



Better Market Street

SFCTA Engineering, Maintenance and Safety (EMSC)

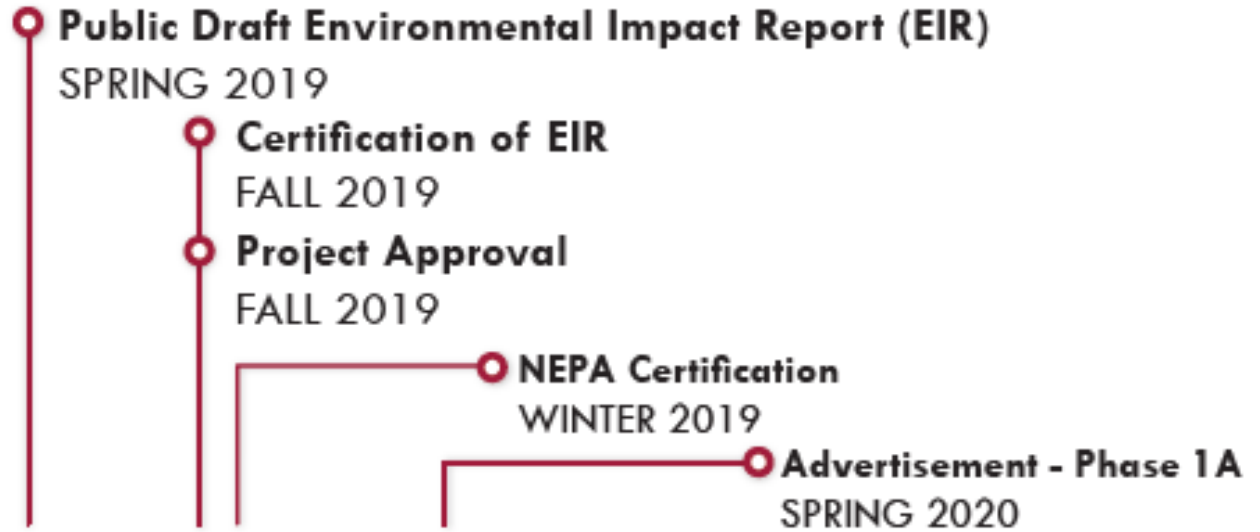
July 24, 2019



Proposed Project



Project Schedule



2018 2019 2020 2021 2022

30% Design - Full Corridor

2018 - Fall 2019

Design - Phase 1A

2018 - Spring 2020

Early Implementation

Spring 2020

Construction - Phase 1A

2020 - 2022

Open Houses

- Team hosted 2 Open Houses on June 1 & June 5 at ACT Costume Shop
- Announced Phase 1A
- Soliciting public input on urban design features
- Presented a Design Alternative on Market Street between Hayes and Gough





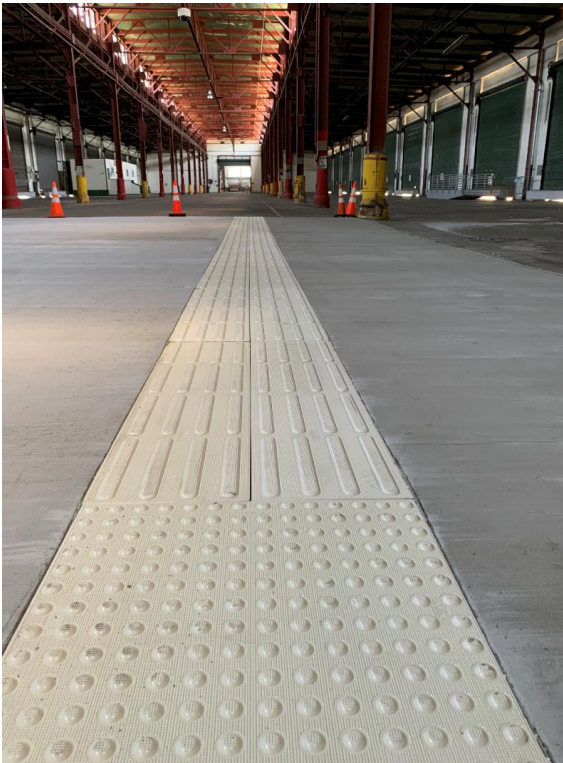
Turn Restriction and Muni Only Lanes



- Goals:
 - Improve bicycle, pedestrian and transit safety by reducing conflicts
 - Improve transit travel time by reducing congestion
- Buses, taxis, commercial vehicles, bicycles and paratransit would be exempt from vehicle restrictions



- Testing 4 alternatives at Pier 38
- Study participants will be of differing levels of vision and mobility disabilities
- Testing started in June 2019 and will be completed by the end of July 2019



Funding Plan



Fund Source	Status	PLAN	ENV	PS&E	CON	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	13,750	15,980
Prop K (EP 44)	Programmed				1,250	1,250
BUILD	Awarded				15,000	15,000
Total Identified Funding		15,754	9,474	12,470	106,063	143,761
Total Unfunded						459,959
Total Project Cost						603,720

*PUC funding is not included 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.)

Better Market Street

BETTER
MARKET
STREET



- 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





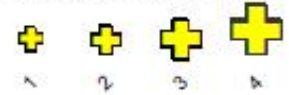
Collision Data



Count of all Injuries: 2005-2009

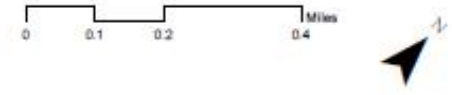


Severe Injuries and Fatalities



- School (Public or Private)
- Hospital / Clinic
- Senior Center
- Open Space
- Tourist Site (Union Square Area)
- Commercial Zoning

- Speed limit
- 25 mph
- 30 mph
- 35 mph
- Freeway



Data Subcommittee Nov 2011



- Pavement
- Brick Sidewalks
- Curb Ramps
- Streetlights (Path of Gold)
- Traffic Signals
- Rail
- Overhead Catenary System
- Traction Power
- Sewer System
- Water System
- Communication Lines



Integrate public realm and transportation improvements with Mid-Market revitalization

PLACE



MOBILITY



ECONOMIC DEVELOPMENT



BENEFITS

1. A street that is designed to reduce the number of traffic collisions and injuries
2. Improved performance and reliability of public transportation
3. An accessible sidewalk that identifies Market Street as the City's preeminent ceremonial street
4. Upgraded and new infrastructure