



Better Market Street Community Advisory Committee Meeting

January 24, 2022 | 5:00 - 6:00 p.m.
Microsoft Teams Meeting

Meeting Minutes

Meeting called to order at 5:04 PM

Attendance

CAC Members:

Rick Laubscher, Chair
Tracy Everwine, Vice-Chair
Bob Planthold
Bruce Agid
Constance Cavallas
Gale Bonotto
Jodie Medeiros
Jose Guevara
Kevin Carroll
Peter Straus
Marlo Sandler
Simon Bertrang

City Staff:

Cristina Olea, SFPW
Flora Law, SFPW
Alex Murillo, SFPW
Ben Peterson, SFPW
Coma Te, SFPW
Charles Yu, SFPW
Britt Tanner, SFMTA
Michael Tamin, SFMTA
Mariana Maguire, SFMTA
Jada Jackson, OEWD

Meeting Notes:

Chair and Vice-Chair Election

- 2 nominations were received in favor for Rick Laubscher to retain post as CAC Chair
 - Rick's personal statement that was submitted is attached below
- Tracy Everwine was nominated for the position of CAC Vice-Chair

- A verbal vote was asked to the membership. Both nominees were approved by all CAC members in attendance with a “YES” verbal vote, with none opposing the nominees.

Update on transportation study, F line and car-free Market Street enforcement - Britt Tanner (SFMTA):

- SFMTA is working on compiling findings from the recent transportation study and will share findings once they are ready
- Most of the car-free market street enforcement recently has had to do with e-scooters and improper use (on sidewalks)
- New update – trying to implement the Hub plan via quick build – speed table will be part of that project
- Spear Street converted to 2 way – targeted for April or May – has been delayed due to staffing issues
 - Britt will need to circle back about how much of spear will become two-way

Project Update - Cristina Olea (SFPW):

- Questions about phase 1 work –
 - Bob Planthold - Has there been any conversation about which species of trees we’ll be installing? Any appeals from people?
 - We'll be replacing trees with the same species – London Plane and adding in some new trees as well
 - We expect there to be some appeals/protests throughout this process, but Trinity place just installed trees
 - We did get a letter from the Sierra club last year raising concern about tree removals on the project, but we’re not taking as many trees out as we initially planned because we’re no longer doing the sidewalk-level bikeway
 - Tracy - Have bench locations been identified yet? CBDs will have a lot of thoughts about this – they are CBD’s primary concern
 - One location for sure - in front of Trinity, landscape architecture is looking for another spot – maybe near Turk/Mason due to sidewalk widening
 - Peter Straus – he's been hearing a lot of complaints about London Plane trees, why choose them again?
 - They've struggled in the past due to insufficiently sized tree wells- our landscape architects have tried to look at these issues and address them – maybe planting a London Plane sub-species that is more durable/suitable instead. We are also using a pavement support system that will allow for less soil compaction and create a better environment for the tree roots
 - Also adding some Elm and Oak trees – the same that Trinity has planted – in the BMS planting palate
 - London Planes are popular with some - a good butterfly habitat
 - Bob – a cautionary note that media has started classifying adjacent neighborhoods as “the tenderloin” - he mentions Civic Center has been lumped in with tenderloin – he does not want this to happen to BMS/Mid Market
 - Jose – Are London Plane trees going to drop their leaves every year?

- Cristina is unsure how many they'll lose each year – all trees lose some throughout the year– we should see the same amount of leaves with new trees as old
 - Will need to get more info from BUF and landscape architects
 - Rick – we developed the tree palate – the city instructed trinity to put that mix in front of their development – question: why would we put any additional deciduous London Plane trees in the ground now when we have other approved species already planted that do not drop as many leaves?
 - We are required to install some London Planes due to historical preservation and environmental review, but we can use other trees within the palate – we will be doing both but we have to mostly stick with the London Planes at this point – past designers and landscape architects of Market Street largely made this decision
 - Get info on how many of each tree species we are planning on planting for next meeting
- **Schedule Update:**
 - Contract will be awarded in early February, was initially supposed to be late January but we have an issue with low bid having insufficient DBE inclusion
 - Two bidding contractors – Esquivel and JMB Builders
 - 3-4 months for procurement, planning, submittals, pre-construction work on the contractor's end – want to make sure we have a good relationship with the contractor before actual construction begins
 - There'll be up to 4 closures of market street, each will be about 2 weeks long – need to be carefully planned with SFMTA, PUC
 - Contract has a total of 600 calendar days – 480 of these for actual construction (about 16 months) - clock will start on this 480 days once excavation begins, first 120 are pre-construction
- **CAC Member Survey** – we've received only 5 responses so far, please remember to fill this out
 - Coma sent out link/will include it in the follow up email to members
- **OEWD Support/Business Working Group** –
 - Jada Jackson from OEWD will take lead on working with business representatives to address small business concerns and specifically on business support during construction
 - Question from Kevin Carroll – are these benefits available for businesses of all sizes?
 - Traditionally its storefront/small ground level businesses – but there are other programs/services that will be available for other large businesses that may not exactly be in Jada's purview
 - Business working group will have a say in which tools well be using for business support/how we'll be using those tools
 - Asking for CAC's help recruiting members for the business working group – trying to limit the time needed for business owners to participate – don't want this to burden

these people who are already stretched so thin with their businesses – but still want their participation to achieve a tangible impact

- Want to start around time of NTP - definitely will have first meeting before construction
- Ad campaign starts when? - Jada wants to leave this up to the working group members themselves – OEWD is open to whatever merchants decide upon
- Proposing – in the short term we can incorporate the working group within the CAC – maybe a subcommittee – while we build the membership – ultimate goal is to have it be a standalone group once we get enough members

Announcements, Open Discussion and Final questions:

- Coma Te will be stepping down from his role as the communications lead for the Better Market Street project and will transition the role to Alex Murillo and Ben Peterson from SFPW.
- Rick – what progress has been made on designing the F Loop & what is the timetable
 - We're working with MTA on both F Loop and phase 2
 - We know we need to start F loop construction by September 2025 because of our federal grants
 - working with our director to determine how much work we'll be adding to phase 2 – There's the possibility of completing the scope removed from phase 1
 - Design of F Loop – MTA is looking to hire a consultant to help with design of special track work
 - Britt does not have an update on F Loop as of now
 - We need to ask Peter G. to send out an update on the F loop design in next CAC update
- Peter Straus – alarmed by how much closure of market street and F line is projected for the full project – one issue is that if the F loop was designed to have both east and west access, we could keep the F line running along lower market street while other stretches of Market are closed – rather than having the entire F line shut down
 - Britt – MTA is re-evaluating this – need to figure out the cost of each element and figure out how much we can afford
 - The east/west bound McAllister track adds a lot of complication and makes another stop necessary too

Next proposed meeting date and time: Monday, March 28th, 2022 from 5-6 PM

Meeting adjourned at 6:05 PM

ATTACHMENT TO BETTER MARKET STREET CAC

STATEMENT OF QUALIFICATIONS

Rick Laubscher

I am a senior and leader of a Market Street-based non-profit business, Market Street Railway. I am also a fourth generation San Franciscan who literally grew up on Market Street. My family operated delicatessens in a variety of locations on Market Street, from Van Ness to Grant Avenue, for 80 years, from 1892 to 1972. I worked vacations, weekends, and holidays in our stores during my youth, using it to finance my college education.

In the process, I received a strong anecdotal education on urban planning and street use from spending so much time on Market. I watched the disruption to business from the BART construction, and observed first hand pedestrian and transit flow before and after the remake of Market in conjunction with BART. I observed what worked well in that effort, and what could be improved.

After college, as a broadcast reporter in San Francisco for almost ten years, I covered transit as part of my beat, with an emphasis on Muni.

Later, while working a half-block from Market Street for 18 years, I served as chair of both the SPUR and Chamber of Commerce Transportation Committees. In the latter role, I led the effort to restore surface streetcar service to Market Street following the opening of Muni Metro, serving as volunteer project manager for the Historic Trolley Festivals which led to the creation of Muni's F-line vintage streetcar service. As president of Market Street Railway, an 1100-member non-profit, I continue to support Muni's vintage streetcar service, which now carries 23,000 people a day and is essential to adequate mobility for people using Market Street.

I was actively involved in the 1989 Proposition B campaign that provided the city's first dedicated transit sales tax increment, and was chosen to serve on the first Citizen's Advisory Committee to the San Francisco County Transportation Authority. In that role, I championed transit equity issues such as the prioritization of the T-line and accessibility issues, such as working with Muni's accessibility advisory council to achieve full accessibility on the F-line historic streetcars.

I have watched Market Street evolve as our city's main street for more than a half-century. What we do in the Better Market Street Project will largely determine its utility to pedestrians, bicyclists, and transit users for the next half-century. I believe my lifetime of experiences on Market Street, knowledge of transit operations, and positive working relationships with many Market Street stakeholders will serve the CAC well.