



Better Market Street Community Advisory Committee

March 31, 2014, 6:00pm - 7:30pm
Hotel Whitcomb, 1231 Market Street, Ghirardelli Room

Better Market Street (BMS) Community Advisory Committee (CAC) meeting convened at 6:01pm by Simon Bertrang.

CAC attendees:

Bob Planthold	Sarah Brett	Danny Sauter	Reed Martin
Bruce Agid	Andrew Robinson	Dasha Barannik	Rick Smith
Jane Weil	J Lee Stickles	Del Seymour	Robin Levitt
Jonathan Goldberg	James W. Haas	Donald Savoie	Susie McKinnon
Kevin Carroll	Jim Collins	Jason Seifer	Tessa Buckley
Lawrence Li	Kearstin Krehbiel	Jennifer Hall	Tristan Randall
Lee Coates	Richard Chapman	Jessica Cassella	Virginia Grandi
Mary Jessup	Ron Miguel	Katherine Mattes	Zoe Hoster
Natalie Burdick	Rylan Carpena	Mahesh Khatwani	
Paolo Cosulich-Schwartz	Sahiti Karempudi	Melody Chen	
Ralph Lee	Daniel Jaimes	Olof Hansen	

CAC absent:

Jim Frank	Jessica Robinson Love	Bryce Engen	Miriam Newcomer
Rick Laubscher	Laura Thomas	Christophe Thomas	Seth Rosenblatt
James U. Alderson	Anne Arquit Niederberger	Julie Kim	Tracy Everwine
Jane Redmond	Baxter Denney	Mark Friend	Willem Racké

San Francisco City Department attendees:

Public Works

Simon Bertrang
Kelli Rudnick
Veronica Flores
Mindy Linetzky

Planning Department

Neil Hrushowy

Municipal Transportation Agency

Mari Hunter
Timothy Papandreou
Britt Tanner

Better Market Street consultant:

Alfred Williams Consultancy

Al Williams





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1. Welcome by Public Works Director, Mohammed Nuru
2. Introductions of Better Market Street (BMS) project team and BMS Community Advisory Committee (CAC) members and CAC members' vision for Market Street in one word facilitated by Al Williams

- See last page for the list of words

3. BMS project overview

- a. Schedule, background and project goals by Simon Bertrang (see presentation)
- b. 3 conceptual design options by Neil Hrushowy (see presentation)
- c. BMS project overview questions

- In the rendering of a future UN Plaza, where are the fountains located?

City team pointed out fountains in rendering and clarified that this was rendering was just one expression of how to address the issues in UN Plaza. The details will be articulated at a later date.

- How do funding and the ability to solidify funding sources affect any of the conceptual design options?

There are cost variations to the different options, but there are different funding strategies in place to fund the different elements, regardless of which option is selected.

- In Option 3, what will happen to the casino and employee shuttle buses?

This will be dealt with in environmental review.

- In Option 3, what is done about open space for people?

There is a band along the Streetlife Zone which would provide open space. The Streetlife Zones will be reflective of the zone and district it is going through. City team described upcoming prototyping event in October 2014 during San Francisco's Innovation Month.

- Are there center bicycle lanes? Figures show only curbside bicycle lanes.

Center bicycle lanes were previously considered but rejected based on safety concerns since a center bicycle lane would require buses and streetcars to travel on both sides of bicycle lane and require crossings of tracks and two transit lanes to get on and off cycletrack.

- What about UPS trucks and issues regarding blocking the one lane of traffic? How to deal with loading zones and bicyclists?

City team clarified that this will be one of the issues discussed in the transportation corridor group meetings.

- How far south of Market does the project go?

The project area in which we are proposing physical changes includes Market Street's right of way from Octavia to The Embarcadero and Mission Street's right of way between South Van Ness and The Embarcadero as well as some connections between Market and Mission streets. The study area for environmental review will include a larger area, including South of Market, to capture traffic impacts in a wider area.

- What about cars and having eyes on the streets?





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All options will look at vehicle restrictions to understand and disclose the impacts.

4. BMS CAC purpose, structure, and preliminary meeting schedule by Kelli Rudnick

a. **The CAC is a channel of information from the communities CAC members represent to the BMS project team and from the BMS project team to the communities CAC members are connected with.**

b. **Three working groups and preliminary schedule (see presentation)**

c. **BMS CAC structure questions**

- Will materials be distributed to CAC members beforehand to review and prepare for meetings?

The agenda will always be distributed beforehand. It will be helpful to distribute materials beforehand for CAC members to discuss with respective groups. This will depend on each specific meeting.

- Is there an overall design plan for city streets?

There is currently a Better Streets Plan which prescribes the overall streets design for the City. The Better Streets Plan also states that ceremonial streets (including Market Street) will be unique in terms of paving, curb design, etc.

- How much empowerment does this group have in terms of altering the options?

Many decisions have already been made regarding these options based on work from the past 3 years. Scores of alternative designs for the street were considered as part of a multi-year public process. The City is moving forward with the 3 options- all of which achieve the goals of a Better Market Street. That said, there is of course still room for adjustment as the project moves through environmental review and the public review process.

- Are we encouraged to attend other groups' meetings?

Yes! All CAC members are invited to attend the other groups' meetings as members of the public to create a more holistic CAC.

- Why does it seem like the number of meetings for the transportation group is different than the other groups?

Each group will meet 2-3 times a year. The schedule of the project will determine each specific group's schedules. The schedule featured in the presentation is just an example of what the schedule could look like.

- What is the project schedule?

Construction in 2017 and design in 2015

5. Public comment period facilitated by Al Williams

- Britt Tanner from the San Francisco Municipal Transportation Agency mentioned a separate project seeking to reduce conflicts between different modes of transportation (ie pedestrian, bicyclist, transit, vehicles, etc.) to help address safety on Market Street. CAC members were informed about the environmental review process for this project in case they were interested.

- No additional public comments. Time spent addressing additional questions.





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- Where have raised cycletracks been used before?

In over 75 cities in the world including Europe, Asia, and soon in Portland as well. Studies show this is the preferred design for a broader group of users.

- What is the inspiration for the grand boulevard?

From the beginning, Market Street has served as the grand entry way in San Francisco, and this project continues that vision. Swanson Street in Melbourne, Australia is one example of a grand boulevard. However, no other street involves all 3 modes (pedestrian, bicyclists, transit) as intensely as Market Street does.

- How does the raised cycletrack affect drop off/pick up activities for paratransit?

The raised cycletrack has a 2" rolled curb and will allow paratransit vehicles to pull up onto the cycletrack in order to reach the sidewalk.

- Comment on the use of acronyms. Not all members are planners and it is hard to follow some of the discussions if acronyms and terms are not spelled out.

This will be addressed at in the upcoming working group meetings.

- There are some comments that this CAC doesn't matter. Is that true?

This is a non-voting CAC. That said, this CAC will contribute directly to project development and provide valuable feedback to the City team as we move forward with design. The CAC will act as a two-way channel of communication between the City team and the public and is critical to the success of the Better Market Street project.

- How can you get some more predictable behavior from bicyclists?

Research shows that better bicycle facilities and clearer rules lead to people behaving better. There will be clear rules on how to move around. Additionally, there will be a layer of enforcement to address this matter.

6. Closing and instructions to break out into working groups by Simon Bertrang

List of "one word" describing hope for Market Street

- | | | |
|----------------|------------------|-----------------|
| • Activated | • Pleasant place | • Inclusive |
| • Efficiency | • Sustainable | • Complete |
| • Engaging | • Safe | • Inclusive |
| • Bicycles | • Clean | • Destination |
| • Place | • Cleaner | • Connected |
| • No | • Everyone | • Inclusiveness |
| • First choice | • Activation | • Welcoming |
| • Accessible | • Inviting | • Authentic |
| • Community | • Transit | • Vibrant |
| • Safety | • Human scale | • Activated |
| • Innovative | • Attractive | • Diversity |
| • Walk | • Pleasant | • Change |
| • People | • Beautiful | |

