



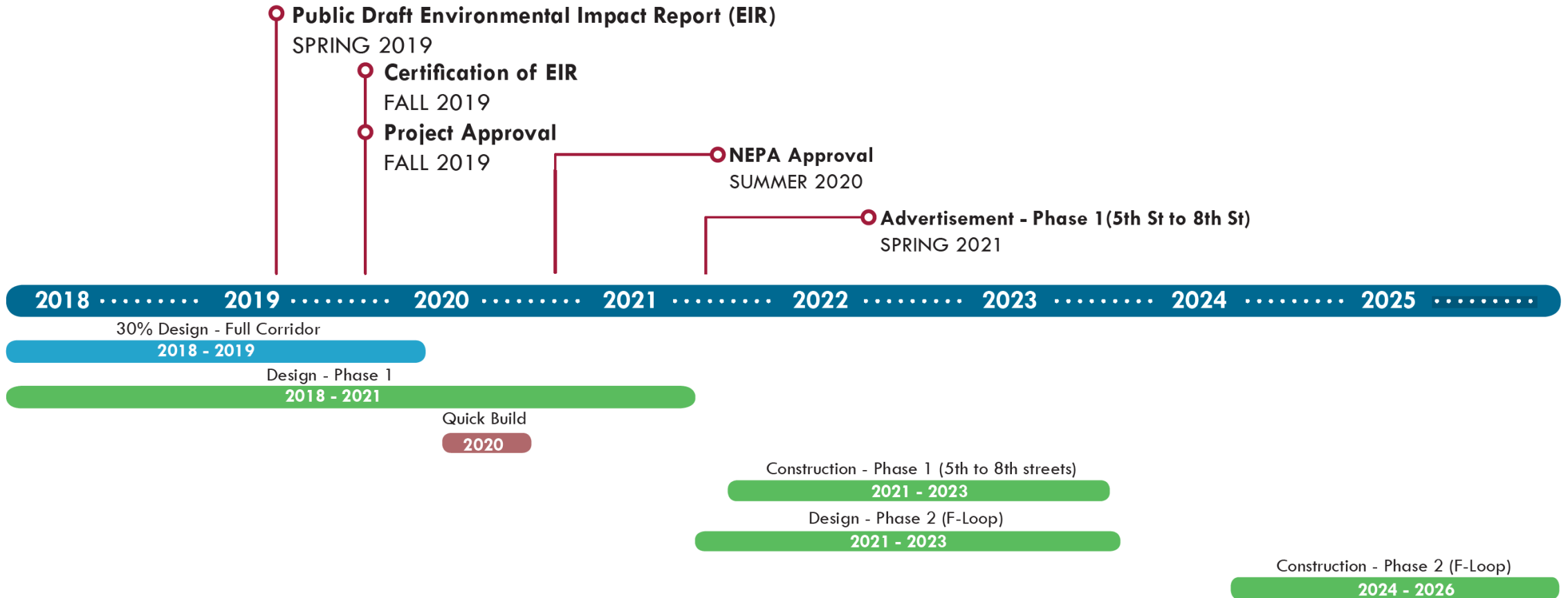
Better Market Street

SFCTA Board Meeting

October 27, 2020



Project Schedule



- Received NEPA Clearance in September 2020
- Obligated BUILD grant and OBAG in September 2020
- Virtual Open House: November 2 - 13, 2020
- 2 Online Meetings on **11/4 at 12:00pm** and **11/9 at 4:30pm**

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





Proposed Project



- No Muni service in the curb lane, eliminating conflicts
- Crossings to boarding islands will be signaled

Proposed Project: 5th - 8th



- Shared curb lane with painted buffer and double-sharrow treatments will emphasize bike priority
- 75% fewer vehicles in curb lane with Car Free Market and new transit service plan

Transit / Shared Lane Separation Treatments

Mountable Curbs

N Rosa Parks, Portland
Photos: Bike Portland



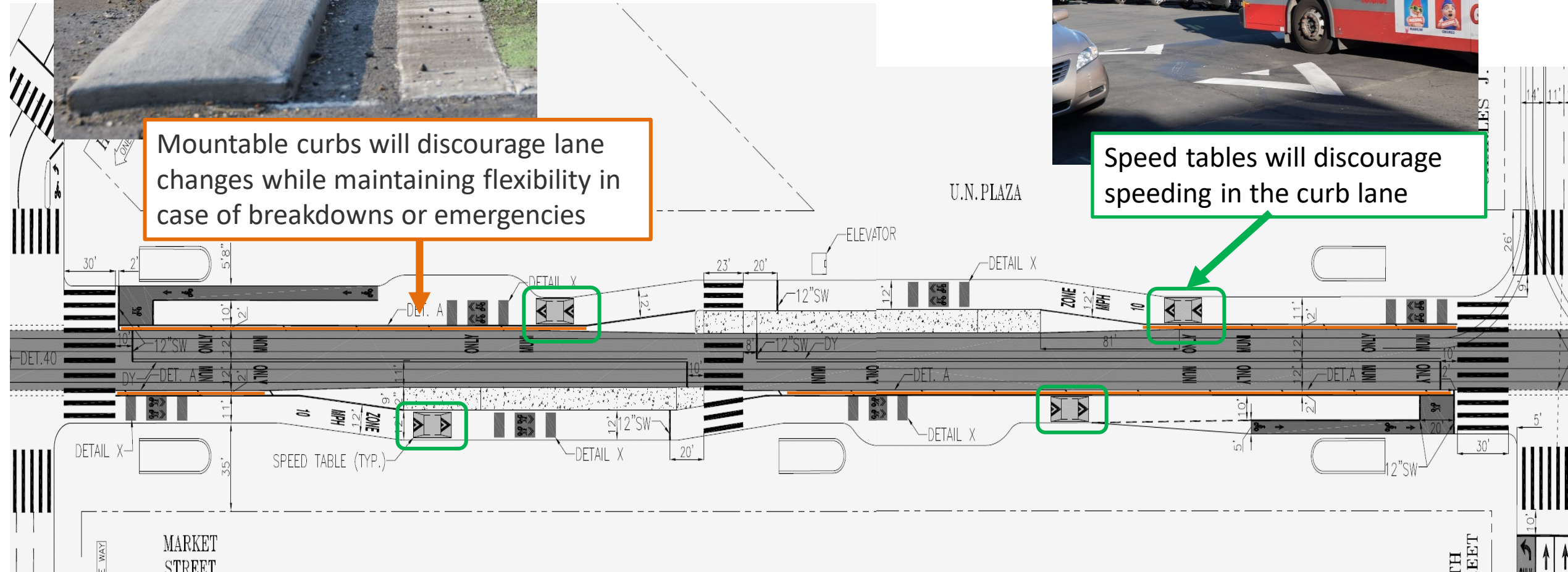
Mountable curbs will discourage lane changes while maintaining flexibility in case of breakdowns or emergencies

Speed Tables

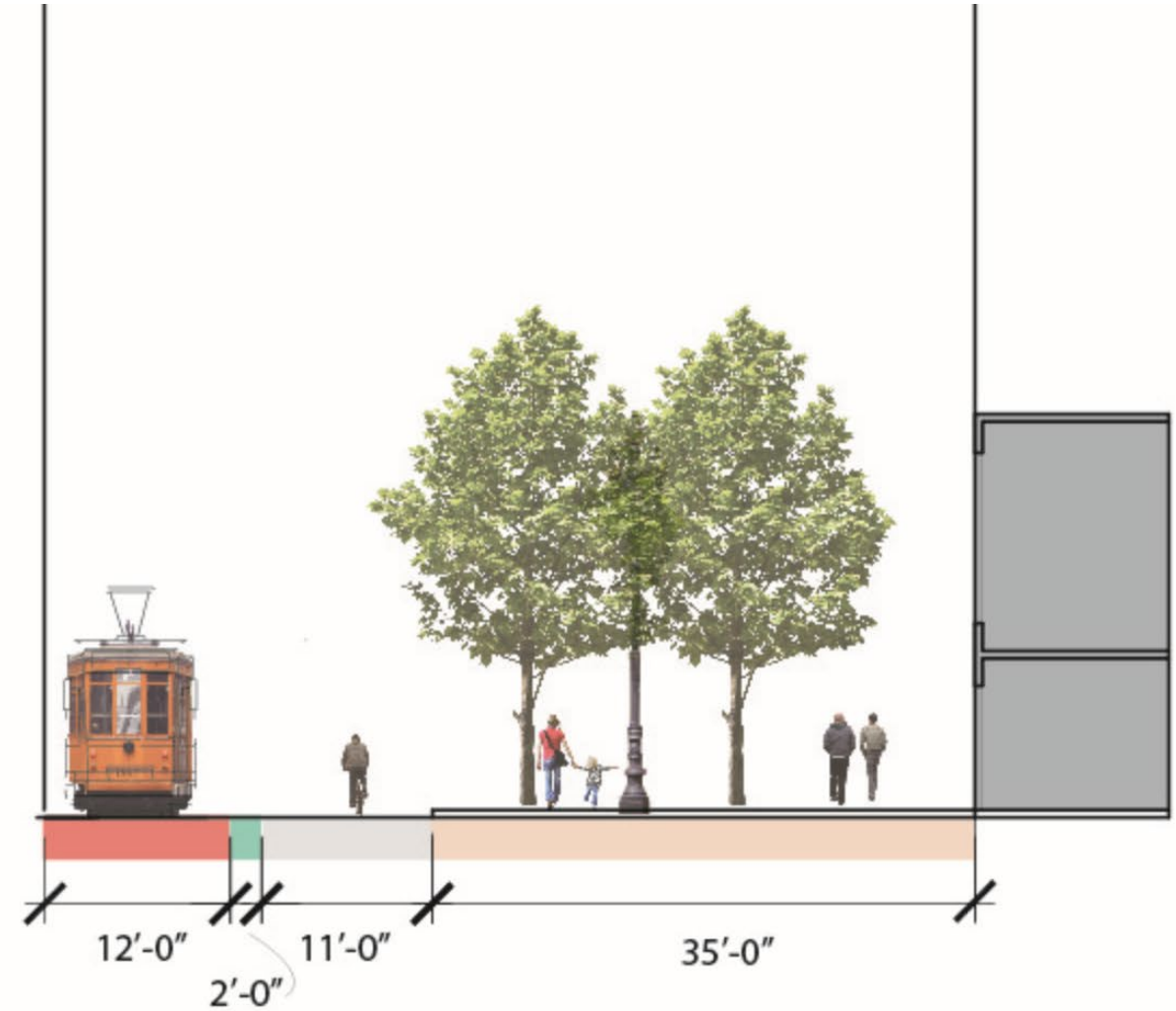
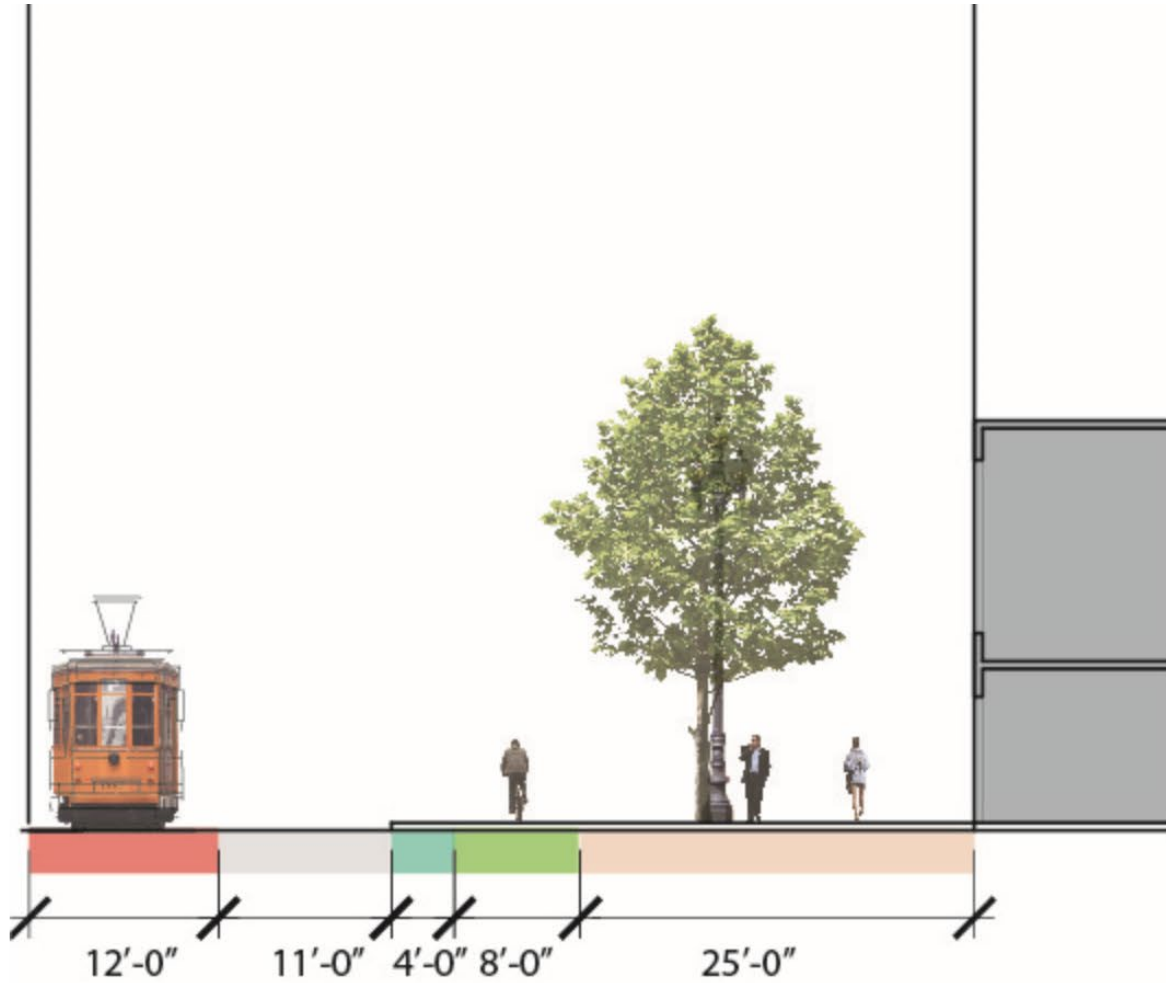
Hudson Avenue, SF

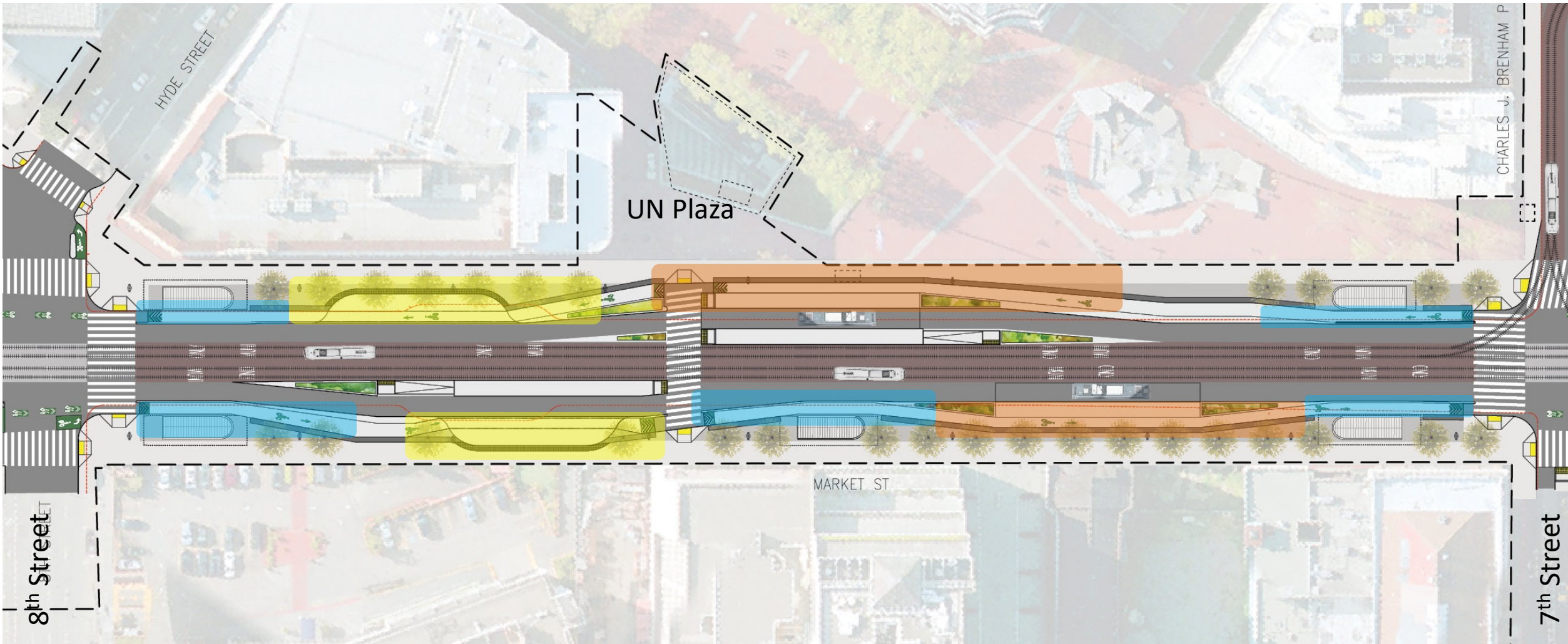


Speed tables will discourage speeding in the curb lane



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 5' 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
OBAG				\$3.4 M		\$3.4 M
BUILD				\$15.0 M		\$15.0 M
Prop K (EP 22U & 44)				\$11.6 M		\$11.6 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
Construction Contract	\$117.4 M	\$64.7 M	\$9.7 M	\$44.9 M
Construction Contingency (10%)	\$11.7 M	\$6.5 M	\$1.0 M	
Total Construction Contract + Construction Contingency	\$129.1 M	\$71.2 M	\$10.6 M	\$47.2 M
Escalation to Midpoint of Construction	\$15.0 M	\$7.0 M	\$2.2 M	
Total Construction Cost (Escalated)	\$144.0 M	\$78.2 M	\$12.9 M	\$53.0 M
Total Soft Cost	\$47.1 M	\$26.0 M	\$4.0 M	
2020 Redesign Cost		\$7.0 M		
Total BMS Phase 1 Project Cost (Escalated)	\$191.1 M	\$111.2 M	\$16.9 M	\$63.0 M
	\$191.1 M	\$128.1 M		\$63.0 M

Thank you!



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

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