



SAN FRANCISCO PLANNING DEPARTMENT

Memo to the Planning Commission

HEARING DATE: FEBRUARY 21, 2019

Date: February 12, 2019
Case No.: 2014.0012E
Project: **Better Market Street Project**

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Recommendation: **None–Informational Item Only**

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SUMMARY

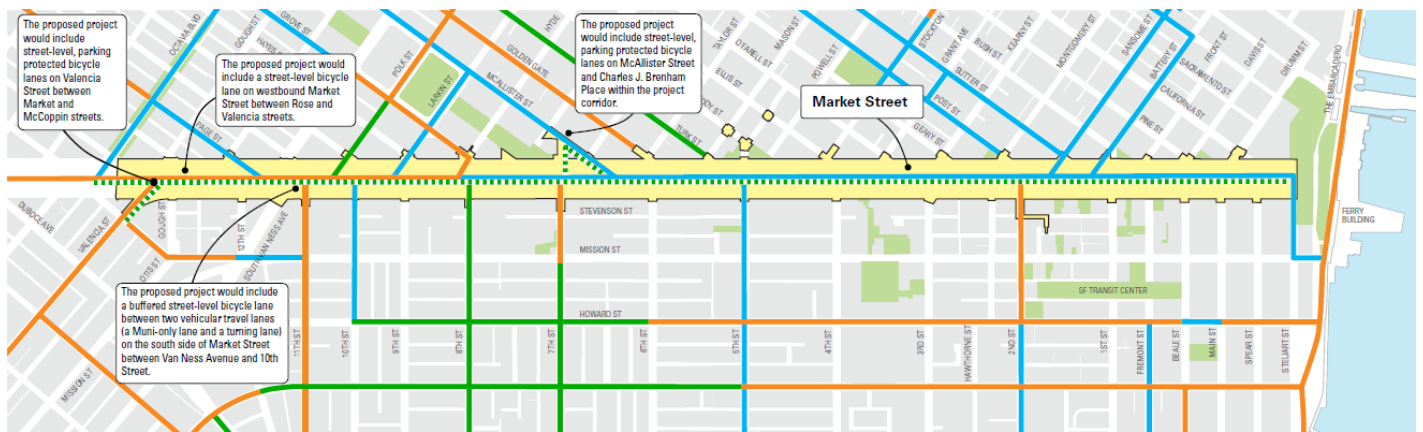
The project sponsor, San Francisco Public Works (Public Works), proposes to implement the Better Market Street Project in coordination with project partners, including the Citywide Planning Division of the San Francisco Planning Department (Planning Department), San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Utilities Commission (SFPUC), and the San Francisco County Transportation Authority (SFCTA). The proposed project would redesign and provide a program of transportation and streetscape improvements to a 2.2-mile-long corridor on Market Street between Steuart Street and Octavia Boulevard. The project is currently in the Environmental Document and Preliminary Design phase. This memo provides an overview of the project and an update on community engagement and design work completed to-date, in anticipation of an informational presentation at the Planning Commission hearing on February 21, 2019.

BACKGROUND

Much of the infrastructure on Market Street is currently at the end of its useful life and large-scale rehabilitation work is necessary to maintain mobility, accessibility, and a state of good repair. Infrastructure improvements must also be made to accommodate the City's anticipated growth in demand and services. San Francisco must improve and upgrade Market Street's existing street, transit, bicycle, and pedestrian infrastructure. The street has the City's highest per-mile average collision rate; San Franciscans are more than 10 times more likely to be hit by a car while walking on Market Street than the average city street. According to 2016 Vision Zero data, Market Street, specifically the parts in the Civic Center and South of Market (SOMA) neighborhoods, has the highest vehicle-pedestrian and vehicle-bicycle collision injury density. Market Street is among the slowest corridors in the Muni transit system (4.9-5.8 mph), primarily due to conflicts between different modes of transportation. These conflicts also contribute to an accident rate (67 Muni/auto collisions and 53 Bike or Ped/auto collisions on Market for the period 2012-2013) that is higher than the statewide average for this type of facility. The purposes of the project are to make Market Street safer for all modes of transportation, to optimize transit capacity and speed, to enhance its streetscape design and to upgrade its aging infrastructure.

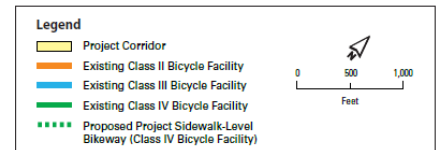
PROJECT AREA

Market Street is San Francisco’s premier boulevard and an important regional transit corridor. The Better Market Street project will completely reconstruct 2.2 miles of the corridor, from Steuart Street to Octavia Boulevard and the portion of Valencia Street between Market Street and McCoppin Street. It also includes portions of streets that intersect Market Street, four off-corridor intersections, and the entirety of Charles J. Brenham Place. See map below for reference. Shaded areas on the map are project limits for design work.



Notes:
 • Planned bicycle facilities noted in this figure are planned by MTA and included in the cumulative analysis.
 • Market Street is shown wider than map scale for clarity.

Bikeway Definitions:
 • Class II Bicycle Facility - Bike Lane
 • Class III Bicycle Facility - Bike Route
 • Class IV Bicycle Facility - Separated Bikeway



HISTORIC DESIGNATION

The historic built environment includes the eligible Market Street Cultural Landscape District, which includes streetscape components such as the sidewalk, roadway, and plaza areas in the public right-of-way that were designed as part of the Market Street Redevelopment Plan designed by landscape architect Lawrence Halprin and completed in 1979.

Several other historic and conservation districts intersect with or are adjacent to the project corridor:

- Civic Center Landmark District (includes the Civic Center National Historic Landmark, Civic Center National Register, and Civic Center Article 10 Landmark districts)
- Market Street Theatre and Loft National Register Historic District
- Uptown Tenderloin National Register Historic District
- Market Street Masonry Historic District (City of San Francisco Article 10 local designation)
- New Montgomery-Mission-Second Street Conservation District (City of San Francisco Article 11 local designation)

- Kearny-Market-Mason-Sutter Conservation District (City of San Francisco Article 11 local designation)
- LGBTQ Tenderloin Historic District (eligible for listing in the California Register of Historic Resources)
- San Francisco Auxiliary Water Supply System (eligible for listing in the National Register of Historic Places and California Register of Historic Resources)
- San Francisco Cable Cars National Historic Landmark

PROJECT TIMELINE

Summer 2010-Fall 2019	Planning and Environmental Review
Spring 2019-Spring 2020	Phase 1A (5 th Street to 8 th Street) Detailed Design
Summer 2020-Summer 2022	Phase 1A (5 th Street to 8 th Street) Construction

COMMUNITY ENGAGEMENT

A key component of the plan is outreach, coordination, and partnership with the many stakeholders along the Market Street corridor. The project team is working to ensure that the diverse communities in and near the Market Street Corridor are fully integrated into the project's development. The project team has already completed a robust series of community engagement efforts and events, summarized below:

Public Meetings + Survey. Four rounds of public meetings have taken place to allow the community to come together, learn about, and provide feedback on the project. A survey have been distributed both in-the-field and online to allow all those who are interested an opportunity to weigh in on the plan's progress.

- **Round 1—May 2011.** The first round of public workshops and webinars included public participation surveys that focused on building momentum for the proposed project, soliciting input on perceptions of Market Street, and discussing the vision and goals and how the public can effectively engage in the development process.
- **Round 2—July 2012.** The second round of public workshops and webinars showcased the proposed improvements along Market Street and collected public feedback. The purpose was to continue to engage the public, present updated information, present improvements suggested for the design options, and outline specific impacts and trade-offs for themes. Major themes included concepts for bicycle facilities, public space, and efficient management of public and private transportation. Major concerns raised by participants included safety along Market Street for pedestrians and bicyclists and the overall sense of security along the corridor.
- **Round 3—July 2013.** The third round of workshops discussed the conceptual design proposals, highlighted conceptual designs that came directly from public feedback in the prior two rounds, and demonstrated the trade-off decisions to be considered in the conceptual design. A Mission Street option also was introduced during the third

round of public workshops in the fall of 2013 to address constraints associated with providing adequate space for all users of Market Street.

- **Round 4—March 2018.** Two public meetings were held to present the updated and refined proposal to the public. Focused areas including urban design, streetscape, bike, safety, transit, vehicle circulation, and loading, were presented at the meetings.

Better Market Street Pop-Up. The project team is hosting office hours twice a week on Tuesdays at 10am-noon and Thursdays 1:30-3:30pm from January 29, 2019 through of February 28, 2019 in the lobby of A.C.T.'s Stand Theater on 1127 Market Street. Each pop-up session focuses on different topics of the Better Market Street project, including loading, transit, bikeway, landscape, trees, and public realm.

Community Working Group. The project team has established a Community Working Group that is designed to ensure broad and balanced representation from a diverse team of community members, to inform the Better Market Street design process and to maintain an open communication channel between the project team and the community members. The working group members serve as community ambassadors, act as sounding boards for new ideas, and communicate updates about the project and upcoming events to their respective communities. The group is scheduled to meet monthly.

PROPOSED DESIGN

Plan views and renderings of the proposed design developed to-date are provided as an attachment to this memo. A general description of the proposed design is provided below.

The project would introduce changes to the roadway configuration as well as private vehicle access, traffic signals, surface transit (including San Francisco Municipal Railway- (Muni-) only lanes, stop spacing and service, stop locations, stop characteristics, and infrastructure), bicycle facilities, pedestrian facilities, streetscapes, commercial and passenger loading, vehicular parking, and utilities. The project would also change traffic configurations on adjacent streets that intersect Market Street to both the north and the south.

Key elements of the proposed project are briefly summarized below:

- Protected cycling facility along length of the corridor to attract bicyclists of all ages
- Replacing sidewalk bricks to improve accessibility
- Private vehicular restrictions to reduce conflicts with Muni
- Wider and longer transit boarding islands and ADA accessible curb ramps and streetcar access ramps (“mini-highs”) at all F-line (historic streetcar) stops
- Muni-only lanes
- New F-Line track loop at McAllister and Charles J Brenham to allow additional streetcar service between Powell and Fisherman’s Wharf
- Full repaving of roadway including base repair
- Replacement and upgrade of traffic signals
- Utilities replacement and upgrade including water, sewer, power, traction power substation, and overhead contact system (OCS)

- Planting new and replacement trees with improved subsurface conditions to improve overall health of the urban forest on Market Street

NEXT STEPS

The Draft Environmental Impacts Report will be circulated for review and comment by the public and other interested parties, agencies, and organizations for 47 calendar days. The review period will begin February 28, 2019, and will close on April 15, 2019. For more information and to stay up-to-date on the latest project updates, please visit: <http://www.bettermarketstreetsf.org/>

REQUIRED COMMISSION ACTION

This item is being presented for informational purposes only. No formal action by the Planning Commission is required.

RECOMMENDATION: None – Informational Item Only
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