

**Prop K/AA Allocation Request Forms  
September 2021 Board Action  
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<b>No.</b>	<b>Fund Source</b>	<b>Project Sponsor<sup>1</sup></b>	<b>Expenditure Plan Line Item/ Category Description</b>	<b>Project Name</b>	<b>Phase</b>	<b>Funds Requested</b>	<b>Page No.</b>
1	Prop K	SFMTA	New Signals & Signs	New Signal Contract 66	Design	\$ 300,000	1
2	Prop K	SFMTA	Traffic Calming	Application-Based Traffic Calming Program - FY20/21 Cycle Design	Design	\$ 175,777	13
3	Prop K	SFMTA	Bicycle Circulation/ Safety Transportation/ Land Use Coordination	Active Communities Plan	Planning	\$ 410,000	29
4	Prop AA	SFPW	Pedestrian Safety	Joice Alley Lighting Improvements	Construction	\$ 410,000	61
<b>Total Requested</b>						<b>\$ 1,295,777</b>	

<sup>1</sup> Acronyms: SFMTA (San Francisco Municipal Transportation Agency); SFPW (San Francisco Public Works)

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# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2021/22
<b>Project Name:</b>	New Traffic Signal Contract 66
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

## EXPENDITURE PLAN INFORMATION

<b>PROP K Expenditure Plans</b>	New Signals and Signs
<b>Current PROP K Request:</b>	\$300,000
<b>Supervisorial Districts</b>	District 01, District 04, District 05, District 06, District 08, District 09, District 11

## REQUEST

### Brief Project Description

Design 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. Eight of the eleven locations are on the Vision Zero High Injury Network.

### Detailed Scope, Project Benefits and Community Outreach

See attached.

### Project Location

4th Ave/Fulton, 4th St/Long Bridge, 4th St/Mission Rock, 10th Ave/Lincoln, 28th St/Guerrero, 39th Ave/Fulton, 41st Ave/Lincoln, Alemany/Cotter, Castro/Divisadero/Waller, Cesar Chavez/Florida, Mission/Mary/Mint

### Project Phase(s)

Design Engineering (PS&E)

## 5YPP/STRATEGIC PLAN INFORMATION

<b>Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?</b>	Named Project
<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>	\$300,000

## New Traffic Signal Contract 66 Background and Scope

The San Francisco Municipal Transportation Agency (SFMTA) is seeking \$300,000 in Proposition K Sales Tax funds for the design phase of new traffic signals at ten locations, a rectangular rapid flashing beacon (RRFB) at one location, and related bicycle and pedestrian improvements to be constructed under New Traffic Signals Contract 66. Improvements at all project locations will include new pedestrian countdown signals (PCS), accessible pedestrian signals (APS), controllers, conduit, wiring and poles. New curb ramps will be constructed at certain locations where they are missing. Eight of the eleven project locations are on the Vision Zero High Injury Network, and the planned improvements are intended to reduce injuries for pedestrians, cyclists, and motorists in addition to optimizing right-of-way allocation for all users.

The requested Prop K funds will leverage funds from other sources such as SFMTA Operating Funds and developer funding for the indicated locations. SFMTA is working to secure funding for the construction phase of the project; sources may include the TNC Tax and half-cent sales tax funds.

*Table 1: Contract 66 Project Locations*

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

\* If Martin Luther King Junior Drive reopens near Chain of Lakes Drive East, 41st Avenue and Lincoln Way may be proposed for removal from the project scope.

### Implementation

The SFMTA Sustainable Streets Division will manage the scope of the detailed design. The San Francisco Public Works (SFPW) Infrastructure Design and Construction (IDC) division will manage the issuance and administration of the contract for construction through a competitively bid contract.

#### Task

- Signal Design
- Civil Design
- Electrical Design
- Construction Support

#### Force Account Work Performed By

- SFMTA Sustainable Streets Division
- SFPW Infrastructure Design and Construction
- SFPW Infrastructure Design and Construction
- SFPW and SFMTA

### Location Selection Criteria

The intersections in this scope were selected after review by SFMTA staff of traffic operations, constituent complaints, and collision patterns at each location. Locations are prioritized based on collision history, traffic volumes, benefits to roadway users including pedestrians, bicyclists, transit and motorists, proximity to schools or senior centers and any joint departmental opportunities which allowed cost savings to the project (e.g. scheduled paving projects, corridor improvements). Finally, improvements were included 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 Outreach

The proposed locations for Contract 66 are expected to be taken to a public hearing and subsequently to the SFMTA Board of Directors for final approval. In addition, per the TA's requirements, Prop K funding for the proposed locations will be taken to the Community Advisory Committee and Transportation Authority Board meetings.

As many of the locations were chosen to be included on Contract 66 given their collision history and the average daily traffic at each location, the existing intersection deficiencies are fairly apparent to regular users. Indeed, the SFMTA has received numerous constituent complaints and requests for signals at many of these locations which were considered as part of the selection vetting process. In addition, it is rare that the public opposes the installation of signals as it is typically viewed as an investment in public safety and as a mechanism to improve intersection conditions and operations for most users.

### Proposed Location Details and Project Benefits

A. 4<sup>th</sup> Avenue and Fulton Street is a side-street STOP location and is one of only three remaining intersections along the three-mile Fulton Street boundary of Golden Gate Park with a Muni bus stop and no signalized pedestrian crossing. Along the periphery of Golden Gate Park Fulton Street is a four-lane roadway characterized by higher free-flow traffic speeds with limited interruption from cross street traffic. In the course of public outreach for the SFMTA's Fulton Street Safety and Transit Project, the Agency received several public comments requesting a signal at this location to improve pedestrian access to the bus stops and the park. The project team is working closely with the Agency's Transit Division to develop a mutually beneficial design. As the intersection is located on the edge of Golden Gate Park, the project team will also coordinate with the Recreation and Parks Department.

B. 4<sup>th</sup> Street and Long Bridge Street is a side-street STOP location and is on the City's Vision Zero High Injury Network with four injury collisions reported in the past five years, two of which involved pedestrians. The surrounding Mission-Bay neighborhood has undergone significant development in the past decade and experienced corresponding increase in pedestrian and vehicular traffic. A signal will provide increased benefit to pedestrians by providing signalized crossings and will better clarify right-of-way for motorists and cyclists which is made especially necessary by the offset and skewed geometry of the intersection. The SFMTA has also received a request for signals to improve the pedestrian crossing at this location. To mitigate the impacts of increased vehicle and pedestrian traffic anticipated as a result of the Giants' development of Lot A and the surrounding area they have contributed \$1 million for improvements at this intersection as well as at the intersection of 4<sup>th</sup> Street and Mission Rock Street described below.

C. 4<sup>th</sup> Street and Mission Rock Street is the only rectangular rapid flashing beacon (RRFB) location included in the list of project locations. Although the location is on the City's Vision Zero High Injury Network, this intersection has a perfect safety record with no reported injury collisions in the past five years. However, in anticipation of further increased pedestrian and vehicular volumes as a result continued development, the SFMTA recommends installing an RRFB to better alert motorists of pedestrian activity which has historically been shown to increase driver yielding behavior. As mentioned in the description of the 4<sup>th</sup> Street and Long Bridge Street location above, the Giants have contributed \$1 million in funding toward improvements at both intersections as a condition of their development agreement with the City.

D. 10<sup>th</sup> Avenue and Lincoln Way is a side-street STOP location along the southern perimeter of Golden Gate Park and adjacent to the San Francisco County Fair building. The location is on the City's Vision Zero High Injury Network with nine injury collisions in the past five years the majority of which involve traffic turning on or off of Lincoln Way, a high volume four-lane roadway. This pattern of collisions indicates that drivers are having difficulty choosing appropriate gaps in Lincoln Way traffic during which to make turns. Signalization of this intersection will provide an opportunity for drivers to make turns and will improve connectivity between the Inner Sunset and Golden Gate Park by providing pedestrians with another opportunity to cross Lincoln Way. As the intersection is located on the edge of Golden Gate Park, the project team will coordinate with the Recreation and Parks Department.

E. 28<sup>th</sup> Street and Guerrero Street is the last remaining marked pedestrian crossing on Guerrero Street without a traffic signal and is located on the City's Vision Zero High Injury Network. For nearly a decade, residents of the surrounding neighborhood have lobbied SFMTA for traffic calming and pedestrian safety improvements along the Guerrero Street and San Jose Avenue corridor which to date have included reducing traffic lanes on both streets from six lanes to four, installing bike lanes, establishing a buffer zone on both sides of the center median, installing new traffic signals at the intersections of Guerrero with 27<sup>th</sup> and Duncan streets, transforming peak-hour tow-away lanes into parking, reducing the speed limit from 35 to 25 miles per hour, and scaling back multiple turn lanes. Signalizing this location represents another step towards realizing the vision for which neighbors have advocated. In anticipation of the installation of a traffic signal, underground electrical conduits were installed at this intersection in 2016 in coordination with a San Francisco Public Works repaving project.

39<sup>th</sup> Avenue and Fulton Street is a side-street STOP location along the northern perimeter of Golden Gate Park and is located near the center of a six-block long segment of Fulton Street with no signalized crossings of this four-lane roadway. This intersection has been prioritized for signalization over neighboring intersections in response to the higher number of injury collisions recorded at this location with six such collisions occurring in the past five years. Signalizing this intersection will reduce the distance between signalized crossings of Fulton Street improving pedestrian access to Golden Gate Park. Additionally, the new signal will be coordinated carefully with neighboring signals so as to better control vehicle speeds on Fulton Street which has been a consistent concern of local residents and park visitors. As the intersection is located on the edge of Golden Gate Park, the project team will coordinate with the Recreation and Parks Department.

F. 41<sup>st</sup> Avenue and Lincoln Way is an all-way STOP controlled intersection along the southern periphery of Golden Gate Park and is located the terminus of Chain of Lakes Drive, a popular vehicle crossing connecting the Sunset and Richmond districts through Golden Gate Park. Traffic crossing the park in this location has continued to increase in recent years with 2021 traffic volumes measured to be more than

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double those measured in 2018. The intersection is the site of 12 reported injuries in the past five years, five of which involved cyclists or pedestrians. Signalization of this location presents an opportunity to provide noticeable improvements to multiple modes as it is heavily utilized by motorists, cyclists, and pedestrians and will also reduce driver confusion that results from the use of stop signs on multi-lane streets. As the intersection is located on the edge of Golden Gate Park, the project team will coordinate with the Recreation and Parks Department. If Martin Luther King Junior Drive reopens near Chain of Lakes Drive East, 41st Avenue and Lincoln Way may be proposed for removal from the project scope.

G. Alemaný Boulevard and Cotter Street is a side-street STOP location on the City's Vision Zero High Injury Network and has nine reported injury collisions in the past five years. The intersection's existing side-street STOP control poses challenges for drivers and pedestrians wishing to cross four lanes of uncontrolled traffic as evidenced by the seven reported broadside collisions. This location is particularly susceptible to severe injury collisions as the speed limit along Alemaný Boulevard is 35 MPH and the latest recorded 85<sup>th</sup> percentile speeds are around 40 MPH. Signalizing this location and the crossings will provide substantial benefit to pedestrians and eliminate the need for side-street motorists to manage both pedestrian yielding and finding the appropriate vehicular gap to cross into Alemaný Boulevard.

H. Castro Street, Divisadero Street, and Waller Street 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 SFMTA has received numerous requests from residents for signalization which have been strongly supported by Supervisor Mandelman's Office. In response, the Agency has made interim improvements including new daylighting and pedestrian crossing warning signs. Signalizing this location will better clarify right-of-way and provide dedicated crossing time for pedestrians.

I. Cesar Chavez Street and Florida Street is a side-street STOP location on the City's Vision Zero High Injury Network with seven injury collisions reported in the past five years. The Cesar Chavez Street median extends through the intersection and Florida Street traffic is forced to turn right onto Cesar Chavez Street from both approaches. Florida Street is the last remaining unsignalized crossing of four-lane Cesar Chavez Street between Potrero Avenue and Guerrero Street. Signalizing this intersection will provide pedestrian improvements at a Muni bus stop location while clarifying right-of-way at this intersection with multiple lane uncontrolled approaches.

J. Mary Street, Mint Street, and Mission Street is a side-street STOP controlled intersection located in the South of Market Neighborhood and adjacent to the 5M Development which is currently under construction. The intersection 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 5<sup>th</sup> and Mission streets to prioritize the movement of transit along the Mission Street corridor.





# Contract 66 - New Traffic Signals

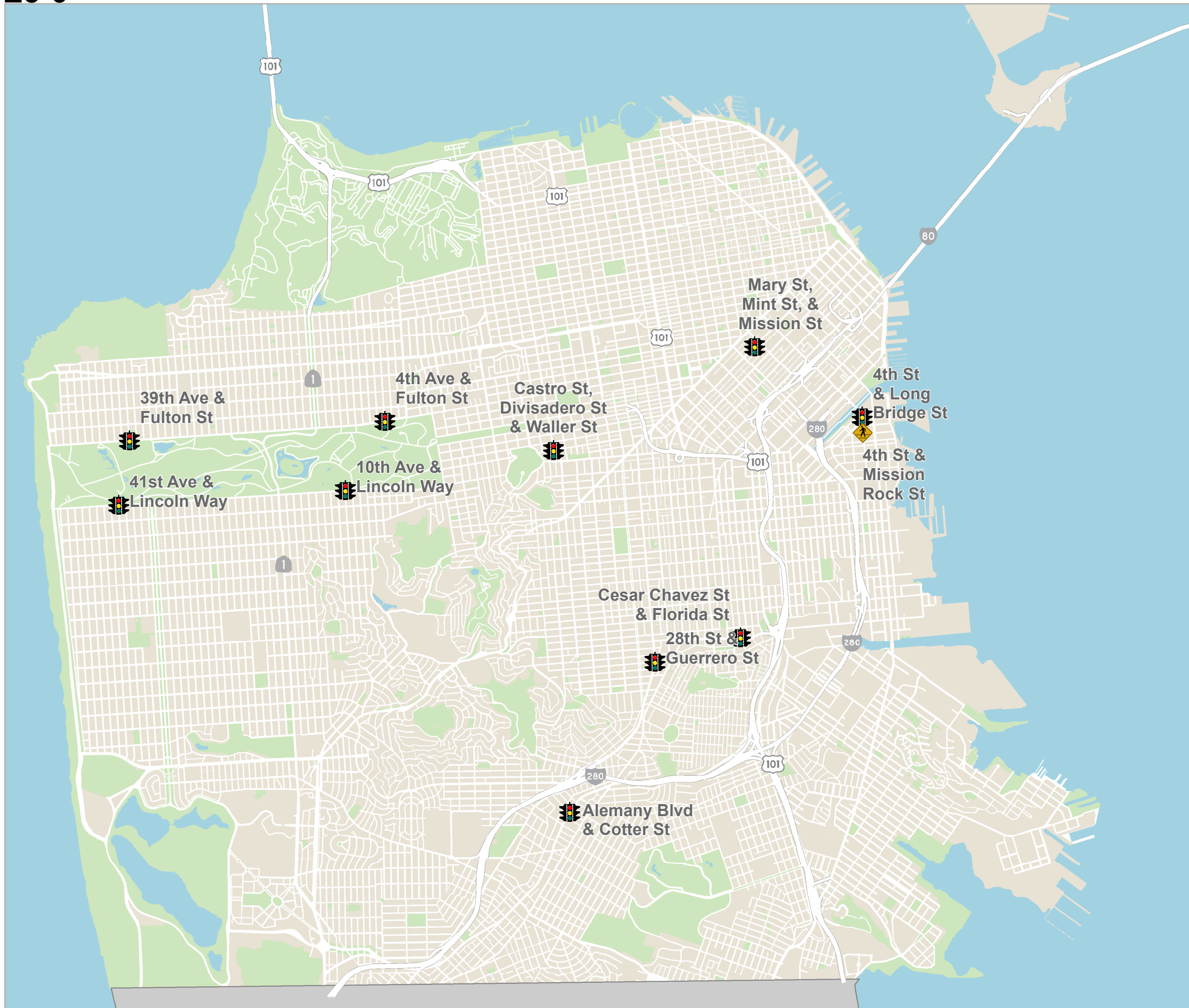
## Project Locations

June 2021

This map shows the location of ten new traffic signals and one new rapid rectangular flashing beacon proposed for construction 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](mailto:Jarrett.Hornbostel@sfmta.com)

By downloading this map, you are agreeing to the following disclaimer: "The City and County of San Francisco ("City") provides the following data as a public record and no rights of any kind are granted to any person by the City's provision of this data. The City and County of San Francisco ("City") makes no representation regarding and does not guarantee or otherwise warrant the accuracy or completeness of this data. Anyone who uses this data for any purpose whatsoever does so entirely at their own risk. The City shall not be liable or otherwise responsible for any loss, harm, claim or action of any kind from any person arising from the use of this data. By accessing this data, the person accessing it acknowledges that she or he has read and does so under the condition that she or he agrees to the contents and terms of this disclaimer."





# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2021/22
<b>Project Name:</b>	New Traffic Signal Contract 66
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

## 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)				
Environmental Studies (PA&ED)	Jul-Aug-Sep	2021	Jul-Aug-Sep	2021
Right of Way				
Design Engineering (PS&E)	Oct-Nov-Dec	2021	Oct-Nov-Dec	2022
Advertise Construction	Jan-Feb-Mar	2023		
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2023		
Operations (OP)				
Open for Use			Jul-Aug-Sep	2024
Project Completion (means last eligible expenditure)			Jul-Aug-Sep	2025

## SCHEDULE DETAILS

At the time of this allocation request submittal, the SFMTA acknowledges that environmental review has not been done. During the design phase, SFMTA will request environmental clearance review under the California Environmental Quality Act (CEQA). SFMTA shall not proceed with the construction of the project until there has been complete compliance with CEQA. Prior to billing for any construction funds, if requested by the Transportation Authority, the SFMTA will provide the Authority with documentation confirming that CEQA review has been completed.

**E5-8****San Francisco County Transportation Authority  
Allocation Request Form**

<b>FY of Allocation Action:</b>	FY2021/22
<b>Project Name:</b>	New Traffic Signal Contract 66
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

**FUNDING PLAN - FOR CURRENT REQUEST**

<b>Fund Source</b>	<b>Planned</b>	<b>Programmed</b>	<b>Allocated</b>	<b>Project Total</b>
EP-131: New Signals and Signs	\$0	\$300,000	\$0	\$300,000
Developer Funding (5M Development)	\$0	\$0	\$400,000	\$400,000
Developer Funding (Mission Rock Development)	\$0	\$150,000	\$0	\$150,000
SFMTA Operating Funds	\$0	\$0	\$450,000	\$450,000
<b>Phases In Current Request Total:</b>	\$0	\$450,000	\$850,000	\$1,300,000

**FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)**

<b>Fund Source</b>	<b>Planned</b>	<b>Programmed</b>	<b>Allocated</b>	<b>Project Total</b>
PROP K	\$0	\$3,600,000	\$0	\$3,600,000
Developer Funding (5M Development)	\$0	\$0	\$400,000	\$400,000
Developer Funding (Mission Rock Development)	\$0	\$1,000,000	\$0	\$1,000,000
SFMTA Operating Funds	\$0	\$0	\$450,000	\$450,000
TBD (e.g. Prop K)	\$3,450,000	\$0	\$0	\$3,450,000
<b>Funding Plan for Entire Project Total:</b>	\$3,450,000	\$4,600,000	\$850,000	\$8,900,000

## COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$1,300,000	\$300,000	Previous New Signals
Construction	\$7,600,000		Previous New Signals
Operations	\$0		
Total:	\$8,900,000	\$300,000	

<b>% Complete of Design:</b>	0.0%
<b>As of Date:</b>	06/02/2021
<b>Expected Useful Life:</b>	30 Years

# E5-10

MAJOR LINE ITEM BUDGET - New Traffic Signal Contract 66		
SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	Totals	% of phase
1. Total Labor	\$ 1,071,500	82.4%
2. Other Direct Costs *	\$ 110,500	8.5%
3. Contingency	\$ 118,000	9.1%
<b>TOTAL PHASE</b>	<b>\$ 1,300,000</b>	

\* PG&E Electrical Service Point Costs and City Attorney \$500

TOTAL LABOR COST BY AGENCY	
SFMTA	\$ 535,750
SFPW	\$ 535,750
<b>TOTAL</b>	<b>\$ 1,071,500</b>

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2021/22
<b>Project Name:</b>	New Traffic Signal Contract 66
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

## SFCTA RECOMMENDATION

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP K Requested:</b>	\$300,000	<b>Total PROP K Recommended</b>	\$300,000

<b>SGA Project Number:</b>		<b>Name:</b>	New Traffic Signal Contract 66
<b>Sponsor:</b>	San Francisco Municipal Transportation Agency	<b>Expiration Date:</b>	06/30/2023
<b>Phase:</b>	Design Engineering	<b>Fundshare:</b>	23.08%

### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	Total
PROP K EP-131	\$150,000	\$150,000	\$0	\$0	\$0	\$300,000

### Deliverables

1. Quarterly progress reports shall include % complete of the funded phase, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.
2. With the first quarterly progress report, Sponsor shall provide 2-3 photos of existing conditions.
3. Upon completion, SFMTA shall provide evidence of completion of 100% design (e.g., copy of certifications page, copy of workorder, internal design completion documentation, or similar).
4. Upon completion, SFMTA shall provide an updated scope, schedule, budget, and funding plan for construction. This deliverable may be met with an allocation request for construction.

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	76.92%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	59.55%	No TNC TAX	No PROP AA

# E5-12

## San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2021/22
<b>Project Name:</b>	New Traffic Signal Contract 66
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### EXPENDITURE PLAN SUMMARY

<b>Current PROP K Request:</b>	\$300,000
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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:

MJ

### CONTACT INFORMATION

	<b>Project Manager</b>	<b>Grants Manager</b>
<b>Name:</b>	Geraldine De Leon	Joel C Goldberg
<b>Title:</b>	Lead Engineer	Grants Procurement Manager
<b>Phone:</b>	(415) 701-4675	(415) 646-2520
<b>Email:</b>	geraldine.deleon@sfmta.com	joel.goldberg@sfmta.com

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2021/22
<b>Project Name:</b>	Application-Based Traffic Calming Program - FY20/21 Cycle Design
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

## EXPENDITURE PLAN INFORMATION

<b>PROP K Expenditure Plans</b>	Traffic Calming
<b>Current PROP K Request:</b>	\$175,777
<b>Supervisorial Districts</b>	District 01, District 02, District 04, District 05, District 06, District 07, District 08, District 09, District 10, District 11

## REQUEST

### Brief Project Description

Design 116 traffic calming projects identified, evaluated and ranked through the SFMTA Application-Based Residential Street Traffic Calming program. The projects will consist of approximately 220 individual traffic calming measures, including speed humps, speed cushions, speed tables, raised crosswalks and traffic islands.

### Detailed Scope, Project Benefits and Community Outreach

#### PROJECT BACKGROUND

The San Francisco Municipal Transportation Agency (SFMTA) requests an allocation of \$175,777 in Prop K funds for the Application-Based Residential Street Traffic Calming Program - FY21 Cycle. This allocation will cover the detailed design phase of traffic calming devices throughout the city. The list of projects (see attachments) has been determined through the planning process funded by Prop K in May 2020, described below

#### PLANNING AND CONCEPTUAL DESIGN PHASE (Complete - Previously funded by Prop K Grant No. 138-907149)

- **Application:** Residents who are concerned about speeding on their streets submit applications and neighborhood petitions to initiate the process for receiving traffic calming measures. The application window for FY20/21 cycle closed on June 30, 2020.
- **Evaluation & Ranking:** Once applications are received, SFMTA staff collect the additional data needed to determine whether an application qualifies. This includes conducting speed & traffic count and reviewing data on the number of collisions for each location. Once this data is gathered for all applications, they are ranked based primarily on speeds, traffic counts, collisions and the land use types within a short proximity to the street, which can include the presence of schools, transit stops, the bicycle network, commercial zoning and parks.
- **Inform Applicants:** Once the evaluation and ranking phase is complete, applicants are informed of whether or not their location will receive a traffic calming project the following year. This process was completed for the FY21 application cycle in July 2021. Residents who submitted applications for the FY21 application cycle will be notified in July by mail, email or telephone.



# E5-14

- **Determine Project List:** SFMTA staff then review each of the top locations to determine whether a speed hump would be an appropriate tool to reduce speeds at that location. In some cases, other measures will be recommended.

## DETAILED DESIGN PHASE (Current Request)

- **Inform & Ballot Neighbors:** Residents on accepted blocks will be contacted by the SFMTA with information about the project and asked to vote on whether they would like traffic calming implemented on their street. Fifty percent of returned ballots must be in favor of the measure – signatures from the original application count as “yes” votes unless a “no” vote is received from the same address.
- **Design & Approval:** If the neighbors vote in favor of the measure, SFMTA engineers will finalize the designs and bring the proposals through the official SFMTA public hearing process.

In the FY21 cycle, 220 locations submitted applications to the program. The attachment includes a list of all applications received. After reviewing the applications, the Traffic Calming Program team recommends 116 locations for acceptance to be funded through the traffic calming program. The attachment also includes a list of all applications accepted for the FY21 Cycle.

## SCOPE

SFMTA anticipates the following devices will be designed, however, all final device types and quantities will be determined during design phase:

- Speed Humps - 100 (50 locations; 2 devices per)
- Speed Cushions - 100 (50 locations; 2 devices per)
- Speed Tables/Raised Crosswalks - 12 (12 locations; 1 device per)
- Traffic Islands - 8 (4 locations; 2 devices per)

Key tasks associated with design phase include:

- Confirm preferred location, type, quantity and design for all traffic calming devices
- Create and/or update official striping drawings
- Document internal City approval (Transportation Advisory Safety Committee, or TASC)
- Complete neighborhood balloting and public hearing processes
- Develop preliminary cost estimates

## ENVIRONMENTAL

All traffic calming measures proposed in this allocation request are anticipated to be categorically exempt from CEQA review; final environmental determination will be confirmed as part of the approval process.

## SCHEDULE

The Planning phase, which received separate funding, began in July 2020 and concluded in July 2021. Design phase will begin in October 2021 and continue through June 2022. Near the conclusion of design phase, a separate request will be submitted for construction phase, which is anticipated to begin in October 2022. Construction will be performed by SFPW and contracted out as necessary to meet demand. Regardless of delivery method, construction is expected to be complete by December 2023.

Timeline/Steps for applications received in the FY21 Traffic Calming Program Cycle

1. Jul 2019 – Jun 2020: Application window
2. Apr – Jun 2020: Obtain funding for planning phase

3. Jul 2020 – Jul 2021: Collect traffic data for each block
4. Jul 2021: Evaluate and rank to determine which applications meet (or do not meet) the criteria for acceptance and notify applicants
5. Jul – Sep 2021: Obtain funding for design phase
6. Oct 2021 – Mar 2022: Select appropriate type, quantity and location of traffic calming device(s) for each location; review/approval process, including balloting block residents and public hearing
7. Mar – Jun 2022: Prepare preliminary cost estimates and obtain funding for construction phase
8. Jul – Sep 2022: Transfer funding and/or set up as-needed contract; pre-mark devices in the field; prepare and submit work orders
9. Oct 2022 – Dec 2023: Construction by SFPW and/or private contractor

**Project Location**

Various locations in Districts 1, 2, 4, 5, 6, 7, 8, 9, 10, and 11

**Project Phase(s)**

Design Engineering (PS&E)

**5YPP/STRATEGIC PLAN INFORMATION**

<b>Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?</b>	Named Project
<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>	\$175,777

# E5-16

## San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2021/22
<b>Project Name:</b>	Application-Based Traffic Calming Program - FY20/21 Cycle Design
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### 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)	Jul-Aug-Sep	2020	Apr-May-Jun	2021
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Oct-Nov-Dec	2021	Apr-May-Jun	2022
Advertise Construction				
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2022		
Operations (OP)				
Open for Use			Oct-Nov-Dec	2023
Project Completion (means last eligible expenditure)			Jan-Feb-Mar	2024

### SCHEDULE DETAILS

In the design phase of the traffic calming program, each traffic calming device will be balloted (mailed vote) prior to an Engineering Public Hearing. Stakeholders will be engaged in advance of design for any larger or more complex traffic calming measures that require trade-offs. Stakeholder engagement for standard traffic calming devices like speed humps, speed cushions, speed tables and raised crosswalks will consist solely of the typical notifications associated with the legislation/approval process. The typical notifications include balloting, which occurs before individual devices are considered at an MTA Engineering Public Hearing as well as notices that are posted for the public hearings. Additionally, notifications can take the form of direct communication with specific residents to finalize device placement. For other measures like traffic islands, fronting property owners/residents will be contacted if during detailed design it is determined that their driveway access may be impacted.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2021/22
<b>Project Name:</b>	Application-Based Traffic Calming Program - FY20/21 Cycle Design
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-138: Traffic Calming	\$0	\$175,777	\$0	\$175,777
<b>Phases In Current Request Total:</b>	<b>\$0</b>	<b>\$175,777</b>	<b>\$0</b>	<b>\$175,777</b>

## FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$1,758,000	\$1,375,777	\$220,387	\$3,354,164
<b>Funding Plan for Entire Project Total:</b>	<b>\$1,758,000</b>	<b>\$1,375,777</b>	<b>\$220,387</b>	<b>\$3,354,164</b>

## COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$220,387		Cost incurred and cost to complete
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$175,777	\$175,777	Engineer's estimate, based on prior similar work
Construction	\$2,958,000		Engineer's estimate, based on prior similar work
Operations	\$0		
Total:	\$3,354,164	\$175,777	

<b>% Complete of Design:</b>	0.0%
<b>As of Date:</b>	07/15/2021
<b>Expected Useful Life:</b>	20 Years

# E5-18

## San Francisco County Transportation Authority Allocation Request Form

Project Name: Application-Based Traffic Calming Program - FY20/21 Cycle Design

### MAJOR LINE ITEM BUDGET

A. DESIGN ENGINEERING & ENGINEERING SUPPORT								
Position	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary+MFB) x Approved Rate	(Fully Burdened) Salary + MFB + Overhead	Hours	FTE	Cost
Engineer Principal (5212)	\$ 249,946	\$ 85,880	\$ 335,826	\$ 255,342	\$ 632,509	3	0.001	\$ 760
Sr. Engineer (5211)	\$ 200,238	\$ 72,071	\$ 272,309	\$ 206,775	\$ 512,203	16	0.008	\$ 4,023
Engineer (5241)	\$ 173,031	\$ 64,513	\$ 237,544	\$ 180,193	\$ 446,356	88	0.043	\$ 18,970
Transit Planner IV (5290)	\$ 157,589	\$ 60,223	\$ 217,812	\$ 165,105	\$ 408,981	88	0.043	\$ 17,382
Associate Engineer (5207)	\$ 149,421	\$ 57,954	\$ 207,375	\$ 157,125	\$ 389,214	88	0.043	\$ 16,542
Assistant Engineer (5203)	\$ 128,380	\$ 52,738	\$ 181,119	\$ 136,993	\$ 339,346	102	0.049	\$ 16,706
Engineering Associate (5366)	\$ 120,565	\$ 50,529	\$ 171,093	\$ 129,330	\$ 320,365	102	0.049	\$ 15,772
Junior Engineer (5201)	\$ 113,668	\$ 48,579	\$ 162,247	\$ 122,569	\$ 303,617	360	0.173	\$ 52,607
Engineering Assistant (5362)	\$ 93,926	\$ 58,791	\$ 152,717	\$ 112,455	\$ 264,627	188	0.091	\$ 23,969
Senior Clerk (1406)	\$ 85,217	\$ 10,071	\$ 125,288	\$ 94,363	\$ 233,746	80	0.039	\$ 9,046
						<b>1,118</b>	<b>0.538</b>	
						<b>LABOR SUBTOTAL</b>		<b>\$ 175,777</b>

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2021/22
<b>Project Name:</b>	Application-Based Traffic Calming Program - FY20/21 Cycle Design
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

## SFCTA RECOMMENDATION

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP K Requested:</b>	\$175,777	<b>Total PROP K Recommended</b>	\$175,777

<b>SGA Project Number:</b>	138-tc	<b>Name:</b>	Application-Based Traffic Calming Program - FY20/21 Cycle Design
<b>Sponsor:</b>	San Francisco Municipal Transportation Agency	<b>Expiration Date:</b>	12/31/2022
<b>Phase:</b>	Design Engineering	<b>Fundshare:</b>	100.0%

### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	Total
PROP K EP-138	\$0	\$175,777	\$0	\$0	\$0	\$175,777

### Deliverables

- Quarterly progress reports shall note any changes to the accepted project locations, in addition to all other requirements described in the Standard Grant Agreement (SGA). See SGA for details.
- On completion of the design phase, provide evidence of completion of design, i.e. SFMTA Board action(s) legislating the improvements planned for each location.

### Special Conditions

- Prior to requesting funds for construction of this project (anticipated spring 2022), SFMTA shall provide a memo describing the status of implementing residential traffic calming measures funded through prior Prop K allocations, including percent complete, anticipated open for use date, and strategies to accelerate project delivery, including the potential for contracting work.

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	0.0%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	0.0%	No TNC TAX	No PROP AA

**E5-20**

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2021/22
<b>Project Name:</b>	Application-Based Traffic Calming Program - FY20/21 Cycle Design
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

## EXPENDITURE PLAN SUMMARY

<b>Current PROP K Request:</b>	\$175,777
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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:

MJ

## CONTACT INFORMATION

	<b>Project Manager</b>	<b>Grants Manager</b>
<b>Name:</b>	Damon Curtis	Joel C Goldberg
<b>Title:</b>	Project Manager	Grants Procurement Manager
<b>Phone:</b>	(415) 701-4674	(415) 646-2520
<b>Email:</b>	damon.curtis@sfmta.com	joel.goldberg@sfmta.com



# Application-Based Traffic Calming Program - FY20/21 Cycle Design **E5-21**

## Applications Received (FINAL)

NO.	LOCATION	SUPERVISOR DISTRICT
1	03rd Ave, Cabrillo St to Fulton St	1
2	03rd Ave, Cornwall St to Clement St	1
3	10th Ave, Cabrillo St to Fulton St	1
4	16th Ave, Balboa St to Cabrillo St	1
5	17th Ave, Lake Stret to California St	1
6	18th Ave, Anza St to Geary Blvd	1
7	19th Ave, Fulton St to Cabrillo St	1
8	21st Ave, Fulton St to Cabrillo St	1
9	26th Ave, Clement St to California St	1
10	27th Ave, Cabrillo St to Fulton St	1
11	29th Ave, Fulton St to Cabrillo St	1
12	30th Ave, Cabrillo St to Fulton St	1
13	34th Ave, Balboa St to Anza St	1
14	34th Ave, Balboa St to Cabrillo St	1
15	34th Ave, Fulton St to Cabrillo St	1
16	Anza St, 19th Ave to 20th Ave	1
17	Anza St, 22nd Ave to 23rd Ave	1
18	Anza St, 34th Ave to 35th Ave	1
19	Anza St, Blake St to Cook St	1
20	Anza St, Collins St to Blake St	1
21	Anza St, Cook St to Spruce St	1
22	Anza St, Masonic Ave to Wood St	1
23	Anza St, Spruce St to Parker Ave	1
24	Anza St, Wood St to Collins St	1
25	Clement St, 28th Ave to 29th Ave	1
26	Wood St, Geary Blvd to Anza St	1
27	25th Ave, Seacliff Ave to 25th Ave North	2
28	25th Ave, Seacliff Ave to Scenic Way	2
29	Bay St, Polk St to Larkin St	2
30	Filbert St, Hyde St to Leavenworth St	2
31	Gough St, Green St to Vallejo St	2
32	Gough St, Vallejo St to Broadway St	2
33	Lake St, 4th Ave to 5th Ave	2
34	Lake St, 5th Ave to 6th Ave	2
35	Lake St, 6th Ave to 7th Ave	2
36	Lake St, 7th Ave to 8th Ave	2
37	Lake St, 8th Ave to 9th Ave	2
38	Larkin St, Greenwich St to Lombard St	2
39	Pixley St, Fillmore St to Steiner St	2
40	Spruce St, Euclid Ave to Mayfair Dr	2
41	22nd Ave, Taraval St to Ulloa St	4
42	34th Ave, Quintara St to Rivera St	4
43	35th Ave, Irving St to Lincoln Way	4
44	35th Ave, Kirkham St to Lawton St	4
45	35th Ave, Pacheco St to Ortega St	4
46	42nd Ave, Irving St to Lincoln Way	4
47	45th Ave, Quintara St to Pacheco St	4

# E5-22 Application-Based Traffic Calming Program - FY20/21 Cycle Design

## Applications Received (FINAL)

NO.	LOCATION	SUPERVISOR DISTRICT
48	47th Ave, Taraval St to Ulloa St	4
49	Great Highway, Quintara St to Rivera St	4
50	Kirkham St, 47th Ave to 48th Ave	4
51	05th Ave, Irving St to Judah St	5
52	09th Ave, Judah St to Kirkham St	5
53	10th Ave, Irving St to Judah St	5
54	Frederick St, Masonic Ave to Delmar St	5
55	Linden St, Laguna St to Octavia St	5
56	Oak St, Shrader St to Stanyan St	5
57	Waller St, Pierce St to Potomac St	5
58	Waller St, Potomac St to Steiner St	5
59	Harriet St, Folsom St to Harrison St	6
60	Hawthorne St, Folsom St to Harrison St	6
61	Shipleigh St, 4th St to 5th St	6
62	Shipleigh St, 5th St to 6th St	6
63	14th Ave, Ulloa St to Vicente St	7
64	15th Ave, Rivera St to Santiago St	7
65	15th Ave, Ulloa St to Vicente St	7
66	16th Ave, Rivera St to Santiago St	7
67	Clearfield Dr, Sloat Blvd/34th Ave to Ocean Ave	7
68	Joost Ave, Ridgewood Ave to Genessee St	7
69	Lee Ave, Ocean Ave to Holloway Ave	7
70	Monterey Blvd, Congo St to Detroit St	7
71	Moraga St, 10th Ave to 9th Ave	7
72	Moraga St, 11th Ave to 10th Ave	7
73	Moraga St, 12th Ave to 11th Ave	7
74	Moraga St, 9th Ave to 8th Ave	7
75	Moraga St, Funston Ave to 12th Ave	7
76	Palmetto Ave, St. Charles Ave to Chester Ave	7
77	Rockridge Dr, Radio Terrace to Funston Ave	7
78	San Anselmo Ave, San Benito Way to Santa Clara Ave	7
79	Staples Ave, Genessee St to Frida Kahlo Way	7
80	Vasquez Ave, Hernandez Ave to Pacheco St	7
81	Vasquez Ave, Pacheco St to Garcia Ave	7
82	Westgate Dr, Kenwood Way to Upland Dr	7
83	Yerba Buena Ave, Plymouth Ave to Miraloma Dr	7
84	14th St, Divisadero St to Alpine St/Roosevelt Way	8
85	14th St, Divisadero St to Castro St	8
86	15th St, Beaver St to Castro St	8
87	15th St, Roosevelt Way to Buena Vista Terrace	8
88	18th St, Market St to Danvers St	8
89	22nd St, Dolores St to Chattanooga St	8
90	23rd St, Castro St to Noe St	8
91	Buena Vista Terrace, Roosevelt Way to Buena Vista East	8
92	Day St, Church St to Dolores St	8
93	Diamond St, Cesar Chavez to 26th St	8
94	Dorland St, Dolores St to Guerrero St	8
95	Elizabeth St, Castro St to Diamond St	8

# Application-Based Traffic Calming Program - FY20/21 Cycle Design **E5-23**

## Applications Received (FINAL)

NO.	LOCATION	SUPERVISOR DISTRICT
96	Hermann St, Fillmore St to Steiner St	8
97	Joost Ave, Acacia St to Baden St	8
98	Laguna St, Market St to Waller St	8
99	Merritt St, Market St to Danvers St	8
100	Oakwood St, 18th St to 19th St	8
101	Pond St, 16th St to 17th St	8
102	Richland Ave, Mission St to Arlington St	8
103	States St, Levant St to Castro St	8
104	25th St, Harrison St to Alabama St	9
105	Burrows St, Gambier St to Madison St	9
106	Cambridge St, Burrows St to Becon St	9
107	Cambridge St, Felton St to Burrows St	9
108	Cortland Ave, Coleridge St to Prospect Ave	9
109	Cortland Ave, Mission St to Coleridge St	9
110	Cortland Ave, Prospect Ave to Winfield St	9
111	Cortland Ave, Winfield St to Elsie St	9
112	Crescent Ave, Agnon Ave to Murray St	9
113	Crescent Ave, Andover St to Bache St	9
114	Crescent Ave, Arnold Ave to Murray St	9
115	Crescent Ave, Arnold Ave to Roscoe St	9
116	Crescent Ave, Bache St to Porter St	9
117	Crescent Ave, Porter St to Roscoe St	9
118	Felton St, Bowdoin St to Dartmouth St	9
119	Felton St, Dartmouth St to Colby St	9
120	Florida St, 25th St to 26th St	9
121	Folsom St, Eugenia Ave to Powhattan Ave	9
122	Folsom St, Ogden St to Crescent St	9
123	Goettingen St, Silliman St to Felton St	9
124	Goettingen St, Wayland St to Woolsey St	9
125	Hampshire St, 22nd St to 23rd St	9
126	Hampshire St, 24th St to 25th St	9
127	Holyoke St, Silliman St to Boylston/Silver Ave	9
128	Mullen Ave, Franconia Ave to Montcalm St	9
129	Osage Alley, 25th St to 26th St	9
130	San Carlos St, 18th St to 19th St	9
131	Shotwell St, 25th St to 26th St	9
132	Silliman St, Goettingen St to Brussels St	9
133	Woodward St, 14th St to Duboce St	9
134	Woolsey St, Brussels St to Goettingen St	9
135	Woolsey St, Girard St to Brussels St	9
136	Woolsey St, Goettingen St to Somerset St	9
137	Woolsey St, Holyoke St to Hamilton St	9
138	Woolsey St, San Bruno Ave to Girard St	9
139	Woolsey St, Somerset St to Holyoke St	9
140	York St, 23rd St to 24th St	9
141	18th St, Carolina St to Arkansas St	10
142	Arelious Walker Dr, Donner Dr to Carroll Ave	10
143	Bayview St, Newhall St to Flora St	10

# E5-24 Application-Based Traffic Calming Program - FY20/21 Cycle Design

## Applications Received (FINAL)

NO.	LOCATION	SUPERVISOR DISTRICT
144	Carrizal St, Geneva Ave to Parque Dr/VeLasco Ave	10
145	Carroll Ave, Arelious Walker Dr to Giants Dr	10
146	Coleman St, Innes Ave to Jerrold Ave	10
147	Connecticut St, Mariposa St to 18th St	10
148	Donahue St, Innes Ave to Galvez Ave	10
149	Donner Ave, Arelious Walker Dr to Giants Dr	10
150	Egbert Ave, Ingalls St to Hawes St	10
151	Fairfax Ave, Acacia Ave to Catalina St	10
152	Gilman Ave, 3rd St to Jennings St	10
153	Gilman Ave, Bill Walsh Way to Griffith St	10
154	Gilman Ave, Griffith St to Hawes St	10
155	Gilman Ave, Hawes St to Ingalls St	10
156	Gilman Ave, Ingalls St to Jennings St	10
157	Indiana St, 19th St to 20th St	10
158	Ingerson Ave, Jennings St to Ingalls St	10
159	Innes Ave, Arelious Walker to Earl St	10
160	Innes Ave, Avocet Way to Coleman Steet	10
161	Innes Ave, Earl St to Donahue St	10
162	Innes Ave, Griffith St to Arelious Walker	10
163	Innes Ave, Hunters Point Blvd to Griffith St	10
164	Innes Ct, Coleman St to Innes Ct	10
165	Kansas St, 17th St to Mariposa St	10
166	La Salle Ave, Cashmere St to Mendell St	10
167	La Salle Ave, Cashmere St to Newcomb St	10
168	Mariposa St, Texas St to Missouri St	10
169	Mendell St, Jerrold Ave to Innes Ave	10
170	Middle Point Road, Harbor Road to Innes Ave	10
171	Minnesota St, 20th St to 22nd St	10
172	Mississippi St, 19th St to 20th St	10
173	Mississippi St, 20th St to 22nd St	10
174	Missouri St, Mariposa St to 17th St	10
175	Missouri St, Mariposa St to 18th St	10
176	Palou Ave, Rankin St to Quint St	10
177	Quesada Ave, Silver Ave to Rankin St	10
178	Rhode Island St, 20th St to Southern Heights Ave	10
179	San Bruno Ave, 17th St to Mariposa St	10
180	Santa Fe Ave, Silver Ave to Quint St	10
181	Silver Ave from Charter Oak Ave to Elmira St	10
182	Silver Ave from Elmira St to Ledyard St	10
183	Silver Ave from Ledyard St to Scotia Ave	10
184	Silver Ave from Revere Ave to Thomas Ave	10
185	Silver Ave from Santa Fe Ave to Scotia Ave	10
186	Silver Ave from Santa Fe Ave to Topeka Ave	10
187	Silver Ave from Thomas Ave to Topeka Ave	10
188	Tennessee St, 20th St to 22nd St	10
189	Thornton Ave, Neptune St to Venus St	10
190	Underwood Ave, Keith St to Lane St	10
191	Utah St, 17th St to Mariposa St	10

**Application-Based Traffic Calming Program - FY20/21 Cycle Design** **E5-25**  
**Applications Received (FINAL)**

<b>NO.</b>	<b>LOCATION</b>	<b>SUPERVISOR DISTRICT</b>
192	Utah St, Mariposa St to 18th St	10
193	Van Dyke Ave from Keith St to Jennings St [DATA]	10
194	Wallace Ave, 3rd St to Keith St	10
195	Whitney Young Cir, Cashmere St to Richards Ct	10
196	Whitney Young Cir, Hillview Ct to Hawkins Lane/Carpenter Cir	10
197	Whitney Young Cir, Mabrey /Richards Lane to Lindsay Cir/Hillview Ct	10
198	Wisconsin St, 22nd St to Madera St	10
199	Wisconsin St, Madera St to 23rd St	10
200	Athens St, Peru Ave to Valmar Terrace	11
201	Caine Ave, Lakeview Ave to Lobos Ave	11
202	Capitol Ave, Lakeview Ave to Grafton Ave	11
203	Capistrano Ave, San Jose Ave to Santa Rosa Ave	11
204	Dublin St/LaGrande Ave, Persia Ave to Brazil Ave	11
205	Howth St, Geneva Ave to Niagara Ave	11
206	Jules Ave, Grafton Ave to Holloway Ave	11
207	Lakeview Ave, Caine Ave to San Jose Ave	11
208	Lakeview Ave, Granada Ave to Miramar Ave	11
209	Lakeview Ave, Majestic Ave to Caine Ave	11
210	Lobos Ave, Caine Ave to Plymouth Ave	11
211	London Steet, Italy Ave to France Ave	11
212	Louisburg St, Niagara Ave to Geneva Ave	11
213	Maynard St, Congdon St to Craut St	11
214	Maynard St, Mission St to Craut St	11
215	Mount Vernon Ave, Ellington Ave to Del Monte St	11
216	Naples St, Peru Ave to Avalon Ave	11
217	Paris St, Brazil St to Excelsior St	11
218	Ralston St, Garfield St to Shields St	11
219	San Juan Ave, Cayuga Ave to Alemany Blvd	11
220	Vienna St, Excelsior St to Brazil St	11

# E5-26 Application-Based Traffic Calming Program - FY20/21 Cycle Design

## Applications Accepted

NO.	LOCATION	SUPERVISOR DISTRICT
1	03rd Ave, Cabrillo St to Fulton St	1
2	10th Ave, Cabrillo St to Fulton St	1
3	19th Ave, Fulton St to Cabrillo St	1
4	21st Ave, Fulton St to Cabrillo St	1
5	27th Ave, Cabrillo St to Fulton St	1
6	30th Ave, Cabrillo St to Fulton St	1
7	34th Ave, Balboa St to Anza St	1
8	34th Ave, Balboa St to Cabrillo St	1
9	34th Ave, Fulton St to Cabrillo St	1
10	Anza St, Blake St to Cook St	1
11	Anza St, Collins St to Blake St	1
12	Anza St, Cook St to Spruce St	1
13	Anza St, Spruce St to Parker Ave	1
14	Anza St, Wood St to Collins St	1
15	Clement St, 28th Ave to 29th Ave	1
16	Filbert St, Hyde St to Leavenworth St	2
17	22nd Ave, Taraval St to Ulloa St	4
18	34th Ave, Quintara St to Rivera St	4
19	35th Ave, Irving St to Lincoln Way	4
20	35th Ave, Kirkham St to Lawton St	4
21	35th Ave, Pacheco St to Ortega St	4
22	42nd Ave, Irving St to Lincoln Way	4
23	45th Ave, Quintara St to Pacheco St	4
24	47th Ave, Taraval St to Ulloa St	4
25	09th Ave, Judah St to Kirkham St	5
26	10th Ave, Irving St to Judah St	5
27	Linden St, Laguna St to Octavia St	5
28	Oak St, Shrader St to Stanyan St	5
29	Harriet St, Folsom St to Harrison St	6
30	Hawthorne St, Folsom St to Harrison St	6
31	Shipley St, 4th St to 5th St	6
32	Shipley St, 5th St to 6th St	6
33	14th Ave, Ulloa St to Vicente St	7
34	15th Ave, Rivera St to Santiago St	7
35	15th Ave, Ulloa St to Vicente St	7
36	16th Ave, Rivera St to Santiago St	7
37	Clearfield Dr, Sloat Blvd/34th Ave to Ocean Ave	7
38	Joost Ave, Ridgewood Ave to Genessee St	7
39	Palmetto Ave, St. Charles Ave to Chester Ave	7
40	Rockridge Dr, Radio Terrace to Funston Ave	7
41	San Anselmo Ave, San Benito Way to Santa Clara Ave	7
42	Vasquez Ave, Hernandez Ave to Pacheco St	7
43	Vasquez Ave, Pacheco St to Garcia Ave	7
44	Westgate Dr, Kenwood Way to Upland Dr	7
45	Yerba Buena Ave, Plymouth Ave to Miraloma Dr	7
46	18th St, Market St to Danvers St	8
47	22nd St, Dolores St to Chattanooga St	8

48	23rd St, Castro St to Noe St	8	<b>E5-27</b>
49	Day St, Church St to Dolores St	8	
50	Elizabeth St, Castro St to Diamond St	8	
51	Joost Ave, Acacia St to Baden St	8	
52	Merritt St, Market St to Danvers St	8	
53	Richland Ave, Mission St to Arlington St	8	
54	Cambridge St, Burrows St to Becon St	9	
55	Cambridge St, Felton St to Burrows St	9	
56	Cortland Ave, Coleridge St to Prospect Ave	9	
57	Cortland Ave, Winfield St to Elsie St	9	
58	Crescent Ave, Agnon Ave to Murray St	9	
59	Crescent Ave, Arnold Ave to Murray St	9	
60	Crescent Ave, Porter St to Roscoe St	9	
61	Felton St, Bowdoin St to Dartmouth St	9	
62	Felton St, Dartmouth St to Colby St	9	
63	Florida St, 25th St to 26th St	9	
64	Folsom St, Eugenia Ave to Powhattan Ave	9	
65	Hampshire St, 22nd St to 23rd St	9	
66	San Carlos St, 18th St to 19th St	9	
67	Shotwell St, 25th St to 26th St	9	
68	Woodward St, 14th St to Duboce St	9	
69	York St, 23rd St to 24th St	9	
70	18th St, Carolina St to Arkansas St	10	
71	Arelious Walker Dr, Donner Dr to Carroll Ave	10	
72	Bayview St, Newhall St to Flora St	10	
73	Carroll Ave, Arelious Walker Dr to Giants Dr	10	
74	Donahue St, Innes Ave to Galvez Ave	10	
75	Gilman Ave, 3rd St to Jennings St	10	
76	Gilman Ave, Bill Walsh Way to Griffith St	10	
77	Gilman Ave, Griffith St to Hawes St	10	
78	Gilman Ave, Hawes St to Ingalls St	10	
79	Gilman Ave, Ingalls St to Jennings St	10	
80	Indiana St, 19th St to 20th St	10	
81	Ingerson Ave, Jennings St to Ingalls St	10	
82	Kansas St, 17th St to Mariposa St	10	
83	La Salle Ave, Cashmere St to Mendell St	10	
84	La Salle Ave, Cashmere St to Newcomb St	10	
85	Middle Point Road, Harbor Road to Innes Ave	10	
86	Palou Ave, Rankin St to Quint St	10	
87	Rhode Island St, 20th St to Southern Heights Ave	10	
88	Santa Fe Ave, Silver Ave to Quint St	10	
89	Silver Ave from Charter Oak Ave to Elmira St	10	
90	Silver Ave from Elmira St to Ledyard St	10	
91	Silver Ave from Ledyard St to Scotia Ave	10	
92	Silver Ave from Revere Ave to Thomas Ave	10	
93	Silver Ave from Santa Fe Ave to Scotia Ave	10	
94	Silver Ave from Santa Fe Ave to Topeka Ave	10	
95	Silver Ave from Thomas Ave to Topeka Ave	10	
96	Thornton Ave, Neptune St to Venus St	10	
97	Underwood Ave, Keith St to Lane St	10	
98	Wallace Ave, 3rd St to Keith St	10	



**E5-28**

99	Whoney Young Cir, Mabrey /Richards Lane to Lindsay Cir/Hillview Ct	10
100	Wisconsin St, 22nd St to Madera St	10
101	Caine Ave, Lakeview Ave to Lobos Ave	11
102	Dublin St/LaGrande Ave, Persia Ave to Brazil Ave	11
103	Howth St, Geneva Ave to Niagara Ave	11
104	Jules Ave, Grafton Ave to Holloway Ave	11
105	Lakeview Ave, Granada Ave to Miramar Ave	11
106	Lakeview Ave, Majestic Ave to Caine Ave	11
107	Lobos Ave, Caine Ave to Plymouth Ave	11
108	London Steet, Italy Ave to France Ave	11
109	Louisburg St, Niagara Ave to Geneva Ave	11
110	Maynard St, Congdon St to Craut St	11
111	Maynard St, Mission St to Craut St	11
112	Mount Vernon Ave, Ellington Ave to Del Monte St	11
113	Naples St, Peru Ave to Avalon Ave	11
114	Paris St, Brazil St to Excelsior St	11
115	Ralston St, Garfield St to Shields St	11
116	Vienna St, Excelsior St to Brazil St	11

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2021/22
<b>Project Name:</b>	Active Communities Plan
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

## EXPENDITURE PLAN INFORMATION

<b>PROP K Expenditure Plans</b>	Bicycle Circulation/Safety, Transportation/Land Use Coordination
<b>Current PROP K Request:</b>	\$410,000
<b>Supervisory District</b>	Citywide

## REQUEST

### Brief Project Description

The Active Communities Plan is a community-driven, citywide planning process to update the 2005 SFMTA Bicycle Master Plan, led by SFMTA alongside community partners. The plan will include all devices, both human-powered and electric-motor, that can legally operate on bike facilities. Special emphasis will be paid to Equity Priority Communities. The project will begin Fall 2021, conduct a year-long outreach phase from 2022-2023, with adoption by the SFMTA Board in February 2024. Requested funds will provide local match to a Caltrans Planning Grant and strengthen analysis and outreach tasks.

### Detailed Scope, Project Benefits and Community Outreach

See attachments.

### Project Location

Citywide

### Project Phase(s)

Planning/Conceptual Engineering (PLAN)

## 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>	Greater than Programmed Amount
<b>Prop K 5YPP Amount:</b>	\$174,349

# E5-30

## Justification for Necessary Amendment

The subject request includes an amendment to the Bicycle Safety and Circulation 5-Year Prioritization Program add this project with funding as follows:

- > Reprogram \$129,417 from Short-term Bike Parking in FY20/21. This program has \$666,583 remaining programmed through FY21/22 and is competitive for funding from other sources, e.g. Transportation Fund for Clean Air.
- > Reprogram \$31,435 in funds deobligated from projects completed under budget.

The subject request includes an amendment to the Transportation/Land Use Coordination 5-Year Prioritization Program to add this project with funding as follows:

- > Reduce Planning Grant Match Placeholder FY19/20 by \$70,000.
- > Reduce Planning Grant Match Placeholder FY20/21 by \$104,349.
- > Reprogram \$74,799 in funds deobligated from projects completed under budget.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2021/22
<b>Project Name:</b>	Active Communities Plan
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

## ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	TBD; SFMTA will seek Statutory Exemption via SB 288
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## PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Oct-Nov-Dec	2021	Jan-Feb-Mar	2024
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)				
Operations (OP)				
Open for Use				
Project Completion (means last eligible expenditure)			Jan-Feb-Mar	2024

## SCHEDULE DETAILS

PLAN START DATE - November 2021

### PRE-OUTREACH ACTIVITIES

- Community Interviews - Dec 2021 - Feb 2022
- Resident Preference Survey - Mar 2022 - Aug 2022

### COMMUNITY OUTREACH

- Equity Priority Community Workshops - Jun 2022 - Aug 2023
- Citywide Outreach & Engagement - Jun 2022 - Aug 2023

PLAN END DATE - February 2024

The Caltrans grant expires in 2024. For a detailed schedule, see the attached timeline document. Over the next several years, the SFMTA will continue to focus bicycle improvements on the high injury network, the city's most dangerous streets for people walking and biking by using quick build designs. Additionally, SFMTA will continue on longer lead streetscape projects, transforming previous quick builds to comfortable and scenic places to walk and bike, such as on Folsom and Howard streets. SFMTA also plans to continue the Slow Streets momentum realized during the pandemic, making some of these corridors permanent for family friendly neighborhood bikeway connections.

# E5-32

## San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2021/22
<b>Project Name:</b>	Active Communities Plan
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-139: Bicycle Circulation/Safety	\$160,852	\$0	\$0	\$160,852
EP-144: Transportation/Land Use Coordination	\$249,148	\$0	\$0	\$249,148
Caltrans Planning Grant	\$0	\$0	\$600,000	\$600,000
MTA Funds (Prop B General Funds or Operating)	\$0	\$0	\$100,000	\$100,000
<b>Phases In Current Request Total:</b>	<b>\$410,000</b>	<b>\$0</b>	<b>\$700,000</b>	<b>\$1,110,000</b>

### COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$1,110,000	\$410,000	Prior similar projects
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$0		
Operations	\$0		
Total:	\$1,110,000	\$410,000	

<b>% Complete of Design:</b>	0.0%
<b>As of Date:</b>	N/A
<b>Expected Useful Life:</b>	N/A

**San Francisco County Transportation Authority**  
**Prop K/Prop AA Allocation Request Form**

**E5-33**

**MAJOR LINE ITEM BUDGET**

<b>BUDGET SUMMARY</b>									
<b>Agency</b>	<b>Task 01 - Project Admin</b>	<b>Task 02 - Consultant Procurement</b>	<b>Task 1 - Existing Conditions</b>	<b>Task 2 - Analysis</b>	<b>Task 3 - Public Outreach</b>	<b>Task 4 - Technical Advisory Committee</b>	<b>Task 5 - Draft and Final Plan</b>	<b>Task 6 - Board Review/ Approval</b>	<b>Total</b>
SFMTA	\$ 27,000	\$ 10,000	\$ 38,000	\$ 65,000	\$ 75,000	\$ 17,000	\$ 75,500	\$ 12,500	<b>\$ 320,000</b>
Sub-Grantees	\$ 18,000		\$ 12,000	\$ 30,000	\$ 160,000	\$ 13,000	\$ 24,000	\$ 7,500	<b>\$ 264,500</b>
Consultant	\$ 10,500		\$ 65,000	\$ 150,000	\$ 165,000	\$ 5,000	\$ 125,000	\$ 5,000	<b>\$ 525,500</b>
<b>Total</b>	<b>\$ 55,500</b>	<b>\$ 10,000</b>	<b>\$ 115,000</b>	<b>\$ 245,000</b>	<b>\$ 400,000</b>	<b>\$ 35,000</b>	<b>\$ 224,500</b>	<b>\$ 25,000</b>	<b>\$ 1,110,000</b>

**San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form**

<b>DETAILED LABOR COST ESTIMATE - BY AGENCY</b>									
<b>SFMTA</b>	<b>Hours</b>		<b>Base Hourly Rate</b>	<b>Overhead Multiplier</b>	<b>Fully Burdened Hourly Cost</b>	<b>FTE</b>			<b>Total</b>
Transportation Planner I	1000		\$ 44.30	\$ 2.73	\$ 120.84	0.48			\$ 120,840
Transportation Planner II	650		\$ 53.86	\$ 2.73	\$ 146.92	0.31			\$ 95,496
Transportation Planner III	428		\$ 63.91	\$ 2.73	\$ 174.33	0.21			\$ 74,573
Contingency (10%)	0		\$ -	\$ -	\$ -	0			\$ 29,091
<b>Total</b>	<b>2078</b>					<b>1</b>			<b>\$320,000</b>

<b>Sub-grantee staff</b>	<b>Hours</b>		<b>Base Hourly Rate</b>	<b>Overhead Multiplier</b>	<b>Fully Burdened Hourly Cost</b>	<b>FTE</b>			<b>Total</b>
Sub-grantee staff	2405				\$ 100				\$ 240,455
Contingency (10%)	0		\$ -	\$ -	\$ -	0			\$ 24,045
<b>Total</b>	<b>2405</b>					<b>0</b>			<b>\$264,500</b>

<b>Consultant staff</b>	<b>Hours</b>		<b>Base Hourly Rate</b>	<b>Overhead Multiplier</b>	<b>Fully Burdened Hourly Cost</b>	<b>FTE</b>			<b>Total</b>
Consultant staff	2730				\$ 175				\$ 477,727
Contingency (10%)	0		\$ -	\$ -	\$ -	0			\$ 47,773
<b>Total</b>	<b>2730</b>					<b>0</b>			<b>\$525,500</b>



California Department of Transportation  
**Sustainable Transportation Planning Grant Program**  
**PROJECT COST AND SCHEDULE**

**Grant Category** Sustainable Communities  
**Grant Fiscal Year** 2021-22  
**Project Title** Active Communities Plan  
**Organization** (legal name) San Francisco Municipal Transportation Agency

Task #	Task Title	Estimated Grant Amount*	Estimated Local Cash Match*	Estimated Local In-Kind Match*	Estimated Total Project Cost*	FY 2021/22				FY 2022/23				FY 2023/24											
						A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M
01	Project Administration (no more than 5% of total Grant Award)	\$30,000	\$25,500	\$0	\$55,500																				
02	Consultant Procurement	\$5,405	\$4,595	\$0	\$10,000																				
1	Existing Conditions	\$62,162	\$52,838	\$0	\$115,000																				
2	Analysis	\$132,432	\$112,568	\$0	\$245,000																				
3	Public Outreach	\$216,216	\$183,784	\$0	\$400,000																				
4	Technical Advisory Committee	\$18,919	\$16,081	\$0	\$35,000																				
5	Draft and Final Plan	\$121,351	\$103,149	\$0	\$224,500																				
6	Board Review/Approval	\$13,514	\$11,486	\$0	\$25,000																				
<b>Totals</b>		<b>\$600,000</b>	<b>\$510,000</b>	<b>\$0</b>	<b>\$1,110,000</b>																				

\* Use only whole dollars in the financial information fields. Dollar amounts must be rounded up/down and decimals should not be shown.

Does your agency plan to request reimbursement for indirect costs?  Yes  No If yes, what is the estimated indirect cost rate? 82.20%

Does your agency plan to use the Tapered Match approach for invoicing purposes?  Yes  No

# E5-36

## San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2021/22
<b>Project Name:</b>	Active Communities Plan
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### SFCTA RECOMMENDATION

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP K Requested:</b>	\$410,000	<b>Total PROP K Recommended</b>	\$410,000

<b>SGA Project Number:</b>		<b>Name:</b>	Active Communities Plan (EP 39)
<b>Sponsor:</b>	San Francisco Municipal Transportation Agency	<b>Expiration Date:</b>	09/30/2024
<b>Phase:</b>	Planning/Conceptual Engineering	<b>Fundshare:</b>	36.94%

#### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	Total
PROP K EP-139	\$0	\$0	\$160,852	\$0	\$0	\$160,852

#### Deliverables

- Quarterly progress reports shall include % complete of the funded phase, % complete by task, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, a summary of outreach performed the prior quarter including feedback received, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement. Quarterly reports that SFMTA prepares for Caltrans will be accepted, as long as they address the information noted.
- Upon completion of Task 1 Existing Conditions (anticipated April 2022), provide data needs memo and existing conditions summary.
- Upon completion of Task 2 Analysis (anticipated December 2022), provide the following analyses: Bike Network & Bike Count, Equity, Collision, Network Connectivity, Residential Preference Survey results.
- Upon completion of Task 3 Public Outreach (anticipated August 2023), provide summary report on public outreach.
- Upon completion of Task 5 Draft Active Communities Plan (anticipated September 2023), provide presentations to the CAC and Board on draft recommendations and provide draft report with sufficient time for Transportation Authority staff to review and comment.
- Upon completion of Task 5 Final Active Communities Plan (anticipated December 2023), provide final report.

#### Special Conditions

- The recommended allocation is contingent upon a concurrent amendment to the Bicycle Circulation and Safety and Transportation/Land Use Coordination 5YPPs. See attached 5YPP amendments for details.

#### Notes

1. Reminder: All flyers, brochures, posters, websites and other similar materials prepared with Proposition K funding shall comply with the attribution requirements established in the Standard Grant Agreement.

2. SFMTA shall invoice against the Prop K grant from the Transportation/Land Use category first to streamline invoicing.

<b>SGA Project Number:</b>		<b>Name:</b>	Active Communities Plan (EP 44)
<b>Sponsor:</b>	San Francisco Municipal Transportation Agency	<b>Expiration Date:</b>	09/30/2024
<b>Phase:</b>	Planning/Conceptual Engineering	<b>Fundshare:</b>	36.94%

### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	Total
PROP K EP-144	\$80,000	\$169,148	\$0	\$0	\$0	\$249,148

#### Deliverables

1. See Deliverable 1 for Active Communities Plan (EP 39) (SGA XX-XXXXX).
2. See Deliverable 2 for Active Communities Plan (EP 39) (SGA XX-XXXXX).
3. See Deliverable 3 for Active Communities Plan (EP 39) (SGA XX-XXXXX).
4. See Deliverable 4 for Active Communities Plan (EP 39) (SGA XX-XXXXX).
5. See Deliverable 5 for Active Communities Plan (EP 39) (SGA XX-XXXXX).
6. See Deliverable 6 for Active Communities Plan (EP 39) (SGA XX-XXXXX).

#### Special Conditions

1. See Special Condition 1 for Active Communities Plan (EP 39) (SGA XX-XXXXX).

#### Notes

1. See Note 1 for Active Communities Plan (EP 39) (SGA XX-XXXXX).
2. See Note 2 for Active Communities Plan (EP 39) (SGA XX-XXXXX).

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	63.06%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	63.06%	No TNC TAX	No PROP AA

**E5-38**

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2021/22
<b>Project Name:</b>	Active Communities Plan
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

## EXPENDITURE PLAN SUMMARY

<b>Current PROP K Request:</b>	\$410,000
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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:

CK

## CONTACT INFORMATION

	<b>Project Manager</b>	<b>Grants Manager</b>
<b>Name:</b>	Christopher Kidd	Joel C Goldberg
<b>Title:</b>	Complete Streets Planner	Grants Procurement Manager
<b>Phone:</b>	(415) 646-2852	(415) 646-2520
<b>Email:</b>	christopher.kidd@sfmta.com	joel.goldberg@sfmta.com

# SCOPE OF WORK

Project Information	
<b>Grant Category</b>	<b>Sustainable Communities</b>
<b>Grant Fiscal Year</b>	<b>2021-2022</b>
<b>Project Title</b>	San Francisco Active Communities Plan
<b>Organization</b> (legal name)	<b>San Francisco Municipal Transportation Agency (SFMTA)</b>

## Introduction

The San Francisco Active Communities Plan (previously titled “BikeSF”) is a community-driven, citywide planning process to foster broader acceptance and adoption of all forms of active mobility. The plan will be led by the San Francisco Municipal Transportation Agency (SFMTA) in direct partnership with five sub-applicant community partners. This plan will be inclusive of all devices, both human-powered and electric-motor, that can legally operate on bike facilities. The transportation landscape has changed drastically in San Francisco since the adoption of the last Bicycle Plan in 2009; a comprehensive plan, built through strong community partnerships, is essential to keep San Francisco moving in the right direction.

This Plan will build off the analytical foundation established by the ConnectSF Active Transportation Study, a planning exercise to project transportation demands and solutions in 2050, which will be integrated into the City's Transportation Element update. As the Active Transportation Study is scheduled to close-out in October of 2020, there will be no task overlap with the Active Communities Plan. Instead, the Active Transportation Study will provide an analytical underpinning to the goals of the Active Communities Plan: maximize mode-shift away from private vehicles, improve safety for all users, actively further equity for San Francisco's most vulnerable residents, and reconfirm the city as a leader in bicycle & mobility device planning. While the plan recommendations will be inclusive of the entire city, special focus and emphasis for outreach and outcomes will be centered on disadvantaged communities vulnerable to transportation changes. The project will start in the fall of 2021, with an approximate 12-month public outreach period from summer 2022 to summer 2023. The plan will be developed in the fall of 2023 and adopted by the SFMTA Board in the winter of 2023/24.

### Historic Successes

The City of San Francisco has been a national leader in the design and implementation of best-practices bicycle infrastructure: boasting a 447-mile bike network with 172 miles in that network qualifying as high-quality, low-stress bikeways. The SFMTA's Quick-Build program rapidly delivers high-quality protected bikeways in high-demand locations. The Slow Streets program has created a transformational network of car-free spaces. The number of bike racks in the city has almost doubled over the last five years to more than 6,000. San Francisco in 2013 was one of the earliest adopters of Vision Zero in the United States. Bicycling mode share rocketed up from 2.3% in 2006 to 4.4% in 2014.

### Problem Statement

Despite such progress, challenges remain. From a high of 4.4% in 2014, bicycle mode share has now declined to 3.8% (American Community Survey 2019 1-year estimates). After the introduction of Vision Zero in 2013, the city saw a decline in serious injuries and fatalities; but that trend is again moving in the wrong direction, with 29 traffic fatalities in 2020. The rise of COVID-19 has placed incredible strain on the transit systems of both the City and the region; transit's

limited capacity, and the reticence of riders to return to transit, demands new alternatives to car trips which are attractive and feasible to a wider portion of the population. The rise of Transportation Network Companies (TNCs) and delivery services have resulted in rampant, unsafe use of the bike network by drivers for loading zones, increasing safety risks and discouraging bicycling by all but the most fearless. Bicycle projects have run into sustained opposition in many neighborhoods, leading to disproportionate distribution of implementation and an incomplete network. Particularly in disadvantaged communities with high displacement pressures, bicycle infrastructure projects have been opposed as a harbinger of further gentrification, meant only for higher-resourced newcomers.

This is reflected in the modal choices San Francisco residents take: while 53% of San Francisco residents are people of color, and 55% of the city's drivers are people of color, only 33% of bike commuters are. While the number of resident bike commuters in poverty are in equal proportion to San Francisco commuters at-large, the household median income of bicyclists (\$143,994) is substantially higher than the household median income (\$128,563) of all workers in San Francisco (Census Transportation Planning Products, American Community Survey 5-year estimates, 2012-2016).

### Focus on Disadvantaged Communities within a Citywide Bike Plan

It's not just the bike network; broader cultural, policy, and programmatic conflicts act as barriers to bicycling being safe, comfortable, accessible, and welcoming for all residents. The Active Communities Plan proposes to identify, explore, and resolve community-specific needs to unlock infrastructure, programmatic, and policy investments to support a broad culture of bicycling across the city. The plan places special emphasis on disadvantaged communities, neighborhoods experiencing substantial displacement pressures, and neighborhoods with high cultural significance to historically marginalized communities. These focus areas can roughly be defined as: **The Tenderloin, Western Addition, Western SoMa, the Mission District, Outer Mission/Excelsior, and Bayview-Hunters Point**. The inclusion of Bayview-Hunters Point in this process represents a fulfillment of one of the key Policy Recommendations from the Bayview Community Based Transportation Plan, funded by a Caltrans Planning Grant in 2018. Three other communities qualifying under CalEnviroScreen and/or HPI are not included due to an ongoing Community Based Transportation Plan (Viz Valley) or topographic constraints (Chinatown, Treasure Island) that limit feasibility of bicycle trips.

All five communities are majority residents of color, with Bayview Hunters Point (88.45%) and Outer Mission/Excelsior (80.81%) having the highest proportion. Bicycle commuting trends are diverse, with the Mission (11.15%) above the city average (3.8%), while Bayview (1.34%) is far below. These are also communities with much higher poverty rates: while 18.90% of residents citywide are at 200% the federal poverty rate or below, Western SoMa (39.82%), Tenderloin (45.70%), and Bayview (35.57%) are home to far more vulnerable residents. The median incomes for these communities are all below that of citywide households (\$112,449), while median income of Tenderloin residents is less than a third of citywide averages (\$39,973) (all data from 2013-2017 5-year American Community Survey).

The citywide disparity in bicycle ridership is reflected to different degrees in these communities. In the bicycling-rich Mission, bicycle commuting is high with both white residents (15.45%) and residents of color (10.08%), yet new bike projects are consistently framed as pushing a gentrification agenda. In Bayview-Hunters Points people of color are 89% of the population; only 0.88% commute by bike compared to 4.25% for white residents (Census Transportation Planning Products, ACS 5-year estimates, 2012-2016).

### Project as Solution

The Active Communities Plan will serve as a pipeline and prioritization tool for future infrastructure projects. The outreach conducted as part of this plan will allow the community to clearly define necessary improvements to address active transportation and safety. This Plan will direct future grant applications for San Francisco, including, importantly for the Active Transportation Program. Policy reforms and programmatic investments will closely align to the needs and values

of underserved and disadvantaged communities across San Francisco. Organic bicycling culture will grow as a result, fostering greater bicycle ridership in underserved communities and unlocking support necessary to implement city-wide corridor projects. As a viable transportation option for a wide swathe of San Francisco residents, bicycling will act as a relief valve for transit under emergency conditions such as COVID-19. San Francisco is reconfirmed as a leader in emerging micromobility services, ensuring the benefits of new services and technology disproportionately accrue to the city's most vulnerable residents.

## Project Stakeholders

The SFMTA is the lead implementer for this project. Unless specified otherwise, the SFMTA is the responsible party for all tasks and deliverables. The SFMTA will perform this work with five (5) sub-grantee community-based organizations (CBOs), chosen for their ability to directly reach vulnerable residents in disadvantaged communities and to provide additional policy & programmatic support. The five (5) sub-applicant CBOs, and scoped areas of work, are:

### **PODER – Mission District & Outer Mission/Excelsior**

- PODER's program Bicis del Pueblo (BdP) develops bicycling skills and environmental justice awareness of low-income communities of color by engaging in bike-based workshops, classes, and community activities. BdP works within the neighborhoods of the Mission District, the Outer Mission, and the Excelsior.

### **Bayview Hunters Point Community Advocates (BVHPCA) – Bayview-Hunters Point**

- BVHPCA is an environmental justice organization operating in the southeastern neighborhoods of San Francisco. BVHPCA facilitates a District 10 Transportation Committee to empower residents around transportation issues.

### **Tenderloin Community Benefit District (TLCBD) - Tenderloin**

- The Tenderloin Community Benefit District supports a vibrant Tenderloin community for ALL, inclusive of people experiencing homelessness. The TLCBD provides a wide array of programming in the Tenderloin, including the Safe Passage pedestrian youth safety program and the Tenderloin Traffic Safety Task Force.

### **SoMa Pilipinas – Western SoMa**

- SoMa Pilipinas manages the Filipino Cultural Heritage District in the Western SoMa neighborhood of San Francisco. Their focus is on economic, social, and transportation justice for SoMa residents.

### **TBD Community Partner – Western Addition**

- The SFMTA does not currently have an identified CBO partner for the Western Addition, and will instead include the securing of a Western Addition partner into the consultant procurement process.

### **San Francisco Bicycle Coalition (SFBC)**

- The San Francisco Bicycle Coalition advocates for streets and neighborhoods as livable and safe places by promoting the bicycle for everyday transportation. Through their day-to-day advocacy, education and working partnerships with City and community agencies, the SFBC creates safer streets and more livable communities for all San Franciscans.

## Sub-Applicant Roles

All sub-applicant partners will play a collaborate review/comment role in all aspects of the scope of work. Additionally, sub-applicant partners will have substantial roles in the following:

### **Task 1 Existing Conditions:**

- **SFBC** will be responsible for portions of the Review of Past Goals, Policies, Programs and Plans sub-task.

### **Task 2 Analysis:**

- **All sub-applicants** will have joint responsibility with SFMTA for the development of the Equity Analysis sub-task.

### **Task 3 Public Outreach:**

# E5-42

- **All sub-applicants** will be co-leaders in the development of the Public Outreach Plan.
- **All sub-applicants** will be responsible for conducting interviews for the disadvantaged communities they represent as part of the Community Interviews sub-task.
- **BdP, BVHPCA, TLCBD, and SoMa Pilipinas** will each be responsible for delivering 4 events in the disadvantaged communities they represent as part of the Priority Communities Outreach subtask (20 events total).
- **All sub-applicants** will be active partners for citywide outreach, when event locations overlap with the communities they represent, as part of the Citywide Outreach subtask.

## Task 4 Technical Advisory Committee

- **All sub-applicants** will be active members of the Technical Advisory Committee.

## Task 5 Draft and Final Plan

- **SFBC** will be responsible for portions of the Policy & Programmatic Recommendations subtask.

## Overall Project Objectives

- **Clearly identify barriers to bicycling, both citywide and for disadvantaged communities**
- **Develop updated citywide bike network**
- **Develop updated recommendations for bicycling programs**
- **Develop policy reform recommendations for bicycling**
- **Develop guidance & policy recommendations for integrating mobility devices into future bikeway project design & implementation**
- **Develop specialized action plans for disadvantaged communities**
- **Develop action plan to meet City mode share & emission reduction goals**
- **Prioritize new bicycle infrastructure projects to be included in SFMTA's Capital Improvement Program (CIP)**

## Note on Terminology

- "Personal Mobility Devices" includes electric bikes, electric scooters, electric skateboards, hoverboards and all other devices that may legally operate in a bike lane.
- "Micromobility Services" refers to private companies operating shared transportation services utilizing Personal Mobility Devices. This can include docked bikeshare, dockless bikeshare, e-scootershare, and other services.
- "Programs/Programmatic" refers to non-infrastructure programs meant to support bicycling. This may include programs such as the Safe Routes to School program, bicycle training classes, Bike to Work Day events, etc.
- "Priority Community" refers to the specific geographic areas in which sub-applicant CBOs will conduct specialized outreach processes. The determination of a Priority Community is a combination of:
  - Disadvantaged Community status metrics adopted by Caltrans
  - MTC Communities of Concern designations
  - Determinations made by sub-applicant CBO partners for communities with high historical and cultural significance to BIPOC communities

## Summary of Project Tasks

Project Management activities must be identified within the task they are occur.

### Task 01: Project Administration

This is an Administrative Task that shall only be charged against by the Grantee for the Administration of this grant project. Costs for this task cannot exceed 5% of the grant award amount.



Grantee will manage and administer the grant project according to the Grant Application Guidelines, Regional Planning Handbook, and the executed grant contract between Caltrans and the grantee.

**Project Kick-Off Meetings**

The SFMTA will hold two kick-off meetings. The first kick-off meeting will be with Caltrans to discuss grant procedures and project expectations including invoicing, quarterly reporting, and all other relevant project information. Meeting summary will be documented.

The second kick-off meeting will begin all project related efforts in coordination with partners, including the Mayor's Office, partner city agencies, and sub-applicant Community Based Organizations (CBOs). Attendees will review a draft Project Charter including: project deliverables, roles and responsibilities of each team member, and a draft project schedule for comment. These topics will be finalized in Task 1.2: Project Charter. This will be an opportunity to introduce all project team members, discuss and confirm shared project commitment, and align expectations and schedules for a considerable effort. Caltrans staff will be an optional attendee and the meeting summary will be documented.

**Project Charter**

A draft Project Charter will be co-developed with sub-applicant partners prior to the second Project Kick-Off Meeting. Roles and responsibilities for partner agencies and sub-applicants, contribution of time and effort, agency leads, methods for reviewing and agreeing to deliverables, and expectations of the team members and their directors will all be discussed. After discussion and review at Project Kick-Off Meetings, the SFMTA will finalize the Project Charter including the Project Scope of Work, the roles and responsibilities and a finalized schedule. Sub-applicants will have the opportunity to review and approve the Project Charter before it is finalized. Caltrans staff will be invited to provide feedback on the Project Charter.

**Invoicing**

SFMTA will submit complete invoice packages to Caltrans District staff based on milestone completion – at least quarterly, but no more frequently than monthly.

**Quarterly Reports**

SFMTA will submit quarterly reports to Caltrans District staff providing a summary of project progress and grant/local match expenditures.

<b>Task Deliverables</b>
[The following are the only allowable deliverables for this Task. This Task is not for the management of the consultant or meetings between the grantee and the consultant]
Kick-off meeting with Caltrans - Meeting Notes, quarterly invoices and progress reports, DBE reporting (federal Grants only).

**Task 02: Consultant Procurement**

The SFMTA plans to initiate a consultant procurement process prior to the execution of grant agreement documents with Caltrans and the corresponding Notice to Proceed.

**Develop and Issue Request for Proposals**

SFMTA will develop a Request for Proposals (RFP) for a consultant planning firm. This RFP will be developed according to City of San Francisco standards and will meet all applicable standards

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required by Caltrans. SFMTA will share with Caltrans City of San Francisco procurement procedures before proceeding.

## **Review Proposals and Conduct Interviews to Select Consultant**

Following the solicitation period, the SFMTA will review all submitted proposals and conduct a competitive interview process according to City of San Francisco procurement guidelines. SFMTA will provide copies of all submitted proposals to Caltrans during the review process.

## **Contract Selected Consultant**

Once selected, the SFMTA will seek approval for the consultant contract through the SFMTA Board of Directors. Caltrans will be supplied with the executed contract, as well as any subsequent contract amendments.

## **Consultant Kick-Off**

The SFMTA will hold a kick-off meeting with the Consultant once the contract is executed. At this meeting, roles and responsibilities will be finalized, among other administrative needs. Agenda and meeting notes will be supplied to Caltrans.

Grantee will procure a consultant consistent with: state and federal requirements, Local Assistance Procedures Manual for procuring non-Architectural and Engineering consultants, the Grant Application Guide, Regional Planning Handbook, and the executed grant contract between Caltrans and the grantee.

<b>Task Deliverables</b>
[The following are the only allowable deliverables for this Task. This Task is not for the management of the consultant or meetings between the grantee and the consultant]
City of San Francisco procurement guidelines, copy of Request for Proposals, copy of contract between SFMTA and Consultant, copies of any contract amendments, meeting notes from Kick-off meeting

## **Task 1: Existing Conditions**

*Existing Conditions will provide the foundation for identifying performance of the current bicycle network and the efficacy of existing programs and policies.*

### **Data Integration**

The project team will collect and integrate all data for ongoing planning and programmatic efforts. This includes, but is not limited to:

- The Existing Bike Network
- The Bicycle Comfort Index (an SFMTA-specific iteration on Level of Traffic Stress)
- Vision Zero High Injury Network data
- ConnectSF long-range network recommendations
- Bike-specific project recommendations from area plans (such as Bayview CBTP, Western Addition CBTP, Soda Transit Center District Plan, Great Highway/Ocean Beach Adaption Plan, and others)
- Slow Streets network data
- Topographic data
- San Francisco Recreation & Parks Department street closure data
- Safe Streets Evaluation Program data

- Citywide bike count data (with over 50 city-owned operational bike counters)
- Bicycle mode share data
- Bike rack, bike corral, and bike station data
- Bikeshare and scootershare ridership data, service areas & planned expansions

The project team will assemble a data needs memo detailing the extent of collected data, how that data will be used throughout the plan development process, and how it will eliminate redundant analytical efforts.

The existing conditions base maps will consist of an ArcGIS shapefile that can be used in multiple permutations of analysis throughout the project. The base maps will be inclusive of not just bikeway facilities, but also Slow Streets (roads closed to through automobile traffic), bicycle wayfinding signage, bikeshare stations, bikeshare & scootershare service areas, bike racks, bike corrals, bike lockers, indoor/staffed bike storage, bike shops, and other supportive facilities.

### **Bicycle Comfort Index Update**

The project team will conduct an update to the existing Bicycle Comfort Index, an arcGIS shapefile documenting the quality of bicycle facilities across the City of San Francisco. The Bicycle Comfort Index is based on the methodology established in the Bicycle Network Level of Stress classification system developed at the Mineta Institute at San Jose State University. The Bicycle Comfort Index was developed to consider factors particularly relevant to the conditions in San Francisco.

The Bicycle Comfort Index has not been updated since 2017, with substantial construction of high-quality bikeways taking place since that time. The update of the Bicycle Comfort Index will include a comprehensive review of the existing bicycle network, as well as the redevelopment of the ArcGIS shapefile to be more easily maintained by the SFMTA moving forwards.

### **Review of Past Goals, Policies, Programs and Plans**

The project team will conduct a thorough review of past plans, SFMTA policies, and performance metrics supporting bicycle and personal electric device mobility. Documents including the 2009 Bicycle Master Plan, 2016 Pedaling Forward Report, 2019 Bicycle Program Report, the 2-year Vision Zero Action Strategy, the SF Safe Routes to School program, the Slow Streets program, the SFMTA Quick-Build program, the Bicycle Wayfinding Strategy, permitting standards for micromobility providers, and others will be included in this review. This review may also include comparisons against peer cities for policies, staffing, programs, and project delivery. Review may also include an assessment of the requirements to achieve Platinum Bicycle Friendly Community status. This review may also include study of previous funding efforts for bicycle infrastructure & programming projects in San Francisco. Sub-applicant SFBC may provide staffing assistance for this review.

### **Existing Conditions Summary**

The project team will develop an Existing Conditions Summary, detailing the existing state of bicycle infrastructure (both current and funded projects in adopted plans), facilities, programmatic efforts, and policies relevant to future bicycle project and program delivery. The Existing Conditions Summary will include maps for things like the bicycle network, bike racks, wayfinding signage, and the locations of city-owned bike counters.

<b>Task Deliverables</b>
[List achievable deliverables for this Task]

- Data Needs Memo
- Existing Conditions bike network shapefile
- Bike Comfort Index update network shapefile
- Review of Past Goals, Policies, Programs and Plans
- Existing Conditions Summary

## **Task 2: Analysis**

*Analysis identifies critical gaps and opportunities within the bike network, support facilities, and programmatic efforts. This multi-pronged effort will establish strong justification for Draft Plan recommendations.*

### **Bike Network & Bike Count Analysis**

This task will consist of an analysis of the operational success of the bike network within the context of the data gathered in the Existing Conditions task. This task will analyze ridership data (captured through census/ACS data, data from the City's Bike Counts Program, ridership data from bikeshare & micromobility providers, among other sources) against the existing bike network to identify areas of high performance and areas of underperformance. This analysis will identify critical gaps in the bikeway network, as well as segments of the existing bike network that may benefit from upgrading (from Class II bike lane to Class IV bike lane, for example). Analysis will also consider the distribution of bike racks and available bike parking throughout the city and compare areas of highest bicycle traffic against density of racks to identify areas potentially in need of prioritization for future bike rack installation.

Results will also be broken out to analyze disadvantaged communities in San Francisco, as well as differences for Black, Latinx, Asian, and Filipino communities. Sub-applicant CBO partners will direct and control the parameters of analysis for disadvantaged communities.

### **Equity Analysis**

The project team and sub-applicant CBOs will conduct an equity analysis, building off previous geographic-based equity scoring such as in the Bayview Community Based Transportation Plan. This equity analysis will have special emphasis on Priority Communities and other communities identified by sub-applicant CBO partners. The goals, metrics, and interpretation of data will be co-developed with our sub-applicant CBO partners and will be validated through outreach work in Priority Communities. This community-controlled process ensures the definitions and measurements of equity-based issues reflect the challenges, values, and lived-experience of vulnerable populations.

Potential issues to explore through the equity analysis include:

- Policing and enforcement against minority populations while riding a bicycle
- Network quality in disadvantaged communities and access to critical destinations for minority populations
- Comparative levels of bicycle-related investment across San Francisco, for both infrastructure and programmatic efforts
- Potential mismatch of programmatic offerings versus programmatic needs in disadvantaged communities
- Quantifying the scale of barriers to bicycling for disadvantaged communities (for example, lack of secure bicycle storage for residents living in Single Resident Occupancy housing)

### **Collision Analysis**

In collaboration with the SFMTA Vision Zero program, the project team will conduct a refined citywide analysis of KSI (killed/serious injury) collisions for people on bicycles or personal mobility devices in San Francisco. Analysis will utilize collision data from the TransBASE system (<https://transbase.sfgov.org/dashboard/dashboard.php>) to not only map the locations and severity of collisions, but also to analyze the types of collisions to identify the most effective interventions and areas of focus. Analysis will utilize SF General Hospital admittance data for bicycle crashes, gaining a fuller picture of collisions; there is an existing program between SF DPH and SFMTA to capture collisions not reported through SFPD. The results will be developed for easy communication with members of the public. Where possible, the collision analysis will seek to integrate with the Equity Analysis to provide a more complete picture of impacts to communities where collisions occur.

### **Network Connectivity Analysis**

The project team will conduct a network connectivity analysis for the bike network. This task may utilize the bike network access modeling conducted in the Active Transportation Study portion of the ongoing ConnectSF project or the Bicycle Comfort Index (updated in Task 1 Existing Conditions), or both. This analysis will seek to determine comparative levels of coverage (and/or levels of comfort) provided by the existing bike network for a variety of trip types, by a variety of potential users, seeking access to a variety of potential destinations. Key destinations could include access to schools, jobs, parks, health services, and critical community resources. Network Connectivity Analysis will be inclusive of Slow Streets roadway classifications, which either fully or partially restrict automobile traffic.

This analytical approach will be directly informed by outreach work, including the Resident Preference Survey, with fine-grained analysis responding to community-driven input. A second phase of this task will take the Draft Bikeway Network and analyze changes to access, comfort, and network coverage generated by proposed projects.

### **Resident Preference Survey**

The project team will engage a polling firm to conduct a statistically-significant survey among San Francisco residents for the Active Communities Plan. Survey methods may include: online, intercept, and/or telephone. The Survey could include:

- A visual preference survey for bicycle infrastructure typologies
- Mode choice for a range of trip types, including school trips & shopping trips
- Prevalence of trip-chaining during commute (inclusive of all personal mobility modes)
- Identification of primary destinations
- Demographic questions necessary to ensure the survey is statistically significant

In addition to securing a citywide statistically significant survey sample, the SFMTA project team will seek to achieve statistically significant samples in each of the target community geographies. This will allow an informed comparison of geographic and cultural differences in preference for types of infrastructure and desire to use the range of personal mobility devices. The survey will be translated into Spanish, Tagalog and Chinese. Additional survey languages may be considered based on the language needs in target communities. The survey should be designed for use on a tablet in case the SFMTA project team wants to conduct intercept surveys or go door-to-door in target communities.

### **Summary of Analysis**

The project team will aggregate the individual analysis sub-tasks identified and format into a single public-facing report for circulation with Caltrans.

<b>Task Deliverables</b>
[List achievable deliverables for this Task]

- Bicycle Network & Bike Count Analysis
- Equity Analysis
- Collision Analysis
- Network Connectivity Analysis
- Resident Preference Survey results
- Summary of Analysis

### **Task 3: Public Outreach**

*A robust public outreach process will be designed that effectively engages a diverse and representative range of San Francisco residents, incorporating community feedback at multiple stages. The Public Outreach Plan will be designed to match the needs and topics germane to specific communities. Going beyond typical bike planning topics, the project team will seek to more deeply engage residents on the issues surrounding bicycling that are important to their communities. Cultural, policy, and programmatic barriers will be identified and openly discussed in a safe and empowering environment.*

#### **Public Outreach Plan**

This task ensures agreement between the project team, sub-applicant CBOs, the Mayor's Office, and other key stakeholders for the level of public outreach and the techniques used to receive input. This will align expectations among agencies and stakeholders at the beginning of the project. Public outreach will be the lynchpin of a successful Active Communities Plan, requiring co-equal input and control from our sub-applicant CBO partners. It is anticipated that the plan will utilize a diversity of engagement strategies such as door-to-door, online surveys, focus groups, targeted charrettes, listening sessions, bike tours, a mobile workshop, and mailers for outreach. The public outreach plan will:

- Finalize scope and timeline
- Identify critical stakeholder groups within disadvantaged communities requiring specific targeted outreach processes
- Identify key stakeholders and project champions
- Identify translation/interpretation needs
- Identify level of public outreach (inform, consult, involve, collaborate, empower) for all stakeholders and potential participants
- Identify public outreach objectives
- Identify appropriate public outreach techniques
- Establish roles and responsibilities for all outreach team members

The outreach plan will detail the level of engagement for each phase of outreach. No more than two rounds of internal & stakeholder review will be included for this document. The Public Outreach Plan will contain contingency options for outreach if public health exigencies, from COVID-19 or similar, preclude effective in-person outreach strategies. The final Public Engagement Plan will be submitted to Caltrans as a deliverable and will directly inform all subsequent tasks related to public participation.

#### **Community Interviews**

The project team will conduct no less than 10 interviews with key community leaders and elders in Priority (disadvantaged) Communities. The purpose of these interviews is to gain additional perspective on community attitudes towards bicycling, critical issues that must be discussed or addressed during a planning process, how to best be inclusive of hard-to-reach residents, and foster additional trust in the planning process from individuals with influence and respected opinions. Specific interviewees will be determined jointly with our sub-applicant CBOs in the Public Outreach Plan. Sub-applicant CBOs, collaborators in the interview list, will be optional attendees at interviews.

#### **Priority (Disadvantaged) Community Workshops**

Sub-applicant CBOs will organize a series of community workshops in disadvantaged communities specifically designed to maximize engagement and participation. CBO responsibilities are as follows:

- TLCBD: Tenderloin
- SoMa Filipinas: Western SoMa
- Bicis del Pueblo: Mission District and Outer Mission/Excelsior
- BVHP Community Advocates: Bayview-Hunters Point
- TBD: Western Addition

The purpose of these workshops will be to engage specifically with vulnerable populations in each community that have historically been unheard or underrepresented in previous planning processes related to bicycles. This could include: youth, seniors, residents with disabilities, unhoused residents, undocumented residents, low-income residents, or Black, Latinx, or Filipino communities. The target audiences for each Priority Community will be determined by each sub-applicant CBO during the development of the Public Outreach Plan. A key goal of Priority Communities outreach is to ensure future capital infrastructure project receive support from disadvantaged communities and specifically serve their distinct needs.

Sub-applicant CBOs will ultimately control the final structure of such events, but it is anticipated that 4 workshops will be conducted in each geographic area (24 events total) over the course of the project. Refreshments, childcare, and translation/interpretation services will be provided for each workshop.

The four rounds of workshops can tentatively be defined as:

1. Phase I Community Concerns – hear perspectives on bicycling, including discussion of cultural, policy, and programmatic barriers to bicycling. Discuss strategies for maximizing engagement at the neighborhood level.
2. Phase II Community Discussions – respond to community concerns from Phase I. Develop a shared vision of success for the Bike Plan.
3. Phase III Community Mapping - charette or design-thinking exercise on evaluating the bike network within each neighborhood and collaboratively develop potential projects & solutions.
4. Phase IV Draft Plan - Share the draft plan with community partners, discuss how it relates to the Community Vision developed, and how to keep residents involved through plan adoption.

Venue rental, refreshments, childcare, interpretation/translation services, and community-targeted marketing will be at the discretion of our sub-applicant CBO partners. The Public Outreach Plan will contain contingency options for outreach if public health exigencies, from COVID-19 or similar, preclude effective in-person outreach strategies.

Participants will be surveyed following outreach events to gather demographic information, to gauge their satisfaction/trust with the process to date, their willingness to continue participating, and how we can better reach/reflect hard-to-reach or vulnerable residents in their community.

Summary reports will be developed and submitted at the close of each round of workshops.

### **Citywide Outreach & Engagement**

Citywide public outreach & engagement will be conducted according to the Public Outreach Plan. The SFMTA expects to conduct at least 30 citywide public outreach events over a 12 month period. Citywide Outreach will be divided into two phases: the first phase will seek input on Existing Conditions and Analysis; the second phase will seek input on the Draft Bikeway Network and policy/programmatic recommendations in the Draft Plan.

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The Active Communities Plan will seek to maximize engagement using flexible, place-based, and innovative outreach methods. This could include:

- Mobile workshops set up at public festivals and events
- Walk-in information centers at public libraries or affordable housing sites
- Bike & Roll tours – curated tours of target communities, with attendees encouraged to use any mobility device legal for use in a bike lane. Potential partnerships with micro-mobility operators could provide free devices for the tour for all attendees
- Collaboration with Sunday Streets, Play Streets, Neighborfest, and other public events that highlight the use of city streets for active transportation
- Collaboration with the SFMTA Vision Zero program, the SFMTA Safe Routes to School program, and other City of San Francisco educational/encouragement outreach that has a nexus with active transportation

Some Supervisor Districts contain one or more Priority (Disadvantaged) Communities. Citywide Outreach activities in these Districts will focus on reaching as broad a swathe of residents as possible, while Priority Communities Outreach will instead focus on specifically reaching CBO-defined vulnerable residents in that community.

Citywide outreach materials will be translated into Spanish, Chinese, and Filipino. The Public Outreach Plan will contain contingency options for outreach if public health exigencies, from COVID-19 or similar, preclude effective in-person outreach strategies.

Participants will be surveyed following outreach events to gather demographic information, to gauge their satisfaction/trust with the process to date, their willingness to continue participating, and how we can better reach/reflect hard-to-reach or vulnerable residents in their community.

Summary reports will be developed and submitted at the close of each round of workshops.

## Interactive Web-tools

Citywide outreach will include the use of interactive web tools, including interactive surveys, a project website, and webmap tools. In addition to online outreach tools being used in parallel with in-person outreach, these tools will be designed to be used as a supplement for in-person outreach efforts, such as surveys on touch-screen devices.

Development of interactive web-tools for Citywide outreach will take into consideration their use as an alternative to in-person outreach, per public health restrictions due to COVID-19. Web-tools may include ArcGIS Story Maps, virtual workshops/webinars, and other methods to engage with the public remotely.

## Public Outreach Summary

The SFMTA will aggregate the individual outreach sub-tasks identified and format into a single public-facing report for circulation with Caltrans.

Task Deliverables
[List achievable deliverables for this Task]
<ul style="list-style-type: none"><li>• Public Outreach Plan</li><li>• Ten (10) Community Interview Notes</li><li>• Twenty Four (24) CBO-led outreach events in Priority Communities, with four (4) summary reports following outreach phase completion</li><li>• Thirty (30) Citywide outreach events, with two (2) summary reports following outreach phase completion</li><li>• Summary of interactive web-tool input</li><li>• Summary of Public Outreach</li></ul>



**Task 4: Technical Advisory Committee**

The project team will assemble a Technical Advisory Committee (TAC) in order to coordinate with partner agencies according to terms established in the Project Charter. TAC membership will emphasize and prioritize key partner agencies essential for the successful design and delivery of bike network projects, including: Caltrans, SF County Transportation Authority, SF Rec & Parks Dept, SFMTA Transit, SFMTA Accessibility Services, SF Dept of Public Works, SF Fire Dept, SF Police Dept, the Office of Racial Equity, and others. The purpose of the TAC is not as a project management tool, but will instead act as a roundtable of critical stakeholders convened to (among other tasks) review project materials, provide fatal-flaw analysis, leverage concurrent outreach opportunities, and secure concurrence on Plan materials before going to the public.

The TAC could either meet monthly or by project milestone. This scope of work accounts for at least ten (10) meetings of the TAC throughout the project lifecycle. Sub-applicant partners will be welcomed at TAC meetings but will not be required to attend.

This task also accounts for all appropriate staff briefings and presentations for the Active Communities Plan, including updates to the SF Bicycle Advisory Committee, the SFMTA Citizens Advisory Committee, the SFCTA Board of Directors, the SFMTA Board of Directors.

Agendas, notes, list of attendees, and action items from TAC meetings will be submitted to Caltrans as a deliverable.

Task Deliverables
[List achievable deliverables for this Task]
<ul style="list-style-type: none"> <li data-bbox="253 1010 1081 1041">• Agendas, meeting notes, list of attendees, list of action items</li> </ul>

**Task 5: Draft and Final Plan**

*The purpose of Task 5 will be to integrate the technical analysis of Task 3 and the community engagement of Task 4 to develop a draft & final Active Communities Plan that provides meaningful and actionable capital projects, programmatic investments, and policy changes that will result in more equitable access to bicycling and personal mobility for all San Francisco residents.*

**Goals & Vision**

The project team will develop a vision & set of goals for the Active Communities Plan that seamlessly blends the key policy drivers of the City (Transit First, Vision Zero, Citywide Climate Action Plan, and SFMTA Strategic Plan) and the community-driven vision statements developed through citywide outreach & Priority Community engagement. This vision will include aspirational, but achievable, goals for mode shift citywide and in target communities, as well as other key goals relating to safety, access, and equity. Sub-applicant CBO partners will be active participants in the crafting of a Citywide vision that is representative for all.

**Draft Bikeway Network**

The project team will develop a proposed bike network for use by people on bicycles and personal mobility devices based on analysis. Proposed network improvements may include intersection recommendations in addition to corridor-based recommendations. The draft bikeway network will integrate Slow Streets street closures within the toolkit of potential bikeway facilities. The draft bikeway network will include project recommendations for both facilities as well as wayfinding. Projects generating co-benefits for pedestrians or transit will receive

prominence in the development of the draft network. Draft network recommendations will be aligned with the findings from the Connect SF Active Transportation study, as well as community-generated network recommendations. The Draft Network will identify and propose solutions to critical gaps in the network that will be closed with prioritized investment in the CIP or through future grant funding applications.

## **Parking and Support Facilities**

The project team will develop recommendations for bicycle parking and support facilities necessary, for both people on bicycles and personal mobility devices, to meet the demand and volume of use envisioned in the Goals & Vision. Recommendations could include standard bike racks, on-street corrals, staffed bike stations, design strategies for storing dockless mobility devices in the public right-of-way, publicly or privately owned facilities for electric device charging, and other support facility strategies for emerging personal mobility typologies. Special focus will be placed on parking and support facilities that bridge barriers to bicycling for vulnerable populations and disadvantaged communities. Recommendations will be developed to ensure robust implementation through SFMTA and other public/private partners.

## **Policy & Programmatic Recommendations**

The project team will develop a series of policy & programmatic investment recommendations based on the needs assessed through analysis and outreach. This will include assessment of existing programmatic efforts, needs identified through community outreach, and best practices in peer cities. Policy and programmatic recommendations will be made with emphasis on their role in advancing equity, representation, and inclusiveness for disadvantaged communities in San Francisco. Sub-applicant SFBC will be a coequal partner in the development of policy & programmatic recommendations.

## **Implementation, Cost and Funding Plan**

The project team will develop an objective process for prioritizing infrastructure, programs, and policy implementation. The project team will establish a set of criteria for prioritization that directly furthers goals and policies established in the plan, including mode shift, safety, access, and furthering equity. A subset of this plan will focus on implementation plans for each of the Priority (disadvantaged) Communities, including anticipated staffing needs for project delivery in each target community.

This task will include planning-level cost estimates for all potential aspects of project delivery as well as an assessment of available and potential funding sources for implementation of the full range of recommended projects and programs. SFMTA project delivery and finance teams are committed to implementing recommendations in the Plan, and to have the Plan drive their approach to future capital projects.

## **Personal Mobility Device Design Guidelines**

The project team will develop recommendations for updated bike network design guidelines and any other policy recommendations integral to successful and safe accommodation of personal mobility device use. Guidelines will seek to ensure accommodation of all current and future personal mobility devices that are likely to legally use bike facilities, ensure continued safety for road users, and reduce conflicts with pedestrian right-of-way and ADA accessibility. This pre-emptive design effort will reconfirm the city of San Francisco's leadership in the landscape of emerging mobility, ensuring that all new micromobility providers generate maximum benefit and minimal adverse impacts to people in San Francisco.

## **Draft & Final Plan Development**

The project team will develop the draft plan as an easily accessible document suitable for both high-quality print and online viewing. Draft & Final Plans will include appropriate attribution to Caltrans on the cover page. ADA accessible versions will be made available electronically. The draft plan will be circulated among all community partners, TAC members, active stakeholders, and key decisionmakers. The online version of the draft plan will allow for direct input and

feedback from reviewers. The Draft Plan will include citywide and online outreach to solicit input on the final configuration of the bike network in the Final Plan, identified in Task 3 Public Outreach.

The Final Plan, developed following this final round of input, will be reflective of the many stakeholders and forms of input sought throughout the plan process. Having involved the TAC, a broad range of community partners, a broad and representative cross-section of the city's residents, and highlighting the needs of disadvantaged communities, the Active Communities Plan will serve as a guiding document for San Francisco's approach to Active Transportation for years to come.

<b>Task Deliverables</b>
[List achievable deliverables for this Task]
<ul style="list-style-type: none"> <li>• Draft Plan</li> <li>• Summary of comments</li> <li>• Final Plan (with appropriate attribution), including ADA accessible versions</li> </ul>

**Task 6: Board Review/Approval**

The project team will develop presentation material for the draft plan to present at the SF BAC, the Citizens Advisory Committee, and the SFMTA Board of Directors. The project team, following the release of the draft plan, will engage in a series of edits provided from all stakeholders. The final plan will be re-presented at the SFMTA Board of Directors for final approval and adoption.

<b>Task Deliverables</b>
[List achievable deliverables for this Task]
<ul style="list-style-type: none"> <li>• SF BAC agenda, presentation materials, summary of comments, and outcomes</li> <li>• CAC agenda, presentation materials, summary of comments, and outcomes</li> <li>• SFMTA Board Agenda, presentation materials, summary of comments, and outcomes</li> <li>• SFMTA motion adopting the Final Plan</li> </ul>

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**2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)**  
**Bicycle Circulation and Safety (EP 39)**  
**Programming and Allocations to Date**  
 Pending September 2021 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
<b>Carry Forward From 2014 5YPP</b>									
Any Eligible	NTIP Placeholder <sup>3</sup>	ANY	Programmed	\$0					\$0
SFMTA	Beale Street Bikeway	PS&E	Allocated	\$330,000					\$330,000
SFMTA	Ocean Avenue Safety Improvements	PLAN	Programmed	\$110,000					\$110,000
<b>Bicycle Safety, Education and Outreach</b>									
SFMTA	Bike To Work Day Promotion	CON	Allocated	\$41,758					\$41,758
SFMTA	Bike To Work Day Promotion	CON	Allocated		\$41,758				\$41,758
SFMTA	Bike To Work Day Promotion	CON	Programmed			\$41,758			\$41,758
SFMTA	Bike To Work Day Promotion	CON	Programmed				\$41,758		\$41,758
SFMTA	Bike To Work Day Promotion	CON	Programmed					\$41,758	\$41,758
SFMTA	Bicycle Outreach and Education	CON	Allocated	\$80,000					\$80,000
SFMTA	Bicycle Outreach and Education <sup>2</sup>	CON	Allocated	\$100,000					\$100,000
SFMTA	Bicycle Outreach and Education <sup>2</sup>	CON	Programmed		\$0				\$0
SFMTA	Bicycle Outreach and Education <sup>9</sup>	CON	Allocated			\$220,000			\$220,000
SFMTA	Bicycle Outreach and Education <sup>2</sup>	CON	Programmed				\$110,000		\$110,000
<b>System Evaluation and Innovation</b>									
SFMTA	Safe Streets Evaluation	PLAN/ CER	Allocated	\$100,000					\$100,000
SFMTA	Safe Streets Evaluation <sup>6</sup>	PLAN/ CER	Allocated		\$150,000	\$0			\$150,000
<b>Bicycle Network Expansion and Upgrades</b>									
SFMTA	Beale Street Bikeway	CON	Programmed	\$640,000					\$640,000
SFMTA	Cesar Chavez/Bayshore/Potrero Intersection Improvements (Hairball) Phase 2	PS&E	Allocated	\$480,000					\$480,000
SFMTA	Grove Street/Civic Center Improvements <sup>5</sup>	PS&E	Programmed	\$0					\$0
SFMTA	Grove Street/Civic Center Improvements <sup>8</sup>	CON	Programmed			\$271,000			\$271,000
SFMTA	Central Embarcadero Quick Build <sup>8</sup>	CON	Allocated			\$1,000,000			\$1,000,000
SFMTA	Upper Market Street Safety Improvements [NTIP Capital] <sup>5</sup>	CON	Allocated		\$700,000				\$700,000
SFMTA	Ocean Avenue Safety Improvements <sup>8</sup>	PS&E	Programmed	\$900,000					\$900,000
SFMTA	Page Street Neighborway (Webster to Stanyan)	PA&ED	Programmed	\$110,000					\$110,000
SFMTA	Page Street Neighborway (Webster to Stanyan)	PS&E	Programmed		\$250,000				\$250,000

SFMTA	Page Street Neighborway (Webster to Stanyan)	CON	Programmed			\$1,210,000			\$1,210,000
SFMTA	The Embarcadero at Pier 39 / Fisherman's Wharf - Complete Street Improvements <sup>6</sup>	PS&E	Programmed		\$150,000				\$150,000
SFMTA	The Embarcadero at Pier 39 / Fisherman's Wharf - Complete Street Improvements <sup>6</sup>	PS&E	Programmed			\$100,000			\$100,000
SFMTA	Valencia Bikeway Improvements	PS&E	Programmed		\$1,000,000				\$1,000,000
SFMTA	Citywide Neighborways <sup>2,4,7</sup>	CON	Programmed	\$0					\$0
SFMTA	Slow Streets Program <sup>4</sup>	CON	Allocated		\$425,400				\$425,400
SFMTA	Citywide Neighborways <sup>2,5,7</sup>	CON	Programmed		\$790,000				\$790,000
SFMTA	District 4 Neighborway Network <sup>7</sup>	PS&E	Allocated			\$274,600			\$274,600
SFMTA	Citywide Neighborways	CON	Programmed			\$750,000			\$750,000
SFMTA	Citywide Neighborways <sup>2</sup>	CON	Programmed				\$750,000		\$750,000
SFMTA	Citywide Neighborways	CON	Programmed					\$750,000	\$750,000
Any Eligible	NTIP Placeholder <sup>1,3,5</sup>	ANY	Programmed	\$269,000					\$269,000
SFPW	Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) - Additional Funds <sup>3</sup>	CON	Allocated		\$216,800				\$216,800
SFMTA	Anza Street Bike Lanes [NTIP Capital] <sup>1</sup>	PLAN/ CER	Allocated	\$40,000					\$40,000
SFMTA	Anza Street Bike Lanes [NTIP Capital] <sup>1</sup>	CON	Allocated	\$180,000					\$180,000
<b>Bike Parking and Transit Access</b>									
SFMTA	Short-term Bike Parking	CON	Allocated		\$398,000				\$398,000
SFMTA	Short-term Bike Parking <sup>10</sup>	PA&ED	Programmed		\$268,583				\$268,583
SFMTA	Active Communities Plan <sup>10</sup>	PLAN/ CER	Pending			\$160,852			\$160,852
SFMTA	Short-term Bike Parking	PA&ED	Programmed		\$398,000				\$398,000
SFMTA	Short-term Bike Parking	PA&ED	Programmed				\$398,000		\$398,000
SFMTA	Short-term Bike Parking	PA&ED	Programmed					\$398,000	\$398,000
PCJPB	Caltrain Wayside Bike Parking Improvements	PS&E	Programmed	\$130,000					\$130,000
PCJPB	Caltrain Wayside Bike Parking Improvements	CON	Programmed			\$670,000			\$670,000
<b>Total Programmed in 2019 5YPP</b>				\$3,510,758	\$4,390,541	\$5,096,210	\$1,299,758	\$1,189,758	\$15,487,025
<b>Total Allocated and Pending</b>				\$1,351,758	\$1,931,958	\$1,655,452	\$0	\$0	\$4,939,168
<b>Total Unallocated</b>				\$2,159,000	\$2,458,583	\$3,440,758	\$1,299,758	\$1,189,758	\$10,547,857
<b>Total Programmed in 2019 Strategic Plan</b>				\$5,408,758	\$2,779,758	\$4,660,758	\$1,299,758	\$1,189,758	\$15,338,790
<b>Deobligated Funds</b>				\$66,800	\$81,435	\$0	\$0	\$0	\$148,235
<b>Cumulative Remaining Programming Capacity</b>				\$1,964,800	\$435,452	(\$0)	(\$0)	(\$0)	(\$0)
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

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## FOOTNOTES:

- 1 5YPP amendment to fund Anza Street Bike Lanes [NTIP Capital] (Resolution 2020-029, 1/28/2020).  
NTIP Planning Placeholder: Reduced from \$1,000,000 to \$780,000 in Fiscal Year 2019/20.  
Anza Street Bike Lanes [NTIP Capital]: Added project with \$220,000 in Fiscal Year 2019/20 for planning and construction.
- 2 5YPP amendment to fund Bicycle Outreach and Education (Resolution 2020-051, 04/28/2020).  
Citywide Neighborways: Reduced from \$750,000 to \$650,000 in Fiscal Year 2019/20 and increased from \$750,000 to \$840,000 for construction in Fiscal Year 2020/21.  
Bicycle Outreach and Education: Increased from \$80,000 to \$180,000 in Fiscal Year 2019/20 for construction and reduced from \$90,000 to \$0 in Fiscal Year 2020/21.
- 3 5YPP amendment to accommodate allocation of \$216,800 to Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) - Additional Funds  
NTIP Placeholders: Reduced placeholder in FY2019/20 by \$11,000 to \$769,000 and reduced Carry Forward From 2014 5YPP from \$139,000 to \$0.  
Cumulative Remaining Capacity: Reduced from \$66,800 to \$0 in FY2020/2021.  
Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) - Additional Funds: Added project with \$216,800 in FY2020/21.
- 4 5YPP amendment to accommodate allocation of \$425,400 for Slow Streets Program (Resolution 21-009, 09/22/2020).  
Citywide Neighborways: Reduced placeholder from \$650,000 to \$224,600 in FY2019/20.  
Slow Streets Program: Added project with \$425,400 in FY2020/21.
- 5 5YPP amendment to accommodate allocation of \$700,000 for Upper Market Street Safety Improvements [NTIP Capital] (Resolution 21-016, 10/27/2020).  
Grove Street/Civic Center Improvements (design): Reduced from \$200,000 to \$0 in FY2019/20.  
NTIP Placeholder: Reduced from \$769,000 to \$269,000 in FY2019/20.  
Upper Market Street Safety Improvements [NTIP Capital]: Added project with \$700,000 in FY2020/21.
- 6 5YPP amendment to accommodate allocation of \$150,000 for Safe Streets Evaluation (Resolution 21-029, 02/23/2021).  
Safe Streets Evaluation: Advanced \$100,000 from FY21/22 to FY20/21.  
The Embarcadero at Pier 39/Fisherman's Wharf - Complete Street Improvements: Delayed \$100,000 from FY20/21 to FY21/22.  
Cumulative Remaining Programming Capacity: Reduced from \$70,700 to \$20,700.
- 7 To accommodate allocation of \$274,600 for District 4 Neighborway Network (Resolution 21-053, 06/22/2021):  
Citywide Neighborways: Reduced placeholder from \$224,600 to \$0 in FY2019/20 and from \$840,000 to \$790,000 in FY2020/21.  
District 4 Neighborway Network: Added project with \$274,600 in FY21/22.
- 8 5YPP amendment to accommodate allocation of \$1,000,000 for Central Embarcadero Quick Build (Resolution 21-053, 06/22/2021).  
Cost neutral amendment to Ocean Avenue Safety Improvements: Delayed \$149,000 in cash flow from FY2020/21 to FY2022/23.  
Cost neutral amendment to Grove Street/Civic Center Improvements: Advanced \$149,000 in cash flow from FY2022/23 to FY2021/22.  
Grove Street/Civic Center Improvements: Reduced from \$1,391,000 to \$391,000 in FY2021/22.  
Central Embarcadero Quick Build: Added project with \$1,000,000 in FY21/22.
- 9 5YPP amendment to accommodate allocation of \$220,000 for Bicycle Outreach and Education (Resolution 21-0XX, 07/27/2021).  
Grove Street/Civic Center Improvements: Reduced from \$391,000 to \$271,000 in FY2021/22.  
Bicycle Outreach and Education: Increased from \$100,000 to \$220,000 in FY21/22.
- 10 5YPP amendment to fund Active Communities Plan (Resolution 2022-xxx, 09/28/21).  
Short-term Bike Parking: Reduced from \$398,000 to \$268,583 in FY2020/21.  
Cumulative Remaining Programming Capacity: Reduced from \$31,435 to \$0.  
Active Communities Plan: Added project with \$160,852 in FY2021/22 for planning.

**2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)**  
**Transportation/Land Use Coordination (EP 44)**  
**Programming and Allocations to Date**  
 Pending September 2021 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total	
				2019/20	2020/21	2021/22	2022/23	2023/24		
<b>Carry Forward From 2014 5YPP</b>										
Any Eligible	NTIP Planning	1	PLAN/CER	Programmed	\$0					\$0
<b>One Bay Area Grant (OBAG) / Housing Incentive Program (HIP) Match</b>										
SFPW, SFMTA	Better Market Street (OBAG 2 Match)		Any	Programmed	\$0					\$0
SFPW	Better Market Street - 5th to 8th Streets		CON	Allocated		\$1,250,000				\$1,250,000
Any Eligible	OBAG Local Match (Cycle 3 Match)		Any	Programmed				\$1,250,000		\$1,250,000
Any Eligible	Housing Incentive Pool Local Match		Any	Programmed				\$550,000		\$550,000
<b>Neighborhood Transportation Planning/Transit Oriented Development (TOD) Planning</b>										
SFCTA	NTIP Program Support		PLAN/ CER	Appropriated	\$100,000					\$100,000
SFMTA, SFCTA	NTIP Program Support		PLAN/ CER	Programmed	\$0					\$0
SFMTA, SFCTA	NTIP Program Support		PLAN/ CER	Programmed		\$0				\$0
SFCTA	NTIP Program Support		PLAN/ CER	Appropriated		\$100,000				\$100,000
SFMTA	NTIP Program Support		PLAN/ CER	Allocated			\$100,000			\$100,000
SFCTA	NTIP Program Support		PLAN/ CER	Appropriated			\$100,000			\$100,000
SFMTA, SFCTA	NTIP Program Support		PLAN/ CER	Programmed			\$50,000			\$50,000
SFMTA, SFCTA	NTIP Program Support		PLAN/ CER	Programmed				\$100,000		\$100,000
SFMTA, SFCTA	NTIP Program Support		PLAN/ CER	Programmed					\$100,000	\$100,000
Any Eligible	NTIP Planning Placeholder	1, 2, 4, 5, 7	PLAN/ CER	Programmed	\$698,000					\$698,000
SFCTA	Golden Gate Park Sustainable Travel Study [NTIP Planning]	5	PLAN/ CER	Appropriated		\$60,000				\$60,000
SFMTA	Alemaney Corridor Safety [NTIP Planning]	1	PLAN/ CER	Allocated	\$100,000					\$100,000
SFCTA	District 4 Mobility Improvements Study [NTIP Planning]	1	PLAN/ CER	Appropriated	\$100,000					\$100,000
SFCTA	District 4 Mobility Improvements Study - Additional Funds [NTIP Planning]	7	PLAN/ CER	Allocated		\$60,000				\$60,000
SFCTA	Octavia Boulevard Circulation and Accessibility Study Update [NTIP Planning]	2	PLAN/ CER	Appropriated	\$49,724					\$49,724
SFMTA	Octavia Boulevard Circulation and Accessibility Study Update [NTIP Planning]	2	PLAN/ CER	Allocated	\$50,276					\$50,276
SFCTA	Alemaney Realignment Study [NTIP Planning]	4	PLAN/ CER	Appropriated	\$80,875					\$80,875
SFMTA	Alemaney Realignment Study [NTIP Planning]	4	PLAN/ CER	Allocated	\$19,125					\$19,125
SFCTA	District 10 15-Third Street Bus Study [NTIP Planning]	4	PLAN/ CER	Appropriated	\$30,000					\$30,000
Any Eligible	NTIP Capital Placeholder	7	PS&E, CON	Programmed	\$840,000					\$840,000

**2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)**  
**Transportation/Land Use Coordination (EP 44)**  
**Programming and Allocations to Date**  
 Pending September 2021 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total	
				2019/20	2020/21	2021/22	2022/23	2023/24		
Any Eligible	Planning Grant Match (e.g. Caltrans Planning Grants)	3, 8	PLAN/ CER	Programmed	\$0					\$0
SFMTA	Hyde Street Safety	3	PLAN/ CER	Allocated	\$80,000					\$80,000
Any Eligible	Planning Grant Match (e.g. Caltrans Planning Grants)	6, 8	PLAN/ CER	Programmed		\$0				\$0
SFMTA	Visitacion Valley Community Based Transportation Plan	6	PLAN/ CER	Allocated		\$45,651				\$45,651
SFMTA	Active Communities Plan	8	PLAN/ CER	Pending			\$249,148			\$249,148
Any Eligible	Planning Grant Match (e.g. Caltrans Planning Grants)		PLAN/ CER	Programmed			\$150,000			\$150,000
Any Eligible	Planning Grant Match (e.g. Caltrans Planning Grants)		PLAN/ CER	Programmed				\$150,000		\$150,000
Any Eligible	Planning Grant Match (e.g. Caltrans Planning Grants)		PLAN/ CER	Programmed					\$150,000	\$150,000
Any Eligible	Regional Priority Areas Planning Local Match (e.g. PDA Planning)		PLAN/ CER	Programmed		\$150,000				\$150,000
Any Eligible	Regional Priority Areas Planning Local Match (e.g. PDA Planning)		PLAN/ CER	Programmed				\$200,000		\$200,000
<b>Total Programmed in 2019 5YPP</b>					\$2,148,000	\$1,665,651	\$649,148	\$2,250,000	\$250,000	\$6,962,799
<b>Total Allocated and Pending</b>					\$610,000	\$1,515,651	\$449,148	\$0	\$0	\$2,574,799
<b>Total Unallocated</b>					\$1,538,000	\$150,000	\$200,000	\$2,250,000	\$250,000	\$4,388,000
<b>Total Programmed in 2019 Strategic Plan</b>					\$3,638,000	\$450,000	\$300,000	\$2,250,000	\$250,000	\$6,888,000
<b>Deobligated Funds</b>					\$31,640	\$43,159	\$0	\$0	\$0	\$74,799
<b>Cumulative Remaining Programming Capacity</b>					\$1,521,640	\$349,148	(\$0)	(\$0)	(\$0)	(\$0)
Pending Allocation/Appropriation										
Board Approved Allocation/Appropriation										

**FOOTNOTES:**

- <sup>1</sup> 5YPP amendment to fund two NTIP Planning projects (Resolution 2020-009, 9/24/2019).  
 NTIP Planning (carryover funds): Reduced from \$88,000 to \$0 in Fiscal Year 2019/20.  
 NTIP Planning Placeholder: Reduced from \$1,100,000 to \$988,000 in Fiscal Year 2019/20.  
 Alemany Corridor Safety [NTIP Planning]: Added project with \$100,000 in Fiscal Year 2019/20 for planning.  
 District 4 Mobility Improvements Study [NTIP Planning]: Added project with \$100,000 in Fiscal Year 2019/20 for planning.
- <sup>2</sup> 5YPP amendment to fund two NTIP Planning projects (Resolution 2020-014, 10/22/2019).  
 NTIP Planning Placeholder: Reduced from \$988,000 to \$888,000 in Fiscal Year 2019/20.  
 Octavia Boulevard Circulation and Accessibility Study Update [NTIP Planning]: Added project with \$100,000 in Fiscal Year 2019/20 for planning.
- <sup>3</sup> 5YPP amendment to fund Hyde Street Safety (Resolution 2020-016, 11/19/2019).  
 Planning Grant Match (e.g. Caltrans Planning Grants): Reduced from \$150,000 to \$70,000 in Fiscal Year 2019/20  
 Hyde Street Safety: Added project with \$80,000 in Fiscal Year 2019/20 for planning.
- <sup>4</sup> 5YPP amendment to fund two NTIP Planning projects (Resolution 2020-020, 12/17/2019).  
 NTIP Planning Placeholder: Reduced from \$888,000 to \$758,000 in Fiscal Year 2019/20.  
 Alemany Realignment Study [NTIP Planning]: Added project with \$100,000 in Fiscal Year 2019/20 for planning.



**2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)**  
**Transportation/Land Use Coordination (EP 44)**  
**Programming and Allocations to Date**  
 Pending September 2021 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	

- District 10 15-Third Street Bus Study [NTIP Planning]: Added project with \$30,000 in Fiscal Year 2019/20 for planning.
- <sup>5</sup> 5YPP amendment to fund Golden Gate Park Sustainable Travel Study [NTIP Planning] (Resolution 2021-009, 9/22/2020).  
 NTIP Planning Placeholder: Reduced from \$758,000 to \$696,475 in Fiscal Year 2019/20.  
 Golden Gate Park Sustainable Travel Study [NTIP Planning]: Added project with \$60,000 in planning funds in Fiscal Year 2020/21.
- <sup>6</sup> 5YPP amendment to fund Visitation Valley Community Based Transportation Plan [Planning Grant Match] (Resolution 2021-020, 11/17/2020).  
 Planning Grant Match Placeholder: Reduced from \$150,000 to \$104,349 in Fiscal Year 2020/21.  
 Visitation Valley Community Based Transportation Plan [Planning Grant Match]: Added project with \$45,651 in planning funds in Fiscal Year 2020/21.
- <sup>7</sup> 5YPP amendment to fund District 4 Mobility Improvements Study Additional Funds [NTIP Planning] (Resolution 2021-029, 2/23/2021).  
 NTIP Capital Placeholder: Reduced from \$900,000 to \$840,000 in Fiscal Year 2019/20.  
 District 4 Mobility Improvements Study - Additional Funds [NTIP Planning]: Added project with \$60,000 in Fiscal Year 2020/21.
- <sup>8</sup> 5YPP amendment to fund Active Communities Plan [Planning Grant Match] (Resolution 2022-xxx, 09/28/21).  
 Planning Grant Match Placeholder: Reduced from \$70,000 to \$0 in Fiscal Year 2019/20 and from \$104,349 to \$0 in Fiscal Year 2020/21.  
 Cumulative Remaining Programming Capacity: Reduced from \$74,799 to \$0.  
 Active Communities Plan: Added project with \$249,148 in Fiscal Year 2021/22 for planning.

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# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2021/22
<b>Project Name:</b>	Joice Alley Lighting Improvements
<b>Grant Recipient:</b>	Department of Public Works

## EXPENDITURE PLAN INFORMATION

<b>PROP AA Expenditure Plans</b>	Prop AA Pedestrian Projects
<b>Current PROP AA Request:</b>	\$410,000
<b>Supervisory District</b>	District 03

## REQUEST

### Brief Project Description

Construction of three new pedestrian-scale street lights, and sidewalk and roadway improvements on Joice Alley between Clay Street and Sacramento Street in the Chinatown neighborhood. The project will make walking more inviting and safe along this important pedestrian path directly across Gordon J. Lau Elementary and close to the Powell cable car line, several Muni bus stops and the new Chinatown subway station.

### Detailed Scope, Project Benefits and Community Outreach

The project will construct three new pedestrian-scale street lights, electrical conduits and services, and sidewalk and roadway improvements, including special sidewalk handwork around historic alphabet concrete tablets and minor roadway restoration required on Joice Alley, between Clay Street and Sacramento Street in Chinatown. The scope of work includes adjustment of utility vaults, tree protection, sub-sidewalk basement work, restoring brick exteriors of the adjacent buildings and protection/restoration of special historical concrete letter plaques in the sidewalk.

Joice is a high traffic alleyway and an important pedestrian path in the Chinatown neighborhood. The project is located in a Community of Concern, with a minority population of 81%, low-income households (57%) and households with no vehicles (80%). This alley is lined with the Chinese Historical Society of America Museum, the Cameron House (cultural organization that serves families in Chinatown), residential buildings, and is situated directly across from Gordon J. Lau Elementary. It is also located one block away from the Powell cable car line, one block away from the 30 Stockton Muni line, and is two blocks away from the new Chinatown subway station.

The project was prioritized in response to multiple requests from Chinatown community groups after seeing an increase in crime and violence in the area, such as the murder of a homeless man in 2018. Improving pedestrian-scale lighting will make walking more inviting and safe, particularly for children and parents of Gordon J. Lau Elementary, as well as people walking to and from transit. Joice Alley is part of the Chinatown Alleyway Master Plan, a plan that guides the renovation and improvement of 31 alleyways in Chinatown. The plan was conceived to reduce illegal parking and vehicle access in order to improve pedestrian safety; improve access for older adults and people with disabilities; reduce

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illegal dumping; provide attractive and safe secondary streets for tourists to invigorate local businesses; and improve the overall quality of life for Chinatown residents.

San Francisco Public Works held 3 community meetings with Supervisor Peskin’s Office, Chinatown Community Development Center, and the community during the design phase. These meetings were held on February 4, 2021, April 22, 2021, and June 24, 2021, respectively. Overall, community feedback was positive and included inquiries regarding the type of fixtures selected, locations of fixtures, and project schedule.

The scope was modified from the design phase to the construction phase. SFPUC conducted a photometric review of the proposed lighting design and determined that only three lights were needed in Joice Alley, instead of the four pedestrian-scale lights originally planned. The construction phase budget remains the same as the budget shown in the design phase Prop AA allocation request because SFPW will purchase four poles to meet SFPUC's requirement to purchase one spare pole, the conduit still needs to extend the entire block, and there is also an anticipated materials cost increase.

## Project Location

Joice Alley between Clay Street and Sacramento Street

## Project Phase(s)

Construction (CON)

### 5YPP/STRATEGIC PLAN INFORMATION

<b>Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?</b>	Named Project
<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 AA Strategic Plan Amount:</b>	\$410,000

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2021/22
<b>Project Name:</b>	Joice Alley Lighting Improvements
<b>Grant Recipient:</b>	Department of Public Works

## 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)	Jan-Feb-Mar	2020	Jan-Feb-Mar	2020
Environmental Studies (PA&ED)	Jan-Feb-Mar	2021	Jan-Feb-Mar	2021
Right of Way				
Design Engineering (PS&E)	Jul-Aug-Sep	2020	Apr-May-Jun	2021
Advertise Construction				
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2021		
Operations (OP)				
Open for Use			Jan-Feb-Mar	2022
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2022

## SCHEDULE DETAILS

Public Works will provide monthly email updates to community stakeholders and will update the project website with construction progress. An upcoming paving project on Joice Alley from Clay to Sacramento streets is anticipated to start in Fiscal Year 2022 to provide full roadway grind/pave after the lighting project is completed.

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## San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2021/22
<b>Project Name:</b>	Joice Alley Lighting Improvements
<b>Grant Recipient:</b>	Department of Public Works

### FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-702: Prop AA Pedestrian Projects	\$0	\$410,000	\$0	\$410,000
<b>Phases In Current Request Total:</b>	\$0	\$410,000	\$0	\$410,000

### FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP AA	\$0	\$410,000	\$90,000	\$500,000
General Fund	\$0	\$0	\$10,000	\$10,000
<b>Funding Plan for Entire Project Total:</b>	\$0	\$410,000	\$100,000	\$510,000

### COST SUMMARY

Phase	Total Cost	PROP AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$5,000		Actuals
Environmental Studies	\$5,000		Actuals
Right of Way	\$0		
Design Engineering	\$90,000		Actuals and cost to complete
Construction	\$410,000	\$410,000	Engineer's estimate based on 100% design
Operations	\$0		
Total:	\$510,000	\$410,000	

<b>% Complete of Design:</b>	100.0%
<b>As of Date:</b>	06/30/2021
<b>Expected Useful Life:</b>	20 Years

# San Francisco County Transportation Authority

## 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	% of construction	SFPW
1. Construction			
General Work Items (WI)	\$ 25,000		\$ 25,000
Sidewalk/Curb Ramp Related WI	\$ 160,000		\$ 160,000
Electrical Related WI	\$ 150,000		\$ 150,000
<b>Subtotal</b>	<b>\$ 335,000</b>		<b>\$ 335,000</b>
2. Construction Management/Support	\$ 45,000	11%	\$ 45,000
3. Other Direct Costs *	\$ 20,000	5%	\$ 20,000
4. Contingency	\$ 10,000	2%	\$ 10,000
<b>TOTAL CONSTRUCTION PHASE</b>	<b>\$ 410,000</b>		<b>\$ 410,000</b>

\* e.g. Permitting and service connection fees

Note: New streetlight fixture on Joice Alley is estimated at \$26,000 each. The cost per light does not account for the electrical work scope needed for this project.

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## San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2021/22
<b>Project Name:</b>	Joice Alley Lighting Improvements
<b>Grant Recipient:</b>	Department of Public Works

### SFCTA RECOMMENDATION

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP AA Requested:</b>	\$410,000	<b>Total PROP AA Recommended</b>	\$410,000

<b>SGA Project Number:</b>		<b>Name:</b>	Joice Alley Lighting Improvements
<b>Sponsor:</b>	Department of Public Works	<b>Expiration Date:</b>	12/31/2022
<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 AA EP-702	\$0	\$390,500	\$19,500	\$0	\$0	\$410,000

#### Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, 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, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement (SGA).

2. With the first QPR, Sponsor shall provide 2-3 photos of typical before conditions; with the first quarterly report following initiation of work, Sponsor shall provide a photo documenting compliance with the Prop AA attribution requirements as described in the SGA; quarterly reports shall include photos of work being performed; and upon completion of the project, Sponsor shall provide 2-3 photos of completed work.

#### Special Conditions

1. SFPW may not incur expenses for the construction phase until Transportation Authority staff releases the funds pending receipt of evidence of completion of 100% design (e.g. copy of certifications page).

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	No PROP K	No TNC TAX	0.0%
Actual Leveraging - This Project	No PROP K	No TNC TAX	1.96%



# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2021/22
<b>Project Name:</b>	Joice Alley Lighting Improvements
<b>Grant Recipient:</b>	Department of Public Works

## EXPENDITURE PLAN SUMMARY

<b>Current PROP AA Request:</b>	\$410,000
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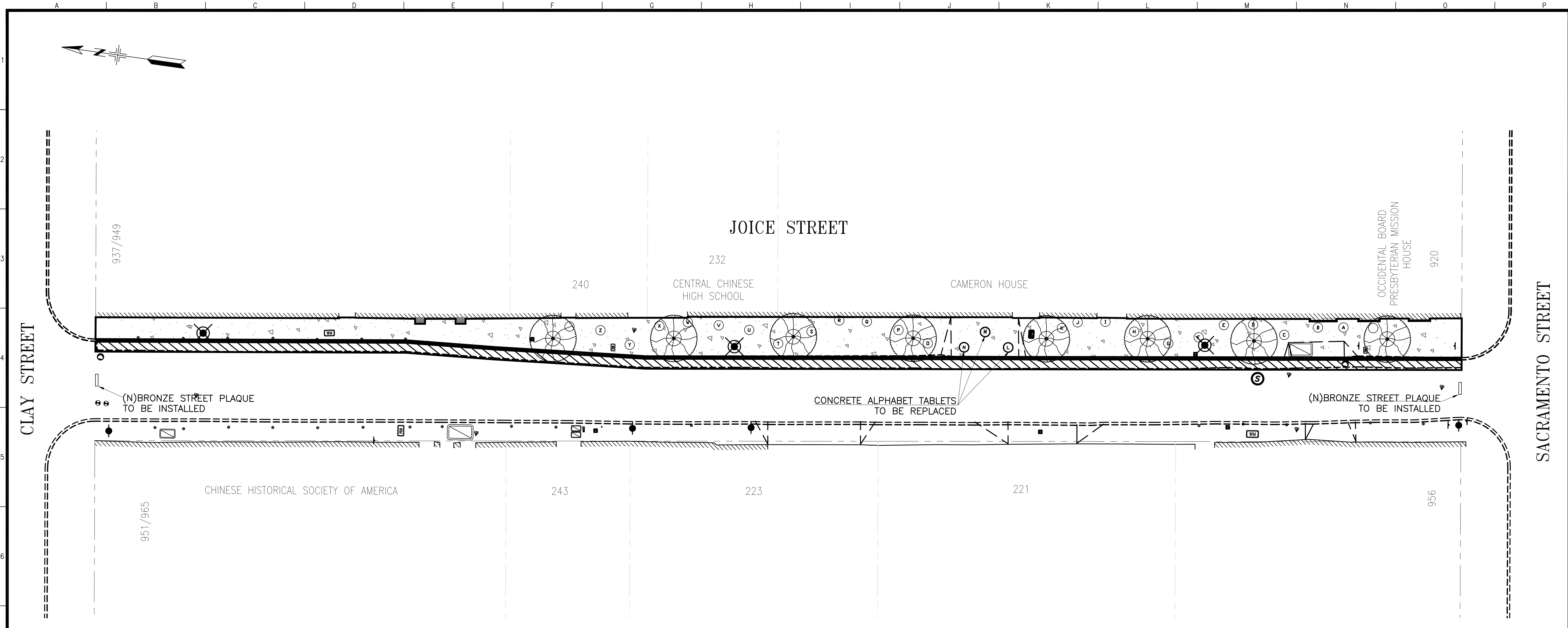
1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

OQ

## CONTACT INFORMATION

	<b>Project Manager</b>	<b>Grants Manager</b>
<b>Name:</b>	Michelle Woo	Oscar Quintanilla
<b>Title:</b>	Streetscape Project Manager	Capital Budget Analyst
<b>Phone:</b>	(415) 558-4000	(415) 860-2054
<b>Email:</b>	michelle.woo@sfdpw.org	oscar.quintanilla@sfdpw.org



### LEGEND

	APPROXIMATE AREA OF 3-1/2-INCH THICK RED CONCRETE SIDEWALK TO BE RECONSTRUCTED WITH REINFORCEMENT AT ENTRANT CORNERS PER SF PUBLIC WORKS STANDARD PLAN 96,608 REV. 1
	CONSTRUCT COMBINED 6-INCH WIDE CONCRETE CURB AND 2-FOOT WIDE CONCRETE GUTTER
	EXISTING CURB/GUTTER/PARKING STRIP/ISLAND
	APPROXIMATE LOCATION OF PROPERTY LINE

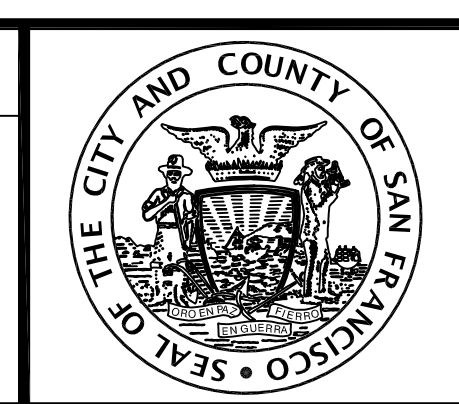
	EXISTING ALPHABET TABLET TO REMAIN UNLESS NOTED TO BE REPLACED
	EXISTING TREE TO REMAIN; PROTECT IN PLACE CONCRETE COLLAR AROUND TREE TO BE REPLACED.
	NEW PEDESTRIAN STREET LIGHT

NOTES: (N) PAVEMENT AND SPEED HUMP TO BE CONSTRUCTED UNDER CONTRACT 1000015027 VARIOUS LOCATIONS NO 51



NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				
THIS DRAWING WAS LAST MODIFIED: 05/18/21 14:57, BY: TTOPACO				

REFERENCE INFORMATION & FILE NO. OF SURVEYS



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

Section Mgr:	Date:	DESIGNED: DATE:
	xxx/xxxx	5/2021
Deputy Bureau Mgr:		DRAWN: DATE:
	xxx/xxxx	5/2021
Acting Bureau Mgr:		CHECKED: DATE:
	xxx/xxxx	5/2021

SCALE:	SHEET OF SHEETS
1" = 10'	OF

**JOICE ALLEY LIGHTING IMPROVEMENT PROJECT**

**JOICE STREET CLAY STREET TO SACRAMENTO STREET PLAN VIEW**

CONTRACT NO.	XXXXXXX
DRAWING NO.	R-1
FILE NO.	XXXXX
REV. NO.	XX

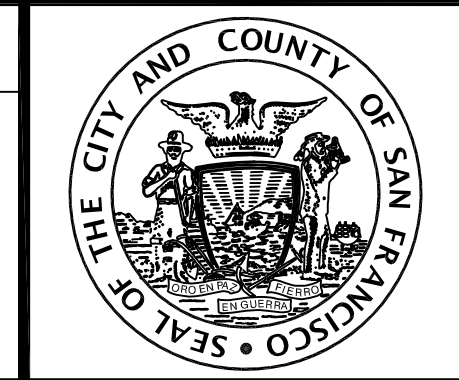
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SYMBOLS	ABBREVIATIONS	GENERAL NOTES
<p>———— (N) HOT DIP GALVANIZED RIGID STEEL CONDUIT UNDERGROUND</p> <p>----- (E) EXISTING CONDUIT</p> <p>—X— INTERCEPT EXISTING CONDUIT WITH NEW CONDUIT. MATCH EXISTING CONDUIT SIZE AND TYPE. "X" INDICATES PULLBOX OR COUPLING PER PLAN.</p> <p> (E) STREET LIGHT</p> <p> (N) STREET LIGHT POLE, ARM AND FIXTURE WITH CONCRETE FOUNDATION</p> <p> STREETLIGHT POLE, FIXTURE AND ARM TO BE REMOVED.</p> <p> (N) PEDESTRIAN LIGHT WITH CONCRETE FOUNDATION</p> <p> (N) TYPE I PULL BOX WITH BOLT DOWN LID</p> <p> (N) SERVICE PULL BOX</p> <p> LIGHTING FIXTURE TAG "P" INDICATE FIXTURE TYPE "55" INDICATE LAMP WATTAGE</p> <p> SHEET NOTE 1</p> <p> UTILITY POLE (WOOD/STEEL)</p> <p>WP/ST</p>	<p>BSCW BARE STRANDED COPPER WIRE</p> <p>BLHP BUREAU OF LIGHT, HEAT, AND POWER</p> <p>C CONDUIT</p> <p>DWG DRAWING</p> <p>(E) EXISTING</p> <p>F/I FURNISH AND INSTALL UNDER THIS CONTRACT</p> <p>HDPE HIGH DENSITY POLYETHYLENE</p> <p>GND, G GROUND</p> <p>GRSC GALVANIZED RIGID STEEL CONDUIT</p> <p>LA LUMINAIRE ARM</p> <p>LGT LIGHT</p> <p>LUM LUMINAIRE</p> <p>(N) NEW</p> <p>OH OVERHEAD</p> <p>PED PEDESTRIAN</p> <p>PG&amp;E, PGE PACIFIC GAS AND ELECTRIC COMPANY</p> <p>PVC POLYVINYL CHLORIDE</p> <p>R/C REMOVE FROM SITE OF WORK AS CONTRACTOR'S PROPERTY</p> <p>R/S REMOVE AND SALVAGE AS CITY'S PROPERTY</p> <p>RRFB RECTANGULAR RAPID FLASHING BEACON</p> <p>SL STREET LIGHT</p> <p>SP SPARE</p> <p>SPDPWSF STANDARD PLANS APRIL 2007, DEPARTMENT OF PUBLIC WORKS, CITY AND COUNTY OF SAN FRANCISCO</p> <p>SSDPWSF STANDARD SPECIFICATIONS, DEPARTMENT OF PUBLIC WORKS, CITY AND COUNTY OF SAN FRANCISCO</p> <p>STD STANDARD DRAWING</p> <p>TS TRAFFIC SIGNAL</p> <p>TYP TYPICAL</p> <p>U UTILITY</p> <p>UON UNLESS OTHERWISE NOTED</p>	<ol style="list-style-type: none"> <li>1. THESE ELECTRICAL PLANS ARE DIAGRAMMATIC AND ARE CORRECT FOR GENERAL DESIGN ONLY. THE EXACT LOCATIONS OF EQUIPMENT &amp; APPURTENANCES SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER AND LANDSCAPE ARCHITECT.</li> <li>2. THIS IS A GENERAL LEGEND. NOT ALL SYMBOLS ARE USED.</li> <li>3. CONTRACTOR SHALL RESTORE SIDEWALK TO MATCH EXISTING SIDEWALK THAT ARE AFFECTED BY THIS PROJECT.</li> <li>4. ALL UTILITY PULL BOXES AND VAULTS WITHIN THE SIDEWALK THAT ARE AFFECTED BY THIS PROJECT SHALL BE ADJUSTED TO NEW GRADE.</li> <li>5. CONTRACTOR SHALL BE RESPONSIBLE FOR WORKING AROUND AND PROTECTING ALL EXISTING TELEPHONE, CATV, TRAFFIC SIGNALS AND INTERCONNECT CONDUITS, AND FACILITIES ADJACENT TO WORK AREA. THESE FACILITIES INCLUDE BUT NOT LIMITED TO THE FOLLOWING: TREES, LANDSCAPING, HYDRANTS, UTILITY POLES.</li> <li>6. CONTRACTOR TO VERIFY LIMITS OF SUB-SIDEWALK BASEMENTS BEFORE SAWCUTTING AND EXCAVATION WORK. VERIFICATION OF SUB-SIDEWALK BASEMENT AND ITS LIMITS ARE INCIDENTAL WORK.</li> <li>7. REFER TO SPDPWSF 2007 FOR ALL ELECTRICAL INSTALLATION, UON.</li> <li>8. PROVIDE 1/4" PULL ROPE AND CAP FOR ALL EMPTY PVC OR GRSC FIELD CONDUITS.</li> <li>9. CONTRACTOR TO CONTACT THE RESPECTIVE AT CITY AGENCIES FOR ALL R/S EQUIPMENT VIA CITY REPRESENTATIVE: STREETLIGHT: STREETLIGHTS@SF.WATER.ORG TRAFFIC SIGNAL: BEN MURPHY AT (415) 646 2374</li> <li>10. REPLACE ALL EXISTING BROKEN PULL BOX AND COVER WITHIN LIMITS OF WORK.</li> <li>11. ALL SL CONDUITS SHALL BE ON SIDEWALK, UON.</li> <li>12. ALL NEW AND EXISTING BOXES IMPACTED BY THIS CONTRACT SHALL BE CLEAN OF DEBRIS.</li> <li>13. EXISTING CONDUIT IS TO BE ABANDONED, THE CONDUIT SHALL BE R/C IF IT IS EXPOSED, OTHERWISE R/C CONDUIT 3' BELOW GRADE AND CAP THE ENDS.</li> <li>14. CONDUITS EXTENDING THROUGH THE PULL BOX THAT ARE TO BE ABANDONED, THE CONDUIT SHALL CUT OFF SO THAT IT WILL NOT PROTRUDE BEYOND THE PULL BOX; AND THE CONDUIT ENDS SHALL BE CAPPED.</li> <li>15. NO EXPOSED CONDUITS. U.O.N.</li> <li>16. CONTRACTOR SHALL COORDINATE WITH RESIDENT ENGINEER TO LAYOUT CONTRACT CURB LOCATIONS PRIOR TO POLE, PULL BOX, AND FOUNDATION CONSTRUCTION.</li> <li>17. CONTRACTOR SHALL PROTECT EXISTING CURB RAMPS NOT SHOWN ON THE PLANS BY RUNNING CONDUITS AROUND THEM. EXISTING CURB RAMPS DAMAGED DURING CONSTRUCTION SHALL BE RESTORE BY THE CONTRACTOR AT THEIR EXPENSE.</li> <li>18. CONTRACTOR TO PROVIDE TEMPORARY POLE BASE MOUNTED LIGHTING FOR PEDESTRIAN AND VEHICULAR SAFETY IF THERE IS CONFLICT WITH EXISTING AND/OR NEW LIGHTING IN THE LIMIT OF WORK. TEMPORARY LIGHTING SOURCE SHALL BE TAPPED FROM THE NEAREST EXISTING SOURCE.</li> <li>19. ALL EXISTING STREETLIGHT TO BE MAINTAINED THROUGHOUT THE PROJECT DURATION. EXISTING STREETLIGHTS TO BE REMOVED AFTER THE NEW STREETLIGHT ARE TESTED AND APPROVED.</li> <li>20. ANY FIXTURE OR POLE THAT ARE R/C OR R/S, THE WIRING SHALL BE R/C BACK TO THE STREETLIGHT BOX, UON. AND MAINTAIN EXISTING CONTINUITY OF CIRCUIT TO ADJACENT FIXTURE.</li> <li>21. EXISTING ELECTRICAL WIRING WHICH WILL NOT BE MADE OBSOLETE AND WILL BE DISTURBED DUE TO CONSTRUCTION CHANGES REQUIRED BY THIS CONTRACT SHALL BE RESTORED TO OPERATING CONDITION AS REQUIRED AND/OR DIRECTED. WHERE REQUIRED, SHOWN AND/OR DIRECTED, CONDUIT RUNS SHALL BE RELOCATED. IN SOME CASES, IT MAY BE NECESSARY TO EXTEND CONDUITS AND PULL IN NEW WIRING OR INSTALL JUNCTION BOXES AND SPLICE IN NEW WIRING OR REPLACE OLD WIRING WITH NEW.</li> <li>22. CONTRACTOR TO COORDINATE WITH OTHER DISCIPLINES DRAWINGS TO RESOLVE ALL CONFLICTS PRIOR TO INSTALLING ANY ELECTRICAL WORK.</li> <li>23. PRIOR TO START OF ELECTRICAL WORK, CONTRACTOR TO FIELD INVESTIGATE THE EXISTING ELECTRICAL CIRCUIT. RECONNECT ALL EXISTING TRAFFIC SIGNAL AND STREETLIGHT SERVICES WHICH MAY HAVE BEEN INTERRUPTED DUE TO RENOVATION. RESTORE ALL ELECTRICAL SERVICES AND WIRING TO EXISTING CONDITIONS. INCLUDING THE ADJACENT FIXTURE OUTSIDE LIMIT OF WORK AS INCIDENTAL COST.</li> <li>24. REFER TO STRUCTURAL DRAWINGS FOR STREETLIGHT POLE FOUNDATIONS.</li> <li>25. ALL STREETLIGHTS SHALL HAVE 10A FUSE AND STREETLIGHT SERVICE SHALL HAVE 40A FUSE, FUSE TO MEET UTILITY AIC RATING.</li> <li>26. R/C ALL FOUNDATION 36" BELOW GRADE, POLE, FIXTURE, AND LUMINAIRE ARM UNLESS OTHERWISE NOTED.</li> <li>30. STREETLIGHTS INSTALLED IN SPECIAL PAVER AREA SHALL HAVE 3X3' CONCRETE FLAG AROUND POLE BASE AND STREETLIGHT PULL BOX. ANY EXCEPTION WILL NEED TO BE COORDINATED WITH SFPUC.</li> <li>31. STREETLIGHT POLES INSTALLED ON TRUNCATED DOME SHALL HAVE 1" CONCRETE FLAG AROUND THE BASE COVER OR BASE PLATE.</li> <li>32. STREETLIGHT PULL BOXES SHALL HAVE BOLT DOWN CONCRETE LID AND BE WITHIN 5 FEET OF STREETLIGHT POLE U.O.N.</li> <li>33. CONTRACTOR SHALL TOUCH UP ANY NEW POLES AND/OR EQUIPMENT MOUNTING THAT IS EXPOSED/RUSTED WITH RUST-OLEUM PAINT OR APPROVED EQUAL TO PREVENT CORROSION.</li> <li>34. R/C PULLBOX SHALL BE REMOVED AND FILLED WITH DIRT AND MATCH EXISTING PAVEMENT.</li> </ol>

NO.	DATE	DESCRIPTION	BY	APP.
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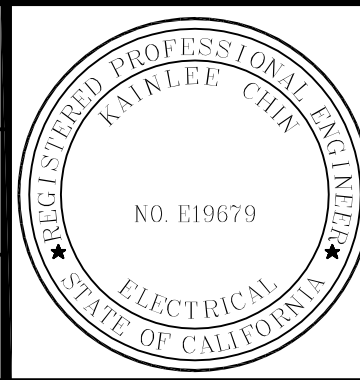
REFERENCE INFORMATION & FILE NO. OF SURVEYS



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

Acting Section Mgr:	KENNY CHIN	Date:	
Acting Deputy Bureau Mgr:	LESLEY WONG		
Acting Bureau Mgr:	IQBAL DHAPA		

DESIGNED: MA	DATE: 05/2021
DRAWN: MA	DATE: 05/2021
CHECKED: DG	DATE: 05/2021



SCALE: NONE

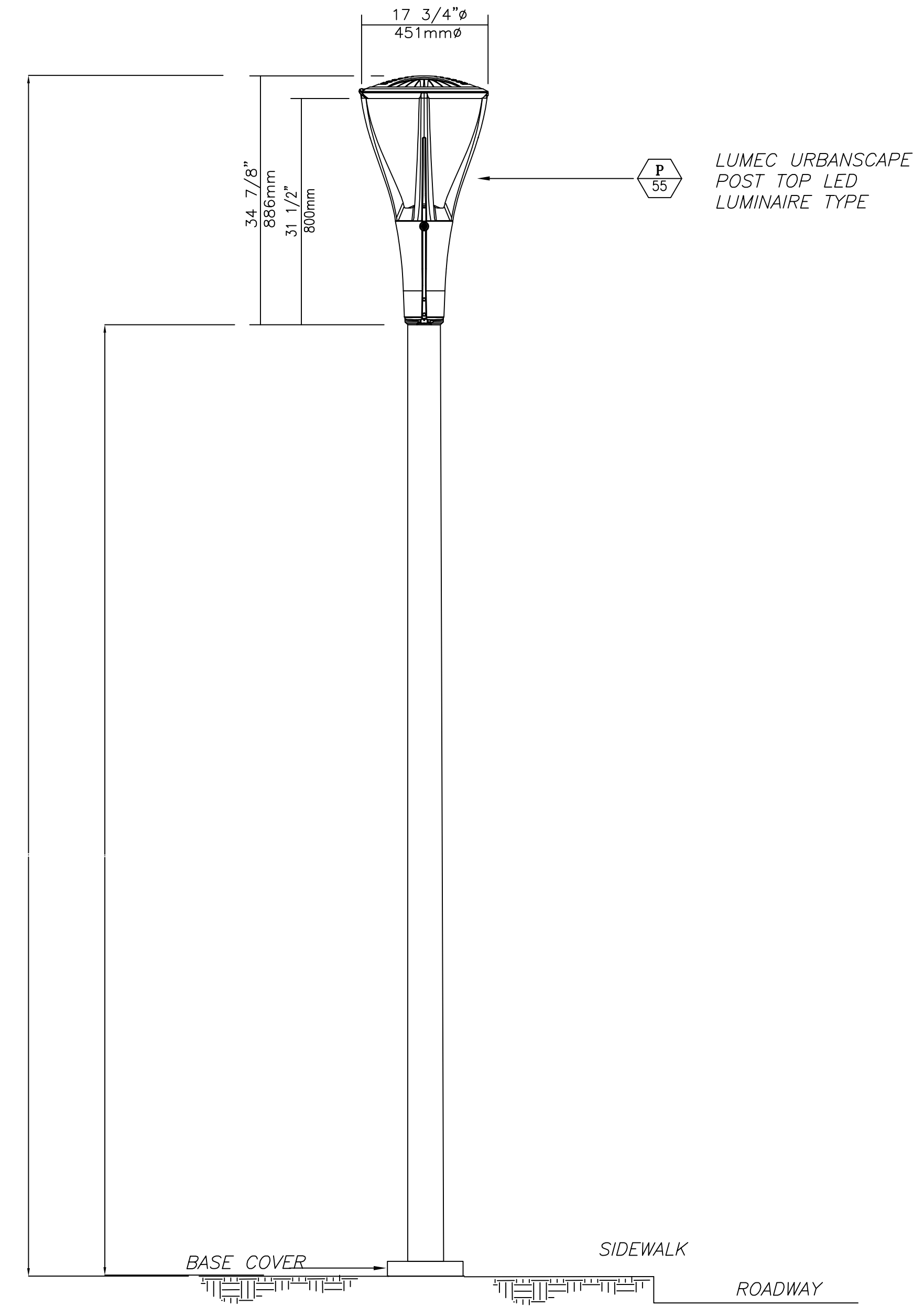
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**JOICE ALLEY PROJECT**  
  
**STREET LIGHTING**  
**SYMBOLS, ABBREVIATIONS, AND GENERAL NOTES**

CONTRACT NO.	12961
DRAWING NO.	E-0.1
FILE NO.	
REV. NO.	0

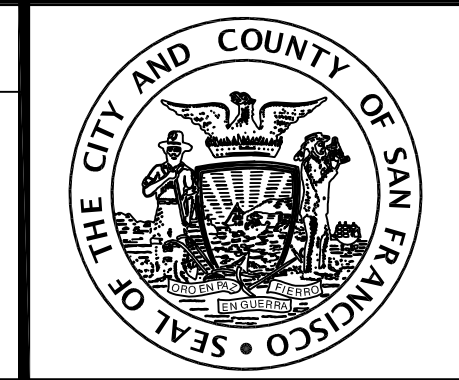
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 Plot Time: Wed, 19 May 2021 - 8:06am

LIGHTING FIXTURE SCHEDULE						
SYMBOL	TAG	DESCRIPTION	MANUFACTURER	LAMPS	VOLT	REMARK
		LUMINAIRE: LUMEC URBANSCAPE FIXTURE, CAST ALUMINUM ALLOY HOUSING, POWDER COATED TO MATCH THE POLE COLOR, LEDs, 3000°K COLOR TEMPERATURE, 100V-277V, 0-10V DIMMABLE, 7 PIN TWIST LOCK RECEPTACLE WITH PHOTOCELL AND IP66.  16' HOT DIPPED GALVANIZED STEEL POLE WITH FACTORY BAKED POWDER COAT COLOR RAL#  PHOTOCELL: MULTI-VOLTAGE; DUSK TO DAWN CONTROL, FAIL-ON, 1.5 ANSI STD.	FIXTURE: LUMEC URBANSCAPE CAT#: 55W48LED3K-G2-LE2-UNIV-RCD7-GY3TX  POLE: RSP16-5.56-7-KZ41-4X4-SF35HH-SBP-RBC-LAB  PHOTOCELL: PER SPECIFICATION 26 56 19(2.5)	55W 48LED 3000°K	MULTI TAP VOLT 120- 277V	



NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				
THIS DRAWING WAS LAST MODIFIED: 05/18/21 16:21, BY: TTOPACIO				

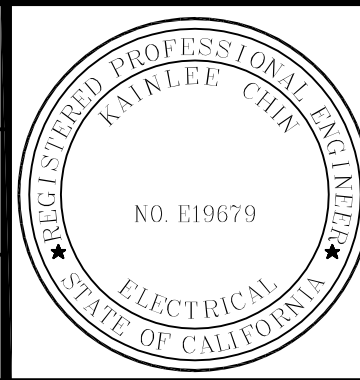
REFERENCE INFORMATION & FILE NO. OF SURVEYS



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

Acting Section Mgr:	KENNY CHIN	Date:	
Acting Deputy Bureau Mgr:	LESLEY WONG		
Acting Bureau Mgr:	IQBAL DHAPA		

DESIGNED:	DATE:	MA	05/2021
DRAWN:	DATE:	MA	05/2021
CHECKED:	DATE:	DG	05/2021

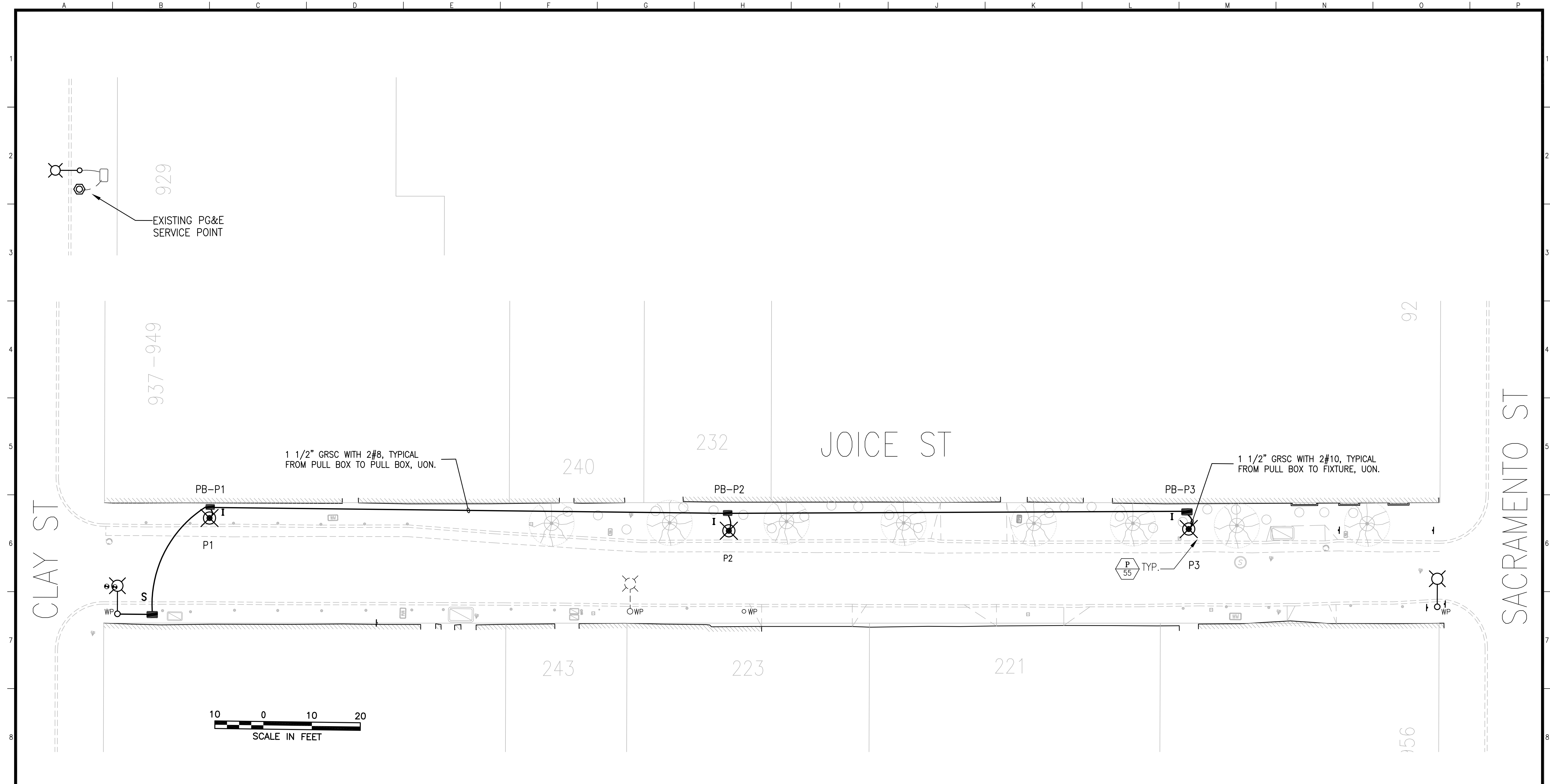


SCALE:  
NONE  
SHEET OF SHEETS

JOICE ALLEY PROJECT  
  
STREET LIGHTING  
POLE AND FIXTURE SCHEDULE

CONTRACT NO.	12961
DRAWING NO.	E-0.2
FILE NO.	
REV. NO.	0



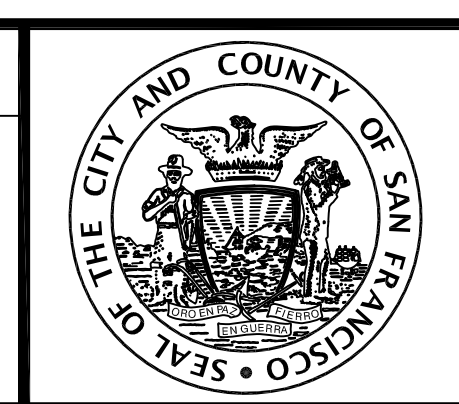


**SHEET NOTES**

① 55W \* 3 PED LIGHTS = 165W. PROVIDE 15A IN-LINE FUSE FOR PED LIGHT CIRCUIT P1-P3

NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				
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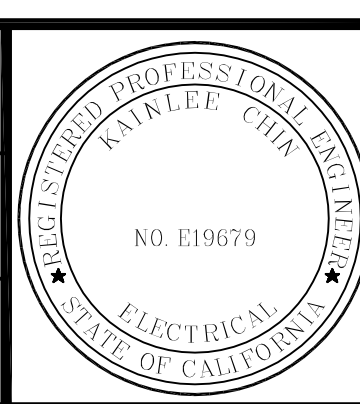
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& FILE NO. OF SURVEYS



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

Acting Section Mgr:	KENNY CHIN
Acting Deputy Bureau Mgr:	LESLEY WONG
Acting Bureau Mgr:	IQBAL DHAPA

DESIGNED:	DATE:
MA	05/2021
DRAWN:	DATE:
MA	05/2021
CHECKED:	DATE:
DG	05/2021



SCALE:  
AS SHOWN  
SHEET OF SHEETS

**JOICE ALLEY PROJECT**  
**STREET LIGHTING**  
**JOICE STREET**

CONTRACT NO.	12961
DRAWING NO.	E-1.0
FILE NO.	
REV. NO.	0

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**PROJECT DESCRIPTION**

1. THE STRUCTURAL WORK SHOWN ON THESE DRAWINGS COMPRISES CAST-IN-DRILLED-HOLE (CIDH) CONCRETE PILE FOUNDATIONS FOR LIGHT POLES.

**GENERAL**

1. THESE GENERAL NOTES APPLY THROUGHOUT ALL STRUCTURAL DRAWINGS EXCEPT WHERE SPECIFICALLY SHOWN BY NOTES ON DRAWINGS AND/OR DETAILS.

2. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS PRIOR TO THE START OF CONSTRUCTION OR FABRICATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REVIEW AND COORDINATION OF ALL DRAWINGS AND SPECIFICATIONS PRIOR TO THE START OF CONSTRUCTION OR FABRICATION. ANY DISCREPANCIES, INCONSISTENCIES, OR UNSOUND CONDITIONS SHALL BE REPORTED TO THE ENGINEER FOR RESOLUTION PRIOR TO THE START OF ANY CONSTRUCTION OR FABRICATION SO THAT A CLARIFICATION CAN BE ISSUED.

3. DIMENSIONS IN THE STRUCTURAL DRAWINGS ARE AS NOTED. DO NOT USE DIMENSIONS SCALED FROM THE STRUCTURAL DRAWINGS.

4. ALL DRAWINGS ARE CONSIDERED TO BE A PART OF THE CONTRACT DOCUMENTS. ANY WORK PERFORMED IN CONFLICT WITH THE CONTRACT DOCUMENTS OR ANY CODE REQUIREMENTS SHALL BE CORRECTED BY THE CONTRACTOR AT THEIR OWN EXPENSE AND AT NO EXPENSE TO THE CITY AND COUNTY OF SAN FRANCISCO.

5. ALL TYPICAL DETAILS AND NOTES SHOWN ON DRAWINGS SHALL APPLY UNLESS OTHERWISE NOTED. TYPICAL DETAILS MAY NOT NECESSARILY BE INDICATED ON THE PLANS, BUT SHALL STILL APPLY AS SHOWN OR DESCRIBED IN THE DETAILS. WHERE TYPICAL DETAILS ARE NOTED ON THE DRAWINGS, THE SPECIFIED TYPICAL DETAIL SHALL BE USED. WHERE NO DETAILS ARE NOTED, CONSTRUCTION SHALL BE AS SHOWN FOR SIMILAR WORK. THE CONTRACTOR SHALL SUBMIT ALL PROPOSED ALTERNATE TYPICAL DETAILS TO THOSE PROVIDED WITH RELATED CALCULATIONS TO THE ENGINEER FOR APPROVAL PRIOR TO SHOP DRAWING PRODUCTION AND FIELD USE.

6. REFER TO OTHER DISCIPLINES' DRAWINGS AND COORDINATE INFORMATION RELATED TO THOSE OTHER DISCIPLINES' SYSTEMS FOR ITEMS SUCH AS:

a. FINISH FLOOR ELEVATIONS, FLOOR DEPRESSIONS, CHANGES IN ELEVATION, SLOPES, DRAINS, CURBS, PADS, INSERTS, ETC.

b. ELECTRICAL CONDUIT RUNS, BOXES, OUTLETS, ETC., IN WALLS AND SLABS.

7. THE CONTRACT STRUCTURAL DRAWINGS AND SPECIFICATIONS REPRESENT THE FINISHED STRUCTURE. THEY DO NOT INDICATE THE MEANS AND/OR METHODS OF CONSTRUCTION. ALTHOUGH THE NEED FOR SHORING MAY SOMETIMES BE INDICATED IN THE STRUCTURAL DRAWINGS, IT IS THE CONTRACTOR'S SOLE RESPONSIBILITY TO DESIGN, PROVIDE, AND MAINTAIN TEMPORARY BRACING, SHORING, GUYING, OR OTHER TEMPORARY SUPPORT AS REQUIRED FOR THE PROTECTION OF LIFE AND PROPERTY DURING CONSTRUCTION.

8. THE CONTRACTOR SHALL PROVIDE ALL NECESSARY PROTECTION OF ADJACENT STRUCTURES DURING CONSTRUCTION. THE CONTRACTOR SHALL BEAR ALL EXPENSE FOR REPAIR OR REPLACEMENT.

9. THE USE OF NEW CONSTRUCTION FOR TEMPORARY SUPPORT OR STORAGE OF CONSTRUCTION EQUIPMENT OR MATERIALS IS RESTRICTED TO THE DESIGN CAPACITY OF THE NEW CONSTRUCTION AT THE TIME IT IS TO BE USED. EQUIPMENT OR MATERIALS SHALL BE PLACED SO AS NOT TO EXCEED THE CAPACITY OF INDIVIDUAL ELEMENTS. PROVIDE ADEQUATE, ENGINEERED SHORING AND/OR BRACING WHERE DESIGN CAPACITY IS NOT SUFFICIENT.

10. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE ALL EXISTING PIPES, DUCTS, AND UTILITIES, WHETHER SHOWN HEREIN OR NOT, AND TO PROTECT THEM FROM DAMAGE. THE CONTRACTOR SHALL BEAR ALL EXPENSE FOR REPAIR OR REPLACEMENT.

11. ALL STRUCTURAL MEMBERS AND ELEMENTS SHOWN ON THE STRUCTURAL DRAWINGS ARE NEW UNLESS NOTED (E) FOR EXISTING CONDITIONS.

**BASIS OF DESIGN**

1. DESIGN OF LUMINAIRE SUPPORT IS IN CONFORMANCE WITH THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS "LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS", FIRST EDITION 2015.

**STRUCTURAL DESIGN CRITERIA**

1. WIND DESIGN CRITERIA:

BASIC WIND SPEED: 115 MPH

**FOUNDATIONS**

1. CONTRACTOR SHALL PROVIDE FOR DE-WATERING IF WATER IS PRESENT IN THE EXCAVATION. DE-WATERING PLANS SHALL BE SUBMITTED FOR REVIEW. DE-WATERING PLANS MAY INCLUDE A MONITORING PROGRAM TO EVALUATE SETTLEMENT IN THE ADJACENT IMPROVEMENTS.

2. ALL EXCAVATIONS SHALL BE PROPERLY BACKFILLED. DO NOT PLACE BACKFILL BEFORE THE CONCRETE OR GROUT HAS ATTAINED FULL DESIGN STRENGTH UNLESS SPECIFICALLY APPROVED BY THE ENGINEER IN WRITING.

3. OVER-EXCAVATED FOOTINGS SHALL BE BACKFILLED WITH CONTROLLED LOW STRENGTH MATERIAL (CLSM) ( $f'_{c, min} = 100$  PSI,  $f'_{c, max} = 1,200$  PSI).

4. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR THE DESIGN AND INSTALLATION OF APPROPRIATE, ADEQUATE SHORING AND BRACING OF FOUNDATION EXCAVATION, AND UNDERPINNING OF EXISTING STRUCTURES TO ENSURE PROTECTION OF LIFE AND ADJACENT PROPERTY, STRUCTURES, STREETS, AND UTILITIES IN ACCORDANCE WITH APPLICABLE FEDERAL, STATE AND LOCAL ORDINANCES. UNDERPINNING, SHORING, LAGGING, ETC., SHALL BE DESIGNED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF CALIFORNIA AND SHALL BE CONSTRUCTED UNDER SEPARATE PERMIT. SHORING PLAN TO BE SUBMITTED TO THE GEOTECHNICAL ENGINEER AND THE STRUCTURAL ENGINEER FOR REVIEW TO ENSURE CONFORMANCE WITH DESIGN DOCUMENTS.

5. THE CONTRACTOR SHALL NOT UNDERMINE EXISTING FOUNDATIONS AND STRUCTURES DURING EXCAVATION. IF UNDERMINING OCCURS, THE CONTRACTOR SHALL PROVIDE CORRECTIVE MEASURES FOR ENGINEER TO REVIEW AND APPROVE AT CONTRACTOR'S EXPENSE.

6. INSTALLATION OF CAST-IN-DRILLED-HOLE (CIDH) PILES SHALL BE PERFORMED WHILE UNDER THE OBSERVATION OF THE GEOTECHNICAL ENGINEER OF RECORD.

7. THE CONTRACTOR SHALL PROVIDE TEMPORARY CASINGS OR LINERS WHEN DRILLING IN SAND AND SILTY SAND, AND AS REQUIRED, TO STABILIZE THE DRILLED SHAFT EXCAVATION, AND TO FORM THE UPPER 2 FEET OF THE LIGHT POLE FOUNDATION. THE TEMPORARY CASING OR LINER SHALL BE REMOVED AFTER CONCRETE PLACEMENT EXCEPT THAT CORRUGATED STEEL METAL CASING IS ALLOWED TO REMAIN IN PLACE.

**CONCRETE**

1. MIXING, BATCHING, TRANSPORTING, PLACING, AND CURING OF ALL CONCRETE AND SPECIFICATION OF CONCRETE MATERIALS, SHALL CONFORM TO ACI 301 "SPECIFICATION FOR STRUCTURAL CONCRETE", EXCEPT AS NOTED BELOW.

2. CONCRETE SHALL BE READY-MIXED CONFORMING TO ASTM C94. CEMENT SHALL BE PORTLAND CEMENT TYPE II, CONFORMING TO ASTM C150. ALL CONCRETE USED IN SUSPENDED SLABS AND SLABS-ON-GRADE SHALL BE DESIGNED WITH A SHRINKAGE LIMITATION OF 0.04% AFTER 28 DAYS OF DRYING.

3. CONCRETE MIX DESIGNS SHALL BE SUBMITTED TO THE ENGINEER AND APPROVED PRIOR TO USE. SELECTION OF CONCRETE MIX PROPORTIONS SHALL BE IN ACCORDANCE WITH ACI 301. MIX PROPORTIONS SHALL MEET OR EXCEED THE REQUIREMENTS LISTED BELOW FOR THE LOCATIONS NOTED. THE MORE STRINGENT OF THE REQUIREMENTS LISTED SHALL GOVERN.

LOCATION	STRENGTH, $f'_c$ MIN	TEST AGE	MAXIMUM AGGREGATE SIZE	MAXIMUM WATER/CEMENT RATIO	MAX SLUMP
CIDH PILE	4,000 PSI	28 DAYS	1"	0.50	4"

4. SUPPLEMENTARY CEMENTITIOUS MATERIALS (SCM), SUCH AS SLAG, FLY ASH, SILICA FUME, AND CALCINED CLAY, AS A PERCENTAGE OF TOTAL WEIGHT OF CEMENTITIOUS MATERIAL SHALL BE A MINIMUM OF 25 PERCENT AND A MAXIMUM OF 50 PERCENT. COAL FLY ASH, AS A PERCENTAGE OF TOTAL WEIGHT OF CEMENTITIOUS MATERIAL, SHALL BE A MAXIMUM OF 20 PERCENT. COAL FLY ASH SHALL BE CLASS F, MEETING ASTM C618 REQUIREMENTS. FINELY GROUND GRANULATED BLAST-FURNACE SLAG SHALL CONFORM TO ASTM C989. WATER/CEMENT RATIO SHALL BE BASED ON TOTAL CEMENTITIOUS MATERIAL, INCLUDING SUPPLEMENTARY CEMENTITIOUS MATERIALS.

5. PROPORTIONS OF AGGREGATE TO CEMENTITIOUS PASTE SHALL BE SUCH AS TO PRODUCE A DENSE, WORKABLE MIX THAT CAN BE PLACED WITHOUT SEGREGATION OR EXCESS FREE SURFACE WATER. SUPERPLASTICIZERS MAY BE USED TO IMPROVE WORKABILITY IN THIN OR CONGESTED SECTIONS.

6. CONCRETE SHALL HAVE THE FOLLOWING CHARACTERISTICS:

7. PIPES OTHER THAN ELECTRICAL CONDUITS SHALL NOT BE EMBEDDED IN STRUCTURAL CONCRETE EXCEPT WHERE SPECIFICALLY APPROVED BY THE ENGINEER. OUTSIDE DIAMETER OF CONDUIT EMBEDDED IN CONCRETE SHALL NOT EXCEED 1/6 TIMES THE MEMBER THICKNESS, OR 1 1/4", WHICHEVER IS LESS, WITHOUT APPROVAL OF THE ENGINEER. MINIMUM CLEAR DISTANCE BETWEEN CONDUITS OR REBAR SHALL BE 3 TIMES CONDUIT-DIAMETER (LARGER CONDUIT) OR 1 INCH, WHICHEVER IS GREATER. CONDUITS SHALL BE FIRMLY TIED TO PREVENT DISPLACEMENT DURING CONCRETE PLACEMENT. CONDUIT CAN BE TIED TO REBAR WHEN ORIENTED PERPENDICULAR TO THEM, PROVIDE THE LOCATION OF THE REBAR IS NOT AFFECTED BY THE CONDUIT.

8. ALUMINUM PIPES, CONDUITS, AND SLEEVES SHALL NOT BE EMBEDDED IN STRUCTURAL CONCRETE.

9. THE CONTRACTOR SHALL INFORM THE ENGINEER AT LEAST 3 DAYS PRIOR TO POURING ANY STRUCTURAL CONCRETE SO THAT THE ENGINEER MAY HAVE THE OPPORTUNITY OF REVIEWING THE WORK PRIOR TO CONCRETE PLACEMENT.

10. ALL CONCRETE EXCEPT SLABS-ON-GRADE 6" THICK OR LESS SHALL BE MECHANICALLY VIBRATED AS TO COMPLETELY FILL THE FORM WITHOUT CAUSING UNDESIRABLE SEGREGATION.

11. FOR EACH CLASS OF CONCRETE, FOUR TEST CYLINDERS FROM EACH 150 CUBIC YARDS OR 5,000 SQUARE FEET OF SURFACE AREA FOR SLABS OR WALLS, PLACED IN ANY ONE DAY, SHALL BE SECURED AND TESTED BY THE BUREAU OF CONSTRUCTION MANAGEMENT - ONE TO BE TESTED AT 7 DAYS, TWO AT 28 DAYS, AND THE FOURTH HELD IN RESERVE. FOR POST-TENSIONED CONCRETE, SECURE FIVE CYLINDERS PER 150 CUBIC YARDS OR 5,000 SQUARE FEET OF SURFACE AREA FOR SLABS OR WALLS, PLACE IN ANY ONE DAY, TWO SETS MINIMUM - ONE TO BE TESTED AT 4 DAYS, TWO AT 28 DAYS, AND TWO HELD IN RESERVE.

12. THE CONTRACTOR SHALL REMOVE AND REPLACE ANY CONCRETE WHICH FAILS TO ATTAIN SPECIFIED STRENGTH IN 28 DAYS IF SO DIRECTED BY THE ENGINEER. ANY DEFECTS IN THE HARDENED CONCRETE SHALL BE SATISFACTORILY REPAIRED OR THE HARDENED CONCRETE SHALL BE REPLACED.

13. THE CONTRACTOR SHALL SUBMIT CONCRETE MIX DESIGNS, INCLUDING MATERIAL CERTIFICATES, TO THE CITY REPRESENTATIVE FOR REVIEW AND APPROVAL PRIOR TO PLACEMENT.

**REINFORCING STEEL**

1. REINFORCING STEEL DETAILING, FABRICATION, AND PLACEMENT SHALL CONFORM TO THE ACI 318, CHAPTER 25.

2. REINFORCING STEEL SHALL CONFORM TO THE FOLLOWING STANDARDS:

DEFORMED BARS ASTM A615 OR ASTM A706, GRADE 60  
SPIRAL REINFORCEMENT ASTM A615

3. ALL STEEL REINFORCING BAR BENDS SHALL BE MADE COLD.

4. REINFORCEMENT AND EMBEDMENTS SHALL BE ACCURATELY POSITIONED AND SECURED AGAINST DISPLACEMENT BEFORE AND DURING CONCRETE PLACEMENT. PROVIDE SUFFICIENT SUPPORTS TO PREVENT DAMAGE OR DISPLACEMENT DUE TO CONSTRUCTION TRAFFIC ON REINFORCEMENT.

5. PROVIDE CONTINUOUS REINFORCEMENT WHEREVER POSSIBLE. SPLICE ONLY AS SHOWN OR APPROVED.

6. THE CONTRACTOR SHALL SUBMIT REINFORCING STEEL SHOP DRAWINGS TO THE CITY REPRESENTATIVE FOR REVIEW AND APPROVAL PRIOR TO FABRICATION. SUBMIT MILL CERTIFICATES FOR REINFORCING STEEL PRIOR TO REBAR PLACEMENT.

**STRUCTURAL STEEL AND MISCELLANEOUS IRON**

1. UNLESS NOTED OTHERWISE, ANCHOR BOLTS, WASHERS, AND NUTS SHALL CONFORM TO THE FOLLOWING:

ANCHOR BOLTS AND THREADED RODS ASTM F1554, GRADE 55  
NUTS ASTM A563, GRADE A  
WASHERS ASTM F436

2. ALL CONNECTION HARDWARE SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM F2329 "STANDARD SPECIFICATION FOR ZINC COATING, HOT-DIP, REQUIREMENTS FOR APPLICATION TO CARBON AND ALLOY STEEL BOLTS, SCREWS, WASHERS, NUTS, AND SPECIAL THREADED FASTENERS".

**STRUCTURAL SPECIAL INSPECTION & OBSERVATION**

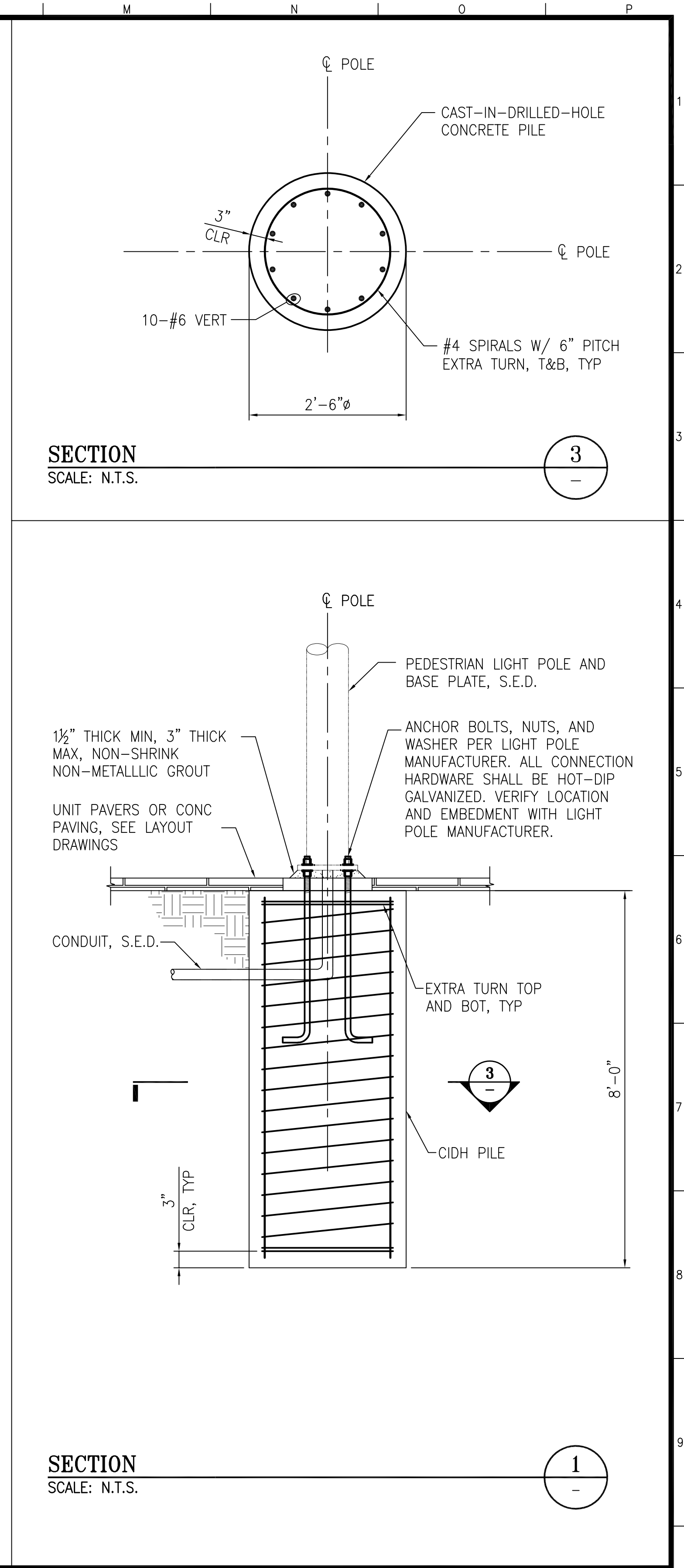
1. STRUCTURAL SPECIAL INSPECTION SHALL BE REQUIRED FOR THE FOLLOWING ITEMS:

a. REINFORCING STEEL PLACEMENT  
b. ANCHOR BOLT PLACEMENT  
c. CONCRETE PLACEMENT, SAMPLING, SLUMP, CURING & COMPRESSIVE STRENGTH TESTING

2. THE CONTRACTOR SHALL NOTIFY THE CITY REPRESENTATIVE A MINIMUM OF 3 DAYS PRIOR TO WHEN STRUCTURAL OBSERVATION IS REQUIRED.

3. STRUCTURAL OBSERVATION SHALL BE REQUIRED FOR THE FOLLOWING ITEMS:

a. REINFORCING STEEL PLACEMENT  
b. ANCHOR BOLT PLACEMENT  
c. CONCRETE PLACEMENT



NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				
THIS DRAWING WAS LAST MODIFIED: 03/01/21 15:02, BY: JNg				

REFERENCE INFORMATION & FILE NO. OF SURVEYS



**BUREAU OF DESIGN & ENGINEERING**  
CITY & COUNTY OF SAN FRANCISCO  
**SAN FRANCISCO PUBLIC WORKS**  
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Section Mgr: RAYMOND LUI  
Deputy Bureau Mgr: FERNANDO CISNEROS  
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Date: \_\_\_\_\_  
DESIGNED: JN DATE: 05/2021  
DRAWN: RL/JN DATE: 05/2021  
CHECKED: JS DATE: 05/2021



SCALE: AS SHOWN  
SHEET OF SHEETS

**JOICE ALLEY LIGHTING IMPROVEMENTS PROJECT**  
**PEDESTRIAN LIGHT POLE FOUNDATION**

CONTRACT NO. 12961  
DRAWING NO. S-3.0  
FILE NO. XXX,XXX  
REV. NO. 0

Drawing Path: V:\12961\_Joice\_Alley\_Lighting\_Improvements\2\_Design\_Working\_Drawings\EST\Current\12961\_TB\_22a34.dwg  
 Xrefs: V:\12961\_Joice\_Alley\_Lighting\_Improvements\2\_Design\_Working\_Drawings\EST\Current\12961\_TB\_22a34.dwg  
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