



# Better Market Street

Community Working Group  
September 28, 2020

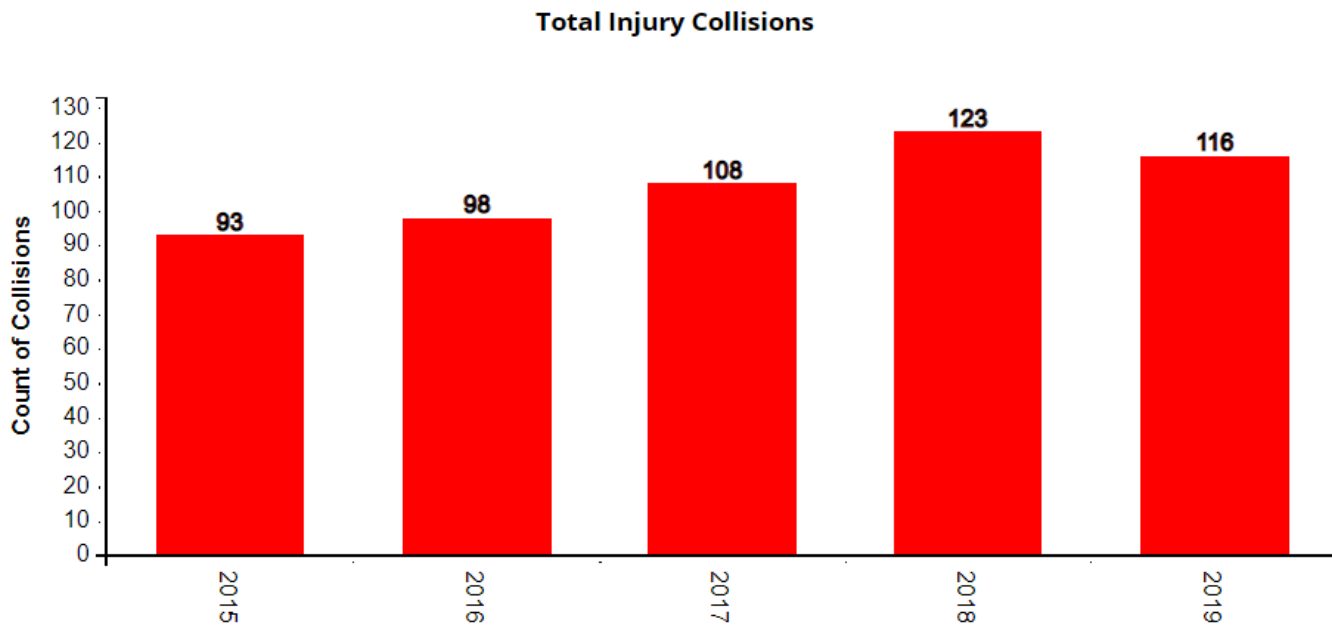
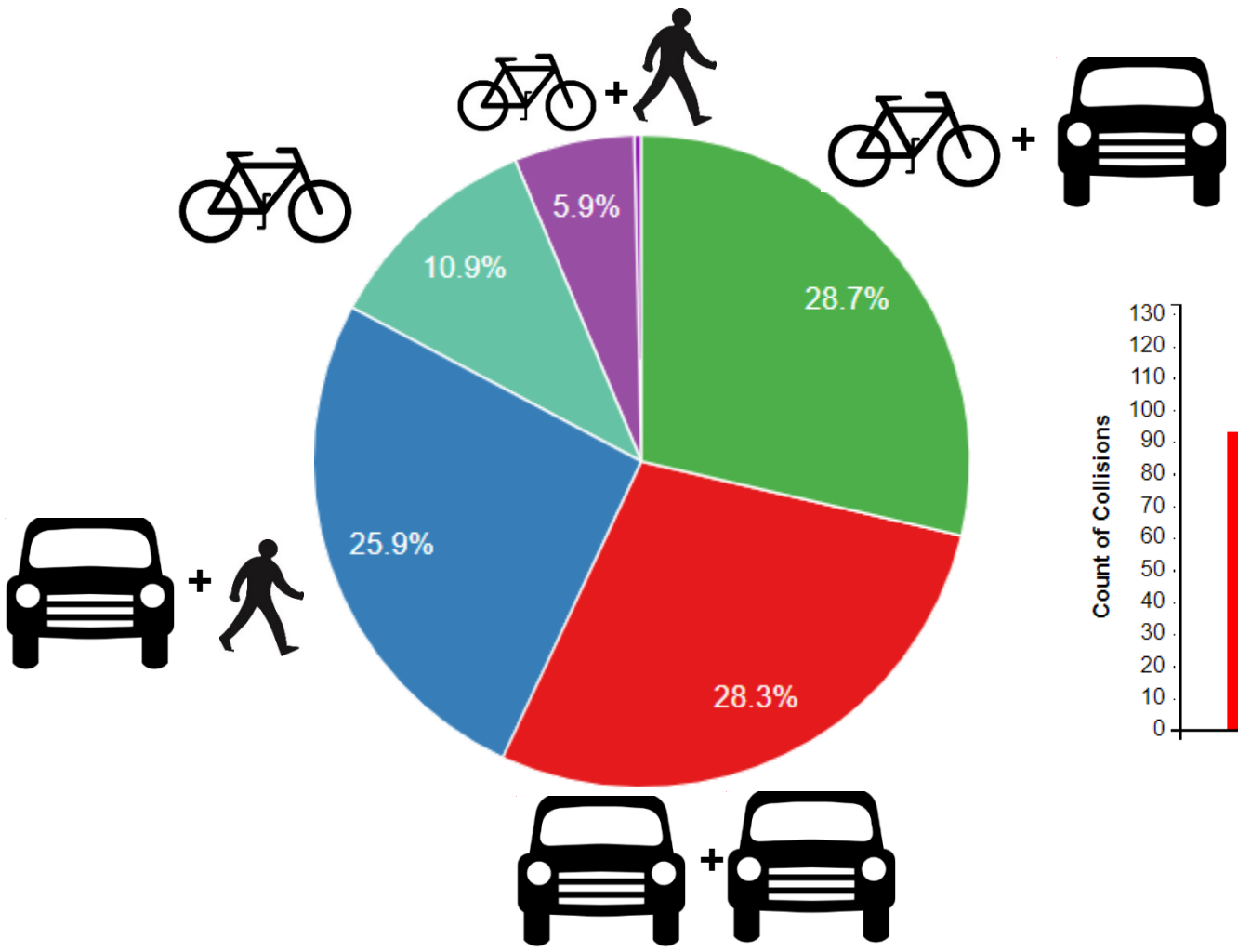




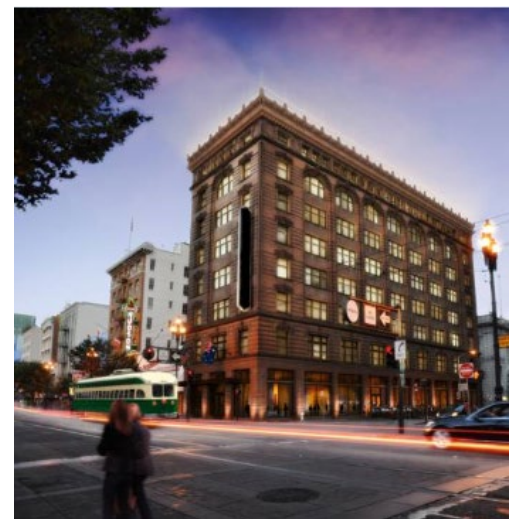
# Market Street is a High Injury Corridor



72% of injury collisions involve people walking or biking



# Growth in Mid-Market



Integrate public realm and transportation improvements with Mid-Market revitalization



Photo: Ingka Centres

## PLACE



## MOBILITY



## ECONOMIC DEVELOPMENT



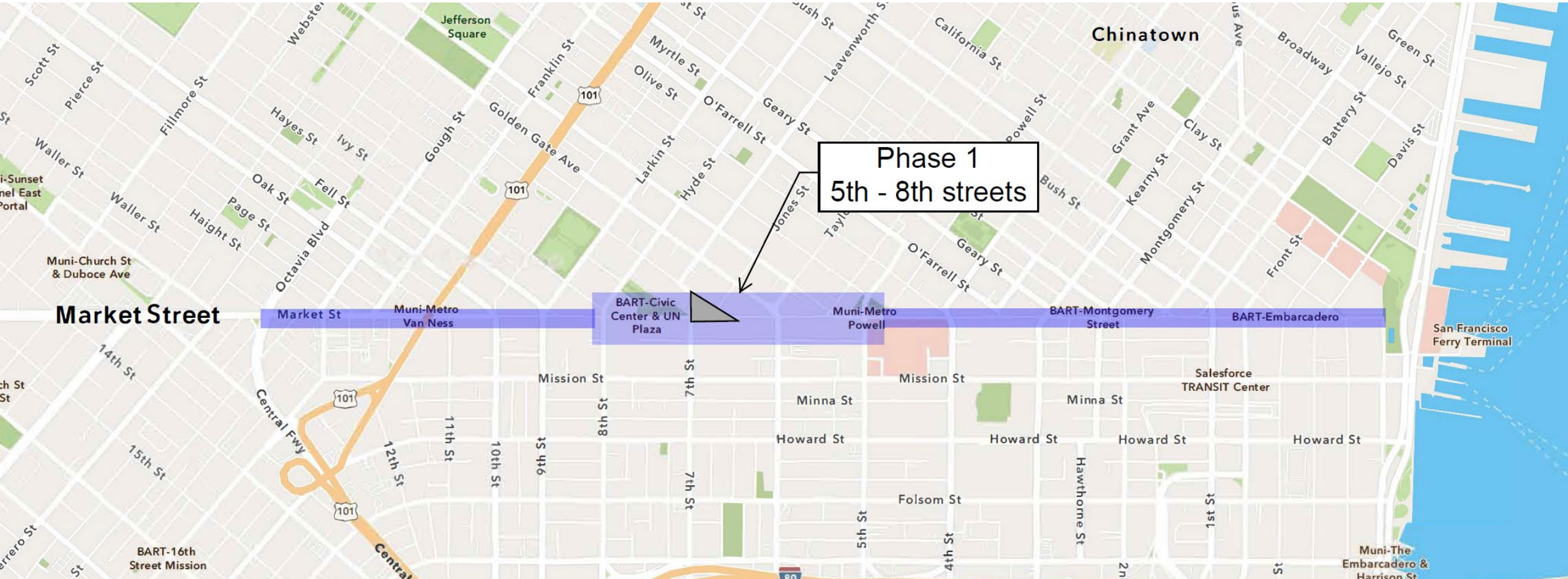
## PROJECT GOALS

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

# What is Better Market Street?



Better Market Street will deliver transportation, streetscape and safety improvements along 2.2 miles of Market Street between Octavia Boulevard and Steuart Street, starting with Phase 1 between 5th to 8th streets.

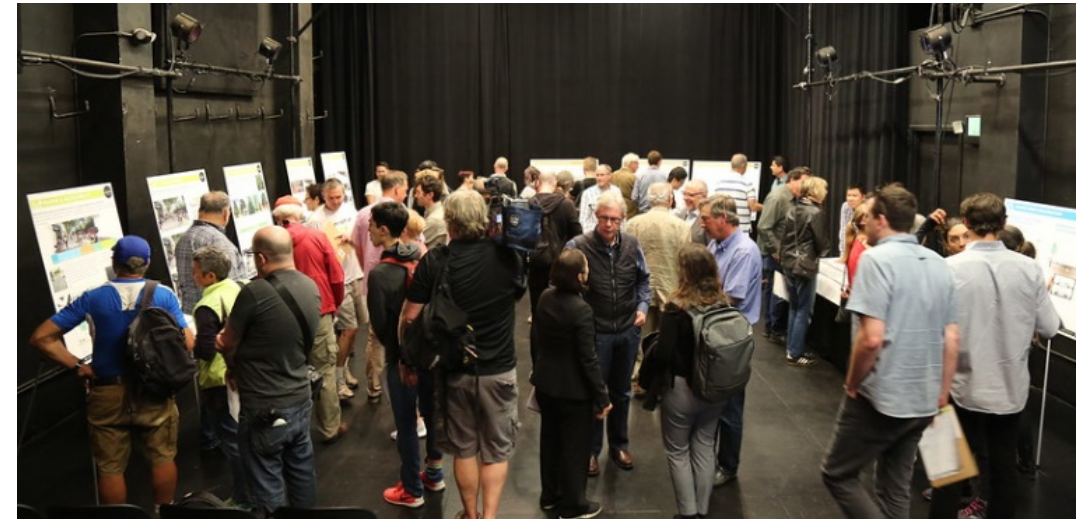
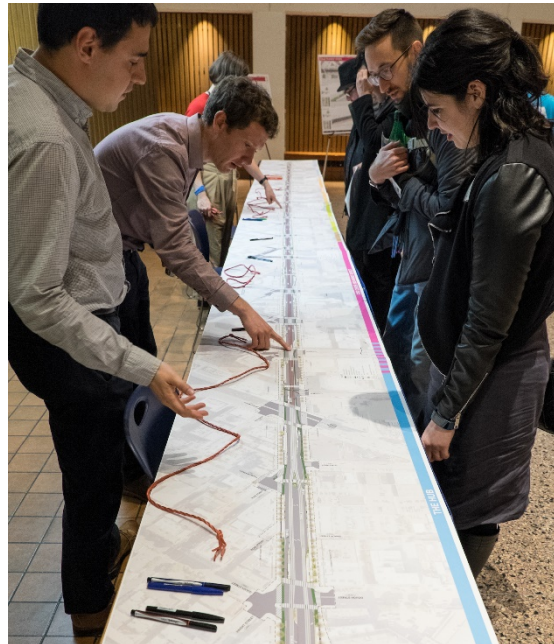
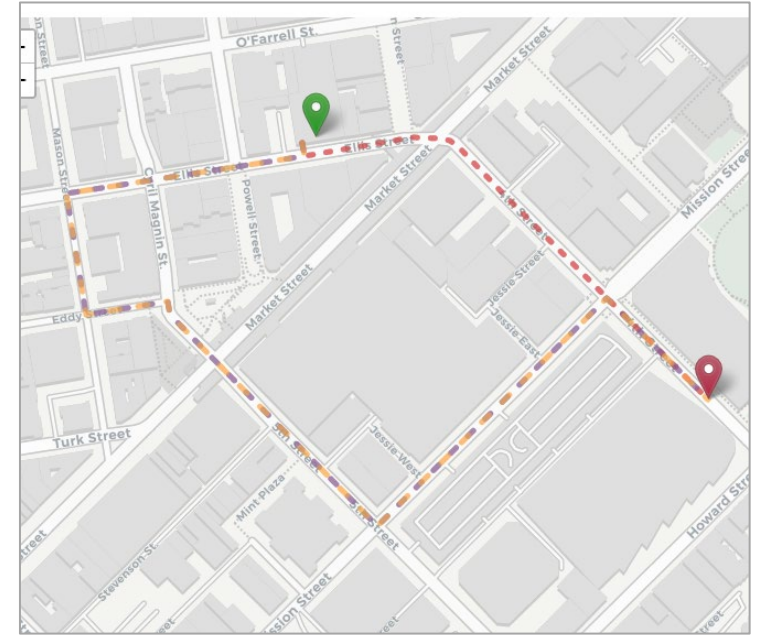


 \*Excluded from Phase 1 work limit

# Years of Community Engagement



- 5 rounds of workshops/open houses
- Stakeholder meetings
- Community Working Group
- Website
- Surveys
- Mailings
- Turn by Turn Web Map and Plan-View Explorer
- Merchant loading survey
- Posters in corridor/on transit
- Multi-lingual outreach
- Tabling at events



# Quick Build Implementation – January 2020



- Market is now car free to improve safety for people walking and biking in the highest volume areas:
  - Eastbound between 10<sup>th</sup> and Main
  - Westbound between Steuart and Van Ness
- Added turn restrictions on Market at Page/Franklin, Valencia and Van Ness and at Mission/Steuart.
- Ellis Street is one-way Stockton to Cyril Magnin



# Quick Build Preliminary Findings

- Up to 10-12% Muni travel time improvement
- Averaged > 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 undersized





# Market Street and COVID-19



- COVID-19 pandemic impacted Market Street's economy and the project's budget
- Proposing project redesign to provide most value with least construction
  - Minimize project cost to match available funding
  - Minimize construction impact to local businesses
- Muni service was reduced to a Core Service Plan
  - Metro Bus Shuttle, 5 Fulton, 7 Haight, 9/9R San Bruno, and 38/38R Geary

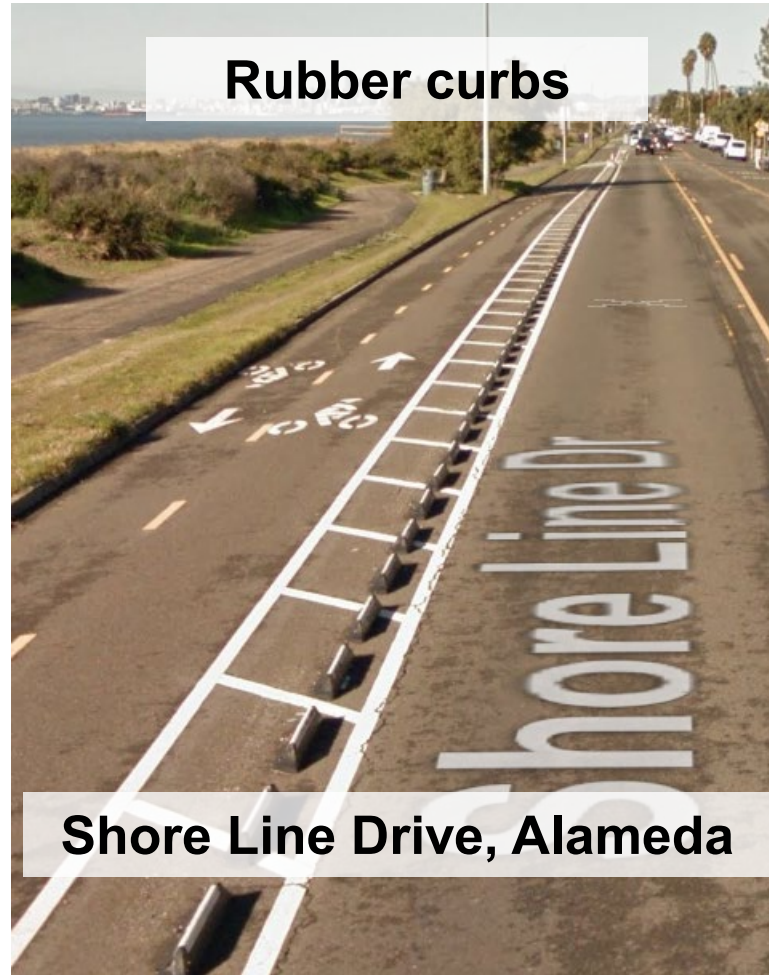


# Proposed Project: 5<sup>th</sup> - 8<sup>th</sup>

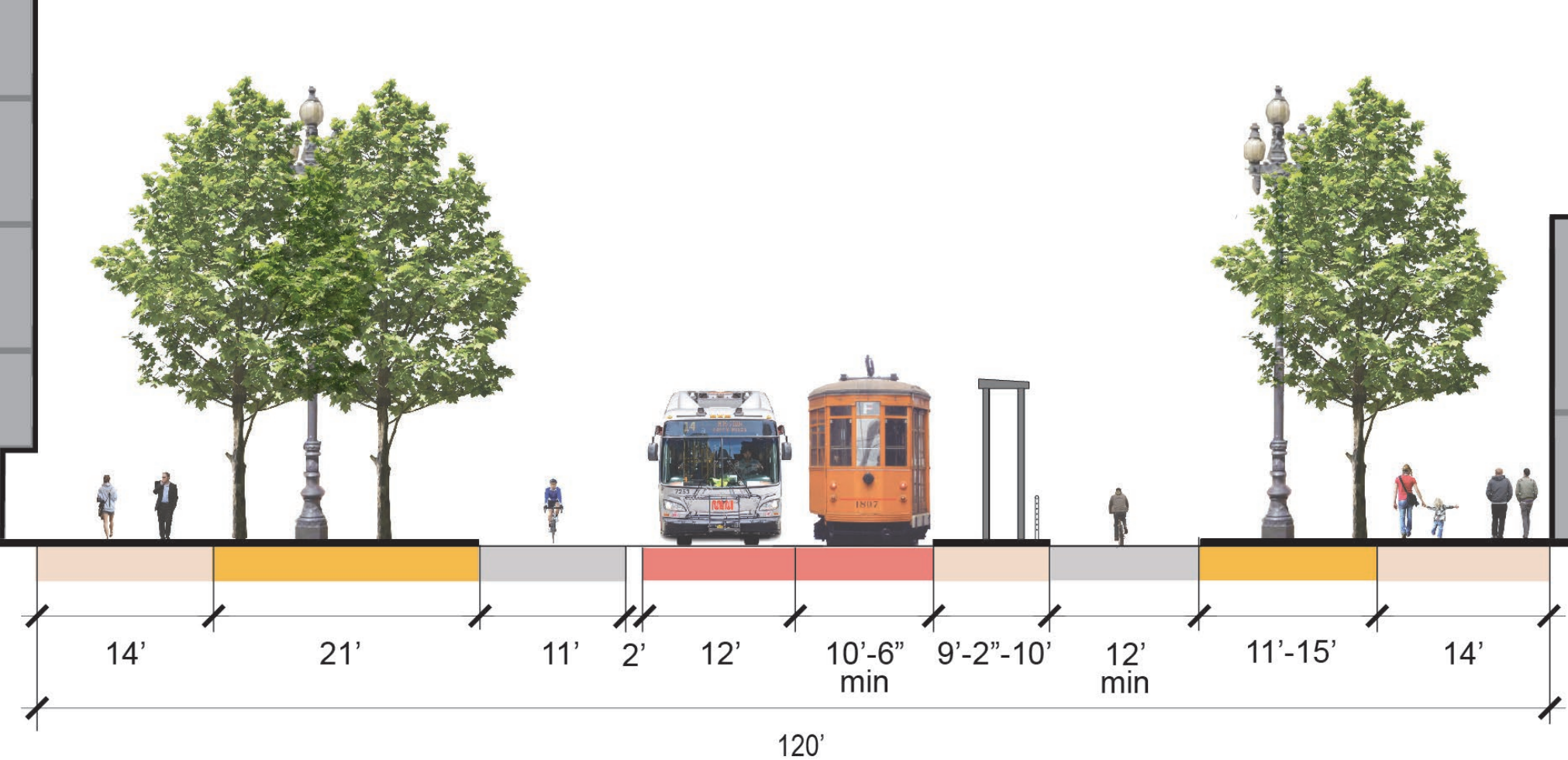


- Curb lane for people biking, paratransit, commercial vehicles & taxi, with painted buffer and full-lane double-sharrow treatments will emphasize bike priority
- 75% fewer vehicles in curb lane with new transit service plan and Car Free Market

Exploring options to discourage speeding and passing in the curb lane while maintaining flexibility for lane changes due to breakdowns or emergencies.



# Proposed Project: 5<sup>th</sup> - 8<sup>th</sup>



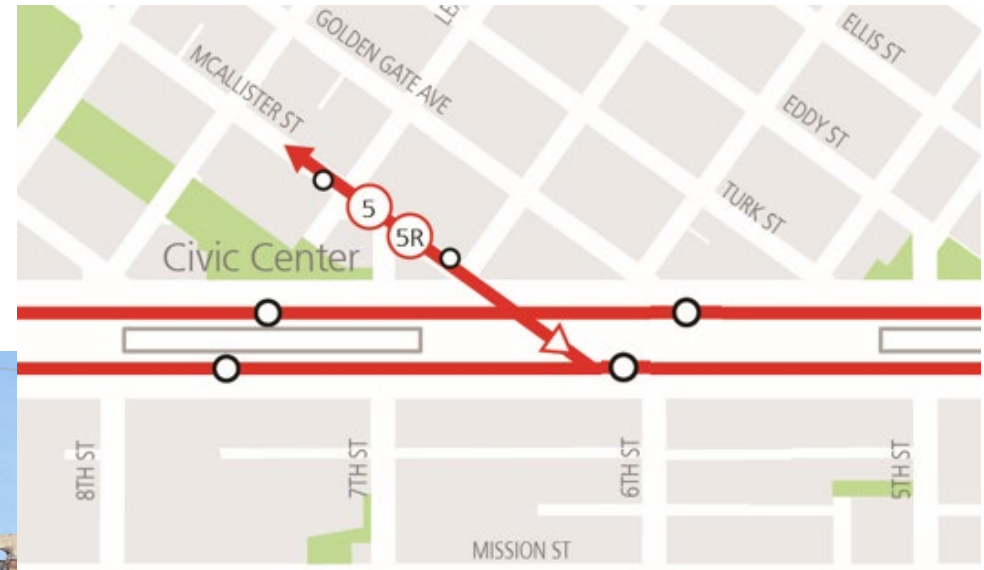
- Center Muni-only lane with upgraded center boarding islands
- Shared bike-priority curb lane
- Existing curb line retained except at boarding islands



# Transit Improvements



- Fully-accessible Rapid/Local center-lane islands at UN Plaza and 6<sup>th</sup> Street
- No Muni service in the curb lane, eliminating bike/transit conflicts



- Commercial loading on Market provided in loading bays, with peak hour restrictions added along Market
  - 6 – 9:30 am on south side
  - 3 – 7:30 pm on north side

- New loading zones on cross streets, including white passenger loading and blue zones

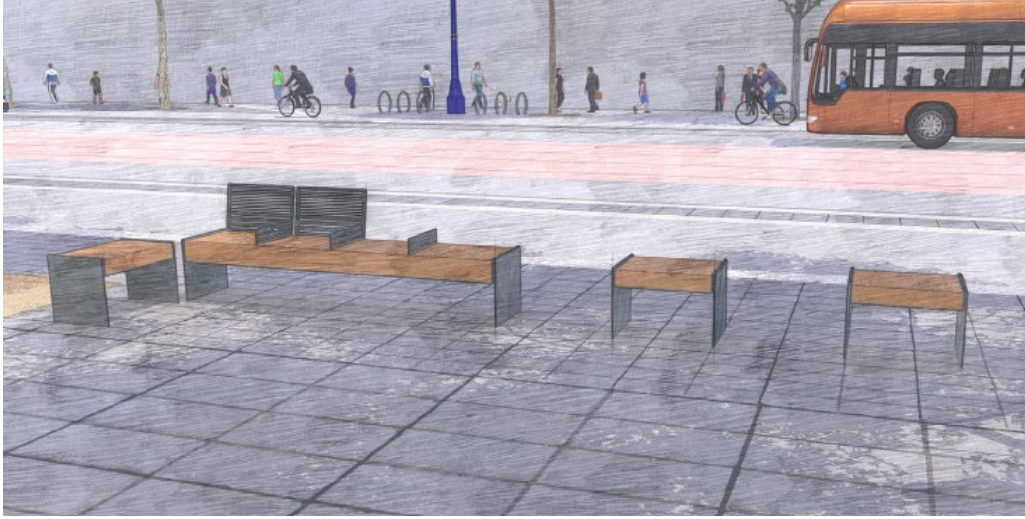


# Pedestrian Safety & Accessibility



- New curb ramps with limited sidewalk replacement
- Upgraded, expanded, ADA accessible transit boarding islands

# Streetscape Features





In an effort to provide reliable utility services for customers, the San Francisco Public Utilities Commission (SFPUC) will be repairing and replacing aging and seismically vulnerable sewer and water pipes within the project limits.

- Large sewers (many are made of brick and over 100 years old) will be internally rehabilitated (trenchless methodology) where feasible, to minimize service disruption
- Smaller sewers will be replaced along existing alignment if trenchless method is not feasible
- Water lines will be relocated and replaced with new pipes
- Auxiliary Water Supply System (AWSS) lines will be relocated only in areas impacted by track/project work
- There should be no disruption of water and sewer service to customers

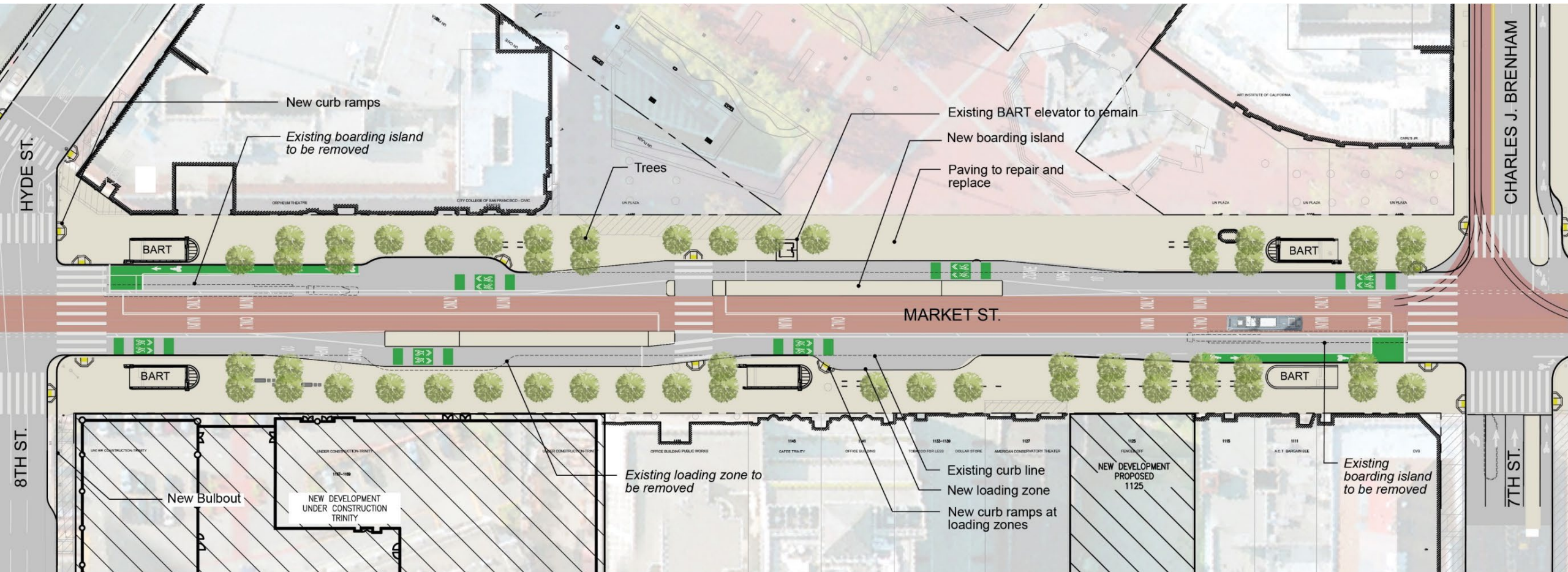


# Minimize Construction Impact

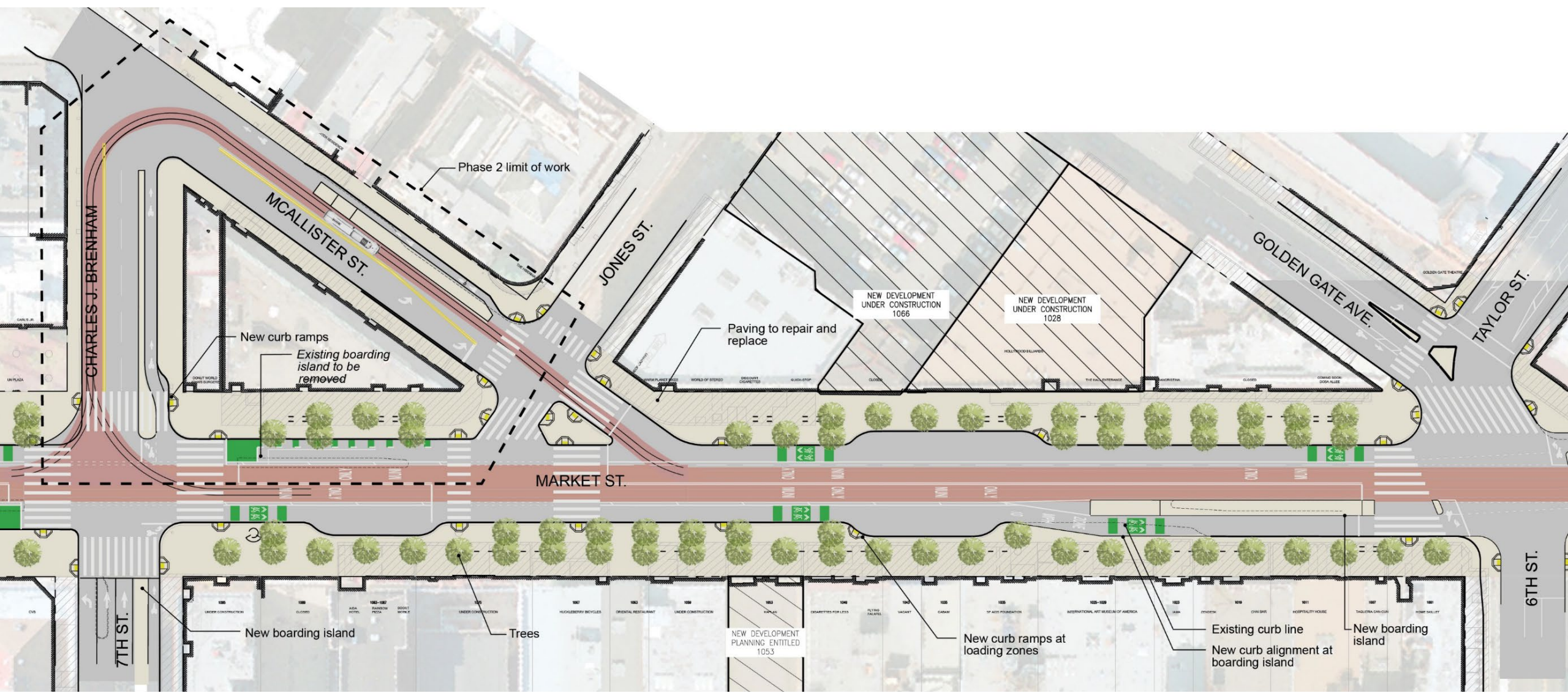
- Keeping existing curb line as much as possible
- Will not be replacing full sidewalk in Phase 1
- Delay replacement of Overhead Contact System (OCS) and traction power ductbank since they still have 10-15 years of useful life



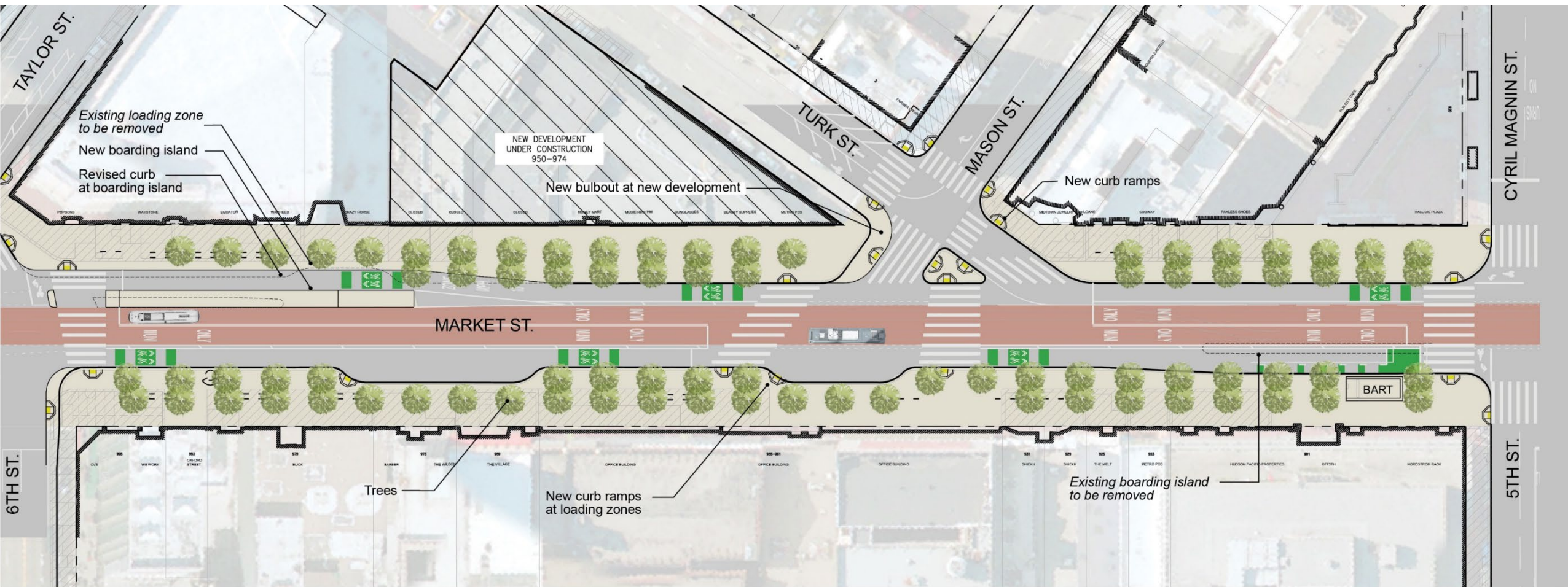
# Phase 1: 8<sup>th</sup> - 7<sup>th</sup> Plan View



# Phase 1: 7<sup>th</sup> - 6<sup>th</sup> Plan View



# Phase 1: 6<sup>th</sup>- 5<sup>th</sup> Plan View



# Phase 1 Budget (\$M)



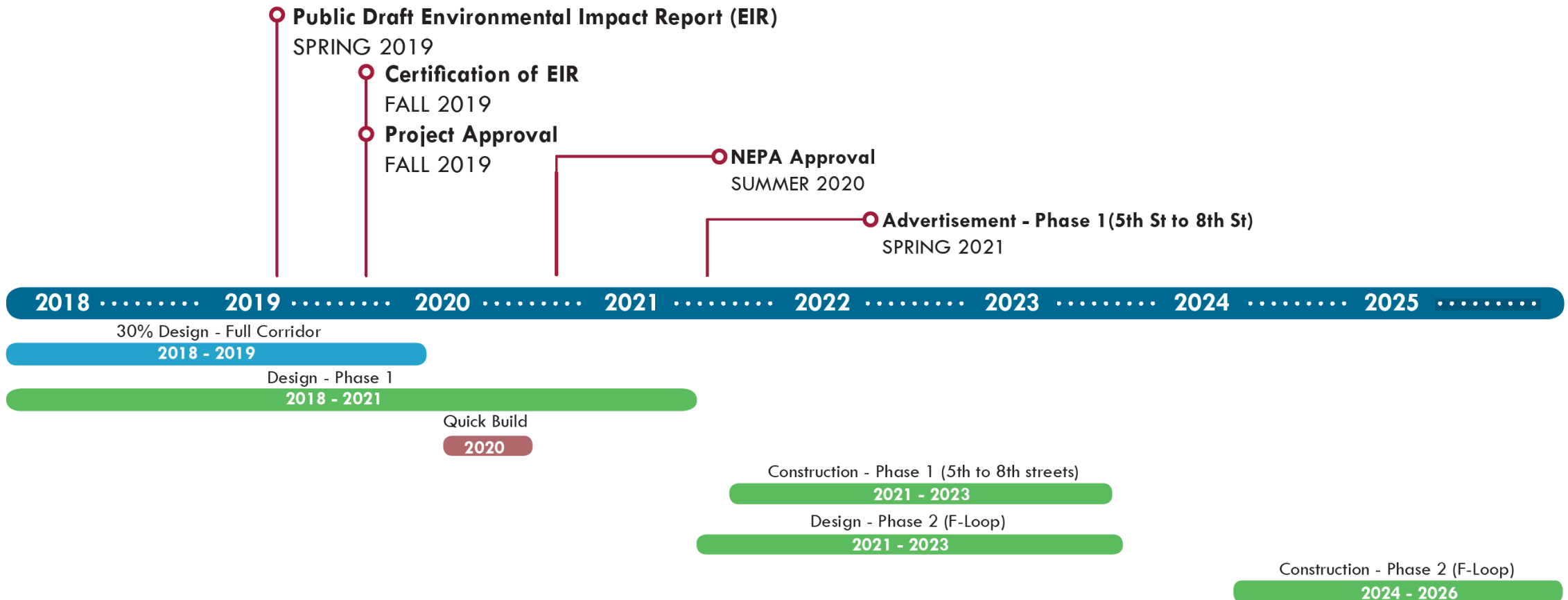
Fund Source	Status	PS&E	CON	Total by Fund Source
Prop A GO Bond	Programmed	11.6	75.7	87.3
BART (8th/Grove/Hyde/Market)	Programmed	0.2	0.4	0.6
Prop K (EP 22)	Programmed	2.2	10.4	12.6
Prop K (EP 44)	Programmed		1.3	1.3
OBAG 2	Allocated		3.4	3.4
BUILD	Allocated		15	15
SFPUC (Sewer, Water)*	Programmed	3.5	25.8	29.3
<b>Total Identified Funding</b>		17.5	132	149.5

\* Actual PUC contribution will be determined after cost share negotiation

# Project Schedule



- Received NEPA Clearance on September 11, 2020
- Obligated BUILD grant and OBAG September 18, 2020
- Virtual Open House – October 5-19
- 2 Live Meetings - October 8, 12-1 pm October 15, 5-6 pm



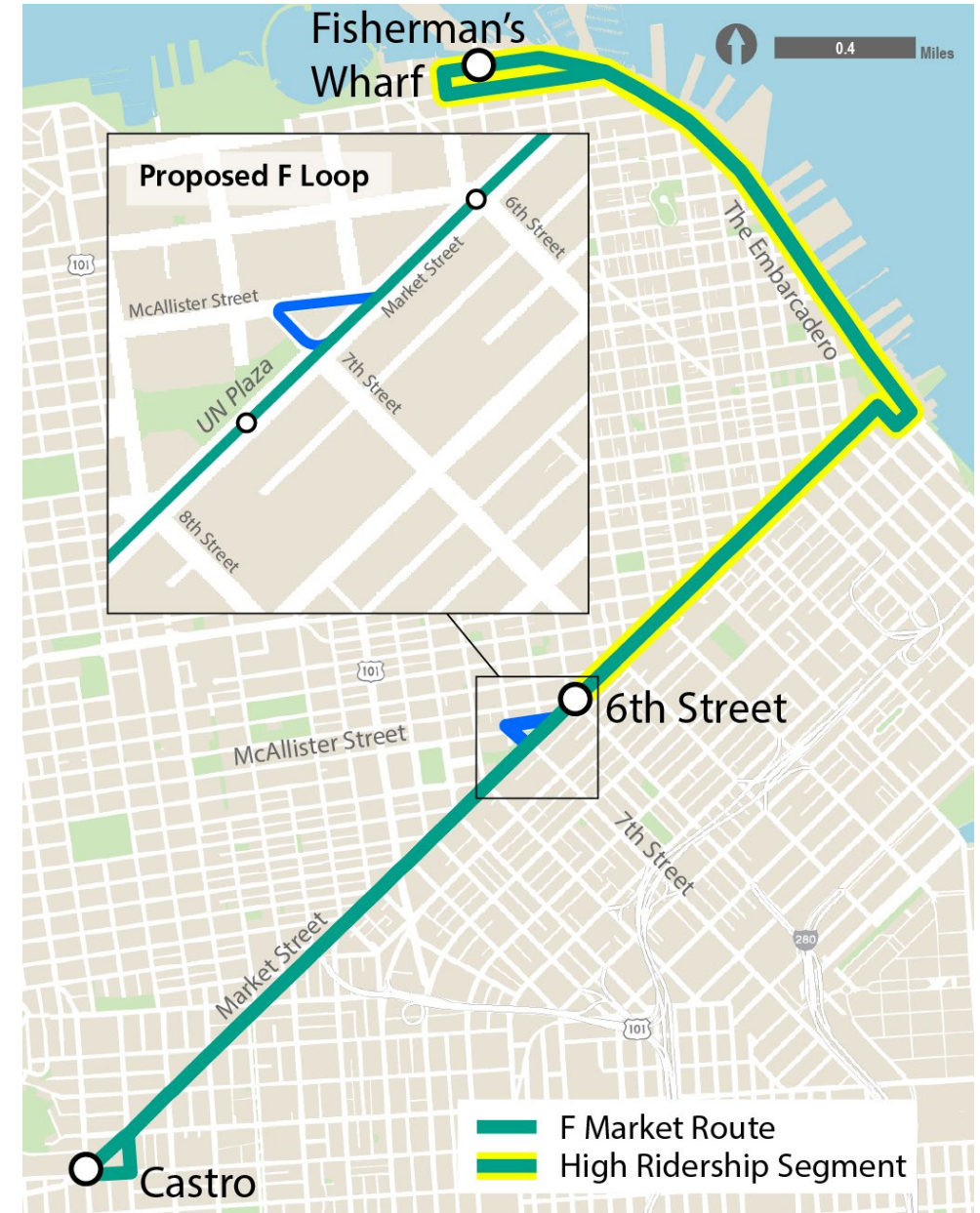
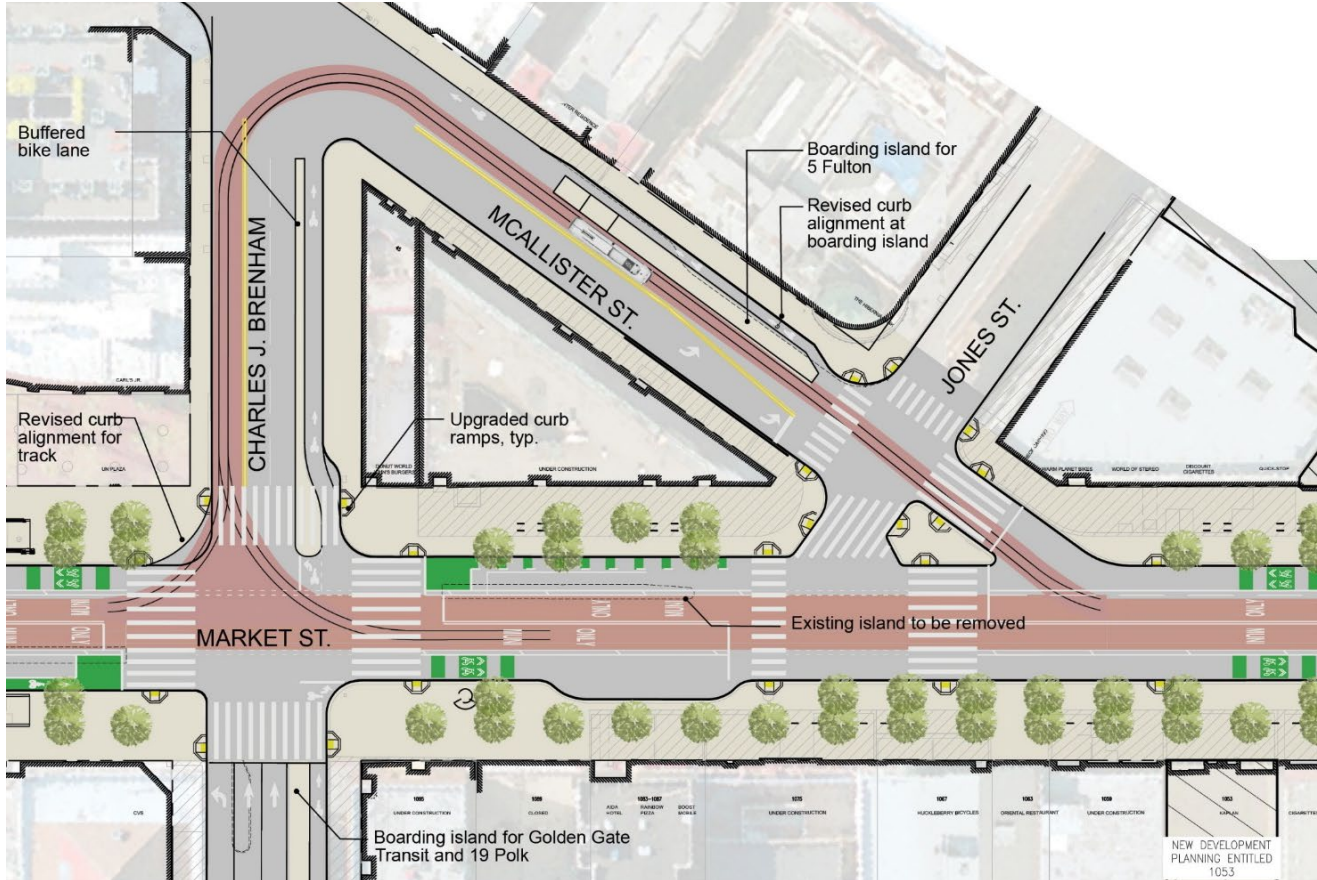


# Phase 2: F Market Loop



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



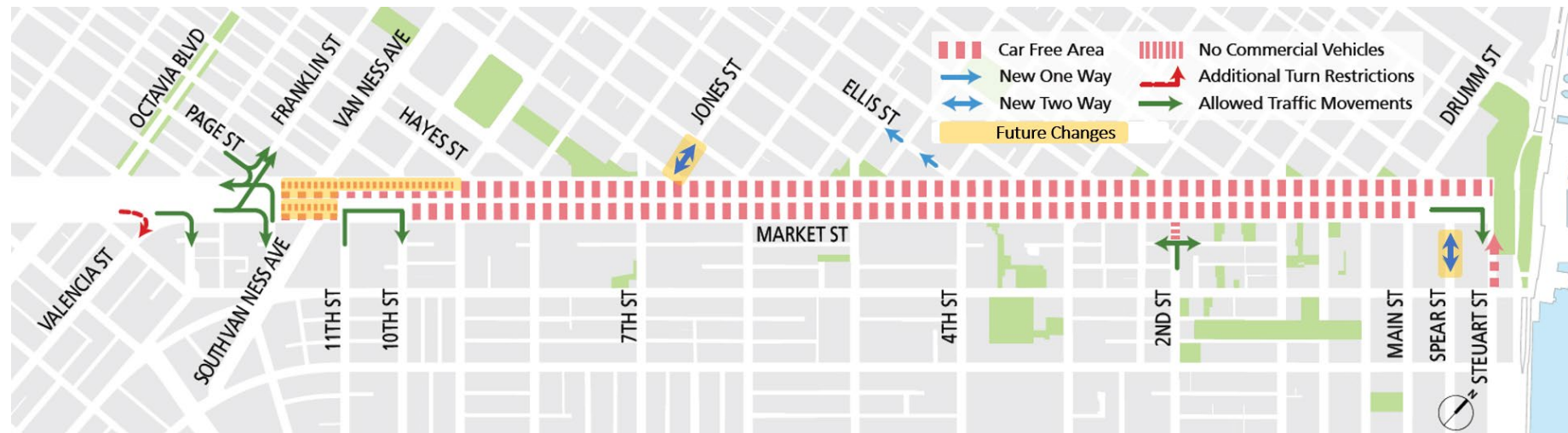




# Future Phases: Expanding Car Free Market & Hub



Exploring options to deliver Hub improvements through less capital-intensive design, such as median islands and street-level cycle track.



# Thank you!



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

**Coma Te**

*Communications & Outreach*

(628) 271-2243

[coma.te@sfdpw.org](mailto:coma.te@sfdpw.org)

**Cristina C. Olea, PE**

*Better Market Street Project Manager*

(628) 271-2454

[cristina.c.olea@sfdpw.org](mailto:cristina.c.olea@sfdpw.org)



# Funding Plan (\$M)



Funding Source	Status	Planning	Environmental	Design	Construction	Total by Fund Source
General Fund	Allocated	2,480	2,620			5,100
Octavia Land Sales	Allocated		3,050			3,050
Market Octavia Impact Fees	Allocated		1,000	500		1,500
Transit Center Impact Fees	Allocated			2,000		2,000
MTA Operating Funds	Allocated	3,000				3,000
Prop A GO Bond	Allocated	10,274	2,804	11,545		24,623
Prop A GO Bond	Programmed				72,123	72,123
BUILD	Programmed				15,000	15,000
AHSC	Programmed				2,700	2,700
Prop K (EP 22 & 44)	Programmed			2,230	11,634	13,864
OBAG	Programmed				3,366	3,366
BART (8th/Grove/Hyde/Market)	Programmed			225	410	635
Other MTA Funds	Planned				44,574	44,574
PUC Sewer, Water, Power, Street Light	Programmed			3,500		3,500
PUC Sewer, Water, Power, Street Light	Planned				36,500	36,500
<b>Total Identified Funding</b>		<b>15,754</b>	<b>9,474</b>	<b>20,000</b>	<b>186,307</b>	<b>231,535</b>