



Meeting Date: November 14, 2022

To: Public Works Commission
Lauren Post, Chair
Fady Zoubi, Vice Chair
Lynne Newhouse Segal
Paul Woolford

Through: Carla Short, Interim Public Works Director
Albert Ko, City Engineer and Deputy Director for Public Works

From: Carol Huang, Public Works Project Manager

Subject: Upper Market Corridor Safety Improvements Project, Contract No. 1000017336 – Increase to Construction Duration Contingency

Director’s Recommendation: Approve an increase of 169 calendar days to the contract duration contingency for the Upper Market Corridor Safety Improvements Project contract with Esquivel Grading & Paving, Inc.; and authorize the Director of Public Works to approve future modifications to the contract for a total contract duration of up to 664 consecutive calendar days.

Contract Background: The Upper Market Corridor Safety Improvements Project consists of civil roadway work, landscaping work, sewer work, electrical work, traffic signal modifications and traffic routing on Market Street from Castro Street to Octavia Boulevard/Highway 101, and on Guerrero Street from Market Street to Duboce Avenue in San Francisco, California. On January 14, 2021, Public Works awarded Esquivel Grading & Paving, Inc. (Contractor) a construction contract for the Upper Market Corridor Safety Improvements Project (Project).

In May 2021, the Notice-to-Proceed was issued for construction services and the Contractor was directed to begin construction on July 6, 2021 and would have up to 390 days for substantial completion and up to 60 days for final completion. Project construction was split into two segments. Segment 1 is for all scope between Octavia Street and 14th Street on Market Street and between Market Street and Duboce Street on Guerrero Street, and Segment 2 is for scope between 14th Street and Castro Street on Market Street.

Explanation of Requested Contract Cost and Duration: While the Project team has been able to successfully work with the Contractor to mitigate several challenges encountered along this busy commercial thoroughfare, , due to world-wide material shortages and supply-chain issues as

well as unforeseen conditions encountered during construction, the project schedule has been impacted by items discussed below.

Granite Stone Curbs: In August 2021 near the start of construction, Contractor notified the City Representative that the procurement of the contract-specified granite stone curbs would be delayed due to material shortage and supply-chain issues. The project team attempted to mitigate this delay by obtaining necessary materials through other contracts and City reserves, as well as request partial shipment of necessary materials to keep the project moving. After multiple and continued attempts of coordination, the Contractor finally received all the necessary granite stone curb quantities in early September 2022. As several remaining curb ramp locations are in Caltrans right-of-way (on-ramp and off-ramp of US 101 at Market Street and Octavia Street intersection), the Project team is currently working with Caltrans to extend necessary encroachment and traffic permits. Traffic control plans and weekly lane closure requests will require additional coordination due to public events in the City.

Electrical and Railing Components: The delivery of the contract-specified traffic signal cabinets, uplighting power/data combination cables and the fabrication of the contract-specified decorative transit island railings have also been impacted by material shortages and supply-chain issues. The Project team has attempted to mitigate delays by requesting that partial materials be delivered onsite and requesting that the Contractor mobilize multiple times to allow for work to continue. This mitigation has allowed above ground concrete work to be restored at certain locations and minimize disruption to MUNI transit stops along the project alignment. As of late September 2022, the project is still awaiting the delivery of remaining uplighting power/data combination cables and decorative transit island railings. The best estimate of material delivery of these items is October 2022. Upon receipt, the Project team will be required to coordinate with MUNI to allow for work to be completed between the existing MUNI tracks.

Unforeseen Conditions: During construction, several unforeseen utility conflicts were encountered and those also contributed to the need for a construction time extension. For example, one additional water facility was found beneath the proposed sidewalk widenings and the project was required to perform additional relocations. Further, two unexpected Department of Technology facilities sourced their power from the existing traffic signal cabinets and those facilities had to be relocated and coordinated for reconnection at the new traffic signal cabinets. Although these delays occurred concurrently with the material impacts above, the Project team has had to incur additional time and cost impacts due to these unforeseen conditions.

Holiday Moratorium: The Project will be required to cease all construction activities from the day after Thanksgiving through January 1 in observance of the holiday construction moratorium. As the entire project is located on commercial blocks, SFMTA Construction Regulations (the “Blue Book”) requires that all construction activities within the public right-of-way be suspended between Thanksgiving and January 1.

Upper Market Corridor Safety Improvements Project, Contract No. 1000017336 – Approval of Increase to Construction Duration Contingency

Public Works Commission meeting: 11/14/2022

By October 2022, more than 75% of the Project scope will be completed. Due to the project issues described above, the increased contract duration contingency will allow the Project to reach substantial completion by end of February 2023 once all the materials become available.

Staff proposes to increase the contract duration contingency by 169 non-compensable consecutive calendar days to the original contract duration contingency of 45 calendar days to address unforeseen circumstances related to material supply chain issues delaying the delivery of granite stone curbs, uplighting power/data combination cables and boarding island railings as well as unforeseen additional utility relocations. The requested time extension also accounts for temporary construction restriction during the holiday moratorium from the day after Thanksgiving through January 1.

Contract Details:

Contract Title:	Upper Market Corridor Safety Improvements
Contract Original Award Amount:	\$7,540,493.20
Contract Original Duration:	450 days
Contractor Name:	Esquivel Grading & Paving, Inc.

Summary of Contract Value:

Contract Cost Amount	Amounts
Original Contract Amount:	\$7,540,493.20
Original 10% Cost Contingency:	\$754,049.32
Requested Additional Cost Contingency:	-
Total Revised Contract Cost Limit:	\$8,294,542.52

Contract Duration	Days
Original Contract Duration (Substantial & Final Completion):	450
Original 10% Duration Contingency:	45
Requested Additional Duration Contingency:	169
Total Revised Contract Duration Limit:	664

Contract Funding Sources:	Interagency Plan Implementation Committee (IPIC) funds, Proposition K funds, MTA Operating funds and Affordable Housing and Sustainable Communities Grant funds
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Upper Market Corridor Safety Improvements Project, Contract No. 1000017336 – Approval of Increase to Construction Duration Contingency
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Compliance Information:	<p>12B Equal Benefits Ordinance Compliant</p> <p>12D: Minority/Women/Local Business Utilization Compliant</p> <p>14A: Disadvantaged Business Enterprise Program Compliant</p> <p>14B Local Business Enterprise and Non-Discrimination Ordinance</p>
Environmental Determination (if applicable):	<p>Categorically Exempt (Class 1, Existing Facilities) as determined by San Francisco Municipal Transportation Agency, Board of Directors (Resolution No. 170502-059, approved May 2, 2017), in accordance with the Planning Department’s written determination dated February 3, 2017 (Planning Department Case No. 2017-000817ENV)</p>
Related Commission Actions:	N/A
Additional Information:	N/A
Attachments:	<p>Attachment 1: Commission Resolution</p> <p>Attachment 2: Presentation</p>

**PUBLIC WORKS COMMISSION
CITY AND COUNTY OF SAN FRANCISCO**

RESOLUTION NO. 2022-_____

WHEREAS, On May 2, 2017, the San Francisco Municipal Transportation Agency Board of Directors approved Resolution No. 170502-059, a copy of which is contained in the Commission files for this resolution, approving numerous bicycle and parking and traffic modifications associated with the Upper Market Street Safety Project (“Upper Market Street Project”) and finding that the Upper Market Street Project is categorically exempt from the California Environmental Quality Act (“CEQA”) under a Class 1 Categorical Exemption, as determined by the Planning Department pursuant to a written determination dated February 3, 2017 (Case No. 2017-000817ENV), a copy of which is contained in the Commission files for this resolution; and

WHEREAS, On January 14, 2021, San Francisco Public Works awarded Contract No. 1000017336 under DPW Order No 204,139 for the Upper Market Corridor Safety Improvements Project, which comprises a portion of the Upper Market Street Project, to Esquivel Grading & Paving, Inc. in the amount of \$7,540,493.20 with a contract duration of 450 calendar days; and

WHEREAS, Public Works staff now requests an increase of 169 calendar days to the original contract duration contingency of 45 calendar days for the Upper Market Corridor Safety Improvements Projects; and

WHEREAS, The duration modification approved by this resolution would cover the longer construction duration caused by materials delivery delays related to supply chain issues and unforeseen utility relocations encountered during construction; now, therefore, be it

RESOLVED, That this Commission hereby approves an increase of 169 calendar days to the original contract duration contingency of 45 calendar days for the Upper Market Corridor Safety Improvements Project contract with Esquivel Grading & Paving, Inc.; and be it

FURTHER RESOLVED, That this Commission hereby authorizes the Director of Public Works to approve future modifications to the contract for a total contract duration of up to 664 consecutive calendar days.

I hereby certify that the foregoing resolution was adopted by the Public Works Commission at its meeting of November 14, 2022.

Robert Fuller, Commission Affairs Manager, Public Works Commission



SAN FRANCISCO PLANNING DEPARTMENT

CEQA Categorical Exemption Determination

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address		Block/Lot(s)	
Case No.	Permit No.	Plans Dated	
<input type="checkbox"/> Addition/ Alteration	<input type="checkbox"/> Demolition (requires HRER if over 45 years old)	<input type="checkbox"/> New Construction	<input type="checkbox"/> Project Modification (GO TO STEP 7)
Project description for Planning Department approval.			

STEP 1: EXEMPTION CLASS TO BE COMPLETED BY PROJECT PLANNER

Note: If neither class applies, an <i>Environmental Evaluation Application</i> is required.	
<input type="checkbox"/>	Class 1 – Existing Facilities. Interior and exterior alterations; additions under 10,000 sq. ft.
<input type="checkbox"/>	Class 3 – New Construction/ Conversion of Small Structures. Up to three (3) new single-family residences or six (6) dwelling units in one building; commercial/office structures; utility extensions.; ; change of use under 10,000 sq. ft. if principally permitted or with a CU. Change of use under 10,000 sq. ft. if principally permitted or with a CU.
<input type="checkbox"/>	Class ___

STEP 2: CEQA IMPACTS TO BE COMPLETED BY PROJECT PLANNER

If any box is checked below, an <i>Environmental Evaluation Application</i> is required.	
<input type="checkbox"/>	Air Quality: Would the project add new sensitive receptors (specifically, schools, day care facilities, hospitals, residential dwellings, and senior-care facilities) within an Air Pollution Exposure Zone? Does the project have the potential to emit substantial pollutant concentrations (e.g., backup diesel generators, heavy industry, diesel trucks)? <i>Exceptions: do not check box if the applicant presents documentation of enrollment in the San Francisco Department of Public Health (DPH) Article 38 program and the project would not have the potential to emit substantial pollutant concentrations. (refer to EP_ArcMap > CEQA Catex Determination Layers > Air Pollutant Exposure Zone)</i>
<input type="checkbox"/>	Hazardous Materials: If the project site is located on the Maher map or is suspected of containing hazardous materials (based on a previous use such as gas station, auto repair, dry cleaners, or heavy manufacturing, or a site with underground storage tanks): Would the project involve 50 cubic yards or more of soil disturbance - or a change of use from industrial to residential? If yes, this box must be checked and the project applicant must submit an Environmental Application with a Phase I Environmental Site Assessment. <i>Exceptions: do not check box if the applicant presents documentation of enrollment in the San Francisco Department of Public Health (DPH) Maher program, a DPH waiver from the</i>

	<i>Maher program, or other documentation from Environmental Planning staff that hazardous material effects would be less than significant (refer to EP_ArcMap > Maher layer).</i>
<input type="checkbox"/>	Transportation: Does the project create six (6) or more net new parking spaces or residential units? Does the project have the potential to adversely affect transit, pedestrian and/or bicycle safety (hazards) or the adequacy of nearby transit, pedestrian and/or bicycle facilities?
<input type="checkbox"/>	Archeological Resources: Would the project result in soil disturbance/modification greater than two (2) feet below grade in an archeological sensitive area or eight (8) feet in a non-archeological sensitive area? <i>(refer to EP_ArcMap > CEQA Catex Determination Layers > Archeological Sensitive Area)</i>
<input type="checkbox"/>	Subdivision/Lot Line Adjustment: Does the project site involve a subdivision or lot line adjustment on a lot with a slope average of 20% or more? <i>(refer to EP_ArcMap > CEQA Catex Determination Layers > Topography)</i>
<input type="checkbox"/>	Slope = or > 20%: Does the project involve any of the following: (1) square footage expansion greater than 1,000 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? <i>(refer to EP_ArcMap > CEQA Catex Determination Layers > Topography)</i> If box is checked, a geotechnical report is required.
<input type="checkbox"/>	Seismic: Landslide Zone: Does the project involve any of the following: (1) square footage expansion greater than 1,000 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? <i>(refer to EP_ArcMap > CEQA Catex Determination Layers > Seismic Hazard Zones)</i> If box is checked, a geotechnical report is required.
<input type="checkbox"/>	Seismic: Liquefaction Zone: Does the project involve any of the following: (1) square footage expansion greater than 1,000 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? <i>(refer to EP_ArcMap > CEQA Catex Determination Layers > Seismic Hazard Zones)</i> If box is checked, a geotechnical report will likely be required.
<u>If no boxes are checked above, GO TO STEP 3. If one or more boxes are checked above, an Environmental Evaluation Application is required, unless reviewed by an Environmental Planner.</u>	
<input type="checkbox"/>	Project can proceed with categorical exemption review. The project does not trigger any of the CEQA impacts listed above.
Comments and Planner Signature (optional):	

**STEP 3: PROPERTY STATUS - HISTORIC RESOURCE
TO BE COMPLETED BY PROJECT PLANNER**

PROPERTY IS ONE OF THE FOLLOWING: <i>(refer to Parcel Information Map)</i>	
<input type="checkbox"/>	Category A: Known Historical Resource. GO TO STEP 5.
<input type="checkbox"/>	Category B: Potential Historical Resource (over 45 years of age). GO TO STEP 4.
<input type="checkbox"/>	Category C: Not a Historical Resource or Not Age Eligible (under 45 years of age). GO TO STEP 6.

**STEP 4: PROPOSED WORK CHECKLIST
TO BE COMPLETED BY PROJECT PLANNER**


Check all that apply to the project.	
<input type="checkbox"/>	1. Change of use and new construction. Tenant improvements not included.
<input type="checkbox"/>	2. Regular maintenance or repair to correct or repair deterioration, decay, or damage to building.
<input type="checkbox"/>	3. Window replacement that meets the Department's <i>Window Replacement Standards</i> . Does not include storefront window alterations.
<input type="checkbox"/>	4. Garage work. A new opening that meets the <i>Guidelines for Adding Garages and Curb Cuts</i> , and/or replacement of a garage door in an existing opening that meets the Residential Design Guidelines.
<input type="checkbox"/>	5. Deck, terrace construction, or fences not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	6. Mechanical equipment installation that is not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	7. Dormer installation that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .
<input type="checkbox"/>	8. Addition(s) that are not visible from any immediately adjacent public right-of-way for 150 feet in each direction; does not extend vertically beyond the floor level of the top story of the structure or is only a single story in height; does not have a footprint that is more than 50% larger than that of the original building; and does not cause the removal of architectural significant roofing features.
Note: Project Planner must check box below before proceeding.	
<input type="checkbox"/>	Project is not listed. GO TO STEP 5.
<input type="checkbox"/>	Project does not conform to the scopes of work. GO TO STEP 5.
<input type="checkbox"/>	Project involves four or more work descriptions. GO TO STEP 5.
<input type="checkbox"/>	Project involves less than four work descriptions. GO TO STEP 6.

**STEP 5: CEQA IMPACTS – ADVANCED HISTORICAL REVIEW
TO BE COMPLETED BY PRESERVATION PLANNER**

Check all that apply to the project.	
<input type="checkbox"/>	1. Project involves a known historical resource (CEQA Category A) as determined by Step 3 and conforms entirely to proposed work checklist in Step 4.
<input type="checkbox"/>	2. Interior alterations to publicly accessible spaces.
<input type="checkbox"/>	3. Window replacement of original/historic windows that are not “in-kind” but are consistent with existing historic character.
<input type="checkbox"/>	4. Façade/storefront alterations that do not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	5. Raising the building in a manner that does not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	6. Restoration based upon documented evidence of a building’s historic condition, such as historic photographs, plans, physical evidence, or similar buildings.
<input type="checkbox"/>	7. Addition(s) , including mechanical equipment that are minimally visible from a public right-of-way and meet the <i>Secretary of the Interior’s Standards for Rehabilitation</i> .
<input type="checkbox"/>	8. Other work consistent with the <i>Secretary of the Interior Standards for the Treatment of Historic Properties</i> (specify or add comments):

<input type="checkbox"/>	<p>9. Other work that would not materially impair a historic district (specify or add comments):</p> <p style="text-align: right;"><i>(Requires approval by Senior Preservation Planner/Preservation Coordinator)</i> _____</p>
<input type="checkbox"/>	<p>10. Reclassification of property status. <i>(Requires approval by Senior Preservation Planner/Preservation Coordinator)</i></p> <p style="padding-left: 40px;"><input type="checkbox"/> Reclassify to Category A <input type="checkbox"/> Reclassify to Category C</p> <p>a. Per HRER dated: _____ <i>(attach HRER)</i></p> <p>b. Other <i>(specify)</i>:</p>
<p>Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST check one box below.</p>	
<input type="checkbox"/>	<p>Further environmental review required. Based on the information provided, the project requires an <i>Environmental Evaluation Application</i> to be submitted. GO TO STEP 6.</p>
<input type="checkbox"/>	<p>Project can proceed with categorical exemption review. The project has been reviewed by the Preservation Planner and can proceed with categorical exemption review. GO TO STEP 6.</p>
<p>Comments <i>(optional)</i>:</p>	
<p>Preservation Planner Signature:</p>	

**STEP 6: CATEGORICAL EXEMPTION DETERMINATION
TO BE COMPLETED BY PROJECT PLANNER**

<input type="checkbox"/>	<p>Further environmental review required. Proposed project does not meet scopes of work in either <i>(check all that apply)</i>:</p> <p style="padding-left: 40px;"><input type="checkbox"/> Step 2 – CEQA Impacts</p> <p style="padding-left: 40px;"><input type="checkbox"/> Step 5 – Advanced Historical Review</p> <p>STOP! Must file an <i>Environmental Evaluation Application</i>.</p>	
<input checked="" type="checkbox"/>	<p>No further environmental review is required. The project is categorically exempt under CEQA.</p>	
	<p>Planner Name: Christopher Espiritu</p> <hr/> <p>Project Approval Action:</p> <p>Other (SFMTA Board)</p> <p><small>If Discretionary Review before the Planning Commission is requested, the Discretionary Review hearing is the Approval Action for the project.</small></p>	<p>Signature:</p> <div style="text-align: center;">  </div> <p>Digitally signed by Christopher Espiritu Date: 2017.02.03 14:49:50 -08'00'</p>
<p><small>Once signed or stamped and dated, this document constitutes a categorical exemption pursuant to CEQA Guidelines and Chapter 31 of the Administrative Code.</small></p> <p><small>In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination can only be filed within 30 days of the project receiving the first approval action.</small></p>		

**STEP 7: MODIFICATION OF A CEQA EXEMPT PROJECT
TO BE COMPLETED BY PROJECT PLANNER**

In accordance with Chapter 31 of the San Francisco Administrative Code, when a California Environmental Quality Act (CEQA) exempt project changes after the Approval Action and requires a subsequent approval, the Environmental Review Officer (or his or her designee) must determine whether the proposed change constitutes a substantial modification of that project. This checklist shall be used to determine whether the proposed changes to the approved project would constitute a “substantial modification” and, therefore, be subject to additional environmental review pursuant to CEQA.

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address (If different than front page)		Block/Lot(s) (If different than front page)
Case No.	Previous Building Permit No.	New Building Permit No.
Plans Dated	Previous Approval Action	New Approval Action
Modified Project Description:		

DETERMINATION IF PROJECT CONSTITUTES SUBSTANTIAL MODIFICATION

Compared to the approved project, would the modified project:	
<input type="checkbox"/>	Result in expansion of the building envelope, as defined in the Planning Code;
<input type="checkbox"/>	Result in the change of use that would require public notice under Planning Code Sections 311 or 312;
<input type="checkbox"/>	Result in demolition as defined under Planning Code Section 317 or 19005(f)?
<input type="checkbox"/>	Is any information being presented that was not known and could not have been known at the time of the original determination, that shows the originally approved project may no longer qualify for the exemption?
If at least one of the above boxes is checked, further environmental review is required.	

DETERMINATION OF NO SUBSTANTIAL MODIFICATION

<input type="checkbox"/>	The proposed modification would not result in any of the above changes.
If this box is checked, the proposed modifications are categorically exempt under CEQA, in accordance with prior project approval and no additional environmental review is required. This determination shall be posted on the Planning Department website and office and mailed to the applicant, City approving entities, and anyone requesting written notice.	
Planner Name:	Signature or Stamp:



SAN FRANCISCO PLANNING DEPARTMENT

ENVIRONMENTAL EVALUATION APPLICATION COVER MEMO - PUBLIC PROJECTS ONLY

In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination can only be filed within 30 days of the project receiving the first approval action.

Please attach this memo along with all necessary materials to the Environmental Evaluation Application.

Project Address and/or Title:	Upper Market Street Safety Project
Project Approval Action:	SFMTA Board of Directors
Will the approval action be taken at a noticed public hearing? <input checked="" type="checkbox"/> YES* <input type="checkbox"/> NO	
* If YES is checked, please see below.	

IF APPROVAL ACTION IS TAKEN AT A NOTICED PUBLIC HEARING, INCLUDE THE FOLLOWING CALENDAR LANGUAGE:

End of Calendar: CEQA Appeal Rights under Chapter 31 of the San Francisco Administrative Code If the Commission approves an action identified by an exemption or negative declaration as the Approval Action (as defined in S.F. Administrative Code Chapter 31, as amended, Board of Supervisors Ordinance Number 161-13), then the CEQA decision prepared in support of that Approval Action is thereafter subject to appeal within the time frame specified in S.F. Administrative Code Section 31.16. Typically, an appeal must be filed within 30 calendar days of the Approval Action. For information on filing an appeal under Chapter 31, contact the Clerk of the Board of Supervisors at City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA 94102, or call (415) 554-5184. If the Department's Environmental Review Officer has deemed a project to be exempt from further environmental review, an exemption determination has been prepared and can be obtained on-line at <http://sf-planning.org/index.aspx?page=3447>. Under CEQA, in a later court challenge, a litigant may be limited to raising only those issues previously raised at a hearing on the project or in written correspondence delivered to the Board of Supervisors, Planning Commission, Planning Department or other City board, commission or department at, or prior to, such hearing, or as part of the appeal hearing process on the CEQA decision.

Individual calendar items: This proposed action is the Approval Action as defined by S.F. Administrative Code Chapter 31.

THE FOLLOWING MATERIALS ARE INCLUDED:

- 2 sets of plans (11x17)
- Project description
- Photos of proposed work areas/project site
- Necessary background reports (specified in EEA)
-



Date: 10/6/2016

To: Jeanie Poling, San Francisco Planning Department

From: Charles Ream, San Francisco Municipal Transportation Agency

Through: Erik Jaszewski, San Francisco Municipal Transportation Agency

Re: Upper Market Street Safety Project

BACKGROUND/PROJECT GOALS

The goal of the Upper Market Street Safety Project¹ (the project) is to increase safety and comfort for people using all modes of transportation along and across Market Street from Castro Street to Octavia Boulevard. This corridor is on the high-injury networks for walking, bicycling, and driving.

Consistent with the guidance of the Better Streets Plan, the project includes new curb extensions at several locations designed to shorten crossing distances and increase the visibility of people entering crosswalks, and related transit island and pedestrian refuge improvements. The project also includes parking-protected (Class IV) bike lanes, and changes to traffic circulation to increase safety for people using all modes of transportation.

Project construction will include ADA-compliant curb ramps; catch basins or manholes may be relocated, and pull boxes may need to be replaced. All project work will occur within the existing public right-of way, with some work occurring in the Caltrans right-of-way at Market Street/Octavia Street, and the depth of excavation will not exceed 12 feet. The project does not anticipate relocation of any historic light fixtures on Market Street.

EXISTING CONDITIONS

Market Street between Castro Street and Octavia Boulevard is a two-way, predominantly four-lane divided roadway. There are streetcar tracks in the lanes adjacent to a center median island and a Class II bike lane adjacent to the parking lane except where roadway width is constrained by Muni boarding islands and bulbouts.

Bicycle Connections

The Upper Market Street corridor provides a key bicycle route and connects Lower Market Street to the Wiggle via the Duboce Avenue bike path, as well as connections to Octavia Boulevard, McCoppin Street, 14th Street, Sanchez Street and 17th Street bike routes.

¹ For the purposes of this memorandum, the Upper Market Safety Project ('the project') is assumed to include all features and elements previously identified from the SFMTA's Market-Octavia Safety Project.

Transit Connections

In addition to the F-line streetcar, the corridor is served by 37-Corbett bus. Light rail transit stations are located underground at Castro Street and Church Street, and the J-Church light rail has stops at Church and Market Streets and Church and 14th Streets.

Vehicle Connections

Market Street is a principal arterial as defined by Caltrans in the California Road System, and includes a connection to the Central Freeway toward Highway 101, although this connection is restricted to where Octavia Street intersects with Market Street, and turns from Market Street onto the freeway are prohibited.

PROPOSED PROJECT

The following sections of this memorandum describe the improvements proposed as part of this project.

Curb Extensions/Modifications

Curb extensions decrease crossing distance, increase visibility of pedestrians, and can reduce the speed of turning vehicles to increase reaction time and reduce the severity of collisions, if they occur. In some instances, changes to existing curb extensions are required to facilitate other improvements, just and improving the conditions of bicycle lanes or allowing improved transit access. Curb extensions/modifications are planned for the following locations (with details described in parenthesis):

1. The southeast corner of Market Street and the US-101 off-ramp (into both streets)
2. The southwest corner of Market Street and the US-101 on-ramp (into the on-ramp)
3. The southeast corner of the intersection of Pearl Street and Market Street (into Pearl Street)
4. Hermann Street, north side, from Laguna Street westerly
5. Laguna Street, west side, from Hermann Street northerly
6. Market Street, north side, from Laguna Street easterly (elimination of existing bulbout into Market Street to accommodate improved transit island access and bike lane)
7. Guerrero Street, east side, from Market Street southerly (into Guerrero Street; shortening the pedestrian crossing distance across Guerrero and Market Streets)
8. Duboce Street, north side, from Market Street easterly (extension of existing bulb into Market, and new extension into Duboce; removal of pork chop island)
9. 14th Street, south side, from Market Street easterly (into 14th Street)
10. Northwest corner of 15th Street and Sanchez Street (into both streets)
11. Sanchez Street, east side, from Market Street southerly (into Sanchez Street)
12. Sanchez Street, west side, from Market Street northerly (into Sanchez Street)
13. 15th Street, south side, from Market Street westerly (into 15th Street)
14. 15th Street, south side, from Market Street easterly (into 15th Street)
15. Northwest corner of 16th Street and Noe Street (into both streets)
16. 16th Street, south side, from Market Street westerly (into 16th Street)
17. 16th Street, north side, from Market Street easterly (into 16th Street)
18. 16th Street, south side, from Market Street easterly (redesign of existing bulbout into 16th Street)

Transit Island Improvements

The project proposes improvements to the transit boarding islands on Market Street at Laguna Street and Guerrero Street. These enhancements will improve conditions crossing Market Street as well as improve boarding and alighting for passengers with mobility impairments. The planned improvements include:

1. The eastbound boarding island on Market Street at Guerrero Street will be enhanced with a thumbnail that buffers pedestrians from motor vehicles and provides guidance for people with sight impairment.
2. The westbound boarding island on Market Street at Laguna Street will be extended and widened to meet standards for wheelchair lift deployment and enhanced with a thumbnail that buffers pedestrians from motor vehicles and provides guidance for people with sight impairment
3. Thumbnail islands for the Market Street boarding islands in the inbound and outbound direction at Noe/16th Streets, Sanchez/15th Streets, Church/14th Streets, the outbound boarding island at Buchanan Street, and the inbound island at Dolores Street.

Median Refuge

The project will also improve pedestrian safety and comfort with a concrete median refuge at the following locations:

1. Crossing Laguna Street north of Market Street
2. Crossing Market Street at Dolores Street (shorten the pedestrian crossing distance across Market by modifying the median refuge and straightening the pedestrian path across Market)
3. Crossing Market Street at Octavia Boulevard, east and west crosswalks

Protected Bike Lanes

The project will provide a parking-protected bike lane on westbound Market Street between Octavia Boulevard and Duboce Street, and on eastbound Market Street between Guerrero Street and Octavia Boulevard. In a parking-protected bike lane, the parking lane is adjacent to the travel lane, and the bike lane is located between the parking and the curb. A buffer area separates the bike lane from the parking lane to protect people on bicycles from car doors and provide space for passengers accessing their vehicles. The buffer area will be designated by either painted stripes or by a raised concrete island.

Circulation Changes

The following changes to circulation will help improve pedestrian, bicycle and vehicle safety, and improve transit efficiency. These changes are not anticipated to have a significant influence on transit performance, and will improve safety for passengers walking to and from transit stops:

1. Prohibit left turns from eastbound Market Street to northbound Octavia Boulevard
2. Convert existing left-turn lane on eastbound Market Street to a raised center median
3. Add protected left turn phase for eastbound and westbound Market Street at Laguna and Guerrero Streets
4. Prohibit right turns from the center lanes of southbound Octavia Boulevard onto westbound Market Street (southbound Octavia Boulevard traffic making this right turn will use the local lane)
5. Remove approximately 50-foot left turn pocket from southbound Laguna Street approaching Market Street (create consolidated through/left turn lane)

7. Remove approximately 120-foot left turn pocket from northbound Guerrero Street approaching Market Street (create consolidated through/left turn lane)
8. No right turn on red:
 - a. Northbound Guerrero Street at Market Street
 - b. Westbound Market Street at Octavia Boulevard
 - c. Westbound Market Street at Laguna Street
 - d. Westbound Market Street at Buchanan Street
 - e. Eastbound Market Street at Guerrero Street
9. Convert Hermann Street to one-way eastbound from Buchanan Street to Laguna Street, and convert parallel parking on the north side to 45-degree angle parking
10. Remove approximately 160-foot left turn lane on northbound Buchanan Street approaching Hermann Street, and convert parallel parking on the west side of Buchanan Street to 45-degree angle parking
11. Remove approximately 220-foot right turn lane on westbound Duboce Street approaching Market Street, remove pork-chop island (create consolidated left/through/right turn lane)
12. Add bicycle signals and bicycle signal phase for EB cyclists exiting the Duboce Street path and continuing onto EB Market Street, and for cyclists at all legs at Market Street and Octavia Boulevard
13. Prohibit left turns from Sanchez Street (northbound and southbound) onto Market and 15th Streets, except for emergency vehicles
14. Prohibit left turns from Noe Street (northbound and southbound) onto Market and 16th Streets, except for emergency vehicles
15. Prohibit left turns from eastbound 16th Street onto Market and Noe Streets, except for emergency vehicles
16. Provide a protected left turn for vehicles traveling westbound on 16th Street, turning westbound on Market Street
17. Install an approximately 150 foot long left-turn pocket and provide a protected left turn for vehicles traveling eastbound on Market Street, turning northbound on Castro Street
18. Provide a protected left-turn signal phase for westbound Market Street, turning southbound on Castro Street.

Parking Modifications

The overall impact to parking supply in the project area is a net reduction of up to twenty-eight (28) automobile parking spaces and eight (8) motorcycle parking spaces.

The following parking spaces will be removed to accommodate curb extensions and parking protected bike lanes, and achieve minimum standard dimensions where existing bike lanes currently provide inadequate separation between cyclists and parked vehicles (exposing cyclists to the “door zone”):

1. Five (5) automobile spaces, north side of Market Street between Octavia Boulevard and Laguna Street
2. Two (2) automobile spaces, south side of Market Street between Octavia Boulevard and Laguna Street
3. Two (2) automobile spaces, north side of Market Street between Laguna Street and Buchanan Street
4. One (1) automobile space on Octavia Boulevard, west side, between Market Street and Waller Street (existing blue zone to be relocated to Market or Waller streets)

5. One (1) automobile space on Laguna Street, east side, north of Hermann Street
6. Three (3) automobile spaces on Hermann Street, south side, between Buchanan Street and Laguna Street
7. One (1) shared automobile spaces on Pearl Street, west side, south of Market Street
8. Two (2) automobile spaces, south side of Market Street between Dolores Street and Church Street
9. One (1) automobile space, on the south side of Market Street between Castro Street and Noe Street
10. One (1) automobile space and three (3) motorcycle spaces on the north side of Market Street between Noe Street and 15th Street
11. One (1) automobile space on the south side of 16th Street at Market Street
12. One (1) automobile space on the west side of Noe Street north of Market Street
13. Two (2) automobile spaces and five (5) motorcycle parking spaces on the south side of Market Street between 16th Street and Sanchez Street
14. One (1) automobile space on the south side of 15th Street at Market Street
15. One (1) automobile space on the west side of Sanchez Street at 15th Street
16. One (1) automobile space on the east side of Sanchez Street at Market Street
17. One (1) automobile space on the north side of Market Street between Sanchez Street and 14th Street
18. Two (2) automobile spaces on the south side of Market Street between 14th Street and Dolores Street

The project will seek to increase parking supply by up to 13 automobile spaces on adjacent streets by reconfiguring parallel parking to angle parking at two locations. Additionally, relocation of impacted motorcycle spaces on Market Street and/or adjacent side streets will also be explored; however, the final parking configuration may be limited to existing conditions pending final designs on these streets:

1. Reconfigured parking on Buchanan Street between Market Street and Hermann Street could yield up to six (6) parking spaces
2. Reconfigured parking on the north side of Hermann Street between Laguna Street and Buchanan Street could yield up to seven (7) parking spaces

DISCUSSION

Vehicle Miles Traveled

The proposed Bicycling and Walking Safety Improvement Project and Reconfiguration of Traffic Lanes are considered Active Transportation and Other Minor Transportation Projects in accordance with the Planning Department's *Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis*, and is therefore presumed to not significantly impact VMT and no further VMT analysis is required.

Pedestrians

The bulbouts proposed by this project will increase the visibility of pedestrians waiting to cross the street, reduce the crossing distance for pedestrians crossing the street, and provide more sidewalk space for pedestrians. This project will also increase the allowed pedestrian crossing time for pedestrians crossing

Market Street at Octavia Boulevard. The addition of protected left turn lanes and signal phases will reduce conflicts between pedestrians and left-turning vehicles at Castro/17th and 16th/Noe Streets. The prohibition of selected left turns at Noe/16th and Sanchez/15th Streets, this project will reduce conflicts between pedestrians and left-turning vehicles.

Bicycles

This project will install a parking-protected bike lane in the westbound direction from Octavia Boulevard to Buchanan Street, and in the eastbound direction from Guerrero Street and Octavia Boulevard. This protected facility will physically separate bicycle traffic from moving vehicle traffic.

Transit

This project will improve ADA accessibility on transit boarding islands by installing thumbnail islands at all crosswalks adjacent to boarding islands. The project will improve the outbound boarding island on Market Street at Laguna Street by widening the island to meet standards for wheelchair lift deployment.

Loading

This project will not reduce the supply of unmetered or metered parking spaces devoted to loading activities. One blue zone on Octavia Boulevard will be relocated to a nearby location. All other parking spaces slated for removal are general or motorcycle parking spaces.

Emergency Access

This project will not prohibit emergency access to any streets in the project area.

Parking

The overall changes to parking supply in the project area is a net reduction of up to twenty-eight (28) automobile parking spaces and eight (8) motorcycle parking spaces.

The following parking spaces will be removed to accommodate curb extensions and parking protected bike lanes, and achieve minimum standard dimensions where existing bike lanes currently provide inadequate separation between cyclists and parked vehicles (exposing cyclists to the “door zone”):

1. Five (5) automobile spaces, north side of Market Street between Octavia Boulevard and Laguna Street
2. Two (2) automobile spaces, south side of Market Street between Octavia Boulevard and Laguna Street
3. Two (2) automobile spaces, north side of Market Street between Laguna Street and Buchanan Street
4. One (1) automobile space on Octavia Boulevard, west side, between Market Street and Waller Street (existing blue zone to be relocated to Market or Waller streets)
5. One (1) automobile space on Laguna Street, east side, north of Hermann Street

6. Three (3) automobile spaces on Hermann Street, south side, between Buchanan Street and Laguna Street
7. One (1) shared automobile spaces on Pearl Street, west side, south of Market Street
8. Two (2) automobile spaces, south side of Market Street between Dolores Street and Church Street
9. One (1) automobile space, on the south side of Market Street between Castro Street and Noe Street
10. One (1) automobile space and three (3) motorcycle spaces on the north side of Market Street between Noe Street and 15th Street
11. One (1) automobile space on the south side of 16th Street at Market Street
12. One (1) automobile space on the west side of Noe Street north of Market Street
13. Two (2) automobile spaces and five (5) motorcycle parking spaces on the south side of Market Street between 16th Street and Sanchez Street
14. One (1) automobile space on the south side of 15th Street at Market Street
15. One (1) automobile space on the west side of Sanchez Street at 15th Street
16. One (1) automobile space on the east side of Sanchez Street at Market Street
17. One (1) automobile space on the north side of Market Street between Sanchez Street and 14th Street
18. Two (2) automobile spaces on the south side of Market Street between 14th Street and Dolores Street

The project will seek to increase parking supply by up to 13 automobile spaces on adjacent streets by reconfiguring parallel parking to angle parking at two locations. Additionally, relocation of impacted motorcycle spaces on Market Street and/or adjacent side streets will also be explored; however, the final parking configuration may be limited to existing conditions pending final designs on these streets:

1. Reconfigured parking on Buchanan Street between Market Street and Hermann Street could yield up to six (6) parking spaces
2. Reconfigured parking on the north side of Hermann Street between Laguna Street and Buchanan Street could yield up to seven (7) parking spaces

Excavation

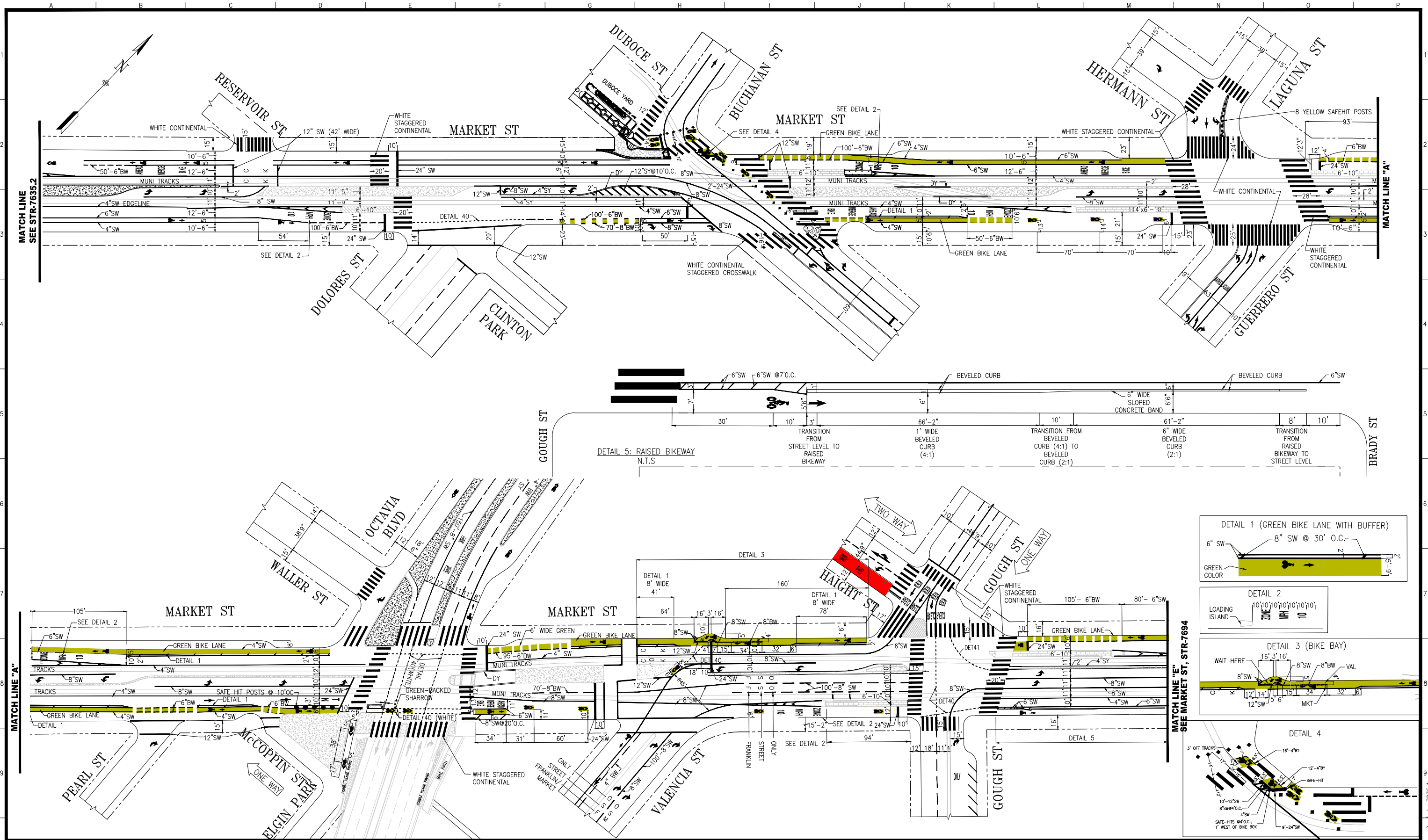
Depth of excavation for curb bulbouts, ADA-compliant curb ramps, catch basins, signal infrastructure, and boarding islands will not exceed 12 feet. All project work will occur within the existing right-of-way.

Construction

Construction of this project will take approximately 16 months, with construction crews performing work on a block-by-block basis.

ATTACHMENT A
Existing Plans/Drawings





NO.	DATE	DESCRIPTION	BY	APP.
11/06/15		MODIFIED STRIPING PER FIELD CHECK & ADDED RAISED BIKEWAY (DET 5) BETWEEN GOUGH ST AND BRADY ST	GD	MS
09/08/15		UPGRADED TO CONTINENTAL CROSSWALKS @ RESERVOIR, DOLORES-MURLOCK, & GUERRERO/VALMANKAN/LAGUNA. GREEN-BACKED SHARROWS EB DUBOCE TO GUERRERO. UPDATED CONDITIONS PER FIELD	CB	MS
10/31/14		ADD GREEN & PAINTED BUFFER TO BIKEWAYS OCTAVIA TO DUBOCE	GH	MS
05/06/14		INSTALL CROSSBIKE AND CONTINENTAL CROSSWALKS AT DUBOCE	PS	MS
02/11/13		REMOVE PART OF ADV. LIMIT LINE & 6" SW EB DUBOCE	DY	MV

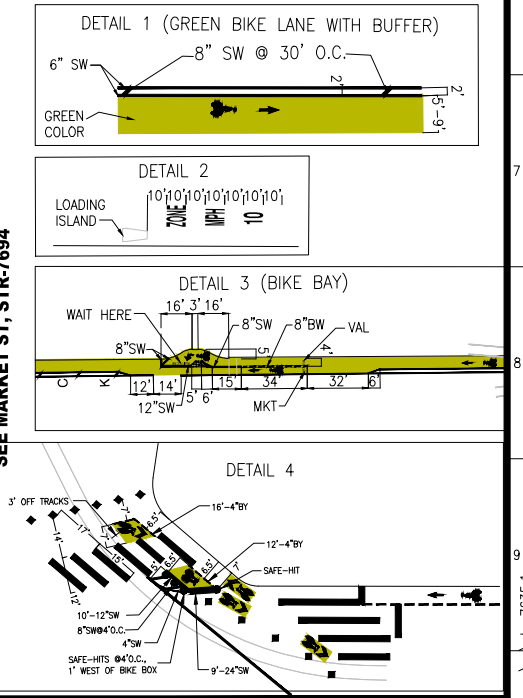


SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
CITY AND COUNTY OF SAN FRANCISCO

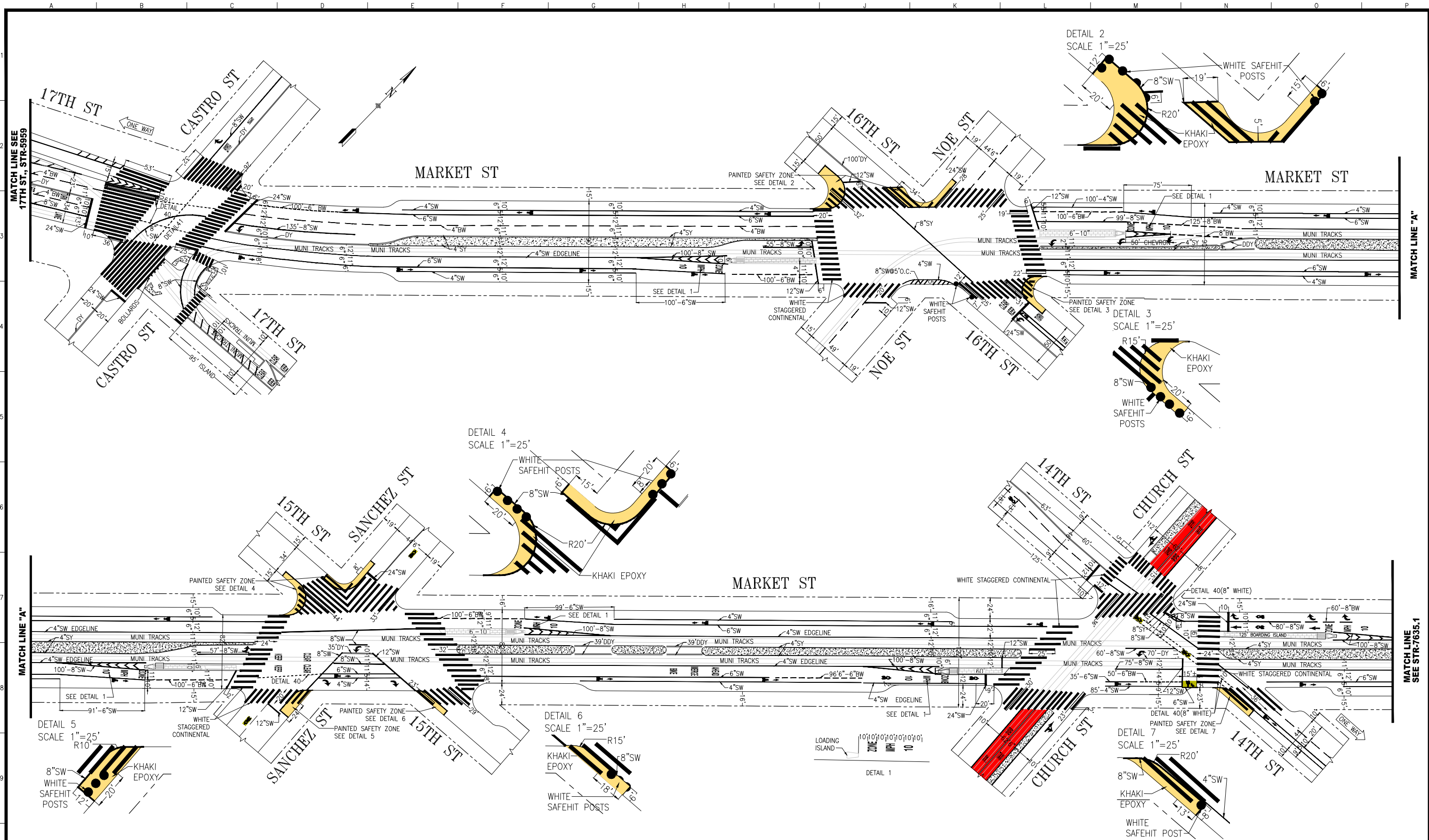
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 JACK L. FLECK 6/13/02
 SECTION ENGINEER DATE:
 DRAWN: DATE: T.A 5/02
 CHECKED: DATE: BOND M. YEE 6/13/02
 R.O 5/02 CITY TRAFFIC ENGINEER DATE:

CONTRACT NO.
 DRAWING NO. STR-7635.1
 FILE NO.
 REV. NO. 30

TRAFFIC STRIPING
 MARKET STREET
 RESERVOIR STREET TO GOUGH STREET



EXTERNAL REFERENCES: FONTS USED:
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 PLOT SCALE: 1:1
 FILE NAME: T:\eoff_rec\dwgs\0-2\m\str-7635.1.dwg
 DATE:



NO.	DATE	DESCRIPTION	BY	APP.
10/16/15		REMOVE DETAIL 41s, INSTALL 8"SY GUIDELINE @ 16TH/NOE	CB	MS
09/08/15		INSTALLED PAINTED SAFETY ZONES @ 14TH, 15TH/SANCHEZ, & 16TH/NOE; UPGRADED TO CONTINENTAL XWALKS @ ALL XWALKS. PER FIELD COND.	CB	MS
03/03/15		INSTALL LT GUIDELINE, NARROW BIKE LANE @ WB CASTRO	KAS	CL
09/12/14		ADJUST LIMIT LINE AND ADD KEEP CLEAR FOR WB 16TH. ADD 4"SW/8"SW	DY	BW
07/10/14		UPDATED PER FIELD AT 16TH - ADD BULBOUT & UPDATE SIDE ST	DY	BW



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
CITY AND COUNTY OF SAN FRANCISCO

DESIGNED: DATE:	APPROVED: DATE:
DRAWN: DATE:	SECTION ENGINEER: DATE:
CHECKED: DATE:	CITY TRAFFIC ENGINEER: DATE:
R.O. 5/02	BOND M. YEE 6/13/02

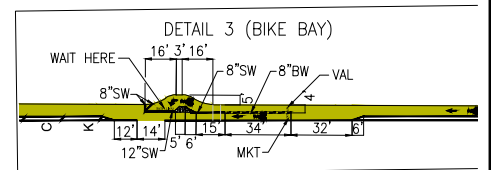
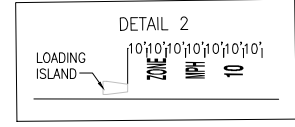
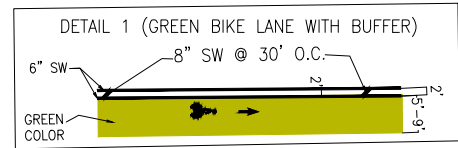
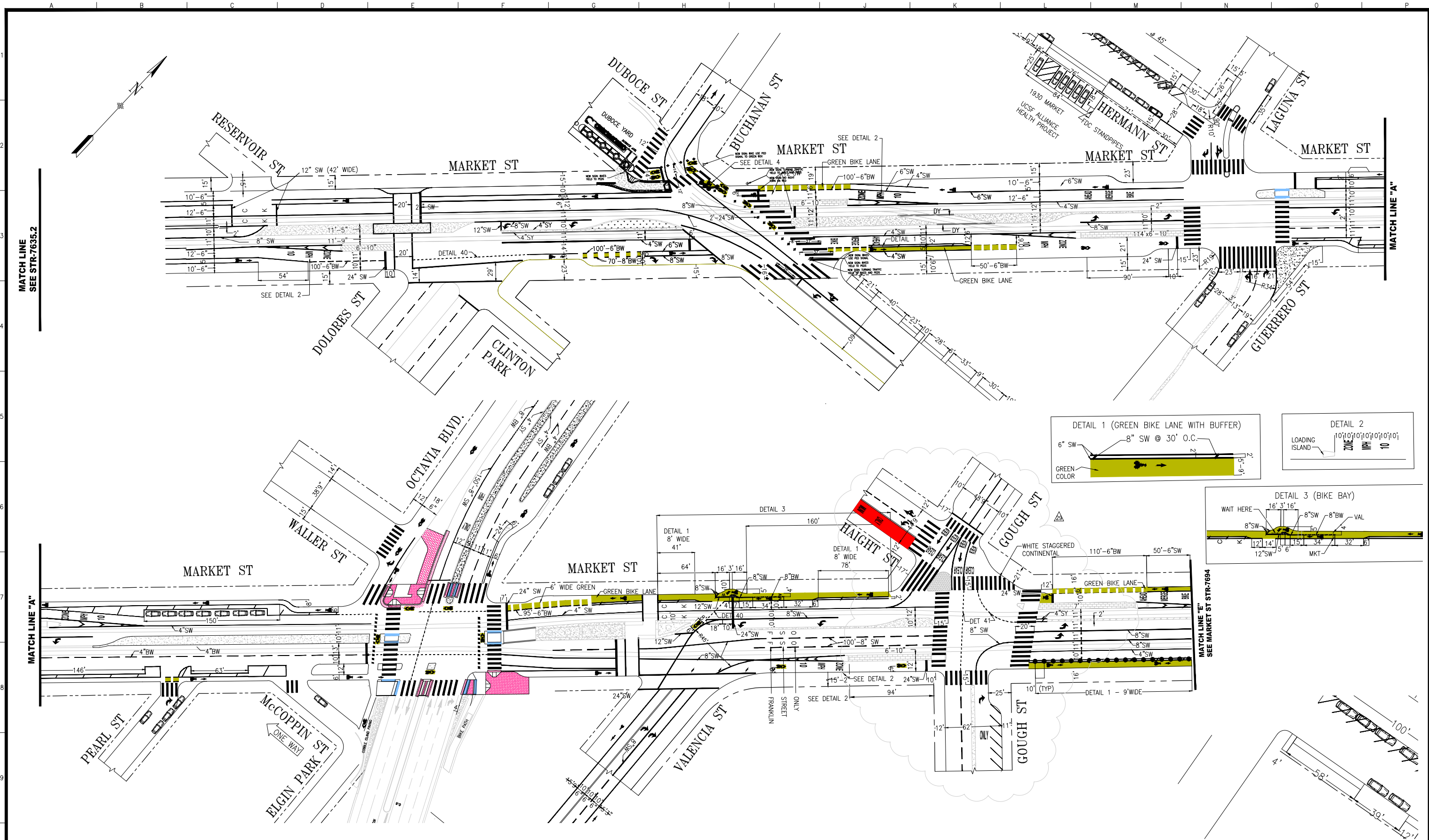
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SHEET OF SHEETS:	

TRAFFIC STRIPING
MARKET STREET
17TH STREET TO RESERVOIR STREET

CONTRACT NO.	
DRAWING NO.	STR-7635.2
FILE NO.	
REV. NO.	15

ATTACHMENT B
Proposed Plans/Drawings/Diagrams





NO.	DATE	DESCRIPTION	BY	APP.
7/16/15		ADD WHITE STAGGERED CONTINENTAL & DET 41, REDESIGN MEDIANS AT GOUGH	KN	CH
10/31/14		ADD GREEN & PAINTED BUFFER TO BIKEWAYS OCTAVIA TO DUBOCE	GH	MS
5/6/14		INSTALL CROSSBIKE AND CONTINENTAL CROSSWALKS AT DUBOCE	PS	MS
2/11/13		REMOVE PART OF ADV. LIMIT LINE & 6" SW EB @ DUBOCE	DY	MV
11/29/12		REMOVED SAFE HIT POSTS ADDED BIKE BAY, DETAIL 40, GREENBACK SHARROW, REDESIGNED MEDIAN AND EXTENDED 8" SW TO VALENCIA STREET	PL	DRC
4/13/13		ADDED GREEN TO BIKE LANE FROM PEARL TO OCTAVIA AND EB GREEN-BACKED SHARROWS AND DETAIL 40 AT OCTAVIA	KK	MS

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
CITY AND COUNTY OF SAN FRANCISCO

FOR ORIGINAL SIGNATURES
SEE STR-7132 REV. 7

DESIGNED: DATE: APPROVED: DATE:
DRAWN: DATE: SECTION ENGINEER: DATE:
CHECKED: DATE: CITY TRAFFIC ENGINEER: DATE:
R.O. 5/02

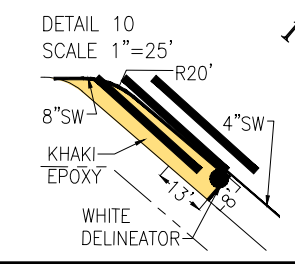
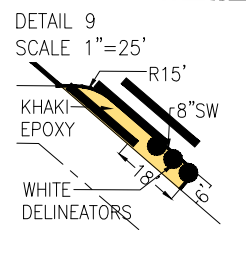
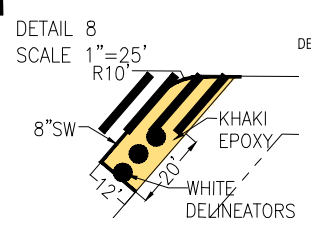
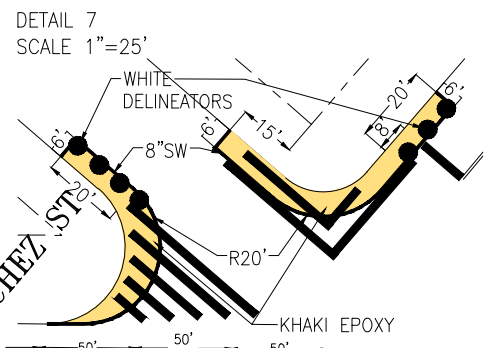
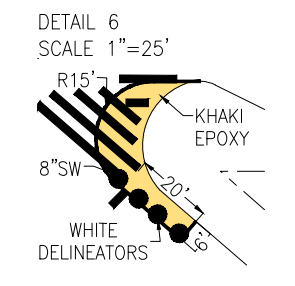
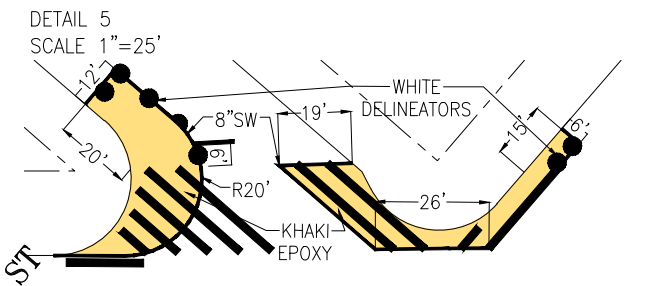
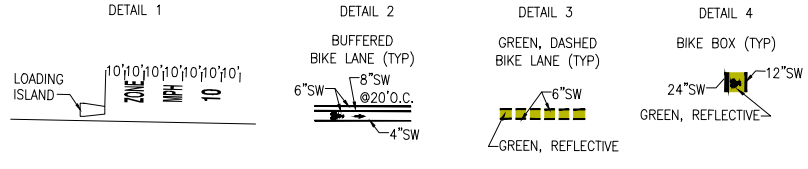
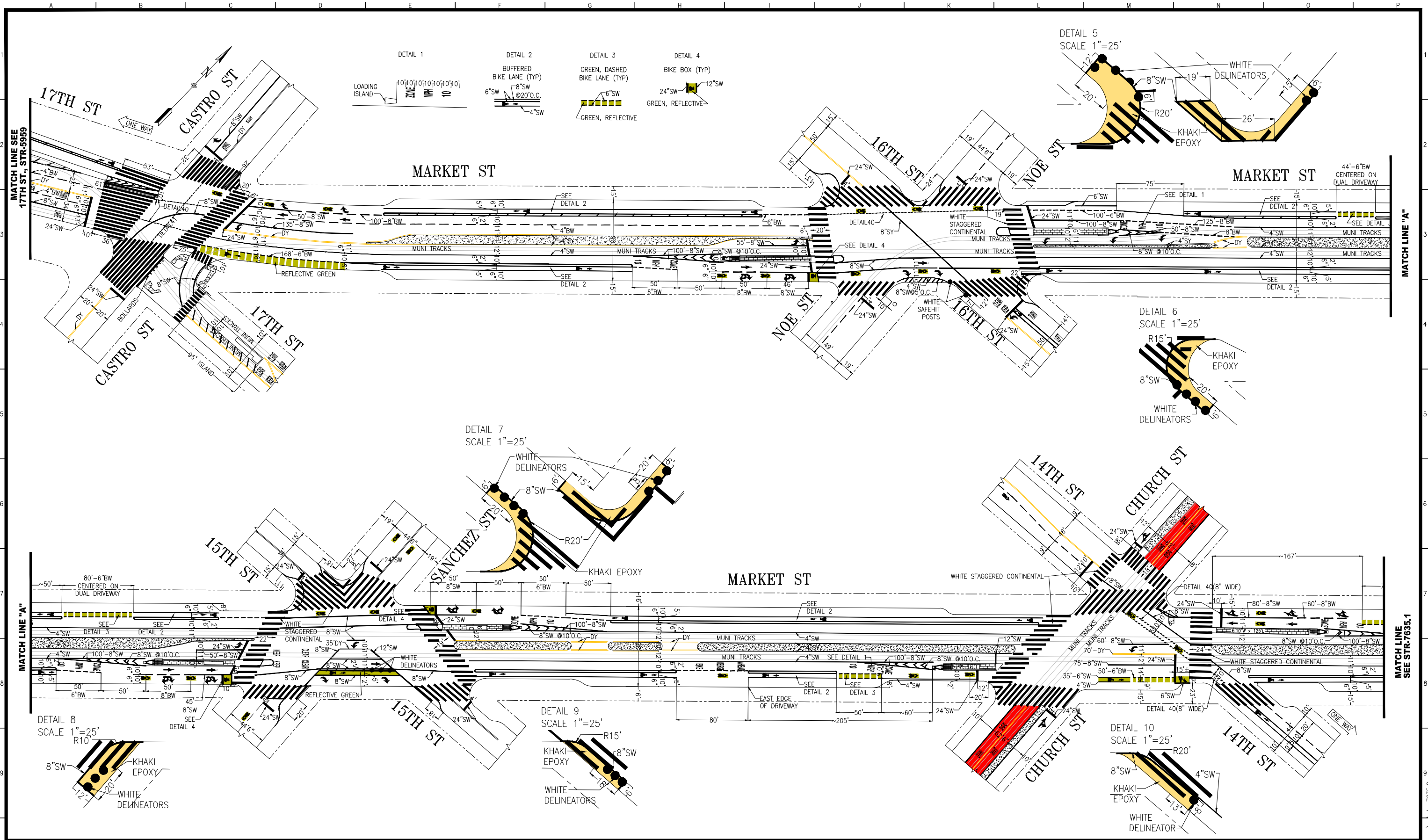
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JACK L. FLECK 6/13/02
SECTION ENGINEER DATE:
BOND M. YEE 6/13/02
CITY TRAFFIC ENGINEER DATE:

SHEET OF SHEETS

TRAFFIC STRIPING
MARKET STREET
RESERVOIR STREET TO GOUGH STREET

CONTRACT NO.
DRAWING NO. STR-7635.1
FILE NO.
REV. NO. 29

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ORIGIN: OPERATIONS
DATE:



NO.	DATE	DESCRIPTION	BY	APP.
1	9/8/15	INSTALLED PAINTED SAFETY ZONES @ 14TH, 15TH/SANCHEZ, & 16TH/NOE; UPGRADED TO CONTINENTAL XWALKS @ ALL XWALKS. PER FIELD CONDITION	CR	MS
2	3/03/15	INSTALL LT GUIDELINE, NARROW BIKE LANE @ WB CASTRO	KAS	CL
3	9/12/14	ADJUST LIMIT LINE AND ADD KEEP CLEAR FOR WB 16TH. ADD 4\"/>		
4	7/10/14	UPDATED PER FIELD AT 16TH - ADD BULBOUT & UPDATE SIDE ST	DY	BW
5	7/10/14	UPDATED CROSSWALKS, LANE WIDTHS & LANE CONFIGURATION AT CASTRO STREET	LV	DLA



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
CITY AND COUNTY OF SAN FRANCISCO

DESIGNED: DATE:	APPROVED: DATE:	SCALE:
JACK L. FLECK 6/13/02	SECTION ENGINEER 6/13/02	1"=50'
DRAWN: DATE:	CHECKED: DATE:	SHEET OF SHEETS
T.A 5/02	BOND M. YEE 6/13/02 CITY TRAFFIC ENGINEER 6/13/02	
CHECKED: DATE:	R.O 5/02	

TRAFFIC STRIPING		CONTRACT NO.
MARKET STREET 17TH STREET TO RESERVOIR STREET		DRAWING NO. STR-7635.2
		FILE NO.
		REV. NO. 14

EXTERNAL REFERENCES: FONTS USED:
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ORIGIN: OPERATIONS
DATE:



12/22/2017

To: Christopher Espiritu, San Francisco Planning Department

From: Casey Hildreth, San Francisco Municipal Transportation Agency

Through: Melinda Hue, San Francisco Municipal Transportation Agency

Re: Upper Market Street Safety Project – Modification to Exempt Project (Case No. 2017-000817ENV)

MODIFICATIONS TO EXISTING PROJECT

The Upper Market Safety Project, documented and found exempt from CEQA per case number 2017-000817ENV, was approved by the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors in May, 2017. An appeal of the CEQA decision was furthermore denied in July, 2017 by a unanimous vote of the San Francisco Board of Supervisors.

Since July, 2017 SFMTA staff corresponded with the San Francisco Fire Department, various transportation advocacy groups, neighborhood stakeholders, businesses and residents in the project area. These discussions focused on the configuration of parking along Market Street in the vicinity of the proposed Class IV protected bikeway (on Market Street from Duboce Avenue/Buchanan Street to Octavia Boulevard), the extent and quality of physical protection for the curbside bikeway, emergency response, and best practices for pedestrian and universal accessibility.

in light of the feedback received, the SFMTA seeks to amend the original project description to include the following:

PARKING/ LOADING

Existing Conditions

Existing curbside parking controls on Market Street at:

- Octavia Blvd to Laguna Street, westbound (north side): ten (10) metered spaces and a 35-foot passenger load zone fronting the LGBT Center, which is in effect from 9am to 6pm Monday to Friday (except Wednesdays, where load zone hours are noon to 10pm).
- McCoppin/US-101 to Guerrero Street, eastbound (south side): nine (9) metered spaces, including two (2) “yellow cap” meters where only commercial loading is allowed Monday to Friday, 7am to 3pm. Two (2) additional metered spaces and an accessible blue zone are also located near Market Street on McCoppin Street.
- Laguna to Buchanan, westbound: 11 metered spaces.

Each of the westbound blocks of Market Street currently include one 30-minute time-limited meter with remaining metered spaces regulated with a two-hour time limit. (*Note: The elimination of time limits for all metered spaces is planned, however, with future implementation of SFPark's variable-pricing program.*)

Original Project (As Exempted from CEQA and Approved by SFMTA Board)

The original project establishes (among a host of safety improvements) a physically protected (Class IV) bikeway from Duboce Avenue/Buchanan Street to Octavia Boulevard and Highway US-101 (two city blocks in length). The bikeway design reconfigures the street such that parking 'floats' in between a curbside bikeway and the existing travel lanes.

Original proposed parking and loading conditions on Market Street at:

- Octavia Blvd to Laguna Street, westbound (north side): three (3) metered spaces, one accessible (unmetered) blue zone, and conversion of the 35-foot passenger load zone fronting the LGBT Center into an all-day, "24/7" passenger load zone.
- McCoppin/US-101 to Guerrero Street, eastbound (south side): four (4) metered spaces, and conversion of the "yellow cap" metered spaces into all-day, "24/7" commercial load zones.
- Laguna Street to Buchanan Street, westbound: seven (7) metered spaces.

The full original project proposal reduces up to 28 vehicle parking spaces in addition to eight (8) motorcycle spaces. Existing passenger and commercial load zones remain in place with expanded hours of operation.

Proposed Conditions with Modifications

Market Street

Modifications to proposed parking and loading conditions on Market Street consist of the following:

- Octavia Blvd to Laguna Street, westbound (north side): one 70-foot to 90-foot long, "24/7" passenger load zone at and adjacent to the LGBT Center. Remaining curbspace would be legislated as "Tow Away No Stopping Any Time" (removes approx. 2 additional vehicle spaces).
- McCoppin/US-101 to Guerrero Street, eastbound (south side): one 70-foot to 90-foot long, "24/7" passenger load zone. The two (2) existing commercial load zones would be legislated as "Tow Away No Parking Any Time Except Active Loading" (no net loss of vehicle space, increased loading capacity)
- Laguna Street to Buchanan Street, westbound: one 70-foot to 90-foot long, "24/7" passenger load zone. Remaining curb space would be legislated as "Tow Away No Stopping Any Time" (removes approx. 3 additional vehicle spaces, increases loading capacity).

Adjacent / Nearby Streets

The parking and loading conditions for streets adjacent and nearby Market Street, as proposed with modifications, consist of the following:

- Duboce Avenue between Market and Guerrero streets: westbound (north side) up to two (2) metered spaces (replaces existing residential permit Area S, time-limited spaces)
- Hermann Street between Buchanan and Laguna streets: eastbound (south side) up to four (4) metered spaces; westbound (north side) up to four (4) metered spaces (replaces existing unregulated and residential permit Area S spaces)
- Laguna Street, between Waller and Hermann streets: southbound (west side) up to five (5) metered spaces (replaces existing unregulated spaces)

- Waller Street between Laguna and Octavia streets: eastbound (south side) up to four (4) metered spaces and one (1) accessible blue zone (replaces existing residential permit Area S spaces)

The full modified project proposal is anticipated to reduce approximately 33, but as much as 40, vehicle parking spaces in addition to the originally-identified eight (8) motorcycle spaces. Approximately 18, but as much as 40, currently unmetered parking spaces on adjacent and nearby streets will receive parking meters or be modified from current regulations but otherwise retained. (Additional streets that may receive new metered spaces, pending final outreach and design, include Buchanan Street between Market and Hermann streets, and Guerrero Street between Market Street and Duboce Avenue.)

Existing commercial load zones near McCoppin are modified slightly but remain in place, and passenger load zones are extended to each of the blockfaces that includes the Class IV bikeway.

Figure 1 provides a visual map summary of proposed parking and loading changes adjacent/nearby the Market Street Class IV protected bikeway.

CLASS IV BIKEWAY PHYSICAL PROTECTION

Raised concrete islands and safe-hit posts are included in the original proposed Class IV bikeway to provide physical protection and delineation from the parking and/or travel lanes. The modified proposal expands the use of these features in response to less overall parking and other design refinements that support enhanced accessibility and pedestrian comfort.

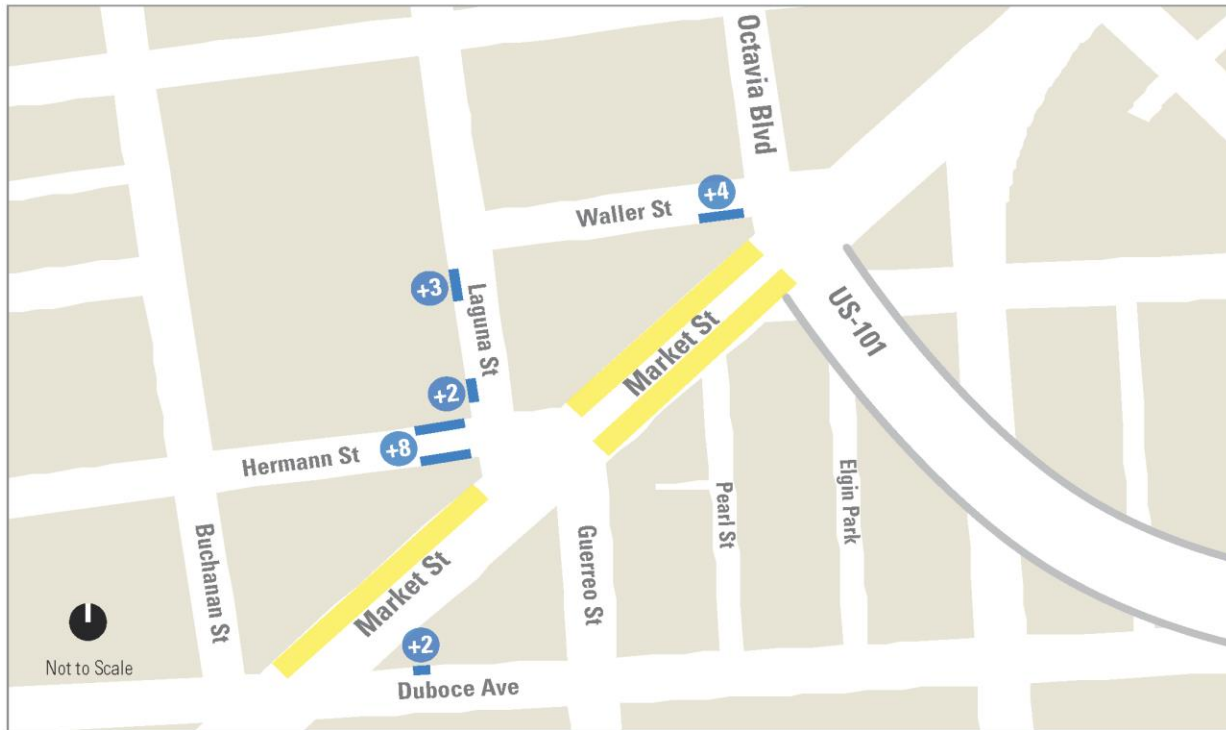
The revised design for the Class IV protected bikeway, subject to refinement prior to construction, is provided as an attachment to this memorandum.

PEDESTRIAN RAMPS & CROSSWALKS

The original project proposal includes two (2) new midblock curb ramps, one for each of the two (2) midblock crosswalks proposed for the westbound bikeway between Octavia and Buchanan streets. The modified project proposes five (5) new midblock curb ramps and four (4) midblock crosswalks (two additional crosswalks and ramps for the eastbound Class IV bikeway. and one new curb ramp to support the relocated blue zone on Waller Street) in addition to the many intersection curb ramps assumed in the original project proposal.



Upper Market Protected Bikeway Loading & Parking Changes



LEGEND

- Approved Bikeway Segment (Remaining Spaces Proposed For Active Loading Only)
- Proposed Metered Parking on Side Streets (Time Limits, If Any, To Be Determined)

December 2017

Figure 1. Summary Map of Proposed Parking and Loading Changes on and adjacent to Market Street Protected Bikeway

TRANSPORTATION DISCUSSION

Loading & Parking

The conversion of two existing part-time commercial loading (yellow metered) spaces along the segment of Market Street between Pearl Street and Octavia Boulevard to either all-day (“24/7”) commercial load zones or “No Parking Anytime Except Active Loading” zones satisfies existing local commercial loading needs and builds in expanded capacity and flexibility for loading at all times of day. Similar zones have been implemented successfully on Market Street closer to the downtown core, where both daytime and nighttime loading activities occur.

The retention and/or expansion of passenger loading adjacent to the LGBT Center westbound along Market Street, and on additional blockfaces proposed with a Class IV bikeway, preserves access to adjacent businesses and residential lobbies while also anticipating additional loading needs with projected increased demand from Transportation Network Companies (TNC’s) and e-commerce deliveries, as well as from new infill development and reduced commercial storefront vacancies.

Emergency Access

As with the original project, the project modifications would not prohibit emergency access to any streets in the project area. The curb management changes and new/revised concrete islands further serve to enhance access for emergency response vehicles while discouraging encroachment into the bikeway from private automobiles.

Excavation

Depth of excavation for the project does not change from the original proposed maximum depth of 12 feet.

Construction

Construction of this project will take approximately 16-20 months, not necessarily in concurrent months.

INCORPORATION

This memorandum is incorporated into the original case number 2017-000817ENV as **Attachment C**.

Attachment D provides the revised plans for Class IV Protected Bikeway, Market Street, Buchanan Street to Octavia Boulevard; and provides a visual reference for comparison with the original proposal (**Attachment B** from original memorandum).



Attachment D – Revised Class IV Bikeway Design Proposal
(subject to minor modification prior to construction)



SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 170502-059

WHEREAS, The San Francisco Municipal Transportation Agency, building on past neighborhood planning efforts, and in support of the City's Vision Zero goals, identified a need for safety improvements on the Upper Market Street corridor from Octavia Boulevard to Castro Street; and,

WHEREAS, The segment of the Upper Market Street corridor from Octavia Boulevard to Duboce Avenue carries some of the highest numbers of daily bicyclists in the City, is a critical gap in the City's low-stress bikeway network, and has been prioritized for a protected Class IV bike lane; and,

WHEREAS, The SFMTA Project team has engaged the community since October 2014 via Public Open House meetings, workshops, briefings to community groups, walkthroughs, public events, and other forums to gather feedback on areas of safety concern and to solicit feedback on project proposals; and,

WHEREAS, Section 891 of the Streets and Highways Code provides that agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted may utilize minimum safety design criteria other than those established by Section 890.6 if the following conditions are met: the alternative criteria are reviewed and approved by a qualified engineer, the alternative criteria is adopted by resolution at a public meeting after public comment and proper notice, and the alternative criteria adheres to the guidelines established by a national association of public agency transportation officials; and,

WHEREAS, The parking protected cycletrack proposed as part of the project meets these three requirements; and,

WHEREAS, The parking protected cycletrack has been reviewed and approved by a qualified engineer prior to installation; and,

WHEREAS, The alternative criteria for the project are to discourage motor vehicles from encroaching or double parking in the bicycle facility, provide a more inviting and greater sense of comfort for bicyclists, and to provide a greater perception of safety for bicyclists; and,

WHEREAS, The project's alternative criteria adhere to guidelines set by the National Association of City Transportation Officials; and,

WHEREAS, The Upper Market Street Safety Project identified the following traffic and parking modifications necessary to implement the proposed project:

PAGE 2.

- A. ESTABLISH – CLASS IV BIKEWAY - Market Street, westbound, from Octavia Boulevard to Buchanan Street (parking-protected bikeway); Market Street, eastbound, from Guerrero Street to Octavia Boulevard (parking-protected bikeway); Octavia Boulevard, northbound, from Market Street to 80 feet northerly (protected bikeway with concrete island)
- B. ESTABLISH – MID-BLOCK CROSSWALK - Market Street, between Laguna Street and Octavia Boulevard (crossing westbound Class IV bikeway); Market Street, between Buchanan Street and Laguna Street (crossing westbound Class IV bikeway)
- C. ESTABLISH – MEDIAN ISLANDS - Market Street, at Noe Street, east crossing (thumbnail for boarding island); Market Street, at Noe Street, west crossing (thumbnail for boarding island); Guerrero Street, from 50 feet to 150 feet south of Market Street (3-foot wide median extension); Laguna Street, at Hermann Street, north crossing (6-foot wide island); Market Street, from 90 feet to 250 feet west of Octavia Boulevard (10-foot wide center median); Market Street, at Laguna Street, east crossing (10-foot wide boarding island extension with pedestrian refuge, through eastern crosswalk, from current terminus to 40 feet westerly)
- D. ESTABLISH – SIDEWALK NARROWING - Market Street, north side, from Laguna Street to 90 feet easterly (8-foot narrowing, removes corner bulb); Market Street, south side, from McCoppin Street to 40 feet westerly (8-foot narrowing, removes corner bulb); Market Street, south side, from McCoppin Street to Highway 101 Off-Ramp (8-foot narrowing)
- E. ESTABLISH – TOW AWAY NO STOPPING ANY TIME, ESTABLISH – SIDEWALK WIDENING - 16th Street, north side, from Market Street to 20 feet easterly (6-foot wide bulb); 16th Street, south side, from Market Street to 24 feet westerly (12-foot wide bulb); Noe Street, west side, from 16th Street to 24 feet northerly (6 foot-wide bulb); 15th Street, south side, from Market Street to 29 feet westerly (6-foot wide bulb); 15th Street, south side, from Market Street to 18 feet easterly (6-foot wide bulb); 15th Street, north side, from Sanchez Street to 18 feet westerly (6-foot wide bulb); Sanchez Street, west side, from 15th Street to 27 feet northerly (6-foot wide bulb); Sanchez Street, east side, from Market Street to 50 feet southerly (12-foot wide bulb); 14th Street, south side, from Market Street to 33 feet easterly (6-foot wide bulb, relocates one blue zone); Guerrero Street, east side, from Market Street to 54 feet southerly (29-foot wide bulb, removes 3 motorcycle stalls); Pearl Street, east side, from Market Street to 41 feet southerly (15-foot wide bulb, relocates pilot on-street car share stall); Market Street, south side, from Highway 101 Off-Ramp to 31 feet easterly (6-foot wide bulb)
- F. ESTABLISH – TOW AWAY NO STOPPING ANYTIME - Market Street, south side, from 150 feet to 170 feet west of Noe Street (removes meter #2309); Market Street, north side, from 108 feet to 149 feet east of Noe Street (removes meter #2254, REINO 569-2260 [3 motorcycle spaces]); Market Street, south side, from 90 feet to 154 feet west of Sanchez Street (removes meters #2217, #2219, REINO 569-22110 [5 motorcycle spaces]); Market Street, south side, from 260 feet to 275 feet east of Church Street (removes meter #2135); Market Street, south side, from 95 feet to 144 feet west of Dolores Street (removes meters #2045, #2047); Market Street, north side, from 189 feet to 211 feet west of Duboce Avenue (removes meter #2028); Market Street, north side, from 231 feet to 278 feet west of Laguna Street (removes meters #1932, 1930 for parking-protected bikeway); Market Street, north side, from 111 feet to 131 feet west of Laguna

- Street (removes meter #1918 for SFFD clear zone); Market Street, north side, from Laguna Street to 71 feet westerly (removes meter #1912 for parking-protected bikeway); Market Street, north side, from Hermann Street to 139 feet easterly (removes meters #1828-G, 1826, 1824 for parking-protected bikeway); Market Street, north side, from 159 feet to 179 feet east of Hermann Street (removes meter #1820 for SFFD clear zone); Market Street, north side, from Octavia Boulevard to 92 feet westerly (relocates passenger loading zone for parking-protected bikeway); Market Street, south side, from Guerrero Street to 77 feet easterly (removes meter #1823-G for parking protected bikeway); Market Street, south side, from 117 feet to 137 feet east of Guerrero Street (removes meter #1817 for SFFD clear zone); Market Street, south side, from 177 feet to 197 feet east of Guerrero Street (removes meter #1811 for SFFD clear zone); Market Street, south side, from McCoppin Street to 43 feet westerly (relocates 2 existing yellow zones westerly for SFFD clear zone); Hermann Street, south side, from Laguna Street to 30 feet westerly (removes 1 unregulated parking space for SFFD clear zone); Laguna Street, east side, from Hermann Street to 35 feet northerly (removes meter #2 for SFFD clear zone); Octavia Boulevard, west side, from Market Street to Waller Street (relocates existing blue zone)
- G. ESTABLISH YELLOW METERED LOADING ZONE, 9 AM TO 6 PM, MONDAY THROUGH FRIDAY - Market Street, north side, from 171 feet to 193 feet east of Noe Street (replaces GMP meter #2250)
- H. ESTABLISH YELLOW METERED LOADING ZONE, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - Market Street, south side, from 154 feet to 174 feet west of Sanchez Street (replaces GMP meter #2221)
- I. ESTABLISH YELLOW METERED LOADING ZONE, 7 AM TO 11 AM, MONDAY THROUGH FRIDAY - Market Street, south side, from 43 feet to 66 feet west of McCoppin Street (relocates meter #1803); Market Street, south side, from 66 feet to 88 feet west of McCoppin Street (relocates meter #1805)
- J. ESTABLISH – PASSENGER LOADING ZONE, AT ALL TIMES - Market Street, north side, from 92 feet to 132 feet west of Octavia Boulevard (relocated westerly for parking-protected bikeway, removes meters #1810, #1812)
- K. RESCIND – BLUE ZONE - 14th Street, south side, from 11 feet to 33 feet east of Market Street; Octavia Boulevard, west side, from 2 feet to 22 feet north of Market Street
- L. ESTABLISH - BLUE ZONE - 14th Street, south side, from 33 feet to 55 feet east of Market Street; Market Street, north side, from 132 feet to 154 feet west of Octavia Boulevard (removes meter #1814)
- M. RESCIND – GREEN METERED PARKING, 30 MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - 14th Street, south side, from 33 feet to 55 feet east of Market Street (removes meter #633-G); Market Street, north side, from 77 feet to 99 feet east of Hermann Street (removes meter #1828-G); Market Street, south side, from 57 feet to 77 feet east of Guerrero Street (removes meter #1823-G)
- N. ESTABLISH - GREEN METERED PARKING, 30 MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - 14th Street, south side, from 78 feet to 100 feet east of Market Street (replaces meter #633); Market Street, north side, from 139 feet to 157 feet east of

PAGE 4.

Hermann Street (replaces meter #1822); Market Street, south side, from 97 feet to 117 feet east of Guerrero Street (replaces meter #1819)

- O. RESCIND – TOW AWAY, NO STOPPING ANYTIME EXCEPT PERMITTED CAR SHARE VEHICLES - Pearl Street, east side, from Market Street to 18 feet southerly
- P. ESTABLISH – TOW AWAY, NO STOPPING ANYTIME EXCEPT PERMITTED CAR SHARE VEHICLES - Pearl Street, east side, from 18 feet to 38 feet south of Market Street
- Q. ESTABLISH – ONE-WAY STREET - Hermann Street, eastbound, between Buchanan Street and Laguna Street
- R. ESTABLISH – NO RIGHT TURN ON RED - Market Street, westbound, at Buchanan Street (for bike box); Market Street, westbound, at Laguna Street (for bike box); Market Street, eastbound, at Guerrero Street; Guerrero Street, northbound, at Market Street; Laguna Street, southbound, at Market Street; Octavia Boulevard, southbound, at Market Street

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications through the public hearing process; and,

WHEREAS, The proposed Upper Market Street Safety Project is subject to the California Environmental Quality Act (CEQA); CEQA provides an exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities, as well as for minor public alterations in the condition of land including the creation of bicycle lanes on existing rights-of-way as defined in Title 14 of the California Code of Regulations Sections 15301 and 15304 respectively; and,


WHEREAS, The Planning Department determined that the proposed Upper Market Street Safety Project is categorically exempt from CEQA, pursuant to Title 14 of the California Code of Regulations Section 15301 and 15304 (Case Number 2017-000817ENV); and

WHEREAS, The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31; and

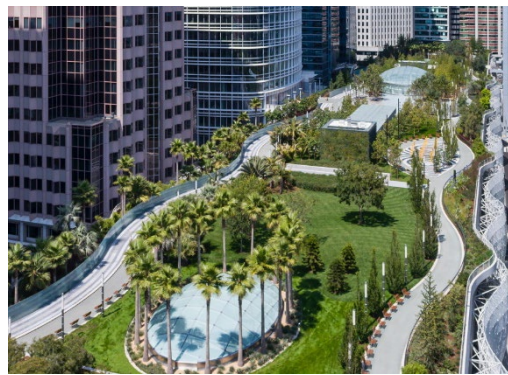
WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and is incorporated herein by reference; now, therefore be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the proposed bicycle and parking and traffic modifications, listed in items A-S above, associated with the Upper Market Street Safety Project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of May 2, 2017.



Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

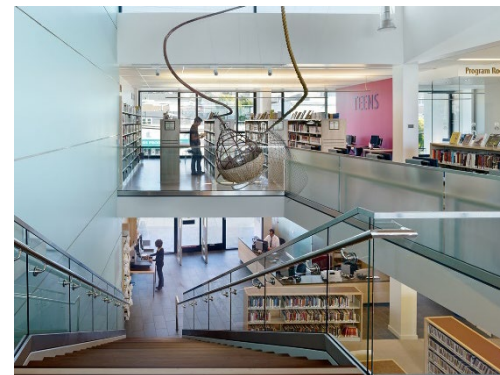
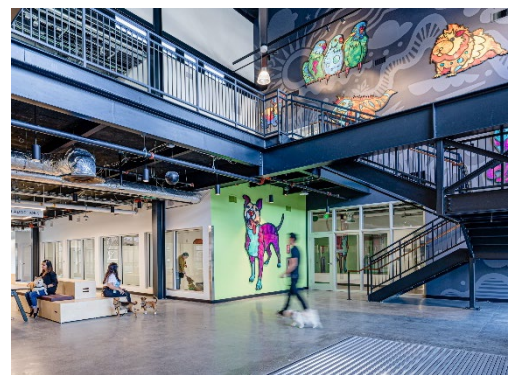
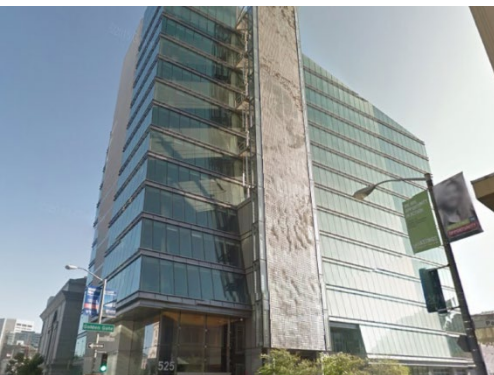


COMMISSION MEETING - NOVEMBER 14, 2022

Upper Market Corridor Safety Improvements Project

Carol Huang
Project Manager, Infrastructure Design & Construction

**UPPER
MARKET** 
CORRIDOR SAFETY IMPROVEMENTS PROJECT



Upper Market Corridor Safety Improvements

Public Works Commission Action
Staff is seeking approval for:

Contract Modification Approval

Increase

the contract duration contingency by

169 calendar days

for the construction contract and

Authorize

the Public Works Director to approve
future contract modifications for a
total contract duration of up to
664 consecutive calendar days

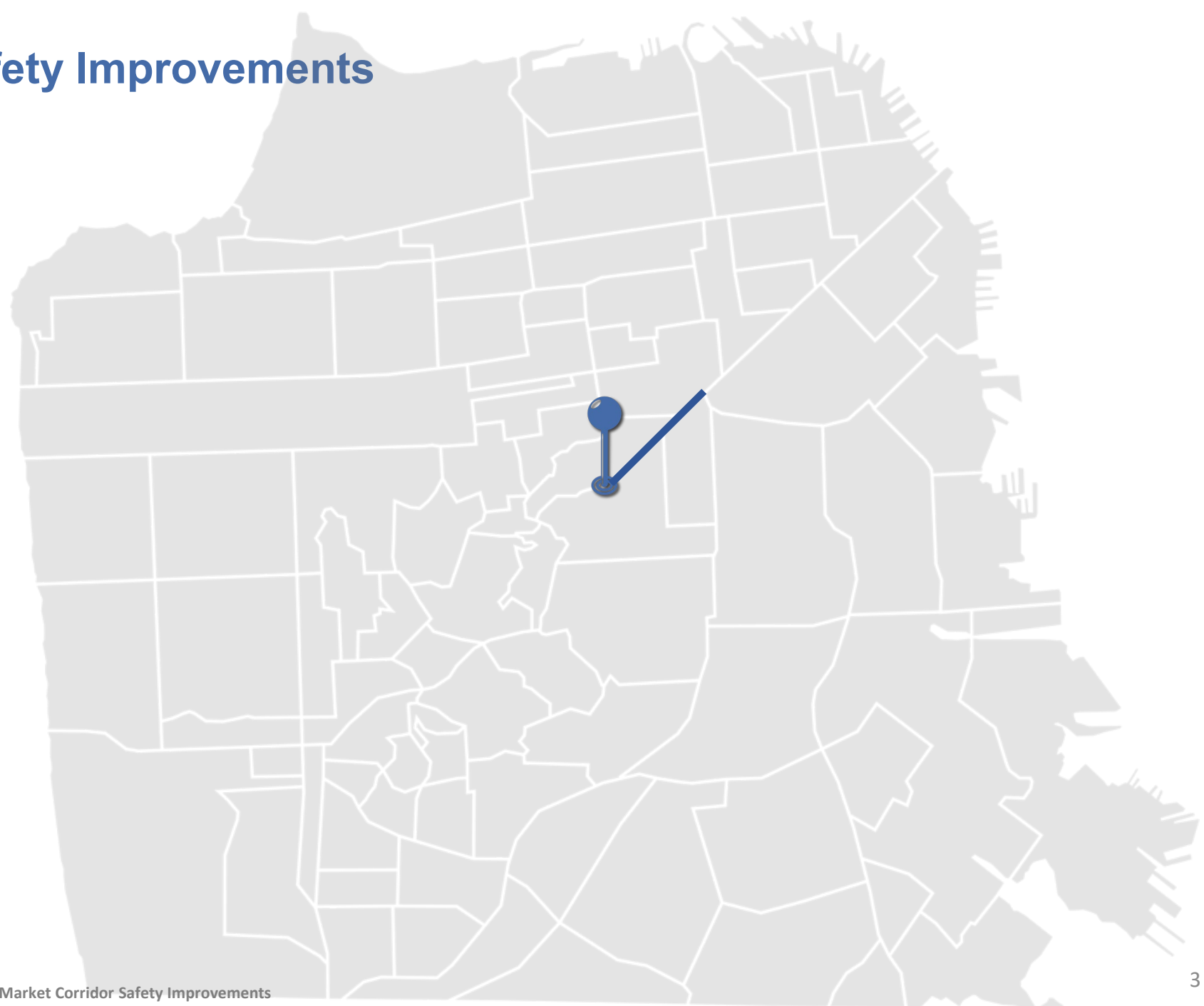
Upper Market Corridor Safety Improvements

Market Street

between Octavia Blvd. and Castro Street
District 8

More info:

sfpublicworks.org/uppermarket



Project Streetscape Improvements

CURB RAMP UPGRADES AND SIDEWALK WIDENING

Widening sidewalks to create bulbouts to shorten pedestrian crossing distances

LANDSCAPING IMPROVEMENTS

New trees and median landscaping

TRAFFIC SIGNAL MODIFICATIONS

New traffic signal system and conduits

PLACEMAKING IMPROVEMENTS

Rainbow Honor Walk plaques and median lighting

DECORATIVE ELEMENTS

Custom boarding island railings, custom bike racks and stamped decorative asphalt



Project Background

- In January 2021, San Francisco Public Works awarded the construction contract to Esquivel Grading & Paving Inc. ("EGP") for the Upper Market Corridor Safety Improvements Project
- In May 2021, a Notice-to-Proceed was issued to direct EGP to start construction on July 6, 2021, and substantially complete construction in 390 days and reach final completion 60 days afterwards
- Project construction was split into two segments:
 - **Segment 1** – Market Street between Octavia and 14th streets, Guerrero Street between Market Street and Duboce Avenue
 - **Segment 2** – Market Street between 14th and 17th Streets
- Project construction is subject to the City's holiday construction moratorium that runs from the day after Thanksgiving through New Year's Day
- Due to worldwide material shortages and supply-chain issues, as well as unforeseen conditions encountered during construction, the project schedule has been significantly impacted

Reason for Modifications

Identified potential delay:

Seven (7) months

Reason:

Materials shortages and supply-chain issues as well as unforeseen conditions encountered during construction, plus the holiday moratorium observance

Current projected final completion:

April 2023 or earlier

Construction started:

July 2021

Original total contract duration:

450 calendar days

Original contract duration contingency:

45 calendar days

Approximate completion to date:

75%



Reason for Modifications

- **Schedule impacts due to materials shortages and supply chain issues**
 - Granite stone curbs
 - Electrical and railing components (lighting combination cable, decorative railings, traffic signal cabinets)
- **Schedule and cost impacts due to unforeseen conditions**
 - Additional water facility relocations
 - Unexpected Department of Technology facilities power sourced from the existing traffic signal cabinets
- **Schedule impacts due to Holiday Moratorium**
 - Construction restrictions from Nov. 24, 2022, through Jan. 1, 2023



Key Milestone Dates

Key Schedule Information / Milestones	Dates
Award of construction contract	January 14, 2021
Construction commencement	July 6, 2021
Original substantial completion	July 30, 2022
Original final completion	September 30, 2022
90% completion of Segment 1 construction	November 2021
75% completion of Segment 2 construction	November 2022
Projected substantial completion	February 2023
Projected final completion	April 2023

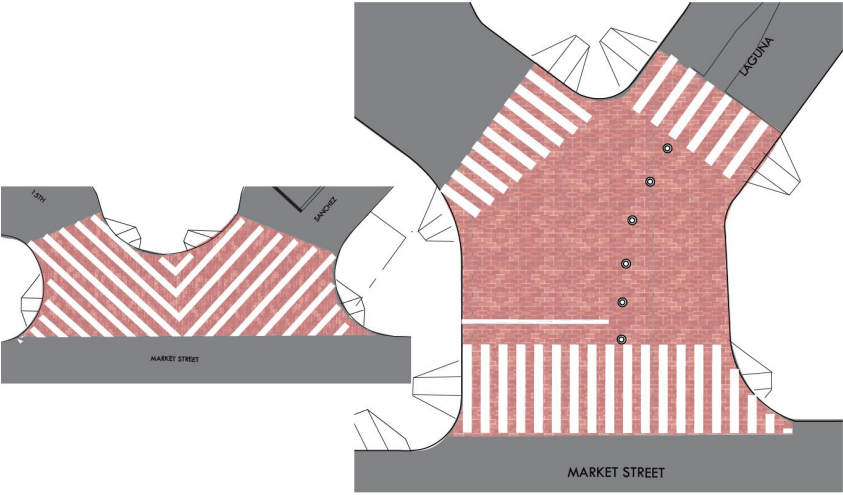
Project Improvements In Progress

STEEL TUBE FRAME/LASER CUT PANEL



Project Improvements In Progress (Cont.)

BRICK PATTERN AT 15/SANCHEZ AND LAGUNA



Upper Market Corridor Safety Improvements

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Questions?



sfpublicworks.org