



# SAN FRANCISCO PLANNING DEPARTMENT

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## NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT AND NOTICE OF PUBLIC SCOPING MEETING

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

Reception:  
**415.558.6378**

Fax:  
**415.558.6409**

Planning  
Information:  
**415.558.6377**

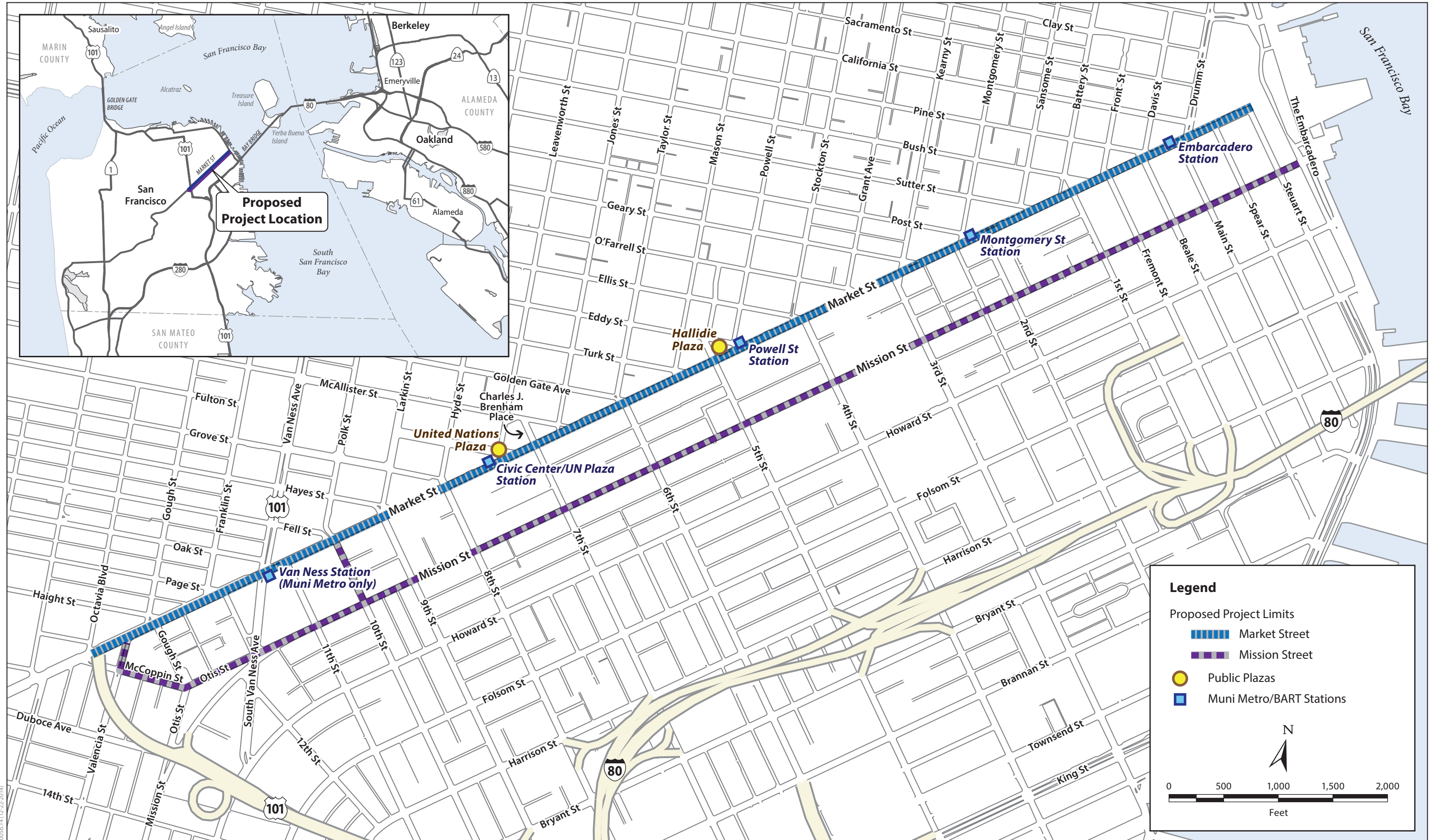
*Date:* January 14, 2015  
*Case No.:* **2014.0012E**  
*Project Title:* **Better Market Street Project**  
*Zoning:* Various –Market Street between Octavia Boulevard and The Embarcadero  
Mission Street between Valencia Street and The Embarcadero and Valencia  
Street between Market and McCoppin streets and 10<sup>th</sup> Street between Market  
and Mission streets  
*Block/Lot:* Various  
*Lot Size:* Various  
*Project Sponsor:* San Francisco Department of Public Works  
Simon Bertrang – 415-558-4045  
simon.bertrang@sfdpw.org  
*Lead Agency:* San Francisco Planning Department,  
Environmental Planning Division (CEQA)  
*Staff Contact:* Wade Wietgreffe – 415-575-9050  
wade.wietgreffe@sfgov.org

### PROJECT OVERVIEW

The Project sponsor, the San Francisco Department of 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 redesign and provide various transportation and streetscape improvements to the 2.2-mile segment of Market Street between Octavia Boulevard and The Embarcadero (Market Street) and potentially to the 2.3-mile segment of Mission Street between Valencia Street and The Embarcadero, as well as Valencia Street between McCoppin and Market streets and 10<sup>th</sup> Street between Market and Mission streets (Mission Street) as part of the proposed Better Market Street Project (Proposed Project). Proposed Project elements consist 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 EIR will analyze three possible alternatives for the Proposed Project. Alternatives 1 and 2 involve the redesign and improvement of Market Street only, while Alternative 3 would redesign and improve Mission Street in addition to providing the Alternative 1 improvements to Market Street. Alternatives 1 and 2 each have two design options for bicycle facilities on Market Street. The three Proposed Project alternatives and design options are described more fully under *Project Description*. **Figure 1** shows the Proposed Project location.

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The purpose of the Proposed Project is to:

1. Better serve transit riders by implementing transit priority improvements and increasing surface transit capacity, speed, reliability, and accessibility;
2. Support the City of San Francisco's planned growth and economic development by redesigning Market Street to enhance its role as the City's cultural, civic, and commercial center;
3. Improve pedestrian accessibility, safety, and mobility on Market Street;
4. Encourage ongoing growth in bicycle use by providing safer bicycle facilities along one of the primary bicycle thoroughfares in the City; and
5. Maintain access for taxis and paratransit and accommodate commercial vehicle deliveries within the Project corridor.

## PROJECT DESCRIPTION

The Proposed Project would redesign and provide various transportation and streetscape improvements on Market Street and potentially on Mission Street.

The EIR will analyze three alternatives. Based on the EIR and other analysis and comment, a project proposal within the range of these alternatives 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)

Alternatives 1 and 2 include two designs 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 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 (an exclusive bicycle facility that is physically separated from motor traffic and is distinct from the sidewalk for the exclusive or primary use of bicycles) the entire length of Market Street would be provided, except at locations where the Bay Area Rapid Transit (BART)/Muni entrances or other obstructions would not allow it. Alternative 3 includes the proposed bicycle facilities on Market Street described under Alternative 1, Design Option A and adds a cycle track in both directions on Mission Street.

**Table 1** summarizes the elements of the three alternatives and their design options, including changes to the roadway configuration; private vehicle access; traffic signals; surface transit including transit-only lanes, stop spacing, service, stop locations, stop characteristics, and infrastructure; bicycle facilities; pedestrian facilities; streetscapes; commercial and passenger loading; vehicular parking; plazas; and utilities. **Figure 2** illustrates the conceptual designs for each alternative and design option.

**TABLE 1. SUMMARY OF PROPOSED PROJECT ALTERNATIVES<sup>1</sup>**

Proposed Project Element	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) <i>(Note: This column describes only Mission Street improvements. Market Street improvements would be the same as Alternative 1, Design Option A.)</i>
	Design Option A	Design Option B	Design Option A	Design Option B	
Roadway Configuration	Generally, two center lanes and two curb lanes between Franklin and Main streets (more than four lanes west of Franklin Street and only three lanes east of Main Street).	Same as Design Option A except new one-way raised cycle tracks in each direction between the curb side lanes and sidewalks.	Same as Alternative 1, Design Option A.	Same as Alternative 1, Design Option B.	Generally, two vehicle travel lanes with right-turn pockets at intersections. Separated bicycle facility in both directions and a floating parking lane (located between travel lane and new cycle track) on one side of the street.
Private Vehicle Access	Full private vehicle restrictions: Public transit, taxis, emergency vehicles, commercial vehicles, paratransit vehicles, and bicycles would have full access to curb lanes but other private vehicles would be prohibited between Steuart Street and Van Ness Avenue westbound and between 10 <sup>th</sup> and Main streets eastbound. Existing required right-turn regulations on Market Street would also remain.		Moderate private vehicle restrictions: All private vehicles would continue to be allowed on the majority of the length of Market Street. New turn restrictions and required right-turn regulations could be added to the existing required right-turns at 6 <sup>th</sup> and 10 <sup>th</sup> streets.		No new private vehicle restrictions on Mission Street.
Traffic Signals	Signal timing modifications and replacements, which could include new turn signals and bicycle signals.				Signal timing modifications, which could include new turn signals and bicycle signals.

Proposed Project Element	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) <i>(Note: This column describes only Mission Street improvements. Market Street improvements would be the same as Alternative 1, Design Option A.)</i>
	Design Option A	Design Option B	Design Option A	Design Option B	
<b>Surface Transit (Transit-Only Lanes)</b>	Transit-only lanes would be extended between 12 <sup>th</sup> and Davis streets in the westbound (outbound) direction and between 12 <sup>th</sup> and Main streets in the eastbound (inbound) direction – only transit and emergency vehicles would be allowed to use transit-only lanes.				The existing transit-only lanes on Mission Street would be removed.
<b>Surface Transit (Stop Spacing and Service )</b>	Modified transit stop spacing and new stop locations to provide both rapid service with the limited stop/express bus routes (i.e., 5L, 9L, 16X, 38L, 71L) and the F Line, and local service through the local bus routes (i.e., 2, 5, 6, 9, 19, 21, 31, 38).				All Muni, Golden Gate Transit, and SamTrans transit service would be moved to Market Street (except during Market Street event days and during unexpected events that close Market Street and those routes that would serve the new Transbay Transit Center).
<b>Surface Transit (Stop Location)</b>	New and relocated curbside stops and new center transit boarding islands. Modified stops would consist of 16 curb (curbside or near-curb) stops (7 inbound, 9 outbound) and 13 center boarding island stops (8 inbound and 5 outbound).	New near-curb transit boarding islands adjacent to the new cycle track and new center boarding islands. Modified stops would consist of 16 curb (curbside or near-curb) stops (7 inbound, 9 outbound) and 13 center boarding island stops (8 inbound and 5 outbound).	Same as Alternative 1, Design Option A.	Same as Alternative 1, Design Option B.	Remove existing bus stops except as described above to serve new Transbay Transit Center; provide temporary bus stops for transit service rerouted to Mission Street during Market Street event days and during unexpected Market Street closures.

Proposed Project Element	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) <i>(Note: This column describes only Mission Street improvements. Market Street improvements would be the same as Alternative 1, Design Option A.)</i>
	Design Option A	Design Option B	Design Option A	Design Option B	
Surface Transit (Stop Characteristics)	Transit boarding island enhancements and expansion (length and width).				Remove existing bus stops; provide temporary bus stops for transit service rerouted to Mission Street during Market Street events and during unexpected Market Street closures.
Surface Transit (Infrastructure)	Full replacement of existing Muni streetcar rail tracks to maintain state of good repair; minor adjustment to location of existing streetcar rail tracks at limited locations; replacement of traction power system and Overhead Contact System (i.e., overhead wires) to maintain state of good repair and provide additional capacity; construction of Muni F Line track loop running one-way westbound along McAllister Street between Market Street and Charles J. Brenham Place and one-way southbound along Charles J. Brenham Place between McAllister and Market streets.				Maintenance and adjustment of Overhead Contact System on Mission Street to allow use during Market Street event days and during unexpected Market Street closures.
Bicycle Facilities	Improved shared lane painted with sharrows (i.e., bicycles share widened curb lanes with vehicular traffic) except at locations where existing separated bicycle facilities already exist (i.e., existing cycle track with buffer [posts] and bicycle lanes would remain).	New raised cycle track: bicycles would be vertically separated from vehicular traffic (i.e., the new cycle track would be slightly higher than the vehicle traffic road bed).	Same as Alternative 1, Design Option A.	Same as Alternative 1, Design Option B.	New buffered cycle track on Mission Street: bicycles would be horizontally separated from vehicular traffic by a painted or physical buffer. New buffered cycle track on McCoppin Street and new contra-flow bicycle lane on Otis Street in the eastbound direction to provide bicycle network connection between Valencia and Mission streets. New cycle track connection on Valencia and 10 <sup>th</sup> streets to connect bicycle facilities on Market and Mission streets.



Proposed Project Element	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) <i>(Note: This column describes only Mission Street improvements. Market Street improvements would be the same as Alternative 1, Design Option A.)</i>
	Design Option A	Design Option B	Design Option A	Design Option B	
<b>Pedestrian Facilities (Sidewalk Width)</b>	Generally maintain existing sidewalk widths, except where the sidewalks would be narrowed (i.e., move existing curb) at locations to allow for wider center transit boarding islands or a wider shared lane; widened sidewalk at some locations.	Narrow sidewalks (i.e., move existing curb) as needed to accommodate new raised cycle track and wider center transit boarding islands; widened sidewalk at some locations.	Same as Alternative 1, Design Option A.	Same as Alternative 1, Design Option B.	Limited changes to sidewalk widths, except between 5 <sup>th</sup> and 3 <sup>rd</sup> streets where widening may occur.
<b>Streetscapes (Elements)</b>	Primarily 15- to 20-foot-wide unobstructed through-zones for pedestrians on sidewalks (except for 10-foot-wide through-zones west of Van Ness Avenue); new paving throughout, including complete replacement of bricks; additional bench seating, landscaping, pedestrian wayfinding signs, public art, and other elements along curb within Streetlife Zones and Streetlife Hubs.				Limited changes to streetscape, except installation of new bicycle racks.
<b>Streetscapes (Trees)</b>	Removal or relocation of trees limited to locations where sidewalk would be narrowed.	Removal or relocation of trees throughout where sidewalk would be narrowed to accommodate new raised cycle track.	Same as Alternative 1, Design Option A.	Same as Alternative 1, Design Option B.	Healthy street trees would remain while unhealthy street trees would be replaced. Planting new street trees in locations where there are existing tree wells and gaps.

Proposed Project Element	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) <i>(Note: This column describes only Mission Street improvements. Market Street improvements would be the same as Alternative 1, Design Option A.)</i>
	Design Option A	Design Option B	Design Option A	Design Option B	
Streetscapes (Path of Gold Light Standards)	Relocation of light standards in limited locations where sidewalk would be narrowed.	Relocation of light standards throughout where sidewalk would be narrowed to accommodate new raised cycle track.	Same as Alternative 1, Design Option A.	Same as Alternative 1, Design Option B.	Not applicable.
Commercial and Passenger Loading	No loading would be allowed on Market Street with the exception of paratransit users. All loading zones on Market Street would be removed, and new commercial and passenger active loading zones would be created on adjacent cross streets and alleys.		Limited loading would be allowed on Market Street. Some loading zones on Market Street would remain, and some commercial and passenger active loading zones would be created on adjacent cross streets and alleys. Paratransit loading would continue to be allowed.		Limited loading allowed on one side of Mission Street in the floating parking lane (located between travel lane and new cycle track). Some new commercial and passenger active loading zones created on adjacent cross streets and alleys.
Vehicular Parking	No parking allowed on Market Street (i.e., existing parking spaces west of Franklin Street and east of Spear Street would be removed); removal of some parking spaces temporarily or permanently on cross streets and alleys to accommodate relocated loading zones.				One floating parking lane (located between travel lane and new cycle track) on most blocks of Mission Street. Valencia, McCoppin, Otis, and 10 <sup>th</sup> streets would have parking removed to accommodate the new bicycle facilities.

Proposed Project Element	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) <i>(Note: This column describes only Mission Street improvements. Market Street improvements would be the same as Alternative 1, Design Option A.)</i>
	Design Option A	Design Option B	Design Option A	Design Option B	
Plazas	United Nations Plaza - Conceptual plans envision filling the existing fountain and creating a new outdoor pavilion with seating, a new stage, and new trees and other streetscape elements.  Hallidie Plaza – Conceptual plans envision reconstructing the entire area by raising the sunken area to connect the plaza to street grade and repaving the plaza to add a new outdoor pavilion, tourist information center, and outdoor seating. The area beneath the new raised Hallidie Plaza would continue to provide transit access to the Powell Station for the underground Muni Metro and BART service.				Not applicable.
Utilities	Replacement of existing wastewater sewer lines beneath Market Street; targeted replacement of water lines and auxiliary water supply system lines as required to maintain state of good repair; targeted replacement of electrical and other utility infrastructure to maintain state of good repair.				No change to existing utilities.

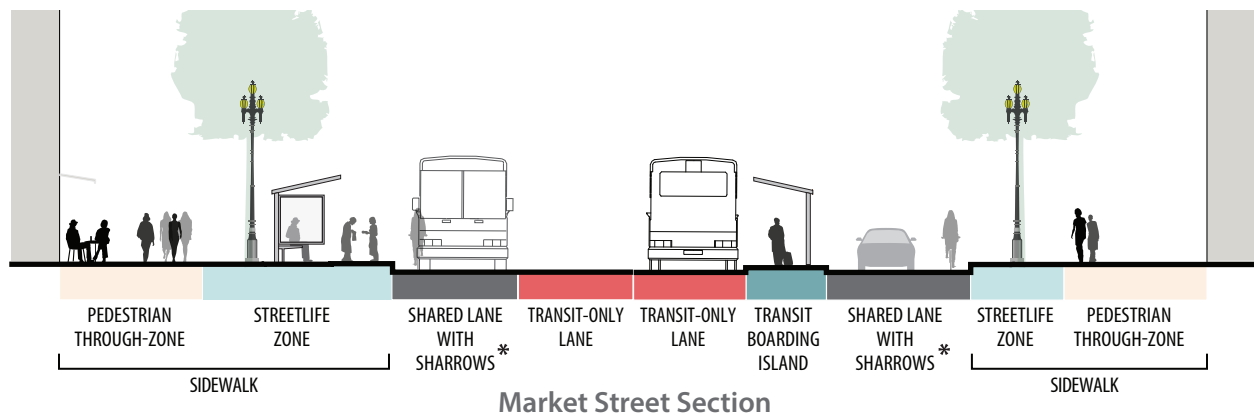
Source: Public Works, Citywide Planning Division of the San Francisco Planning Department, SFMTA. 2014.

<sup>1</sup> The table summarizes the three alternatives and their design options. Please refer to the subsequent text and **Figure 2** for a more detailed description of changes and definitions of terms.

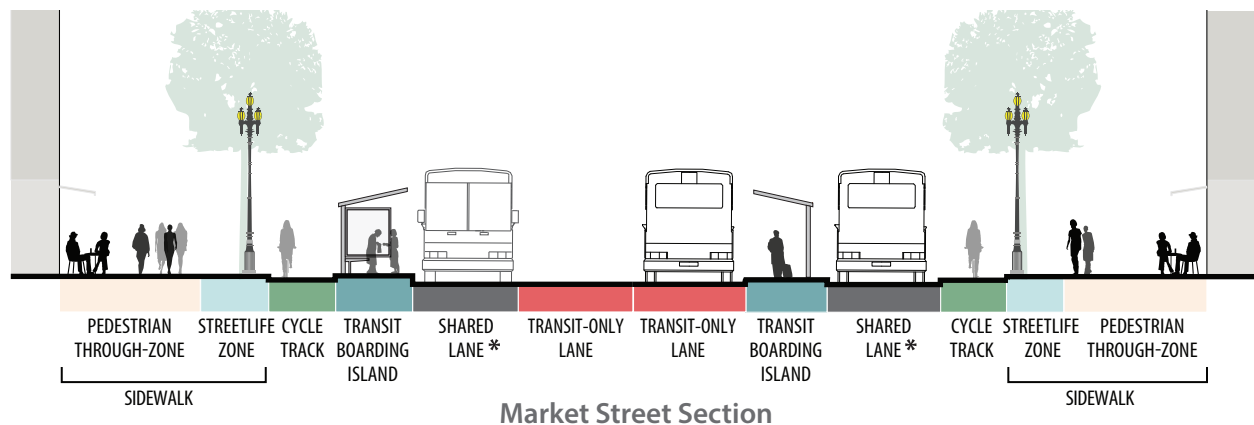
**Alternative 1:** Market Street (Complete Street and Transit Priority Improvements)

**Alternative 2:** Market Street - Moderate Alternative (Complete Street and Moderate Transit Priority Improvements)

**Design Option A**

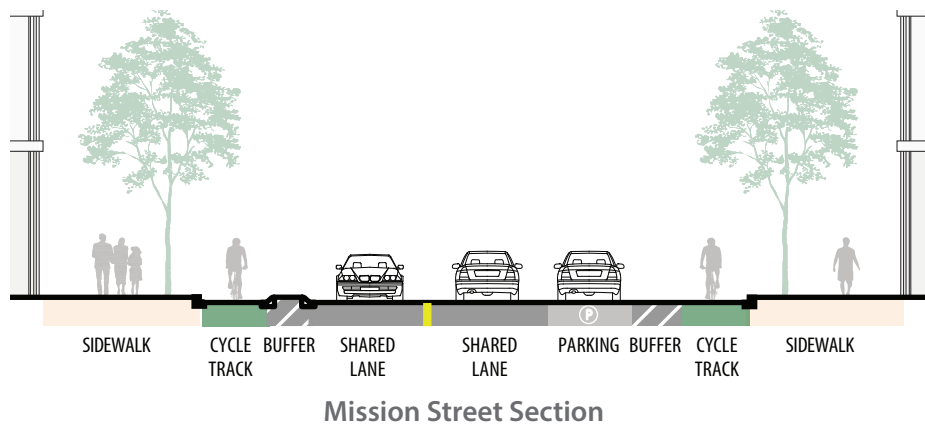


**Design Option B**



\* Under Alternative 1, the shared lane would include transit, taxis, commercial vehicles, paratransit vehicles and vehicles with ADA placards or plates. Under Alternative 2, the shared lane would also allow all other private vehicles.

**Alternative 3:** Alternative 3: Market Street + Mission Street (Complete Street and Transit Priority Improvements on Market plus Bicycle Facility Improvements on Mission)\*\*



\*\* Alternative 3 includes the same improvements to Market Street as Alternative 1, Design Option A.

Source: San Francisco Department of Public Works 2014.

Not to Scale

## EXISTING CONDITIONS

### *Roadway Configuration and Private Vehicle Access*

In the South of Market area, streets that run in the northwest/southeast direction (e.g., 2<sup>nd</sup>, 3<sup>rd</sup>, and 4<sup>th</sup> streets) are generally considered north-south streets, whereas streets that run in the southwest/northeast direction (e.g., Market and Mission streets) are generally considered east-west streets.

#### Market Street

In general, four travel lanes exist on Market Street between Van Ness Avenue and Main Street. The blocks between Main and Steuart streets have three travel lanes. West of Van Ness Avenue, Market Street widens to as many as seven travel lanes to allow for left turn lanes north onto Franklin Street and south onto Valencia Street.

Private vehicles travelling in the eastbound direction on Market Street are required to turn right at 10<sup>th</sup> and 6<sup>th</sup> streets. Except for the transit only-lanes (see the *Surface Transit* section below for more detail), private vehicles are currently allowed to travel on Market Street. Left turn movements from Market Street are prohibited for private vehicles, except at Valencia Street in the westbound direction and Franklin and Drumm streets in the eastbound direction.

Existing bicycle facilities on Market Street include dedicated lanes and shared lanes marked with sharrows (pavement markings to indicate that the travel lane is shared with bicyclists), depending upon location (see the *Bicycle Facilities* section below for more detail).

#### Mission Street

The Mission Street corridor, as discussed in this document, includes portions of McCoppin, Otis, Valencia, and 10<sup>th</sup> streets. McCoppin Street terminates at the Central Freeway to the west and Mission Street to the east. McCoppin Street has two travel lanes and two parking lanes. Otis Street terminates to the west and east at Mission Street. Otis Street has four travel lanes and two parking lanes. Valencia Street between Market and McCoppin streets has two travel lanes and one parking lane in each direction. Between Market and Mission streets, 10<sup>th</sup> Street has four travel lanes (one-way southbound) and one parking lane. In general, four travel lanes and two parking lanes exist on Mission Street. Except for in the transit only-lanes (see the *Surface Transit* section below for more detail), private vehicles are currently allowed to travel on Mission Street. Left turn movements from Mission Street are prohibited for private vehicles except at Steuart, Spear, Main, and Beale streets.

Existing bicycle facilities on Mission Street include a shared lane marked with sharrows in some locations (see the *Bicycle Facilities* section below for more detail). McCoppin and Otis streets have an existing bicycle lane in the westbound direction. Valencia Street has an existing bicycle lane in each direction between Market and McCoppin streets. No bicycle facilities exist on 10<sup>th</sup> Street between Market and Mission streets.

### *Traffic Signals*

Market and Mission streets have traffic signals at most intersections.

## *Surface Transit*

### Market Street

Transit-only center lanes for surface public transit, taxis, and emergency vehicles exist between 8<sup>th</sup> Street and Van Ness Avenue in the westbound (outbound) direction and between 12<sup>th</sup> and 5<sup>th</sup> streets in the eastbound (inbound) direction. The transit-only lanes operate 24 hours a day, 7 days a week. Streetcar rail tracks exist in both directions on Market Street, serving the center lanes between Octavia Boulevard and Steuart Street.

Muni operates 18 bus routes and one streetcar line (F Line) along the surface of Market Street within the Proposed Project area (note: some bus routes travel upon, but do not stop on Market Street). Most of these surface transit routes and single line serve at least one of 17 curbside stops (8 inbound, 9 outbound) and 23 center boarding island stops (12 inbound, 11 outbound) within the Proposed Project area.

### Mission Street

Transit-only lanes are generally in the curb lane in both directions on Mission Street, but vary by location and time of day. Parking on the portions of Mission Street with transit-only lanes is prohibited during specified peak hours. During nonpeak hours, transit vehicles share the two outside lanes with private vehicles and parking at the curb is generally allowed.

Muni operates three bus routes (14, 14L and 14X) along Mission Street between San Jose Avenue and Steuart Street. In addition, Golden Gate Bridge Highway and Transportation District (Golden Gate Transit) operates four routes and the San Mateo County Transit District (SamTrans) operates three routes along Mission Street within the Proposed Project area. Each of these transit routes serve at least one of the 24 curbside stops (11 inbound, 13 outbound) within the Proposed Project area.

## *Bicycle Facilities*

### Market Street

Existing bicycle facilities on Market Street include dedicated bicycle facilities, which vary from a cycle track with safe hit posts to a bicycle lane, between Gough Street and half-way between 9<sup>th</sup> and 8<sup>th</sup> streets in the eastbound direction and between 8<sup>th</sup> Street and Octavia Boulevard in the westbound direction. Sharrows are painted in the curb lanes at all other locations on Market Street to indicate that bicycles and vehicles share these lanes. Nine Bay Area Bike Share pods are located along Market Street. Bicycle racks are also located at a number of locations along Market Street.

### Mission Street

McCoppin and Otis streets have an existing bicycle lane in the westbound direction. Valencia Street has an existing bicycle lane in each direction between Market and Mission streets. No bicycle facilities exist on 10<sup>th</sup> Street between Market and Mission streets. Mission Street has painted sharrows between 11<sup>th</sup> Street and South Van Ness Avenue and between The Embarcadero and Steuart Street in the westbound direction. Bicycle racks are located at numerous locations along Mission Street.

## ***Pedestrian Facilities and Streetscapes***

### ***Market Street***

Existing sidewalks on Market Street are generally wider (between 25 feet and 35 feet) east of Van Ness Avenue and narrower (closer to 15 feet) west of Van Ness Avenue. Market Street sidewalks are constructed of red bricks and have an 18-inch granite curb separating them from the roadway. Many sidewalk crossings do not contain ADA-compliant curb ramps.

A number of objects are located on the existing sidewalks, including trees, signage, newspaper kiosks and boxes, flower stands, public art, bicycle racks, self-cleaning bathrooms, advertising signs, bollards with chains at several intersection crossings, and the Path of Gold Light Standards. The Path of Gold Light Standards are decorative light poles with a three-part top, each of which contains a light globe. The Path of Gold Light Standards are a designated historic landmark identified under Article 10 of the Planning Code (Landmark No. 200) and are located between 1 Market Street and 2490 Market Street.

### ***Mission Street***

Existing sidewalks on Mission Street are narrower than on Market Street (approximately 9 to 15 feet wide within the Proposed Project area) and are generally constructed of poured-in-place concrete slabs.

## ***Commercial and Passenger Loading***

### ***Market Street***

Market Street has a limited number of designated on-street commercial and passenger loading bays. A limited number of curb cuts exist on Market Street, allowing access to off-street parking and loading facilities.

### ***Mission Street***

Mission Street has time-of-day designated on-street commercial and passenger loading zones. Some driveways currently exist along Mission Street, allowing access to off-street parking or loading facilities.

## ***Vehicular Parking***

Existing on-street metered parking is limited to a few locations on Market Street and is available on most blocks along the Mission Street corridor.

## ***Plazas***

Two existing public plazas are located adjacent to the north side of Market Street right-of-way: United Nations Plaza is located between Hyde Street and Charles J. Brenham Place; Hallidie Plaza is located between Cyril Magnin and Powell streets.

## ***Utilities***

Existing utilities along Market Street that may be affected by the Proposed Project include a brick sewer line beneath Market Street, electrical components for the streetcar Overhead Contact System, electrical conduits for the Path of Gold Light Standards and traffic signals, and other subsurface utilities beneath the Market Street right-of-way. Fire hydrants, including large fire hydrants that are part of the auxiliary water supply system (AWSS) installed following the 1906 earthquake, could also be affected by the Proposed Project.

## ALTERNATIVE 1

### *Roadway Configuration*

In general, Alternative 1 would continue to provide four travel lanes on Market Street (two center lanes and two curb lanes between Franklin and Main streets). More than four lanes west of Franklin Street and only two or three lanes east of Main Street would be provided. Alternative 1 could include a reconfiguration of some intersections, including the addition of new curb bulbouts.

With Design Option A, the existing separated bicycle facility on Market Street would remain in place. Along the rest of Market Street in the Project area, the existing shared lane painted with sharrows would be widened wherever possible, except where not feasible because of obstructions such as BART portals.

With Design Option B, a new one-way raised cycle track for bicycles would be constructed between the curb lanes and sidewalks on each side of Market Street, except where not feasible because of obstructions such as BART portals. **Figure 2** illustrates the typical roadway configuration under both design options.

### *Private Vehicle Access*

Public transit vehicles would be permitted on the entire length of Market Street within the Project corridor. In addition to public transit vehicles, only commercial vehicles, taxis, emergency vehicles, paratransit vehicles, and bicycles would be permitted on Market Street between 10<sup>th</sup> and Main streets in the eastbound direction and between Steuart Street and Van Ness Avenue in the westbound direction. Drivers of other private vehicles (i.e., all private vehicles except commercial vehicles, taxis, paratransit vehicles, and bicycles) would be diverted to other streets in the area. These restrictions would be in place 24 hours per day, 7 days per week.

Drivers would be alerted to the vehicle restrictions through a variety of means, including education, wayfinding (e.g., signage), and enforcement. Changes to circulation on streets near Market Street would divert traffic. Circulation changes could include converting portions of streets that intersect Market Street from one-way to two-way, changing the direction of one-way streets and/or partial street closure.

Existing required right-turn regulations on Market Street would remain.

### *Traffic Signals*

Under either design option, Alternative 1 would modify, replace, and potentially add traffic signals at Market Street intersections. Modifications would include adjustments to traffic signal timing for Market Street and could include new right-turn signals and bicycle signals. Replacement of traffic signal poles would also be required. New traffic signals could be added at intersections where existing traffic signals do not currently exist (e.g., 11<sup>th</sup> Street, Steuart Street).

### *Surface Transit*

Under either design option, Alternative 1 would include multiple changes to surface transit on Market Street in order to further prioritize transit. The transit-only center lanes on Market Street would be extended (as indicated below in the *Transit-Only Lanes* discussion below); these lanes would be reserved for public surface transit and emergency vehicles only. Descriptions of transit-only lanes, stop spacing and service, stop location, stop characteristics, and infrastructure are provided below.



- **Transit-Only Lanes:** Under either design option, Alternative 1 would extend transit-only center lanes between 12<sup>th</sup> and Davis streets in the westbound (outbound) direction and between 12<sup>th</sup> and Main streets in the eastbound (inbound) direction. The existing and extended transit-only lanes would be reserved for public surface transit and emergency vehicles only (i.e., taxis would not be permitted in transit-only lanes along Market Street).
- **Stop Spacing and Service:** Under either design option, Alternative 1 would modify existing transit stops on Market Street. A new system of transit stop spacing and locations would be instituted to create a set of rapid stops in the center transit-only lanes and a set of local stops in the curbside lanes. The rapid stops would be used by limited stop/express bus routes 5L, 9L, 16X, 38L, and 71L and the F Line; the local stops would be used by the local bus routes 2, 5, 6, 9, 19, 21, 31, and 38. The rapid services would only stop at new transit boarding islands located near existing Muni Metro and BART stations on Market Street between Van Ness Avenue and Fremont Street. Local routes would stop more frequently than the rapid routes.
- **Stop Location:** Under Alternative 1, Design Option A, transit routes and the F Line would serve at least one of the new or relocated 16 curbside stops (7 inbound, 9 outbound) and 13 new center boarding island stops (8 inbound, 5 outbound) along Market Street.

Under Alternative 1, Design Option B, transit routes and the F line would serve the same number of stops along Market Street as under Design Option A; however, the curbside stops would be curbside transit boarding *island* stops because the new raised cycle track would be constructed between the new curbside islands and the sidewalk.

- **Stop Characteristics:** Under either design option, Alternative 1 would increase the length and width of the relocated or replaced center transit boarding islands along Market Street to meet Americans with Disabilities Act (ADA) accessibility standards. This would include the addition of wheelchair accessible ramps to serve the F Line. Alternative 1 would add amenities such as bus shelters to the center boarding islands.
- **Infrastructure:** Under either design option, Alternative 1 would change the surface transit infrastructure. Changes would consist of replacement and/or upgrade of the existing streetcar rail tracks, the traction power system, and the Overhead Contact System (i.e., overhead wires) on Market Street to maintain state of good repair and provide additional capacity. Replacement of the traction power system and Overhead Contact System would involve replacing and upgrading all substation equipment, conduits and transformers, and power circuits. In addition, the Proposed Project would construct a new F Line track loop running one-way westbound along McAllister Street between Market Street and Charles J. Brenham Place and one-way southbound along Charles J. Brenham Place between McAllister and Market streets. None of the Proposed Project alternatives would make changes to BART or Muni Metro lines beneath Market Street.

### ***Bicycle Facilities***

Under Alternative 1, Design Option A, the existing separated bicycle facility would remain. At locations where a separated facility does not currently exist, the existing shared lane painted with sharrows would be widened to 15 feet where feasible.

Under Alternative 1, Design Option B, a new, approximately 5- to 7-foot-wide cycle track would be constructed on Market Street in each direction between the curb lanes and sidewalk. The new cycle track would be slightly raised above the adjacent curb lanes and could have different paving patterns or material to help identify the designated space for bicycles. At curbside transit stops, the new cycle track would be placed between a curbside transit boarding island and the sidewalk. **Figure 2** illustrates the bicycle facilities considered under each design option.

Under either design option, Alternative 1 would include new bicycle racks installed on the sidewalks along Market Street (i.e., within the Streetlife Zone areas, described in the *Streetscapes* section). Covered bicycle parking or bicycle storage also could be installed in areas with wider sidewalk width, such as at Streetlife Hubs.

### ***Pedestrian Facilities***

- **Sidewalk Width:** Alternative 1 would provide several changes to Market Street sidewalks. Design Option A would retain the majority of the existing sidewalk widths along Market Street, with limited sidewalk narrowing to allow for the construction of wider transit boarding islands and widened shared lanes adjacent to curbside bus stops. Design Option B would narrow the sidewalk on Market Street to allow for the construction of wider transit boarding islands and the new raised cycle track, which would require moving the existing curb inward.

ADA-compliant curb ramps would be added. Numerous pedestrian bulbouts at intersections along and adjacent to Market Street would be added to shorten pedestrian crossing distances and improve pedestrian visibility. Alternative 1 would also add, relocate, or remove certain crosswalks at appropriate locations.

### ***Streetscapes***

- **Elements:** Under either design option, Alternative 1 would design the sidewalks east of Van Ness Avenue to generally provide a 15-foot-wide, unobstructed through-zone for pedestrians, wherever possible. In some sidewalk locations (e.g., the blocks between 5<sup>th</sup> Street and Grant Avenue), this unobstructed through-zone could be up to 20 feet wide. West of Van Ness Avenue, the sidewalk through zone would be designed to be approximately 10 feet wide.

The curbside portion of the sidewalk would be designed as Streetlife Zones. Streetlife Zones would be located along the entire length of Market Street between the through-zone and the curb. Streetlife Zones would be wider to the east of Van Ness Avenue where the sidewalks are wider. Streetlife Zones would concentrate the objects (i.e., street furniture, trees, bicycle racks, wayfinding signs, and lighting) on the sidewalk into a band near the curb, leaving the space adjacent to the buildings as a pedestrian through zone. Streetlife Hubs would be located within the Streetlife Zones in areas where the sidewalk is wider and in which more prominent streetscape elements (e.g., kiosks, cafés, public art, or interactive installations) could be featured.

Market Street's existing brick sidewalks would be replaced with a new paving material or materials.

- **Trees:** Under Alternative 1, Design Option A, trees would be removed or relocated in limited areas where the sidewalk would be narrowed to allow for the construction of wider transit boarding islands and widened shared lanes adjacent to curbside bus stops. Under Alternative 1,

Design Option B, trees would be removed or relocated where the sidewalk would be narrowed to allow for construction of the new raised cycle track. Under either design option, trees deemed unhealthy, hazardous or in conflict with Proposed Project design would be removed and replaced.

- **Path of Gold Light Standards:** Under Alternative 1, Design Option A, the Path of Gold Light Standards would be relocated near existing light standard locations on the sidewalk in limited areas where the sidewalk would be narrowed to allow for the construction of wider transit boarding islands and widened shared lanes adjacent to curbside bus stops. Under Alternative 1, Design Option B, the Path of Gold Light Standards would be relocated where the sidewalk would be narrowed to allow for the construction of the new raised cycle track.

### ***Commercial and Passenger Loading***

Under either design option, Alternative 1 would prohibit commercial and passenger loading on Market Street, with some exceptions. Where possible, commercial and passenger loading zones would be established on the first half-block of the cross streets north and south of Market Street and would be designated as active loading zones only (i.e., a vehicle may be stopped in the loading zone only during active loading of commercial goods or passengers). Paratransit vehicles would be able to pick up and drop off passengers on Market Street. Depending on location, a loading bay on Market Street would be considered for buildings without alley access or without an entry point within 250 feet of a cross street loading zone.

### ***Vehicular Parking***

Under either design option, Alternative 1 would remove the existing on-street parking on Market Street (i.e., existing parking spaces west of Franklin Street and east of Spear Street). The additional loading zones on cross streets and alleys described in the *Commercial and Passenger Loading* section could result in permanent or temporary (i.e., time-of-day restricted) removal of parking spaces.

### ***Plazas***

Under either design option, Alternative 1 would include the option of reconstruct United Nations Plaza (UN Plaza) and Hallidie Plaza. The conceptual plans for UN Plaza envision filling in the existing fountain and creating a new outdoor pavilion with seating; a new stage; and new trees and other streetscape elements. The conceptual plans for Hallidie Plaza envision reconstructing the entire area by raising the sunken area to connect the plaza to street grade and repaving the plaza to add a new outdoor pavilion, tourist information center, and outdoor seating. The area beneath the new raised Hallidie Plaza would continue to provide transit access to the Powell Station for the underground Muni Metro and BART service. In addition new streetscape elements could be provided at Hallidie Plaza.

### ***Utilities***

Under either design option, Alternative 1 would include the replacement and/or relocation of existing sewer lines beneath Market Street. The alternatives would also include targeted replacement and/or relocation of water lines, fire hydrants, and auxiliary water supply system (AWSS) lines, including AWSS fire hydrants, along Market Street, and electrical and other utility infrastructure to maintain state-of-good repair. The new, replacement utility lines would be the same size as the existing lines and no additional

capacity would be provided. Alternative 1 would also relocate other subsurface utilities to make way for the various improvements.

## ALTERNATIVE 2

Changes to roadway configuration, traffic signals, surface transit, bicycle facilities, pedestrian facilities, streetscapes, vehicular parking, plazas, and utilities on Market Street would have the same characteristics as described under Alternative 1. Changes to private vehicle access and commercial and passenger loading under Alternative 2 are described below.

### *Private Vehicle Access*

Alternative 2 would have fewer restrictions on private vehicles traveling on Market Street than Alternative 1 would have. Public surface transit access would remain along the entirety of Market Street. All private vehicles would continue to be allowed on the majority of the length of Market Street except at locations where required right-turn regulations are proposed or where existing required right-turn regulations are present (e.g., 6<sup>th</sup> and 10<sup>th</sup> streets). At these locations, all surface transit and taxi traffic could continue traveling on Market Street, while all private vehicular traffic would be diverted from Market Street.

### *Commercial and Passenger Loading*

Under Alternative 2, a limited number of commercial and passenger active loading zones on Market Street would remain. Alternative 2 would include the same additional loading zones on the cross streets and alleys that Alternative 1 would provide. The same exceptions described under Alternative 1 related to vehicles providing accessible services and businesses without alley or cross street access would apply.

## ALTERNATIVE 3

Changes to roadway configuration, private vehicle access, traffic signals, surface transit, bicycle facilities, pedestrian facilities, streetscapes, commercial and passenger loading, vehicular parking, plazas, and utilities on Market Street would have the same characteristics as described under Alternative 1, Design Option A. Changes to Mission Street under Alternative 3 are described below.

### *Roadway Configuration*

Mission Street would be reconfigured to include a travel lane in each direction with turn pockets at intersection corners. In addition, a buffered cycle track in each direction would be constructed. One floating parking lane would be constructed on one side of the street per block (i.e., the parking lane would be located between the travel lane and new cycle track), alternating between the north and south sides of the street as appropriate. Otis Street between South Van Ness Avenue and Gough Street generally would have two westbound traffic lanes, a westbound transit-only lane, the existing westbound bicycle lane, and a new contra-flow, parking-buffered cycle track in the eastbound direction. McCoppin Street would generally have a travel lane in each direction, the existing westbound bicycle lane, and a new eastbound cycle track. Valencia Street between McCoppin and Market streets would maintain two travel lanes in each direction, with a new cycle track connection between the Market and Mission streets facilities. Four travel lanes would remain on 10<sup>th</sup> Street between Market and Mission streets and a new cycle track connection also would be added to connect the bicycle facilities on Market and Mission streets. **Figure 2** illustrates the typical roadway configuration for Alternative 3 on Mission Street.

### *Private Vehicle Access*

No new private vehicle restrictions would be applied to Mission Street.

### *Traffic Signals*

Alternative 3 would add new turn lanes from Mission Street at certain intersections. New turn signals would be installed to support the new turns and existing turns. Alternative 3 would also include traffic signal timing modifications for bicycles on the new buffered cycle track along Mission Street and could include new bicycle signals and turn signals.

### *Surface Transit*

- **Transit-Only Lanes:** Under Alternative 3, the existing transit-only lanes would be removed from Mission Street.
- **Stop Spacing and Service:** Alternative 3 would move most existing transit service provided by Muni, Golden Gate Transit, and SamTrans on Mission Street to Market Street. Some transit service may remain on Mission Street east of 1<sup>st</sup> Street to serve the new Transbay Transit Center and to serve as a layover or turnaround for some Market Street transit routes. When Market Street is closed to vehicular traffic (such as when portions of Market Street are closed for special or unexpected events), transit routes would operate along Mission Street. Examples of annual special events that close Market Street include New Year's Eve, Gay Pride Parade, Chinese New Year Parade, and Bay to Breakers, as well as periodic protests and marches such as Walk for Life and May Day March and Rally. It is estimated that Market Street is closed on approximately 10 days during an average year.
- **Stop Location:** All existing bus stops on Mission Street would be removed, with the exception of those transit routes serving the new Transbay Transit Center and layovers for some Market Street transit routes. Temporary bus stops would be provided when transit service is rerouted from Market Street to Mission Street when Market Street is closed for special and unexpected events.
- **Stop Characteristics:** As described above, all existing bus stops on Mission Street would be removed, with the exception of those transit routes serving the new Transbay Transit Center and layovers for some Market Street transit routes. Temporary bus stops would be provided when transit service is rerouted from Market Street to Mission Street when Market Street is closed for special and unexpected events.
- **Infrastructure:** Maintenance and adjustment of the Overhead Contact System on Mission Street would occur to accommodate transit use when Market Street is closed for special and unexpected events.

### *Bicycle Facilities*

Alternative 3 would provide a new cycle track in each direction on Mission Street. The new cycle track would be separated from adjacent travel lanes or the floating parking lane by a buffer consisting of a painted median, concrete median, or other treatments. On one side of the street, the new buffer would separate the new cycle track from a new floating parking lane and would provide space for vehicle doors to open. On the other side of the street, a new buffer would be created between the new cycle track and travel lane. New bicycle facilities on McCoppin and Otis streets (in addition to the existing westbound

bicycle lane) would provide a bicycle network connection to and from Valencia and Market streets. On McCoppin Street, the new bicycle facility would consist of an eastbound cycle track. On Otis Street, the new bicycle facility would consist of a contra-flow cycle track in the eastbound direction between Gough Street and Van Ness Avenue. Contra-flow refers to a configuration where a bicycle lane would be headed in the opposite direction of vehicular direction (e.g., Polk Street contra-flow bicycle lane between Market and Grove streets). New cycle track connections also would be added on Valencia Street between McCoppin and Market streets and on 10<sup>th</sup> Street between Market and Mission streets to connect the bicycle facilities on Market and Mission streets. **Figure 2** shows the bicycle facility on Mission Street (including McCoppin and Otis streets) under Alternative 3.

Bicycle racks could be installed in the sidewalk furnishing zone along Mission Street.

### ***Pedestrian Facilities***

The sidewalk on Mission Street between 5<sup>th</sup> and 3<sup>rd</sup> streets could be widened and the planted center median between 4<sup>th</sup> and 3<sup>rd</sup> streets could be removed. Alternative 3 could also add a mid-block signalized crosswalk to the block between Yerba Buena Lane and 3<sup>rd</sup> Street on Mission Street.

### ***Streetscapes***

- **Elements:** New bicycle racks would be installed in limited locations along Mission Street.
- **Trees:** The trees on Mission Street would be assessed for health; healthy street trees would remain while unhealthy street trees would be replaced. Trees also would be planted in locations where there are existing tree wells and gaps.

### ***Commercial and Passenger Loading***

Alternative 3 would reduce the amount of commercial and passenger loading zones along Mission Street to accommodate the new buffered cycle track. Some existing designated loading spaces that would be removed could be relocated to the floating parking lane, as described in the *Vehicular Parking* section. Some new commercial and passenger loading zones could be created on adjacent cross streets and alleys.

### ***Vehicular Parking***

Under Alternative 3, the existing metered on-street parking on Mission Street would be reduced from two parking lanes to one floating parking lane to accommodate the new buffered cycle track. The single floating parking lane would be located between the vehicular travel lane and the new buffered cycle track and would alternate between the north and south sides of Mission Street as appropriate. On-street parking on Valencia Street between McCoppin and Market streets and on 10<sup>th</sup> Street between Market and Mission streets would be removed to accommodate the new cycle track connections. **Figure 2** illustrates the proposed parking configuration on Mission Street under Alternative 3.

### ***Plazas***

No changes to plazas adjacent to Mission Street are proposed.

### ***Utilities***

No changes to existing utilities on Mission Street are proposed.

## CONSTRUCTION

The Proposed Project would include extensive construction work within the public right-of-way to accommodate the various transportation, streetscape, plaza, and utility improvements. Under Alternatives 1 and 2, construction along Market Street is anticipated to occur in four to five geographic phases over a 3- to 5-year period. Under Alternative 3, construction along Mission Street is anticipated to occur over a shorter period than Market Street due to fewer construction activities (1 to 2 years). Mission Street construction would occur after construction along Market Street is completed.

Each geographic phase would include multiple blocks along the length of Market Street between Octavia Boulevard and The Embarcadero, with construction activities scheduled to minimize disruption to businesses, residents, visitors, and the transportation system. Each geographic phase would be divided into three construction sub-phases. The first sub-phase would involve the closure of the curbside lanes to allow for the relocation and reconstruction of the curb along with the accompanying relocation of trees, fire hydrants, light poles, catch basins, and other utilities. This sub-phase would also allow the construction of the new center transit boarding islands and the demolition of the old islands. The center lanes would remain open to transit as the curbside lane work is completed. Once the curbside lanes are completed, the second sub-phase would involve closing the center lanes for the rail track and sewer line replacements. During this second sub-phase, the new curbside lanes would remain open to transit. Lastly, during the third sub-phase, the sidewalks would be closed for reconstruction, with the curbside lanes available for pedestrian detours and the center lanes available to serve transit. Private vehicles would be rerouted to Mission Street during construction on Market Street.

Funding for plaza improvements has not been identified at this time; construction of the plaza improvements could occur at a future point in time or could occur concurrently with construction on Market and/or Mission streets.

## ENVIRONMENTAL REVIEW TOPICS

The Proposed Project could result in potentially significant environmental effects. The Environmental Planning Division of the Planning Department serves as the local Lead Agency and will prepare an Environmental Impact Report (EIR) under the provisions of the California Environmental Quality Act (CEQA) to evaluate the environmental effects of the Proposed Project. As required by the CEQA Guidelines Section 15063, an Initial Study will be prepared to identify any environmental effect determined not to be significant and to focus preparation of the EIR on those effects determined to be potentially significant. As required by CEQA, the EIR will examine the effects determined to be potentially significant, identify mitigation measures, and analyze whether identified mitigation measures would reduce the environmental impacts to a less-than-significant level. Cumulative impacts also will be discussed under each of the environmental topic sections examined. The EIR will include a project-level analysis at an equal level of detail for Proposed Project Alternatives 1, 2, and 3, as well as for a No Project Alternative. Alternatives may be refined if necessary to reduce or avoid any significant impacts identified in the EIR. The EIR will include a programmatic-level analysis of conceptual changes proposed at the plazas.

The Initial Study will include evaluation of environmental impacts related to the topics below and will identify which topics will be addressed in the EIR due to potentially significant impacts:

- Land Use and Land Use Planning
- Aesthetics
- Population and Housing
- Cultural and Paleontological Resources
- Recreation
- Transportation and Circulation
- Noise
- Air Quality
- Greenhouse Gas Emissions
- Wind and Shadow
- Utilities and Service Systems
- Public Services
- Biological Resources
- Geology and Soils
- Hydrology and Water Quality
- Hazards and Hazardous Materials
- Mineral and Energy Resources
- Agricultural and Forest Resources

## APPROVALS REQUIRED

Proposed Project implementation would require numerous federal, state, and local reviews, permits, and approvals. Approvals from the following agencies are anticipated at this time.

- Federal Transit Administration
- California Department of Transportation
- Metropolitan Transportation Commission
- San Francisco Bay Area Rapid Transit District
- San Francisco Board of Supervisors
- San Francisco Planning Commission
- San Francisco County Transportation Authority
- San Francisco Department of Public Works
- San Francisco Municipal Transportation Agency
- San Francisco Public Utilities Commission
- San Francisco Historic Preservation Commission
- San Francisco Arts Commission
- San Francisco Real Estate Division
- Golden Gate Bridge Highway and Transportation District
- San Mateo County Transit District



## FINDING

**This Proposed Project may have a significant effect on the environment and an Environmental Impact Report is required.** This determination is based upon the criteria of the State CEQA Guidelines, Sections 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance).

## PUBLIC SCOPING PROCESS

Pursuant to the State of California Public Resources Code Section 21083.9 and California Environmental Quality Act Guidelines Section 15206, a public scoping meeting will be held to receive oral comments concerning the scope of the EIR. The meeting will be held on **Wednesday, February 4, 2015 with doors opening at 5:30 pm followed by presentation and public comment at 6:00 pm at 1455 Market Street, Ground Floor Lobby Conference Room, San Francisco.** Written comments will also be accepted at this meeting and until 5:00 p.m. on **Friday, February 13, 2015.** Written comments should be sent to Sarah B. Jones, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103. To request a language interpreter or accommodation of persons with disabilities at the scoping meeting, please contact the staff contact listed on page 1 of this notice at least 72 hours in advance of the meeting.

If you work for a responsible state agency, we need to know the views of your agency regarding the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the Proposed Project. Your agency may need to use the EIR when considering a permit or other approval for this Proposed Project. Please include the name of a contact person in your agency.

Members of the public are not required to provide personal identifying information when they communicate with the Planning Commission or the Planning Department. All written or oral communications, including submitted personal contact information, may be made available to the public for inspection and copying upon request and may appear on the Planning Department's website or in other public documents.

January 14, 2015  
Date

  
Sarah B. Jones  
Environmental Review Officer