

Welcome! The meeting will begin shortly.



Better Market Street

Have a question? Email BetterMarketStreet@sfdpw.org OR call **1 (669) 900-6833 (San Jose)** and enter code **971 5977 7545#**. When public comment is open, key in “*9” if you are on the phone to join the queue of people wishing to comment or press the “**Raise Hand**” feature on Zoom.



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Please fill out the voluntary Title VI survey:

<http://bit.ly/bmstitlevi>



- 4:32pm Welcome – Coma Te
- 4:34pm Providing public comment
- 4:36pm Introductions
- 4:40pm Welcome from Alaric Degrafinried & Jeffrey Tumlin
- 4:45pm Presentation – Cristina Olea
- 5:00pm Public Comment



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
- 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



Market Street and COVID-19



- 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
- Muni service was reduced to a Core Service Plan



Minimize Construction Impact

- 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 since they still have 10-15 years of useful life





Transit Improvements



- 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 signaled

Proposed Project: 5th - 8th



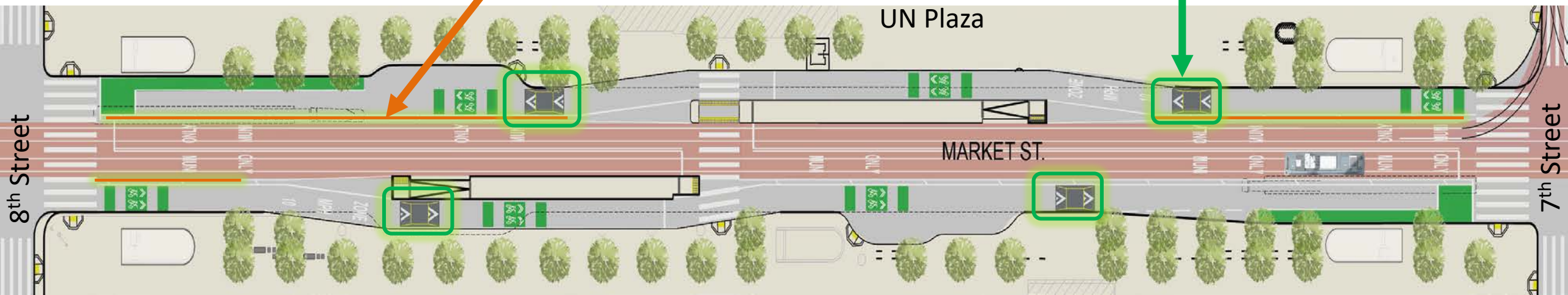
- Shared curb lane with treatments that emphasize bike priority
- Retains the existing curb-line along 75% of the project area, minimizing construction impact
- 75% fewer vehicles in curb lane with car-free Market and new transit service plan

Transit / Shared Lane Separation Treatments



Mountable curbs in painted buffer will discourage lane changes while maintaining flexibility in case of breakdowns or emergencies

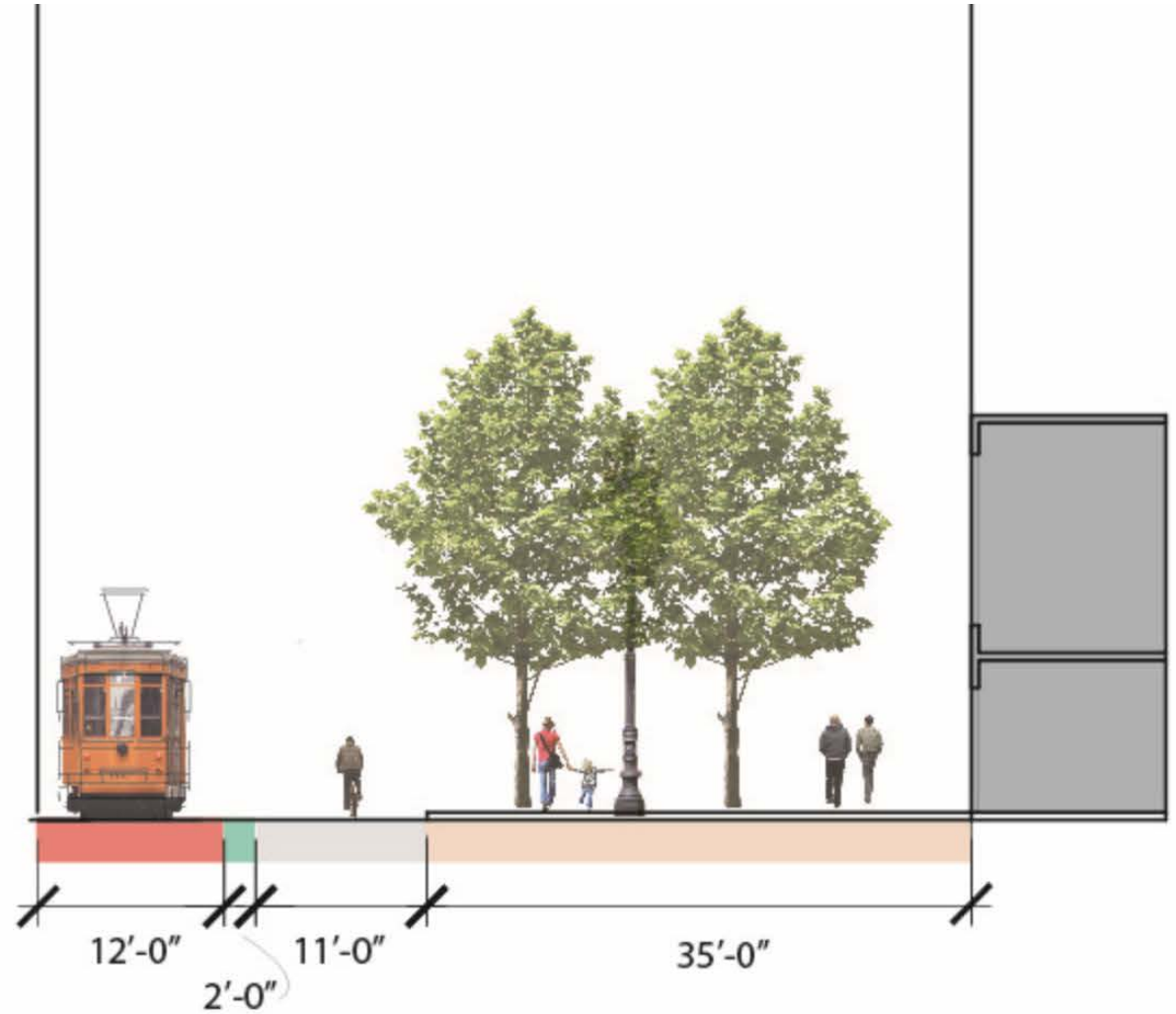
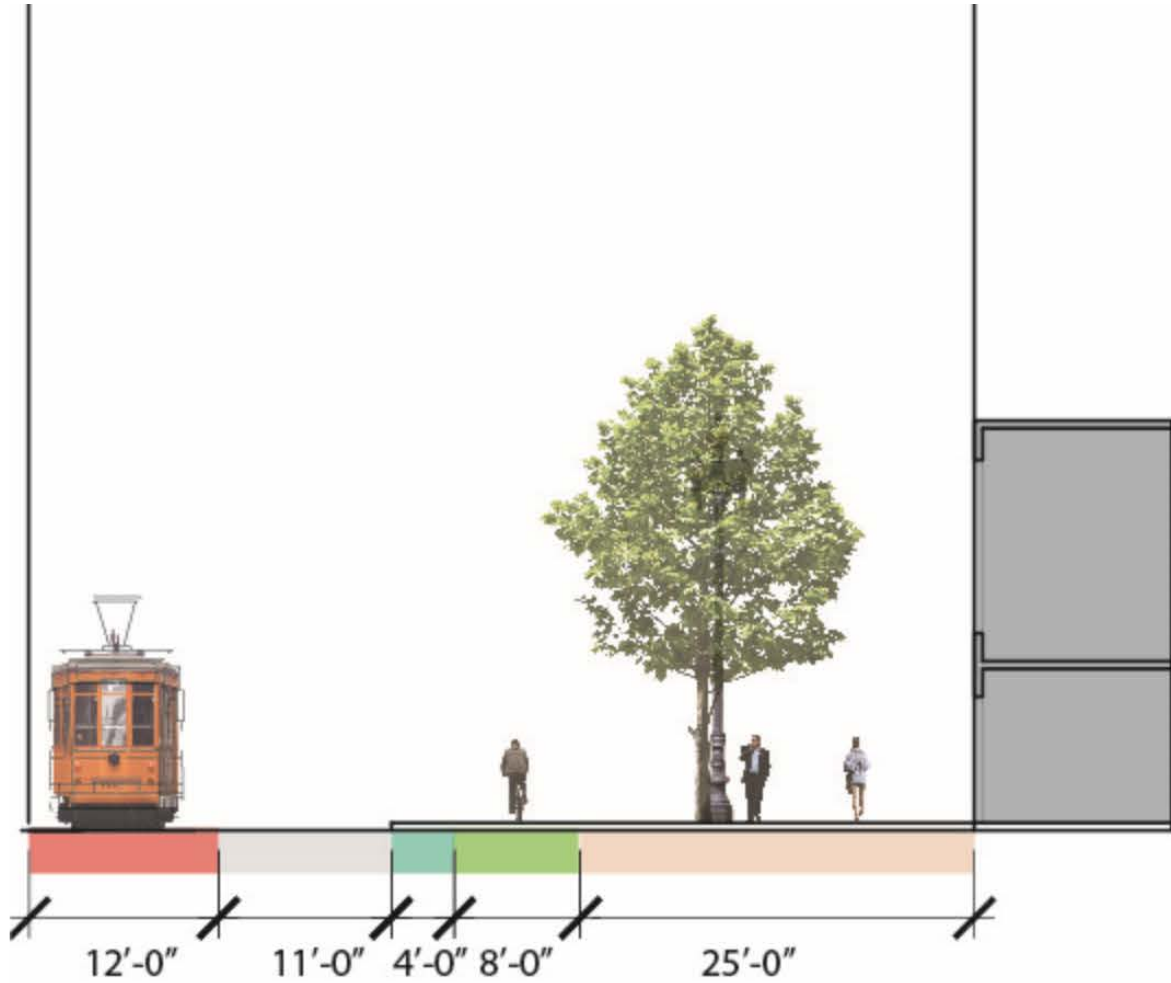
Speed tables will discourage speeding in the curb lane

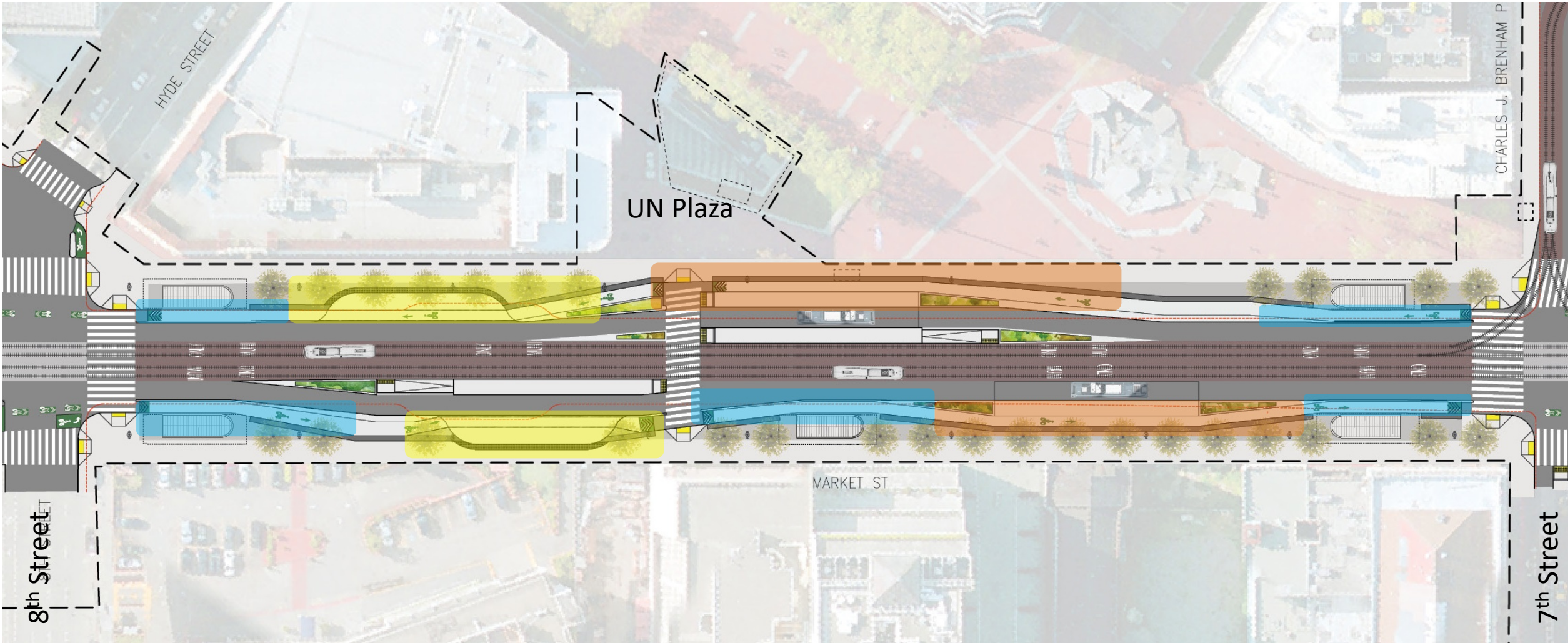




- New curb ramps with limited sidewalk replacement to minimize construction impacts to businesses
- Upgraded, expanded, ADA accessible transit boarding islands

2019 vs. 2020: 5th to 8th Street - Typical Cross Section





Narrows to 5-6' for BART portal

Narrows/potential conflicts at loading zone

Narrows to 6' at curbside stop

Funding Plan



Funding Source	Full Corridor Env. Review & 30% Design	Design Phase 1A ¹	Redesign Phase 1 ²	Construction Phase 1 ³	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	\$67.9 M	\$30.8 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 ⁴				\$20.0 M		\$20.0 M
Total Identified Funding	\$22.7 M	\$13.6 M	\$7.0 M	\$121.0 M	\$32.8 M	\$197.0 M

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

Comparison of 2019 and 2020 Designs



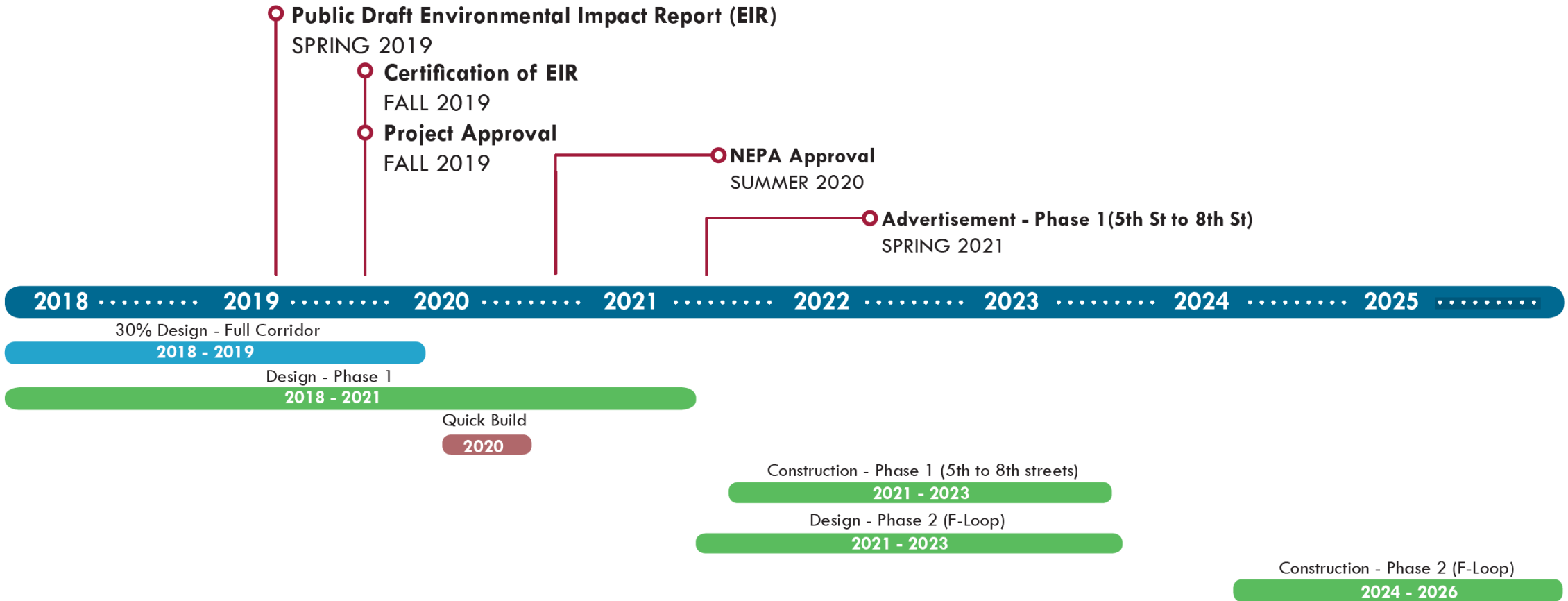
		2019 @ 90% Design	2020 @ 35% Design	Moved to Phase 2 @ 5% Design	Difference
1	Construction Contract	\$117.2 M	\$64.8 M	\$9.8 M	\$42.6 M
2	Construction Contingency (10%)	\$11.7 M	\$6.5 M	\$1.0 M	
3	Total Construction Contract + Contingency [Line 1+2]	\$128.9 M	\$71.3 M	\$10.8 M	\$46.8 M
4	Escalation to Midpoint of Construction	\$15.0 M	\$7.0 M	\$2.2 M	
5	Total Construction Cost (Escalated) [Line 3+4]	\$143.9 M	\$78.3 M	\$13.0 M	\$52.6 M
6	Total Soft Cost	\$47.1 M	\$26.0 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	\$111.3 M	\$17.0 M	\$62.7 M
		\$191.0 M	\$128.3 M		\$62.7 M

2020 Cost Estimate



Construction Costs by Trade	2020 (Phase 1) @ 35% Design	Shifted to Phase 2 @ 5% Design
Track	\$8.7 M	\$0.2 M
Traction Power	\$6.7 M	\$0.7 M
Roadway	\$5.6 M	\$1.0 M
Overhead Contact System (OCS)	\$5.1 M	-
Water	\$4.5 M	\$0.4 M
Auxiliary Water Supply System (AWSS)	\$3.5 M	\$0.9 M
Landscape	\$3.3 M	\$0.5 M
Traffic Signal	\$3.2 M	\$1.0 M
Sewer	\$3.1 M	\$0.5 M
Traffic Routing	\$3.0 M	\$0.5 M
Structural	\$1.9 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	\$13.4 M	\$2.5 M
Subtotal of Construction Costs by Trade:	\$64.8 M	\$9.8 M

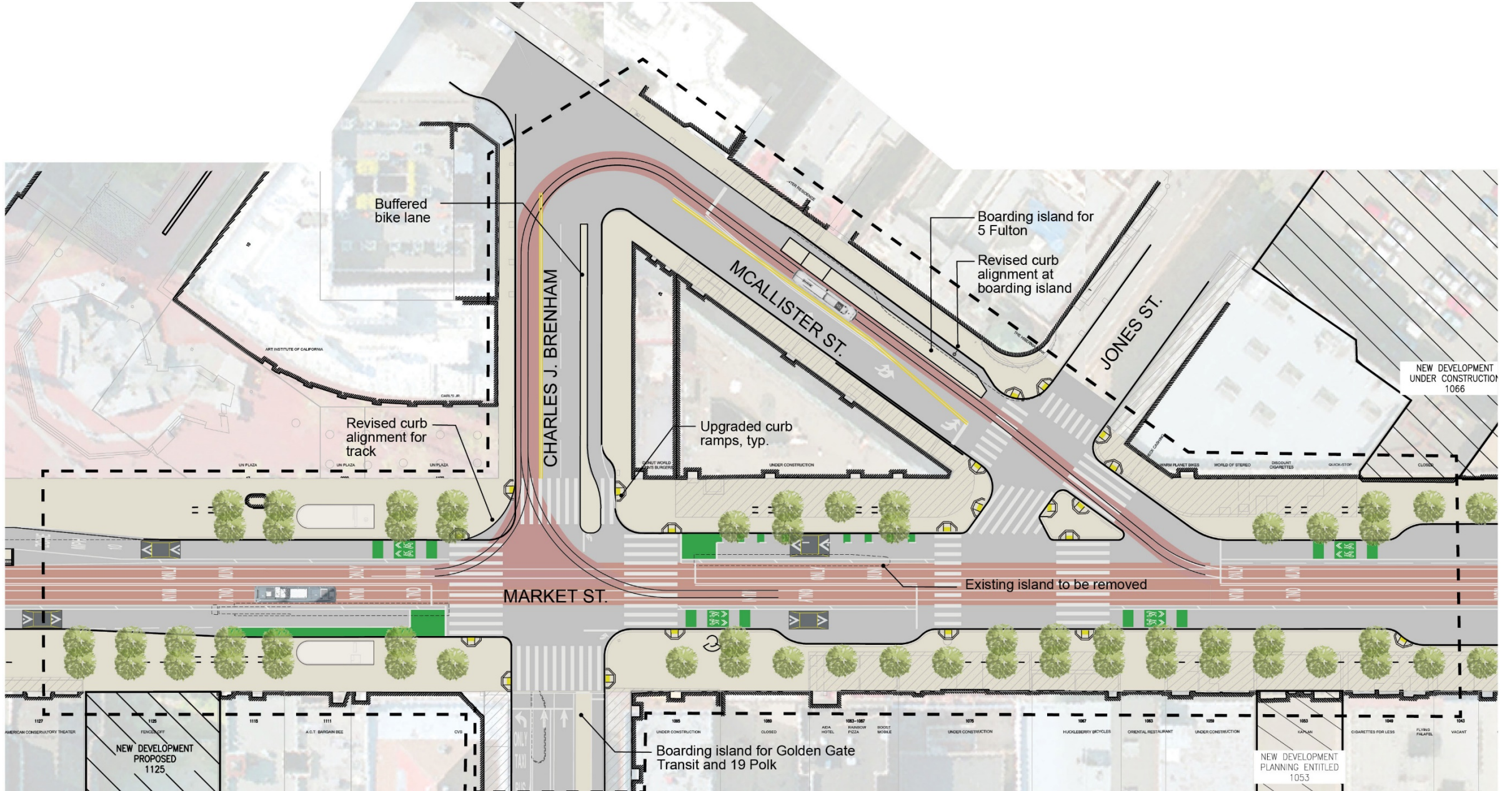
Project Schedule



- Received NEPA Clearance in September 2020
- Obligated BUILD grant and OBAG in September 2020
- Virtual Open House: November 2 - 30, 2020
- Meeting with Lighthouse for the Blind: 11/12/20



Phase 2: F-Loop



Thank you!



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

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