Where do activation zones and transit stops overlap? Streetlife hubs are not right next to transit – is that correct? I have another question on trees - can we email other questions directly to team?

*Streetlife Hubs are intense activation zones within the more extensive Streetlife Zone, which stretches for the entire length of the sidewalk on Market Street. There are 10 Streetlife Hubs located at optimal locations based on criterion such as natural lighting, key intersections, adjacent ground floor commercial and retail etc. There may be other potential ideal locations for Streetlife Hubs. We did not locate the 10 Streetlife Hubs at transit stops in order to maintain the most space for activation. We will look at an overlay of locations of transit stops and Streetlife Hubs in a future meeting.*

*A reminder of where we are in process:*

*The NOP begins the scoping process which clarifies if we are studying the correct impacts. After the EIR, we begin the design phase where some of these specific questions will be more appropriate. Everyone is always welcome to submit questions to the team through the BMS website (<http://www.bettermarketstreetsf.org/>)*

- Andrew Robinson – Most cyclists are commuter bicyclists. Could the track be elevated to the level of the sidewalk? Also, there are no railings in the Duboce example – do the islands need railings?
- Lee Stickles – Cyclists on Market Street are so fast and I am very concerned about pedestrians. Is there anything this project will do to slow down the cyclists? Would larger crosswalks help with this? What about enforcement of bicyclists stopping and recognizing the pedestrian zone?

*The crosswalks across the cycle track to the curbside boarding islands are an uncontrolled and unsignalized. A 5' wide cycle track might make it easier for people to cross because the cyclists will be single file. We need to find a solution that is safe for everyone, and at the same time keep*





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*everyone moving. One big difference between the two options is how bicyclists, transit, and pedestrians are separated.*

- Kearstin – The width of the sidewalk and the islands are related. What are the combinations of furniture/paving/etc. that work best together? We need to look at something iconic for Market Street and encourage the project team to design creatively. The historic lighting (Path of Gold) creates continuity, but we need to think of its history as an innovative project.
- Jessica Robinson Love – A consideration is the sight lines from one side of the street to the other as it affects businesses. Shelters should have transparency so businesses can be seen and bad behaviors be minimized. Also you need to make sure there is a bicycle signal to pedestrians to warn pedestrians that they are moving into a cycle track.

## From Members of the Public

- You need decide whether you want beautiful designs or designs which clearly mark whose zone it is – pedestrian or bike? What is the relationship between Streetlife zones and surrounding buildings? Were the surrounding buildings involved?

*Ground floor uses were one criterion used to locate Streetlife Hubs. Hub locations were selected where there was a lack of ground floor uses and activity was needed, to introduce activity into the area.*

- Some designs are not fully responsive to people with disabilities or seniors . Look at the railing on the M platform at Stonestown and how you are able to semi-sit. 160' islands should include signage, whether audio or visual, to let people know which bus will be loading at the various locations. The design shows the cycle track diverted around the island. There should also be directional guides for cyclists.

*The railings are not required, but we understand they are good for other reasons including pedestrian safety and resting.*

*The goal is to propose the island length that is most efficient for transit while still serving all customers because it will reduce the number of times a bus may have to stop twice on one island. Therefore in the inbound direction where the majority of riders are alighting, the islands are proposed to accommodate up to three buses. In the outbound direction, where the majority of riders are boarding buses, islands would be a maximum of two bus lengths. This is most efficient for transit because it allows us to optimize the number of buses that can stop at an island at the same time (minimizing delays), while balancing the need for passengers to make sure that they can get to the bus that they need to board (minimizing walking distance to access a bus).*

I am concerned about cycle tracks: there are probably 40 cyclists at one stop during the commute hour and there are problems when they have to move into a single file lane. What model was used and was this considered in the model? Could we tell people there is an “express” bike lane on Mission so they can elect to use the faster facility?

- Regarding Streetlife Hubs: is wayfinding signage part of this?

*Yes, wayfinding signage is included as part of Better Market Street.*





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- The project requires nibbling away a few feet from the sidewalk. Could this be taken from the right of way? There are many ideas for bike/pedestrian solutions that signal to all modes the different use areas.

*All design options for Market Street have 4 lanes of traffic along the majority of the corridor. The project team does not feel we can go below this right of way width. The team has designed the lanes as narrow as possible to achieve transit and mobility improvements.*

- There is a need for bicyclists to change their behavior. I like the use of paving to separate areas. We need to be practical regarding the shelters and the need for ongoing maintenance to keep the areas clean.
- Good job to project team and to everyone's thoughtful comments and questions. We have to remember we are designing something for long-term. I would like to encourage City staff members to ride the bus a few times to really experience this. My favorite bus stop is located at Post and Montgomery because it has lots of space. We should think about fresh air, exercise, and each other.
- I suggest including embedded lighting into roadway as bicyclists turn.
- I think railings on transit islands are a good way of separating pedestrians and cyclists.
- The project needs to ensure Streetlife Zones are public focused. It should be clear they are public spaces, not private. I would like to see the overlay between transit stops and Streetlife Hubs.
- The project needs to include clear signs. I wouldn't want to use the cycle track because it is confusing, so I probably would take Mission Street.
- The existing conflict between buses and bicycles would disappear if signal timing was reinstated to provide 10-12 miles/hour. When signals are timed correctly there would not be backups. This worked well in the 1980s and project team should revisit this idea.
- I like the cycle track a lot. I believe this will get more novice bicyclists out there, which will then help slow down the overall speed by mixing the skill level.

## 6. Next Steps & Other Announcements

- Simon - The next CAC meeting has not been scheduled. There will be more information to come regarding the time of the next meeting and which working group will be meeting.
- The presentation and minutes from this meeting will be posted on the website by the end of week. Website: <http://www.bettermarketstreetsf.org/>
- Neil - The Market Street Prototyping Festival is accepting proposals (deadline October 10, 2014) to invite teams to brainstorm what they would do with the Streetlife Zone. Selected teams will get \$2,000 and be partnered with industry specialists and firms to implement their ideas in Spring 2015.
- Carolyn Diamond, Market Street Association - Friday Night Market is an 8 week trial of UN Plaza events on Fridays during the months of September and October from 4pm-





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9pm, with the first occurring next week September 5, 2014. The Night Market is free to the public and will feature food, cocktails, retail, entertainment, and children's activities.

- **Kearstin** -There will be a series of SF Beautiful events at UN Plaza from now through October. SF Beautiful has spent the last year soliciting ideas on what activities people wanted to see at UN Plaza. The top-ranked idea was having pop-up concerts at UN Plaza. SF Beautiful is implementing all of the other ideas as well, including a movie night. This program is still new and SF Beautiful encourages attendees to help spread the word about this program through social media. Visit <http://www.unplazasf.org/>.
- **Mari Hunter, SFMTA** - There will be a "Safer Market Street" project meeting in late September. Meeting details will be sent out to the BMS CAC members in case they are interested in learning more about the Safer Market Street project.

