Better Market Street
Capital Planning Committee
September 30, 2019
Key Needs

- 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

- 2014: 110
- 2015: 93
- 2016: 98
- 2017: 108
- 2018: 123
75% of injury collisions involve people walking or biking
State of Good Repair Elements

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
• Sidewalks rebuilt with smoother surface
• Sidewalk-level bikeway separated from pedestrians by buffer zone and tactile surface
• Center Muni-only lane with Rapid stop spacing
• Dedicated sidewalk-level bikeway
• Upgraded, expanded, ADA accessible transit stops
• State of Good Repair upgrades
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.

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

F Market Loop

More Streetcar Service Where It’s Needed Most

F Market Route
High Ridership Segment
Community Engagement

- 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
Quick Build Implementation

Initial improvements to be implemented later this year or early 2020

Vehicle Restrictions

Muni-Only Lanes

Painted Safety Zones
• 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

Public Draft Environmental Impact Report (EIR)  
SPRING 2019

Certification of EIR  
FALL 2019

Project Approval  
FALL 2019

Advertisement - Phase 1A (5th St to 8th St)  
FALL 2020


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
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

<table>
<thead>
<tr>
<th>Fund Source</th>
<th>Status</th>
<th>PLAN</th>
<th>ENV</th>
<th>PS&amp;E</th>
<th>CON Phase 1 A (5th-8th St)</th>
<th>Total by Fund Source</th>
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<tbody>
<tr>
<td>General Fund</td>
<td>Allocated</td>
<td>2,480</td>
<td>2,620</td>
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<td>Octavia Land Sales</td>
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<td>Market Octavia Impact Fees</td>
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<tr>
<td>Transit Center Impact Fees</td>
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<td>2,000</td>
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<td>2,000</td>
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<tr>
<td>Prop A GO Bond</td>
<td>Programmed</td>
<td>10,274</td>
<td>2,804</td>
<td>8,015</td>
<td>75,653</td>
<td>96,746</td>
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<td>MTA Operating Fund</td>
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<td>BART (8th/Grove/Hyde/Market)</td>
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<td>225</td>
<td>410</td>
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<td>635</td>
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<td>Prop K (EP 22) formerly OBAG</td>
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<td>Prop K (EP 44)</td>
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<td>OBAG 2</td>
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<td>BUILD</td>
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<td>SFPUC Sewer</td>
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<td>SFPUC Water</td>
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<td>SFPUC Power</td>
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<td>SFPUC Streetlights</td>
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<td><strong>Total Identified Funding</strong></td>
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<td><strong>Total Project Cost</strong></td>
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<td></td>
<td></td>
<td></td>
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<td>603,720</td>
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*PUC contribution is not reflected in the current Funding Plan*
### Other Potential Funding Sources

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