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Sent: Tuesday, July 13, 2021 12:53:38 PM
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Cc: Carmen Clark <ccconsult@sbcglobal.net>; Tumlin, Jeffrey (MTA) <Jeffrey.Tumlin@sfmta.com>
Subject: Public Comment on item 10: Better Market Street did not work. Here's ours.

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Chair Mandelman and Vice Chair Peskin,

Unfortunately, the technical glitch with public comment on today's item 10 did not let me speak. So, I am forwarding the comments I prepared for your consideration. They are below.

I preface these with thanks to both of you, and to other city leaders, who encouraged the review of the disruption the broader scope of Better Market Street would have brought. Thanks too to Jeff Tumlin for grabbing what we considered a runaway project by the horns and seeking a better approach.

Note especially our view that IF it is found that some amount of utility work take place in Phase 1 (as proposed in Alternative 2) that it take place not where the existing utilities are newest and best documented (above the Civic Center BART/Muni station), but rather where the utilities are old and less documented, such as between Sixth and Seventh. That block could also be used for the curb lane rework that Jeff mentioned in his comments.

We hope to continue to work productively with city staff and leadership to end up with a great project that will truly yield a better Market Street. Thanks for your time.

Looking forward,

Rick Laubscher

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COMMENTS PREPARED FOR TA BOARD MEETING OF July 13, 2021

Rick Laubscher, chair of the Better Market Street Community Advisory Committee, but speaking here as president of Market Street Railway, nonprofit advocate for San Francisco's cable cars and F-line streetcars. Speaking to support Alternative 1. Here's why.

The city is still enduring a similar project on Van Ness Avenue that has gone way over schedule and budget. That project is two miles long, more than five times longer than Phase 1 of Better Market Street. And yet, before this further scope reduction, the city was predicting that the three blocks of Market Street in Phase 1 could take almost as long as the whole two miles of Van Ness.

And the plan for Alternative 2 is premised on getting a feel for potential problems underground on the rest of Market. But it makes no sense to us to do that above a BART station, where the utilities are newer, and better documented than on most of Market Street.

Alternative 2 may offer benefits for traffic flow experiments that Jeff Tumlin mentioned, but these could also be gained by doing a different block, say Sixth to Seventh or Fifth to Sixth, that has older and less well documented utilities. That way, you get both benefits. It should be noted that the length of the Better Market Street project area with the older utilities is far greater than the areas above the BART/Muni station.

Our city and its transit patterns have changed dramatically. We should do the minimum now – Alternative 1 – while we take a deep breath and create a vision for tomorrow's Market that reflects the new reality and supports our small businesses, transit riders, bicycles, and pedestrians.