



Better Market Street

Capital Planning Committee

September 30, 2019



- Safety challenges for all modes
- Discontinuous bike facility
- Aging infrastructure: Streetlights, tracks, traffic signals, underground utilities, sidewalks
- Transit stops, curb ramps and brick paving do not meet current ADA standards
- Improving transit reliability and travel time

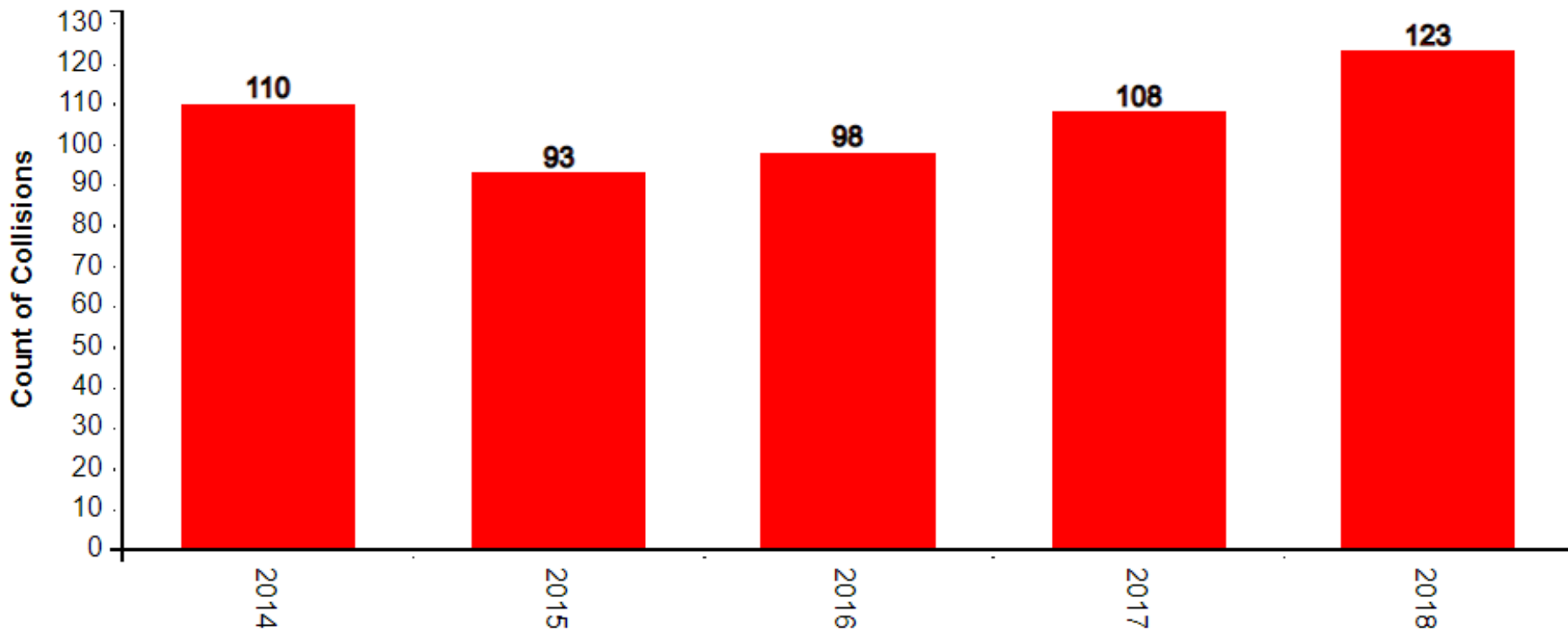




Market Street safety must be improved



Injury Collisions per year on Market between Octavia and Steuart

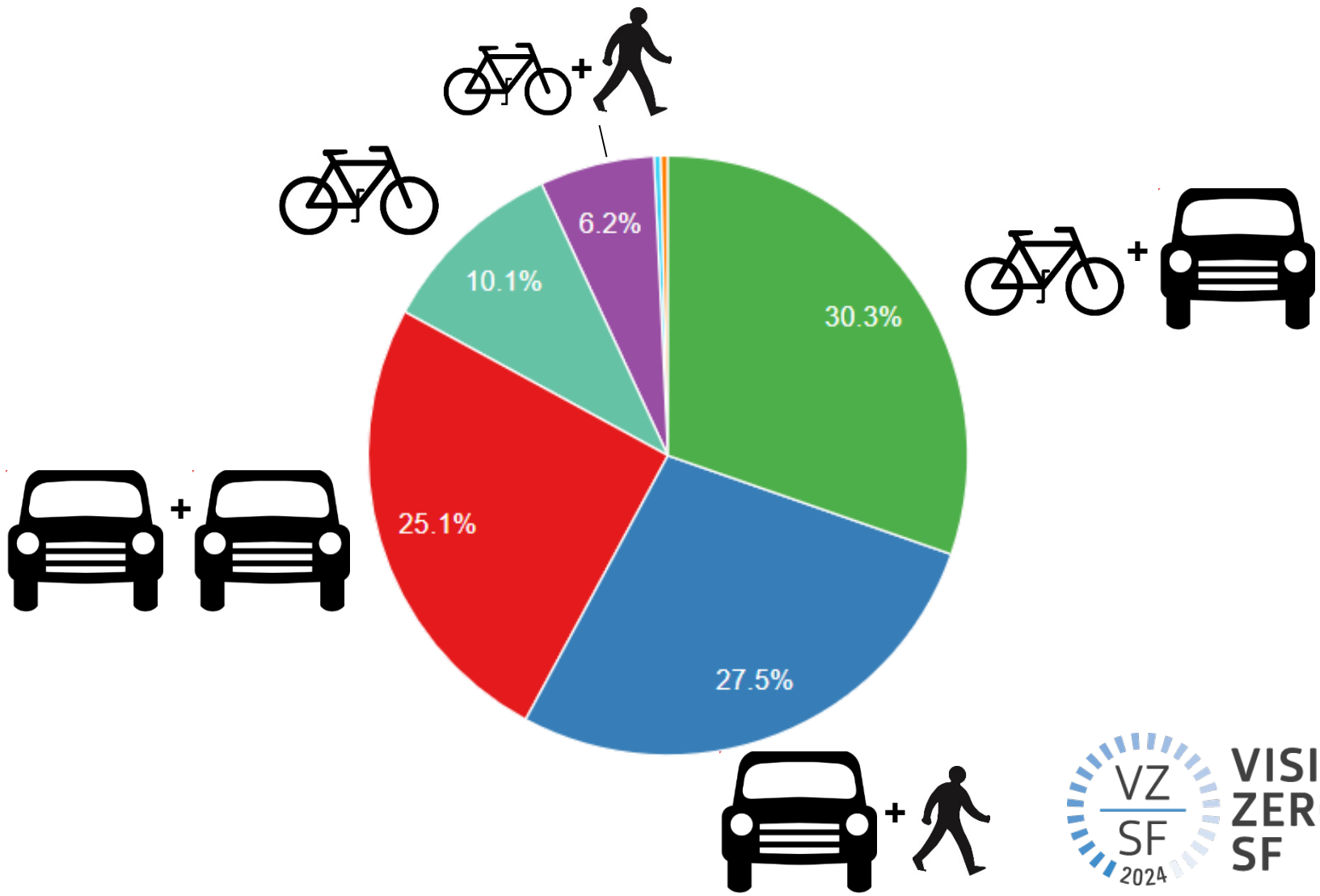




Market Street safety must be improved



75% of injury collisions involve people walking or biking





SFMTA

- Traffic Signals
- Rail
- Overhead Catenary System
- Traction Power

Partner Agencies

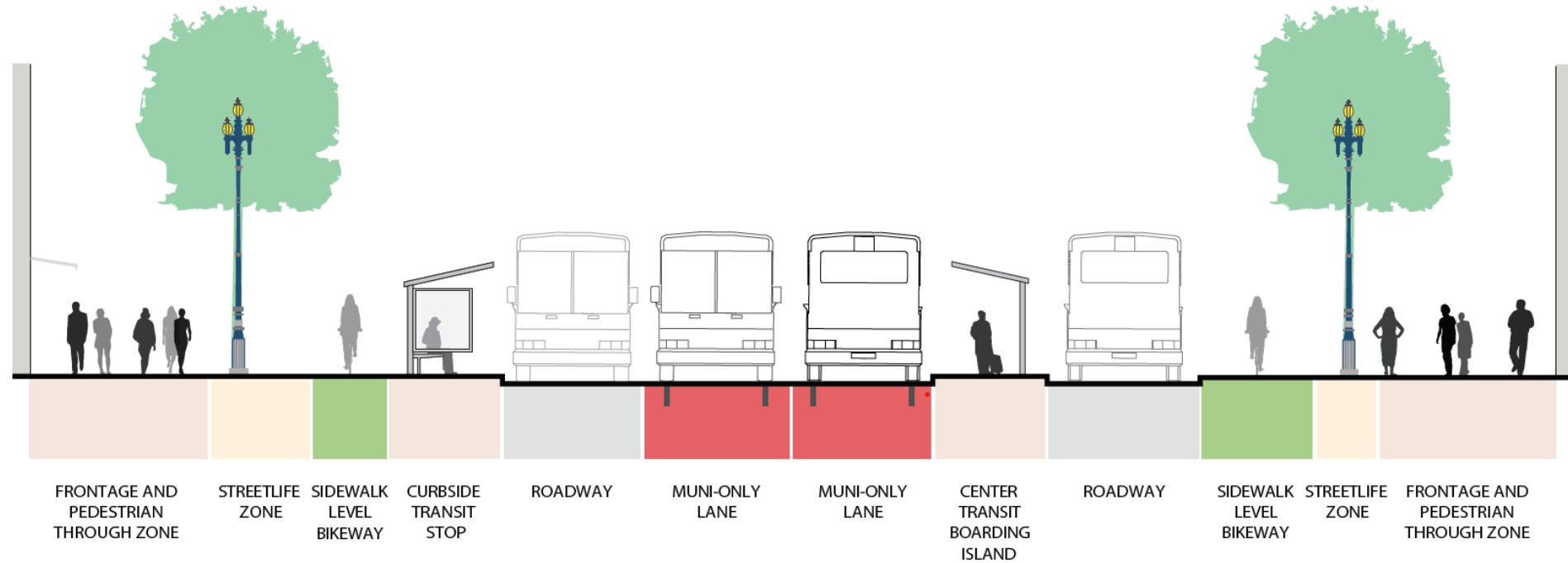
- Pavement
- New Sidewalks
- Curb Ramps
- Streetlights (Path of Gold)
- Sewer System
- Water System
- Communication Lines

Proposed Project



- Sidewalks rebuilt with smoother surface
- Sidewalk-level bikeway separated from pedestrians by buffer zone and tactile surface

Proposed Project



- Center Muni-only lane with Rapid stop spacing
- Dedicated sidewalk-level bikeway
- Upgraded, expanded, ADA accessible transit stops
- State of Good Repair upgrades



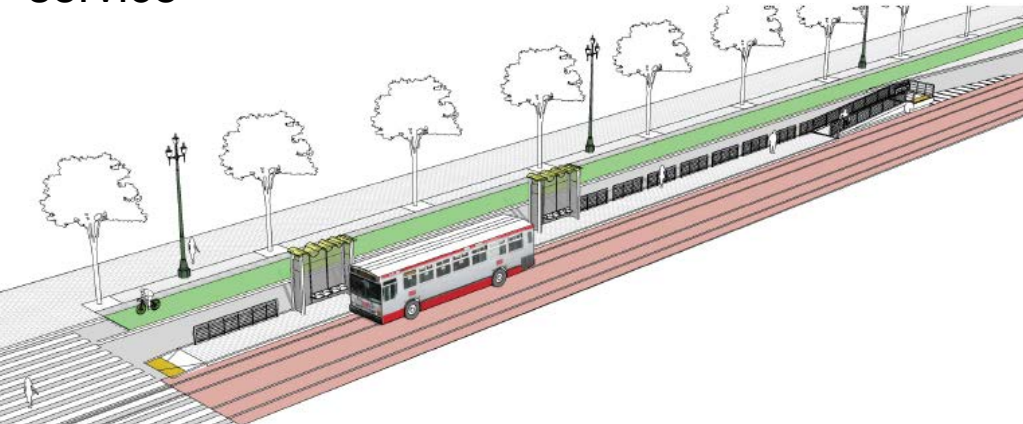
Proposed Muni Service



Up to 25% travel time savings by changing stop spacing, reducing conflicts with bikes and extending Muni-Only Lanes.



Rapid center lane service at BART/Muni stations provides easy transfers and faster service



Curbside stops located about every block provide local service and minimize walking

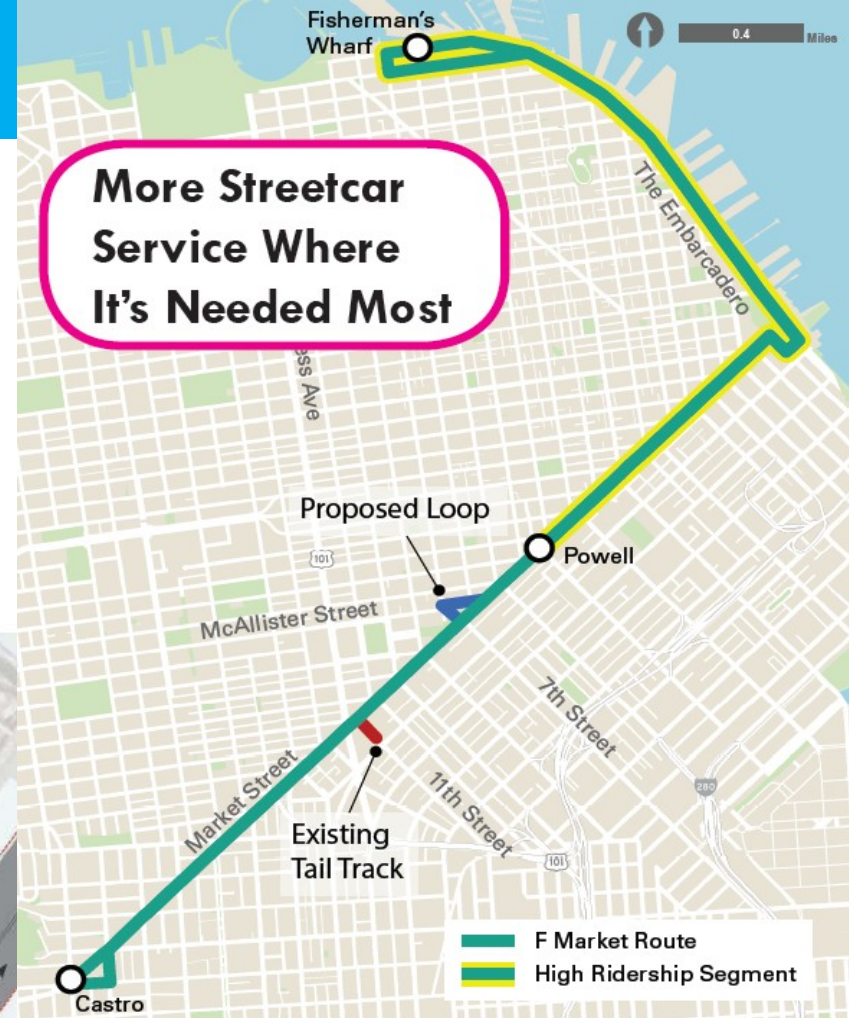
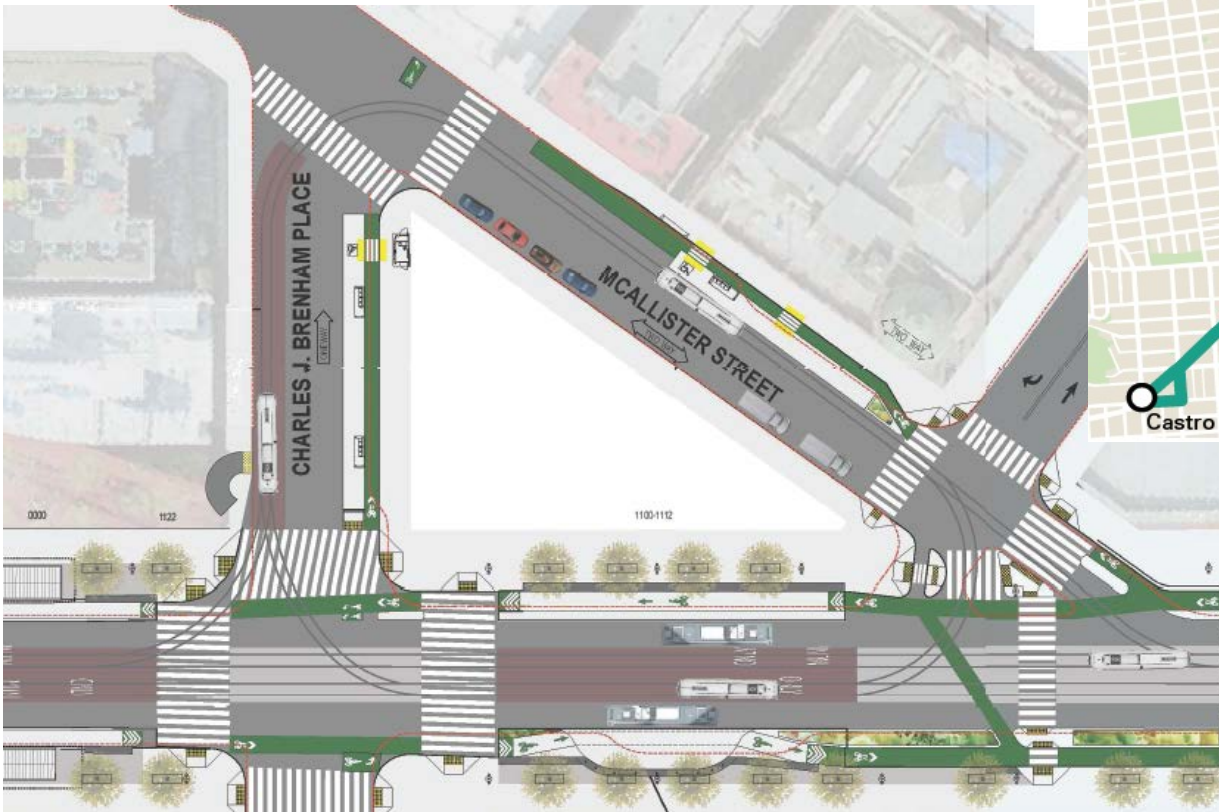




F Market Loop

New F-line turn-back loop on McAllister and Charles J Brenham

- Enables short-turns for additional service where ridership is highest
- Improves transit flexibility and reliability



- 5 rounds of workshops / open houses
- Webinars
- Stakeholder meetings
- Community Working Group
- Turn by Turn Web Map and Plan-View Explorer
- Website
- Surveys
- Mailings
- Merchant loading survey
- Posters in corridor/on transit
- Multi-lingual outreach
- Tabling at events



CEQA

- January 14, 2015: Notice of Preparation to prepare EIR
- February 27- April 15, 2019: Draft EIR circulated for public comment
- September 23, 2019: Final EIR published
- October 10, 2019: SF Planning Commission certification

Project Approvals

- October 11, 2019: Public Works Hearing
- October 15, 2019: SFMTA Board of Directors Meeting

NEPA

- Environmental Assessment (EA) underway with FHWA/Caltrans as lead agency.
- Draft EA anticipated later this year, Final EA in 2020

Initial improvements to be implemented later this year or early 2020

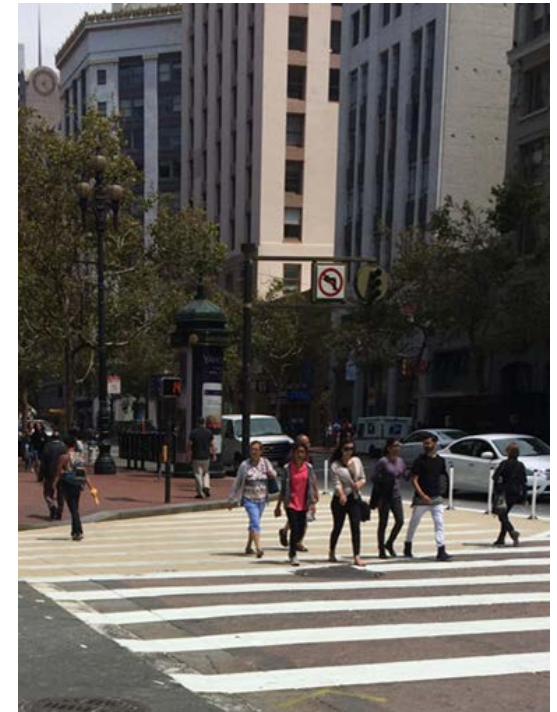
Vehicle Restrictions



Muni-Only Lanes



Painted Safety Zones



Private Vehicle Restrictions on Market



- Propose adopting the Design Alternative, which allows for additional safety improvements near Van Ness
- No private vehicles would be allowed:
 - eastbound between 12th and Spear streets
 - westbound between Steuart and Franklin streets
- Several adjacent street blocks converted to two-way (Spear, Jones, Turk, Mason) or one-way (Ellis) to facilitate circulation

Project Schedule



2018 2019 2020 2021 2022 2023

30% Design - Full Corridor

2018 - Fall 2019

Design - Phase 1A

2018 - Spring 2020

Early Implementation

Spring 2020

Construction - Phase 1A

2021 - 2023

The Better Market Street project will develop a project specific Construction Impact Mitigation Plan based on CCSF's Construction Mitigation Program including:

- Corridor Signage and Marketing Campaign
- Deploy Ambassadors
- Contractor Incentives
- Direct Business Support
- Public Office with Office Hours
- Muni transit service plan with transit improvements on Mission Street and special focus on F-line

Funding



The project has an estimated cost of \$603.7 million of which \$97 million will be funded by the 2014 Transportation G.O. Bond, \$18.4 million in federal funding and \$28.6 million from other local sources.



Funding Plan



Fund Source	Status	PLAN	ENV	PS&E	CON Phase 1 A (5 th -8 th St)	Total by Fund Source
General Fund	Allocated	2,480	2,620			5,100
Octavia Land Sales	Allocated		3,050			3,050
Market Octavia Impact Fees	Allocated		1,000			1,000
Transit Center Impact Fees	Programmed			2,000		2,000
Prop A GO Bond	Programmed	10,274	2,804	8,015	75,653	96,746
MTA Operating Fund	Programmed	3,000				3,000
BART (8th/Grove/Hyde/Market)	Programmed			225	410	635
Prop K (EP 22) formerly OBAG	Programmed			2,230	10,384	12,614
Prop K (EP 44)	Programmed				1,250	1,250
OBAG 2	Programmed				3,366	3,366
BUILD	Awarded				15,000	15,000
SFPUC Sewer						
SFPUC Water						
SFPUC Power						
SFPUC Streetlights						
Total Identified Funding		15,754	9,474	12,470	106,063	143,761
Total Unfunded						459,959
Total Project Cost						603,720

*PUC contribution is not reflected in the current Funding Plan

Other Potential Funding Sources



Fund Source

Federal	FTA 5309 (New Starts, Small Starts, Core Capacity)
Federal	FTA 5337 Fixed Guideway
Federal	OBAG 3 [FYs 2022/23-2026-27]
State	Senate Bill 1 Programs, Cap and Trade (e.g. ATP, LPP)
Regional	Regional Measure 3 (bridge tolls)
Local	MTA Prop B General Fund set-aside
Local	New Funding (vehicle license fee, bonds, sales tax, TNC tax)
Local	Impact Fees (Transit Center, etc.)