



# Better Market Street

SFMTA Board

January 19, 2021





## PROJECT GOALS

- A street that is designed to reduce the number of traffic collisions and injuries
- Improved performance and reliability of public transportation
- Upgraded and new infrastructure
- An active sidewalk and vibrant street that identifies Market as the City's preeminent ceremonial street

# Quick Build Preliminary Findings

- Up to 12% reduction in Muni travel time
- 25% increase in cycling on Market Street, until Shelter in Place ordered
- Growth in bike volumes after Car Free Market indicate 8' wide bikeway would be too narrow



- COVID-19 pandemic impacted Market Street's economy and the project's budget
- Proposing project redesign to match project cost to available funding and minimize construction impact to local businesses
  - Keeping existing curb line as much as possible
  - New curb ramps with limited sidewalk replacement
  - Delay replacement of Path of Gold poles and traction power duct bank



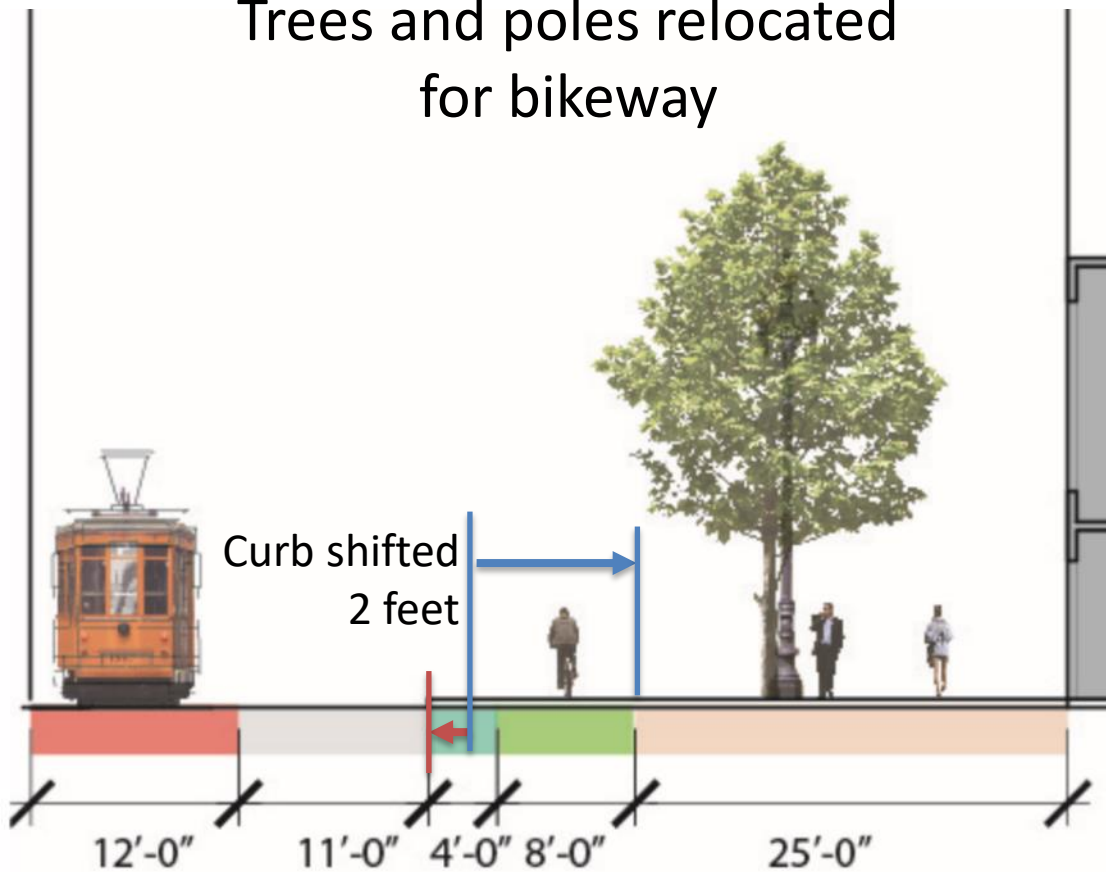
# 2019 vs. 2020: 5<sup>th</sup> to 8<sup>th</sup> Street - Typical Cross Section



## 2019 Design

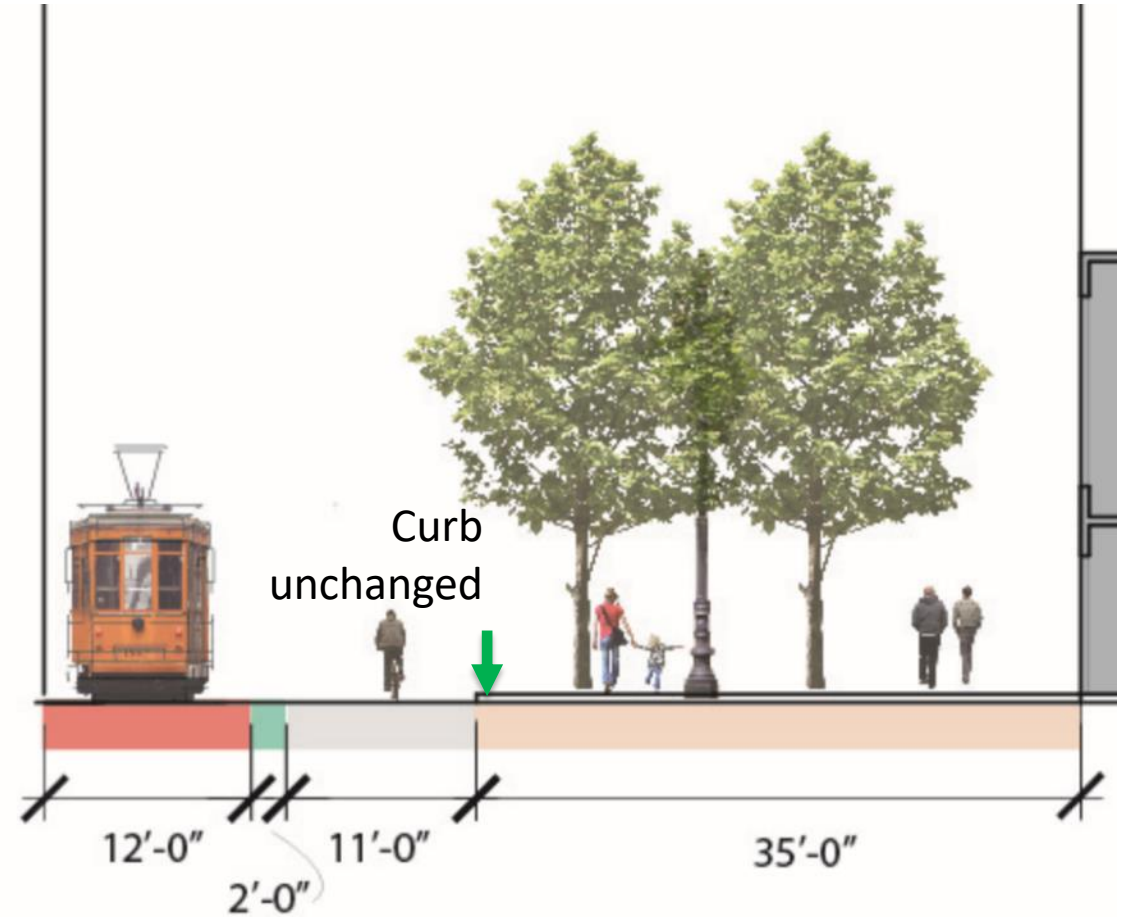
Curb shifted 2'

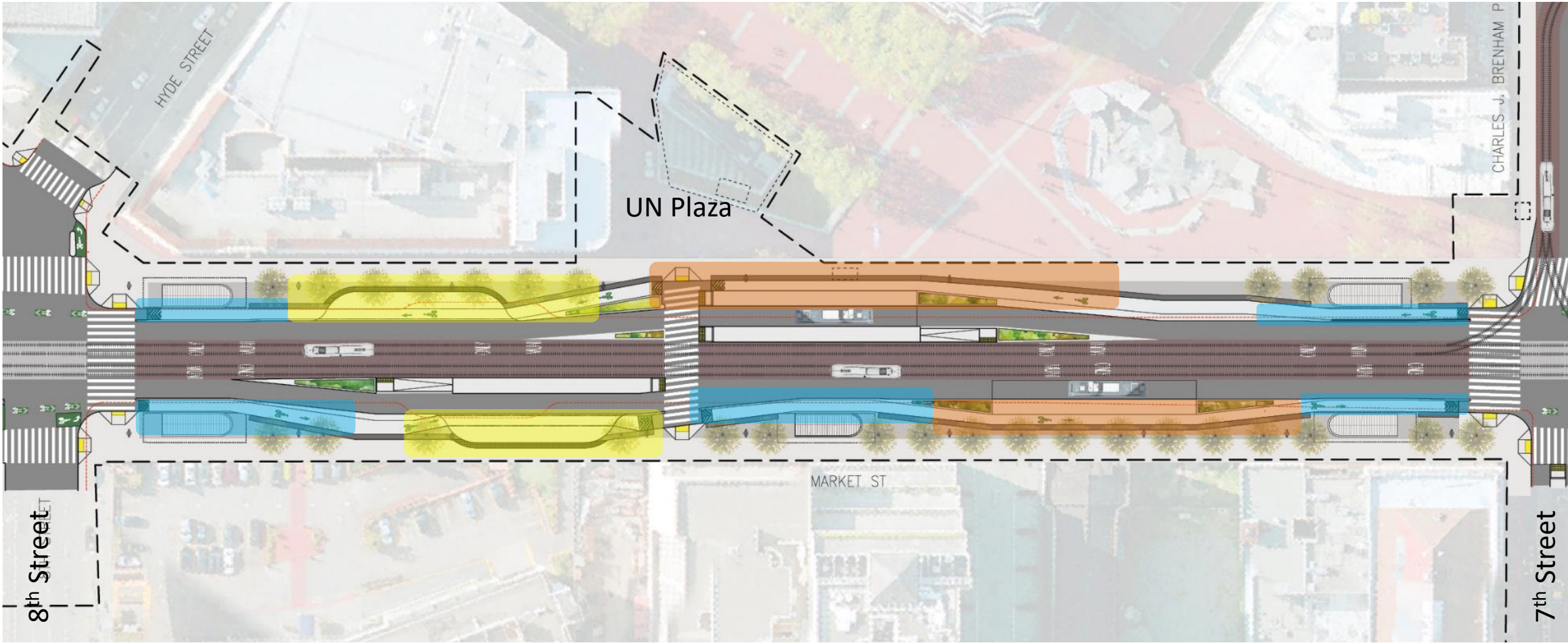
Trees and poles relocated  
for bikeway



## 2020 Design

Curb unchanged





Narrows to 5-6' for BART portal

Narrows/potential conflicts at loading zone

Narrows to 6' at curbside stop

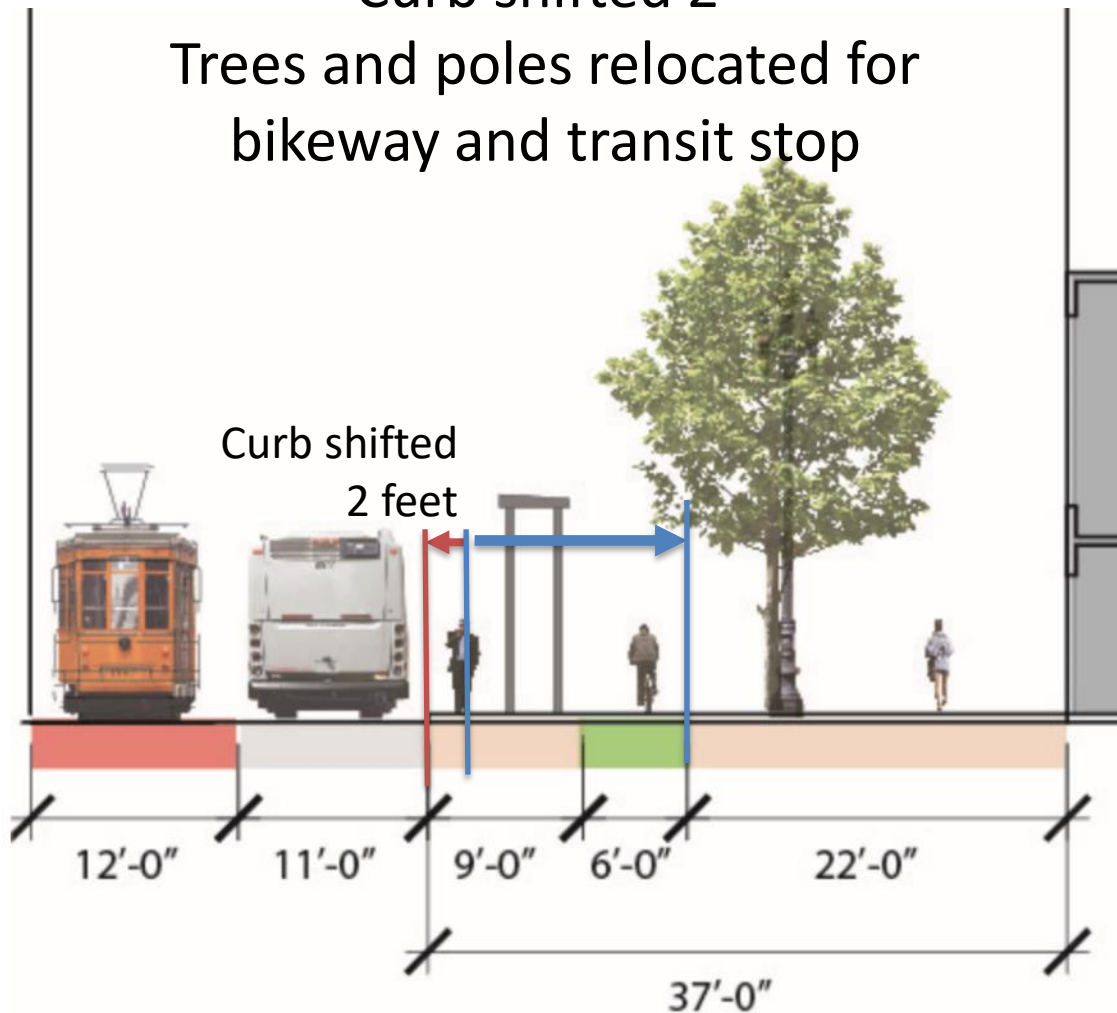
# 2019 vs. 2020: Curbside Transit Stop Cross Section

## 2019 Design

6 curbside stops

Curb shifted 2'

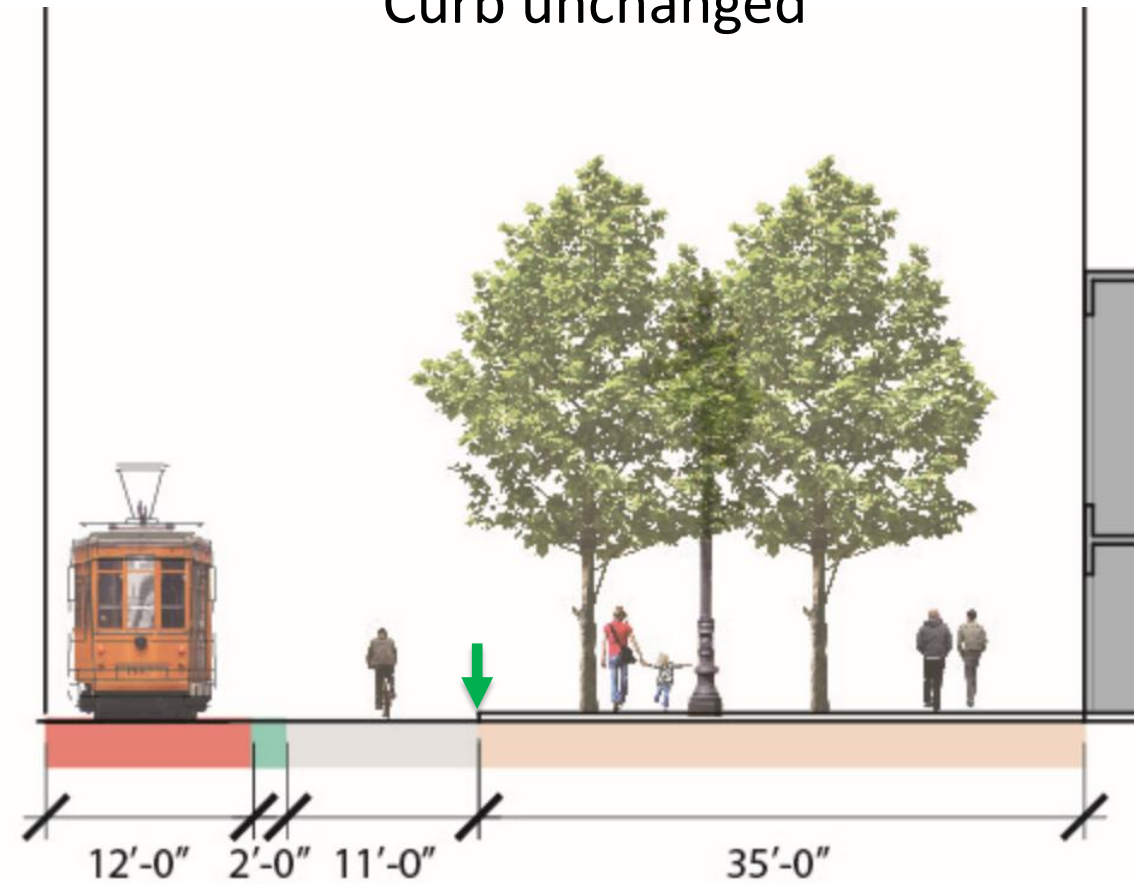
Trees and poles relocated for bikeway and transit stop



## 2020 Design

No curbside stops

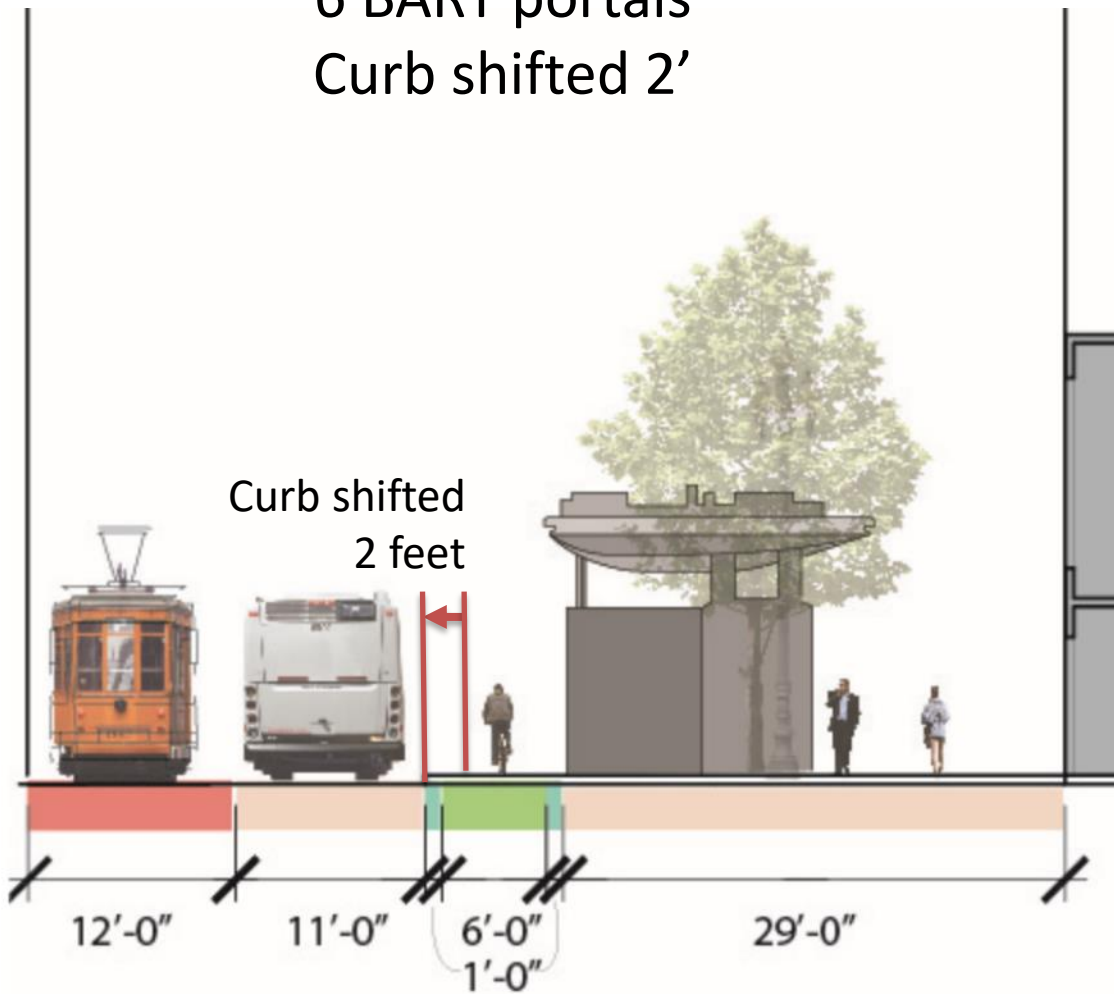
Curb unchanged



# 2019 vs. 2020: BART Portal Cross Section

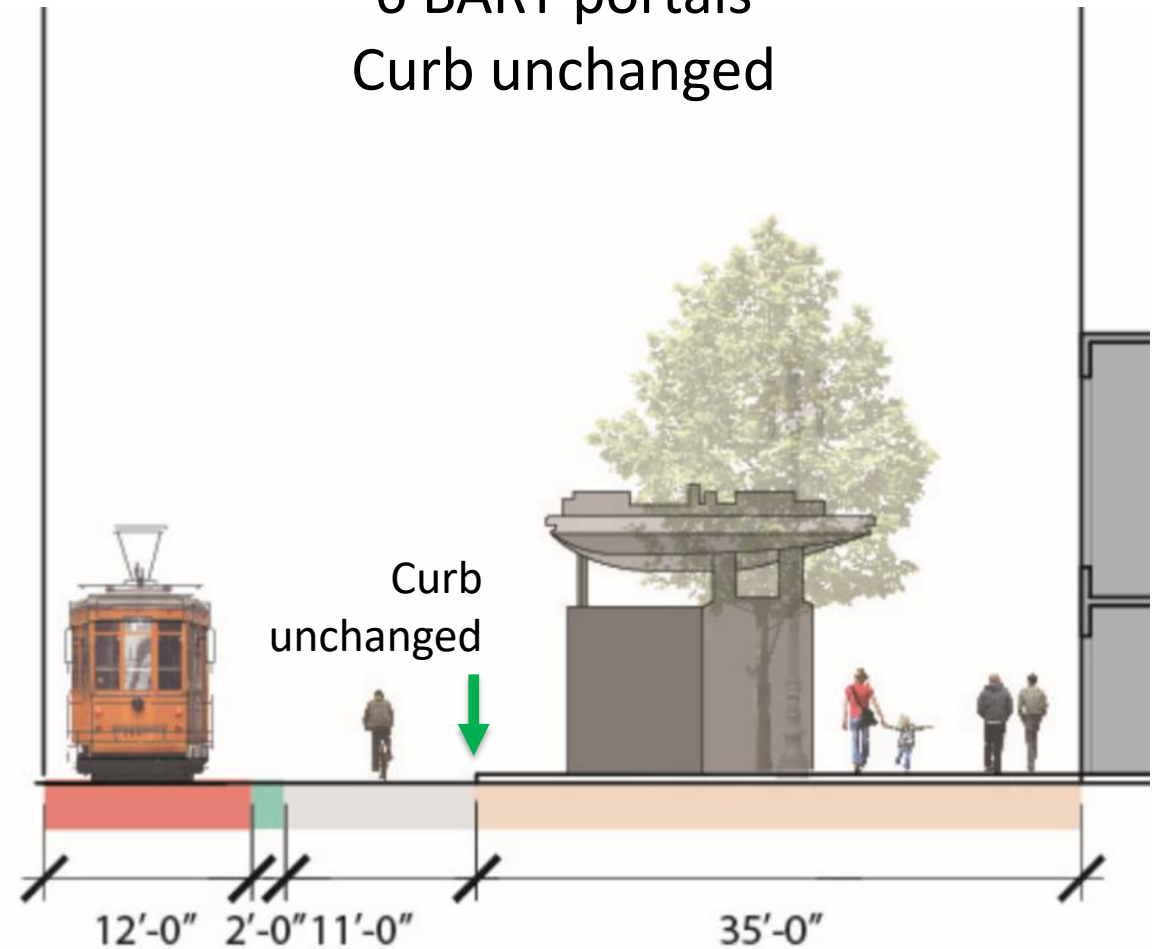
## 2019 Design

6 BART portals  
Curb shifted 2'



## 2020 Design

6 BART portals  
Curb unchanged



Bike lane width varies; 6' shown as typical.



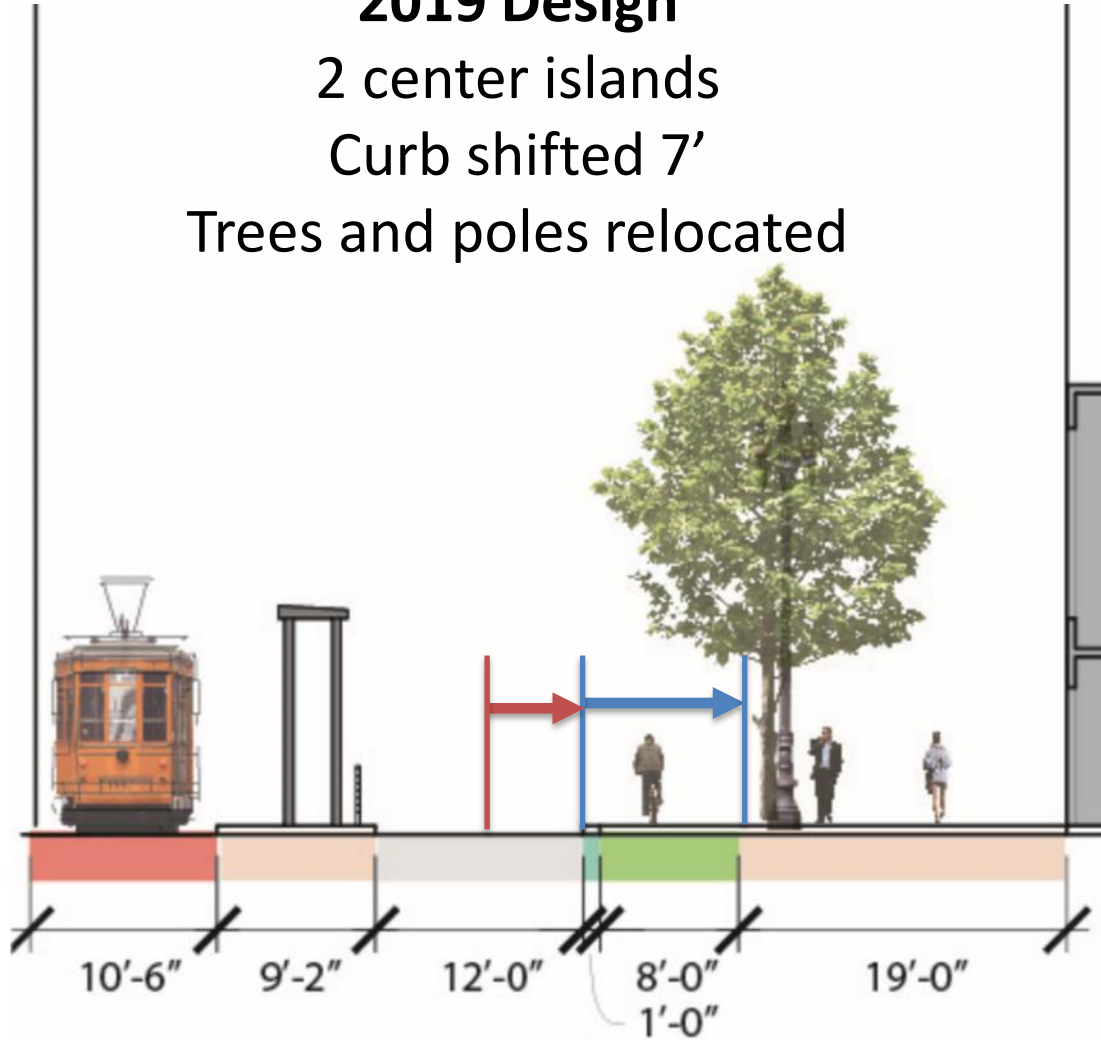
# 2019 vs. 2020: Center Island Cross Section

## 2019 Design

2 center islands

Curb shifted 7'

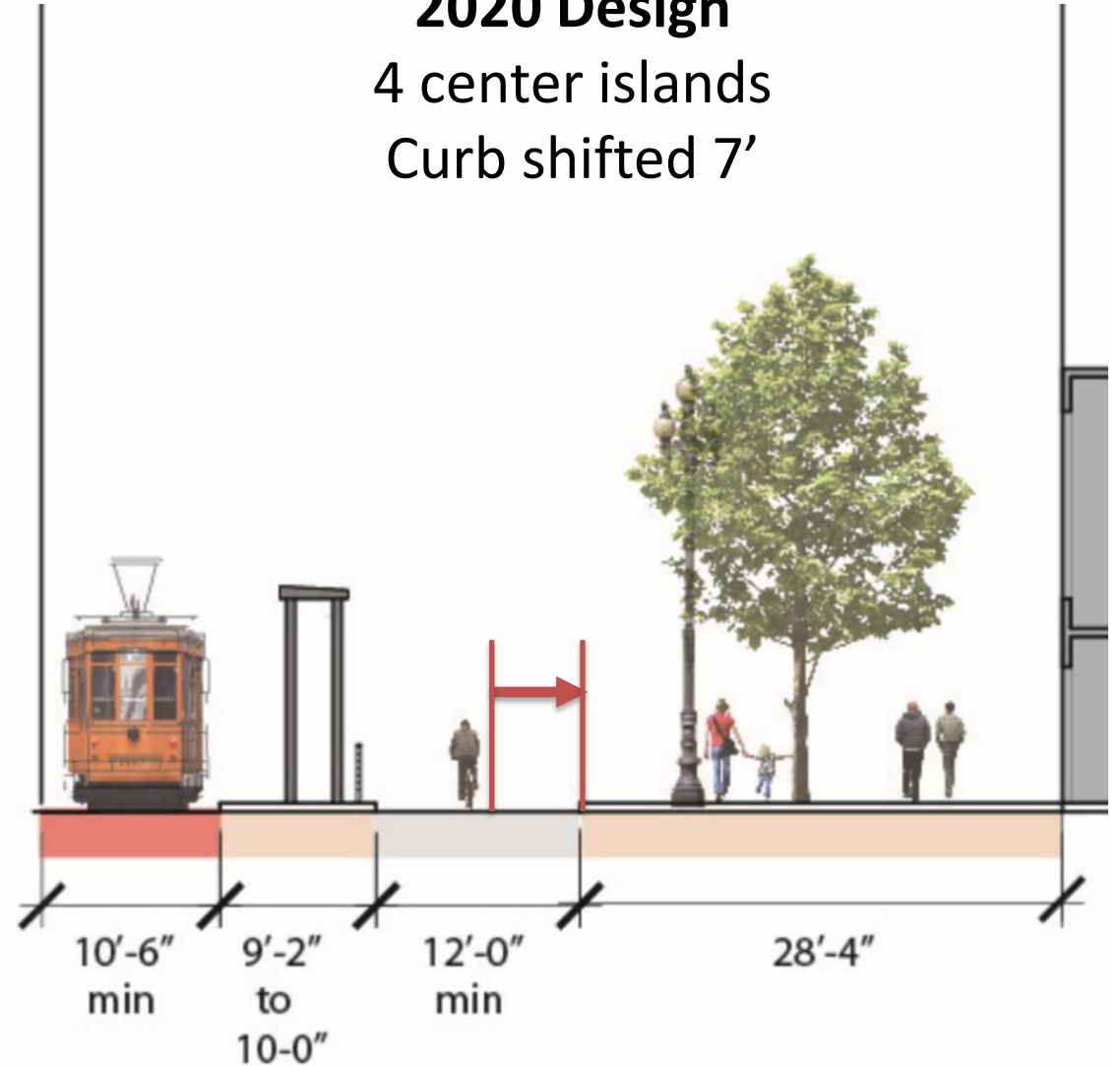
Trees and poles relocated



## 2020 Design

4 center islands

Curb shifted 7'



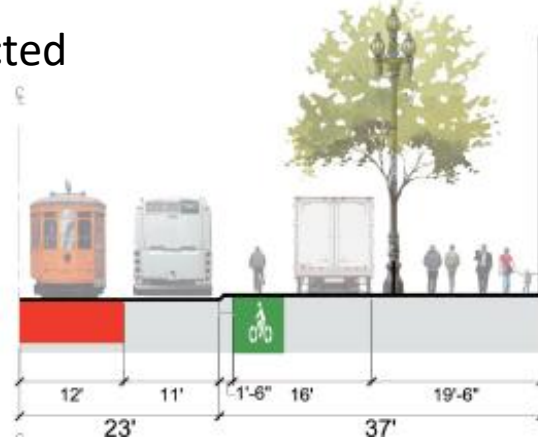
# 2019 vs. 2020 : Loading

## 2019: 6' bike lane with trucks crossing

Commercial loading restricted

6:00-9:30 AM south side

3:00-7:30 PM north side



## 2020: Loading Bays next to shared lane

Commercial loading restricted

6:00-9:30 AM south side

3:00-7:30 PM north side





- Shared curb lane with treatments that emphasize bike priority
- Retains the existing curb-line along 75% of the project area, minimizing construction impact
- 75% fewer vehicles in curb lane with car-free Market and new transit service plan



- No Muni service in the curb lane, eliminating conflicts
- New, fully-accessible boarding islands that are twice as big as current boarding islands
- Crossings to boarding islands will be signalized

# Intersection Improvements

- 53 curb ramps upgraded and doubled in width
- Repaving crosswalks and upgrading BART grates
- Adding accessible pedestrian signals at all crosswalks
- Upgrading traffic signals from 8" to 12" to improve signal visibility

Note: 2020 design avoids lengthening pedestrian crossings by up to 20 feet as the 2019 design required



Virtual Open House 11/2-11/30

Virtual Meetings 11/4, 11/9 - 281 attendees

Online Survey - 388 responses

Numerous stakeholder meetings

Stakeholder Meetings
BMS Community Advisory Group
Door-to-door outreach
F Loop stakeholders
Lighthouse for the Blind
Paratransit Coordinating Council
San Francisco Taxi Workers Alliance
SF Bicycle Advisory Committee
SF Bicycle Coalition/WalkSF/SF Transit Riders/ Market Street Railway
SFCTA Board & CAC
SFMTA Multimodal Accessibility Advisory Committee
SFMTA Taxi Color Scheme meeting
SFMTA Transit (Division Safety Committees)



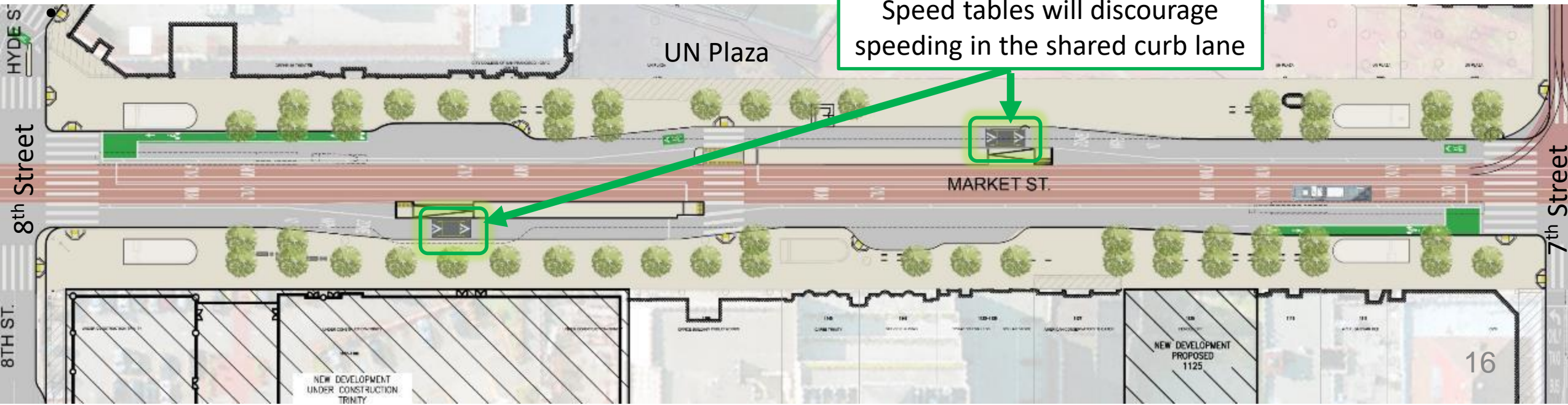
# Changes to proposals based on feedback



	Concerns Heard	Response
Shared Curb Lanes	<ul style="list-style-type: none"><li>• Concern from people biking, paratransit and taxis about <b>sharing curb lane</b></li></ul>	<ul style="list-style-type: none"><li>• Added <b>required right turns</b> for commercial vehicles and taxis</li><li>• <b>Added left turn exemptions for taxis on Mission Street</b></li><li>• <b>Lowered speed limit</b> to 20 MPH</li></ul>
Speed Tables and Mountable Curbs	<ul style="list-style-type: none"><li>• Concern about comfort from people biking over <b>speed tables</b></li><li>• Concern about crossing <b>mountable curb</b> to pass double parked or broken-down vehicles</li></ul>	<ul style="list-style-type: none"><li>• <b>Speed tables scaled back</b> to only locations adjacent to boarding islands</li><li>• <b>Mountable curb removed</b> from Phase 1 Contract; will experiment with more flexible, surface-applied treatments</li></ul>
Car-free Market Enforcement	<ul style="list-style-type: none"><li>• Concern that some <b>private vehicles</b> continue to use Market Street</li></ul>	<ul style="list-style-type: none"><li>• Added required right turns to reinforce vehicle restrictions</li><li>• Will <b>investigate enforcement strategies</b> (photo and in-person)</li></ul>

# Speed Tables & 20 MPH Speed Limit

- Speed tables adjacent to boarding islands will discourage speeding
- Previously proposed mountable curbs were removed from contract; additional experimentation planned
- Speed limit will be lowered to 20 miles per hour from Franklin to Steuart





# Changes for Taxis and Commercial Vehicles

- 2019 legislation included:
  - Peak hour, peak direction commercial vehicle loading restrictions (6-9:30 south side, 3-7:30 north side, taxis and paratransit allowed at all times)
  - Three required turns for commercial vehicles
- 2020 proposal adds:
  - Four required turns for commercial vehicles and taxis
  - New taxi-exemptions along Mission corridor will improve taxi circulation



Spring/Summer 2021

- Extend transit only lane from 3rd to Main Street
- Convert unit blocks of Spear, Jones to two-way
- Required right turn at Geary/Kearny westbound for taxis, commercial vehicles
- Hub Area: Required right turn at 9<sup>th</sup> Street, Safety improvements at Van Ness eastbound

Schedule TBD

- Test vertical elements, speed tables
- Photo enforcement of illegal turns onto Market



# Quick Build 2021 - Required Turns at Kearny/Geary



DRAFT CONCEPT

## DRAFT CONCEPT



## ALTERNATE DRAFT CONCEPT

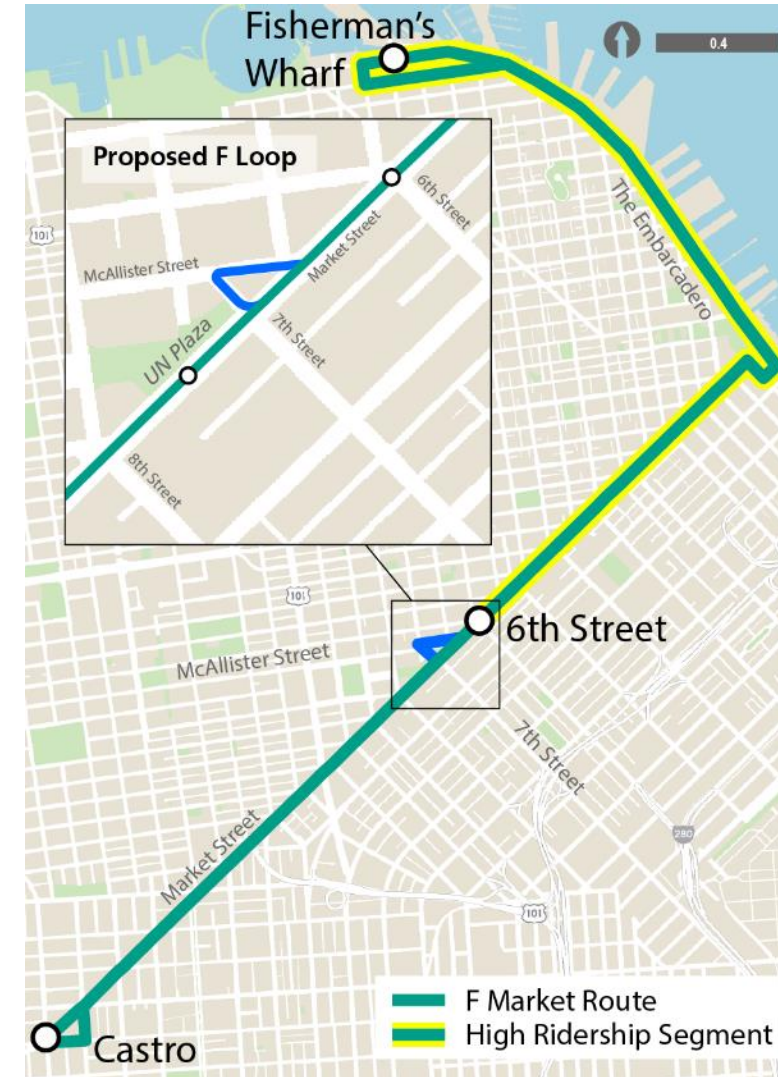
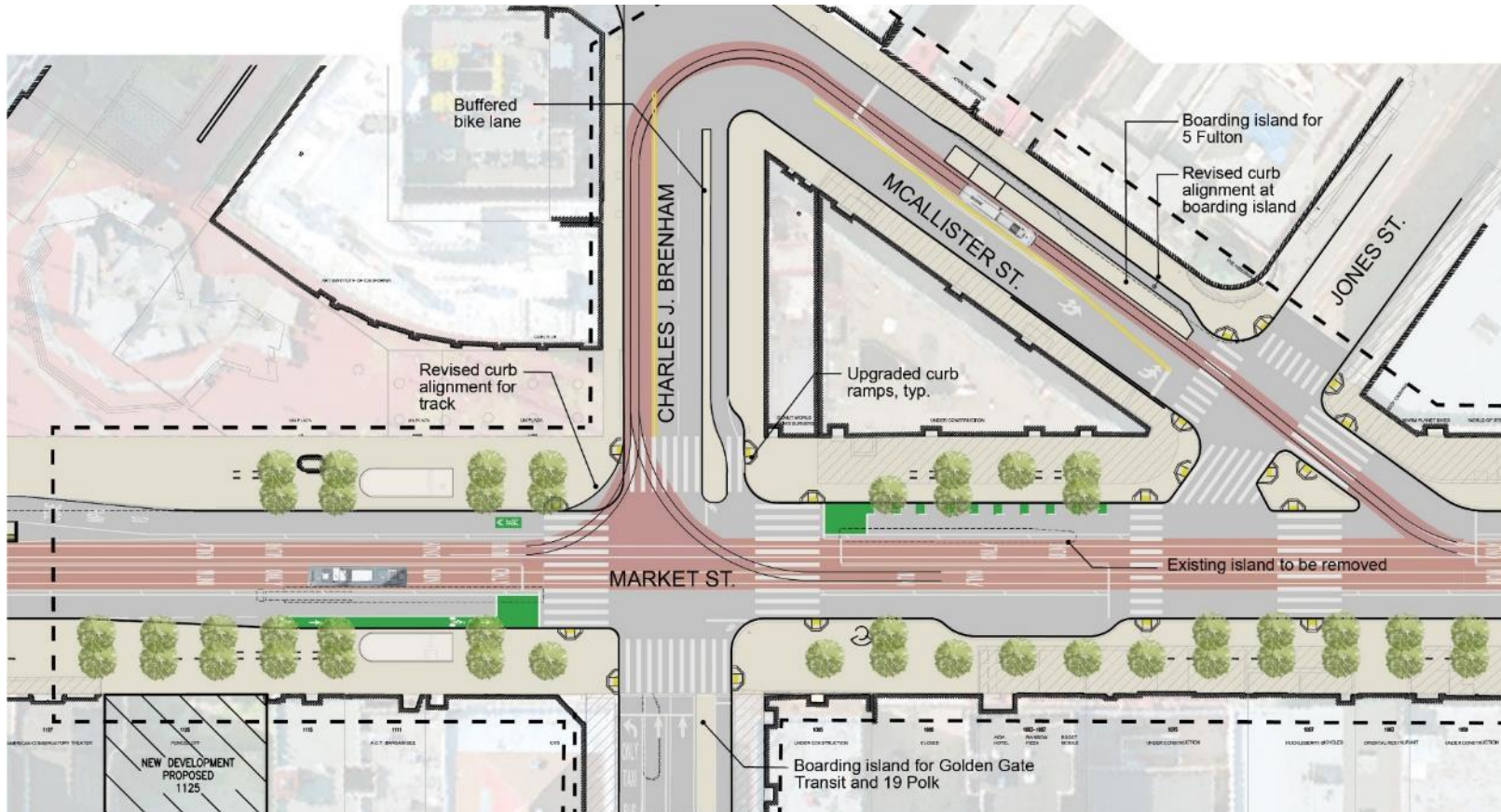


# Phase 2: F Market Loop



New F-line turn-back loop on McAllister and Charles J Brenham planned to start construction in 2024

- Enables more service where ridership is highest
- Improves transit flexibility and reliability



# Comparison of 2019 and 2020 Designs



		2019 @ 90% Design	2020 @ 95% Design	Moved to Phase 2 @ 5% Design	Difference
1	Construction Contract	\$117.2 M	\$62.5 M	\$9.8 M	\$44.9 M
2	Construction Contingency (10%)	\$11.7 M	\$6.2 M	\$1.0 M	
3	Total Construction Contract + Contingency [Line 1+2]	\$128.9 M	\$68.7 M	\$10.8 M	\$49.4 M
4	Escalation to Midpoint of Construction	\$15.0 M	\$5.8 M	\$2.2 M	
5	Total Construction Cost (Escalated) [Line 3+4]	\$143.9 M	\$74.5 M	\$13.0 M	\$56.4 M
6	Total Soft Cost	\$47.1 M	\$25.3 M	\$4.0 M	
7	2020 Redesign Cost		\$7.0 M		
8	Total BMS Phase 1 Project Cost (Escalated) [Line 5+6+7]	\$191.0 M	\$106.8 M	\$17.0 M	\$67.2 M
		\$191.0 M	\$123.8 M		\$67.2 M

Construction Costs by Trade	2020 (Phase 1) @ 95% Design	Shifted to Phase 2 @ 5% Design
Track	\$7.9 M	\$0.2 M
Traction Power	\$7.1 M	\$0.7 M
Overhead Contact System (OCS)	\$5.7 M	-
Roadway	\$5.5 M	\$1.0 M
Auxiliary Water Supply System (AWSS)	\$5.4 M	\$0.9 M
Water	\$3.9 M	\$0.4 M
Sewer	\$3.7 M	\$0.5 M
Landscape	\$3.4 M	\$0.5 M
Traffic Signal	\$3.2 M	\$1.0 M
Traffic Routing	\$3.0 M	\$0.5 M
Structural	\$2.8 M	\$0.5 M
BART Grate Replacement	\$1.8 M	\$0.8 M
Site Assessment & Remediation (SAR)	\$1.0 M	\$0.3 M
Power Distribution	-	-
Streetlight (Path of Gold)	-	-
Other Construction Cost	\$8.1 M	\$2.5 M
<b>Subtotal of Construction Costs by Trade:</b>	<b>\$62.5 M</b>	<b>\$9.8 M</b>



# Funding Plan



Funding Source	Full Corridor Env. Review & 30% Design	Design Phase 1A <sup>1</sup>	Redesign Phase 1 <sup>2</sup>	Construction Phase 1 <sup>3</sup>	Future Phases	Total by Funding Source
General Fund	\$5.2 M					\$5.2 M
Octavia Land Sales	\$3.0 M					\$3.0 M
Market Octavia Impact Fees	\$1.5 M					\$1.5 M
Transit Center Impact Fees					\$ 2.0 M	\$2.0 M
Prop A GO Bond	\$13 M	\$7.6 M	\$7.0 M	\$66.9 M	\$31.8 M	\$126.3 M
MTA Transit Funds		\$1.4 M				\$1.4 M
Prop K (EP 22U)		\$2.2 M				\$2.2 M
BUILD				\$15.0 M		\$15.0 M
Prop K (EP 22U & 44)				\$11.6 M		\$11.6 M
OBAG				\$3.4 M		\$3.4 M
AHSC Grant				\$2.7 M		\$2.7 M
BART (8th/Grove/Hyde/Market)		\$0.2 M		\$0.4 M		\$0.6 M
PUC Sewer and Water Funds		\$2.1 M				\$2.1 M
PUC Sewer and Water Funds <sup>4</sup>				\$20.0 M		\$20.0 M
<b>Total Identified Funding</b>	<b>\$22.7 M</b>	<b>\$13.6 M</b>	<b>\$7.0 M</b>	<b>\$120 M</b>	<b>\$33.8 M</b>	<b>\$197 M</b>

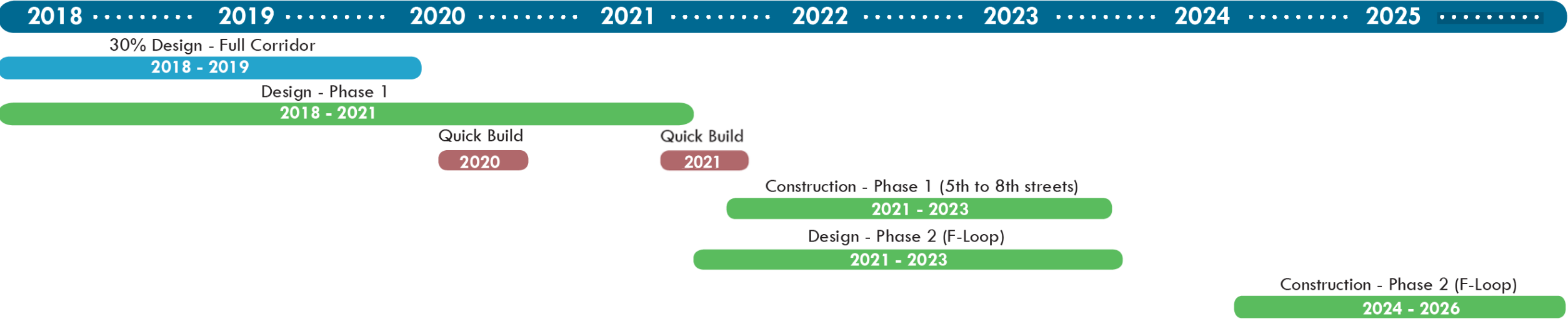
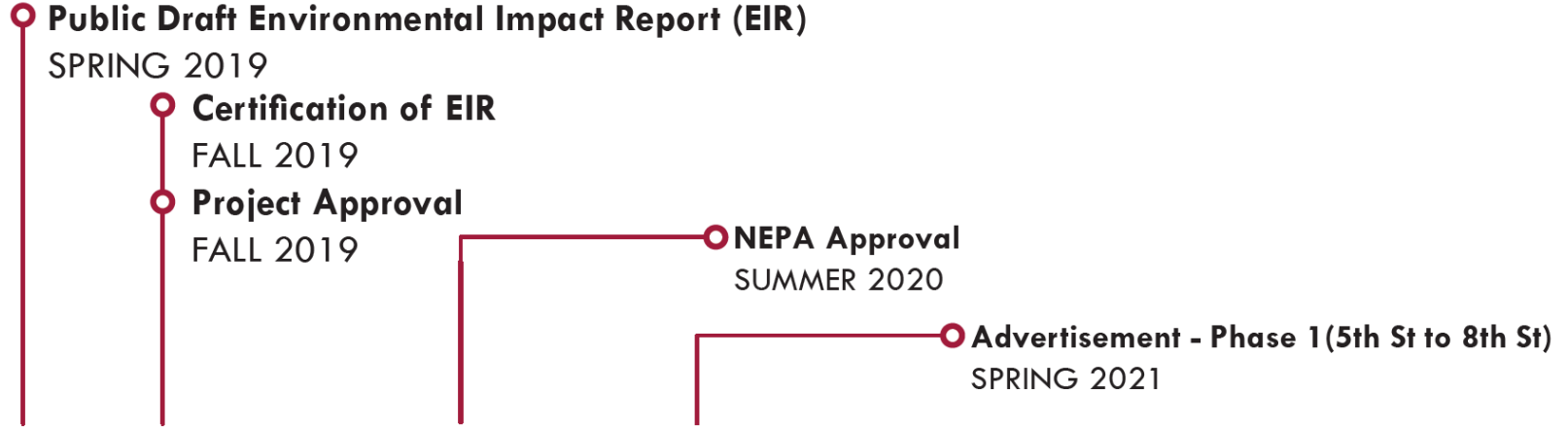
1. Phase 1A design cost included sidewalk level bikeway

2. Phase 1 redesign cost includes shared curb lane

3. Full cost for Phase 1 (Market Street from 5th Street to 8th Street). The segment between McAllister and Charles J. Brenham is part of Phase 2 (F-Loop).

4. Actual PUC cost will be determined through cost share negotiations

# Project Schedule



## **bettermarketstreetsf.org**

For media inquiries and project-related questions, please contact:

**Coma Te**

*Communications & Outreach*

*coma.te@sfdpw.org*

**Cristina C. Olea, PE**

*Better Market Street Project Manager*

*cristina.c.olea@sfdpw.org*

**Britt Tanner, PE**

*Senior Engineer*

*Britt.tanner@sfmta.com*

