

1. Welcome and CAC Member Roll Call: 5 Minutes
2. SFMTA Market Street Current Use Study Update: 20 Minutes
3. Car-free Market Street Compliance Update: 10 Minutes
4. Phase 1 and 2 Schedule Update: 15 Minutes
5. Construction Sequencing Update: 15 Minutes
6. Open CAC Discussion: 10 Minutes

## Completed:

- Volume & classification count

## Underway:

- Speed survey

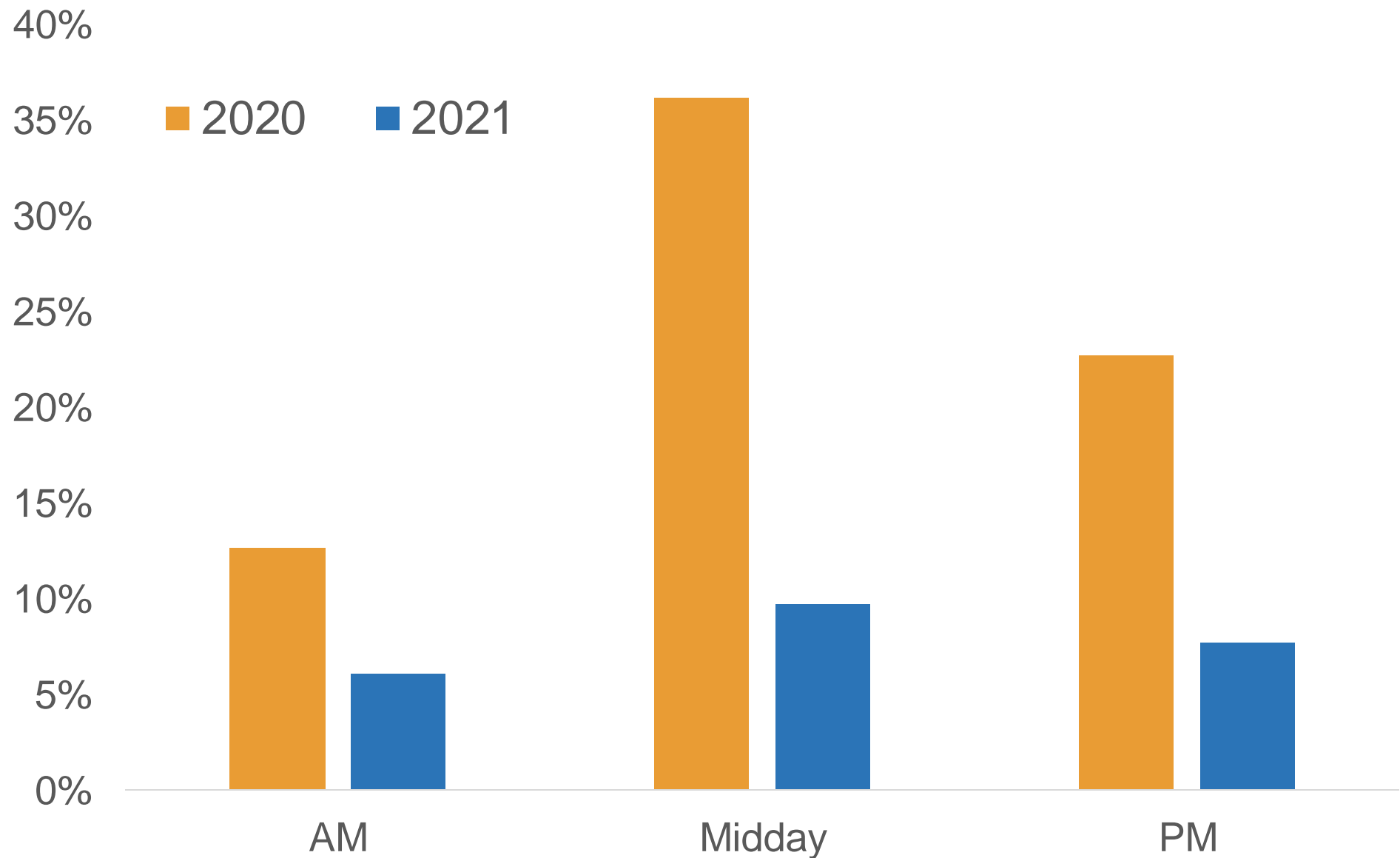
## Upcoming

- Transit/Taxi/BIKE Interaction Analysis

- Screen-line counts by mode at three midblock locations
  - Between 9<sup>th</sup>/8<sup>th</sup>
  - Between 5<sup>th</sup>/4<sup>th</sup>
  - Between 2<sup>nd</sup>/Sansome/Sutter
- Data collected included vehicle type by lane (both directions) for two hours during AM (7-9), midday (11-1) and PM (4-6) periods to find peak hour of each time period.
- Dates collected:
  - January 7, 2020 (prior to car free Market Street, COVID)
  - February 23, 2021



- Total activity down ~70% during AM/PM peaks and ~40% midday
- Total motorized vehicle volume in curb lanes down ~65% across all time periods. Across all study locations and time periods:
  - Private vehicles down 87%
  - Bikes down 69%
  - Commercial vehicles down 30%
  - Taxis down 35%
  - Public transit down 14%
- In comparison, Bay Bridge trips are down 23% and estimated vehicle miles traveled in City is down 20%
- Recent counts informing enforcement priorities



# Private Vehicle Share of All Users

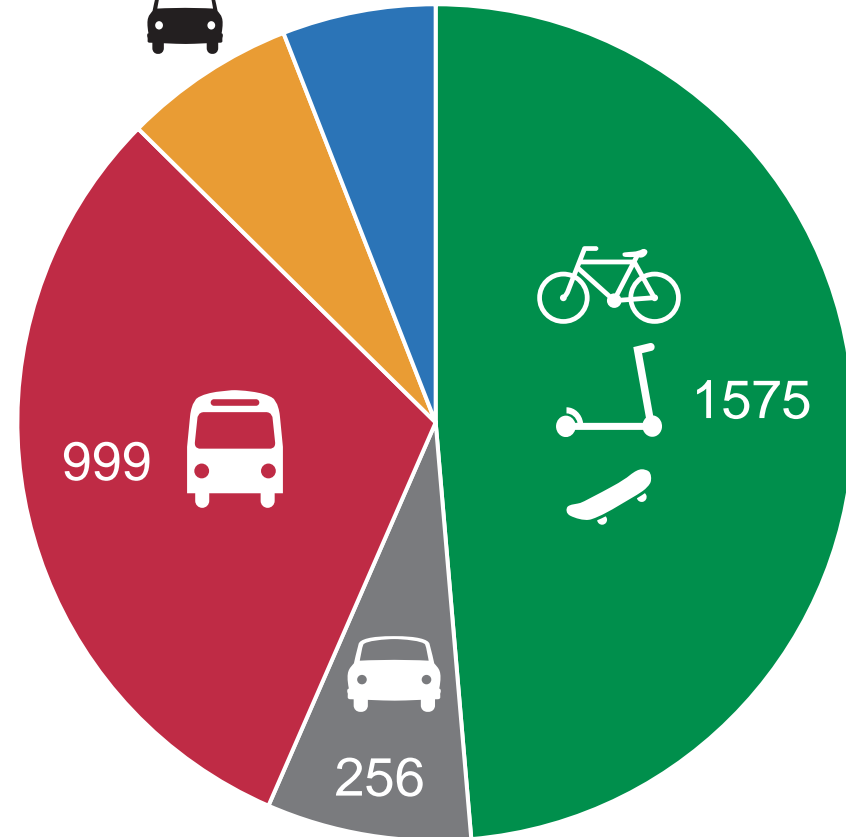
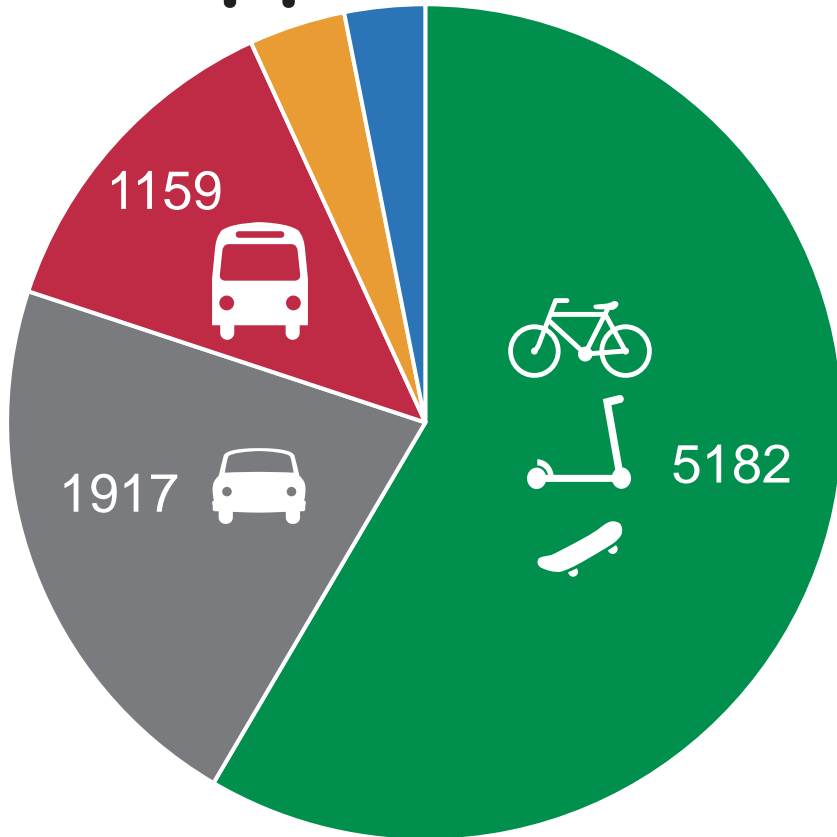


## January 2020

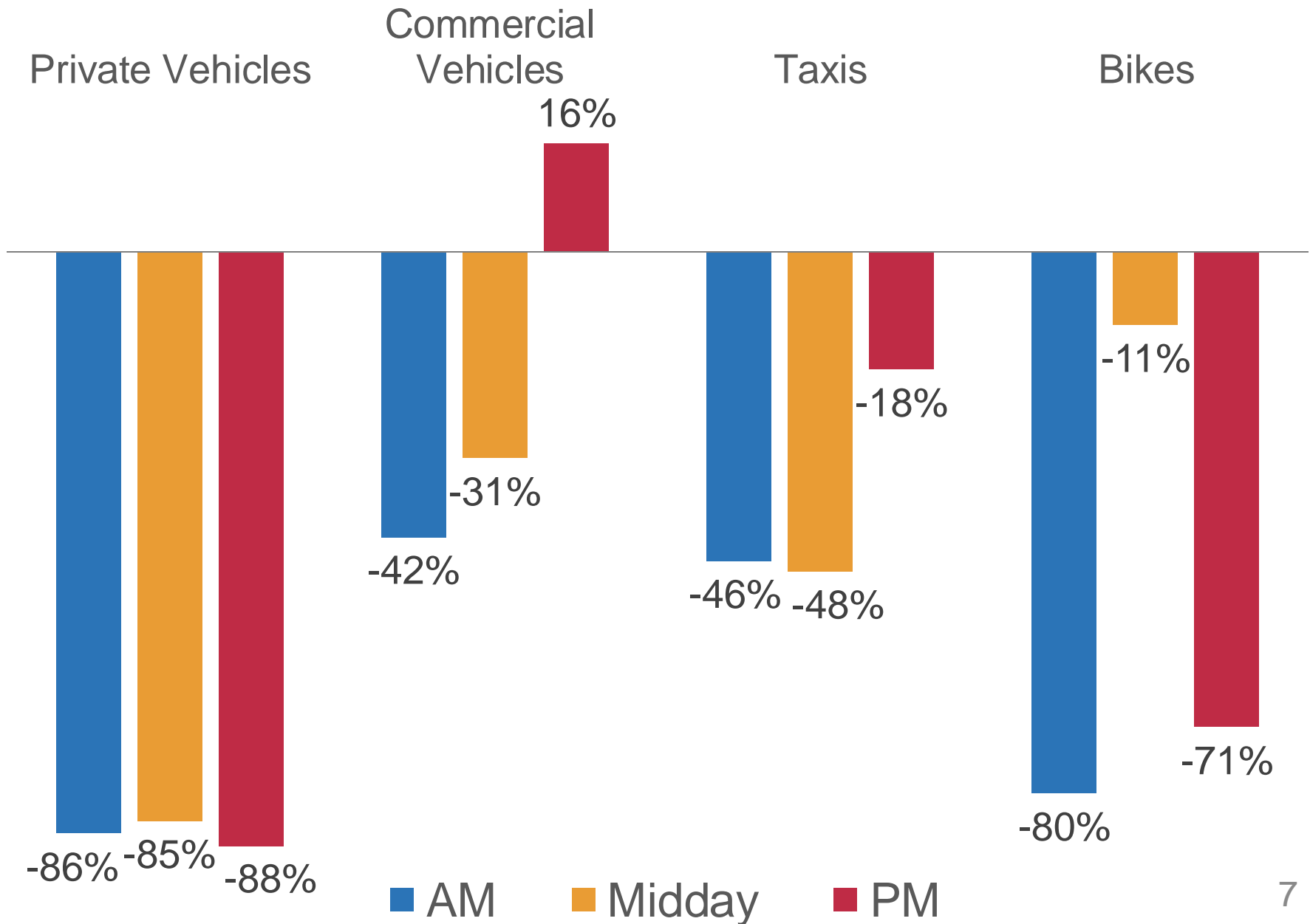
## February 2021

331  
 276  


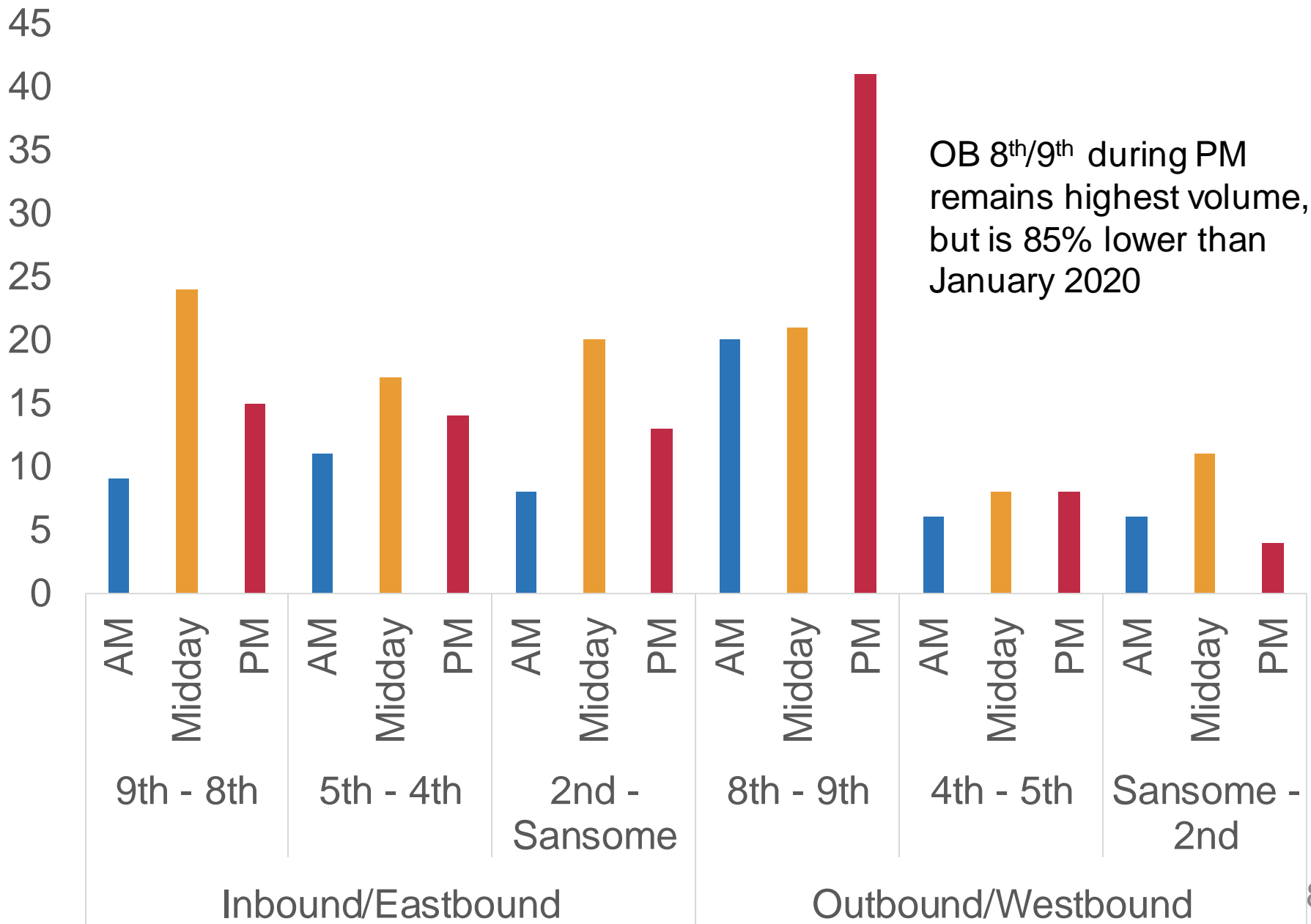
216  
 192  




# Changes January 2020 – February 2021



# Private Vehicles / hour – February 2021





Timing: Summer 2021 (after Muni-only lane extended to Main)

Currently developing methodology & metrics –  
**feedback / suggestions welcome**

Possible metrics/tools:

- Travel time and delay evaluation
- Interaction evaluation
- Conflicts/delays at boarding islands
- Muni operator feedback
- Taxi trip origin/destination data (location, flag/app/call etc.)

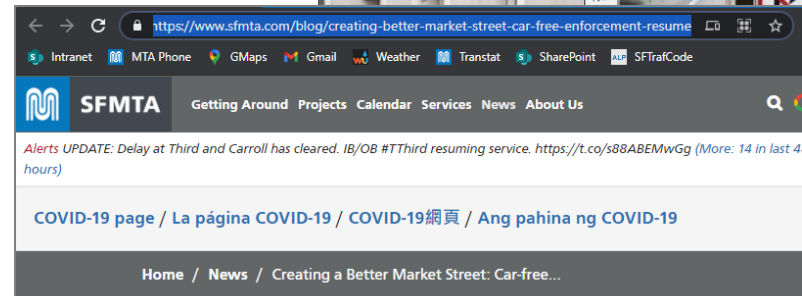
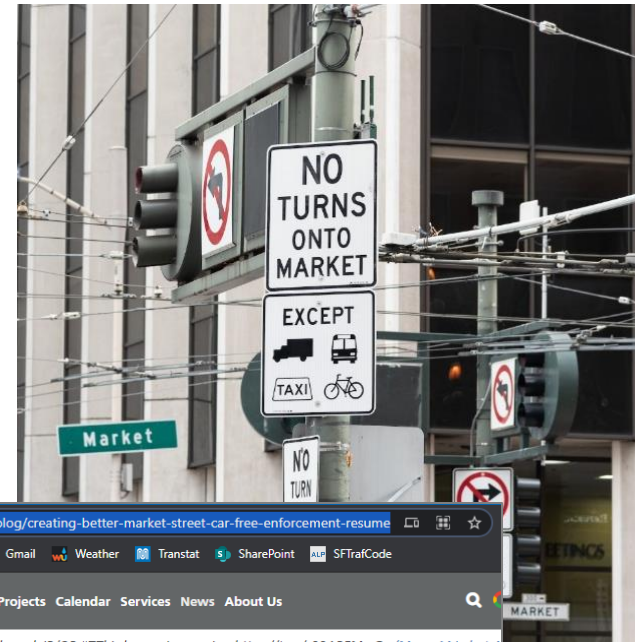
# Car free Market Street Compliance



- Goal is to achieve a reduction in car free Market Street violations while maximizing staff and funding resources.
- Launch on March 29 and last approximately a month. Will evaluate efforts weekly and adjust as appropriate
- PCOs will flag private vehicles to discourage turns onto Market
- SFPD will issue warnings and citations to private vehicles driving on Market Street
- SFMTA will provide handouts for Police and PCOs to share with drivers about car free Market Street.



- Social media campaign in coordination with the SFPD
- Blog post
- Emailing SFMTA and BMS project lists
- Encouraging stakeholders to share information through their networks
- Reaching out directly to gig companies to inform workers



## Creating a Better Market Street: Car-free Enforcement to Resume

Share this: [Facebook](#) [Twitter](#) [Email](#)

By: Mariana Maguire  
Monday, March 22, 2021

It's been over a year since [Market Street went "car-free" on January 29, 2020](#), but shortly afterwards, the COVID-19 pandemic shut down our city and changed how people move through San Francisco. As the city begins to reopen and vehicle traffic is increasing, we are by stepping up compliance and enforcement efforts to keep Market Street car-free starting March 29, with the help of SFMTA's Parking Control Officers (PCOs) and the San Francisco Police Department (SFPD).

Under the [year-old car-free rules](#) established as a part of Better



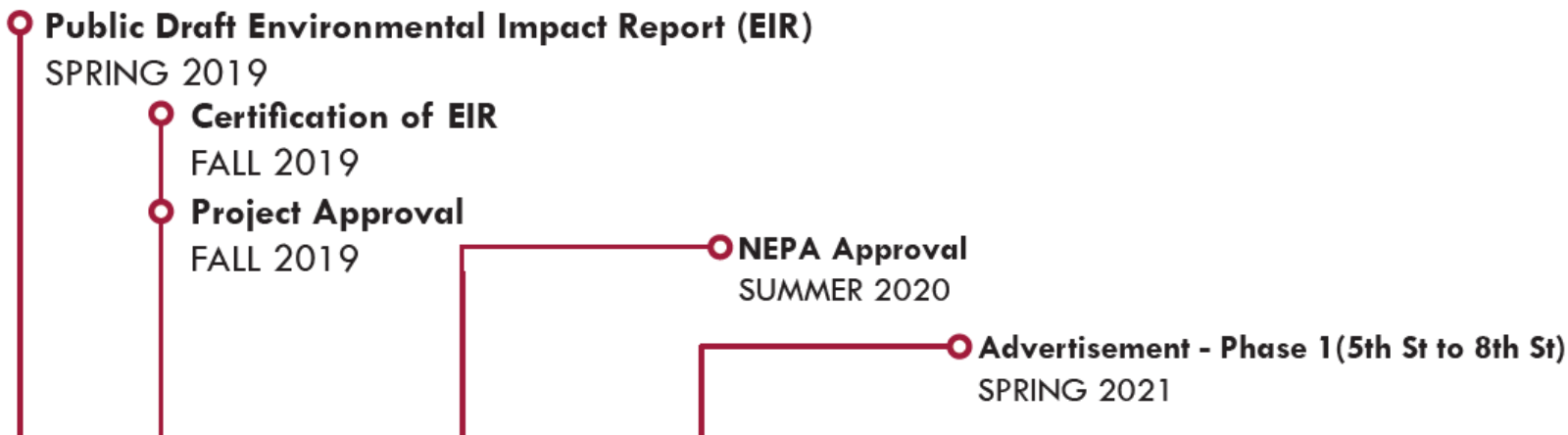
SFMTA YouTube Channel

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# Project Schedule



2018 ..... 2019 ..... 2020 ..... 2021 ..... 2022 ..... 2023 ..... 2024 ..... 2025 .....

30% Design - Full Corridor

2018 - 2019

Design - Phase 1

2018 - 2021

Quick Build

2020

Quick Build

2021

Construction - Phase 1 (5th to 8th streets)

2021 - 2023

Design - Phase 2 (F-Loop)

2021 - 2023

Construction - Phase 2 (F-Loop)

2024 - 2026



**PRELIMINARY CONSTRUCTION SEQUENCING & SCHEDULE**  
**Better Market Street – Phase 1**

SAN FRANCISCO PUBLIC WORKS – INFRASTRUCTURE DESIGN AND CONSTRUCTION  
BUREAU OF CONSTRUCTION MANAGEMENT



# SEQUENCE OF WORK



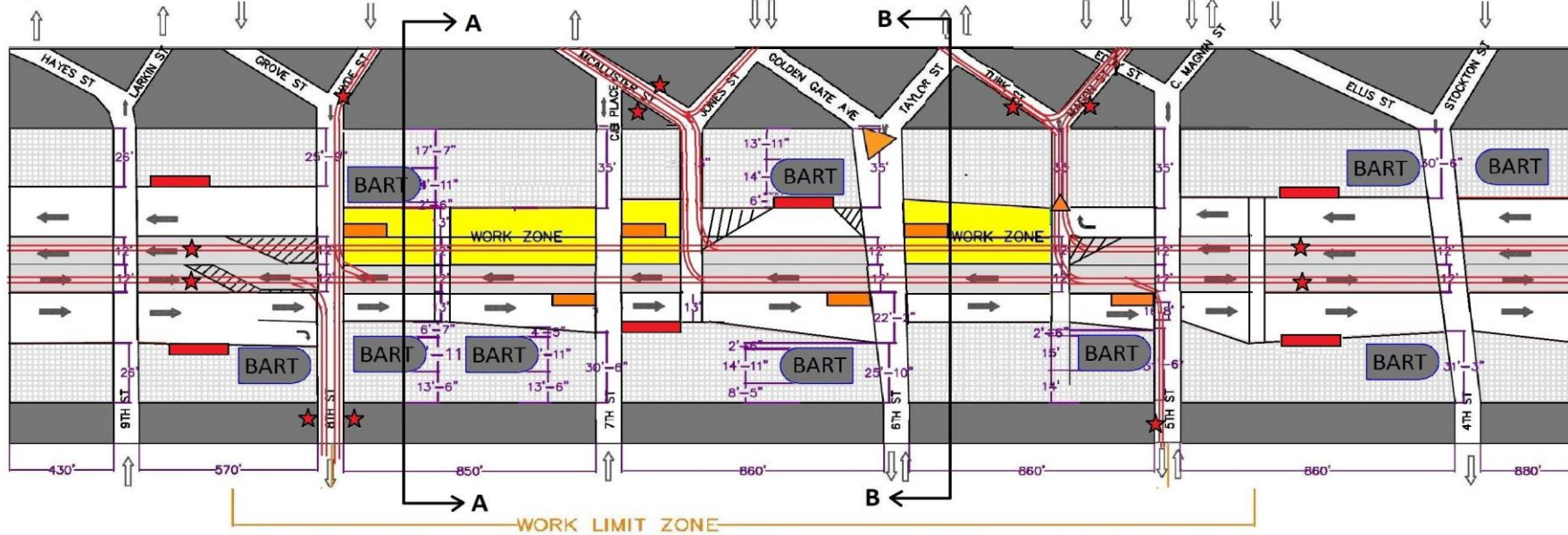
# SEQUENCE OF WORK

(for Scenario 3 Only)

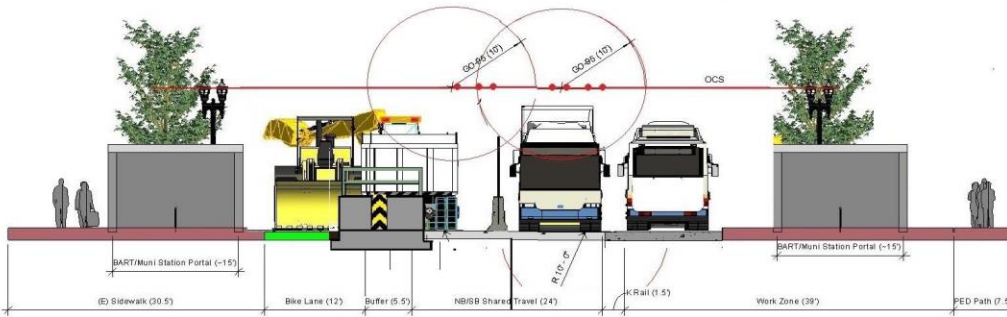
Phase 0: → Demolition of all OB boarding and traffic islands before Phase 1 starts.

## Phase 0 - OutBound Island Demolition

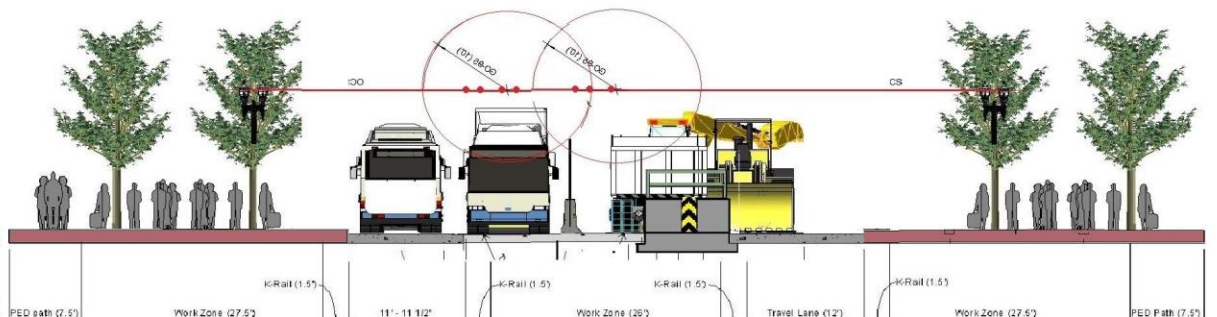
## Scenario 3 - No F & No OCS



LEGEND	
<span style="background-color: yellow; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span>	WORK ZONE
<span style="background: repeating-linear-gradient(45deg, transparent, transparent 2px, black 2px, black 4px); border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span>	TRANSITION
<span style="background-color: orange; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span>	DEMO ISLANDS
<span style="background-color: red; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span>	TEMP BUS STOP
<span style="color: red; font-size: 1.2em;">★</span>	DEPOLE/REPOLE
<span style="background-color: blue; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span>	NEW PLATFORM
<span style="background-color: gray; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span>	BART PORTAL
<span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span>	ROADWAY
<span style="background-color: lightgray; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span>	TRACKWAY



Cross-Section A - Looking East



Section B - Looking West

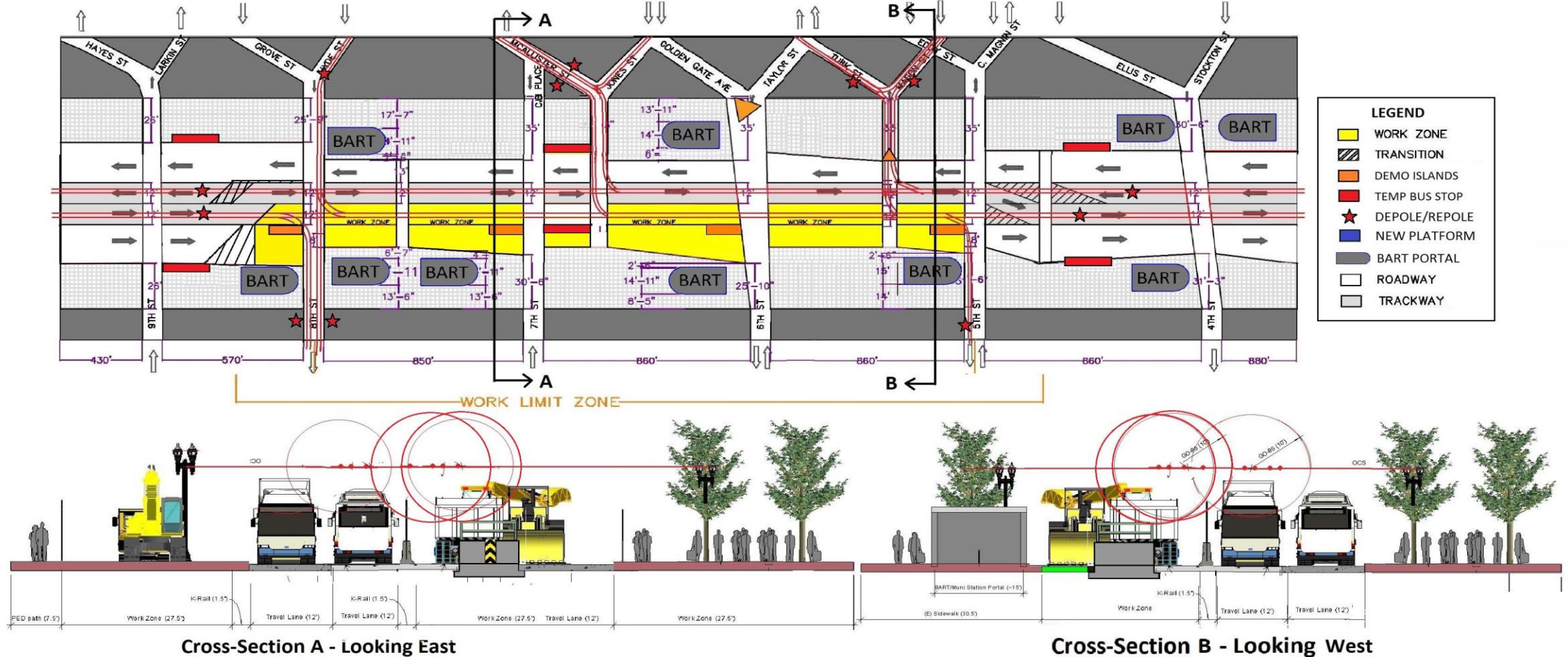


# SEQUENCE OF WORK (for Scenario 3 Only)

Phase 0: → Demolition of all IB boarding and traffic islands before Phase 1 starts.

## Phase 0 - InBound Island Demolition

## Scenario 3 - No F & No OCS







# SEQUENCE OF WORK

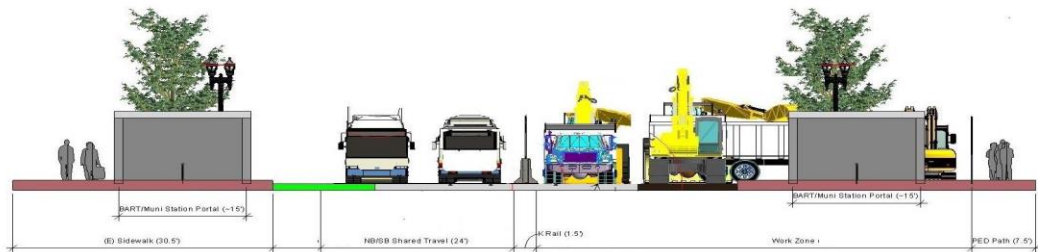
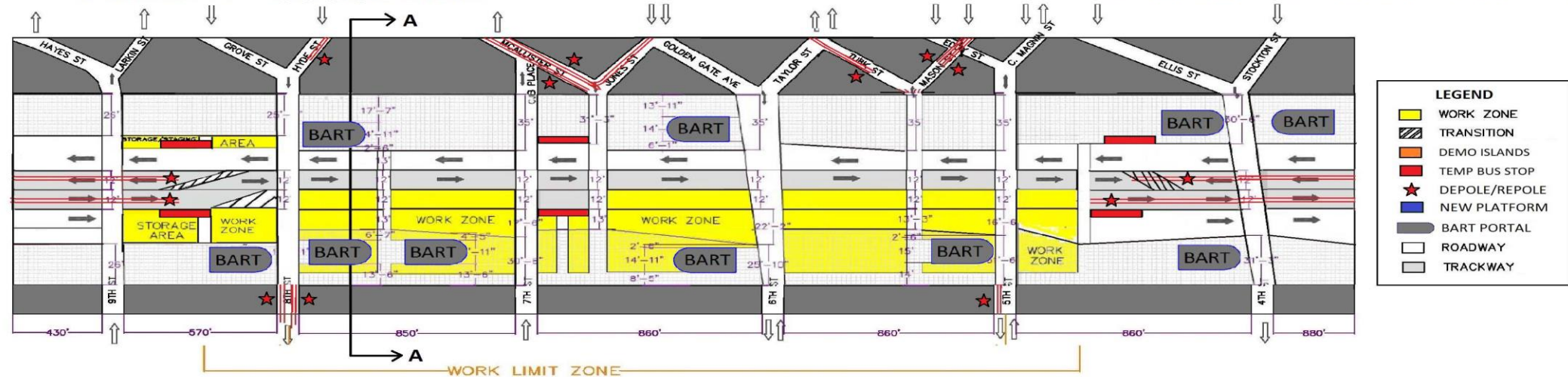
(for Scenario 3 Only)

## Phase 1: → Underground work must be complete before Phase 2 starts.

- Phase work includes, but not limited to **Southside** Underground Utilities Work (includes sidewalk, utilities @ intersections crossing trackway).
- Note: Scenario 1 and 2 only: Temporary OCS modifications required – Refer to OCS Impact Chart.
- Note: Scenario 3 only: Remove all OCS within project limits and will remain this way in subsequent phases 2 thru 4.

### Phase 1 - South Side

### Scenario 3 - No F & No OCS



Cross-Section A - Looking East

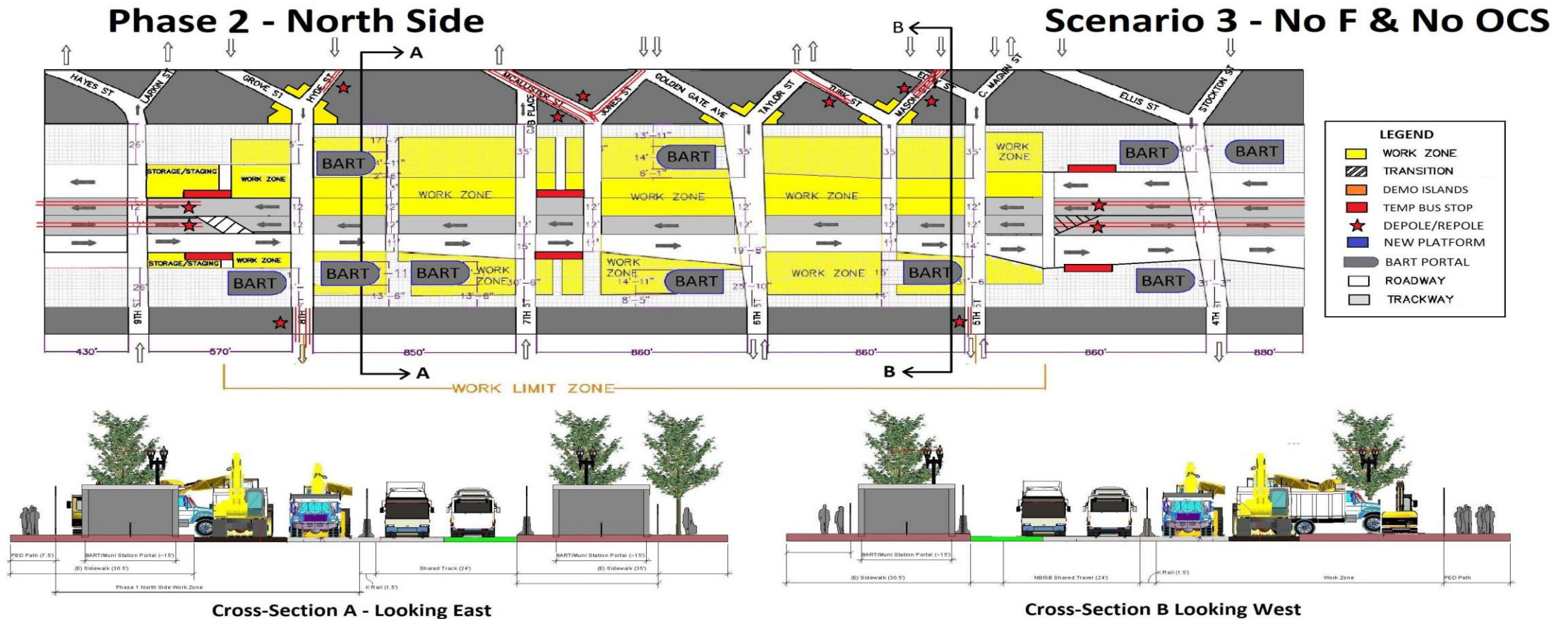


# SEQUENCE OF WORK

(for Scenario 3 Only)

## Phase 2: → Underground work must be complete before Phase 3 starts.

- Note: Scenario 1 and 2 only: Temporary OCS modifications required – Refer to OCS Impact Chart.
- Phase Work includes, but not limited to **Northside** Underground Utilities Work (includes sidewalk, utilities @ intersections crossing trackway).



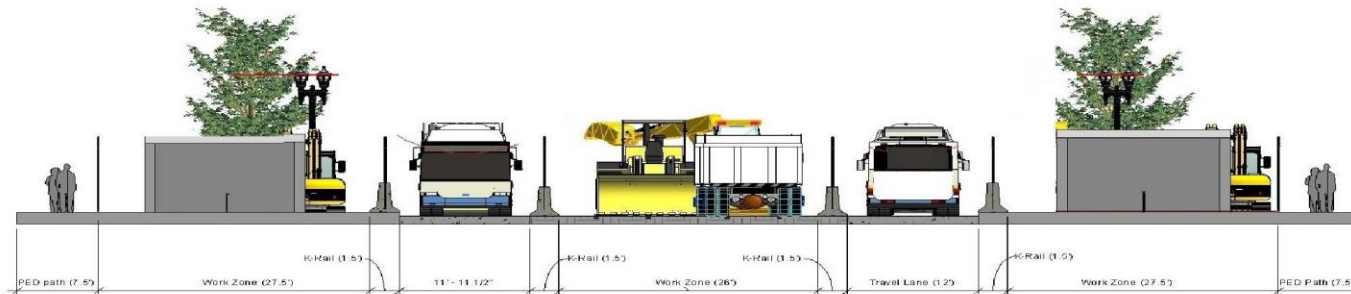
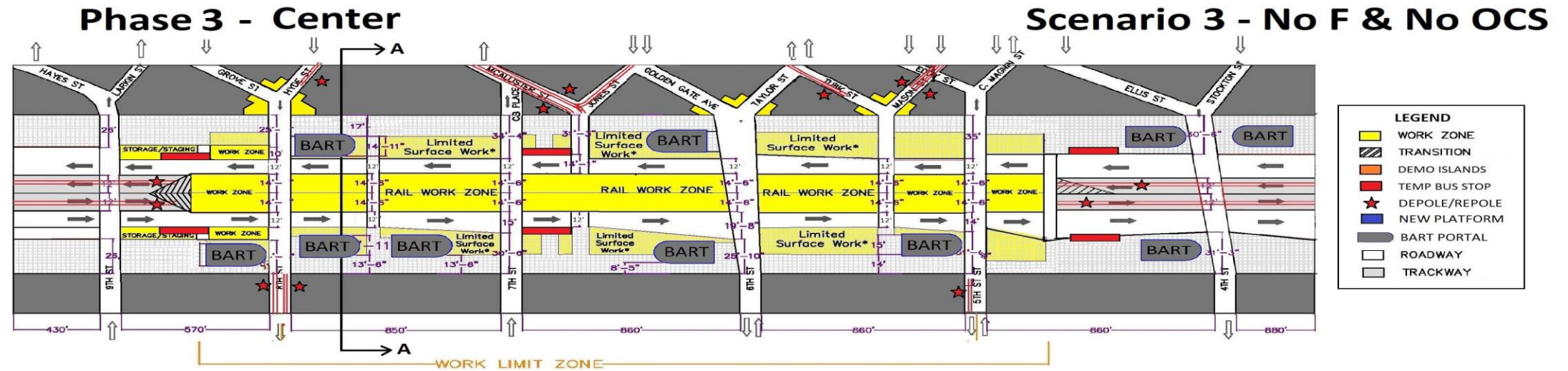


# SEQUENCE OF WORK

(for Scenario 3 Only)

## Phase 3: → Trackwork must be complete before Phase 4 starts.

- Phase work includes, but not limited to Track Right-of-Way Utilities, Track and BART ventilation grates.
- Note: Scenario 1 and 2 only: All OCS shall be removed – Refer to OCS Impact Chart.
- Note: Various underground utilities work will require special extended shutdowns throughout Phase 3 and 4 (refer to OCS and Transit Impact Charts).



Section A - Looking East



# SEQUENCE OF WORK

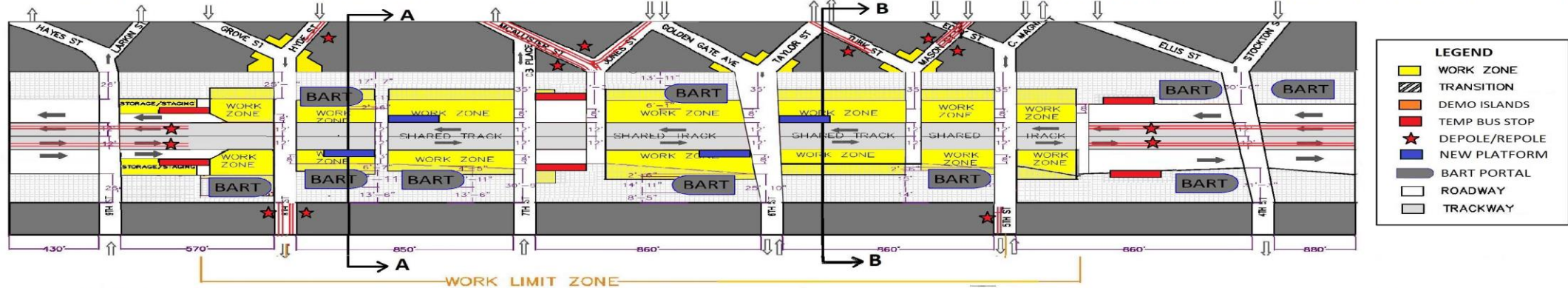
(for Scenario 3 Only)

## Phase 4: → Platform and Surface Work Construction.

- Phase work includes, but not limited to Surface work (e.g. curb/gutters, roadway, sidewalk, platforms, islands, OCS, lighting, signalization and landscape).
- Note: Scenario 1 and 2 only: Temporary OCS modifications required – Refer to OCS Impact Chart).
- Note: Various underground utilities work will require special extended shutdowns throughout Phase 3 and 4 (refer to OCS and Transit Impact Charts).

### Phase 4 - Platform & Final Surface

### Scenario 3 - No F & No OCS



Cross Section A - Looking East At Inbound Boarding Island Construction



Cross Section A - Looking East After Inbound Boarding Island Construction



Cross-Section B - Looking East At Outbound Boarding Island Construction



Cross-Section B - Looking East After Outbound Boarding Island Construction