



Chapter 6. Implementation & Funding Plan

This Chapter describes the next steps for funding and implementing the top priority projects discussed in Chapter 5. The detailed Funding and Implementation Plan is shown in Figure 6.1.

Steps in Project Implementation

Typically transportation improvements go through the following steps:

- Seek funding for conceptual study; conduct conceptual study
- seek funding for engineering and design; conduct engineering and design
- seek construction funding; construct project

The funding and implementation plan identifies the stage of each improvement and next steps. For many projects, the next step is to be prioritized for design and construction funding. For others, further study is needed before the improvements are ready for design and construction funding. The best news, though, is that many of the projects identified as community priorities are already underway!

Projects Currently Underway

At this writing, a number of recommendations have already obtained funding for their relevant next steps.

Pedestrian Safety. The key pedestrian safety improvement underway at this time focuses on the neighborhood's top priority intersection: McAllister at Leavenworth and 7th Streets. As described in previous chapters of this study, these intersections and stretch of McAllister between Market and Hyde have a number of multimodal transportation needs, pedestrian safety top among them.

In fall of 2006, the MTA worked with the Authority and DPW to submit an application for funding of near-term pedestrian improvements at these locations, as well as some supplemental locations on Jones Street. This funding was awarded in February 2007. This means that the first set of pedestrian safety improvements, primarily encompassing corner bulb outs, has secured design and construction funding. Those activities will begin this year and the improvements will be completed by 2009.

However, there remain additional needs beyond pedestrian safety on McAllister between Market and Hyde. Transit improvements and bicycle improvements are needed at this intersection as well. MTA, with the Authority, continues to convene MTA staff to develop a transit routing design. Currently the MTA is analyzing alternative routing for the 5-Fulton on McAllister east of Hyde, such as the contraflow lane on 7th street or two-way circulation along the full length of McAllister. This work can be funded by the Prop K TPS category. Improvements top transit are intended to be implemented along with the rehabilitation to the 5-Fulton overhead contact system, scheduled for 2008.



Transit Reliability and Access. One of the key early successes of the planning effort is action to improve access to Muni for low income individuals. The implementation and funding strategy for this issue encompassed using regional transportation funds, called the Lifeline Transportation grant program, to fund expanded outreach to raise awareness of the Muni Lifeline Fast Pass available to low-income individuals. The Tenderloin Housing Clinic applied for a grant for this purpose and was awarded funding to conduct outreach in Fall 2006.

Other transit improvements include eight Next Bus signs to be installed on the 38-Geary and 31-Balboa Muni routes, funded by Regional Measure 2. MTA already has plans to install 8 Next Bus signs in the Tenderloin by August 2007.

Streetscape. Sidewalk repairs are the responsibility of property owners, and are enforced by DPW based on public request. Tenderloin community members can contact Cliff Wong of the DPW Bureau of Street-use and Mapping at 415.554-5762 to report repair issues and request enforcement. Repairs are the responsibility of the property owner.

As part of the Inner Geary TPS study implementation in 2005-6, advance limit lines and fresh crosswalks were striped throughout the Tenderloin at locations where they had become worn. This effort also encompassed adding Senior X-ing warning signs at key locations and re-planting trees in vacant tree wells. The tree re-planting element is expected to be completed in early 2007.

Traffic Calming. The Authority has initiated the search for funding for the next key step in implementing traffic calming improvements in the Tenderloin – obtaining additional conceptual planning funds. The Authority submitted an application for a Caltrans Planning Grant to fund this work in October of 2006. This effort will fund additional technical analysis and community outreach to determine the most appropriate traffic calming measures for the Tenderloin, including a fuller analysis of impacts and benefits of measures such as one-way to two-way street conversion. The grant awards will be announced by June 2007.

If the grant application is not awarded to the Tenderloin, then traffic calming improvements for the neighborhood should be studied through the city's ongoing traffic calming program. MTA manages a traffic calming program for neighborhoods citywide. The next set of neighborhoods to undertake a traffic calming study will be prioritized through the Prop Prioritization Program for the traffic calming funding category. This Prioritization Plan will be developed this Fall 2007. The Tenderloin area can be included as a priority for Traffic Calming funds in the Prop K FYPP.

Near Term Projects

There are two key strategies for funding and implementing the other near-term recommendations of the Tenderloin-Little Saigon Neighborhood Transportation Plan:

- Establishing a path for project implementation by prioritizing them in the Prop K Five Year Prioritization Plans (FYPPs), which prioritize the categories of Prop K funding for 5-year periods; and



- Developing specific design guidance for a number of improvements through the Better Streets Master Plan, currently underway.

Many of the near term projects need either design / construction funding (such as countdown signals or curb bulbs), or additional conceptual study (such as to establish a pedestrian scale lighting fixture). The design and construction of the majority of the near term improvements will come from Prop K or other grants, and the majority of the conceptual study is already underway through the Better Streets Master Plan.

The City's Better Streets Planning effort, currently underway, will provide the tools necessary to implement many of the Tenderloin priorities for improving the streetscape. First, the Better Streets Plan will provide the roadmap and funding sources for providing pedestrian scale lighting on the sidewalks. This will include identifying the responsible agency (DPW or PUC), fixture types, and criteria for prioritizing areas around the city to receive pedestrian scale lighting. The Better Streets Plan will also develop a visible crosswalk design and standards for its implementation, and evaluate the efficacy of a low-cost curb bulb design such as the one described in previous chapters.

These types of projects can begin to be implemented upon completion of the Better Streets Plan, or after initial recommendations are identified. The Tenderloin could also request to serve as a trial location for testing some of these concepts such as the low cost corner bulbs.

Secondly, the Five Year Prioritization Programs (FYPPs) for all Prop K categories will be updated this summer and fall, 2007. A number of Tenderloin recommendations can be prioritized in these FYPPs:

- Pedestrian Circulation / Safety
- Traffic Signal Rehabilitation
- Traffic Calming

Pedestrian Safety. Countdown signals are one of the key improvements that can happen in the near term. Countdown signals for the remaining locations in the Tenderloin that lack them can be installed by MTA as part of their ongoing Traffic Signal Rehabilitation Program, funded in part by Prop K. Installation of the remaining 28 crossings without pedestrian countdowns in the Tenderloin can be prioritized in the Five Year Prioritization Plan for the Traffic Signal Rehabilitation category of Prop K. This FYPP, like all Prop K FYPPs, will be updated this summer through fall, 2007. Corner bulbs at these locations, particularly the Little Saigon corner bulbs, could be wrapped into the funding.

The community should follow up with MTA staff to ensure that these locations are included in the FYPP for the relevant Prop K category. Community members can also speak or write to the Authority board urging TMA to include these locations in the FYPP.

Installation of visible crosswalks will be guided by the Better Streets Master Plan. As noted in previous chapters, the City does not have a standard design for visible crosswalks other than at school areas. The Better Streets Master Plan is the vehicle to develop and perhaps trial test such a design. Additionally, the Better Streets Master



Plan is considering designs for low-cost corner bulbs, which can also be trial tested in the Tenderloin. The community should track the Better Streets Plan development process to ensure that these issues are addressed.

Transit Reliability and Access. In the near to mid term, a number of additional transit improvements will be made in the Tenderloin. Chief among them is that colored bus lanes and larger shelters with more amenities will be implemented along Geary and O'Farrell as part of the Geary Bus Rapid Transit (BRT) study recommendations.

Streetscape. The Better Streets Master Plan will set forth pedestrian scale lighting designs and identify funding sources and agency responsibilities. The guidelines from the Better Streets Master Plan will direct how pedestrian scale lighting is implemented in the Tenderloin.

Additionally, the Tenderloin can seek to participate in the Mayor's Office of Economic and Workforce Development (MOEWD) existing Façade Improvement Program to obtain pedestrian scale lighting. The San Francisco Neighborhood Marketplace Initiative (NMI) is a program led by the Mayor's Office of Economic and Workforce Development's Neighborhood Commercial Revitalization division, designed to strengthen neighborhood commercial districts serving San Francisco's low and moderate-income neighborhoods. Each year, the Mayor's Office issues grants to non-profit entities that will further the goals of the program that include neighborhood commercial revitalization, and the façade improvement program is one of those initiatives. The Façade Improvement Program provides grants for businesses and property owners to install pedestrian scale lighting on business façades (among other façade improvements).

Unfortunately, these grants are very competitive. Each year, MOEWD has a limited amount of funding for grants to non-profit entities that will further the goals of the NMI program. Historically, grants issued by MOEWD have been less than \$50,000 annually.

Nonprofit organizations may submit written proposals to MOEWD seeking grant funding. Applications are reviewed by MOEWD on an ongoing basis and selected based on the above objectives and fund availability. Grant applications and questions should be directed to:

Mayor's Office of Economic and Workforce Development
Attn: Rich Hillis or Lisa Pagan
City Hall, Room 448
San Francisco, CA 94102
415.554.4082

Traffic Calming. The MTA has an existing Red-Light Running Camera program. About 10 cameras throughout the city are positioned for rotating periods at intersections with historic levels of red-light running citations. The program is commencing a new cycle, starting with MTA review of intersections citywide to develop a list of new locations for cameras. Tenderloin intersections will be included in this screening. The camera program is self-funded through citation revenues, so no additional funding is needed to participate. The community should follow up with MTA Program Manager Tabin Chung as the screening for the next cycle of camera locations continues this summer and fall, 2007.

Figure 6.1 Funding and Implementation Plan

Potential Project	Phase	Project Description	Status/Next Steps	Project Cost	Funding Source(s)	Implementation Timeframe	Community Role	Agency Contact	
Tier 1 – Projects Underway									
1	Muni Lifeline Access	Outreach	Conduct outreach to increase awareness of Muni Lifeline Fast Pass for low income individuals	Program underway	\$219,000	Lifeline Transportation Program	Program underway	Letters of support (completed)	Randy Shaw, THC
2	McAllister / Leavenworth Pedestrian Improvements	Construction	Provide pedestrian access and safety, especially connecting to Civic Center BART through: <ul style="list-style-type: none"> - curb bulbs - sidewalk widening - bus stop upgrades 	<ul style="list-style-type: none"> - conceptual work completed - design and construction funds awarded 	\$1.5 M	<ul style="list-style-type: none"> - Regional Bicycle and Pedestrian Program, county share 	<ul style="list-style-type: none"> - funds available 07/2007 - construction can be complete by 2009 	Letters of support (completed)	Sam Fielding, MTA
3	Jones Street Corner Bulbs	Construction	Improve pedestrian access and safety with: <ul style="list-style-type: none"> - curb bulbs at Jones and Geary, Turk, Eddy, and Golden Gate (NE and SE corners) 	<ul style="list-style-type: none"> - conceptual work completed - design and construction funds awarded 					
4	McAllister – Leavenworth Multimodal Improvements	Design and Construction	Design and construct multimodal circulation improvements including: <ul style="list-style-type: none"> - Transit re-routing to improve travel time, reliability, wayfinding, and convenience - bicycle facility to increase safety 	<ul style="list-style-type: none"> - design and evaluation of alternative engineering configurations underway - construction of bicycle circulation improvements on hold 	Under study	<ul style="list-style-type: none"> - TFCA (bicycle designs) - Prop K - Prop 1B local streets and roads funds (construction) 	<ul style="list-style-type: none"> - Concurrent with Overhead Wire Rehabilitation in 2008 - Bicycle circulation improvements on hold 	Express support to the Authority and MTA Boards	Javad Mirabdal, MTA Matt Lee, MTA
5	Tenderloin Traffic Calming and Circulation Study	Study	Develop, evaluate, and recommend traffic calming techniques, circulation changes, and transit routing changes, particularly focusing on Ellis / Eddy, Jones / Leavenworth, and McAllister Sts.	<ul style="list-style-type: none"> - Study needed to analyze benefits and impacts of alternative traffic calming and circulation strategies - Prioritize in Traffic Calming FYPP to be updated starting in 07/2007 	\$250,000	<ul style="list-style-type: none"> - Caltrans planning grant (applied Oct 2006) - Prop K Traffic Calming 	<ul style="list-style-type: none"> - announcement of Caltrans planning grant awards in 07/2007 	Letters of support (completed)	Manito Velasco, MTA
6	Next Bus	Construction	Provide real time transit arrival information with 8 Next Bus signs to be installed in the Tenderloin area for the 38-Geary (various locations) and for the 31-Balboa (Eddy / Leav.)	<ul style="list-style-type: none"> - Funds awarded - Construction scheduled. 	N/A	Regional Measure 2	Construction complete in August 2007	Express support to the MTA Board	Jim Lowe, MTA
Tier 2 – Near Term Projects									
8	Pedestrian Scale Lights	Program	Improve pedestrian access, safety, connectivity, and security, particularly on routes connecting to regional transit, by establishing a standard street light fixture with a pedestrian element as part of routine street lighting infrastructure	Better Streets Master Plan working with PUC to develop standard lighting design, policies for implementation, and funding sources	TBD through BSP	To be identified through BSP. May include Transportation Enhancements.	BSP underway	Track Better Streets Plan	Adam Varat, Planning Dept



Potential Project		Phase	Project Description	Status/Next Steps	Project Cost	Funding Source(s)	Implementation Timeframe	Community Role	Agency Contact
9	Pedestrian Countdown Signals	Construction	Pedestrian countdown signals at 28 crossings to be implemented through MTA's ongoing Pedestrian Countdown installation program.	Include in Pedestrian Circulation / Safety or Traffic Signal Rehabilitation FYPP to be updated starting in 07/2007	\$100,000 total for O'Farrell locations \$150K each other locations	- Prop K	Within 3 years of FYPP completion	Track FYPP development	Cristina Olea or Brian Dusseault, MTA
10	Visible Crosswalk design and policy	Program	Improve pedestrian safety by establishing a visible crosswalk design (greater visibility than standard crosswalk but distinct from yellow ladder school crosswalk) and policies for implementation	Work with the Better Streets Master Plan efforts to develop standard lighting design and policies for implementation	TBD through BSP	To be identified through Better Streets Plan. May include: - Prop K - Transportation Enhancement	BSP underway	Track Better Streets Plan	Britt Thesen, MTA
11	Low Cost Curb Bulb Design Trial	Design & Trial	Test a design for affordable, bollard-based curb bulbs that provides many of the benefits of full curb bulbs at a lower cost	Work with the Better Streets Master Plan to develop a test design for low cost curb bulbs; the Tenderloin neighborhood could be a trial location	TBD through BSP	To be identified through Better Streets Plan. May include: - Prop 1B local streets & roads funds - Transportation Enhancement - Prop K	BSP underway	Track Better Streets Plan	Adam Varat, SF Planning Dept
12	Red Light Running Cameras	Construction	Improve pedestrian safety by installing a red light running camera at a location with frequent red-light running. Camera installation program is managed by MTA.	Program manager is currently screening intersections citywide to prioritize for next round of camera installation.	N/A	MTA's red light running camera program is funded through citation revenues.	Intersections to be selected by late 2007	Follow up with MTA program manager	Tabin Chung, MTA
14	Little Saigon Pedestrian Improvements	Construction	Improve pedestrian access, connectivity, and safety in the Little Saigon business district through: - curb bulbs on Larkin Street at Ellis and Turk Streets - pedestrian countdowns where missing – O'Farrell, Ellis, Eddy, and Turk Streets	- design and engineering of curb bulbs needed - include in Pedestrian Circulation / Safety FYPP update in 07/2007 - assessment needed to make sure that the signal poles can support countdowns	Requires location specific design; up to \$100,000	- Prop K - Prop 1B local streets & roads funds	Curb bulbs at the northeast and northwest corners of Larkin and Eddy Streets (entry to Little Saigon) underway.	Track FYPP development	Cristina Olea, MTA