

Welcome! The meeting will begin shortly.



Better Market Street

Have a question? Email BetterMarketStreet@sfdpw.org OR call **1-888-363-4734** and enter code **7014320#**. When public comment is open, key in “1” and then “0” to join the queue of people wishing to comment.



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Please fill out the voluntary Title VI survey:

<http://bit.ly/bmstitlevi>



- 12:02pm Welcome – Coma Te
- 12:04pm Providing public comment
- 12:06pm Introductions
- 12:10pm Welcome from Alaric Degrafinried & Jeffrey Tumlin
- 12:15pm Presentation – Cristina Olea
- 12:30pm Public Comment



PLACE



MOBILITY



ECONOMIC DEVELOPMENT



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

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





Transit Improvements



- No Muni service in the curb lane, eliminating conflicts
- New, fully-accessible boarding islands that are twice as big as current boarding islands
- Crossings to boarding islands will be signaled

Proposed Project: 5th - 8th



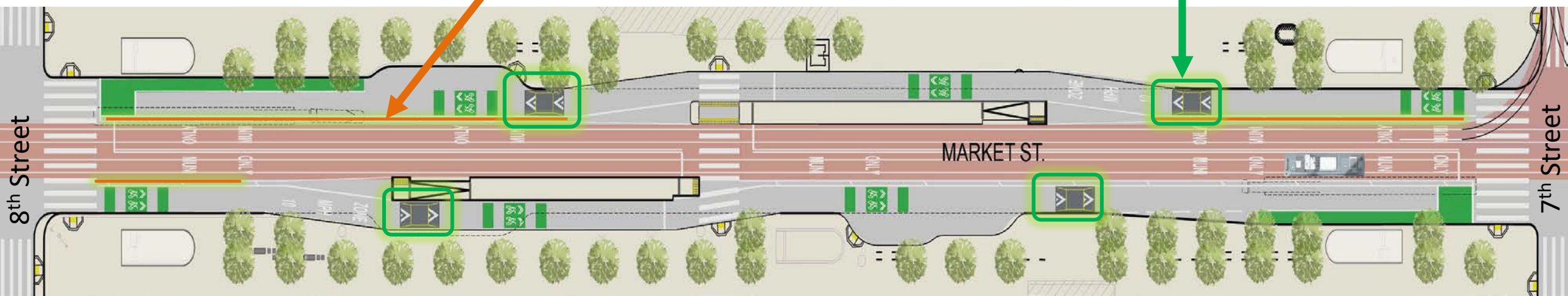
- Shared curb lane with treatments that emphasize bike priority
- Retains the existing curb-line along 75% of the project area, minimizing construction impact
- 75% fewer vehicles in curb lane with car-free Market and new transit service plan

Transit / Shared Lane Separation Treatments



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

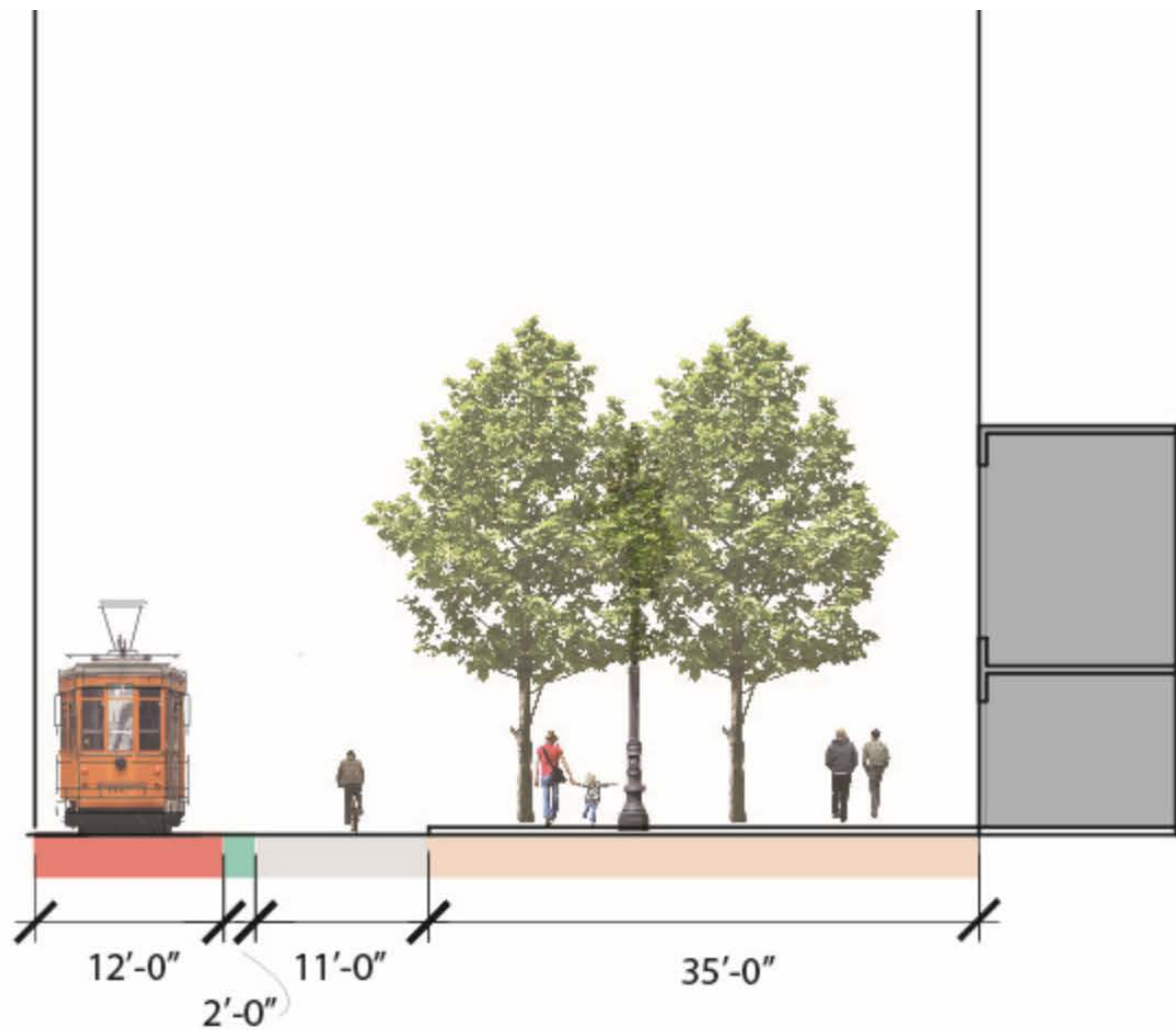
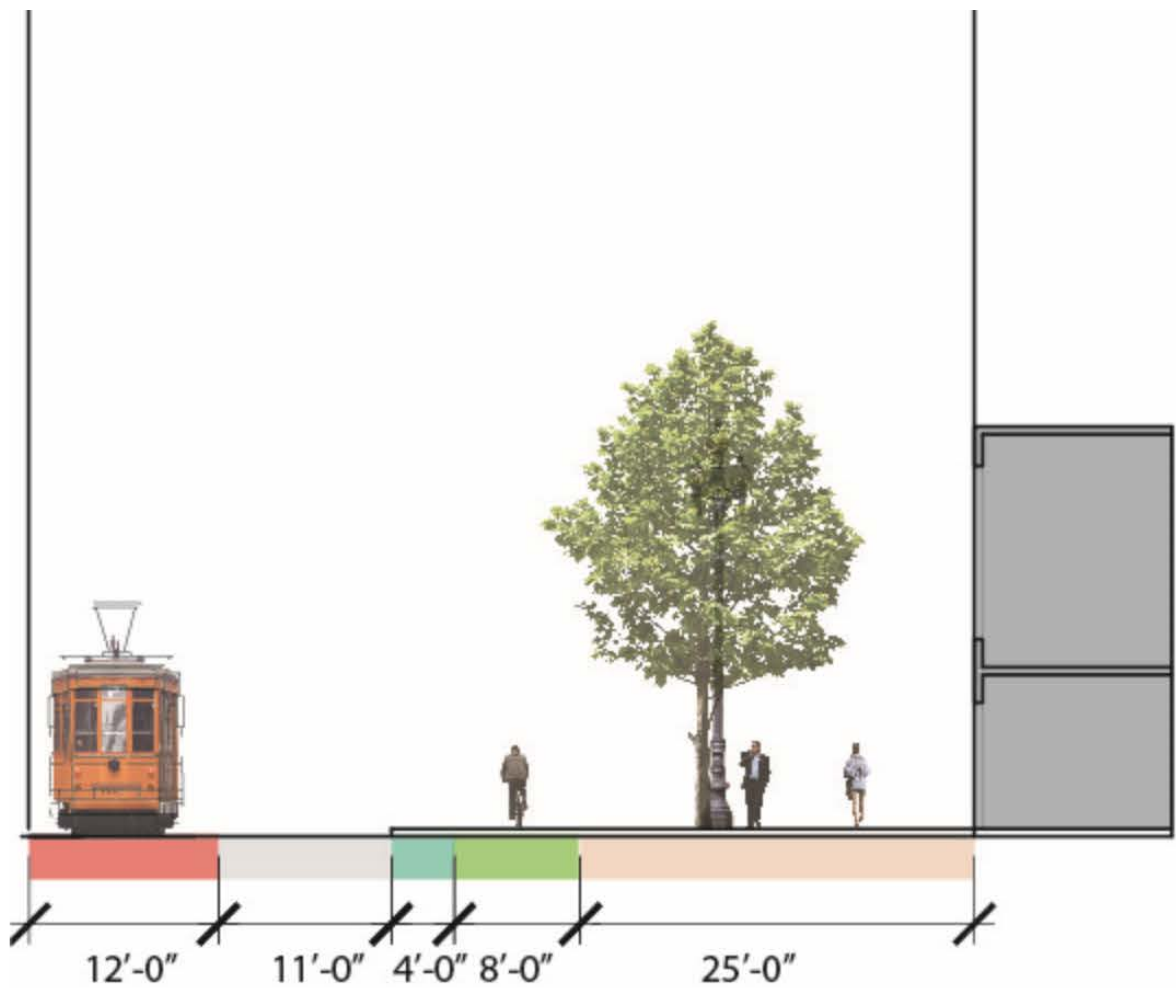
Speed tables will discourage speeding in the curb lane

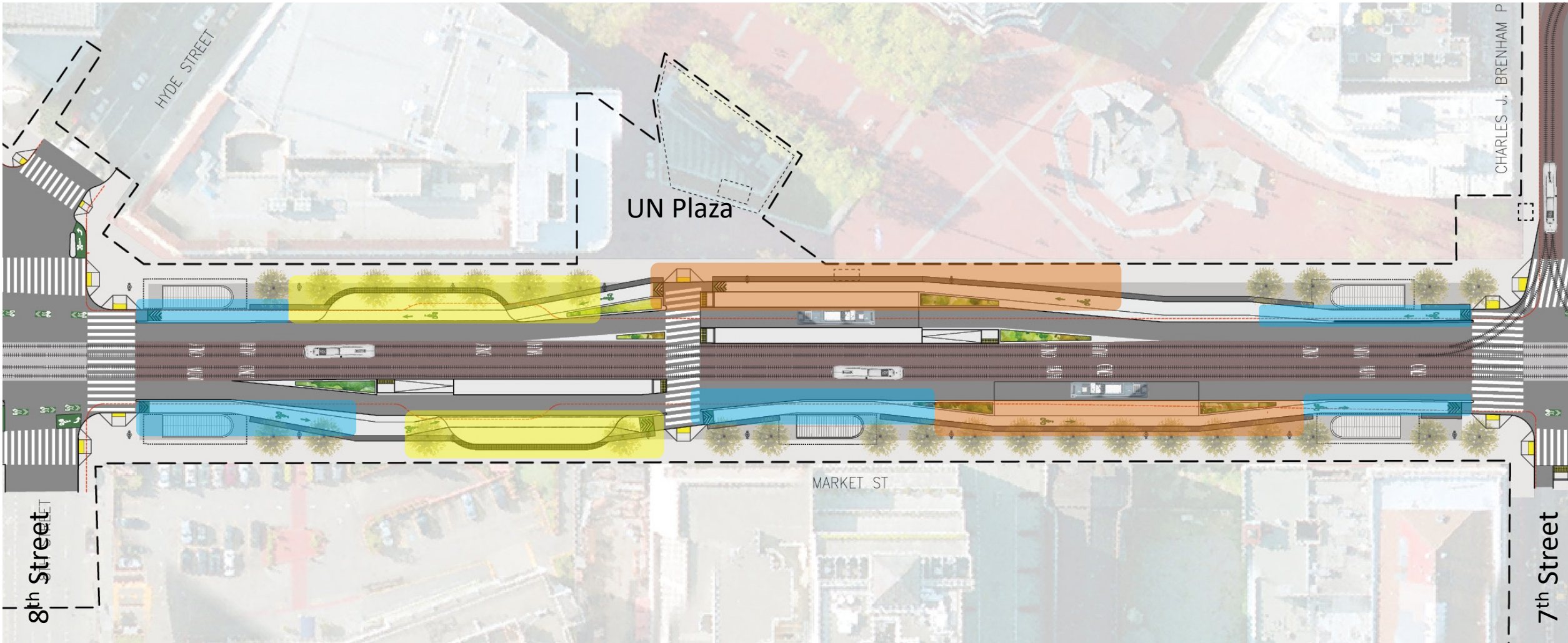




- New curb ramps with limited sidewalk replacement to minimize construction impacts to businesses
- Upgraded, expanded, ADA accessible transit boarding islands

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 6' 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
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 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



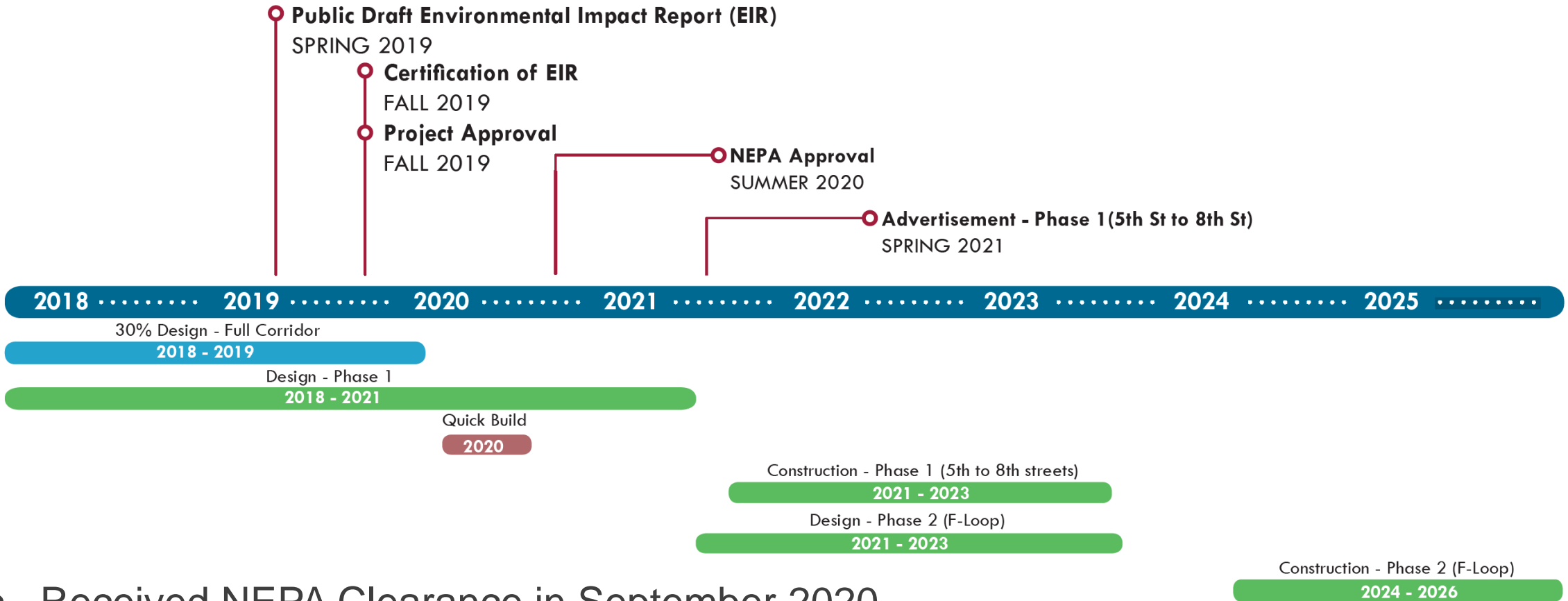
		2019 @ 90% Design	2020 @ 35% Design	Moved to Phase 2 @ 5% Design	Difference
1	Construction Contract	\$117.2 M	\$64.8 M	\$9.8 M	\$42.6 M
2	Construction Contingency (10%)	\$11.7 M	\$6.5 M	\$1.0 M	
3	Total Construction Contract + Contingency [Line 1+2]	\$128.9 M	\$71.3 M	\$10.8 M	\$46.8 M
4	Escalation to Midpoint of Construction	\$15.0 M	\$7.0 M	\$2.2 M	
5	Total Construction Cost (Escalated) [Line 3+4]	\$143.9 M	\$78.3 M	\$13.0 M	\$52.6 M
6	Total Soft Cost	\$47.1 M	\$26.0 M	\$4.0 M	
7	2020 Redesign Cost		\$7.0 M		
8	Total BMS Phase 1 Project Cost (Escalated) [Line 5+6+7]	\$191.0 M	\$111.3 M	\$17.0 M	\$62.7 M
		\$191.0 M	\$128.3 M		\$62.7 M

2020 Cost Estimate



Construction Costs by Trade	2020 (Phase 1) @ 35% Design	Shifted to Phase 2 @ 5% Design
Track	\$8.7 M	\$0.2 M
Traction Power	\$6.7 M	\$0.7 M
Roadway	\$5.6 M	\$1.0 M
Overhead Contact System (OCS)	\$5.1 M	-
Water	\$4.5 M	\$0.4 M
Auxiliary Water Supply System (AWSS)	\$3.5 M	\$0.9 M
Landscape	\$3.3 M	\$0.5 M
Traffic Signal	\$3.2 M	\$1.0 M
Sewer	\$3.1 M	\$0.5 M
Traffic Routing	\$3.0 M	\$0.5 M
Structural	\$1.9 M	\$0.5 M
BART Grate Replacement	\$1.8 M	\$0.8 M
Site Assessment & Remediation (SAR)	\$1.0 M	\$0.3 M
Power Distribution	-	-
Streetlight (Path of Gold)	-	-
Other Construction Cost	\$13.4 M	\$2.5 M
Subtotal of Construction Costs by Trade:	\$64.8 M	\$9.8 M

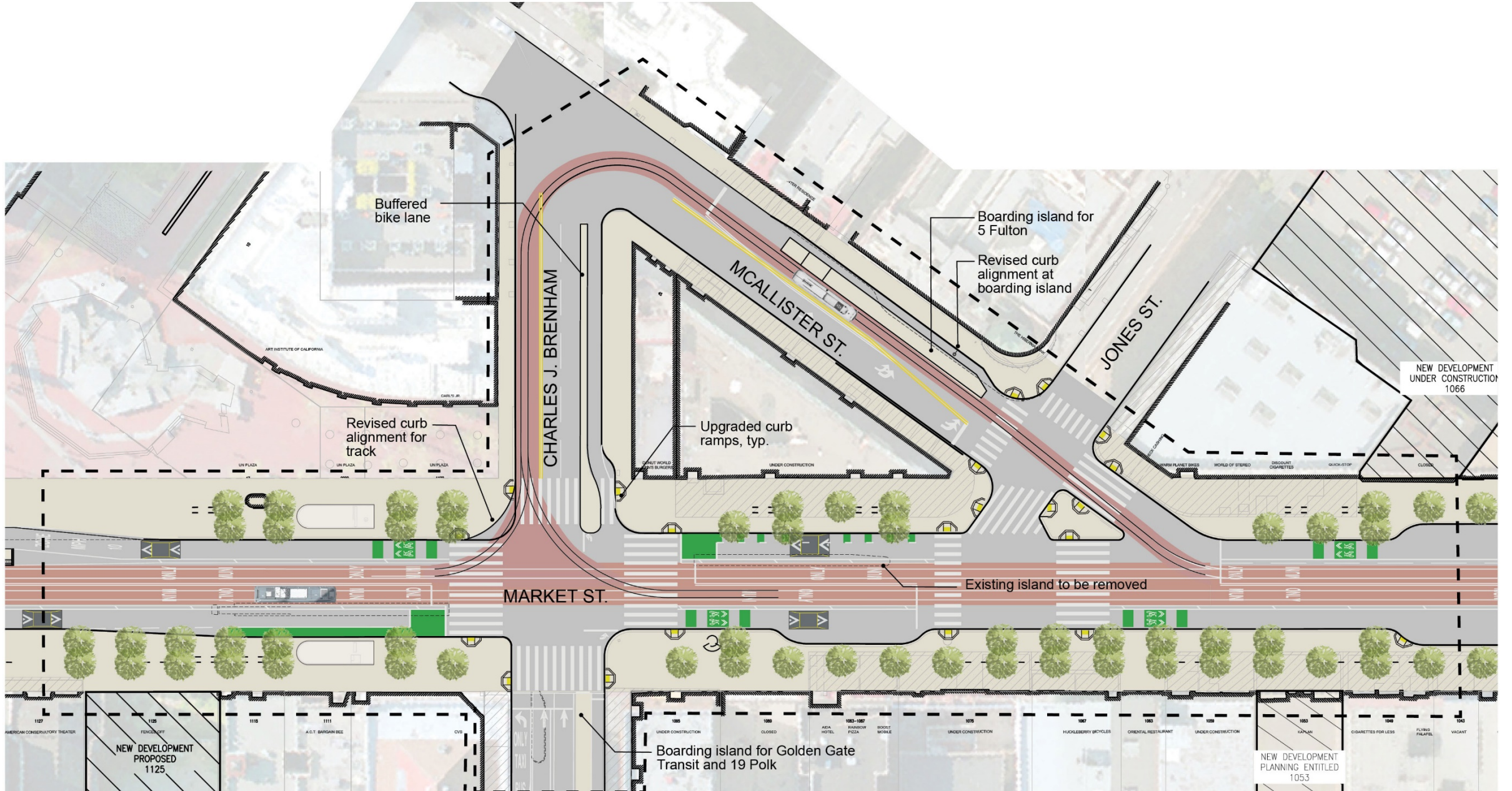
Project Schedule



- Received NEPA Clearance in September 2020
- Obligated BUILD grant and OBAG in September 2020
- Virtual Open House: November 2 - 13, 2020
- Next Online Meeting: **11/9 at 4:30pm**
- Meeting with Lighthouse for the Blind 11/12



Phase 2: F-Loop



Thank you!



bettermarketstreetsf.org

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

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Communications & Outreach

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