



# SAN FRANCISCO PLANNING DEPARTMENT

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## Notice of Availability of Initial Study

*Date:* March 30, 2016  
*Case No.:* **2014.0012E**  
*Project Title:* **Better Market Street Project**  
*Zoning:* Various - Market Street between Octavia Boulevard and The Embarcadero  
Mission Street between Valencia Street and The Embarcadero, Valencia  
Street between Market and McCoppin streets and 10<sup>th</sup> Street between  
Market and Mission streets  
*Block/Lot:* Various  
*Project Sponsor:* San Francisco Public Works  
Simon Bertrang – 415-558-4045  
Simon.bertrang@sfdpw.org  
*Staff Contact:* Chris Thomas – 415-575-9036  
[christopher.thomas@sfgov.org](mailto:christopher.thomas@sfgov.org)

1650 Mission St.  
Suite 400  
San Francisco,  
CA 94103-2479

Reception:  
**415.558.6378**

Fax:  
**415.558.6409**

Planning  
Information:  
**415.558.6377**

This notice is to inform you of the availability of the environmental review document concerning the proposed project as described below. The document is an Initial Study, containing information about the possible environmental effects of the proposed project. The Initial Study documents the determination of the Planning Department that the proposed project may have a significant effect on the environment, and an Environmental Impact Report (EIR) is required. Preparation of an Initial Study does not indicate a decision by the City to carry out or not to carry out the proposed project. This Notice of Availability is available to download in English, Spanish, and Chinese language for public review web page (<http://www.sf-planning.org/sfceqadocs>). To request that a copy of the document be mailed to you in either Spanish or Chinese, please contact our automated voicemail system for Spanish and Chinese:

中文詢問請電: (415) 575-9010

Para información en Español llamar al: (415) 575-9010

**Project Description:** The Project Sponsor, San Francisco Public Works (Public Works), in coordination with the Citywide Planning Division of the San Francisco Planning Department and the San Francisco Municipal Transportation Agency (SFMTA), proposes to implement the Better Market Street Project. The Initial Study analyzes three possible alternatives and two design options for the Proposed Project. Alternatives 1 and 2 would redesign and provide various transportation and streetscape improvements to a 2.2-mile-long corridor generally encompassing Market and Mission Streets between The Embarcadero, Octavia Boulevard, and McCoppin and Valencia streets, including Hallidie and United Nations Plaza, and Charles J. Brenham Place (the Project corridor). Alternatives 1 and 2 each have two design options for bicycle facilities on Market Street. Alternative 3 would redesign and provide improvements to the 2.3-mile segment of McCoppin, Otis, and Mission streets between Valencia Street and The Embarcadero, as well as 10th Street between Market and Mission streets (Mission Street), in addition to providing the Alternative 1 improvements to Market Street. Each alternative consists of both transportation and streetscape improvements, including changes to roadway configuration and private vehicle access; traffic signals; surface transit, including transit-only lanes, stop spacing, service, stop location, stop characteristics and infrastructure; bicycle facilities; pedestrian facilities; streetscapes; commercial and passenger loading; vehicular parking; plazas; and utilities.

The analysis provides an evaluation of the environmental effects of each alternative and design option. Based on the Initial Study, EIR, and other analysis and comment, one of the alternatives and design

options, or some combination of these alternatives and design options, will be proposed for consideration and approval.

- *Alternative 1:* Market Street (Complete Street and Transit Priority Improvements)
- *Alternative 2:* Market Street – Moderate Alternative (Complete Street and Moderate Transit Priority Improvements)
- *Alternative 3:* Market Street + Mission Street (Complete Street and Transit Priority Improvements on Market plus Bicycle Facility Improvements on Mission)

The key differences between Alternatives 1 and 2 relate to private vehicle access and commercial and passenger loading. Alternative 1 would restrict private vehicles on Market Street between Steuart Street and Van Ness Avenue in the westbound direction and between 10<sup>th</sup> and Main streets in the eastbound direction. Alternative 1 also would not allow commercial or passenger loading on Market Street, with the exception of paratransit users. Loading zones would be relocated from the existing bays along Market Street to on-street zones along adjacent side streets or parallel alleys. Alternative 2 would place fewer restrictions on private vehicles traveling on Market Street, with private vehicles allowed on more sections of Market Street than Alternative 1. In addition, fewer loading zones would be removed from Market Street under Alternative 2.

Alternatives 1 and 2 also include two design options for the bicycle facilities on Market Street, Design Option A and Design Option B. Under Alternatives 1 and 2, Design Option A, an enhanced version of the existing shared vehicle and bicycle lane along with painted sharrows (shared lane pavement markings) would be provided at locations where a dedicated bicycle facility is not already present. Under Alternatives 1 and 2, Design Option B, a new raised cycle track (i.e., a bicycle facility that is vertically separated from motor vehicle traffic and is for the exclusive or primary use of bicycles) would be provided the entire length of Market Street, except at locations where BART/Muni entrances or other obstructions do not allow it. Alternatives 1 and 2, Design Option B also would add a new protected cycle track on Valencia Street between Market and McCoppin streets.

Alternative 3 would provide the same modifications to Market Street as described under Alternative 1, Design Option A. However, Alternative 3 also would include modifications to Mission Street; Mission Street would be reconfigured to include one travel lane in each direction (with right-turn pockets where feasible), as well as a new protected cycle track in each direction. A new protected cycle track on McCoppin Street and a new contra-flow bicycle lane on Otis Street in the eastbound direction also would be provided to connect the bicycle network between Valencia and Mission streets. A new protected cycle track connection on 10<sup>th</sup> Street also would be added to connect facilities on Market and Mission streets. Alternative 3 also would relocate all existing transit service provided by Muni, Golden Gate Bridge Highway and Transportation District (Golden Gate Transit), and the San Mateo County Transit District (SamTrans) on Mission Street west of the new Transbay Transit Center to Market Street.

The Initial Study is available to view or download from the Planning Department's Negative Declarations and EIRs web page (<http://www.sf-planning.org/sfceqadocs>). Paper copies are also available at the Planning Information Center (PIC) counter on the ground floor of 1660 Mission Street, San Francisco. If you have questions concerning environmental review of the proposed project, contact the Planning Department staff contact listed above. Information about the Better Market Street Project may also be found at the following Web page, <http://www.bettermarketstreetsf.org/>. Any person may review the Initial Study. Public comments on the Initial Study and the Draft EIR will be accepted upon release of the Draft EIR. Written comments should be addressed to Sarah B. Jones, Environmental Review Officer, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103, or emailed to [sarah.b.jones@sfgov.org](mailto:sarah.b.jones@sfgov.org).