



# Better Market Street

SFCTA CAC

January 27, 2021





## 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

# Intersection Improvements

- 53 curb ramps upgraded and doubled in width
- Repaving crosswalks and upgrading BART grates
- Adding accessible pedestrian signals at all crosswalks
- Upgrading traffic signals from 8" to 12" to improve signal visibility

Note: 2020 design avoids lengthening pedestrian crossings by up to 20 feet as the 2019 design required



Virtual Open House 11/2-11/30

Virtual Meetings 11/4, 11/9 - 281 attendees

Online Survey - 388 responses

Numerous stakeholder meetings

Stakeholder Meetings
BMS Community Advisory Group
Door-to-door outreach
F Loop stakeholders
Lighthouse for the Blind
Paratransit Coordinating Council
San Francisco Taxi Workers Alliance
SF Bicycle Advisory Committee
SF Bicycle Coalition/WalkSF/SF Transit Riders/ Market Street Railway
SFCTA Board & CAC
SFMTA Multimodal Accessibility Advisory Committee
SFMTA Taxi Color Scheme meeting
SFMTA Transit (Division Safety Committees)



# Changes to proposals based on feedback

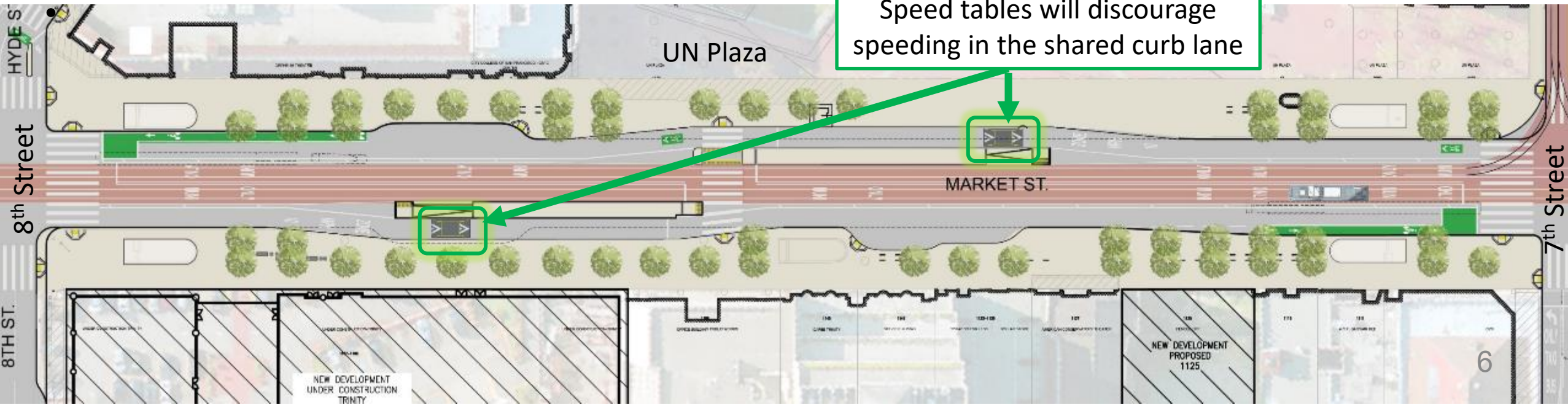


	Concerns Heard	Response
Shared Curb Lanes	<ul style="list-style-type: none"><li>• Concern from people biking, paratransit and taxis about <b>sharing curb lane</b></li></ul>	<ul style="list-style-type: none"><li>• Added <b>required right turns</b> for commercial vehicles and taxis</li><li>• <b>Added left turn exemptions for taxis on Mission Street</b></li><li>• <b>Lowered speed limit</b> to 20 MPH</li></ul>
Speed Tables and Mountable Curbs	<ul style="list-style-type: none"><li>• Concern about comfort from people biking over <b>speed tables</b></li><li>• Concern about crossing <b>mountable curb</b> to pass double parked or broken-down vehicles</li></ul>	<ul style="list-style-type: none"><li>• <b>Speed tables scaled back</b> to only locations adjacent to boarding islands</li><li>• <b>Mountable curb removed</b> from Phase 1 Contract; will experiment with more flexible, surface-applied treatments</li></ul>
Car-free Market Enforcement	<ul style="list-style-type: none"><li>• Concern that some <b>private vehicles</b> continue to use Market Street</li></ul>	<ul style="list-style-type: none"><li>• Added required right turns to reinforce vehicle restrictions</li><li>• Will <b>investigate enforcement strategies</b> (photo and in-person)</li></ul>

# Speed Tables & 20 MPH Speed Limit



- Speed tables adjacent to boarding islands will discourage speeding
- Previously proposed mountable curbs were removed from contract; additional experimentation planned
- Speed limit will be lowered to 20 miles per hour from Franklin to Steuart



# Changes for Taxis and Commercial Vehicles

- 2019 legislation included:
  - Peak hour, peak direction commercial vehicle loading restrictions (6-9:30 south side, 3-7:30 north side, taxis and paratransit allowed at all times)
  - Three required turns for commercial vehicles
- 2020 proposal adds:
  - Four required turns for commercial vehicles and taxis
  - New taxi-exemptions along Mission corridor will improve taxi circulation



# Elements outside of Phase 1 Contract

Spring/Summer 2021

- Extend transit only lane from 3rd to Main Street
- Convert unit blocks of Spear, Jones to two-way
- Required right turn at Geary/Kearny westbound for taxis, commercial vehicles
- Hub Area: Required right turn at 9<sup>th</sup> Street, Safety improvements at Van Ness eastbound

Schedule TBD

- Test vertical elements, speed tables
- Photo enforcement of illegal turns onto Market





# Quick Build 2021 - Required Turns at Kearny/Geary



DRAFT CONCEPT

## DRAFT CONCEPT



## ALTERNATE DRAFT CONCEPT



The SFMTA Board approved additional legislation on January 21, 2021

- Legislation to support design updates
  - Speed limit reduction and speed tables
  - Four required right turns for commercial vehicles and taxis
  - New taxi-exemptions along Mission Street will improve taxi circulation
  - Loading zone relocation near UN Plaza
  - Moving transit stop from farside to nearside on 7<sup>th</sup> Street at Market Street for F loop
- Permanent legislation for adjustments to January 2020 quick build and other minor “clean-up” legislation

The sidewalk-level bikeway was not rescinded for flexibility to build later, if warranted

# 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	\$66.9 M	\$31.8 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 <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>\$120 M</b>	<b>\$33.8 M</b>	<b>\$197 M</b>

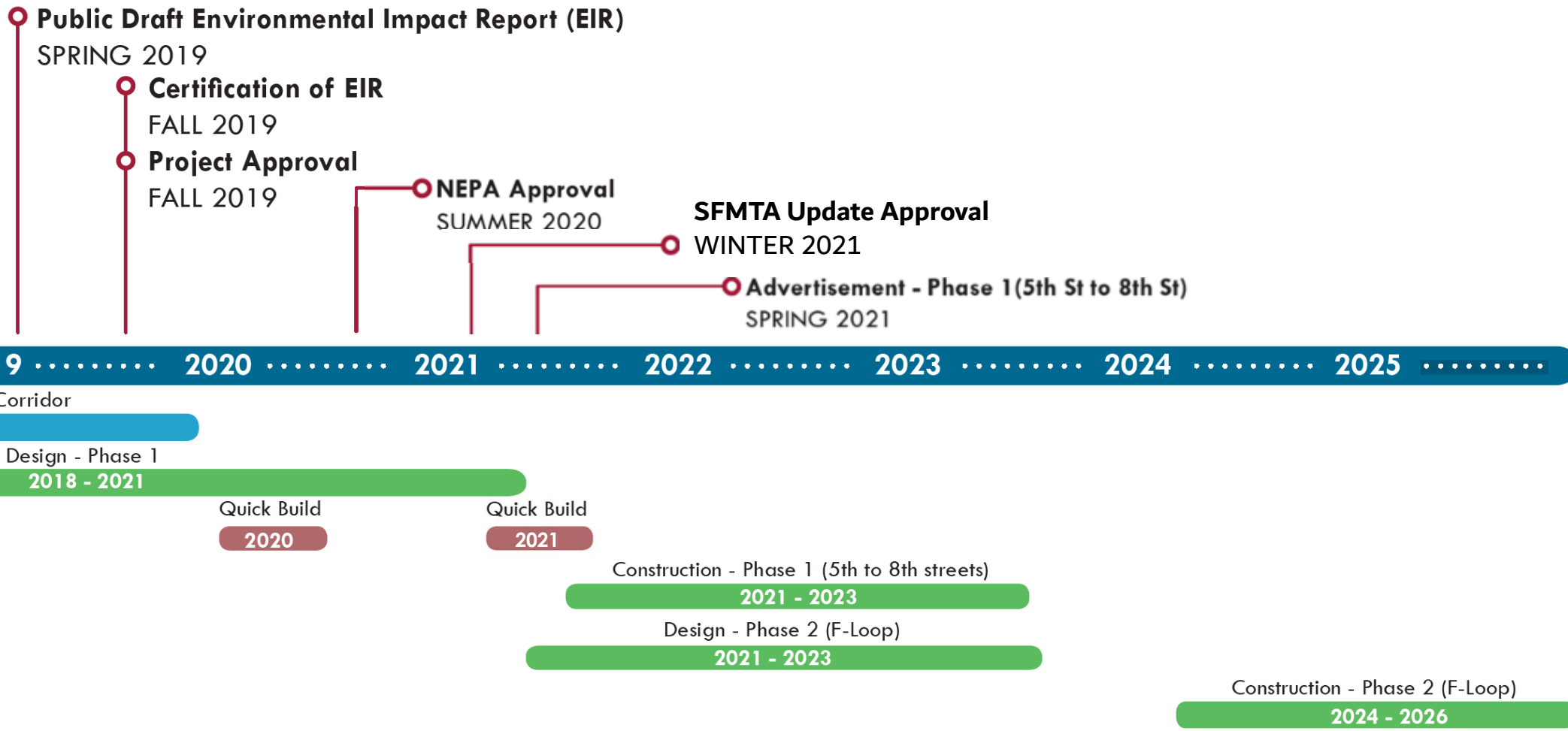
1. Phase 1A design cost included sidewalk level bikeway

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

# Project Schedule



## **bettermarketstreetsf.org**

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