2023 Prop L 5-Year Prioritization Program

Safer and Complete Streets

Approved: November 28, 2023

San Francisco
County Transportation
Authority

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This report was prepared by the San Francisco County Transportation Authority in coordination with the San Francisco Municipal Transportation Agency and San Francisco Public Works.

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1. Introduction

In November 2022, San Francisco voters approved Proposition L (Prop L), extending the ½-cent sales tax to fund transportation improvements and approving a new 30-year Expenditure Plan, which superseded the prior Proposition K Expenditure Plan. The Prop L Expenditure Plan determines eligibility for sales tax funds through a list of 28 programs. It also sets caps for the maximum amount of Prop L funds that will be available for specific programs over the 30-year Expenditure Plan period, totaling up to an estimated $2.6 billion (2020 $'s). In order to fully fund the programs, the Expenditure Plan assumes that the Prop L dollars will leverage (or match) another $23.7 billion (2020 $'s) in other federal, state, regional, and local funds for a total program cost of $26.3 billion (2020 $'s). Some of those leveraged funds will be distributed to San Francisco through funding formulas. In other cases, San Francisco project sponsors will have to aggressively compete for discretionary funds in order to fully fund the Expenditure Plan programs.

The Expenditure Plan includes a number of requirements, including the development of 5-Year Prioritization Programs (5YPPs) as a condition for receiving allocations in each program in the Expenditure Plan. The 5YPPs are intended to provide a stronger link between project selection and expected project performance, to support on time, on-budget project delivery, and optimize use of federal, state and regional matching funds. Other major benefits of the 5YPPs include:

- Provide transparency about how Prop L projects are prioritized,
- Enable public input early and throughout the planning process, and
- Improve agency coordination within and across projects at the earlier stages of the planning process.

The desired outcome of the 5YPPs is the establishment of a strong pipeline of grant-ready transportation projects that can be advanced as soon as funds (including Prop L, federal, state, and other funds) are available. The 5YPPs are critically important to help achieve the leveraging needed to fully fund the Expenditure Plan programs.

As its centerpiece, each 5YPP contains a 5-year Program of Projects (or project list), ideally including project descriptions, schedule milestones, cost estimates, and full funding plans showing Prop L funds by fiscal year and other matching funds. The Program of Projects (project list) for Safer and Complete Streets is contained in Section 7 of this document.

2. Eligibility and Expected Fund Leveraging

2.1 | ELIGIBILITY

Eligibility for Safer and Complete Streets as identified in the voter approved Prop L Expenditure Plan is as follows, with amounts shown in millions of 2020 dollars:

"Programmatic improvements to the transportation system to make it safer for all users and help achieve the City's Vision Zero goals. Projects may include:

- Traffic calming to reduce vehicular speeds and improve safety; new or improved pedestrian safety measures such as ladder crosswalks, corner bulb-outs, and pedestrian islands in the medians of major thoroughfares; new and upgraded bike lanes and paths; traffic striping and channelization; bicycle and personal mobility device parking facilities such as bike/scooter racks and lockers. Quick builds (e.g., paint and safe-hit posts), pilots, permanent improvements, intersection redesigns, and larger corridor projects are eligible. Landscaping may be included as a minor element of a larger safety project.
- Installation (new), maintenance, and upgrade of traffic signs and signals (including for pedestrians and bicyclists); red light enforcement cameras and closed-circuit TV and communications systems (e.g., Variable Message Signs) for incident and special event traffic management.
- Multi-modal street improvements to improve pedestrian, bicycle, transit, and vehicle circulation and connectivity.
- Bicycle, pedestrian, and Vision Zero outreach and education programs such as Safe Routes to School; development of neighborhood and school area safety plans.

Includes project development and capital costs. Sponsor Agencies: SFMTA, SFPW, SFCTA. Includes $152M in Priority 1, of which a minimum of $7M will be available for Safe Routes to School non-infrastructure programs, e.g., education, outreach, and planning to support safe transportation to schools. The remainder is Priority 2. Total Funding: $918.8M; EP: $187M."

SFMTA stands for the San Francisco Municipal Transportation Agency, SFPW stands for the San Francisco Department of Public Works, and SFCTA stands for the San Francisco County Transportation Authority. Priority 1 funds correspond to the conservative sales tax revenue forecast and Priority 2 to the optimistic forecast.

2.2 | EXPECTED FUND LEVERAGING

Leveraging Prop L funds against non-Prop L fund sources is necessary to fully fund the Expenditure Plan programs. Prop L sales tax funds will be used as seed funding for planning and project development to make projects competitive for discretionary fund sources, and to serve as local match needed to secure federal, state, regional, and other grant funding.

Based on Priority 1 (conservative forecast) funding levels, for Safer and Complete Streets, the Prop L Expenditure Plan assumes that for every $1 of sales tax revenue spent, on average it would be leveraged by about $4.81 in non-Prop L funds. The Transportation Authority reviews leveraging at the project and project phase (e.g. planning, design, construction) levels as well as for each Expenditure Plan program as a whole. This is particularly true in a program like Safer and Complete Streets where some types of projects are very competitive for many different fund sources while others have few options for funding other than sources like SFMTA's Prop B general fund set aside or the sales tax.

3. Public Engagement

Transportation Authority staff conducted public engagement to inform the development of the 5YPPs. This section summarizes feedback heard from that engagement, as well as information provided by project sponsors regarding public engagement and community support.

During the Prop L Expenditure Plan development, the Transportation Authority conducted a robust outreach process from Spring 2021 – Winter 2022. The New Expenditure Plan for San Francisco's Half-Cent Sales Tax for Transportation: Outreach Findings report can be found on the Transportation Authority website. Key themes emerged from this process including a strong desire to improve safety for pedestrians and bicyclists and accessibility for children, seniors, and people with disabilities.

As part of development of the 2023 5YPPs, the Transportation Authority conducted outreach and hosted public meetings to gather input about which specific projects and project types should be funded through Prop L in the next five years and to seek input on how to select projects for each Expenditure Plan program. The meetings included a virtual meeting for interested members of the former Expenditure Plan Advisory Committee who helped develop Prop L and representatives of equity-focused community-based organizations; a virtual town hall; and presentations at community group meetings, as requested. There was also an online multi-lingual survey and opportunities for public input through the Transportation Authority's website and at multiple Transportation Authority Community Advisory Committee and

Transportation Authority Board meetings. The Transportation Authority website also includes a list of staff contacts to facilitate public engagement directly with project sponsors.

To learn more about our engagement process and findings, visit sfcta.org/ExpenditurePlan. The findings from the 5YPP outreach process will be published on this webpage in November 2023. Feedback from this process echoed key themes heard during the initial Prop L outreach period, including protection for vulnerable road users to achieve the City's Vision Zero goals.

4. Performance Measures

Prop L requires the establishment of performance measures for each program in the Expenditure Plan. The intent is to demonstrate the system performance benefits of sales tax projects (e.g. reduced transit travel time), to ensure funds are being used cost effectively, and to inform programming of future Prop L funds, as well as programming and prioritization of other funds by the Transportation Authority (e.g. Transportation Fund for Clean Air, Prop AA Vehicle Registration Fee funds).

After reviewing San Francisco's Congestion Management Program and consulting with eligible sponsoring agencies, the Transportation Authority recommends that the following performance measures and counts be applied to projects included in the Safer and Complete Streets 5YPP:

Performance Measures

- Vehicle, bicycle, and pedestrian collisions
- Vehicle speeds (e.g. reduction in automobile speeds, relative to the speed limit)
- Vehicle turning speeds

Counts

- Number of miles of High Injury Network improved with safety treatments
- Number of measures implemented (speed humps, pedestrian refuge islands, etc.)
- Number of new signals installed with exclusive phases for bicycles and transit
- Number of schools receiving safety and traffic calming measures
- Number of Walk Audits completed
- Number of completed outreach and education project evaluations

5. Project Delivery Snapshot

Since this is the inaugural Prop L 5YPP, we are looking to the prior Prop K sales tax program to assess project delivery trends for similar types of projects. Project delivery for previously-funded projects is one important consideration when we evaluate project sponsors' proposed requests for Prop L funding, particularly with respect to project readiness.

As required by the Prop L Expenditure Plan, the next 5YPP update will be informed by a citywide geographic distribution of sales tax project allocations and the distribution of projects located in Equity Priority Communities and/or benefiting disadvantaged populations.

Prop K Project Delivery

Safer and Complete Streets combines several programs from the prior Prop K Expenditure Plan and thus, there is a large pool of sales tax-funded projects that can shed a light on project delivery success and challenges for Safer and Complete Streets project.

Table 1 shows the Project Status of open grants under Prop K that are similar to projects eligible for funding under the Safer and Complete Streets program, including but not limited to new signals, traffic calming, bicycle safety, streetscape and complete streets, and outreach and education programs.

Table 1. Prop K Project Status

SPONSOR	PROJECT NAME	PHASE(S) FUNDED	FY OF ALLOCATION	ALLOCATED (AS OF JUNE 2023)	REMAINING BALANCE (AS OF 9/27/23)	OPEN FOR USE?
New Signals						
SFMTA	Alemany and Rousseau Traffic Signal Conduits	Design	2018/19	$20,000	$18,184	Yes
SFMTA	Alemany and Rousseau Traffic Signal Conduits	Construction	2018/19	$130,000	$35,851	Yes
SFMTA	New Traffic Signals (Contract 65)	Design	2018/19	$300,000	$5,000	Yes
SFMTA	New Traffic Signals (Contract 65)	Construction	2020/21	$3,126,086	$2,958,305	
SFMTA	New Traffic Signals (Contract 66)	Design	2021/22	$300,000	$252,988	
SFMTA	Sloat and Skyline Intersection Improvements	Design	2022/23	$190,000	$181,788	

Outreach and Education Programs						
SFMTA	Bicycle Safety Education and Outreach	Construction	2021/22	$220,000	$70,870	Yes
SFMTA	Bicycle Safety Education and Outreach	Construction	2022/23	$110,000	$110,000	
Streetscape and Complete Streets						
SFMTA	19th Avenue Complete Streets	Construction	2017/18	$425,000	$5,000	Yes
SFMTA	Beale Street Bikeway	Design	2019/20	$330,000	$81,381	Yes
SFMTA	Mission Street - Excelsior Safety Project	Design	2019/20	$1,000,000	$332,044	Yes
SFMTA	Ocean Avenue Safety Improvements	Planning	2019/20	$210,000	$46,000	
SFMTA	Safer Taylor Street	Design	2019/20	$2,047,958	$5,000	Yes
SFMTA	Cesar Chavez/Bayshore/Potrero Intersection Improvements (Hairball) Phase 2	Design	2019/20	$480,000	$82,403	
SFMTA	6th Street Pedestrian Safety	Construction	2020/21	$4,000,000	$2,518,065	
SFMTA	Mission Street - Excelsior Safety Project	Design	2020/21	$351,126	$351,126	
SFMTA	Mission/Geneva Safety Project	Construction	2020/21	$1,391,000	1,364,406	
SFMTA	Beale Street Bikeway and Transit Lane	Construction	2022/23	$640,000	$640,000	
SFMTA	Folsom Streetscape	Construction	2022/23	$3,200,000	$3,200,000	
SFMTA	Howard Streetscape	Design	2022/23	$500,000	$500,000	
Traffic Calming						
SFMTA	Intelligent Transportation Systems - Traffic Camera Deployment	Construction	2017/18	$1,200,000	$173,520	
SFMTA	Intelligent Transportation Systems - Variable Message Signs	Construction	2017/18	$1,000,000	$75,104	
SFMTA	20th Avenue Neighborway	Construction	2018/19	$560,000	$291,526	
SFMTA	District 7 FY19 Participatory Budgeting Priorities [NTIP Capital]	Design	2018/19	$115,000	$14,519	
SFMTA	District 7 FY19 Participatory Budgeting Priorities [NTIP Capital]	Construction	2018/19	$140,000	$140,000	

SFMTA	Schools Engineering Program – Construction	Planning, Design Engineering, Construction	2018/19	$751,000	$121,659	
SFMTA	Application-Based Traffic Calming Program - FY18/19 Cycle Implementation (Construction)	Construction	2019/20	$1,144,258	$103,075	
SFMTA	Application-Based Traffic Calming Program - FY20/21 Cycle Planning	Planning	2019/20	$220,387	$78,447	Yes
SFMTA	District 3 Pedestrian Safety Improvements [NTIP Capital] – Construction	Construction	2019/20	$245,000	$245,000	
SFMTA	Schools Engineering Program FY20 – Planning	Planning	2019/20	$186,879	$5,000	Yes
SFMTA	Schools Engineering Program FY20 – Design	Design Engineering	2019/20	$100,121	$5,000	Yes
SFMTA	Schools Engineering Program FY20 – Construction	Construction	2019/20	$713,000	$671,646	Yes
SFMTA	Speed Radar Sign Installation	Construction	2019/20	$148,000	$46,273	
SFMTA	Vision Zero Quick-Build Program Implementation - Construction	Construction	2019/20	$4,666,200	$34,378	Yes
SFMTA	Application-Based Traffic Calming Program - FY19/20 Cycle Implementation (Construction)	Construction	2020/21	$1,612,000	$1,355,418	Yes
SFMTA	Application-Based Traffic Calming Program - FY21/22 Cycle	Planning	2020/21	$250,000	$32,363	
SFMTA	Bayview Community Based Transportation Plan Implementation: Bulbouts	Design Engineering	2020/21	$110,000	$5,000	
SFMTA	Bayview Community Based Transportation Plan Implementation: Rectangular Rapid Flashing Beacons	Design Engineering	2020/21	$70,000	$11,158	
SFMTA	Central Embarcadero Quick Build	Construction	2020/21	$1,000,000	$68,873	Yes
SFMTA	Citywide Daylighting – Construction	Construction	2020/21	$300,000	$132,756	
SFMTA	Excelsior Neighborhood Traffic Calming – Design	Design Engineering	2020/21	$74,700	$64,618	Yes
SFMTA	Excelsior Neighborhood Traffic Calming - Construction	Construction	2020/21	$475,300	$475,300	
SFMTA	Great Highway Traffic Management	Construction	2020/21	$424,971	$166,414	Yes

SFMTA	Traffic Calming Removal and Replacement - FY21 (Design)	Design Engineering	2020/21	$4,106	$4,106	Yes
SFMTA	Traffic Calming Removal and Replacement - FY21 (Construction)	Construction	2020/21	$45,894	$45,894	
SFMTA	Vision Zero Quick-Build Program FY21	Construction	2020/21	$936,314	$756,263	
SFMTA	20MPH Speed Limit Reductions	Construction	2021/22	$750,000	$702,424	
SFMTA	Application-Based Traffic Calming Program - FY20/21 Cycle Design	Design Engineering	2021/22	$175,777	$5,000	Yes
SFMTA	District 4 Neighborway Network	Design Engineering	2021/22	$274,600	$54,356	Yes
SFMTA	Page Slow Street Pilot	Environmental Studies	2021/22	$325,000	$218,762	
SFMTA	Schools Engineering Program FY21/22 – Planning	Planning	2021/22	$82,500	$82,500	Yes
SFMTA	Schools Engineering Program FY21/22 Cycle - Design	Design Engineering	2021/22	$82,500	$82,500	
SFMTA	Schools Engineering Program FY21/22 Cycle - Construction	Construction	2021/22	$760,000	$760,000	
SFMTA	Vision Zero Quick-Build Program Implementation FY22	Construction	2021/22	$2,821,000	$2,451,783	
SFMTA	38th and Geary Rectangular Rapid Flashing Beacons [NTIP Capital] – Design	Design Engineering	2022/23	$37,000	$37,000	
SFMTA	38th and Geary Rectangular Rapid Flashing Beacons [NTIP Capital] - Construction	Construction	2022/23	$175,000	$175,000	
SFMTA	Application-Based Traffic Calming Program FY20-21 Cycle Construction	Construction	2022/23	$2,762,000	$2,702,187	
SFMTA	Application-Based Traffic Calming Program FY21-22 Cycle Design	Design Engineering	2022/23	$312,000	$204,938	
SFMTA	Bayview Community Based Transportation Plan Implementation	Construction	2022/23	$2,767,500	$2,767,500	
SFMTA	Schools Engineering Program FY22-23 Cycle	Planning	2022/23	$40,000	$40,000	Yes
SFMTA	Schools Engineering Program FY22-23 Cycle	Design Engineering	2022/23	$20,000	$20,000	
SFMTA	Schools Engineering Program FY22-23 Cycle	Construction	2022/23	$220,000	$220,000	
SFMTA	Vision Zero Quick-Build Program Implementation FY23 (Part 1) – Construction	Construction	2022/23	$345,143	$345,143	

SFPW	Second Street Improvement	Construction	2015/16	$110,000	$21,938	Yes
SFPW	Better Market Street – 5th to 8th Street	Design Engineering	2019/20	2,230,000	$43,907	Yes
SFPW	Buchanan Mall Bulbouts - Golden Gate and Turk [NTIP Capital]	Design Engineering	2019/20	$300,000	$63,290	Yes
SFPW	John Yehall Chin Elementary Safe Routes to School	Construction	2019/20	$3,802,000	$475,009	Yes
SFPW	Better Market Street – 5th to 8th Street	Construction	2020/21	$11,634,000	$11,634,000	
SFPW	Buchanan Mall Bulbouts - Golden Gate and Turk [NTIP Capital]	Construction	2020/21	$676,000	$271,356	Yes
SFPW	Alemany Interchange Improvement Phase 2 - Additional Funds	Construction	2022/23	$178,791	$178,791	
SFPW	Excelsior Neighborhood Traffic Calming: Sickles Ave Streetscape	Design Engineering	2022/23	$900,000	$900,000	

Projects are sorted by sponsor, sub-program, allocation year, then name.
*Invoice pending.

Sponsors report that a major delivery challenge is reduced staffing capacity in key roles, as well as interagency coordination, especially on grant administration.

One technical challenge that SFMTA reports in delivering new signal projects is that the interpretation of ADA accessibility standards for curb ramps has become stricter and the impact is that more curb ramp scope is being triggered by signal excavation work than in previous years. More curb ramp construction scope means more potential for other utility conflicts and more staff resources needed to complete curb ramp design. Increased curb ramp scope also triggers additional construction time and costs for signal projects.

There is also a high demand for signal shop work for projects including Vision Zero, transit signal priority, corridor projects, etc. Staff resource constraints in the signal shop have often been a limiting factor in the pace of project delivery. Transportation Authority staff will seek to evaluate capacity when allocation requests come in and look at how prior grants are progressing. The signal shop recently hired two electricians and is in the process of hiring two more. SFMTA staff anticipate that this will help support in-house projects as well as construction contracts.

SFMTA reports that it is working on fine-tuning the processes to book grant funds once grants are approved and to submit invoices to grant agencies more expeditiously. Closing out projects can take an extended amount of time because it is typically slowed by the process for returning unspent funds between SFPW and SFMTA. SFMTA financial managers are in discussion with SFPW and the Controller's Office to improve procedures.

SFMTA reports that the Vision Zero Quick Build program of projects is generally progressing well, with modest delays in delivery. To date, SFMTA's project delivery model has resulted in the completion of approximately 34 unique treatments to improve biking, walking and all forms of active transportation. SFMTA reports that traffic calming projects are still experiencing residual impacts due to COVID 19 delays (especially with regard to Schools Engineering) and lags in invoicing. Recent project delivery challenges stem from SFPW staffing issues, resulting in delays to 100% design packages. SFMTA management is in conversation with SFPW counterparts to resolve this issue. SFMTA often has SFPW and private contractors perform construction as necessary to meet demand. SFMTA staff are prepared with existing resources including SFPW Bureau of Street and Sewer Repair and Job Order Contracts but will explore options like issuing an SFMTA contract to increase capacity if necessary.

SFPW highlights that over 80% of the remaining balance of Prop K grants to SFPW belongs to the Better Market Street 5th-8th Streets Project. The project is under construction with an expected completion date of April 2025. About 11% of the remaining SFPW grant balance is for active projects in various phases with no anticipated major project delivery challenges. The remainder of the grant balance is for projects with closeouts that are in progress but have been delayed by reduced staffing capacity. SFPW has been hiring aggressively in the last 6-12 months with the intent of filling many of those vacancies in the current fiscal year.

Transportation Authority staff will continue working with project sponsors to close out grants and de-obligate unneeded funds that can be redistributed to projects through Prop L. We have also enhanced our grants portal which we and the project sponsors use to report on sales tax funded grants. This will make it easier for sponsors to enter project delivery status information in a more useful format and facilitate Transportation Authority collection and analysis of project delivery information.

6. Project Prioritization

The intent of establishing and documenting a methodology to select proposed projects is to provide the Transportation Authority Board, the public, and project sponsors with a clear understanding of how projects are prioritized for funding within each Prop L program. Working in consultation with project sponsors and drawing upon the Transportation Authority's experience with prioritizing projects for grant funding, Transportation Authority staff developed a set of Prop L program-wide criteria to help select projects in each of the 28 Prop programs. In addition, most programs also have program-specific criteria to inform priorities such as improving transit reliability and travel time or replacing assets at the end of their useful lives. The Prop L program-wide criteria include:

- Project readiness
- Relative level of need or urgency
- Benefit to disadvantaged populations
- Level and diversity of community support
- Leveraging

The above criteria, along with any program-specific criteria, are scored for each proposed project. In addition, the evaluation process also considers a fair geographic distribution and cost-effectiveness.

San Francisco's Equity Priority Communities are an important factor in assessing projects and benefits to disadvantaged populations. See the map on the Transportation Authority's website: https://epc-map.sfcta.org/

The Project Scoring Table in Section 7 shows the Prop L program-wide criteria, the program-specific criteria, criteria definitions, and maximum possible points for projects proposed for the Safer and Complete Streets 5YPP. For each proposed project, the project sponsors first scored the project and then Transportation Authority staff reviewed and refined the scoring, as needed, to ensure consistent application of the prioritization criteria.

7. Project List

This section shows how each project proposed for funding from Safer and Complete Streets ranked based on the prioritization methodology described in Section 6; the 5-Year Program of Projects or Project List recommended for Prop L funds; and Anticipated Leveraging. The Project Information Form with details on scope, schedule, cost, funding are included in Appendix A.

Approving this 5YPP requires amending the Prop L Strategic Plan to advance funds from future years into the current five-year period. The recommended project list would advance $32,936,167 in programming and $28,516,000 in cash flow into the current 5YPP period, with the remaining cash flow extending beyond the first five years. As a result, the proposed cash flow (reimbursements) in the first five years is $14,134,167 or about 200% more than the pay-go budget in the Baseline, as amended.

We anticipated significant acceleration of the funds in the Safer and Complete Streets program, because Prop L funds for the first five years are significantly reduced (e.g. by more than half) compared to year six on, due to Prop K carryforward of remaining balances and outstanding debt.

We are comfortable supporting this level of advancement of funds because Safer and Complete Streets projects are key to supporting the City's Vision Zero goal, making it important to move these projects forward now so the public can benefit from the safety improvements sooner rather than later. At the same time, based on current project delivery track records, we are not expecting all the projects to proceed as quickly as proposed, which will ultimately result in less advancing and less financing costs. We will true up actual allocations and expenditures in the next 5YPP update and any reductions in financing costs would be available for programming to projects in the next 5-year period.

Prop L Project Submissions Evaluation - EP 18 Safer and Complete Streets

		Prop L-Wide Criteria					Program Specific Criteria				
District	**Projects**	**Project Readiness**	**Relative Level of Need or Urgency (time sensitive)**	**Benefits to Disadvantaged Populations**	**Level and Diversity of Community Support**	**Leveraging**	**Safety**	**Benefits Multi-Modal Users**	**Proximity to Key Resources**	**Complete Streets Elements**	**Total**
Capital Projects (sub-program)											
3 & 6	Central Embarcadero Enhancement (OBAG Match)	5	4	5	1	4	4	3	3	2	31
6	Howard Streetscape	2	3	5	5	4	4	3	3	2	31
6	5th Street Corridor Improvements	3	0	5	5	4	4	3	3	2	29
5	Golden Gate Greenway (Tenderloin)	4	0	5	5	1	4	3	3	2	27
5	Tenderloin Protected Intersections	3	0	5	2	2	4	3	3	1	23
Citywide	Slow Streets Implementation	5	0	3	2	4	2	3	1	2	22
6	SoMa Arterial Traffic Calming Project	3	0	5	3	0	4	3	3	1	22
5	Page Slow Street	4	0	3	3	2	4	3	0	2	21
11	Sickles Avenue	2	0	5	1	2	3	3	3	2	21
6	Yerba Buena Island Multi-Use Pathway	2	1	5	1	4	3	3	1	1	21
Citywide	School Traffic Calming Program	3	0	5	3	0	2	3	3	1	20
6	Market Octavia Living Alleys Phase 1B	4	0	3	1	3	1	3	3	2	20
TBD	Vision Zero Speed Limit Reduction	5	0	5	1	TBD	2	3	3	0	19
Citywide	Vision Zero Left Turn Traffic Calming	3	0	5	0	0	4	3	2	1	18
Citywide	Safe Streets Evaluation Program	5	0	5	0	0	4	3	0	0	17
4	District 4 Street Improvements	4	0	0	3	1	2	3	2	1	16
6,8,9	Valencia Street Bikeway Improvements	1	0	2	0	0	4	3	2	0	12
7	7th Ave Bikeway	5	0	1	0	0	1	1	3	1	12
Citywide	Active Communities Plan Implementation Placeholder	This is a placeholder. Project will be scored at time of allocation.									N/A
	Total Possible Score	5	4	5	5	4	4	3	3	2	35

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District	Projects	Project Readiness	Relative Level of Need or Urgency (time sensitive)	Benefits to Disadvantaged Populations	Level and Diversity of Community Support	Leveraging	Safety	N/A	N/A	N/A	Total
Outreach & Education Programs (sub-program)											
Citywide	Safe Routes to School Non-Infrastructure Project	5	4	5	3	4	2				23
Citywide	Vision Zero Education and Communications: Speed Safety Cameras FY 24	4	0	5	5	0	4				18
Citywide	Bicycle Education and Outreach	5	0	5	1	1	3				15
Citywide	Vision Zero Education and Communications FY 25-28	4	0	5	1	0	4				14
	Total Possible Score	5	4	5	5	4	4	N/A	N/A	N/A	27

District	Projects	Project Readiness	Relative Level of Need or Urgency (time sensitive)	Benefits to Disadvantaged Populations	Level and Diversity of Community Support	Leveraging	Safety	Supports Transit First	N/A	N/A	Total
New Traffic Signals (sub-program)											
Citywide	Contract 66 New Traffic Signals	4	3	5	2	2	4	3			23
Citywide	Sloat and Skyline Intersection Improvements	5	4	5	0	2	4	2			22
Citywide	Contract 67 New Traffic Signals	4	0	5	0	4	4	3			20
	Total Possible Score	5	4	5	5	4	4	3	N/A	N/A	30

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	Project Scoring Key: Projects are assessed using Transportation Authority Board adopted Prop L-wide criteria and program specific prioritization criteria. In general, the better a project meets the criteria as defined, the more points the project is assigned.
	Project Readiness: Highest possible score is 5. Project is likely to need funding in the fiscal year proposed. Factors to be considered include, but are not limited to adequacy of scope, schedule, budget and funding plan relative to current project status (e.g. expect more detail and certainty for a project about to enter construction than design); whether prior project phases are completed or expected to be completed before beginning the next phase; and whether litigation, community opposition or other factors pose a significant risk to project advancement, as proposed.
	Relative Level of Need or Urgency (time sensitive): Highest possible score is 4. Project needs to proceed in the proposed timeframe to enable construction coordination with another project (e.g. minimize costs and construction impacts), to support another funded or proposed project (e.g. signal conduit installation coordination with a street resurfacing project) or to meet timely use of funds deadlines associated with matching funds.
	Benefits to Disadvantaged Populations: Highest possible score is 5. Project provides direct benefits to disadvantaged populations, including communities historically harmed by displacement, transportation policies, and projects that utilized eminent domain. Project directly impacts the ability of disadvantaged populations to access transportation (e.g. new or enhanced infrastructure, new service or improved service, improved safety, etc.), whether or not the project is directly located in an Equity Priority Community. Points are based on the description of benefits presented in the Project Information Form.
	Level and Diversity of Community Support: Highest possible score is 5. Project has clear and diverse community support, including from disadvantaged populations and/or was developed out of a community-based planning process. Five points for a project that 1) is in an adopted community based plan or with evidence of diverse (neighborhood level and citywide) community support and 2) has documented support from disadvantaged populations. Three points for a project not in an adopted community based plan, but with evidence of support from *both* neighborhood stakeholders and citywide groups. Project does not have documented support from disadvantaged populations. One point for a project not in an adopted community based plan, but with evidence of support from *either* neighborhood stakeholders or citywide groups. Project does not have documented support from disadvantaged populations. Zero points for a project that was neither developed out of a community-based planning process nor has other forms of demonstrated community support.
	Leveraging: Highest possible score is 4. Project demonstrates actual or potential leveraging of Prop L funds, as indicated in the funding plan. Factors to consider include the status of other fund sources and the likely competitiveness for securing non-Prop L funds from discretionary sources.
	Captial Projects- Safety: Highest possible score is 4. Project addresses documented safety issue(s) and/or reduces potential conflict between modes or is located on the High Injury Network. Points are based on the safety information presented in the Project Information Form.
	Captial Projects - Benefits Multi-Modal Users: Highest possible score is 3. Project directly benefits multiple system users (e.g. pedestrians, cyclists, transit passengers, motorists).
	Capital Projects - Proximity to Key Resources: Highest possible score is 3. Priority will be given to locations in proximity to community assets serving vulnerable populations (schools, senior centers, hospitals), bus stops, and areas with high pedestrian volumes.
	Capital Projects - Complete Streets Elements: Highest possible score is 2. Project includes complete streets elements and includes at least a minimum level of enhancement over previous conditions (e.g. more than repainting or reconstructing an existing facility in-kind). Specifically, priority will be given to projects that include at least a minimal level of enhancement over previous conditions. Enhancements include complete streets elements for pedestrians, cyclists, and/or transit passengers that are improvements above and beyond those triggered by the street repair and reconstruction work (e.g. ADA compliant curb ramps required because of the street repair and reconstruction work).
	Outreach & Education Program- Safety: Highest possible score is 4. Project addresses documented safety issue(s). Project Information Form should provide evidence of need for the proposed program and demonstrate how the proposed scope effectively addresses the need. Projects with documented evidence of effectiveness will receive priority.
	New Traffic Signals- Safety: Highest possible score is 4. Project addresses documented safety issue(s) and/or reduces potential conflicts between modes. Higher priority is given for projects benefiting multiple types of users (e.g. pedestrians, cyclists, motorists).
	New Traffic Signals- Supports Transit First: Highest possible score is 3. Project improves transit service and reduces delay for transit vehicles at intersections controlled by traffic signals.

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)
18- Safer and Complete Streets
Programming Year
Pending November 28, 2023 Board Meeting

Agency	Project Name	Phase	Fiscal Year of Allocation					Total
			2023/24	2024/25	2025/26	2026/27	2027/28	
Sub-Program: Capital Projects								
SFMTA	5th Street Corridor Improvements	Construction		$1,000,000				$1,000,000
SFMTA	7th Ave Bikeway	Design Engineering (PS&E)		$50,000				$50,000
SFMTA	7th Ave Bikeway	Construction			$100,000			$100,000
SFMTA	Active Communities Plan Implementation	TBD		$4,350,000				$4,350,000
SFMTA	Active Communities Plan Implementation	TBD			$3,750,000			$3,750,000
SFMTA	Active Communities Plan Implementation	TBD				$3,750,000		$3,750,000
SFMTA	Active Communities Plan Implementation	TBD					$3,750,000	$3,750,000
SFMTA	Central Embarcadero Enhancement (OBAG Match)	Design Engineering (PS&E)	$200,000					$200,000
SFMTA	District 4 Street Improvements	Construction	$700,000					$700,000
SFMTA	Golden Gate Greenway (Tenderloin)	Design Engineering (PS&E)	$100,000					$100,000
SFMTA	Golden Gate Greenway (Tenderloin)	Construction		$1,000,000				$1,000,000
SFMTA	Howard Streetscape	Construction		$2,000,000				$2,000,000
SFPW	Market Octavia Living Alleys Phase 1B	Construction			$700,000			$700,000
SFMTA	Page Slow Street	Design Engineering (PS&E)		$407,000				$407,000
SFMTA	Page Slow Street	Construction			$593,000			$593,000
SFMTA	Safe Streets Evaluation Program	Planning/Conceptual Engineering		$450,000				$450,000
SFMTA	Safe Streets Evaluation Program	Planning/Conceptual Engineering				$400,000		$400,000
SFMTA	School Traffic Calming Program	Design Engineering (PS&E)	$220,000					$220,000
SFMTA	School Traffic Calming Program	Construction	$1,780,000					$1,780,000
SFMTA	School Traffic Calming Program	Design Engineering (PS&E)		$220,000				$220,000
SFMTA	School Traffic Calming Program	Construction		$1,780,000				$1,780,000
SFMTA	School Traffic Calming Program	Design Engineering (PS&E)			$220,000			$220,000
SFMTA	School Traffic Calming Program	Construction			$1,780,000			$1,780,000
SFMTA	School Traffic Calming Program	Design Engineering (PS&E)				$220,000		$220,000
SFMTA	School Traffic Calming Program	Construction				$1,780,000		$1,780,000
SFMTA	School Traffic Calming Program	Design Engineering (PS&E)					$220,000	$220,000
SFMTA	School Traffic Calming Program	Construction					$1,780,000	$1,780,000
SFPW	Sickles Avenue Streetscape	Construction		$1,300,000				$1,300,000

Agency	Project Name	Phase	Fiscal Year of Allocation					Total
			2023/24	2024/25	2025/26	2026/27	2027/28	
SFMTA	Slow Streets Implementation	Construction	$200,000					$200,000
SFMTA	Slow Streets Implementation	Construction		$200,000				$200,000
SFMTA	Slow Streets Implementation	Construction			$200,000			$200,000
SFMTA	Slow Streets Implementation	Construction				$200,000		$200,000
SFMTA	Slow Streets Implementation	Construction					$200,000	$200,000
SFMTA	SoMa Arterial Traffic Calming	Construction		$1,000,000				$1,000,000
SFMTA	Tenderloin Protected Intersections	Construction			$250,000			$250,000
SFMTA	Valencia Street Bikeway Improvements	Construction				$1,000,000		$1,000,000
SFMTA	Vision Zero Left Turn Traffic Calming	Construction	$100,000					$100,000
SFMTA	Vision Zero Left Turn Traffic Calming	Construction		$100,000				$100,000
SFMTA	Vision Zero Speed Limit Reduction	Construction	$100,000					$100,000
SFMTA	Vision Zero Speed Limit Reduction	Construction			$100,000			$100,000
SFMTA	Vision Zero Speed Limit Reduction	Construction					$100,000	$100,000
SFCTA	Yerba Buena Island Multi-Use Pathway	Construction			$1,000,000			$1,000,000
Sub-Program: Outreach and Education Projects								
SFMTA	Bicycle Education and Outreach	Construction	$200,000					$200,000
SFMTA	Bicycle Education and Outreach	Construction		$200,000				$200,000
SFMTA	Bicycle Education and Outreach	Construction			$200,000			$200,000
SFMTA	Bicycle Education and Outreach	Construction				$200,000		$200,000
SFMTA	Bicycle Education and Outreach	Construction					$200,000	$200,000
SFMTA	Safe Routes to School Non-Infrastructure	Construction	$230,000					$230,000
SFMTA	Safe Routes to School Non-Infrastructure	Construction		$236,000				$236,000
SFMTA	Safe Routes to School Non-Infrastructure	Construction			$243,000			$243,000
SFMTA	Safe Routes to School Non-Infrastructure	Construction				$251,000		$251,000
SFMTA	Safe Routes to School Non-Infrastructure	Construction					$258,000	$258,000
SFMTA	Vision Zero Education and Communications: Speed Safety Cameras FY24	Construction	$150,000					$150,000
SFMTA	Vision Zero Education and Communications FY 25-28	Construction		$200,000				$200,000
SFMTA	Vision Zero Education and Communications FY25-28	Construction				$200,000		$200,000
Sub-Program: New Traffic Signals								
SFMTA	Contract 66 New Traffic Signals	Construction	$3,300,000					$3,300,000
SFMTA	Contract 67 New Traffic Signals	Design Engineering (PS&E)		$1,100,000				$1,100,000
SFMTA	Skyline and Sloat Intersection Improvements	Construction	$800,000					$800,000
	Funds Requested in 2023 5YPP		$8,080,000	$15,593,000	$9,136,000	$8,001,000	$6,508,000	$47,318,000
	Cumulative Remaining Programming Capacity		$6,301,833	($9,291,167)	($18,427,167)	($26,428,167)	($32,936,167)	($32,936,167)

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)
18- Safer and Complete Streets
Cash Flow (Maximum Annual Reimbursement)
Pending November 28, 2023 Board Meeting

Project Name	Phase	Fiscal Year of Reimbursement										Total
		2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	
Sub-Program: Capital Projects												
5th Street Corridor Improvements	Construction	$0	$0	$0	$500,000	$500,000	$0	$0	$0	$0	$0	$1,000,000
7th Ave Bikeway	Design Engineering (PS&E)	$0	$25,000	$25,000	$0	$0	$0	$0	$0	$0	$0	$50,000
7th Ave Bikeway	Construction	$0	$0	$50,000	$50,000	$0	$0	$0	$0	$0	$0	$100,000
Active Communities Plan Implementation	TBD	$0	$0	$500,000	$550,000	$1,300,000	$1,000,000	$1,000,000			$0	$4,350,000
Active Communities Plan Implementation	TBD	$0	$0	$0	$0	$750,000	$1,000,000	$1,000,000	$1,000,000		$0	$3,750,000
Active Communities Plan Implementation	TBD	$0	$0	$0	$0	$0	$750,000	$1,000,000	$1,000,000	$1,000,000	$0	$3,750,000
Active Communities Plan Implementation	TBD	$0	$0	$0	$0	$0	$0	$750,000	$1,000,000	$1,000,000	$1,000,000	$3,750,000
Central Embarcadero Enhancement (OBAG Match)	Design Engineering (PS&E)	$50,000	$150,000	$0	$0	$0	$0	$0	$0	$0	$0	$200,000
District 4 Street Improvements	Construction	$0	$350,000	$350,000	$0	$0	$0	$0	$0	$0	$0	$700,000
Golden Gate Greenway (Tenderloin)	Design Engineering (PS&E)	$0	$100,000	$0	$0	$0	$0	$0	$0	$0	$0	$100,000
Golden Gate Greenway (Tenderloin)	Construction	$0	$0	$250,000	$500,000	$250,000	$0	$0	$0	$0	$0	$1,000,000
Howard Streetscape	Construction	$0	$0	$500,000	$500,000	$1,000,000	$0	$0	$0	$0	$0	$2,000,000
Market Octavia Living Alleys Phase 1B	Construction	$0	$0	$0	$350,000	$350,000	$0	$0	$0	$0	$0	$700,000
Page Slow Street	Design Engineering (PS&E)	$0	$0	$200,000	$207,000	$0	$0	$0	$0	$0	$0	$407,000
Page Slow Street	Construction	$0	$0	$0	$0	$500,000	$93,000	$0	$0	$0	$0	$593,000
Safe Streets Evaluation Program	Planning/Conceptual Engineering	$0	$250,000	$200,000	$0	$0	$0	$0	$0	$0	$0	$450,000
Safe Streets Evaluation Program	Planning/Conceptual Engineering	$0	$0	$0	$200,000	$200,000	$0	$0	$0	$0	$0	$400,000
School Traffic Calming Program	Design Engineering (PS&E)	$0	$100,000	$120,000	$0	$0	$0	$0	$0	$0	$0	$220,000
School Traffic Calming Program	Construction	$0	$0	$700,000	$1,080,000	$0	$0	$0	$0	$0	$0	$1,780,000
School Traffic Calming Program	Design Engineering (PS&E)	$0	$0	$100,000	$120,000	$0	$0	$0	$0	$0	$0	$220,000
School Traffic Calming Program	Construction	$0	$0	$0	$700,000	$1,080,000	$0	$0	$0	$0	$0	$1,780,000
School Traffic Calming Program	Design Engineering (PS&E)	$0	$0	$0	$100,000	$120,000	$0	$0	$0	$0	$0	$220,000
School Traffic Calming Program	Construction	$0	$0	$0	$0	$700,000	$1,080,000	$0	$0	$0	$0	$1,780,000
School Traffic Calming Program	Design Engineering (PS&E)	$0	$0	$0	$0	$100,000	$120,000	$0	$0	$0	$0	$220,000
School Traffic Calming Program	Construction	$0	$0	$0	$0	$0	$700,000	$1,080,000	$0	$0	$0	$1,780,000
School Traffic Calming Program	Design Engineering (PS&E)	$0	$0	$0	$0	$0	$100,000	$120,000	$0	$0	$0	$220,000
School Traffic Calming Program	Construction	$0	$0	$0	$0	$0	$0	$700,000	$1,080,000	$0	$0	$1,780,000
Sickles Avenue Streetscape	Construction	$0	$300,000	$1,000,000	$0	$0	$0	$0	$0	$0	$0	$1,300,000

Project Name	Phase	Fiscal Year of Reimbursement										Total
		2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	
Slow Streets Implementation	Construction	$0	$100,000	$100,000	$0	$0	$0	$0	$0	$0	$0	$200,000
Slow Streets Implementation	Construction	$0	$0	$100,000	$100,000	$0	$0	$0	$0	$0	$0	$200,000
Slow Streets Implementation	Construction	$0	$0	$0	$100,000	$100,000	$0	$0	$0	$0	$0	$200,000
Slow Streets Implementation	Construction	$0	$0	$0	$0	$100,000	$100,000	$0	$0	$0	$0	$200,000
Slow Streets Implementation	Construction	$0	$0	$0	$0	$0	$100,000	$100,000	$0	$0	$0	$200,000
SoMa Arterial Traffic Calming	Construction	$0	$0	$120,000	$520,000	$360,000	$0	$0	$0	$0	$0	$1,000,000
Tenderloin Protected Intersections	Construction	$0	$0	$0	$125,000	$125,000	$0	$0	$0	$0	$0	$250,000
Valencia Street Bikeway Improvements	Construction	$0	$0	$0	$0	$500,000	$500,000	$0	$0	$0	$0	$1,000,000
Vision Zero Left Turn Traffic Calming	Construction	$0	$50,000	$50,000	$0	$0	$0	$0	$0	$0	$0	$100,000
Vision Zero Left Turn Traffic Calming	Construction	$0	$0	$0	$50,000	$50,000	$0	$0	$0	$0	$0	$100,000
Vision Zero Speed Limit Reduction	Construction	$0	$100,000	$0	$0	$0	$0	$0	$0	$0	$0	$100,000
Vision Zero Speed Limit Reduction	Construction	$0	$0	$0	$100,000	$0	$0	$0	$0	$0	$0	$100,000
Vision Zero Speed Limit Reduction	Construction	$0	$0	$0	$0	$0	$100,000	$0	$0	$0	$0	$100,000
Yerba Buena Island Multi-Use Pathway	Construction	$0	$0	$0	$500,000	$500,000	$0	$0	$0	$0	$0	$1,000,000
Sub-Program: Outreach and Education Projects												
Bicycle Education and Outreach	Construction	$0	$200,000	$0	$0	$0	$0	$0	$0	$0	$0	$200,000
Bicycle Education and Outreach	Construction	$0	$0	$200,000	$0	$0	$0	$0	$0	$0	$0	$200,000
Bicycle Education and Outreach	Construction	$0	$0		$200,000	$0	$0	$0	$0	$0	$0	$200,000
Bicycle Education and Outreach	Construction	$0	$0	$0		$200,000	$0	$0	$0	$0	$0	$200,000
Bicycle Education and Outreach	Construction	$0	$0	$0		$0	$200,000	$0	$0	$0	$0	$200,000
Safe Routes to School Non-Infrastructure	Construction	$100,000	$130,000	$0	$0	$0	$0	$0	$0	$0	$0	$230,000
Safe Routes to School Non-Infrastructure	Construction	$0	$118,000	$118,000	$0	$0	$0	$0	$0	$0	$0	$236,000
Safe Routes to School Non-Infrastructure	Construction	$0	$0	$122,000	$121,000	$0	$0	$0	$0	$0	$0	$243,000
Safe Routes to School Non-Infrastructure	Construction	$0	$0	$0	$126,000	$125,000	$0	$0	$0	$0	$0	$251,000
Safe Routes to School Non-Infrastructure	Construction	$0	$0	$0	$0	$129,000	$129,000	$0	$0	$0	$0	$258,000
Vision Zero Education and Communications: Speed Safety Cameras FY24	Construction	$0	$50,000	$100,000	$0	$0	$0	$0	$0	$0	$0	$150,000
Vision Zero Education and Communications FY 25-28	Construction	$0	$0	$50,000	$150,000	$0	$0	$0	$0	$0	$0	$200,000
Vision Zero Education and Communications FY25-28	Construction	$0	$0	$0	$50,000	$150,000	$0	$0	$0	$0	$0	$200,000
Sub-Program: New Traffic Signals												
Contract 66 New Traffic Signals	Construction	$0	$1,100,000	$1,100,000	$1,100,000	$0	$0	$0	$0	$0	$0	$3,300,000
Contract 67 New Traffic Signals	Design Engineering (PS&E)	$0	$550,000	$550,000	$0	$0	$0	$0	$0	$0	$0	$1,100,000
Skyline and Sloat Intersection Improvements	Construction	$0	$600,000	$200,000	$0	$0	$0	$0	$0	$0	$0	$800,000
Cash Flow Requested in 2023 5YPP		$150,000	$4,273,000	$6,805,000	$8,099,000	$9,189,000	$5,972,000	$5,750,000	$4,080,000	$2,000,000	$1,000,000	$47,318,000
Cash Flow in 2023 Draft Strategic Plan Baseline		$1,597,981	$3,195,963	$3,195,963	$3,195,963	$3,195,963	$0	$0	$0	$0	$0	$14,381,833
Cumulative Remaining Cash Flow Capacity		$1,447,981	$370,944	($3,238,093)	($8,141,130)	($14,134,167)	($20,106,167)	($25,856,167)	($29,936,167)	($31,936,167)	($32,936,167)	($32,936,167)

Anticipated Leveraging

The table below compares Prop L Expenditure Plan assumptions with anticipated leveraging for the recommended projects based on the Project Information Forms. At time of allocation, Transportation Authority staff will again compare the actual leveraging to the expected leveraging.

Table 2. Prop L Leveraging: Expected vs. Proposed for Fiscal Years 2023/24 – 2027/28

PROJECT	EXPECTED LEVERAGING IN EP (NON-PROP L FUNDS)	ANTICIPATED LEVERAGING (NON-PROP L FUNDS)
Capital Projects Sub-Program	**82.8%**	**81.0%**
5th Street Corridor Improvements	82.8%	91.3%
7th Ave Bikeway	82.8%	0.0%
Active Communities Plan Implementation Placeholder	82.8%	19.6%
Central Embarcadero Enhancement (OBAG Match)	82.8%	89.0%
District 4 Street Improvements	82.8%	23.4%
Golden Gate Greenway (Tenderloin)	82.8%	18.5%
Howard Streetscape	82.8%	94.9%
Market Octavia Living Alleys Phase 1B	82.8%	73.5%
Page Slow Street	82.8%	58.1%
Safe Streets Evaluation Program	82.8%	0.0%
School Traffic Calming Program	82.8%	0.0%
Sickles Avenue Streetscape	82.8%	58.5%
Slow Streets Implementation	82.8%	82.9%
SoMa Arterial Traffic Calming	82.8%	0.0%
Tenderloin Protected Intersections	82.8%	45.9%
Valencia Street Bikeway Improvements	82.8%	0.0%
Vision Zero Left Turn Traffic Calming	82.8%	50.0%
Vision Zero Speed Limit Reduction	82.8%	66.4%
Yerba Buena Island Multi-Use Pathway	82.8%	99.0%

Outreach & Education Programs Sub-Program	**82.8%**	**73.8%**
Bicycle Education and Outreach	82.8%	33.3%
Safe Routes to School Non-Infrastructure Project	82.8%	85.7%
Vision Zero Education and Communications: Speed Safety Cameras FY24	82.8%	0.0%
Vision Zero Education and Communications: FY25-28	82.8%	0.0%
New Traffic Signals Sub-Program	**82.8%**	**68.5%**
Contract 66 New Traffic Signals	82.8%	59.1%
Contract 67 New Traffic Signals	82.8%	82.0%
Skyline and Sloat Intersection Improvements	82.8%	68.5%
Safer and Complete Streets Program	**82.8%**	**79.9%**

Expected leveraging for the Safer and Complete Streets program over the life of the 30-year measure is 82.8%. Based on the Project Information Forms, the anticipated leveraging for the proposed projects is close to meeting this target at 79.9%. Many of the larger capital projects show significant leveraging, such as the Yerba Buena Island Multi-use Path (99%), Howard Streetscape (95%), 5th Street Corridor Improvements (91%), and Central Embarcadero (89%). New traffic signals, education and communications projects, and several of the Vision Zero safety programs with multiple locations are seeking a majority of funding from Prop L. We fully expect that leveraging for the Safer and Complete Streets program will increase as the SFMTA identifies projects in the Active Communities Plan, which we anticipate will be very competitive for discretionary grants. We also added notes in the project information forms where we felt the leveraging was insufficient, setting expectations for higher leveraging when the project sponsors seek an allocation request.

Appendix A: Project Information Forms

Capital Projects

Outreach and Education Projects

New Traffic Signals

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Name and Sponsor			
Project Name:	5th Street Corridor Improvements		
Implementing Agency:	SFMTA		
Prop L Expenditure Plan Information			
Prop L Program:	18- Safer and Complete Streets		
Prop L Sub-Program (if applicable):	18a- Capital Projects		
Second Prop L Program (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	Improve safety on 5th Street, a street on San Francisco's High Injury Network, while addressing future transportation demands in the South of Market (SoMa) neighborhood. The project will enhance the quick-build improvements by constructing capital-intensive streetscape changes including bulb-outs and traffic signal upgrades at Mission, Harrison, and Bryant streets, raised crosswalks at alleyways, and concrete buffers at protected bikeways. The elements of this project to be funded from the Safer and Complete Streets program include recommendations from the Transportation Authority's Freeway Ramp Intersection Safety Study Phase I (2018).		
Project Location and Limits:	5th Street - San Francisco Market Street to Townsend Street		
Supervisorial District(s):	District 06		
Is the project located on the 2022 Vision Zero High Injury Network ?	Yes	**Is the project located in an Equity Priority Community (EPC)?**	Yes
Which EPC(s) is the project located in?	Tenderloin-SOMA		
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	The SFMTA proposes transportation safety improvements on 5th Street between Market and Townsend Streets. The primary goal of the 5th Street Improvement Project is to improve safety and comfort along the corridor for those who walk, bike, take transit and drive in the neighborhood. The entire 5th Street corridor between Market and Townsend streets is on the Vision Zero High Injury Network. The 5th Street Quick-Build Project advanced many transportation safety improvements like removing a travel lane, adding protected bikeways, signal timing changes including leading pedestrian intervals, transit boarding islands, and pedestrian safety striping treatments. This quick-build effort also allowed the project team to continue to engage the community as the project elements were implemented.		

	With the quick-build phase substantially complete, the more capital-intensive streetscape changes are being planned and designed. This includes bulb-outs and traffic signal upgrades at Mission, Harrison, and Bryant streets, raised crosswalks at alleyways, and concrete buffers at protected bikeways. The project will explore combining rain gardens and other green infrastructure treatments with our bulb-outs and other streetscape changes to capture storm water runoff. The project hosted open houses, stakeholder workshops and interviews, and office hours which were each noticed in advance through an email to a project listserv, mailers, intercept outreach, and posters placed along the corridor. These notices included Filipino, Chinese, and Spanish translations. In total, over 500 members of the public were reached via intercept survey and/or attended outreach events hosted and staffed by the 5th Street project team. The 5th Street project team engaged developers of large sites along the corridor including 5M, Flower Mart, 598 Brannan Street, and 88 Bluxome. The project team spent a significant amount of time working one-on-one with these developers to determine the future design of the block faces and streetscape frontages of each new development. The project team is closely coordinating with Muni service planners as Muni service continues to adjust with the Central Subway's opening and changing commute patterns.
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	5th Street Improvement Project Outreach Report 5th Street Outreach Summary Bi-fold 5th Street Corridor Improvement Illustrative Concept Plan SFCTA Vision Zero Ramps Phase 1 Appendices (5th Only)
Type of Environmental Clearance Required:	Categorically Exempt
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	SFPW - Project Manager: Michelle Woo SFPUC - Urban Watershed: Will Logsdon SFCTA - SoMa Freeway Ramp Safey: Aliza Paz Caltrans - District 4:

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	**% Complete**	**In-house - Contracted - Both**	**Quarter**	**Fiscal Year (starts July 1)**	**Quarter**	**Fiscal Year (starts July 1)**
Planning/Conceptual Engineering	100%		Q4-Apr-May-Jun	Previous	Q1-Jul-Aug-Sep	Previous
Environmental Studies (PA&ED)	100%		Q1-Jul-Aug-Sep	Previous	Q4-Apr-May-Jun	2022/23
Right of Way						
Design Engineering (PS&E)	35%		Q1-Jul-Aug-Sep	2022/23	Q1-Jul-Aug-Sep	2024/25
Advertise Construction	0%		Q1-Jul-Aug-Sep	2024/25		
Start Construction (e.g. Award Contract)	0%	Contracted	Q3-Jan-Feb-Mar	2024/25		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2025/26
Project Completion (means last eligible expenditure)					Q1-Jul-Aug-Sep	2026/27

Notes

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Name:	5th Street Corridor Improvements

Project Cost Estimate		**Funding Source**		
Phase	**Cost**	**Prop L**	**Other**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$ 250,000	$ -	$ 250,000	actuals
Environmental Studies (PA&ED)	$ 210,000	$ -	$ 210,000	actuals
Right of Way	$ -	$ -	$ -	
Design Engineering (PS&E)	$ 2,000,000	$ -	$ 2,000,000	actuals, prior work
Construction	$ 9,000,000	$ 1,000,000	$ 8,000,000	actuals, prior work, 35% design
Operations (i.e. paratransit)	$ -	$ -	$ -	
Total Project Cost	$ 11,460,000	$ 1,000,000	$ 10,460,000	
Percent of Total		**9%**	**91%**	

Funding Plan - All Phases - All Sources

Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)

Fund Source	**Prop L Program**	**Phase**	**Fund Source Status**	**Fiscal Year of Allocation (Programming Year)**	**Total Funding**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**
Prop B FY17		Planning/Conceptual Engineering	Allocated	Previous	$ 250,000	$ -	$ -	$ -	$ -	$ -
Prop B FY19		Environmental Studies (PA&ED)	Allocated	2018/19	$ 210,000	$ -	$ -	$ -	$ -	$ -
Prop B FY23		Design Engineering (PS&E)	Allocated	2022/23	$ 2,000,000	$ -	$ -	$ -	$ -	$ -
Prop L	18- Safer and Complete Streets	Construction	Planned	2024/25	$ 1,000,000	$ -	$ -	$ -	$ 500,000	$ 500,000
LPP Formula		Construction	Programmed	2022/23	$ 850,000	$ -	$ -	$ -	$ -	$ -
Prop B FY23		Construction	Allocated	2022/23	$ 1,000,000	$ -	$ -	$ -	$ -	$ -
TBD (e.g., ATP)		Construction	Planned	2024/25	$ 6,150,000	$ -	$ -	$ -	$ -	$ -
				Total By Fiscal Year	**$ 11,460,000**	**$ -**	**$ -**	**$ -**	**$ 500,000**	**$ 500,000**

Notes

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	***5th Street Corridor Improvements***
Relative Level of Need or Urgency (time sensitive)	Urgent. Project will be shovel ready during FY of construction allocation.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	Initial outreach events included a series of over 40 interviews and meetings with key stakeholders in and around the project area followed by the first open house in January 2018. The focus of the open house was to hear from members of the public about the challenges they experience on 5th Street and for project staff to detail possible solutions. Approximately 32 people attended the first open house. An intercept survey was conducted in January 2018 along the 5th Street corridor at major destinations such as Caltrain, all major intersections, and Muni stops. Staff also posted the survey on the SFMTA website and shared it with community groups. The survey was released in English, Chinese, Filipino, and Spanish. Staff obtained 305 responses in English, 22 in Chinese, and 1 in Filipino. Through these events, overwhelmingly, staff heard that improving bicycle and pedestrian safety should be the SFMTA's priority, followed by improvements to loading, urban realm improvements, and personal safety/homelessness. A preferred alternative was selected and subsequently presented to the public at the second open house and during office hours in April 2019. Approximately 123 people attended the second open house and office hours. In total, over 500 members of the public were reached via intercept survey and/or attended outreach events hosted and staffed by the 5th Street project team.
Benefits to Disadvantaged Populations and Equity Priority Communities	The project builds safety improvements in the SoMa Equity Priority Community. Responding to the community, the project proposes to build bicycle and pedestrian safety improvements that address concerns that community members raised.
Compatability with Land Use, Design Standards, and Planned Growth	Yes
San Francisco Transportation Plan Alignment (SFTP)	Equity, Environmental Sustainability, Safety and Livability, Economic Vitality
	Through streetscape and safety treatments, the project will improve safety and livability on the corridor. Right sizing the goods and passenger loading zones work to address economic vitality and access to jobs. Enhancing the pedestrian and bicycle infrastructure with help shift mode share while reducing vehicles miles traveled, which addresses equity and environmental sustainability goals.

The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.	
18- Safer and Complete Streets	
Safety (Capital Projects - Sub-program)	The entirety of 5th Street is on the 2022 Vizion Zero High Injury Network. Working collaboratively with the SFCTA and Caltrans, major safety treatments were planned under the Vision Zero Ramps study. The project will use these concepts as a basis to build out safety treatments at 5th / Harrison and 5th / Bryant. Other improvements will address collision patterns and reduce speeds along the corridor using proven countermeasures and traffic calming devices.
Benefits Multi-Modal Users (Capital Projects - Sub-program)	5th Street includes major Interstate on- and off-ramps and is bounded on either end by major rail transit service (Caltrain in the south and BART / Muni Metro in the north). Additionally, 5th Street has been planned as the major north/south bicycle route in Central SoMa. All these factors elevate the multi-modal nature of 5th Street. The project improvements aim to balance the roadway space between roadway uses while enhancing safety for all who use the corridor. Building bus bulb-outs at Harrison and Bryant will allow for faster boarding and alighting of the bus speeding transit service. We are also exploring transit signal priority at intersection to prioritize buses full of passengers instead of having them wait at a red light. The Quick-Build project built some transit boarding islands which help speed up the bus since it does not have to pull over to a curbside zone.
Proximity to Key Resources (Capital Projects - Sub-program)	The 5th Street corridor runs through the middle of the SoMa Pilipinas Filipino Culture Heritage District which hosts many community landmarks and non-profit organizations. At 5th / Bryant, the Multi-Service Center South is located, which is San Francisco's largest and most extensive homeless shelter. The northern end of 5th Street connects to Powell Street BART and Muni Metro Station. This area is primarily retail service uses and hotels. 5th St. / Mission St hosts connections to the 14 Mission and 14R Mission Rapid bus routes. 5th / Howard and 5th / Folsom host connections to major bikeways and the 12 Folsom/Pacific Muni bus route. 5th / Harrison and 5th / Bryant host connections to Muni routes 8 Bayshore, 8AX Bayshore A Express, 8BX Bayshore B Express. The 45 Union/Stockton Muni route travels down 5th St. in the southern blocks making a stop at Brannan Street. Brannan Street and Townsend Street have bikeway facilities serving east / west connections. The southern end of 5th Street dead-ends into the 4th & King Caltrain station and future California High Speed Rail station.
Complete Streets Elements (Capital Projects - Sub-program)	5th Street used to be four lanes with Class III shared lane markings. The Quick-Build reduced the travel lanes and built protected Class IV bikeways using paint and posts. This project with further enhance the bikeways by adding concrete barriers to project the bikeway, bicycle traffic signals, and protected intersection corners to enhance bike safety and connectivity on cross streets. The traffic signal upgrades and intersection sidewalk widening at Harrison and Bryant will have major pedestrian safety impacts by shortening crossing distances and providing more space to walk and wait for buses. ADA curb ramps will also be built around all these corners. At Mission, the project will remove the right-turn slip lane and upgrade traffic signal infrastructure and corner curb ramps to the latest standards. Raised crosswalks will elevate pedestrians at alleys and promote lower vehicle speeds where pedestrians are crossing. New traffic signals are also being explored at alley ways to better improve safety for all roadway users.

Supports Transit First (New Traffic Signals - Sub-program)	Building bus bulb-outs at Harrison and Bryant will allow for faster boarding and alighting of the bus speeding transit service. We are also exploring transit signal priority at intersection to prioritize buses full of passengers instead of having them wait at a red light. The Quick-Build project built some transit boarding islands which help speed up the bus since it does not have to pull over to a curbside zone.

5TH STREET IMPROVEMENT PROJECT

December 2019 Update

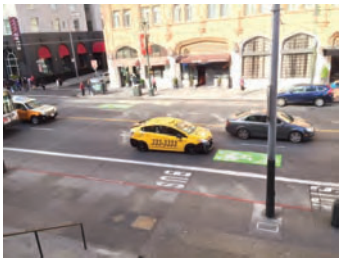
SFMTA.COM/5THSTREET

Background

The SFMTA is leading a community-based planning process to identify and implement safety improvements on 5th Street. The 5th Street Improvement Project will improve safety along the corridor for those who walk, bike, and drive in the neighborhood. This project will investigate potential bicycle, pedestrian, transit, and loading/parking improvements along 5th Street between Townsend and Market streets in the South of Market (SoMa) neighborhood.

The project aims to:

- Balance the safety and reliability improvements for all forms of transportation on 5th Street.
- Address the future transportation demands of additional residential and commercial development in the SoMa neighborhood.
- Make 5th Street a more livable and inviting place for all users.



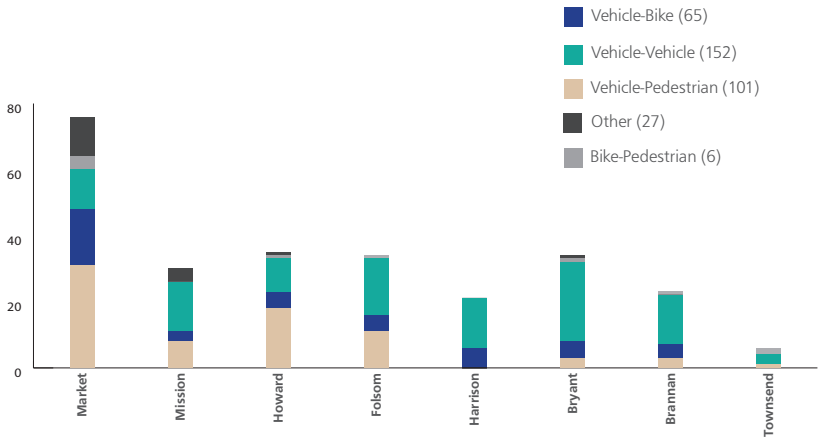
5th Street currently includes only sharrows from Market to Townsend

Long pedestrian crossing at highway on/off ramps at Bryant & Harrison

Vision Zero

From 2011 to 2016, there was a total of 351 reported collisions on 5th Street, including 320 injury collisions. T**his translates to on average one person per week injured while traveling on 5th Street.** From 2016-17, the intersection of 5th and Market Street had the highest number of pedestrian collisions in the city and one of top ten highest number of bicycle collisions in the city.

5th Street Traffic Collision Injuries by Intersection (2011- 2016)



5th Street Changes

The 5th Street corridor currently carries four lanes of traffic (two northbound and two southbound), parking/loading on both sides of the street, and turning lanes at some intersections. The 5th Street Improvement Project includes the following project elements:

- » Roadway conversion from four lanes to three lanes, generally with two southbound lanes
- » Two lanes in both directions will be maintained near freeway ramps
- » Turning lanes at high volume turn locations
- » Protected bike lanes for entire corridor
- » Sidewalk widening and landscape improvements at development sites
- » Pedestrian improvements at intersections
- » Raised crosswalks at Minna Street
- » Transit boarding islands

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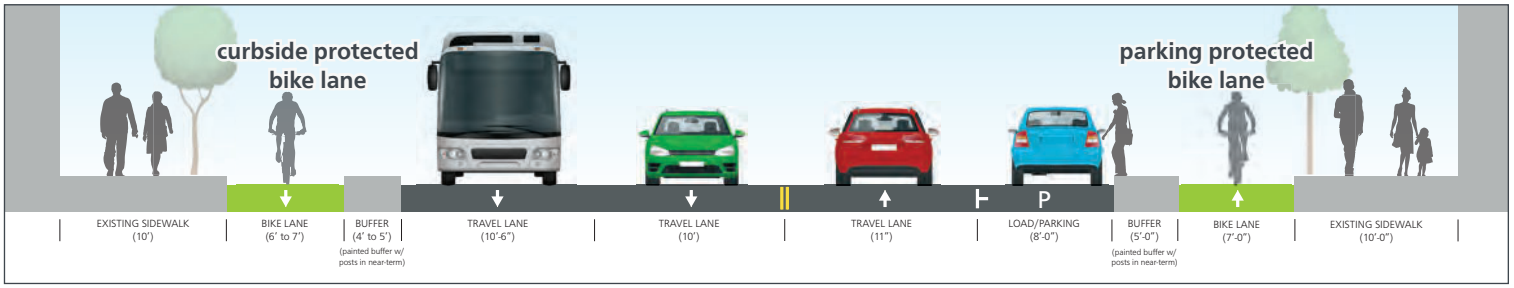
خط المساعدة المجاني على الرقم

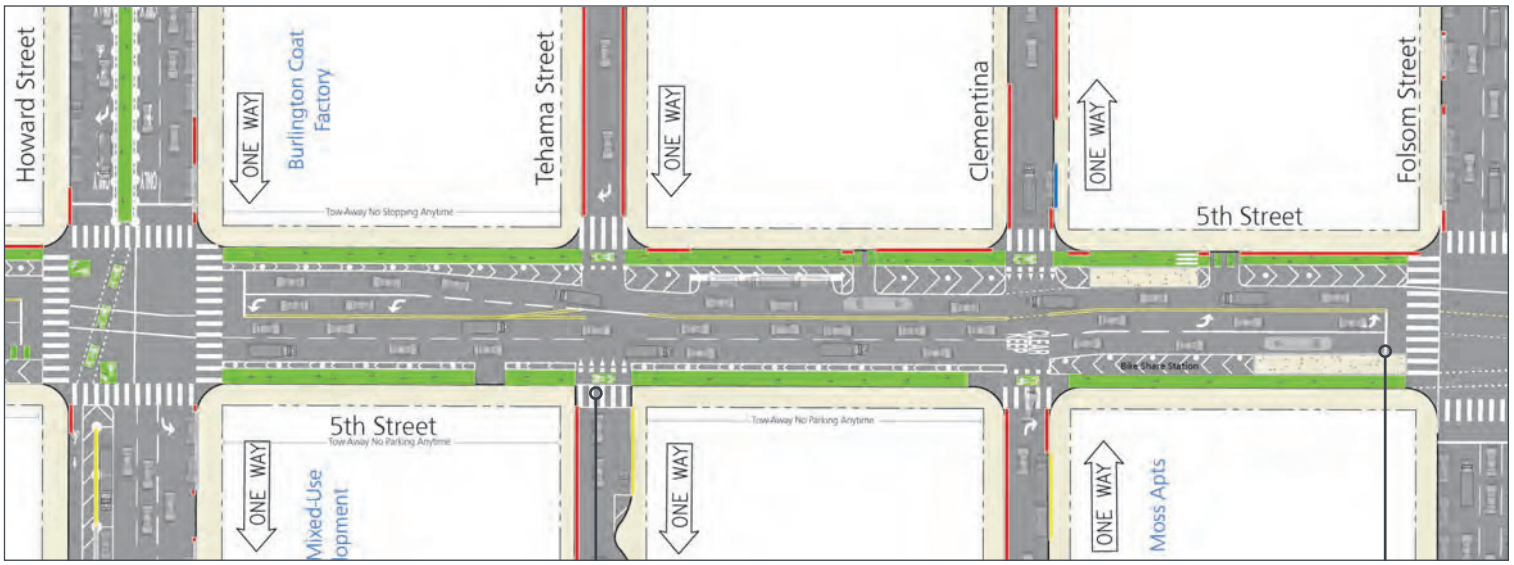
5TH STREET IMPROVEMENT PROJECT

December 2019 Update

SFMTA.COM/5THSTREET

5th Street Design - Typical Cross-section & Typical Block





FOR MORE INFORMATION

Visit

SFMTA.com/5thstreet

Contact

Thalia Leng, Project Manager

Thalia.Leng@sfmta.com

Timeline

Fall 2019 - Winter 2020: Roadway striping and vertical posts
Summer 2019: Start construction of concrete work

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What We've Heard:
Quotes from the Community

"The intersection at 5th and Market is extremely dangerous for pedestrians"

"The freeway entrance needs to be fixed because it jams the entire street."

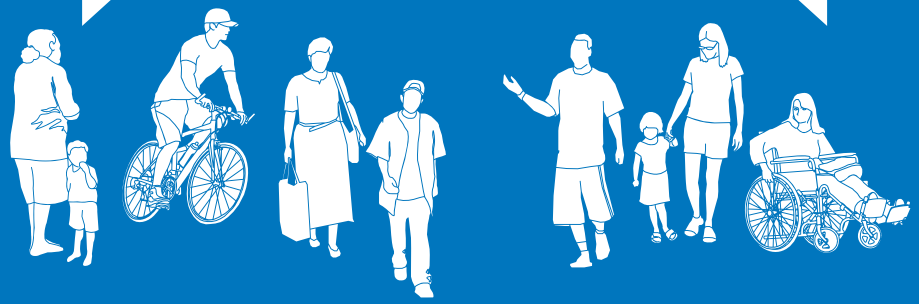
"Protected bike lanes would make a huge difference in safety"

Lo Que Hemos Escuchado:
Cotizaciones de la Comunidad

"La intersección en la quinta y el mercado es extremadamente peligrosa para los peatones"

"La entrada a la autopista necesita ser arreglada porque bloquea toda la calle"

"Los carriles para bicicletas protegidos harían una gran diferencia en la seguridad"



Have Questions?

Please contact **Thalia Leng** at **Thalia.Leng@sfmta.com**

¿Tener preguntas?

Por favor contactar **Thalia Leng** en **Thalia.Leng@sfmta.com**

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5th Street Improvement Project

A Safer 5th Street for All Users

Learn more about this important community project!
https://www.sfmta.com/projects/5th-street-improvement-project

Una Quinta Calle más Segura para Todos sus Usuarios

¡Aprende más sobre este importante proyecto comunitario!
https://www.sfmta.com/projects/5th-street-improvement-project

SFMTA

Attachment 2

What's This Project About?

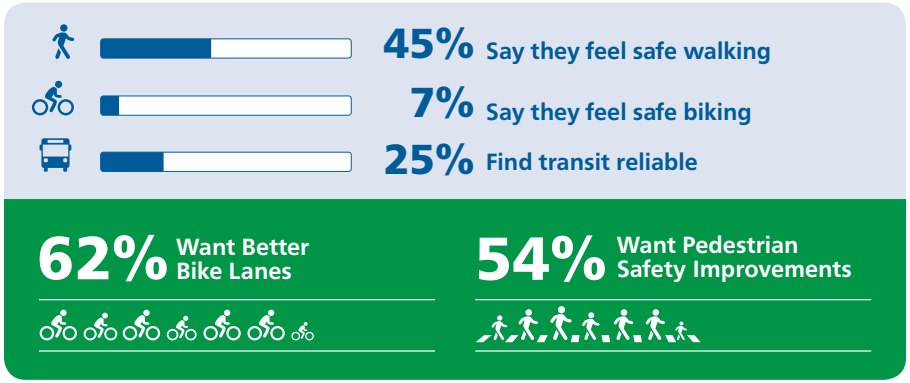
5th Street is a busy place. It's a residential street with thousands of neighbors, a vibrant commercial community, and a corridor that connects transit hubs and major institutions.

It's also a street that sees a disproportionate number of collisions between people walking, driving, and biking. A high number of loading and drop-offs also adds to the challenge. We're working to make it safer for all users!

The 5th Street Improvement Project is about finding solutions to these challenges. With the community's input, the SFMTA will redesign 5th Street so that everyone can have a safer and more enjoyable experience.

What We've Heard

SFMTA held two public meetings and conducted a survey along 5th Street to better understand what people want to see. This is what they told us.



What We're Recommending

Based on the community's input, the SFMTA is proposing three designs. The preferred design (Alternative 2) includes a protected bicycle lane, winded sidewalks, new lighting, adding turning lanes, and reducing the travel lanes from 4 to 3 lanes on some blocks.

All three of the designs are available at:
https://www.sfmta.com/projects/5th-street-improvement-project

Timeline

SFMTA is hosting an **Open House in March** to discuss the proposed designs and gather the community's input. Then, likely in the Summer of 2019, the SFMTA Board of Directors will vote on the final project.

¿De Qué Se Trata Este Proyecto?

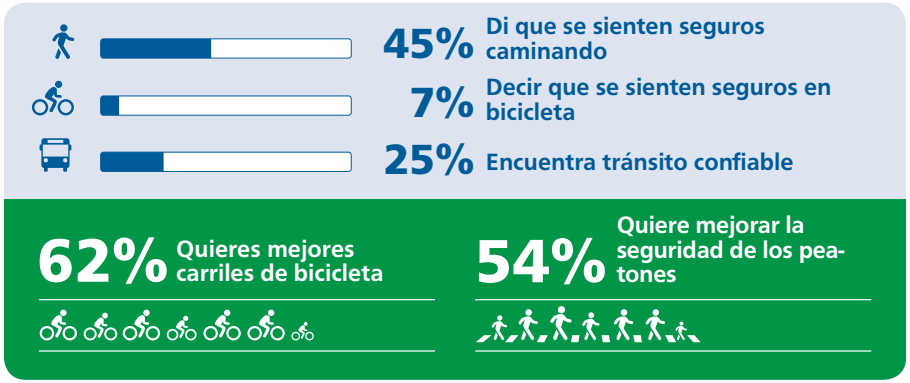
La calle 5 es un lugar ocupado. Es una calle residencial con miles de vecinos, una comunidad comercial vibrante y un corredor que conecta los centros de tránsito y las principales instituciones.

También es una calle que ve un número desproporcionado de colisiones entre personas que caminan, conducen y andan en bicicleta. Un gran número de cargas y bajadas también se suma al desafío. ¡Estamos trabajando para que sea más seguro para todos los usuarios!

El proyecto de mejora de 5th Street trata de encontrar soluciones a estos desafíos. 121/5000 Con el aporte de la comunidad, SFMTA rediseñó 5th Street para que todos puedan tener una experiencia más segura y agradable.

Lo Que Hemos Escuchado

SFMTA realizó dos reuniones públicas y realizó una encuesta a lo largo de 5th Street para comprender mejor lo que la gente quiere ver. Esto es lo que nos dijeron.



Lo Que Estamos Recomendando

Sobre la base de los aportes de la comunidad, SFMTA propone tres diseños. El diseño preferido (Alternativa 2) incluye un carril para bicicletas protegido, aceras sinuosas, nueva iluminación y vegetación, agregando carriles de giro y reduciendo los carriles de 2 a 1 carril en cada dirección.

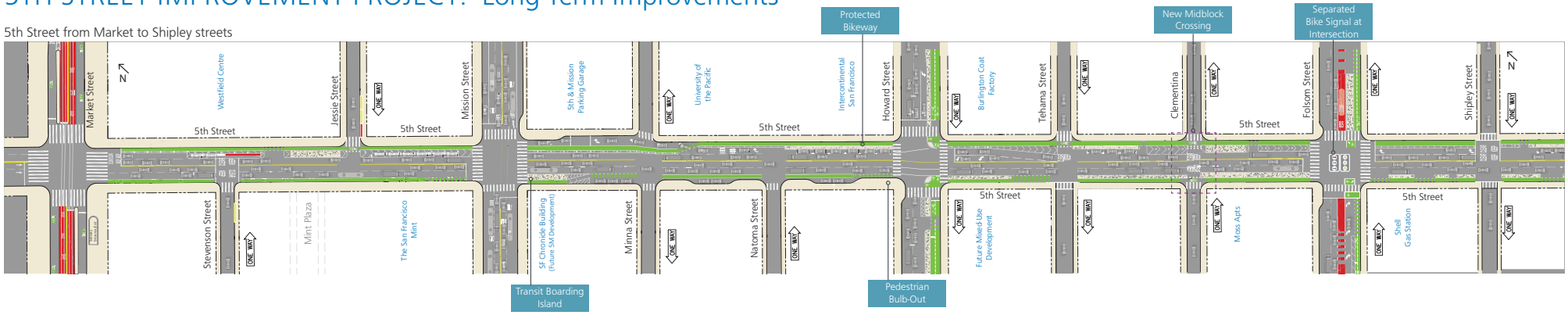
Todos los diseños están disponibles en:
https://www.sfmta.com/projects/5th-street-improvement-project

Línea de tiempo

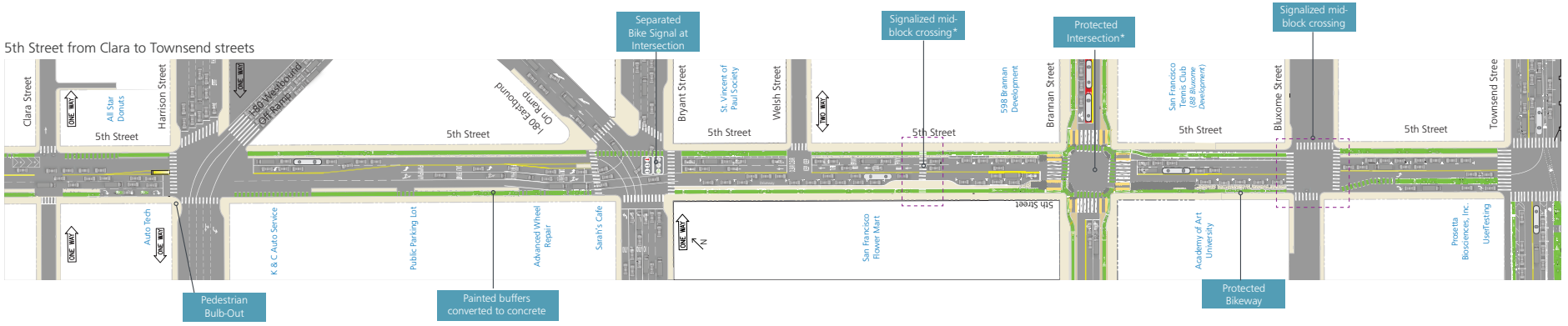
SFMTA está organizando una **Casa Abierta en Marzo** para discutir los diseños de propuestas y recopilar los comentarios de la comunidad. Luego, probablemente en la verana de 2019, la Junta Directiva de SFMTA votará sobre el proyecto final.

5TH STREET IMPROVEMENT PROJECT: Long-Term Improvements

5th Street from Market to Shipley streets



5th Street from Clara to Townsend streets



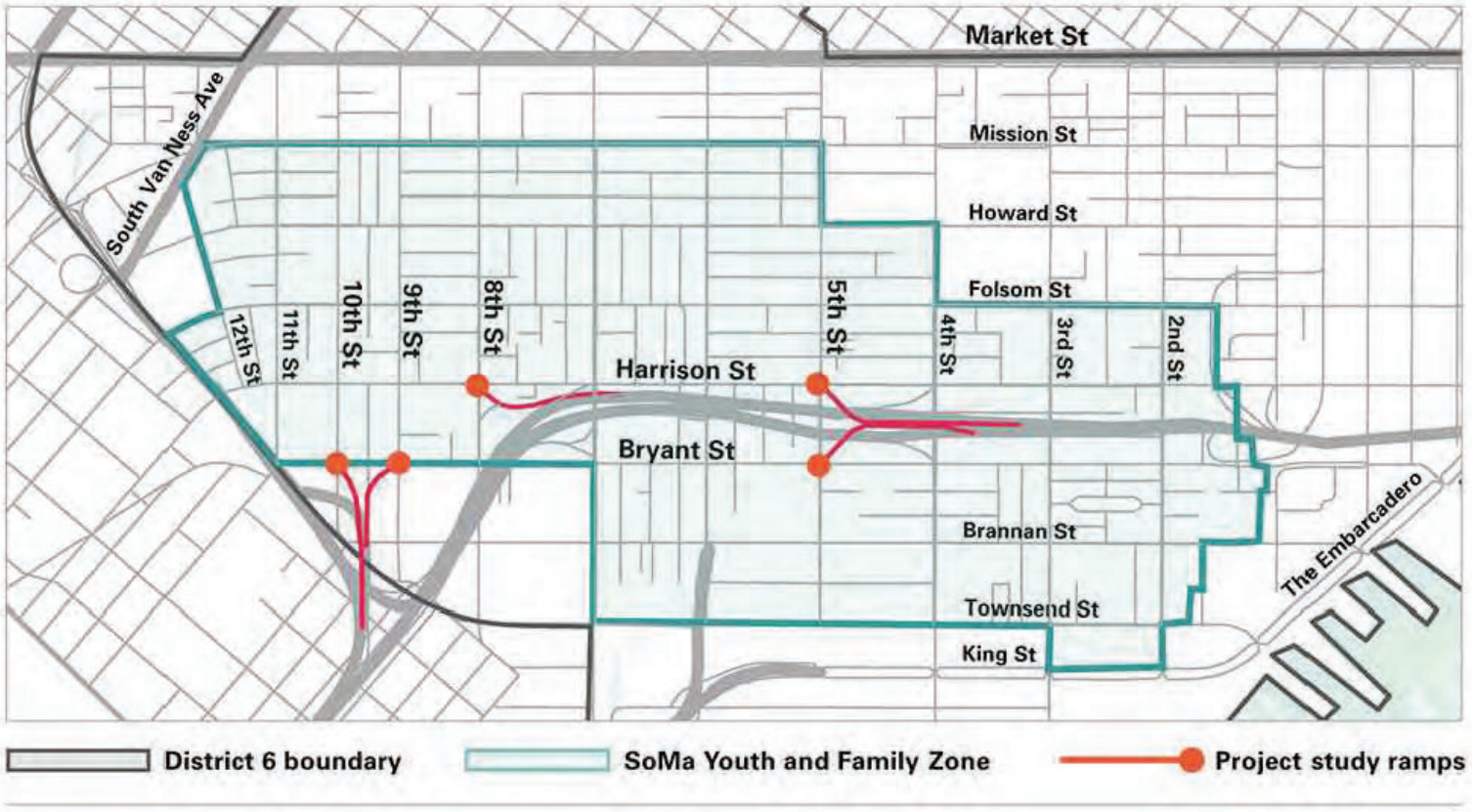
*Sidewalk widening, landscaping upgrades, mid-block crossings, protected intersection and other streetscape amenities are pending development coordination

September, 2017

VISION ZERO SF

RAMP INTERSECTION IMPROVEMENT CONCEPTS

Attachment 4



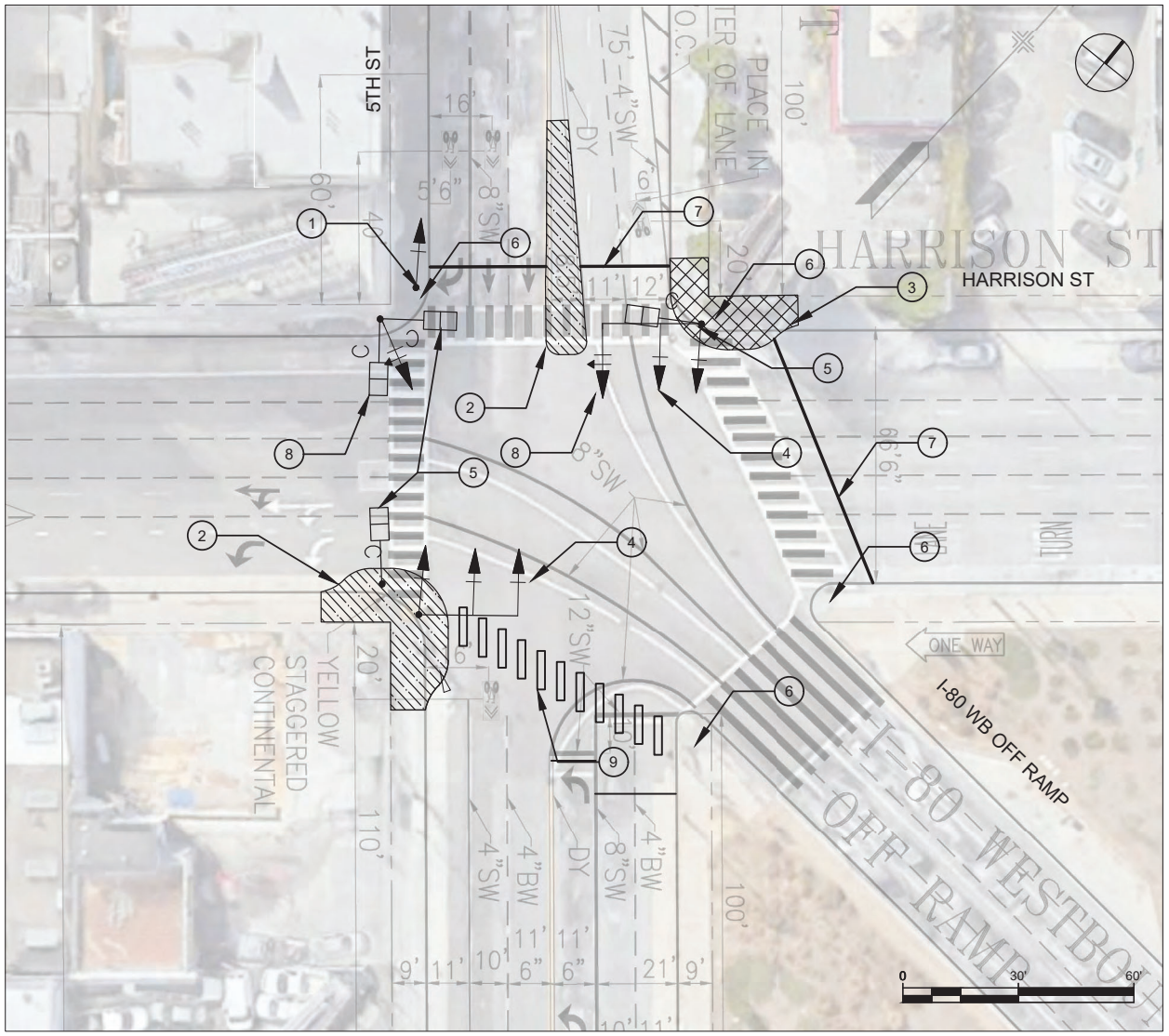
SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

SFMTA
Municipal Transportation Agency

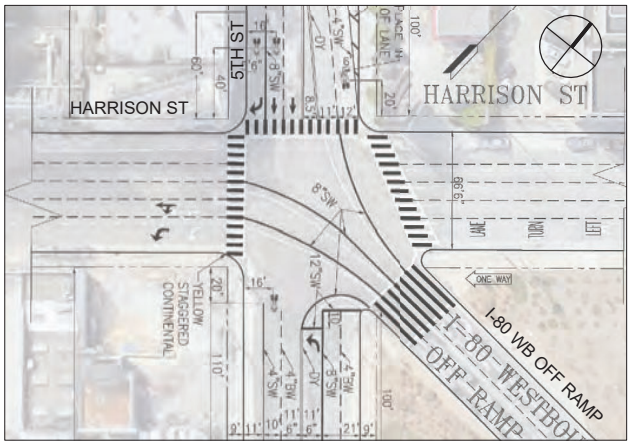
IN SUPPORT OF VISION ZERO SF

NTIP
NEIGHBORHOOD TRANSPORTATION IMPROVEMENT PROGRAM

Parisi
TRANSPORTATION CONSULTING



HARRISON STREET / 5TH STREET



EXISTING CONDITIONS

IMPROVEMENT CONCEPTS:

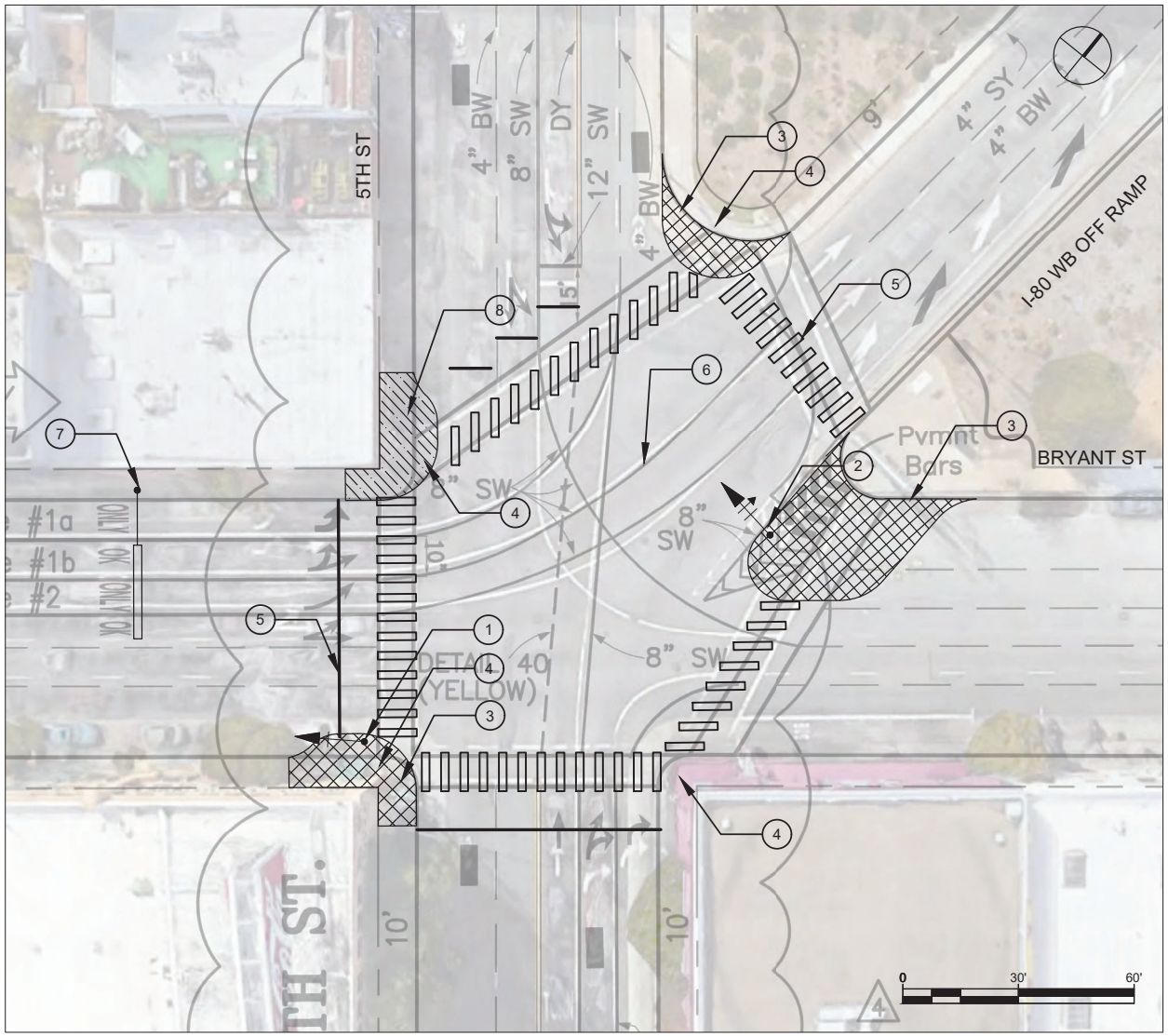
1. INSTALL NEARSIDE TRAFFIC SIGNAL
2. CONSIDER TEMPORARY INSTALLATION OF BULB AND MEDIAN UNTIL 5TH STREET STREETSCAPE PROJECT PLANNING IS FINALIZED
3. INSTALL PEDESTRIAN BULB
4. INSTALL TRAFFIC SIGNAL MAST ARM POLE
5. PROVIDE LEADING PEDESTRIAN INTERVAL PHASING
6. UPGRADE 8" TRAFFIC SIGNAL HEADS TO 12"
7. INSTALL STOP BAR SET BACK FROM CROSSWALK
8. CONSIDER PROVIDING LAGGING OR PROTECTED LEFT TURN VEHICULAR PHASE
9. INSTALL PEDESTRIAN CROSSING WITH EXCLUSIVE SIGNAL PHASE
10. CONSIDER IMPROVED STREET LIGHTING AT THE INTERSECTION
11. CONSIDER POTENTIAL FUTURE BIKE NETWORK IMPROVEMENTS ON 5TH STREET DURING NEXT STAGE OF DESIGN

*ALL PHYSICAL IMPROVEMENTS WILL REQUIRE CALTRANS APPROVAL

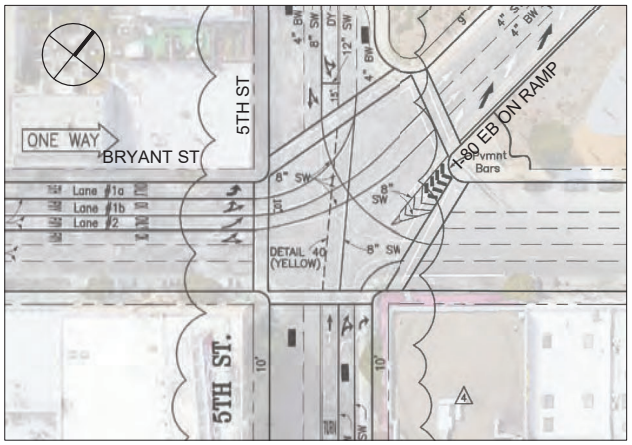
#	Location	Type of Improvement	Safety Purpose	Collision Type Addressed	Proposed Project Completion Timeline	Proposed Implementation and Next Steps	Draft Planning Cost Estimate
Signal Improvements							
1	NW corner (SB 5th St approach)	Signal upgrade - nearside traffic signal	Improve signal visibility	Rear end and T-bone	3-5 years	Funding and design for intersection signal upgrade.	**$375,000**
4	NE & SW corner (NB & SB 5th St approach)	Signal upgrade - traffic signal mast arm poles	Improve signal visibility	Rear end and T-bone			
6	NW, NE, SE, and south corner	Upgrade signal heads from 8" to 12"	Improve signal visibility	Rear end and T-bone			
8	NB 5th St approach	Convert permissive left turn to protected lagging left turn	Reduce left turn collisions	Reduce left turn collisions			
10	Entire intersection	Improve street lighting	Improve overall visibility at intersection	All types			
5	Pedestrian phases crossing Harrison and SB 5th St	Program a leading pedestrian interval	Improve pedestrian visibility in intersection	Pedestrian crash in crosswalk	within 1 year	Re-time signal.	**$5,000**
Civil Improvements							
3	NE corner	Install corner bulb-out	Shorten pedestrian crossing distance	Pedestrian crash in crosswalk	3-5 years	Coordination with other civil projects. Design and funding.	**$150,000**
9	NB 5th St approach	Install new pedestrian crossing	Improve pedestrian access				
Signing / Striping Improvements							
7	WB Harrison approach	Install advance stop bar	Reduce instances of crosswalk blocking	Pedestrian crash in crosswalk	1-3 years	Funding and design.	**$50,000**
2	SW corner (SB 5th approach)	Install temporary bulb-out	Encourage slower vehicular turning	Pedestrian crash in crosswalk			
2	SB 5th Street approach	Install temporary median	Encourage slower vehicular turning	Pedestrian crash in crosswalk			
Other Improvements							
11	Entire intersection	Install bicycle network improvements	Improve bicycle access	All types	Complete 5th Street corridor planning.	Funding and design.	**TBD**

Subtotal	**$580,000**
Planning & Outreach (5%)	**$29,000**
Design (15%)	**$87,000**
30% Contingency	**$208,800**
Total	**$904,800**

HARRISON STREET / 5TH STREET



BRYANT STREET / 5TH STREET



EXISTING CONDITIONS

IMPROVEMENT CONCEPTS::

1. INSTALL NEARSIDE TRAFFIC SIGNAL
2. INSTALL FARSIDE TRAFFIC SIGNAL. CONSIDER PROVISION OF PROTECTED PHASING.
3. INSTALL PEDESTRIAN BULB
4. UPGRADE 8" TRAFFIC SIGNAL HEADS TO 12"
5. INSTALL HIGH-VISIBILITY STAGGERED CROSSWALK MARKINGS AND STOP BARS
6. REFRESH PAVEMENT MARKINGS AND LANE DELINEATOR LINES
7. INSTALL CANTILEVERED OVERHEAD SIGN TO DESIGNATE LANE ASSIGNMENTS
8. CONSIDER TEMPORARY INSTALLATION OF BULB UNTIL 5TH STREET STREETSCAPE PROJECT PLANNING IS FINALIZED
9. CONSIDER POTENTIAL FUTURE BIKE NETWORK IMPROVEMENTS ON 5TH STREET DURING NEXT STAGE OF DESIGN

*ALL PHYSICAL IMPROVEMENTS WILL REQUIRE CALTRANS APPROVAL

#	Location	Type of Improvement	Safety Purpose	Collision Type Addressed	Proposed Project Completion Timeline	Proposed Implementation and Next Steps	Draft Planning Cost Estimate
Signal Improvements							
1	SW corner (EB Bryant approach)	Signal upgrade - nearside traffic signal	Improve signal visibility	Rear end and T-bone	3 - 5 Years	Funding and design for intersection signal upgrade.	**$40,000**
2	East corner (SB 5th St approach)	Signal upgrade - far side traffic signal	Improve signal visibility	Rear end and left turn			
4	NW, NE and SW corners	Upgrade signal heads from 8" to 12"	Improve signal visibility	Rear end and T-bone			
7	EB Bryant approach	Install cantilevered wayfinding sign	Improve vehicular wayfinding for proper lane assignments	Sideswipes	1 - 3 Years	Outreach, planning, funding, and design.	**$30,000**
Civil Improvements							
3	NE, SW and East corners	Install corner bulb-out	Shorten pedestrian crossing distance	Pedestrian crash in crosswalk	3 - 5 Years	Coordination with other civil projects. Design and funding.	**$300,000**
Signing / Striping Improvements							
5	All crosswalks	Upgrade crosswalk to high-visibility type	Reduce instances of crosswalk blocking	Pedestrian crash in crosswalk	1 - 3 Years	Funding and design.	**$15,000**
5	EB Bryant & NB 5th St approaches	Install advance stop bar	Reduce instances of crosswalk blocking	Pedestrian crash in crosswalk			
6	Entire intersection	Refresh pavement striping and markings	Maintenance	All types			
8	SW corner	Install temporary bulb-out	Encourage slower vehicular turning	Pedestrian crash in crosswalk			
Other Improvements							
9	Entire intersection	Install bicycle network improvements	Improve bicycle access	All types	3 - 5 Years	Complete 5th Street corridor planning. Funding and design.	**TBD**
						Subtotal	**$385,000**
						Planning & Outreach (5%)	**$20,000**
						Design (15%)	**$57,750**
						30% Contingency	**$138,825**
						Total	**$601,575**

BRYANT STREET / 5TH STREET

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Name and Sponsor			
Project Name:	7th Ave Bikeway		
Implementing Agency:	SFMTA		
Prop L Expenditure Plan Information			
Prop L Program:	18- Safer and Complete Streets		
Prop L Sub-Program (if applicable):	18a- Capital Projects		
Second Prop L Program (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	Near term project to design and build a bike lane along 7th Ave from Judah St to Lincoln Way. This project would close a gap in the bike lane and provide a continuous bike faclity leading to Golden Gate Park.		
Project Location and Limits:	7th Ave from Judah St to Lincoln Way		
Supervisorial District(s):	District 07		
Is the project located on the 2022 Vision Zero High Injury Network ?	No	**Is the project located in an Equity Priority Community (EPC)?**	No
Which EPC(s) is the project located in?			
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	Near term project to close the bike lane gap leading to Golden Gate Park. Design and construction of a Class II bike lane along 7th Ave from Judah St to Lincoln Way. Livable Streets will work closely with the D7 Supervisor's office to implement SFMTA's Public Outreach & Engagement Team Strategy. In addition, SMTA will work closely with SFCTA staff in the development of the Inner Sunset Mobility Study. The 7th Ave Bikeway project would fill a known problematic gap in the bike network and is strongly supported by the Supervisor.		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.			
Type of Environmental Clearance Required:	Categorically Exempt		
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.			

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	**% Complete**	**In-house - Contracted - Both**	**Quarter**	**Fiscal Year (starts July 1)**	**Quarter**	**Fiscal Year (starts July 1)**
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)			Q3-Jan-Feb-Mar	2024/25	Q1-Jul-Aug-Sep	2025/26
Advertise Construction						
Start Construction (e.g. Award Contract)			Q2-Oct-Nov-Dec	2025/26		
Operations (i.e. paratransit)						
Open for Use					Q3-Jan-Feb-Mar	2025/26
Project Completion (means last eligible expenditure)					Q1-Jul-Aug-Sep	2026/27

Notes

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Name:	7th Ave Bikeway

Project Cost Estimate		**Funding Source**		
Phase	**Cost**	**Prop L**	**Other**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$ -	$ -	$ -	
Environmental Studies (PA&ED)	$ -	$ -	$ -	
Right of Way	$ -	$ -	$ -	
Design Engineering (PS&E)	$ 50,000	$ 50,000	$ -	Prior work
Construction	$ 100,000	$ 100,000	$ -	Prior work
Operations (i.e. paratransit)	$ -	$ -	$ -	
Total Project Cost	$ 150,000	$ 150,000	$ -	
Percent of Total		**100%**	**0%**	

Funding Plan - All Phases - All Sources

Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)

Fund Source	**Prop L Program**	**Phase**	**Fund Source Status**	**Fiscal Year of Allocation (Programming Year)**	**Total Funding**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**
Prop L	18- Safer and Complete Streets	Design Engineering (PS&E)	Planned	2024/25	$ 50,000	$ -	$ 25,000	$ 25,000	$ -	$ -
Prop L	18- Safer and Complete Streets	Construction	Planned	2025/26	$ 100,000	$ -	$ -	$ 50,000	$ 50,000	$ -
				Total By Fiscal Year	**$ 150,000**	**$ -**	**$ 25,000**	**$ 75,000**	**$ 50,000**	**$ -**

Notes

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	***7th Ave Bikeway***
Relative Level of Need or Urgency (time sensitive)	N/A
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	Livable Streets will work closely with the D7 Supervisor's office to implement SFMTA's Public Outreach & Engagement Team Strategy. In addition, SMTA will work closely with SFMTA Staff in the development of the Inner Sunset Mobility study. The 7th Ave Bikeway project would fill a known problematic gap in the bike network and is strongly supported by the Supervisor .
Benefits to Disadvantaged Populations and Equity Priority Communities	The project would improve access to Golden Gate Park for populations dependent on active transportation.
Compatability with Land Use, Design Standards, and Planned Growth	Yes
San Francisco Transportation Plan Alignment (SFTP)	Equity
	Would improve access to Golden Gate Park for populations dependent on active transportation

The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.	
18- Safer and Complete Streets	
Safety (Capital Projects - Sub-program)	High, would close a key gap in the bicycle network
Benefits Multi-Modal Users (Capital Projects - Sub-program)	High, would close a key gap in the bicycle network
Proximity to Key Resources (Capital Projects - Sub-program)	High, leading to Golden Gate Park
Complete Streets Elements (Capital Projects - Sub-program)	High, would close a key gap in the bicycle network

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Name and Sponsor			
Project Name:	Active Communities Plan Implementation Placeholder		
Implementing Agency:	SFMTA		
Prop L Expenditure Plan Information			
Prop L Program:	18- Safer and Complete Streets		
Prop L Sub-Program (if applicable):	18a- Capital Projects		
Second Prop L Program (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	Placeholder for implementation of the capital project recommendations to build out a citywide bike network from the SFMTA's Active Communities Plan. The plan will direct SFMTA future investments in the active transportation network, support facilities, programs and policies for the next 10-15 years. It includes all devices that can legally use the active transportation nework.		
Project Location and Limits:	Citywide		
Supervisorial District(s):	Citywide		
Is the project located on the 2022 Vision Zero High Injury Network ?	Yes	**Is the project located in an Equity Priority Community (EPC)?**	Yes
Which EPC(s) is the project located in?	Western Addition/Fillmore, Tenderloin, Western SOMA, Mission District, Bayview-Hunters Point, Outer Mission/Excelsior		
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	The San Francisco Active Communities Plan (ACP) is a 2-year planning process to develop a new plan for active mobility in San Francisco. The new plan directs SFMTA future investments in the active transportation network, support facilities, programs, and policies for the next 10-15 years. This new planning effort includes all devices that can legally use the active transportation network and elevates the voices and needs of equity priority communities. This project will provide Prop L local match to help fund the capital recommendations of the plan to build out a citywide bike network. The ACP will develop recommendations for a complete citywide network using a combination of quantitative analysis (e.g., collision mapping) and stakeholder feedback (e.g., surveys, public events). Draft recommendations will be available for comment and review in late 2023, allowing opportunity to refine recommendations prior to plan adoption in Spring 2024. The ACP Implementation Plan will prioritize recommendations into “phases”, with earlier phases being based on project readiness, anticipated project benefits, and geographic equity.		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.			
Type of Environmental Clearance Required:	Categorically Exempt		
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.			

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	**% Complete**	**In-house - Contracted - Both**	**Quarter**	**Fiscal Year (starts July 1)**	**Quarter**	**Fiscal Year (starts July 1)**
Planning/Conceptual Engineering	60%	In-house and Contracted	Q2-Oct-Nov-Dec	2021/22	Q3-Jan-Feb-Mar	2023/24
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (e.g. Award Contract)						
Operations (i.e. paratransit)						
Open for Use						
Project Completion (means last eligible expenditure)						

Notes

This is placeholder for projects to be identified in the Active Communities Plan. When specific projects are identifed in the Active Communities Plan final report and SFMTA is prepared to seek Prop L funds, SFMTA will provide project delivery milestones for all relevant project phases.

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Name:	Active Communities Plan Implementation Placeholder

Project Cost Estimate		**Funding Source**		
Phase	**Cost**	**Prop L**	**Other**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$ 1,100,000	$ -	$ 1,100,000	Actuals
Environmental Studies (PA&ED)	$ -	$ -	$ -	
Right of Way	$ -	$ -	$ -	
Design Engineering (PS&E)	$ 4,300,000	$ 3,100,000	$ 1,200,000	Prior work
Construction	$ 14,500,000	$ 12,500,000	$ 2,000,000	Prior work
Operations (i.e. paratransit)	$ -	$ -	$ -	
Total Project Cost	$ 19,900,000	$ 15,600,000	$ 4,300,000	
Percent of Total		**78%**	**22%**	

* $400K of Other is Prop K sales tax

* Including Prop K, sales tax is 80% of the total

The cost estimates and funding plan for design and construction as shown in this Project Information Form are illustrative since this is a placeholder for projects TBD. When SFMTA identifies the specific project recommendations in the Active Communities Plan that will seek Prop L funds, SFMTA will provide the actual cost estimate and funding plan for each project. The Transportation Authority will re-evaluated leveraging at that time.

Funding Plan - All Phases - All Sources

Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)

Fund Source	**Prop L Program**	**Phase**	**Fund Source Status**	**Fiscal Year of Allocation (Programming Year)**	**Total Funding**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**2029/30**	**2030/31**	**2031/32**	**2032/33**
Caltrans Planning		Planning/Conceptual Engineering	Allocated	2021/22	$600,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Prop K		Planning/Conceptual Engineering	Allocated	2021/22	$400,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Prop B General Funds		Planning/Conceptual Engineering	Allocated	2021/22	$100,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Prop L	18- Safer and Complete Streets	TBD	Planned	2024/25	$4,350,000	$ -	$ -	$ 500,000	$550,000	$1,300,000	$ 1,000,000	$ 1,000,000	$ -	$ -	$ -
Prop L	18- Safer and Complete Streets	TBD	Planned	2025/26	$3,750,000	$ -	$ -	$ -		$ 750,000	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ -	$ -
Prop L	18- Safer and Complete Streets	TBD	Planned	2026/27	$3,750,000	$ -	$ -	$ -	$ -		$ 750,000	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ -
Prop L	18- Safer and Complete Streets	TBD	Planned	2027/28	$3,750,000	$ -	$ -	$ -	$ -			$ 750,000	$ 1,000,000	$ 1,000,000	$ 1,000,000
Prop B		Design Engineering (PS&E)	Planned	2024/25	$300,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Prop B		Construction	Planned	2024/25	$500,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Prop B		Design Engineering (PS&E)	Planned	2025/26	$300,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Prop B		Construction	Planned	2025/26	$500,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Prop B		Design Engineering (PS&E)	Planned	2026/27	$300,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Prop B		Construction	Planned	2026/27	$500,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Prop B		Design Engineering (PS&E)	Planned	2027/28	$300,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Prop B		Construction	Planned	2027/28	$500,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total By Fiscal Year	**$ 19,900,000**	**$ -**	**$ -**	**$ 500,000**	**$ 550,000**	**$ 2,050,000**	**$ 2,750,000**	**$ 3,750,000**	**$ 3,000,000**	**$ 2,000,000**	**$ 1,000,000**

Notes

This is placeholder for projects TBD.
Allocations are conditioned upon SFMTA presentation of the final Active Communities Plan to the SFCTA Board (per Prop K SGA 139-907156, 144-907103); SFMTA Board approval, including an implementation plan; and a Safer and Complete Streeets 5YPP amendment to program the placeholders to specific projects. The Transportation Authority expects to see signficant leveraging as there are a wide variety of fund sources for active transportation projects. As part of the future 5YPP amendment, Transportation Authority staff will review project information and will reassess the proposed year of programming and cash flow.

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	***Active Communities Plan Implementation Placeholder***
Relative Level of Need or Urgency (time sensitive)	The program should proceed in the proposed timeframe because the improvements that result could play a key role in our efforts to achieve Vision Zero. In addition these improvements are intended specifically to search the most vulnerable members of our community.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	This program has very broad support from the San Francisco Board of Supervisors, the SFUSD, parents and school faculty, disability advocates, and advocacy organizations that focus on traffic safety for all road users. The Active Communities Plan public outreach plan is available at: https://www.sfmta.com/sites/default/files/reports-and-documents/2023/06/task_3_-_acp_public_outreach_plan.pdf
Benefits to Disadvantaged Populations and Equity Priority Communities	The progam is specifically designed to improve safety for the most vulnerbale members of our community, children, seniors, and people with disabilities.
Compatability with Land Use, Design Standards, and Planned Growth	Yes
San Francisco Transportation Plan Alignment (SFTP)	Equity
	Equity - the Active Communities Plan will include Community Action Plans for 6 Equity Priority Communties, with projects, programs, and policies co-developed with community members to overcome ongoing barriers to active transportation.

The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.	
18- Safer and Complete Streets	
Safety (Capital Projects - Sub-program)	The Active Communities Plan project list will overlap with much of the High Injury Network. The recommended projects will include direct countermeasures to address known collision factors.
Benefits Multi-Modal Users (Capital Projects - Sub-program)	The Active Communities Plan will primarily benefit all rolling users (bicycles, scooters, skateboards, and other mobility devices) through an improvced bicycle network and corresponding programs. The project will also improve pedestrian safety through traffic calming and reduce instances of sidewalk-riding. The project will improve transit through implementation of separated bikeways that resolve transit/bike lane conflicts.
Proximity to Key Resources (Capital Projects - Sub-program)	The Active Communities Plan's recommended projects will be citywide, with a focus on connecting residents to community assets, especially in Equity Priority Communities.
Complete Streets Elements (Capital Projects - Sub-program)	The Active Communities Plan will establish a 10-15 year investment plan for bike network implementation. This plan will reflect a bold vision for transformative streets, including protected bikeways, streetscape projects, Slow Streets, and car-free streets.

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Name and Sponsor			
Project Name:	Central Embarcadero Enhancement (OBAG Match)		
Implementing Agency:	SFMTA		
Prop L Expenditure Plan Information			
Prop L Program:	18- Safer and Complete Streets		
Prop L Sub-Program (if applicable):	18a- Capital Projects		
Second Prop L Program (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	The Project expands on recent quick-build safety measures along The Embarcadero, between Bryant Street and Broadway, on the Vision Zero High Injury Network. It includes curb, utility, and other changes to extend and improve the waterside protected bikeway; shorten and improve crosswalks; and add real-time messaging/wayfinding for parking and special events.		
Project Location and Limits:	The Embarcadero between Broadway and Bryant streets		
Supervisorial District(s):	District 03, District 06		
Is the project located on the 2022 Vision Zero High Injury Network ?	Yes	**Is the project located in an Equity Priority Community (EPC)?**	No
Which EPC(s) is the project located in?			
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	The Central Embarcadero Safety Project capital phase (the project) is the top priority for the Embarcadero Enhancement Program, a multi-agency and nearly decade-long effort to identify and implement transportation safety improvements for all users along The Embarcadero - a busy multi-modal, multi-way arterial boulevard included on the San Francisco Vision Zero High-Injury Network (HIN). The project expands upon recent quick-build implementation of a two-way, protected (Class IV) waterside bikeway from Folsom Street to Broadway by extending the bikeway south two blocks to Bryant Street (where no quick-build opportunities exist). The project will also enhance the physical protection of the existing bikeway (between Mission to Broadway) and add sidewalk extensions, curb ramp upgrades, and other traffic-calming measures at six intersections for improved pedestrian safety and accessibility. The project would also restrict northbound left-turns at Folsom Street to facilitate the bikeway and improve Muni operational safety and reliability for light rail vehicles exiting and entering the Market Street subway portal. As part of a commitment to Complete Streets for all users and in response to recent lane reductions, the project will also design and construct a Changeable Message Sign (CMS) at approximately Washington Street to support real-time wayfinding, better parking information, and special event messaging through the city's existing CMS system.		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Project Map Context Map Section Illustration		
Type of Environmental Clearance Required:	EIR		

Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	Port of San Francisco, Public Works

Project Delivery Milestones	**Status**	**Work**	**Start Date**		**End Date**	
Phase	**% Complete**	**In-house - Contracted - Both**	**Quarter**	**Fiscal Year (starts July 1)**	**Quarter**	**Fiscal Year (starts July 1)**
Planning/Conceptual Engineering	100%	In-house and Contracted	Q1-Jul-Aug-Sep	Previous	Q2-Oct-Nov-Dec	2018/19
Environmental Studies (PA&ED)	90%	In-house and Contracted	Q3-Jan-Feb-Mar	2019/20	Q3-Jan-Feb-Mar	2023/24
Right of Way						
Design Engineering (PS&E)	5%	In-house	Q4-Apr-May-Jun	2022/23	Q4-Apr-May-Jun	2023/24
Advertise Construction			Q4-Apr-May-Jun	2024/25		
Start Construction (e.g. Award Contract)	0%	In-house and Contracted	Q2-Oct-Nov-Dec	2025/26		
Operations (i.e. paratransit)						
Open for Use					Q2-Oct-Nov-Dec	2026/27
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2026/27

Notes

*NEPA environmental review and final Port Commission approvals will be completed concurrent with the Design Engineering phase. CEQA approval completed, NEPA anticipated Q3 FY23/24.
Anticipate request for Authorization to Caltrans: Dec 1, 2024 and OBAG 3 Obligation: Jan 31, 2025

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Name:	Central Embarcadero Enhancement (OBAG Match)

Project Cost Estimate		**Funding Source**		
Phase	**Cost**	**Prop L**	**Other**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$ 1,000,000	$ -	$ 1,000,000	Actuals
Environmental Studies (PA&ED)	$ 725,000	$ -	$ 725,000	Actuals
Right of Way	$ -	$ -	$ -	
Design Engineering (PS&E)	$ 1,650,000	$ 200,000	$ 1,450,000	SFMTA/DPW estimates
Construction	$ 7,320,000	$ -	$ 7,320,000	SFMTA estimate
Operations (i.e. paratransit)	$ -	$ -	$ -	
Total Project Cost	$ 10,695,000	$ 200,000	$ 10,495,000	
Percent of Total		**2%**	**98%**	

* $250,000 of Other is Prop K sales tax
* $725,000 of Other is Prop K sales tax
* Including Prop K, sales tax is 11% of the total

Funding Plan - All Phases - All Sources

Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)

Fund Source	**Prop L Program**	**Phase**	**Fund Source Status**	**Fiscal Year of Allocation (Programming Year)**	**Total Funding**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**
Prop B General Funds		Planning/Conceptual Engineering	Allocated	2018/19	$ 750,000	$ -	$ -	$ -	$ -	$ -
Prop K		Planning/Conceptual Engineering	Allocated	2018/19	$ 250,000	$ -	$ -	$ -	$ -	$ -
Prop K		Environmental Studies (PA&ED)	Allocated	2019/20	$ 725,000	$ -	$ -	$ -	$ -	$ -
Prop B		Design Engineering (PS&E)	Allocated	2022/23	$ 1,450,000	$ -	$ -	$ -	$ -	$ -
Prop L	18- Safer and Complete Streets	Design Engineering (PS&E)	Planned	2023/24	$ 200,000	$ 50,000	$ 150,000	$ -	$ -	$ -
OBAG 3		Construction	Programmed	2024/25	$ 6,320,000	$ -	$ -	$ -	$ -	$ -
Prop AA		Construction	Programmed	2024/25	$ 1,000,000	$ -	$ -	$ -	$ -	$ -
				Total By Fiscal Year	**$ 10,695,000**	**$ 50,000**	**$ 150,000**	**$ -**	**$ -**	**$ -**

Notes

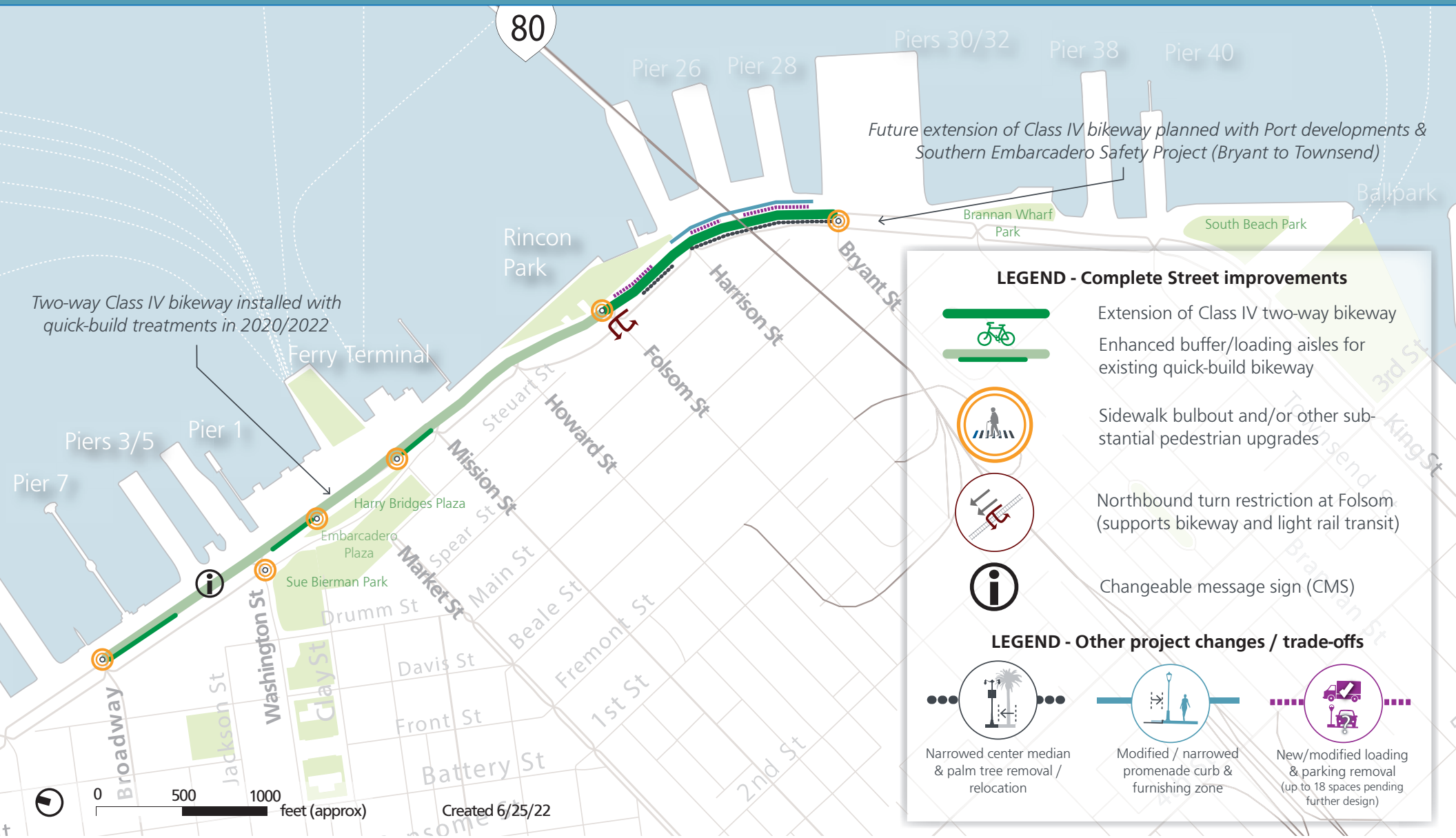
Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	***Central Embarcadero Enhancement (OBAG Match)***
Relative Level of Need or Urgency (time sensitive)	Project has received a federal OBAG grant for the construction phase of this project, which is currently in detailed design. Matching funds are critical to receiving the grant funding.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	The Central Embarcadero Safety Project capital phase (the project) is the top priority for the Embarcadero Enhancement Program, a multi-agency and nearly decade-long effort to identify and implement transportation safety improvements for all users along The Embarcadero - a busy multi-modal, multi-way arterial boulevard included on the San Francisco Vision Zero High-Injury Network (HIN). See sfmta.com/embarcadero for more information. From 2014 to 2018, the Embarcadero Enhancement project team held dozens of in-person meetings with key stakeholders including the Northeast Waterfront Advisory Group, Central Waterfront Advisory Group, Maritime Commerce Advisory Committee, Ballpark Mission Bay Transportation Committee, San Francisco Hotel Council, SF Travel, SF Tour Guide Guild, South Beach/Rincon/Mission Bay Neighborhood Association, District 3 SFMTA Working Group, Fisherman's Wharf Community Benefit District, Fisherman's Wharf Restaurant Association, as well as individual stakeholders such as the operators of the Ferry Building, Exploratorium, and many others. During this time, the project team also hosted five public open meetings, including three design workshops where residents, merchants, travelers, and the general public were invited to share their vision of the waterfront, desires for reconfiguring the roadway, and values relating to transportation, open space, and land use. In 2016, over 500 people attended an open house and responded to a survey to help assess bikeway alignment alternatives and other trade-offs, resulting in a conceptual design for a two-way, waterside-protected bikeway adjacent to the promenade. In October of 2018, approximately 200 people attended an open house showcasing the conceptual design for the project, with 140 people completing a survey to gauge stakeholder support and priorities for the project moving forward. An outreach summary is available. Additional stakeholder meetings took place throughout 2019 as the project moved into the preliminary engineering and environmental review phase and further public engagement are ongoing as projects within the three segments of the Embarcadero corridor manifest.
Benefits to Disadvantaged Populations and Equity Priority Communities	While the project is not located within the city's Chinatown, Fisherman's Wharf, and Treasure Island EPC areas, it directly improves safety and mobility choice for these communities' connections to the Embarcadero's central waterfront – and by extension to regional bus/ferry services, BART, Caltrain, and much of the high-frequency MUNI network along Market Street. It also promotes better (and less expensive) transportation options to these communities' small businesses – and to other waterfront/downtown job centers – for the many restaurant, hospitality, and other workers who commute from throughout the Bay Area. At a finer-grained level, the northern project terminus (Broadway) is one block from 130 units of recently constructed car-free affordable housing (88 Broadway), while the southern terminus (Bryant Street) is the location of an existing 'navigation center' for unsheltered residents and the future home of approximately 225 below market rate (BMR) apartments as part of a planned mixed-use development by the Port (on Seawall Lot 334 and Piers 30-32).

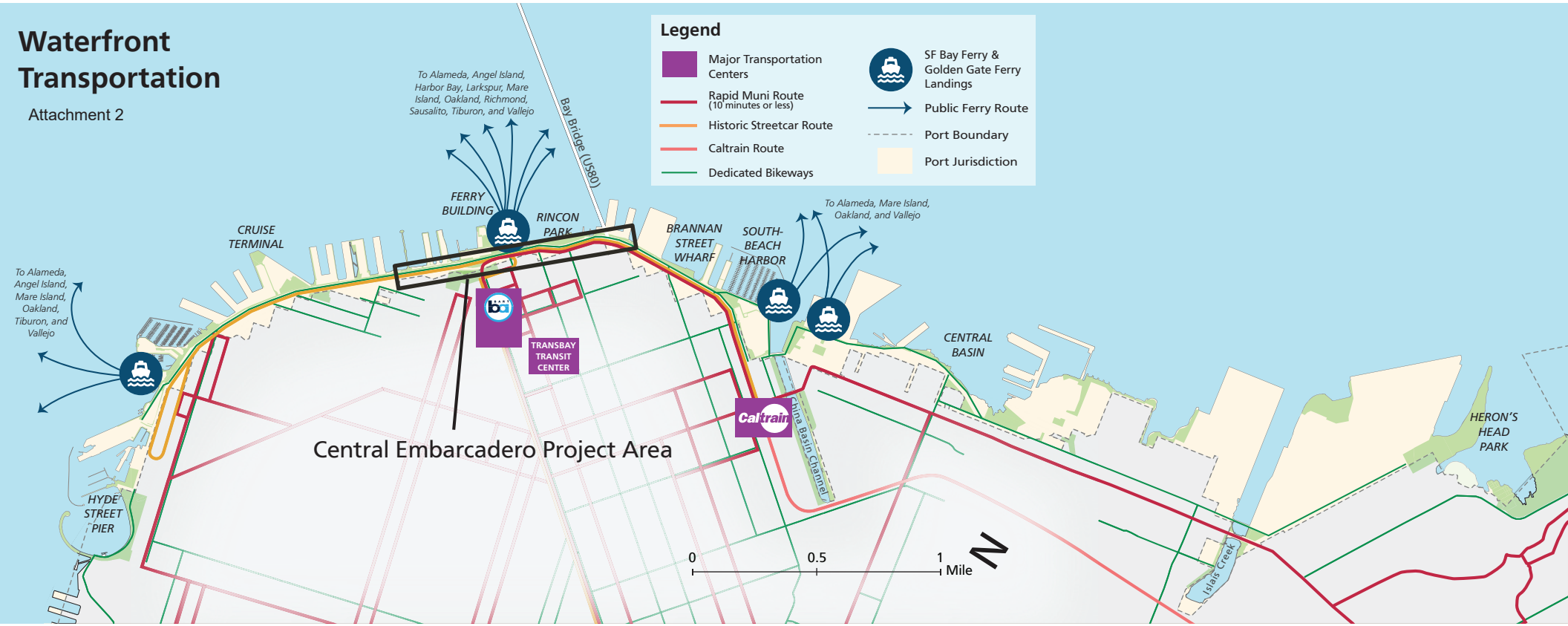
Compatability with Land Use, Design Standards, and Planned Growth	Yes
San Francisco Transportation Plan Alignment (SFTP)	Safety and Livability
	The Embarcadero Enhancement Program (EEP) seeks to improve safety, mobility, connectivity, and accessibility for all users of The Embarcadero, which serves as a major transit corridor, tourist destination, marine-oriented commercial district, and public recreation area. The Embarcadero is also a key route into San Francisco's major business and cultural sites such as the Financial District, Fisherman's Wharf, and Chinatown.
The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.	
18- Safer and Complete Streets	
Safety (Capital Projects - Sub-program)	The Embarcadero corridor (between Lombard and Townsend streets) is also on San Francisco's Vision Zero High Injury Network (HIN), representing the 13% of city streets where 75% of the severe and fatal injuries occur. In the last five years, 174 reported severe injury collisions and two fatalities on the corridor (along with daily 'near misses' on the street and along the promenade). By adopting a policy called Vision Zero in 2014, the City and County of San Francisco is committed to building better and safer streets, educating the public on traffic safety, enforcing traffic laws, and prioritizing resources to implement effective initiatives that save lives. Vision Zero aims to eliminate all traffic deaths in San Francisco by 2024. The SFMTA prioritizes efforts on the corridors with the highest number of severe and fatal collisions. The Embarcadero Enhancement Program supports Vision Zero and implements targeted, proven safety improvements on the corridor.
Benefits Multi-Modal Users (Capital Projects - Sub-program)	The addition of a two-way protected bikeway addresses a fundamental conflict along The Embarcadero: the mixing of fast-moving arterial traffic with more vulnerable people biking and scootering. The current bike lane is too scary for many people to use, forcing them to ride on the promenade (increasing conflicts with pedestrians and business activities) or not at all : - People biking and on scooters benefit from a dedicated facility that substantially reduces (if not eliminates) interactions with fast-moving traffic and extremely busy commercial and passenger loading zones - Pedestrians directly benefit from a bikeway that attracts faster users off the promenade and has proper controls for pedestrian crossings (bike signals, well-marked crosswalks, traffic calming where necessary). Key roadway crossings (such as Bryant, Folsom, and Washington Street) will also be shorter and easier. Additional measures, such as the northbound turn-restriction at Folsom Street, will improve transit safety and operations by removing conflicting turns across the railway at the portal entrance to/exit from the Market Street subway. Drivers benefit from new wayfinding signage and a more consistent roadway layout that results in fewer, less stressful bike encounters (especially when pulling to the curb for loading)

Proximity to Key Resources (Capital Projects - Sub-program)	A key objective and outcome for this project is the improved safety and comfort of the Embarcadero shared use promenade, I.e the San Francisco Bay Trail, which is a cherished asset and 'community site' for many people including nearby residents of SOMA, Chinatown, Fisherman's Wharf, and other adjacent neighborhoods. Destinations along the promenade and project area include Rincon Park, the Ferry Building, Sue Bierman Park, Harry Bridge's Plaza, Pier 7, and the Exploratorium (just outside the project's northern extent) among other important open spaces and community destinations. The project does not directly serve schools or senior centers.
Complete Streets Elements (Capital Projects - Sub-program)	The addition of a two-way protected bikeway addresses a fundamental conflict along The Embarcadero: the mixing of fast-moving arterial traffic with more vulnerable people biking and scootering. The current bike lane is too scary for many people to use, forcing them to ride on the promenade (increasing conflicts with pedestrians and business activities) or not at all : - People biking and on scooters benefit from a dedicated facility that substantially reduces (if not eliminates) interactions with fast-moving traffic and extremely busy commercial and passenger loading zones - Pedestrians directly benefit from a bikeway that attracts faster users off the promenade and has proper controls for pedestrian crossings (bike signals, well-marked crosswalks, traffic calming where necessary). Key roadway crossings (such as Bryant, Folsom, and Washington Street) will also be shorter and easier. Additional measures, such as the northbound turn-restriction at Folsom Street, will improve transit safety and operations by removing conflicting turns across the railway at the portal entrance to/exit from the Market Street subway. Drivers benefit from new wayfinding signage and a more consistent roadway layout that results in fewer, less stressful bike encounters (especially when pulling to the curb for loading)

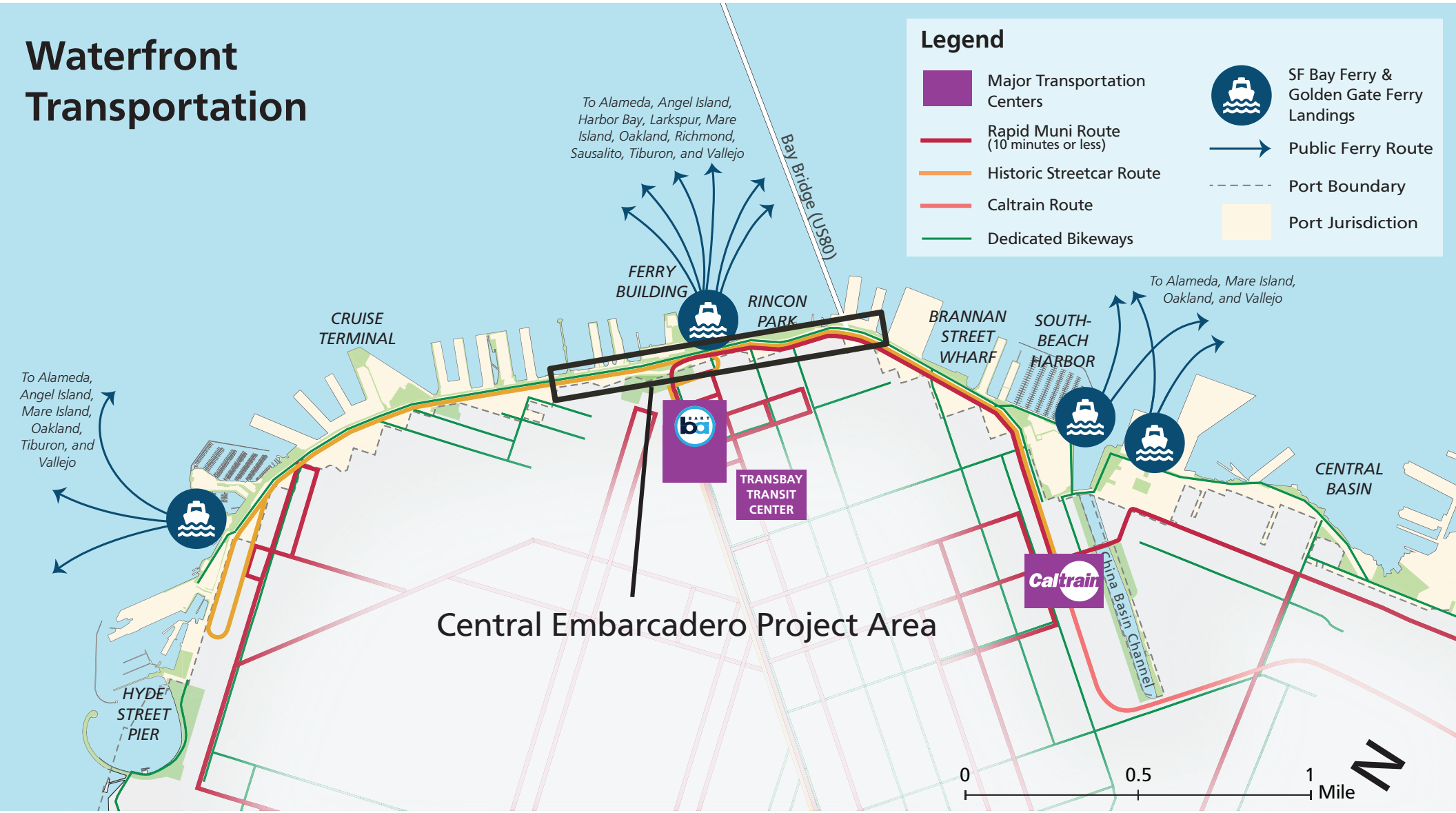
Central Embarcadero Safety Project

Summary Map

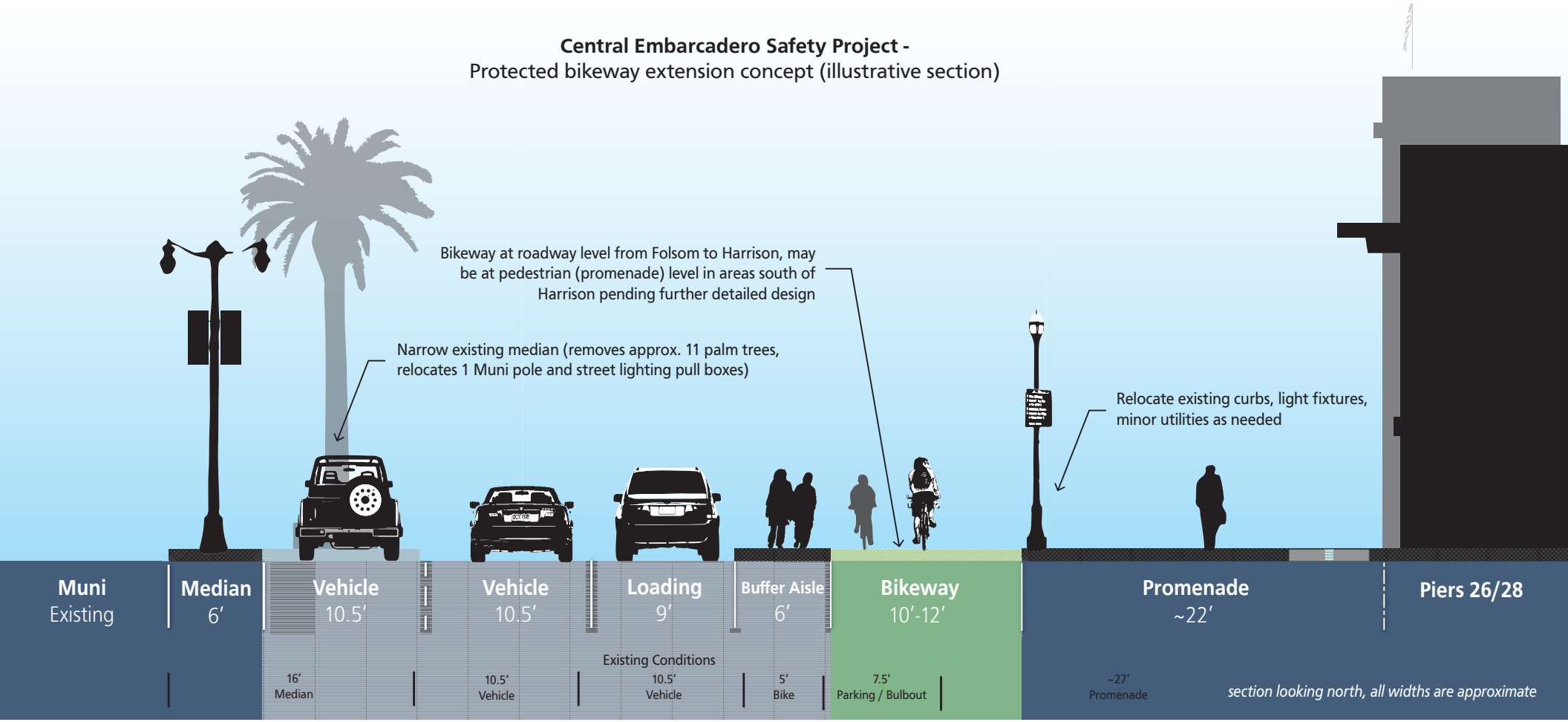



Waterfront Transportation
Attachment 2
Legend
Major Transportation Centers
Rapid Muni Route (10 minutes or less)
Historic Streetcar Route
Caltrain Route
Dedicated Bikeways
SF Bay Ferry & Golden Gate Ferry Landings
Public Ferry Route
Port Boundary
Port Jurisdiction
To Alameda, Angel Island, Harbor Bay, Larkspur, Mare Island, Oakland, Richmond, Sausalito, Tiburon, and Vallejo
Bay Bridge (US80)
FERRY BUILDING
RINCON PARK
CRUISE TERMINAL
BRANNAN STREET WHARF
SOUTH-BEACH HARBOR
To Alameda, Mare Island, Oakland, and Vallejo
To Alameda, Angel Island, Mare Island, Oakland, Tiburon, and Vallejo
TRANSBAY TRANSIT CENTER
CENTRAL BASIN
Caltrain
China Basin Channel
HERON'S HEAD PARK
Central Embarcadero Project Area
HYDE STREET PIER
0
0.5
1 Mile
N
Islais Creek

Waterfront Transportation



Central Embarcadero Safety Project -
Protected bikeway extension concept (illustrative section)



Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Name and Sponsor			
Project Name:	District 4 Street Improvements		
Implementing Agency:	SFMTA		
Prop L Expenditure Plan Information			
Prop L Program:	18- Safer and Complete Streets		
Prop L Sub-Program (if applicable):	18a- Capital Projects		
Other Prop L Programs (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	Design and construction of improvements to two residential streets, anticipated to be Kirkham Street and 41st Avenue in District 4 to improve comfort for pedestrians and bicyclists of all ages and abilities. This project furthers the work done by the Transportation Authority's District 4 Mobility Study (2022) where the project team developed a network of potential corridors based on access to commercial corridors, parks and open space, schools, and the existing bike network.		
Project Location and Limits:	District 4. Anticipated corridors are 41st Avenue from Lincoln to Vicente, and Kirkham Street from Lower Great Highway to 19th Avenue		
Supervisorial District(s):	District 04		
Is the project located on the 2022 Vision Zero High Injury Network ?	No	**Is the project located in an Equity Priority Community (EPC)?**	No
Which EPC(s) is the project located in?			
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	Design and construction of improvements intended to make streets more comfortable to walk and bike on for people of all ages and abilities. Improvements will be located on two residential streets by calming vehicle traffic, making them easier to navigate and friendlier for active modes of transportation. The project combines street design measures tailored to each neighborhood, including speed humps, traffic circles, crosswalk upgrades, and limited traffic diversion at specific, targeted locations (if warranted). Where feasible, the project will include Green Street infrastructure to beautify the neighborhood and increase environmental sustainability. Anticipated corridors are 41st Avenue from Lincoln to Vicente, and Kirkham Street from Lower Great Highway to 19th Avenue. The Transportation Authority's District 4 Mobility Study (2022) developed a network of potential corridors to be made more comfortable for biking and walking, based on access to commercial corridors, parks and open space, schools, and the existing bike network.		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.			
Type of Environmental Clearance Required:	Categorically Exempt		
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	SFPW		

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	**% Complete**	**In-house - Contracted - Both**	**Quarter**	**Fiscal Year (starts July 1)**	**Quarter**	**Fiscal Year (starts July 1)**
Planning/Conceptual Engineering	100%	In-house	Q4-Apr-May-Jun	2018/19	Q1-Jul-Aug-Sep	2020/21
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	50%	In-house	Q2-Oct-Nov-Dec	2020/21	Q2-Oct-Nov-Dec	2023/24
Advertise Construction						
Start Construction (e.g. Award Contract)		In-house and Contracted	Q1-Jul-Aug-Sep	2024/25		
Operations (i.e. paratransit)						
Open for Use					Q2-Oct-Nov-Dec	2025/26
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2025/26

Notes

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Name:	District 4 Street Improvements

Project Cost Estimate		**Funding Source**		
Phase	**Cost**	**Prop L**	**Other**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$ 98,050	$ -	$ 98,050	actual work
Environmental Studies (PA&ED)	$ -	$ -	$ -	
Right of Way	$ -	$ -	$ -	
Design Engineering (PS&E)	$ 274,600	$ -	$ 274,600	actual work+cost to complete
Construction	$ 900,000	$ 700,000	$ 200,000	prior work
Operations (i.e. paratransit)	$ -	$ -	$ -	
Total Project Cost	$ 1,272,650	$ 700,000	$ 572,650	
Percent of Total		**55%**	**45%**	

* $274,600 of Other is Prop K sales tax

* Including Prop K, sales tax is 77% of total

Funding Plan - All Phases - All Sources

Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)

Fund Source	**Prop L Program**	**Phase**	**Fund Source Status**	**Fiscal Year of Allocation (Programming Year)**	**Total Funding**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**
Prop B General Funds		Planning/Conceptual Engineering	Allocated	2021/22	$ 98,050	$ -	$ -	$ -	$ -	$ -
Prop K		Design Engineering (PS&E)	Allocated	2021/22	$ 274,600	$ -	$ -	$ -	$ -	$ -
Prop L	18- Safer and Complete Streets	Construction	Planned	2023/24	$ 700,000	$ -	$ 350,000	$ 350,000		
TBD (e.g., Prop B)		Construction	Planned	2023/24	$ 200,000	$ -	$ -	$ -	$ -	$ -
				Total By Fiscal Year	**$ 1,272,650**	**$ -**	**$ 350,000**	**$ 350,000**	**$ -**	**$ -**

Notes

Full funding for construction (e.g. all funds programmed or allocated) will be required to support a construction phase allocation consistent with Prop L policies.

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	***District 4 Street Improvements***
Relative Level of Need or Urgency (time sensitive)	Design will conclude in 2023, so funds are needed to move the project along to construction in 2024.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	This project is included in the District 4 Mobility Study, adopted by the SFCTA in Summer 2021 (final report: September 2022). The first phase of outreach started with a virtual Town Hall in May 2020, hosted by Board Member Mar and attended by 175 participants. In Summer 2020, the team solicited feedback from the public on the challenges that they see in walking, biking, and using transit. Feedback was also collected using multi-lingual surveys and two focus groups conducted in Chinese (Cantonese). The second phase collected feedback on the developing study concepts through a virtual Open House with Board Member Mar in March 2021, attended by 190 people. Participants had the opportunity to share questions, comments, and engage with poll questions. Project staff also hosted a merchant-focused community forum with 15 D4 merchant leaders. During outreach the team received feedback focused on the importance of connections to commercial corridors, parks, and schools, and having dedicated bike infrastructure. As well, a travel market analysis showed that there are a large number of driving trips starting and ending in D4 or nearby. The solutions developed by staff focused on improving walking, biking, and transit for these types of trips, and included improvements on 41st Ave and Kirkham Street.
Benefits to Disadvantaged Populations and Equity Priority Communities	This project is not in an EPC but it will improve transportation for all people in the city and especially those residents and visitors to District 4.
Compatibility with Land Use, Design Standards, and Planned Growth	Yes
San Francisco Transportation Plan Alignment (SFTP)	Environmental Sustainability
	This project will enhance sustainability by making active modes of transportation easier and safer- reducing motor vehicle trips.
The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.	
18- Safer and Complete Streets	
Safety (Capital Projects - Sub-program)	Proposed improvements connect to origins and destinations. Providing lower speeds of vehicles on these connections will improve safety for the most vulnerable users, including people of all ages and abilities walking and bicycling.
Benefits Multi-Modal Users (Capital Projects - Sub-program)	Proposed improvements will slow vehicle with traffic calming and make streets more accommodating for people walking and biking.

Proximity to Key Resources (Capital Projects - Sub-program)	Schools, such as AP Giannini, Francis Scott Key, and Sunset Elementary School.
Complete Streets Elements (Capital Projects - Sub-program)	Potential for raised crosswalks.

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Name and Sponsor			
Project Name:	Golden Gate Greenway (Tenderloin)		
Implementing Agency:	SFMTA		
Prop L Expenditure Plan Information			
Prop L Program:	18- Safer and Complete Streets		
Prop L Sub-Program (if applicable):	18a- Capital Projects		
Other Prop L Programs (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	This project would reduce the 100 block of Golden Gate Avenue from two to one lane of vehicle traffic, reconfigure the overhead catenary system (OCS) wires, install a new fire hydrant, and activate Shared Spaces on both sides of the roadway. The project will include bikeway, traffic calming, and pedestrian improvements similar to a Slow Street. Exact traffic calming, bike and pedestrian treatments are pending further conversations with the SF Fire Department.		
Project Location and Limits:	Golden Gate Avenue between Leavenworth and Jones streets		
Supervisorial District(s):	District 05		
Is the project located on the 2022 Vision Zero High Injury Network ?	Yes	**Is the project located in an Equity Priority Community (EPC)?**	Yes
Which EPC(s) is the project located in?	Tenderloin		
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	Background: The Golden Gate Greenway Project is a community-initiated project that was started by the St. Anthony Foundation and the 100 Golden Gate Greenway coalition to create more green space in the Tenderloin. The project also brings together a coalition of 20 non-profit organizations, including eight other partners that operate on the same block along Golden Gate Avenue – Lutheran Social Services, De Marillac Academy, St. Boniface Catholic Church, Wu Yee Children's Services, Mercy Housing, Boys & Girls Club, Larkin Street Youth Services, and 826 Valencia, as well as several others not located on the block including the Tenderloin Community Benefit District and the San Francisco Bicycle Coalition. During the COVID pandemic, St. Anthony's closed the block daily to provide essential community services (i.e., food pantry, COVID testing), and this inspired them to think bigger about how this block can better serve the community permanently, thus the Golden Gate Greenway project. Scope: This project would reduce the 100 block of Golden Gate Avenue from two to one lane of vehicle traffic, reconfigure the OCS wires, install a new fire hydrant, and activate Shared Spaces on both sides of the roadway. Every street in the Tenderloin is on the Vision Zero High Injury Network, and this project aims to create a car-lite, public space with activation and programming in partnership with the Tenderloin community. The project will include bikeway, traffic calming and pedestrian improvements similar to a Slow Street. See submitted draft concept diagrams. Exact traffic calming, bike and pedestrian treatments are pending further conversations with the SSFD and further detail will be provided with a future allocation request.		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	See attached for Golden Gate Greenway space use description provided by St. Anthony Foundation and draft concept diagrams provided by St. Anthony Foundation.		

Type of Environmental Clearance Required:	TBD
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	SFPW, San Francisco Fire Department, Mayor's Office

Project Delivery Milestones	**Status**	**Work**	**Start Date**		**End Date**	
Phase	**% Complete**	**In-house - Contracted - Both**	**Quarter**	**Fiscal Year (starts July 1)**	**Quarter**	**Fiscal Year (starts July 1)**
Planning/Conceptual Engineering	50%	In-house	Q2-Oct-Nov-Dec	2022/23	Q2-Oct-Nov-Dec	2023/24
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	0%		Q3-Jan-Feb-Mar	2023/24	Q2-Oct-Nov-Dec	2024/25
Advertise Construction						
Start Construction (e.g. Award Contract)	0%		Q3-Jan-Feb-Mar	2024/25		
Operations (i.e. paratransit)						
Open for Use					Q1-Jul-Aug-Sep	2026/27
Project Completion (means last eligible expenditure)					Q2-Oct-Nov-Dec	2026/27

Notes

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Name:	Golden Gate Greenway (Tenderloin)

Project Cost Estimate		**Funding Source**		
Phase	**Cost**	**Prop L**	**Other**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$ 150,000	$ -	$ 150,000	actuals
Environmental Studies (PA&ED)	$ -	$ -	$ -	
Right of Way	$ -	$ -	$ -	
Design Engineering (PS&E)	$ 200,000	$ 100,000	$ 100,000	Prior work
Construction	$ 1,000,000	$ 1,000,000	$ -	prior work
Operations (i.e. paratransit)	$ -	$ -	$ -	
Total Project Cost	$ 1,350,000	$ 1,100,000	$ 250,000	
Percent of Total		**81%**	**19%**	

Funding Plan - All Phases - All Sources

Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)

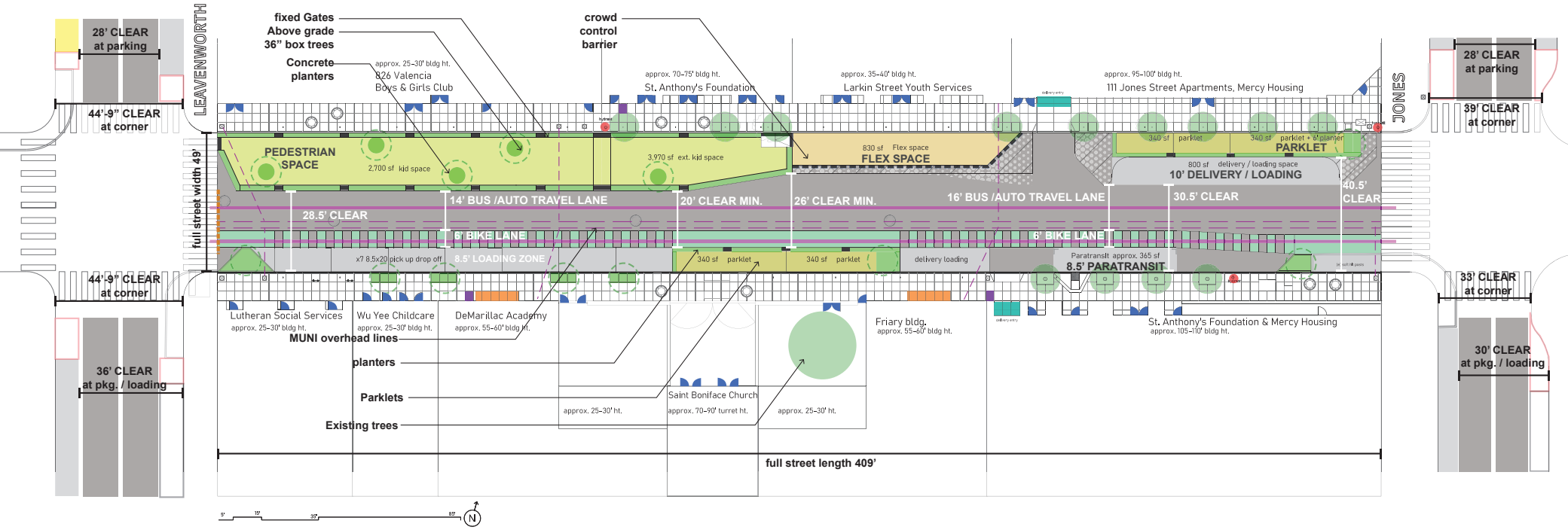
Fund Source	**Prop L Program**	**Phase**	**Fund Source Status**	**Fiscal Year of Allocation (Programming Year)**	**Total Funding**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**
Prop B General Funds		Planning/Conceptual Engineering	Allocated	2022/23	$ 150,000	$ -	$ -	$ -	$ -	$ -
Prop L	18- Safer and Complete Streets	Design Engineering (PS&E)	Planned	2023/24	$ 100,000	$ -	$ 100,000	$ -	$ -	$ -
Prop B		Design Engineering (PS&E)	Planned	2023/24	$ 100,000	$ -	$ -	$ -	$ -	$ -
Prop L	18- Safer and Complete Streets	Construction	Planned	2024/25	$ 1,000,000	$ -	$ -	$ 250,000	$ 500,000	$ 250,000
				Total By Fiscal Year	**$ 1,350,000**	**$ -**	**$ 100,000**	**$ 250,000**	**$ 500,000**	**$ 250,000**

Notes

Prop L funds may only be spent on transportation capital costs. Amenities such as equipment for play areas will be funded by other sources.
All funds for a given phase (e.g. design) must be secured (programmed or allocated) to support an allocation recommendation, consistent with Prop L policies.

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	***Golden Gate Greenway (Tenderloin)***
Relative Level of Need or Urgency (time sensitive)	This project finished preliminary engineering in early 2022 and has been on pause while waiting for funding for detailed design and construction. This project is included as part of the Tenderloin Community Action Plans.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	This project is a community-initiated project that was started by the St. Anthony Foundation and the 100 Golden Gate Greenway coalition. The coalition has created a website for this effort: https://www.goldengategreenway.org/ The project was included as part of the Tenderloin Community Action Plan (TCAP), a voting process for neighborhood residents and workers to fund specific initiatives to improve the quality of life for local residents and the community. The project was awarded $200,000 by Mayor London Breed in December as a part of the $3.5 million Tenderloin Community Action Plan, meant to support the neighborhood at the center of San Francisco's addiction and homelessness crises. Supervisor Dean Preston, whose district includes the Tenderloin, as well as State Senator Scott Wiener, have also expressed support of the project.
Benefits to Disadvantaged Populations and Equity Priority Communities	The Tenderloin is located in an Equity Priority Community, and every street in this neighborhood is on the High Injury Network. This project aims to create a car-lite, public space with activation and programming in partnership with the Tenderloin community.
Compatibility with Land Use, Design Standards, and Planned Growth	Yes
San Francisco Transportation Plan Alignment (SFTP)	Safety and Livability
	This work supports the Vision Zero policy.

The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.	
18- Safer and Complete Streets	
Safety (Capital Projects - Sub-program)	Every street in the Tenderloin is on the High Injury Network, including Golden Gate Avenue between Leavenworth and Jones streets, despite only a 18% car ownership rate in the neighborhood. See scope for additional detail.
Benefits Multi-Modal Users (Capital Projects - Sub-program)	This project aims to create a car-lite street to improve the pedestrian experience. A bike lane and transit service will be maintained on this street.
Proximity to Key Resources (Capital Projects - Sub-program)	St. Anthony Foundation initiated this project and is located in the project area. They provide essential services, health care, and gateways to stability to families and individuals in need, including meals, free clothing program, food pantry, community safety services, medical clinic, addiction recovery programs, and free showers, bathrooms, and laundry facilities. The project also brings together a coalition of 20 non-profit organizations, including eight other partners that operate on the same block along Golden Gate Avenue – Lutheran Social Services, De Marillac Academy, St. Boniface Catholic Church, Wu Yee Children's Services, Mercy Housing, Boys & Girls Club, Larkin Street Youth Services, and 826 Valencia.
Complete Streets Elements (Capital Projects - Sub-program)	This project would reduce the 100 block of Golden Gate Avenue from two to one lane of vehicle traffic and activate Shared Spaces on both sides of the roadway to enhance the pedestrian experience. This project aims to create a car-lite, public space with activation and programming in partnership with the Tenderloin community.



Key: draft plan diagram_Golden Gate Greenway (100 block Golden Gate Ave.)

- Fire lane
- hydrant
- Muni 10' overhead wire clearance
- Overhead muni lines
- Existing trees
- Possible new trees
- Possible raised gardens
- Parklet
- Delivery zone
- Flex space
- Pedestrian space
- Bus / Auto travel lane
- Loading Zone
- Paratransit
- Bike Lane
- bldg. entry / exit
- freight/ garage entry
- hook up
- fire escape

01/12/22_FSStudio_Alec Hawley

Golden Gate Greenway

What are we trying to accomplish?

- 24/7: Added space in the Tenderloin for children to play and adults to be outdoors in a safe environment, through a lane reduction and creation of parklets.
- 6a-6p Mon-Fri: one block 'Slow Street': A mostly car-free space where pedestrians (especially children, seniors, and adults with disabilities) do not need to worry about traffic.
    - Given the challenges of the neighborhood, we do not believe this model can work without monitoring from safety stewards, and without a barrier to prevent through-traffic during these hours.
- Shared pick-up/drop-off/delivery zones on Leavenworth and Jones (between Golden Gate and McAllister) to:
    - Reduce vehicles with business on 100 block of Golden Gate.
    - Create pro-social activation (e.g. donation drives) on adjoining blocks to discourage illegal activities.

Why?

- The Tenderloin is park-poor, with less than half a yoga mat of space per resident.
    - The small parks that do exist require stewardship and monitoring – something St. Anthony's and its partners are willing to provide.
    - Greenspace and play space are known to have a positive impact on mental and physical wellbeing – both have been requested by residents through our outreach.
    - Life expectancy in the Tenderloin is lower than almost any other neighborhood in SF.
- The Tenderloin is often unsafe, with many residents fearful of spending time outdoors.
    - SFPD reports that parked vehicles often provide cover for illegal activities.
    - Almost every street in the Tenderloin has been identified as part of the High Injury Network, despite only a 4% car ownership rate in the neighborhood.
- We want reduce inequity in the neighborhood, by adding communal space for the benefit of all.

What have we learned?

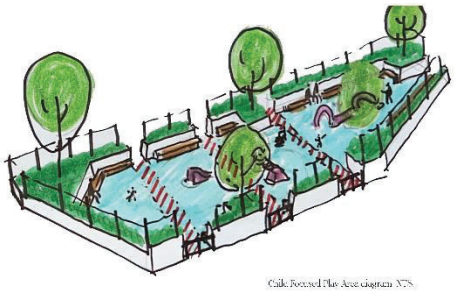
- When we can prevent cars entering the block during certain hours, we can use the space for events that benefit Tenderloin residents, whether they are housed or unhoused.
    - St. Anthony's continues to serve food outdoors to mitigate against COVID-19 spread in the unhoused community.
    - Nonprofits would like to host pop-up services and provide space for kids to play and learn.
- As a response to the COVID-19 pandemic, our block closure was granted from 6am to 3pm daily. The street reopening at 3pm has made it challenging to manage traffic flow at 4pm, when school pick-up occurs at De Marillac Academy.
    - Teachers and safety monitors report that drug dealers 'mix in' with vehicles of parents.
    - Fast-moving through-traffic makes it less safe for children who walk home.

What are we cognizant of?

- The need to always maintain a clear lane of travel for emergency vehicles.
- Importance of transit routes/MUNI in the neighborhood.
- Access for paratransit to senior housing.
- Creative solutions to challenges of the neighborhood, including:
    - Poor health outcomes.
    - Illegal activities that have led to an emergency declaration in the neighborhood.
    - Impact of congestion and traffic safety.

Descriptions of each zone

Child-focused play area

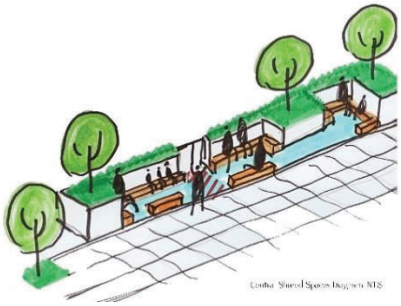


Students of Wu Yee Early Learning Center (aged 2-5) walk several blocks through an unsafe neighborhood to get to the nearest playground, crossing four streets on their way. We propose that we can find space on this block, so they no longer lose play or learning time and can play safely. Needs to be a minimum of 2000sf and 20ft wide to satisfy federal and state requirements.

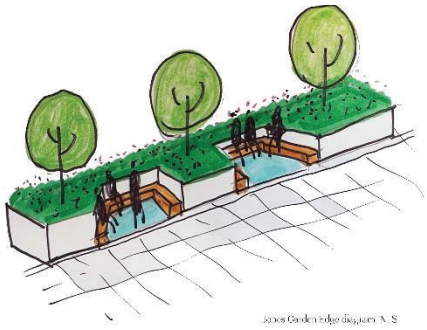
Students at De Marillac Academy have very limited outdoor space to run and play – the extended kids space will be designed to allow additional outdoor space for recess, with all traffic to the block (except emergency vehicles) paused during these times.

Safety requirements: enclosed with planters (possible interspersed with k-rails). Design solutions will account for need for fire access to all buildings. A low perimeter fence (36-48" above the planter) would be ideal to ensure a porous but visible and physical barrier to ensure safety for the children utilizing the space. The ground level will be raised to curb height with prefabricated rubber tiles to provide fall attenuation and a durable surface on which children may play while allowing drainage and cleaning.

Parklets



These three spaces will be designed in compliance with Shared Spaces legislation, with the goal of creating space where adults can enjoy fresh air, socialize, or dine outdoors with a free meal from St. Anthony's Dining Room. De Marillac Academy, 826 Valencia, Boys & Girls club, or other non-profits may also use the spaces for outdoor classrooms.



Other spaces

- The flex space will be occupied from time to time with pop-up services (like voter registration, rental assistance, or COVID-19 vaccination), mobile services (like the Mammovan, Full Belly Bus, or PitStop). It will regularly be used as an extension of play space for students. When needed, it may be used to accommodate parking for vendors (e.g. elevator repair for senior housing).
- The delivery zone will be used for commercial deliveries that are required to park on a flat surface for safe unloading (e.g., pallet deliveries of food from SF Marin Foodbank to St. Anthony's Dining Room)
- The passenger loading 'white zones' will be used for school pick-up and drop-off, as well as church parking on Sundays/holy days.
- Paratransit zone for residents of Vera Haile Senior Housing.

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Name and Sponsor			
Project Name:	Howard Streetscape		
Implementing Agency:	SFMTA		
Prop L Expenditure Plan Information			
Prop L Program:	18- Safer and Complete Streets		
Prop L Sub-Program (if applicable):	18a- Capital Projects		
Second Prop L Program (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	Implement safety improvements on Howard Street from 3rd to 11th Streets, which is on San Francisco's Vision Zero High Injury Network. The project will construct a two-way protected bikeway, upgraded bike and vehicle signals, bulb-outs and raised crosswalks, new midblock crosswalks, and improved curb management. Also included are public realm improvements such as landscaped medians, decorative pavement, cultural district signs and plaques, and additional streetlights.		
Project Location and Limits:	Howard Street from 3rd to 11th streets		
Supervisorial District(s):	District 06		
Is the project located on the 2022 Vision Zero High Injury Network ?	Yes	**Is the project located in an Equity Priority Community (EPC)?**	Yes
Which EPC(s) is the project located in?	Tenderloin-SOMA		
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	See attached		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Attachment 1 - Detailed Scope Attachment 2 - Fact Sheet with Project Extents & Cross Section		
Type of Environmental Clearance Required:	Negative Declaration		
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	SFPW		

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	**% Complete**	**In-house - Contracted - Both**	**Quarter**	**Fiscal Year (starts July 1)**	**Quarter**	**Fiscal Year (starts July 1)**
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)	75%	In-house	Q1-Jul-Aug-Sep	Previous	Q2-Oct-Nov-Dec	2024/25
Right of Way						
Design Engineering (PS&E)	35%	In-house and Contracted	Q4-Apr-May-Jun	2022/23	Q2-Oct-Nov-Dec	2024/25
Advertise Construction			Q4-Apr-May-Jun	2024/25		
Start Construction (e.g. Award Contract)			Q2-Oct-Nov-Dec	2025/26		
Operations (i.e. paratransit)						
Open for Use					Q2-Oct-Nov-Dec	2027/28
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2027/28

Notes

- Deadline for RAISE grant obligation is Sept 2026, expenditure deadline is 2031
- Anticipate NEPA on or before Oct 2024, around the same time as 95% design.

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Name:	Howard Streetscape

Project Cost Estimate		**Funding Source**		
Phase	**Cost**	**Prop L**	**Other**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$ -	$ -	$ -	
Environmental Studies (PA&ED)	$ -	$ -	$ -	
Right of Way	$ -	$ -	$ -	
Design Engineering (PS&E)	$ 4,500,000	$ -	$ 4,500,000	actuals/prior work
Construction	$ 44,244,000	$ 2,000,000	$ 42,244,000	35% design estimate
Operations (i.e. paratransit)	$ -	$ -	$ -	
Total Project Cost	$ 48,744,000	$ 2,000,000	$ 46,744,000	
Percent of Total		**4%**	**96%**	

* $500K of Other is Prop K sales tax

* Including Prop K, sales tax is 5% of the total

Funding Plan - All Phases - All Sources

Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)

Fund Source	**Prop L Program**	**Phase**	**Fund Source Status**	**Fiscal Year of Allocation (Programming Year)**	**Total Funding**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**
Prop K		Design Engineering (PS&E)	Allocated	2022/23	$ 500,000	$ -	$ -	$ -	$ -	$ -
Prop B General Funds		Design Engineering (PS&E)	Programmed	2022/23	$ 3,200,000	$ -	$ -	$ -	$ -	$ -
IPIC		Design Engineering (PS&E)	Programmed	2023/24	$ 800,000	$ -	$ -	$ -	$ -	$ -
Prop AA		Construction	Programmed	2024/25	$ 1,000,000	$ -	$ -	$ -	$ -	$ -
Prop B		Construction	Programmed	2024/25	$ 800,000	$ -	$ -	$ -	$ -	$ -
RAISE		Construction	Programmed	2024/25	$ 23,000,000	$ -	$ -	$ -	$ -	$ -
IPIC (programmed, but unlikely to be available); Source: TBD*		Construction	Planned	2024/25	$ 17,444,000	$ -	$ -	$ -	$ -	$ -
Prop L	18- Safer and Complete Streets	Construction	Planned	2024/25	$ 2,000,000	$ -	$ -	$ 500,000	$ 500,000	$ 1,000,000
				Total By Fiscal Year	**$ 48,744,000**	**$ -**	**$ -**	**$ 500,000**	**$ 500,000**	**$ 1,000,000**

Notes

*IPIC (developer fees) are unlikely to be available given the pace of economic recovery. SFMTA is looking at other sources like ATP (Cycle 7 awards anticipated to be announced Dec 2024/Jan 2025), HIP, etc. SFMTA does not yet have a RAISE grant agreement, which cannot happen until federal environmental clearance. This process typically takes at least several months.

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	***Howard Streetscape***
Relative Level of Need or Urgency (time sensitive)	In addition to the community's interest of improved traffic safety and livability on a high-injury corridor, the Project's grant funding obligation and expenditures requirements add to the level of urgency for the Project to be completed. This includes $23M coming from the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant, which needs to be obligated by September 2026 and expended by September 2031.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	This project is included in SF Planning's 2018 Central SoMa Plan and 2009 Eastern Neighborhoods Transportation Implementation Planning Study (ENTRIPS). SFMTA has conducted extensive outreach and engagement, including over 120 stakeholder meetings and eight open houses to determine community priorities. SFMTA engaged residents, community advocacy groups, including SOMCAN, Westbay Filipino Center, Western SoMa Voice, Yerba Buena Alliance, and United Playaz, and local businesses and commercial developments to determine how to improve traffic safety without increasing inequity. Community members provided input and requested improvements such as mid-block signals, raised crosswalks, and public realm improvements along Howard Street. The SFMTA integrated these elements into the Project's design and recently engaged with key stakeholders and the public to ensure their feedback is reflected in the final designs. The Project also utilized the results of a near-term project installed on Howard Street to evaluate performance of safety features. Through extensive outreach, the Project proposes a sustainable and safe traffic environment responsive to the community while accommodating future development.
Benefits to Disadvantaged Populations and Equity Priority Communities	The Project area is entirely in an Equity Priority Community. Competing transportation uses have increased modal conflicts and collisions, disproportionately affecting residents with low incomes near the Project Area. Howard Street is used by both regional and local traffic, with Moscone Convention Center generating significant transportation demand from San Francisco and the Bay Area region. Existing walkways and bikeways are inadequate because the roadway was designed to support and prioritize high vehicle volumes and has not evolved with the neighborhood and its multimodal needs. The Project will provide direct benefits to residents of the Project Area who are heavy users of the transit system and are most likely to walk for commute and non-commute trips.
Compatability with Land Use, Design Standards, and Planned Growth	Yes

San Francisco Transportation Plan Alignment (SFTP)	Safety and Livability
	The Project addressses all SFTP goals. 1. Safety and Livability: The Project will improve safety for all modes of transportation by installing a separated bike lane, upgraded pedestrian infrastructure, curb management, and a road diet. Additionally, these transportation changes improves connectivity for community destinations, supports increased housing density and affordability, and celebrates cultural history and diversity. 2. Environmental Sustainability: The Project's reduced travel lanes, improved bicycle and pedestrian infrastructure, new green infrastructure, improved stormwater management, as well as new traffic signals and street lighting, supports environmental sustainability by providing safer and comfortable active transportation and encouraging mode shift. 3. Economic Vitality: Improvement of safety and comfort for all modes of transportation will strengthen access to local jobs, attract more business investment, and support the City's projected population and employment growth. The Project itself could provide contracting job opportunities for local residents in the short-term that could translate into longer term jobs or careers. 4. Equity: The Project area is fully within a Equity Priority Community. The Project will improve pedestrian, bicycling, and transit access and facilities, serving the non-auto oriented community. Additionally, local businesses and shopkeepers can expect better foot and bicycling traffic due to the Project, which in turn may attract further investment on the corridor. Being federally and locally funded, the Project requires minority and female participation pursuant to Executive Order 11246. Additionally, the City's First Source Hiring Program requires contractors to use good faith efforts toward employing economically disadvantaged residents. 5. Accountability and Engagement: The Project will support businesses during construction and continue to have an open dialogue and transparency on project status and milestones, as outlined in the Construction Mitigation Plan.

The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.	
18- Safer and Complete Streets	
Safety (Capital Projects - Sub-program)	This project will increase safety for all travelers in the area, especially vulnerable non-motorized travelers, through several infrastructure improvements. The segment of Howard Street from 4th to 9th streets is identified as part of San Francisco's Vision Zero High-Injury Network, where just 13 percent of San Francisco's streets account for 75 percent of the City's severe and fatal traffic collisions. As a result, Howard Street has a particularly high rate of severe injury and fatal collisions. Analysis conducted for the 2015-2020 vehicle, bicycle, and pedestrian collisions report showed 142 injury and/or fatal collisions were reported in the project area, with 60 percent involving pedestrians or bicyclists. There were 12 reported fatal or severe injury collisions along Howard Street, 58 percent of which involved pedestrians or bicyclists. The majority of vehicle and bicycle related collisions were broadsides or right-angle collisions (45 percent) and side swipes (27 percent). The project will implement several infrastructure improvements that have been proven to reduce these types of collisions, making the area safer for both motorized and non- motorized travelers. This transformative project will dramatically address the challenges stated above by improving safety for all modes of transportation, enhancing comfort for people walking and bicycling along the corridor, and supporting growth in the neighborhood through four types of improvements: road diet, separated bike lane, upgraded pedestrian infrastructure and curb management. Without the Project, these issues will continue, and the incoming influx of residents and visitors will exacerbate and struggle with them.

Benefits Multi-Modal Users (Capital Projects - Sub-program)	To improve mobility and community connectivity, the project will upgrade the existing bicycle lane with a two-way protected bikeway along with upgraded traffic signals and ADA compliant pedestrian facilities. These will enable people of all ages and abilities to walk, bike, and more easily access transit, thereby enhancing mobility within the project area and connectivity to adjacent communities and destinations. Bicycle mobility and connectivity will be enhanced through the protected bikeway while expanding safer ways to connect to employment centers and other essential activities. The protected bikeway serves as a parallel, complementary facility to Folsom Street, supporting bicycle circulation and network connectivity. Most importantly, the Howard Street protected bikeway is a critical means of creating a low stress route within Central SoMa. Pedestrian mobility and connectivity will be addressed through infrastructure improvements, such as raised crosswalks, pedestrian bulb-outs, protected intersections, and pedestrian-scale lighting. The improvements on Howard Street will connect Areas of Persistent Poverty to major job centers and critical areas of interest. The ease of traveling between these areas by foot and transit benefit communities that have been previously excluded by uncomfortable, unsafe street infrastructure. Each element of the streetscape project will be designed to the latest ADA standards, reviewed by both the SFMTA and Public Work's Accessibility Coordinator. The reduction of three to two traffic lanes will be a major improvement that facilitates active transportation mobility and enhances the overall connectiveness of Howard Street to adjacent street corridors. The Project will also improve connections to local and regional transportation with links to Muni Metro (light rail) and Bay Area Rapid Transit (BART) stations on Market Street, the Caltrain terminal at 4th and Townsend Streets (south of the project area), the new Central Subway Station at 4th and Market Streets, and the Salesforce Transbay Terminal (east of the project area).
Proximity to Key Resources (Capital Projects - Sub-program)	The Project focuses improvements on pedestrian connections to key community destinations and cultural centers across SoMa, including the San Francisco Museum of Modem Art and Yerba Buena Arts Center, Bessie Carmichael School (serving Kindergarten through 8th grade), Bayanihan Community Center, Pilipino Senior Resource Center, Victoria Manalo Draves Park, Gene Friend Recreational Center, and the Department of Homeless and Supportive Housing Bryant Navigation Center. Beyond providing connections to key resources, the Project celebrates the rich cultural history of the surrounding community, which includes high concentrations of Filipino and LBGTQ+ communities, by installing new placemaking amenities such as decorative crosswalks, "civic amenity zones", cultural plaques, and historic signs. The SFMTA will continue to collaborate closely with community groups including the Leather and LGBTQ District and the SoMa Pilipinas Cultural District to ensure that urban realm changes work in tandem with safety improvements.

Complete Streets Elements (Capital Projects - Sub-program)	The Project applies the City's adopted plans and policies to improve streets, such as the Vision Zero SF Action Strategy, Better Streets Plan, ConnectSF, and Bicycle Plan. Among these applications include, reducing vehicles lanes from three to two, replacing the existing bicycle lane with a two-way protected bikeway, installing pedestrian and bicycle safety infrastructure that includes raised crosswalks, pedestrian bulb-outs, protected intersections, traffic signals with separate bicycle and vehicle phases, and new pedestrian-scale street lighting. Additionally, the Project includes utility upgrades and resolving sub-sidewalk basement issues to pursue sidewalk extensions and bulb-outs. All curb ramps will be regraded and rebuilt to meet the City's 52-point slope check, which ensures all elements of the curb ramp are detectable and safe for all users. This goes beyond the City's previous 12-point slope check. Raised crosswalks at all midblock bikeway and alleyway crossings that will enable step- free access from doorway to vehicle or major street. All passenger loading zones will accommodate rear- and side-loading wheelchair deployment without being in the middle of the street or in conflict with the bike lane. The Project will demonstrate the application of innovative Complete Streets improvements such as two-way separated bikeways and new bicycle traffic signals. San Francisco and the Bay Area have few two-way bikeway facilities providing connections in dense urban areas, or major commercial areas and business districts. Two-way bikeways in the region are typically along waterfronts, parks, or are major off-street trails. However, the Project selected a two-way bikeway on one side of Howard Street because it provides a bi-directional bikeway with the least impact on other transportation modes making the best use of valuable urban street space, while still delivering a more comfortable and safe facility that will serve bicyclists in inbound and outbound directions.

Attachment 1

Howard Streetscape Project – Detailed Scope

Once completed, the Howard Streetscape Project will have two travel lanes, two parking lanes, a two-way, 14-foot bicycle lane separated from the travel lanes by an 8.5-foot landscaped median, and two approximately 12-foot sidewalks.

Design Scope

SFMTA will design the following safety improvements on a segment of San Francisco's Vision Zero High Injury Network.

- Travel lane reduction and new pavement includes the project implementing a 3 to 2 lane road diet by removing one eastbound vehicle traffic lane on Howard between 4th and 11th streets.
- Sidewalk widening from generally 10 feet to generally 12 feet throughout the project area.
- Two-way protected bikeway with concrete buffers to separate bicyclists from drivers along the entire extent of the project area. There will be raised bikeway crossings connecting the sidewalk and the parking median.
- Two-Stage turn boxes include pavement markings that clarify where bicyclists can turn left to connect to other bike routes including 11th Street, 10th Street, 8th Street, and 4th Street.
- Protected Intersection corners are located at several intersections including Howard and 8th streets, Howard and 7th streets and Howard and 5th streets.
- Mixing zones (e.g., dashed green striping and yield "teeth" markings) located throughout the project area include active driveways and alleyways.
- Raised crosswalks along alleyways are located at Howard and Grace streets, Howard and Washburn streets, Howard and Langton streets and Howard and Harriet streets.
- Curb ramps will be installed along major intersections.
- Corner bulb-outs will be installed at major intersections.
- New Traffic Signals will be installed at Howard and Rausch streets, Howard and Mary streets, and mid-block Howard and 4th streets.
- Pedestrian scale lighting located throughout the project area.
- Vehicular-oriented streetlight poles located throughout the project area.
- Stormwater Infrastructure and Utilities will be upgraded throughout the project area.
- Parking Curb Management changes located throughout the project area including ADA loading zones at Howard and Grace streets, Howard and Dore streets, Howard and 9th streets, and Howard and 8th streets.
- Civic Amenity Zones (CAZ) (placemaking amenities) are located at Howard and 11th streets, Howard and Dore streets, Howard and 9th streets, Howard midblock 9th/8th streets, Howard and 8th streets, Howard and Rausch streets, Howard and Langton streets, Howard and 7th streets, Howard and Russ streets, Howard and Harriet streets, Howard and 6th streets, Howard and Mary streets, Howard and 5th streets, Howard midblock 5th/4th streets. A CAZ includes landscaped sidewalk extensions (bulb-outs) that incorporate cultural and community features, such as sidewalk plaques, benches and bike racks and community-decorated street furniture. Tree-lined medians will also be included in the CAZ where possible, and separated bike signals with dedicated phases.
- Overhead Contact System (OCS) replacement is the upgrading of Muni overhead contact system infrastructure, such as feeder poles and tension wires for Muni Operation. The work will take place on Howard from 11th to 10th streets.

See the Project Fact Sheet attached for project extents and cross section.

Benefits

To improve bicycle and pedestrian mobility and community connectivity the project will upgrade the existing bicycle lane with a two-way protected bikeway along with upgraded traffic signals and ADA compliant pedestrian facilities. The reduction of three to two traffic lanes will help facilitate active transportation mobility and enhance the overall connectiveness of Howard Street to adjacent street corridors. The improvements on Howard Street will connect Areas of

Persistent Poverty to major job centers and critical areas of interest. The ease of traveling between these areas by foot and transit benefit communities that have been previously excluded by uncomfortable, unsafe street infrastructure.

Community Outreach

Starting in 2016, the SFMTA began engaging the community to develop and refine conceptual proposals for a safer and more efficient Howard Street. During that time, the SFMTA met with stakeholders to discuss the potential Project, areas of high concern, and suggested improvements. Since the beginning of the Folsom-Howard Streetscape Project over 400 people attended open houses, 1,300 people responded to surveys, and staff met with more than 100 businesses and 20 community groups along the corridor. Local neighborhood organizations, SoMa Pilipinas and the Leather District, were consulted early in the planning process about how cultural heritage and historic markers could be included in the project. SoMa Pilipinas took on additional effort, expanding the project scope, working to develop a neighborhood gateway marker. The SFMTA heard that there was a strong preference to keeping the roads one-way, prioritizing passenger and commercial loading over parking, and prioritizing bike connectivity, wider sidewalks, pedestrian level lighting, raised crosswalks and cultural identifying features. Further, the SFMTA distributed a business survey along the corridor. A total of 75 businesses completed the surveys about their loading needs and the survey results concluded that businesses thought that the new designs would improve loading and safety. The SFMTA connected with regional transit agencies such as BART, AC Transit and Golden Gate who all provide service in the downtown including hubs like the Salesforce Transit Center. The SFMTA will continue to engage with stakeholders throughout the construction phase of the project. The SFMTA will continue its engagement with the neighborhood during the construction phases of the project.

While SFMTA's project does not include an orchestrated community outreach plan after construction, the project team has been working with several community organizations and stakeholders throughout the design and construction process. As a result, SFMTA staff will continue to connect with these groups and will be attentive and responsive to community feedback requests for fine-tuning project elements. Further, SFMTA has a stakeholder reporting system for the project under the agency's Salesforce account where they track customer questions, complaints, and commendations and manage responses in a timely manner.

Project Evaluation

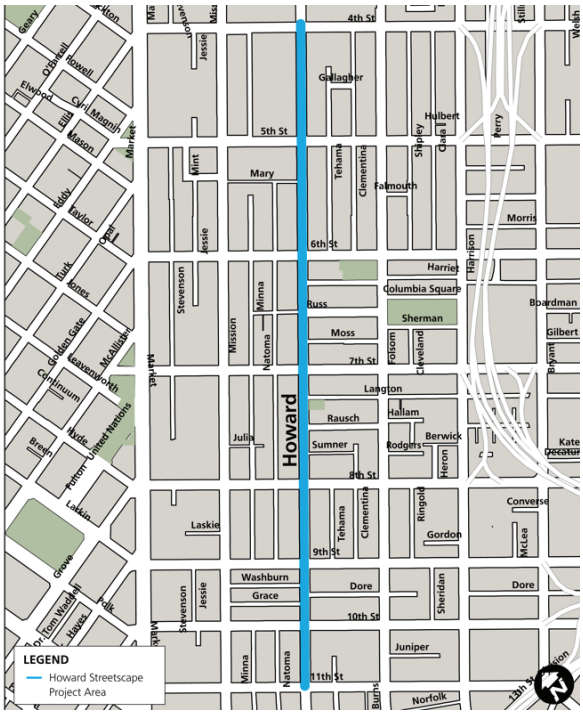
Post-construction, the SFMTA will conduct an evaluation of the project’s effectiveness and potentially provide modifications based on how the new facilities are used, and on community feedback. The SFMTA will continue to work with community organizations to discuss perceptions of the Project.

Project Overview

Located in the South of Market neighborhood (SoMa), between 11th and 4th streets, the Howard Streetscape Project will improve safety on a high-injury corridor, reduce greenhouse gas emissions, support the City's transformative vision for SoMa as a regional hub, and improve mobility for visitors and residents, including low-income populations who depend most upon riding transit, walking and bicycling.

Howard Street at 4th Street, looking westward

The Project area covers half of the Folsom and Howard Street couplet with Howard Street serving westbound traffic and Folsom Street serving eastbound traffic. Both Folsom and Howard streets are major three and four-lane arterials originally built to support manufacturing and warehousing. Over the past two decades, this project area has experienced explosive growth in housing and office employment. This growth coupled with a large population of disadvantaged communities significantly increased the number of people walking and bicycling. Yet, the roadway's design still supports and prioritizes high vehicle speeds and volumes and has not evolved to reflect the community's need for a people-focused street.



Howard Streetscape Project Extent (11th to 4th streets)

On Howard Street, the competing transportation demands have increased crashes and injuries for people walking and bicycling, and inhibited access to regional destinations including Moscone Center and the Salesforce Transit Center. The Howard Streetscape Project will transform the corridor, prioritizing non-motorized modes of travel.

Following project approval, the SFMTA implemented several quick-build safety upgrades on Howard Street, including a parking protected bicycle lane, to realize some of the project's critical safety benefits as quickly as possible. These changes provide immediate benefit and serve as a down payment on realizing the community's full vision for Howard Street through the Streetscape Project.

Benefits

San Francisco's 2018 Central SoMa Plan approved an additional 16M square feet of space for new transit-oriented housing and jobs over the next 25 years. The Howard Streetscape Project is a central component of the Plan and will dramatically improve street design to better serve current residents while also accommodating planned growth.

The Project also addresses dire safety issues on Howard Street, a corridor on San Francisco's Vision Zero High Injury Network (i.e., the 13 percent of San Francisco streets with 75 percent of severe and fatal traffic

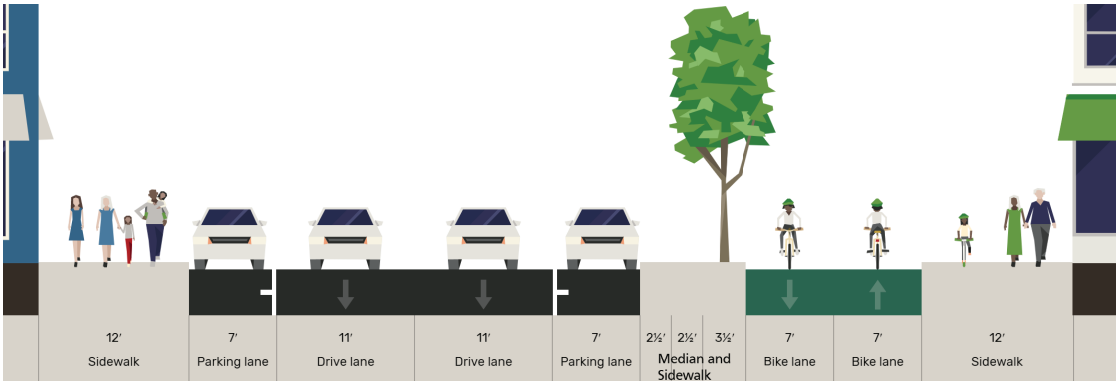
collisions). Between 2014 and 2019, three fatalities occurred on the corridor, along with 152 traffic crashes on the Folsom-Howard couplet, with more than half of these involving people walking or biking.

Visit SFMTA.com/FolsomHoward for more information.

Project Elements

The Howard Streetscape Project proposes a two-way protected bicycle lane, a landscaped median separating the bikeway from traffic, bulb-outs and raised crosswalks to shorten crossing distances and parking lanes on both sides of the street. The roadway will be reduced to 2 general purpose vehicle travel lanes, from three and four today. Key Project elements include:

- Two-way protected bicycle lane
- Raised concrete medians with landscaping
- Repaved streets
- Protected European-style intersections
- Raised crosswalks
- Bulb-outs and midblock signals
- Dedicated bicycle traffic signals
- Accessible loading zones and curb ramps
- New pedestrian scaled lighting
- New street furniture and decorative crosswalks
- Upgraded water and sewer infrastructure



Typical Cross-section of the Howard Streetscape Project

Community Outreach

Since 2016, the SFMTA conducted in-depth outreach for the Project to identify opportunities, areas of high concern, and suggested improvements.

- 550 people attended open houses
- 1,300 people responded to surveys
- 110 businesses met with staff
- 20 Community groups provided comments on designs

The project team worked closely with key stakeholders SoMa Pilipinas and the Leather District, identifying priority safety improvements and ensuring representation of the groups' cultural heritage into the design.

Project Budget and Schedule

The estimated project construction cost is $49 million. The detailed design phase will begin in mid-2023 with construction targeted for late 2025.

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Name and Sponsor			
Project Name:	Market Octavia Living Alleys Phase 1B		
Implementing Agency:	SFPW		
Prop L Expenditure Plan Information			
Prop L Program:	18- Safer and Complete Streets		
Prop L Sub-Program (if applicable):	Capital Projects		
Other Prop L Programs (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	Safety improvements to Brady Street from Market to Otis Street, and on Colton Street from Gough to Brady Street. Project includes two new corner bulb-outs with curb ramps to create shorter crossing distances for pedestrians and reduce vehicle speeds, four new raised crossings and a new decorative raised intersection to create visual cues for drivers to slow down, and new pedestrian planters, street trees and pedestrian scale lighting to promote walkability.		
Project Location and Limits:	Brady Street, from Market to Otis Street, and Colton Street from Gough to Brady Street.		
Supervisorial District(s):	District 06		
Is the project located on the 2022 Vision Zero High Injury Network ?	No	**Is the project located in an Equity Priority Community (EPC)?**	Yes
Which EPC(s) is the project located in?	Inner Mission		
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	The main objective of the Living Alleys program is to create safe and active public places for people, especially where there are narrow sidewalks or little open space, called living alleys. In doing so, living alleys program will add vitality to the street and to the block. Living alleys are also part of a pedestrian and bicycle network. Living alleys improve pedestrian safety by designing streets as places first and roads second by creating expectations that reinforce slower speeds and more careful driving behavior. The proposed improvements for Phase 1B include two new corner bulb-outs with curb ramps to create shorter crossing distances for pedestrians and reduce vehicle speeds, four new raised crossings and a new decorative raised intersection to create visual cues for drivers to slow down, and new pedestrian planters, street trees and pedestrian scale lighting to promote walkability. The final layout of the lighting will be determined pending a photometric study and light uniformity levels reviewed with SFPUC. Bulb-outs are proposed at the following corners: - Market and Brady east - Otis and Brady west Planning for Phase 1A (Ivy) and 1B (Brady/Colton) of the program began simultaneously in 2020 following receipt of local funds. Workshop 1 was held in June 2020, in which the public determined which alleys would receive which types of improvements over the next five years (Phase 1A and 1B). Workshop 2 was held in October 2020, which provided the public with initial concept designs for the selected alleys of Phase 1A and 1B. Workshop 3 was held in January 2021, which provided the public with final concept designs for Phase 1A, which is expected to advertise in Fall 2023. Phase 1B will begin detailed design following award of Phase 1A.		

Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the	Conceptual Design
Type of Environmental Clearance Required:	Categorically Exempt
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	SFMTA - Garnet Wing

Project Delivery Milestones	**Status**	**Work**	**Start Date**		**End Date**	
Phase	**% Complete**	**In-house - Contracted - Both**	**Quarter**	**Fiscal Year (starts July 1)**	**Quarter**	**Fiscal Year (starts July 1)**
Planning/Conceptual Engineering	100%	In-house and Contracted	Q4-Apr-May-Jun	2019/20	Q4-Apr-May-Jun	2020/21
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	0%	In-house	Q4-Apr-May-Jun	2023/24	Q1-Jul-Aug-Sep	2025/26
Advertise Construction		In-house	Q1-Jul-Aug-Sep	2025/26		
Start Construction (e.g. Award Contract)	0%	In-house and Contracted	Q4-Apr-May-Jun	2025/26		
Operations (i.e. paratransit)						
Open for Use					Q2-Oct-Nov-Dec	2027/28
Project Completion (means last eligible expenditure)					Q2-Oct-Nov-Dec	2027/28

Notes

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Name:	Market Octavia Living Alleys Phase 1B

Project Cost Estimate		**Funding Source**		
Phase	**Cost**	**Prop L**	**Other**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$ 138,000	$ -	$ 138,000	SFPW Actuals
Environmental Studies (PA&ED)	$ -	$ -	$ -	
Right of Way	$ -	$ -	$ -	
Design Engineering (PS&E)	$ 500,000	$ -	$ 500,000	SFPW, Conceptual Design Estimate
Construction	$ 2,000,000	$ 700,000	$ 1,300,000	SFPW, Conceptual Design Estimate
Operations (i.e. paratransit)	$ -	$ -	$ -	
Total Project Cost	$ 2,638,000	$ 700,000	$ 1,938,000	
Percent of Total		**27%**	**73%**	

Funding Plan - All Phases - All Sources

Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)

Fund Source	**Prop L Program**	**Phase**	**Fund Source Status**	**Fiscal Year of Allocation (Programming Year)**	**Total Funding**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**
Market Octavia Impact Fees		Planning/Conceptual Engineering	Allocated	2019/20	$ 138,000	$ -	$ -	$ -	$ -	$ -
Market Octavia Impact Fees		Design Engineering (PS&E)	Allocated	2023/24	$ 500,000	$ -	$ -	$ -	$ -	$ -
Market Octavia Impact Fees		Construction	Allocated	2023/24	$ 800,000	$ -	$ -	$ -	$ -	$ -
Market Octavia Impact Fees		Construction	Programmed	2025/26	$ 500,000	$ -	$ -	$ -	$ -	$ -
Prop L	18- Safer and Complete Streets	Construction	Planned	2025/26	$ 700,000	$ -	$ -	$ -	$ 350,000	$ 350,000
				Total By Fiscal Year	**$ 2,638,000**	**$ -**	**$ -**	**$ -**	**$ 350,000**	**$ 350,000**

Notes

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	***Market Octavia Living Alleys Phase 1B***
Relative Level of Need or Urgency (time sensitive)	To implement final design, which is anticipated to be complete at the beginning of FY 2025/26, construction funds must be secured in that fiscal year. The previous phase (Phase 1A) is slated to advertise for construction in September 2023, and all phases are fully funded.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	The Market Octavia area plan was adopted in 2008 and called for the implementation of "Living Alleys" across the neighborhood. In 2015, a Living Alley's toolkit was created to help facilitate the design of projects within the program. In 2019, the HUB public realm plan (https://default.sfplanning.org/plans-and-programs/in-your-neighborhood/hub/2015-000940_Adoption_08_01_Public_Realm_Plan_Final.pdf) was approved to guide future projects surrounding the increased attention from developers in the area. This project, Phase 1B of the program, utilized each of these planning documents during public outreach in FY 2020/2021. Workshop 1 was held in June 2020, in which the public determined which alleys would receive which types of improvements over the next five years (Phase 1A and 1B). Workshop 2 was held in October 2020, which provided the public with initial concept designs for the selected alleys of Phase 1A and 1B. Workshop 3 was held in January 2021, which provided the public with final concept designs for Phase 1A, which is expected to advertise in Fall 2023. Phase 1B will begin detailed design following award of Phase 1A.
Benefits to Disadvantaged Populations and Equity Priority Communities	This project is located in an EPC in the Market-Octavia area. Key demographic measures of this EPC include 67% minority, 47% low income, and 61% zero-vehicle household residents. There is a long list of non-profit organizations, community centers, arts organizations, medical services, and government services located within a quarter mile of the project site, including but not limited to: SF LGBT Center, HealthRIGHT 360, Dignity Health Urgent Care Center, AIDS Legal Referral Panel, Arc San Francisco, City Ballet of San Francisco, SF Conservatory of Music, SF IHSS, SF Public Guardian Adult Services, SF Parole and Community Services Division, as well as the SF County Veterans Services Office. The project utilized the toolkit to facilitate the creation of Living Alleys. The toolkit builds on elements of other programs such as the Better Streets Plan, the Parklet Program, Green Connections and the City's Public Works Sidewalk Landscape Program to create a network of active, safe, and walkable alleys. Living alleys go further by claiming and rebalancing entire streets for both bike and pedestrian-priority zones, access modes that are critical given the aforementioned multitude of human services and cultural diversity available in such close proximity to this project. This will particularly benefit new residents of the Jazzie Collins apartments (permanent supportive housing), as well as future residents and commercial tenants of the Brady Block project.
Compatability with Land Use, Design Standards, and Planned Growth	Yes

San Francisco Transportation Plan Alignment (SFTP)	Safety and Livability
	This project embodies the SFTP goals of (1) Equity, by addressing the most important and frequently traversed segments, as deemed by the public through outreach to constituents from an equity priority community, and (2) Safety and Livability, by focusing on improving accessibility and safety along 2 alleyways that are both in bike and pedestrian priority zones and are anticipated to have much greater traffic due to adjacent housing developments,.

The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.	
18- Safer and Complete Streets	
Safety (Capital Projects - Sub-program)	Brady Street, from Market to Otis Street, and Colton Street from Gough to Brady Street are not segments specified on the High Injury Network, but the northern project boundary, at the intersection of Market Street and Brady Street, lies on the High Injury Network. Market Street has four of the top 20 intersections for pedestrian injury collisions citywide, and the top two intersections for bicycle injury collisions. This project will install various traffic calming improvements such as bulbouts, decorative asphalt, raised crosswalks, a raised intersection, landscaping, and lighting to change the dynamic of the street and slow drivers turning onto Brady St from Market Street.
Benefits Multi-Modal Users (Capital Projects - Sub-program)	The project includes elements of various programs such as the Living Alleys Program, Better Streets Plan, Green Connections and the City's Public Works Sidewalk Landscape Program to create an active, safe, and walkable alley. Through implentation of improved lighting, raised crosswalks, and decorative elements, the project will slow traffic and rebalance the streets for both bike and pedestrian-priority zones.
Proximity to Key Resources (Capital Projects - Sub-program)	The project is located adjacent to the Strada Development's Brady Block project, which includes the Jazzie Collins Apartments, 6,050 square feet for dining space, 6,950 square feet for retail, 32,090 square feet for the updated UA Local 38 Plumbers and Pipefitters Union hall, and a 33,000 square-foot public park that will create a central social gathering space for the block and community. Jazzie Collins Apartments officially opened in 2022 and serves our community's most vulnerable, at-risk residents – adults formerly experiencing homelessness here in San Francisco, in 96 new units of permanent supportive housing.
Complete Streets Elements (Capital Projects - Sub-program)	The complete street elements include two new corner bulb-outs with ADA compliant curb ramps to create shorter crossing distances for pedestrians and reduce vehicle speeds, four new raised crossings and a new decorative raised intersection to create visual cues for drivers to slow down, and new pedestrian planters, street trees and pedestrian scale lighting to promote walkability.

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Name and Sponsor			
Project Name:	Page Slow Street		
Implementing Agency:	SFMTA		
Prop L Expenditure Plan Information			
Prop L Program:	18- Safer and Complete Streets		
Prop L Sub-Program (if applicable):	18a - Capital Projects		
Other Prop L Programs (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	The Page Slow Street project will design and construct traffic safety and streetscape features on the Page Street corridor to improve and upgrade the existing Page Slow Street. The project builds off several prior projects including the emergency-approved Slow Streets Program, Page Bikeway Pilot, and Page Street Neighborway Phase 1. Project will include evaluation and public outreach.		
Project Location and Limits:	Page Street, from Gough to Stanyan		
Supervisorial District(s):	District 05		
Is the project located on the 2022 Vision Zero High Injury Network ?	Yes	**Is the project located in an Equity Priority Community (EPC)?**	No
Which EPC(s) is the project located in?	While not within an EPC, the project corridor is directly adjacent and serves the Western Addition and Western SOMA EPC communities and includes substantial affordable housing and several historically black churches.		
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	The Page Street Bikeway Improvements Project pilot, completed in 2020, implemented a number of bike lane and diversion measures between Webster Street and Octavia Boulevard. The original, emergency-approved Page Street Slow implemented slow street deliniators during the COVID-19 pandemic, followed by diversion measures at Stanyan Street and at Masonic Street in 2022, and was made permanent by the SFMTA Board in 2023 with additional diversion at Divisadero Street and bike wayfinding signage. These projects were constructed with quick-implementation paint and posts. The Page Street Neighorway Project (Webster to Gough streets), completed in 2023, constructed sidewalk extensions, rain gardens, and a traffic-calmed intersection at Page and Buchanan streets. Together, these complimentary projects have helped create a safe, calm neighborhood route for pedestrians and bicyclists. Building on the success of these efforts, and based on community feedback, the Page Slow Street project, from Gough to Stanyan streets, will design and implement a package of sidewalk/curb changes, traffic calming, and other elements that will improve and upgrade Page Slow Street to meet Slow Street performance standards, upgrade existing quick-implementation measures with concrete and streetscape elements, and reflect community priorities. The project will also include post-implementation evaluation and inform improvements on other Slow Streets. Proposed measures include: * Traffic barrier upgrades from paint and posts to concrete (approximately two concrete median barriers, four sidewalk extensions) * Traffic calming (speed humps/tables/cushions) on approximately three locations (blocks) * Sidewalk extensions (bulbouts) at additional priority locations (TBD pending completion of preliminary engineering and approvals phase.		

Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	
Type of Environmental Clearance Required:	TBD
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	Public Works, potentially SFPUC

Project Delivery Milestones	**Status**	**Work**	**Start Date**		**End Date**	
Phase	**% Complete**	**In-house - Contracted - Both**	**Quarter**	**Fiscal Year (starts July 1)**	**Quarter**	**Fiscal Year (starts July 1)**
Planning/Conceptual Engineering	100%	In-house	Q1-Jul-Aug-Sep	2018/19	Q4-Apr-May-Jun	2021/22
Environmental Studies (PA&ED)	45%	In-house	Q2-Oct-Nov-Dec	2021/22	Q4-Apr-May-Jun	2024/25
Right of Way						
Design Engineering (PS&E)			Q2-Oct-Nov-Dec	2024/25	Q1-Jul-Aug-Sep	2026/27
Advertise Construction			Q2-Oct-Nov-Dec	2026/27		
Start Construction (e.g. Award Contract)			Q4-Apr-May-Jun	2026/27		
Operations (i.e. paratransit)						
Open for Use					Q2-Oct-Nov-Dec	2028/29
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2028/29

Notes

PA&ED phase includes public outreach, field testing (evaluation of temporary measures), and final approvals for traffic safety investments

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Name:	Page Slow Street

Project Cost Estimate		**Funding Source**		
Phase	**Cost**	**Prop L**	**Other**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$ 40,000	$ -	$ 40,000	actuals
Environmental Studies (PA&ED)	$ 325,000	$ -	$ 325,000	actuals
Right of Way	$ -	$ -		
Design Engineering (PS&E)	$ 665,000	$ 407,000	$ 258,000	prior work
Construction	$ 2,134,000	$ 593,000	$ 1,541,000	prior work
Operations (i.e. paratransit)	$ -	$ -		
Total Project Cost	$ 3,164,000	$ 1,000,000	$ 2,164,000	
Percent of Total		**32%**	**68%**	

Funding Plan - All Phases - All Sources

Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)

Fund Source	**Prop L Program**	**Phase**	**Fund Source Status**	**Fiscal Year of Allocation (Programming Year)**	**Total Funding**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**
Prop B General Funds		Planning/Conceptual Engineering	Allocated	2018/19	$ 40,000	$ -	$ -	$ -	$ -	$ -	$ -
Prop K		Environmental Studies (PA&ED)	Allocated	2021/22	$ 325,000	$ -	$ -	$ -	$ -	$ -	$ -
IPIC		Design Engineering (PS&E)	Allocated	2024/25	$ 55,000	$ -	$ -	$ -	$ -	$ -	$ -
Prop L	18- Safer and Complete Streets	Design Engineering (PS&E)	Planned	2024/25	$ 407,000	$ -	$ -	$ 200,000	$ 207,000	$ -	$ -
Prop B		Design Engineering (PS&E)	Planned	2024/25	$ 203,000	$ -	$ -	$ -	$ -	$ -	$ -
IPIC		Construction	Planned	2025/26	$ 205,000	$ -	$ -	$ -	$ -	$ -	$ -
Prop B		Construction	Planned	2025/26	$ 1,336,000	$ -	$ -	$ -	$ -	$ -	$ -
Prop L	18- Safer and Complete Streets	Construction	Planned	2025/26	$ 593,000	$ -	$ -	$ -		$ 500,000	$ 93,000
				Total By Fiscal Year	**$ 3,164,000**	**$ -**	**$ -**	**$ 200,000**	**$ 207,000**	**$ 500,000**	**$ 93,000**

Notes

Funds will need to be fully secured (i.e., programmed or allocated) to support allocation of design and construction, consistent with Prop L policies.

Prop L Supplemental Information **Please fill out each question listed below (rows 2-8) for all projects.**	
Project Name	***Page Slow Street***
Relative Level of Need or Urgency (time sensitive)	The Page Slow Street requires additional traffic calming and other measures to meet SFMTA safety criteria for Slow Streets. The project is already in the PAED phase and would lose momentum/efficiency if subsequent phases were not funded in a timely manner.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	The public outreach plan is informed by substantial prior community engagement and includes direct contact with neighborhood organizations, schools, churches, merchants/small businesses, advocates, area residents, and the District 5 Supervisor's office. The pilot proposal also reflects recent Page-specific surveys that show overwhelming (85%+) support for making existing treatments permanent. Guided by the use of 'field testing' (aka 'pilot as outreach') and main goal of solidifying slow street treatments for a post-COVID environment, the project team will re-engage and re-assess with the community the state of Page Street and connecting, surrounding streets. A large emphasis will be placed on the collection of relevant data (e.g., speeds/volumes, conflict patterns, and collision records) and review/analysis of this data in collaboration with neighborhood residents and other key stakeholders. Public outreach will be organized into five distinct phases: Stakeholder interviews - ongoing, funded by SFMTA via completion of planning phase SFMTA public hearings (#1) – the initiation of the PA/ED phase will occur after an SFMTA engineering public hearing and SFMTA Board meeting to formally expand/establish approval for existing temporary measures and new pilot measures. These meetings will include standard notification measures and web/email communications Public engagement meetings and activities – this phase of outreach will focus on community impressions and feedback of newly implemented measures and presentation of new potential streetscape concepts and other project 'toolkit' elements. Outreach methods will include additional stakeholder interviews and meetings, walking/biking tour(s), an initial open house or in-field 'office hours', and other creative ways to engage stakeholders beyond web/email updates. Project survey / open house – At the end of phase three outreach and upon collection and analysis of new traffic data collected in summer 2022, the project team will compile and present draft findings and recommendations via a feasibility report (for traffic measures) and public open house to review potential streetscape concepts and priorities. Concurrent with and complementary to the open house and related notifications/mailings, the project team will prepare a project survey (online with hard copies distributed upon request) to quantify public support and otherwise guide the project team's proposal for phase 5 outreach and recommendations for detailed design. SFMTA public hearings (#2) – The final phase of outreach will include an SFMTA engineering public hearing and final SFMTA Board meeting to confirm final (i.e., non-temporary) traffic and parking recommendations and recommended elements and budget for the detailed design phase.
Benefits to Disadvantaged Populations and Equity Priority Communities	The project is not within an EPC but indirectly serves and connects the Fillmore and Western Addition communities with downtown, Golden Gate Park, and the Upper and Lower Haight neighborhoods. The Page corridor also includes substantial affordable housing and several historically black churches.

Compatability with Land Use, Design Standards, and Planned Growth	Yes
San Francisco Transportation Plan Alignment (SFTP)	Safety and Livability
	Page Street was identified in the SFMTA's Bicycle Strategy as a high-priority route for upgrading bicycling facilities. Both prior and subsequent to the emergence of the Bikeway Pilot project and COVID-19 Slow Streets program, Page Street serves as an alternative to the busy Panhandle and 'Wiggle' bike routes and includes a number of schools/school speed zones. Additionally, the corridor is included in the Planning Department's Green Connections Plan – this aims to increase access to parks, open spaces, and the waterfront by envisioning a network of 'green connectors' – city streets that will be upgraded incrementally over the next 20 years to make it safer and more pleasant to travel to parks by walking, biking, and other forms of active transportation. Finally, Page Street between Divisadero and Gough streets is included in the Lower Haight Public Realm Plan, which provides a vision for the Lower Haight's shared public spaces and a design framework for the neighborhood; public engagement for Phase I of the Page Neighborway has been coordinated with that project.
The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.	
18- Safer and Complete Streets	
Safety (Capital Projects - Sub-program)	Improving safety and reducing vehicle impacts on Page Street are critical to meeting the city's Vision Zero and climate action goals. Portions of Page Street remain on the High-Injury Network, with frequent complaints prior to the Slow Street of driver speeding, erratic behavior, and overall high traffic volumes. A safer Page Street is essential to building a bike network that works for everyone, including families with children, and providing a viable alternative to driving for local and commuting trips.
Benefits Multi-Modal Users (Capital Projects - Sub-program)	Page Street is one of San Francisco's most important and popular east-west active transportation corridors -Pre-COVID, Page Street was one of the city's busiest bikeways with more people bicycling (approximately 300 an hour) than driving inbound in the morning peak (at Octavia Blvd).
Proximity to Key Resources (Capital Projects - Sub-program)	Page Street links many residents and neighborhoods to nearby schools, parks, merchants, churches, transit, and to Golden Gate Park and downtown.
Complete Streets Elements (Capital Projects - Sub-program)	* Traffic barrier upgrades from "paint and post" to concrete (approximately two concrete median barriers, four sidewalk extensions) * Traffic calming (speed humps/tables/cushions) on approximately three locations (blocks) * Sidewalk extensions (bulbouts) at additional priority locations (TBD pending completion of preliminary engineering and approvals phase.

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Name and Sponsor			
Project Name:	Safe Streets Evaluation Program		
Implementing Agency:	SFMTA		
Prop L Expenditure Plan Information			
Prop L Program:	18- Safer and Complete Streets		
Prop L Sub-Program (if applicable):	18a- Capital Projects		
Other Prop L Programs (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	The SFMTA is working towards achieving Vision Zero, an initiative to prioritize street safety and eliminate traffic deaths in San Francisco. To meet this goal, the city tracks progress and measures project performance through the Safe Streets Evaluation Program. Over the last five years, Safe Streets Project Evaluation Program has helped to inform needs for project refinement, communicate performance to decision makers, support the use of innovative design treaments, and streamline future project designs.		
Project Location and Limits:	Citywide		
Supervisorial District(s):	Citywide		
Is the project located on the 2022 Vision Zero High Injury Network ?	Yes	**Is the project located in an Equity Priority Community (EPC)?**	Yes
Which EPC(s) is the project located in?	Citywide		
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero)	See attached Word document with detailed scope.		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Detailed scope Word document. All other relevant attachments can be found online on the Safe Streets Evaluation Program website here: https://www.sfmta.com/safe-streets-evaluation-program Relevant documents include project fact sheets, annual summary reports, and the Evaluation Handbook, which outlines the basic methodologies and process.		
Type of Environmental Clearance Required:	N/A		
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	N/A		

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	**% Complete**	**In-house - Contracted - Both**	**Quarter**	**Fiscal Year (starts July 1)**	**Quarter**	**Fiscal Year (starts July 1)**
Planning/Conceptual Engineering		In-house and Contracted	Q1-Jul-Aug-Sep	2023/24	Q4-Apr-May-Jun	2028/29
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (e.g. Award Contract)						
Operations (i.e. paratransit)						
Open for Use						
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2028/29

Notes

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Name:	Safe Streets Evaluation Program

Project Cost Estimate		**Funding Source**		
Phase	**Cost**	**Prop L**	**Other**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$ 850,000	$ 850,000	$ -	prior work
Environmental Studies (PA&ED)	$ -	$ -	$ -	
Right of Way	$ -	$ -	$ -	
Design Engineering (PS&E)	$ -	$ -	$ -	
Construction	$ -	$ -	$ -	
Operations (i.e. paratransit)	$ -	$ -	$ -	
Total Project Cost	$ 850,000	$ 850,000	$ -	
Percent of Total		**100%**	**0%**	

Funding Plan - All Phases - All Sources | **Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)**

Fund Source	**Prop L Program**	**Phase**	**Fund Source Status**	**Fiscal Year of Allocation (Programming Year)**	**Total Funding**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**
Prop L	18- Safer and Complete Streets	Planning/Conceptual Engineering	Planned	2024/25	$ 450,000	$ -	$ 250,000	$ 200,000	$ -	$ -
Prop L	18- Safer and Complete Streets	Planning/Conceptual Engineering	Planned	2026/27	$ 400,000	$ -	$ -		$ 200,000	$ 200,000
				Total By Fiscal Year	**$ 850,000**	**$ -**	**$ 250,000**	**$ 200,000**	**$ 200,000**	**$ 200,000**

Notes

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	***Safe Streets Evaluation Program***
Relative Level of Need or Urgency (time sensitive)	Time sensitivities of funding for the Program included needing consistent funding available to continuously fund a constrant stream of data collection. As project timelines vary and change, the Program needs to collect before and after data at many different times throughout the year. This schedule cannot always be predicted therefore having consistent funding is valuable.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	Public support for the Safe Streets Evaluation Program is demonstrated through the continued support of the Vision Zero Task Force, which has over 40 members representing communities and perspectives from across the city. As this is a program and not a project, it is not part of a community based or neighborhood transportation plan. However, the Safe Streets Evaluation Program has and will continue to evaluate a number of projects in communities disproportionately impacted by past discrimantory practices including projects in the Tenderloin and Bayview neighborhoods.
Benefits to Disadvantaged Populations and Equity Priority Communities	The Safe Streets Evaluation Program directly benefits disadvantaged population by tracking performance of countermeasures and safety improvements in these neighborhoods. For example, the SFMTA posted No Turn On Red (NTOR) signs at over 50 intersections in the Tenderloin. The Safe Streets Evaluation Program evaluated a series of these intersection determine if they make streets safer to cross and found that motorists are demonstrating a high compliance with NTOR restrictions. On average, 92% of vehicles are complying with the turn restriction. While pedestrian-vehicle interactions increased (expected given NTOR restriction), close calls for vehicle-pedestrians decreased from 5 close calls before NTOR signs were posted to 1 close call after restrictions were in place at observed intersections.
Compatability with Land Use, Design Standards, and Planned Growth	Yes
San Francisco Transportation Plan Alignment (SFTP)	Safety and Livability
	The Safe Street Evaluation Program advances safety and livability by using data-driven analysis to cost-effectively prioritize limited resources and measure the outcomes of safety investments. The Program also uses findings to streamline future designs and allow for faster implementation of proven safety improvements across the city.

The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.	
18- Safer and Complete Streets	
Safety (Capital Projects - Sub-program)	Since 2018, the Safe Streets Evaluation Program has collected and analyzed before/after data on a range of pedestrian, bicycle, and traffic calming projects. The data analysis has resulted in important insights into progress made and lessons learned. The program has proven vital to the Vision Zero Quick Build Program, a policy change that allows for quickly built pedestrian and bicycle safety improvements on the city's High Injury Network and iterative design changes. The Program has also proved invaluable in helping the agency respond to the COVID crisis and making our street design work more equitable and responsive to communities most impacted by the intertwined crises of COVID, traffic deaths, and structural racism.
Benefits Multi-Modal Users (Capital Projects - Sub-program)	The Safe Streets Evaluation Program measures a wide range of projects that each have direct safety upgrades for pedestrians, cyclists, motorists and transit users. The analysis of the the upgrades has determined their benefits, and helped the agency prioritize investment towards improvements that have proven to improve safety. For example, the Program evaluated near-term improvements on Folsom that were installed a few years ago, including a road lane reduction, protected bike lanes, separated bike signals, and new transit boarding islands. We found a increase in cyclists and pedestrians, fewer loading violations and a vast majority of both cyclilsts and motorists felt more comfortable on the corridor after the improvements were installed. Given this success, improvements were replicated on other corridors and on the eastern portion of Folsom Street.
Proximity to Key Resources (Capital Projects - Sub-program)	Many of the projects evaluated by the Safe Streets Evaluation Program are in areas with vulnerable populations, and we ofter measure city-wide metrics.
Complete Streets Elements (Capital Projects - Sub-program)	Most projects evaluated by the Safe Streets Evaluation Program are complete streets and often include curb ramp uprades, transit boarding islands, new protected bike lanes, crosswalk upgrades and sometimes repaving/streetscape improvements.
Safety (Outreach and Education Programs - Sub-program)	
Safety (New Traffic Signals - Sub-program)	
Supports Transit First (New Traffic Signals - Sub-program)	

Safe Streets Project Evaluation Program
Scope of Work

Background

The San Francisco Municipal Transportation Agency (SFMTA) requests funding for the continuous evaluation of pedestrian, bicycling and traffic calming projects through the Safe Streets Project Evaluation Program. Initiated in 2017, the SFMTA's Safe Streets Evaluation Program tracks progress and measures performance for key traffic calming, bicycle, and pedestrian safety projects throughout San Francisco that support the Vision Zero initiative to eliminate traffic related fatalities in the city.

With funding from the SFCTA, in May 2019 the SFMTA published the first Safe Street Evaluation Year-End Report, detailing the agency's effectiveness in advancing the city's goals and Vision Zero efforts over the course of 2018. Over the course of the past five years, the program has grown to offer important insights into progress made and lessons learned. The program has proven vital to the Vision Zero Quick Build Program, a policy change that allows for quickly built pedestrian and bicycle safety improvements on the city's High Injury Network and iterative design changes. The Program has also proved invaluable in helping the agency respond to the COVID crisis and making our street design work more equitable and responsive to communities most impacted by the intertwined crises of COVID, traffic deaths, and structural racism.

This document summarizes program goals, work completed to date, and the scope of work for which funding is requested.

Purpose of Evaluation

The goals of the Safe Streets Evaluation Program are to:

- Inform opportunities to refine a project's design: By collecting location-specific data related to transportation behaviors, project design elements are analyzed for their effectiveness and areas are targeted for refinement.

- Communicate the effects of a project to the public, decision makers and other transportation professionals: Evaluation results are shared with members of the public so they may understand the impact of the SFMTA's work on their experience of the city, or with decision makers who want to understand the effects of safety-related infrastructure investments.

- Support the use of innovative design treatments: Also referred to as "proof-of-concept," project evaluations are often used to analyze innovative design treatments that are new to San Francisco. The data associated with proof-of-concept project evaluations are used to demonstrate the applicability of national or international best practices to the local context.

- Streamline the design of future projects that incorporate similar elements: Project evaluations use consistent metrics and analysis techniques to allow for tracking trends over time.

Safe Streets Project Evaluation Program
Scope of Work

Progress to Date

The Safe Streets Project Evaluation Program has made significant progress over the last five years, largely due to consistent funding from the SFCTA. Since it's initiation in 2017, the Program has published numerous individual project evaluation fact sheets, four Year-End Reports, established a program website, and most importantly- has been effectively used to measure performance and make important adjustments to a wide range of bicycle, pedestrian, and traffic calming projects. Today, the Program serves as a model for other cities and has been presented at numerous national conferences.

Please see attachments or the "Related Reports and Documents" section of the program webpage for the 2018, 2019, 2020-2021, and 2022 (virtual[11]) Safe Streets Project Evaluation Year-End Reports. Please visit www.sfmta.com/safestreetsevaluation for more information and other evaluation summaries.

The 2018 and 2019 year-end reports highlighted evaluation findings from capital and quick-build projects evaluated during those years. The 2020-2021 report, while maintaining the focus of the previous reports, also included evaluations on programs associated with the SFMTA response to the COVID-19 pandemic and Transportation Recovery Plan. In 2022 year-end report refocused the entire document from highlighting yearly evaluations to an aggregate analysis of past evaluations completed by the program. This shift was enacted to reduce the redundancy between findings in the annual reports and individual project evaluation fact sheets, and because enough time had passed that there was enough data to track trends overtime. Previous reports could not produce findings over time or an aggregate analysis of programmatic treatments (i.e., separated bikeway travel lane reductions, etc.), because either not enough projects had been implemented to have an adequate sample of projects or because not enough time had elapsed to conduct the analysis.

Going forward, the program will move away from producing annual reports and instead make updates to the 2022-year end interactive report, which is a webpage on the Esri ArcGIS Storymaps platform. Annual updates will follow the format of the 2022 year-end report and focus on an aggregated analysis of findings over time, rather than spotlighting individual project evaluation findings. The individual project evaluations will be available on SFMTA's program webpage (SFMTA.com/SafeStreetsEvaluation). The interactive report website will be updated with new findings for year 2023 and 2024. It is estimated that the updates will occur in early 2024 (for year 2023 update) and early 2025 (for year 2024 update). The program team decided to pivot to an aggregate reporting for the annual report, since it was a bit redundant with individually published project evaluation factsheets. We have always produced individual project evaluation factsheets and will continue to do so. Factsheets are shared on the program webpage and through communications from the project teams with community stakeholders involved with individual projects.

Data Collection and Safe Streets Evaluation Program Database

For this Program, data is collected through third-party vendors. Vendors/contractors collect information using pneumatic tubes in the roadway to collect vehicle and bike speed/average daily traffic and LIDAR guns (manually operated) to collect vehicle turning speed. Video footage is also

[1] Link to 2022 Safe Streets Evaluation Program annual report: SFMTA.com/SafeStreetsReport2022

used to collect standard intersection vehicle, bike, and pedestrian counts, and to collect less standard information such as yielding/conflict behavior, compliance, and parking/loading data.

This video is typically taken from an aerial or birds eye view and typically at low level resolution, thus protecting privacy. Any information reduced from video footage is always presented anonymously in aggregate via an excel worksheet to protect privacy. Lastly, video footage is collected and reduced/analyzed by the third-party vendor to ensure objectivity when measuring project performance. The SFMTA only reviews video footage on occasion when performing quality checks on the vendor's deliverables. When conducting quality checks, the SFMTA views video footage via a drop box link and the footage not saved to SFMTA servers. A typical still shot from video data collection is shown below:

Figure 1: Typical Video Still - 2nd and Howard Streets

Below is a privacy clause from SFMTA's contract with Kittleson Associates/Quality Counts (data collection vendor):

"Quality Counts is dedicated to maintaining the privacy of all individuals involved in our studies. While conducting typical traffic studies in the public realm requires viewing and tabulating movements of vehicles and people, video footage is collected in standard definition making it impossible to effectively view faces, license plates, or any other personally identifiable information. In unique cases where origin-destination/travel time or parking studies using license plate tracking is requested or required, license plate digits can be truncated to ensure anonymity of study subjects. Furthermore, all video and documentation that is part of any study is available only to the requesting agency/client. Video and other files are not publicly available or accessible."

Currently, data collected is stored in various project folders. The program team has been working on developing an internal central database for all data collected through this program. The database development effort will also update existing data collection standards and procedures

to improve program operating efficient and resolve known errors. Upon completion of the database, data will be more easily accessible by SFMTA staff, improve data quality standards, and allow for more efficient aggregation of data between evaluated projects and programs.

Completed work thus far includes an inventory and review of all standard operating procedures (SOPs) for the standard metrics in the program's evaluation model, and the development of a data model and dictionary for each of the program's SOPs.

Next steps for database development include revising data collection templates to fit the new data models for each of the SOPs, develop the data processing workflows for each, testing, and finally loading previously collected and future data into the database. It is anticipated that the database will launch internally in late fall 2023.

Evaluation Key Staff

To date, an Evaluation Team has been formed to manage the Project Evaluation Program and meets monthly. The Evaluation Team has identified a Program Manager and Program Staff, who will dedicate a portion of their time to the Safe Streets Project Evaluation Program including introducing the program to staff and developing a database/tracking system for ongoing evaluation work.

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Name and Sponsor			
Project Name:	School Traffic Calming Program		
Implementing Agency:	SFMTA		
Prop L Expenditure Plan Information			
Prop L Program:	18- Safer and Complete Streets		
Prop L Sub-Program (if applicable):	18a- Capital Projects		
Second Prop L Program (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	The San Francisco Municipal Transportation Agency (SFMTA) requests $2,000,000 annually in Prop L funds for the School Traffic Calming Program, which combines the School Walk Audits and Proactive School Safety programs. This request will fund planning, design, and implementation of improvements identified through school walk audits at up to ten school sites each year, and proactive daylighting and traffic calming at up to 50 intersections around schools each year.		
Project Location and Limits:	Citywide		
Supervisorial District(s):	Citywide		
Is the project located on the 2022 Vision Zero High Injury Network ?	Yes	**Is the project located in an Equity Priority Community (EPC)?**	Yes
Which EPC(s) is the project located in?	All/Citywide		
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	See Attachment 1 - Detailed Scope		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Attachment 1 - Detailed Scope of Work		
Type of Environmental Clearance Required:	Categorically Exempt		
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	SFUSD, DPH		

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	**% Complete**	**In-house - Contracted - Both**	**Quarter**	**Fiscal Year (starts July 1)**	**Quarter**	**Fiscal Year (starts July 1)**
Planning/Conceptual Engineering			Q2-Oct-Nov-Dec	2023/24	Q4-Apr-May-Jun	2026/27
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)			Q4-Apr-May-Jun	2023/24	Q1-Jul-Aug-Sep	2027/28
Advertise Construction						
Start Construction (e.g. Award Contract)			Q2-Oct-Nov-Dec	2024/25		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2027/28
Project Completion (means last eligible expenditure)					Q2-Oct-Nov-Dec	2027/28

Notes

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Name:	School Traffic Calming Program

Project Cost Estimate		**Funding Source**		
Phase	**Cost**	**Prop L**	**Other**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$ -	$ -	$ -	
Environmental Studies (PA&ED)	$ -	$ -	$ -	
Right of Way	$ -	$ -	$ -	
Design Engineering (PS&E)	$ 1,100,000	$ 1,100,000	$ -	prior work
Construction	$ 8,900,000	$ 8,900,000	$ -	prior work
Operations (i.e. paratransit)	$ -	$ -	$ -	
Total Project Cost	$ 10,000,000	$ 10,000,000	$ -	
Percent of Total		**100%**	**0%**	

Funding Plan - All Phases - All Sources / **Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)**

Fund Source	**Prop L Program**	**Phase**	**Fund Source Status**	**Fiscal Year of Allocation (Programming Year)**	**Total Funding**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**2029/30**	**2030/31**
Prop L	18- Safer and Complete Streets	Design Engineering (PS&E)	Planned	2023/24	$ 220,000	$ -	$ 100,000	$ 120,000	$ -	$ -	$ -	$ -	$ -
Prop L	18- Safer and Complete Streets	Construction	Planned	2023/24	$ 1,780,000	$ -	$ -	$ 700,000	$ 1,080,000	$ -	$ -	$ -	$ -
Prop L	18- Safer and Complete Streets	Design Engineering (PS&E)	Planned	2024/25	$ 220,000	$ -	$ -	$ 100,000	$ 120,000	$ -	$ -	$ -	$ -
Prop L	18- Safer and Complete Streets	Construction	Planned	2024/25	$ 1,780,000	$ -	$ -	$ -	$ 700,000	$ 1,080,000	$ -	$ -	$ -
Prop L	18- Safer and Complete Streets	Design Engineering (PS&E)	Planned	2025/26	$ 220,000	$ -	$ -	$ -	$ 100,000	$ 120,000	$ -	$ -	$ -
Prop L	18- Safer and Complete Streets	Construction	Planned	2025/26	$ 1,780,000	$ -	$ -	$ -	$ -	$ 700,000	$ 1,080,000	$ -	$ -
Prop L	18- Safer and Complete Streets	Design Engineering (PS&E)	Planned	2026/27	$ 220,000	$ -	$ -	$ -	$ -	$ 100,000	$ 120,000	$ -	$ -
Prop L	18- Safer and Complete Streets	Construction	Planned	2026/27	$ 1,780,000	$ -	$ -	$ -	$ -	$ -	$ 700,000	$ 1,080,000	$ -
Prop L	18- Safer and Complete Streets	Design Engineering (PS&E)	Planned	2027/28	$ 220,000	$ -	$ -	$ -	$ -	$ -	$ 100,000	$ 120,000	$ -
Prop L	18- Safer and Complete Streets	Construction	Planned	2027/28	$ 1,780,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 700,000	$ 1,080,000
				Total By Fiscal Year	**$ 10,000,000**	**$ -**	**$ 100,000**	**$ 920,000**	**$ 2,000,000**	**$ 2,000,000**	**$ 2,000,000**	**$ 1,900,000**	**$ 1,080,000**

Notes

Prior to allocation of Prop L funds, SFMTA shall present draft walk audit program guidelines to the Transportation Authority Board before finalizing. The guidelines shall include how the public can request a walk audit, how SFMTA prioritizes among schools to receive walk audits, and what to expect during and after the audit (e.g. types of recommendations, process for finalizing the recommendations, and implementation timeline).

At time of allocation, SFMTA shall provide the list of schools that will receive traffic calming treatments.

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	***School Traffic Calming Program***
Relative Level of Need or Urgency (time sensitive)	The project should proceed in the proposed timeframe in order to maintain the established commitment to perform walk audits every school year. Any delay would joepardize that schedule and may result in a school year when no walk audits can be conducted.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	The school walk audit program has very broad support from the San Francisco Board of Supervisors, the SFUSD, parents and school faculty, and advocacy organizations that focus on traffic safety for all road users.
Benefits to Disadvantaged Populations and Equity Priority Communities	School are chosen based on an analysis of several factors, including but not limited to enrollment, collision data, and prior (or planned) capital investment. This ensures limited program resources are continuously directed to those schools with the greaest need.
Compatability with Land Use, Design Standards, and Planned Growth	Yes
San Francisco Transportation Plan Alignment (SFTP)	Safety and Livability
	Traffic Calming treatments around schools ensure San Francisco students and their families will have attractive and safe travel options that improve public health, support livable neighborhoods, and address the needs of all users.
The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.	
18- Safer and Complete Streets	
Safety (Capital Projects - Sub-program)	Recommended improvements from this program are designed to increase traffic safety for all road users, in particular school-age children when they walk or ride, to and from school.
Benefits Multi-Modal Users (Capital Projects - Sub-program)	Walk audits are specificlally designed to idenitify and mitigate real and perceived safety concerns on streets directly adjacent to K-12 schools in San Francisco, providing a direct benefit to the uniquely vulnerable youth population.
Proximity to Key Resources (Capital Projects - Sub-program)	Program focuses on traffic safety improvements directly adjacent to K-12 schools.
Complete Streets Elements (Capital Projects - Sub-program)	Traffic calming around schools focus on making sure streets are designed for everyone who is using them: people walking, biking, taking transit, driving, and other modes

The San Francisco Municipal Transportation Agency (SFMTA) requests an annual allocation of $2,000,000 in Prop L funds for the School Traffic Calming Program, which combines the School Walk Audits and Proactive School Safety programs. This allocation will fund planning, design, and implementation of improvements identified through school walk audits at up to ten school sites each year, and proactive daylighting and/or traffic calming at up to 50 intersections around schools each year.

San Francisco Safe Routes to School Program (SF-SRTS)

The SF-SRTS program is delivered through a partnership of four city agencies (SF Environment, SFMTA, San Francisco Department of Public Health (DPH), and SFUSD), and four local non-profit partners (San Francisco Bicycle Coalition, Walk San Francisco, Tenderloin Safe Passage, and the YMCA).

Vision Zero is the City's road safety policy to eliminate all traffic deaths in San Francisco. While school-related traffic deaths are very rare, students still experience safety challenges traveling to, from, and around schools. Therefore, the program has set a goal of reducing collisions and injuries around schools, and the school walk audit program will contribute towards these safety goals around city schools as part of the overall SF-SRTS.

Background

For the purposes of this program, the term "engineering" is used to describe planning, design, and implementation of traffic engineering improvements. The program encompasses all K-12 schools in San Francisco (public and private) and includes both proactive and responsive work. Proactive work will identify potential problem areas to address while engaging communities for added input and review, including students and families. The responsive work will follow a more traditional approach of responding to community concerns as they are raised.

Scope of Work

School Walk Audits - With funding from this allocation, the SFMTA will conduct up to ten school walk audits each school year. Walk audits are collaborative assessments that involve the gathering of information about infrastructure issues, motorist behavior and pedestrian/bicycling behavior around schools. SFMTA staff will determine school sites for walk audits primarily based on collision data around schools, focusing on schools that have not had significant infrastructure improvements, and schools that have capacity to participate in a walk through, including support from staff, parents, and the principal.

To prepare for a walk audit, SFMTA staff will collect relevant data, including operational and infrastructure conditions around the school (i.e., sidewalk and street widths, bicycle

infrastructure, Muni stops, presence of stop/signal control, lane configurations, etc.), collision history, and prepare a map for all users that summarizes the route. Walk audits will generally be limited to a 2-3 block radius around the school. Participants may include SFMTA staff, school administration staff, students, and families, crossing guards, SFUSD staff, and Department of Public Health staff.

Based on the actual or perceived safety and comfort issues identified as part of the walk audit, SFMTA staff will develop a series of recommendations to address the issues. These recommendations will largely be lower-cost and relatively easy to implement, and may include but not be limited to:

- Engineering Treatments
    - Traffic calming
    - Turn restrictions
    - Minor traffic signal modifications and timing changes
    - Paint and sign upgrades

Proactive Traffic Calming – As part of the School Traffic Calming Program, SFMTA will proactively install daylighting and/or traffic calming measures at up to 50 intersections around schools.

Daylighting is a highly effective safety improvement that is a key component of intersections across the city. By converting the parking spaces immediately before a crosswalk into red zones, typically around twenty feet long depending on the location, daylighting increases the visibility of pedestrians crossing the street. Children are particularly vulnerable because they are shorter and more likely to be invisible behind a parked car. And with the increase in size and height of many trucks and SUVs, even adults are vulnerable to collisions at low-visibility intersections.

Traffic calming measures encourage slower mid-block speeds along residential streets in San Francisco and include physical safety improvements put in place on our roads for the purpose of altering, slowing down, or reducing motor-vehicle traffic. For school areas, typical recommendations include speed humps and raised crosswalks. These measures have been shown to reduce speeding and increase safety.

Phases

Outreach: During the planning phase, SFMTA will work with school staff and SFUSD more generally to inform them of the walk audit process. Once recommendations have been developed, SFMTA staff will also perform targeted outreach to other stakeholders,

including the San Francisco Fire Department, Muni, and SFMTA Accessible Services as necessary as a part of the routine transportation engineering project review and approval process.

Design: Once the project list is established as part of the planning phase, SFMTA staff will complete detailed design for each of the proposed measures and carry each measure through the SFMTA public hearing legislative process for approval and environmental clearance. Outreach during the design phase consists of public notice of the legislation process and the public hearing.

Construction: SFMTA will have responsibility for implementing measures that have been recommended and designed as part of the walk audit process.

Of the total amount requested each year:

- **Planning:** $120,000 will fund planning efforts, including:
  - Organize Walk Audits with school representatives and other stakeholders
  - Perform walk audits and prepare reports
  - Develop preliminary list of recommended improvements
- **Design:** $100,000 will fund design efforts, including:
  - Finalize recommended improvements; review with Muni and SFFD
  - Review and approval process including environmental clearance, TASC, Public Hearing and City Traffic Engineer Directive
- **Construction:** $1,780,000 will fund construction efforts, including:
  - Prepare and update striping drawings
  - Prepare and submit work orders
  - Completion of work orders by relevant SFMTA Operations staff (Paint Shop, Sign Shop, Meter Shop, and Signal Shop)
  - Coordinate construction of traffic calming devices by SFPW and/or an as-needed private contractor
  - Inspection and close out

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Name and Sponsor			
Project Name:	Sickles Avenue Streetscape		
Implementing Agency:	SFPW		
Prop L Expenditure Plan Information			
Prop L Program:	18- Safer and Complete Streets		
Prop L Sub-Program (if applicable):	18a - Capital Projects		
Other Prop L Programs (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	Safety improvements to Sickles Avenue, between Cayuga and Mission Street. Project includes five new corner bulb-outs with curb ramps to create shorter crossing distances for pedestrians and reduce vehicle speeds, a new planted median island and street trees to create visual cues for drivers to slow down, and installation of pedestrian scale lighting to promote walkability.		
Project Location and Limits:	Sickles Avenue between Cayuga and Mission Street		
Supervisorial District(s):	District 11		
Is the project located on the 2022 Vision Zero High Injury Network ?	Yes	**Is the project located in an Equity Priority Community (EPC)?**	Yes
Which EPC(s) is the project located in?	Mission-Excelsior		
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	Improvements to Sickles Ave, a neighborhood connection between major thoroughfares Alemany Blvd and Mission St as well as the I-280, will create a traffic calming impact and safety improvements for pedestrians while aesthetically enhancing the neighborhood. As drivers commonly speeding down Sickles Avenue due to the wide straight road and close proximity to the freeway, traffic calming improvements will change the dynamic of the street and slow drivers. The proposed improvements include five new corner bulb-outs, creating shorter crossing distances for pedestrians and reducing vehicle speeds with wider turns. Newly planted median islands and street trees will narrow the travel lanes and create visual cues to drivers to slow down as they pass through a residential neighborhood. Installation of new street and pedestrian scale lighting will promote greater walkability and overall safety for pedestrians and drivers. The final layout of the lighting will be determined pending a photometric study and light uniformity levels reviewed with SFPUC. Bulb-outs are proposed at the following corners: - Sickles & Cayuga east - Sickles & Sears west - Sickles & Huron west - Sickles & Huron east - Sickles & Mission east Planning for the project began in 2018 at the request of District 11 Supervisor's Office and in response to community inquiries to improve safety and beautification for Sickles Avenue. A community meeting with San Francisco Public Works and Supervisor Safai was held in February 2020 to present conceptual plans, to receive additional public comments, and to answer questions residents may have had regarding the project's planned scope of work.		

Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Conceptual Design
Type of Environmental Clearance Required:	TBD
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	SFMTA - Kimberly Leung and Jennifer Molina

Project Delivery Milestones	**Status**	**Work**	**Start Date**		**End Date**	
Phase	**% Complete**	**In-house - Contracted - Both**	**Quarter**	**Fiscal Year (starts July 1)**	**Quarter**	**Fiscal Year (starts July 1)**
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	10%	In-house and Contracted	Q3-Jan-Feb-Mar	2022/23	Q1-Jul-Aug-Sep	2024/25
Advertise Construction	0%	In-house	Q1-Jul-Aug-Sep	2024/25		
Start Construction (e.g. Award Contract)	0%	In-house and Contracted	Q2-Oct-Nov-Dec	2024/25		
Operations (i.e. paratransit)						
Open for Use					Q2-Oct-Nov-Dec	2025/26
Project Completion (means last eligible expenditure)					Q2-Oct-Nov-Dec	2025/26

Notes

Construction schedule is subject to funding availability.

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Name:	Sickles Avenue Streetscape

Project Cost Estimate		**Funding Source**		
Phase	**Cost**	**Prop L**	**Other**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$ -	$ -	$ -	
Environmental Studies (PA&ED)	$ -	$ -	$ -	
Right of Way	$ -	$ -	$ -	
Design Engineering (PS&E)	$ 1,000,000	$ -	$ 1,000,000	SFPW, Conceptual Design Estimate
Construction	$ 4,300,000	$ 1,300,000	$ 3,000,000	SFPW, Conceptual Design Estimate
Operations (i.e. paratransit)	$ -	$ -	$ -	
Total Project Cost	$ 5,300,000	$ 1,300,000	$ 4,000,000	
Percent of Total		**25%**	**75%**	

* $900,000 of Other is Prop K sales tax

* Including Prop K, sales tax is 42% of total

Funding Plan - All Phases - All Sources

Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)

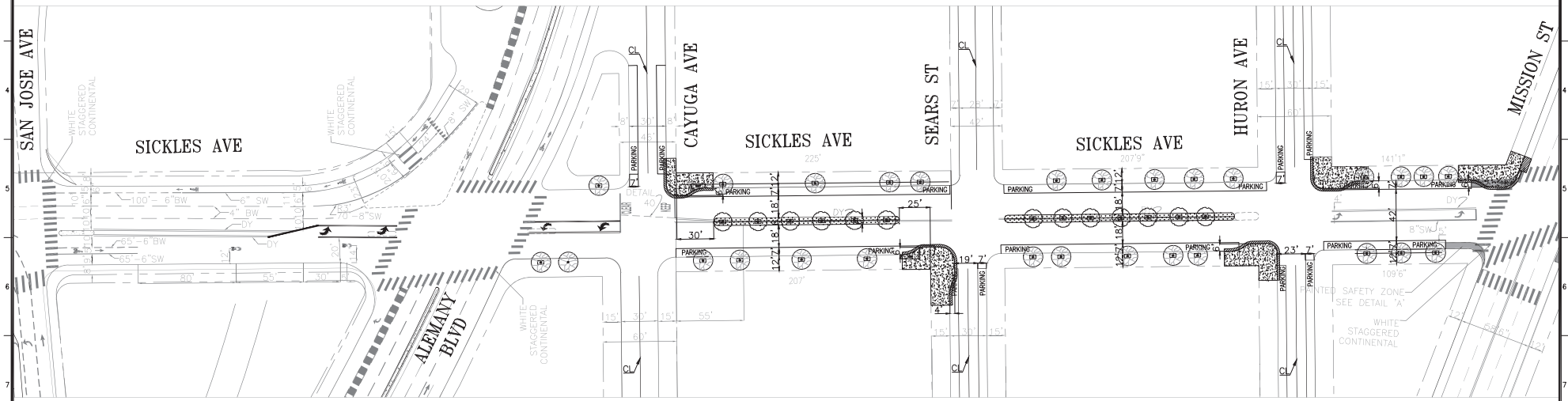
Fund Source	**Prop L Program**	**Phase**	**Fund Source Status**	**Fiscal Year of Allocation (Programming Year)**	**Total Funding**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**
Prop K		Design Engineering (PS&E)	Allocated	2022/23	$ 900,000	$ -	$ -	$ -	$ -	$ -
Prop B General Funds		Design Engineering (PS&E)	Allocated	2022/23	$ 100,000	$ -	$ -	$ -	$ -	$ -
Prop L	18- Safer and Complete Streets	Construction	Planned	2024/25	$ 1,300,000	$ -	$ 300,000	$ 1,000,000	$ -	$ -
TBD		Construction	Planned	2024/25	$ 3,000,000	$ -	$ -	$ -	$ -	$ -
					$ -	$ -	$ -	$ -	$ -	$ -
				Total By Fiscal Year	**$ 5,300,000**	**$ -**	**$ 300,000**	**$ 1,000,000**	**$ -**	**$ -**

Notes

TBD sources potentially include City General Fund, Prop AA, and Highway Users Tax/Road Maintenance and Rehabilitation. All funds will need to be secured (programmed or allocated) at time of future allocation request for construction, consistent with Prop L policies.

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	***Sickles Avenue Streetscape***
Relative Level of Need or Urgency (time sensitive)	Detailed design is underway and is expected to be complete in early FY 2024/25. Time sensitivity will be dependent on funding plan development for construction phase and sources secured in the next two fiscal years. Programming of Prop L funds will increase the competitiveness of this project from other discretionary sources.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	Planning for the project began in 2018 at the request of District 11 Supervisor's Office and in response to community inquiries to improve safety and beauty for Sickles Avenue. A community meeting with San Francisco Public Works and Supervisor Safai was held in February 2020 to present conceptual plans, to receive additional public comments, and to answer questions residents may have had regarding the project's planned scope of work. Additional outreach workshops will be planned once the project's design phase has advanced to 35%, which is anticipated in Q3 of FY24.
Benefits to Disadvantaged Populations and Equity Priority Communities	This project is located in an EPC in Excelsior-Outer Mission. Key demographic measures of this EPC include 94% minority and 31% low income residents. There are 8 schools located within half a mile of the project site, including 2 pre-schools, as well as 3 day cares located on or adjacent to the project site. The project will create a traffic calming impact, safety improvements for pedestrians who may access nearby transit lines (14 Mission, 54 Felton, 58 Lake Merced, and M Ocean View), and improve bicyclist connections to Alemany Blvd while aesthetically enhancing the neighborhood.
Compatability with Land Use, Design Standards, and Planned Growth	Yes
San Francisco Transportation Plan Alignment (SFTP)	Safety and Livability
	Equity - This project, located within an EPC in Excelsior-Outer Mission, will provide streetscape improvements to enhance the safety of pedestrians, bicyclists, and drivers, as well as access to paths of transfer between transit lines and existing bicycle networks in a historically under-served area of San Francisco. Safety & Livability - Proposed improvements will increase the safety and use of transit/active transportation in a primarily residential area that is bounded by high volume major thoroughfares (Mission Street, Alemany Blvd).

The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.	
18- Safer and Complete Streets	
Safety (Capital Projects - Sub-program)	Sickles Avenue between Mission and Cayuga are not segments specified on the High Injury Network, but the southeastern bound at the intersection of Mission Street and Sickles Avenue lies on the High Injury Network. The proximity of these segments to major thoroughfares like Mission Street and connectors to I-280 like Alemany Blvd is a prime combination of factors that have resulted in at least 33 injuries over the last 5 years on Sickles Ave south of Alemany Blvd per the TransBASE analytical map, which aggregates injury and fatal crash data from various databases. This project will install various traffic calming improvements such as bulbouts, landscaping, and lighting to change the dynamic of the street and slow drivers.
Benefits Multi-Modal Users (Capital Projects - Sub-program)	The project will provide safety improvements to users of various modes of transportation, while the most direct impact will be seen for pedestrians and those transferring between transit lines, benefits will be seen motorists and cyclists as well. Through the installation of corner bulb-outs, motorists will need to perform wider and slower turns while creating shorter crossing distances for pedestrians. Planted median islands will narrow the travel lanes and provide a visual cue for motorists to slow down while also creating a pedestrian refuge for safer pedestrian crossings. Directly adjacent to the project is Alemany Blvd, part of the SF Bike Network, where the project improvements will allow for safer bicyclist connections to the Mission St thoroughfare. The project corridor is also situated centrally to several nearby transit lines including the 14 Mission, 54 Felton, 58 Lake Merced, and M Ocean View. Improvements at this location will allow for safer transfers between these routes.
Proximity to Key Resources (Capital Projects - Sub-program)	Key demographic measures of this EPC include 94% minority and 31% low income residents. There are 8 schools located within half a mile of the project site, including 2 pre-schools, as well as 3 day cares located on or adjacent to the project site. As previously mentioned, the project corridor is also situated centrally to several nearby transit lines including the 14 Mission, 54 Felton, 58 Lake Merced, and M Ocean View. Improvements at this location will allow for safer transfers between these routes.
Complete Streets Elements (Capital Projects - Sub-program)	The project will install complete streets elements including new corner bulb-outs, new ADA-compliant curb ramps, street and/or pedestrian scale lighting, as well as street trees and planted median islands.



CONCEPTUAL

FOR DISCUSSION PURPOSES ONLY
SUBJECT TO TURNING TEMPLATE ANALYSIS
AND SFMTA TASC APPROVAL

40 0 40 80
HORIZONTAL SCALE IN FEET

NO.	DATE	DESCRIPTION	BY	APP.

TABLE OF REVISIONS
THIS DRAWING WAS LAST MODIFIED: 11/16/21 17:42, BY: obarradas

REFERENCE INFORMATION & FILE NO. OF SURVEYS

SAN FRANCISCO PUBLIC WORKS

DESIGN & ENGINEERING
PUBLIC WORKS
CITY & COUNTY OF SAN FRANCISCO
30 VAN NESS AVENUE, 5TH FLOOR
SAN FRANCISCO, CA 94102 - 6028

		Date:
Acting Section Mgr:	ERIC KJELSBERG	
Deputy Division Mgr:	FERNANDO CISNEROS	
Division Mgr:	PATRICK RIVERA	

DESIGNED: DATE:
DRAWN: DATE:
CHECKED: DATE:

SCALE: 1" = 40'
SHEET OF SHEETS

CONCEPTUAL – PRELIMINARY

SICKLES AVENUE
SAN JOSE AVENUE TO MISSION STREET
STREETSCAPE IMPROVEMENTS

CONTRACT NO. XXXXJ
DRAWING NO.
FILE NO.
REV. NO.

Drawing Path: W:\Sickles_Jamestown\Sickles\Drawings\Sickles.dwg, Login: obarradas
Plot Time: Tue, 16 Nov 2021 - 5:43pm
Measurement Units are English
Dimension Scale: 1
Model Units: Feet
Xrefs: S:\SH\Olivia\Sickles\DE1_TBD.dwg

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Name and Sponsor			
Project Name:	Slow Streets Implementation		
Implementing Agency:	SFMTA		
Prop L Expenditure Plan Information			
Prop L Program:	18- Safer and Complete Streets		
Prop L Sub-Program (if applicable):	18a- Capital Projects		
Project Information			
Brief Project Description for MyStreetSF (80 words max):	Slow Streets is a citywide network that prioritizes roadway space for active transportation for all ages and abilities. As of June 2023, there are 19 approved Slow Streets in the city. Each Slow Street must meet Board-established targets for vehicle volumes (fewer than 1000 vehicles per day) and vehicle speeds (median speed at 15 MPH or slower). Prop L funds are requested to fund the installation of new traffic calming (e.g, speed cushions, tables, humps; roadway narrowing) and diversion treatments on existing Slow Streets corridors not meeting the SFMTA Board-mandated targets.		
Project Location and Limits:	There are 16 implemented Slow Streets, two that are substantially complete, and one planned: - 12th Avenue, from Lincoln Way to Lawton Street (District 7) - 20th Street, from Shotwell Street to Potrero Avenue (District 9) - 22nd Street, from Bryant Street to Chattanooga Avenue (Districts 9, 8) **(Planned)** - 23rd Avenue, from Lake Street to Cabrillo Street (District 1) - Arlington Street, from Roanoke Street to Randall Street (District 8) - Cabrillo Street, from 45th Avenue to 23rd Avenue (District 1) - Cayuga Avenue, from Naglee Avenue to Rousseau Street (District 11) **(Substantially complete)** - Clay Street, from Arguello Boulevard to Steiner Street (District 2) - Golden Gate Avenue, from Parker Street to Broderick Street (Districts 1, 2, 5) - Hearst Avenue, from Ridgewood Avenue to Baden Street (District 7) - Lake Street, from Arguello Boulevard to 28th Avenue (District 1) - Lyon Street, from Turk Street to Haight Street (Districts 2, 5) - Minnesota Street, from Mariposa Street to 22nd Street (District 10) - Noe Street, from Duboce Avenue to Beaver Street (District 8) - Page Street, from Stanyan Street to Octavia Boulevard (District 5) - Sanchez Street, from 23rd Street to 30th Street (District 8) - Shotwell Street, from Cesar Chavez to 14th Street (District 9) - SoMa Slow Streets: Lapu-Lapu, Rizal, Tandang Sora, Bonifacio and Mabini streets between Folsom Street and Harrison Street (District 6) **(Substantially complete)** - Somerset Street, from Silver Avenue to Woolsey Street (District 9)		
Supervisorial District(s):	District 01, District 02, District 05, District 06, District 07, District 08, District 09, District 10, District 11		
Is the project located on the 2022 Vision Zero High Injury Network ?	Yes	**Is the project located in an Equity Priority Community (EPC)?**	Yes
Which EPC(s) is the project located in?	Richmond, Western Addition, Inner Mission, Visatacion Valley-Portola, Excelsior-Outer Mission		

Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	Slow Streets are safe, comfortable, low-vehicle-traffic routes that prioritize active transportation and community-building. These shared streets are thoughtfully designed and implemented on residential streets to provide safe, comfortable alternatives to driving. They are open to all forms of transportation, including vehicles accessing properties along the corridor, and emphasize slow and safe speeds to support a diverse mix of uses. Slow Streets support San Francisco's goals to create a connected, citywide Active Transportation Network, eliminate deaths and severe injuries related to transportation, and encourage more people to choose low-carbon ways to travel for their daily trips. They are part of a growing, connected network of streets that are safe and welcoming places to walk, bike and roll for people of all ages and abilities. On Slow Streets, kids can bike safely to school, families can run errands, and people with disabilities can find safe, accessible space to move through their communities. The Slow Streets Program was approved by the SFMTA Board of Directors on December 6, 2022. Through the Slow Streets program, the SFMTA aims to expand the city's growing Active Transportation network and encourage more people of all ages and abilities to travel by low-carbon modes. It is essential that Slow Streets are safe, comfortable, shared corridors for all. To make Slow Streets work, traffic volumes need to stay low, as do vehicle speeds. The SFMTA is taking a data-driven approach to ensuring Slow Streets meet the following low-stress criteria, taking guidance from National Association of City Transportation Officials standards: Vehicle volumes of 1,000 per day or less Vehicle speeds of 15 mph or less The SFMTA will collect data on both traffic volumes and speeds and adjust corridor designs as necessary to achieve true low-stress corridors. In January 2023, all Slow Streets were measured for compliance with approved speed and volume targets. Three quarters (12 of 16 existing streets) met volume criteria of under 1000 vehicles per day, and one quarter (4 of 16 streets) met speed criteria of median vehicle speeds of 15 MPH or less. Thus, four streets require traffic diversion elements and twelve streets require traffic calming elements. This project will design and construct additional traffic calming treatments (to slow vehicles) and vehicle diversion treatments (to reduce vehicle volumes) to ensure that approved Slow Streets are meeting speed and volume targets. The proposed traffic diversion improvements will generally complement measures already on the street, though there could be cases of replacement (e.g., a modal-filtering diverter replacing Slow Streets paddles). The exact locations of traffic diverters will be determined based on engineering review and outreach as each corridor is considered. Traffic calming (e.g, speed cushions, tables, humps; roadway narrowing) will be added to Slow Streets not meeting the volume threshold. No "end-of-life" traffic calming measures would be removed or replaced. All streets will be evaluated for compliance with targets in January of every calendar year, and following implementation of treatments on a particular corridor. Broad outreach is conducted when bringing a new Slow Street into the network, including mailers to each household along the proposed corridor. When adding new measures to bring traffic speeds and volumes within the SFMTA Board-mandated thresholds, staff will work with local stakeholder groups (e.g., neighborhood associations) to review traffic calming and traffic diversion measures before taking the proposal to a public hearing.
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Attachment 1: 2023 Design Toolkit Attachment 2: 2023 Slow Streets Evaluation Report Attachment 3: 2023 Slow Streets Adopted Network
Type of Environmental Clearance Required:	Categorically Exempt

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	

Project Delivery Milestones	**Status**	**Work**	**Start Date**		**End Date**	
Phase	**% Complete**	**In-house - Contracted - Both**	**Quarter**	**Fiscal Year (starts July 1)**	**Quarter**	**Fiscal Year (starts July 1)**
Planning/Conceptual Engineering	100%	In-house and Contracted	Q4-Apr-May-Jun	2019/20	Q2-Oct-Nov-Dec	2022/23
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	30%	In-house and Contracted	Q4-Apr-May-Jun	2019/20	Q2-Oct-Nov-Dec	2027/28
Advertise Construction						
Start Construction (e.g. Award Contract)	30%	In-house	Q4-Apr-May-Jun	2019/20		
Operations (i.e. paratransit)						
Open for Use	30%	In-house and Contracted			Q4-Apr-May-Jun	2027/28
Project Completion (means last eligible expenditure)	30%	In-house			Q4-Apr-May-Jun	2027/28

Notes

When SFMTA submits an allocation request, project delivery milestones will need to be provided for that specific proposed scope of work. Above milestones are for the overall Slow Streets program.

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Name:	Slow Streets Implementation

Project Cost Estimate		**Funding Source**		
Phase	**Cost**	**Prop L**	**Other**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$ 500,000	$ -	$ 500,000	actuals
Environmental Studies (PA&ED)	$ -	$ -	$ -	
Right of Way	$ -	$ -	$ -	
Design Engineering (PS&E)	$ 2,074,000	$ -	$ 2,074,000	actuals/prior work
Construction	$ 10,133,873	$ 1,000,000	$ 9,133,873	actuals/prior work
Operations (i.e. paratransit)	$ -	$ -	$ -	
Total Project Cost	$ 12,707,873	$ 1,000,000	$ 11,707,873	
Percent of Total		**8%**	**92%**	

* $1,175,400 of Other is Prop K sales tax

* Including Prop K, sales tax is 17% of total

Funding Plan - All Phases - All Sources

Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)

Fund Source	**Prop L Program**	**Phase**	**Fund Source Status**	**Fiscal Year of Allocation (Programming Year)**	**Total Funding**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**2029/30**
Prop L	18- Safer and Complete Streets	Construction	Planned	2023/24	$ 200,000	$ -	$ 100,000	$ 100,000	$ -	$ -	$ -	$ -
Prop L	18- Safer and Complete Streets	Construction	Planned	2024/25	$ 200,000	$ -	$ -	$ 100,000	$ 100,000	$ -	$ -	$ -
Prop L	18- Safer and Complete Streets	Construction	Planned	2025/26	$ 200,000	$ -	$ -	$ -	$ 100,000	$ 100,000	$ -	$ -
Prop L	18- Safer and Complete Streets	Construction	Planned	2026/27	$ 200,000	$ -	$ -	$ -	$ -	$ 100,000	$ 100,000	$ -
Prop L	18- Safer and Complete Streets	Construction	Planned	2027/28	$ 200,000	$ -	$ -	$ -	$ -	$ -	$ 100,000	$ 100,000
Prop B General Fund		Construction	Programmed	2023/24	$ 4,293,073	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Prop B FY23		Construction	Allocated		$ 2,875,400	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Prop B FY22		Construction	Allocated		$ 790,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Streets Overhead		Planning/Conceptual Engineering	Allocated		$ 500,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Prop K		Construction	Allocated		$ 1,175,400	$ -	$ -	$ -	$ -	$ -	$ -	$ -
TDA FY22		Design Engineering (PS&E)	Allocated		$ 391,958	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Prop B FY21 & FY23		Design Engineering (PS&E)	Allocated		$ 1,682,042	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total By Fiscal Year	**$ 12,707,873**	**$ -**	**$ 100,000**	**$ 200,000**	**$ 200,000**	**$ 200,000**	**$ 200,000**	**$ 100,000**

Notes

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	***Slow Streets Implementation***
Relative Level of Need or Urgency (time sensitive)	The Slow Streets network is currently built-out with temporary materials that were put in place during the COVID-19 pandemic. Now that the program is permanently authorized, the temporary materials should be replaced with permanent materials and additional elements should be implemented to ensure these streets are meeting safety standards for low-stress roadways for all ages and abilities.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	The project enjoys overwhelming support from San Franciso residents in general. As measured in 2021, based on the survey responses of 15,000 San Franciscans living within 1/4 mile of a Slow Street: - 73% of respondents agree that a street designated as a Slow Street became safer after the change. - 69% of respondents reported having a positive experience using the Slow Street in their neighborhood. - 78% of respondents agree with noticing less traffic and speeding cars on the street after Slow Street designation.
Benefits to Disadvantaged Populations and Equity Priority Communities	The Slow Streets network is intended to create low-stress streets for people of all ages and abilities. Slow Streets connect to neighborhood schoos, parks, and destinations, and they are open to all users regardless of mode choice. Slow Streets are designed to be safe and comfortable for all, and 2023 data shows that they are working: as measured in 2023, a 48% decrease in collisions was observed on Slow Streets following designation, and there have been no fatalities on any Slow Street since the program began in April 2020.
Compatability with Land Use, Design Standards, and Planned Growth	Yes
San Francisco Transportation Plan Alignment (SFTP)	Safety and Livability
	The Slow Streets program has created a network of low-stress roadways suitable for travel by people of all ages and abilities. These streets have become community gathering spots, places for children to learn to ride bikes, and sites of community events throughout the years.

The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.	
18- Safer and Complete Streets	
Safety (Capital Projects - Sub-program)	Three Slow Streets corridors are on the High Injury Network: 20th Street, 22nd Street, and Page Street. Slow Streets are a proven safe treatment on San Francisco's residential streets, demonstrating a 48% decrease in collisions on Slow Streets (compared to a 14% decrease in collisions on all other streets in the city during the same time period).
Benefits Multi-Modal Users (Capital Projects - Sub-program)	The Slow Streets network is intended to prioritize roadway space for pedestrians and cyclists, while accommodating transit passengers and motorists. The speed and volume criteria adopted by the Slow Streets program is intended to maintain these streets as safe, low-stress roadways for people of all ages and abilities.
Proximity to Key Resources (Capital Projects - Sub-program)	While all Slow Streets are located in primarily residential areas, they all serve as community assets. Slow Streets have become gathering places for communities while also serving an important network link in the city's growing Active Transportation Network. Many Slow Streets are located in areas with particularly high pedestrian volumes, such as the Mission, Noe Valley, and SoMa.
Complete Streets Elements (Capital Projects - Sub-program)	Slow Streets are complete streets that include pedestrian and bicyclist safety and comfort elements. The Slow Streets design toolkit includes several safety features for active transportation, including high-visibility crosswalks, painted safety zones to shorten crossing distances, daylighting to improve visibility, and pavement markings to raise awareness about pedestrians and cyclists in the roadway.

SFMTA

Slow Streets

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Design Toolkit: Volume Management Tools

Soft Diversion - Traffic Diverter and Sign at Intersections

Traffic Safety Impact: Soft diversion at intersections discourages cut-through traffic while still allowing for local access.

Through strategic placement of Slow Streets flexible delineators, soft diversion helps keep traffic volumes low to support safe and comfortable active transportation.

Implementation Considerations: Traffic diverters cannot be installed at intersections where a traffic signal is present without an associated left-turn restriction on the cross street and, if present, the removal of an existing turn pocket. Additionally, traffic diverters generally cannot be placed where conflicts with driveways or other access issues exist.

Left-Turn Restrictions

Traffic Safety Impact: Left-turn restrictions help reduce cut-through traffic volumes on a Slow Street by prohibiting left turns.

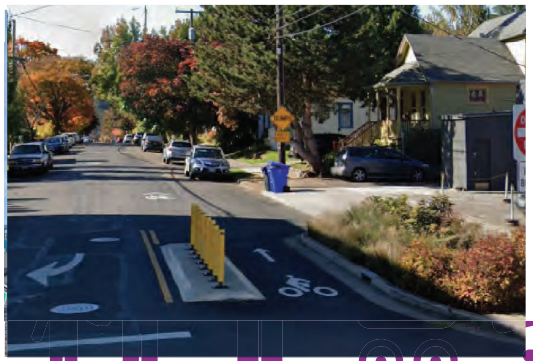
Implementation Considerations: Local traffic, such as residents and mail/ delivery vehicles, can only access the block by making a right turn onto it. This treatment has an added benefit because it allows for the standard Slow Street delineator and sign treatment to be installed at intersections where a traffic signal is present.

Median Diverters

Traffic Safety Impact: Median diverters help reduce cut-through traffic by fully preventing a vehicle from continuing through to the next block and forcing vehicles to turn right

A median diverter is created by installing several traffic delineators in the middle of the intersection. This treatment further discourages non-local traffic from utilizing the street by preventing them from traveling multiple blocks, and keeps traffic volumes low.

Implementation Considerations: Local traffic, such as residents and mail/ delivery vehicles, can only access the block by making a right turn onto it.



Concrete Islands

Traffic Safety Impact: Concrete islands provide a more durable barrier to discourage vehicle traffic.

Implementation Considerations: Concrete islands work best on streets where there is sufficient space to maintain vehicle access in the opposite direction. Street sweeping and drainage must be considered for concrete islands located close to the curb.

Concrete materials last longer, require less maintenance, and act as a more robust barrier for discouraging cut-through traffic than typical Slow Streets delineators, while allowing for bicycle and scooter access. Where possible, the islands could include space for community art and greening.

Slow Streets

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Design Toolkit: Speed Management Tools

Speed Cushions

Traffic Safety Impact: Speed cushions help to reduce vehicle speeds along a block.

Speed is a primary factor in most traffic safety-related conflicts. Speed cushions help mitigate the speeding issue by forcing oncoming traffic to slow down to travel over the vertical feature comfortably and safely. Placing consecutive speed cushions along a block discourages drivers from accelerating to unsafe speeds on longer blocks.

Implementation Considerations: Speed cushions are typically not installed on streets with steep grades.

Neighborhood Traffic Circle

Traffic Safety Impact: Traffic circles help to slow vehicle speeds at an intersection.

A traffic circle is a calming measure that improves safety at intersections. It's usually built of concrete, but other materials like safe-hit posts and paint can be used. The element in the middle of the intersection prevents drivers from traveling straight through and slows down vehicles as they navigate through the intersection, providing better cross-street visibility.

Implementation Considerations: Depending on materials used, this tool may require more maintenance and take longer to install; can be installed at intersections with or without stop signs.

Painted Safety Zones

Traffic Safety Impact: Painted safety zones help to increase the visibility of pedestrians at intersections and to encourage slower turning speeds.

Painted safety zones are painted areas of the road that wrap around sidewalk corners to make pedestrian crossing intersections more visible to people driving. Narrowing the intersection encourages slower vehicle travel speeds and decreases the crossing distrance for pedestrians.

Implementation Considerations: May require parking removal.

Roadway Narrowing

Traffic Safety Impact: Roadway narrowing uses striping and/or vertical elements to visually and physically narrow the right of way to discourage cut-through traffic and tp help reduce vehicle speeds.

Roadway narrowing can use multiple elements such as striping, bollards, and signage to discourage cut-through traffic and slow the speed of vehicles.

Implementation Considerations: May require the removal of parking spaces.

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Design Toolkit: Active Transportation Safety Tools

Continental Crosswalks

Traffic Safety Impact: Continental crosswalks provide visual cues for motorists at intersections indicating that pedestrians may be present.

Continental crosswalks are high-visibility roadway markings comprised of thick, vertical striping. Case studies on their usage have shown that motorists are more likely to yield to pedestrians in continental crosswalks as compared to traditional crosswalks. Crosswalks also indicate to a driver where a pedestrian might be crossing the street

Implementation Considerations: Curb ramps are required to stripe crosswalks at intersections where the crosswalks are currently not marked.

Slow Street Pavement Markings

Traffic Safety Impact: Slow Street pavement markings help to communicate roadway conditions, encourage slow vehicle speeds, and indicate pedestrian and bicycle priority on the street.

Pavement markings are used to convey messages to roadway users. The Slow Streets roadway markings provide a visual cue that help to reinforce the character of the street as a place where all users should be traveling at slow speeds.

Implementation Considerations: No major requirements.

Slow Street Wayfinding and Identification Signs

Traffic Safety Impact: Slow Street wayfinding signs indicate the location of a Slow Street for approaching motorists and people walking, biking, and rolling. Like Slow Street pavement markings, Slow Street identification signs reinforce the character of the street as a place where all users should be traveling at slow speeds.

Implementation Considerations: No major requirements.

Intersection Daylighting (red curbs at intersection approach)

Traffic Safety Impact: Daylighting helps to improve visibility at intersections.

Daylighting is a simple safety treatment that makes everyone on the street easier to see at intersections. It removes visual barriers within a minimum of 10 feet of a crosswalk or intersection with a red zone. The red zone prohibits parking close to the intersection where it could reduce the sight distance of motorists as they approach the intersection or crosswalk.

Slow Streets

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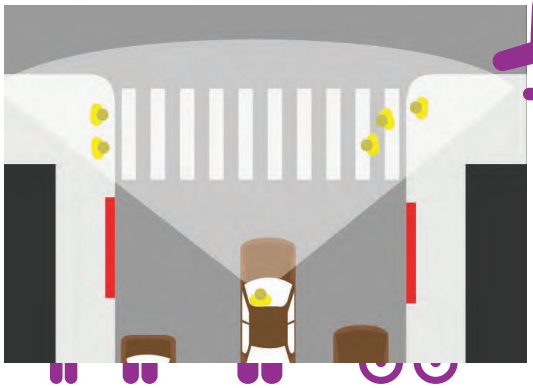


Implementation Considerations: May require the removal of parking spaces.

Attachment 2

SLOW STREETS EVALUATION 2023

SFMTA

Introduction

Over the past two years, Slow Streets have shown how simple designs that prioritize people can transform streets. Suddenly, streets across San Francisco filled with the sounds of kids playing and neighbors chatting. They filled with people on bicycles and people rolling in wheelchairs; with joggers and dog-walkers. **The streets came to life.**

Initially, the San Francisco Municipal Transportation Agency (SFMTA) introduced Slow Streets as an emergency response to COVID-19. People needed space for recreating at a safe distance outdoors. With Muni service reduced or suspended at the time, people needed ways to travel to essential destinations on foot or bike. To quickly meet these early pandemic needs, we implemented Slow Streets with temporary signs and barricades.

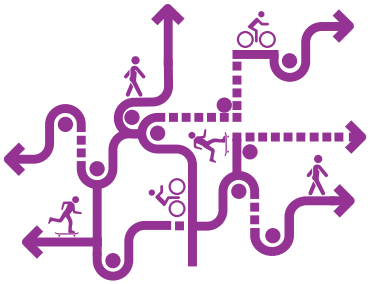
Over time, it became clear that Slow Streets served an even larger purpose. They became places for communities to come together. Neighbors organized events like scavenger hunts and Trick-or-Treat parties around their local Slow Streets. They created art and hosted pop-up musical performances. Slow Streets encouraged many people to shift their lifestyles. Some families sold their cars and began to travel by cargo bike. Older San Franciscans rediscovered the joy of riding bicycles. Fleets of kids gathered to bike to school in organized "bike buses" across the city. Beyond the initial pandemic response, Slow Streets proved critical to meeting some of San Francisco's most significant goals: Vision Zero and Climate Action.

Slow Streets have an enduring place in San Francisco. We need to continue to encourage active transportation to meet our 2021 Climate Action Plan goal of 80% low-carbon trips by 2030—and we need to make these trips safe and accessible for people of all ages and abilities. Low-stress streets like Slow Streets create transportation choices for a wide range of San Franciscans by making active transportation comfortable, safe and joyful.

On December 6, 2022, the SFMTA Board approved an ongoing Slow Streets Program. The Slow Streets Program will maintain the same core principles as the COVID-response Slow Streets, but with new Program targets for vehicle volumes and speeds, a more durable, diverse design toolkit that includes features like speed humps, traffic diversion, roadway narrowing and wayfinding signs, and an expanded network of streets.

The purpose of the 2023 Slow Streets Evaluation is to evaluate the current network of Slow Streets to assess how each corridor meets the targets established by the SFMTA Board for a successful Slow Street. This Evaluation will inform changes to these streets' designs that are needed to meet the Program targets.

Slow Streets Program Quick Facts



32
MILES
of Slow Streets implemented as of May 2023

0
FATALITIES
on Slow Streets since the program began

18
STREETS APPROVED
as part of the city's permanent Slow Streets network

Slow Streets Network Map

Map of Adopted Slow Streets as of May 2023

Executive Summary - Key Findings

Vehicle Volumes and Speeds

As was described in the 2021 Slow Streets Evaluation Report, decreases in both vehicle speeds and volumes occurred on Slow Streets post-implementation. 2023 data indicates that vehicle speeds and volumes have stayed low on Slow Streets.

Traffic volumes decreased on Slow Street corridors following their Slow Street designation. Despite an increase in volumes between 2021 and 2023, traffic volumes remained low on the 16 Slow Streets, and all but four are meeting the SFMTA-Board established volume target of 1,000 or fewer vehicles per day.

Among the 10 Slow Streets for which the SFMTA has pre-implementation data, a 61% decrease in vehicle volumes was observed following designation.

Vehicle volumes are are at or below the Program target on all but four, or 75% of Slow Streets. On two of these four streets, vehicle volumes are just over the volume target, within a range of 120 cars per day.

Program-wide, a 17% increase in vehicle volumes was observed between 2021 and 2023.

Vehicle speeds decreased following the Slow Streets designation, and continued to fall. However, only four of 16 Slow Streets are meeting the SFMTA Board-established median speed target of 15 miles per hour or less.

Among the 10 Slow Streets for which the SFMTA has pre-implementation data, an 18% reduction of typical median speeds on Slow Streets was observed following designation.

Typical median speeds on each of the individual Slow Streets are below the posted speed limit of 25 MPH, and are at or under 20 MPH. However, only 25% (4 out of 16) of corridors meet the SFMTA Board-established average speed target of 15 MPH or less.

Program-wide, typical median vehicle speeds remained below 17 MPH between 2021 and 2023.

Of all vehicles traveling on Slow Streets, fewer than 1% were engaged in egregious speeding (traveling at over 30 MPH).

Collisions

Streets became measurably safer and fewer collisions took place following implementation of the Slow Street designation.

Program-wide, a 48% decrease in collisions was observed on Slow Streets following designation.

Slow Streets saw a larger reduction in collisions than the average street in San Francisco over the same time period. Citywide, collisions went down by 14%, compared with a 48% reduction in collisions throughout the Slow Streets network.

Next Steps

Of the 16 permanent Slow Streets that are evaluated in this report, only three meet the Board-adopted volume and speed targets for Slow Streets.

Four of the Slow Streets evaluated (20th Street, Minnesota Street, Noe Street, and Page Street) will require volume management tools to reduce the number of vehicles on the street to below 1,000 vehicles per day. The Slow Streets team will develop proposed design changes for these four high-volume streets by Summer 2023.

Most Slow Streets (12 of 16) will require speed management tools to slow vehicles on the street to median speeds of 15 MPH. The Slow Streets team will develop traffic calming designs for all streets not meeting Program targets, starting with the three streets (Arlington and Cabrillo streets and Hearst Avenue) with the highest median speeds.

Program Goals and Criteria

Through the Slow Streets Program, the SFMTA aims to expand the city's growing active transportation network and encourage more people of all ages and abilities to travel by low-carbon modes.

The Slow Streets Program's goal is to develop low-stress streets that are safe and comfortable for bicycling, walking, and rolling, provide active transportation connections within neighborhoods, and connect to and/or enhance the City's recommended bikeway network with a focus on improving residential streets by calming vehicle traffic, making them easier to navigate and friendlier for walking and biking.

To make Slow Streets work, vehicle volumes and speeds need to stay low.
The SFMTA is taking a data-driven approach to ensuring Slow Streets meet the following low-stress metrics, using guidance from National Association of City Transportation Officials (NACTO) standards and as directed by the SFMTA Board:

- **Vehicle volumes of 1,000 per day or less**
- **Vehicle speeds of 15 mph or less**

This evaluation includes findings on individual Slow Streets and how they are functioning, as well as a Program-wide analysis to provide a more holistic view of how Slow Streets are performing as a whole in serving as low-stress biking, walking and rolling connections.

The 2023 Slow Streets Evaluation Report builds off of the 2021 Slow Streets Evaluation Report, which highlighted some key initial findings about Slow Streets; namely, after implementation, Slow Streets generally saw lower collision rates, higher bicycle and pedestrian use, and they did not negatively impact vehicle traffic on adjacent streets.

This year's evaluation focuses on the Program's newly established low-stress targets for vehicle volumes and speeds, and will inform future adjustments to existing Slow Streets designs as needed to meet these targets.

The 2023 Slow Streets Evaluation looks at 16 of the 18 streets that are part of the Slow Streets Program: 12th Avenue, 20th Street, 23rd Avenue, Arlington Street, Cabrillo Street, Clay Street, Golden Gate Avenue, Hearst Avenue, Lake Street, Lyon Street, Minnesota Street, Noe Street, Page Street Sanchez Street, Shotwell Street, and Somerset Street. Cayuga Avenue and 22nd Street were not included in the analysis given that they have not yet been implemented. Data for Cayuga Avenue and 22nd Street will be collected, analyzed and published three to six months post-implementation.

Readers may note that the 2021 Slow Streets Evaluation Report analyzed the 25 COVID-Response Slow Streets in operation at the time; this 2023 Report analyzes the smaller cohort of permanent Slow Streets approved in December 2022.

Evaluation Metrics

The following metrics were used to evaluate each Slow Street:

- **Average Daily Traffic Volume**
- **Typical Median Daily Vehicle Speed**
- **Collision History**

Characteristically, Slow Streets are similar to other residential street facilities like Bicycle Boulevards (streets with low vehicle traffic volumes and speeds, designated and designed to give bicycle travel priority). Per NACTO guidelines, these facilities typically have two major traffic operation conditions that need to be met in order to be considered low-stress:

- Typical Bicycle Boulevard: Vehicle volumes of 1,500 per day or less
- Typical Bicycle Boulevard: Vehicle speeds of 25 mph or less

A street meeting these baseline conditions constitutes a street that is lower-stress, calmer and appropriate to serve as a major pedestrian or bicycle route.

Low vehicle volumes mean the street does not have many vehicles driving through and is quieter. Put differently, this means that people who walk, roll or or bicycle in the street do not encounter or interact with as many moving vehicles.

It's also important for people to drive vehicles slowly; driving at lower speeds provides more time for vehicles to see or be seen by other road users and to stop or yield to those users. Speed is a key predictor of crash survival. When a person is hit by a vehicle traveling 20 MPH there is a 90% chance of survival; at 40 MPH the survival rate drops to 40%.

The SFMTA, with direction from the Board of Directors, has adopted more stringent targets for ensuring that Slow Streets function as true, low-stress streets:

- **Slow Streets Program: Vehicle volumes of 1,000 per day or less**
- **Slow Streets Program: Vehicle speeds of 15 mph or less**

These more stringent targets can be met with the addition of traffic calming and volume management treatments on Slow Streets.

Traffic volumes and speeds

Traffic volumes and speeds

Traffic volume and speed data was collected for 48-hour periods on weekdays between January and April 2023. Vehicle volumes are reported for each data collection location and also as corridor-length averages. Similarly, vehicle speeds are provided for each location along a corridor, and a typical median speed for the entire corridor is also shown.

The Program-wide findings aggregate the data collected on the individual Slow Streets to show overall trends in the performance of Slow Streets. Data collected in 2023 is compared to 2021 data to measure the change in traffic safety conditions two years into the Program. There is also data on 11 of the current Slow Streets from before they were implemented and incorporated into the Program, allowing for a high-level understanding of how the Slow Streets Program has broadly affected speed and volumes. Comparing 2021 data to 2023 data allows for a more detailed look into how individual streets and sections are performing, and helps to prioritize efforts to reduce speeds and volumes.

Collisions

Traffic collision data was analyzed to measure traffic safety on Slow Streets. The collision analysis examined reported collisions involving all modes (vehicle, bicycle, pedestrian, and other mobility device) that occurred on the corridor and within 20 feet of intersections on the corridor.

The Program-wide collision findings aggregate the collision data collected on the individual Slow Streets to show overall trends in the performance of Slow Streets. Consistent with the methods used in the 2021 Slow Streets Evaluation Report, a baseline pre-implementation collision rate was established by using collision data from 2017 up until the date of implementation for each Slow Street and compared to the post-implementation collision rates. In comparison to the 2021 Evaluation Report, which analyzed the frequency of collisions on each Slow Street corridor, this analysis normalized collision rates per corridor, accounting for the length of each Slow Street in relation to the frequency of collisions by reporting on a monthly collision rate per mile of Slow Street.

Program-wide Results

Vehicle Volumes and Speeds

The table below summarizes the January 2023 vehicle volume and speed data collected on each Slow Street.

Slow Street	Average Daily Traffic (ADT)	Typical Median Vehicle Speeds	% of Vehicles Traveling >30mph
12th Ave	700	17 MPH	3.0%
20th Street	2240	17 MPH	0.5%
23rd Ave	600	15 MPH	0.7%
Arlington	900	19 MPH	0.5%
Cabrillo	370	18 MPH	0.4%
Clay	550	16 MPH	0.7%
Golden Gate	790	17 MPH	2.9%
Hearst	460	20 MPH	3.0%
Lake	820	17 MPH	0.3%
Lyon	480	16 MPH	0.3%
Minnesota	1090	15 MPH	0.5%
Noe	1690	16 MPH	0.1%
Page	1120	16 MPH	0.8%
Sanchez	320	13 MPH	0.0%
Shotwell	600	14 MPH	0.5%
Somerset	490	17 MPH	0.5%

On all but four, or 75% of Slow Streets, vehicle volumes are at or below the Program target for vehicle volumes (average daily vehicle volume less than 1,000).

On all 16 measured Slow Streets, typical median vehicle speeds are below the posted speed limit of 25 MPH, and are at or under 20 MPH. However, only 25% (4 out of 16) of corridors meet the SFMTA Board-established speed target of 15 MPH or less. Some level of egregious speeding (vehicles traveling at over 30 MPH) is occurring on all 16 Slow Streets.

The table below shows Average Daily Traffic (ADT) on Slow Streets before implementation and at two points during implementation (2021 and 2023).

Slow Street	Pre-Implementation	2021	2023
12th Ave	970	-	700
20th Street	-	2270	2240
22nd Street*	1250	-	-
23rd Ave	1150	490	600
Arlington	-	720	900
Cabrillo	1730	420	370
Cayuga*	1260	-	-
Clay	-	550	550
Golden Gate	1770	380	790
Hearst	560	430	460
Lake	5310	610	820
Lyon	970	470	480
Minnesota	1600	980	1090
Noe	3370	1100	1690
Page	3360	670	1120
Sanchez	1750	320	320
Shotwell	-	870	600
Somerset	-	580	490

Notes:
1 - Cells with a (-) denote instances in which data was not collected
2 - Cells with a (*) denote a street that has been newly added to the Slow Streets Program and has not yet been implemented.

Among the 10 Slow Streets Slow Streets for which the SFMTA has pre-implementation data, a 61% decrease in vehicle volumes was observed following designation.

Vehicle volumes Program-wide increased between 2021 and 2023. In 2021, the average vehicle volume on the 15 Slow Streets (data was not available for 12th Avenue) was 724 vehicles per day, and in 2023 the average volume on those same Slow Streets was 851 vehicles per day – an increase of 17%.

The table below shows typical median speeds on Slow Streets before implementation and at two points during implementation.

Slow Street	Pre-Implementation	2021	2023
12th Ave	22 MPH	-	17 MPH
20th Street	-	17 MPH	17 MPH
22nd Street*	19 MPH	-	-
23rd Ave	24 MPH	18 MPH	15 MPH
Arlington	-	20 MPH	19 MPH
Cabrillo	22 MPH	19 MPH	18 MPH
Cayuga*	20 MPH	-	-
Clay	-	16 MPH	16 MPH
Golden Gate	23 MPH	12 MPH	17 MPH
Hearst	21 MPH	-	20 MPH
Lake	26 MPH	13 MPH	17 MPH
Lyon	18 MPH	-	16 MPH
Minnesota	21 MPH	19 MPH	15 MPH
Noe	17 MPH	17 MPH	16 MPH
Page	18 MPH	12 MPH	16 MPH
Sanchez	11 MPH	15 MPH	13 MPH
Shotwell	-	12 MPH	14 MPH
Somerset	-	21 MPH	17 MPH

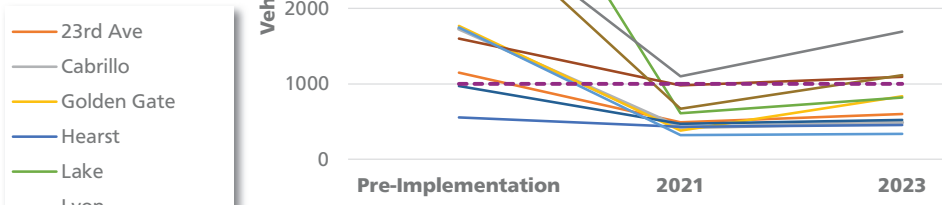
Notes:
1 - Cells with a (-) denote instances in which data was not collected
2 - Cells with a (*) denote a street that has been newly added to the Slow Streets Program and has not yet been implemented.

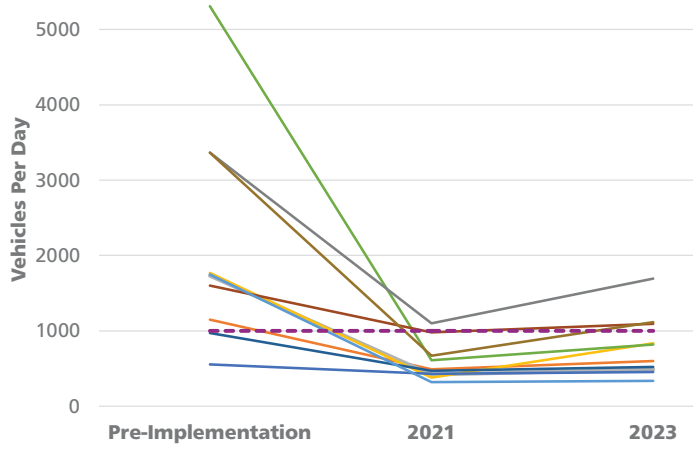
Among the 10 Slow Streets Slow Streets for which the SFMTA has pre-implementation data, an 18% reduction of typical median speeds on Slow Streets was observed following designation.

Program-wide, typical median vehicle speeds remained below 17 MPH between 2021 and 2023.

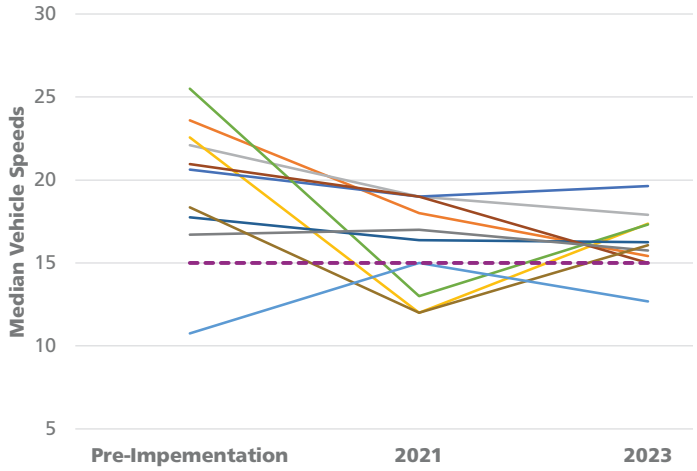
The figures below displays the Average Daily Traffic (ADT) and Typical Median Speeds of each Slow Street from before Slow Street designation, in 2021, and in 2023.

Average Daily Traffic (ADT) Trends by Slow Street





Typical Median Speed Trends by Slow Street



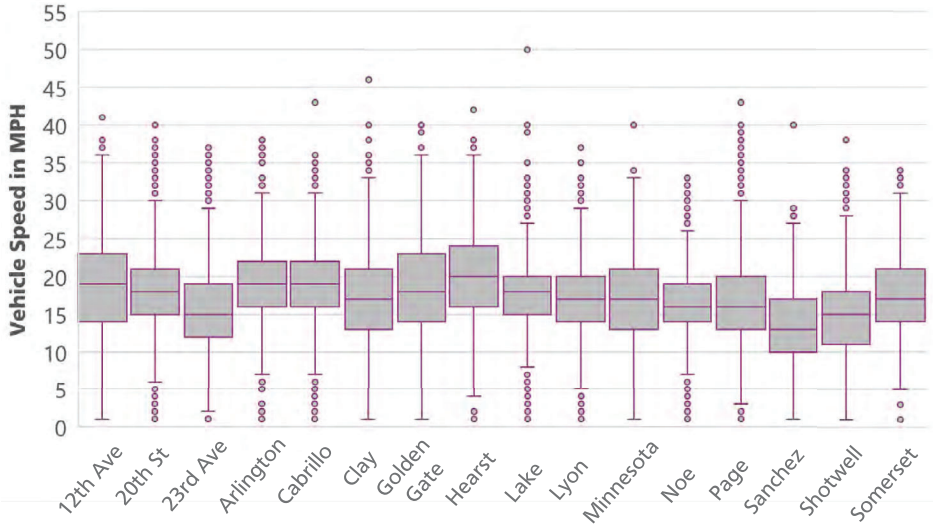
Notes:
1 - These figures display data for the 10 Slow Streets for which data is available for all three time periods.

The figure below shows the distribution of vehicle speeds collected in January 2023 on each Slow Street.

The boxes displayed in the chart below represent half of, or the 50th percentile of vehicles observed on each Slow Street. Median speeds are represented by the horizontal lines within each box.

The remaining half of vehicles are spread equally above and below the boxes, shown here using vertical lines. Outliers are represented by points above and below the vertical lines.

Vehicle Speed Distribution by Slow Street



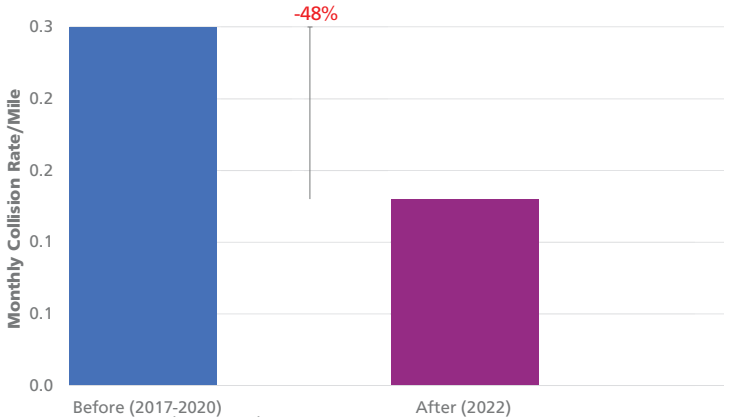
Generally, there are few egregious speeding outliers on Slow Streets, as shown by the number of points above the vertical lines.

Vehicles engaged in egregious speeding (vehicles traveling at over 30 MPH) represented less than 1% of all vehicles observed on Slow Streets in 2023.

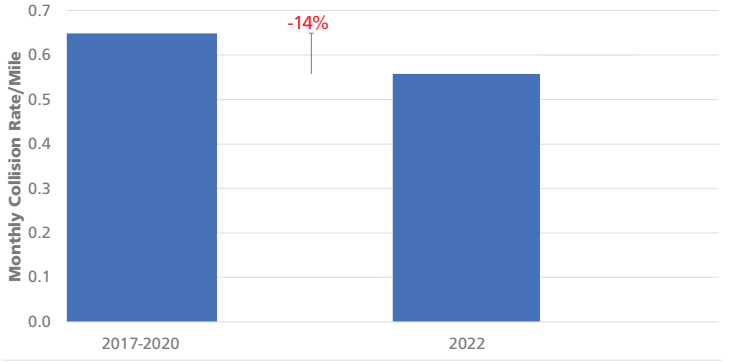
Collisions

The figures below illustrate reductions in collision rates before and after implementation of Slow Streets for the entire city and for the the Slow Streets Program. Collision rates are normalized per month and per mile, accounting for the different implementation dates of Slow Streets, and the length of streets in relation to the frequency of collisions.

Slow Streets Program-Wide Monthly Collision Rate/Mile
(Before/After Slow Streets Implementation)



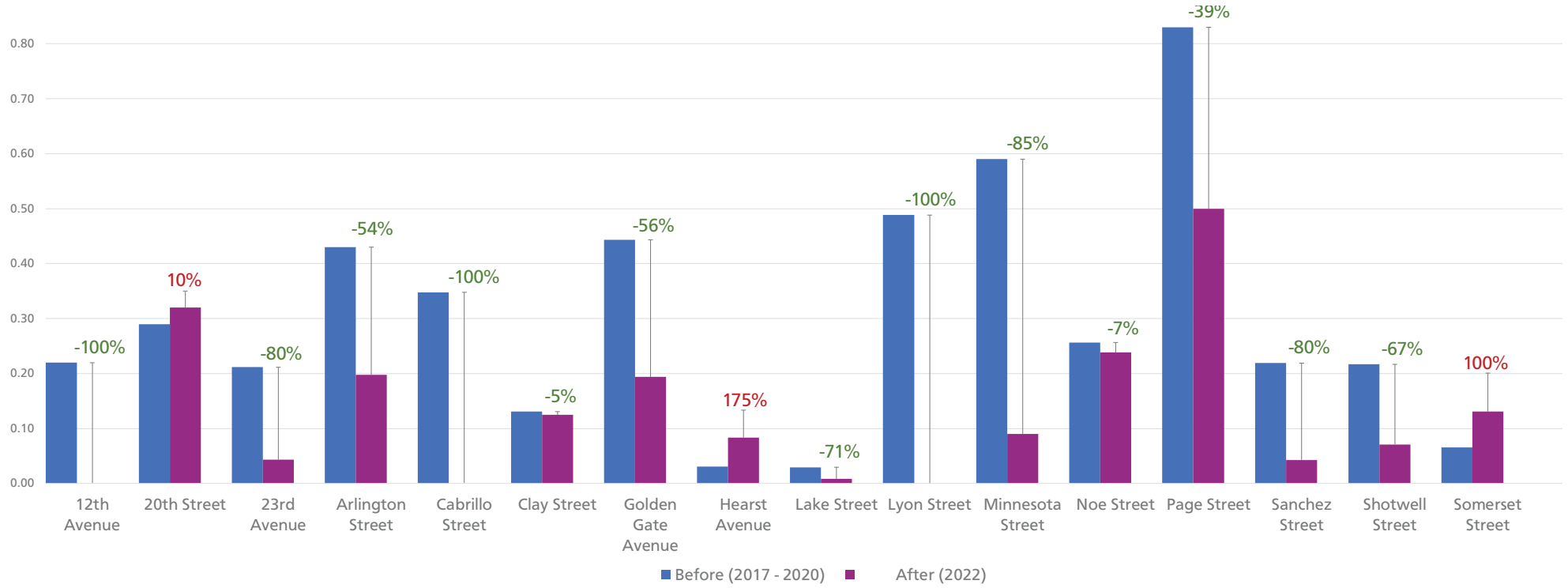
Citywide Monthly Collision Rate/Mile
(2017-2020 - 2022)



A greater reduction in collisions occurred on Slow Streets than on the average street in San Francisco over the same time period (48% con Slow Streets compared with 14% citywide).

The figure below charts monthly collision rates per mile before and after Slow Streets implementation (2017-2022) on each Slow Street. Collisions decreased on all but three of the Slow Streets in the network. See the inidividual corridor pages for the total number of collisions per Slow Street, per year.

Slow Streets Network Monthly Collision Rate/Mile
(Before & After Slow Streets Implementation)



Next Steps

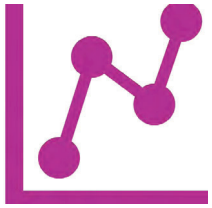
Of the sixteen permanent Slow Streets that are evaluated in this report, only three (23rd Avenue, Sanchez Street, and Shotwell Street) meet the Board-adopted volume and speed targets for Slow Streets. The remaining 13 Slow Streets require volume management tools, speed management tools, or both to better meet the adopted targets for low-stress streets.

Four of the Slow Streets measured (20th Street, Minnesota Street, Noe Street, and Page Street) will require volume management tools to reduce the number of vehicles on the street to below 1,000 vehicles per day. These tools, like traffic diverters, turn restrictions, and median diverters, make the street less accessible to cut-through traffic and thus reduce vehicle volumes. The Slow Streets team will develop proposed design changes for these four high-volume streets by Summer 2023.

Most Slow Streets (12 of 16, or 75%) will require speed management tools to slow down vehicles on the street to the Board-adopted target of 15 MPH median speeds. Traffic calming treatments like speed cushions, and roadway narrowing treatments like painted safety zones and neckdowns, can slow down vehicles on Slow Streets. The Slow Streets team will develop traffic calming designs for all streets not meeting Program targets, beginning with the three streets (Arlington Street, Cabrillo Street, and Hearst Avenue) that most exceed the 15 MPH typical median speeds.

Moving forward, the project team will also work to expand the Slow Streets Program to include additional streets in the network. New Slow Streets will be identified through a variety of community outreach efforts, including through the development of the Active Communities Plan (SFMTA.com/ActiveCommunities).

Early 2023



Collect updated vehicle volume and speed data for each Slow Street corridor.

Summer 2023

Develop revised designs for Slow Streets corridors; advance designs through Public Hearing process; implement.

Late 2023 - onwards

Expand program: Identify new opportunities for Slow Streets via Active Communities Plan outreach.

Slow Street	Meets Volume Target	Meets Speed Target	Planned Follow-up
12th Ave	Yes	No	Speed Management (Priority 2)
20th Street	No	No	Volume Management
23rd Ave	Yes	Yes	Continue to Monitor
Arlington	Yes	No	Speed Management (Priority 1)
Cabrillo	Yes	No	Speed Management (Priority 1)
Clay	Yes	No	Speed Management (Priority 3)
Golden Gate	Yes	No	Speed Management (Priority 2)
Hearst	Yes	No	Speed Management (Priority 1)
Lake	Yes	No	Speed Management (Priority 2)
Lyon	Yes	No	Speed Management (Priority 3)
Minnesota	No	Yes	Volume Management
Noe	No	No	Volume Management
Page	No	No	Volume Management
Sanchez	Yes	Yes	Continue to Monitor
Shotwell	Yes	Yes	Continue to Monitor
Somerset	Yes	No	Speed Management (Priority 2)

12TH AVENUE

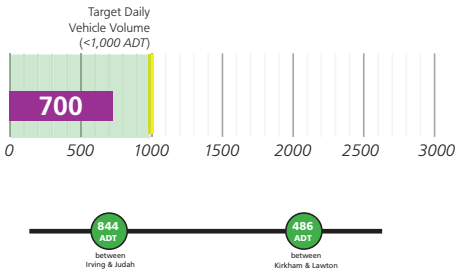
between Lincoln Way and Lawton Street

District: 7
Length: 1.46 mi
Meets Vehicle Volume Target: Yes
Meets Vehicle Speed Target: No

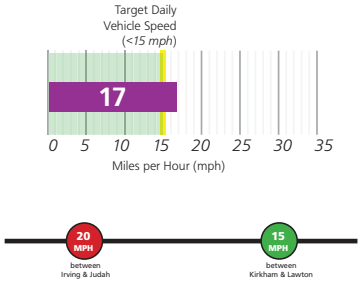
12th Avenue Slow Street provides a safe way for schoolchildren to get to school in the Inner Sunset. The Slow Street also creates an active transportation connection between this neighborhood and Golden Gate Park.

Traffic Safety

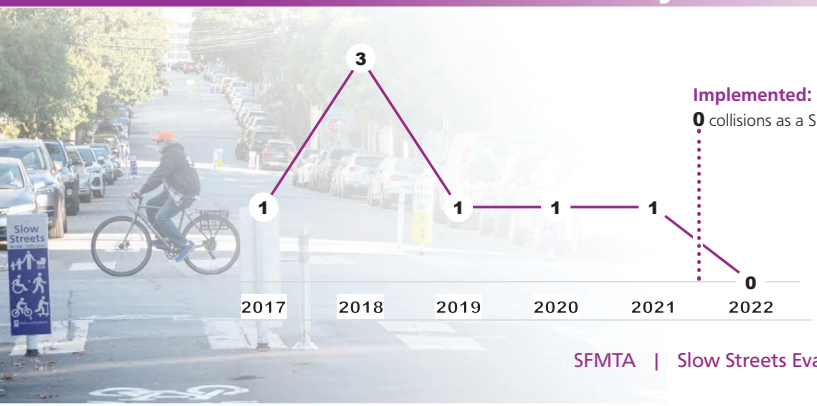
Average Daily Vehicle Volume (ADT)



Median Daily Vehicle Speed



Collision History



20TH STREET

between Shotwell Street and Potrero Avenue

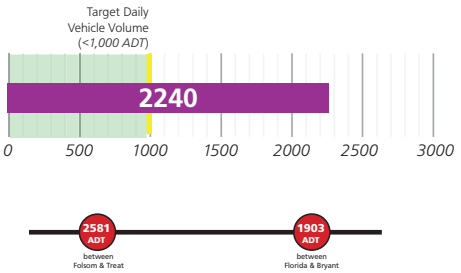
District: 9
Length: 1 mi
Meets Vehicle Volume Target: No
Meets Vehicle Speed Target: No

"20th Street traffic safety has greatly improved (speeds are WAY down). It used to be a scary street. Now I love seeing others biking, walking and jogging down the street... Perhaps the best change has been the ease for walking down 20th to Valencia for to go dinners and some shopping. I never went before due to the difficulty parking. Now it's no problem to walk down to pick up lunch!"

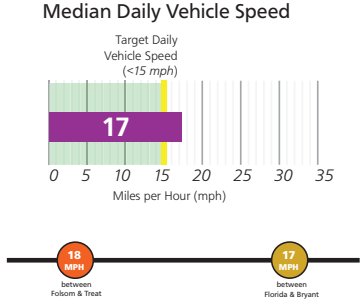
- Community member

Traffic Safety

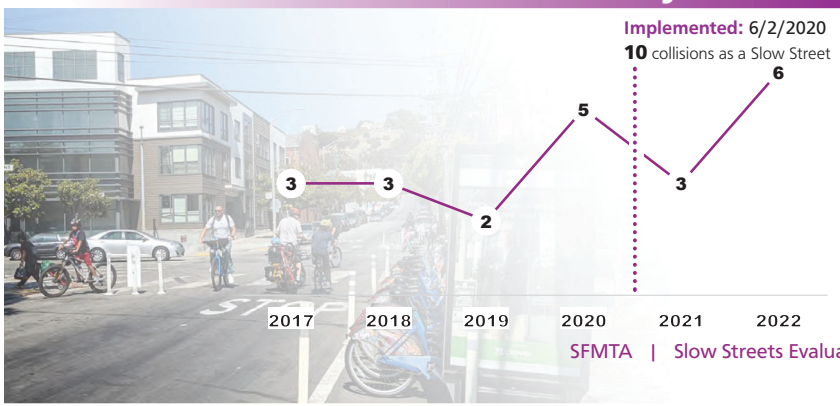
Average Daily Vehicle Volume (ADT)



Median Daily Vehicle Speed



Collision History



23RD AVENUE

between Lake Street and Cabrillo Street

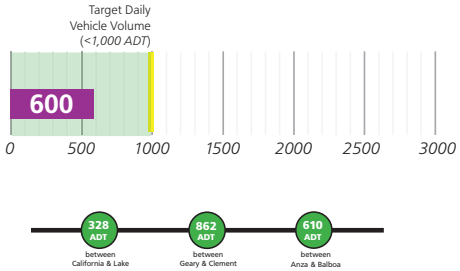
District: 2
Length: 1.56 mi
Meets Vehicle Volume Target: Yes
Meets Vehicle Speed Target: Yes

"The space is much more safe and valuable to the community as a Slow Street."

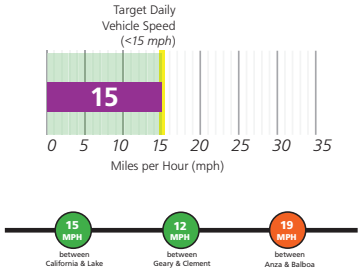
- Community member

Traffic Safety

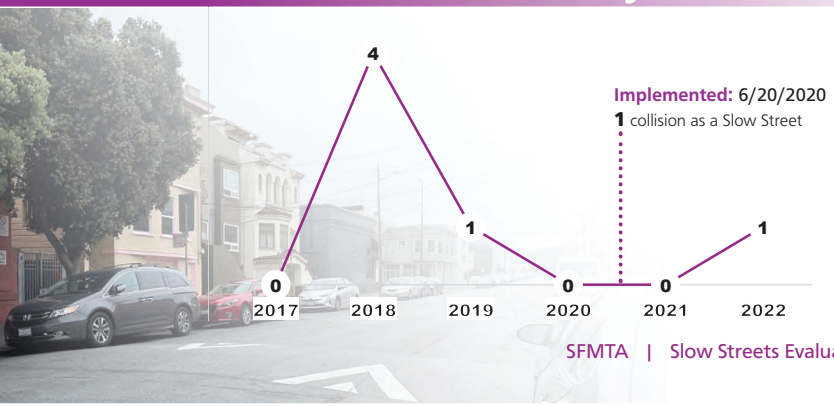
Average Daily Vehicle Volume (ADT)



Median Daily Vehicle Speed



Collision History



Implemented: 6/20/2020
1 collision as a Slow Street

ARLINGTON STREET

between Roanoke Street and Randall Street

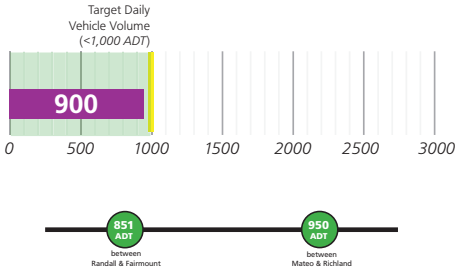
District: 8
Length: 0.88 mi
Meets Vehicle Volume Target: Yes
Meets Vehicle Speed Target: No

"Many neighbors and community garden members have said they feel safer from speeding cars when crossing Arlington Street."

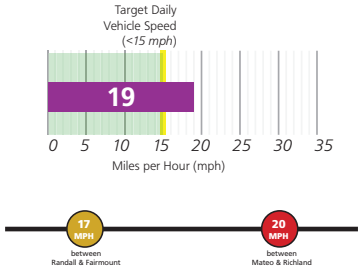
- Neighbor on Arlington Street

Traffic Safety

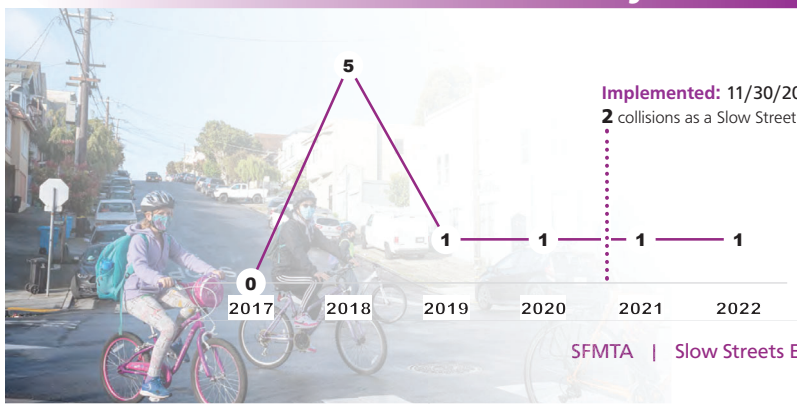
Average Daily Vehicle Volume (ADT)



Median Daily Vehicle Speed



Collision History



Implemented: 11/30/2020
2 collisions as a Slow Street

CABRILLO STREET

between 45th Avenue and 25th Avenue

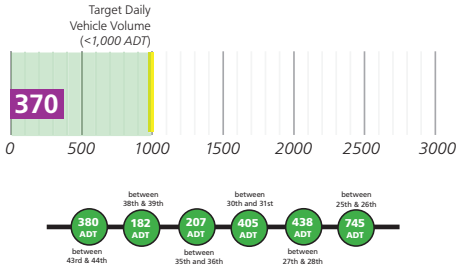
Distric: 2
Length: 2.58 mi
Meets Vehicle Volume Target: Yes
Meets Vehicle Speed Target: No

"It is much safer to walk and bike on, and cars on intersecting streets are much more aware of pedestrians and bikers. It is also a great venue for recreation, and I've seen so many families out for walks or using chalk to decorate the roads now that it has a slow street designation. I really hope we're able to keep that source of community-building, safe outdoor space moving forward."

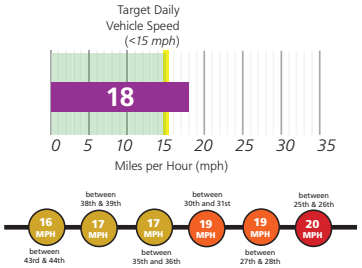
- Community member in the Richmond neighborhood

Traffic Safety

Average Daily Vehicle Volume (ADT)



Median Daily Vehicle Speed



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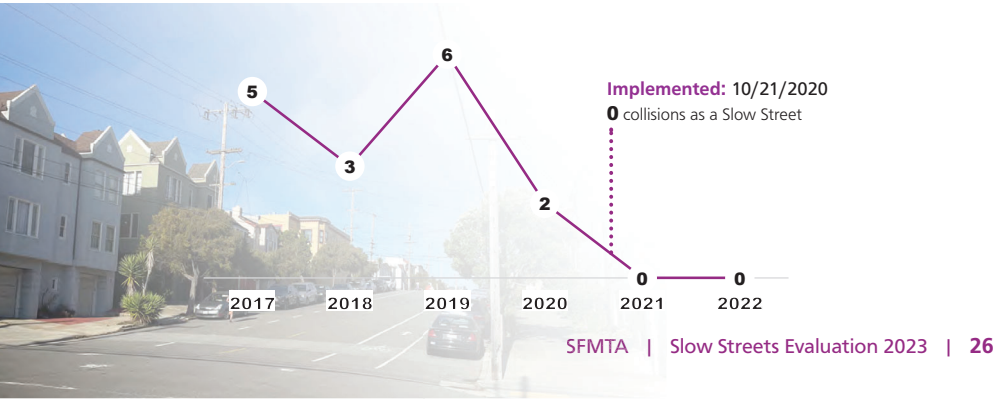


CLAY STREET

between Arguello Boulevard and Steiner Street

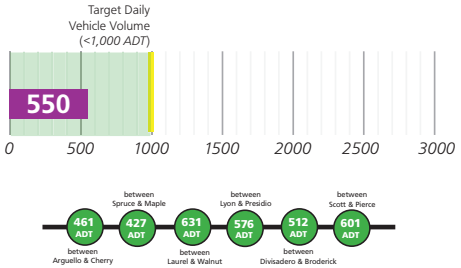
District: 2
Length: 2.6 mi
Meets Vehicle Volume Target: Yes
Meets Vehicle Speed Target: No

"Our street is so much safer and actually brings neighbors together in a safely distanced way. I've lived on Clay for over 8 years and rarely saw my neighbors until it became a Slow Street. We are a real community now!"

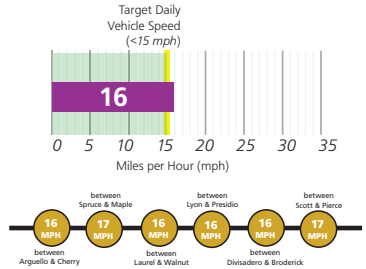
- Neighbor on Clay Street

Traffic Safety

Average Daily Vehicle Volume (ADT)



Median Daily Vehicle Speed



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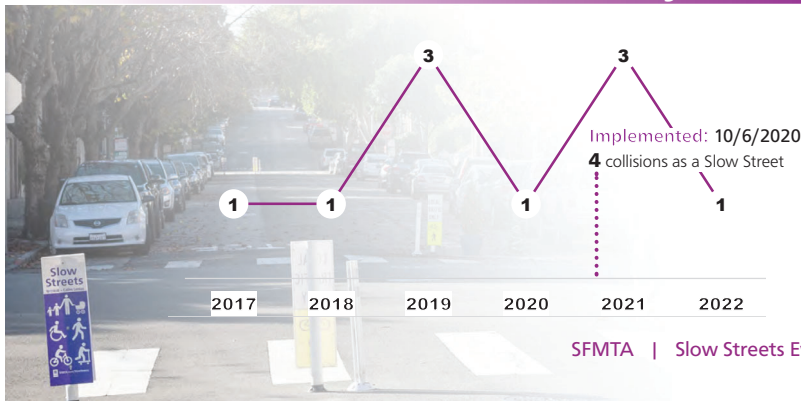


GOLDEN GATE AVENUE

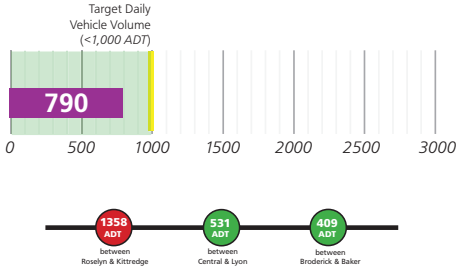
between Parker Street and Broderick Street

Districts: 1, 2, 5
Length: 0.72 mi
Meets Vehicle Volume Target: Yes
Meets Vehicle Speed Target: No

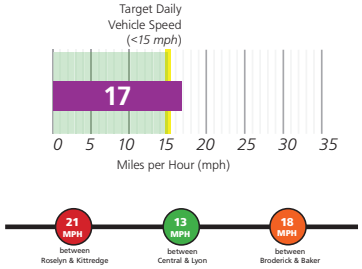
"Having Golden Gate Ave. designated as a Slow Street has been such a wonderful quality of life enhancement for the neighborhood. It's wonderful to see families playing outside, people walking their dogs, jogging, etc. The reduction in traffic noise has been so enjoyable as well. It's a treat to have periods of actual quiet in the midst of this big beautiful city." *- Community member*

Traffic Safety

Average Daily Vehicle Volume (ADT)



Median Daily Vehicle Speed



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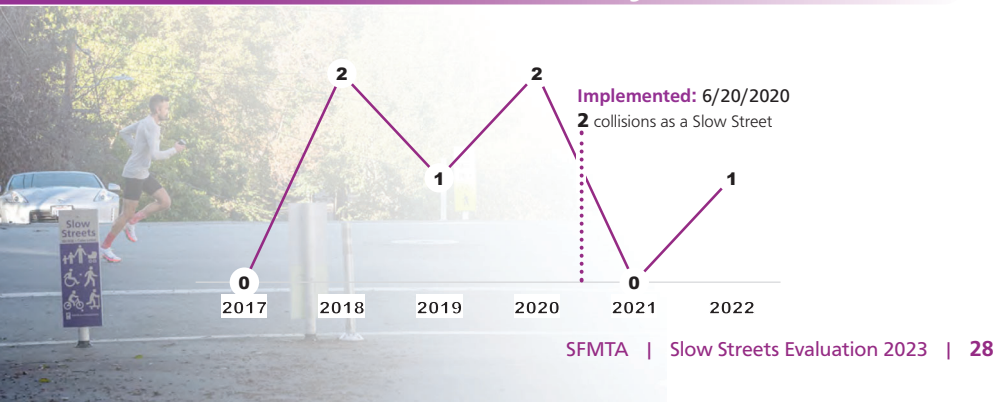


HEARST AVENUE

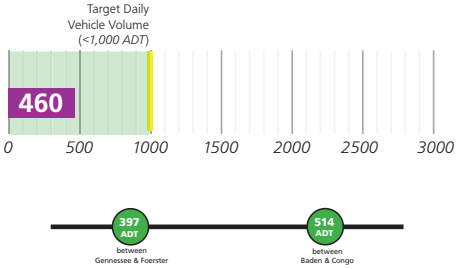
between Ridgewood Avenue and Baden Street

District: 7
Length: 1.5 mi
Meets Vehicle Volume Target: Yes
Meets Vehicle Speed Target: No

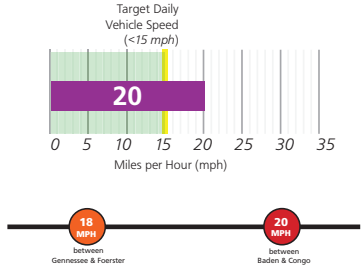
Slow Hearst is an east-west corridor that provides a safe and slow bike-friendly roadway through the Sunnyside neighborhood. The Slow Street provides space for neighbors and school children to gather outdoors, on a street tucked away from the busier roadways around it.

Traffic Safety

Average Daily Vehicle Volume (ADT)



Median Daily Vehicle Speed



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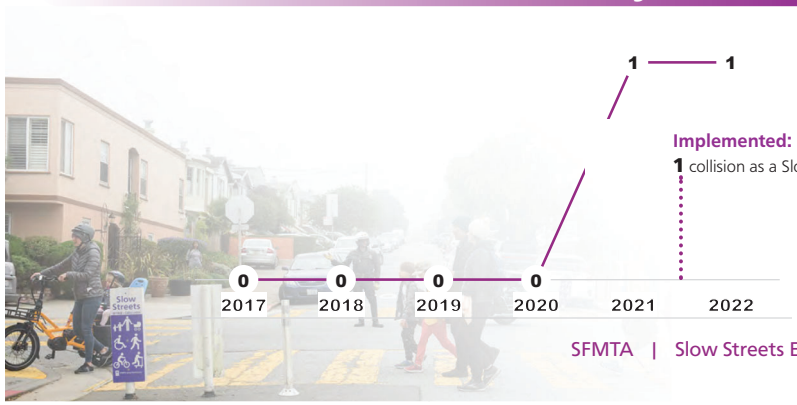


LAKE STREET

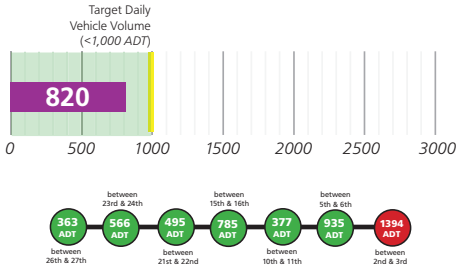
between Arguello Boulevard and 28th Avenue

District: 1
Length: 3.04 mi
Meets Vehicle Volume Target: Yes
Meets Vehicle Speed Target: No

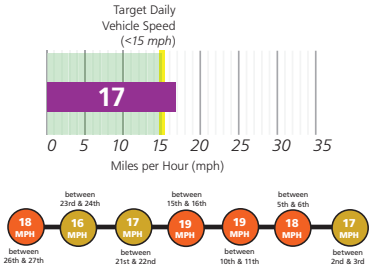
Just south of the Presidio, Slow Lake Street runs for 28 blocks through the Richmond. Once San Francisco's first bike lane, Lake Street quickly became one of San Francisco's first Slow Streets in 2020. It connects two Slow Streets—Slow 23rd Avenue and Slow Clay Street—and is a critical link in the city's active transportation network.

Traffic Safety

Average Daily Vehicle Volume (ADT)



Median Daily Vehicle Speed



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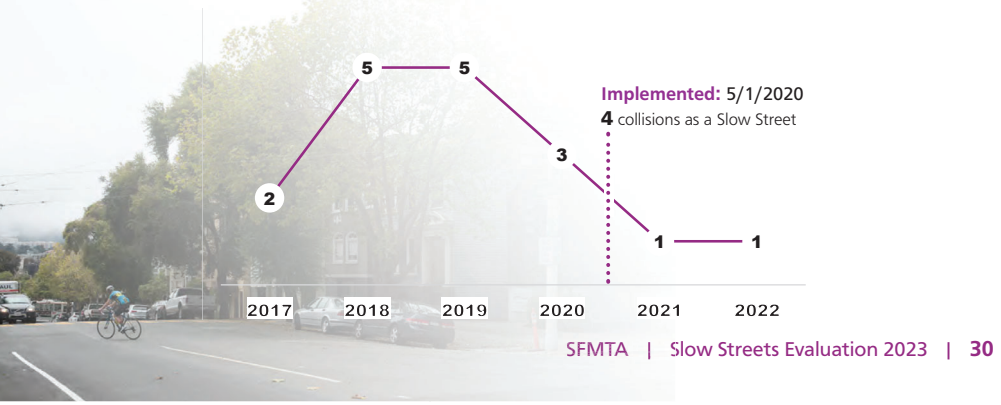


LYON STREET

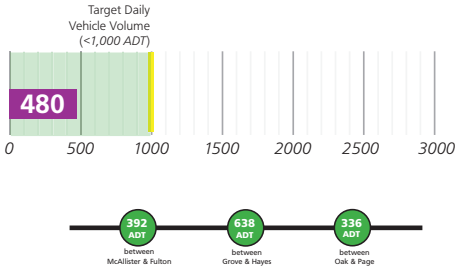
between Turk Street and Haight Street

Districts: 5, 2
Length: 1.04 mi
Meets Vehicle Volume Target: Yes
Meets Vehicle Speed Target: No

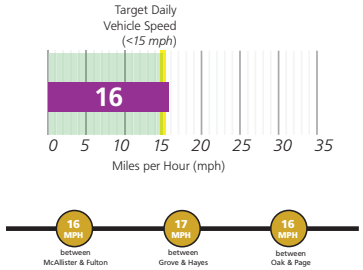
A north-south Slow Street that connects both sides of the Panhandle, the Lyon Slow Street connects the North of the Panhandle neighborhood with Haight-Ashbury. Slow Lyon Street also connects the Golden Gate Avenue bike lane (and Slow Street) with the Fell Street protected bike lane.

Traffic Safety

Average Daily Vehicle Volume (ADT)



Median Daily Vehicle Speed



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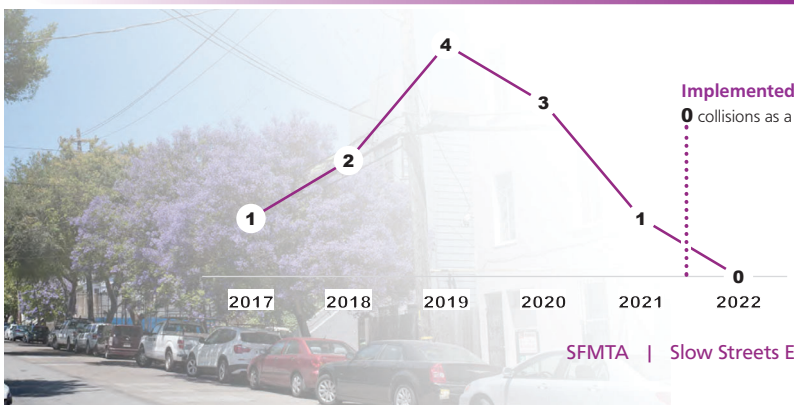


MINNESOTA STREET

between Mariposa Street and 22nd Street

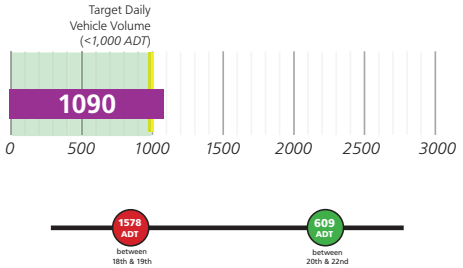
District: 10
Length: 0.88 mi
Meets Vehicle Volume Target: No
Meets Vehicle Speed Target: Yes

"The slow open street on Minnesota Street brings a sense of community to the neighborhood and calms traffic. It is pleasant and decreases traffic and improves walkability. Also because there are a lack of bike lanes in the Dog-patch it improves bike riding safety for cyclists of all ages (particularly young cyclists and even skateboarders)."

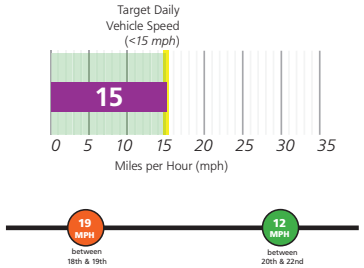
- Community member in the Dogpatch neighborhood

Traffic Safety

Average Daily Vehicle Volume (ADT)



Median Daily Vehicle Speed



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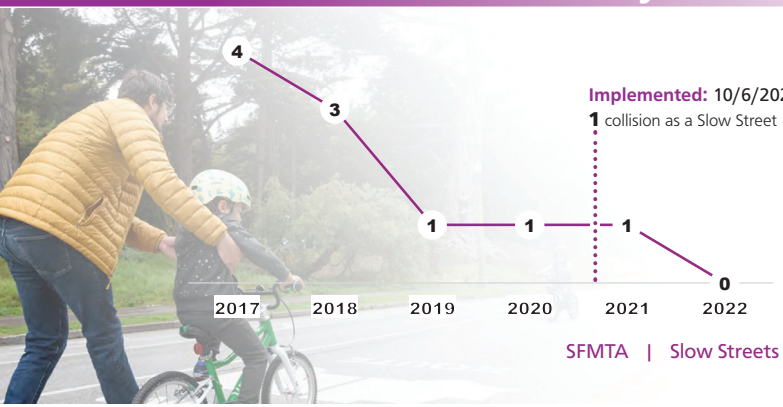


NOE STREET

between Duboce Avenue and Beaver Street

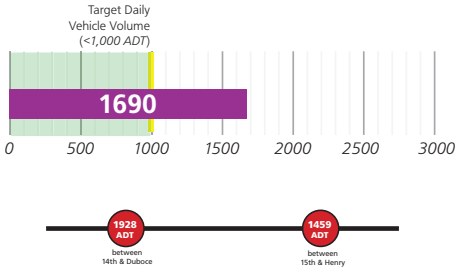
District: 8
Length: 0.8 mi
Meets Vehicle Volume Target: No
Meets Vehicle Speed Target: No

"I love the Slow Street! It makes the neighborhood feel like an oasis from the city. It's a lovely place to walk and I often find myself going out of my way to walk home on Noe Street because it is a Slow Street."

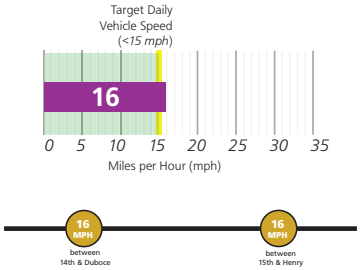
- Community Member

Traffic Safety

Average Daily Vehicle Volume (ADT)



Median Daily Vehicle Speed



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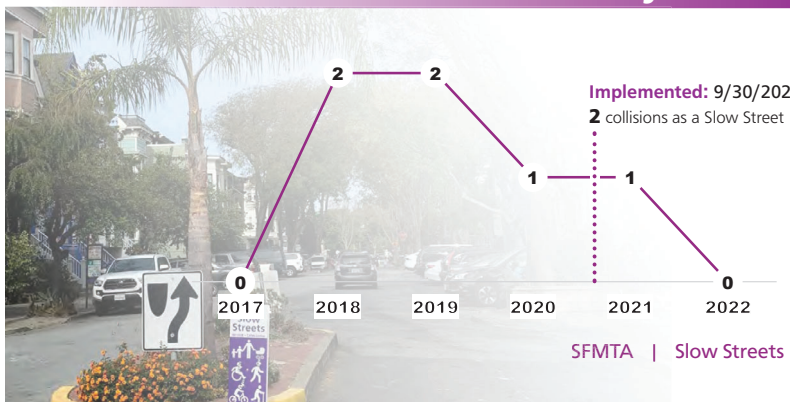


PAGE STREET

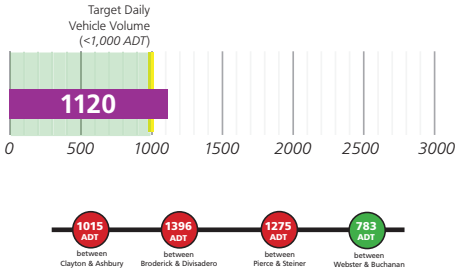
between Stanyan Street and Octavia Street

District: 5
Length: 3.26 mi
Meets Vehicle Volume Target: No
Meets Vehicle Speed Target: No

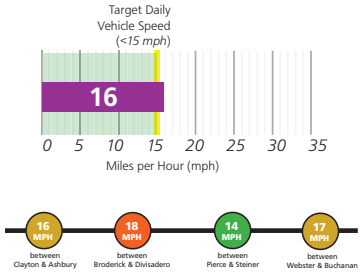
The Page Slow Street Project extends on Page Street between Stanyan Street to Octavia Boulevard. Page Street is an important corridor for the Haight-Ashbury, Lower Haight, Hayes Valley, and surrounding neighborhoods. It is is one of the City's most important and popular east-west active-transportation corridors.

Traffic Safety

Average Daily Vehicle Volume (ADT)



Median Daily Vehicle Speed



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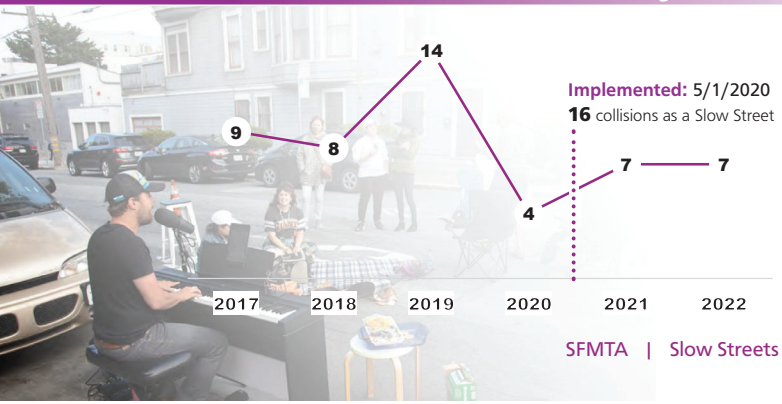


SANCHEZ STREET

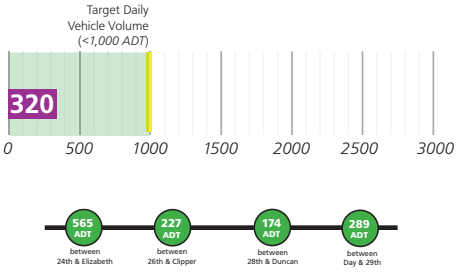
between 23rd Street and 30th Street

District: 8
Length: 1.54 mi
Meets Vehicle Volume Target: Yes
Meets Vehicle Speed Target: Yes

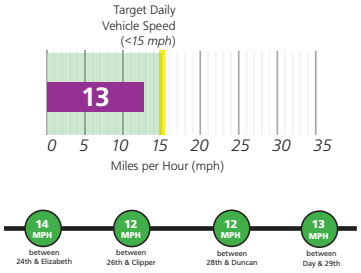
Noe Valley's Sanchez Street is one of the city's most used Slow Streets, with more than 1,000 pedestrians walking on it on a typical weekend day. Slow Sanchez hosts community gatherings and arts events throughout the year, and the sound of children's laughter can often be heard on the street on evenings after school.

Traffic Safety

Average Daily Vehicle Volume (ADT)



Median Daily Vehicle Speed



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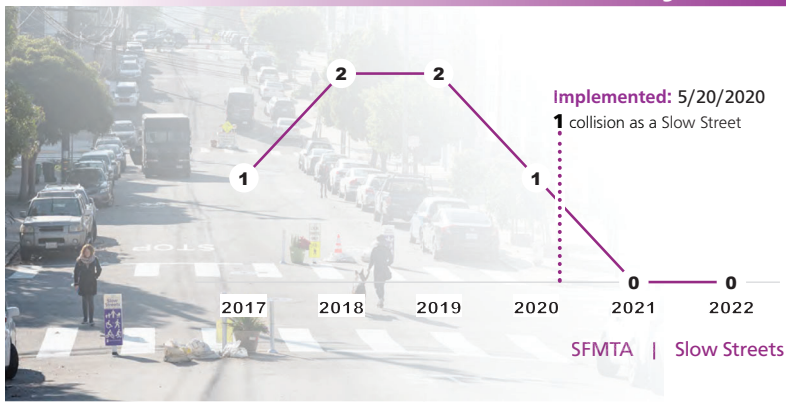


SHOTWELL STREET

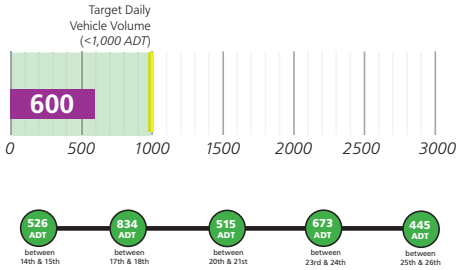
between 14th Street and Cesar Chavez Street

District: 9
Length: 2.8 mi
Meets Vehicle Volume Target: Yes
Meets Vehicle Speed Target: Yes

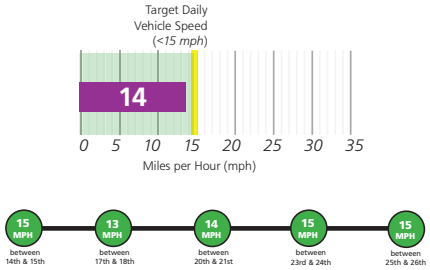
Slow Shotwell, a north-south Slow Street connecting the Mission neighborhood, is a mile-long stretch of roadway prioritized for people who are walking, biking and rolling. The Slow Street has slowed down vehicle traffic and reduced cut-through traffic on this small residential street.

Traffic Safety

Average Daily Vehicle Volume (ADT)



Median Daily Vehicle Speed



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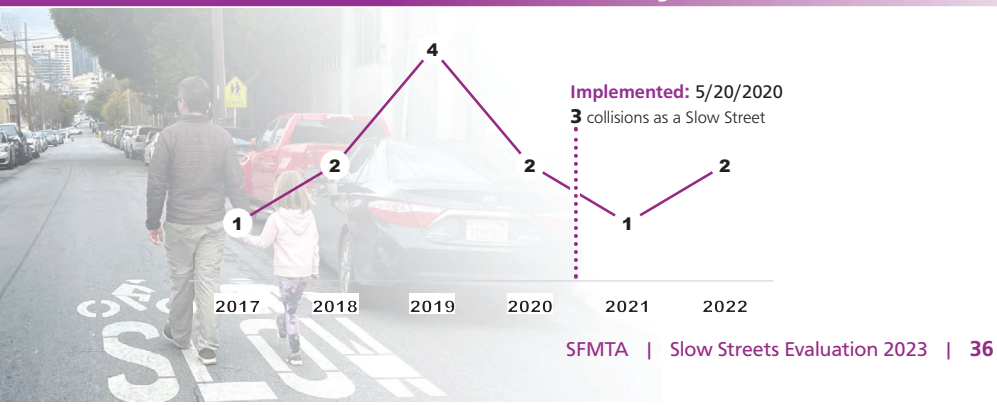


SOMERSET STREET

between Silver Avenue and Woolsey Street

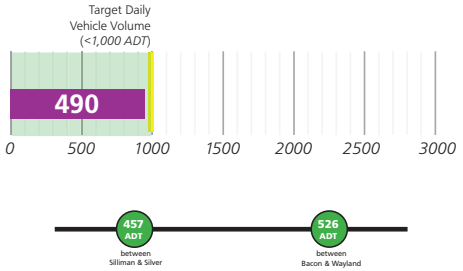
District: 9
Length: 1.02 mi
Meets Vehicle Volume Target: Yes
Meets Vehicle Speed Target: No

"I love the idea of Somerset becoming a permanent slow street, because it is in front of a park and school. People speed in this neighborhood because of its proximity to a freeway exit."

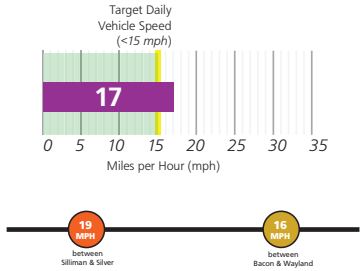
-Community member in the Portola neighborhood

Traffic Safety

Average Daily Vehicle Volume (ADT)



Median Daily Vehicle Speed



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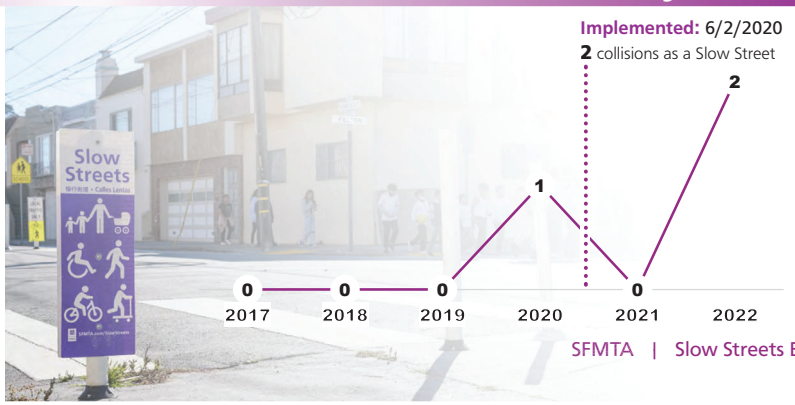

Conclusion

The Slow Streets Program evolved from a critical component of San Francisco's pandemic response and recovery to a new avenue for furthering the city's goals for climate action and active transportation. The positive impact from the initial pandemic-response phase of Slow Streets will continue as what started out as temporary changes becomes a lasting part of the city's network for active transportation. As of May 2023, 18 Slow Streets make up the permanent Slow Streets network, and other corridors will follow to build out a network that complements protected bikeways citywide.

When the SFMTA Board approved a permanent Slow Streets Program in December 2022, it was established that every Slow Street must meet certain data-driven targets to keep these roadways safe and comfortable for everyone: median vehicle speeds of less than 15 miles per hour (MPH), and average daily vehicle volumes lower than 1,000. The Slow Streets toolkit (SFMTA.com/SlowStreetsToolkit) will be applied to streets not meeting the targets to better control vehicle speeds and volumes. Regular evaluation will continue on Slow Streets to measure progress towards these targets.

The good news is that all but four of the existing Slow Streets corridors are meeting or exceeding the goal of fewer than 1,000 vehicles per day. This indicates that the Slow Streets Program is mostly working well to discourage cut-through traffic on these streets. 20th Street, Minnesota Street, Noe Street, and Page Street will require volume management tools to reduce the number of vehicles on the street to below 1,000 vehicles per day. The Slow Streets team will develop proposed design changes for these four streets by Summer 2023.

On 12 of 16, or 75% of Slow Streets, typical median vehicle speeds are still higher than 15 MPH. This data indicates that it will be essential to focus on traffic calming elements like speed cushions and roadway narrowing to bring speeds down to the established target levels on Slow Streets. The Slow Streets team will develop traffic calming designs for all streets not meeting Program targets, beginning with the three streets (Arlington Street, Cabrillo Street, and Hearst Avenue) that most exceed the 15 MPH typical median speeds.

Moving forward, the project team will work to expand the Slow Streets Program to include additional streets in the network. New Slow Streets will be identified through a variety of community outreach efforts, including through the development of the Active Communities Plan (SFMTA.com/ActiveCommunities).

For more information about the Slow Streets Program, please visit:

SFMTA.com/SlowStreets

SFMTA

Slow Streets Evaluation Report Team:

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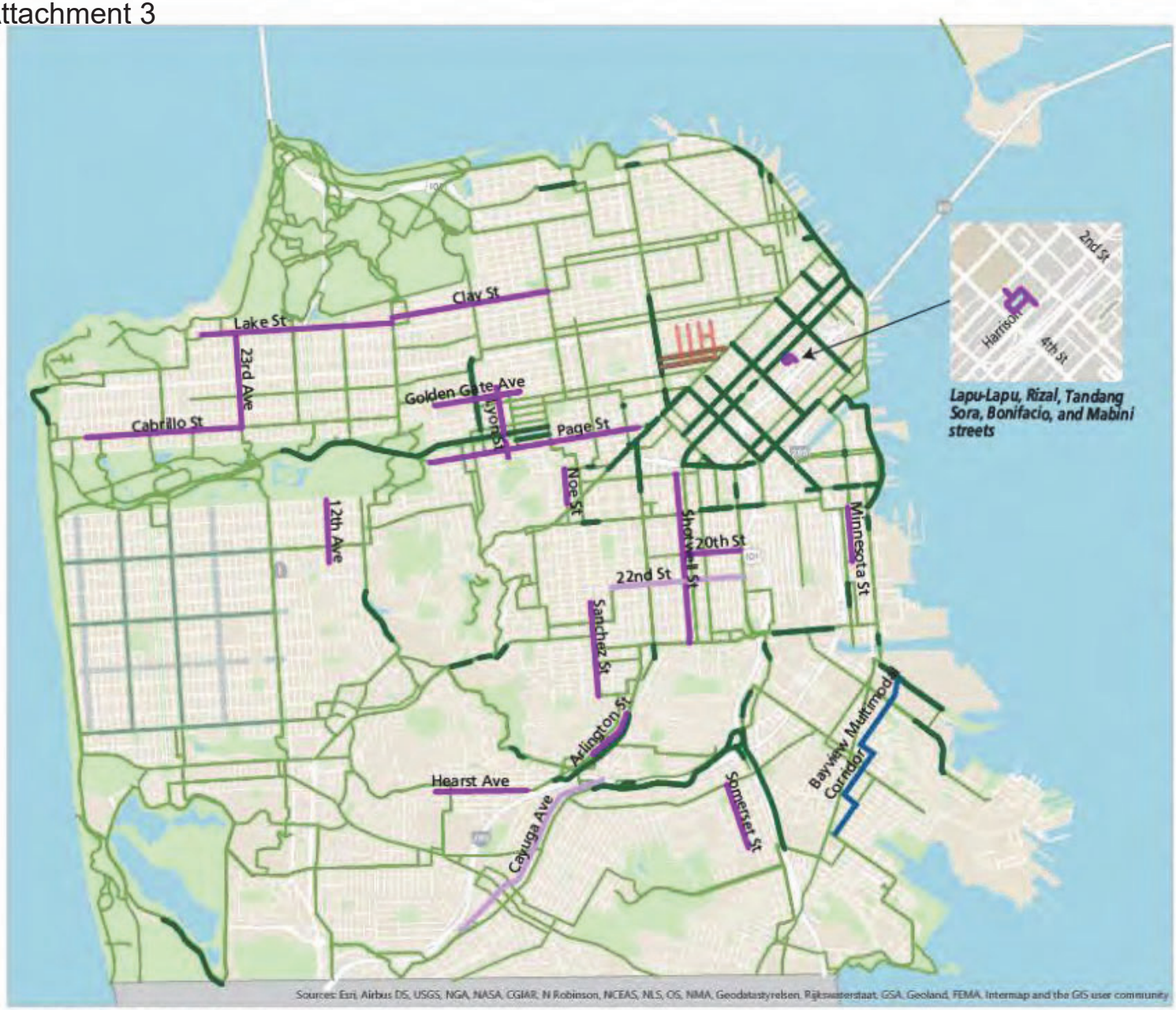
San Francisco Municipal Transportation Agency

Julia Malmo, Transportation Planner
San Francisco Transportation Agency

Jordan Hoy, Transportation Planner
San Francisco Municipal Transportation Agency

Alejo Alvarado, Transportation Planner
San Francisco Municipal Transportation Agency

Attachment 3



Slow Streets

Adopted Network

May 2023

LEGEND

- Existing Bike Network
- Protected Bikeways

Adopted Slow Streets

- Implemented Slow Streets
- Planned Slow Streets

Other Related Projects

- Proposed Sunset Neighborways
- Bayview Multimodal Community Corridor
- Tenderloin Traffic Safety Improvements

1 mile

Scale 1:51,315

SFMTA

Document Path: G:\01_Projects\Livable\Streets\Slow Streets Program\Slow Streets Program Update_2022.aprx
User Name: slang1

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Name and Sponsor			
Project Name:	SoMa Arterial Traffic Calming		
Implementing Agency:	SFMTA		
Prop L Expenditure Plan Information			
Prop L Program:	18- Safer and Complete Streets		
Prop L Sub-Program (if applicable):	18a- Capital Projects		
Second Prop L Program (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	Arterial Traffic Calming is an SFMTA effort to improve safety and slow traffic speeds on multilane streets that are currently on the High Injury Network, and that are ineligible for traditional traffic calming measures like speed humps and raised crosswalks. The project will particularly focus on streets where excesss roadway capacity and frequent freeway on-ramps may lead to high traffic speeds during off-peak periods. The initial project will focus in the South of Market (SoMa) neighborhood, given the combination of multilane streets with high traffic speeds and concentrations of vulnerable populations. Specific streets will be chosen based on locations without recent safety projects, presence of freeway on-ramps, and a combination of crash history and existing traffic speeds. Potential tools could include re-striping, lane reductions (aka, road diets), turn calming, raised crosswalk at minor intersections, and other interventions to narrow the roadway and prevent speeding.		
Project Location and Limits:	South of Market Neighborhood (SoMa)		
Supervisorial District(s):	District 06		
Is the project located on the 2022 Vision Zero High Injury Network ?	Yes	**Is the project located in an Equity Priority Community (EPC)?**	Yes
Which EPC(s) is the project located in?	Tenderloin-SoMa		

Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	Background SoMa Arterial Traffic Calming is a project of the San Francisco Municipal Transportation Agency (SFMTA) to improve safety and slow traffic speeds on multilane streets that are currently on the High Injury Network, and that are ineligible for traditional traffic calming measures. The project will particularly focus on streets where excesss roadway capacity and frequent freeway on-ramps may lead to high traffic speeds during off-peak periods. The SoMa neighborhood is an equity priority community, with a high concentration of vulnerable populations and numerous streets on the High Injury Network. While SFMTA has reconfigured many SoMa streets in the past few years to add transit and/or protected bike lanes, several have retained the same basic configuration for decades even as the SoMa neighborhood has grown, and remain on the 2022 High Injury Network. This project will focus on major SoMa streets that have not yet received comprehensive corridor redesigns. The goals of this program include: • Enhancing safety for all residents, especially seniors and families; and, • Reduce speeding, which is the primary cause of traffic injuries and deaths in San Francisco. Prioritization and Screening SFMTA will prioritize streets for the project using a combination of crash history, and existing traffic speeds. Streets included in the screening will include all major SoMa streets (i.e., not alleys) that have not had transit or bike lane projects installed in the past 5 years. Collision data is from TransBASE, a collision database developed by the Department of Public Health in collaboration with SFMTA, the San Francisco Police Department, and the Office of the Controller. SFMTA will work with a contractor to collect speed data. Conceptual Design Based on the screening, SFMTA will prepare conceptual designs and cost estimates for up to four (4) corridors. Potential tools could include re-striping, lane reductions, turn calming, raised crosswalk at minor intersections, and other interventions to narrow the roadway and prevent speeding. Final Design and Construction The SFMTA will complete final design, project approvals and construction for up to (2) corridors. Construction is anticipated to use SFMTA and/or SFPW crews. Additional corridors could be considered for final design and construction pending available funding. Equity: SoMa is an Equity Priority Community, with a high density of seniors, children and pedestrian. Yet, the neighborhood also includes many wide, fast streets that are incompatible with the residential context. This project will improve safety for vulnerable populations by slowing traffic using proven engineering tools. Outreach: During the screening and conceptual design phases, SFMTA will work with the District 6 office to conduct outreach to SoMa communities to inform priority streets for investment. The SFMTA has close relationships with many SoMa community groups through work on Folsom, Howard, 5th Street, and other projects, and will build on these relationships to conduct culturally relevant outreach. Survey materials will be available in multiple languages, and distributed in-person in addition to online to reach as many groups as possible.

Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	
Type of Environmental Clearance Required:	Categorically Exempt
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	SFPW

Project Delivery Milestones	**Status**	**Work**	**Start Date**		**End Date**	
Phase	**% Complete**	**In-house - Contracted - Both**	**Quarter**	**Fiscal Year (starts July 1)**	**Quarter**	**Fiscal Year (starts July 1)**
Planning/Conceptual Engineering			Q1-Jul-Aug-Sep	2024/25	Q4-Apr-May-Jun	2024/25
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (e.g. Award Contract)						
Operations (i.e. paratransit)						
Open for Use						
Project Completion (means last eligible expenditure)						

Notes

When specific projects are identifed and SFMTA is prepared to seek Prop L funds, SFMTA will provide project delivery milestones for all relevant project phases.

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Name:	SoMa Arterial Traffic Calming

Project Cost Estimate		**Funding Source**		
Phase	**Cost**	**Prop L**	**Other**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$ -		$ -	
Environmental Studies (PA&ED)	$ -	$ -	$ -	
Right of Way	$ -	$ -	$ -	
Design Engineering (PS&E)	$ -		$ -	
Construction	$ 1,000,000	$ 1,000,000	$ -	Prior work
Operations (i.e. paratransit)	$ -	$ -	$ -	
Total Project Cost	$ 1,000,000	$ 1,000,000	$ -	
Percent of Total		**100%**	**0%**	

Funding Plan - All Phases - All Sources

Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)

Fund Source	**Prop L Program**	**Phase**	**Fund Source Status**	**Fiscal Year of Allocation (Programming Year)**	**Total Funding**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**
Prop L	18- Safer and Complete Streets	TBD	Planned	2024/25	$ 1,000,000	$ -	$ 120,000	$ 520,000	$ 360,000	$ -
				Total By Fiscal Year	**$ 1,000,000**	**$ -**	**$ 120,000**	**$ 520,000**	**$ 360,000**	**$ -**

Notes

The Transportation Authority expects to see signficant leveraging at time of allocation.

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	***SoMa Arterial Traffic Calming***
Relative Level of Need or Urgency (time sensitive)	The program should proceed in the proposed timeframe because the improvements that result could play a key role in our efforts to achieve Vision Zero, given that traffic speeds are a leading cause of traffic injuries and fatalities.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	The SoMa community strongly supports reconfiguring neighborhoods streets to improve safety and increase multimodal connections. This project is consistent with numerous neighborhood planning efforts, including Central SoMa Plan and Eastern Neighborhoods Plan
Benefits to Disadvantaged Populations and Equity Priority Communities	The progam is specifically designed to improve safety for the most vulnerable members of our community, children, seniors, and people with disabilities.
Compatability with Land Use, Design Standards, and Planned Growth	Yes
San Francisco Transportation Plan Alignment (SFTP)	Safety and Livability
	Treatments to slow traffic speeds ensure San Francisco residents and visitors will have attractive and safe travel options that improve public health, support livable neighborhoods, and address the needs of all users.
The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.	
18- Safer and Complete Streets	
Safety (Capital Projects - Sub-program)	Recommended improvements from this program are designed to increase traffic safety for all road users, in particularly vulnerable pedestrians.
Benefits Multi-Modal Users (Capital Projects - Sub-program)	Project will use proven engineering tools known to reduce speeding, providing a direct benefit to the uniquely vulnerable youth population and all active tansportation users.
Proximity to Key Resources (Capital Projects - Sub-program)	Citywide
Complete Streets Elements (Capital Projects - Sub-program)	Lane reductions and other roadway reconfigurations are a critical component of making sure streets are designed for everyone who is using them: people walking, biking, taking transit, driving, and other modes.

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Name and Sponsor			
Project Name:	Tenderloin Protected Intersections		
Implementing Agency:	SFMTA		
Prop L Expenditure Plan Information			
Prop L Program:	18- Safer and Complete Streets		
Prop L Sub-Program (if applicable):	18a- Capital Projects		
Second Prop L Program (if applicable):	26- Equity Priority Transportation Program		
Project Information			
Brief Project Description for MyStreetSF (80 words max):	This project would install protected corners at select intersections on protected bikeways in the Tenderloin using concrete curbs and speed humps to calm turning traffic and create a safer, separated crossing for people on bikes. Locations would include Turk Street, Golden Gate Avenue, and Polk Street.		
Project Location and Limits:	Turk Street, Golden Gate Avenue, and Polk Street within the Tenderloin neighborhood.		
Supervisorial District(s):	District 05		
Is the project located on the 2022 Vision Zero High Injury Network ?	Yes	**Is the project located in an Equity Priority Community (EPC)?**	Yes
Which EPC(s) is the project located in?	Tenderloin-SOMA		
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	Every street in the Tenderloin is on the Vision Zero High Injury Network, including Turk Street, Golden Gate Avenue, and Polk Street where protected bike lanes have previously been installed. The streetscape project on Polk Street installed protected north-south bikeways on the corridor in spring 2019. Turk Street and Golden Gate Avenue are a couplet for east-west bike traffic through the Tenderloin neighborhood, and both streets have received quick-build improvements to convert the painted bike lanes to protected bikeways in the last five years. Despite these improvements, all three bike routes in the Tenderloin continue to remain on the High Injury Network and more concrete improvements are needed at the intersection-level. This project plans to construct protected corners using concrete curbs and speed humps, if needed, to calm turning traffic and create a safer, separated crossing for people on bikes. The protected corner physically separates people walking, biking, and driving, and angles drivers so that it is easier for them to see and yield to people walking and biking. Where a protected corner is included, a flashing yellow arrow could be installed to further remind drivers to yield to people on bikes and on foot at the intersection. While SFMTA applied for a $3M Safe Streets for All (SS4A) grant for this project, because the agency just given a $17M SS4A grant for Western Addition work, the potential for success in this round is low; thus, the potential award is not included in the funding plan. If a SS4A grant is awarded, it would fund increased scope of the number of intersections treated within the Tenderloin		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Protected intersection diagram available from NACTO: https://nacto.org/publication/dont-give-up-at-the-intersection/protected-intersections/ Example of protectd corner at 7th/ Howard: https://goo.gl/maps/6zEBBCwAg7GE9dRb7		
Type of Environmental Clearance Required:	Categorically Exempt		
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.			

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	**% Complete**	**In-house - Contracted - Both**	**Quarter**	**Fiscal Year (starts July 1)**	**Quarter**	**Fiscal Year (starts July 1)**
Planning/Conceptual Engineering	25%	In-house	Q1-Jul-Aug-Sep	2023/24	Q4-Apr-May-Jun	2023/24
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	0%	In-house	Q1-Jul-Aug-Sep	2024/25	Q4-Apr-May-Jun	2024/25
Advertise Construction						
Start Construction (e.g. Award Contract)	0%	In-house	Q1-Jul-Aug-Sep	2025/26		
Operations (i.e. paratransit)						
Open for Use					Q3-Jan-Feb-Mar	2026/27
Project Completion (means last eligible expenditure)					Q1-Jul-Aug-Sep	2027/28

Notes

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Name:	Tenderloin Protected Intersections

Project Cost Estimate		**Funding Source**		
Phase	**Cost**	**Prop L**	**Other**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$ 100,000	$ -	$ 100,000	Prior work
Environmental Studies (PA&ED)	$ -	$ -	$ -	
Right of Way	$ -	$ -	$ -	
Design Engineering (PS&E)	$ 250,000	$ -	$ 250,000	Prior work
Construction	$ 1,500,000	$ 1,000,000	$ 500,000	Prior work
Operations (i.e. paratransit)	$ -	$ -	$ -	
Total Project Cost	$ 1,850,000	$ 1,000,000	$ 850,000	
Percent of Total		**54%**	**46%**	

Funding Plan - All Phases - All Sources

Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)

Fund Source	**Prop L Program**	**Phase**	**Fund Source Status**	**Fiscal Year of Allocation (Programming Year)**	**Total Funding**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**
Prop B General Fund		Planning/Conceptual Engineering	Programmed	2023/24	$100,000	$ -	$ -	$ -	$ -	$ -
Prop B		Design Engineering (PS&E)	Planned	2024/25	$250,000	$ -	$ -	$ -	$ -	$ -
Prop L	26- Equity Priority Transportation Program	Construction	Planned	2025/26	$750,000	$ -	$ -	$ -	$ 375,000	$ 375,000
Prop L	18- Safer and Complete Streets	Construction	Planned	2025/26	$250,000	$ -	$ -	$ -	$ 125,000	$ 125,000
TBD (e.g., Prop B)		Construction	Planned	2025/26	$500,000	$ -	$ -	$ -	$ -	$ -
				Total By Fiscal Year	**$ 1,850,000**	**$ -**	**$ -**	**$ -**	**$ 500,000**	**$ 500,000**

Notes

Prop L Equity Priority Transportation Program funds, which SFMTA has requested for this project, are subject to Transportation Authority Board approval in a future round of 5YPP adoption, anticipated in February 2024, and are not being recommended for approval at this time. They are shown for reference as part of the proposed funding plan.

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	***Tenderloin Protected Intersections***
Relative Level of Need or Urgency (time sensitive)	The Tenderloin Protected Intersections are included in the scope of the 2023 Safe Streets for All Tenderloin Community Safe Streets Project grant application. While SFMTA applied for a $3M Safe Streets for All (SS4A) grant, because the agency just given a $17M SS4A grant for Western Addition work, the potential for success in this round is low, so the potential award is not included in the funding plan. If a SS4A grant is awarded, it would fund increased scope of the number of intersections treated within the Tenderloin
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	This project would build upon previous protected bikeway efforts, including work on Golden Gate Avenue in 2016 and 2021, Turk Street in 2018, and Polk Street in 2019. SFMTA has a conducted longstanding, robust and continuous community engagement in the Tenderloin centered on No Turn On Red and 20 mph project, the Leavenworth Street and Golden Gate Avenue Quick-Builds, Taylor Street and 6th Street streetscapes, the SF Planning Tenderloin Community Action Plan, Shared Spaces, Sunday Streets, and Better Market Street. Additional details relating to how these efforts inform Tenderloin Protected Intersections can be provided at the time of an allocation.
Benefits to Disadvantaged Populations and Equity Priority Communities	The Tenderloin is located in an Equity Priority Community, and every street in this neighborhood is on the High Injury Network, including Turk Street, Golden Gate Avenue, and Polk Street where protected bike lanes have previously been installed.
Compatability with Land Use, Design Standards, and Planned Growth	Yes
San Francisco Transportation Plan Alignment (SFTP)	Safety and Livability
	This work supports the Vision Zero policy.

The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.	
18- Safer and Complete Streets	
Safety (Capital Projects - Sub-program)	Every street in the Tenderloin is on the High Injury Network, including Turk Street, Golden Gate Avenue, and Polk Street where protected bike lanes have previously been installed, despite a 18% car ownership rate in the neighborhood.
Benefits Multi-Modal Users (Capital Projects - Sub-program)	This project plans to construct protected corners to calm turning traffic and create a safer, separated crossing for people on bikes. The protected corner physically separates people walking, biking, and driving, and angles drivers so that it is easier for them to see and yield to people walking and biking.
Proximity to Key Resources (Capital Projects - Sub-program)	A large share of the population of low-income households in the Tenderloin are transit-dependent, with only 18% of residents owning a vehicle. Increasing safety for people and walking, especially in connection to transit, is critical for quality of life.
Complete Streets Elements (Capital Projects - Sub-program)	This project plans to construct protected corners to calm turning traffic and create a safer, separated crossing for people on bikes. The protected corner physically separates people walking, biking, and driving, and angles drivers so that it is easier for them to see and yield to people walking and biking.

The next section only applies to projects that are proposed under multiple Expenditure Plan programs. The questions that are required to be filled out for each program will auto-populate once the Second Prop L program (row 7) is selected on the Scope & Schedule tab.	
26- Equity Priority Transportation Program	
Safety	Every street in the Tenderloin is on the Vision Zero High Injury Network, including Turk Street, Golden Gate Avenue, and Polk Street where protected bike lanes have previously been installed. This project plans to construct protected corners using concrete curbs and speed humps, if needed, to calm turning traffic and create a safer, separated crossing for people on bikes. The protected corner physically separates people walking, biking, and driving, and angles drivers so that it is easier for them to see and yield to people walking and biking. Where a protected corner is included, a flashing yellow arrow could be installed to further remind drivers to yield to people on bikes and on foot at the intersection.
Supports Equitable Access .	This project creates a safer network of streets for people to bike and walk in the Tenderloin community, where every street is currently on the High Injury Network
Geographic Distribution	Nearly every street in the Tenderloin has received quick-build improvements, yet every street continues to remain on the High Injury Network. The Planning Department is also currently pursuing a Tenderloin Community Action Plan.
Limited Other Funding Options	Prop B is planned for the planning and design phases, and Prop L and other funding sources to be identified is planned for the construction phase. There is still a funding gap, which can be filled by additional Prop B or grants.

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Name and Sponsor			
Project Name:	Valencia Street Bikeway Improvements		
Implementing Agency:	SFMTA		
Prop L Expenditure Plan Information			
Prop L Program:	18- Safer and Complete Streets		
Prop L Sub-Program (if applicable):	18a- Capital Projects		
Other Prop L Programs (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	The Valencia Street Bikeway Improvements project will design and construct long-term safety and streetscape improvements on the Valencia Street corridor between Market and Mission streets. Long-term bikeway alternatives for Valencia include curbside one-way protected bikeways, curbside two-way protected bikeway, and pedestrianized Valencia Street that may result in converting the corridor to a one-way street or restricting through-traffic on the corridor, as well as the current center-running configuration.		
Project Location and Limits:	Valencia Street between Market and Mission streets		
Supervisorial District(s):	District 06, District 08, District 09		
Is the project located on the 2022 Vision Zero High Injury Network ?	Yes	**Is the project located in an Equity Priority Community (EPC)?**	Yes
Which EPC(s) is the project located in?	Inner Mission		
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	The Valencia Street Bikeway Improvements project will design and construct long-term safety and streetscape improvements on the Valencia Street corridor between Market and Mission streets. Valencia Street between 15th Street and Cesar Chavez is on the Vision Zero High Injury Network. The project aims to improve safety for all who travel on the corridor while ensuring access for people and goods. This effort builds upon the 2018 parking-protected bikeway project between Market and 15th streets and the 2023 center-running bikeway pilot between 15th and 23rd streets. Long-term bikeway alternatives for Valencia include curbside one-way protected bikeways, curbside two-way protected bikeway, and pedestrianized Valencia Street that may result in converting the corridor to a one-way street or restricting through-traffic on the corridor, as well as the current center-running configuration. Signal upgrades and modifications may be required along the corridor to support the recommended bikeway alternative for the corridor.		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	See attached for three of the bikeways alternatives for Valencia.		
Type of Environmental Clearance Required:	TBD		
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.			

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	**% Complete**	**In-house - Contracted - Both**	**Quarter**	**Fiscal Year (starts July 1)**	**Quarter**	**Fiscal Year (starts July 1)**
Planning/Conceptual Engineering	0%	In-house and Contracted	Q1-Jul-Aug-Sep	2023/24	Q2-Oct-Nov-Dec	2024/25
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (e.g. Award Contract)	0%	In-house and Contracted	Q1-Jul-Aug-Sep	2026/27		
Operations (i.e. paratransit)						
Open for Use					Q3-Jan-Feb-Mar	2027/28
Project Completion (means last eligible expenditure)						

Notes

The pilot will run until August of 2024. Future Project Delivery Milestones and full scope of project are unknown at this time pending the results of the Valencia Pilot.

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Name:	Valencia Street Bikeway Improvements

Project Cost Estimate		**Funding Source**		
Phase	**Cost**	**Prop L**	**Other**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$ 355,000	$ -	$ 355,000	Actual cost
Environmental Studies (PA&ED)	$ -	$ -	$ -	
Right of Way	$ -	$ -	$ -	
Design Engineering (PS&E)	$ -	$ -	$ -	
Construction	$ 1,000,000	$ 1,000,000		Forecast pending results of pilot.
Operations (i.e. paratransit)	$ -	$ -	$ -	
Total Project Cost	$ 1,355,000	$ 1,000,000	$ 355,000	
Percent of Total		**74%**	**26%**	

* $355K of Other is Prop K sales tax

* Including Prop K, sales tax is 100% of the total

Funding Plan - All Phases - All Sources

Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)

Fund Source	**Prop L Program**	**Phase**	**Fund Source Status**	**Fiscal Year of Allocation (Programming Year)**	**Total Funding**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**
Prop K NTIP		Planning/Conceptual Engineering	Allocated	Previous	$ 145,000	$ -	$ -	$ -	$ -	$ -	$ -
Prop K NTIP		Planning/Conceptual Engineering	Allocated	2022/23	$ 210,000	$ -	$ -	$ -	$ -	$ -	$ -
Prop L	18- Safer and Complete Streets	Construction	Planned	2026/27	$ 1,000,000	$ -	$ -	$ -	$ -	$ 500,000	$ 500,000
				Total By Fiscal Year	**$ 1,355,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 500,000**	**$ 500,000**

Notes

The pilot will run until August of 2024. Construction estimates, and full scope and schedule of the project are unknown pending the results of the Valencia Pilot. $1M and FY26/27 allocation timeframe serves as the best forecast possible of future Valencia needs given unknowns at this time.

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	***Valencia Street Bikeway Improvements***
Relative Level of Need or Urgency (time sensitive)	There is currently a NTIP study to analyze the long-term bikeway alternatives for Valencia, including curbside one-way protected bikeways, curbside two-way protected bikeway, and pedestrianized Valencia Street. This study will result in conceptual plans for Valencia by end of 2024, at which time funding will be needed for detailed design and construction of the recommended alternative.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	This project builds upon the 2018 parking-proteted bikeway project between Market and 15th streets and the 2023 center-running bikeway pilot between 15th and 23rd streets
Benefits to Disadvantaged Populations and Equity Priority Communities	Valencia between 21st and Cesar Chavez is in an EPC.
Compatability with Land Use, Design Standards, and Planned Growth	Yes
San Francisco Transportation Plan Alignment (SFTP)	Safety and Livability
	This work supports the Vision Zero policy.

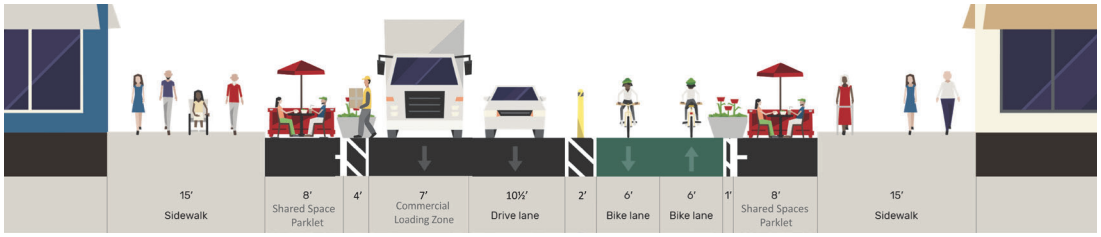
The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.	
18- Safer and Complete Streets	
Safety (Capital Projects - Sub-program)	Valencia Street between 15th Street and Cesar Chavez is on the Vision Zero High Injury Network. This project would construct protected bikeways to reduce the number of interactions between people on bikes and in cars by providing physical separation.
Benefits Multi-Modal Users (Capital Projects - Sub-program)	This project would construct protected bikeways to reduce the number of interactions between people on bikes and in cars by providing physical separation.
Proximity to Key Resources (Capital Projects - Sub-program)	Valencia Street is one block from the 16th Street and 24th Street BART stations serving the Mission Neighborhood. The Muni 22 Fillmore route crosses Valencia at 16th Street, the 33 Ashbury route crosses Valencia at 18th Street, and the 14 Mission, 14R Mission Rapid, and 49 Van Ness/ Mission route operate one block from Valencia on Mission Street.
Complete Streets Elements (Capital Projects - Sub-program)	This project would construct protected bikeways to reduce the number of interactions between people on bikes and in cars by providing physical separation.
Safety (Outreach and Education Programs - Sub-program)	
Safety (New Traffic Signals - Sub-program)	

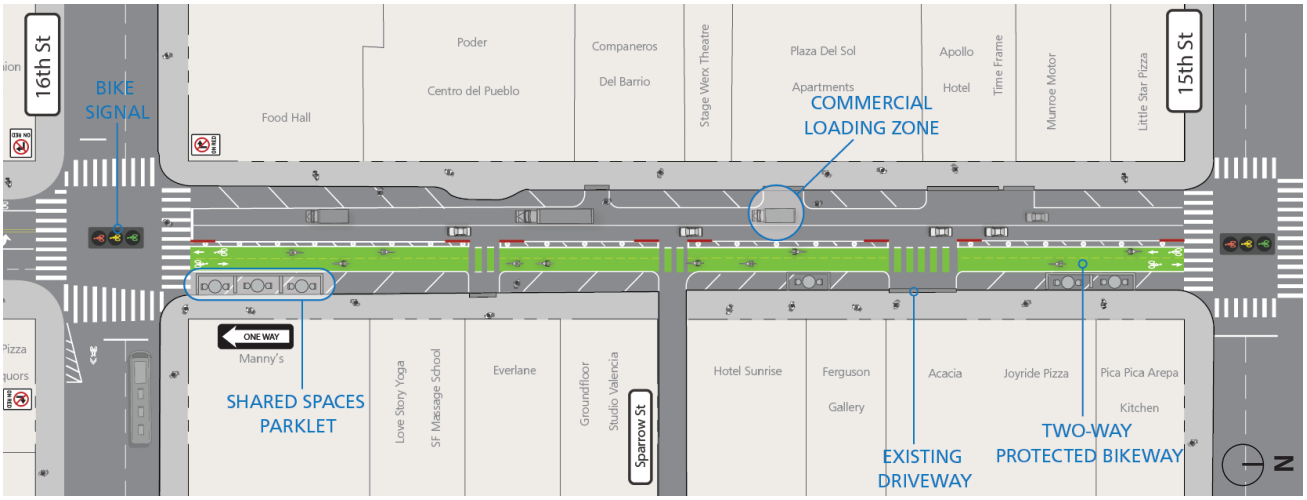
Alternative Valencia Design

Curbside Two-way Protected Bikeways

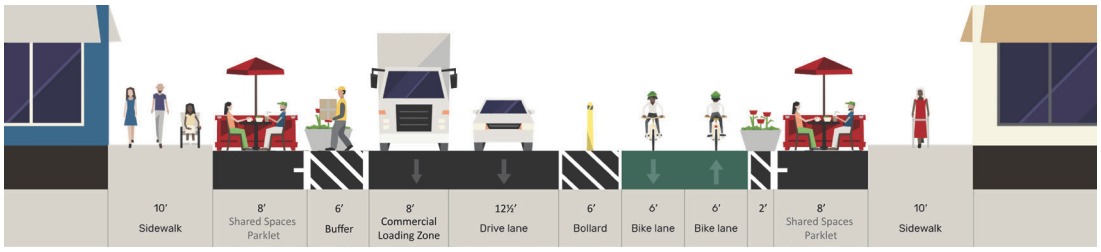
*For Illustrative Purposes Only. All designs would require further design work, vetting through city review, and approvals.

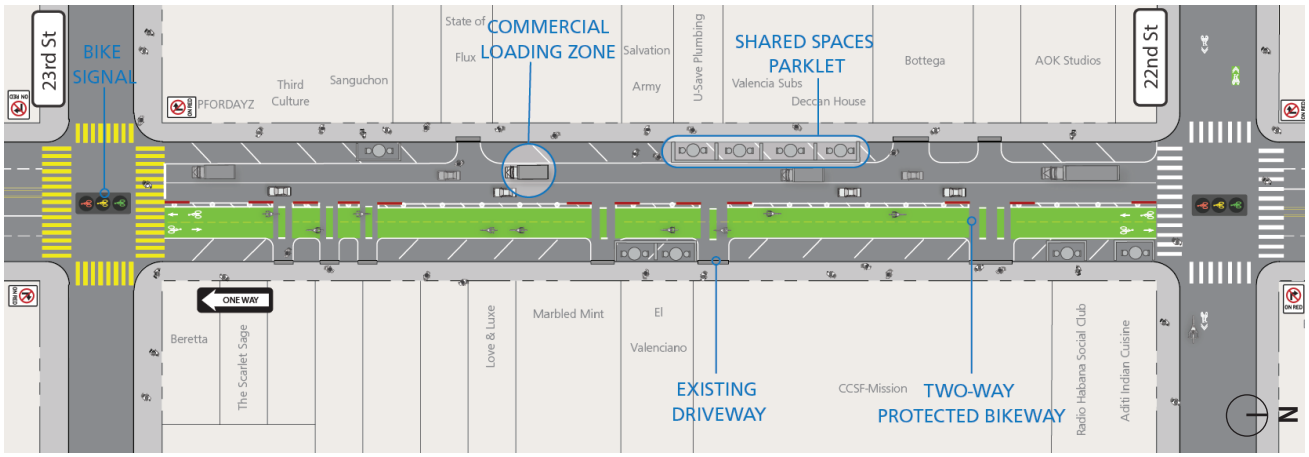
Valencia Street (15th - 16th street)





Valencia Street (22nd - 23rd street)



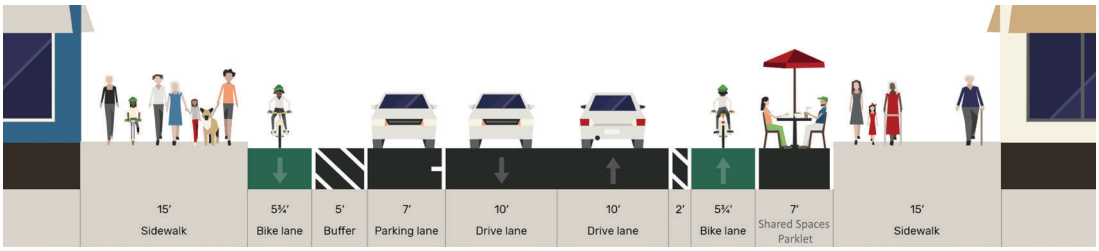


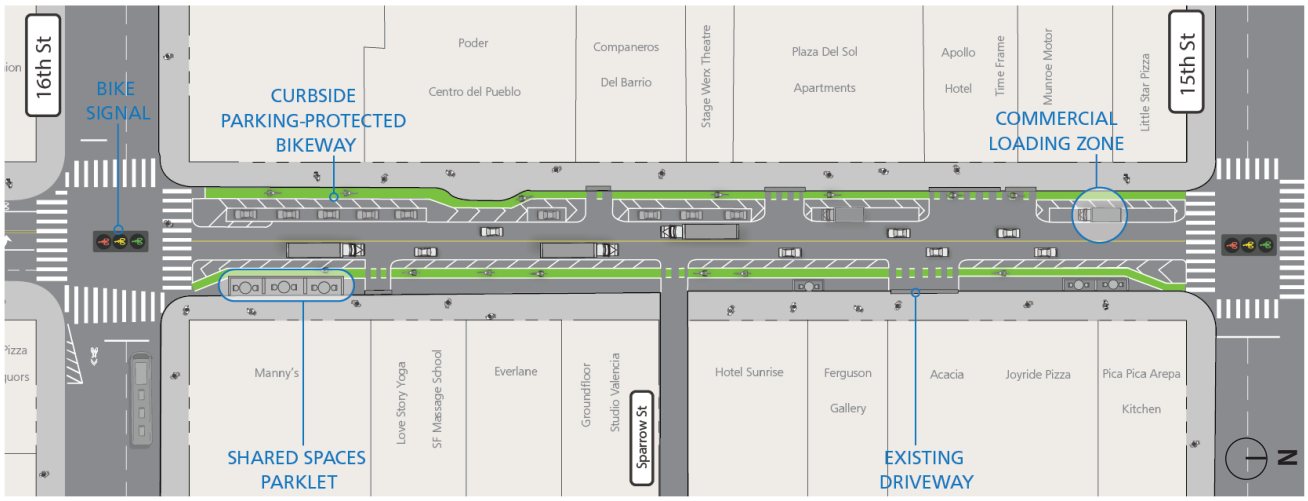
Alternative Valencia Design

Curbside Parking-Protected Bikeway

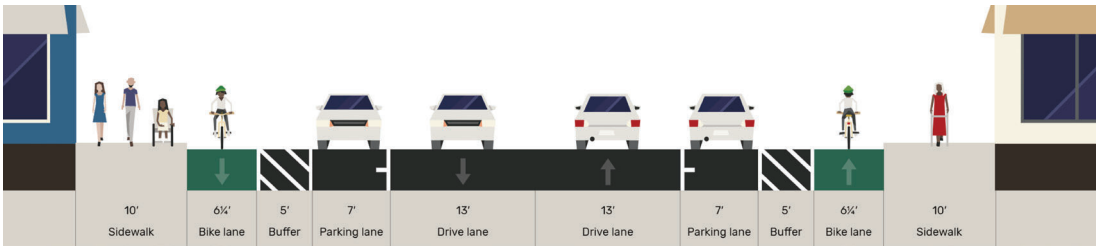
*For Illustrative Purposes Only. All designs would require further design work, vetting through city review, and approvals.

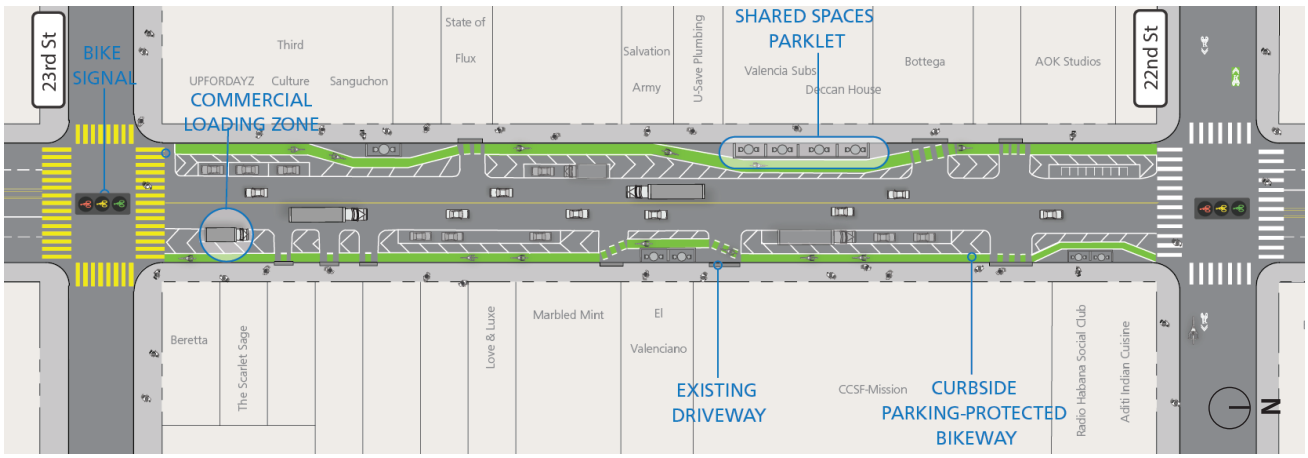
Valencia Street (15th - 16th street)





Valencia Street (22nd - 23rd street)



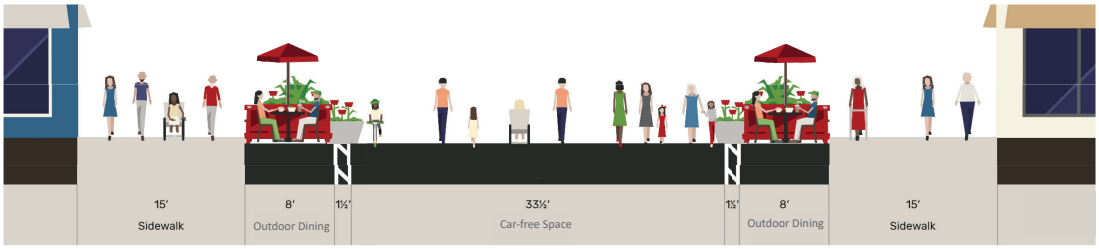


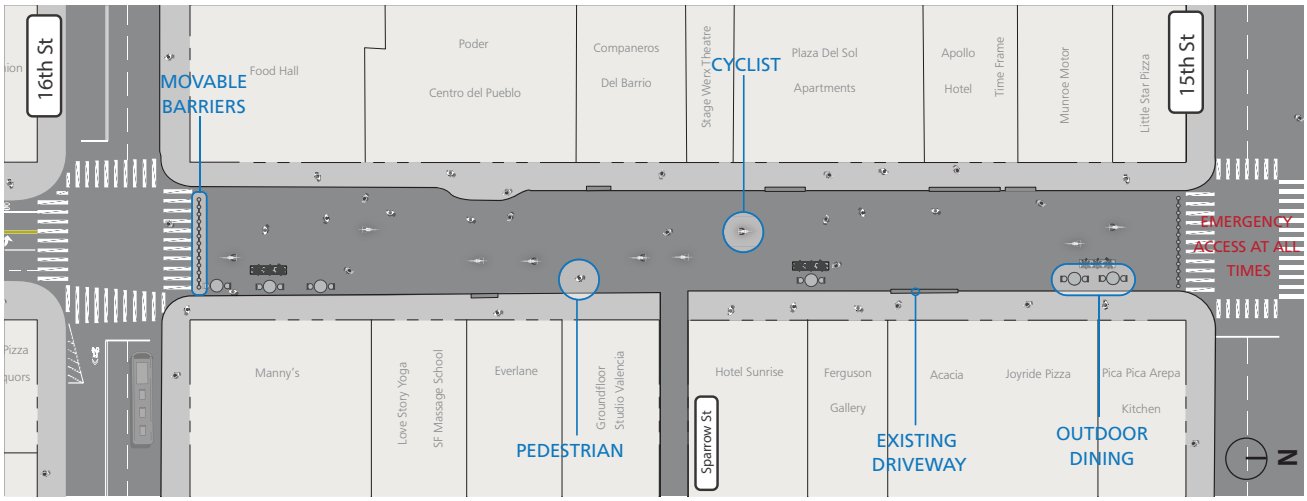
Alternative Valencia Design

Pedestrianized Valencia

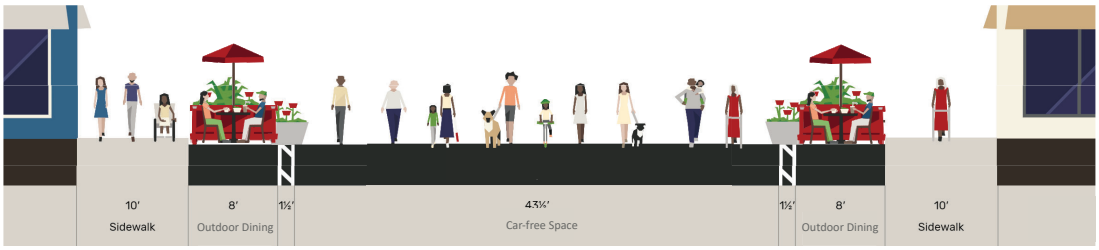
*For Illustrative Purposes Only. All designs would require further design work, vetting through city review, and approvals.

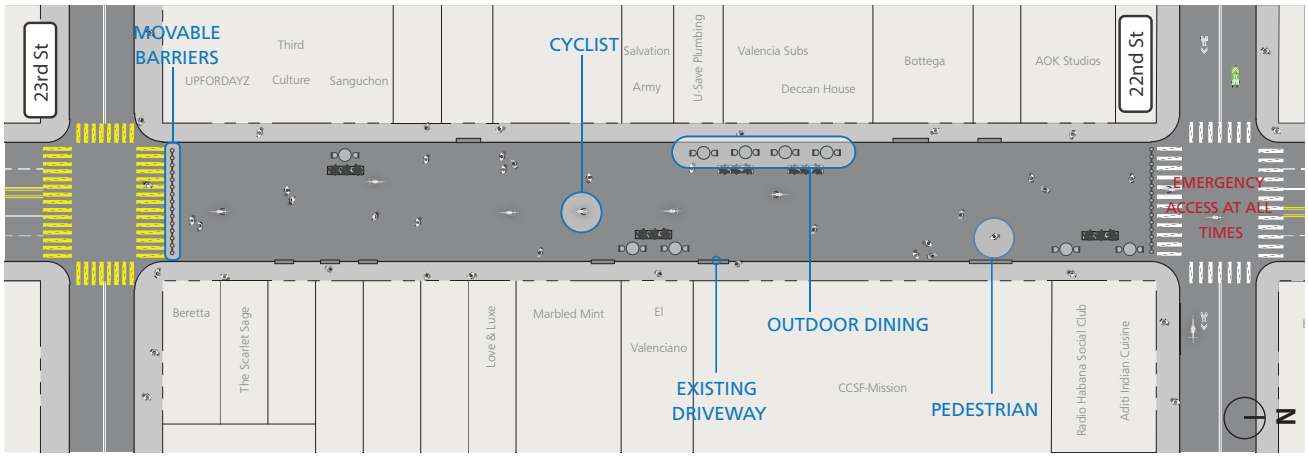
Valencia Street (15th - 16th street)





Valencia Street (22nd - 23rd street)





Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Name and Sponsor			
Project Name:	Vision Zero Left Turn Traffic Calming		
Implementing Agency:	SFMTA		
Prop L Expenditure Plan Information			
Prop L Program:	18- Safer and Complete Streets		
Prop L Sub-Program (if applicable):	18a- Capital Projects		
Second Prop L Program (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	This program will implement left-turn traffic calming (e.g., paint, post, rubber speed bumps) at 28 new high priority locations on the High Injury Network by 2024. Left turn crashes are one of the top severe and fatal crash factors for people walking and biking. This project will improve visibility and reduce conflicts for vulnerable road users. Pending list of locations requested from SFMTA.		
Project Location and Limits:	TBD along the high injury network and other left turn crash sites.		
Supervisorial District(s):	TBD		
Is the project located on the 2022 Vision Zero High Injury Network ?	Yes	**Is the project located in an Equity Priority Community (EPC)?**	Yes
Which EPC(s) is the project located in?	TBD, but with focus on high injury network which overlaps with Equity Priority Communities.		
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	This program will implement left-turn traffic calming at 28 new high priority locations on the High Injury Network by 2024 using paint, post, and rubber speed bumps. As of June 2023, 7 of 28 locations have been installed. Left turn crashes are one of the top severe and fatal crash factorsfor people walking and biking. This project will improve visibility and reduce conflicts for vulnerable road users. The 7 locations that have been treated are: -10th Street and Folsom -Broadway and Montgomery -Gough and Sacramento -Ellis and Leavenworth -Leavenworth and Sutter -Lincoln and 17th Avenue -Lincoln and 18th Avenue For outreach during the pilot, SFMTA undertook a Neighborhood Education Campaign, focused on informing residents near the pilot locations about their purpose, digital display ads, and online videos. As well, partnering with community-based organizations, SFMTA undertook a city-wide outreach campaign that reached over 17,000 people, along with a multi-lingual advertising campaign utilizing bus ads, pole banners, and bus stop ads. Similar outreach around installation sites will be conducted for future locations as well as before and after evaluations. More information on the pilot, city-wide outreach, and evaluation results can be found at: https://www.visionzerosf.org/wp-content/uploads/2021/11/Vision-Zero-SF_LeftTurns_Report_20211112_Web-FINAL.pdf		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.			

Type of Environmental Clearance Required:	Categorically Exempt
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	**% Complete**	**In-house - Contracted - Both**	**Quarter**	**Fiscal Year (starts July 1)**	**Quarter**	**Fiscal Year (starts July 1)**
Planning/Conceptual Engineering		In-house	Q3-Jan-Feb-Mar	2021/22	Q2-Oct-Nov-Dec	2024/25
Environmental Studies (PA&ED)		In-house	Q3-Jan-Feb-Mar	2021/22	Q2-Oct-Nov-Dec	2024/25
Right of Way						
Design Engineering (PS&E)		In-house	Q4-Apr-May-Jun	2021/22	Q2-Oct-Nov-Dec	2024/25
Advertise Construction						
Start Construction (e.g. Award Contract)		In-house	Q1-Jul-Aug-Sep	2022/23		
Operations (i.e. paratransit)						
Open for Use					Q2-Oct-Nov-Dec	2024/25
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2024/25

Notes

At the time of the allocation request, SFMTA will need to provide project delivery milestones for the relevant phases of the specific proposed scope of work.

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Name:	Vision Zero Left Turn Traffic Calming

Project Cost Estimate		**Funding Source**		
Phase	**Cost**	**Prop L**	**Other**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$ 70,000	$ -	$ 70,000	Actuals
Environmental Studies (PA&ED)	$ 5,000	$ -	$ 5,000	Actuals
Right of Way	$ -	$ -	$ -	
Design Engineering (PS&E)	$ 25,000	$ -	$ 25,000	Actuals and prior work
Construction	$ 300,000	$ 200,000	$ 100,000	Actuals and prior work
Operations (i.e. paratransit)	$ -	$ -	$ -	
Total Project Cost	$ 400,000	$ 200,000	$ 200,000	
Percent of Total		**50%**	**50%**	See text box

Leveraging TBD pending information from SFMTA. Prior work for the seven completed intersections does not count toward leveraing of Prop L funds to be applied toward 28 additional

Funding Plan - All Phases - All Sources

Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)

Fund Source	**Prop L Program**	**Phase**	**Fund Source Status**	**Fiscal Year of Allocation (Programming Year)**	**Total Funding**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**
Prop B		Planning/Conceptual Engineering	Allocated	2021/22	$ 70,000	$ -	$ -	$ -	$ -	$ -
Prop B		Environmental Studies (PA&ED)	Allocated	2021/22	$ 5,000	$ -	$ -	$ -	$ -	$ -
Prop B		Design Engineering (PS&E)	Allocated	2021/22	$ 25,000	$ -	$ -	$ -	$ -	$ -
Prop B		Construction	Allocated	2021/22	$ 100,000	$ -	$ -	$ -	$ -	$ -
Prop L	18- Safer and Complete Streets	Construction	Planned	2023/24	$ 100,000	$ -	$ 50,000	$ 50,000	$ -	$ -
Prop L	18- Safer and Complete Streets	Construction	Planned	2024/25	$ 100,000	$ -	$ -	$ -	$ 50,000	$ 50,000
				Total By Fiscal Year	**$ 400,000**	**$ -**	**$ 50,000**	**$ 50,000**	**$ 50,000**	**$ 50,000**

Notes

Note funding for 7 completed intersections is shown for reference, but does not count toward leveraging of the proposed Prop L funds for 28 additional intersections.

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	***Vision Zero Left Turn Traffic Calming***
Relative Level of Need or Urgency (time sensitive)	2021 Vision Zero Action Strategy commitment to expand the left turn traffic calming program to 35 new locations by 2024. Left turn crashes are one of the top severe and fatal traffic crash factors for people walking and biking. Fund are needed to complete the remaining 28 locations.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	The pilot project testing out the smaller rubber speed bumps was strongly supported by the public, advocate groups, and the Mayor's Office. Evaluation showed positive results from these treatments in slowing left turns and there was a commitment made in the Vision Zero Action Strategy to expand this proven countermeasure to other high crash sites throughout the city. The education campaign paired with the engineering project provided grants to six community based organizations serving vulernable road user populations to deepen project outreach. Refer to the detailed project description for information on the pilot and outreach efforts.
Benefits to Disadvantaged Populations and Equity Priority Communities	Left turn crashes are one of the top severe and fatal traffic crash factors for people walking and biking, some of our most vulnerable road users. The left turn reduction program will install calming treatments at the top crash locations on the high injury network, which overlaps with Equity Priority Communities.
Compatability with Land Use, Design Standards, and Planned Growth	Yes
San Francisco Transportation Plan Alignment (SFTP)	Safety and Livability, Equity
	This work supports Vision Zero, the citywide policy to end traffic deaths. 40% of traffic deaths in San Francisco in 2019 were caused when drivers made left turns and didn't see the person in the crosswalk. Overall, the seven intersections piloted in early 2021 for left-turn traffic safety treatments resulted in an approximately 17% reduction in average speed (1.7 mph slower) and a 71% reduction in the likelihood of a car turning left at speeds over 15 mph.

The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.	
18- Safer and Complete Streets	
Safety (Capital Projects - Sub-program)	Left turn crashes are one of the top severe and fatal traffic crash factors for people walking and biking, some of our most vulnerable road users. The left turn reduction program will install calming treatments at the top crash locations on the high injury network, which overlaps with Equity Priority Communities.
Benefits Multi-Modal Users (Capital Projects - Sub-program)	Left turn crashes are one of the top severe and fatal traffic crash factors for people walking and biking, some of our most vulnerable road users. The left turn reduction program will install calming treatments at the top crash locations on the high injury network, which overlaps with Equity Priority Communities.
Proximity to Key Resources (Capital Projects - Sub-program)	The left turn safety project will use paint, post, and rubber speed bumps to calm turning speeds at intersections identified as high left turn crash sites. These may also be areas with high ped/bike volumes (e.g. along business corridors, near parks, etc.). Pedestrians are one of the biggest vulnerable road user populations.
Complete Streets Elements (Capital Projects - Sub-program)	The left turn safety project will use paint, post, and rubber speed bumps to calm turning speeds at intersections identified as high left turn crash sites.
Safety (Outreach and Education Programs - Sub-program)	
Safety (New Traffic Signals - Sub-program)	


ONE WAY
10th St
RIGHT TURN ONLY


7th St
ONE WAY
ONE WAY
Mission
Retail
For Lease
JLL


Plate
ZONE NUMBER
21003003
Pay by phone or at paystation
01/22 SSC CCSF 3M
SAFETY–
IT'S YOUR
TURN
We're making your neighborhood safer.
Left Turn Safety Improvements
How it's your turn!
Anywhere you drive, make sure to follow these tips for safer left turns.
1. Take it slow. 5 mph is safest.
2. Make it square. 90-degree
are best.
3. Stay aware. Look out for
cyclists, and people in the
visionzerosf.org/leftturns


SAFETY—
IT'S YOUR
TURN
We're making your neighborhood safer.
Left Turn Safety Improvements encourage drivers to make slow, wide turns, helping to protect people in the crosswalk.
Now it's your turn!
Anywhere you drive, make sure to follow these tips for safer left turns.
1. Take it slow. 5 mph is safest.
2. Make it square. 90-degree angles are best.
3. Stay aware. Look out for cars, cyclists, and people in the crosswalk!
visionzerosf.org/leftturns


Sutter
SAFETY—
IT'S YOUR
TURN
We're making your neighborhood safer.
Left Turn Safety Improvements
visionzerosf.org/lefttturns

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Name and Sponsor			
Project Name:	Vision Zero Speed Limit Reduction		
Implementing Agency:	SFMTA		
Prop L Expenditure Plan Information			
Prop L Program:	18- Safer and Complete Streets		
Prop L Sub-Program (if applicable):	18a- Capital Projects		
Project Information			
Brief Project Description for MyStreetSF (80 words max):	Implement new state legislative authority to reduce speed limits along business activity corridors. SFMTA is quickly implementing new 20 MPH corridors along eligible corridors with new signage paired with education efforts. In 2024 the new authority will expand to 'safety corridors' and the SFMTA plans to expand this work along the High Injury Network. San Francisco is leading the state in this work. This request will fund Phase 3 of Speed Limit Reductions including signage, labor, staff outreach along business activity corridors. This funding will help complete installation and outreach of Phase 3 (23 corridors in D2 and D3) approved by the MTAB on Aug 1.		
Project Location and Limits:	Larkin St between North Point St and Beach St, Beach St between Taylor St and Polk St, Broadway between Montgomery St and Powell St, Bush St between Montgomery St and Grant Ave, Clay St between Montgomery St and Stockton St, Cyril Magnin Str between Market St and O'Farrell St, Eddy St between Cyril Magnin St and Mason St, Ellis St between Market St and Mason St, Green St between Grant Ave and Powell St, Jackson St between Kearny St and Powell St, Jones St between Beach St and Jefferson St, Kearny St between Market St and Pine St, Leavenworth St between Beach St and Jefferson St, Mason St between Beach St and Jefferson St, O'Farrell Street between Market St and Mason St, Pacific Ave between Kearny St and Powell St, Powell St between Beach St and Jefferson St, Sacramento Street between Kearny St and Stockton St, Sutter St between Market St and Mason St, Taylor St between Bay St and Jefferson St, Union St between Stockton St and Powell St, Vallejo St between Grant Ave and Powell St, and Washington St between Kearny St and Stockton St.		
Supervisorial District(s):	District 02, District 03		
Is the project located on the 2022 Vision Zero High Injury Network ?	Yes	**Is the project located in an Equity Priority Community (EPC)?**	Yes
Which EPC(s) is the project located in?	Chinatown, Tenderloin-SOMA		
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	Implementing new state legislative authority to reduce speed limits along business activity corridors, SFMTA is quickly implementing new 20 MPH corridors along eligible corridors with new signage and education efforts. In 2024 the new authority will expand to 'safety corridors' and the SFMTA hopes to expand this work along the High Injury Network. San Francisco is leading the state in this work. Speeding is one of the main crash factors for severe and fatal crashes. This project will reduce speeds on San Francisco streets and support Vision Zero efforts to end traffic deaths. "Safety corridor" shall be defined by the Department of Transportation in the next revision of the California Manual on Uniform Traffic Control Devices. In making this determination, the department shall consider highways that have the highest number of serious injuries and fatalities based on collision data that may be derived from, but not limited to, the Statewide Integrated Traffic Records System.(2)The Department of Transportation shall, in the next revision of the California Manual on Uniform Traffic Control Devices, determine what constitutes land or facilities that generate high concentrations of bicyclists and pedestrians, as used in paragraph (2) of subdivision (a). In making this determination, the department shall consider density, road use type, and bicycle and pedestrian infrastructure present on a section of highway. This request for installation and outreach includes the following corridors and timeframe:		

	This request for installation and outreach includes the following corridors and timeframe: 1. Larkin Street, between North Point Street and Beach Street (District 2) – in 2024 2. Beach Street, between Taylor Street and Polk Street (District 2 and 3) – in 2024 3. Broadway, between Montgomery Street and Powell Street (District 3) – to be implemented in October 2023 4. Bush Street, between Montgomery Street and Grant Avenue (District 3) – in 2024 5. Clay Street, between Montgomery Street and Stockton Street (District 3) – in 2024 6. Cyril Magnin Street, between Market Street and O'Farrell Street (District 3) – in 2024 7. Eddy Street, between Cyril Magnin Street and Mason Street (District 3) – to be implemented in November 2023 8. Ellis Street, between Market Street and Mason Street (D3) – to be implemented in November 2023 9. Green Street, between Grant Avenue and Powell Street (D3) – in 2024 10. Jackson Street, between Kearny Street and Powell Street (D3) – to be implemented in November 2023 11. Jones Street, between Beach Street and Jefferson Street (D3) – in 2024 12. Kearny Street, between Market Street and Pine Street (D3) – in 2024 13. Leavenworth Street, between Beach Street and Jefferson Street (D3) 14. Mason Street, between Beach Street and Jefferson Street (D3) – in 2024 15. O'Farrell Street, between Market Street and Mason Street (D3) – in 2024 16. Pacific Avenue, between Kearny Street and Powell Street (D3) – to be implemented in November 2023 17. Powell Street, between Beach Street and Jefferson Street (D3) – in 2024 18. Sacramento Street, between Kearny Street and Stockton Street (D3) 19. Sutter Street, between Market Street and Mason Street (D3) – in 2024 20. Taylor Street, between Bay Street and Jefferson Street (D3) – in 2024 21. Union Street, between Stockton Street and Powell Street (D3) – to be implemented in October 2023 22. Vallejo Street, between Grant Avenue and Powell Street (D3) – in 2024 23. Washington Street, between Kearny Street and Stockton Street (D3) – in 2024
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Attachment 1: 20MPH Program Corridors Map - Business Activity District Streets Attachment 2: Speed Limit Signage Photos Attachment 3: Map and List of Locations Implemented to Date
Type of Environmental Clearance Required:	Categorically Exempt
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	**% Complete**	**In-house - Contracted - Both**	**Quarter**	**Fiscal Year (starts July 1)**	**Quarter**	**Fiscal Year (starts July 1)**
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (e.g. Award Contract)		In-house	Q3-Jan-Feb-Mar	2022/23		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2028/29
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2028/29

Notes

SFMTA has proposed three allocations for this project over the next five years. Each allocation request will need start and end dates for the specific proposed scope of work to be funded.

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Name:	Vision Zero Speed Limit Reduction

Project Cost Estimate		**Funding Source**		
Phase	**Cost**	**Prop L**	**Other**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$ -	$ -	$ -	
Environmental Studies (PA&ED)	$ -	$ -	$ -	
Right of Way	$ -	$ -	$ -	
Design Engineering (PS&E)	$ -	$ -	$ -	
Construction	$ 1,130,000	$ 300,000	$ 830,000	Actuals & prior work
Operations (i.e. paratransit)	$ -	$ -	$ -	
Total Project Cost	$ 1,130,000	$ 300,000	$ 830,000	
Percent of Total		**27%**	**73%**	

* $80,000 of Other is Prop K sales tax

* Including Prop K, sales tax is 34% of total. Proposed leverage for Prop L requests is TBD.

Funding Plan - All Phases - All Sources

Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)

Fund Source	**Prop L Program**	**Phase**	**Fund Source Status**	**Fiscal Year of Allocation (Programming Year)**	**Total Funding**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**
Prop K		Construction	Allocated	2021/22	$ 80,000	$ -	$ -	$ -	$ -	$ -	$ -
Prop B General Funds		Construction	Allocated	2022/23	$ 750,000	$ -	$ -		$ -	$ -	$ -
Prop L	18- Safer and Complete Streets	Construction	Planned	2023/24	$ 100,000		$ 100,000		$ -		$ -
Prop L	18- Safer and Complete Streets	Construction	Planned	2025/26	$ 100,000	$ -	$ -	$ -	$ 100,000	$ -	$ -
Prop L	18- Safer and Complete Streets	Construction	Planned	2027/28	$ 100,000	$ -	$ -	$ -	$ -	$ -	$ 100,000
				Total By Fiscal Year	**$ 1,130,000**	**$ -**	**$ 100,000**	**$ -**	**$ 100,000**	**$ -**	**$ 100,000**

Notes

SFMTA will be expected to show some leveraging for this project at the time of each allocation request. The Prop K and Prop B General Funds shown above reflect prior phases of work. Cost estimate is based on approximately 20 signs are needed per business district - this may vary depending on the length of the corridor and density of the blocks. These costs are estimates and may shift based on the final selection of locations and the signage required for each business district. Since the Tenderloin project began in Fall 2020, costs per sign for materials and labor are estimated to have increased from $281/sign to $500/sign given global supply chain issues. For example, the costs of the post for the signs has increased by 2.5x since Fall 2020 (from $38.10 per unit to $95.50 per unit). Phase 3 is 17.9 miles of street. The cost breakdown is roughly 60% for sign installation work, 30% for outreach work, and 10% for project admin.

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	***Vision Zero Speed Limit Reduction***
Relative Level of Need or Urgency (time sensitive)	New legislation was effective January 2022 and San Francisco is leading the state in implementing new 20 MPH corridors. Beginning 2024, the state will expand legislative authority to 'safety corridors' and the SFMTA hopes to quickly broaden this work along the High Injury Network to support Vision Zero goals of ending traffic deaths by 2024.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	In 2021 the SFMTA established the first 20 MPH neighborhood in the Tenderloin with broad community and advocate support. Every street in the Tenderloin is on the High Injury Network. CA AB43 was also approved with strong community support from advocates like Walk SF and Bay Area Families for Safe Streets. In various meetings in the last few years, WalkSF has provided strong support for the upcoming Vision Zero Sign Upgrade project (part of the Traffic Sign Replacement program) which will improve safety through the installation "No Turn on Red" restrictions mostly in the downtown core and replacement of signs reaching the end of their useful life with more visible, higher reflective signs.
Benefits to Disadvantaged Populations and Equity Priority Communities	Traffic deaths disproportionately impact Equity Priority Communities. Speeding is one of the main causes of severe and fatal traffic crashes. The speed limit reduction works to slow speeds and save lives on San Francisco streets. In 2024, this new legislative authority will expand to 'safety corridors' and the SFMTA hopes to expand this work along the High Injury Network, which overlaps with the Equity Priority Communities.
Compatability with Land Use, Design Standards, and Planned Growth	Yes
San Francisco Transportation Plan Alignment (SFTP)	Equity
	This work supports Vision Zero, the citywide policy to end traffic deaths.

The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.	
18- Safer and Complete Streets	
Safety (Capital Projects - Sub-program)	Speeding is one of the main causes of severe and fatal traffic crashes. This speed limit reduction work supports Vision Zero, the citywide policy to end traffic deaths.
Benefits Multi-Modal Users (Capital Projects - Sub-program)	Reducing speeds along business corridors will slow speeds and reduce conflicts between vehicles and people in the crosswalk (bike/ped). Business corridors already have high volumes of vehicles and foot traffic so slowing speeds with this speed limit reduction work benefits multiple users.
Proximity to Key Resources (Capital Projects - Sub-program)	TBD
Complete Streets Elements (Capital Projects - Sub-program)	N/A

Attachment 1

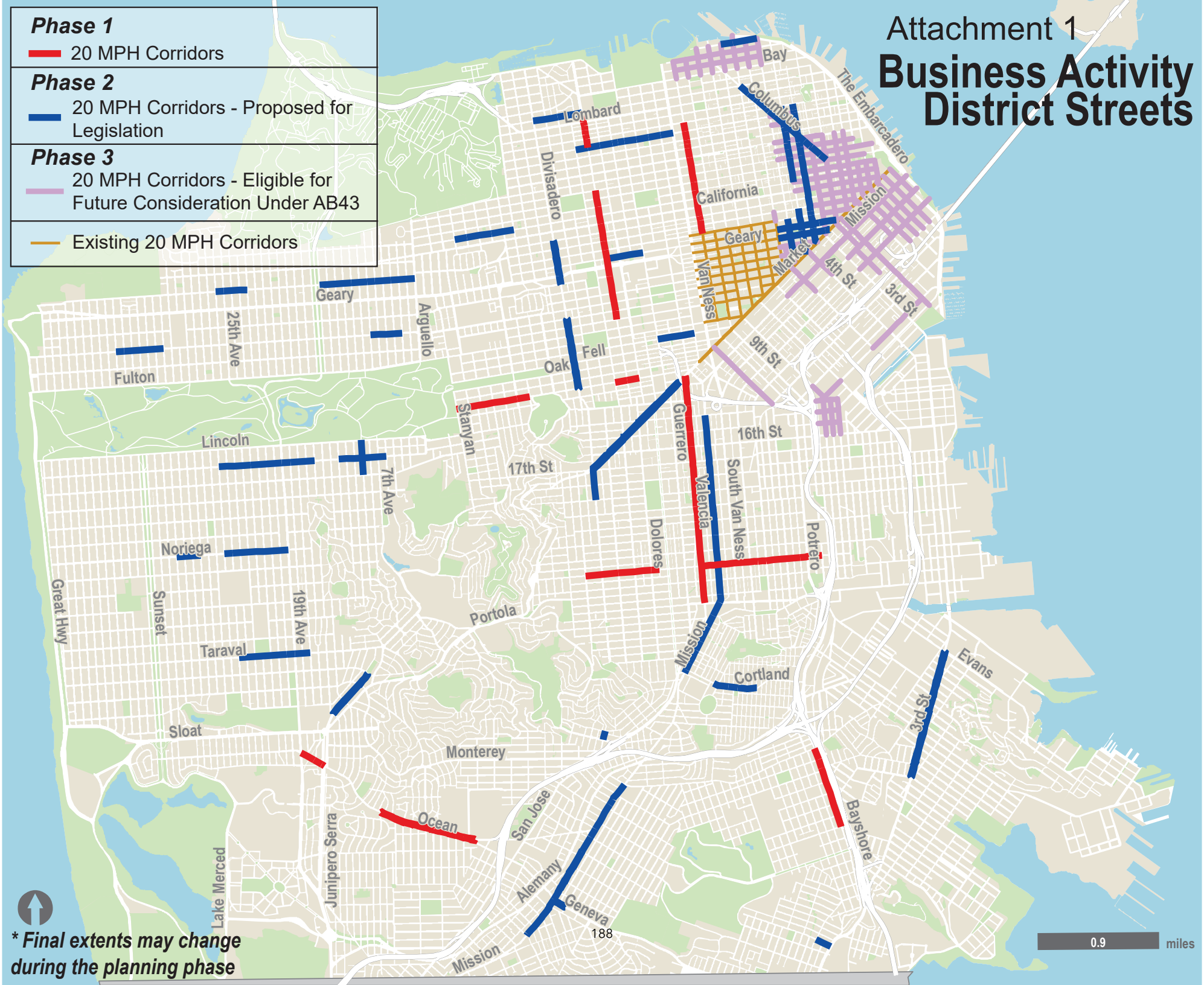
Business Activity District Streets

Phase 1
20 MPH Corridors

Phase 2
20 MPH Corridors - Proposed for Legislation

Phase 3
20 MPH Corridors - Eligible for Future Consideration Under AB43

Existing 20 MPH Corridors



** Final extents may change during the planning phase*


1649
RESPECT NEW
SPEED
LIMIT
20
ON OCEAN AVENUE
SPEED
LIMIT
20
OCEAN AVENUE


新的
車速限制
20
時速20英里
在MARKET街
珍惜生命 切勿超速

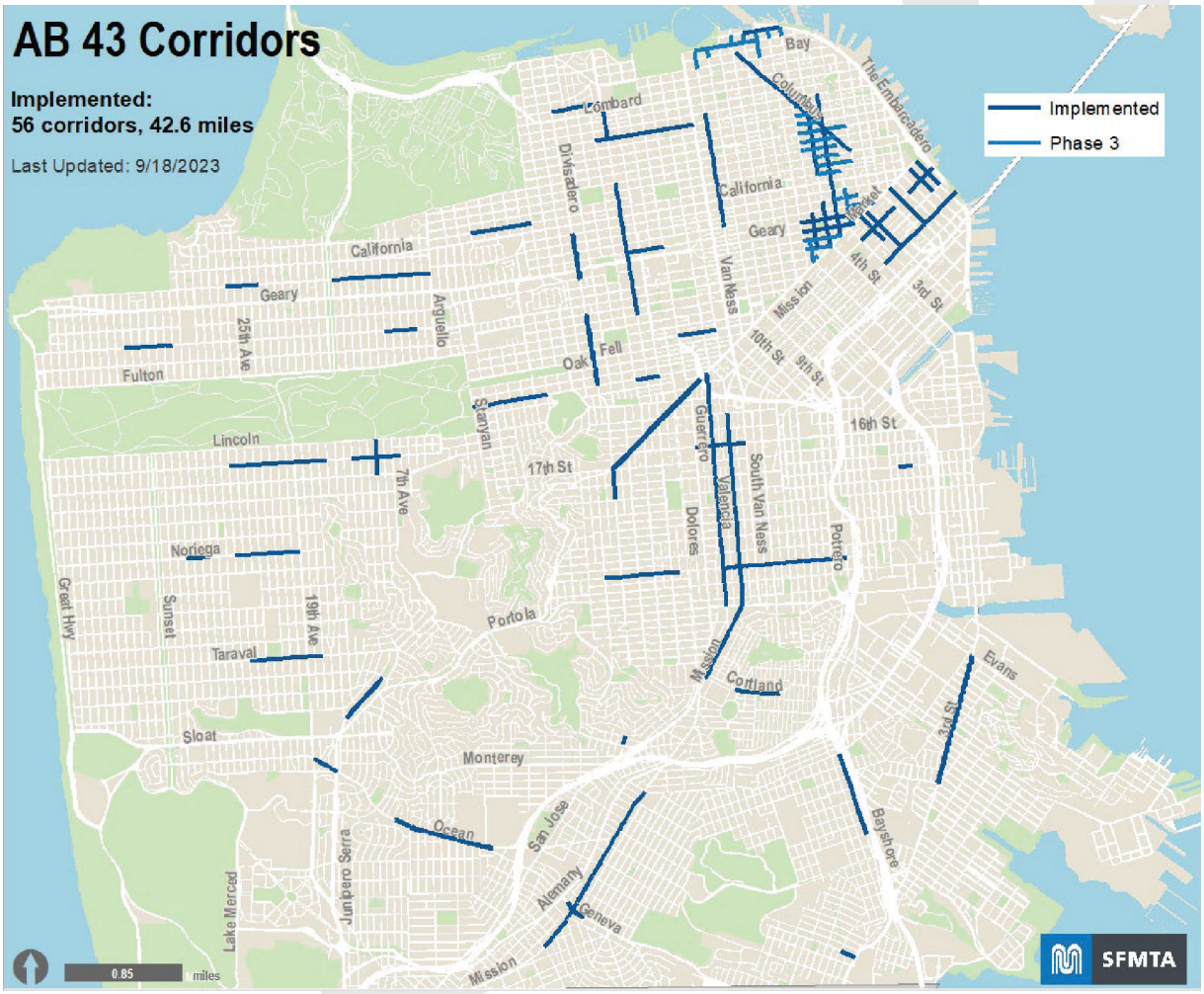

SPEED
LIMIT
20
Faxon


SPEED
LIMIT
20
Wayland
San Bruno


benefit
browbar
+lashes
brow waxing
THERE'S A NEW
SPEED LIMIT
20
20 MILES PER HOUR
ON STOCKTON ST

Speed Management – AB 43 Implementation

Last updated: September 18, 2023



For more information, please visit https://www.sfmta.com/getting-around/walk/speed-management

No.	*District(s)*	Corridor	From	To	Completed
1	*D2, D3*	Polk St	Filbert St	Sutter St	Jan-22
2	*D9, D10*	San Bruno Ave	Silver Ave	Paul Ave	Jan-22
3	*D8*	24th St	Diamond St	Chattanooga St	Feb-22
4	*D8, D9*	24th St	Valencia St	San Bruno Ave	Feb-22
5	*D5*	Haight St	Stanyan St	Central Ave	Feb-22
6	*D5*	Haight St	Webster St	Steiner St	Feb-22
7	*D2, D5*	Fillmore St	Chestnut St	Union St	Mar-22
8	*D5*	Fillmore St	Jackson St	McAllister St	Mar-22
9	*D6, D9*	Valencia St	Cesar Chavez St	Market St	Mar-22
10	*D7*	Ocean Ave	Geneva Ave	Victoria St	Apr-22
11	*D7*	Ocean Ave	Junipero Serra	19th Ave	Apr-22
12	*D4*	Noriega St	19th Ave	27th Ave	May-22
13	*D4*	Noriega St	30th Ave	33rd Ave	May-22
14	*D10*	3rd St	Williams Ave	Evans Ave	Jun-22
15	*D1*	Balboa St	3rd Ave	7th Ave	Jun-22
16	*D11*	Geneva Ave	Gloria Ct	Paris St	Jun-22
17	*D8*	Castro St	Market St	19th St	Jul-22
18	*D5, D6, D8*	Market St	Castro St	Franklin St	Jul-22
19	*D3*	Stockton St	Market St	Bush St	Aug-22
21	*D2, D5*	Divisadero St	Pine St	O'Farrell St	Sep-22
22	*D5*	Divisadero St	Golden Gate	Haight St	Sep-22
23	*D9*	Mission St	14th St	Cortland Ave	Sep-22
20	*D7*	West Portal	15th St	Ulloa St	Sep-22
25	*D1*	Balboa St	33rd Ave	39th Ave	Oct-22
24	*D11*	Mission St	Foote Ave	Silver Ave	Oct-22
26	*D1*	Clement St	26th Ave	22nd Ave	Nov-22
27	*D1*	Clement St	Funston Ave	Arguello Blvd	Nov-22
28	*D4, D7*	Irving St	27th Ave	15th Ave	Nov-22
29	*D7*	Irving St	12th Ave	6th Ave	Nov-22
30	*D7*	9th Ave	Lincoln Way	Judah St	Dec-22
31	*D8*	Diamond St	Chenery St	Bosworth St	Dec-22
32	*D10*	Leland Ave	Bayshore Blvd	Alpha St	Dec-22
33	*D2*	Chestnut St	Divisadero St	Fillmore St	Jan-23
34	*D3*	Jefferson St	Jones St	Powell	Jan-23
35	*D2*	Union St	Steiner St	Van Ness Ave	Jan-23
36	*D3*	Geary St	Mason St	Market St	Feb-23

37	*D3*	Post St	Mason St	Market St	Feb-23
38	*D5*	Post St	Laguna St	Fillmore St	Feb-23
39	*D3*	Powell St	Bush St	Ellis St	Feb-23
40	*D3*	Columbus Ave	Washington St	North Point St	Feb-23
41	*D9*	Cortland Ave	Bonview St	Folsom St	Feb-23
42	*D3*	Grant Ave	Market St	Filbert St	Feb-23
43	*D3*	Stockton St	Sacramento St	Filbert St	Feb-23
44	*D5*	Hayes St	Franklin St	Laguna St	May-23
45	*D2*	Sacramento St	Spruce St	Lyon St	May-23
49	*D6*	Mission St	Embarcadero	Beale St	Jun-23
47	*D6*	Spear St	Market St	Howard St	Jun-23
48	*D3, D6*	Steuart St	Market St	Howard St	Jun-23
46	*D10*	18th St	Connecticut St	Texas St	Jun-23
50	*D6*	Mission St	1st St	3rd St	Jul-23
51	*D6*	2nd St	Market St	Folsom St	Jul-23
52	*D6*	Fremont St	Market St	Folsom St	Jul-23
53	*D6*	New Montgomery	Market St	Howard St	Aug-23
54	*D4, D7*	Taraval St	17th Ave	26th Ave	Aug-23
55	*D9*	16th St	Guerrero St	South Van Ness	Sep-23
56	*D6*	Folsom St	Embarcadero	3rd St	Sep-23

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Name and Sponsor			
Project Name:	Yerba Buena Island Multi-Use Pathway		
Implementing Agency:	SFCTA		
Prop L Expenditure Plan Information			
Prop L Program:	18- Safer and Complete Streets		
Prop L Sub-Program (if applicable):	18a- Capital Projects		
Second Prop L Program (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	The Yerba Buena Island (YBI) Multi-Use Path connects the eastern touchdown of the East Span multi-use path on YBI with the Treasure Island ferry terminal located on Treasure Island. The YBI path will be located adjacent (on the water side) of Hillcrest and Treasure Island Roads. The new path will divert active transportation users away from sharing Hillcrest and Treasure Island Roads with motorists. This separated multiuse bike/ped pathway connection will allow East Span path-users to safely walk and bike within the planned network of bikeways between Oakland and the Treasure Island ferry terminal on Treasure Island. The project area is a planned segment of the San Francisco Bay Trail.		
Project Location and Limits:	Yerba Buena Island		
Supervisorial District(s):	District 06		
Is the project located on the 2022 Vision Zero High Injury Network ?	No	**Is the project located in an Equity Priority Community (EPC)?**	Yes
Which EPC(s) is the project located in?	Treasure Island		
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	Treasure Island and Yerba Buena Island (YBI) are currently being transformed from their current uses as a small residential community and former military base to a mixed-use, mixed-income, transit-oriented new neighborhood with 8,000 new residential units, 27% of them affordable, and about 2,200 jobs at full build out, according to the city's 2011 economic impact report. The Treasure Island Transportation Implementation Plan (TITIP) outlines a program of mobility improvements including expanded transit, congestion management, and transportation demand measures to achieve a goal of 50% of future island trips being made by walking, biking, or transit. The plan envisions a comprehensive network of bicycle and pedestrian pathways to provide access to all parts of the island. The existing roadways connecting the East Span landing to the new Treasure Island Ferry Terminal are narrow, unsafe, and mostly without sidewalks. The YBI Multi-Use Path will be a Class I bike path that will connect the west end of the existing East Span path with the Treasure Island ferry and the rest of Treasure Island's planned biking and walking network, and will join the existing East Span path with the future one on the Bay Bridge West Span. The YBI Multi- Use Path will provide a safer, ADA-compliant space to walk and bike for those traveling between Oakland and San Francisco as well as the residents of Treasure Island. This Project will give Treasure Island residents access to Oakland jobs and other destinations and eventually to a multi-use path on the Bay Bridge West Span via Bay Skyway Phase 2. The project area is a planned segment of the San Francisco Bay Trail.		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Attachment 1. Yerba Buena Island Multi-Use Path Map		

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Type of Environmental Clearance Required:	Categorically Exempt
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	BATA, TIDA, Caltrans, US Coast Guard

Project Delivery Milestones	**Status**	**Work**	**Start Date**		**End Date**	
Phase	**% Complete**	**In-house - Contracted - Both**	**Quarter**	**Fiscal Year (starts July 1)**	**Quarter**	**Fiscal Year (starts July 1)**
Planning/Conceptual Engineering	100%	Contracted	Q4-Apr-May-Jun	2018/19	Q4-Apr-May-Jun	2019/20
Environmental Studies (PA&ED)	80%	Contracted	Q3-Jan-Feb-Mar	2021/22	Q2-Oct-Nov-Dec	2023/24
Right of Way	0%	Contracted	Q3-Jan-Feb-Mar	2024/25	Q2-Oct-Nov-Dec	2025/26
Design Engineering (PS&E)	0%	Contracted	Q4-Apr-May-Jun	2023/24	Q2-Oct-Nov-Dec	2025/26
Advertise Construction	0%	Contracted	Q3-Jan-Feb-Mar	2025/26		
Start Construction (e.g. Award Contract)	0%	Contracted	Q4-Apr-May-Jun	2025/26		
Operations (i.e. paratransit)						
Open for Use					Q3-Jan-Feb-Mar	2027/28
Project Completion (means last eligible expenditure)					Q2-Oct-Nov-Dec	2028/29

Notes

Environmental Clearance: CEQA Categorical Exempt was approved in March 2023. NEPA Categorical Exclusion is anticipated in December 2023.

Construction schedule is subject to funding availability.

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Name:	Yerba Buena Island Multi-Use Pathway

Project Cost Estimate		**Funding Source**		
Phase	**Cost**	**Prop L**	**Other**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$ -	$ -	$ -	
Environmental Studies (PA&ED)	$ 1,250,000	$ -	$ 1,250,000	actuals+cost to complete
Right of Way	$ -	$ -	$ -	
Design Engineering (PS&E)	$ 6,801,000	$ -	$ 6,801,000	engineer's estimate based on feasibility study
Construction	$ 93,040,000	$ 1,000,000	$ 92,040,000	engineer's estimate at 10% design
Operations (i.e. paratransit)	$ -	$ -	$ -	
Total Project Cost	$ 101,091,000	$ 1,000,000	$ 100,091,000	
Percent of Total		**1%**	**99%**	

Funding Plan - All Phases - All Sources

Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)

Fund Source	**Prop L Program**	**Phase**	**Fund Source Status**	**Fiscal Year of Allocation (Programming Year)**	**Total Funding**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**
Priority Conservation Area (OBAG)		Environmental Studies (PA&ED)	Allocated	2021/22	$ 1,000,000	$ -	$ -	$ -	$ -	$ -
Local Partnership Program-Formulaic (LPP-F) (SFCTA)		Environmental Studies (PA&ED)	Allocated	2021/22	$ 250,000	$ -	$ -	$ -	$ -	$ -
Active Transportation Program		Design Engineering (PS&E)	Programmed	2023/24	$ 3,800,000	$ -	$ -	$ -	$ -	$ -
One Bay Area Grant 3 (OBAG 3)		Design Engineering (PS&E)	Programmed	2023/24	$ 2,250,000	$ -	$ -	$ -	$ -	$ -
LPP-F (SFCTA)		Design Engineering (PS&E)	Planned	2023/24	$ 1,000	$ -	$ -	$ -	$ -	$ -
LPP-F (SFCTA)		Design Engineering (PS&E)	Programmed	2021/22	$ 750,000	$ -	$ -	$ -	$ -	$ -
Prop L	18- Safer and Complete Streets	Construction	Planned	2025/26	$ 1,000,000	$ -	$ -	$ -	$ 500,000	$ 500,000
LPP-F (BATA)		Construction	Planned	2025/26	$ 1,000,000	$ -	$ -	$ -	$ -	$ -
Interregional Transportation Improvement Program (ITIP)		Construction	Planned	2025/26	$ 4,944,000	$ -	$ -	$ -	$ -	$ -
TBD (e.g. SB1 Solutions for Congested Corridors)		Construction	Planned	2025/26	$ 86,096,000	$ -	$ -	$ -	$ -	$ -
				Total By Fiscal Year	**$ 101,091,000**	**$ -**	**$ -**	**$ -**	**$ 500,000**	**$ 500,000**

Notes

OBAG 3 and LPP-F (SFCTA) funding for the design and construction phases of this project are subject to Transportation Authority Board action on a separate agenda item anticiated at the November Board meetings. The Hillcrest and YBI MUP funding actions item includes a recommendation to approve programming of $1,000 in LPP-F funds to YBI MUP design (subject to CTC final approval), in order to facilitate a shift in LPP-F funds from PA&ED phase to Design phase of the subject project. It also recommends approval of two fund exchanges, with conditions: Exchange $750,000 in County Share OBAG 3 funds from the YBI MUP project with an equivalent amount of Prop K funds from the San Francisco Municipal Transportation Authority's (SFMTA's) Light Rail Vehicle (LRV) Procurement Project; and exchange $4,100,000 in Regional OBAG 3 funds from the YBI MUP project for an equivalent amount of Prop K funds allocated to the SFMTA's LRV project. These exchanges enable Segment 2 of the YBI MUP to be designed as part of the Hillcrest Project, which will enter consruction in early 2024 and will incorporate accommodations for the future MUP such as a wider shoulder, realizing cost savings and construction efficiencies.

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	***Yerba Buena Island Multi-Use Pathway***
Relative Level of Need or Urgency (time sensitive)	In Fall 2024, we are anticipating that Caltrans, on behalf of SFCTA, will be submitting an application for SB1 SCCP grant funds for the construction phase of the project. If the grant is awarded to the project, there will be timely use of funds requirements that pertain to that discretionary funding source. The project's construction schedule is also being coordinated with several other projects on YBI, including Hillcrest Roadway Improvements and West Side Bridges Seismic Retrofit Project.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	A bike path along Treasure Island and Hillcrest roads is in the Treasure Island Redevelopment EIR which received feedback from community workshops. The EIR can be found at https://sftreasureisland.org/FinalEIR This project was presented to community groups in Treasure Island, West Oakland, and the East Cut neighborhood of San Francisco, as part of the Bay Skyway engagement process. Community meeting participants were supportive of the project and about the prospect of being able to walk and bike across the Bay (with an electric ferry for the last leg), both for the convenience and affordability of these modes.
Benefits to Disadvantaged Populations and Equity Priority Communities	This project is located in an EPC and would enable bicycle and pedestrian commuters and recreational users the opportunity to travel between the East Bay and San Francisco which will reduce traffic congestion on the Bay Bridge and enhance pedestrian safety on Yerba Buena Island. It will also allow existing and future Yerba Buena Island and Treasure Island residents, employees, ferry passengers, and recreational travelers continuous access between Treasure Island and the SFOBB East and West spans to reach downtown San Francisco and Oakland.
Compatability with Land Use, Design Standards, and Planned Growth	Yes
San Francisco Transportation Plan Alignment (SFTP)	Environmental Sustainability; Safety and Livability
	The project is part of the Bay Bridge Skyway Project which will help shift users from vehicles to active transportation to reduce congestion on the I-80 Bay Bridge between Oakland and San Francisco. The Bay Bridge Skyway Project anticipates high volume of bicyclists and pedestrians users when the project is complete.

The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.	
18- Safer and Complete Streets	
Safety (Capital Projects - Sub-program)	The redevelopment of Treasure Island and Yerba Buena Island will build 8,000 new housing units for 20,000 new residents. Treasure Island and Hillcrest roads currently lacks pedestrian and bicyclist safety features such as sidewalks and bike lanes and is a safety hazard for pedestrians. The housing developer has completed the first residential complex on Yerba Buena Island and residents have already started moving to the island. The current route for bicycles is extremely steep, with limited sightlines.
Benefits Multi-Modal Users (Capital Projects - Sub-program)	Benefits pedestrians and cyclists by providing a Class I bike path.
Proximity to Key Resources (Capital Projects - Sub-program)	This project connects the bicycle/pedestrian path on the East Span of the SFOBB with the newly constructed ferry terminal and intermodal hub on Treasure Island. The hub serves Muni and ferry service and in the future will also serve the on-island shuttles and AC Transit. Treasure Island's historic Administration Building is located across the street from the intermodal hub, and is the focal point of development on Treasure Island.
Complete Streets Elements (Capital Projects - Sub-program)	The project includes numerous complete street elements such as Class 1 multi-use path where none exist, wider roadway to accommodate high volume traffic, ADA-compliant grade at various locations, signs and wayfinding, and improved stormwater infrastructure management.


Yerba Buena Island Multiuse Pathway Project
• Multiuse Path from YBI Vista Point/Bike Landing to Macalla Road
San Francisco
County Transportation
Authority

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Name and Sponsor			
Project Name:	Bicycle Education and Outreach		
Implementing Agency:	SFMTA		
Prop L Expenditure Plan Information			
Prop L Program:	18- Safer and Complete Streets		
Prop L Sub-Program (if applicable):	18b- Outreach & Education Programs		
Other Prop L Programs (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	To support the safe use of SF streets, provide over 80 bicycle safety classes a year as well as monthly bicycle safety outreach engaging over 18,000 people a year across the city and reaching out to all of San Francisco's neighborhoods in multiple languages and in a culturally competent manner. Additionally, provide 18 scooter safety classes and 1800 people reached via outreach.		
Project Location and Limits:	Citywide		
Supervisorial District(s):	Citywide		
Is the project located on the 2022 Vision Zero High Injury Network ?	No	**Is the project located in an Equity Priority Community (EPC)?**	Yes
Which EPC(s) is the project located in?	Previous outreach and education classes have been held at a number of critical San Francisco neighborhoods, including the Western Addition, Tenderloin, Bayview, Excelsior, and Mission. The SFMTA will work with the Contractor to ensure classes continue to be offered in diverse neighborhoods, by drawing from the Contractor's expertise and other SFMTA projects such as the Active Communities Plan (ACP). The ACP focuses on the following neighborhoods: Bayview-Hunters Point, Mission, Excelsior, Tenderloin, SoMA, and Western Addition.		
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	The bicycle education and outreach program is focused primarily on adult audiences, with a smaller but still significant number of youth classes. This is a city-wide program that is free and open for all to attend. The program is designed to provide encouragement and education in support of increasing the number of people who bicycle in SF and ensure the safe use of their apparatus through a series of classes aimed at teaching new riders how to ride a bike and the basics of safe urban riding through on-bicycle education for more advanced riders to expand their ability and their comfort through deeper learning with league certified instructors. This program aims to increase the number of people bicycling in San Francisco and ensure that they are able to do so safely, both by understanding the rules of the road and expected bicycling behavior, but also with tips on how to keep themselves safe on streets with motor vehicles, even when they have the right-of-way. The outreach aspects of the program support the goal of supporting the use of bicycle facilities in the city and as a safety education program, this program directly supports Vision Zero and San Francisco's climate goals. The program is also seeking to expand and include scooter education, due to scooters' increased prevalence and usage in San Francisco.		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.			

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Type of Environmental Clearance Required:	Categorically Exempt
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	

Project Delivery Milestones	**Status**	**Work**	**Start Date**		**End Date**	
Phase	**% Complete**	**In-house - Contracted - Both**	**Quarter**	**Fiscal Year (starts July 1)**	**Quarter**	**Fiscal Year (starts July 1)**
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (e.g. Award Contract)			Q3-Jan-Feb-Mar	2023/24		
Operations (i.e. paratransit)						
Open for Use					Q3-Jan-Feb-Mar	2027/28
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2028/29

Notes

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Name:	Bicycle Education and Outreach

Project Cost Estimate		**Funding Source**		
Phase	**Cost**	**Prop L**	**Other**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$ -	$ -	$ -	
Environmental Studies (PA&ED)	$ -	$ -	$ -	
Right of Way	$ -	$ -	$ -	
Design Engineering (PS&E)	$ -	$ -	$ -	
Construction	$ 1,500,000	$ 1,000,000	$ 500,000	Prior year program cost
Operations (i.e. paratransit)	$ -	$ -	$ -	
Total Project Cost	$ 1,500,000	$ 1,000,000	$ 500,000	
Percent of Total		**67%**	**33%**	

Funding Plan - All Phases - All Sources

Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)

Fund Source	**Prop L Program**	**Phase**	**Fund Source Status**	**Fiscal Year of Allocation (Programming Year)**	**Total Funding**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**
Prop L	18- Safer and Complete Streets	Construction	Planned	2023/24	$ 200,000	$ -	$ 200,000	$ -	$ -	$ -	$ -
Prop L	18- Safer and Complete Streets	Construction	Planned	2024/25	$ 200,000	$ -	$ -	$ 200,000	$ -	$ -	$ -
Prop L	18- Safer and Complete Streets	Construction	Planned	2025/26	$ 200,000	$ -	$ -	$ -	$ 200,000	$ -	$ -
Prop L	18- Safer and Complete Streets	Construction	Planned	2026/27	$ 200,000	$ -	$ -	$ -	$ -	$ 200,000	$ -
Prop L	18- Safer and Complete Streets	Construction	Planned	2027/28	$ 200,000	$ -	$ -	$ -	$ -	$ -	$ 200,000
SFMTA Operating Funds		Construction	Programmed	2023/24	$ 500,000	$ -	$ -	$ -	$ -	$ -	$ -
				Total By Fiscal Year	**$ 1,500,000**	**$ -**	**$ 200,000**	**$ 200,000**	**$ 200,000**	**$ 200,000**	**$ 200,000**

Notes

Under Prop K, the FY 2022/23 allocation was $110,000 supporting over 50 classes. SFMTA's current request for $200,000 annual in Prop L (plus SFMTA Operating Funds match) will signficantly expand scope to over 80 bicycle safety classes a year, plus 18 scooter classes, as well as monthly bicycle safety outreach. We are confirming the fiscal year(s) when SFMTA's Operating Funds are expected to be available.

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	***Bicycle Education and Outreach***
Relative Level of Need or Urgency (time sensitive)	Supporting SF's Climate and achieving Vision Zero are both time-sensitive endeavors that require quick and immediate action.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	One of the Active Communities Plan's (ACP) goals is to "provide resources and facilities that invite people to use the network, prioritizing youth and low-income residents and workers, such as safe device parking, education programs..." Bike education is anticipated as a recommendation coming out of the ACP. Additional agency programs with their own outreach components, like Vision Zero, regularly publish collision and fatality reports illustrating the need for bicycle and scooter resources such as education classes. Program engagement will include participating at existing community events such as Sunday Streets, in order to maximize reach and catch people where they are already living, working, and playing. Previous bike classes were offered in a variety of locations and geographies, including at Arguello Extension, San Francisco Public Library branch locations, online, and at Sunset Mercantile. The current program regularly signs up registrants and engages attendees during classes and outreach. The Contractor submits data on this information to the SFMTA on a monthly basis. This program will continue to ensure that outreach is diverse and accessible to a wide audience. The Contractor will also provide translations of materials into a minimum of 3 languages: Spanish, Chinese, and Filipino.
Benefits to Disadvantaged Populations and Equity Priority Communities	By implementing and supporting the implementation of multiple needs identified in CBTP and other SFMTA/SFCTA outreach, this program will provide connections to services that have been identified as having low awareness. By ensuring that classes and outreach occur across the city, and with a focused prioritization for EPCs and Disadvantaged populations, the program will continue to expand the benefits of safe bicycle usage in and for these communities.
Compatibility with Land Use, Design Standards, and Planned Growth	Yes
San Francisco Transportation Plan Alignment (SFTP)	Environmental Sustainability, Economic Vitality, Safety and Livability, Equity
	In supporting shifts from single occupancy driving to low-carbon shared and active transportation modes, the program supports reducing GHGs and other air pollutants, reduces congestion in business and residential neighborhoods and supports safer streets by reducing the risk of fatal collisions, which are more prevalent in EPCs and historic communities of concern.

The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.	
18- Safer and Complete Streets	
Safety (Outreach and Education Programs - Sub-program)	The bike education and outreach program is well established and has been operating for 15 years. This program supports the City and SFMTA's work on sustainable transportation and building bike infrastructure that improves safety, by providing additional resources for communities to become more comfortable with bicycling. This next program contract also includes a new scooter component to expand the reach and inclusion of the classes to wider user audiences and vehicle types. Industry best practices indicate the pairing of infrastructure with programming is necessary for mode shift and to design truly inclusive projects. This program helps fill that gap. This program also aligns with the City's Vision Zero goals of reducing severe traffic collisions and fatalities, by providing users with resources to learn how to safely and comfortably ride a bike and/or scooter and the rules of the road. The latest SFMTA traffic crashes report shows that bicycle riders comprised 3 percent and scooter riders comprised 10 percent of all roadway fatalities in 2022. In the same year, the SFMTA noted 788 riding violations and issued 1,253 sidewalk riding citations. Eight collisions were also reported to the agency by scooter permittees. Non-vehicular parties, which includes bicycle and scooter users, are considered the most vulnerable users, especially youth, even when collision numbers are low. The latest program survey results from 2022 indicate that people gained a significant increase in confidence levels (nearly 30 percent) after participating in a bicycle education course. These results are anticipated to continue and also to prove as effective with the scooter component.

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Name and Sponsor			
Project Name:	Safe Routes to School Non-Infrastructure		
Implementing Agency:	SFMTA		
Prop L Expenditure Plan Information			
Prop L Program:	18- Safer and Complete Streets		
Prop L Sub-Program (if applicable):	18b- Outreach & Engagement Programs		
Other Prop L Programs (if applicable):	N/A		
Project Information			
Brief Project Description for MyStreetSF (80 words max):	The San Francisco Safe Routes to School Non-Infrastructure (SRTS) program delivers educational, encouragement, and experiential activities aimed at decreasing commuting in single-family vehicles to San Francisco's schools, improving safety of walking and bicycling, reducing city congestion and air pollution, and inspiring the next generations of walkers, bicyclists, and transit users. Activities include but are not limited to annual events, pedestrian safety and bicycling classes, and supervised walks and bicycle rides to school sites.		
Project Location and Limits:	Citywide		
Supervisorial District(s):	Citywide		
Is the project located on the 2022 Vision Zero High Injury Network ?	Yes	**Is the project located in an Equity Priority Community (EPC)?**	Yes
Which EPC(s) is the project located in?	Citywide		
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	The San Francisco Safe Routes to School Program reduces single-family vehicle trips and dependence on personal vehicles for trips made by students and their caretakers to and from schools by providing resources, organizational support, and skill-building events and activities that support walking, rolling, carpooling, and taking transit to school, as well as directly leading groups of students on regular walks and rides to school. Reducing student car-trips reduces congestion in and around school drop-off areas, reducing risk of student-vehicle collisions and car-generated pollution in school zones which is linked to negative health impacts including higher rates of asthma. Students who walk and roll to school as part of program events and activities benefit both physically and mentally from the physical activity involved, with families who participate in regular group walks and rides or adopt walking and rolling as a regular part of their school routine beyond program supported events benefitting the most. The SFMTA identified a list of schools to prioritize based on potential for reduction of single-family vehicle trips to and from school and likelihood of a school to need external support to improve or maintain the safety of students walking and rolling to school. To determine schools with the highest potential to reduce single-family vehicle trips, school rates of single-family vehicle use were compared with the distance of student residential address from the school. Schools with a high rate of single-family vehicle use and a high proportion of students living within a walkable or bikeable distance were identified as having high potential for families to shift from driving to other modes. The project team identified schools with a high percentage of families qualifying for federal free and reduced lunch programs and more instances of vehicle-youth collisions within a quarter mile of the school site that the average of all school sites in the school district. Updates to		

	this list and the prioritization method are considered every two years, coinciding with generating updated mode counts via a district wide "Travel Tally." All SFUSD K-12 public non-charter schools receive "light touch" support in the form of receiving information about citywide events and activities run by the program and provision of resource packets to support participation in citywide events that their schools register for. Information is delivered primarily through posters, flyers, and digital bulletins and newsletters with content generated by San Francisco Safe Routes to School staff and distributed by SFUSD. In addition, San Francisco Safe Routes to School staff respond to requests for information and coordinate with engineering and crossing guard programs to address requests sent in from all schools, both public and private. Schools that are not on the prioritized list that reach out to the program requesting support for events/activities in the scope are offered guidance on how to run the requested events or activities with staff or family volunteers, and may be offered staff support and material resources such as incentives or high visibility vests when sufficient SF-SRTS staff capacity and supplies are available to provide without compromising the ability to fulfill commitments to prioritized schools. Prop L funds will provide the required local match to the federal One Bay Area Grant 3 funds for San Francisco's Safe Routes to School program. Specific tasks to be accomplished through the grant include: - Identify and implement opportunities for in-school education related to transportation safety and choices - Hold neighborhood skill building and outreach events to help reach and support parent/guardian champions, including weekend bike classes at shared schoolyards; parent-led walking school buses and bike trains; annual Walk and Roll to School, Bike and Roll to School, and Transit Day events - Identify clusters of schools with common routes to school and connect parents and community members to joint resources for walking, bicycling, carpooling, and transit use - Provide technical assistance and education on personal safety in school communities where real and perceived environmental hazards are barriers to families walking, biking, or taking transit to school - Coordinate between SFUSD and SFMTA's school-serving programs to streamline communication and agency response to traffic and safety needs on and around school sites, including receiving and responding to parent and community concerns, safety assessments related to existing infrastructure, identifying needs for improvements, and engaging in ongoing planning processes
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	
Type of Environmental Clearance Required:	Categorically Exempt
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	San Francisco Unified School District, Arcadio Fokin (afokin@sfusd.edu)

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	**% Complete**	**In-house - Contracted - Both**	**Quarter**	**Fiscal Year (starts July 1)**	**Quarter**	**Fiscal Year (starts July 1)**
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (e.g. Award Contract)		In-house and Contracted	Q1-Jul-Aug-Sep	2023/24		
Operations (i.e. paratransit)						
Open for Use						
Project Completion (means last eligible expenditure)					Q1-Jul-Aug-Sep	2027/28

Notes

The first Purchase Order and Notice to Proceed for work by contractors under the current contract was issued on 7/31/23. Matching funds are SFMTA Operating funds from FY22/23. Schedule reflects annual requests to support the program.

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Name:	Safe Routes to School Non-Infrastructure

Project Cost Estimate		**Funding Source**		
Phase	**Cost**	**Prop L**	**Other**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$ -	$ -	$ -	
Environmental Studies (PA&ED)	$ -	$ -	$ -	
Right of Way	$ -	$ -	$ -	
Design Engineering (PS&E)	$ -	$ -	$ -	
Construction	$ 8,529,400	$ 1,218,000	$ 7,311,400	Previous Work
Operations (i.e. paratransit)	$ -	$ -	$ -	
Total Project Cost	$ 8,529,400	$ 1,218,000	$ 7,311,400	
Percent of Total		**14%**	**86%**	

Funding Plan - All Phases - All Sources

Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)

Fund Source	**Prop L Program**	**Phase**	**Fund Source Status**	**Fiscal Year of Allocation (Programming Year)**	**Total Funding**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**
Prop L	18- Safer and Complete Streets	Construction	Planned	2023/24	$ 230,000	$ 100,000	$ 130,000	$ -	$ -	$ -	$ -
SFMTA Operating		Construction	Allocated	2022/23	$ 229,400	$ -	$ -	$ -	$ -	$ -	$ -
OBAG 3		Construction	Allocated	2022/23	$ 7,082,000	$ -	$ -	$ -	$ -	$ -	$ -
Prop L	18- Safer and Complete Streets	Construction	Planned	2024/25	$ 236,000	$ -	$ 118,000	$ 118,000	$ -	$ -	$ -
Prop L	18- Safer and Complete Streets	Construction	Planned	2025/26	$ 243,000	$ -	$ -	$ 122,000	$ 121,000	$ -	$ -
Prop L	18- Safer and Complete Streets	Construction	Planned	2026/27	$ 251,000	$ -	$ -	$ -	$ 126,000	$ 125,000	$ -
Prop L	18- Safer and Complete Streets	Construction	Planned	2027/28	$ 258,000	$ -	$ -	$ -	$ -	$ 129,000	$ 129,000
				Total By Fiscal Year	**$ 8,529,400**	**$ 100,000**	**$ 248,000**	**$ 240,000**	**$ 247,000**	**$ 254,000**	**$ 129,000**

Notes

The $229,400 SFMTA Operating funds shown provided the match in FY 22/23 for the One Bay Area Grant (OBAG) 3 grant. The Prop L funds requested from FY23/24 through Q2 FY25/26 provide the local match to the OBAG 3 grant, recommended by the Transportation Authority in May 2022 and programmed by MTC in June 2022. For FY27 and FY 28, Prop L funds will provide the local match to a future OBAG cycle.

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	***Safe Routes to School Non-Infrastructure***
Relative Level of Need or Urgency (time sensitive)	Safe Routes to School is a year-round program focused on mode-shift and safety. The Prop L funds serve as the local match for OBAG3 funds, supported by the SFCTA and MTC in 2022 and are required for the SFMTA to be able to spend these federal funds. OBAG funds are expected to be spent by the end of FY28; per MTC resolution No. 4505, all OBAG 3 funds must be obligated no later than January 31, 2027.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	Feedback from school communities and program participants is consistently positive and demonstrates strong support from neighborhood and citywide stakeholders. Comments received from participants in last year's programming include: "I appreciate the efforts you have made promoting outdoor exercise, fun and fitness, and Bike & Roll Week! Especially during this challenging time when we are not able to gather together to bike/roll to school" – Frank McCoppin Elementary School teacher "Students seemed to find the activities engaging and enjoyable! Thank you for all you do to promote healthy fun and fitness and getting outdoors!" – Chinese Immersion School at DeAvila Elementary School Parent "When do we get to do this again?" - Presidio Middle School student Of elementary school teachers who reported their students' participation in Bike & Roll Week, 85% thought activities made their students more interested in biking, rolling and other forms of active transportation. Public meetings and hearings on school transportation and safety regularly receive public comment in support of the San Francisco Safe Routes to School Program. - SF Board of Supervisors Youth, Young Adult, and Families Committee meeting on 1/14/2022, Hearing 211216, with presentation on implementation of traffic safety and traffic calming improvements and update on the Safe Routes to Schools Program received multiple comments in appreciation of San Francisco Safe Routes to School activities and in support of funding program. - SFMTA Board of Directors Budget Workshop on 2/2/2022 with Vision Zero Action Plan discussion received multiple comments in support of funding for San Francisco Safe Routes to School
Benefits to Disadvantaged Populations and Equity Priority Communities	The program offers in-person engagement and support at schools serving disadvantaged populations and equity priority schools. Programming is tailored specifically to respond to school community needs and existing conditions. Materials are translated into languages used at home by families and interpreters are provided as-needed. Furthermore, staff provides higher levels of support at schools serving disadvantaged populations and equity priority communities, often filling organizer and implementation roles that at other schools are expected to be taken on by volunteers. These efforts ensure that disadvantaged populations and equity priority communities are not limited in accessing the benefits of the program due to language barriers or inability of school staff of family to devote time or resources to volunteer. Disadvantaged populations and equity priority communities directly benefit in the form of increased physical activity and decreased transportations burdens on families from group walks that are organized, lead and supervised by program staff. Attendance liaisons at schools serving disadvantaged populations and equity priority communities have given feedback that they saw reductions in truancy when San Francisco Safe Routes to School began leading group walks to their schools.
Compatibility with Land Use, Design Standards, and Planned Growth	Yes

San Francisco Transportation Plan Alignment (SFTP)	Safety and Livability
	Safe Routes to School supports building a complete streets network and advancing Vision Zero road safety policy to protect all users.
The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.	
18- Safer and Complete Streets	
Safety (Outreach and Education Programs - Sub-program)	Teaches bicycle and pedestrian skills. Organizes adult-supervised group walks and rides to school. Provides guidance to schools for reducing potential conflict between modes in school white zones.

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Name and Sponsor			
Project Name:	Vision Zero Education and Communications: Speed Safety Cameras FY 24		
Implementing Agency:	SFMTA		
Prop L Expenditure Plan Information			
Prop L Program:	18- Safer and Complete Streets		
Prop L Sub-Program (if applicable):	18b- Outreach & Engagement Programs		
Other Prop L Programs (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	In October 2023, the Governor signed AB 645 authorizing a six-city speed safety camera pilot including the City and County of San Francisco. Requested Prop L funds will support a public information campaign for this pilot program, including public announcements in major media outlets and press releases, multilingual direct outreach around camera locations, printed and digital materials, and targeted multilingual advertising. These materials may also be shared in collaboration with Bay Area pilot cities San José and Oakland for a regional campaign that would broaden and deepen the speed safety camera pilot.		
Project Location and Limits:	Citywide, prioritized on High Injury Network and Equity Priority Communities		
Supervisorial District(s):	Citywide		
Is the project located on the 2022 Vision Zero High Injury Network ?	Yes	**Is the project located in an Equity Priority Community (EPC)?**	Yes
Which EPC(s) is the project located in?			

Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	Every year in San Francisco, about 30 people lose their lives and over 500 more are severely injured while traveling on city streets. San Francisco adopted Vision Zero in 2014, an ambitious citywide policy to prioritize street safety and end traffic deaths. Vision Zero prioritizes work along the High Injury Network, the 13% of streets where more than 75% of severe and fatal crashes occur, to protect our most vulnerable road users such as people walking, motorcyclists, older adults, and people experiencing homelessness. The City's Vision Zero Action Strategy identifies multiple priority education and outreach programs that are necessary to support SF's achievement of zero roadway fatalities and are currently unfunded. The Vision Zero Communications Strategy identifies the need for ongoing education and outreach program in both supporting behavior change on SF's streets, but also to increase support for policy, infrastructure and transportation changes in pursuit of eliminating traffic fatalities. The Vision Zero Education and Communications project will raise awareness for Vision Zero and promote traffic safety culture through direct outreach, targeted media campaigns, community partnerships, and other communication strategies layered with engineering projects to multiply efforts to end traffic deaths. In October 2023, the Governor signed AB 645. This bill authorizes, until January 1, 2032, six cities including the City and County of San Francisco to establish a Speed Safety System Pilot Program if the system meets specified requirements. The bill would require a participating city or city and county to adopt a Speed Safety System Use Policy and a Speed Safety System Impact Report before implementing the program, and would require the participating city or city and county to engage in a public information campaign at least 30 days before implementation of the program, including information relating to when the systems would begin detecting violations and where the systems would be utilized. This requested Prop L funding will support staff and contracted consultants for this scoped work: - Speed Safety Camera public information campaign: The assembly bill legislation requires pilot cities to administer a public information campaign for at least 30 calendar days prior to the commencement of the program, which shall include public announcements in major media outlets and press releases. Additionally, the SFMTA would develop a robust education campaign similar to our other Vision Zero programs that includes multilingual direct outreach around camera locations, printed and digital materials, and targeted multilingual advertising. These materials may also be shared in collaboration with Bay Area pilot cities San José and Oakland for a regional campaign that would broaden and deepen the speed safety camera pilot. The citywide Vision Zero policy to end traffic deaths prioritizes street safety projects along the High Injury Network and in Equity Priority Communities. Education and communications programs include:

	- All materials and outreach are multilingual, increasing access to traffic safety information to vulnerable road users and disadvantaged populations. - Partnerships with community based organizations serving disadvantaged populations deepens Vision Zero education and outreach efforts. - Targeted media campaigns are a low-cost and effective way of reaching the public to raise awareness and deepen understanding of and support for Vision Zero. - Leveraging education efforts with engineering and other safety interventions increases the project impact. Notable examples of past outreach include: - 2020 Left Turn Traffic Calming pilot + Safety – It's Your Turn education campaign, which resulted in slowing average left turn speeds by 17% and high left turn speeds by 71%; 17,000 in-person interactions and 76 million digital impressions, and; grants to 6 community advocates deepening outreach to vulnerable road users such as people with low visibility, seniors, youth, bicyclists, and monolingual speakers. This work led to a 2021 Vision Zero Action Strategy commitment to expand left turn traffic calming to an additional 35 locations. - To raise awareness around the dangers of speeding, for multiple years the SFMTA has worked with the DMV to place public service announcements in all 172 field offices in California. Notable examples of past evaluation: - Multi year quantitative and qualitative surveys of SF residents on brand awareness and public perception on Vision Zero shows an increase in Vision Zero recognition as well as a deeper and sustained understanding of the dangers of speeding. - 2019 project evaluation of the Safe Speeds campaign + high visibility enforcement found a 5% reduction in 85th percentile speeds during the campaign and that the demographics of people receiving these traffic citations were proportionate with overall San Francisco demographics, indicating a more equitable approach to traffic enforcement during the campaign. - 2020 Left Turn Traffic Calming pilot + Safety – It's Your Turn education campaign, which resulted in slowing average left turn speeds by 17% and high left turn speeds by 71%. There was also evidence that pairing the pilot with the education campaign extended the project impacts on turning speeds. SFMTA is working to meet the legislative criteria for the 33 camera locations that includes: geographic and socioeconomic diversity, on a safety corridor, have high number of speed crashes, and/or in a school zone. Each district will have at least 2 cameras, with the remaining cameras likely along the High Injury Network. SFMTA will work with internal and external community partners to inform camera locations, which we expect to be finalized in early 2024.

Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	
Type of Environmental Clearance Required:	Categorically Exempt
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	As appropriate, this work will collaborate with SFDPH, SFPD, SFRPD, SFPW and SFE, regional partners: MTC, San Jose, and Oakland.

Project Delivery Milestones	**Status**	**Work**	**Start Date**		**End Date**	
Phase	**% Complete**	**In-house - Contracted - Both**	**Quarter**	**Fiscal Year (starts July 1)**	**Quarter**	**Fiscal Year (starts July 1)**
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (e.g. Award Contract)			Q3-Jan-Feb-Mar	2023/24		
Operations (i.e. paratransit)						
Open for Use					Q3-Jan-Feb-Mar	2024/25
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2024/25

Notes

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Name:	Vision Zero Education and Communications: Speed Safety Cameras FY 24

Project Cost Estimate		**Funding Source**		
Phase	**Cost**	**Prop L**	**Other**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$ -	$ -	$ -	
Environmental Studies (PA&ED)	$ -	$ -	$ -	
Right of Way	$ -	$ -	$ -	
Design Engineering (PS&E)	$ -	$ -	$ -	
Construction	$ 150,000	$ 150,000	$ -	Funds available
Operations (i.e. paratransit)	$ -	$ -	$ -	
Total Project Cost	$ 150,000	$ 150,000	$ -	
Percent of Total		**100%**	**0%**	

Funding Plan - All Phases - All Sources

Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)

Fund Source	**Prop L Program**	**Phase**	**Fund Source Status**	**Fiscal Year of Allocation (Programming Year)**	**Total Funding**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**
Prop L FY24	18- Safer and Complete Streets	Construction	Planned	2023/24	$ 150,000		$ 50,000	$ 100,000	$ -	$ -
				Total By Fiscal Year	**$ 150,000**	**$ -**	**$ 50,000**	**$ 100,000**	**$ -**	**$ -**

Notes

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	***Vision Zero Education and Communications: Speed Safety Cameras FY 24***
Relative Level of Need or Urgency (time sensitive)	AB645 Speed Safety Camera passed by the Governor on Oct 14th and the SFMTA wants to be ready to hit the ground running as this 6-city pilot passed.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	AB645 Speed Safety Cameras were heavily supported by the advocate community who went with our legislative team to Sacramento to support this bill, including WalkSF, Families for Safe Streets, and the Vision Zero Coalition.
Benefits to Disadvantaged Populations and Equity Priority Communities	The citywide Vision Zero policy to end traffic deaths prioritizes street safety projects along the high injury network and in equity priority communities like the Tenderloin and Bayview. All materials and outreach are multilingual, increasing acccess to traffic safety information to vulnerable road users and disadvantaged populations. Partnerships with community based organizations serving disadvantages populations deepens Vision Zero education and outreach efforts. Speed Safety Camera locations will be prioritized along the High Injury Network.
Compatability with Land Use, Design Standards, and Planned Growth	Yes
San Francisco Transportation Plan Alignment (SFTP)	Safety and Livability, Equity
	The citywide Vision Zero policy to end traffic deaths prioritizes street safety projects along the high injury network and in equity priority communities.

The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.	
18- Safer and Complete Streets	
Safety (Capital Projects - Sub-program)	n/a
Benefits Multi-Modal Users (Capital Projects - Sub-program)	n/a
Proximity to Key Resources (Capital Projects - Sub-program)	n/a
Complete Streets Elements (Capital Projects - Sub-program)	n/a
Safety (Outreach and Education Programs - Sub-program)	The City's Vision Zero Action Strategy identifies multiple priority education and outreach programs that are necessary to support SF's achievement of zero roadway fatalities and are currently unfunded. The Vision Zero Communications Strategy identifies the need for ongoing education and outreach program in both supporting behavior change on SF's streets, but also to increase support for policy, infrastructure and transportation changes in pursuit of eliminating traffic fatalities.
Safety (New Traffic Signals - Sub-program)	n/a

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Name and Sponsor			
Project Name:	Vision Zero Education and Communications FY 25-28		
Implementing Agency:	SFMTA		
Prop L Expenditure Plan Information			
Prop L Program:	18- Safer and Complete Streets		
Prop L Sub-Program (if applicable):	18b- Outreach & Engagement Programs		
Other Prop L Programs (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	Support Vision Zero education, communications and outreach to increase awareness of street safety programs and to promote safe speeds. Work may be focused on: speed safety camera pilot program; Safe Speeds and other traffic safety campaigns; targeted engagement with community-based organization working with underrepresented groups/vulnerable road users.		
Project Location and Limits:	Citywide, prioritized on High Injury Network and Equity Priority Communities		
Supervisorial District(s):	Citywide		
Is the project located on the 2022 Vision Zero High Injury Network ?	Yes	**Is the project located in an Equity Priority Community (EPC)?**	Yes
Which EPC(s) is the project located in?			
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	Support Vision Zero education, communications and outreach, especially to vulnerable populations along the High Injury Network or Equity Priority Communities. Work may be focused on: - Speed safety camera pilot program - Post Fatality and other street team outreach (multilingual outreach following traffic fatalities, or at citywide community events doing Vision Zero tabling) - Safe Speeds and other traffic safety campaigns (includes media buys like light pole banners, transit ads, digital ads, radio, ecoposters, educational materials - multilingual) - regional education efforts with San Jose, Oakland, and others - citywide evaluation surveys (brand awareness, public perception/awareness) - Citywide street team outreach at community events (e.g. Sunday Streets, farmers markets, fairs) - Targeted engagement with community-based organizations working with underrepresented groups/vulnerable road users - Campaigns and outreach raising awareness around top crash factors such as speeding, turning behavior, failure to yield at the crosswalk There are multiple activities/campaigns happening through Vision Zero Education and Communications. Current work: -Funded through internal SFMTA funds: installing post-fatality memorial posters at crash intersections, supplementing outreach for projects/activities such as Sunday Streets and 20 MPH, media and digital advertising for 20 MPH -Funded through grants: the Office of Traffic Safety Motorcycle Safety Program partnering with San Francisco Police Department to provide free half-day urban skills riding to motorcycle riders. -Funded through SFCTA funds: multilingual 20 MPH outreach along business activity districts, complementing the 20 MPH sign installation The citywide Vision Zero policy to end traffic deaths prioritizes street safety projects along the high injury network and in equity priority communities like the Tenderloin and		

	Bayview. Layering education and outreach with other Vision Zero tools such as engineering and legislation help supper behavior change, increase support for policy, infrastructure, and transportation changes in support of eliminating traffic crashes. All materials and outreach are multilingual, increasing access to traffic safety information to vulnerable road users and disadvantaged populations. Partnerships with community based organizations serving disadvantaged populations also deepens Vision Zero education and outreach efforts.
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	
Type of Environmental Clearance Required:	Categorically Exempt
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	As appropriate, this work will collaborate with SFDPH, SFPD, SFRPD, SFPW and SFE, regional partners: MTC, San Jose, and Oakland.

Project Delivery Milestones	**Status**	**Work**	**Start Date**		**End Date**	
Phase	**% Complete**	**In-house - Contracted - Both**	**Quarter**	**Fiscal Year (starts July 1)**	**Quarter**	**Fiscal Year (starts July 1)**
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (e.g. Award Contract)			Q3-Jan-Feb-Mar	2024/25		
Operations (i.e. paratransit)						
Open for Use						
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2027/28

Notes
Schedule reflects two proposed annual allocations.

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Name:	Vision Zero Education and Communications FY 25-28

Project Cost Estimate		**Funding Source**		
Phase	**Cost**	**Prop L**	**Other**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$ -	$ -	$ -	
Environmental Studies (PA&ED)	$ -	$ -	$ -	
Right of Way	$ -	$ -	$ -	
Design Engineering (PS&E)	$ -	$ -	$ -	
Construction	$ 400,000	$ 400,000	$ -	Based on previous work
Operations (i.e. paratransit)	$ -	$ -	$ -	
Total Project Cost	$ 400,000	$ 400,000	$ -	
Percent of Total		**100%**	**0%**	

Funding Plan - All Phases - All Sources

Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)

Fund Source	**Prop L Program**	**Phase**	**Fund Source Status**	**Fiscal Year of Allocation (Programming Year)**	**Total Funding**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**
Prop L	18- Safer and Complete Streets	Construction	Planned	2024/25	$ 200,000	$ -		$ 50,000	$ 150,000	$ -
Prop L	18- Safer and Complete Streets	Construction	Planned	2026/27	$ 200,000	$ -	$ -	$ -	$ 50,000	$ 150,000
				Total By Fiscal Year	**$ 400,000**	**$ -**	**$ -**	**$ 50,000**	**$ 200,000**	**$ 150,000**

Notes

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	***Vision Zero Education and Communications FY 25-28***
Relative Level of Need or Urgency (time sensitive)	Initial 10-year commitment to Vision Zero ends in 2024 but the agency will remain committed to this citywide policy to prioritize street safety and end traffic deaths. Need funding to continue this work.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	Most recently secured new federal Safe Streets for All Grant for a comprehensive speed management project - Western Addition Community Safety Project. Several letters of support from community based organizations and faith based groups there. Builds off Western Addition Community Based Transportation Plan. Previous Active Transportation Program grant was used to partner with 6 CBOs through community grants for the Vision Zero left turns project.
Benefits to Disadvantaged Populations and Equity Priority Communities	The citywide Vision Zero policy to end traffic deaths prioritizes street safety projects along the high injury network and in equity priority communities like the Tenderloin and Bayview. All materials and outreach are multilingual, increasing access to traffic safety information to vulnerable road users and disadvantaged populations. Partnerships with community based organizations serving disadvantages populations deepens Vision Zero education and outreach efforts.
Compatibility with Land Use, Design Standards, and Planned Growth	Yes
San Francisco Transportation Plan Alignment (SFTP)	Safety and Livability, Equity
	The citywide Vision Zero policy to end traffic deaths prioritizes street safety projects along the high injury network and in equity priority communities.

The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.	
18- Safer and Complete Streets	
Safety (Capital Projects - Sub-program)	n/a
Benefits Multi-Modal Users (Capital Projects - Sub-program)	n/a
Proximity to Key Resources (Capital Projects - Sub-program)	n/a
Complete Streets Elements (Capital Projects - Sub-program)	n/a
Safety (Outreach and Education Programs - Sub-program)	The City's Vision Zero Action Strategy identifies multiple priority education and outreach programs that are necessary to support SF's achievement of zero roadway fatalities and are currently unfunded. The Vision Zero Communications Strategy identifies the need for ongoing education and outreach program in both supporting behavior change on SF's streets, but also to increase support for policy, infrastructure and transportation changes in pursuit of eliminating traffic fatalities.
Safety (New Traffic Signals - Sub-program)	n/a

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Name and Sponsor			
Project Name:	Contract 66 New Traffic Signals		
Implementing Agency:	SFMTA		
Prop L Expenditure Plan Information			
Prop L Program:	18- Safer and Complete Streets		
Prop L Sub-Program (if applicable):	18c- New Traffic Signals		
Second Prop L Program (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	New traffic signals at ten intersections and a rectangular rapid flashing beacon at one intersection to improve traffic operations and pedestrian and bicycle safety. Improvements at all new signal locations will include pedestrian countdown signals, accessible (audible) pedestrian signals, controllers, conduit, wiring, poles, and curb ramps.		
Project Location and Limits:	1) 4th Ave/Fulton, 2) 4th St/Long Bridge, 3) 4th St/Mission Rock (RRFB), 4) 10th Ave/Lincoln, 5) 28th St/Guerrero, 6) 39th Ave/Fulton, 7) 41st Ave/Lincoln, 8) Alemany/Cotter, 9) Castro/Divisadero/Waller, 10) Cesar Chavez/Florida, 11) Mission/Mary/Mint		
Supervisorial District(s):	District 01, District 04, District 05, District 06, District 08, District 09, District 11		
Is the project located on the 2022 Vision Zero High Injury Network ?	Yes	**Is the project located in an Equity Priority Community (EPC)?**	Yes
Which EPC(s) is the project located in?	Inner Mission, Tenderloin-SOMA		
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	New traffic signals at ten intersections and a rectangular rapid flashing beacon at one intersection to improve traffic operations and pedestrian and bicycle safety. Improvements at all new signal locations will include pedestrian countdown signals, accessible (audible) pedestrian signals, controllers, conduit, wiring, poles, and updated curb ramps (as needed). New curb ramps will be constructed at certain locations where they are missing. Eight of t he eleven project locations are on the Vision Zero High Injury Network. The planned improvements are intended to reduce injuries for pedestrians, cyclists, and motorists in addition to optimizing right of way allocation for all users.		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Attachment 1: List of Signals Locations Attachment 2: Map of Project Locations		
Type of Environmental Clearance Required:	Categorically Exempt		
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	San Francisco Public Works, Chi Iao		

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	**% Complete**	**In-house - Contracted - Both**	**Quarter**	**Fiscal Year (starts July 1)**	**Quarter**	**Fiscal Year (starts July 1)**
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)	100%	In-house	Q1-Jul-Aug-Sep	2022/23	Q1-Jul-Aug-Sep	2022/23
Right of Way						
Design Engineering (PS&E)	25%	In-house	Q2-Oct-Nov-Dec	2021/22	Q3-Jan-Feb-Mar	2023/24
Advertise Construction		In-house	Q4-Apr-May-Jun	2023/24		
Start Construction (e.g. Award Contract)		In-house and Contracted	Q3-Jan-Feb-Mar	2024/25		
Operations (i.e. paratransit)						
Open for Use		In-house and Contracted			Q4-Apr-May-Jun	2025/26
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2026/27

Notes

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Name:	Contract 66 New Traffic Signals

Project Cost Estimate		**Funding Source**		
Phase	**Cost**	**Prop L**	**Other**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$ -	$ -	$ -	
Environmental Studies (PA&ED)	$ -	$ -	$ -	
Right of Way	$ -	$ -	$ -	
Design Engineering (PS&E)	$ 1,300,000	$ -	$ 1,300,000	Actual costs+cost to complete based on similar projects
Construction	$ 7,500,000	$ 3,300,000	$ 4,200,000	Recent bids for similar work
Operations (i.e. paratransit)	$ -	$ -	$ -	
Total Project Cost	$ 8,800,000	$ 3,300,000	$ 5,500,000	
Percent of Total		**38%**	**63%**	

* $300,000 of Other is Prop K sales tax

* Including Prop K, sales tax is 41% of total

Funding Plan - All Phases - All Sources

Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)

Fund Source	**Prop L Program**	**Phase**	**Fund Source Status**	**Fiscal Year of Allocation (Programming Year)**	**Total Funding**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**
SFMTA - Capital Contingency Reserve		Design Engineering (PS&E)	Allocated	2020/21	$ 250,000	$ -	$ -	$ -	$ -	$ -
Developer Funding - 5M		Design Engineering (PS&E)	Allocated	2021/22	$ 500,000	$ -	$ -	$ -	$ -	$ -
Prop K		Design Engineering (PS&E)	Allocated	2021/22	$ 300,000	$ -	$ -	$ -	$ -	$ -
Developer Funding - Mission Rock		Design Engineering (PS&E)	Allocated	2022/23	$ 250,000	$ -	$ -	$ -	$ -	$ -
SFMTA - Prop D TNC Tax		Construction	Planned	2023/24	$ 2,875,000	$ -	$ -	$ -	$ -	$ -
SFMTA - Prop D TNC Tax		Construction	Planned	2023/24	$ 575,000	$ -	$ -	$ -	$ -	$ -
Developer Funding - Mission Rock		Construction	Programmed	2023/24	$ 750,000	$ -	$ -	$ -	$ -	$ -
Prop L	18- Safer and Complete Streets	Construction	Planned	2023/24	$ 3,300,000		$ 1,100,000	$ 1,100,000	$ 1,100,000	$ -
				Total By Fiscal Year	**$ 8,800,000**	**$ -**	**$ 1,100,000**	**$ 1,100,000**	**$ 1,100,000**	**$ -**

Notes

A full funding plan for construction with developer funds confirmed available and other sources programmed or allocated, will be required at time of allocation consistent with Prop L policies.

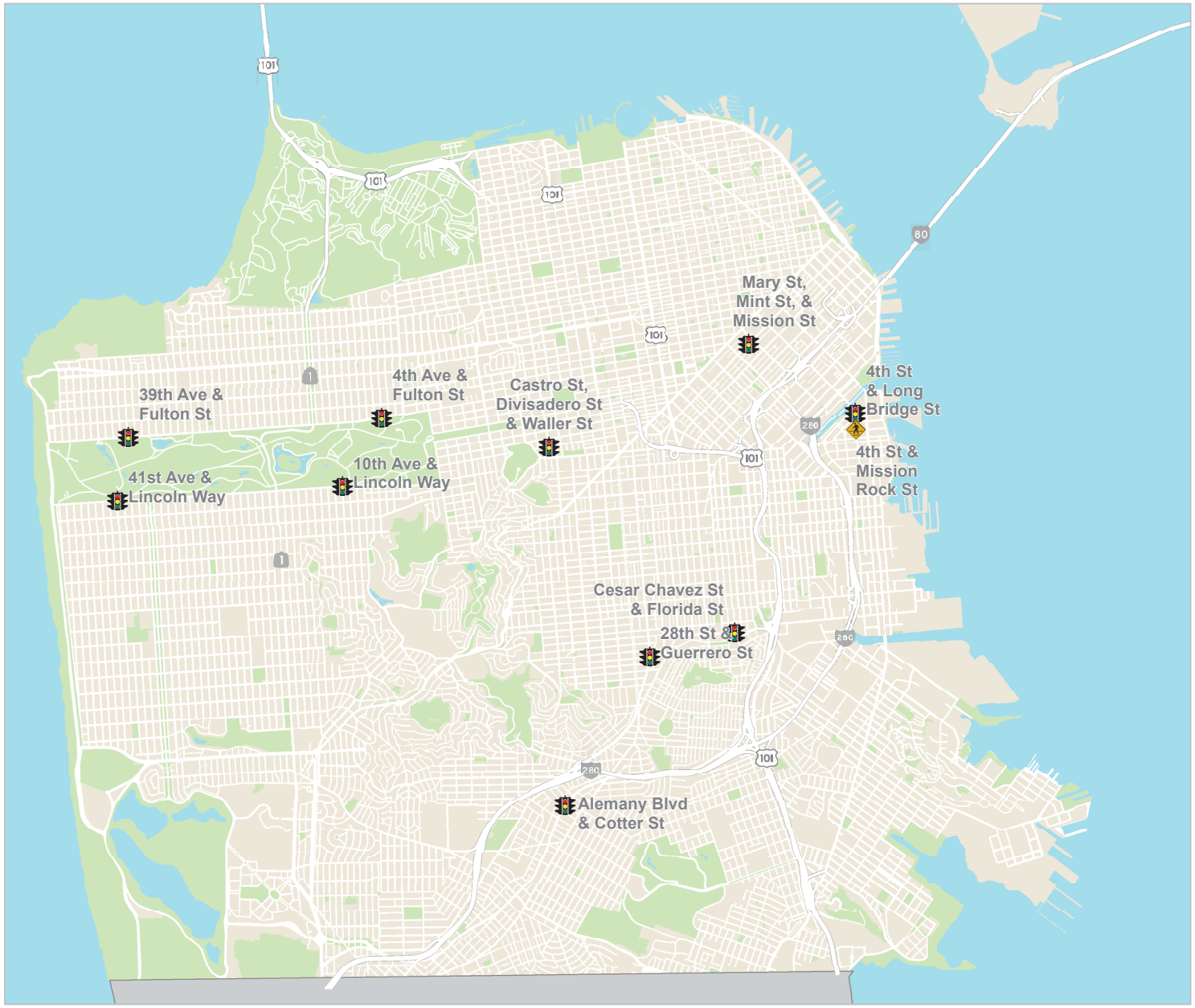
Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	***Contract 66 New Traffic Signals***
Relative Level of Need or Urgency (time sensitive)	As part of a Mission Rock development, a developer has agreed to contribute funding towards the design and construction of new signals and/or pedestrian activated flashing beacons at 4th St/Mission Rock and 4th St/Long Bridge. As part of the agreed upon mitigation agreement, the signals and/or beacons are ideally supposed to be in operation before opening of a parking garage which is currently under design and estimated to start construction sometime in the next two years. The garage is expected to be completed in 2025 or 2026. Since the current schedule for Contract 66 estimates an open for use date around the middle of 2026, it would be ideal to proceed with this schedule to try to meet the mitigation agreement conditions. As part of the 5M residential development, a developer has contributed towards the design and construction of new signals at 5th St/Mary/Mint to improve pedestrian crossings near the development. Since the development has already been completed and is open for use, it would be ideal to also complete the new signals at 5th St/Mary/Mint.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	As part of the process for allocating Proposition K design phase funds for this project, the locations for this project were previously approved by the Community Advisory Committee and Transportation Authority Board. The proposed locations for Contract 66 were also taken to a public hearing and SFMTA Board of Directors for final approval. Out of the 11 intersections on this project, the following 6 intersections received one or more letters of support before the public hearing proposing the establishment of the new traffic signals: 4th St/Long Bridge, 39th Avenue/Fulton, 41st Avenue/Lincoln, Alemany/Cotter, Castro/Divisadero/Waller., and Mary/Mint/Mission. According to our records, Castro/Divisadero/Waller received the most at 32 letters of support.
Benefits to Disadvantaged Populations and Equity Priority Communities	One of the project locations, Mission/Mary/Mint, is in a Equity Priority Community that will benefit from safety improvements through new traffic signal implementation that will include pedestrian countdown signals and accessible pedestrian signals. Mission/Mary/Mint is a side street STOP controlled intersection located in the South of Market Neighborhood and adjacent to the 5M Development which was recently completed and is open for use. Mission/Mary/Mint is located on the City's Vision Zero High Injury Network with five injury collisions reported in the past five years. As a condition of their Development Agreement, the 5M Developer has contributed $400,000 towards the construction of a new signalized pedestrian crossing of Mission Street at the Mary and Mint street alleyways in order to mitigate anticipated pedestrian impacts of the development and improve conditions for pedestrians already crossing in this location. Design of the new signal will be coordinated with other improvements constructed by the Developer including the conversion of Mary Street into a pedestrian only alleyway. In addition, the new signal will be carefully coordinated with the nearby signal at the intersection of 5th and Mission streets to prioritize the movement of transit along the Mission Street corridor.
Compatibility with Land Use, Design Standards, and Planned Growth	Yes
San Francisco Transportation Plan Alignment (SFTP)	Safety and Livability
	Overall, new traffic signals or pedestrian activated flashing beacons are proposed for the locations on this project with a goal to reduce injuries for pedestrians, cyclists, and motorists in addition to optimizing right of way allocation for all roadway users.

The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.	
18- Safer and Complete Streets	
Safety (New Traffic Signals - Sub-program)	Although there are common documented safety issues at the project locations such as the need to improve right-of-way assignment between different roadway users, in the end each intersection is unique and the final signal design for every project location reflects the unique condition of that intersection. As an example, Castro/Divisadero/Walter is a side street STOP location on the City's Vision Zero High Injury Network with four injury collisions reported in the past five years, two of which involved a pedestrian. Given the curvature of the roadway as it transitions from Castro Street to Divisadero Street, user awareness of right of way and adequate gap spacing can prove challenging. The final design will address the curvature challenge by placing signals in advance of the intersection to provide drivers as much advance notice as possible regarding the possible need to stop on red light. Signalizing this location will better clarify right of way and provide dedicated crossing time for pedestrians. For more information about other project locations, please refer the Proposition K standard grant agreement for design phase funding which includes a detailed discussion on the background of the project locations including existing traffic conditions and anticipated safety benefits from the installation of new traffic signals or flashing beacons.
Supports Transit First (New Traffic Signals - Sub-program)	This project will implement signal priority for transit/and or emergency vehicles.

Attachment 1

CONTRACT 66 NEW TRAFFIC SIGNALS - PROJECT LOCATIONS

INTERSECTION	SUPERVISOR DISTRICT(S)	EXISTING CONTROL	MUNI LINES	PEDESTRIAN IMPROVEMENTS	EQUITY PRIORITY COMMUNITY	VISION ZERO LOCATION	DEVELOPER FUNDING
A. 4th Ave and Fulton St	1	Side-Street STOP	5, 5R	PCS, APS	n/a		
B. 4th St and Long Bridge St	6	Side-Street STOP		PCS, APS	n/a	X	X
C. 4th St and Mission Rock St	6	Side-Street STOP		RRFB, APS	n/a	X	X
D. 10th Ave and Lincoln Way	7	Side-Street STOP	7, 7X, NX	PCS, APS, Ramps	n/a	X	
E. 28th St and Guerrero St	8/9	Side-Street STOP		PCS, APS	n/a	X	
F. 39th Ave and Fulton St	1	Side-Street STOP	5, 5R	PCS, APS	n/a		
G. 41st Ave and Lincoln Way	4	All-Way STOP		PCS, APS	n/a		
H. Alemany Blvd and Cotter St	11	Side-Street STOP		PCS, APS	n/a	X	
I. Castro St, Divisadero, St and Waller St	5, 8	Side-Street STOP	24	PCS, APS	n/a	X	
J. Cesar Chavez St and Florida St	9	Side-Street STOP	27	PCS, APS	Inner-Mission	X	
K. Mary St, Mint St, and Mission St	6	Side-Street STOP	14, 14R, 14X	PCS, APS, Ramps	Tenderloin-SoMa	X	X



Contract 66 - New Traffic Signals

Project Locations

June 2021

This map shows the location of ten new traffic signals and one new rapid rectangular flashing beacon proposed for constuction as part of the SFMTA Contract 66 - New Traffic Signals project.

LEGEND

- New Traffic Signal
- New RRFB

1 miles

Scale 1:51,243

Date Saved: 6/10/2021

For reference contact: Jarrett.Hornbostel@sfmta.com

SFMTA

Document Path: G:\01_Projects\TE_SpecialProjects_StreetUse\Signals\04_MXD\Contract 66 Locations.mxd
User Name: jhornbos

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Name and Sponsor			
Project Name:	Contract 67 New Traffic Signals		
Implementing Agency:	SFMTA		
Prop L Expenditure Plan Information			
Prop L Program:	18- Safer and Complete Streets		
Prop L Sub-Program (if applicable):	18c- New Traffic Signals		
Other Prop L Programs (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	New traffic signals and/or flashing signal systems at up to six locations. New traffic signals provide the benefits of improved right-of-way assignment and access across major streets. The new signals will improve pedestrian safety with accessible (audible) pedestrian signals, pedestrian countdown signals, controllers, conduit, wiring, poles, and curb ramps.		
Project Location and Limits:	TBD		
Supervisorial District(s):	TBD		
Is the project located on the 2022 Vision Zero High Injury Network ?	TBD	**Is the project located in an Equity Priority Community (EPC)?**	TBD
Which EPC(s) is the project located in?	TBD		
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	New traffic signals and/or flashing signal systems at up to six locations. Locations TBD. The project will include new controllers, foundations, vehicle signals, accessible pedestrian signals, pedestrian countdown signals, poles, conduits, wiring, detection, signal interconnect, mast-arm signals, improved streetlighting, and upgraded or new curb ramps as needed. When designed properly, new traffic signals improve safety through better right of way assignment for vehicular and pedestrian traffic; improved pedestrian crossings through the use of pedestrian countdown signals and accessible pedestrian signals; reduction of serious right angle vehicular collisions; and improved speed control for vehicular traffic. In support of Vision Zero goals, factors to be reviewed for each location include evaluating existing traffic operations for improved safety; visibility and right of way assignment; constituent complaints; and collision patterns. Locations will be prioritized based on collision history; traffic volumes; benefits to roadway users including pedestrians, bicyclists, transit and motorists; proximity to schools or senior centers; community complaints; presence on the High Injury Corridor; Equity Priority Community considerations; and any joint departmental opportunities which allows cost savings to the project (e.g. scheduled paving projects, corridor improvements). Finally, another reason for prioritization is in anticipation/response to an upcoming changing City landscape, particularly work that is tied to large scale and area wide development projects and often include Developer contributions due to agreed upon Developer Agreements with the City. Community complaints are considered in prioritizing locations for signals and advanced notices are provided to the community with regards to traffic signal controller cabinet locations and public hearings to consider proposals for signalization. The proposed locations are typically taken to an SFMTA public hearing and subsequently to the SFMTA Board of Directors for final approval.		

Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	
Type of Environmental Clearance Required:	Categorically Exempt
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	San Francisco Public Works, Chi Iao, 618 271 2738

Project Delivery Milestones	**Status**	**Work**	**Start Date**		**End Date**	
Phase	**% Complete**	**In-house - Contracted - Both**	**Quarter**	**Fiscal Year (starts July 1)**	**Quarter**	**Fiscal Year (starts July 1)**
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)		In-house	Q1-Jul-Aug-Sep	2024/25	Q2-Oct-Nov-Dec	2024/25
Right of Way						
Design Engineering (PS&E)		In-house	Q1-Jul-Aug-Sep	2024/25	Q4-Apr-May-Jun	2025/26
Advertise Construction			Q4-Apr-May-Jun	2025/26		
Start Construction (e.g. Award Contract)			Q3-Jan-Feb-Mar	2026/27		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2027/28
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2028/29

Notes

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Name:	Contract 67 New Traffic Signals

Project Cost Estimate		**Funding Source**		
Phase	**Cost**	**Prop L**	**Other**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$ -	$ -	$ -	
Environmental Studies (PA&ED)	$ -	$ -	$ -	
Right of Way	$ -	$ -	$ -	
Design Engineering (PS&E)	$ 1,100,000	$ 1,100,000	$ -	Based on similar projects
Construction	$ 5,000,000	$ -	$ 5,000,000	Based on similar projects
Operations (i.e. paratransit)	$ -	$ -	$ -	
Total Project Cost	$ 6,100,000	$ 1,100,000	$ 5,000,000	
Percent of Total		**18%**	**82%**	

Funding Plan - All Phases - All Sources

Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)

Fund Source	**Prop L Program**	**Phase**	**Fund Source Status**	**Fiscal Year of Allocation (Programming Year)**	**Total Funding**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**
Prop L	18- Safer and Complete Streets	Design Engineering (PS&E)	Planned	2024/25	$ 1,100,000	$ -	$ 550,000	$ 550,000	$ -	$ -
SFMTA Share - Prop D TNC Tax		Construction	Planned	2026/27	$ 5,000,000	$ -	$ -	$ -	$ -	$ -
				Total By Fiscal Year	**$ 6,100,000**	**$ -**	**$ 550,000**	**$ 550,000**	**$ -**	**$ -**

Notes

A full funding plan for construction with other sources programmed or allocated, will be required at time of allocation consistent with Prop L policies.

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	***Contract 67 New Traffic Signals***
Relative Level of Need or Urgency (time sensitive)	Needs to proceed in proposed timeframe to enable construction coordination.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	As part of the process for allocating Proposition L design phase funds for this project, the locations will be presented to the Community Advisory Committee and Transportation Authority Board. The proposed locations for Contract 67 will also be taken to a public hearing and SFMTA Board of Directors for final approval. In SFMTA's history with installing new traffic signals as part of the Half-cent Sales Tax programs (Propositions B, K, and L), our anecdotal experience has been is that the community comes out in strong support for the proposed new traffic signals.
Benefits to Disadvantaged Populations and Equity Priority Communities	New signals typically include features such as accessible pedestrian signals and curb ramps which are a direct benefit to disadvantaged populations.
Compatibility with Land Use, Design Standards, and Planned Growth	Yes
San Francisco Transportation Plan Alignment (SFTP)	Safety and Livability
	signal features such as higher visibility 12-inch signals, mast arms, pedestrian countdown signals, and accessible pedestrian signals

The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.	
18- Safer and Complete Streets	
Safety (New Traffic Signals - Sub-program)	Although there are typical documented safety issues at project locations such as the need to improve right-of-way assignment between different roadway users, in the end each intersection is unique and the final signal design for every project location reflects the unique conditions of that intersection. As an example of how a documented issue is addressed, Castro/Divisadero/Waller from New Signals Contract 66 is a side street STOP location on the City's Vision Zero High Injury Network with four injury collisions reported in the past five years, two of which involved a pedestrian. Given the curvature of the roadway as it transitions from Castro Street to Divisadero Street, user awareness of right of way and adequate gap spacing can prove challenging. The final design will address the curvature challenge by placing signals in advance of the intersection to provide drivers as much advance notice as possible regarding the possible need to stop on red light. Signalizing this location will better clarify right of way and provide dedicated crossing time for pedestrians. For more information about how safety issues are addressed at other project locations, please refer to the Proposition K standard grant agreement for design phase funding for New Signals Contract 66 which includes a detailed discussion on the background of the project locations including existing traffic conditions and anticipated safety benefits from the installation of new traffic signals or flashing beacons.
Supports Transit First (New Traffic Signals - Sub-program)	This project will implement signal priority for transit/and or emergency vehicle

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Name and Sponsor			
Project Name:	Skyline and Sloat Intersection Improvements		
Implementing Agency:	SFMTA		
Prop L Expenditure Plan Information			
Prop L Program:	18- Safer and Complete Streets		
Prop L Sub-Program (if applicable):	18c- New Traffic Signals		
Other Prop L Programs (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	Construct new traffic signal at Skyline Boulevard/Sloat Boulevard/39th Avenue to improve traffic, pedestrian, bicycle safety, and right of way allocations at the intersection. The scope of work includes new traffic signals (mast arms, signal heads, controllers, conduit, wiring, and poles), pedestrian countdown signals, accessible (audible) pedestrian signals, and curb ramps. Requested funds are to cover a cost increase and fully fund the construction phase.		
Project Location and Limits:	The signals will be at Skyline Boulevard, Sloat Boulevard, and 39th Avenue.		
Supervisorial District(s):	District 04, District 07		
Is the project located on the 2022 Vision Zero High Injury Network ?	Yes	**Is the project located in an Equity Priority Community (EPC)?**	No
Which EPC(s) is the project located in?			
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	Traffic signal installations at Skyline Boulevard, and Sloat Boulevard, and 39th Avenue. The preliminary phase for this project was funded by General Fund Population Based Streets funds in the amount of $150,000 and the design phase was funded by $190,000 from Prop K. Construction phase in the amount of $1,402,876 is funded by state earmark fundings proposed by Assembly Budget Chair Phil Ting, through Senate Bill 178. The construction work will be done as via change order to the Contract 65 New Traffic Signals project. Due to higher-than-expected construction contract and construction support costs, additional funding is needed to construct the new signals at Skyline and Sloat. The higher costs compared to original cost estimates are attributed to the following unforeseen conditions: curb ramps needing to be reconstructed which were built by Caltrans in 2017 but now deemed non-compliant by the Public Works Disability Access Coordinator; civil work to modify an existing median to accommodate a second northbound left turn lane that was determined to be needed to handle additional traffic volumes due to the detour; additional signals at the southwest corner needing to fully protect crossing bikes in order to accommodate the overlapping schedules for the Sloat and Lake Merced Quick Build projects with the Skyline/Sloat signal project; additional signals facing 39th Avenue traffic to avoid a potential sideswipe condition; and, unforeseen striping work to improve bicycling connections requested by Caltrans which will involve painting 1/4 mile of buffered bikes lanes to replace existing class 3 (sharrow) bike facilities. The schedule has been delayed by approximately 6 months compared to the original schedule outlined in the Proposition K signed grant agreement finalized earlier this year for design phase funding. In particular, the design and construction schedules have been delayed mostly due to the longer than anticipated design review process with Caltrans which is now wrapping up.		

	The new traffic signals are proposed to improve right-of-way allocation and to reduce vehicle and transit delays associated with the upcoming closure of Great Highway Extension south of Sloat Boulevard. The intersection is on the city's Vision Zero High Injury Network. The scope of work includes all necessary signal infrastructure including new 12" signal heads and mast arms, new signal poles, pedestrian countdown signals, accessible pedestrian signals, updated curb ramps where they are needed, streetlighting, and related signal work. In addition, civil work will modify an existing median to allow for an additional left turn pocket for northbound Skyline Boulevard.
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Attachment 1: Contract 65 New Traffic Signals Modification Memorandum Attachment 2: Contract New Traffic Signals Modification Presentation Attachment 3: Sloat and Skyline Intersection Improvements Map Attachment 4: Conceptual Signal Drawing
Type of Environmental Clearance Required:	Categorically Exempt
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	San Francisco Public Works, Chi Iao, 618 271 2738

Project Delivery Milestones	**Status**	**Work**	**Start Date**		**End Date**	
Phase	**% Complete**	**In-house - Contracted - Both**	**Quarter**	**Fiscal Year (starts July 1)**	**Quarter**	**Fiscal Year (starts July 1)**
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)		In-house and Contracted	Q3-Jan-Feb-Mar	2021/22	Q3-Jan-Feb-Mar	2022/23
Right of Way						
Design Engineering (PS&E)		In-house and Contracted	Q3-Jan-Feb-Mar	2022/23	Q4-Apr-May-Jun	2023/24
Advertise Construction		In-house and Contracted	Q2-Oct-Nov-Dec	2023/24		
Start Construction (e.g. Award Contract)		In-house and Contracted	Q3-Jan-Feb-Mar	2023/24		
Operations (i.e. paratransit)						
Open for Use					Q2-Oct-Nov-Dec	2024/25
Project Completion (means last eligible expenditure)					Q2-Oct-Nov-Dec	2025/26

Notes

Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Name:	Skyline and Sloat Intersection Improvements

Project Cost Estimate		**Funding Source**		
Phase	**Cost**	**Prop L**	**Other**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$ 150,000	$ -	$ 150,000	SFMTA & Public Works Fees
Environmental Studies (PA&ED)	$ -	$ -		
Right of Way	$ 190,000	$ -	$ 190,000	SFMTA & Public Works Fees
Design Engineering (PS&E)	$ -		$ -	
Construction	$ 2,202,876	$ 800,000	$ 1,402,876	Based on recent similar projects
Operations (i.e. paratransit)	$ -	$ -	$ -	
Total Project Cost	$ 2,542,876	$ 800,000	$ 1,742,876	
Percent of Total		**31%**	**69%**	

$190,000 of other is Prop K

Prop L + Prop K sales tax is 39%

Funding Plan - All Phases - All Sources

Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)

Fund Source	**Prop L Program**	**Phase**	**Fund Source Status**	**Fiscal Year of Allocation (Programming Year)**	**Total Funding**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**
Prop L	18- Safer and Complete Streets	Construction	Planned	2023/24	$ 800,000	$ -	$ 600,000	$ 200,000	$ -	$ -
General Fund (Prop B)		Planning/Conceptual Engineering	Allocated	2022/23	$ 150,000	$ -	$ -	$ -	$ -	$ -
Prop K		Design Engineering (PS&E)	Allocated	2022/23	$ 190,000	$ -				$ -
Community Project Funding for Skyline/Sloat Signals (State Earmark)		Construction	Programmed	2023/24	$ 1,200,000	$ -	$ -	$ -		
Community Project Funding from Sloat Quick Build (State Earmark)		Construction	Programmed	2023/24	$ 202,876	$ -	$ -	$ -	$ -	
				Total By Fiscal Year	**$ 2,542,876**	**$ -**	**$ 600,000**	**$ 200,000**	**$ -**	**$ -**

Notes

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	***Skyline and Sloat Intersection Improvements***
Relative Level of Need or Urgency (time sensitive)	The intersection of Skyline and Sloat is on Vision Zero High Injury Network. This signal installation is in response to a broader interagency coordination effort to plan for needed improvements in the Ocean Beach area due to coastal erosion which included consideration of the Great Highway Extension closure, south of Sloat Boulevard, among others. The intersection has undergone alternatives assessments at the conceptual design level and a traffic signal has been proposed as the most effective and feasible alternative to improve right-of-way compliance, safety, and accommodate expected increased user demands. The goal switchover date for the new signal is mid-2024 to align with the other project improvements in the area.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	Since Proposition K funding was approved for use for the design phase, the project has been presented to the SFCTA's Community Advisory Board and Full Board. The change order to add the construction work as part of the Contract 65 New Traffic Signal project was recently approved at the Public Works Commission meeting.
Benefits to Disadvantaged Populations and Equity Priority Communities	The new signals at Skyline and Sloat will include the installation of accessible pedestrian signals which will directly benefit visually impaired pedestrians crossing at this intersection. Some curb ramps require upgrading and will be reconstructed to meet current ADA standards for accessibility.
Compatability with Land Use, Design Standards, and Planned Growth	Yes
San Francisco Transportation Plan Alignment (SFTP)	Safety and Livability
	The new traffic signals are proposed to improve right-of-way allocation and to reduce vehicle and transit delays associated with the upcoming closure of Great Highway Extension south of Sloat Boulevard. The intersection is on the city's Vision Zero High-Injury Network.

The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.	
18- Safer and Complete Streets	
Safety (Capital Projects - Sub-program)	The new traffic signals are proposed to improve right-of-way control and to reduce vehicle and transit delays associated with the upcoming closure of Great Highway Extension south of Sloat Boulevard. The intersection is on the city's Vision Zero High-Injury Network.
Benefits Multi-Modal Users (Capital Projects - Sub-program)	In addition to overall reduced delays, the signals will benefit multiple modal users as follows: improved crossings for pedestrians due to accessible pedestrians signals and pedestrian countdown signals, improved bike facilities for bicyclists, improved travel times for motorists and transit users compared to conditions if signals were not built, and improved right-of-way for motorists and other roadway users.
Proximity to Key Resources (Capital Projects - Sub-program)	Muni lines 18-46th Avenue, 58-Lake Merced, and 23-Monterey have two stops each (i.e., one inbound and one outbound) present at the project intersection. There is one bus shelter adjacent to the northbound left turn lane, one painted bus zone with red painted curb on the westbound departure lane and the other stops are flag stops. The intersection of Skyline/Sloat is adjacent to retail and/or recreational facilities, including Lakeshore Plaza, the San Francisco Zoo, Lake Merced, and the Pomeroy Rehabilitation Center for the Disabled.
Complete Streets Elements (Capital Projects - Sub-program)	The scope of work includes all necessary signal infrastructure including new 12" signal heads and mast arms, new signal poles, pedestrian countdown signals, accessible pedestrian signals, updated curb ramps where they are needed, streetlighting, and related signal work. In addition, civil work will modify an existing median to allow for an additional left turn pocket for northbound Skyline Boulevard.
Safety (Outreach and Education Programs - Sub-program)	The new traffic signals are proposed to improve right-of-way allocation and to reduce vehicle and transit delays associated with the upcoming closure of Great Highway Extension south of Sloat Boulevard. The intersection is on the city's Vision Zero High-Injury Network.
Safety (New Traffic Signals - Sub-program)	The intersection of Skyline and Sloat is on Vision Zero High Injury Network. This signal installation is in response to a broader interagency coordination effort to plan for needed improvements in the Ocean Beach area due to coastal erosion which included consideration of the Great Highway Extension closure, south of Sloat Boulevard, among others. The intersection has undergone alternatives assessments at the conceptual design level and a traffic signal has been proposed as the most effective and feasible alternative to improve right-of-way compliance, safety, and accommodate expected increased user demands.
Supports Transit First (New Traffic Signals - Sub-program)	There are existing routes through Skyline and Sloat for Muni lines 18-46th Avenue, 58-Lake Merced, and 23-Monterey. The installation of the signal would have a positive impact to transit operations. Travel times would be expected to increase substantially with the anticipated increase in queuing caused by future volumes, particularly for the northbound and eastbound approaches where the greatest impacts will be from the Great Highway Extension closure. The proposed traffic signal would alleviate queuing impacts by more efficiently allocating right-of-way for traffic and removing the meter of STOP control.

Attachment 1

To: Chi Iao, Engineer
San Francisco Public Works (SFPW) – Electrical Section

Through: Bryant Woo, Senior Engineer
San Francisco Municipal Transportation Agency (SFMTA) – Signal Projects

From: Corbin Skerrit, Associate Engineer
San Francisco Municipal Transportation Agency (SFMTA) – Signal Projects

Date: 8/14/2023

Subject: Contract 65: New Traffic Signals [Rebid] (ID: 1000025167)
Proposed Change Order adding new signal at 39th Avenue, Skyline Boulevard, and Sloat Boulevard

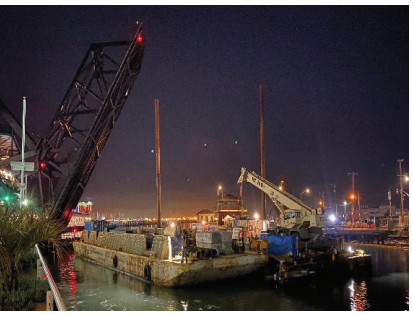
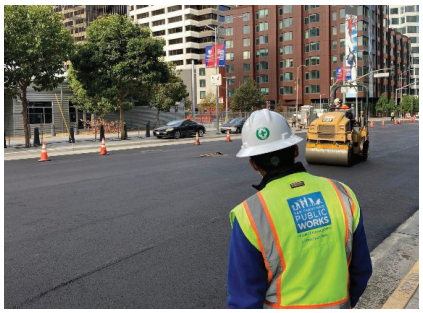
This memorandum is to request a proposed change order to Contract 65: New Traffic Signals [Rebid] to install a new traffic signal, curb ramps, and median modifications at 39th Avenue, Skyline Boulevard, and Sloat Boulevard.

This signal installation is in response to a broader interagency coordination effort to plan for needed improvements in the Ocean Beach area due to coastal erosion which included consideration of the Great Highway Extension closure, south of Sloat Boulevard, among others. The intersection has undergone alternatives assessments at the conceptual design level and a traffic signal has been proposed as the most effective and feasible alternative to improve right-of-way compliance, safety, and accommodate expected increased user demands. The goal switchover date for the new signal is mid-2024 to align with the other project improvements in the area.

The signal construction will be funded by Section 19.56 subdivision (g)(1)(P) of the 2022 Budget Act which appropriated funds from the State's General Fund to the SFMTA. Legislation of the new signal was reviewed at an engineering public hearing on September 23, 2022, and signed via SFMTA Streets Division Directive Order No. 6586 on September 30, 2022. Environmental clearance for this new signal was received from the Planning Department as Case No. 2022-007290ENV prepared September 1, 2022. As this intersection has shared right-of-way with Caltrans, a Caltrans Design Engineering Evaluation Report (DEER) was submitted January 2023 and pending Caltrans approval. The SFMTA is assuming ongoing maintenance and operation of the signal, as such, the signal is in accordance with the City of San Francisco design standards.

All pertinent standards and specifications as contracted in Contract 65: New Traffic Signals [Rebid] are assumed applicable to this proposed change order. The following attachment details additions to accommodate the added project design.

Attachment: 39th Avenue, Skyline Boulevard, and Sloat Boulevard 100% Project Specs & Estimates

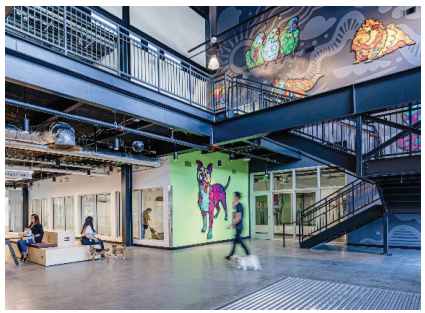




SAN FRANCISCO PUBLIC WORKS

October 6, 2023

Contract 65: New Traffic Signals

Grant Ly
Project Engineer, Electrical Section, Infrastructure Design & Construction


Contract 65: New Traffic Signals

Approve Contract Modification

Recommend Commission:

To approve a contract modification to increase the contract duration by 383 calendar days and increase the contract cost by $1,877,312.50

Original Amount:

$3,754,625.00

Original Construction Duration:

425 calendar days

Contractor:

Liffey Electric, Inc.

Reason:

Client-requested addition of new traffic signals at the intersection of Skyline Blvd./Sloat Blvd./39th Ave.

Contract 65: New Traffic Signals

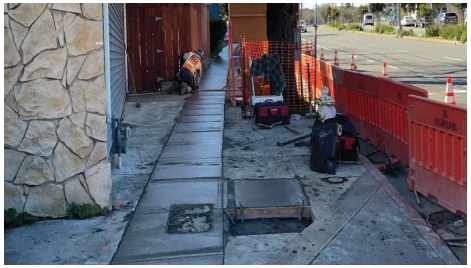
Various Locations

7 original locations

Funding Source:
SFMTA Streets Funds -
General Obligation Bonds

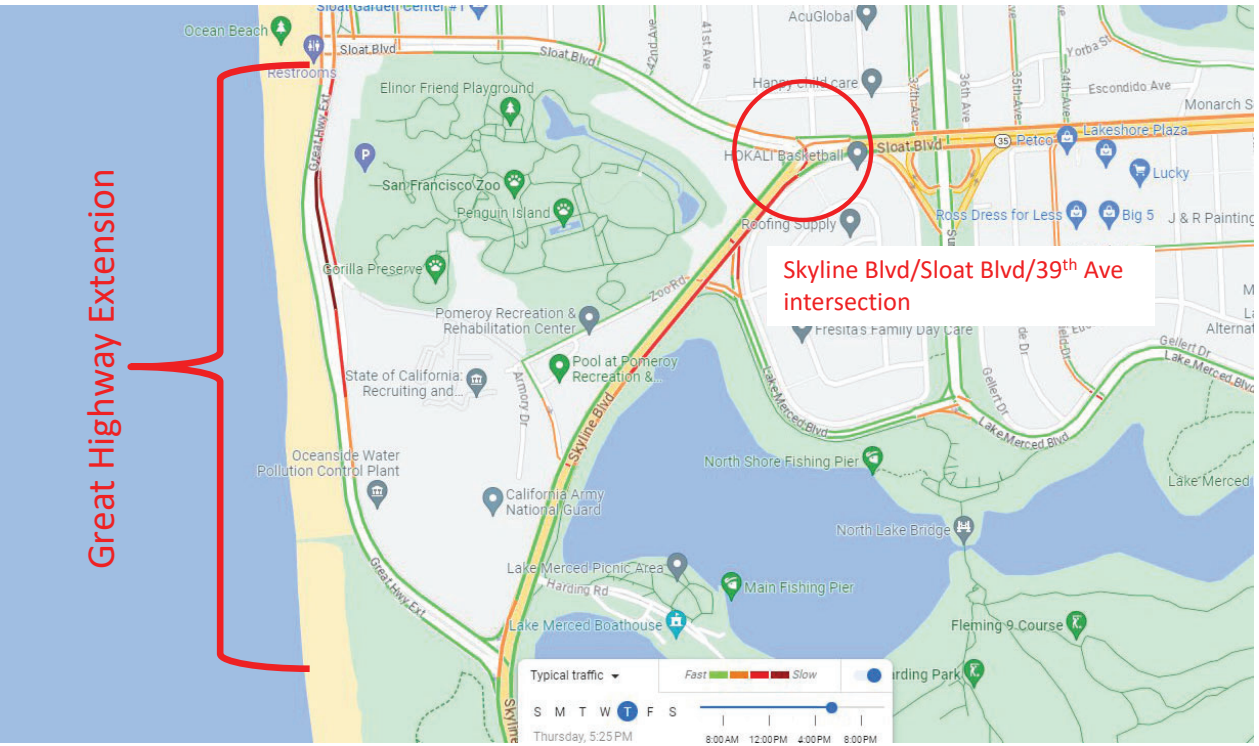
More info:
https://sfpublicworks.org/Signals65

Project Improvements



- New traffic signals
- Streetlighting upgrades
- Flashing beacons
- Curb ramp and accessibility improvements

Reason for Modifications



Great Highway Extension Closure

Increased traffic due to closure of Great Highway Extension between Skyline Blvd. and Sloat Blvd. in 2023.

Reason for Modifications

Vision Zero High Injury Network

Pedestrian safety improvements on Sloat Blvd.

The 2022 Vision Zero High Injury Network – created by the San Francisco Department of Public Health (SFDPH) using a combination of severe and fatal injury data – identifies street segments that have a high number of fatalities and severe injuries and helps inform where interventions could save lives and reduce injury severity.

Reason for Modifications

Transit Efficiency Improvements

Muni transit service improvements for the 18 46th Ave, 58 Lake Merced and 23 Monterey bus routes.

Current Project Status

Construction started:
October 2022

Original contract duration:
425 calendar days

Original contract cost:
$3,754,623.00

Contract cost contingency:
$375,463.00

Approximate completion to date:
73%

Time extension:
425 calendar days or Fourteen (14) months

Reason:
Client-requested addition of (1) new location

Projected final completion:
December 2024

Projected Contract Cost Limit:
$6,007,400.00

Contract 65: New Traffic Signals
Approve Contract Modification

Recommend Commission:

Approve a contract modification to increase the contract duration by 383 calendar days and increase the contract cost by $1,877,312.50

Original Amount:

$3,754,625.00

Original Construction Duration:

425 calendar days

Contractor:

Liffey Electric, Inc.

Reason:

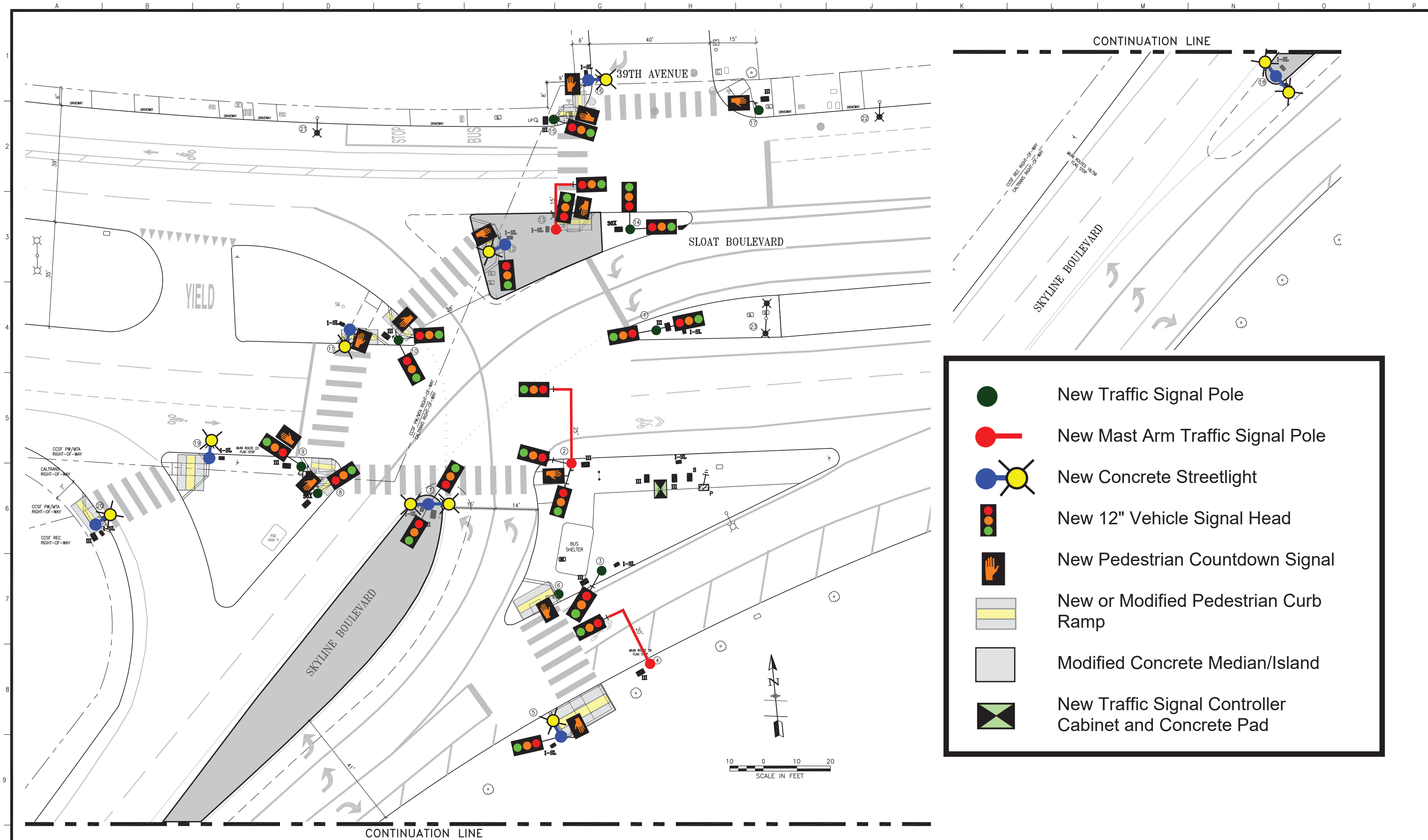
Client-requested addition of a new traffic signal at the intersection of Skyline Blvd./Sloat Blvd./39th Ave.

QUESTIONS

Map 1 - Sloat and Skyline Intersection Improvements

Skyline, Sloat, & 39th Avenue

Attachment 4



NO.	DATE	DESCRIPTION	BY	APP.
1	xx-xx-xx	PCO X: 39th Ave/Skyline/Sloat		

TABLE OF REVISIONS

THIS DRAWING WAS LAST MODIFIED: 11/30/22 16:31, BY: CSkerrit

REFERENCE INFORMATION & FILE NO. OF SURVEYS

SEAL OF THE CITY AND COUNTY OF SAN FRANCISCO

BUREAU OF ENGINEERING
CITY & COUNTY OF SAN FRANCISCO
SAN FRANCISCO PUBLIC WORKS
49 SOUTH VAN NESS AVENUE, SUITE 800
SAN FRANCISCO, CA 94103

		Date:
Acting Section Mgr:	CHI IAO	
Acting Deputy Bureau Mgr:	LESLEY WONG	
Acting Bureau Mgr:	IQBAL DHAPA	

	DATE:
DESIGNED: CS/GL	11/2022
DRAWN: CS/GL	11/2022
CHECKED: GD/DG	11/2022

REGISTERED PROFESSIONAL ENGINEER CHI KEONG IAO NO. E19134 ELECTRICAL STATE OF CALIFORNIA

SCALE: AS SHOWN

SHEET OF SHEETS: XX OF XX

CONTRACT 65
NEW TRAFFIC SIGNALS

39TH AVE, SKYLINE BLVD AND SLOAT BLVD
TRAFFIC SIGNAL PLAN

CONTRACT NO. 00000006423
DRAWING NO. E-8.0
FILE NO. 120,080
REV. NO. 0