



Memorandum

AGENDA ITEM 10

DATE: May 19, 2022

TO: Transportation Authority Board

FROM: Maria Lombardo - Chief Deputy Director

SUBJECT: 5/24/22 Board Meeting: Major Capital Project Update - Better Market Street

RECOMMENDATION Information Action

None. This is an information item.

SUMMARY

Led by San Francisco Public Works (SFPW), the Better Market Street (BMS) project is comprised of various streetscape enhancements, transit capacity and reliability improvements, and state of good repair infrastructure work along a 2.2-mile stretch of Market Street between Steuart Street and Octavia Boulevard. It includes bicycle lanes, pavement renovation, minor utilities upgrades, turn restrictions, and improvements to sidewalks; way-finding; landscaping; transit boarding islands; and traffic signals. SFPW has developed a phasing plan that anticipates construction of Phase 1 (the segment between 5th and 8th streets) to start Fall 2022. A new Muni streetcar track loop circling the block between 7th and McAllister streets is Phase 2. The project team developed multiple alternative design proposals and, in response to community-identified priorities of minimizing construction impact and maintaining service for the F Market streetcar, the BMS team selected Alternative 1 which prioritizes safety and streetscape improvements, while minimizing underground work, which will also reduce project cost and business impacts for Phase 1. The BMS team advertised the project on October 13, 2021 and received two bids by the bid due date December 1, 2021. The BMS team anticipates awarding the construction contract in late May 2022 with construction expected to last less than 2 years. At the May 24 meeting, Cristina Calderón Olea, SFPW project manager, will provide a project update, including describing the bicycle detour plans and business mitigation plan as requested by the Board.

- Fund Allocation
- Fund Programming
- Policy/Legislation
- Plan/Study
- Capital Project Oversight/Delivery
- Budget/Finance
- Contract/Agreement
- Other: _____



BACKGROUND

Market Street is San Francisco's premier boulevard and an important local and regional transit corridor. The BMS project includes 2.2 miles of the corridor, from Steuart Street to Octavia Boulevard. It is a multi-modal project that includes among other features, bike lanes, pavement renovation, landscaping, Muni track replacement and a new F-Line loop that would enable the streetcars to turnaround along McAllister Street and Charles J. Brenham Place, providing increased operational flexibility. In addition to its transportation-focused goals supporting the City's Transit First and Vision Zero policies, the project is also intended to help revitalize Market Street as the City's premier pedestrian boulevard. Although not part of the BMS project, the project team is coordinating with BART on its efforts to construct escalator canopies at BART/Muni entrances and to perform state of good repair work on BART ventilation grates.

The BMS project is a partnership between SFPW, which is the lead agency, the Transportation Authority, the San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Utilities Commission (SFPUC), and the Planning Department, which led the environmental review.

To improve safety and transit performance, the City implemented a quick-build project on Market Street on January 29, 2020. Quick-Build made Market Street car-free eastbound from 10th Street to Main Street, and westbound from Steuart Street to Van Ness Avenue. The project improved transit performance with Muni lines running 6% faster on average. The volume of cyclists also increased by 25% to over 800 per hour at peak.

Given the cost of the project and the length of the corridor, SFPW plans to design and construct the project in phases. SFPW identified Phase 1 as the segment between 5th and 8th streets. The F-Line Loop streetcar turnaround along McAllister Street and Charles J. Brenham Place is Phase 2. SFPW has been working with SFMTA on the F-Line Loop which has to start construction by September 2025 as required by the BUILD grant.

DISCUSSION

Status and Key Activities. Contract Bid and Award: As a result of community input and the need to reduce construction impact, the project team selected an alternative that focuses on safety, accessibility, and streetscape improvements between 5th and 8th streets. This alternative will provide a full traffic signal upgrade at 4 intersections to improve safety and assist people who bike, walk, drive, or take transit. The curb lane and intersections will be repaved to provide a smoother ride for cyclists and safer crossing for pedestrians. This alternative does not include major underground utility work such as replacing the main sewer and water line, F Market track replacement, BART grate replacement, and new transit islands.

The BMS team advertised the construction contract on October 13, 2021 and received two bids on December 1, 2021. The BMS team has reviewed the bids and are preparing to award



the contract in late May 2022. The first few months of the contract period will be for construction planning, submittals, procurement and mobilization. The project team will also pothole along Market Street to locate underground utilities prior to groundbreaking in Fall 2022.

Construction Phase Outreach and Mitigation Efforts. The project team will actively conduct outreach during construction to respond to concerns and reduce impacts to business and residents. The Office of Economic and Workforce Development (OEWD) will lead the outreach efforts to businesses. OEWD's Invest in Neighborhood Initiative will serve as a business liaison and point of contact for business support services. OEWD's Open for Business Program will provide direct marketing support for businesses in areas with active construction. Participating merchants will help guide the program's direction and marketing efforts. The project will also have a Business Working Group to help promote small business along the corridor. The Business Working Group will meet prior to the start of construction and during construction.

The team will also keep the F Market streetcars running as much as possible except for three 2-week closures for construction at intersections.

The project team has prepared bicycle detour plans during construction. In the eastbound direction, the bicycle detour will be along Folsom Street which has an existing protected bike lane. The eastbound detour will add 5 minutes to the travel time. In the westbound direction, the bicycle detour will be along Howard or Turk/Polk streets. Howard Street has an existing protect bicycle lane, Turk Street has a bicycle lane, and Polk Street has one protected bicycle lane and one regular bicycle lane. The westbound detour will add 4-5 minutes to the travel time. Bicycles will also be accommodated on Market Street during the peak hour for the peak direction, e.g. until 9:30 AM eastbound, and after 4:30 PM westbound. The construction team will provide signage to direct the bicyclists during construction.

Spear Street Change: To improve traffic circulation after the Quick Build implementation which restricted private vehicles on Market Street between Steuart Street and Van Ness Avenue, SFMTA started work on April 26 to convert Spear Street between Market and Mission streets from one-way to two-way to provide an alternate route for private vehicles to access Market, Spear and Steuart streets, where access is limited. The work is now completed and motorists can travel northbound on Spear Street from Mission Street to Market Street where they are required to turn right onto Market Street eastbound to Steuart Street. Left turns from Spear Street continue to be restricted in compliance with Car-Free Market Street. As part of the one-way to two-way conversion, the SFMTA installed new bi-directional traffic signs and striping as well as changed the direction of the commercial loading/parking spaces along the east side of the street. There were no changes to parking or loading on the west side of street. This work is complementary to the Better Market Street project and was separately funded from the project budget.



Community-Led Public Program: SFPW recently announced a Request for Proposals (RFP) from local non-profit organizations to assist with a community-led program. The RFP is for educational, interpretive, or commemorative public programs that provide new insights on the public's historical or contemporary experiences of Market Street, commemorate Market Street's long history; and celebrate the diverse and vibrant communities that live and work along Market Street. SFPW anticipates receiving proposals on May 25, 2022.

Project Cost and Funding. The project received two bids and the project team is evaluating the bids and preparing to award the contract. As shown in Attachment 1, The BMS project has secured \$202.5 million in funding from the federal BUILD grant program, One Bay Area Grant (OBAG) Program, BART, Prop K sales tax, SFMTA's Prop A General Obligation bond, and other funding sources. Phase 1 is still fully funded. Funds not used for Phase 1 will be applied to future phases. We anticipate a significant remaining funding gap to construct the full corridor from Steuart Street to Octavia Boulevard.

Current Issues and Risks. As the City reopens, the project team is sensitive to the needs of the businesses and the community as they start to recover. The current project alternative, which includes no underground utility work, will have a shorter construction duration and the least impact to businesses and residents. However, delaying critical infrastructure improvements to future phases will require the City to repair or replace those utilities at a later date in the same area, which will likely trigger replacement of surface roadway improvements installed in Phase 1.

The Market Street corridor is crowded with both private and public underground utilities with limited space to accommodate new pipelines or infrastructure. The Phase 1 contract will include potholing from Steuart to Octavia. The information gained from the potholing will help inform the design of future phases. However, the underground private utilities are often poorly documented and potholing during design is not enough to determine the locations of all utilities. The center sewer line from the late 1880's will be relined in the future, but service lateral failures are the most common 311 sewer service calls. The water transmission pipelines are critical to water delivery, however, the joints in the existing pipes are made of lead and are at risk of failing in a major earthquake. Current pipeline construction standards use rubber gasket connections that are more seismically reliable. Between 5th and 8th streets alone there is 3,800 linear feet of water main that will need to be replaced to bring it up to current standards. A future project will have to address this underground infrastructure.

The project team is focused on getting Phase 1 construction started and has not developed a recommendation for the long-term vision for the full corridor. Funding for the overall project remains a significant challenge and a risk for completion of the longer-term project. The current construction industry is also experiencing higher than expected price increases which may lead to higher project costs for the overall project and future phases.



FINANCIAL IMPACT

None. This is an information item.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Better Market Street Funding Plan



Attachment 1 - Better Market Street Funding Plan

Funding Source	Corridor Env & 30% design	Design	Phase 1 Redesign	Construction	Future Phases	Total
General Fund	\$5.16					\$5.16
Octavia Land Sales	\$3.05					\$3.05
Market Octavia Impact Fees	\$1.50					\$1.50
Transit Center Impact Fees					\$2.00	\$2.00
Prop A GO Bond	\$12.96	\$7.64	\$7.00	\$30.30	\$68.37	\$126.27
SFMTA Transit Funds		\$1.36				\$1.36
Prop K		\$2.23		\$5.48	\$6.16	\$13.87
BUILD				\$15.00		\$15.00
OBAG				\$3.37		\$3.37
Repurposed Federal Earmark				\$0.07		\$0.07
AHSC Grant				\$2.70		\$2.70
BART (8th/Grove/Hyde/Market)		\$0.23		\$0.62		\$0.85
FY22 COP				\$3.00		\$3.00
PUC		\$2.10			\$22.16	\$24.26
Total Identified Funding	\$22.67	\$13.56	\$7.00	\$60.54	\$98.69	\$202.46