

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2020/21
<b>Project Name:</b>	Tenderloin Traffic Safety Improvements [NTIP Capital]
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### EXPENDITURE PLAN INFORMATION

<b>Prop K EP categories:</b>	Pedestrian Circulation/Safety
<b>Current Prop K Request:</b>	\$177,693
<b>Supervisory District(s):</b>	District 06

### REQUEST

#### Brief Project Description

Building on past neighborhood-wide efforts in the Tenderloin, including daylighting and signal retiming, the SFMTA is proposing to reduce the speed limit from 25 to 20 miles per hour on all applicable corridors and to implement no turn on red prohibitions at 54 intersections. These changes would be accomplished by installing approximately 395 signs. Restricting turns on red would reduce the number of conflicts and injuries between people in cars and on foot. Studies also show that lowering speeds greatly improves a pedestrian's chance of survival in the event of a collision.

#### Detailed Scope, Project Benefits and Community Outreach

The NTIP funds will be used to fund outreach efforts as well as materials and SFMTA Sign Shop labor to install new speed limit and no turn on red signs neighborhood-wide for these new traffic safety improvements. Approximately 54 intersections in the Tenderloin will receive the no turn on red prohibition, and every applicable corridor, based on the engineering and traffic surveys, in the Tenderloin will have its speed limit lowered from 25 mph to 20 mph. It is estimated that this work will require approximately 395 new no turn on red and speed limit signs.

The Tenderloin is disproportionately impacted by traffic crashes, especially collisions primarily caused by excessive vehicle speed. Lowering speed limits to better reflect multimodal Tenderloin streets can yield tangible safety benefits. Vehicle speed is the number predictor of crash severity. A pedestrian struck at 20 mph vs 25 mph has double the chance of survival. Cities across the United States and abroad have lowered default vehicle speed limits with tangible changes in vehicle speed and crash reduction. For example, Seattle, Washington posted 20 mph speed limits on several corridors, and absent any engineering or enforcement changes, speeds went down, especially among the fastest drivers. As a result, injury crashes were reduced by 20% on these corridors. Similar results were found in Portland, Oregon where the city recently introduced a citywide 20 mph de facto speed limit. Travel speeds before and after the speed limit changes will be collected as part of this work.

The standard methodology for setting speed limits rounds the 85th percentile speed from an Engineering and Traffic Survey to the nearest 5 mph increment and can be reduced by another 5 mph increment if there are special conditions. Section 22358.4 of the California Vehicle Code allows local authority to make this adjustment based on the Engineering and Traffic Survey. In the Tenderloin, the 85th percentile speed limits range from 20 to 26.4 mph on the streets, with an average of 23.54 mph, and these streets are all part of the City's High Injury Vision Zero network.

In the Tenderloin with its heavy pedestrian traffic, there is often little opportunity to make turns on red, which creates scenarios with drivers block pedestrian crosswalks while looking left trying to find a gap in oncoming traffic. Drivers quickly executing their turn may fail to see a pedestrian legally crossing from the right which can result in an injury collision. In a DPH-MTA study of crashes at signalized intersections, turns on red accounted for nearly 20% of these crashes, and these crashes were largely clustered in the Tenderloin. Banning turns on red have been standing policy in New York City for several decades and has recently been introduced in cities such as Washington, DC. Banning turns on red minimizes pedestrian-vehicular exposure which decreases the likelihood of a collision.

Community Outreach:

- November 2020: Presentation to the Tenderloin Traffic Safety Task Force
- Early February 2021: Blog post and press release about 20 mph and No Turn on Red proposals
- February-April 2021: Notification of the speed limit change and turn prohibitions through 1) paper collateral at key neighborhood-serving hubs, 2) SFMTA Facebook and Twitter accounts, 3) SFMTA blog post and press release, 4) Variable Message Signs and Changeable Message Signs notifying drivers of traffic safety changes, and 5) Safe Spot posters at intersections with new turn prohibitions

**Construction:**

- February 19, 2021: Public Hearing for both 20 mph and No Turn on Red proposals, with notifications posted at least 10 days in advance of the meeting
- March 16, 2021: MTA Board approval for the 20 mph changes (No Turn on Red does not require SFMTA Board approval)
- February-April 2021: Implementation

The Transportation Authority's NTIP is intended to strengthen project pipelines and advance the delivery of community supported neighborhood-scale projects, especially in Communities of Concern and other neighborhoods with high unmet needs.

**Project Location**

Tenderloin Neighborhood-Wide

**Project Phase(s)**

Construction (CON)

**5YPP/STRATEGIC PLAN INFORMATION**

<b>Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?</b>	Project Drawn from Placeholder
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Less than or Equal to Programmed Amount
<b>Prop K 5YPP Amount:</b>	\$688,238

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### ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	Categorically Exempt
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### PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Apr-May-Jun	2020	Oct-Nov-Dec	2020
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2021		
Operations (OP)				
Open for Use			Apr-May-Jun	2021
Project Completion (means last eligible expenditure)			Jul-Aug-Sep	2021

### SCHEDULE DETAILS

**Community Outreach:**

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## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Pedestrian Circulation/Safety	\$177,693	\$0	\$0	\$177,693
<b>Phases in Current Request Total:</b>	<b>\$177,693</b>	<b>\$0</b>	<b>\$0</b>	<b>\$177,693</b>

## COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$65,000	\$0	Based on actual hours spent by MTA staff
Environmental Studies (PA&ED)	\$0	\$0	
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$0	\$0	
Construction (CON)	\$177,693	\$177,693	Signal Shop material and labor cost estimates; MTA outreach cost estimate
Operations (OP)	\$0	\$0	
<b>Total:</b>	<b>\$242,693</b>	<b>\$177,693</b>	

<b>% Complete of Design:</b>	100.0%
<b>As of Date:</b>	01/29/2021
<b>Expected Useful Life:</b>	20 Years

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## Prop K/Prop AA Allocation Request Form

### MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)		
Budget Line Item	Totals	SFMTA
Outreach	\$ 17,247	\$ 17,247.30
Speed Limit Signs (290 new signs x \$281.46 labor and materials each)	\$ 81,624	\$ 81,624
No Turn on Red Signs (54 locations with new signs x \$375.34 labor and materials each location)	\$ 78,821	\$ 78,821
<b>TOTAL CONSTRUCTION PHASE</b>	<b>\$ 177,693</b>	<b>\$ 177,693</b>

**Tenderloin Traffic Safety Improvements (20 mph/NTOR) Outreach Support**

Staff	5288 Planner II	1314 Public Relations Officer	5241 Engineer	
FY21 Fully Burdened Hourly Rate	\$ 136.88	\$ 146.36	\$ 203.93	
Task 0: Admin	2	2	8	\$ 2,197.92
Task 1a: Preparing Safe Spot posters explaining traffic changes at intersections with new turn prohibitions	16	2	2	\$ 2,890.66
Task 1b: Posting Safe Spot posters	24	24	4	\$ 7,613.48
Task 2: Preparing social media campaign, including posts on Facebook and Twitter, blog post, and press release	4	16	2	\$ 3,297.14
Task 3: Preparing driver campaign, including VMS and CMS notifications	4	2	2	\$ 1,248.10
	Hours 50	46	18	114
	Cost \$ 6,844.00	\$ 6,732.56	\$ 3,670.74	<b>\$17,247.30</b>



**Estimate for:** **Note: 290 new speed limit signs**  
**Speed limit 20 MPH**  
**1) Install 20 MPH sign on a 2" Pole**

ITEM	COST	UNITS	TOTAL	Quantity	Subtotal
<b>LABOR</b>					
5302 ST	\$ 115.34	0.25	\$ 28.84		
5303 ST	\$ 147.57	0.25	\$ 36.89		
5306 ST	\$ 171.74		\$ -		
7457 ST	\$ 106.69	1	\$ 106.69		
<b>TOTAL LABOR</b>			<b>\$ 172.42</b>	290	\$ 50,001.08
<b>SIGNS</b>					
Speed Limit 20 MPH	\$ 26.00	1	\$ 26.00		
<b>SUPPORTS</b>					
10.5' Pipe, 2" Galvanized Pipe Sch40 Thdxpe 2x10.5	\$ 36.25	1	\$ 36.25		
<b>MOUNTING</b>					
Carriage Bolt Set	\$ 2.36	2	\$ 4.72		
Cement, Common	\$ 0.26	2	\$ 0.52		
K's - Flared Leg Brackets	\$ 1.79	2	\$ 3.58		
Saddles	\$ 1.85	2	\$ 3.70		
Sand	\$ 0.05	4	\$ 0.20		
<b>MISC</b>					
2" Cap	\$ 1.95	1	\$ 1.95		
<b>Subtotal</b>			<b>\$ 76.92</b>		
	Tax	8.50%	\$ 6.54		
<b>TOTAL MATERIALS</b>			<b>\$ 83.46</b>	290	\$ 24,202.88
<b>SUM TOTAL</b>			<b>\$ 255.88</b>	290	\$ 74,203.95

<b>Labor</b>	\$ 50,001.08
<b>Materials</b>	\$ 24,202.88
<b>Total</b>	\$ 74,203.95
<b>Total with 10% contingency</b>	<b>\$ 81,624.35</b>



Estimate for:

Note: 105 approaches with new restrictions

Tenderloin NTOR

1) Install NRTOR sign on a 2" Pole (1 per approach)

ITEM	COST	UNITS	TOTAL	Quantity	Subtotal
<b>LABOR</b>					
5302 ST	\$ 115.34	0.25	\$ 28.84		
5303 ST	\$ 147.57	0.25	\$ 36.89		
5306 ST	\$ 171.74		\$ -		
7457 ST	\$ 106.69	1	\$ 106.69		
<b>TOTAL LABOR</b>			<b>\$ 172.42</b>	105	\$ 18,103.84
<b>SIGNS</b>					
No Right Turn on Red	\$ 46.10	1	\$ 46.10		
<b>SUPPORTS</b>					
10.5' Pipe, 2" Galvanized Pipe Sch40 Thdxpe 2x10.5	\$ 36.25	1	\$ 36.25		
<b>MOUNTING</b>					
Carriage Bolt Set	\$ 2.36	2	\$ 4.72		
Cement, Common	\$ 0.26	2	\$ 0.52		
K's - Flared Leg Brackets	\$ 1.79	2	\$ 3.58		
Saddles	\$ 1.85	2	\$ 3.70		
Sand	\$ 0.05	4	\$ 0.20		
<b>MISC</b>					
2" Cap	\$ 1.95	1	\$ 1.95		
<b>Subtotal</b>			<b>\$ 97.02</b>		
	Tax	8.50%	\$ 8.25		
<b>TOTAL MATERIALS</b>			<b>\$ 105.27</b>	105	\$ 11,053.00
<b>SUM TOTAL</b>			<b>\$ 277.68</b>		\$ 29,156.84

2) Install NRTOR sign on existing signal / street light poles (1 sign relocation + 1 new install per approach)

ITEM	COST	UNITS	TOTAL	Quantity	Subtotal
<b>LABOR</b>					
5302 ST	\$ 115.34	0.25	\$ 28.84		
5303 ST	\$ 147.57	0.25	\$ 36.89		
5306 ST	\$ 171.74		\$ -		
7457 ST	\$ 106.69	1	\$ 106.69		
<b>TOTAL LABOR</b>			<b>\$ 172.42</b>	210	\$ 36,207.68
<b>SIGNS</b>					
No Right Turn on Red	\$ 46.10	1	\$ 46.10		

<b>MOUNTING</b>			
Bolt Set (Bolt, Washer, Nut)	\$ 0.39	2	\$ 0.78
Buckles, Ear Lokt Stainless Steel, C256, 100/Box, 3/4" 19	\$ 1.14	2	\$ 2.28
K's - Flared Leg Brackets	\$ 1.79	2	\$ 3.58
Strap, Stainless Steel, SS C206 Band Tote, Band IT, 3/4"	\$ 1.24	2	\$ 2.48
<b>Subtotal</b>			<b>\$ 55.22</b>
	Tax	8.50%	\$ 4.69
<b>TOTAL MATERIALS</b>			<b>\$ 59.91</b>
<b>SUM TOTAL</b>			<b>\$ 232.33</b>

105 \$ 6,290.94

\$ 42,498.61

<b>Labor</b>	\$ 54,311.51
<b>Materials</b>	\$ 17,343.94
<b>Total</b>	\$ 71,655.45
<b>Total with 10% contingency</b>	<b>\$ 78,821.00</b>

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### SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$177,693	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$177,693	Total Prop AA Recommended:	\$0

<b>SGA Project Number:</b>		<b>Name:</b>	Tenderloin Traffic Safety Improvements [NTIP Capital]
<b>Sponsor:</b>	San Francisco Municipal Transportation Agency	<b>Expiration Date:</b>	06/30/2022
<b>Phase:</b>	Construction	<b>Fundshare:</b>	100.0

#### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Total
PROP K EP-140	\$177,693	\$0	\$0	\$0	\$0	\$177,693

#### Deliverables

1. Quarterly progress reports shall include percent complete for speed limit sign installation and no-turn-on-red sign installation, photos of work being performed, upcoming project milestones (e.g. ground-breaking, ribbon-cutting), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, lists of locations completed and remaining to be completed, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.
2. Prior to public distribution of paper collateral and posters, SFMTA shall provide electronic examples of outreach materials.
3. Upon completion of project, SFMTA shall provide 2-3 photos of installed signs and lists of all locations where signs were installed.

#### Special Conditions

1. Reimbursement is conditioned upon the SFMTA Board approving the speed limit changes proposed in this project (anticipated March 16, 2021).

#### Notes

1. Quarterly progress reports will be shared with the District 6 Supervisor.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	0.0%	No Prop AA
Actual Leveraging - This Project	0.0%	No Prop AA

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## EXPENDITURE PLAN INFORMATION

<b>Current Prop K Request:</b>	\$177,693
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement
KEL

## CONTACT INFORMATION

	Project Manager	Grants Manager
<b>Name:</b>	Kimberly Leung	Joel C Goldberg
<b>Title:</b>	Engineer	Grants Procurement Manager
<b>Phone:</b>	(415) 646-2329	(415) 646-2520
<b>Email:</b>	kimberly.leung@sfmta.com	joel.goldberg@sfmta.com

# Proposed No Turn on Red and 20 MPH Speed Limit

## Locations in the Tenderloin

