



Community Advisory Committee Meeting

October 3, 2022



1. Welcome & Roll Call
2. Phase 1 Construction Updates
3. Better Market Street Business Working Group
4. Funding Plan & Future Phases
5. The Hub Quick-Build Project
6. 4th Street BART Portals

Better Market Street CAC welcomes a new member:

- Alex Bastian – President & CEO of the Hotel Council of San Francisco



Notice to Proceed (NTP) August 18, 2022

Pre-construction Meeting September 14, 2022

Preliminary Construction Start Mid October 2022

Holiday Moratorium November 25 – January 1

Full-time Construction Begin January 2023

- Esquivel is working on the baseline construction schedule for construction management approval.
- Work will begin at the corner of 5th and Market and progress westward.

- Golden Gate Theater (1 Taylor Street)
- Orpheum Theater (1192 Market Street)
- Warm Planet Bikes (1098A Market Street)
- Proper Hotel (1100 Market Street)
- BAIT (1091 Market Street)
- Alonzo King LINES Ballet (26 7th Street)
- Local Diner (1244 Market Street)
- Chase Hotel (1278 Market Street)
- Meat in Bun (998 Market Street)

- Working Group meetings were held on August 30th and September 14th
- We re-introduced the project to attendees and informed them of the business support and marketing services that will be at their disposal throughout construction.
- At the next round of meetings, attendees will begin working with OEWD and their consultants on designing corridor-specific branding and promotional materials

- \$15M BUILD grant was returned
 - Grant required the City begin construction of the F Loop by September 2025
 - A proposed Amendment would have added track replacement as a condition
- Prop A for future phases has been reallocated
 - \$53M of Prop A was reallocated to other projects due to funding deadlines
 - \$15M of Prop A funding was shifted to Phase 1 to replace BUILD Grant
- \$2.7M from AHSC no longer available, affordable housing project delayed

Better Market Street Funding Changes (\$M)



Funding sources	Previous	Current	Delta
BUILD	\$15.0	\$0	-\$15.0
Prop A (Construction)	\$30.3	\$45.3	\$15.0
Prop A (Future)	\$68.4	\$0	-\$68.4
AHSC Grant	\$2.7	\$0	-\$2.7
Prop K (Construction)	\$5.5	\$8.2	\$2.7
Prop K (Future)	\$6.2	\$3.5	-\$2.7
PUC	\$22.2	\$0	-\$22.2
Total Funding:	\$150.3	\$58.0	-\$93.3



BMS Infrastructure:

Full Corridor Planning	\$22.7
Phase 1 Design	\$20.6
Phase 1 Construction	\$60.5
Funds for Future Phases	\$5.5
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Total Current Project Funding:	\$109.2

BMS Quick Build:

Car Free Market Street Quick Build	\$1.5
Funds for Future Quick Build	\$2.2
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Total Quick Build Funding:	\$3.7

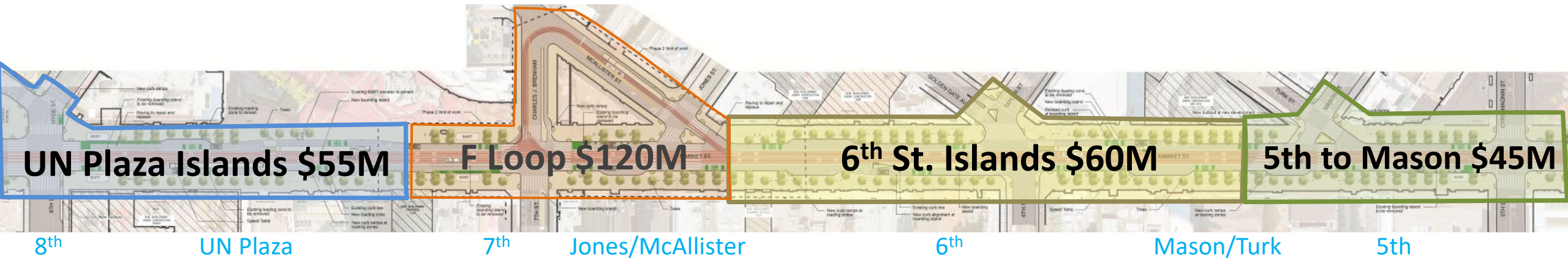
BMS Funding Plan (\$M) – October 2022



Capital Project 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
2014 Prop A GO Bond	12.96	7.64	7.00	45.30	0	72.91
SFMTA Transit Funds		1.36				1.36
Prop K (EP22U & EP44)		2.23		8.18	3.46	13.87
BUILD				0		0
OBAG				3.37		3.37
Federal Earmark				0.07		0.07
AHSC Grant				0		0
BART (8th/Grove/Hyde/Market)		0.23		0.62		0.84
FY22 COP				3.00		3.00
PUC		2.10			TBD	2.10
Total Identified Funding	22.67	13.55	7.00	60.53	5.46	109.23

- Project team is evaluating the full corridor implementation
 - Construction of boarding islands, track replacement and utility replacement between 5th to 8th streets are being evaluated
 - Given current available funding, cost projections, and anticipated construction impacts, SFMTA has deprioritized the F Loop and no longer part of Phase 2
 - The City is discussing next steps for future phases

F-loop & 5th to 8th Streets ROM Cost Estimate



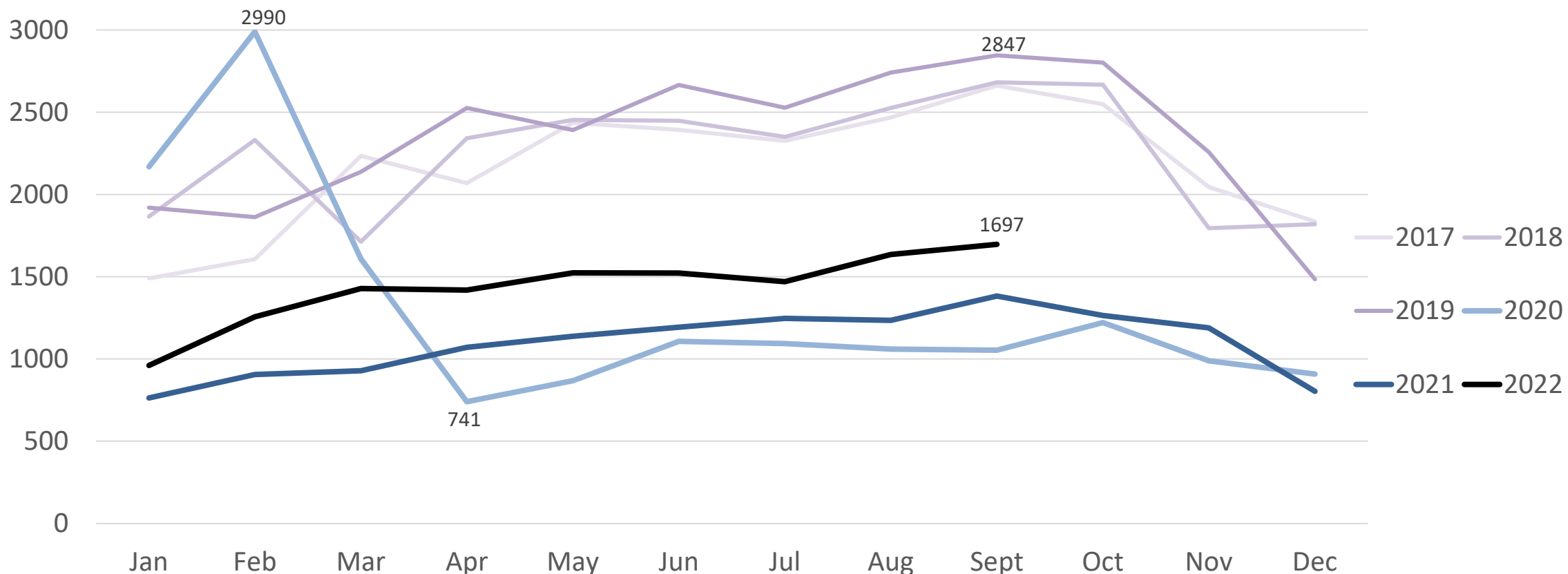
Conceptual Cost Estimate

		Estimated Cost	Estimated Soft Cost	Estimated Total Cost
F Loop (McAllister to west of 7 th)	Adds new tracks, overhead wires, etc. on Charles J Brenham and McAllister, traction power, 4 signals	\$70M	\$20M + 30M	\$120M
6th St Boarding Islands (Mason to McAllister)	Creates first/last accessible stop for trains serving the F loop, and improves accessibility for all buses on Market	\$35M	\$10M + 15M	\$60M
5th St Crossover & BART Grates (5 th to Mason)	State of good repair needs, crossover for F Market service from Powell to Fisherman's Wharf during loop construction	\$25M	\$5M + 15M	\$45M
UN Plaza (west of 7 th to 8 th Street)	Consolidate all transit to new UN Plaza boarding islands, allowing traffic calmed curb lane for bikes without buses	\$30M	\$10M + 15M	\$55M
TOTAL		\$160M	\$45M + \$75M	\$280M

- Quick Build projects can help implement some key elements of BMS temporarily until funding for permanent infrastructure is available
- Hub quick build design in process

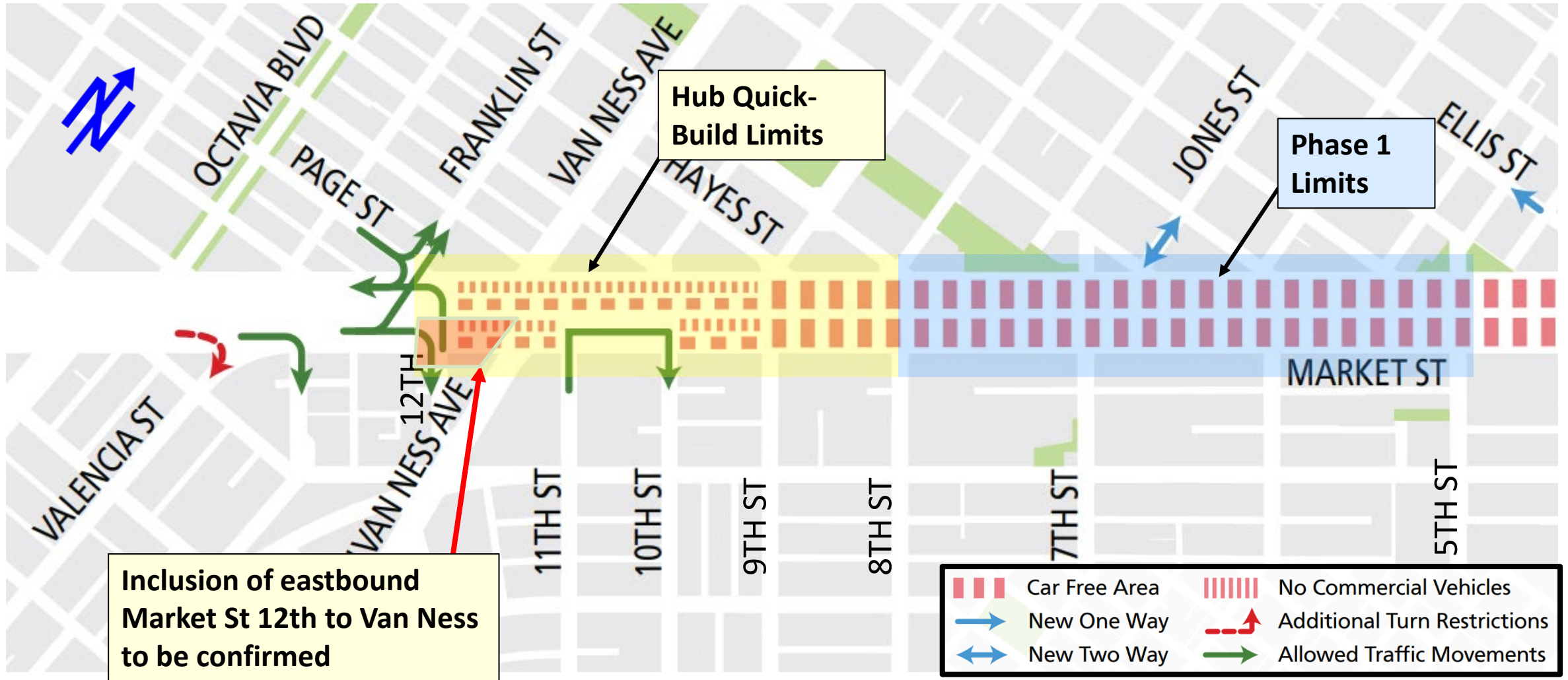
Funding Source	Car-free Market (Completed)	Future Phases	Total
BART (8th/Grove/Hyde/Market)	0.39		0.39
2014 Prop B - Population Growth	1.48	2.19	3.27
Total Identified Funding	1.87	2.19	3.66

Bike volumes have recovered to about 60% of pre-pandemic levels



Midweek Daily Bicycles (Tuesday-Thursday)
Market St. Eastbound Counter between 9th & 10th

Hub Quick-Build Project Limits



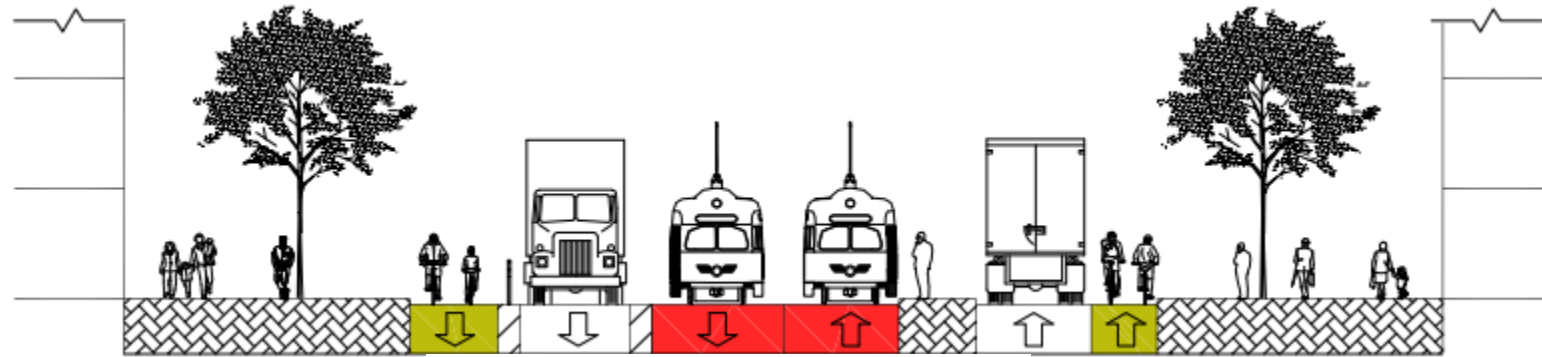


Market & Van Ness, looking southwest down Market Street



- Hub Area project initiated by Planning, now part of Market & Octavia Area Plan
- Drops a traffic lane in each direction and creates wider, separated bike lanes
- Muni, taxis and bikes only (no private or commercial vehicles)
- Traffic changes approved by MTA Board in Oct 2019 as part of Better Market Street legislation

Achieve Hub area project goals with quick build treatments



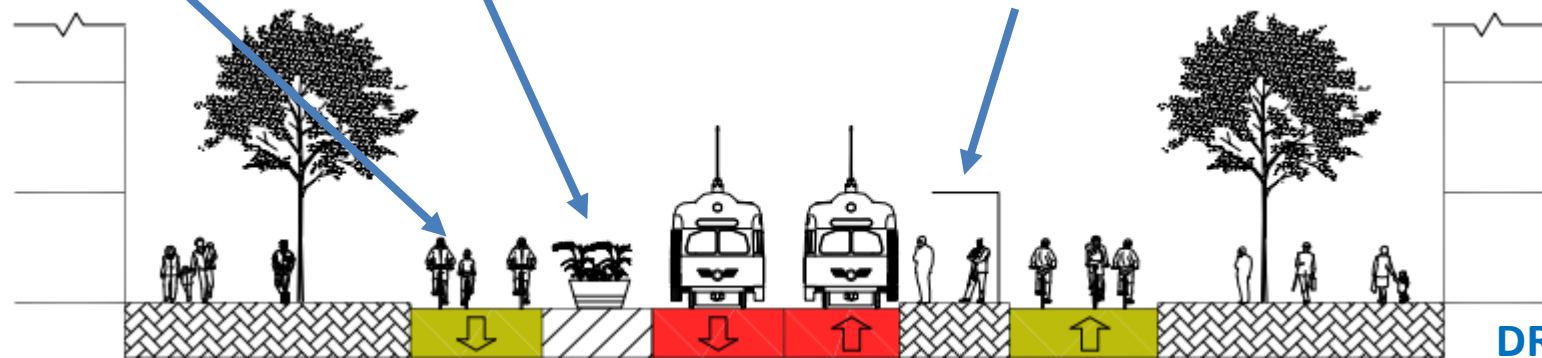
Existing

Wider, better-separated bikeways

Opportunities for streetscaping

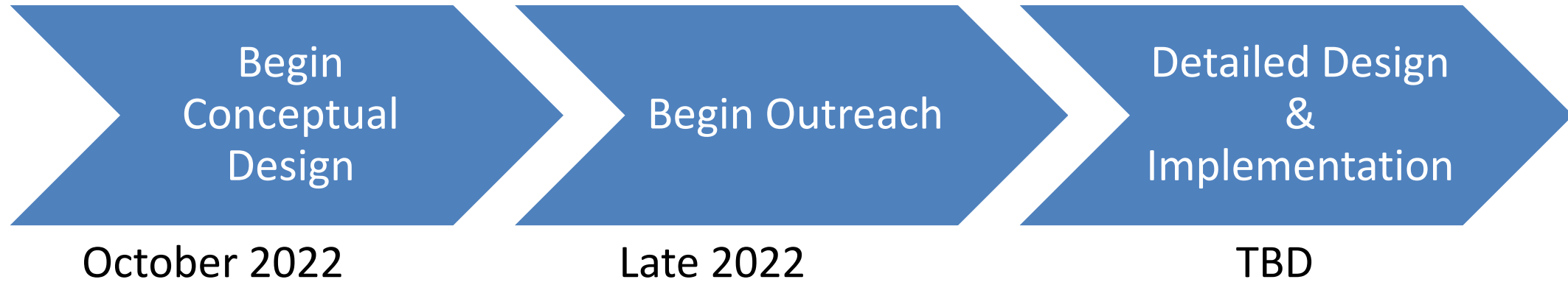
Wider, accessible boarding islands with shelters

Implements traffic restrictions from Market/Octavia Area Plan



Proposed

DRAFT CONCEPT FOR DISCUSSION PURPOSES ONLY



Budget: ~\$2 Million for Design & Construction

Funding Source: Proposition B (Population Growth)

- BART is installing 19 canopies over escalators on Market Street to improve safety and cleanliness
- Each canopy takes ~8 months to construct
- The project is estimated to be completed by 2026



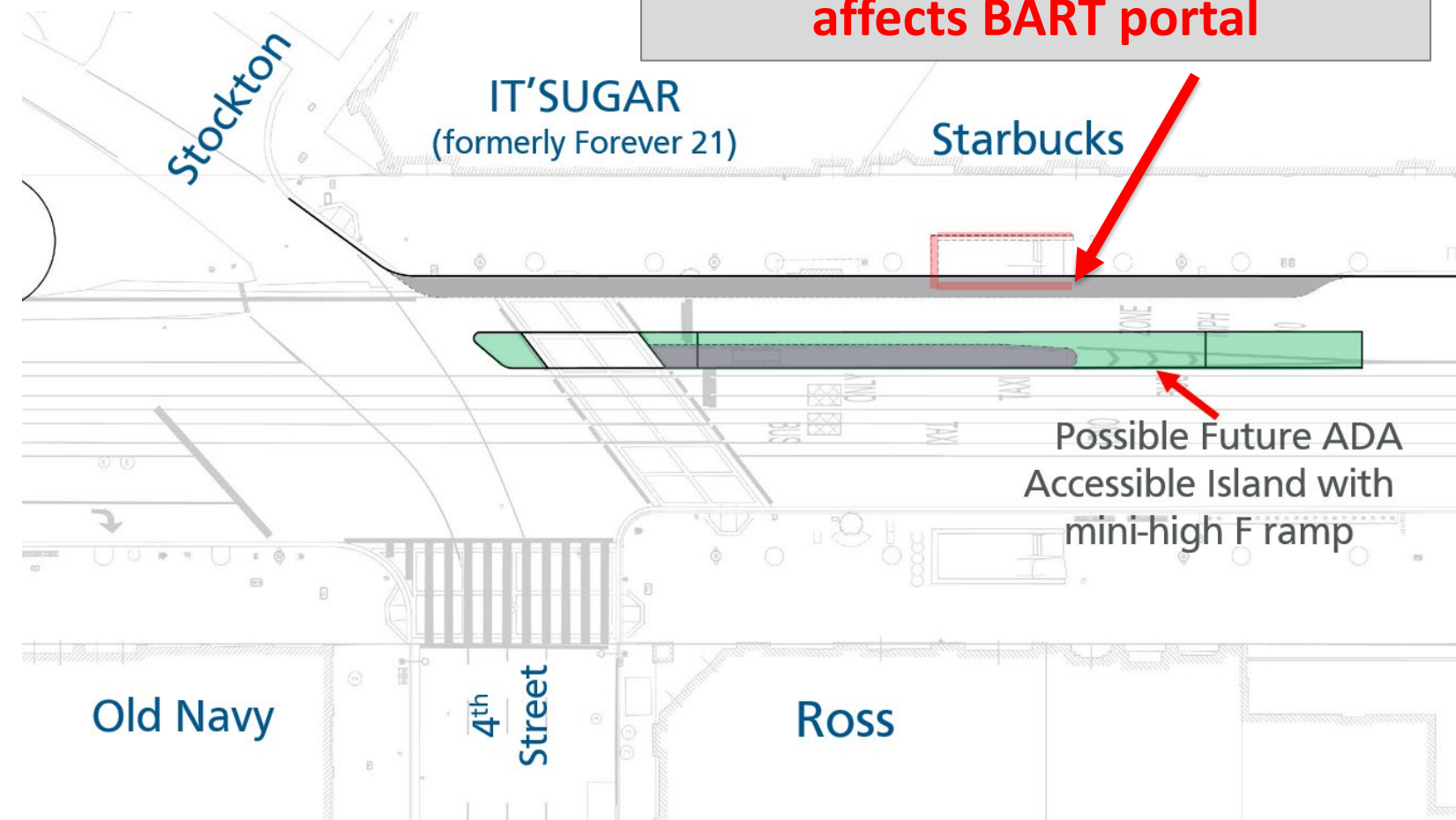
- The required canopies east of 4th Street are optional bid items which BART must initiate by the end of 2022.
- Meanwhile, the Muni 4th Street outbound boarding island is not ADA accessible and needs to be widened, requires narrowing or closing the northeastern BART portal



Potential ADA bus island conflicts with portal

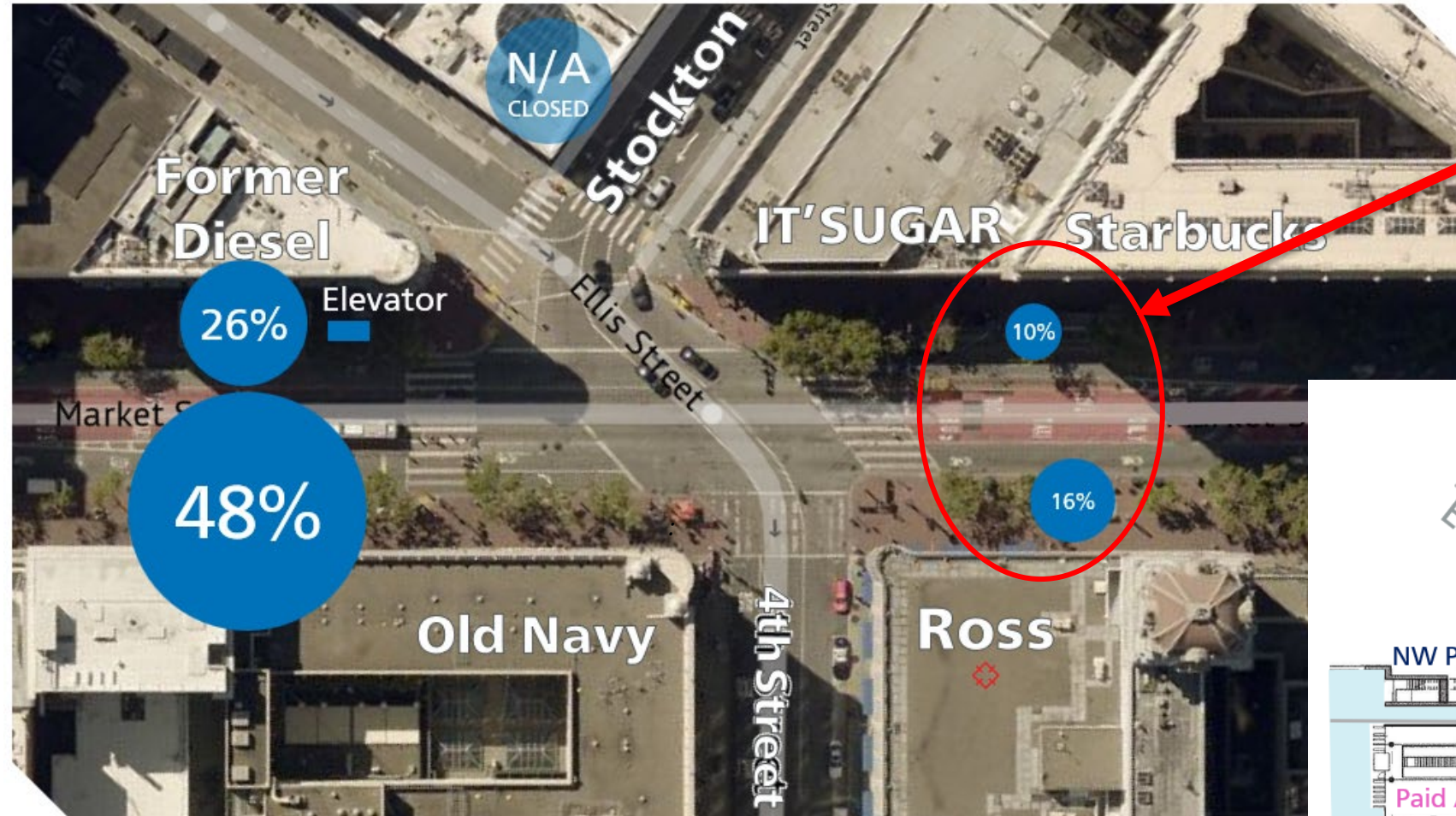


Required sidewalk narrowing to accommodate wider bus island affects BART portal

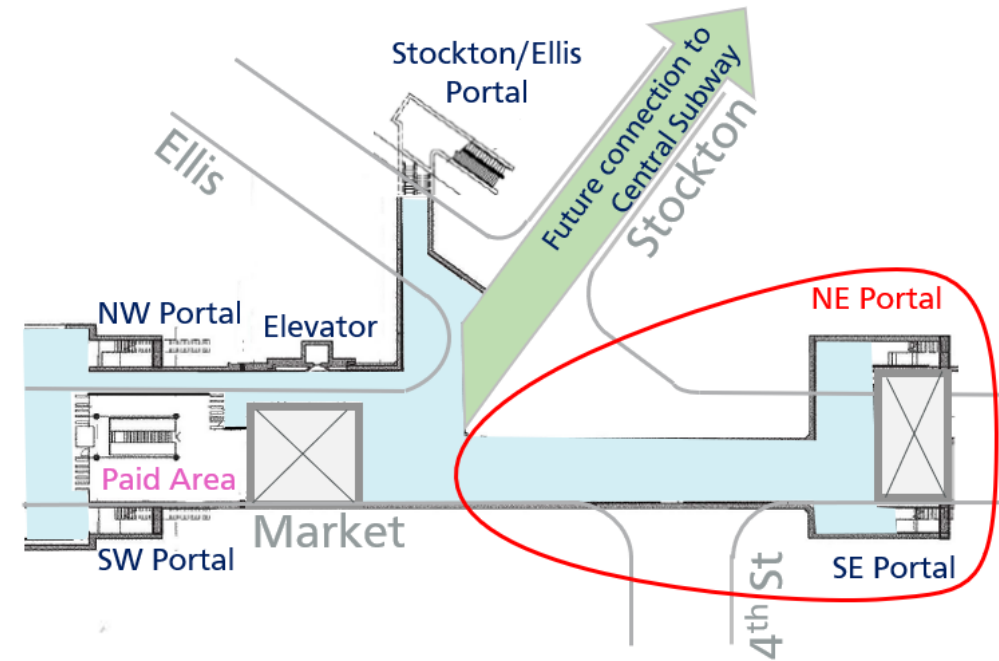


- Making the Muni boarding island accessible requires narrowing the sidewalk and closing the northeast BART
- Funding, design, timeline for **potential** widening of the island have not yet been determined

4th/Market Entries by Portal



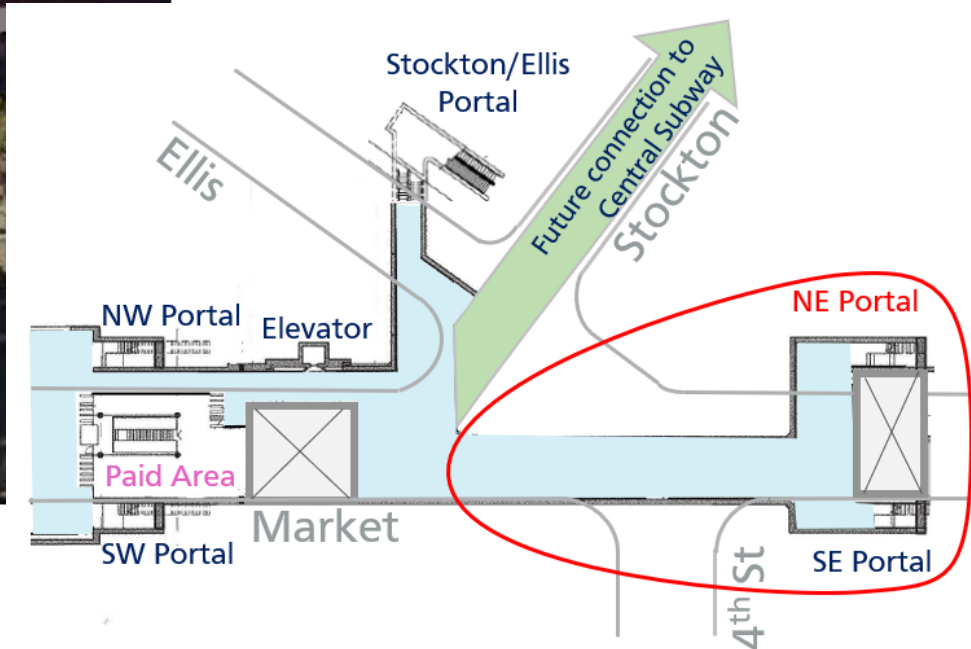
Eastern portals have about 26% of entries



4th/Market Exits by Portal



Eastern portals have only 6% of exits



- SFMTA staff conducted outreach to the SFMTA Multimodal Accessibility Advisory Committee, BMS Committee (CAC), Board of Supervisors, Union Square Alliance, SOMCAN, Senior Disability Action, and the adjacent property owners.
- Based on feedback, SFMTA's Director of Transportation formally requested that BART's General Manager close both eastern portals
- Next steps to be determined by BART's General Manager



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

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bettermarketstreetsf.org

BMS Funding Plan (\$M) as of July 2022



Funding Source	Corridor Env. & 30% Design	Design	Phase 1 Redesign	Construction	Future Phases	Total
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Federal Earmark				.07		.07
AHSC Grant				2.70		2.70
BART (8th/Grove/Hyde/Market)		.23		.62		.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