

Agenda Item 6.

Enhancing and Expanding the System: Freeway Safety and Operational Improvements



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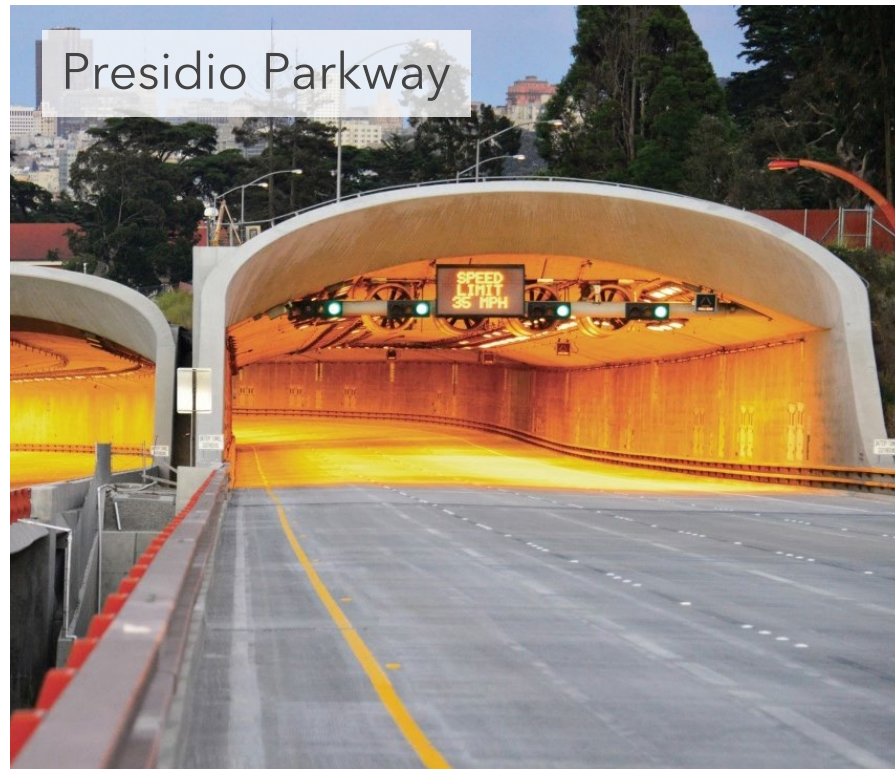
October 14, 2021

Freeway Safety & Operational Improvements



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- There hasn't been much done with the city's freeways in the last few decades
- SF's sales tax expenditure plans have not funded freeways, except for Presidio Parkway (about 3.4% of the Prop K Expenditure Plan)
- The Preliminary Draft Expenditure Plan includes **1.8% of funding for freeway safety and operational improvements**

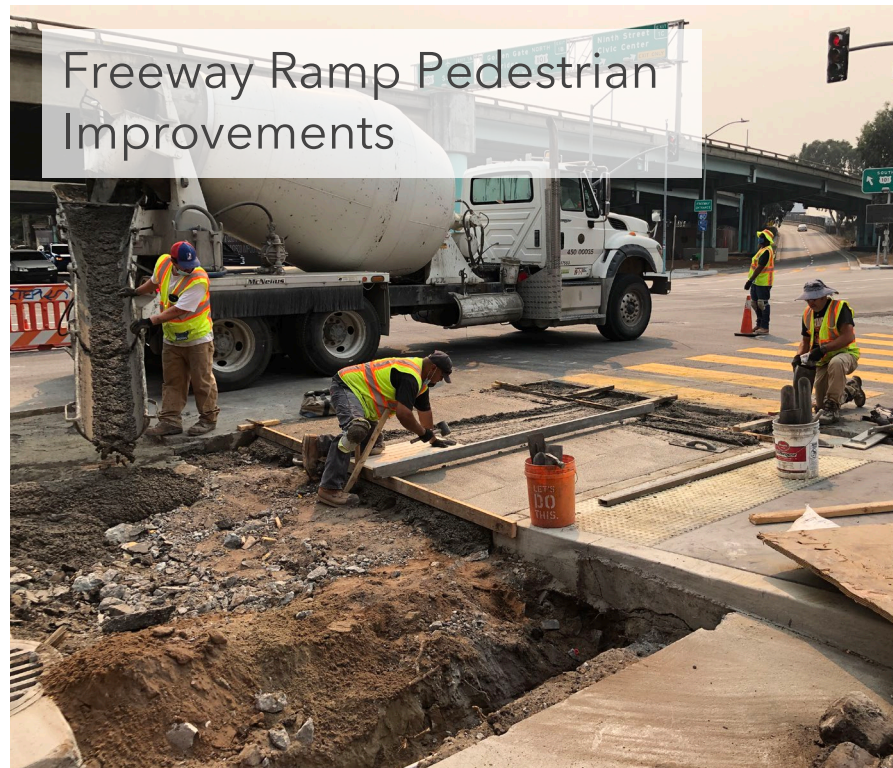


Freeway Safety & Operational Improvements



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- Proposed New Expenditure Plan programs include:
 - Vision Zero Ramps*
 - Managed Lanes & Express Bus*
 - Freeway Redesign and Other Safety/Operational Improvements
- The ConnectSF: Streets and Freeways Study is the source of these ideas to improve safety, increase person throughput, and repair/reconnect communities



**topics of today's meeting*

Vision Zero Ramps | Improving Safety



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Painted safety zone at 7th and
Bryant near freeway ramp



Vision Zero Ramps

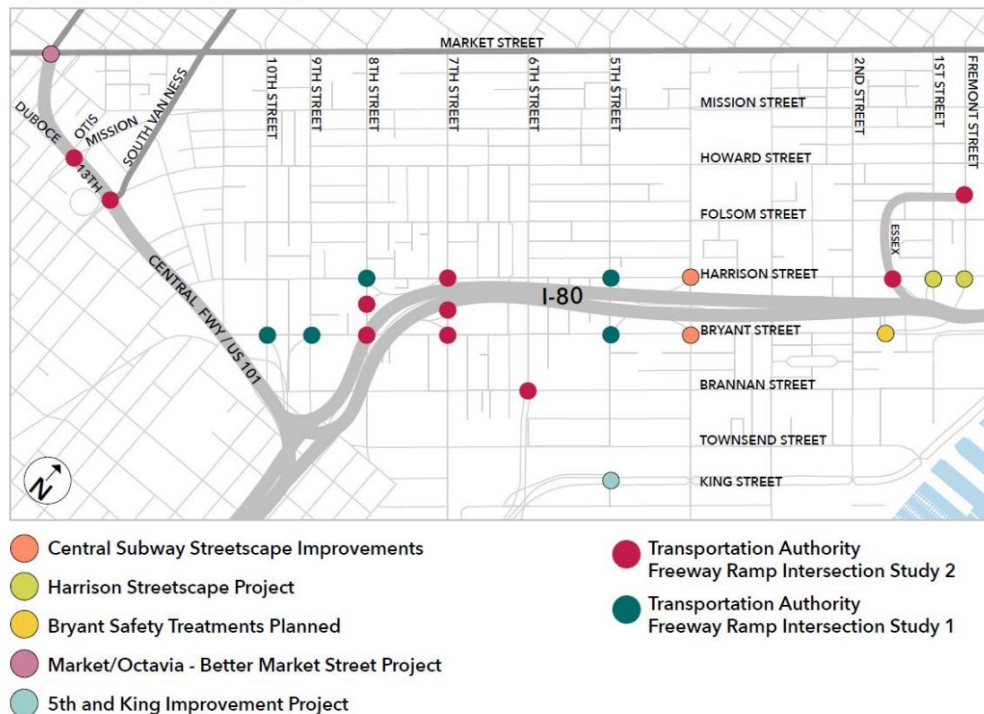


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Ramp intersection treatments:

- Curb extensions
- Signal improvements
- Street lighting
- Advance stop lines and new crosswalks
- Wayfinding signage
- Open closed crosswalks

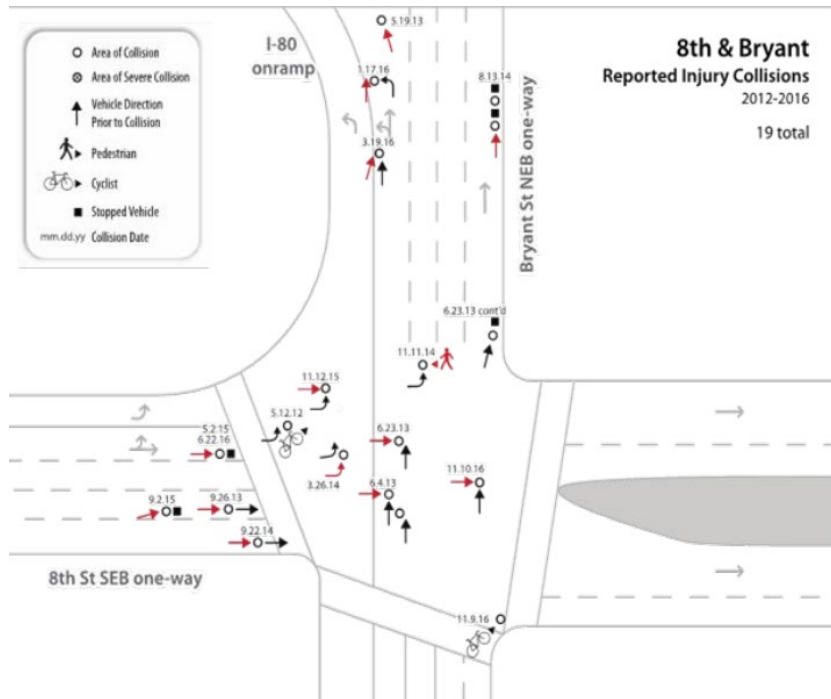
Figure 1: Study Ramp Intersections



Vision Zero Ramps



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**8th and Bryant - Example of
recommended Improvements**

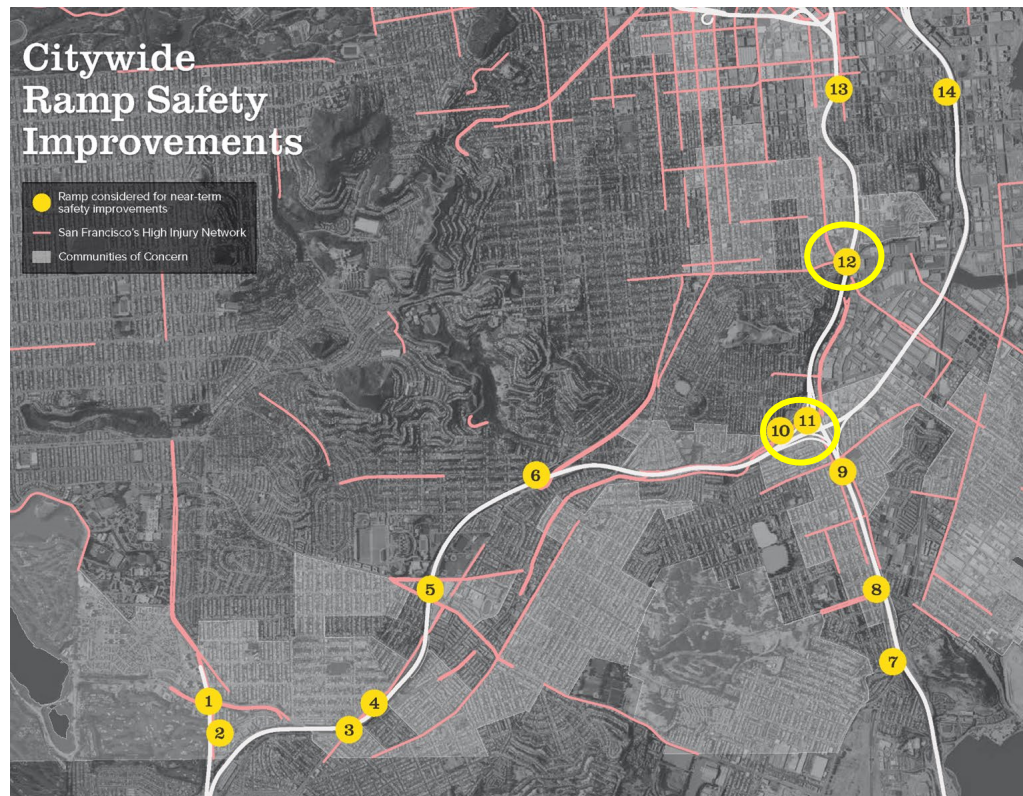


Vision Zero Ramps



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- The Streets and Freeways study recommends expanding vision zero ramp improvements to other parts of the city (beyond SoMa)
- The US101-280 Alemany interchange and Cesar Chavez/Hairball can be simplified
- The I280 ramps at Ocean and Geneva need to be modernized



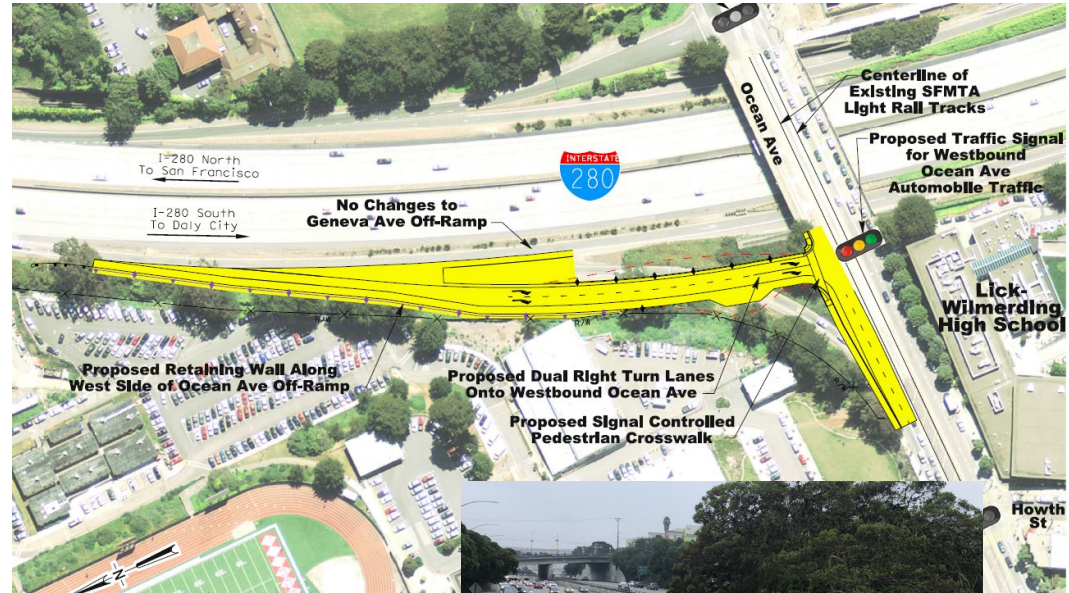
Source: Streets and Freeways Study

I280 Ramps at Ocean and Geneva Ave



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- I280 SB Ocean Ave off ramp project will provide improved pedestrian, bike and vehicular safety along Ocean Ave
- I280 NB Geneva Ave off-ramp has long queues that spill back to freeway mainline, Transportation Authority is studying lengthening ramp and re-timing signals.



Vision Zero Ramps



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Program	Project Sponsors	Total Cost	Draft EP Funding
Vision Zero Ramps	SFCTA; SFMTA	\$27.50	\$8.00

Current cost estimate is based on lower-cost locations throughout the city

Projects like the Alemany ramps and the Hairball will cost significantly more. Sales tax funding would be used strategically on planning and design to get projects grant-ready

Examples of other potential funding include:

- State programs: Active Transportation Program; Local Partnership Program
- Regional program: One Bay Area Grant (OBAG) Program
- Local programs: Prop AA Vehicle Registration Fee; TNC tax

Managed Lanes & Express Bus



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Managed lanes allow us to move more people in fewer vehicles

- Increase reliability and efficiency of the freeway
- Reduce travel times for transit and carpools to make these a more attractive option
- Support mode shift from drive-alone trips
- Reduce emissions
- Increase equitable access to the corridor





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1. A traditional high-occupancy vehicle (HOV) or carpool lane that requires a minimum number of people in a vehicle
2. An express lane that carpools and transit can use for free, while other vehicles pay a fee that is set to achieve about a 45 mph traffic flow

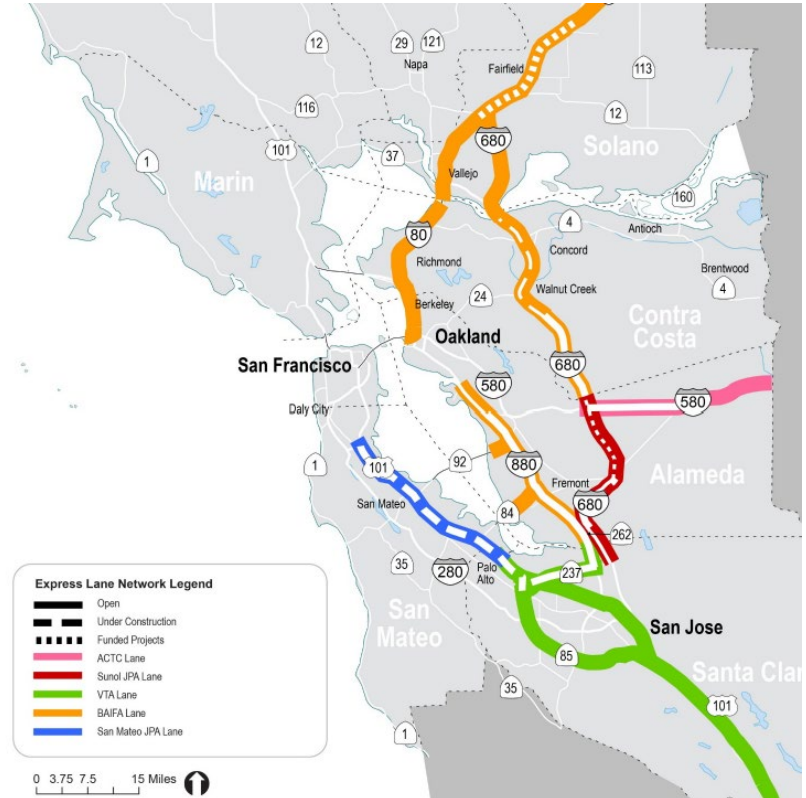


Managed Lanes & Express Bus



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- The regional managed lane network is becoming more connected
- San Francisco represents a gap in the network
- Managed lanes would support Muni and SamTrans express bus service, close equity gaps



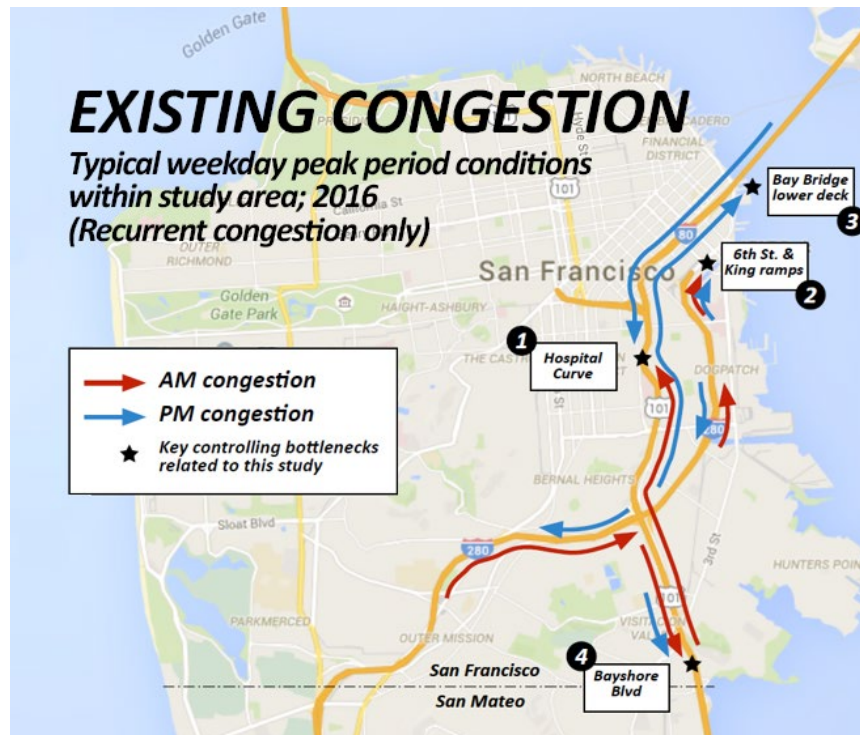
Source: MTC

US 101-I280 Managed Lanes & Express Bus



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- Objective: Develop continuous carpool lanes from downtown SF to San Jose supported by transit and 1st/last mile options
- San Mateo building express lanes from Redwood City to SFO, and studying additional lanes from SFO to SF county line
- SFCTA performing environmental review and equity analysis of near-term carpool lanes (HOV3) in US101-I280 corridor to King St.
- SFTP considers express lanes long-term, as part of Plan Bay Area 2050 regional system



Managed Lanes & Express Bus



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Program	Project Sponsors	Total Cost	Draft EP Funding
Managed Lanes & Express Bus	SFCTA; SFMTA	\$330M	\$15M

Program may fund lower-cost carpool lanes or express lane implementation. May also include the purchase of express buses.

Examples of other potential funding include:

- Regional programs: One Bay Area Grant (OBAG); Regional Measure 3 (bridge tolls)
- State programs: Solutions for Congested Corridors (SCC); Local Partnership Program (LPP)
- Federal funding (National highway discretionary programs)

Questions?



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Email: ExpenditurePlan@sfcta.org

Breakout Discussions



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Preliminary Draft New Expenditure Plan



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How can the EPAC help shape the Expenditure Plan?



Eligibility of different types of projects



Relative funding levels for different programs



Policies (e.g. administration, prioritization)

Discussion Questions



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1. Do you understand **the need** for the programs, and why they need sales tax funds?
2. Do you have questions about or feedback on the **program descriptions**?
3. **How important** are each of these programs to you?

Report Out



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