



# Better Market Street

SFMTA Citizens' Advisory Council (CAC)

February 4, 2021







## 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

- 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
  - 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





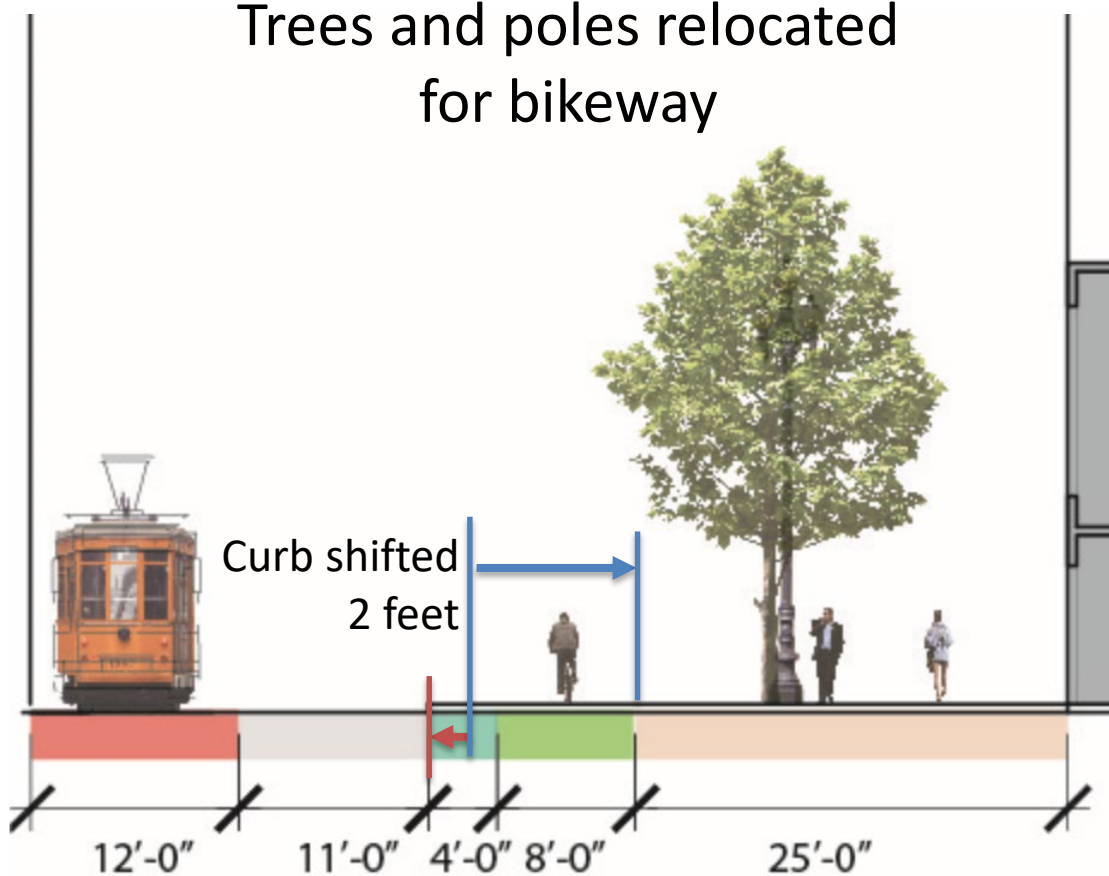
# 2019 vs. 2020: 5<sup>th</sup> to 8<sup>th</sup> Street - Typical Cross Section



## 2019 Design

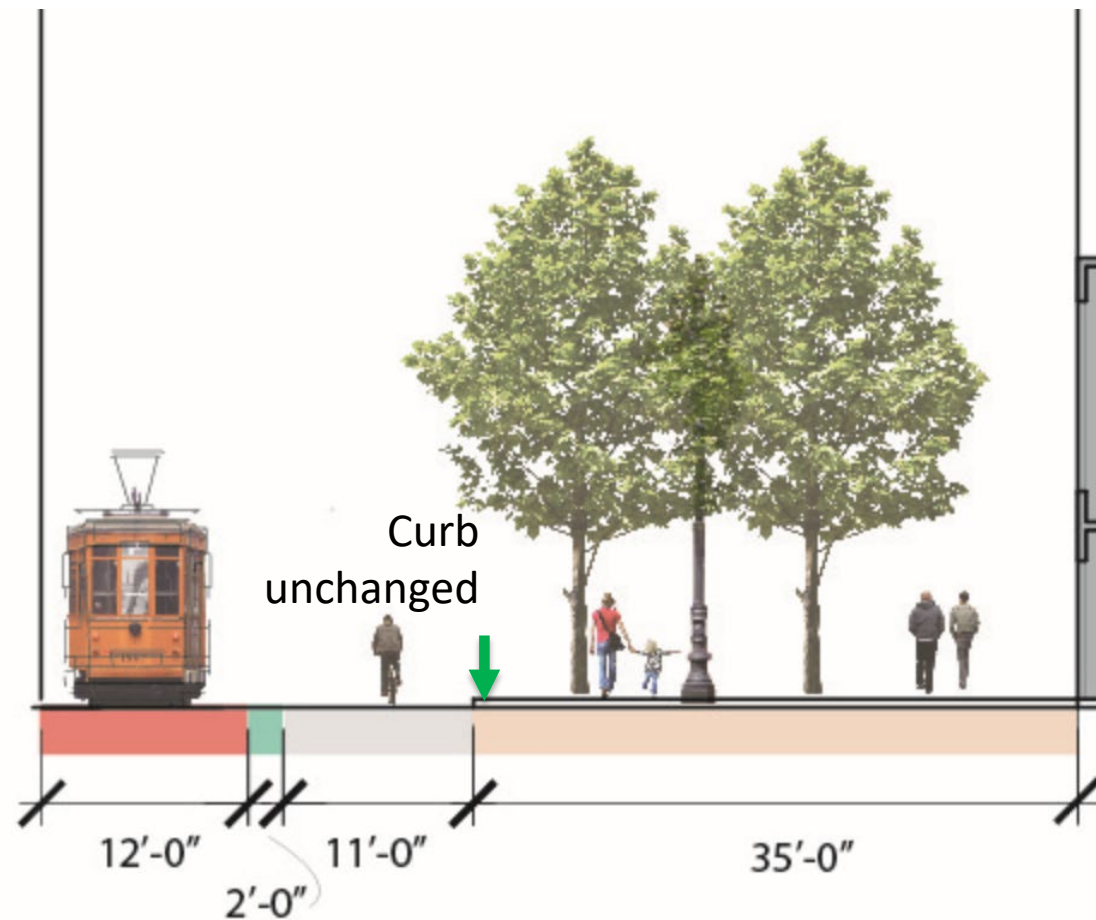
Curb shifted 2'

Trees and poles relocated  
for bikeway

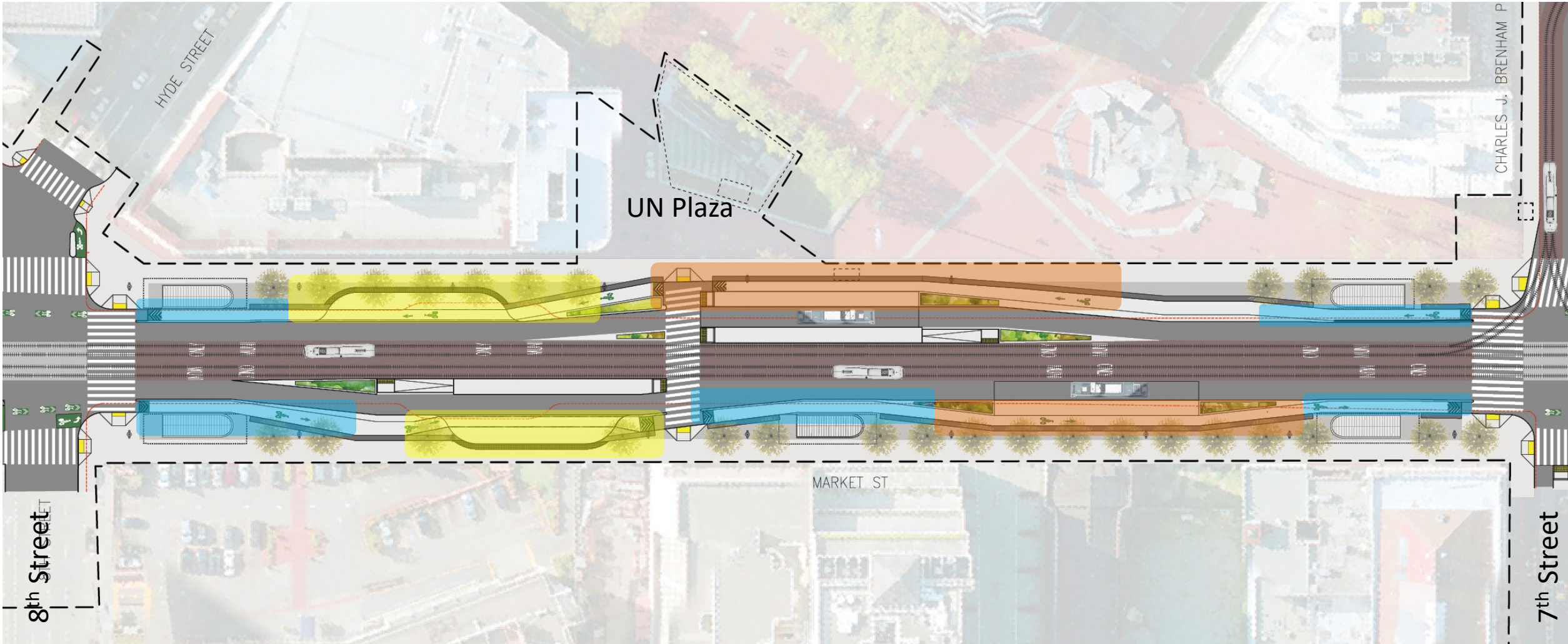


## 2020 Design

Curb unchanged







Narrows to 5-6' for BART portal

Narrows/potential conflicts at loading zone

Narrows to 6' at curbside stop

# 2019 vs. 2020: Curbside Transit Stop Cross Section

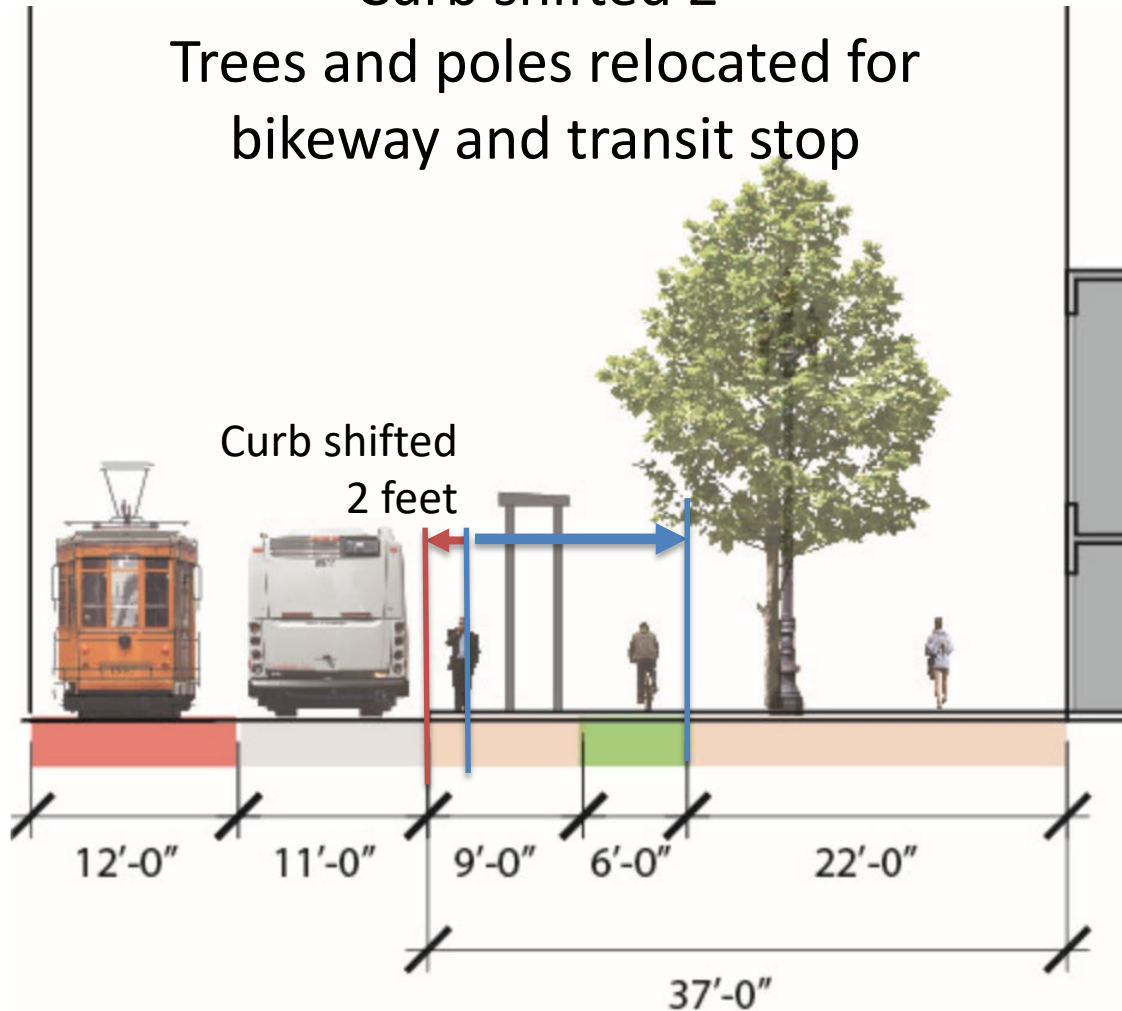


## 2019 Design

6 curbside stops

Curb shifted 2'

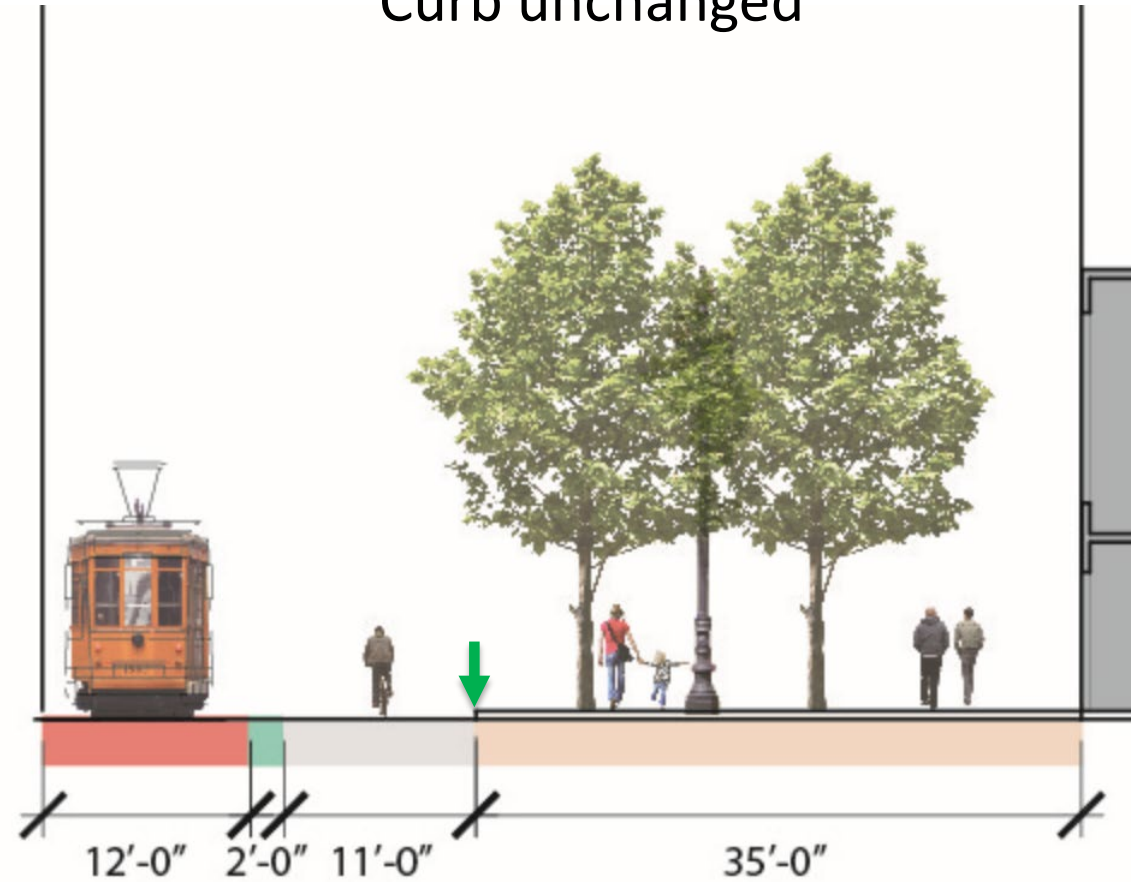
Trees and poles relocated for bikeway and transit stop



## 2020 Design

No curbside stops

Curb unchanged

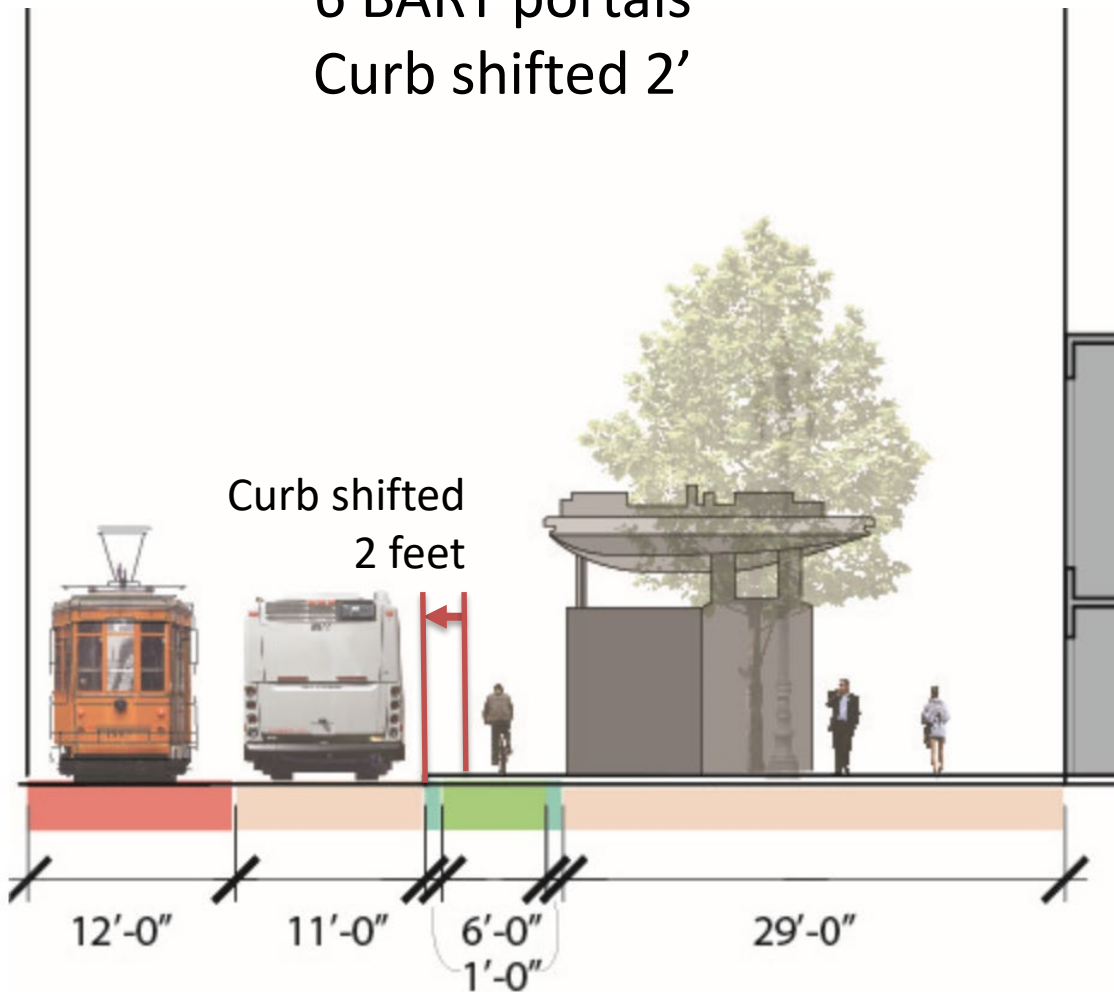




# 2019 vs. 2020: BART Portal Cross Section

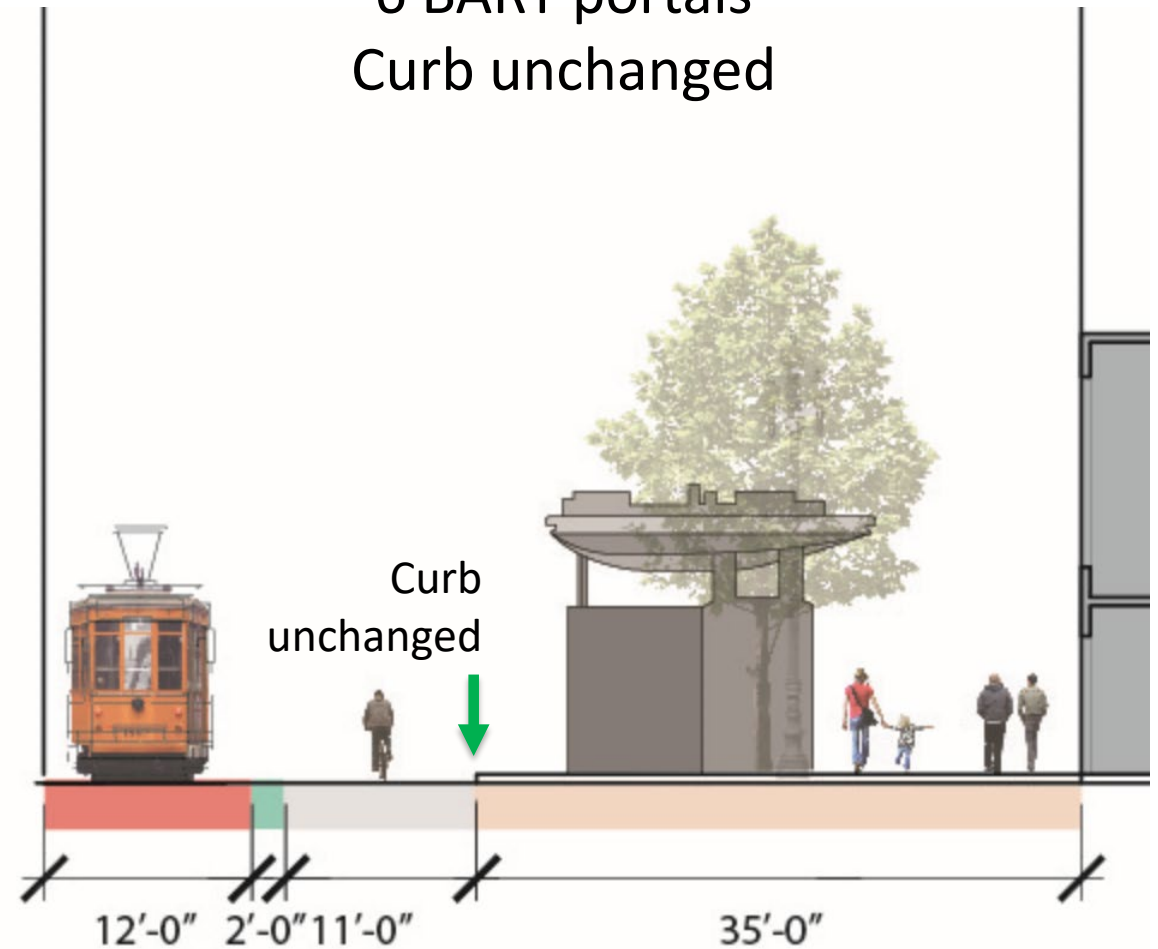
## 2019 Design

6 BART portals  
Curb shifted 2'



## 2020 Design

6 BART portals  
Curb unchanged



Bike lane width varies; 6' shown as typical.

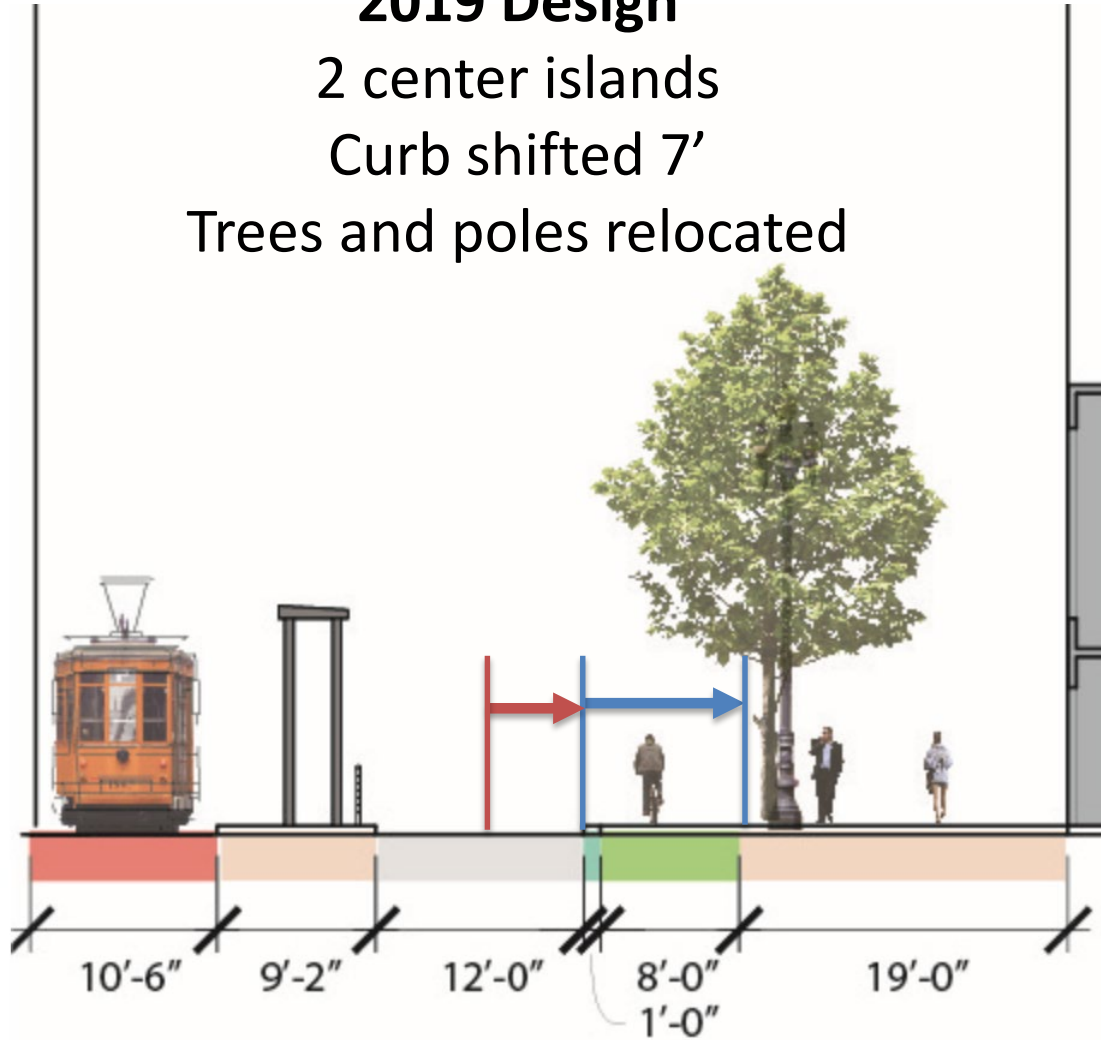
# 2019 vs. 2020: Center Island Cross Section

## 2019 Design

2 center islands

Curb shifted 7'

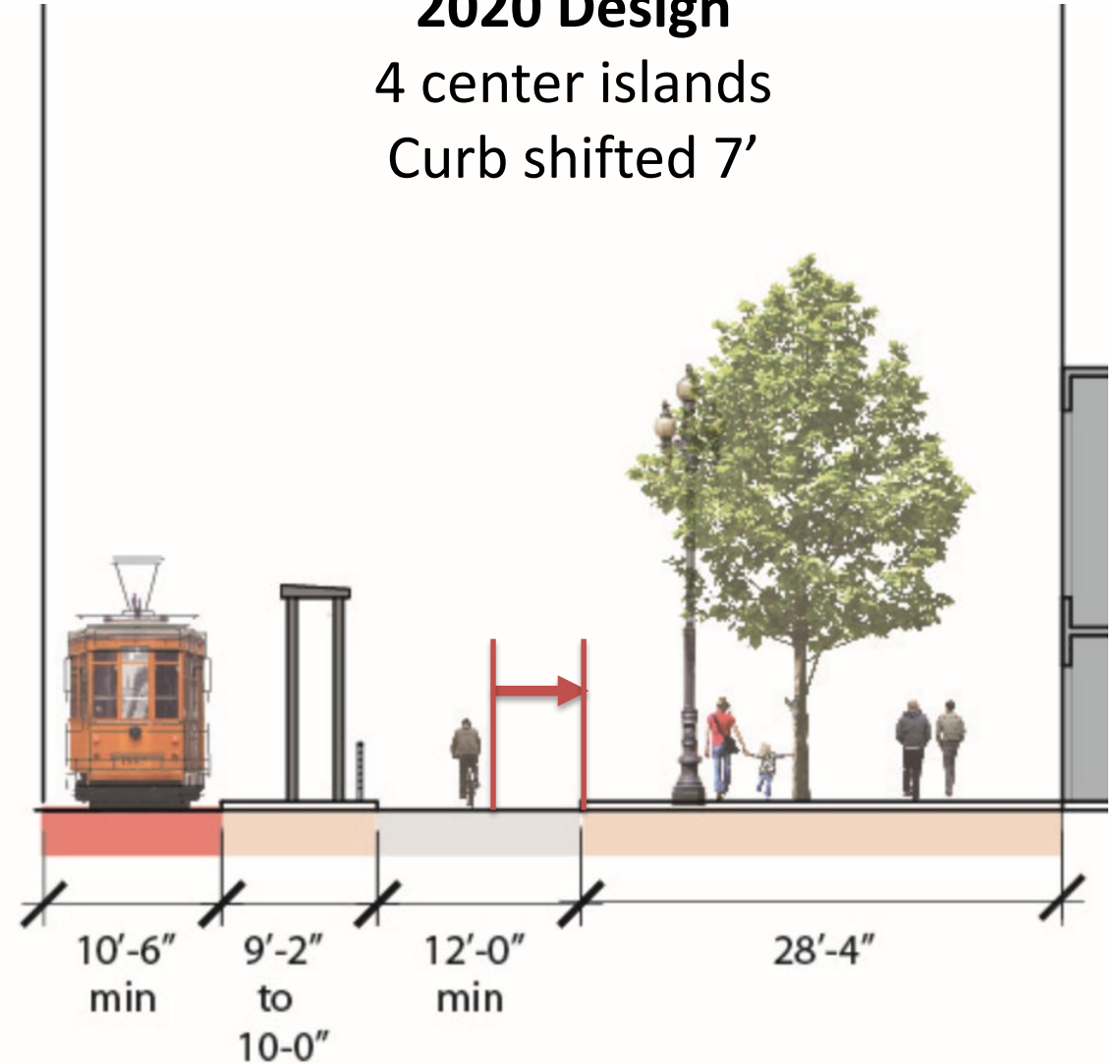
Trees and poles relocated



## 2020 Design

4 center islands

Curb shifted 7'





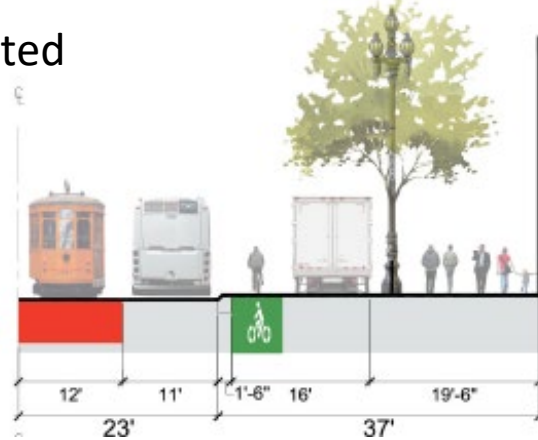
# 2019 vs. 2020 : Loading

## 2019: 6' bike lane with trucks crossing

Commercial loading restricted

6:00-9:30 AM south side

3:00-7:30 PM north side



## 2020: Loading Bays next to shared lane

Commercial loading restricted

6:00-9:30 AM south side

3:00-7:30 PM north side







- 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





- 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 signalized



# Intersection Improvements

- 53 curb ramps upgraded and doubled in width
- Repaving crosswalks and upgrading BART grates
- Adding accessible pedestrian signals at all crosswalks
- Upgrading traffic signals from 8" to 12" to improve signal visibility

Note: 2020 design avoids lengthening pedestrian crossings by up to 20 feet as the 2019 design required





Virtual Open House 11/2-11/30

Virtual Meetings 11/4, 11/9 - 281 attendees

Online Survey - 388 responses

Numerous stakeholder meetings

Stakeholder Meetings
BMS Community Advisory Group
Door-to-door outreach
F Loop stakeholders
Lighthouse for the Blind
Paratransit Coordinating Council
San Francisco Taxi Workers Alliance
SF Bicycle Advisory Committee
SF Bicycle Coalition/WalkSF/SF Transit Riders/ Market Street Railway
SFCTA Board & CAC
SFMTA Multimodal Accessibility Advisory Committee
SFMTA Taxi Color Scheme meeting
SFMTA Transit (Division Safety Committees)



# Changes to proposals based on feedback



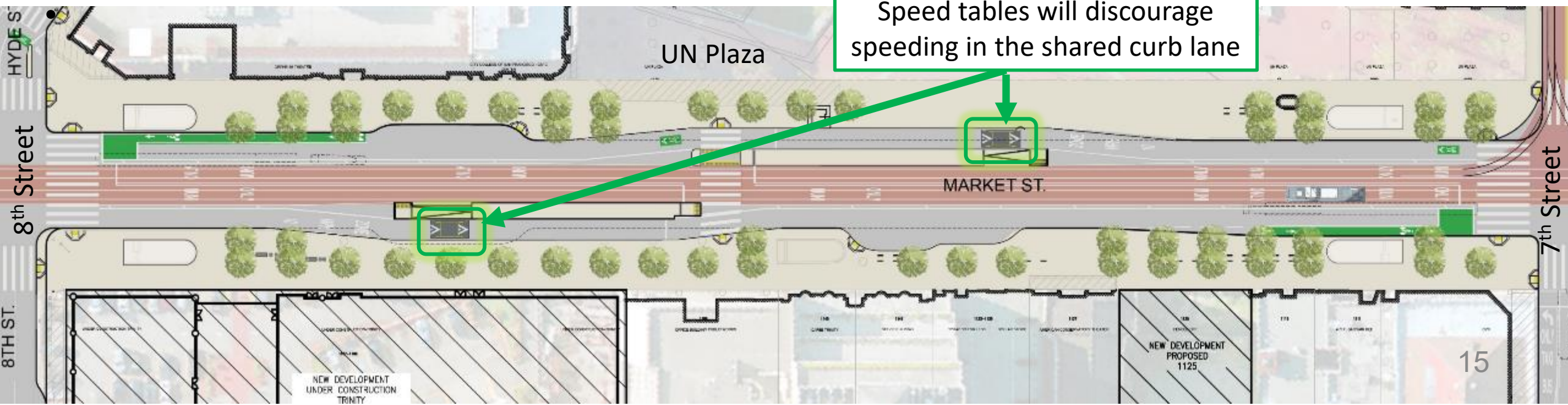
	Concerns Heard	Response
Shared Curb Lanes	<ul style="list-style-type: none"><li>• Concern from people biking, paratransit and taxis about <b>sharing curb lane</b></li></ul>	<ul style="list-style-type: none"><li>• Added <b>required right turns</b> for commercial vehicles and taxis</li><li>• <b>Added left turn exemptions for taxis on Mission Street</b></li><li>• <b>Lowered speed limit</b> to 20 MPH</li></ul>
Speed Tables and Mountable Curbs	<ul style="list-style-type: none"><li>• Concern about comfort from people biking over <b>speed tables</b></li><li>• Concern about crossing <b>mountable curb</b> to pass double parked or broken-down vehicles</li></ul>	<ul style="list-style-type: none"><li>• <b>Speed tables scaled back</b> to only locations adjacent to boarding islands</li><li>• <b>Mountable curb removed</b> from Phase 1 Contract; will experiment with more flexible, surface-applied treatments</li></ul>
Car-free Market Enforcement	<ul style="list-style-type: none"><li>• Concern that some <b>private vehicles</b> continue to use Market Street</li></ul>	<ul style="list-style-type: none"><li>• Added required right turns to reinforce vehicle restrictions</li><li>• Will <b>investigate enforcement strategies</b> (photo and in-person)</li></ul>



# Speed Tables & 20 MPH Speed Limit



- Speed tables adjacent to boarding islands will discourage speeding
- Previously proposed mountable curbs were removed from contract; additional experimentation planned
- Speed limit will be lowered to 20 miles per hour from Franklin to Steuart



# Changes for Taxis and Commercial Vehicles

- 2019 legislation included:
  - Peak hour, peak direction commercial vehicle loading restrictions (6-9:30 south side, 3-7:30 north side, taxis and paratransit allowed at all times)
  - Three required turns for commercial vehicles
- 2020 proposal adds:
  - Four required turns for commercial vehicles and taxis
  - New taxi-exemptions along Mission corridor will improve taxi circulation



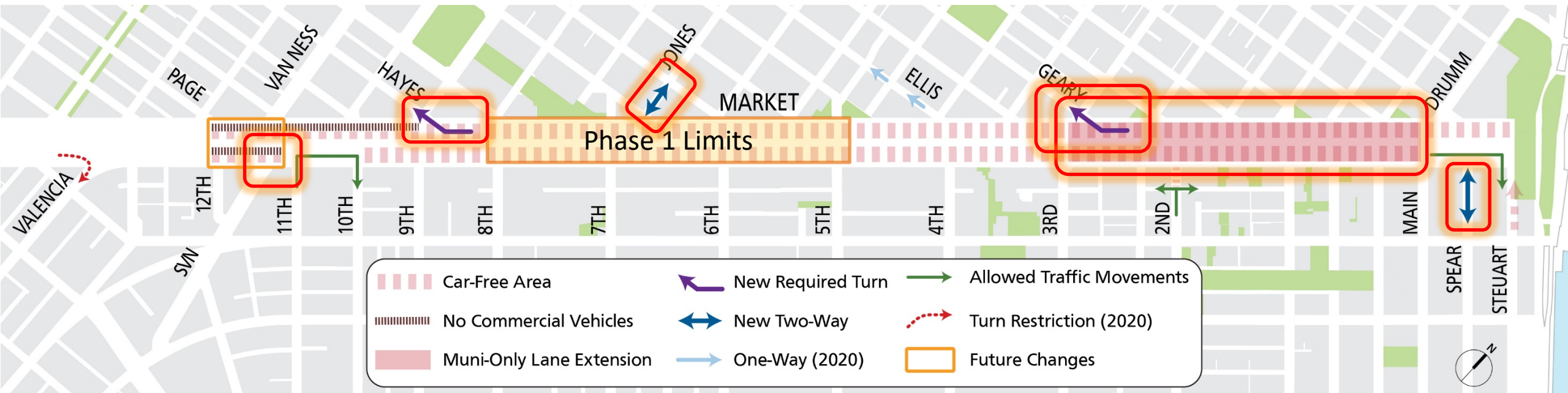


## Spring/Summer 2021

- Extend transit only lane from 3rd to Main Street
- Convert unit blocks of Spear, Jones to two-way
- Required right turn at Geary/Kearny westbound for taxis, commercial vehicles
- Hub Area: Required right turn at 9<sup>th</sup> Street, Safety improvements at Van Ness eastbound

## Schedule TBD

- Test vertical elements, speed tables
- Photo enforcement of illegal turns onto Market





# Quick Build 2021 - Required Turns at Kearny/Geary



DRAFT CONCEPT



## DRAFT CONCEPT





## ALTERNATE DRAFT CONCEPT





The SFMTA Board approved additional legislation on January 21, 2021

- Legislation to support design updates
  - Speed limit reduction and speed tables
  - Four required right turns for commercial vehicles and taxis
  - New taxi-exemptions along Mission Street will improve taxi circulation
  - Loading zone relocation near UN Plaza
  - Moving transit stop from farside to nearside on 7th Street at Market Street for F loop
- Permanent legislation for adjustments to January 2020 quick build and other minor “clean-up” legislation

The sidewalk-level bikeway was not rescinded for flexibility to build later, if warranted

# Funding Plan



Funding Source	Full Corridor Env. Review & 30% Design	Design Phase 1A <sup>1</sup>	Redesign Phase 1 <sup>2</sup>	Construction Phase 1 <sup>3</sup>	Future Phases	Total by Funding Source
<b>General Fund</b>	\$5.2 M					<b>\$5.2 M</b>
<b>Octavia Land Sales</b>	\$3.0 M					<b>\$3.0 M</b>
<b>Market Octavia Impact Fees</b>	\$1.5 M					<b>\$1.5 M</b>
<b>Transit Center Impact Fees</b>					\$ 2.0 M	<b>\$2.0 M</b>
<b>Prop A GO Bond</b>	\$13 M	\$7.6 M	\$7.0 M	\$66.9 M	\$31.8 M	<b>\$126.3 M</b>
<b>MTA Transit Funds</b>		\$1.4 M				<b>\$1.4 M</b>
<b>Prop K (EP 22U)</b>		\$2.2 M				<b>\$2.2 M</b>
<b>BUILD</b>				\$15.0 M		<b>\$15.0 M</b>
<b>Prop K (EP 22U &amp; 44)</b>				\$11.6 M		<b>\$11.6 M</b>
<b>OBAG</b>				\$3.4 M		<b>\$3.4 M</b>
<b>AHSC Grant</b>				\$2.7 M		<b>\$2.7 M</b>
<b>BART (8th/Grove/Hyde/Market)</b>		\$0.2 M		\$0.4 M		<b>\$0.6 M</b>
<b>PUC Sewer and Water Funds</b>		\$2.1 M				<b>\$2.1 M</b>
<b>PUC Sewer and Water Funds <sup>4</sup></b>				\$20.0 M		<b>\$20.0 M</b>
<b>Total Identified Funding</b>	<b>\$22.7 M</b>	<b>\$13.6 M</b>	<b>\$7.0 M</b>	<b>\$120 M</b>	<b>\$33.8 M</b>	<b>\$197 M</b>

1. Phase 1A design cost included sidewalk level bikeway

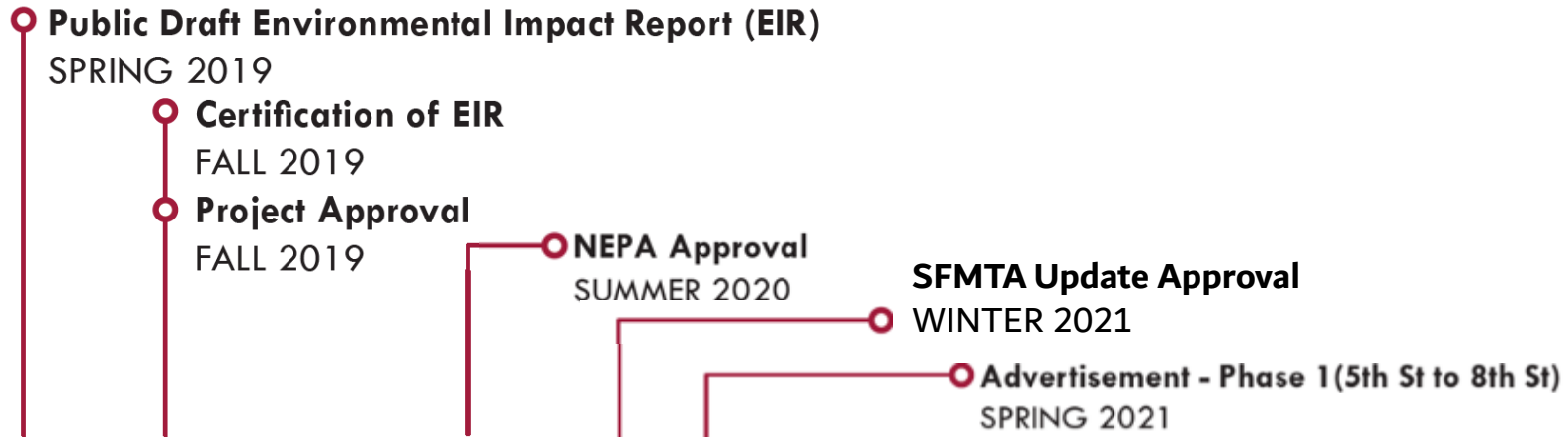
2. Phase 1 redesign cost includes shared curb lane

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



# Project Schedule



2018 ..... 2019 ..... 2020 ..... 2021 ..... 2022 ..... 2023 ..... 2024 ..... 2025 .....

30% Design - Full Corridor

2018 - 2019

Design - Phase 1

2018 - 2021

Quick Build

2020

Quick Build

2021

Construction - Phase 1 (5th to 8th streets)

2021 - 2023

Design - Phase 2 (F-Loop)

2021 - 2023

Construction - Phase 2 (F-Loop)

2024 - 2026

## **bettermarketstreetsf.org**

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