



Better Market Street

CAC Meeting

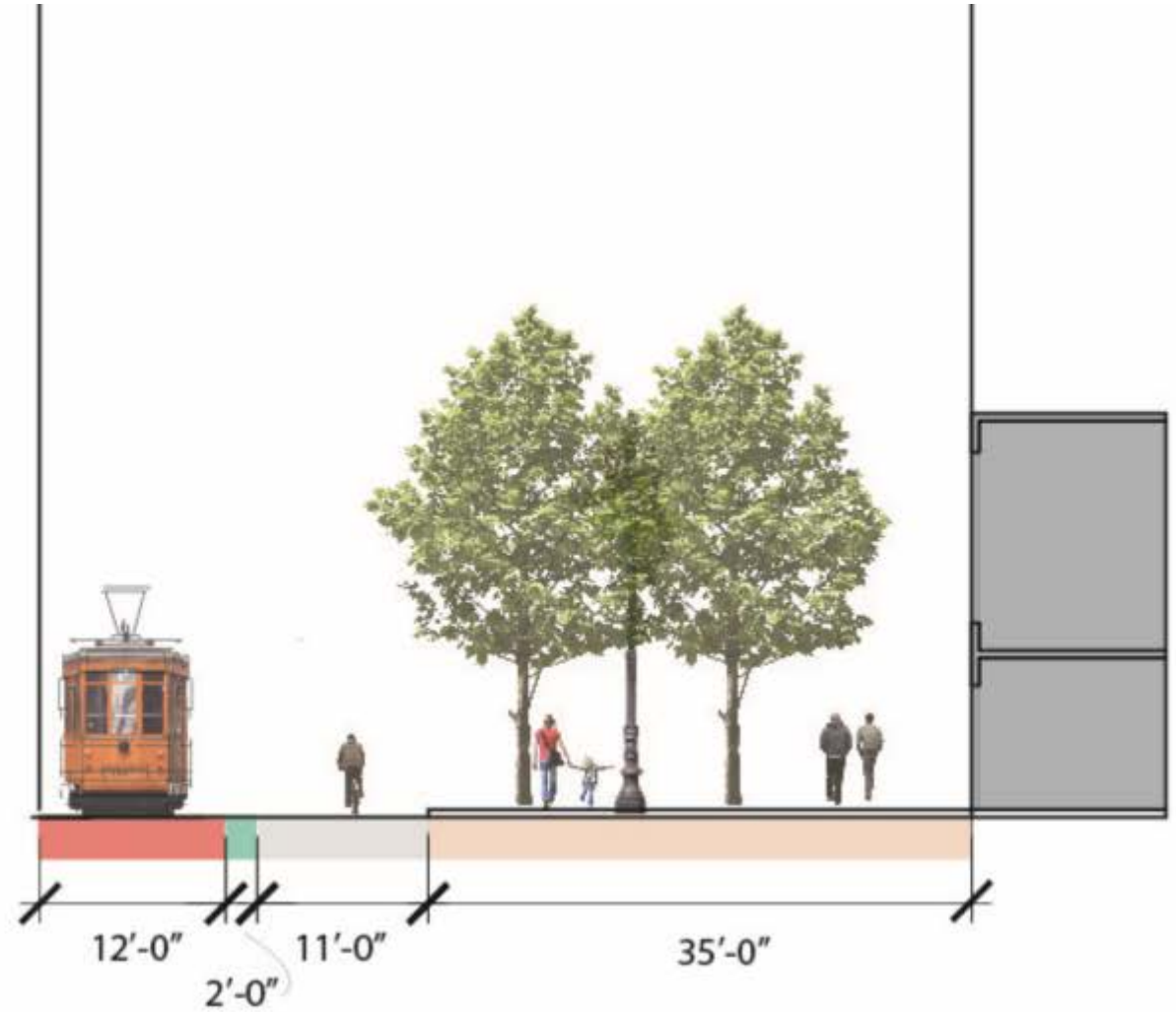
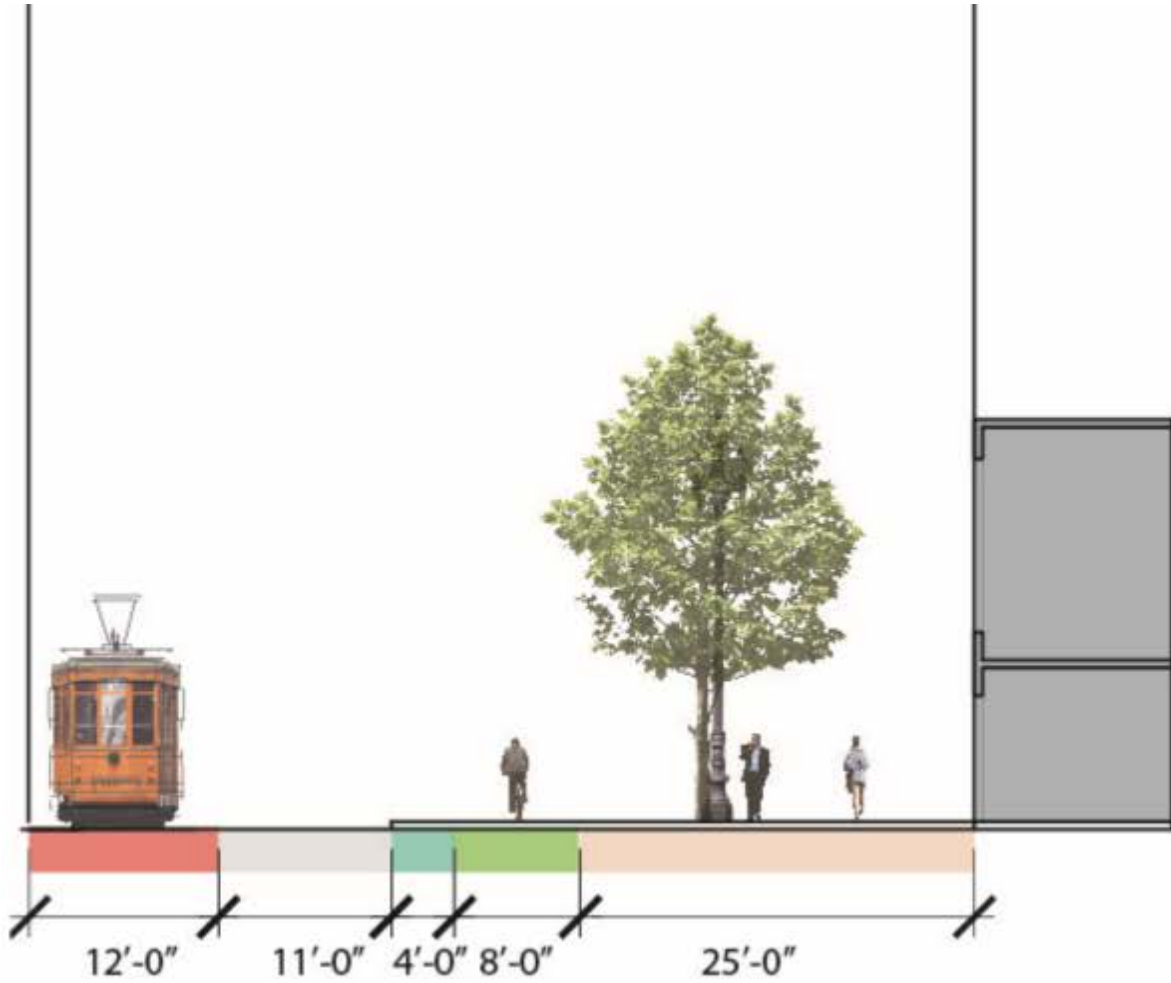
November 30, 2020

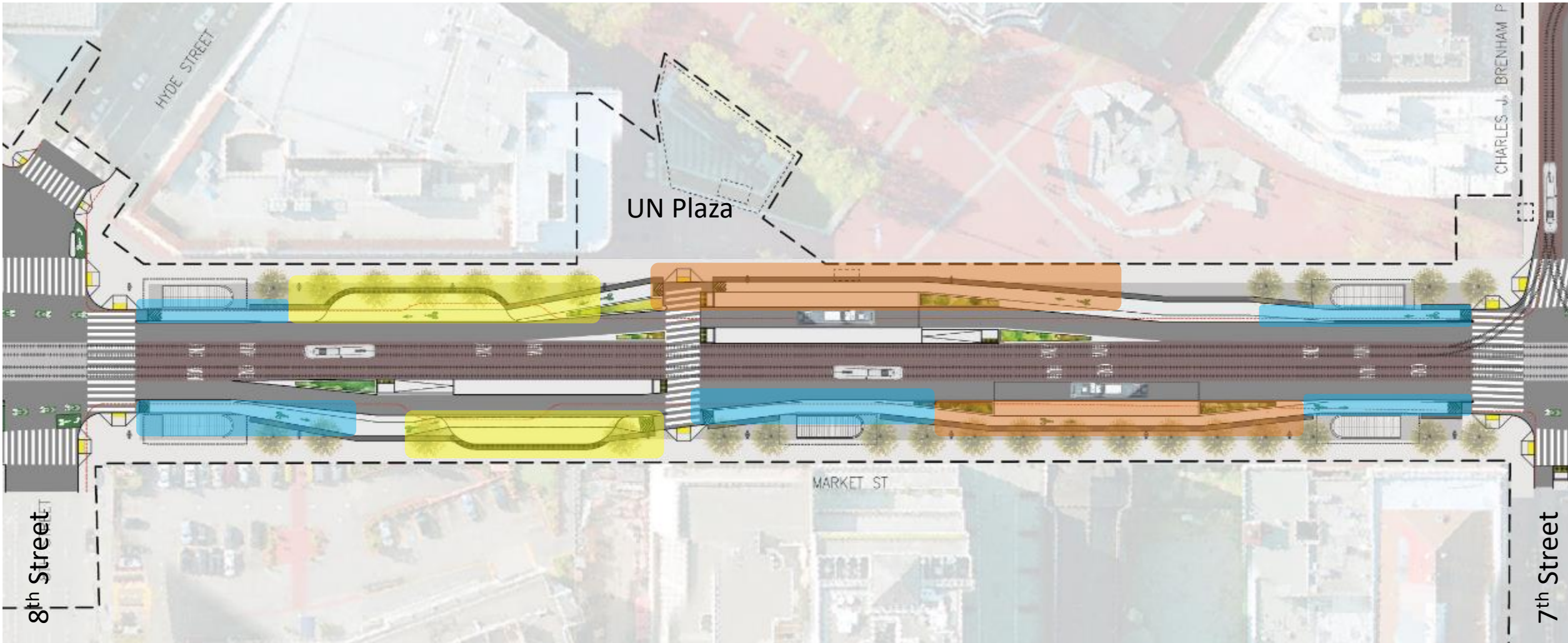


- Survey responses to date
- Additional comments from the CAC
- Presentation: Outreach summary & additional treatments or restrictions under consideration
- Next steps

- Too narrow for the volume of people biking along the corridor: 800 bikes and micro-mobility devices in the peak hour before car free Market
- Required extensive utility relocation and sub-sidewalk basement intrusions
- Meandered around obstructions

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

- Building the sidewalk level bikeway and replacing the sidewalk would significantly disrupt local businesses
- A long construction duration
- The design was expensive and exceeded our budget

Four primary design changes



- All transit moves to the center lanes
- Shared curb lane for people biking, taxis, commercial vehicles, and paratransit
- Maintain the existing curb line and limit sidewalk replacement
- Defer Path of Gold pole replacement

- Painted buffer between vehicle lanes
- Raised curb
- Speed tables in the curb lane
- Speed limit reduced to 20MPH along the corridor

*Pilot raised curb and speed tables prior to construction

- Wider and fully-accessible center boarding islands
- Reduced conflicts between transit and people biking
- Infrastructure upgrades
- Leverage over \$18M in federal funding

- Roadway repaving
- Full traffic signal upgrade
- Track, overhead wire, and traction power replacement
- BART – Muni grate replacement
- Sewer line replacement and upgrades
- Water line replacement and upgrades
- Auxiliary water supply system (AWSS)
- Replace unhealthy trees

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

- Required right turns off of Market Street
- Secure funding to design and construct the Hub
- Evaluating adding a center boarding island at 4th Street
- Additional ways to keep Market Street car free

What happens after construction?



- Closely monitor the safety and operations of the corridor
- Make necessary adjustments
- Replace Path of Gold and brick sidewalks

- Confer with department directors
- SFMTA Board on January 5, 2021
- Advertise Phase 1 construction contract on February 15, 2021