

2019 Prop AA Call for Projects
Project Information Forms



**Prop AA Vehicle Registration Fee
Project Information Form**



Project Name:	Geary Boulevard Pavement Renovation
Implementing Agency:	San Francisco Public Works
Project Location:	Geary Boulevard from Van Ness Avenue to Masonic Avenue
Supervisorial District(s):	2, 5
Project Manager:	Paul Barradas
Phone Number:	(415) 554-8249
Email:	paul.barradas@sfdpw.org
Brief Project Description for MyStreetSF (50 words max):	Street resurfacing of Geary Boulevard, between Van Ness Avenue and Masonic Avenue. This project includes demolition, pavement renovation, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work. This is the paving scope of the larger SFMTA-led Geary Rapid Project.
Detailed Scope (may attach Word document): Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Please describe how this project was prioritized. Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<p>Geary Boulevard is one of the busiest bus corridors west of the Mississippi. Over 52,000 people rely on the 38-Geary local, rapid, and express routes to get where they need to go. However, uneven wait times, overcrowded buses, and inconsistent travel times are a daily reality. These issues persist despite increased service frequency provided by longer 60-foot buses scheduled to run every 2.5 minutes during rush hour and near-term upgrades to bus lanes implemented recently under Muni Forward.</p> <p>To break the cycle and manage crowding, wait times, and traffic congestion, the Geary Bus Rapid Transit (BRT) project proposes upgrades to street design, more accessible bus stops with boarding islands, sidewalk extensions, and traffic signals to make travelling for everyone on the corridor more efficient, safe, and vibrant. There will also be upgrades to water and sewer infrastructure.</p> <p>The requested Prop AA grant will fund the paving scope of work which includes demolition, pavement renovation of 28 blocks, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work along Geary Boulevard from Van Ness Avenue to Masonic Avenue. The average Pavement Condition Index (PCI) score within the project limits is low 50's.</p> <p>All candidates shown are subject to substitution and schedule changes pending , visual confirmation, utility clearances and coordination with other agencies. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the candidates to be postponed.</p>
Describe benefits to Communities of Concern or disadvantaged populations.	The project is located in a Community of Concern, with high concentration of low-income households, seniors, and minorities. This project will directly benefit the community by both improving transit service to and from downtown San Francisco, and by making pedestrian safety improvements along the corridor such as new crosswalks and medians, and sidewalk extensions.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans, etc.).	<p>City agencies have engaged residents, community leaders, advocates and merchants all along the corridor throughout design. The Geary BRT Citizens Advisory Committee (GCAC) typically met every two to three months to advise the Transportation Authority throughout the environmental analysis. The GCAC consists of thirteen members, representing corridor and at-large interests. It provides input on refining BRT alternatives, considers project benefits and tradeoffs for all users of the corridor, and has helped to identify a preferred project alternative.</p> <p>As the project moves closer to implementation, the Transportation Authority and SF Municipal Transportation Agency are partnering with the Office of Economic and Workforce Development on five key construction strategies: Pre-construction survey; Business and community advisory committees; Accessibility, way-finding and advertisement; Notifications and project resources; Business technical assistance and support.</p>
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	<p>San Francisco County Transportation Authority (SFCTA): Mike Tan San Francisco Municipal Transportation Agency (SFMTA): Daniel Mackowski San Francisco Public Utilities Commission (SFPUC) Water: Ryan Freeborn San Francisco Public Utilities Commission (SFPUC) Sewer: Manfred Wong</p>
Type of Environmental Clearance:	Categorically Exempt

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Project Delivery Milestones	Status	Work	Start Date		End Date	
			Month	Calendar Year	Month	Calendar Year
Phase*	% Complete as of 4/26/19	In-house, Contracted, or Both	Month	Calendar Year	Month	Calendar Year
Planning/Conceptual Engineering (typically 30% design)						
Environmental Studies (PA&ED)						
Design Engineering (PS&E)	95%	In-house	Oct-Dec	2015	Apr-Jun	2019
Right-of-way						
Advertise Construction	0%	N/A	Jul-Sep	2019	N/A	N/A
Start Construction (e.g. Award Contract)	0%	Contracted	Oct-Dec	2019	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Jan-Mar	2022

**Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.*

Comments

This contract is scheduled to be advertised in August 2019. The paving work is part of the overall Geary Rapid West of Van Ness construction contract, which also includes SFMTA's transit/pedestrian scope and traffic signal work, PUC Sewer repair (lining) work, and DT fiber optic conduit work.

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Project Name:	Geary Boulevard Pavement Renovation
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PROJECT COST ESTIMATE Phase	Cost	Funding Source by Phase			Source of Cost Estimate
		Prop AA	Prop K	Other	
Planning/Conceptual Engineering	\$0	N/A			
Environmental Studies (PA&ED)	\$0	N/A			
Design Engineering (PS&E)	\$360,000			\$360,000	Actual cost and cost to complete
Right-of-way	\$0	N/A			
Construction	\$6,300,000	\$3,386,732		\$2,913,268	Engineer's estimate
TOTAL PROJECT COST	\$6,660,000	\$3,386,732	\$0	\$3,273,268	

Percent of Total 51% 0% 49%

PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)*

	19/20	20/21	21/22	22/23	23/24	Total
Design Engineering (PS&E)						\$0
Construction	\$1,016,020	\$1,862,703	\$508,010			\$3,386,732
TOTAL BY FISCAL YEAR	\$1,016,020	\$1,862,703	\$508,010	\$0	\$0	\$3,386,732

*The 2017 Strategic Plan will program funds in FYs 2017/18 to 2021/22. Cash flow can extend beyond this period.

FUNDING PLAN FOR DESIGN AND CONSTRUCTION PHASES - ALL SOURCES

Funding Source	Planned	Programmed	Allocated	TOTAL
Prop AA	\$989,603	\$2,397,129		\$3,386,732
<i>General Fund</i>	\$2,913,268		\$360,000	\$3,273,268
				\$0
TOTAL	\$3,902,871	\$2,397,129	\$360,000	\$6,660,000

Desired Prop AA Programming Year
Fiscal Year 2019/20

Comments/Concerns

Costs are only for the street resurfacing component of the larger BRT project. SFPW is requesting \$989,603 in additional Prop AA funds to fully fund the project.

**Prop AA Vehicle Registration Fee
Project Information Form**



Project Name:	Richmond Residential Streets Pavement Renovation
Implementing Agency:	San Francisco Public Works
Project Location:	Various blocks of residential streets in inner-, central, and outer-Richmond
Supervisory District(s):	1
Project Manager:	Ramon Kong
Phone Number:	(415) 554-8280
Email:	ramon.kong@sfdpw.org
Brief Project Description for MyStreetSF (50 words max):	Street resurfacing of 20 blocks of residential streets throughout the Richmond. The project scope includes demolition, pavement renovation of 20 blocks, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work within project limits. The average Pavement Condition Index (PCI) score within the project limits is low 50's.
Detailed Scope (may attach Word document): Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Please describe how this project was prioritized. Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<p>San Francisco Public Works (SFPW) inspects each of the City's blocks and assigns a Pavement Condition Index (PCI) score every two years. The PCI score ranges from a low of 0 to a high of 100. These scores assist SFPW with implementing the pavement management strategy of aiming to preserve streets by applying the right treatment to the right roadway at the right time. Streets are selected based on PCI scores as well as the presence of transit and bicycle routes, street clearance (i.e., coordination with utilities) and geographic equity.</p> <p>The requested Prop AA grant will partially fund the paving scope of work which includes demolition, pavement renovation of 20 blocks, new sidewalk construction to support new curb ramp construction and retrofit, traffic control, and all related and incidental work within project limits. The average Pavement Condition Index (PCI) score within the project limits is low 50's. Streets with a PCI between 50 and 69 are considered "at-risk" and are quickly deteriorating and would require larger scale repair work if they are not treated soon. Residential streets make up two-thirds of San Francisco's street network.</p> <p>The proposed segments include: On 06th Ave : California St to Clement St On 12th Ave : California St to Geary Blvd On 17th Ave : California St to Clement St On 22nd Ave : Anza St to Balboa St On 24th Ave : Geary Blvd to Anza St On 42nd Ave : Clement St \ Veterans Dr to Geary Blvd \ Point Lobos Ave On 43rd Ave : Clement St \ Veterans Dr to Point Lobos Ave On 47th Ave : Balboa St to Fulton St On Cabrillo St : 04th Ave to 05th Ave On Cabrillo St: 20th Ave to 21st Ave On Cornwall St : 03rd Ave to 04th Ave On Funston Ave : Lake St to Fulton St On La Playa : Cabrillo St to Fulton St On Lake St : 12th Ave to Hwy 1 Northbound \ Hwy 1 Southbound \ Park Presidio Blvd</p> <p>All candidates shown are subject to substitution and schedule changes pending , visual confirmation, utility clearances and coordination with other agencies. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the candidates to be postponed.</p> <p>Final locations will be selected during the design phase (Q3 FY19/20). The preliminary list of locations will be confirmed once notice of intent (NOI) is sent out. Additional coordination and scope changes may be needed pending responses to the NOI.</p>
Describe benefits to Communities of Concern or disadvantaged populations.	

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Project Information Form**



Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans, etc.).	Blocks are selected for resurfacing based on many factors, such as whether they accommodate transit routes and bike lanes and whether the work can be coordinated with underground utility upgrades to minimize disruptions to residents and businesses. Geographic equity is another consideration to ensure that neighborhoods across San Francisco are represented.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	
Type of Environmental Clearance:	Categorically Exempt

Project Delivery Milestones Phase*	Status	Work	Start Date		End Date	
	% Complete as of 4/26/19	In-house, Contracted, or Both	Month	Calendar Year	Month	Calendar Year
Planning/Conceptual Engineering (typically 30% design)						
Environmental Studies (PA&ED)						
Design Engineering (PS&E)	0%	In-house	Oct-Dec	2019	Oct-Dec	2020
Right-of-way						
Advertise Construction	0%	N/A	Oct-Dec	2020	N/A	N/A
Start Construction (e.g. Award Contract)	0%	Contracted	Apr-Jun	2021	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Apr-Jun	2022

*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

Comments

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Prop AA Vehicle Registration Fee Project Information Form



Project Name:	Richmond Residential Streets Pavement Renovation
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PROJECT COST ESTIMATE	Funding Source by Phase				
Phase	Cost	Prop AA	Prop K	Other	Source of Cost Estimate
Planning/Conceptual Engineering	\$0	N/A			
Environmental Studies (PA&ED)	\$0	N/A			
Design Engineering (PS&E)	\$300,000			\$300,000	Planning-level estimate
Right-of-way	\$0	N/A			
Construction	\$2,700,000	\$2,020,000		\$680,000	Planning-level estimate
TOTAL PROJECT COST	\$3,000,000	\$2,020,000	\$0	\$980,000	

Percent of Total 67% 0% 33%

PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)*

	19/20	20/21	21/22	22/23	23/24	Total
Design Engineering (PS&E)						\$0
Construction			\$2,020,000			\$2,020,000
TOTAL BY FISCAL YEAR	\$0	\$0	\$2,020,000	\$0	\$0	\$2,020,000

*The 2017 Strategic Plan will program funds in FYs 2017/18 to 2021/22. Cash flow can extend beyond this period.

FUNDING PLAN FOR DESIGN AND CONSTRUCTION PHASES - ALL SOURCES

Funding Source	Planned	Programmed	Allocated	TOTAL
Prop AA	\$2,020,000			\$2,020,000
<i>General Fund</i>	\$980,000			\$980,000
TOTAL	\$3,000,000	\$0	\$0	\$3,000,000

Desired Prop AA Programming Year
Fiscal Year 2020/21

Comments/Concerns

**Prop AA Vehicle Registration Fee
Project Information Form**



Project Name:	5th Street Quick Build Improvements
Implementing Agency:	SFMTA
Project Location:	5th Street between Townsend and Market Streets
Supervisorial District(s):	6
Project Manager:	Thalia Leng
Phone Number:	415.701.4762
Email:	thalia.leng@sfmta.com
Brief Project Description for MyStreetSF (50 words max):	The 5th Street Quick Build project will improve safety along the corridor for those who walk, bike, take transit, and drive along the corridor and in central SoMa. Project will implement quick-to-deliver pedestrian, bicycle, transit, and loading/parking improvements along 5th Street between Townsend and Market Streets in the South of Market (SoMa) neighborhood.
Detailed Scope (may attach Word document): Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Please describe how this project was prioritized. Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<p>Project will create a more livable and inviting place for all users on 5th Street from Market to Townsend. Quick build improvements include: signal retiming; intersection improvements (upgraded crosswalks, advanced limit lines); protected bikeways; and bus boarding islands to facilitate increased pedestrian safety and transit accessibility along the corridor. Northbound bikeways are primarily parking-protected (floating parking and painted hatched buffer areas) and southbound bikeways are primarily curbside and protected by buffers and delineators. To accommodate the protected bikeways, a travel lane and some parking is to be removed, thereby creating more visibility for pedestrians near intersections, removing moving vehicles from the curb, and creating a more inviting walking experience. See attached conceptual design for details.</p> <p>Some quick build improvements will be replaced with permanent structures (e.g. a transit boarding islands would eventually be replaced as part of an SFPW pavement restoration project). Other quick build improvements may be replaced with permanent structures (e.g. painted bikeway buffers may be converted to concrete or other more permanent divider; existing and planned painted safety zones may be updated to permanent bulbouts).</p> <p>5th Street is on the city's High-Injury Network, which are the 13 percent of city streets that account for 75 percent of San Francisco's severe and fatal traffic injuries. This project supports San Francisco's Vision Zero goal of eliminating all traffic deaths by 2024 by improving safety along the 5th Street corridor, especially at streets that intersect with others on the High-Injury Network, such as Folsom, Howard, Harrison, and Townsend streets.</p> <p>The 5th Street Improvement Project will be coordinated with other streetscape and development projects in the area to create a balanced transportation network for the neighborhood. Other projects currently in planning or development phases in Central SoMa include 2nd Street, 6th Street, 11th Street, Folsom and Howard streets, 7th and 8th streets, Brannan Street and Townsend Street. Additionally, two MUNI bus routes (30 and 45) have been revised to support this project.</p>
Describe benefits to Communities of Concern or disadvantaged populations.	Approximately half of the project area is located directly within a 2017 Community of Concern. Project improvements will improve safety for people living, working, and shopping along 5th Street and in Central SoMa, and increase access to key community services, jobs, and schools, and regional transit connections (ie Market Street Muni/BART stations, 4th and King Caltrain).

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<p>Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans, etc.).</p>	<p>Fall 2017 Develop and evaluate conceptual design alternatives Stakeholder Interviews</p> <p>Winter 2018 – Spring 2019 Open House #1 in January 2018 Refine conceptual design alternatives Stakeholder Workshop in November 2018 Produce final conceptual design Open House #2 in April 2019 Community Office Hours in April 2019</p> <p>Spring 2019 - Summer 2019 Environmental Clearance Legislation/Approvals</p> <p>Fall 2019 Construction</p>
<p>Partner Agencies: Please list partner agencies and identify a staff contact at each agency.</p>	SFPW - TBD
<p>Type of Environmental Clearance:</p>	Categorically Exempt

Project Delivery Milestones	Status		Work		Start Date		End Date	
	Phase*	% Complete as of 4/26/19	In-house, Contracted, or Both	Month	Calendar Year	Month	Calendar Year	
Planning/Conceptual Engineering (typically 30% design)				Jul-Sep	2017	Apr-Jun	2019	
Environmental Studies (PA&ED)				Apr-Jun	2019	Jul-Sep	2019	
Design Engineering (PS&E)	35%		In-house	Apr-Jun	2019	Jul-Sep	2019	
Right-of-way								
Advertise Construction			N/A			N/A	N/A	
Start Construction (e.g. Award Contract)	0%		In-house	Jul-Sep	2019	N/A	N/A	
Open for Use	N/A		N/A	N/A	N/A	Oct-Dec	2019	

*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

Comments

See attached quick build improvements.
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Prop AA Vehicle Registration Fee Project Information Form



Project Name: 5th Street Quick Build Improvements

PROJECT COST ESTIMATE		Funding Source by Phase			
Phase	Cost	Prop AA	Prop K	Other	Source of Cost Estimate
Planning/Conceptual Engineering	\$0	N/A			
Environmental Studies (PA&ED)	\$0	N/A			
Design Engineering (PS&E)	\$330,000			\$330,000	Based on recent similar quick build work
Right-of-way	\$0	N/A			
Construction	\$1,650,000	\$378,372		\$1,271,628	Based on recent similar quick build work
TOTAL PROJECT COST	\$1,980,000	\$378,372	\$0	\$1,601,628	

Percent of Total 19% 0% 81%

PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)*

	19/20	20/21	21/22	22/23	23/24	Total
Design Engineering (PS&E)						\$0
Construction	\$378,372					\$378,372
TOTAL BY FISCAL YEAR	\$378,372	\$0	\$0	\$0	\$0	\$378,372

*The 2017 Strategic Plan will program funds in FYs 2017/18 to 2021/22. Cash flow can extend beyond this period.

FUNDING PLAN FOR DESIGN AND CONSTRUCTION PHASES - ALL SOURCES

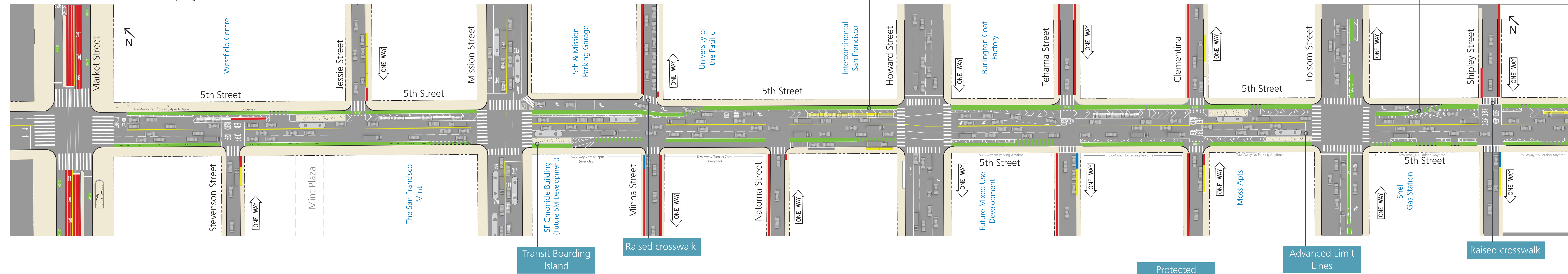
Funding Source	Planned	Programmed	Allocated	TOTAL
Prop AA	\$378,372			\$378,372
<i>Prop B General Fund</i>			\$330,000	\$330,000
<i>TBD (Prop K/General Fund)</i>	\$1,271,628			\$1,271,628
TOTAL	\$1,650,000	\$0	\$330,000	\$1,980,000

Desired Prop AA Programming Year
Fiscal Year 2019/20

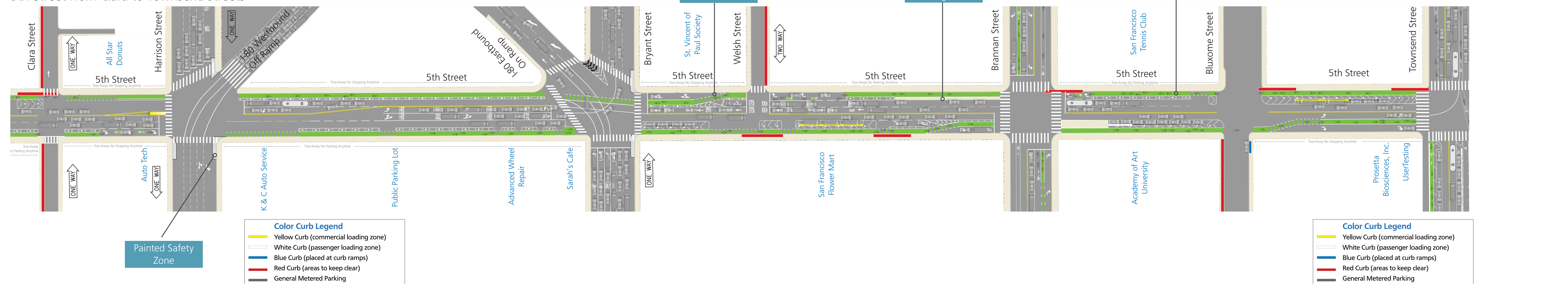
Comments/Concerns

5TH STREET IMPROVEMENT PROJECT: Near-Term Improvements

5th Street from Market to Shipley streets



5th Street from Clara to Townsend streets



**Prop AA Vehicle Registration Fee
Project Information Form**



Project Name:	Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection Improvements Segments F/G
Implementing Agency:	San Francisco Public Works
Project Location:	Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection
Supervisory District(s):	9, 10
Project Manager:	Denny Phan
Phone Number:	(628) 224-2232
Email:	denny.phan@sfdpw.org
Brief Project Description for MyStreetSF (50 words max):	Safety improvements to shared bike and pedestrian paths at the western entrance of the Bayshore Blvd/Cesar Chavez St/Potrero Ave intersection, adjacent to westbound Cesar Chavez St. The project will construct a wider, regraded path with adequate clearance at the highway overpass, and create a safe shared bike and pedestrian path minimizing conflict between users for Segments F and G of the Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection.
Detailed Scope (may attach Word document): Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Please describe how this project was prioritized. Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<p>In the project area, Cesar Chavez Street, Bayshore Boulevard and Potrero Avenue intersect to form a complex arrangement of bridges and ramps linking with Highway 101. The intersection is nicknamed “The Hairball” and is built in three levels, with pedestrian and bicycle circulation generally restricted to the middle and ground levels, while vehicles use all three levels. In 2010, the SF Planning Department began a community outreach process. The Cesar Chavez East Community Design Plan was finalized in 2012. This plan divides the Hairball area into segments A through O.</p> <p>Segments F and G from the Cesar Chavez East Community Design Plan are located at the western entrance of the Hairball adjacent to westbound Cesar Chavez Street. Segment F is a shared pedestrian path through an undeveloped city-owned lot. Segment G is an eastbound pathway that travels down a steep grade under the Highway 101 southbound on-ramp. Designs for these two segments aim to create a wider, regraded path with adequate clearance at the highway overpass. The designs create a safe shared path for bikes and pedestrians that minimizes conflict between users.</p> <p>Specific design changes include: Entry ramp widened and resurfaced at eastbound Cesar Chavez Street. Eastbound shared bike/pedestrian path widened from 6 feet to 10 feet for shared/ flexible uses. New landscaped buffer installed to setback pathway from the road/highway on-ramp. New retaining walls and abutment installed. Pathway regraded to allow for sufficient clearance at highway overpass.</p>
Describe benefits to Communities of Concern or disadvantaged populations.	The project is adjacent to a Communities of Concern, with high concentration of low income households as well as zero vehicle households. Pedestrian and bicycle safety improvements will connect communities across US 101.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor	This project emerged from recommendations from the SFMTA’s Bayshore Boulevard/Cesar Chavez Street/Potrero Avenue Intersection (The Hairball): Key Segment Improvements report, which was funded through the Prop K Neighborhood Transportation Improvement Program. SFPW has partnered with the SFMTA, District Supervisor's Office, and the San Francisco Bicycle Coalition to coordinate outreach throughout the design phase, including a ride-through with staff and community members to inform the final design.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	San Francisco Municipal Transportation Agency - Thalia Leng
Type of Environmental Clearance:	Categorically Exempt

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Project Delivery Milestones Phase*	Status	Work	Start Date		End Date	
	% Complete as of 4/26/19	In-house, Contracted, or Both	Month	Calendar Year	Month	Calendar Year
Planning/Conceptual Engineering (typically 30% design)						
Environmental Studies (PA&ED)						
Design Engineering (PS&E)	100%	In-house	Apr-Jun	2017	Oct-Dec	2017
Right-of-way						
Advertise Construction		N/A	Apr-Jun	2019	N/A	N/A
Start Construction (e.g. Award Contract)			Jul-Sep	2019	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Jan-Mar	2020

*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

Comments

This project is at 100% design and is ready to be implemented.



Prop AA Vehicle Registration Fee Project Information Form

Project Name:	Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection Improvements Segments F/G
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PROJECT COST ESTIMATE		Funding Source by Phase			
Phase	Cost	Prop AA	Prop K	Other	Source of Cost Estimate
Planning/Conceptual Engineering	\$5,400	N/A		\$5,400	Actual costs
Environmental Studies (PA&ED)	\$0	N/A			
Design Engineering (PS&E)	\$139,940		\$80,000	\$59,940	Actual costs
Right-of-way	\$0	N/A			
Construction	\$896,519	\$368,519	\$320,000	\$208,000	Engineer's estimate
TOTAL PROJECT COST	\$1,041,859	\$368,519	\$400,000	\$273,340	
Percent of Total		35%	38%	26%	

PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)*

	19/20	20/21	21/22	22/23	23/24	Total
Design Engineering (PS&E)						\$0
Construction	\$368,519					\$368,519
TOTAL BY FISCAL YEAR	\$368,519	\$0	\$0	\$0	\$0	\$368,519

*The 2017 Strategic Plan will program funds in FYs 2017/18 to 2021/22. Cash flow can extend beyond this period.

FUNDING PLAN FOR DESIGN AND CONSTRUCTION PHASES - ALL SOURCES

Funding Source	Planned	Programmed	Allocated	TOTAL
Prop AA	\$368,519			\$368,519
<i>Prop K</i>			\$400,000	\$400,000
<i>SFMTA Prop B Baseline Set-Aside</i>			\$208,000	\$208,000
<i>General Fund</i>			\$65,340	\$65,340
TOTAL	\$368,519	\$0	\$673,340	\$1,041,859

Desired Prop AA Programming Year
Fiscal Year 2019/20

Comments/Concerns

**Prop AA Vehicle Registration Fee
Project Information Form**



	Third Street Transit and Safety Early Implementation Project
Implementing Agency:	SFMTA
Project Location:	Third Street between Townsend and Mission Streets
Supervisorial District(s):	6
Project Manager:	Steve Boland
Phone Number:	415-646-2034
Email:	Steve.Boland@sfmta.com
Brief Project Description for MyStreetSF (50 words max):	The 3rd Street Transit and Safety Early Implementation Project will reduce bus delays and improve safety for people walking on 3rd Street between Townsend and Mission Streets, as well as reconfigure traffic lanes to better accommodate existing travel demand patterns.
Detailed Scope (may attach Word document): Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Please describe how this project was prioritized. Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	See attachment.
Describe benefits to Communities of Concern or disadvantaged populations.	Census Tract 178.01, between Third and Fifth streets and Howard and Harrison streets, is a Community of Concern. Residents of this COC will benefit from the various pedestrian improvements identified in the project scope, including safer street crossings. Residents of this as well as other Communities of Concern in Chinatown, Portola, Visitacion Valley and the Excelsior will benefit from the improvements to transit service on Routes 8, 8AX, 8BX, 30, 45 and 91, also described in the project scope.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans, etc.).	<p>A range of methods was used to engage with the surrounding community, as well as Muni riders, motorists and others from outside the immediate area who might be affected by the changes.</p> <p>Outreach strategies included:</p> <ul style="list-style-type: none"> •More than two dozen stakeholder meetings with and presentations to community and citywide advocacy organizations, institutional stakeholders, residents of senior communities, citizens advisory committees, and the Supervisors offices for Districts 3 and 6. •A variety of surveys, including surveys for Muni passengers, pedestrians and motorists, as well as a door-to-door survey of merchants regarding their loading needs. These were administered both in-person and through digital channels and in multiple languages. •An open house attended by approximately 100 participants, with interpreters provided for multiple languages. •Approximately 14,000 multi-lingual informational mailers sent to businesses and residents in the SoMa and nearby Mission Bay neighborhoods. •A project website and email updates to more than 4,000 recipients. <p>The project is consistent with the Central SoMa Plan.</p>
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	This is an SFMTA-led project (to be constructed by Public Works).
Type of Environmental Clearance:	Categorical Exemption

**Prop AA Vehicle Registration Fee
Project Information Form**



Project Delivery Milestones Phase*	Status	Work	Start Date		End Date	
	% Complete as of 4/26/19	In-house, Contracted, or Both	Month	Calendar Year	Month	Calendar Year
Planning/Conceptual Engineering (typically 30% design)	100%	In-house	Apr-Jun	2018	Oct-Dec	2018
Environmental Studies (PA&ED)	100%	In-house	Jul-Sep	2018	Oct-Dec	2018
Design Engineering (PS&E)	10%	In-house	Jan-Mar	2019	Jul-Sep	2019
Right-of-way	N/A	N/A	N/A	N/A	N/A	N/A
Advertise Construction	N/A	N/A	N/A	N/A	N/A	N/A
Start Construction (e.g. Award Contract)	0%	In-house	Jul-Sep	2019	N/A	N/A
Open for Use	0%	N/A	N/A	N/A	Apr-Jun	2020

*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

Comments

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Prop AA Vehicle Registration Fee Project Information Form

Project Name:	Third Street Transit and Safety Early Implementation Project
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PROJECT COST ESTIMATE	Funding Source by Phase				
Phase	Cost	Prop AA	Prop K	Other	Source of Cost Estimate
Planning/Conceptual Engineering	\$0	N/A			
Environmental Studies (PA&ED)	\$0	N/A			
Design Engineering (PS&E)	\$0				
Right-of-way	\$0	N/A			
Construction	\$3,200,000	\$383,776		\$316,224	Engineer's estimate based on similar projects
TOTAL PROJECT COST	\$3,200,000	\$383,776	\$0	\$316,224	

Percent of Total 12% 0% 10%

PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)*

	19/20	20/21	21/22	22/23	23/24	Total
Design Engineering (PS&E)						\$0
Construction	\$383,776					\$383,776
TOTAL BY FISCAL YEAR	\$383,776	\$0	\$0	\$0	\$0	\$383,776

*The 2017 Strategic Plan will program funds in FYs 2017/18 to 2021/22. Cash flow can extend beyond this period.

FUNDING PLAN FOR DESIGN AND CONSTRUCTION PHASES - ALL SOURCES

Funding Source	Planned	Programmed	Allocated	TOTAL
Prop AA	\$383,776			\$383,776
<i>General Fund Prop B</i>			\$1,000,000	\$1,000,000
<i>Operating Fund</i>			\$1,500,000	\$1,500,000
<i>TBD (Prop K/General Fund)</i>	\$316,224			\$316,224
TOTAL	\$700,000	\$0	\$2,500,000	\$3,200,000

Desired Prop AA Programming Year
Fiscal Year 2019/20

Comments/Concerns

Special Condition: SFMTA will have updated construction cost estimates upon completion of design in fall 2019. At that time, SFMTA will consider: identifying funds from a lower priority project to fill any remaining funding gap and/or seek Prop K funds for the pedestrian safety elements of the scope and/or modify the scope to align with available funding. SFMTA will be required to submit the revised scope, budget, and funding plan to TA staff and the District 6 Commissioner for approval.

Third Street in the South of Market (SoMa) district is a major multimodal arterial providing access to the Financial District, Chinatown, and other destinations north of Market Street as well as Interstate 80 (I-80) and U.S. Highway 101 (US-101) on-ramps. A one-way (northbound) Street with three to four through lanes of traffic north of King Street, it also features a transit-only lane north of Townsend Street and is one of Muni's busiest corridors, used by nearly 40 buses per hour between Bryant and Market Streets in the peak period. Autos, trucks, and other private vehicles are allowed to access the transit lane to turn right, merge into right-turn lanes or access curbside parking. However, motorists often operate vehicles in the transit-only lane illegally. Additionally, as the surrounding neighborhood has grown rapidly in recent years, pedestrian volumes have increased and the rate of injury collisions along Third Street are among the highest in the City, making it a high-injury corridor.

The Third Street Transit and Safety project will reduce transit delays by 1) relocating the transit-only lane, currently located next to the parking lane or curbside, one lane to the left between Brannan and Howard Streets, which creates additional capacity for vehicles making turns or maneuvering into parking spaces to the right of the lane, reducing conflicts between transit and private vehicles, and 2) relocating and consolidating stops to reduce the total number of stops by one, while simultaneously improving access overall by more evenly spacing stops. It would improve pedestrian safety in a variety of ways, primarily by adding "bulb" sidewalk extensions to reduce crossing distances and make pedestrians more visible, making crosswalks more visible, adding new crosswalks and using traffic signal phases to separate vehicle from pedestrian movements at busy crossings.

This project includes both interim and final phases. This application is for the early implementation phase of the project. As part of early implementation, scheduled for completion in FALL 2019, most project elements would be implemented including relocation of the transit lane and stops as well as most of the pedestrian safety improvements. In the interim phase, boarding islands would be substituted for transit bulbs and painted safety zones for pedestrian bulbs, and upgraded curb ramps and new crosswalks at Folsom and Bryant Streets would not be added until the final phase.

Dividing the project into two phases will allow most project benefits to be delivered within months of project approval, rather than in five years, when the final phase is scheduled for completion. Because the early implementation phase does not make expensive changes to the roadway (including relocation of curblines and changes to drainage), it can be delivered both much faster and for far less money.

Additionally, inclusion of a fast-tracked early implementation phase will allow the SFMTA to make improvements to pedestrian safety in a Vision Zero high-injury corridor four-plus years earlier than would otherwise be possible.

Transit Lane Changes

The existing transit-only lane on Third Street was designed to mitigate traffic delays. In 2014, the lane was upgraded with red colorization to improve motorist compliance with transit lane restrictions. However, staff has concluded that the transit-only lane is in a location that is

inherently prone to delay due to turning vehicles, and that allocating more space for right-turning traffic to queue would reduce conflicts and delay.

Specifically:

- Starting just north of Brannan Street and ending just north of the existing stop at Folsom Street, the transit lane would be the third lane from the eastern curb. To its right would be full-time right-turn lanes and the curbside lane, which would primarily be parking and loading but would include a second, smaller right-turn lane at Bryant and Folsom. Tow-away restrictions would be used to extend the second right-turn lane along the curb during peak periods at Bryant and Folsom Streets (a second turn lane would not be provided at Harrison due to its two-way configuration and limited ability to receive turning vehicles; a full-time curbside right-turn lane would also be provided at Brannan). Dual turn lanes would create additional capacity; they would also create space for right-turning motorists to maneuver around vehicles illegally parked along the curb during towaway hours.
- Between the Folsom Street stop and Howard Street, the transit lane would be the second lane from the eastern curb, rather than curbside as today. This would provide a transition between the segments of lane to the south and to the north, between Howard and Mission Streets where the transit lane is currently the second lane from the curb.
- There would be no changes to the location of the transit lane south of Brannan Street or north of Howard Street. Right-turn delay is not a major issue in this segment, as right turns are not allowed at Howard Street or Market Street, and right turn volumes are lower at Mission Street than farther south.

These changes would allow buses to bypass right-turn queues at Bryant, Harrison and Folsom Streets while remaining in the transit lane. They would also provide additional capacity for right turns outside of the transit lane.

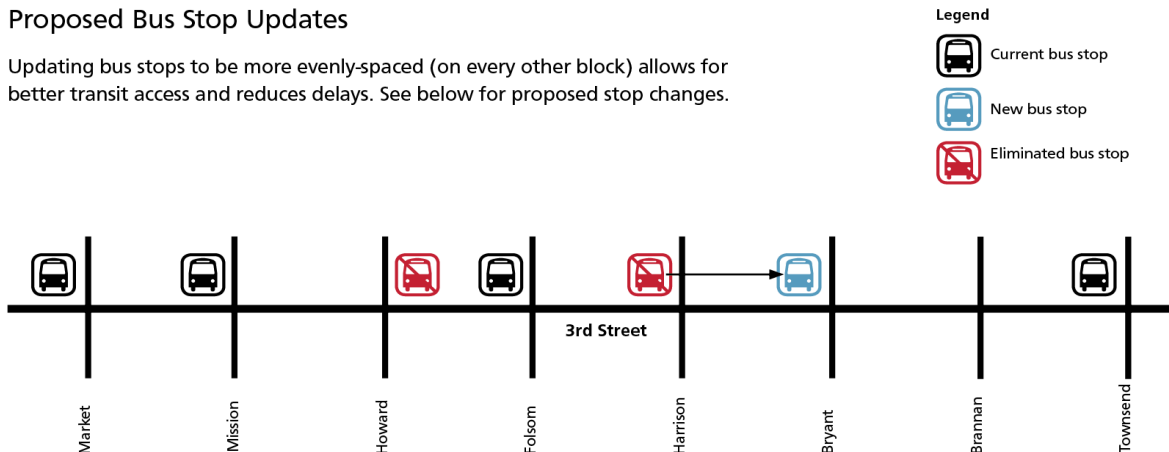
To accommodate these changes, the remaining lanes of Third Street between Brannan and Howard Streets would be reconfigured. During peak periods, there would be three continuous through lanes of traffic to the left of the transit lane from Townsend Street to Market Street. During off-peak periods, the curbside lane would be used primarily for parking and loading and there would be two lanes of through traffic in the three-block segment between Brannan and Folsom Streets. Along with pedestrian safety improvements, these changes would also require changes to parking and loading, described in following pages.

Transit Stop Changes

To further reduce transit delays, some stops would be removed or relocated. The proposed right-turn lanes in the second lane from the curb at Bryant, Harrison, and Folsom Streets present opportunities to locate large transit bulb stops on the far side of the intersection, as no transit or private vehicle movements would need to be accommodated in this space. For this reason, and to provide more consistent spacing between stops and comply with SFMTA Stop Spacing Guidelines, stops are proposed to be located as shown below.

Proposed Bus Stop Updates

Updating bus stops to be more evenly-spaced (on every other block) allows for better transit access and reduces delays. See below for proposed stop changes.



The stops at Townsend/Brannan Streets (existing), Bryant Street (new) and Folsom Street (existing) would be located on bulbs long enough to simultaneously accommodate two 60-foot buses. The existing bulb at Townsend/Brannan Streets would be widened to approximately 10 feet, effectively widening the sidewalk to 20 feet, while new bulbs at Bryant and Folsom Streets would be approximately 14 feet wide, effectively widening the sidewalk to 24 feet. All three stops would provide space for shelters and other amenities. New transit islands would be constructed as a near-term improvement at Folsom and Bryant. They would be replaced with bulbs when the long-term improvements are constructed.

The existing stop at Mission Street would remain as is. The temporary existing stop at Harrison Street (formerly at Perry Street) would be removed, and replaced by the proposed stop at Bryant Street. The existing stop at Howard Street would be eliminated as it is not a transfer point and has lower ridership than adjacent stops. The result would be a reduction in the total number of stops on Third Street in SoMa from five to four, and a reduction in the maximum distance between stops from nearly 1,800 feet to less than 1,300 feet. The bus zone at Perry Street, currently not used by Muni, would be retained for use by AC Transit.

Altogether, these improvements are projected to reduce PM peak period transit travel times between the Caltrain terminal and Market Streets by approximately two minutes per trip, or over 20 percent.

Pedestrian Safety Improvements

As SoMa has become one of San Francisco's fastest-growing neighborhoods in recent years, pedestrian volumes on Third Street have increased. The 24-hour pedestrian count is now more than 3,000 at the intersection of Third and Mission Streets, and more than 2,000 at Third and Folsom Streets. Even at Bryant Street, south of I-80 and farther from the traditional downtown, the pedestrian volumes exceed 1,000 per day. Volumes are much higher after Giants games and other events at AT&T Park.

South of Mission Street, sidewalks are 10 feet wide, below the Planning Department's Better Streets guidelines for Mixed-use Streets such as Third Street. While there are traffic signals at every major intersection and crosswalks on most legs of these intersections, there are closed

crosswalks at Bryant and Folsom, and other crosswalks are not designed to SFMTA's current high-visibility standards. There are also no pedestrian bulbs at crosswalks on Third Street, and the roadway is 62.5 feet wide, with up to six lanes of traffic.

Speeds at the 85th percentile are well over the posted speed limit of 25 miles per hour. Between Townsend and Brannan Streets, the 85th percentile speed is 30 miles per hour. Additionally, as a major access route to downtown and area freeways, Third Street experiences high volumes of truck traffic.

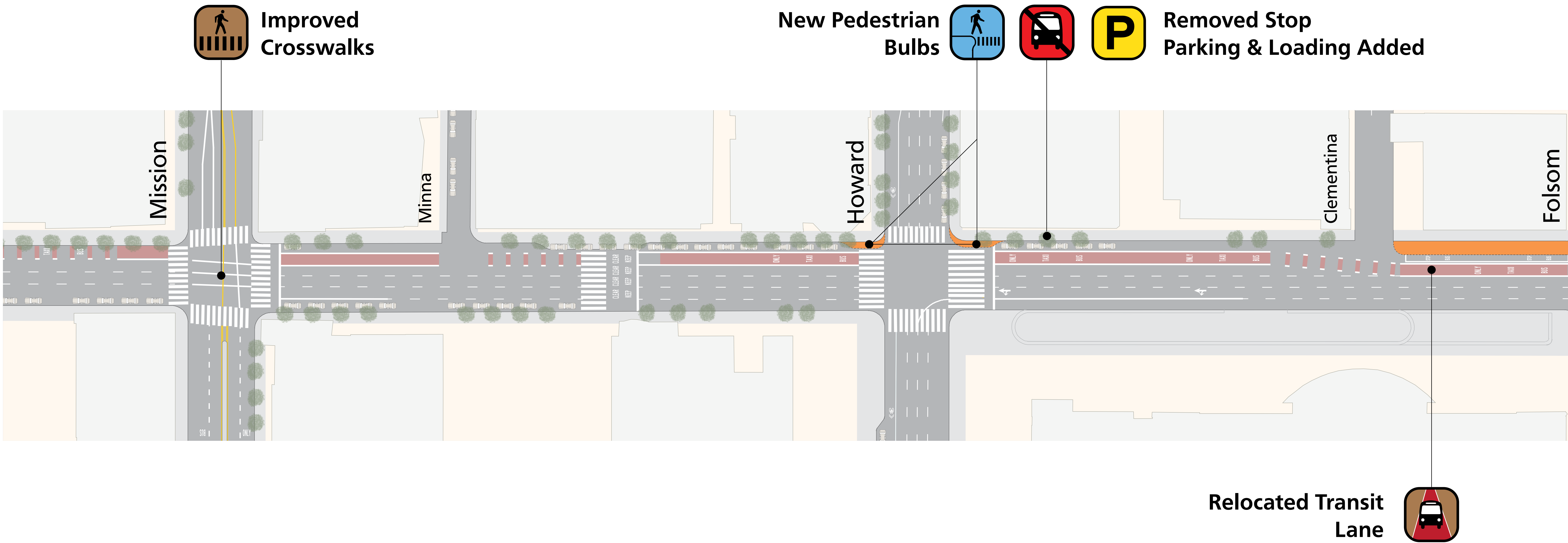
Third Street has been identified by San Francisco's Vision Zero program as a High-Injury Corridor. Analysis conducted for this project found that in the five-year period between 2012 and 2016, there were a total of 50 pedestrian- or bicyclist-involved collisions on Third Street between Townsend and Mission Streets, or 10 per year. Of these, two were fatal, and another six resulted in severe injuries. The collisions were distributed throughout the corridor, with between six and seven pedestrian collisions at each of the intersections of Third Street with Bryant, Harrison and Howard Streets.

This project seeks to improve pedestrian safety, and to more comfortably accommodate increasing volumes of pedestrians, by implementing a range of improvements. These include:

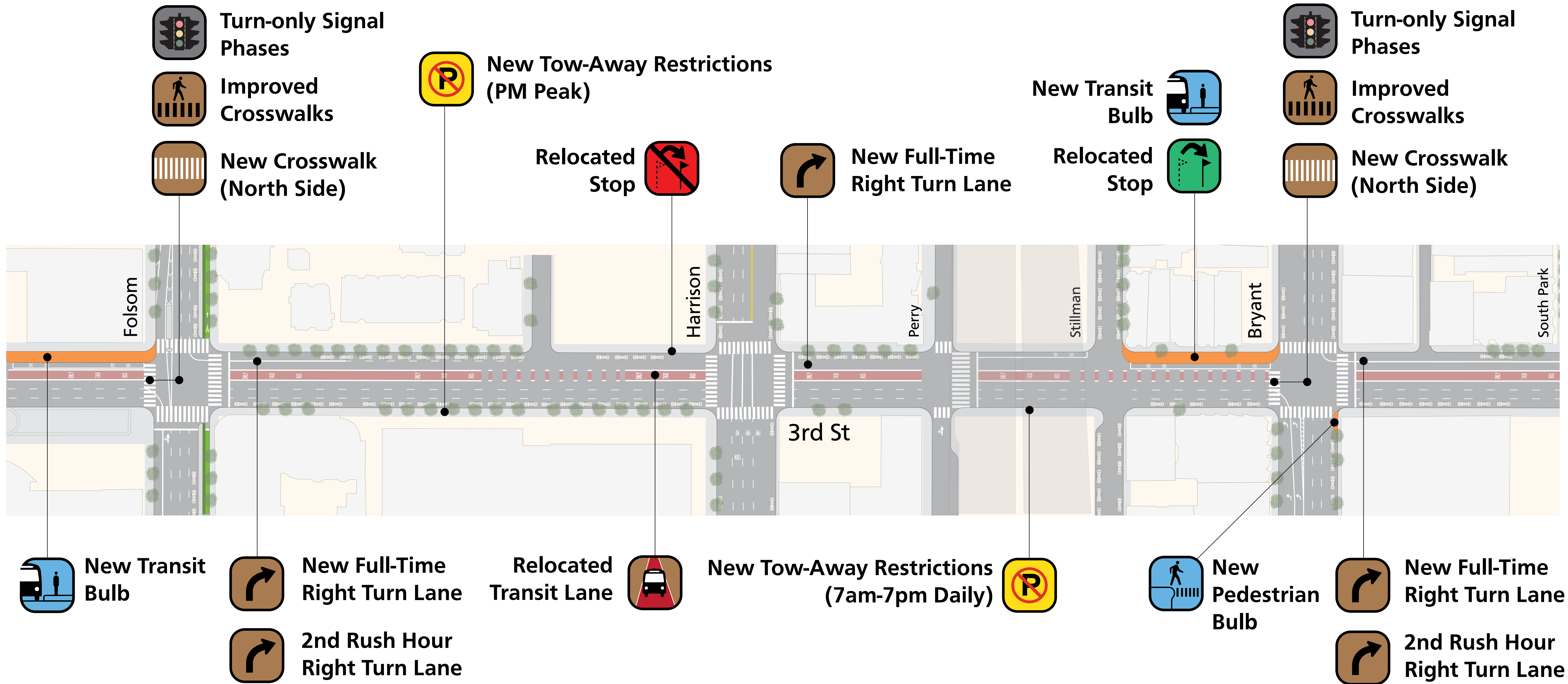
- *Sidewalk extensions (bulbs)*. Transit bulbs would be installed at Bryant and Folsom Streets, which would be approximately 14 feet wide and would effectively widen the sidewalk at those locations to approximately 24 feet (over a length of more than 150 feet). New painted safety zones would be constructed as a near-term improvement at Townsend, Brannan, Bryant and Howard Streets. They would be replaced with pedestrian bulbs approximately six feet wide are planned on one or more corners at Townsend, Brannan, Bryant and Howard Streets. Crossing distances would be reduced to approximately 48 to 49 feet, and pedestrians on bulbs waiting to cross the Street would also be made more visible to motorists. (Note that sidewalk extensions are under the jurisdiction of San Francisco Public Works, not the SFMTA.)
- *New crosswalks*. Crosswalks would be added on the northern side of the intersection at Bryant and Folsom Streets, reducing the number of crossings required at these locations from three to one. Additionally, crosswalks would be added along Third Street at intersections with minor Streets and alleys such as Stillman and Minna Streets.
- *Upgraded crosswalks*. All crosswalks would be of a high-visibility "continental" design.
- *New and upgraded curb ramps*. Non-compliant curb ramps would be upgraded. A second ramp would also be added in locations where a single ramp now serves crossings in two directions, and is not directly aligned with one or both crosswalks, for example on the northeast corner of Third and Townsend Streets. (Note that curb ramps are under the jurisdiction of San Francisco Public Works, not the SFMTA.)
- *Advance limit lines*. Advance limit lines or stop bars for motorists would be added in advance of the crosswalk at all signalized intersections on Third Street.
- *Leading pedestrian intervals*. As part of planned upgrades to traffic signal hardware, all signalized intersections without leading pedestrian intervals or pedestrian "head starts" would receive them.
- *Right turn on red restrictions*. Signal cycles at Bryant and Folsom Streets would also

include a turn-only phase, allowing protected right turns off of Third Street and left turns onto Third Street. During this phase, pedestrian movements would be prohibited. At all other times, these turn movements would be restricted, reducing conflicts between vehicles and pedestrians in the crosswalk.

3rd St, from Mission to Clementina

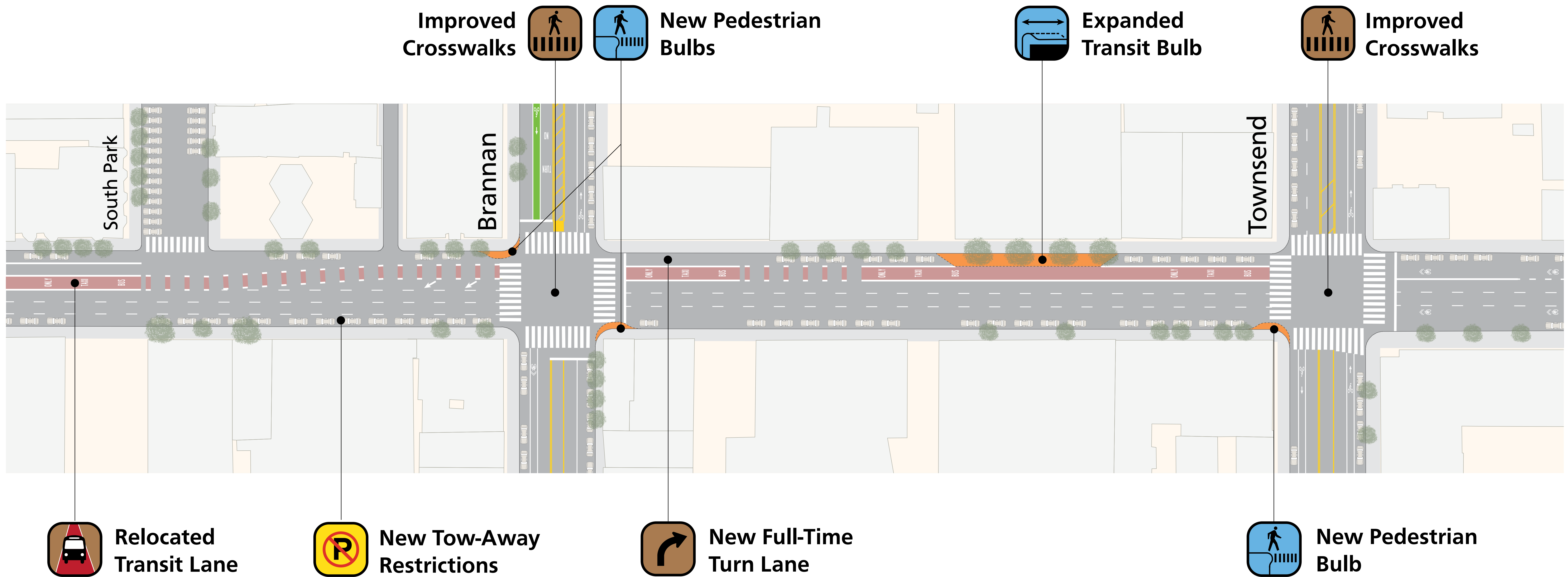


3rd St, from Folsom to Bryant



 Existing Tow-Away Hours Extended
Some Parking Spaces Removed
Some Loading Zones Relocated

3rd St, from South Park to Townsend



 Existing Tow-Away Hours Extended
 Some Parking Spaces Removed
 Some Loading Zones Relocated

MUNI FORWARD

30 Stockton - 3rd Street (Townsend to Sutter)

CIP FY19-23 Submittal II

Prepared by: Kevin Shue

Version 1; Internally Reviewed scope (November 2018)

Reviewed by: Darcie Alaba

DPW Delivery

Date: 11/15/2018

Item	Description	Quantity	Unit	Unit Price	Extension
DPW Design and Construction					
Transit and Pedestrian Bulbs					
1.a	New 65-foot Transit Bulb (Sidewalk Expansion)		EA	\$ 170,000	\$ -
1.b	New 65-foot Transit Bulb with Ped Bulb on Side Street		EA	\$ 180,000	\$ -
1.c	New 130-foot Transit Bulb (Sidewalk Expansion)		EA	\$ 220,000	\$ -
1.d	New 130-foot Transit Bulb with Ped Bulb on Side Street		EA	\$ 230,000	\$ -
1.e	New 150-foot Transit Bulb with Ped Bulb on Side Street		EA	\$ 250,000	\$ -
1.f	New 100-foot Transit Bulb - Mid-Block		EA	\$ 160,000	\$ -
2	Extend Transit Bulb		EA	\$ 110,000	\$ -
3	New Transit Island	2	EA	\$ 200,000	\$ 400,000
4	Extend Transit Island		EA	\$ 100,000	\$ -
5.a	New Single Pedestrian Bulb		EA	\$ 90,000	\$ -
5.b	New Dual Pedestrian Bulb		EA	\$ 110,000	\$ -
5.c	New Mid-Block 20-foot Pedestrian Bulb		EA	\$ 100,000	\$ -
5.d	New Mid-Block 65-foot Pedestrian Bulb		EA	\$ 130,000	\$ -
5.e	Curb Ramp Upgrades to ADA Standards		EA	\$ 60,000	\$ -
6	Miscellaneous Concrete Improvements		LS	\$ -	\$ -
7	Remove Transit Bulb		EA	\$ 110,000	\$ -
8	Remove Pedestrian Bulb		EA	\$ 60,000	\$ -
Traffic Signals					
9	New Traffic Signal		EA	\$ 200,000	\$ -
10	Signal Upgrade		EA	\$ 150,000	\$ -
11	Signalized Queue Jump		EA	\$ 100,000	\$ -
Streetscaping					
12	Streetscaping on Transit Bulbs		EA	\$ 20,000	\$ -
13	Art Enrichment Allowance		LS	2% of above	-
MTA Design and Installation					
Transit Stop Improvements					
14	Stop Change	11	EA	\$ 5,000	\$ 55,000
15	Miscellaneous Work (benches, trenching for shelter power, etc)		LS	\$ -	\$ -
Traffic Improvements					
16	Transit-Only Lane	48,400	SQ FT	\$ 25	\$ 1,210,000
17	Remove Red Transit-Only Lane	48400	SQ FT	\$ 5	\$ 242,000
18	Road Diet, New Tow-Away Lane or Remove Parking	4	BLK	\$ 15,000	\$ 60,000
19	Signal Timing Change, Turn Pocket or Turn Restriction	6	EA	\$ 5,000	\$ 30,000
20	Signal Hardware Changes	2	EA	\$ 50,000	\$ 50,000
Bike and Pedestrian Improvements					
21	Bike Lane		BLK	\$ 100,000	\$ -
22	Daylighting & Continental Crosswalks	6	INT	\$ 5,000	\$ 30,000
Soft Costs					
PLN	Environmental Review	1%	of all hard costs		
PE	MTA: Outreach (Labor and Collateral)	5%	of all hard costs		\$ 110,000
PE	PW: BSM Topographic Survey and Notice of Intent (NOI)	6%	of PW hard costs + survey		
DD	MTA: Design Support and Review	10%	of all hard costs		\$ 210,000
DD	PW: Detailed Design (100% PS&E Package) and Advertisement	20%	of PW hard costs		\$ 80,000
DD	Fees: City Attorney Office, Sidewalk Legislation, General Plan Referral intersections				
CON	MTA: Engineering Support	5%	of all hard costs		
CON	PW: Engineering Support and Administration	10%	of PW hard costs		\$ 40,000
CON	Construction Mitigation Program	0.5%	of total project budget		
CON	MTA: Transit Support		LS	\$ 150,000	\$ 150,000
				TOTAL COST	\$ 2,670,000
Muni Forward Cost Estimate: \$3,200,000				Contingency (20%)	\$ 530,000
Vision Zero Cost Estimate: \$0				<i>Subtotal</i>	<i>\$ 3,200,000</i>
<u>Special Projects Cost Estimate: \$0</u>				Inflation (5% /year for 3 years)*	
Total Project Cost: \$3,200,000				MUNI FORWARD ESTIMATE	\$ 3,200,000

Muni Forward Scope Summary

Transit and Pedestrian Bulbs

- 135' Transit Islands at: Brannan (nearside), Harrison (nearside), Folsom (nearside), Mission (nearside), and Geary (farside). Includes allowance for some triggered utility relocations as needed.
- Remove Transit Bulb at: between Townsend and Brannan (eastside).
- Above improvements trigger curb ramp upgrades at: Perry NWC, Mission SWC, Geary NWC

Traffic Signals

- Signalized Queue Jump at: Brannan, Bryant, Harrison, Folsom, Howard, and Mission.

Streetscaping

Minor streetscape improvements at transit islands above (eg railings, brick edging)

Transit Stop Improvements

Bus stop markings at new Transit islands. Howard stop proposed to be eliminated.

Traffic Improvements

Red transit lane moved to the center-left lane from its existing position on the far-right, from Townsend to Sutter. Parking on the west side of the street may be removed to accommodate lane shifts, while curb space on the east side may be open to parking. OCS to be shifted to the center-left of the street to correspond with modification of the location of the red lanes.

Signal timing to be optimized and improved along the SOMA intersections as part of the SOMA retiming plan.

Bike and Pedestrian Improvements

All crosswalks will be upgraded to continental crosswalks.

Muni Forward Cost Breakdown

Total MTA Labor = \$470,000	Planning (0% of Total) \$	-
Total DPW Labor = \$120,000	Preliminary Eng. (5% of Total) \$	150,000
Hard Costs = \$2,077,000	Detailed Design (13% of Total) \$	400,000
Total Contingency = \$530,000	Construction (83% of Total) \$	2,650,000
Total Inflation = \$0		

* Note: Base year \$ is 2017, YOY assumed to be the mid-point of construction