



## Better Market Street Community Advisory Committee (BMS CAC) Minutes of June 24, 2013

### Members present:

Lee Stickels  
Ralph Lee  
Robin Levitt  
Carolyn Diamond

### Staff present:

Kelli Rudnick (DPW)  
Andrew Lee (MTA)  
Neil Hrushowy (Planning)  
Mindy Linetzky (DPW)

### Staff presentation:

#### Project updates

- Goals
- Transportation studies
- Urban design analysis

#### Public outreach

- Stakeholder charette
- This is Market Street movie
- Workshops

#### Next steps & questions

- Schedule
- CAC member vacancies
- Staffing

### Post presentation comments/questions:

Robin Levitt:

View Market St. as a grand street. Architectural, structural or sculptural elements that tell you this is an important street (Arc de Triomphe, etc.) would help to make it grand.

Mission vs. Market – As a bicyclist, Mission is easier to ride – no BART grates, etc. On the other hand, I understand the desire to have bikes on Market St. Why not think of the areas from 5<sup>th</sup> to Grant Avenue as a place which all traffic is diverted away from Market Street? Create a great public plaza.

Think about bike connections and facilitating their movements in design.

Deliveries – saw an UPS truck load packages on a bicycle for local delivery in Germany. Institute a method of delivery that is more conducive to dense area.

Lee Stickels:

Is there a consideration to do cycle tracks on both Mission and Market?

Kelli Rudnick response: We will be looking at that during environmental review.

Re bus lanes: Are rapid stops for all buses?

When I look at the designs I don't see the individual character of the districts. How will you articulate it?

Neil Hrushowy response: Street furnishings could come from same family, with pieces varying by district and/or there could be localized art. Street life hubs will be generated by local business & organizations. We need to balance the shifting nature of neighborhoods

Ralph Lee:

Elaborate on auto traffic enforcement.

Andrew Lee response: For auto restrictions, we have studied compliance rates.

Will there be no changes in cross traffic to minimize intersection congestion?

Will Mission be repaved?

Andrew Lee response: Yes, according to its schedule with or without a cycle track.

Will all options go through environmental review?

Kelli Rudnick response: Yes.

Carolyn Diamond:

Important to have all city departments involved. Street furniture is touchy on Market St. and in the past we've removed street furniture. Are there ways to include a maintenance agreement as part of this? People don't sit on dirty benches. Need attention to the physical environment. Can we get commitments from DPW, CBD,s and other agencies to take ownership of this?

Neil Hrushowy response: We plan to try these ideas out first on an individual basis. For instance, DPW is redoing Mechanics Plaza. We agree, we need to role things out with agreements.

Night time activation at the Embarcadero end of Market would be important.

Robin Levitt:

What about lighting?

Neil Hrushowy response: The challenge is how to mix new lights with existing historic lights.

Consider doing lighting effects as a sculptural element. Helps create a sense of place.

Carolyn Diamond:

Trees should be up lit all the way up and down Market St.

Public Comment:

Unknown: Where will money come from? Are bicyclists changing the area? I almost got hit by a cyclist recently. MUNI is spending money to train bicycle riders. It is difficult having to cross a cycle track to get to a boarding island until bicyclists attitudes change. Regarding trees, are we planning for all London Plane, or a variety? Bees need variety of trees. Given the amount of money, why are we doing this? Do you really expect people to go down there and interact?