



SPUR

San Francisco | San Jose | Oakland

February 13, 2015

Sarah Jones
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: Better Market Street Project - Environmental Impact Report Scoping

Dear Ms. Jones:

Thank you for the opportunity to provide input on the Better Market Street project during the CEQA scoping period. SPUR continues to strongly support the project's goals of creating a sense of place, optimizing mobility, and fostering economic development.

In addition to the three proposed project alternatives SPUR requests that options for operating transit in only one lane in each direction on Market Street be re-considered. Such an alternative would offer the following benefits:

- Reduce environmental impact from construction
- Retain the existing sidewalk widths and curb locations, which enable retaining the locations of the historic Path of Gold light poles, AWSS hydrants, and portals to BART/Muni underground stations
- Address needs for increased transit service to the growing SOMA neighborhood
- Create a protected cycling lane the width of a traffic lane, separating bikes from motorized vehicles

This new alternative would evaluate options for the following aspects of the project:

1. Market street transit access: Options could be to re-route the bus lines that currently turn onto Market Street into the South of Market area, terminating at the Transbay Terminal (or as close to Transbay as possible) and/or running a frequent (1-2 minute headway) transit shuttle on Market Street.
2. SOMA transit access: transit priority (rapid transit service) on Mission Street or parallel streets would be evaluated, with consideration of connections to the Transbay Transit Center, Central Subway and Caltrain 4th and King station and 16th Street/24th Street BART stations.
3. Design of cycling and transit lanes: Options would be to place the cycle track in the center of the street or to place the transit lane in the center of the street. The benefit of a curbside transit lane would be eliminating the need to build large

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boarding islands in the middle of the street and the provision of a more appealing waiting area for transit passengers. Additionally, with a curbside transit lane, transit riders would not have to cross cycle traffic to reach transit vehicles. With a center-running cycle track, turn movement space for cycles would need to be carefully designed.

4. Taxi loading/unloading. Options would be to eliminate taxis from Market Street or to allow them to continue to load/unload on Market Street. In the future, we believe that there may be such a high volume of taxis and their equivalents that it will not work for them to operate on Market Street. Elimination of taxi loading/unloading on Market Street would likely need to be mitigated by adding pick up and drop off locations on the North –South streets crossing Market Street.

We understand the challenge of expanding the alternatives evaluated in the Better Market Street process. Thank you for consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'G. Metcalf', with a long horizontal flourish extending to the right.

Gabriel Metcalf
CEO

Cc:

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