



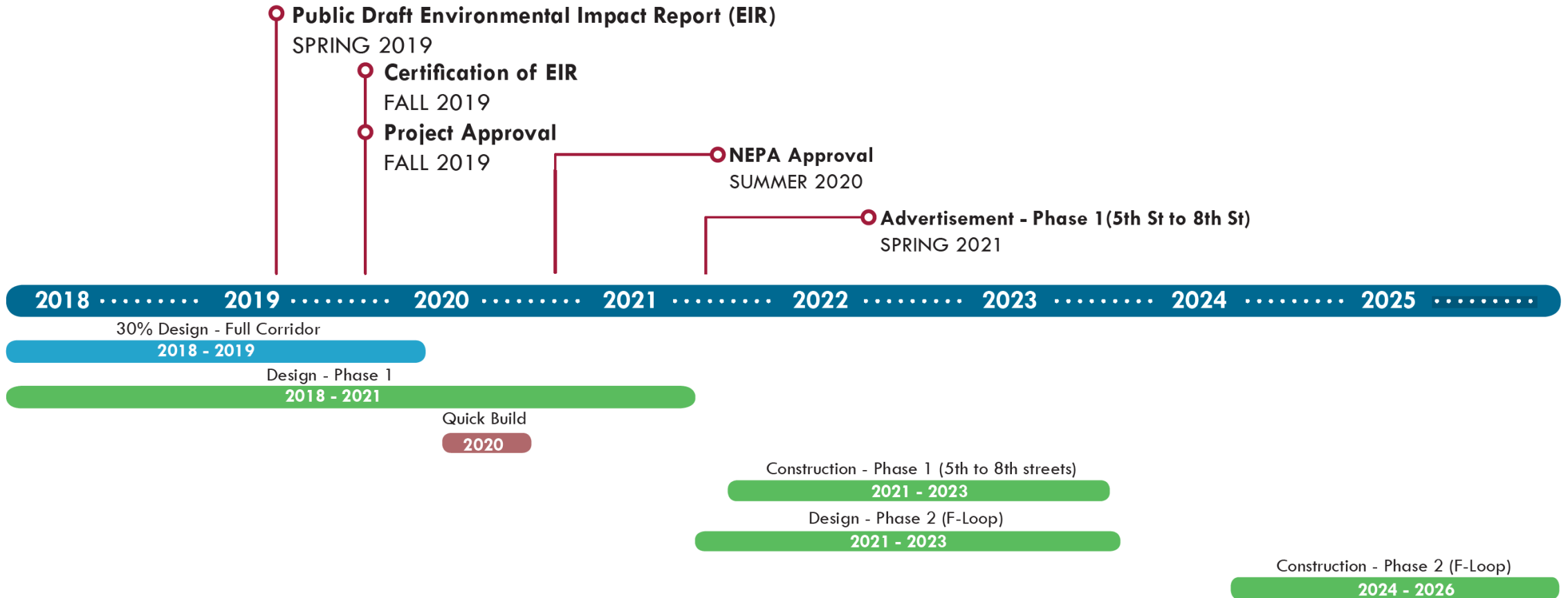
# Better Market Street

SFCTA Citizens Advisory Committee  
October 28, 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: 5<sup>th</sup> - 8<sup>th</sup>



- 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



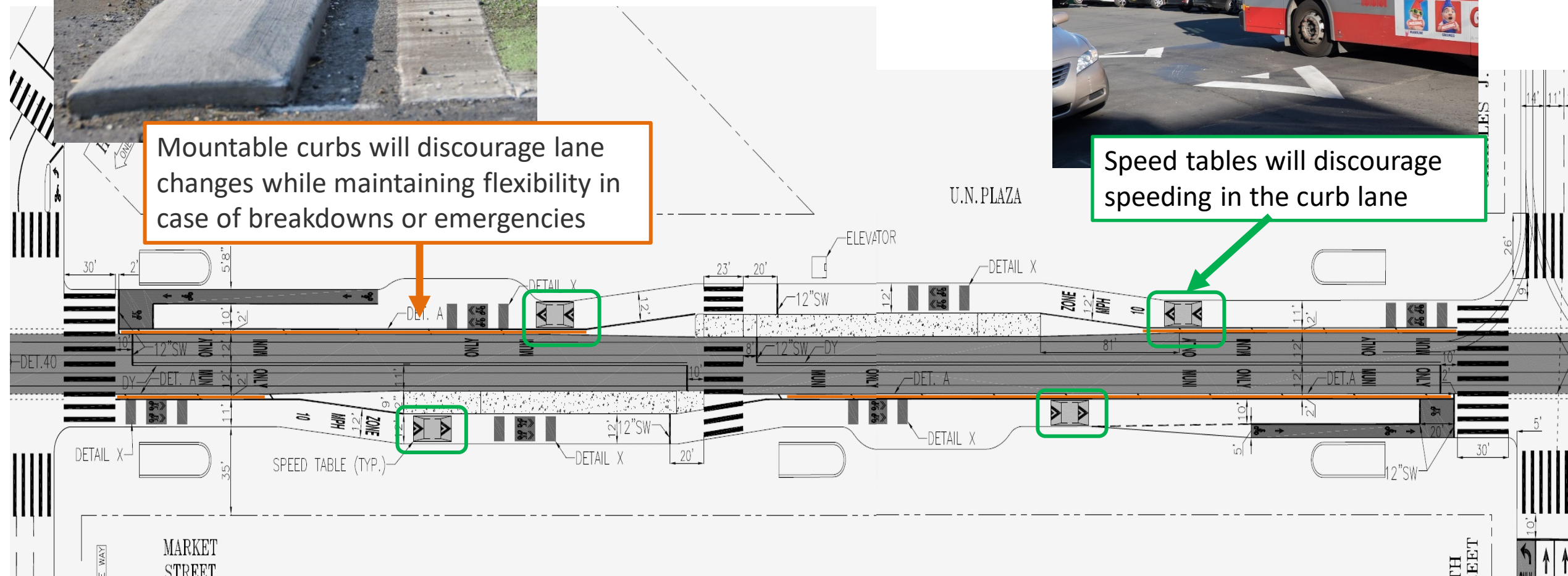
Mountable curbs will discourage lane changes while maintaining flexibility in case of breakdowns or emergencies

## Speed Tables

*Hudson Avenue, SF*

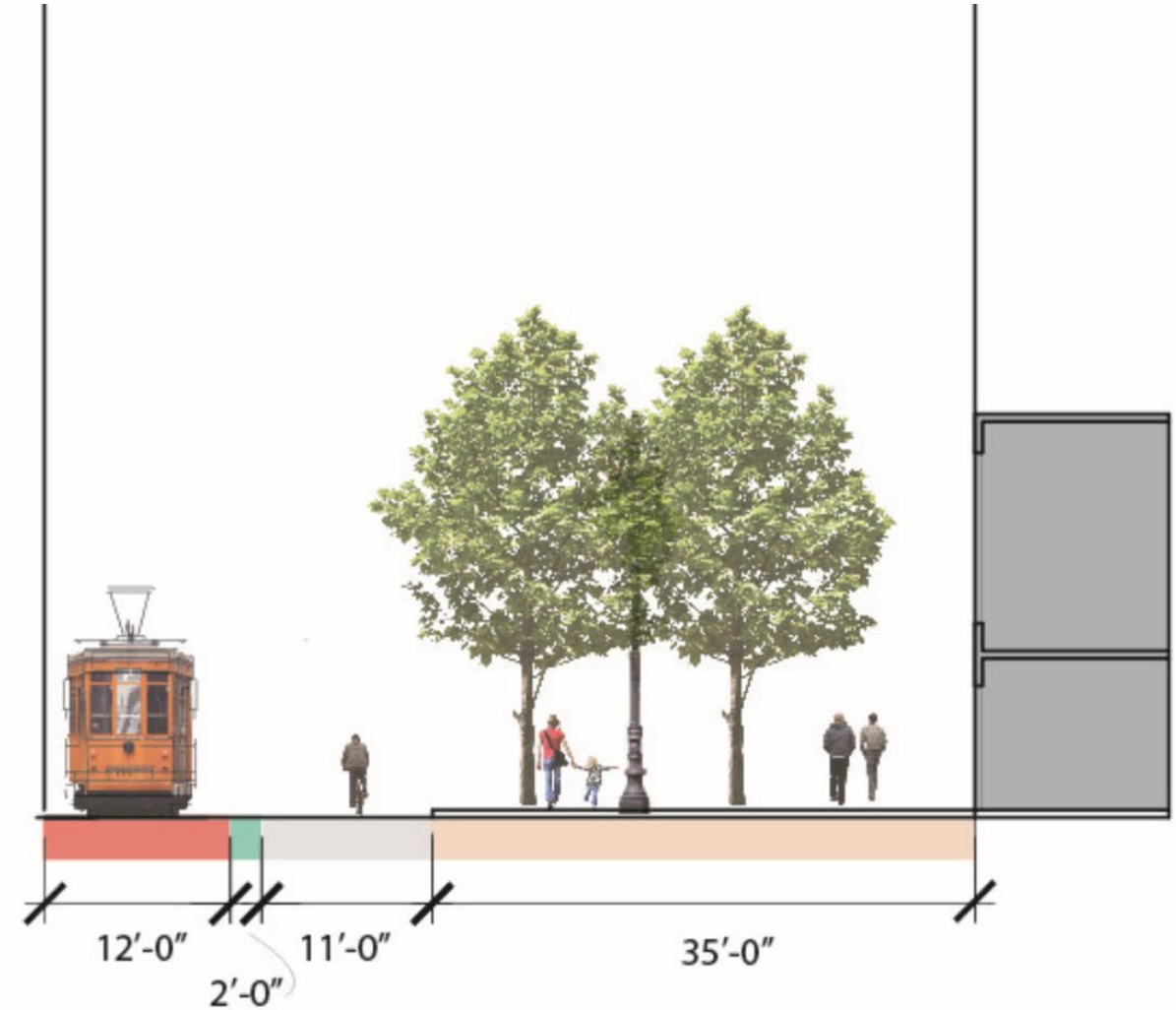
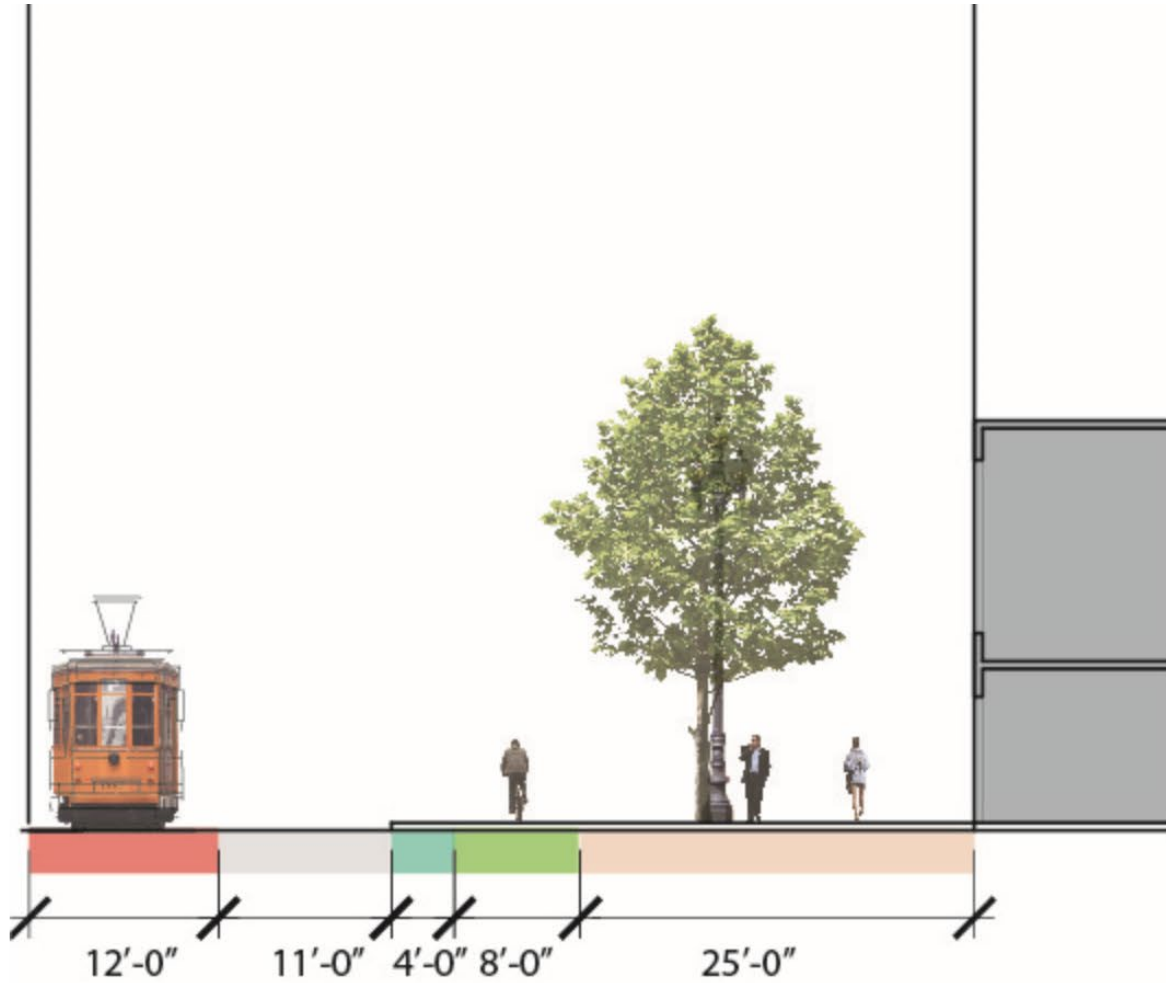


Speed tables will discourage speeding in the curb lane

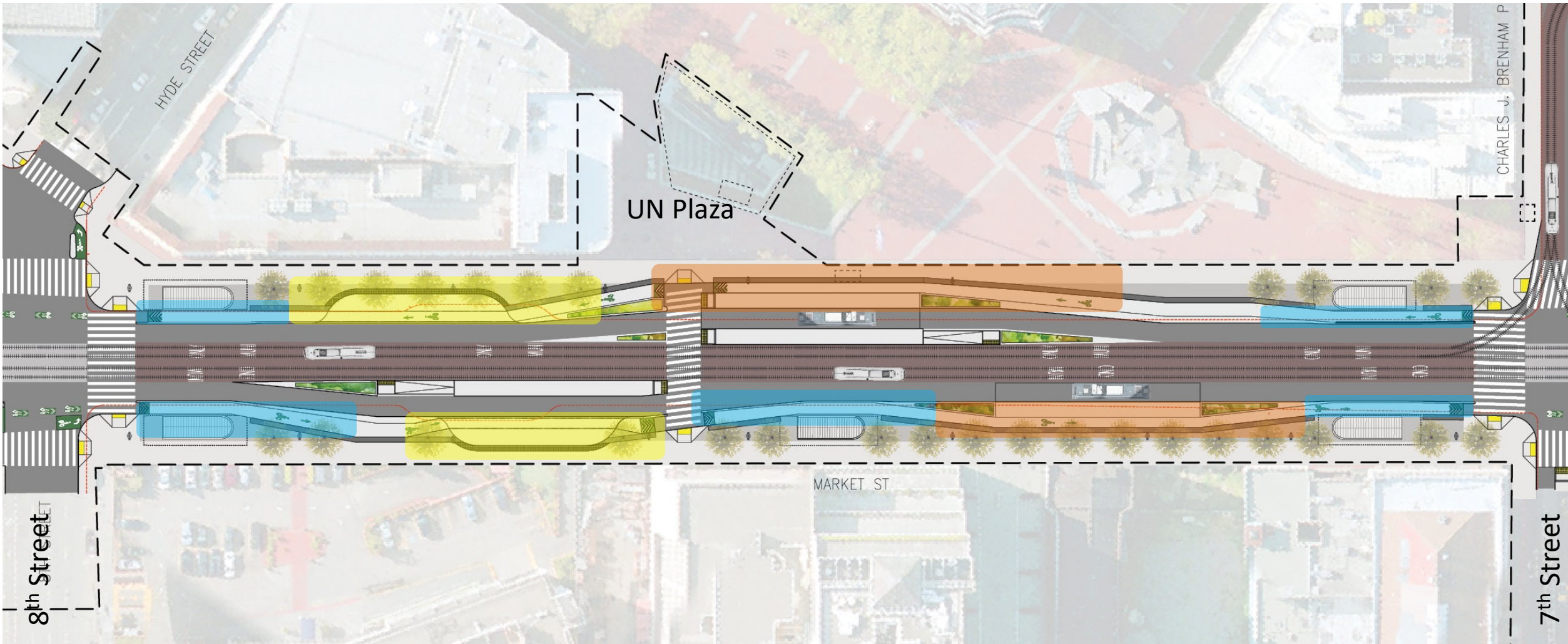




# 2019 vs. 2020: 5<sup>th</sup> to 8<sup>th</sup> Street - Typical Cross Section







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 <sup>1</sup>	Redesign Phase 1 <sup>2</sup>	Construction Phase 1 <sup>3</sup>	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 <sup>4</sup>				\$20.0 M		\$20.0 M
<b>Total Identified Funding</b>	<b>\$22.7 M</b>	<b>\$13.6 M</b>	<b>\$7.0 M</b>	<b>\$121.0 M</b>	<b>\$32.8 M</b>	<b>\$197.0 M</b>

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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