

DRAFT New Expenditure Plan Program Description **Streets and Freeways: Safe and Complete Streets**

At each EPAC meeting, Transportation Authority staff will provide draft program descriptions for the programs to be discussed at that meeting. This language defines the types of projects eligible in each proposed New Expenditure Plan program, and names a sponsor agency or agencies who will be eligible to receive funding from the program. The final language will include the recommended sales tax funding amounts, including funding from the conservative forecast (referred to as Priority 1) and, as recommended, funding from the more optimistic forecast (referred to as Priority 2).

This initial draft language was prepared with sponsor agency input using:

- The Transportation Authority's Needs Assessment developed for the San Francisco Transportation Plan 2050, including funding and program needs from all the transportation agencies serving San Francisco and
- Proposition K sales tax program descriptions, updated to reflect lessons learned and to address the current needs of the sponsor agencies.

Over the course of its meetings, the EPAC will work with staff to finalize this language.

Please Note that Prop K Expenditure Plan descriptions reference dollar amounts in 2003 \$s while the proposed New Expenditure Plan descriptions reference dollar amounts in 2020 \$s.

1. Safer Streets

Notes: Staff are recommending consolidating seven Prop K programs into a single program in the New Expenditure Plan to provide more flexibility to direct sales tax funds to the specific types of Safe Street improvements where they are needed most over time and for administrative efficiencies. Almost all of the project types eligible for the seven Prop K programs would still be eligible for sales tax funds, primarily from the new Safer Streets program described below, but also Muni Bus Reliability and Efficiency Improvements (e.g. transit priority treatments), Muni Rail Core Capacity, the Neighborhood Transportation Program, Equity Priority Transportation Program, and Development Oriented Transportation program to be discussed at other EPAC meetings. We are exploring with SFMTA whether purchase of electronic parking meters is something they would like to remain eligible for the sales tax.

Staff is considering recommending a minimum amount of Safer Streets program funding for signal rehabilitation and replacement per SFMTA's request, recognizing this is a significant maintenance need which currently relies heavily on the sales tax.

Preliminary Draft New Expenditure Plan

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

- Traffic calming to reduce vehicular speeds and improve safety; new or improved pedestrian safety measures such as ladder crosswalks, corner bulbouts and pedestrian islands in the medians of major thoroughfares; new and upgraded bike lanes and paths; traffic striping and channelization; bicycle and personal mobility device parking facilities such as bike/scooter racks and lockers. Quick builds (e.g. paint and safe-hit posts), pilots, permanent improvements, intersection redesigns and larger corridor projects are eligible. Landscaping may be included as a minor element of a larger safety project.

- Installation, maintenance and upgrade of traffic signs and signals (including for pedestrians, bicyclists, and transit signal priority); red light enforcement cameras; and closed-circuit TV and communications systems (e.g. Variable Message Signs) for incident and special event traffic management.
- Bicycle, pedestrian and Vision Zero outreach and education programs (e.g Safe Routes to School); development of neighborhood and school area safety plans citywide.

Includes project development and capital costs. Sponsoring Agencies: SFCTA, SFMTA, SFPW. A minimum of \$XXM will be available to the SFMTA for the maintenance and upgrade of traffic signals. Total funding: TBD; New EP: \$227M.

Prop K Expenditure Plan Descriptions

Note: Staff are recommending consolidating the following programs into a single Safer Streets program in the New EP. See note above under Safer Streets for more information.

1. **New and Upgraded Streets:** *Other upgrades to major arterials such as 19th Avenue, to complement traffic calming on adjacent neighborhood streets, including pedestrian and bicycle safety improvements, intersection reconfiguration, transit preferential improvements and landscaping. Includes planning, project development and capital costs. Sponsoring agencies: DPW, DPT, MUNI, Caltrans, SFCTA. Total Funding: \$40M; Prop K: \$6.9M.*
2. **New Signals and Signs:** *Programmatic improvements including new traffic signs and signals (including pedestrian and bicycle signals) implementation of transit priority systems on select corridors; and new pavement markings such as raised flashing pavement reflectors and transit lane markings (Priority 1). Installation of red-light photo enforcement equipment; electronic parking meters including meters that accept credit or pre-paid debit cards; and relocation of traffic maintenance shop to a new location (Priority 2). Includes project development and capital costs. Sponsoring Agency: DPT; MUNI. The first \$36.1M is Priority 1 and the remainder is Priority 2. Total Funding: \$55.5M; Prop K: \$41.0M.*
3. **Advanced Technology and Information Systems (SFgo):** *Programmatic improvements using advanced technology and information systems to better manage roadway operations for transit, traffic, cyclists, and pedestrians. Includes interconnect and traffic signal controller technology and related communications systems to enable transit and emergency vehicle priority; dissemination of real time information to transit passengers; and management of vehicular flows and signalization to enhance bicycle and pedestrian safety (Priority 1). Closed circuit TV and communications systems (e.g. Variable Message Signs) for incident and special event traffic management as well as responsive/adaptive signal control and traveler information (Priority 2). Includes project development and capital costs. Sponsoring Agency: DPT, MUNI. The first \$17.3M is Priority 1 and the remainder is Priority 2. Total Funding: \$100.0M; Prop K: \$19.6M.*
4. **System Maintenance and Renovation: Signals and Signs:** *Programmatic improvements including maintenance and upgrade of traffic signs and signals. Signal maintenance includes new mast arms, LED signals, conduits, wiring, pedestrian signals, left turn signals. Includes transit pre-empts and bicycle route signs and signals. Maintenance upgrades of traffic striping and channelization to improve safety. Includes maintenance and replacement of red light enforcement cameras. Includes project development and capital costs. Sponsoring Agency: DPT. The first \$87.9M is Priority 1 and the remainder is Priority 2. Total Funding: \$170.5M; Prop K: \$99.8M.*

5. **Traffic Calming:** Programmatic improvements to neighborhood streets to make them more livable and safe to use for all users – pedestrians, cyclists, transit, and autos. Includes strategies to reduce auto traffic speeds and improve pedestrian and bicyclist safety and circulation such as: improvements to bicycle and walking routes (e.g. sidewalk widening, streetscape upgrades including landscaping), speed humps, corner bulb-outs, chicanes and channelization (Priority 1). New or improved pedestrian safety measures such as ladder crosswalks and pedestrian signals (Priority 1). Development of neighborhood and school area safety plans citywide, including abovementioned strategies and complementary outreach and education programs (Priority 1). New traffic circles, signals and signage including flashing beacons and vehicle speed radar signs (Priority 2). The first \$60.8M is Priority 1. The next \$7.2M is Priority 2 and the remainder is Priority 3. Includes planning, project development and capital costs. Sponsoring Agencies: DPT, DPW. Total Funding: \$142.0M; Prop K: \$70.0M.
6. **Bicycle Circulation/Safety:** Programmatic improvements to the transportation system to enhance its usability and safety for bicycles. Infrastructure improvements on the citywide bicycle network, such as new bike lanes and paths. Bicycle parking facilities such as bike racks and lockers. Support for bicycle outreach and education programs. Improvements must be consistent with the city's bicycle plan. The first \$27.6M is Priority 1. The next \$2.4M is Priority 2 and the remainder is Priority 3. Includes project development and capital costs. Sponsoring Agencies: DPT, DPW, BART, PCJPB. Total Funding: \$77.6; Prop K: \$56.0M.
7. **Pedestrian Circulation/Safety:** Programmatic improvements to the safety and usability of city streets for pedestrians, prioritized as identified in the Pedestrian Master Plan. Includes flashing pavement reflectors on crosswalks, pedestrian islands in the medians of major thoroughfares, sidewalk bulb-outs, sidewalk widenings, and improved pedestrian circulation around BART and Caltrain stations. Includes project development and capital costs. Sponsoring Agencies: DPT, MUNI, DPW, BART, PCJPB. The first \$23.8M is Priority 1. The next \$1.2M is Priority 2 and the remainder is Priority 3. Total Funding: \$69.7M; Prop K: \$52.0M.

2. Curb Ramps

Preliminary Draft New Expenditure Plan

Construction of new Americans with Disabilities Act (ADA)-compliant curb ramps and related roadway work to permit ease of movement. Reconstruction of existing ramps. Includes project development and capital costs. Sponsoring Agency: SFPW. Total funding: TBD; New EP: \$24M.

Prop K Expenditure Plan Description

Construction of new wheelchair curb ramps and related roadway work to permit ease of movement for the mobility impaired. Reconstruction of existing ramps. Includes project development and capital costs. Sponsoring Agency: DPW, MUNI. The first \$23.6M is Priority 1. The next \$2.4M is Priority 2 and the remainder is Priority 3. Total Funding: \$66.0M; Prop K: \$36.0M.

3. Tree Planting

Note: The primary change proposed is for the New Expenditure Plan to only fund tree planting (and establishment) of new street trees, dropping maintenance of existing trees. This is because the voters approved Prop E in 2016, which now pays for tree maintenance. Prior to the passage of Prop E, half of the Prop K sales tax funding for trees went to tree maintenance and the other half to planting and establishing new trees. After the passage of Prop E, SFPW started using all of the Prop K funds for planting new trees.

Preliminary Draft New Expenditure Plan

Planting of new street trees in public rights-of-way throughout the city. Sponsoring Agency: SFPW. Total funding: TBD; New EP: \$24M.

Prop K Expenditure Plan Description

Tree Planting and Maintenance: Planting of new street trees and maintenance of new and existing trees in public rights-of-way throughout the city. Sponsoring Agency: DPW. The first \$32.8M is Priority 1. The next \$4.2M is Priority 2 and the remainder is Priority 3. Total Funding: \$95.0M; Prop K: \$41.0M.

Acronyms

BART - Bay Area Rapid Transit District; New EP - New Expenditure Plan; PCJPB - Peninsula Corridor Joint Powers Board or Caltrain; SFMTA - San Francisco Municipal Transportation Agency; DPT - Department of Parking & Traffic (now part of SFMTA); Muni - San Francisco Municipal Railway (now part of SFMTA); DPW/SFPW - San Francisco Public Works; and TBD - To Be Determined