San Francisco
County Transportation
Authority

1455 Market Street, 22ND Floor, San Francisco, California 94103 415-522-4800 info@sfcta.org www.sfcta.org

Agenda

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
Meeting Notice

DATE: Tuesday, November 15, 2022, 10:00 a.m.

LOCATION: Legislative Chamber, Room 250, City Hall

Watch SF Cable Channel 26 or 99
(depending on your provider)

Watch www.sfgovtv.org

PUBLIC COMMENT CALL-IN: 1-415-655-0001; Access Code: 2486 332 3637 # #

To make public comment on an item, when the item is called, dial '*3' to be added to the queue to speak. Do not press *3 again or you will be removed from the queue. When the system says your line is unmuted, the live operator will advise that you will be allowed 2 minutes to speak. When your 2 minutes are up, we will move on to the next caller. Calls will be taken in the order in which they are received.

COMMISSIONERS: Mandelman (Chair), Peskin (Vice Chair), Chan, Dorsey, Mar, Melgar, Preston, Ronen, Safaí, Stefani, and Walton

CLERK: Elijah Saunders

Remote Access to Information and Participation

This meeting will be held in person at the location listed above. As authorized by California Government Code Section 54953(e), it is possible that some members of the San Francisco County Transportation Authority Board may attend this meeting remotely. In that event, those members will participate by teleconferencing. Members of the public may attend the meeting to observe and provide public comment at the physical meeting location listed above or may watch SF Cable Channel 26 or 99 (depending on your provider) or may visit the SFGovTV website (www.sfgovtv.org) to stream the live meeting or may watch them on demand.

Members of the public may comment on the meeting during public comment periods in person or remotely. In-person public comment will be taken first; remote public comment will be taken after.

Written public comment may be submitted prior to the meeting by emailing the Clerk of the Transportation Authority at clerk@sfcta.org or sending written comments to Clerk of the Transportation Authority, 1455 Market Street, 22nd Floor, San Francisco, CA 94103. Written comments received by 5 p.m. on the day before the meeting will be distributed to Board members before the meeting begins.

ITEM		PAGE
1.	Roll Call	
2.	Chair's Report **– INFORMATION**	
3.	Executive Director's Report **- INFORMATION**	
4.	Approve the Minutes of the November 8, 2022 Meeting **– ACTION***	**5**

Consent Agenda

ITEM		PAGE
5.	**[Final Approval]** Appoint Jerry Levine to the Community Advisory Committee **– ACTION***	**11**
6.	**[Final Approval]** Allocate $790,000, in Prop K Funds and Appropriate $175,516, with Conditions, for Three Requests **– ACTION***	**19**
	Projects: BART: Hearing Loop at San Francisco Stations ($150,000). SFCTA: Brotherhood Way Safety and Circulation Plan ($175,516). SFMTA: Beale Street Bikeway and Transit Lane ($640,000).	
7.	**[Final Approval]** Execute Contract Renewals and Options for Various Professional Services in an Amount Not to Exceed $1,025,000 **– ACTION***	**85**
	Contracts: SPTJ Consulting ($400,000 for 1-year-term), Meyers-Nave; Nossaman LLP; and Fennemore LLP ($325,000 for 1-year-term), Office of the City Attorney ($300,000 for a three-year term).	

End of Consent Agenda

ITEM		PAGE
8.	Vision Zero-Walk SF's Making San Francisco a 'Safe Speeds City': Solutions to Slow Our Streets and Save Lives Report **– INFORMATION***	**95**
9.	Vision Zero-San Francisco Department of Public Health's 2022 Vision Zero High Injury Network – **INFORMATION***	**143**
10.	Vision Zero-San Francisco Municipal Transportation Agency's Safe Streets Evaluation Program 2022 Report **– INFORMATION***	**163**

Other Items

ITEM		PAGE
11.	Introduction of New Items **– INFORMATION***	
	During this segment of the meeting, Commissioners may make comments on items not specifically listed above or introduce or request items for future consideration.	
12.	Public Comment	

San Francisco
County Transportation
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ITEM

13. Adjournment

*Additional Materials

Items considered for final approval by the Board shall be noticed as such with **[Final Approval]** preceding the item title.

The meeting proceedings can be viewed live or on demand after the meeting at www.sfgovtv.org. To know the exact cablecast times for weekend viewing, please call SFGovTV at (415) 554-4188 on Friday when the cablecast times have been determined.

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If any materials related to an item on this agenda have been distributed to the Board after distribution of the meeting packet, those materials are available for public inspection at the Transportation Authority at 1455 Market Street, Floor 22, San Francisco, CA 94103, during normal office hours.

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San Francisco
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DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, November 8, 2022

1. Roll Call

Chair Mandelman called the meeting to order at 10:03 a.m.

Present at Roll Call: Commissioners Chan, Mandelman, Melgar, Preston, Peskin, Ronen, Safai, Stefani, and Walton (9)

Absent at Roll Call: Commissioners Dorsey and Mar (2)

2. Approve the Minutes of the October 25, 2022 Meeting – ACTION*

There was no public comment.

Commissioner Melgar moved to approve the minutes, seconded by Commissioner Walton.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Chan, Mandelman, Melgar, Preston, Peskin, Ronen, Safai, Stefani, and Walton (9)

Absent: Commissioners Dorsey and Mar (2)

3. Community Advisory Committee Report – INFORMATION*

Jerry Levine, member of the Community Advisory Committee (CAC), reported that the CAC supported the five Prop K sales tax requests that were before the Board. With respect to the Brotherhood Way Safety and Circulation Project, the CAC hoped that there would be short-term safety improvements made, even while the planning project was underway, and suggested that staff include Park Merced and San Francisco State University students as part of the community engagement process.

Mr. Levine said that the CAC had a lengthy discussion about the School Access Plan and as part of that discussion, expressed a desire for additional outreach including another citywide virtual townhall. He said that as a result of CAC input, staff had extended the timeline for the School Access Plan survey and planned to hold a second virtual community meeting on November 14th.

There was no public comment.

4. Appoint Two Members to the Community Advisory Committee – ACTION

Commissioner Chan asked the Chair to continue the appointment of the District 1 CAC member to a future meeting since her intended nominee, David Klein recently withdrew his application because he had decided to spend more time with his family and become more actively involved in his son's school. Commissioner Chan thanked Mr. Klein for his service and stated that she appreciated his data driven and intellectual perspective. Hearing no objections, the Chair continued appointment of

a District 1 representative to a future meeting and invited staff to present.

Amelia Walley, Policy and Programming Analyst, presented the item.

Jerry Levine spoke to his interest and qualifications in being reappointed to the CAC.

Commissioner Stefani thanked Jerry Levine for his continued service, commended his qualifications, and said that she was very happy that he was willing to continue serving.

There was no public comment.

Commissioner Stefani moved to reappoint Jerry Levine to the CAC, seconded by Commissioner Safai.

The motion to reappoint Jerry Levine was approved without objection by the following vote:

Ayes: Commissioners Chan, Mandelman, Melgar, Preston, Peskin, Ronen, Safai, Stefani, and Walton (9)

Absent: Commissioners Dorsey and Mar (2)

5. Allocate $941,758 in Prop K Funds and Appropriate $175,516, with Conditions, for Five Requests – ACTION*

Prior to the staff presentation, Commissioner Chan discussed the San Francisco Municipal Transportation Agency's (SFMTA's) sales tax requests for Bike to Wherever Day 2023 and Bicycle Safety Education and Outreach. She recalled that Vice Chair Peskin and Commissioner Safai had voted against these grants the last time they were before the Board due to concerns about granting funds to a non-profit that provides support for elected candidates, including members of this body. She said that she supported these grants in the past as she had been unaware of any found evidence of campaign violations with respect to the organization's 501C3 status. Commissioner Chan continued by stating there was a current complaint against the Bicycle Coalition with the San Francisco Ethics Commission and that the Fair Political Practices Commission (FPPC) was investigating. She requested that these two requests be continued to allow the investigations to be completed and said that if the Bicycle Coalition were found in violation, that SFMTA as the direct grant recipient, would do an audit, take needed corrective actions, and ensure a firewall between the 501C3 and 501C4 entities.

Vice Chair Peskin stated that in his role as a member of the Board of Supervisors, he was working with the City Attorney on citywide legislation that would not allow the City and County of San Francisco from granting funds or otherwise doing business with 501C4s and if that were put into place, he would introduce the same policy at the Transportation Authority.

Commissioner Preston inquired if there was a legal concern related to the two subject requests.

Chair Mandelman responded that as a matter of collegial courtesy and to allow more time for the Board to review these issues, he was inclined to continue the requests.

Commissioner Preston asked about the impact of a delay in approving the two projects, noting it may take some time to investigate the legal issues conclude the

review.

Tilly Chang, Executive Director, responded that were no significant impacts to her knowledge and ask staff to provide any additional information they may have.

Mr. Pickford commented that it would he understood from SFMTA that there would be no impacts to postponing the Bike to Wherever Day 2023 Sponsorship request, but a delay in approval of the Bicycle Safety and Education request could result in fewer classes being offered due to the upcoming contract expiration between SFMTA and the Bicycle Coalition.

John Knox White, Project Manager at SFMTA, clarified that the Bike to Wherever Day was a sponsorship with the 501C3 and not the 501C4. He confirmed that delay of funding for the bicycle classes request would result in a gap and likely fewer classes scheduled in spring, requiring coordination of make up classes in the summer.

Commissioner Preston observed that the City and County of San Francisco and the Transportation Authority contracted with 501C3s that are also 501C4s. He expressed appreciation for the issues being raised and also expressed concern regarding impacts of delay. He said he would support the proposed continuance to allow time for the Board to review but preferred to do so with a fixed end date so as not to interfere with the project timelines.

Commissioner Melgar commented that she shared Commissioner Preston's concern regarding the impact of the delay and supported established a fixed end date. She said that she had taken a few classes previously, and found it was important for a sense of safety and security for bicycling in the city and said that she would like to ensure these classes are available for people.

Chair Mandelman responded that the next opportunities to discuss the two projects would be at the November 15 or December 6 Board meetings.

Commissioner Walton expressed concern that funding an organization with political activities and ethics violations was an issue and funding to the organization should end.

Commissioner Peskin commented that the organization did not deny the allegations set forth in newspapers regarding contributions made to the organization for a political campaign that were presented as tax-deductible in violation of the law.

Commissioner Preston stated that the issue was not whether the proposed grants for the two bike projects were being used for political purposes as these were grants to the 501C3. He affirmed that if the Bicycle Coalition or any other organization was not maintaining boundaries between the 501C3 and 501C4, it would be a serious issue. He said he had not seen any evidence that the organization was using grants giving to the 501C3 for political activity or that that was what was alleged.

Commissioner Chan commented on Commissioner Preston and Commissioner Melgar's question regarding timing for returning to the Board. She said that an article published in the Standard on October 13th stated the complaint was under review by the FPPC and the Ethics Commission. The violations under review were whether the organization was using their 501C3 to raise funds for political campaigning activities and claiming the contributions were tax deductible. She said there were no confirmed findings as the investigation was pending. Commissioner Chan suggested either

waiting for the proposed findings to be made or, if SFMTA were willing, to conduct an independent audit of the Bicycle Coalition to ensure that the 501C3 had a clear firewall and followed any internal protocols and procedures recommended in audits for its 501C4, that it was not mixing staffing, campaign funds, etc. She said that SFMTA should be conducting this kind of audit for all non-profits that it funds.

Commissioner Walton commented that he had been a former Executive Director on an organization that received funding from the City and County of San Francisco. He stated he was not comfortable giving resources to an organization that participated in political activity and that was not aware of or fully understanding the required firewalls.

Chair Mandelman stated that his intention was to bring the Bike to Wherever Day and Bicycle Safety and Education projects for further discussion for those who wanted to vote on the two requests relatively soon, potentially on November 15th or December 6th. He said that if SFMTA could provide further analysis about how the money was being spent by that time it would be helpful. If not ready by those two dates, the Chair said the two bike requests could be scheduled for a future meeting. The Chair clarified that the Board would be able to hear from staff on the other three Prop K requests at this meeting.

Commissioner Walton asked why the body was trying to act on the allocations within a month before the results of the investigations were even known.

Commissioner Safai commented that he was not aware of the allegations and was not comfortable with voting up or down until they received further information.

Commissioner Preston echoed Commissioner Safai's comments and said he agreed with Chair Mandelman's proposed approach.

Commissioner Walton commented that he was aware that the organization participated in political activities and the Board should ensure that city funds were not being used for this.

Commissioner Mandelman continued the SFMTA's Bike to Wherever Day Sponsorship 2023 and Bicycle Safety and Education requests as noted earlier and invited staff to present on the BART Station Hearing Loops, Brotherhood Way Safety and Circulation Plan, and Beale Street Bikeway and Transit Lane projects.

Mike Pickford, Senior Transportation Planner and David Long, Transportation Planner presented on the three requests.

Commissioner Melgar commented on the Brotherhood Way Safety and Circulation Plan. She expressed gratitude to Director Chang for her engagement and active role with the Merced Extension Triangle Neighborhood Association. She commented how addressing the safety issues on Brotherhood Way was essential to help the people who lived there and people who may live there in the future as housing increased. She added that the area around San Francisco State University and the path between Daly City was crucial and yet, currently dangerous to traverse.

Commissioner Safai echoed Commissioner Melgar's comments and said he passed Brotherhood Way several times a day and the proximity of housing next to 19th Avenue and Holloway made for some difficult transitions and was neither pedestrian nor bike friendly. He said that there was a lot of opportunity in the area and

appreciated the study advancing.

Chair Mandelman expressed how he was also surprised by the significant increase in housing in the area since his childhood. He stated that pathways for people who walk and take other transportation modes was a necessary investment.

There was no public comment.

Commissioner Melgar moved to approve the item, seconded by Commissioner Safai.

The motion was approved without objection by the following vote:

Ayes: Commissioners Chan, Mandelman, Melgar, Preston, Peskin, Ronen, Safai, Stefani, and Walton (9)

Absent: Commissioners Dorsey, Mar (2)

6. Execute Contract Renewals and Options for Various Professional Services in an Amount Not to Exceed $1,025,000 – ACTION*

Cynthia Fong, Deputy Director of Finance and Administration, presented the item per the staff memorandum.

There was no public comment.

Commissioner Peskin moved to approve the item, seconded by Commissioner Melgar.

The motion was approved without objection by the following vote:

Ayes: Commissioners Chan, Mandelman, Melgar, Preston, Peskin, Ronen, Safai, Stefani, and Walton (9)

Absent: Commissioners Dorsey and Mar (2)

Other Items

7. Introduction of New Items – INFORMATION

There were no new items introduced.

8. Public Comment

There was no public comment.

9. Adjournment

The meeting was adjourned at 10:50 a.m.

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Memorandum

AGENDA ITEM 5

DATE: November 3, 2022

TO: Transportation Authority Board

FROM: Maria Lombardo – Chief Deputy Director

SUBJECT: 11/8/2022 Board Meeting: Appoint Two Members to the Community Advisory Committee

RECOMMENDATION ☐ Information ☒ Action

Neither staff nor Community Advisory Committee (CAC) members make recommendations regarding CAC appointments.

SUMMARY

The Transportation Authority has an 11-member CAC. A total of two appointments for CAC members to represent Districts 1 and 2 will be considered by the Board at the November 8th meeting. David Klein's (District 1) term on the CAC expired on October 26th. Jerry Levine's (District 2) term expires on November 16th, just prior to the combined November/ December meeting of the CAC on November 30th. Commissioner Chan has indicated that she would like to reappoint David Klein to the CAC and Commissioner Stefani has indicated she would like to reappoint Jerry Levine to fill the vacancy created when his term expires on November 16th. The current roster of CAC members is included in Attachment 1. The applications for the District 1 and 2 candidates are included in Attachments 2 and 3, respectively. We note that the District 4 and 11 offices are currently evaluating potential candidates since the prior representatives for those districts did not seek reappointment when their terms expired this fall. Applications can be submitted through the Transportation Authority's website at **www.sfcta.org/cac**.

☐ Fund Allocation
☐ Fund Programming
☐ Policy/Legislation
☐ Plan/Study
☐ Capital Project Oversight/Delivery
☐ Budget/Finance
☐ Contract/Agreement
☒ Other: CAC Appointment

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DISCUSSION

The selection of each member is approved at-large by the Board; however the Board has had a practice of ensuring that there is one resident of each supervisorial district on the CAC. Per Section 5.2(a) of the Administrative Code, the CAC:

"…shall include representatives from various segments of the community, such as public policy organizations, labor, business, seniors, people with disabilities, environmentalists, and the neighborhoods, and reflect broad transportation interests. The committee is also intended to reflect the racial and gender diversity of San Francisco residents."

An applicant must be a San Francisco resident to be considered eligible for appointment. Applicants are asked to provide residential location and areas of interest but provide ethnicity and gender information on a voluntary basis. CAC applications are distributed and accepted on a continuous basis. CAC applications were solicited through the Transportation Authority's website, Commissioners' offices, and email blasts to community-based organizations, advocacy groups, business organizations, as well as at public meetings attended by Transportation Authority staff or hosted by the Transportation Authority. Applications can be submitted through the Transportation Authority's website at www.sfcta.org/cac.

All applicants have been advised that they need to appear in person before the Board in order to be appointed, unless they have previously appeared. If a candidate is unable to appear before the Board on the first appearance, they may appear at the following Board meeting in order to be eligible for appointment.

FINANCIAL IMPACT

The requested action would not have an impact on the adopted Fiscal Year 2022/23 budget.

CAC POSITION

None. The CAC does not make recommendations on the appointment of CAC members.

SUPPLEMENTAL MATERIALS

- Attachment 1 –CAC Roster
- Attachment 2 – CAC Application (Mr. David Klein)
- Attachment 3 – CAC Application (Mr. Jerry Levine)
- Attachment 4 – Resolution

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Attachment 1
Updated 11.03.22

Community Advisory Committee Members

NAME	GENDER	ETHNICITY*	DISTRICT	NEIGHBORHOOD	AFFILIATION / INTEREST	FIRST APPPOINTED	TERM EXPIRATION
VACANT			4				
VACANT			11				
David Klein, Chair	M	C	1	Outer Richmond	Environment, Labor, Neighborhood, Public Policy, Seniors	Sept 2018	Oct 26, 2022
Jerry Levine	M	C	2	Cow Hollow	Business, Neighborhood, Public Policy	Nov 2018	Nov 16, 2022
Rosa Chen	F	A	3	Chinatown	Business, Disabled, Environment, Neighborhood, Public Policy, Seniors	Mar 2021	Mar 2023
Kevin Ortiz, Vice Chair	M	H/L	9	Mission	Neighborhood, Public Policy	Dec 2019	Dec 2023
Eric Rozell	M	C	6	Tenderloin	Disabled, Neighborhood, Seniors	Jan 2022	Jan 2024
Kat Siegal	F	C	5	NP	NP	Feb 2022	Feb 2024
Rachael Ortega	F	C	8	NP	Business;Environment;Social and racial justice;Neighborhood;Public Policy	Oct 2022	Oct 2024
Sara Barz	F	C	7	Sunnyside	Business; Environment; Social and Racial Justice; Neighborhood; Public Policy	July 2022	July 2024
Najuawanda Daniels	F	AA	10	Hunter Point	Social and racial justice; Labor; Neighborhood; Public Policy	Sept 2022	Sept 2024

*A – Asian | AA – African American | AI – American Indian or Alaska Native | C – Caucasian | H/L – Hispanic or Latino | NH – Native Hawaiian or Other Pacific Islander | ME – Middle Eastern | NP – Not Provided (Voluntary Information)

San Francisco County Transportation Authority

1455 Market Street, 22nd Floor
San Francisco, California 94103
415.522.4800 FAX 415.522.4829
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San Francisco County Transportation Authority
Application for Membership
on the Citizens Advisory Committee

David	Klein	Male	Caucasian
FIRST NAME	LAST NAME	GENDER (OPTIONAL)	ETHNICITY (OPTIONAL)
District 1	Outer Richmond	[redacted]	[redacted]
HOME SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF RESIDENCE	HOME PHONE	HOME EMAIL
[redacted]	[redacted]	CA	94121
STREET ADDRESS OF HOME	CITY	STATE	ZIP
		[redacted]	[redacted]
WORK SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF WORKPLACE	WORK PHONE	WORK EMAIL
[redacted]	San Francisco	CA	94121
STREET ADDRESS OF WORKPLACE	CITY	STATE	ZIP

Statement of qualifications:

Having spent over a decade within the technology sector I'm most proud of the past two years with Moovit the world's #1 public transit app. The relationships I formed with public and private transit, infrastructure conglomerates, and technology partners across North America opened my eyes to the potential of public transit today and into the future. Subsequently, I'd love to invest this knowledge into public policy and action by joining the the SFCTA CAC.
Especially, as I have 4 years of experience as a Chairman and Committee Member for Oakland Fund for Children and Youth in my prior Oakland, CA residence. Like the SFCTA CAC role, my time with the OFCY was a Board of Supervisors Appointment focused on analyzing and implementing public policy such as:

- $9 - $14 million annual budgets twice prepared for 3-year strategic plans
- 250 applications from nonprofit agencies reviewed and recommend funding for
- 138 agencies selected and managed while Chair of Evaluation Sub-Committee,
- Led quarterly evaluations, ensuring funded agencies adhered to terms of service
- Chaired public meetings using Robert's Rules of Order; set meeting agendas

With that I thank you for considering my qualifications.

Statement of objectives:

As a potential appointee, my objective is to best serve the residents of District 1 by obtaining timely and safe travel from our outlying neighborhood. Specifically, more efficient connections to downtown/SOMA and regional transportation, while ensuring the safety of travelers and the environment from all modes of transit. Furthermore, creating policies around disruptive transit providers that maximize carpooling and equity, and empowers SF Muni to right size their transit fleet, so both private companies and SF Muni may better meet the approaching fleets of Autonomous Vehicles.

Please select all categories of affiliation or interest that apply to you:

	Business
	Disabled
X	Environment
X	Labor
X	Neighborhood
X	Public Policy
X	Senior Citizen

Can you commit to attending regular meetings (about once a month for the Transportation Authority CAC, or once every two to three months for project CACs): Yes

By entering your name and date below, and submitting this form, you certify that all the information on this application is true and correct.

David Klein	6/21/2018
NAME OF APPLICANT	DATE

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415.522.4800 FAX 415.522.4829
info@sfcta.org www.sfcta.org

San Francisco County Transportation Authority
Application for Membership
on the Citizens Advisory Committee

Jerry	Levine	Male	Caucasian
FIRST NAME	LAST NAME	GENDER (OPTIONAL)	ETHNICITY (OPTIONAL)
District 2	Cow Hollow	[redacted]	[redacted]
HOME SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF RESIDENCE	HOME PHONE	HOME EMAIL
[redacted]	San Francisco	CA	94123
STREET ADDRESS OF HOME	CITY	STATE	ZIP
	[redacted]	[redacted]	[redacted]
WORK SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF WORKPLACE	WORK PHONE	WORK EMAIL
STREET ADDRESS OF WORKPLACE	CITY	STATE	ZIP

Statement of qualifications:

I worked in various capacities over 3 decades with the City/County of San Francisco on Federal/Regional/Local transportation issues. Recently, I served (for 4 years) as a member of the MTC Policy Advisory Council. Although I am retired, I continue to have strong interest (both personally and professionally)in Transportation Policy. I believe my experience and expertise would lend an important voice toward solid transportation policy and planning for San Francisco's residents.

Statement of objectives:

I am particularly interested in the linkage between affordable housing, business development, traditional and alternative transportation modes and their impact on the City's infrastructure.

Please select all categories of affiliation or interest that apply to you:

X	Business
	Disabled
	Environment
	Labor
X	Neighborhood
X	Public Policy
	Senior Citizen

Can you commit to attending regular meetings (about once a month for the Transportation Authority CAC, or once every two to three months for project CACs): Yes

By entering your name and date below, and submitting this form, you certify that all the information on this application is true and correct.

Levine Jerry — NAME OF APPLICANT

10/21/2018 — DATE

San Francisco
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BD110822 RESOLUTION NO. 23-16

RESOLUTION APPOINTING JERRY LEVINE TO THE COMMUNITY ADVISORY COMMITTEE OF THE SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

WHEREAS, Section 131265(d) of the California Public Utilities Code, as implemented by Section 5.2(a) of the Administrative Code of the San Francisco County Transportation Authority, requires the appointment of a Community Advisory Committee (CAC) consisting of eleven members; and

WHEREAS, There is an upcoming vacancy on the CAC resulting from one member's term expiration on November 16, 2022, and

WHEREAS, At its November 8, 2022, meeting, the Board reviewed and considered all applicants' qualifications and experience and recommended appointing Jerry Levine to serve on the CAC for a period of two years; now therefore, be it

RESOLVED, That the Board hereby appoints Jerry Levine to serve on the CAC of the San Francisco County Transportation Authority for a two-year term; and be it further

RESOLVED, That the Executive Director is authorized to communicate this information to all interested parties.

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Memorandum

AGENDA ITEM 6

DATE: October 26, 2022

TO: Transportation Authority Board

FROM: Anna LaForte – Deputy Director for Policy and Programming

SUBJECT: 11/8/2022 Board Meeting: Allocate $941,758, in Prop K Funds and Appropriate $175,516, with Conditions, for Five Requests

RECOMMENDATION ☐ Information ☒ Action	☒ Fund Allocation
Allocate $150,000 in Prop K funds to Bay Area Rapid Transit (BART) for: 1. Hearing Loop at San Francisco Stations Allocate $791,758 in Prop K funds to the San Francisco Municipal Transportation Agency (SFMTA) for: 2. Bike to Wherever Day Sponsorship 2023 ($41,758) 3. Bicycle Safety Education and Outreach ($110,000) 4. Beale Street Bikeway and Transit Lane ($640,000) Appropriate $175,516 in Prop K funds for: 5. Brotherhood Way Safety and Circulation Plan	☒ Fund Programming ☐ Policy/Legislation ☐ Plan/Study ☐ Capital Project Oversight/Delivery ☐ Budget/Finance ☐ Contract/Agreement ☐ Other: _____
SUMMARY Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides brief descriptions of the projects. Attachment 3 contains the staff recommendations. Project sponsors will attend the meeting to answer any questions the Board may have regarding these requests.	

DISCUSSION

Attachment 1 summarizes the subject requests, including information on proposed leveraging (e.g. stretching Prop K sales tax dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 includes brief project descriptions. Attachment 3 summarizes the staff recommendations for each request, highlighting special conditions and other items of interest. An Allocation Request Form for each project is attached, with more detailed information on scope, schedule, budget, funding, deliverables and special conditions.

FINANCIAL IMPACT

The recommended action would allocate and appropriate $1,117,274 in Prop K funds with conditions. The allocations and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

Attachment 4 shows the Prop K Fiscal Year 2022/23 allocations and appropriations approved to date, with associated annual cash flow commitments as well as the recommended allocation and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the Fiscal Year 2022/23 annual budget. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distributions in those fiscal years.

CAC POSITION

The CAC considered this item at its October 26, 2022, meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Summary of Requests
- Attachment 2 – Project Descriptions
- Attachment 3 – Staff Recommendations
- Attachment 4 – Prop K Allocation Summary – FY 2022/23
- Attachment 5 – Allocation Request Forms (5)
- Attachment 6 – Resolution [Revised 11.09.22 per 11.08.22 Board action]

Attachment 1: Summary of Requests Received

Source	EP Line No./ Category [1]	Project Sponsor [2]	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging: Expected Leveraging by EP Line [3]	Leveraging: Actual Leveraging by Project Phase(s) [4]	Phase(s) Requested	District(s)
Prop K	8	BART	Hearing Loop at San Francisco Stations	$ 150,000	$ 250,000	90%	40%	Construction	3, 5, 6, 9, 11
~~Prop K~~	~~39~~	~~SFMTA~~	~~Bike to Wherever Day Sponsorship 2023~~	~~$ 41,758~~	~~$ 41,758~~	~~28%~~	~~0%~~	~~Construction~~	~~Citywide~~
~~Prop K~~	~~39~~	~~SFMTA~~	~~Bicycle Safety Education and Outreach~~	~~$ 110,000~~	~~$ 110,000~~	~~28%~~	~~0%~~	~~Construction~~	~~Citywide~~
Prop K	39	SFMTA	Beale Street Bikeway and Transit Lane	$ 640,000	$ 2,311,181	28%	72%	Construction	6
Prop K	44	SFCTA	Brotherhood Way Safety and Circulation Plan	$ 175,516	$ 817,328	40%	79%	Planning	7, 11
			TOTAL	**~~$ 1,117,274~~**	**~~$ 3,530,267~~**	**35%**	**68%**		
			REVISED TOTAL	**$ 965,516**	**$ 3,378,509**				

Footnotes

[1] "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2021 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2022 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit) or the Traffic Congestion Mitigation Tax (TNC Tax) category referenced in the Program Guidelines.

[2] Acronyms: BART (Bay Area Rapid Transit); SFCTA (San Francisco County Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency)

[3] "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop K funds expected to be available for a given Prop K Expenditure Plan line item (e.g. Pedestrian Circulation and Safety) by the total expected funding for that Prop K Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop K funds should cover 90% of the total costs for all projects in that category, and Prop K should cover only 10%.

[4] "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K, non-Prop AA, or non-TNC Tax funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop K dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

Attachment 2: Brief Project Descriptions [1]

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
8	BART	Hearing Loop at San Francisco Stations	$ 150,000	Requested funds will be used to install new system hearing loop equipment at all BART station agent booths in San Francisco stations: Embarcadero, Montgomery St., Powell St., Civic Center/UN Plaza, 16th St. Mission, 24th St. Mission, Glen Park, and Balboa Park Stations. Current hearing loop equipment has reached the end of its useful life, malfunctions often, and is in need of replacement. The new hearing loop equipment will improve customer experience, safety, and accessibility for San Francisco residents and visitors who use hearing aids or have cochlear implants to hear better. The project is expected to be open for use by Summer 2024. Note BART and SFMTA discussed coordination opportunities related to hearing loop technology and implementation options. In spring/summer 2022, SFMTA staff informed BART that SFMTA is exploring alternative design specifications that better meet its needs and is not ready to proceed with installation at their own booths at this time. Thus, the subject request only addresses BART station agent booths in San Francisco BART stations.
~~39~~	~~SFMTA~~	~~Bike to Wherever Day Sponsorship 2023~~	~~$ 41,758~~	~~Requested funds will be used for Bike to Work Day (BTWD), also called "Bike to Wherever Day" out of respect to the many San Francisco residents currently out-of-work or working from home, is an annual event promoting cycling as a viable commuting option. The purpose of BTWD is to introduce new cyclists to bicycle commuting and support long-time cyclists in sustaining their commute habits. Prop K funds will cover the sponsorship costs for BTWD 2023. This includes event promotion and event-day services such as energizer stations with educational materials and activities, as well as SFMTA contract management and oversight. The date for BTWD 2023 will be finalized by the end of 2022.~~
~~39~~	~~SFMTA~~	~~Bicycle Safety Education and Outreach~~	~~$ 110,000~~	~~Funds would be used to provide 12 months of the Bicycle Safety Education and Outreach program to deliver over 50 classes, building on successful past programming. The program includes broad outreach to 10,000 San Francisco residents and visitors, and anticipates providing classes to 1,000 people. Outreach and classes will be supported by engagement through funded partnerships with community organizations. Classes will be held in Spanish, English, Chinese, and Filipino and are expected to be held March 2023 through February 2024.~~

Attachment 2: Brief Project Descriptions [1]

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
39	SFMTA	Beale Street Bikeway and Transit Lane	$ 640,000	Requested funds will be used to construct a two-way class IV bike facility (i.e. on-street bicycle facility that includes a vertical physical barrier between the bikeway and moving traffic) between Market and Howard streets and Muni-only lanes between Market and Natoma streets. These improvements will replace the existing interim, quick-build bikeway and transit lane on this corridor. The project will also include dedicated southbound left turn pockets and signal phases at the intersections of Mission and Beale and Howard and Beale streets to facilitate bicycle and pedestrian movements. SFMTA expects the project will be open for use by Summer 2024.
44	SFCTA	Brotherhood Way Safety and Circulation Plan	$ 175,516	Requested funds would leverage a Caltrans Planning Grant to fund the development of concepts and conceptual designs for transportation improvements in the area of south-west San Francisco bounded roughly by Highway 1, Randolph Street, and I-280. Study goals include increasing safety, connectivity, and circulation within the project area. The study will begin with a needs analysis, develop concepts to address needs, and refine concepts with community input and technical analysis. Community engagement will occur throughout the study. There will be a study Community Working Group and Technical Advisory Group to guide study tasks. Upon completion, expected by February 2025, the final Safety and Circulation Plan will be presented to the Board for approval.
		~~**TOTAL**~~	~~**$1,117,274**~~	
		REVISED TOTAL	**$965,516**	

Attachment 3: Staff Recommendations [1]

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
8	BART	Hearing Loop at San Francisco Stations	$ 150,000	
~~39~~	~~SFMTA~~	~~Bike to Wherever Day Sponsorship 2023~~	$ -	~~**Special Condition:** Funds are conditioned upon SFBC locating one or more energizer stations per district.~~
~~39~~	~~SFMTA~~	~~Bicycle Safety Education and Outreach~~	$ -	
39	SFMTA	Beale Street Bikeway and Transit Lane	$ 640,000	

Attachment 3: Staff Recommendations [1]

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
44	SFCTA	Brotherhood Way Safety and Circulation Plan	$ 175,516	**5YPP Amendment:** Funding this request requires a concurrent amendment to the Transportation/Land Use Coordination 5YPP to reprogram funds from the Planning Grant Match to the subject project. See attached Allocation Request Form for details. **Special Condition:** SFCTA staff shall present a final Safety and Circulation Plan to the Board for approval.
		TOTAL	**$ 965,516**	

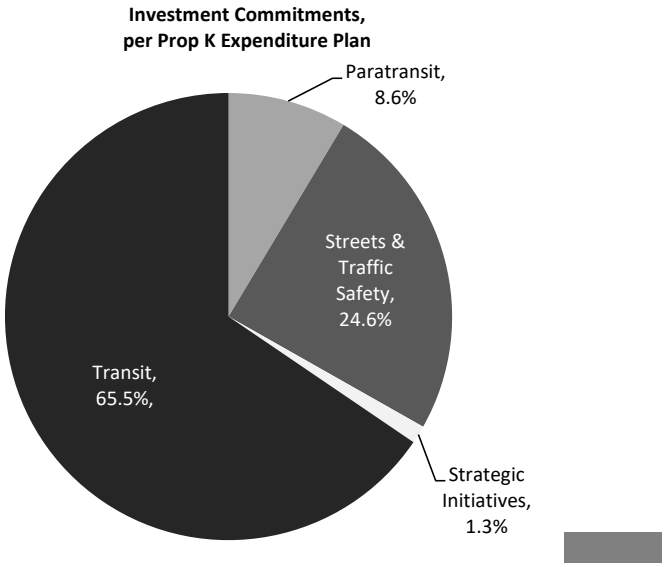
[1] See Attachment 1 for footnotes.

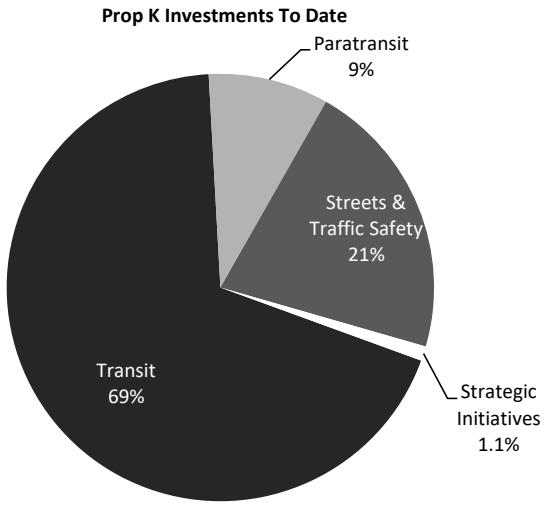
Attachment 4.
Prop K Allocation Summary - FY2022/23

PROP K SALES TAX

FY2022/23	Total	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	$ 33,918,052	$ 17,774,023	$ 13,225,067	$ 2,618,962	$ 300,000
Current Request(s)	$ 965,516	$ 129,916	$ 581,957	$ 253,643	$ -
New Total Allocations	$ 34,883,568	$ 17,903,939	$ 13,807,024	$ 2,872,605	$ 300,000

The above table shows maximum annual cash flow for all FY 2022/23 allocations and appropriations approved to date, along with the current recommended allocation(s) and appropriation.





San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Hearing Loops for San Francisco Stations
Grant Recipient:	Bay Area Rapid Transit District

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	BART Station Access, Safety & Capacity
Current PROP K Request:	$150,000
Supervisorial Districts	District 03, District 05, District 06, District 09, District 11

REQUEST

Brief Project Description

Install new system hearing loop equipment at all BART station agent booths in San Francisco stations: Embarcadero, Montgomery St., Powell St., Civic Center/UN Plaza, 16th St. Mission, 24th St. Mission, Glen Park, and Balboa Park Stations. Current hearing loop equipment has reached the end of its useful life, malfunctions often, and is in dire need of replacement. The new hearing loop equipment will improve customer experience, safety, and accessibility for San Francisco residents and visitors who use hearing aids or have cochlear implants to hear better.

Detailed Scope, Project Benefits and Community Outreach

This project is part of BART's Accessibility Improvement Program. This Program was developed based on input from various communities, including people with disabilities, on systemwide needs to enhance user experience and increase access for diverse community members. The Program implements accessibility improvements in phases as funding is limited for these projects. In October 2021, BART requested Prop K funds from SFCTA to install a new hearing loop at Powell St. station. During the review of this request on October 27, 2021, the SFCTA Community Advisory Committee requested for BART staff and San Francisco Municipal Transportation Agency (SFMTA) staff to work together and determine if new hearing loop technology could be installed at the agent booths, Muni and BART, at Powell St. station. Since then, BART and SFMTA have discussed coordination opportunities related to hearing loop technology and implementation options. In spring/summer 2022, SFMTA staff informed BART that SFMTA is exploring alternative design specifications that better meet its needs and is not ready to proceed with installation at their own booths at this time. At this present time, BART is ready to proceed with installation of new hearing loop technology at all San Francisco stations.

Project Location

Embarcadero, Montgomery St., Powell St., Civic Center/UN Plaza, 16th St. Mission, 24th St. Mission, Glen Park, Balboa Park Stations.

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
Prop K 5YPP Amount:	$150,000

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Hearing Loops for San Francisco Stations
Grant Recipient:	Bay Area Rapid Transit District

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jan-Feb-Mar	2021	Jul-Aug-Sep	2022
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Oct-Nov-Dec	2021	Oct-Nov-Dec	2022
Advertise Construction				
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)			Oct-Nov-Dec	2024

SCHEDULE DETAILS

BART staff has provided regular updates to the BART Accessibility Taskforce regarding the Accessibility Improvement Program.
BART staff has also met with SFMTA staff to discuss hearing loop technology and implementation options.

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Hearing Loops for San Francisco Stations
Grant Recipient:	Bay Area Rapid Transit District

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-108: BART Station Access, Safety & Capacity	$0	$150,000	$0	$150,000
Measure RR	$0	$100,000	$0	$100,000
Phases In Current Request Total:	$0	$250,000	$0	$250,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	$0	$150,000	$0	$150,000
Measure RR	$0	$100,000	$50,000	$150,000
Funding Plan for Entire Project Total:	$0	$250,000	$50,000	$300,000

COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	$20,000		Actual cost
Environmental Studies	$0		
Right of Way	$0		
Design Engineering	$30,000		Actual cost
Construction	$250,000	$150,000	Based on cost of similar accessibility projects
Operations	$0		
Total:	$300,000	$150,000	

% Complete of Design:	100.0%
As of Date:	06/30/2022
Expected Useful Life:	10 Years

Prop K, Major Line Item Budget			
DATE	**AGENCY**	**PROJECT NAME**	
10/13/2022	San Francisco Bay Area Rapid Transit District	Hearing Loops for San Francisco Stations	
#	**Item Name**	**Cost**	**% of Contract**
1	Planning/Conceptual Enginnering	$ 20,000.00	7%
2	Design Engineering	$ 30,000.00	10%
	Equipment Testing by Accessibility Department		
	Equipment Testing by Communications Department		
3	Construction		
	Equipment	$ 75,000.00	25%
	Installation by BART Communications Department	$ 125,000.00	42%
	Construction Management	$ 30,000.00	10%
	Contingency	$ 20,000.00	7%
	Total Project Cost Estimate:	**$ 300,000.00**	

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Hearing Loops for San Francisco Stations
Grant Recipient:	Bay Area Rapid Transit District

SFCTA RECOMMENDATION

Resolution Number:		**Resolution Date:**	
Total PROP K Requested:	$150,000	**Total PROP K Recommended**	$150,000

SGA Project Number:		**Name:**	Hearing Loop at San Francisco Stations
Sponsor:	Bay Area Rapid Transit District	**Expiration Date:**	09/30/2025
Phase:	Construction	**Fundshare:**	60.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
PROP K EP-108	$0	$120,000	$30,000	$0	$0	$150,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, 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.

2. Upon completion of the project Sponsor shall provide 2-3 photos of completed work.

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	40%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	50%	No TNC TAX	No PROP AA

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Hearing Loops for San Francisco Stations
Grant Recipient:	Bay Area Rapid Transit District

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	$150,000

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:

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Ahmad Rassai	Aileen Hernandez-Delos Reyes
Title:	Project Manager - Accessibility	Principal Grants Officer
Phone:		(510) 464-6564
Email:	arassai@bart.gov	ghernan@bart.gov

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Bike to Wherever Day Sponsorship 2023
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	Bicycle Circulation/Safety
Current PROP K Request:	$41,758
Supervisorial District	Citywide

REQUEST

Brief Project Description

Bike to Work Day (BTWD), also called “Bike to Wherever Day” out of respect to the many San Francisco residents currently out-of-work or working from home, is an annual event promoting cycling as a viable commuting option. Prop K funds will cover the sponsorship costs for BTWD 2023. This includes event promotion and event-day services such as energizer stations with educational materials and activities, as well as SFMTA contract management and oversight. The date of BTWD 2023 will be finalized by the end of 2022.

Detailed Scope, Project Benefits and Community Outreach

The SFMTA requests $41,758 to sponsor Bike to Wherever Day activities in San Francisco, in conjunction with regional activities organized by MTC.

Scope

Bike to Work Day (BTWD), also called “Bike to Wherever Day” out of respect to the many San Francisco residents currently out-of-work or working from home, is an annual event that promotes cycling as a viable option for commuting and essential trips. BTWD is a nationwide event but is sponsored locally by public agencies and private advocacy groups. For 2023 San Francisco's BWTD event will be held in May, coinciding with the National Bike to Work Day. The date of San Francisco’s BTWD is decided upon in conjunction with the regional Bike to Work Day team, in coordination with MTC. The date will be chosen via the MTC technical advisory committee in the fall of 2022, when preparations for this event need to begin. BTWD is a highly popular and publicized event with a steadily increasing participation rate.

The San Francisco Municipal Transportation Agency (SFMTA) and SFCTA will be a primary sponsor of the 2023 BTWD event. As identified in the 5YPP, the SFMTA uses Prop K funds to cover the costs associated with the sponsorship of the 2023 BTWD event. Prop K will fund a contract with the San Francisco Bicycle Coalition (SFBC), whom MTC has selected as the San Francisco County lead organization. The SFBC is responsible for the design, printing, and distribution of promotional materials; event-day services like energizer station pop-ups where BTWD participants can receive refreshments, prizes, bicycle safety education/information or basic repairs; and transit vehicle and shelter advertisements.

Benefits

BTWD, perhaps the most widely celebrated and best-promoted event for bicycling in the San Francisco Bay Area, introduces new cyclists to bicycle commuting and supports long-time cyclists in sustaining their commute habits. The benefits of bicycle commuting are numerous and well-documented. For commuters, bicycling is an economical, flexible and healthy mode of travel. For the greater community and environment, bicycles are a non-polluting, congestion-reducing mode that makes the most efficient use of both scarce natural resources and the existing transportation system.

As the COVID-19 pandemic recovery continues, promoting bicycling as a commute option is more important than ever. A combination of reduced transit capacity and fears of COVID-19 transmission have prompted more residents and commuters to choose driving alone over other transportation modes. Commuting by bike is a safe, socially distanced alternative that must be encouraged and promoted as part of a city-wide effort to avoid untenable levels of congestion and associated increases in travel delay, pollution, and risk of collisions.

While there have been few studies specifically focused on the effectiveness of events like BTWD in changing behavior/attracting new bike commuters and riders, local evidence suggests that BTWD and similar marketing campaigns are successful at recruiting new bicycle commuters. A bi-annual survey conducted by the San Francisco Bicycle Coalition of their membership has shown that from 2012 to 2019 between 5-10% report started biking for transportation because of Bike to Work Day. The number of bikes counted during BTWD 2022 showed a 7% increase in the number of bicycles was measured on the day of the event compared to the week before. On May 20, 2022 a total of 17,166 bicycles were counted across 21 of SFMTA's bicycle counters, with 1,438 riders counted on the Market Street westbound counter (east of Van Ness Avenue) a 21% increase at this location from 2021.

Public Engagement

The SFMTA will coordinate with the SFBC to promote BTWD prior to and on the day of the event, including SFMTA funded advertising on agency resources, including buses and trains. Event promotion and outreach for the broadest public audience feasible will be accomplished through broadcast, print, and outdoor media and will include the design, printing, and distribution of promotional posters in English, Spanish, and Chinese. Day-of public engagement will occur at the aforementioned energizer stations, which will be strategically and equitably distributed through San Francisco with at least one station located in each Supervisorial district, including in underserved communities and along high-volume bicycle routes.

All in-person activities will be in accordance with public health guidelines in place at the time of the event, and SFBC is prepared to pivot rapidly as needed to ensure the event reaches as many cyclists and potential cyclists as possible while maintaining health and safety as the highest priority. The SFMTA and SFBC are committed to fostering a well-publicized and well-attended event that encourages newer cyclists to engage in bicycle commuting and supports longer-term cyclists in sustaining their commute habits.

Project Location

Citywide

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
Prop K 5YPP Amount:	$41,758

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Bike to Wherever Day Sponsorship 2023
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)	Apr-May-Jun	2023		
Operations (OP)				
Open for Use				
Project Completion (means last eligible expenditure)			Jul-Aug-Sep	2023

SCHEDULE DETAILS

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Bike to Wherever Day Sponsorship 2023
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-139: Bicycle Circulation/Safety	$0	$41,758	$0	$41,758
Phases In Current Request Total:	$0	$41,758	$0	$41,758

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	$0		
Construction	$41,758	$41,758	
Operations	$0		
Total:	$41,758	$41,758	

% Complete of Design:	N/A
As of Date:	N/A
Expected Useful Life:	N/A

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

Project Name: Bike to Wherever Day 2023

MAJOR LINE ITEM BUDGET

SAMPLE PROJECT BUDGET - CONSTRUCTION

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)

Budget Line Item	Item (Quant)	Item (Rate)	Labor (Quant)	Labor (Rate)	Totals
1. Contract					**$ 38,475**
Sponsorship					
Sponsorship of event	1	38,475			$ 38,475
2. SFMTA Support (Contract Award and Oversight)					$ 3,283
Staffing - 5289 TP III			15	$160.08	$ 2,409
Staffing - 5290 TP IV			2	$186.86	$ 374
City Attorney			2	$ 250	$ 500
TOTAL CONSTRUCTION PHASE					**$ 41,758**

* e.g. PUC sewer inspection

The tables shown here are meant as an example to demonstrate how the required budget information can be represented. Applicant may modify the format as needed to fit the proposed project as long as the requested information is provided in Excel format.

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Bike to Wherever Day Sponsorship 2023
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		**Resolution Date:**	
Total PROP K Requested:	$41,758	**Total PROP K Recommended**	$41,758

SGA Project Number:		**Name:**	Bike to Wherever Day Sponsorship 2023
Sponsor:	San Francisco Municipal Transportation Agency	**Expiration Date:**	9/30/2023
Phase:	Construction	**Fundshare:**	100%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
PROP K EP-139	$41,758	$0	$0	$0	$0	$41,758

Deliverables

1. Prior to hard copy production or public distribution, SFMTA shall provide electronic copies of draft 2023 BTWD collateral to the SFCTA to approve the Prop K attribution.

2. Upon project completion, provide electronic copies of 2023 BTWD collateral, an evaluation report on BTWD ridership (at a minimum including pre-, day of, and post BTWD counts, and comparison to prior year participation), and 2 to 3 digital photos of BTWD events.

Special Conditions

1. Our recommendation is conditioned upon SFBC locating one or more energizer station(s) per district.

Notes

1. As a reminder, per the Standard Grant Agreement, 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.

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	0%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	0%	No TNC TAX	No PROP AA

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Bike to Wherever Day Sponsorship 2023
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	$41,758

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:
JKW

CONTACT INFORMATION

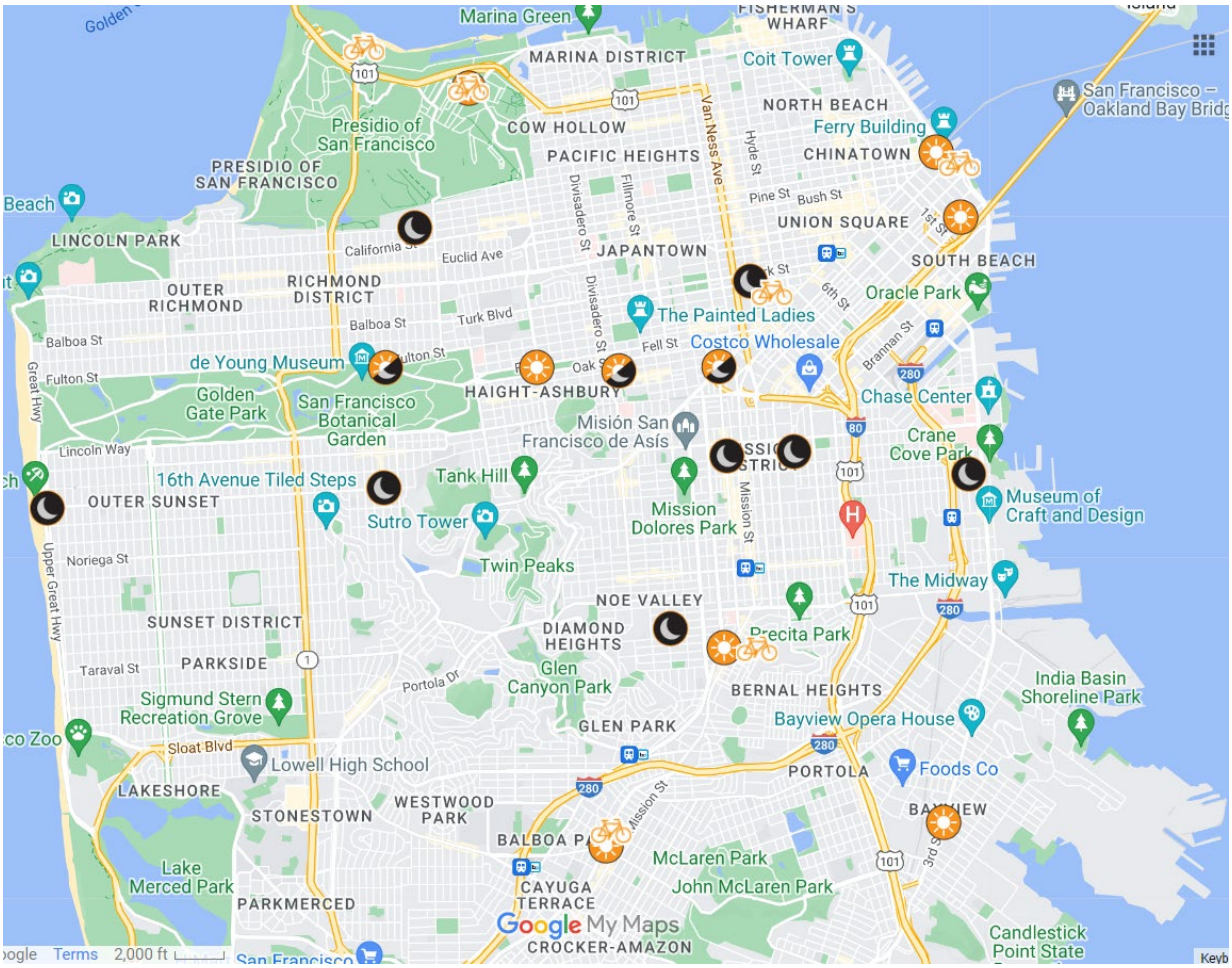
	Project Manager	Grants Manager
Name:	John Knox White	Joel C Goldberg
Title:	Planning Programs Manager	Grants Procurement Manager
Phone:	(415) 701-4473	555-5555
Email:	john.knoxwhite@sfmta.com	joel.goldberg@sfmta.com

For Reference: Bike to Wherever Day 2022 Energizer Station Locations

Bike to Wherever Day 202...

2022 Energizer Stations

- AM Bernal
- AM The Bayview
- AM Embarcadero Plaza
- AM Excelsior
- AM Panhandle
- AM Presidio
- AM SoMa
- AM & PM Golden Gate Park
- AM & PM Lower Haight
- AM & PM SF Bicycle Coalition Office
- PM Dogpatch
- PM Great Highway
- PM Inner Sunset
- PM Noe Valley
- PM Richmond
- PM Tenderloin
- PM Mission West
- PM Mission East



https://sfbike.org/bike-to-wherever-day/

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Bicycle Safety Education and Outreach
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	Bicycle Circulation/Safety
Current PROP K Request:	$110,000
Supervisorial District	Citywide

REQUEST

Brief Project Description

Provide 12 months of the Bicycle Safety Education and Outreach program to deliver over 50 classes, building on successful past programming. The program includes broad outreach to 10,000 San Francisco residents and visitors, and anticipates providing classes to 1,000 people. Outreach and classes will be supported by robust engagement through funded partnerships with community organizations.

Detailed Scope, Project Benefits and Community Outreach

Background and Scope
The SFMTA requests $110,000 to support 12 months of the Bicycle Safety Education and Outreach program to deliver over 50 classes with enhanced support for engagement through community organizations. The SFMTA provides bicycle training classes for adults and children thanks to voter-approved Prop K funds. These classes support Vision Zero and the City's Transportation Demand Management and mode share goals by encouraging more people to bicycle and to do so safely. This program will be delivered through a contract that was awarded to the San Francisco Bicycle Coalition through a competitive bid process. The most recent allocation, approved by the Board in April 2022, funded 80 classes for $220,000.

Task 1: Broad Bicycle Safety and Education Outreach Activities
Task 1 requires the SFMTA's contractor to develop and implement activities that introduce bicycling and bicycling safety concepts to people who may not otherwise receive safety messaging and encouragement. The contractor will host a table at 12 pre-determined and mutually agreed-upon fairs, festivals, farmer's markets, and/or open streets events over the course of the contract. The contractor will submit an outreach plan proposing specific dates and locations to the SFMTA for feedback and approval at least one month prior. The goal will be to reach at least 2250 people per quarter. Task 1 requires in-person, community-oriented programming, not on-line messaging or marketing, in order to connect with people where they spend their time. This will include distributing educational and promotional materials in Chinese, Spanish, and Filipino as well as English. In the event that in-person outreach at fairs, festivals, farmer's markets, and/or open street events is infeasible or seen as unlikely to be effective, the contractor can seek approval from SFMTA to conduct outreach using different

methods.
In addition to 12 events or mutually agreed upon and pre-approved alternate outreach techniques, community outreach and engagement will be supported by robust engagement through funded partnerships with community organizations. These community organizations will play an active role in developing and implementing culturally responsive, in-language engagement campaigns, as well as providing input on the mix of classes and language of instruction to be offered in their neighborhoods. SFMTA will approve community organizations chosen for partnership and outreach and engagement plans prior to implementation.

Task 2: Bicycle Safety Education Classes
Task 2 involves multiple activities that will provide bicycle education opportunities for children and adults of varying abilities, including:
• Teaching children and adults how to ride a bike
• Providing bicycling basics to help people start to commute, shop, and travel by bike
• Rules of the road trainings
• On-street bicycle instruction
This year, a minimum of four classes shall be conducted in each of the following languages: Spanish, English and Chinese, and a minimum of two classes conducted in Filipino. Additional in-language classes will be offered as-needed in response community organization input and observed demand. Classes will be drawn from the portfolio of classes listed below and will reflect the topics and language needs expressed by the community organizations engaged by the SFMTA's contractor.

Based on learnings from previous years the SFMTA and the contractor have developed the portfolio of classes for the 2023 contract year to serve as the basis for budgeting and estimated students reached. The exact mix of classes delivered may vary based on community organization input to ensure responsiveness to community needs and priorities.

Classes with on-bike components will be taught in-person. If in-person instruction is not possible due to health or safety concerns, such as a surge in infectious disease transmissions or low air quality due to wildfire smoke, classes will be postponed and rescheduled when the health and safety concerns have resolved. Classes that are exclusively classroom-based, notably Smart City Cycling 1, may be offered either in-person or remotely. When in-person instruction is not possible, these classes will be offered exclusively remotely. When in-person instruction is possible, the contractor can propose a mix of in-person and remote classes for review and approval by SFMTA.

Task 3: Reporting
Contractor shall submit monthly reports, a summary at 12 months, and a final report to the SFMTA project manager as directed by the SFMTA. (Reports can include both Task 1 and 2 activities). These reports shall contain, but need not be limited to, the following information: location, date, and time of contract activities documented in Tasks 1 and 2.

Additional Information
Annual evaluation:
The program will be evaluated on demographic information to ensure that outreach and classes are reaching the many, varied communities across the city, as well as on program outcomes, increases in bicycling in SF among program participants, and increases in safety knowledge for people who have participated in trainings and classes. Results from last year's evaluation will be included as an attachment to this request when available.

Equity:
The program will ensure that event participation is not limited only to people who can pay to attend by offering all classes to the public free of charge, and that outreach and activities happen within all four

quadrants of the city. The budget includes funding to provide multi-lingual materials and translation to ensure people are not excluded by language barriers. Outreach and engagement through trusted community partners will further extend program reach to populations that may otherwise be missed.

Project Location

citywide

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
Prop K 5YPP Amount:	$110,000

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Bicycle Safety Education and Outreach
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2023		
Operations (OP)				
Open for Use			Jan-Feb-Mar	2024
Project Completion (means last eligible expenditure)			Apr-May-Jun	2024

SCHEDULE DETAILS

Classes will start March 2023 and run through February 2024.

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Bicycle Safety Education and Outreach
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-139: Bicycle Circulation/Safety	$0	$110,000	$0	$110,000
Phases In Current Request Total:	$0	$110,000	$0	$110,000

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	$0		
Construction	$110,000	$110,000	Budget from contractor
Operations	$0		
Total:	$110,000	$110,000	

% Complete of Design:	N/A
As of Date:	N/A
Expected Useful Life:	N/A

San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form
Project Name: Bicycle Safety Education and Outreach

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)					
Budget Line Item	**Item (Quant)**	**Item (Rate)**	**Labor (Quant)**	**Labor (Rate)**	**Totals**
1. Contract					**$ 108,500**
Task 1: Bicycle Education Outreach					
Materials & Promotion	1	$ 1,007			$ 1,007
Translation Services	1	$ 302			$ 302
Outreach	12	$ 1,834			$ 22,008
Other Misc Costs	1	$ 4,914			$ 4,914
Task 2: Bicycle Safety Education Classes					
Materials & Promotion	1	$ 2,014			$ 2,014
Translation Services	1	$ 503			$ 503
Adult Learn-to-Ride	7	$ 2,496			$ 17,472
Smart City Cycling 1: Classroom	10	$ 1,410			$ 14,100
Smart City Cycling 2: Maneuvering	3	$ 2,245			$ 6,735
Smart City Cycling 3: Road Practice	3	$ 2,245			$ 6,735
Night and All-Weather Biking	4	$ 1,217			$ 4,868
Pilot: On-Bike Practice for Adult Beginning Cyclists	3	$ 2,257			$ 6,771
Pilot: Sharing City Streets	1	$ 1,352			$ 1,352
Freedom From Training Wheels	10	$ 1,251			$ 12,510
Program management costs	1	$ 5,000			$ 5,000
Task 3: Reporting					
Monthly and Final Reporting	53	$ 41.7			$ 2,209
2. SFMTA Support (Contract Award and Oversight)					**$ 1,500**
City Attorney			6	$ 250	$ 1,500
TOTAL CONSTRUCTION PHASE					**$ 110,000**

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Bicycle Safety Education and Outreach
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		**Resolution Date:**	
Total PROP K Requested:	$110,000	**Total PROP K Recommended**	$110,000

SGA Project Number:		**Name:**	Bicycle Safety Education and Outreach
Sponsor:	San Francisco Municipal Transportation Agency	**Expiration Date:**	12/31/2024
Phase:	Construction	**Fundshare:**	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
PROP K EP-139	$40,000	$70,000	$0	$0	$0	$110,000

Deliverables

1. Quarterly Progress Reports (QPRs) shall provide percent complete of the scope of work; description of outreach activities performed that quarter (including those intended to engage traditionally under-represented bicycle communities); and data on the number of classes held, including class type, location, and number of participants; in addition to the requirements described in the Standard Grant Agreement (SGA). See SGA for definitions. QPRs shall also include samples of outreach and class materials.

2. Upon SFMTA's approval of contractor outreach plan (anticipated February 2023), including specific dates and locations, SFMTA shall submit the outreach plan.

3. Upon project completion (anticipated June 2024), provide copy of program evaluation.

Notes

1. As a reminder, per the Standard Grant Agreement, 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.

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	0%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	0%	No TNC TAX	No PROP AA

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Bicycle Safety Education and Outreach
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	$110,000

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:
JKW

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	John Knox White	Joel C Goldberg
Title:	Planning Programs Manager	Grants Procurement Manager
Phone:	(415) 701-4473	555-5555
Email:	john.knoxwhite@sfmta.com	joel.goldberg@sfmta.com

For Reference: Attendance at Classes Funded by Previous Grant (September 2020-December 2021)

Class Type	English	English/ Cantonese bilingual	English/ Spanish bilingual	English/ Spanish/ Cantonese trilingual	English/ Tagalog bilingual	Multilingual	Spanish	Tagalog	**Grand Total**
Adult Learn to Ride		28	49	12	15				**104**
Youth Freedom From Training Wheels						193			**193**
Night and All-Weather Biking	50						2		**52**
On-Bike Practice for Beginning Adult Cyclists	21		10						**31**
Smart City Cycling 1: Classroom	186						20	17	**223**
Smart City Cycling 2: Maneuvering	16		13		14				**43**
Smart City Cycling 3: Road Practice	7		9		3				**19**
Sharing City Streets	9								**9**
Grand Total	**289**	**28**	**81**	**12**	**32**	**193**	**22**	**17**	**674**

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Beale Street Bikeway and Transit Lane
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	Bicycle Circulation/Safety
Current PROP K Request:	$640,000
Supervisorial District	District 06

REQUEST

Brief Project Description

Construction phase for a two-way class IV bike facility between Market and Howard Streets and Muni-only lanes between Market and Natoma Streets. These improvements will replace the existing interim, quick-build bikeway and transit lane. The project will also include dedicated southbound left turn pockets and signal phases at the intersections of Mission and Beale Streets and Howard and Beale Streets to facilitate bicycle and pedestrian movements.

Detailed Scope, Project Benefits and Community Outreach

The project consists of construction of a two-way class IV bike facility (i.e. on-street bicycle facility that includes a vertical physical barrier between the bikeway and moving traffic) on Beale Street between Market and Howard Streets and a Muni-only lane between Market and Natoma Streets. These improvements will replace the existing interim, quick-build bikeway and transit lane. The project will also include dedicated southbound left turn pockets and signal phases at the intersections of Mission and Beale Streets and Howard and Beale Streets to facilitate the bike and pedestrian movements. The project will construct a protected north-south bikeway that passes near and connects to the new Transbay Transit Center. The improvements will improve cycling comfort and safety while addressing transit issues and accessibility needs. Work will include the following: street markings, signs, raised elements along the bikeway, signal modifications or re-timing, and curb ramps.

This corridor is included in improvements as outlined in the underway South Downtown Design and Activation Plan and Transit Center District Plan (completed in 2009). The South Downtown Design and Activation Plan (web page: https://sfplanning.org/southdowntown) will provide a framework for designing, implementing, and managing the public realm in the emergent neighborhood surrounding the Transbay Terminal and Rincon Hill. One of the opportunities of the South Downtown Design and Activation Plan is to design and implement modern bike facilities within the South Downtown.

During the outreach phase, the project met with property managers, the East Cut Community Benefit District (East Cut CBD), and advocacy organizations including the SF Transit Riders (SFTRs), San Francisco Bicycle Coalition (SFBC), and Walk SF. The Active Beale Street project has received support from SFTRs, SFBC, Walk SF, and the District 6 Supervisor’s Office. The project web page

(https://www.sfmta.com/projects/active-beale-street) has been live and the outreach team has canvassed the area to collect feedback and community support for the project, providing information about the project to all project-facing businesses and tenants. On May 16 and 18, 2019, the East Cut CBD, in conjunction with Planning Department, Office of Community Investment and Infrastructure (OCII), Public Works, and SFMTA, hosted open house events that showcased changes to streets within the Transbay Center Development Plan, including Beale Street. The aforementioned agencies have also hosted smaller roundtable meetings with affected property managers. Reponses to the changes from these events have generally been supportive, particularly for the proposed two-way cycle track component of the project. Some of the particular feedback received was to ensure that white and yellow zones were ADA-accessible via curb ramps and support for the bikeway since there aren't many north-south protected bike facilities nearby.

This project was approved by the SFMTA Board on June 16, 2020 via Resolution No. 200616-057. Subsequently, a quick-build transit-only lane between Market Street and Natoma Street was installed in July 2020. In December 2020, an interim, quick-build two-way bikeway between Market and Natoma Streets was installed, using removable, shorter-lifespan materials, such as paint and flexible posts. As part of the quick-build phase, some curb and loading changes were also approved by the City Traffic Engineer via Directive 6351 on January 8, 2021 and the SFMTA Board via Resolution No. 210216-020 on February 16, 2021.
Design is being performed by Public Works and SFMTA to closely coordinate with the Transbay Park project that is being led by Office of Community Investment and Infrastructure (OCII) and Public Works. The cycle track on Beale between Howard and Folsom will be implemented in a subsequent project pending coordination with the adjacent Transbay Park project and developments under OCII. Public Works is designing both the bikeway and the Transbay Park so that the alignments match and create a seamless street experience for people walking or biking.

Links:
https://www.sfmta.com/projects/active-beale-street
https://theeastcut.org
https://sfocii.org

Project Location

Beale Street, between Market and Howard Streets (two-way class IV bike facility) and between Market and Natoma Streets (Muni-only lane)

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
Prop K 5YPP Amount:	$640,000

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Beale Street Bikeway and Transit Lane
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Oct-Nov-Dec	2017	Jul-Aug-Sep	2020
Environmental Studies (PA&ED)	Oct-Nov-Dec	2017	Jul-Aug-Sep	2020
Right of Way				
Design Engineering (PS&E)	Jul-Aug-Sep	2020	Oct-Nov-Dec	2022
Advertise Construction	Oct-Nov-Dec	2022		
Start Construction (e.g. Award Contract)	Apr-May-Jun	2023		
Operations (OP)				
Open for Use			Jul-Aug-Sep	2024
Project Completion (means last eligible expenditure)			Apr-May-Jun	2024

SCHEDULE DETAILS

This project includes needed paving/sewer project scope, including drainage modifications, on Beale Street between Market and Mission Streets.

The project is currently at 95% design and is anticipated to reach 100% PS&E by the end of November 2022.

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Beale Street Bikeway and Transit Lane
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-139: Bicycle Circulation/Safety	$0	$640,000	$0	$640,000
SFPUC Waste Water Enterprise	$0	$0	$45,000	$45,000
State Highway Users Tax Account (HUTA) gas tax	$0	$0	$430,000	$430,000
Transbay Community Facilities District	$0	$0	$1,196,181	$1,196,181
Phases In Current Request Total:	$0	$640,000	$1,671,181	$2,311,181

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	$0	$640,000	$330,000	$970,000
GO Bond	$0	$0	$240,000	$240,000
SFPUC Waste Water Enterprise	$0	$0	$45,000	$45,000
State Highway Users Tax Account (HUTA) gas tax	$0	$0	$430,000	$430,000
TDA Article 3	$0	$0	$289,440	$289,440
Transbay Community Facilities District	$0	$0	$1,581,741	$1,581,741
Funding Plan for Entire Project Total:	$0	$640,000	$2,916,181	$3,556,181

COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	$240,000		Actual costs
Environmental Studies	$0		
Right of Way	$0		
Design Engineering	$1,005,000		Actual costs and estimate to complete
Construction	$2,311,181	$640,000	Engineer's Estimate at 95%
Operations	$0		
Total:	$3,556,181	$640,000	

% Complete of Design:	95.0%
As of Date:	09/19/2022
Expected Useful Life:	15 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 contract	SFPW	SFMTA	SFPUC	Contractor
1. Contract						
Task 1: General WI	$ 226,165					$ 226,165
Task 2: Roadway WI	$ 919,378					$ 919,378
Task 3: Sewer (Drainage)	$ 78,225					$ 78,225
Task 4: Electrical WI	$ 120,150					$ 120,150
Task 5: AWSS WI	$ 250,000					$ 250,000
Subtotal	$ 1,593,918					$ 1,593,918
2. Construction Management/Support	$ 478,175	30%	$ 393,175	$ 80,000	$ 5,000	
3. Other Direct Costs						
4. Contingency	$ 239,088	15%	$ 239,088			
TOTAL CONSTRUCTION PHASE	**$ 2,311,181**		**$ 632,263**	**$ 80,000**	**$ 5,000**	**$ 1,593,918**

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Beale Street Bikeway and Transit Lane
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		**Resolution Date:**	
Total PROP K Requested:	$640,000	**Total PROP K Recommended**	$640,000

SGA Project Number:		**Name:**	Beale Street Bikeway
Sponsor:	San Francisco Municipal Transportation Agency	**Expiration Date:**	09/30/2025
Phase:	Construction	**Fundshare:**	27.69%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
PROP K EP-139	$100,000	$340,000	$200,000	$0	$0	$640,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, improvements completed 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.

2. With the first QPR (due January 2023) Sponsor shall provide 2-3 photos of typical before conditions; with the first quarterly report following initiation of fieldwork Sponsor shall provide a photo documenting compliance with the Prop K attribution requirements as described in the SGA; and on completion of the project Sponsor shall provide 2-3 photos of completed work.

Special Conditions

1. The Transportation Authority will not reimburse SFMTA for the construction phase until Transportation Authority staff releases the funds ($640,000) pending receipt of evidence of completion of design (e.g. copy of certifications page or workorder, internal design completion documentation, or similar).

Notes

1. Reminder: All construction signage, project fact sheets, websites and other similar materials shall comply with the attribution requirements established in the Standard Grant Agreement.

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	72.3%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	72.7%	No TNC TAX	No PROP AA

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Beale Street Bikeway and Transit Lane
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	$640,000

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:
EC

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Elizabeth Chen	Joel C Goldberg
Title:	Assistant Engineer	Grants Procurement Manager
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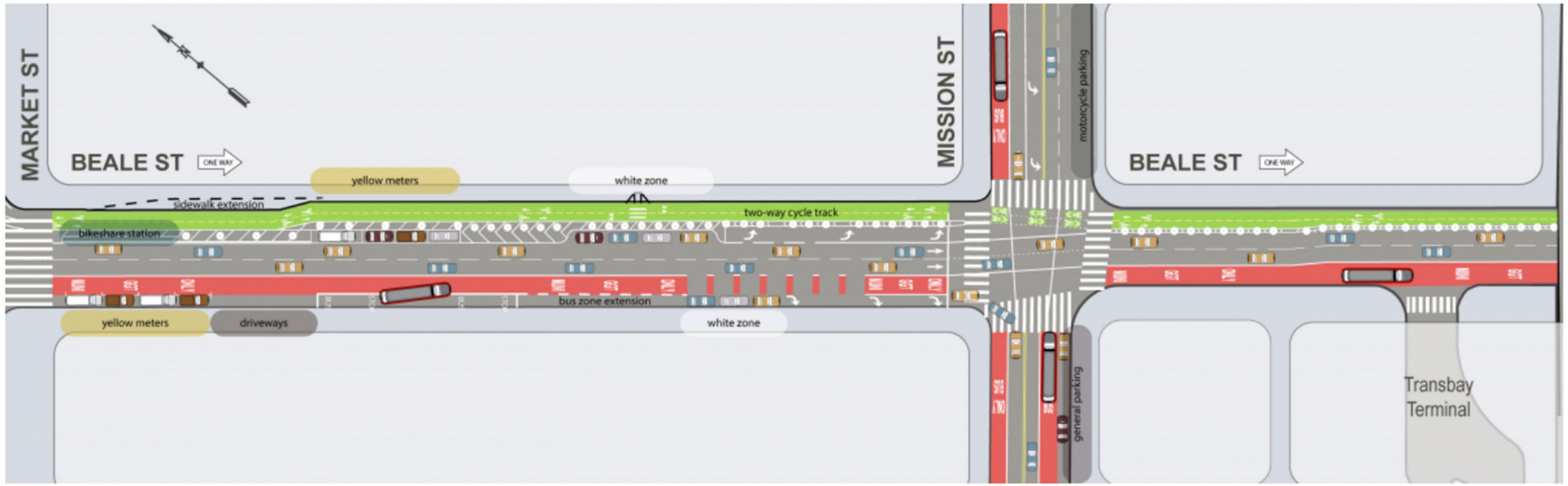
Market to Natoma streets



Above: Beale Street with proposed transit-only lane, two-way cycle track between Market and Natoma.

Natoma to Folsom streets

Above: Beale Street with proposed two-way cycle track and sidewalk extensions between Natoma and Folsom streets.

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Brotherhood Way Safety and Circulation Plan
Grant Recipient:	San Francisco County Transportation Authority

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	Transportation/Land Use Coordination
Current PROP K Request:	$175,516
Supervisorial Districts	District 07, District 11

REQUEST

Brief Project Description

This community driven planning process will develop concepts and conceptual designs for transportation improvements in the area of Southwestern San Francisco bounded roughly by CA-1, Randolph St, and I-280. Study goals include increasing safety, connectivity, and circulation within the project area. The study will begin with a needs analysis, develop concepts to address needs, and refine concepts with community input and technical analysis. Community engagement will stretch across the life of the study and a Community Working Group and Technical Advisory Committee will be formed to guide all study tasks.

Detailed Scope, Project Benefits and Community Outreach

Task 01: Project Administration
The SFCTA 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 SFCTA. The SFCTA will hold a telephone or web conference kick-off meeting with Caltrans key city partners to discuss grant procedures and project expectations including invoicing, quarterly reporting, and other relevant project information. A meeting summary will be documented.

Task 01 Deliverables

- Project kickoff meeting notes
- Quarterly invoicing
- Progress reports

Task 02: Consultant Procurement
The SFCTA will procure a consultant consistent with state and federal requirements, and according to the Local Assistance Procedures for procuring non-architectural and engineering consultants, the Grant Application Guidelines, Regional Planning Handbook, and the executed grant contract with Caltrans. The TA will produce a Request for Proposals (RFP) to select a consultant team that will support data collection, analysis, public engagement, and report development for the Brotherhood Way Safety and Circulation Plan. The RFP may contain a disadvantaged business requirement consistent with Caltrans and SFCTA policy and the executed grant contract. Upon completion of this

task, and submitted with the quarterly report, the SFCTA will submit copies of the procurement procedures, the final RFP, project consultant contract, and any amendments to the contract.

Task 02 Deliverables

- Copy of SFCTA procurement procedures
- Copy of the RFP
- Copy of the executed contract between consultant and grantee
- Copies of all amendments to the consultant contract

Task 03: Goals, Gaps, and Opportunities

Task 03 will include a review of past studies to document established goals, transportation gaps, barriers, and needs. Past studies may include the 2009 SFMTA Bike Plan, 2011 Daly City BART station access plan, 2019 San Francisco Public Works Oceanview Library Feasibility Report, and ConnectSF long range planning effort. This review will define the project goals, transportation needs, and challenges that will be used to develop street design and circulation alternatives in the study area. Through the review of existing plans and studies, this task will also document existing qualitative and quantitative multimodal travel data within the study area. For an initial high-level understanding of travel conditions, San Francisco's Travel Demand Model (SF-CHAMP) may be used to document travel patterns, where available. As a corridor on the High Injury Network, Vision Zero crash data and SFMTA's Muni Equity Strategy will also be referenced. The stated goals defined in this task will shape a set of evaluation criteria that will be used to evaluate design alternatives. Key remaining gaps and opportunity areas will be identified for subsequent data collection and concept development.

Task 03 Deliverables

- Review of existing reports and data
- Guiding principles and evaluation metrics memo
- Study Goals, Existing Data Gaps, and Preliminary Opportunities Memo

Task 04: Existing Conditions

Task 04 will build on Task 03 deliverables to address data gaps and develop an Existing Conditions report. The study team will conduct a site visit which may include partner agencies and community representatives. The site visit will be used to understand travel conditions, opportunities, challenges, desire lines, and informal travel paths to supplement quantitative data collection and guide the alternatives development in Task 05. The study team will then develop and execute a data collection plan to fill gaps identified in Task 03. This task will include the collection of multimodal traffic counts, turning movements, and vehicle speeds at key intersections during a typical representative weekday and weekend period. The first phase of task 07, Public Outreach, will happen concurrently with Task 04. The study team will collect information about community and visitor travel needs, including perceived conflict areas, connectivity gaps, and transportation opportunities. Task 03 deliverables will be summarized alongside new quantitative and qualitative data in an Existing Conditions Report. This report will document goals, opportunities, travel patterns, network gaps, circulation needs, safety challenges, and street design requirements.

Task 04 Deliverables

- Data collection plan
- Data summary tables
- Draft and final Existing Conditions Report

Task 05: Alternatives Development

Task 05 will build on the Existing Conditions Report, data collection, and initial outreach round to

develop up to three concept alternatives to bring to the public and Advisory Committees (Task 08) for feedback. The Technical Advisory Committee (made up of Caltrans and agency partners) will be consulted throughout the concept development process to ensure the final design alternatives meet local and state design requirements, as applicable.

Concepts will encompass the full study area and may include intersection reconfigurations, pedestrian and bicycle network improvements, complete street treatments, and overall connectivity improvements. Concepts will be documented in a reader-friendly format which includes circulation diagrams, opportunities, and challenges. Each concept will be evaluated at a high level for conversational purposes and to ensure that they meet the travel and circulation needs of the area. This evaluation could include microsimulation analysis, level of effort for various components, and high-level cost estimates in addition to matrices which describe the benefits and drawbacks of each alternative for a variety of metrics. Materials will be developed with information about land uses surrounding Brotherhood Way and Alemany Boulevard, and the potential effects of transportation alternatives on surrounding areas.

Opportunities for phased implementation will be considered during alternative development, with opportunities for near- to medium-term improvements highlighted alongside longer-term investments. Alternatives will be developed through an iterative process which includes a workshop with partner agencies to develop initial concepts. Priority will be placed on descriptive materials that are easy to understand in multiple outreach formats including online, print, and interactive meetings. Each concept will be paired with a fact sheet to highlight the main elements, benefits, impacts on goals, and constraints of the design.

Task 05 deliverables
- Draft concept designs

Task 06: Alternatives Evaluation and Recommendation
Task 06 will consolidate feedback from public outreach and concept performance based on goals and metrics developed in Task 03 and develop up to two alternative concepts for final evaluation, ultimately leading to a recommendation. The two concepts developed in this task will be based on the original three concepts, revised to reflect learnings from outreach and evaluation. Once developed, these two concepts will be evaluated and shared with the project advisory committees alongside a description of changes, how the revised designs address outreach findings, expected performance, and planning level cost estimates. A circulation simulation will be conducted for the final plans to understand likely future conditions. At the end of this task a recommended design will be selected for a final round of outreach and inclusion in the final report.
Task 06 deliverables
- Alternatives Evaluation Memo

Task 07: Public Outreach
Prior to conducting outreach, an outreach plan will be developed to identify outreach goals and audiences. The plan will define an outreach schedule, methods to promote participation and awareness of the project, and methods to reach key communities/community groups that may be most impacted. A broad list of Community Based Organizations (CBOs) will be developed and used to reach disadvantaged communities and underserved groups.

Public Outreach will span across most of the project tasks and will be organized into three rounds:

- Round 1 will focus on collecting input to guide the development study goals, neighborhood needs, concept evaluation framework, and design alternatives

- Round 2 will seek input on proposed alternatives to lead to an ultimate design and phasing recommendations
- Round 3 will share the recommended design, draft implementation and funding plans, and final report

Round 1 outreach may include a combination of CBO meetings, an online survey, town hall, and interactive mapping activity to confirm travel needs and barriers identified in task 03, understand specific multimodal challenges, and any needs that may not have been identified to date. This information will be used to guide the design alternatives from a multimodal and overall connectivity perspective. Round 2 outreach may include online and in-person town halls, community popups, meetings with CBOs and community groups, or online surveys. In this round, alternatives will be presented alongside benefits, constraints, and expected performance according to established goals and metrics. This round will seek to understand community preferences and feedback on the three developed alternatives, with specific guidance on needed revisions and concerns to be addressed in task 06. Round 3 will conclude the project and use a combination of in-person meetings, town halls, and digital communications to report back learnings from outreach, evaluation process, a design recommendation, planning level costs, funding plan, and next steps.

All surveys, workshops, materials, and focus groups will be available in-languages English, Spanish, and Chinese. Special efforts will be made to engage disadvantaged communities to determine land-use priorities for any land made available by road realignments. Outreach participants will be surveyed to understand the effectiveness of outreach activities. The outreach process, participation, takeaways, learnings, and effectiveness will be documented in an Outreach Report.

Task 07 Deliverables

- Draft and final outreach plan
- Outreach materials

Task 08: Advisory Committees

Advisory committees are a critical component of the project process. Committees bring together agency partners, key stakeholders, and members of the community to guide the development of concepts, support outreach, and identify a recommendation. The project would include a technical advisory committee made up of agency partners and a community working group made up of community leaders, CBOs, and advocacy groups.

Technical Advisory Committee

The SFCTA will establish a Technical Advisory Committee (TAC) to provide input throughout the project including the existing conditions, outreach approach, alternatives development, and evaluation. The TAC will meet quarterly and at key project milestones. It will include representatives from Caltrans, city departments, and transportation agencies. The project team will work closely with the TAC to guide the development of design concepts, ensure alignment with existing projects and long-range plans, and to identify opportunities to expand community outreach across the city, particularly in historically underserved communities.

The Technical Advisory Committee may include representatives from:

- Caltrans
- San Francisco Municipal Transportation Agency
- San Francisco Planning Department
- San Francisco Public Library
- San Francisco Recreation and Park Department

- San Francisco Department of Public Works

Community Working Group
The SFCTA will also convene a Community Working Group (CWG). The project team will work closely with the CWG to ensure community voices are engaged throughout the study. The CWG will be especially active in identifying strategies for other outreach activities, ensuring representation of historically underserved communities, and providing feedback and guidance in the development of initial design alternatives in Task 05. CWG meetings will occur at key project milestones. The CWG may include representatives from:

- Merced Triangle Neighborhood Association
- Sisterhood Gardens
- OMI Community Collaborative
- SF Parks Alliance
- SF Bicycle coalition
- WalkSF
- Mayor's Office on Disability
- Senior and Disability Action

Task 08 Deliverables

- Agendas
- Presentation materials
- Meeting notes
- List of attendees
- Action items for each Advisory Committee meeting

Task 09: Draft and Final Plan
A draft and final plan will document the study process, all previous deliverables, and final recommendations. The plan will develop a funding and implementation plan which identifies lead agencies for subsequent tasks, potential funding sources, how communities will be involved in subsequent project development and, where possible, additional information to streamline the implementation process. The draft plan will be presented to the CAC, TAC, and broadly released for review and feedback; all comments will be documented. Using the comments on the draft plan, a final plan will be prepared. A final slide deck will be created to accompany the Final Plan for the purposes of the project approval presentations and relevant outreach. The plan will be presented to the San Francisco County Transportation Authority Board for approval.
Task 09 Deliverables

- Draft Plan
- Public Review List of Comments
- Final Plan and Summary of Next Steps
- Board Presentation Materials
- Meeting Minutes with Board Acceptance/Approval

Project Location

Southwestern San Francisco. The area roughly bounded by Randolph St, Orizaba, US-1, and I-280

Project Phase(s)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Project Drawn from Placeholder
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
Prop K 5YPP Amount:	$175,516

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Brotherhood Way Safety and Circulation Plan
Grant Recipient:	San Francisco County Transportation Authority

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Oct-Nov-Dec	2022	Jan-Feb-Mar	2025
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)			Apr-May-Jun	2025

SCHEDULE DETAILS

Task 1 Project Administration: November 2022 - February 2025
Task 2 Consultant Procurement: December 2022 - February 2023
Task 3 Goals, Gaps, and Opportunities: March 2023 - May 2023
Task 4 Existing Conditions: May 2023 - October 2023
Task 5 Alternatives Development: August 2023 - January 2024
Task 6 Alternatives Evaluation and Recommendation: January 2024 - June 2024
Task 7 Public Outreach: March 2023 - October 2024
Task 8 Advisory Committees: March 2023 - August 2024
Task 9 Draft and Final Plan: June 2024 - February 2025

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Brotherhood Way Safety and Circulation Plan
Grant Recipient:	San Francisco County Transportation Authority

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-144: Transportation/Land Use Coordination	$175,516	$0	$0	$175,516
Caltrans Planning Grant	$0	$641,812	$0	$641,812
Phases In Current Request Total:	$175,516	$641,812	$0	$817,328

COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	$817,328	$175,516	based on previous similar studies
Environmental Studies	$0		
Right of Way	$0		
Design Engineering	$0		
Construction	$0		
Operations	$0		
Total:	$817,328	$175,516	

% Complete of Design:	N/A
As of Date:	N/A
Expected Useful Life:	N/A

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Brotherhood Way Safety and Circulation Plan
Grant Recipient:	San Francisco County Transportation Authority

SFCTA RECOMMENDATION

Resolution Number:		**Resolution Date:**	
Total PROP K Requested:	$175,516	**Total PROP K Recommended**	$175,516

SGA Project Number:		**Name:**	Brotherhood Way Safety and Circulation Plan
Sponsor:	San Francisco County Transportation Authority	**Expiration Date:**	09/30/2025
Phase:	Planning/Conceptual Engineering	**Fundshare:**	21.5%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
PROP K EP-101	$29,916	$121,957	$23,643	$0	$0	$175,516

Deliverables

1. Task 1: Quarterly progress reports (QPRs) shall include % complete of the funded phase, % complete by task, work performed in the prior quarter including a summary of outreach performed and a summary of feedback received. 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. Task 2: Upon execution of agreement with consultant, provide consultant scope of work.
3. Task 3: Upon completion, provide draft and final Guiding Principles and Evaluation Metrics memo and Study Goals, Existing Data Gaps, and Preliminary Opportunities memo.
4. Task 4: Upon completion, provide draft and final Existing Conditions report.
5. Task 5: Upon completion, provide draft concept designs.
6. Task 6: Upon completion, provide draft and final Alternative Evaluation memo.
7. Task 7: Upon completion, provide draft and final Outreach Plan and outreach materials.
8. Task 8: Upon completion, provide summary of feedback received and findings.
9. Task 9: Upon completion, provide draft and final Safety and Circulation Plan.

Special Conditions

1. The SFCTA staff shall present a final Safety and Circulation Plan to the Board for approval.

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	78.5%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	78.5%	No TNC TAX	No PROP AA

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Brotherhood Way Safety and Circulation Plan
Grant Recipient:	San Francisco County Transportation Authority

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	$175,516

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:

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	David Long	Anna LaForte
Title:	Planner	Deputy Director for Policy & Programming
Phone:	(415) 593-1669	(415) 522-4805
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California Department of Transportation
Sustainable Transportation Planning Grant Program
SCHEDULE

Project Title	Brotherhood Way Safety and Circulation Plan
Organization	San Francisco County Transportation Authority

Task #	Task Title	FY 2022/23												FY 2023/24												FY 2024/25											
		J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J
01	Project Administration																																				
02	Consultant Procurement																																				
03	Opportunities																																				
04	Existing Conditions																																				
05	Alternatives Development																																				
06	Alternatives Evaluation and Recommendation																																				
07	Public Outreach																																				
08	Advisory Committees																																				
09	Draft and Final Plan																																				

San Francisco County Transportation Authority
Prop K Allocation Request Form

MAJOR LINE ITEM BUDGET

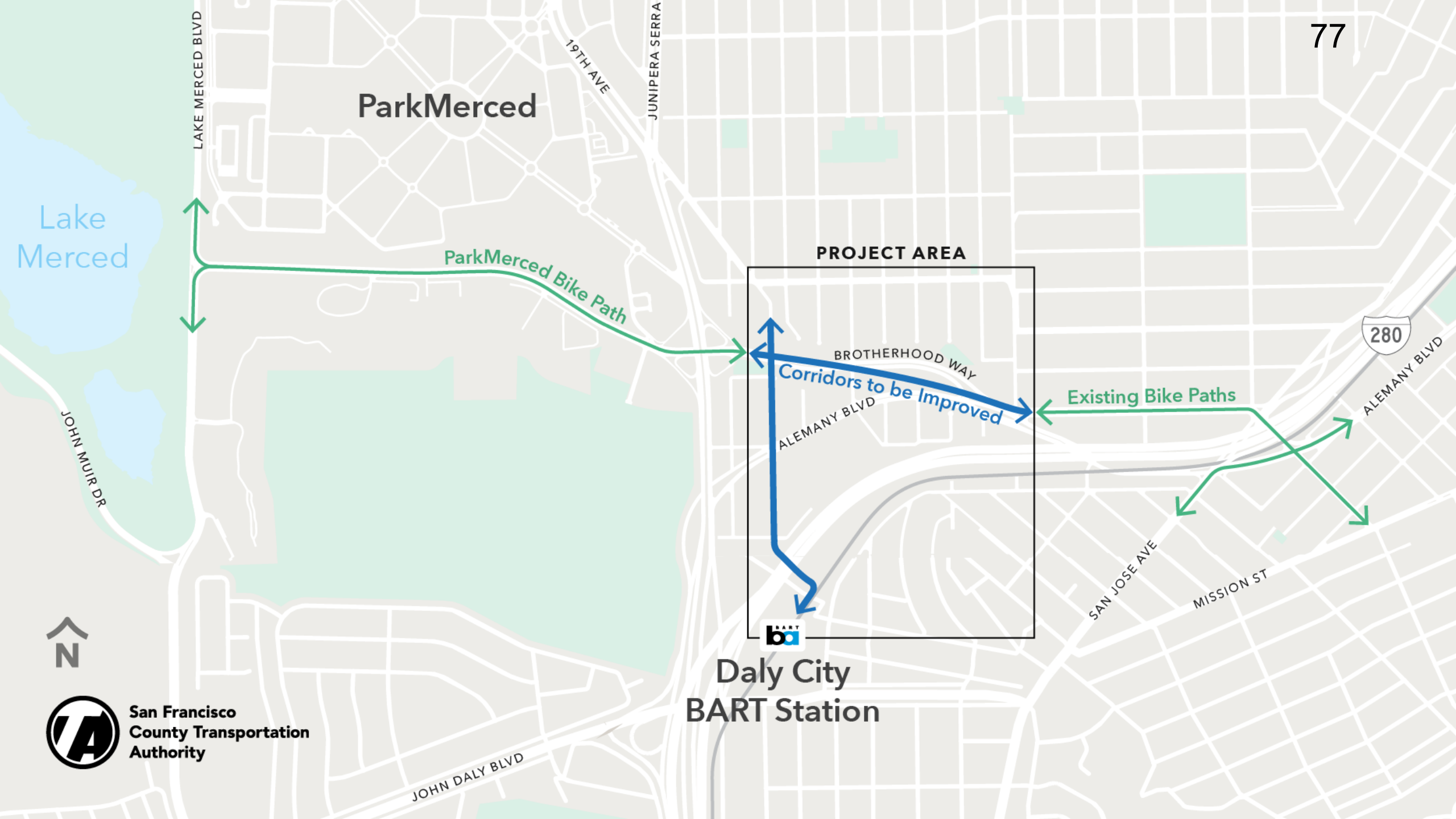
BUDGET SUMMARY

Agency	Task 1 - Project Administration	Task 2 - Consultant Procurement	Task 3 - Goals, Gaps, and Opportunities	Task 4 - Existing Conditions	Task 5 - Alternatives Development	Task 6 - Alternatives Evaluation and Recommendation	Task 7 - Public Outreach	Task 8 - Advisory Committees	Task 9 - Draft and Final Plan	Total
SF Planning	$ -	$ -	$ -	$ 1,814.48	$ 1,814.48	$ -	$ 6,577.49	$ -	$ -	**$ 10,206**
SFMTA	$ -	$ -	$ -	$ 1,420.88	$ 1,420.88	$ -	$ 6,233.00	$ -	$ -	**$ 9,075**
SFCTA	$ 11,598.28	$ 11,424.29	$ 15,939.32	$ 26,364.22	$ 51,757.49	$ 52,863.40	$ 69,856.16	$ 30,104.52	$ 45,899.26	**$ 315,807**
Consultant	$ -	$ -	$ 14,080.00	$ 86,680.00	$ 115,280.00	$ 88,000.00	$ 161,480.00	$ 16,720.00	$ -	**$ 482,240**
Other Direct Costs *	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	**$ -**
Total	**$ 11,598**	**$ 11,424**	**$ 30,019**	**$ 116,280**	**$ 170,273**	**$ 140,863**	**$ 244,147**	**$ 46,825**	**$ 45,899**	**$ 817,328**

* Direct Costs include mailing, reproduction costs room rental fees.

San Francisco County Transportation Authority
Prop K Allocation Request Form

DETAILED LABOR COST ESTIMATE - BY AGENCY						
SFMTA	**Hours**	**Base Hourly Rate**	**Overhead Multiplier**	**Fully Burdened Hourly Cost**	**FTE**	**Total**
Public Relations Officer	20	$ 62.42	2.15	$ 134.04	0.01	**$ 2,681**
Transportation Planner III	36	$ 63.59	2.79	$ 177.61	0.02	**$ 6,394**
Total	**56.00**				**0.03**	**$ 9,075**
SF Planning	**Hours**	**Base Hourly Rate**	**Overhead Multiplier**	**Fully Burdened Hourly Cost**	**FTE**	**Total**
5289 Planner (Senior)	45	$ 67.26	3.37	$ 226.81	0.02	**$ 10,206**
Total	**45.00**				**0.02**	**$ 10,206**
SFCTA	**Hours**	**Base Hourly Rate**	**Overhead Multiplier**	**Fully Burdened Hourly Cost**	**FTE**	**Total**
Tansportation Planner	895	$ 57.88	2.69	$ 155.88	0.43	$ 139,513
Planning Intern	188	$ 28.00	2.69	$ 75.41	0.09	$ 14,177
Deputy Director of Planning	92	$ 106.56	2.69	$ 287.00	0.04	$ 26,404
Principal Planner	214	$ 77.85	2.69	$ 209.65	0.10	$ 44,865
Senior Modeler	115	$ 74.08	2.69	$ 199.52	0.06	$ 22,945
Communications Manager	77	$ 60.30	2.69	$ 162.40	0.04	$ 12,505
Director of Communications	57	$ 95.43	2.69	$ 257.02	0.03	$ 14,650
Senior Graphic Designer	80	$ 52.58	2.69	$ 141.61	0.04	$ 11,329
Deputy Director of Capital Projects	22	$ 123.00	2.69	$ 331.26	0.01	$ 7,288
Senior Engineer	105	$ 78.26	2.69	$ 210.78	0.05	$ 22,132
Total	**1845.00**				**0.89**	**$ 315,807**
Consultant	**Hours**	**Base Hourly Rate**	**Overhead Multiplier**	**Fully Burdened Hourly Cost**	**FTE**	**Total**
Consultant	1732			200		$ 482,240
Total						**$ 482,240**


ParkMerced
LAKE MERCED BLVD
19TH AVE
JUNIPERA SERRA
Lake Merced
ParkMerced Bike Path
PROJECT AREA
BROTHERHOOD WAY
Corridors to be Improved
ALEMANY BLVD
Existing Bike Paths
280
ALEMANY BLVD
JOHN MUIR DR
SAN JOSE AVE
MISSION ST
Daly City BART Station
JOHN DALY BLVD
N
San Francisco County Transportation Authority

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 November 15, 2022 Board

Agency	Project Name		Phase	Status	Fiscal Year					Total
					2019/20	2020/21	2021/22	2022/23	2023/24	
Carry Forward From 2014 5YPP										
Any Eligible	NTIP Planning	1	PLAN/CER	Programmed						$0
One Bay Area Grant (OBAG) / Housing Incentive Program (HIP) Match										
SFPW, SFMTA	Better Market Street (OBAG 2 Match)		Any	Programmed						$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
Neighborhood Transportation Planning/Transit Oriented Development (TOD) Planning										
SFCTA	NTIP Program Support		PLAN/ CER	Appropriated	$100,000					$100,000
SFMTA, SFCTA	NTIP Program Support		PLAN/ CER	Programmed						$0
SFMTA, SFCTA	NTIP Program Support		PLAN/ CER	Programmed						$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	NTIP Program Support		PLAN/ CER	Allocated			$50,000			$50,000
SFCTA	NTIP Program Support		PLAN/ CER	Appropriated				$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, 9, 10, 11, 12, 13	PLAN/ CER	Programmed			$16,000			$16,000
SFCTA	District 1 Multimodal Transportation Study [NTIP Planning]	13	PLAN/ CER	Appropriated				$300,000		$300,000
SFCTA	Slow Duboce Triangle Study [NTIP Planning]	12	PLAN/ CER	Appropriated				$7,000		$7,000
SFCTA	Ocean Avenue Action Plan [NTIP Planning]	11	PLAN/ CER	Appropriated			$275,000			$275,000
SFCTA	Golden Gate Park Sustainable Travel Study [NTIP Planning]	5	PLAN/ CER	Appropriated		$60,000				$60,000
SFMTA	Alemany 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

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 November 15, 2022 Board

Agency	Project Name		Phase	Status	Fiscal Year					Total
					2019/20	2020/21	2021/22	2022/23	2023/24	
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	Alemany Realignment Study [NTIP Planning]	4	PLAN/ CER	Appropriated	$80,875					$80,875
SFMTA	Alemany 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
SFCTA	Treasure Island Supplemental Transportation Study [NTIP Planning]	9	PLAN/ CER	Appropriated			$100,000			$100,000
Any Eligible	NTIP Capital Placeholder	7, 10	PS&E, CON	Programmed			$840,000			$840,000
Any Eligible	Planning Grant Match (e.g. Caltrans Planning Grants)	3, 8	PLAN/ CER	Programmed						$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
SFMTA	Visitacion Valley Community Based Transportation Plan	6	PLAN/ CER	Allocated		$45,651				$45,651
SFMTA	Active Communities Plan	8	PLAN/ CER	Allocated			$249,148			$249,148
Any Eligible	Planning Grant Match (e.g. Caltrans Planning Grants)	10, 14	PLAN/ CER	Programmed			$0			$0
Any Eligible	Planning Grant Match (e.g. Caltrans Planning Grants)	10, 14	PLAN/ CER	Programmed				$124,484		$124,484
SFCTA	Brotherhood Safety and Circulation Plan	14	PLAN/ CER	Pending				$175,516		
Any Eligible	Planning Grant Match (e.g. Caltrans Planning Grants)	10	PLAN/ CER	Programmed					$150,000	$150,000
Any Eligible	Regional Priority Areas Planning Local Match (e.g. PDA Planning)	10	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
				Total Programmed in 2019 5YPP	$610,000	$1,515,651	$1,880,148	$2,707,000	$250,000	$6,962,799
				Total Allocated and Pending	$610,000	$1,515,651	$874,148	$582,516	$0	$3,582,315
				Total Unallocated	$0	$0	$1,006,000	$2,124,484	$250,000	$3,380,484
				Total Programmed in 2021 Strategic Plan	$610,000	$1,515,651	$2,337,148	$2,250,000	$250,000	$6,962,799
				Deobligated Funds			$0	$11,100	$0	$11,100
				Cumulative Remaining Programming Capacity	$0	$0	$457,000	$11,100	$11,100	$11,100

Pending Allocation/Appropriation

Board Approved Allocation/Appropriation

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 November 15, 2022 Board

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

FOOTNOTES:

[1] 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.

[2] 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.

[3] 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.

[4] 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.
District 10 15-Third Street Bus Study [NTIP Planning]: Added project with $30,000 in Fiscal Year 2019/20 for planning.

[5] 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.

[6] 5YPP amendment to fund Visitacion 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.
Visitacion Valley Community Based Transportation Plan [Planning Grant Match]: Added project with $45,651 in planning funds in Fiscal Year 2020/21.

[7] 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.

[8] 5YPP amendment to fund Active Communities Plan [Planning Grant Match] (Resolution 2022-006, 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 by $74,799 to $0.
Active Communities Plan: Added project with $249,148 in Fiscal Year 2021/22 for planning.

[9] 5YPP amendment to fund Treasure Island Supplemental Transportation Study [NTIP Planning] (Resolution 2022-011, 10/26/2021).
NTIP Planning Placeholder: Reduced from $698,000 to $598,000 in Fiscal Year 2019/20.
Treasure Island Supplemental Transportation Study [NTIP Planning]: Added project with $100,000 in planning funds in Fiscal Year 2021/22.

[10] 2021 Strategic Plan Update and corresponding 5YPP amendment to delay programming and/or cash flow to reflect current project delivery schedules (Resolution 22-016, 12/7/2021).

[11] 5YPP amendment to fund Ocean Avenue Action Plan [NTIP Planning] (Resolution 2022-017, 12/7/2021).
NTIP Planning Placeholder: Reduced from $598,000 to $323,000 in Fiscal Year 2021/22.

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 November 15, 2022 Board

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

Ocean Avenue Action Plan [NTIP Planning]: Added project with $275,000 in planning funds in Fiscal Year 2021/22.

[12] 5YPP amendment to fund Slow Duboce Triangle Study [NTIP Planning] (Resolution 2023-004, 7/26/2022).
NTIP Planning Placeholder: Reduced from $323,000 to $316,000 in Fiscal Year 2022/23.
Slow Duboce Triangle Study [NTIP Planning]: Added project with $7,000 in planning funds in Fiscal Year 2022/23.

[13] 5YPP amendment to fund District 1 Multimodal Transportation Study [NTIP Planning] (Resolution 2023-004, 7/26/2022).
NTIP Planning Placeholder: Reduced from $316,000 to $16,000 in Fiscal Year 2022/23.
District 1 Multimodal Transportation Study [NTIP Planning]: Added project with $300,000 in planning funds in Fiscal Year 2022/23.

[14] 5YPP amendment to fund Brotherhood Way Safety and Circulation Plan (Resolution 2023-XX, 11/18/2022).
Planning Grant Match (e.g. Caltrans Planning Grants): Reduced from $150,000 to $0 in Fiscal Year 2021/2022.
Planning Grant Match (e.g. Caltrans Planning Grants): Reduced from $150,000 to $124,484 in Fiscal Year 2022/2023.
Brotherhood Way Safety and Circulation Plan: Added project with $175,516 in planning funds in Fiscal Year 2022/23.

San Francisco
County Transportation
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BD110822 RESOLUTION NO. 22-17

RESOLUTION ALLOCATING $790,000 IN PROP K SALES TAX FUNDS AND APPROPRIATING $175,516, WITH CONDITIONS, FOR THREE REQUESTS

WHEREAS, The Transportation Authority received five requests for a total of $1,117,254 in Prop K local transportation sales tax funds, as summarized in Attachments 1 and 2 and

WHEREAS, The requests seek funds from the following Prop K Expenditure Plan categories: BART Station Access, Safety and Capacity, Bicycle Circulation/ Safety, and Transportation/ Land use Coordination; and

WHEREAS, As required by the voter-approved Expenditure Plans, the Transportation Authority Board has adopted a Prop K 5-Year Prioritization Program (5YPP) for each of the aforementioned Expenditure Plan programmatic categories; and

WHEREAS, Four of the five requests are consistent with the relevant strategic plans and/or 5YPPs for their respective categories; and

WHEREAS, Transportation Authority staff's appropriation request for the Brotherhood Way Safety and Circulation Plan project require amendment to the Transportation/Land Use Coordination 5YPP as summarized in Attachment 2 and detailed in the attached allocation request forms; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating and appropriating a total of $1,117,274 in Prop K funds, with conditions for five projects, as described in Attachment 3 and detailed in the attached allocation request forms, which include staff recommendations for Prop K allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2022/23 budget to cover the proposed actions; and

WHEREAS, At its October 26, 2022 meeting, the Community Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation;

San Francisco
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Authority

BD110822 RESOLUTION NO. 22-17

WHEREAS, At its November 8, 2022 meeting, the Transportation Authority Board considered the item, and continued the Bike to Wherever Day Sponsorship 2023 and Bicycle Safety Education and Outreach requests to a future meeting; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop K Traffic Calming 5YPP, as detailed in the attached allocation request form; and be it further

RESOLVED, That the Transportation Authority hereby allocates $790,000 in Prop K funds, and appropriates $175,516, with conditions, as summarized in Attachment 3 and detailed in the attached allocation request forms; and be it further

RESOLVED, That the Transportation Authority finds the allocation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop K Expenditure Plans, the Prop K Strategic Plan, and the relevant 5YPPs; and be it further

RESOLVED, That the Transportation Authority hereby authorizes the actual expenditure (cash reimbursement) of funds for these activities to take place subject to the Fiscal Year Cash Flow Distribution Schedules detailed in the attached allocation request forms; and be it further

RESOLVED, That the Capital Expenditures line item for subsequent fiscal year annual budgets shall reflect the maximum reimbursement schedule amounts adopted and the Transportation Authority does not guarantee reimbursement levels higher than those adopted; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the Executive Director shall impose such terms and conditions as are necessary for the project sponsors to comply with applicable law and adopted Transportation Authority policies and execute Standard Grant Agreements to that effect; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the project sponsors shall provide the Transportation Authority with any other information it may request regarding the use of the funds hereby authorized; and be it further

RESOLVED, That the Capital Improvement Program of the Congestion Management Program and the relevant 5YPPs are hereby amended, as appropriate.

Attachments:

1. Summary of Requests Received

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2. Brief Project Descriptions
3. Staff Recommendations
4. Prop K Allocation Summaries - FY 2022/23
5. Prop K Allocation Request Forms (3)

San Francisco
County Transportation
Authority

1455 Market Street, 22ND Floor, San Francisco, California 94103 415-522-4800 info@sfcta.org www.sfcta.org

Memorandum

AGENDA ITEM 7

DATE: October 20, 2022

TO: Transportation Authority Board

FROM: Cynthia Fong – Deputy Director for Finance and Administration

SUBJECT: 11/8/2022 Board Meeting: Execute Contract Renewals and Options for Various Professional Services in an Amount Not to Exceed $1,025,000

RECOMMENDATION ☐ Information ☒ Action

Execute contract renewals and options for various professional services in an amount not to exceed $1,025,000:

- SPTJ Consulting ($400,000 for 1-year term)
- Meyers Nave; Nossaman LLP; and Fennemore LLP ($325,000 for 1-year term)
- Office of the City Attorney ($300,000 for a three-year term)

Authorize the Executive Director to modify contract payment terms and non-material contract terms and conditions.

SUMMARY

We annually contract for certain professional support services in areas where factors like cost, work volume, or the degree of specialization required would not justify the use of permanent in-house staff. The purpose of this memo is to present contract renewals and options for Fiscal Year (FY) 2022/23 and to seek approval. Attachment 1 provides summary information for the proposed contract options with brief descriptions of the recommended services and amounts in the memo below.

☐ Fund Allocation
☐ Fund Programming
☐ Policy/Legislation
☐ Plan/Study
☐ Capital Project Oversight/Delivery
☐ Budget/Finance
☒ Contract/Agreement
☐ Other: _____

BACKGROUND

We annually contract for certain professional support services in areas where factors like cost, work volume, or the degree of specialization required would not justify the use of permanent in-house staff. Services requested from outside firms include computer network services and general legal counsel services. The contract amounts proposed are not-to-exceed amount limitations, as these professional support services are provided through contracts where costs are incurred only when the specific services are used.

DISCUSSION

Attachment 1 provides summary information for the proposed contract options. Below are brief descriptions of the recommended services and amounts.

SPTJ Consulting	**$400,000**
SPTJ Consulting provides information technology support services of our computer hardware and software, office networking equipment, telecommunications systems, servers, and disaster recovery preparation. In November 2018, through Resolution 19-26, we awarded a two-year consultant contract, with options to extend for three additional one-year periods to SPTJ Consulting, Inc. in an amount not to exceed $480,000 for computer network and maintenance services. In September 2020, through Resolution 21-12, we approved the first contract option in an amount not to exceed $325,000, for a total contract amount not to exceed $805,000. In October 2021, through Resolution 22-15, we approved the second contract option in an amount not to exceed $300,000, for a total contract amount not to exceed $1,105,000. During FY 2022/23, we anticipate an elevated level of technology support in preparation for a potential upgrade to our enterprise resource planning system. The proposed action will exercise the third of three renewal options of the initial contract.	
Meyers Nave; Nossaman LLP; and Fennemore LLP	**$325,000**
We maintain a bench of three legal firms experienced in matters related to the operation of public entities to provide on-call general legal counsel services. In July 2019, through Resolution 20-07 and based on the results of a competitive process, we awarded three-year professional services contracts to Meyers Nave (formerly Meyers Nave Riback Silver & Wilson); Nossaman LLP; and Fennemore LLP (formerly Wendel Rosen LLP), with an option to extend for two additional one-year periods, in a combined amount not to exceed $1,000,000, for on-call general legal counsel services. In November 2021, through Resolution 21-12, we approved the first of two additional one-year options, in a combined amount not to exceed $1,325,000, for on-call legal counsel services. The proposed action will exercise the second of two renewal options of the initial contracts. Attachment 2 provides brief descriptions of the work assigned to the legal teams. Effective July 1, 2022, Wendel Rosen combined with the law firm of Fennemore LLP, and will be known as Fennemore Wendel. Contractual duties and obligations shall be assigned from Wendel Rosen LLP to Fennemore LLP. This change will not have any financial impacts.	
Office of the City Attorney	**$300,000**
The Office of the City Attorney (City Attorney) provides verbal and written legal representation advice and counsel on matters related to the routing operations of the Transportation Authority contracts and interagency agreements labor matters, labor matters, Brown Act, and California Public Records Act. We also utilize the City Attorney for litigation activities when appropriate. At the request of the City Attorney, the contract term will increase from a one-year period to a three-year period, maintaining a $100,000 annual rate.	

FINANCIAL IMPACT

The adopted Fiscal Year 2022/23 budget includes this year's activities and sufficient funds will be included in future budgets to cover the remaining cost of the contracts. The proposed contracts will be funded by a combination of federal and state grants, and Prop K funds.

CAC POSITION

The Community Advisory Committee considered this item at its October 26, 2022 meeting and unanimously adopted a position of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Proposed Professional Services Expenditures
- Attachment 2 – Task Order Assignments
- Attachment 3 - Resolution

Attachment 1:
Proposed Professional Services Expenditures

Professional Services	Description of Services	Previous Year Contract	Increase/ (Decrease)	Proposed Amount (term)	Procurement Type/Contract Options	Contract Goal	Utilization to Date
SPTJ Consulting, Inc.	Computer Network and Maintenance Services	$300,000	$100,000	$ 400,000 (1-year)	Competitively bid. Third of three renewal options.	15% DBE, LBE or SBE	96% DBE/LBE
Meyers Nave; Nossaman LLP; and Fennemore LLP	On-call Legal Counsel Services	$325,000	0	$ 325,000 (1-year)	Competitively bid. Second of two renewal options.	0%	0%
Office of the City Attorney	General Counsel Services	$100,000	$200,000	$300,000[1] (3-year total)	Sole Source	N/A	N/A
	Total	**$725,000**	**$300,000**	**$1,025,000**			

[1] At the request of the City Attorney, the contract term will increase from a one-year period to a three-year period, maintaining a $100,000 annual rate, for a total amount not-to-exceed $300,000.

Attachment 2

General Legal Counsel Services
Assigned Task Orders (2019 to 2022)

Legal Firm	Task Order Description	Amount
Nossaman LLP	General Legal Services[1]	$300,000
	Federal Legislative Services	$84,000
	California Public Records Act	$81,841
	Downtown Extension	$50,000
	Sales Tax Reauthorization	$43,200
	Streets and Freeways Corridor Study	$9,386
	Yerba Buena Island Southgate Road Realignment	$4,680
Total Task Orders Awarded to Nossaman LLP		**$573,107**
Fennemore LLP	Yerba Buena Island Southgate Road Realignment	$100,000
	Yerba Buena Island West-side Bridges	$25,000
	General Legal Services[1]	$25,000
	Treasure Island Transportation Plan	$25,000
Total Task Orders Awarded to Fennemore LLP		**$175,000**
Meyers Nave	General Legal Services[1]	$100,000
	California Environmental Quality Act Analysis for Treasure Island	$60,000
Total Task Orders Awarded to Meyers Nave		**$160,000**
Total Task Orders Awarded to Date		**$908,107**
Total Contract Amount		**$1,325,000**

[1] General legal services encompass activities such as attending Board and Committee meetings, assistance on contracts, advising on records requests and personnel matters, as well as providing legal services for Transportation Authority initiatives not covered by separate task orders.

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BD110822 RESOLUTION NO. 23-18

RESOLUTION EXECUTING CONTRACT RENEWALS AND OPTIONS FOR VARIOUS PROFESSIONAL SERVICES IN AN AMOUNT NOT TO EXCEED $1,025,000 AND AUTHORIZING THE EXECUTIVE DIRECTOR TO MODIFY CONTRACT PAYMENT TERMS AND NON-MATERIAL CONTRACT TERMS AND CONDITIONS

WHEREAS, The Transportation Authority annually contracts for certain professional support services in areas where factors like cost, work volume, or the degree of specialization required would not justify the use of permanent in-house staff; and

WHEREAS, The Transportation Authority seeks general legal counsel services and computer networking and maintenance services; and

WHEREAS, On November 27, 2018, through Resolution 19-26, the Transportation Authority awarded a two-year professional services contract, with options to extend for three additional one-year periods in an amount not to exceed $480,000 for computer networking and maintenance services to SPTJ Consulting, Inc.; and

WHEREAS, On September 22, 2020, through Resolution 21-12, the Transportation Authority exercised the first of three renewal contract options in an amount not to exceed $325,000 for a total contract amount not to exceed $805,000; and

WHEREAS, On November 16, 2021, through Resolution 22-15, the Transportation Authority exercised the second of three renewal contract options in an amount not to exceed $300,000 for a total contract amount not to exceed $1,105,000; and

WHEREAS, During Fiscal Year (FY) 2022/23, the Transportation Authority

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anticipates an elevated level of technology support in preparation for a potential upgrade to its enterprise resource planning system; and

WHEREAS, Transportation Authority staff is recommending that the agency exercise the third of three renewal options in an amount not to exceed $400,000 for a total contract amount not to exceed $1,505,000; and

WHEREAS, On July 23, 2019, through Resolution 20-07, the Transportation Authority awarded a three-year professional services contract, with an option to extend for two additional one-year periods in a combined amount not to exceed $1,000,000 for on-call general legal counsel services to Meyers Nave (formerly Meyers Nave Riback Silver & Wilson); Nossaman LLP; and Fennemore Wendel (formerly Wendel Rosen LLP); and

WHEREAS, On November 16, 2021, through Resolution 22-15, the Transportation Authority approved the exercise of the first of two additional one-year options in an amount not to exceed $325,000 for a total contract amount not to exceed $1,325,000; and

WHEREAS, The Transportation Authority maintains a bench of three legal firms experienced in matters related to the operation of public entities to provide on-call general legal counsel services; and

WHEREAS, Transportation Authority staff is recommending that the agency exercise the second of two one-year options in an amount not to exceed $325,000 for a total contract amount not to exceed $1,650,000; and

WHEREAS, In order to support its ongoing operations, the Transportation Authority staff is requesting approval to execute a professional services contract with the Office of the City Attorney for general legal services; and

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Authority

BD110822 RESOLUTION NO. 23-18

WHEREAS, At the request of the Office of the City Attorney, Transportation Authority staff is proposing to increase the contract term from a one-year period to a three-year period, maintaining a $100,000 annual rate, for a total contract amount not to exceed $300,000; and

WHEREAS, The contract amounts proposed are limitations, as the subject professional support services are provided through contracts where costs are incurred only when the specific services are used; and

WHEREAS, The adopted FY 2022/23 budget includes this year's activities and sufficient funds will be included in future budgets to cover the remaining cost of the contracts; and

WHEREAS, The proposed contracts will be funded by a combination of federal grants, state grants and Prop K funds; and

WHEREAS, At its October 26, 2022 meeting, the Community Advisory Committee considered the proposed action to execute contract renewals and options for various professional services as summarized in Attachment 1 and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby authorizes the Executive Director to execute contract renewals and options for the aforementioned professional services in an amount not to exceed $1,025,000; and be it further

RESOLVED, That the Executive Director is hereby authorized to negotiate contract payment terms and non-material contract terms and conditions; and be it further

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RESOLVED, That for the purposes of this resolution, "non-material" shall mean contract terms and conditions other than provisions related to the overall contract amount, terms of payment, and general scope of services; and be it further

RESOLVED, That notwithstanding the foregoing and any rule or policy of the Transportation Authority to the contrary, the Executive Director is expressly authorized to execute agreements and amendments to agreements that do not cause the total agreement value, as approved herein, to be exceeded and that do not expand the general scope of services.

Attachment:

- Attachment 1 – Proposed Professional Services Expenditures

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Making San Francisco a “Safe Speeds” City

Solutions to Slow our Streets and Save Lives

November 15, 2022

@walksf

walksf.org

WALK SAN FRANCISCO

We Need to Slow Our Streets

WALK SAN FRANCISCO

@walksf

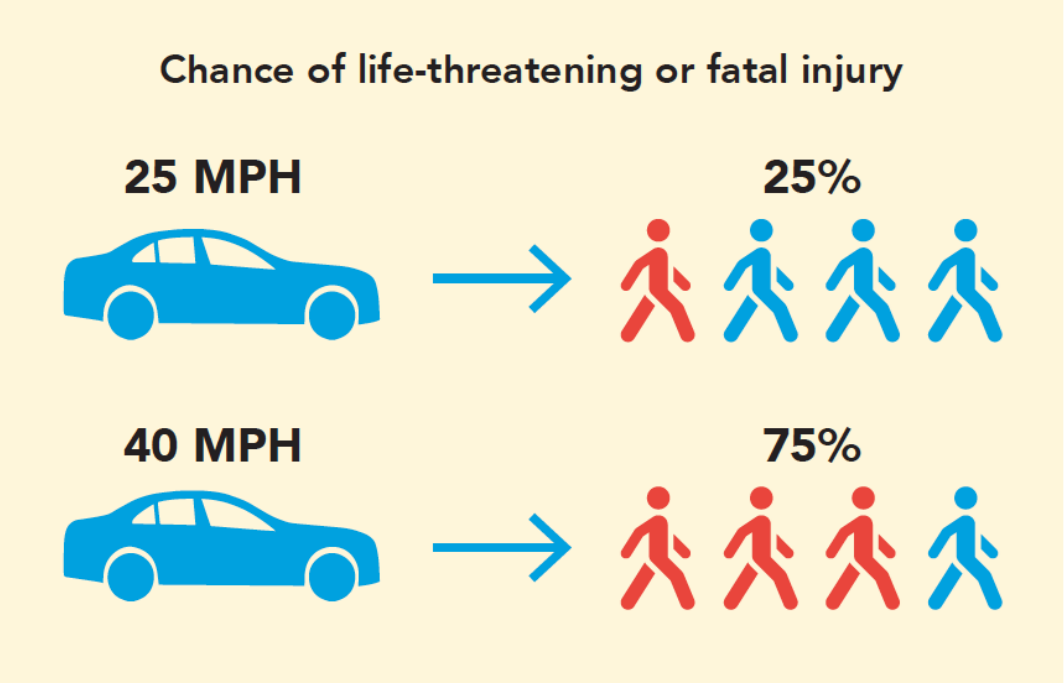
Source: Walk SF

Why Speed Matters

90% of people will survive if hit by a vehicle traveling 20 MPH.

On urban roads, reducing average speed by 1 MPH reduces injury collisions by 2-7%.

Why Speed Matters



Source: Taylor et al (2000). *The effects of drivers' speed on the frequency of road accidents*. UK Transport Research Laboratory Report 421

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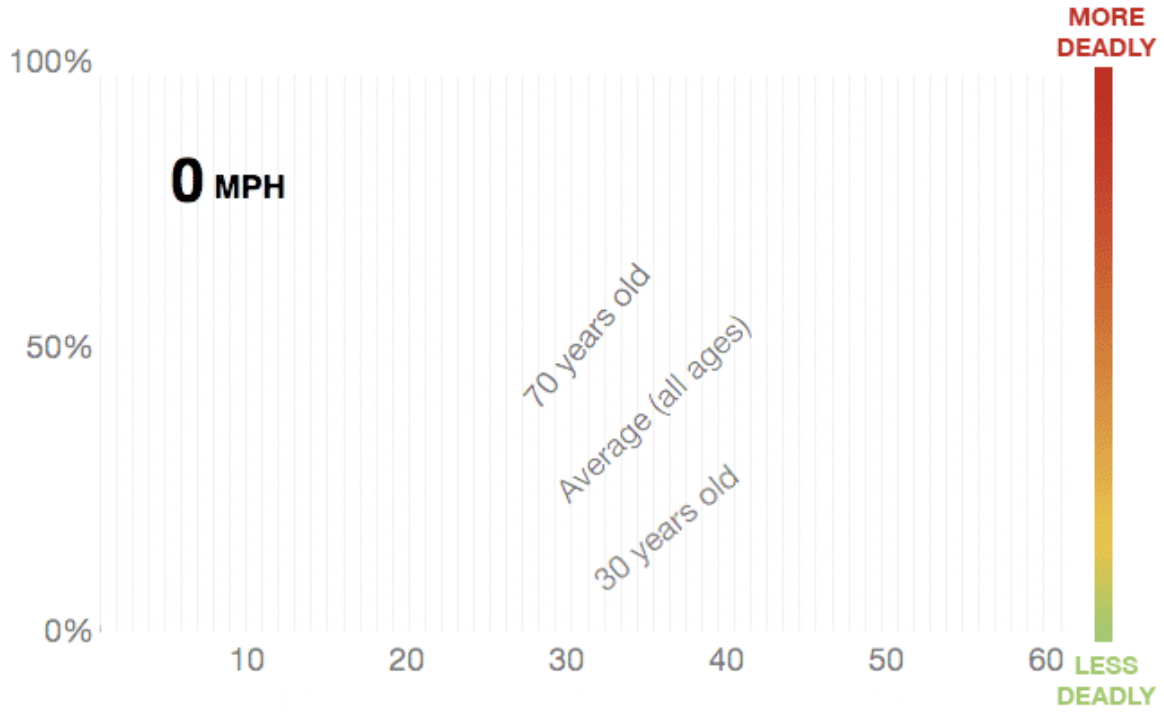
Why Speed Matters



Source: ProPublica

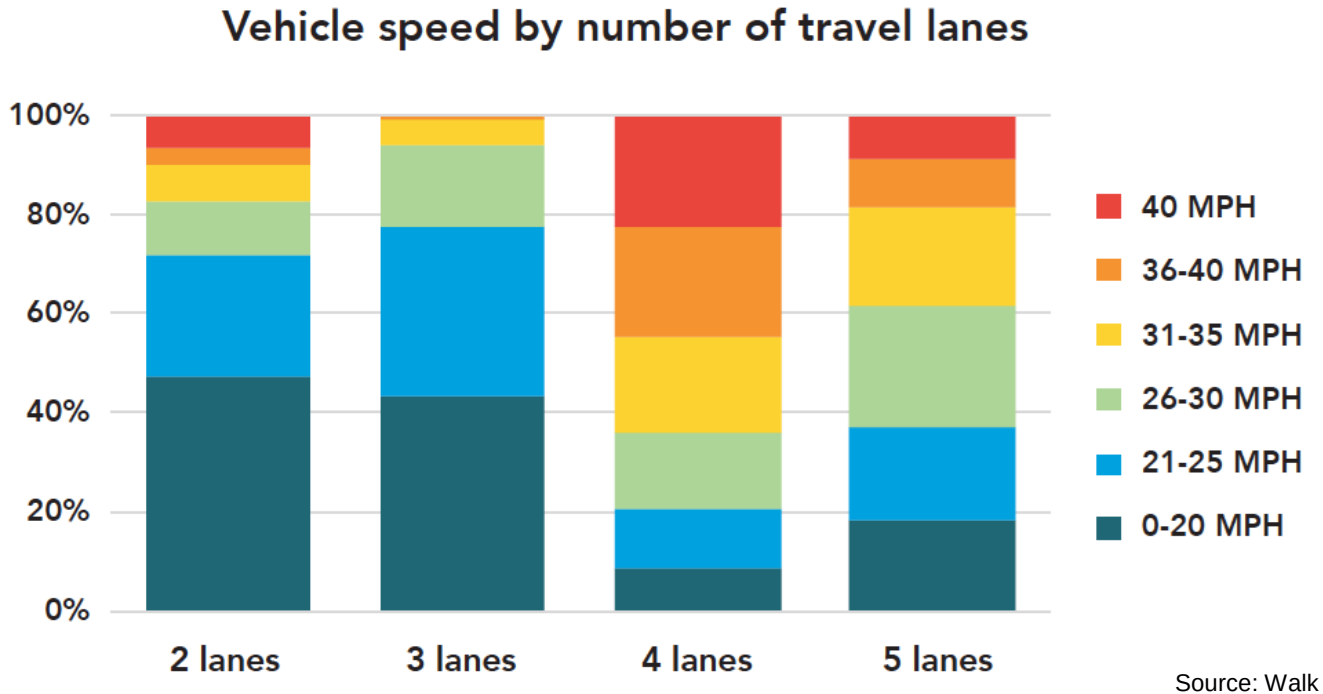
What's Really Happening with Dangerous Speeds?

Credit: Brian Haagsman

What's Really Happening with Dangerous Speeds?

Credit: Jim Watkins

What's Really Happening with Dangerous Speeds?



Source: Walk SF Data Collection 2022

Harrison Street vs. Folsom Street

Credit: William McLeod

What's Really Happening with Dangerous Speeds?

Harrison Street

- **Median Speed 29 MPH**
- **85th Percentile Speed 47 MPH**

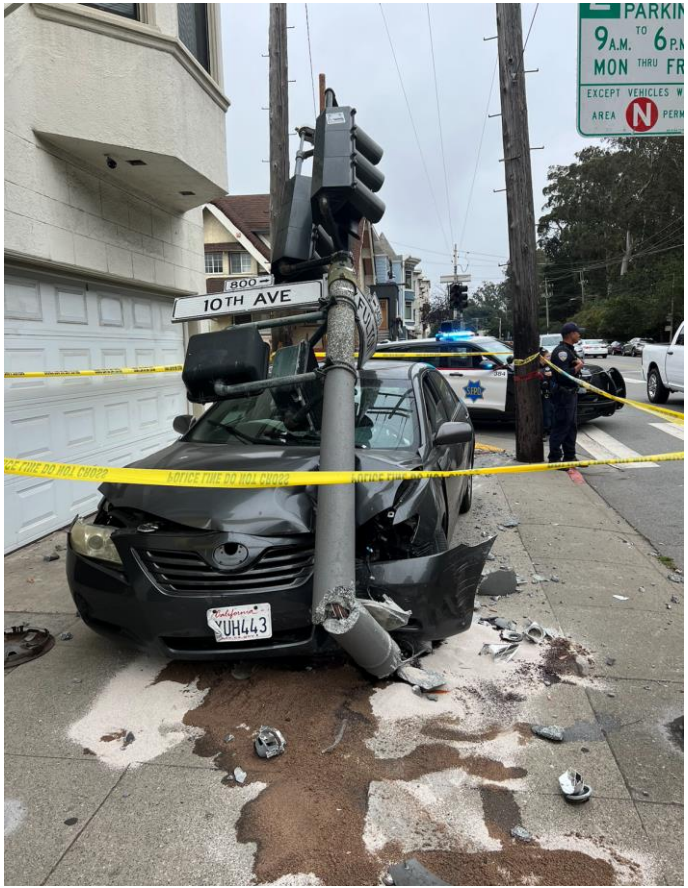
vs.

Folsom Street

- **Median Speed 18 MPH**
- **85th Percentile Speed 24 MPH**

What’s Really Happening with Dangerous Speeds?

Credit: Emily Huston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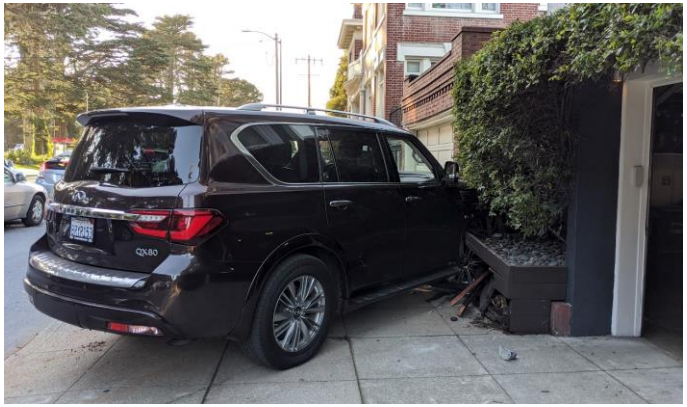


What's Really Happening with Dangerous Speeds?

The Tenderloin

We surveyed:

Hyde

Leavenworth

Jones

Turk

Median speeds:

17.8 MPH on average

85th percentile speeds:

22 MPH on average

Source: Walk SF

What's Really Happening with Dangerous Speeds?

Credit: Jim Watkins

What's Really Happening with Dangerous Speeds?

Source: Walk SF

What's Really Happening with Dangerous Speeds?

Source: Walk SF

Speed Solutions: Tools to Slow Our Streets

Source: SFMTA Photo Archive

Source: Walk SF

Source: SFMTA Photo Archive

Speed Solutions: Tools to Slow Our Streets

1. **Setting lower speed limits**
2. **Reducing, reconfiguring & narrowing lanes**
3. **Timing traffic signals**
4. **Reducing speed at intersections and midblock**
5. **Vertical speed reducers (speed humps, cushions, and more)**
6. **Speed radar signs**
7. **Midblock solutions (chinanes, pinch points, crosswalks and islands)**
8. **Roundabouts and traffic circles**

Recommendation 1

Lower speed limits to 20 MPH
on every possible street
with an aggressive timeline

Recommendation 1

Lower speed limits
to 20 MPH
on every possible
street
with an aggressive
timeline

90% of people will survive if hit by a vehicle traveling 20 MPH.

Recommendation 2

Develop a systematic approach to bring solutions to different types of streets with the biggest speed issues.

Credit: William McLeod

Recommendation 3

Bring every possible speed solution to high-injury streets.

Source: SFMTA Photo Archive

Recommendation 4

Focus on Equity Priority Communities.

Photo by Jim Watkins

Recommendation 5

Bring more transparency, evaluation, and metrics to speed-related work.

Photo by Richard Drdul via Flickr Creative Commons

Recommendation 6

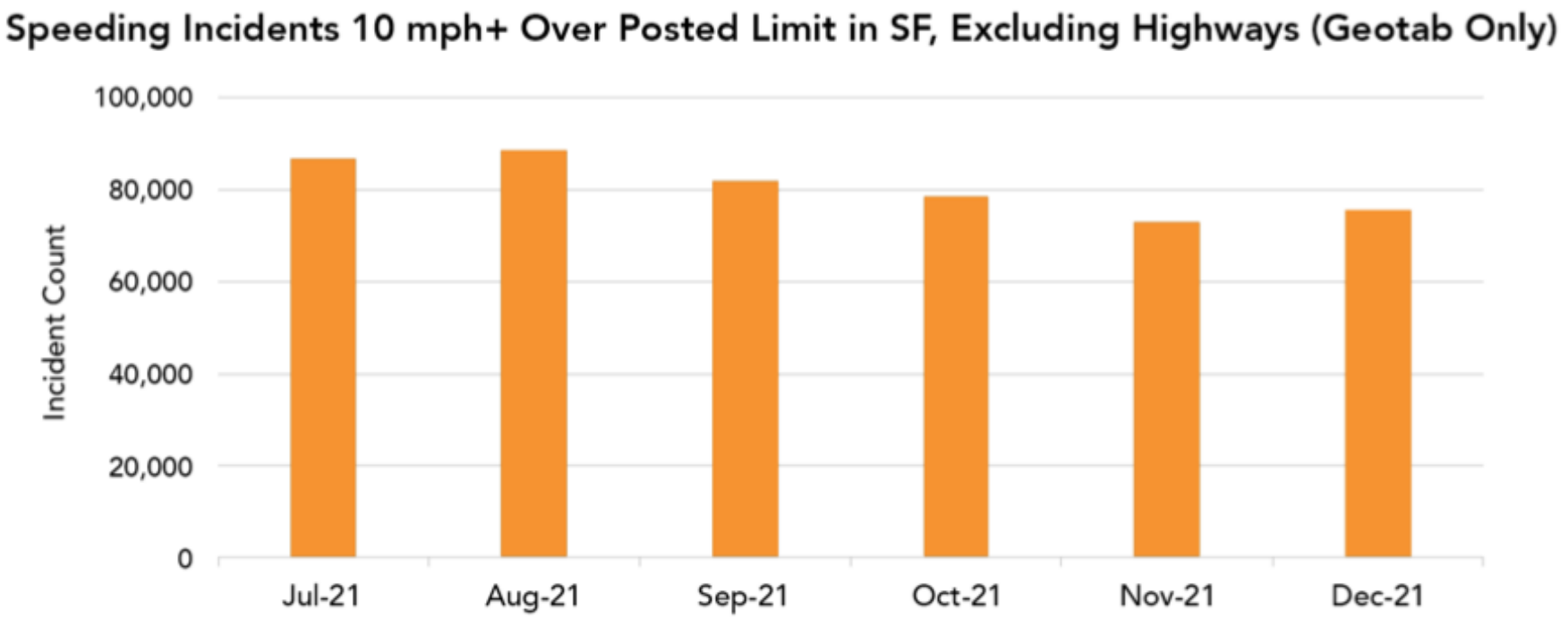
Get City agencies better coordinated and refocused on Vision Zero

VISION ZERO SF

Recommendation 7

Enhance the role of enforcement and education in setting a safer tone on our streets.

Recommendation 7



Source: City and County of San Francisco; Office of the City Administrator. April 29, 2022

Recommendation 7

Source: Tweet by Vision Zero Minneapolis @visionzerompls
September 23, 2020; Jodie Medeiros; KPIX

Let’s Slow Our Streets and save lives. Let’s be a ‘safe speeds city’!

WALK SAN FRANCISCO

@walksf

MAKING SAN FRANCISCO A 'SAFE SPEEDS CITY'

Solutions to Slow Our Streets and Save Lives

WALK
SAN FRANCISCO

Volunteers made it possible for us to do speed surveys on 47 blocks in every District.
This is from our survey in the Bayview, which community partners made a big success.

Contents

WE NEED TO SLOW OUR STREETS

Dangerous speeds kill. Again and again on San Francisco's streets.

When drivers go dangerous speeds, the risk for you and me and our loved ones skyrockets, and speed is the #1 contributor to severe and fatal crashes in our city.

Walk San Francisco launched the Slow Our Streets campaign in 2020 to take on dangerous speeds because there is simply no faster way to save lives from traffic crashes.

In 2021, together with our members, 35+ groups in the Vision Zero Coalition, and Families for Safe Streets, we successfully pushed the City to commit to creating a comprehensive speed management plan. But this win will only be meaningful if the plan itself has meaningful commitments along with the funds and accountability needed to make it happen. So in 2022 with the help of volunteers and neighborhood groups, Walk SF conducted speed surveys around the city to see what's really happening. We researched everything San Francisco is — and isn't — doing related to speed, plus what's really working here and elsewhere.

This report is the culmination of that work and a blueprint for San Francisco to become what we call 'a safe speeds city.'

If San Francisco were a 'safe speeds city' we would all feel it every day, on every street. We would immediately see significantly fewer tragedies. Our neighborhoods — especially the Tenderloin, the Bayview, and South of Market — would *feel* more like neighborhoods, and communities would be stronger.

And San Francisco would take a huge leap in progress toward Vision Zero. In 2024, it will be a decade since San Francisco's leaders and agencies committed to Vision Zero: a data-driven, preventative, and intersectional approach to ending severe and fatal traffic crashes. There's no better time and way for the City to live out this promise than addressing speed in every way possible now. **So read on and join the movement to Slow Our Streets to save lives.**

A speeding driver almost killed Julie Nicholson

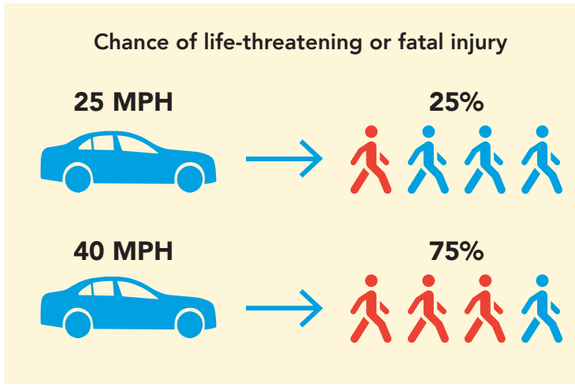
Julie Nicholson was jogging in the Panhandle when a speeding driver ran a red light and crashed into another vehicle. The vehicles ricocheted and one struck her, sending her flying 20 feet. She broke her neck and back. Julie is lucky to be alive, and has shared her story with City leaders many times urging action to Slow Our Streets.

WHY SPEED MATTERS SO MUCH

Safe streets depend on safe speeds.

The faster a driver is going, the more likely a crash is to occur. That's because the driver has a smaller scope of vision, less time to react, and can't stop the vehicle as quickly. And the faster a vehicle is traveling at the moment of impact, the more serious the injuries and the higher the chance of death.

Pedestrians are highly vulnerable as speed rises above 25 MPH. The most frequently cited study on speed and risk of fatality[1] shows that at 25 MPH and under, a person has a less than 1 in 4 chance of being severely injured or killed if they are hit. But by 40 MPH, this flips, with 75% of pedestrians suffering life-threatening injuries or dying. Most drivers don't realize how deadly going even 5 or 10 miles over a 25 MPH speed limit is — and many wouldn't think twice about doing it.



90% of people will survive if hit by a vehicle traveling 20 MPH.[14]

On urban roads, reducing average speed by 1 MPH reduces injury collisions by 2-7%.[2]

Fatality rates for seniors are significantly worse. For example, a 70-year-old person hit by a driver of a vehicle going 35 MPH will experience fatality rates as though the vehicle were going 45 MPH in a crash with a 30-year-old, and be very unlikely to survive.[3]

And this likely underestimates risk for pedestrians. With the recent popularity of SUVs — now surpassing sedans as the best-selling vehicles in the US[4] — the average midsize vehicle now weighs around 5,000 pounds.[5] Many reports have cited SUVs as a major factor in the national rise of pedestrian traffic deaths, which is logical given the sheer impact of vehicles this large and where these vehicles hit a person.

So in a city like San Francisco, where millions of people walk each year, keeping speeds down is critical to keeping us all safe.

What are dangerous speeds?

When we say 'dangerous speeds', we mean 30 MPH or higher. This is 5 MPH higher than the majority of San Francisco's speed limits, and the speed at which the likelihood of life-threatening injuries or death for a pedestrian starts to quickly rise. **A person is about 70% more likely to be killed if they're struck by a vehicle traveling at 30 MPH versus 25 MPH.** By 40 MPH, about 75% of pedestrians will suffer a life-threatening injury or die.[6]

What is median speed vs. 85th percentile speed?

In our speed surveys, we looked at both the median speeds and 85th percentile speeds for each street we surveyed. **Median speed** is taking a range of driver speeds and determining how fast the middle driver was going (different from the average). The **85th percentile speed** is the speed that 85% of drivers are going at or below—and represents the most likely speed of any one driver—but also shows how fast the remaining 15% of drivers are going. This helps us see the extremes that pedestrians face.

The 85th percentile is how transportation engineering has approached setting speed limits for over fifty years,[7] much to the detriment of our safety.[8] Assembly Bill 43 (discussed more in "Future Speed Solutions") was passed to help address its shortcomings and is why San Francisco can now lower the speed limit on some types of streets.

What are arterial roads?

An arterial road is a high-capacity urban road— think of big multi-lane thoroughfares in San Francisco like Geary Boulevard. Many arterial roads are on the 'high-injury network': the 13% of streets where 75% of crashes occur in San Francisco.

SURVEYING SPEED IN SAN FRANCISCO

WHAT'S REALLY HAPPENING WITH DANGEROUS SPEEDS?

For many years, speed has been the #1 cause of severe and fatal crashes on San Francisco streets. This statistic comes from police reports and investigations, and mirrors statewide trends. It also lines up with how our streets often feel as a pedestrian.

Walk SF wanted to understand dangerous speed in greater detail. Where is it the worst? How extreme is it? Where are people most at risk? And as the City embarks on creating a comprehensive speed management plan, we felt that additional data could help to strengthen their approach.

So over eight months in 2022, Walk SF surveyed speeds on 47 blocks across the city in every Supervisorial District. We assessed multiple streets at each survey, and included many street types: quiet, two-lane residential streets; three-lane streets with protected bike lanes; four-lane streets with frequent Muni service; and five-lane arterials designed to move tens of thousands of vehicles daily. We also included streets with varying levels of safe streets improvements, including some that haven't had any yet.

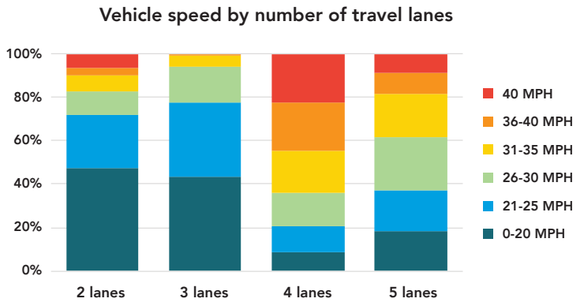
Walk SF members, neighbors, and community groups made it possible for us to gather data. And thanks to these trained volunteers and a handful of radar guns, we know a lot more about what's going on with dangerous speeds.

OUR SPEED SURVEY FINDINGS

Our surveys showed that all neighborhoods face frequent dangerous speeds for people walking. The threat is real citywide, but varies widely depending on the type of street and level of safety improvements.

It is important to note that our speed survey data likely underestimates speeds — possibly significantly. For safety reasons, volunteers wore reflective vests, and depending on the location, stood in spots where they were visible to drivers. Also, to get a clear line of sight with the radar guns, volunteers collected data from the outer lane, which is generally slower traffic. Surveys were timed to be during a time of day with free-flowing traffic.

What we saw in our surveys is that dangerous speeds are happening everywhere, but arterial roads with four and five travel lanes are by far the worst in terms of frequency and how extreme dangerous speeds are. We found that four-lane streets had 85th percentile speeds of 31.0 MPH, on average. That means 15% of drivers, or almost 1 of 6 drivers, are going faster than 31.0 MPH. The top speeds we recorded on four-lane streets averaged 41.9 MPH. Five-lane roads were even faster with 85th percentile speeds of 31.5 MPH, on average. The top speeds we recorded on five-lane roads averaged 46 MPH.



Not only do arterial roads see higher speeds, but because of the greater number of lanes, pedestrians must contend with vehicles going by at dangerous speeds as often as 4-5 times/minute on streets like Harrison Street, Lincoln Way, and Oak Street, or as many as 30 times/minute on Lake Merced Boulevard. It's no surprise that many of the city's widest streets are on the high-injury network: the 13% of streets where 75% of crashes occur.

Dangerous speeds are less frequent and extreme on two- and three-lane streets, but are nevertheless a problem. Two- and three-lane streets averaged 85th percentile speeds of 24.7 MPH. The top speeds on two- and three-lane streets averaged 34.2 MPH. That means if a person walks just a few blocks on one of these streets, they are almost guaranteed to encounter a driver going at a dangerous speed.

People are especially at risk of dangerous speeds near parks. In our speed surveys, we observed some of the most dangerous speeds occurring directly adjacent to Lake Merced Park, McLaren Park, Golden Gate Park, and the Panhandle. Lake Merced Boulevard is the worst offender, with its close proximity to schools and speed limits of 35 MPH and 40 MPH on different sections. During our survey, we witnessed numerous drivers going over 50 MPH.

On Geneva Avenue, near the Purple Playground and soccer fields at McLaren Park, drivers regularly went over 40 MPH on this 25 MPH road. This means pedestrians face dangerous speeds three times every minute, on average. And to get to Golden Gate Park, we saw top speeds regularly above 40 MPH on Fulton and Lincoln.

Walk SF members, neighbors, and community groups made it possible to survey speeds on 47 blocks across the city.

STREET SAFETY IMPROVEMENTS AND LOWERED SPEED LIMITS *ARE* WORKING TO BRING DOWN SPEED

Our surveys led to a remarkable comparison in the South of Market neighborhood that shows the difference a lane reduction can make. Folsom and Harrison sit one block away from each other, have similar curb-to-curb widths (between 60 and 65 feet), and serve one-way travel in the east- or west-bound directions.

But Folsom had a suite of 'Quick Build' safety improvements installed in late 2017 and early 2018 using paint, posts, signs, and signals to calm the street, plus added a protected bike lane and concrete bus islands. Folsom now has three vehicle travel lanes compared with Harrison's five.

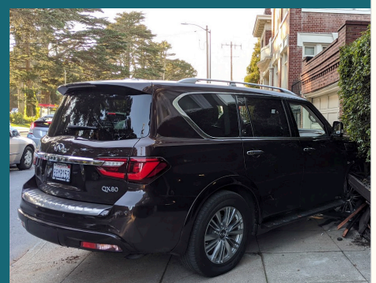
The difference we found in speeds was remarkable. On Folsom, median speeds were 18 MPH and the 85th percentile speed was 24 MPH. Speeds were fully 10 MPH faster on Harrison; its median speed was 29 MPH and 85th percentile speed was 34 MPH. Folsom's top observed speed was 34 MPH vs. Harrison's 47 MPH. A person walking will contend with dangerous speeds over 20 times as often on Harrison as on Folsom — over eight times per minute versus once every two and a half minutes.

The difference in speeds between Harrison (left) and Folsom (right) is remarkable, but not when you see how they're designed. Our surveys saw lower average speeds on streets with completed safety projects.

Dangerous speed hits home for Paul and Susan

On the day Paul and Susan moved into their home on Fulton Street, they witnessed a crash right outside. This would turn out to be the first of many — and they have the pictures to prove it. The photo below shows the aftermath of when a speeding SUV changed lanes and struck a car that was pulling out of a parking space, which then jumped the curb and hit Paul and Susan's neighbor's house. There are frequently families walking on the sidewalk there. Thankfully there weren't any when this happened.

This is just the tip of the iceberg. On Father's Day, Paul and his baby were almost hit by a speeding driver while crossing Fulton.



Focus on the Tenderloin: Where 20 is Plenty

In April 2021, speed limits on every street in the Tenderloin neighborhood were reduced from 25 MPH to 20MPH — a first in San Francisco for neighborhood-wide speed limit reductions.

This was a welcome change for the neighborhood, where every single street is designated as "high-injury" in terms of the number of severe and fatal traffic crashes.

We did a speed survey in the Tenderloin with residents and members of the Tenderloin Traffic Safety Task Force, organizations like Central City SRO Collaborative, and the Tenderloin Community Benefit District.

And great news: the new speed limits are making a meaningful difference — and lighting the path toward becoming a 'safe speeds city.' We surveyed Hyde, Leavenworth, Jones, and Turk, and found median speeds were 17.8 MPH and 85th percentile speeds were 22.5 MPH on average. These rates were lower than every other neighborhood we surveyed. Still, dangerous speeds did occur about every 10 minutes on average, which means more street design changes and signal upgrades are needed.

Focus on the Bayview: A Neighborhood Asking for Change

"49 miles an hour," Hicks said as a driver raced by on Third Street.

"Wait, what's the speed limit?" asked Dario as he jotted down the number on the tracking sheet. Like most San Francisco streets, it was 25 MPH, but there wasn't a speed limit sign anywhere to be seen.

We partnered with the San Francisco African American Arts and Cultural District (SFAAACD) to do a speed survey in the Bayview, but also to start a bigger conversation about unmet needs of the neighborhood when it comes to traffic safety. SFAAACD, plus United in Love, Rafiki Coalition, and other groups helped connect with people deeply rooted in the Bayview to participate.

Many participants shared how dangerous speeds can be, and they were right. In less than an hour of the speed survey on Third, Oakdale, Mendell, Newcomb, McKinnon, and Phelps, drivers were captured going as fast as 53 MPH. It's clear that more work needs to be done to bring down dangerous speeding on Bayview streets and respond to residents on what safety changes they want to see.

SPEED SOLUTIONS: TOOLS TO SLOW OUR STREETS

Our speed surveys confirmed the real threat of dangerous speeds, as well as how solutions like lower speed limits and redesigning streets can make a real difference in reducing speeds.

There are many speed solutions out there, varying in cost and effectiveness. All can play important roles, and are most effective in a layered approach.

Which solutions is San Francisco already using and how? What could the City be doing more of, or doing more strategically? We researched all solutions currently being used, and identified opportunities to strengthen how these are being applied.

Speed humps are a cost-effective, proven way to bring down speeds to around 15-20 MPH.

Mission Street recently got 20 MPH speed limits.

SOLUTION 1

SETTING SPEED LIMITS FOR SAFETY

Speed limits are one of the most visible cues on how fast a driver should go. While we know drivers don't always heed these, appropriate speed limits are a crucial starting point. Research shows they are particularly effective in bringing down the most dangerous, outlier speeds.

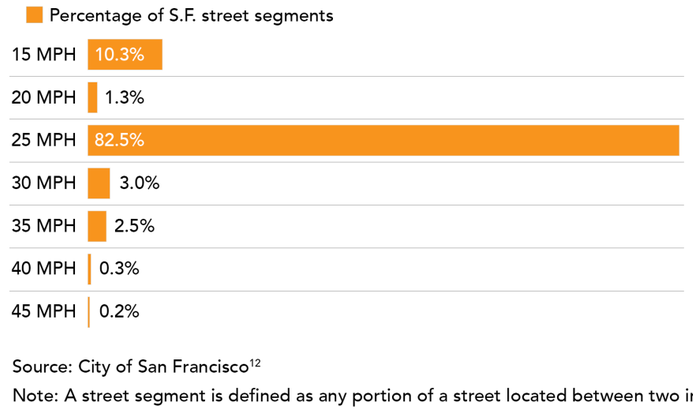
After Portland brought 20 MPH to all residential streets, a study[9] found the number of drivers traveling more than 35 MPH was nearly halved (49.6%), and incidents of speeding more than 30 MPH went down by 33.6%.

After Boston lowered speed limits from 30 MPH to 25 MPH in 2017, a study[10] found the number of drivers exceeding 35 MPH dropped by 29.3%.

Those are life-saving speed reductions. A person hit by a car traveling at 35 MPH is about five times more likely to die than a person hit by a car traveling at 20 MPH.[11]

▶ What's San Francisco Doing Now?

The majority of San Francisco's streets have 25 MPH speed limits, though some are higher, like Lake Merced Boulevard discussed above.



Source: City of San Francisco[12]
Note: A street segment is defined as any portion of a street located between two intersections.

In 2012, as part of a Walk San Francisco campaign, 15 MPH zones were established around almost all public and private schools. As mentioned above, a 20 MPH speed limit was implemented across the entire Tenderloin neighborhood in 2021 — and speed surveys show this is working.

With the passage of Assembly Bill 43[13] in 2021, San Francisco now has a greater ability to set speed limits based on safety with certain types of streets. Commercial corridors have been eligible for lower speed limits since the bill's passage, but streets with high crash rates and/or numbers of vulnerable road users are now also eligible for a 5 MPH reduction as of November 2022. The need to bring speed limits below 25 MPH everywhere possible comes down to this: **90% of people will survive if hit by a vehicle traveling 20 MPH**.[14]

The City used its new authority to lower speed limits on sections of seven commercial streets in spring 2022: 24th Street, Haight, Fillmore, Ocean, Polk, San Bruno, and Valencia. The City is in the process of lowering speed limits on an additional 35 street sections, with completion estimated by fall 2023. The sign crews that produce and install speed limits signs are currently experiencing a backlog. This slow roll-out is frustrating when implementing lower speed limits is one of the fastest, most cost-effective solutions out there. After the initial 35 street sections are complete, the San Francisco Municipal Transportation Agency (SFMTA, the City's transportation department and lead agency on Vision Zero), plans to look at a more neighborhood-wide approach for the South of Market, Financial District, Chinatown, and North Beach and high-injury corridors citywide.

▶ Opportunities

San Francisco's ability to now lower speed limits to 20 MPH on many more streets is one of the cheapest, fastest solutions available — and the City needs to max out this tool to support a serious shift in speeds across San Francisco.

- The signage backlog problem needs to be solved, or it will take more than 5 years for 20 MPH to be established on all high-injury and business district streets. Additional capacity in the SFMTA sign shop is absolutely necessary.
- Speed limit signs must be installed at more frequent intervals, too. Over two-thirds of blocks where we surveyed speeds had no speed limit sign present. A study in Seattle[15] showed how installing signs every ¼ mile — with no other street design changes — notably reduced speeds. The new 20 MPH corridors have speed limit signs spaced at every ⅛ mile, which should be standard for all speed MPH signs on high-injury corridors.
- SFMTA needs a plan for — and a firm commitment to — complete all allowable speed limit reductions by December 2024, the ten-year anniversary of the City's adoption of Vision Zero.
- Major and ongoing education campaigns focused on becoming a "safe speeds city" will be essential to successfully shifting norms. This is especially important given the number of drivers who don't live in San Francisco.

Every possible speed solution is needed on high-injury streets with schools, parks, and senior facilities on them

Last year, educator Andrew Zieman was hit and killed crossing at Franklin and Union Streets. He was on his way to Sherman Elementary School on the corner of Franklin and Union. Franklin is a wide, three-lane, one-way street with rampant speed problems. Until November 2022, Franklin did not qualify for lower speed limits due to the number of travel lanes. Every possible speed solution is needed here—and on all streets like this.

SOLUTION 2

REDUCING, RECONFIGURING, AND NARROWING LANES

What a street looks and feels like to a driver makes a huge difference in how they drive, particularly with speed. The wider and straighter a street is, the faster drivers feel comfortable going — especially when there are multiple travel lanes. If you flip the script, drivers naturally go slower.

The most common type of street reconfiguration or 'road diet' converts four travel lanes — with two lanes in each direction — to three travel lanes, with a through-lane in each direction and a middle turn lane. This change can bring down speeds 3-5 MPH.[16] And because a middle turn lane reduces delays at intersections for turning vehicles, travel time is often unaffected.

After the 'Quick Build' project on 6th Street reduced travel lanes from four to three, 85th percentile speeds went down by 21%.

Changing the layout of lanes also creates an opportunity for narrowing dangerously wide lanes. Lane width is correlated directly with vehicle speed; a study[17] showed that if lane width is increased by 3.3 feet, vehicle speeds are 9.4 MPH faster. Additionally, narrowing lanes creates space for wider sidewalks, bus lanes, bike and micro-mobility lanes, or parklets — all of which provide additional traffic calming benefits.

▶ What San Francisco is Doing

San Francisco has used road diets over the past few decades with big safety and transportation projects on Cesar Chavez Street, Masonic Avenue, Second Street, San Jose Avenue, and other streets.

Since 2019, SFMTA has been doing road diets through the 'Quick Build' program — using only paint and posts to reconfigure the street — and it's working. In the South of Market neighborhood, a 'Quick Build' project on Sixth Street took the street from four travel lanes to three and brought 85th percentile speeds down by 21%. Nearby in the Tenderloin, a road diet on Taylor took the street from three travel lanes to two, resulting in a 94% reduction in speeds over 40 MPH. And as mentioned previously, our speed surveys on Folsom Street, which went from four travel lanes to three, echo the power of this solution.

▶ Opportunities

As our speed surveys demonstrated, speeds are much deadlier on four- and five- lane arterial roads — and road diets work. The City must use lane reconfigurations and reductions at every opportunity.

- Every safety project on a high-injury corridor should first evaluate the possibility of reallocating travel lanes to better uses, like transit lanes, protected bike lanes, or safer walking spaces.
- Road diets have often occurred on streets that need extra space to add a bike or transit lane. But road diets should be used even when extra road space is not needed for another purpose. SFMTA should add features to discourage drivers from entering these spaces by installing mid-block pinch points, small lateral rumble strips, or traffic dots.

SOLUTION 3

TIMING TRAFFIC SIGNALS TO SUPPORT SAFE SPEEDS

There's a surprising speed solution that's almost invisible: setting the timing on traffic signals to encourage safe speeds. Timing traffic signals makes it so that traffic moving at a certain speed will get continuous green lights — a "green wave." As drivers figure this out, they stick to the speed limit, knowing that they'll move smoothly along as their reward. Timing the flow of traffic is an especially effective tool on wide, one-way streets.

▶ What San Francisco is Doing

The SFMTA is using this tool on some streets, and even has a 'green wave' for people biking on Folsom and Valencia in the Mission set at 13 MPH. Fell, Oak, Franklin, and Gough have long had timed traffic lights set at the speed limit of 25 MPH.

But SFMTA has increasingly updated the speed for these green waves to lower, safer speeds. In the fall of 2019, for example, the SFMTA retimed signals for Bush and Pine in the area north of Market and east of Van Ness. By retiming the speed for the green wave to 25 MPH rather than 30 MPH, the 85th percentile speed went from 33 MPH to 30 MPH on Bush and Pine.

'Green wave' signage exists for bicyclists, but could also be used on streets with 'green waves' for drivers.

This then made it legal for the City to lower speed limits on Bush and Pine Streets from 30 MPH to 25 MPH the following year (based on state law prior to the passable of Assembly Bill 43 around limit-setting and 85th percentile speeds). A later evaluation showed that drive times were not impacted.

The SFMTA implemented timed signals on Franklin this year (set for traffic to go 25 MPH during the day and 15 MPH at night), and our speed survey showed this change was positively shifting behavior on this well-known hotspot for dangerous speeds.

▶ Opportunities

San Francisco is already leading the way in harnessing traffic signals for safer speeds; like speed limits, this is a lower-cost solution. Now the City must go even further, making this the norm especially on all arterial one-way streets.

- Setting the 'green wave' at lower speeds should be de facto with all 'Quick Build' safety improvement projects, as well as larger capital safety projects.
- Every high-injury corridor that has not had signals retimed for safe speeds should receive slower progression timing by December 2024. Start with one-way streets that have not had full safety projects, like 9th Street, 10th Street, and Franklin Street, as well as Gough Street south of Broadway.
- Messaging, signage, and education for drivers (like what exists for bicyclists) about signal timing could help people understand how they work more quickly, and then stick to the speed limit.

SOLUTION 4

BRINGING DOWN SPEED AT INTERSECTIONS

While vehicle speeds matter along every part of a block, they matter most where there is the greatest opportunity for a crash: at the intersection. Turning vehicles are the biggest threat to pedestrians. A driver may not have a signal controlling their behavior, putting them in direct conflict with someone crossing. Turning drivers often make what's known as 'visual scanning failures.'

Left turns are especially dangerous. When a driver makes a left turn, they're more likely to make it at a higher speed and cut corners because they have a wider radius than with a right turn. Visibility is reduced for drivers, too, because the car's frame blocks a driver's view when they're making a left turn. In 2019, 40% of pedestrians killed in San Francisco were hit in the crosswalk by a driver making a left turn.[18]

But there are solutions: bulb-outs, painted safety zones, protected intersections, and left turn calming all reduce the speed a driver makes a turn, thereby reducing the chances and severity of a crash.

Installed at corners, **concrete bulb-outs (also called curb extensions) and painted safety zones** force drivers to make a more precise turn to avoid hitting the curb or posts without veering into oncoming traffic. Concrete bulb-outs slow down turn speeds by 2.6 MPH on average[19] and also somewhat slow through-traffic (a 1.1 MPH decrease was observed in one study).[20] Concrete bulb-outs are more expensive, but more durable. Painted safety zones use paint and posts, and are less inexpensive and faster to install; SFMTA has shown these to reduce turning speeds by up to 55 percent on average.[21] **Protected intersections**, which put concrete islands or painted safety zones on the outside of a bike lane, are like bulb-outs, but reach even farther into the intersection.

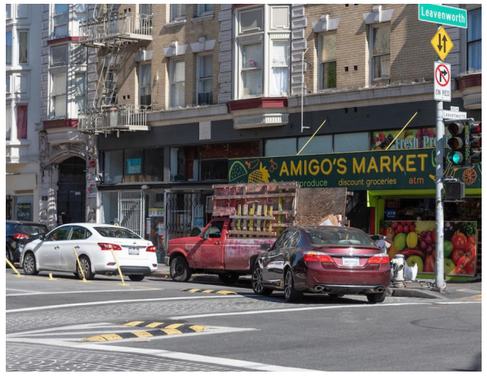
Strategically placing **left turn calming**, vertical posts, rubber speed bumps, and/or slow turn wedges in an intersection forces a driver to take a slower, 90-degree turn — this is known as centerline hardening (when vertical posts and rubber bumps are added to the median). In New York, where left turn calming was pioneered, this tool has slowed average turning speeds by 52%. New York City has left turn calming at 589 intersections.[22] A study in Washington D.C. showed that left turn calming decreased the odds of a driver turning faster than 15 MPH by 67%;[23] D.C. has calming installed at 85 locations.[24]

A concrete bulb-out (also known as a curb extension) on Geary Boulevard.

A painted safety zone on Second Street.

▶ What San Francisco is Doing

For many years, the City has generally added concrete bulb-outs when doing a major capital street improvement project as funding has allowed. Now with 'Quick Build' projects, painted safety zones are always included, though not necessarily at every corner. There is only one protected intersection so far, at 9th and Division. In a post-project evaluation of the protected intersection,[25] this resulted in drivers yielding to pedestrians 100% of the time and 98% of drivers turning at or below the speed limit. More protected intersections are being planned as part of the Folsom/Howard project.



Left turn calming on Leavenworth Street forces drivers to navigate rubber bumpers and posts.

Left turn calming is a much newer tool for SFMTA, with limited use despite its incredible potential. The SFMTA launched a small left turn calming pilot at seven intersections in 2020, with evaluations showing a 17% reduction in average speed (1.7 MPH slower) and a 71% reduction in the likelihood of a car turning left at higher speeds over 15 MPH.[26] As part of the City's newest Vision Zero Action Strategy,[27] the SFMTA committed to adding left turn calming at a modest 35 additional intersections by the end of 2024. We believe this inexpensive speed reduction treatment should be brought to many more intersections.

▶ Opportunities

- Painted safety zones should be the default design for *every* corner of *every* intersection in a 'Quick Build' project — and made strong enough to withstand wear-and-tear from traffic. Some 'Quick Build' projects have not maxed out where painted safety zones are added because SFMTA anticipates posts will be frequently run over and require frequent maintenance. But we see this as a demonstrated need for stronger 'Quick Build' materials, plus the use of thicker bollards like K71s, rubber bumpers, tire stops, dots, and other tools to ensure drivers respect safety zones.

- Protected intersections should be the default design for any intersecting routes on the bike network when these are improved as part of larger safety projects.

- Left turn calming should be required for all eligible intersections in future capital street safety and 'Quick Build' projects, with centerline hardening used at at two-way to two-way intersections. The SFMTA should also add slow turn wedges to all one-way to one-way intersections on the high-injury network.

Oakland uses substantially larger posts in its pedestrian safety zones.

SOLUTION 5

VERTICAL SPEED REDUCERS: SPEED HUMPS, CUSHIONS, AND MORE

The original speed solution — the speed bump — is still one of the most powerful tools available to reinforce safe speeds. Today, there are four main variations on this same idea.[28] Vertical speed reducers are cost-effective and durable.

Speed bump: The most pronounced raised, rounded area. Designed for keeping speeds to ~5-10 MPH.

Speed humps: A raised, gently rounded area that goes across the entire driving lane. Used to bring speeds down to ~15-20 MPH.

Speed cushions: A raised area (rounded or flat) that has wheel cutouts designed to allow large vehicles, such as fire trucks and buses, to pass with minimal slowing or rocking. Sometimes there are two wheel cutouts for each lane, or just two wheel cutouts spaced toward the middle of the street.

Raised crosswalks and speed tables: A wide, raised area with a flat top, often used for a mid-block crossing. Entire intersections can be raised, too.

How tall and wide the element is, what material it's made of (rubber slows drivers more than asphalt), and how frequently these are spaced determine how much speeds are slowed.

▶ What's San Francisco Doing Now?

Over the past 20 years, the SFMTA has worked with the Department of Public Works to install about 900 speed humps and about 300 speed cushions[29] at a cost of around $15,000 each.

Many of these have been installed as part of the Residential Traffic Calming Program (see below). Others have been installed as part of proactive neighborhood traffic calming projects in areas with high numbers of seniors or in school zones.

More recently, there has been criticism that humps are installed with too gentle of slopes to make much difference, and that the cut-outs in speed cushions fit most vehicles' wheel width[30] so as to have little real effect.

▶ Opportunities

- If SFMTA doesn't yet have a database of streets with vertical speed reducers — including type, date of installation, and reason installed (Residential Traffic Calming program, school zone, etc.) — they should create one. This is an important first step for smarter speed planning.

- SFMTA also needs updated evaluations of the efficacy of speed humps vs. speed cushions, including an analysis of the widths of wheel cut-outs. Agency design standards should be set to ensure speed reduction goals are met, with past projects revisited and enhanced as necessary.

- A more systematic approach is needed. Vertical speed reducers should be targeted at two-lane roads near large high-injury network arterial streets that drivers use to avoid traffic. Portland, for example, is focusing speed humps on cut-through streets.

- Raised crosswalks should be used in many more "transition zones" where speed limits change drastically. Their presence sends a visual message to drivers where traffic transitions from a freeway into a neighborhood. This includes streets like Monterey Boulevard, Vermont Street, San Jose Avenue, and other locations where Highway 101 and 280 touch down in South of Market, Excelsior, Dogpatch, Visitacion Valley, and the Bayview neighborhoods.

SOLUTION 6

SPEED RADAR SIGNS

Speed radar signs, which show a driver's speed in real time next to the posted speed limit, can help tamp down speeds. Numerous studies on speed radar signs have shown decreases of between 3-9 MPH in driver speeds.[31] Signs can be permanently installed, or a mobile sign can be placed for a period of time.

Speed radar signs reduce speeds by 3-9 MPH, and could be used to help educate drivers about new, lower speed limits.

Speed radar signs are especially effective at locations where streets move from a higher speed limit to a lower speed limit, like the transition between a highway and a city street or when entering a school zone.

Speed radar signs are also useful at locations where drivers tend to speed up (e.g. going down a hill) or may underestimate the need to slow their speed (e.g. on a curved road or when approaching an area with an unsignaled crossing or a school zone).

Permanent installation costs around $50,000 per sign, a relatively low-cost solution.

▶ What's San Francisco Doing Now?

San Francisco has only about 30 permanent speed radar signs, with plans to add about four more per year. Most speed radar signs are not on high-injury streets, and many have been placed based on neighbor requests or in response to a crash. What's worse, these signs currently aren't enabled to collect speed data.

▶ Opportunities

Speed radar signs hold a lot of promise for keeping drivers aware of speed limits and their own behavior. San Francisco must invest significantly more funding and commit to a more focused approach toward this solution. An internal program is needed — one that maps out strategic sign placement and implements what's really needed to support speed management goals. This should include:

- Prioritizing permanent speed radar signs for high-injury streets with the biggest speed issues, especially near highway off-ramps in the South of Market neighborhood and southeast San Francisco.
- Expanding speed radar signs in 15 MPH school zones in close proximity to high-injury streets and in Equity Priority Communities.
- Enabling speed data collection so it can be used in evaluating the new radar sign program (and assessing the City's comprehensive speed plan).
- Determining how signs can be added more quickly (and potentially be solar-powered) in partnership between SFMTA, Department of Public Works, and the Public Utilities Commission.
- Using mobile speed radar signs as a way to educate drivers about new 20 MPH streets as these are rolled out.

SOLUTION 7

SLOWING SPEEDS MIDBLOCK: CHICANES, PINCH POINTS, CROSSWALKS, AND CONCRETE ISLANDS

Longer blocks or hills will often lead drivers to build up more speed than they should, even on two-lane streets. By adding **chicanes** — concrete bulb-outs that alternate from one side of the street to the other — drivers have to navigate S-curves and slow down. This can yield 16-29% reductions in the 85th percentile speed (or 4-7 MPH if the 85th percentile is 25 MPH).[32]

Pinch points are a concrete bulb-out on both sides of the street at a mid-block location. This tool works best on narrower streets and when the curb is extended significantly into the street. These can support unsignalized **midblock crosswalks**, though a raised crosswalk may be a safer option (see above in "Vertical Speed Reducers"). Small **concrete islands** can also force drivers to slow down in order to navigate the islands. Like with pedestrian safety zones, versions of chicanes, pinch points, and islands can be made using low-cost paint and posts along with other materials like tire stops and rubber bumpers instead of concrete.

This midblock crosswalk on Fulton Street uses concrete islands that force drivers to slow down to navigate.

Streets with parking can replace a parking space on each side to narrow a mid-block crossing, or they can allow parking on alternating parts of the street for a chicane treatment.

▶ What San Francisco is Doing

San Francisco has applied these tools to a limited number of low-traffic streets. For example, on Beacon Street above Noe Valley, curved curb extensions and a median island create a narrow curve that drivers must navigate more slowly at a crosswalk between two parks.

▶ Opportunities

- As the City develops a comprehensive approach to speed, it must bring these tools to more places — and more systematically. Streets where it is critical to keep speed down, like in 15 MPH school zones and on Slow Streets, are perfect for chicanes and pinch points. These tools could be brought to more two-lane streets, especially those with current lane widths over 11 feet and/or where speeding is a known issue.
- Neighborhood park entrances and senior centers are great candidates for midblock crossings and median islands.

SOLUTION 8

TRAFFIC CIRCLES/ROUNDABOUTS

Another option for managing speeds at the intersection is **traffic circles**, also known as **roundabouts**. These consistently reduce speeds by 11% or 2.75 MPH on a 25 MPH street.[33] Crashes are also dramatically reduced because of greatly limiting the possible conflict points between different vehicle maneuvers.[34]

▶ What San Francisco is Doing

This traffic circle next to Lauren Hill Playground does not have four-way stops.

In San Francisco, traffic circles have a controversial history. While they have brought down speeds, neighbors have sometimes objected to them. Part of this issue is related to the local practice of adding four-way stop signs at some traffic circles, which reduces the traffic flow benefits of traffic circles and also likely makes them less popular with neighbors.

Given how effective traffic circles (without a four-way stop) are in other cities, we felt this solution should be part of the discussion. There are currently 31 built traffic circles in San Francisco[35] and 24 of these have four-way stops.

▶ Opportunities

- Revive the use of traffic circles without four-way stop control as a solution for long, straight residential streets with dangerous speeds. Include additional traffic calming tools, like pedestrian safety zones to narrow crossings or raised crosswalks, to ensure pedestrians who move slower can still cross safely at these uncontrolled crossings.
- Use inexpensive temporary materials and plantings to test out mini-traffic circles in neighborhoods that feature wide streets and ample space in the intersection, like the Sunset.

"It's those high-end speeds that are disproportionately the cause of so many crashes on our streets... There are schools on these streets."

—SFMTA Streets Director Tom Maguire at a January 2020 public hearing about the need to lower the speed limit on Bush and Pine Streets

SPEED SOLUTIONS: ADDITIONAL APPROACHES IN SAN FRANCISCO

SAFE SPEEDS AROUND SCHOOLS & SENIOR FACILITIES

There's no more important place for drivers to go slow than around schools and senior facilities. In 2012, Walk SF successfully pushed the City to create 15 MPH zones around almost all public and private schools.

Five streets now have 'Senior Zones' with lower limits, but these are only a few blocks long.

In 2020, we supported the City in establishing 'Senior Zones' near some senior living facilities and centers. 'Senior Zones' have been added to sections of Bush Street, Sunnydale Avenue, Geary Boulevard, 19th Avenue, and Brotherhood Way in close proximity to senior housing and services. Unfortunately, the Senior Zones are only a few blocks long — practically a blip with the high-traffic, fast-moving streets they're on.

SFMTA has a program to bring street safety solutions to San Francisco Unified elementary and middle schools, including some of the tools in the previous section. But only five schools are audited each year, improvements often take years to implement, and priority isn't given to schools in Equity Priority Zones. With over 100 public schools, it will take more than 20 years to bring better infrastructure to all of them. SFMTA needs more transparency around the schools they've assessed, should empower Safe Routes to School partners to help speed up audits, and increase staffing for street engineering around schools.

When it comes to Senior Zones, this needs to be evaluated so this approach can be strategically enhanced and expanded as part of the City's comprehensive speed plan. Streets near senior housing and facilities need extra speed solutions applied consistently.

SLOW STREETS

Cities around the world are rethinking their street space to support safety, health, air quality, climate, equity, and economic goals. London now has 'Low Traffic Neighborhoods.' Seattle has 'Stay Healthy Streets.' Barcelona has 'Superblocks.' All of these are essentially 'slow speed zones.' If there are enough of these — and they're connected — they can help shift norms around speed and shift more people to sustainable modes.

In response to the pandemic, San Francisco created 47 miles of 'Slow Streets.' This allowed many people to experience low-traffic, low-speed streets — and the City to experiment with the concept. An evaluation by SFMTA shows a 14% decrease in traffic speed and a 35% decrease in traffic volumes on Slow Streets. The data shows an increase in pedestrian and bicycle usage (up 65% and 27% respectively) on Slow Streets, and a 36% decrease in collisions.[36]

Evaluation of the City's Slow Streets show notable decreases in traffic speeds.

While a handful of Slow Streets have been made permanent and some phased out, the City will determine its overall post-pandemic approach by year end. Mayor London Breed recently shared her vision[37] for "a connected network that will support people walking and biking within and between neighborhoods across the city" including expanding into Equity Priority Communities.

Neighborhood groups and citywide organizations (including Walk San Francisco) are working together to shape the details of the City's long-term approach for Slow Streets to realize the Mayor's vision. It's critical that Slow Streets are made 15 MPH zones with safety infrastructure to support those speeds and metrics for success. A network must connect schools, parks, and services in ways that are intuitive and meet people's needs. It must also invest in making community-led pilot projects happen in Equity Priority Communities without Slow Streets.

RESIDENTIAL TRAFFIC CALMING

Imagine you live on a two-lane street where drivers regularly drive at unsafe speeds. And you're not alone in feeling unsafe: neighbors have shared their worries with you, too.

"Someone's going to get hurt or worse," your neighbor says. There are no plans for street safety improvements on your street, so what do you do? The SFMTA's 'Residential Traffic Calming Program' is designed to help. But we believe this program isn't contributing as much as it could to bringing down speeds.

Currently, San Francisco residents can apply for mid-block traffic calming on two-lane streets. There are limitations: the street can't be frequently used by fire trucks or have a fire station on it, and can't be classified as an "arterial" or "collector" street in the San Francisco General Plan. Finally, at least 20 residents from separate households on the block need to have signed onto the application. If approved, only one block will get improved. A speed hump or humps are typically installed if the SFMTA evaluation process confirms a speed problem.

Each year, SFMTA gets around 100 applications and about half are approved, though in FY 2021/2022 they received over 300 and approved 150. The sheer number of applications reflects how pervasive dangerous speeds are, as well as the public support for addressing speed.

SFMTA ranks applications based on traffic speed, volumes, collision history and proximity to schools, parks, transit stops, and healthcare. The timeline for installing speed humps can be long — up to 18 months or even more depending on the availability of the Department of Public Works.

The Residential Traffic Calming Program is a valuable tool for resident-initiated change, but could make bigger contributions within a larger speed strategy. It should be connected to an overall plan for vertical speed reducers (see above in "Vertical Speed Reducers"), ensure that a minimum number of Residential Traffic Calming projects happen in Equity Priority Communities annually, and increase funding to meet the growing demand.

SPEED SOLUTIONS: THE ROLE OF ENFORCEMENT & EDUCATION

The speed solutions and approaches we just explored are all part of creating "self-enforcing" streets that get drivers to slow down in a variety of ways. These solutions work 24 hours a day, and especially when layered, reduce dangerous speeds in a meaningful way.

But these solutions won't eliminate dangerous speeds entirely. There is a role for more direct enforcement, especially given the high stakes of speed. Some drivers will go as fast as they can get away with, despite the risks and despite well-designed streets. There's also a need for ongoing education for drivers so that the idea of a "safe speeds city" permeates and influences driving norms in San Francisco. Most people agree that the tone on the streets right now is too fast and aggressive. Education and enforcement are needed to change this — and save lives.

THE STATE OF ENFORCEMENT & CHANGING THE TONE ON OUR STREETS

Much has been discussed in recent months about the dramatic drop in traffic enforcement by the San Francisco Police Department,[38] especially how few "Focus on the Five" citations are being given. (This term refers to the five most dangerous driving behaviors, including speeding.)

We know that SFPD's Traffic Enforcement officers conduct periodic speed enforcement operations. In 2016-2017, a larger 'high visibility speed campaign'[39] was conducted as part of the City's Vision Zero strategy, but it showed no lasting effects on driver behavior once enforcement ended.

Speed enforcement operations happen, but are infrequent. The number of speed citations has plummeted over the past few years.

SFPD needs to enforce dangerous speeds with enough frequency and visibility — and in the most impactful locations — so drivers know there can be consequences. And that's not happening right now. In September 2022, for example — the most recent month that stats are available from SFPD — there were a total of 130 speeding tickets given citywide. That's less than five per day.

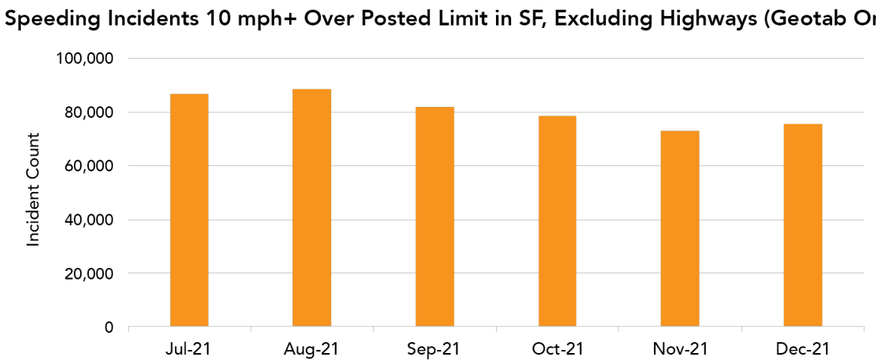
In a related effort, Walk SF is involved in the Coalition to End Pretext Stops[40] in part to keep limited resources where they belong: on the most dangerous driving behaviors like speeding, not low-level offenses like broken tail lights and tinted windows.

There's also a gaping hole in accountability for dangerous speeding by City employees. In 2016, former Supervisor and crash survivor Norman Yee passed legislation requiring that telematics be installed in all motor vehicles owned or leased by the City of San Francisco, with the exception of law enforcement vehicles. An August 2020 report on telematics data by the Budget and Legislative Analyst[41] showed alarming trends with dangerous speeds by City employees.[42]

Then in November 2020, Supervisor Yee issued an ordinance to require annual reporting on the data collected by the telematics in City vehicles. The annual report on telematics for calendar year 2021 shows that trends have continued,[43] and there are thousands of egregious speeding violations by City employees happening *every day* (see graphic below).

Safe speeds on our streets should start first and foremost with City employees. Because of additional legislation Supervisor Yee passed, departments are required to develop correction plans to reduce speeding and collisions, and report after six months on the efficacy of these plans. But to date, no plans or reporting have been submitted.

There is also certainly a role for **speed safety cameras**, which have proven highly effective around the country, but they are not yet legal in California (more in "Future Tools" below).



There are thousands of egregious speeding violations happening every day by City employees.[44]

HOW EDUCATION CAN SUPPORT BECOMING A 'SAFE SPEEDS CITY'

There's an inherent challenge in addressing dangerous speeds: while most drivers know that speeding is dangerous, they still underestimate the specific risks involved with speeding.

Drivers often have a false sense of control. If a driver has personally never experienced the consequences that come with speeding, their perceived risk may be lower. Without the visceral feedback of a crash or near miss, a driver may habitually speed and routinely underestimate the risks involved.

A 2015 survey by the AAA Foundation for Traffic Safety evinced the prevailing notion that speeding is acceptable "but only when I do it." 89% of survey respondents considered it unacceptable to drive 10 MPH over the speed limit on a residential street, yet 45% reported having done so in the past 30 days.[45] Speeding is also a decision made moment to moment throughout a drive, and isn't always conscious when people drive by habit on "autopilot."[46] Distraction or intoxication reduce a driver's awareness of their speed, too. Drivers also feel empowered to speed if they do not fear enforcement. Research shows that "motorists who believe they won't get a ticket until they go 10 MPH above the speed limit are 27 percent more likely to drive up to 20 MPH above the speed limit."[47]

An additional challenge is that traffic safety education campaigns are rarely shown to be effective.[48] Many convey familiar messages, fail to target specific audiences, or lack the backing resources and social marketing savvy necessary for success.

San Francisco has extra challenges. As a major city, we have a constant influx of drivers who don't live here, or are new to driving here, so any education effort has to figure out how to reach them as well — or be so visible that it's unmissable for most drivers.

We can't underestimate the power of norms. Drivers are more likely to speed if they believe that others are speeding. In the most recent National Survey of Speeding Attitudes and Behaviors, 82% of survey respondents indicated that "people should keep up with the flow of traffic."[49]

This is the City's big opportunity as it moves toward becoming a 'safe speeds city': fundamentally shifting norms around speed. Once 20 MPH limits are on many streets, plus many other speed solutions including more speed enforcement, driver behavior *will* start to shift — and this can be affirmed and cultivated through savvy education campaigns. These campaigns can explicitly talk about being a 'safe speeds city' and speak to the benefits that a broad behavior shift will bring to San Francisco in keeping our kids, seniors, and communities safe. Campaigns can connect to values beyond a generic idea of speed, and also bring drivers into the movement for change.

In Australia, drivers pledge to drive safely and place an orange magnet on their vehicle for other drivers to see. In Minnesota, a blend of community engagement, high-visibility enforcement, and feedback signs shifted driver norms.[50] In Portland, residents show their support for 20 MPH with lawn signs. As San Francisco truly tackles speed, it must revamp and innovate the approach to street safety education to support — and continually reinforce — behavioral shifts.

Cities like Portland, Seattle, and Minneapolis/St. Paul have used yard signs to show community support for safe speeds. Hayward, California took an edgier approach in its speed campaign.

FUTURE SPEED SOLUTIONS

This report focuses on the solutions that San Francisco can use right now to address dangerous speeds. We believe existing solutions — especially when layered and applied strategically — can go a long way. However, we want to touch briefly on solutions that aren't yet available, but would be welcome additions.

SPEED SAFETY CAMERAS

Other cities in the United States have already embraced speed safety cameras, including Portland, Washington D.C., New York City, and Seattle. Speed detection systems dramatically shift behavior and can reduce the number of severe and fatal crashes by as much as 51%.[51] California cities do not yet have the legal authority to use speed safety cameras. Legislation to change this has been introduced four times since 2017, but has not yet made it to the Governor's desk.

A new analysis on racial profiling in traffic stops from the Public Policy Institute of California points to speed safety cameras as an effective tool in reducing speed-related crashes and also reducing discretion in enforcement decisions.[52]

ADDRESSING THE ROLE OF RIDESHARE

Rideshare companies like Uber and Lyft have led to an explosion of vehicles on our streets, and account for around 15% of intra-city trips.[53] Some rideshare drivers regularly speed. Some rideshare drivers speed to pick up passengers in order to earn bonuses so they can make enough on their shift. Some rideshare drivers speed because they are exhausted from driving long shifts, or think their customers want them to drive fast.

Whatever the reason, having such a large portion of vehicles on our roads regularly speeding is counterproductive to being a 'safe speeds city.' While the City currently is limited in what safety data it can access, it must continue advocating for more transparency from the Transportation Network Companies, which now are required to at least share some safety data with the California Public Utilities Commission.[54] As autonomous vehicles and other rideshare options emerge, pathways for accountability are sorely needed.

INTELLIGENT SPEED ASSISTANCE

Intelligent Speed Assistance (ISA) is now required for all vehicles sold in the E.U. after July 2024. More commonly known as speed governors or limiters, ISA uses a speed sign-recognition video camera as well as GPS-linked speed limit data to discourage speeding. The ISA system alerts drivers of the current speed limit and deploys mechanical controls (that can be overridden by the driver) to limit the vehicle speed as needed.[55] By switching off engine power that would allow acceleration past the current speed limit, ISA actively nudges drivers towards slower and safer driving behavior.

While it will be a longer road for this technology to be required and standard in American vehicles, there is potential for City vehicles to have this installed in the less-distant future. For instance, as part of its Vision Zero strategy, New York City in August began to implement ISA technology on 50 of its city fleet vehicles.[56]

CONCLUSION

Walk SF's surveys confirmed that dangerous speeds are a problem in every part of San Francisco. On some four- and five-lane streets, the average top speeds were pushing 15 MPH above the speed limit — or higher.

But our surveys, evaluations of SFMTA projects, and additional research show that speed solutions — particularly when layered — really work. Reduced speed limits across the Tenderloin neighborhood are *working*. Lane reductions, like on Folsom Street, are *working*. SFMTA's evaluations have shown how effective timing traffic signals, left turn calming, bulb-outs, speed humps, and Slow Streets are. And there are additional untapped or underutilized solutions, from speed radar signs to shifting norms through savvy education.

What this means is that there is hope for slowing our streets — and making San Francisco a 'safe speeds city.' It will require new levels of focus, funding, commitment, and coordination. But it is how San Francisco can realize its Vision Zero commitment, and lead the nation on speed.

So as the City creates a comprehensive speed management plan, we urge it to:

- **Lower speed limits to 20 MPH on every possible street and with an aggressive timeline.** This must start with completing the 35 street segments in motion, and then a plan and commitment to complete all allowable speed limit reductions by December 2024.
- **Develop a systematic approach to bring solutions to different types of streets with the biggest speed issues.** Lane reductions are needed on four- and five-lane arterial streets, especially one-way streets. Streets near arterials, freeways, schools, parks, and senior centers need extra speed solutions, as do Slow Streets. The City must map out how, when, and where these streets will get the appropriate suite of solutions to bring down speeds.
- **Bring every possible speed solution to high-injury streets.** All capital and 'Quick Build' street safety projects should max out available solutions, plus solutions like timing signals for safe speeds and left turn calming should be implemented across the high-injury network by December 2024.
- **Focus on Equity Priority Communities.** While notable progress has been made in the Tenderloin, other neighborhoods — especially the South of Market and Bayview — need many more speed solutions. As discussed above, safety improvements around schools should happen in Equity Priority Communities first, with a clear path for Slow Streets in these areas as well.
- **Bring more transparency, evaluation, and metrics to speed-related work.** There are many gaps in public data around speed in San Francisco. In addition, projects must be evaluated consistently and within six months of implementation to see if speed reduction goals are being met (and if not, the project should be strengthened). We also need citywide metrics to track broader progress toward becoming a 'safe speeds city.'
- **Get City agencies better coordinated and refocused on Vision Zero.** While SFMTA is the lead agency on traffic safety, all City agencies have a part to play. The Department of Public Works and the San Francisco Police Department have especially key roles with speed-related efforts.
- **Enhance the role of enforcement and education in setting a safer tone on our streets.** SFPD traffic enforcement should focus limited resources on dangerous speeds. City employees must be held accountable for speeding. And ongoing and more innovative education campaigns are needed to nurture broader shifts.

LET'S SLOW OUR STREETS AND SAVE LIVES.

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ABOUT SLOW OUR STREETS

Walk San Francisco launched the Slow Our Streets campaign with the support of our members in 2020. Some of what we've done since includes:

- Working on state legislation to allow lower speed limits and speed safety cameras
- Successfully pushing the City to commit to creating a comprehensive speed safety plan
- Advocating for City projects to include the strongest possible speed-reducing solutions
- Lifting up stories about the true toll of dangerous speeds in the media and with elected officials

Learn more and get involved at walksf.org/slowourstreets.

Lawrence Holman was hit and killed crossing at Geary Boulevard and 38th Avenue on December 1, 2020. While the speed limit is 30 MPH at this part of Geary, because the road is very wide, people often drive much faster.

OUR THANKS

This report took a village! We're so grateful to:

♥ **The 50+ volunteers** who did the speed surveys.

♥ **All the neighborhood groups** that promoted speed surveys or partnered with us in doing them, including:

Black Men Enhanced
Lower Haight Merchants and Neighbors Association
North Beach Neighbors
North of the Panhandle Neighborhood Association
Rafiki Coalition
San Francisco Bay Area Families for Safe Streets
San Francisco African American Arts & Cultural District
Sherman Elementary School community
Tenderloin Community Benefit District
United in Love

♥ The generous **Walk SF members** for supporting the Slow Our Streets campaign.

♥ Foundations including: **Google.org** for supporting our speed surveys in the Bayview; the **Seed Fund** for supporting our work in the Tenderloin; and **Metta Fund** for supporting our citywide engagement of older adults in speed surveys.

♥ This research project was in part funded through the **Department of Public Health,** City and County of San Francisco.

♥ **Special thanks to:** Mary Davis, Megan Gee, William McLeod, Jaime Michaels, Ingrid Rechtin, Paul Rivera, Sergio Ruiz, Jim Watkins, and Susan Zhang

♥ **Report Contributors:** Katie Duerr, Nick Giorgio, Brian Haagsman, Emily Huston, Marta Lindsey, Jodie Medeiros

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Graphic design by Juliana Gallin

NOVEMBER 2022

WALK SAN FRANCISCO

Volunteers with a speed survey in the Mission. Nancy Harrison, in the yellow Families for Safe Streets shirt, was hit on nearby Guerrero Street where dangerous speeds are frequent.

3 Ways to Connect with Walk San Francisco

1. Find us on Facebook, Twitter, and Instagram with @walksf.org
2. Sign up for our newsletter at walksf.org
3. Read the latest on our blog at walksf.org/news/blog

WALK SAN FRANCISCO

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Agenda Item 9

2022 High Injury Network Update

November 2022

POPULATION HEALTH DIVISION
SAN FRANCISCO DEPARTMENT OF PUBLIC HEALTH

High Injury Network: 2011-Present

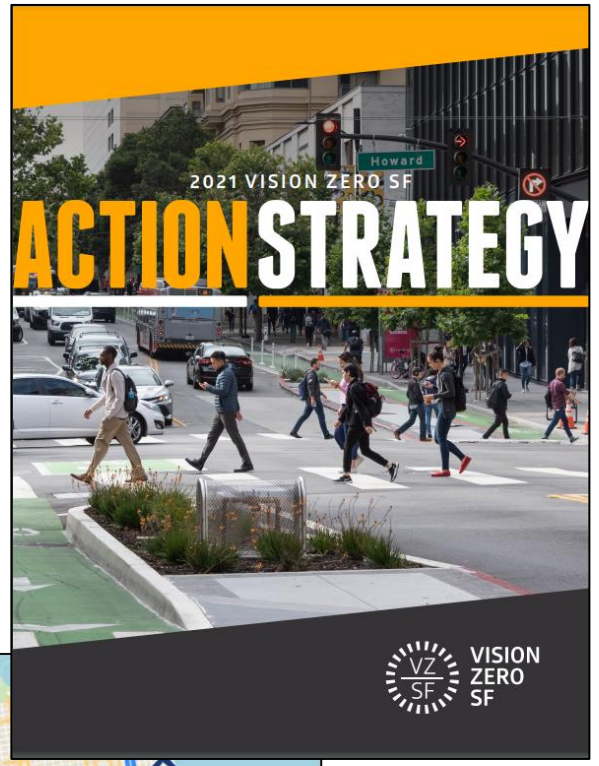
- **2011:** Original ***Pedestrian High Injury Corridors*** using Statewide Integrated Traffic Records System (SWITRS), 2005-2012

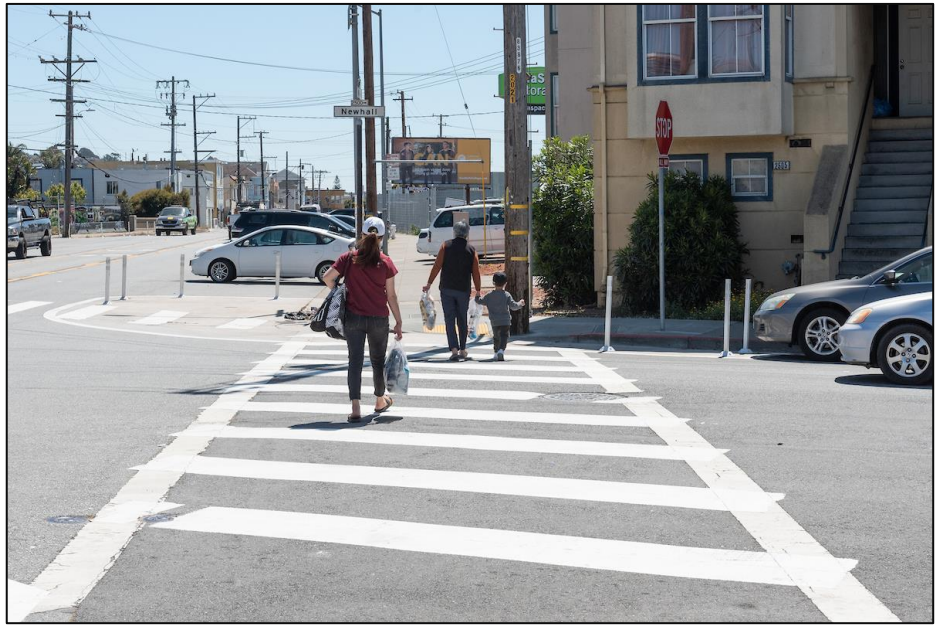
- **2015:** ***Pedestrian, Cyclist and Vehicle High Injury Corridors*** combined to create the ***Vision Zero High Injury Network***

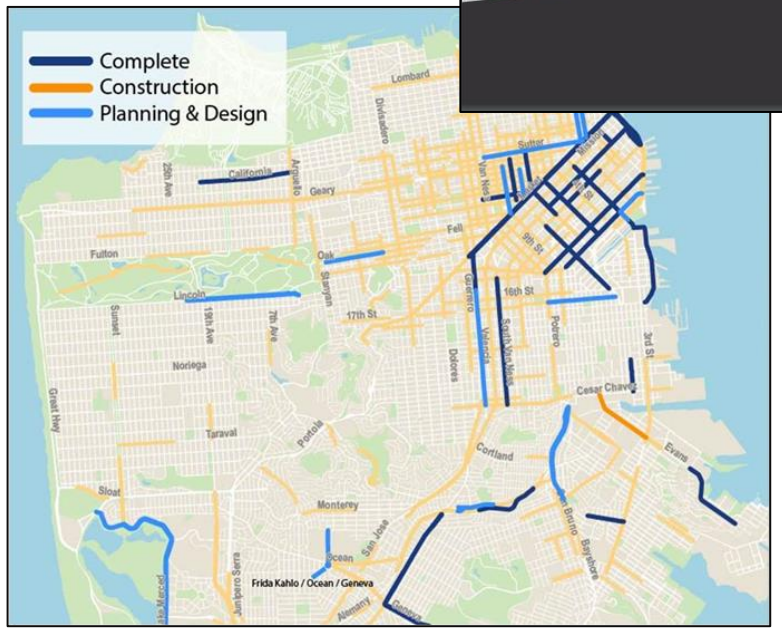
- **2017 - present:** ***Vision Zero High Injury Network*** updated using DPH's Transportation Injury Surveillance System (TISS) using 2013-2015 severe and fatal crashes

- **Planned update for 2020 using 2016-2019 severe and fatal crashes from TISS was delayed due to COVID-19 pandemic**

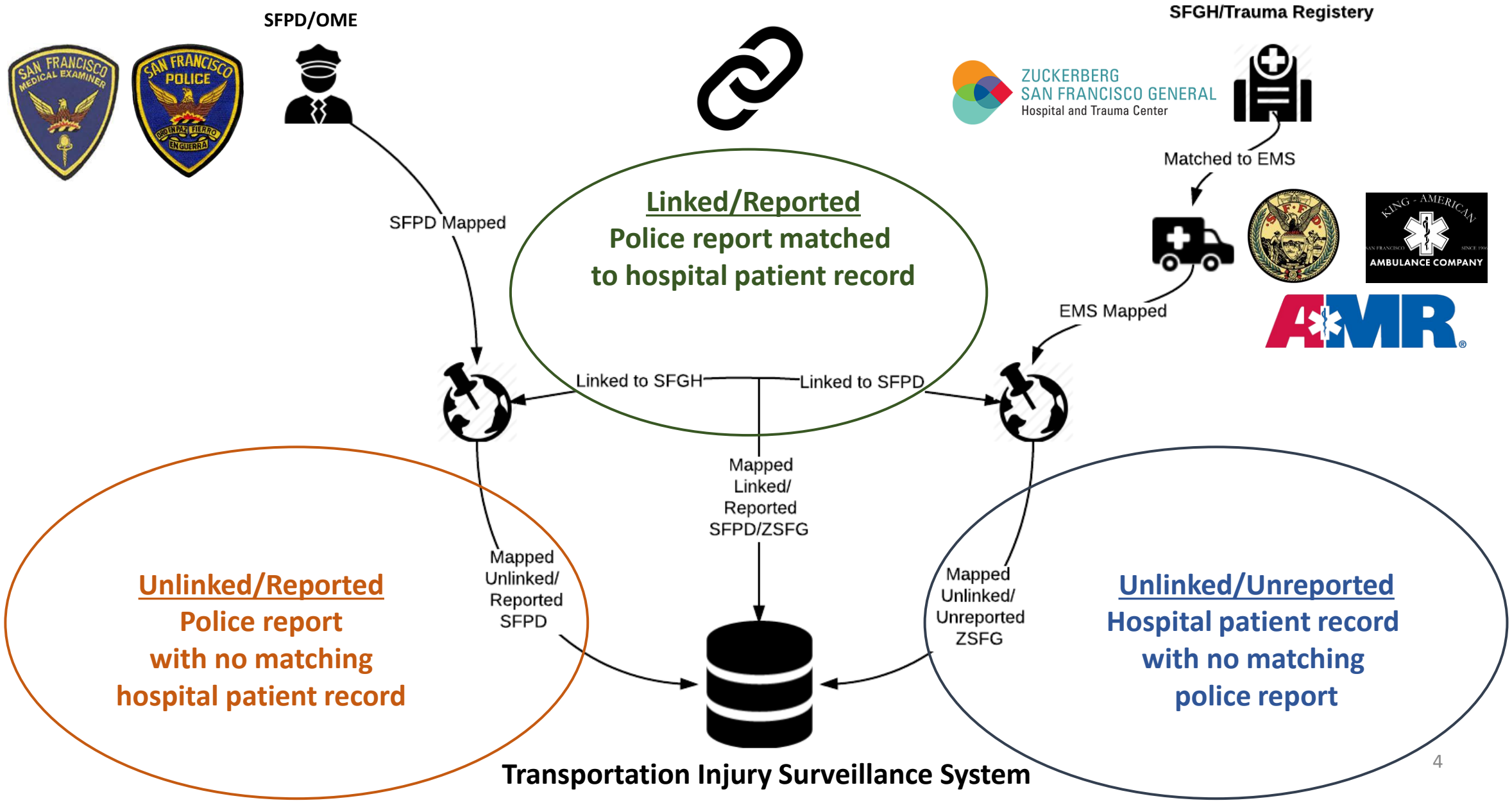
High Injury Network: Uses to Date







Linking Zuckerberg SF General Hospital and Police Data



What is Counted Counts: Findings from 2013-2015 TISS Linkage

"Transportation-injured ZSFG-treated patients lacking police reports were **more often cyclists, male, Hispanic or Black,** and **less often occupants of motor vehicles** compared to those with injuries captured only in police reports."

"Police reports were **significantly less likely to record individuals as Hispanic** (16%, $p<0.0001$) compared to medical records (20%)."

"Police officers were **significantly more likely to classify injuries as severe** or fatal than hospital staff ($p=0.0005$)."

"However, **more than three in 10 non-fatal injuries with a critical ISS were missed** (i.e. reported as non-severe) in police crash reports."

"**Disproportionate concentration of severe and fatal injuries in Communities of Concern** (47%); just 31% of San Francisco streets are located in these areas where more vulnerable populations are concentrated."

Shamsi Soltani, Leilani Schwarcz, Devan Morris, Rebecca Plevin, Rochelle Dicker, Catherine Juillard, Adaobi Nwabuo, Megan Wier
What is counted counts: An innovative linkage of police, hospital, and spatial data for transportation injury prevention,
Journal of Safety Research, 2022, ISSN 0022-4375, https://doi.org/10.1016/j.jsr.2022.08.002

Reclassifying Injury Severity for Injuries with Linked SFPD-ZSFG Data 2017-2021 TISS Update

Linked/Reported Severe Injuries

65%
Remain Severe
(also hospital severe)

35%
Reclassified
(not severe per hospital)

Linked/Reported Visible Injuries

21%
Reclassified to Severe per hospital

79%
Remain Visible Injury
(not severe per hospital)

Linked/Reported Complaint of Pain

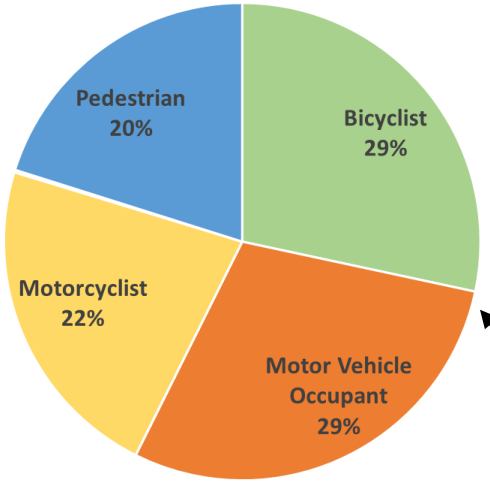
12%
Reclassified to Severe per hospital

88%
Remain Complaint of Pain
(not severe per hospital)

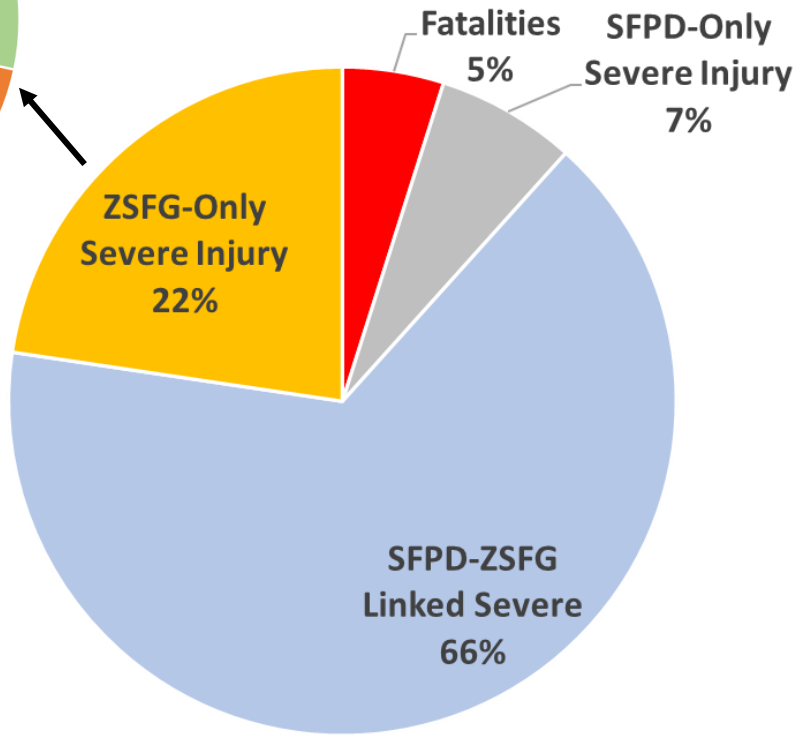
Net increase in severe injuries in SFPD records based on hospital data.

TISS Breakdown of Severe and Fatal Injuries by Data Source (2017-2021) N= 2,631*

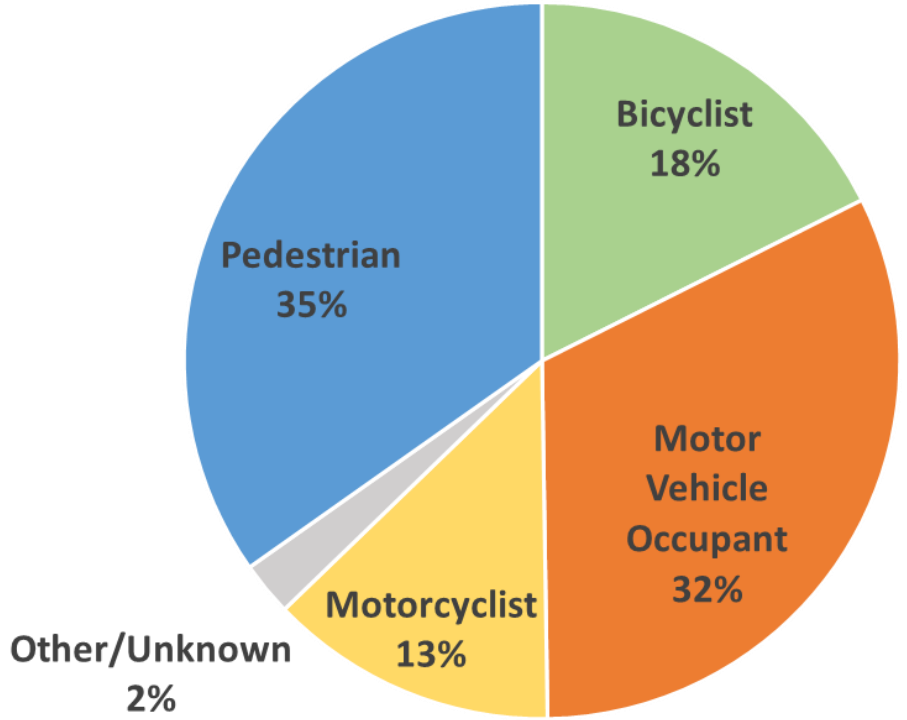
ZSFG/EMS-Only by Transportation Mode



TISS Severe/Fatal Injuries by Data Source



TISS Severe/Fatal Injuries by Transportation Mode



*Excludes the Presidio, intentional assaults, homicides, and suicides.

The Vision Zero High Injury Network Focuses on Severe and Fatal Injuries

NETWORK GOALS

- **Focus on severe injury and death**: More strongly aligned with Vision Zero goals by targeting corridors with the highest concentrations of severe and fatal injuries, regardless of mode.
  - *Vulnerable road users (pedestrians, cyclists, e-mobility devices) make up over half of inputs into the network.*

- **Only one network and map**: Each mode can still be analyzed and prioritized with underlying data to inform specific programs and projects to best match that mode's problems.

- **Establishes a clear, absolute threshold for future network updates**: X severe/fatal injuries per mile to qualify.

3 Alternatives based on 2017-2021 TISS (ZSFG/SFPD) data:

“Pre-Pandemic” Network (identical methodology to 2017 update)

2017-2019 (3 years of data) with 7 killed or severely injured per mile

“Mostly Pandemic” Network (identical methodology to 2017 update)

2019-2021 (3 years of data) with 7 killed or severely injured per mile

“5 Year” Network (modified methodology to account for 5 years of data)

2017-2021 (5 years of data) with 10 killed or severely injured per mile

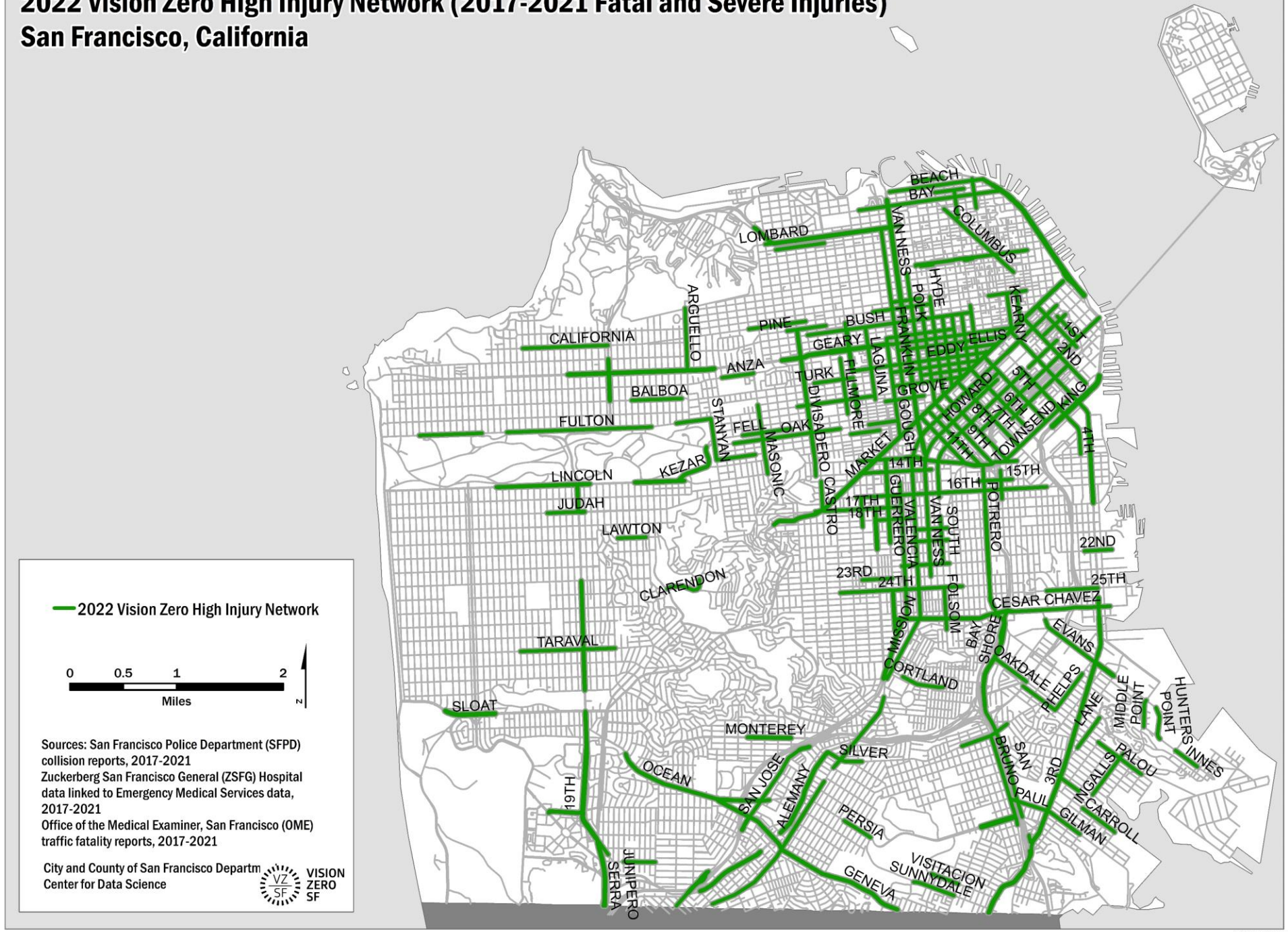
A minimum of least 3 people killed or severely injured within approximately 3 city blocks of one another along the same street from 2017-2021.

Vision Zero High Injury Network Limitations

- Current network **represents snapshot in time** and **may not reflect current conditions**
- Although prior incidents are often indicative of future incidents, the Vision Zero High Injury Network is **not a prediction (probability) of future risk**
- The network is built on **only the worst injury outcomes** (fatalities and severe injuries) and may not cover locations with high numbers of less severe injury collisions
- **Small changes** in the number of severe and/or fatal injuries can qualify streets
- **Limited amount of information available** about collision factors from only ZSFG/EMS records
- Limitations on what can be shared from **ZSFG/EMS-only crashes due to HIPAA**

Methodology: https://www.visionzerosf.org/wp-content/uploads/2022/11/2022_Vision_Zero_Network_Update_Methodology.pdf
Web Map: https://sfgov.maps.arcgis.com/apps/webappviewer/index.html?id=b2743a3fc0b14dd9814cf6668fc34773

2022 Vision Zero High Injury Network (2017-2021 Fatal and Severe Injuries)
San Francisco, California



2022 Vision Zero High Injury Network

0 0.5 1 2
Miles

N

Sources: San Francisco Police Department (SFPD) collision reports, 2017-2021
Zuckerberg San Francisco General (ZSFG) Hospital data linked to Emergency Medical Services data, 2017-2021
Office of the Medical Examiner, San Francisco (OME) traffic fatality reports, 2017-2021

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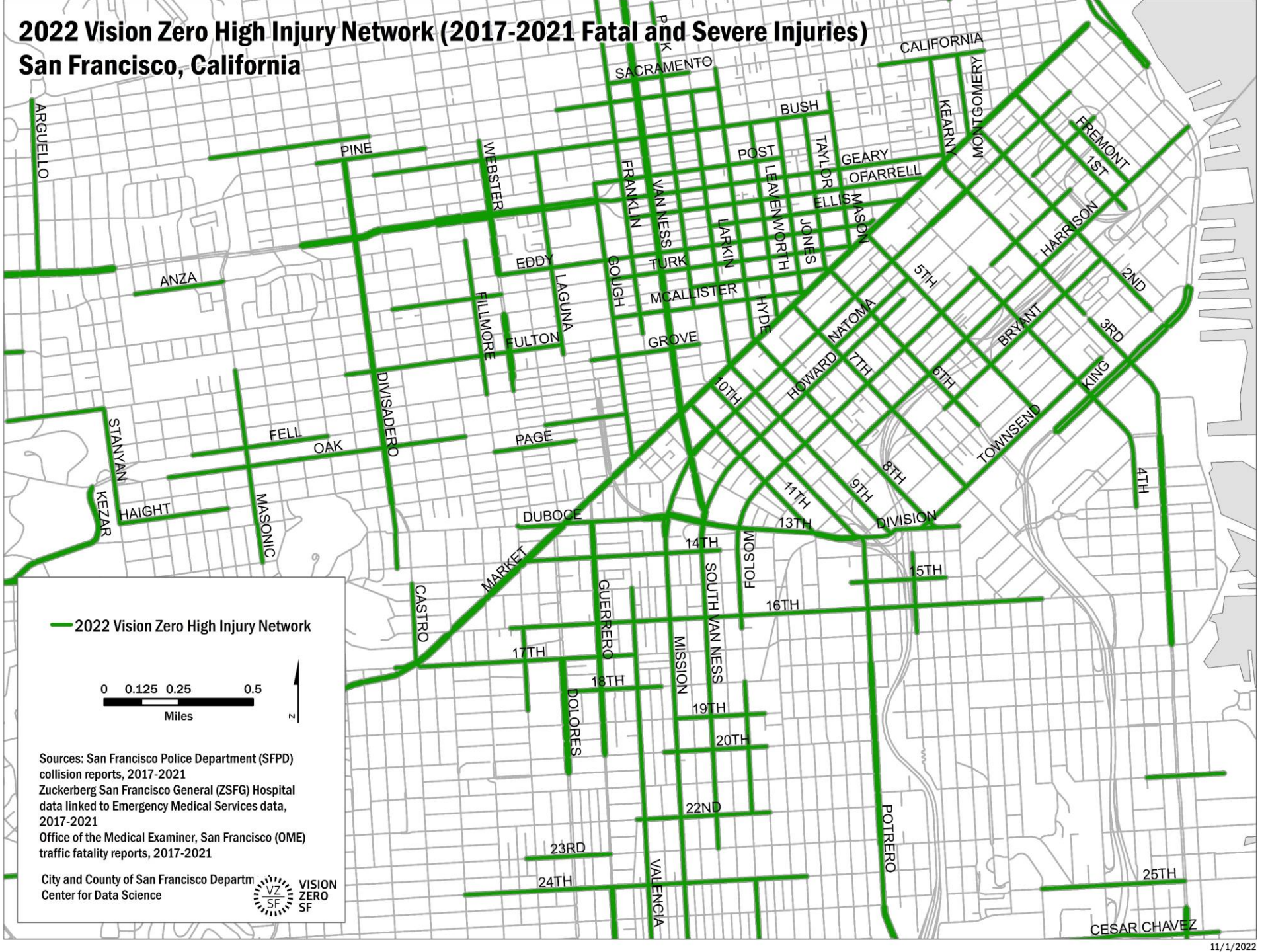
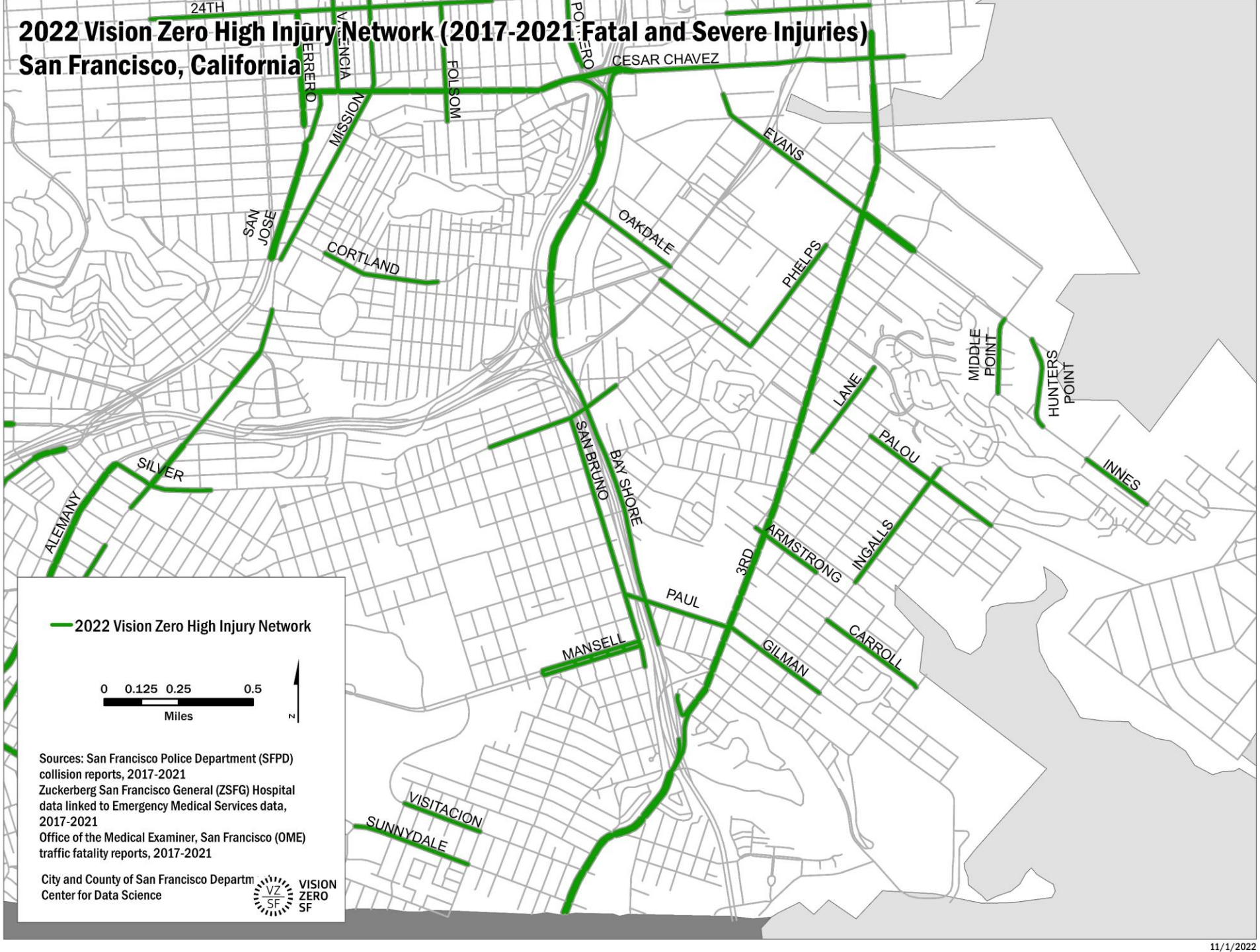
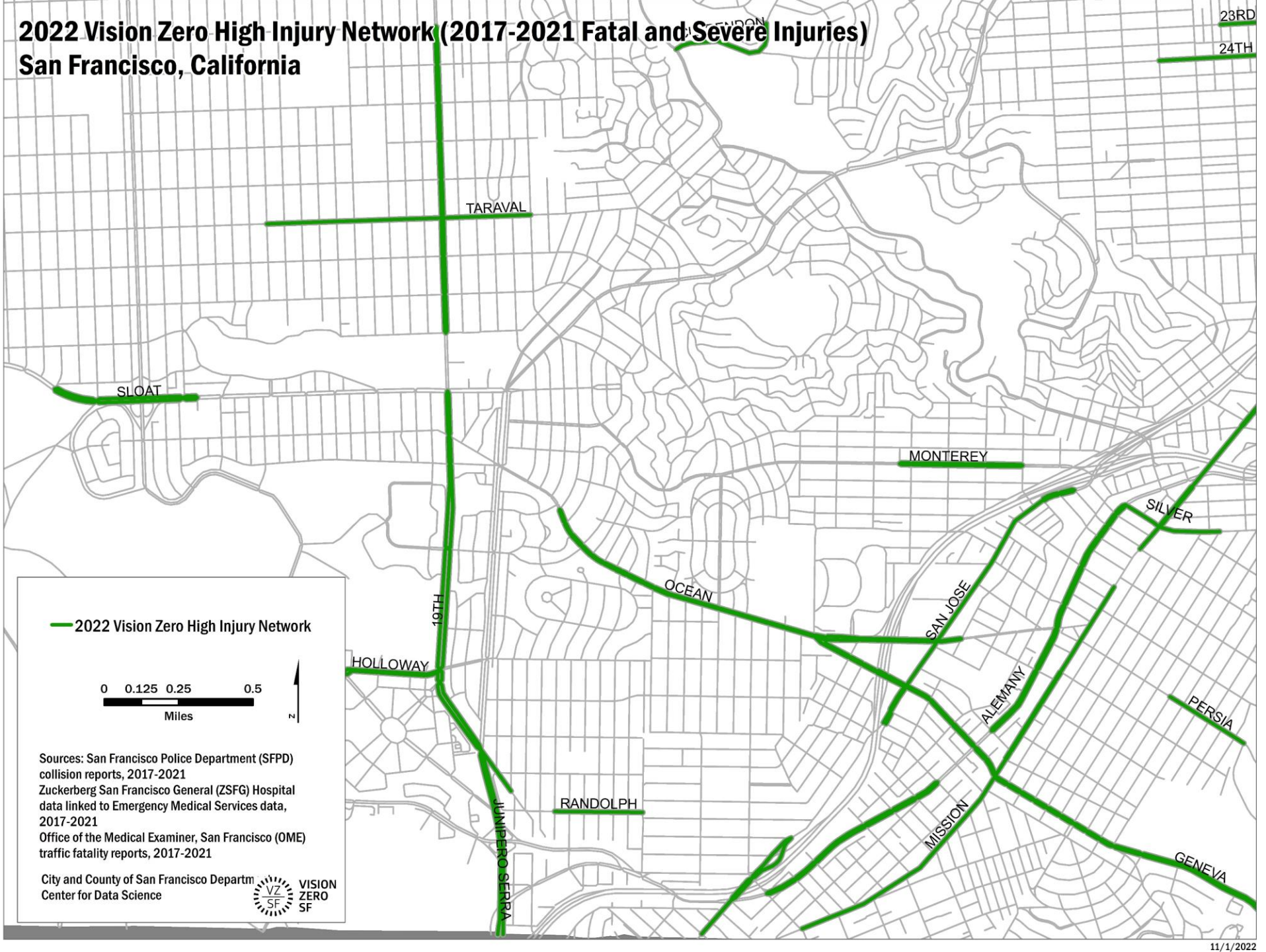
Center for Data Science

VISION ZERO SF

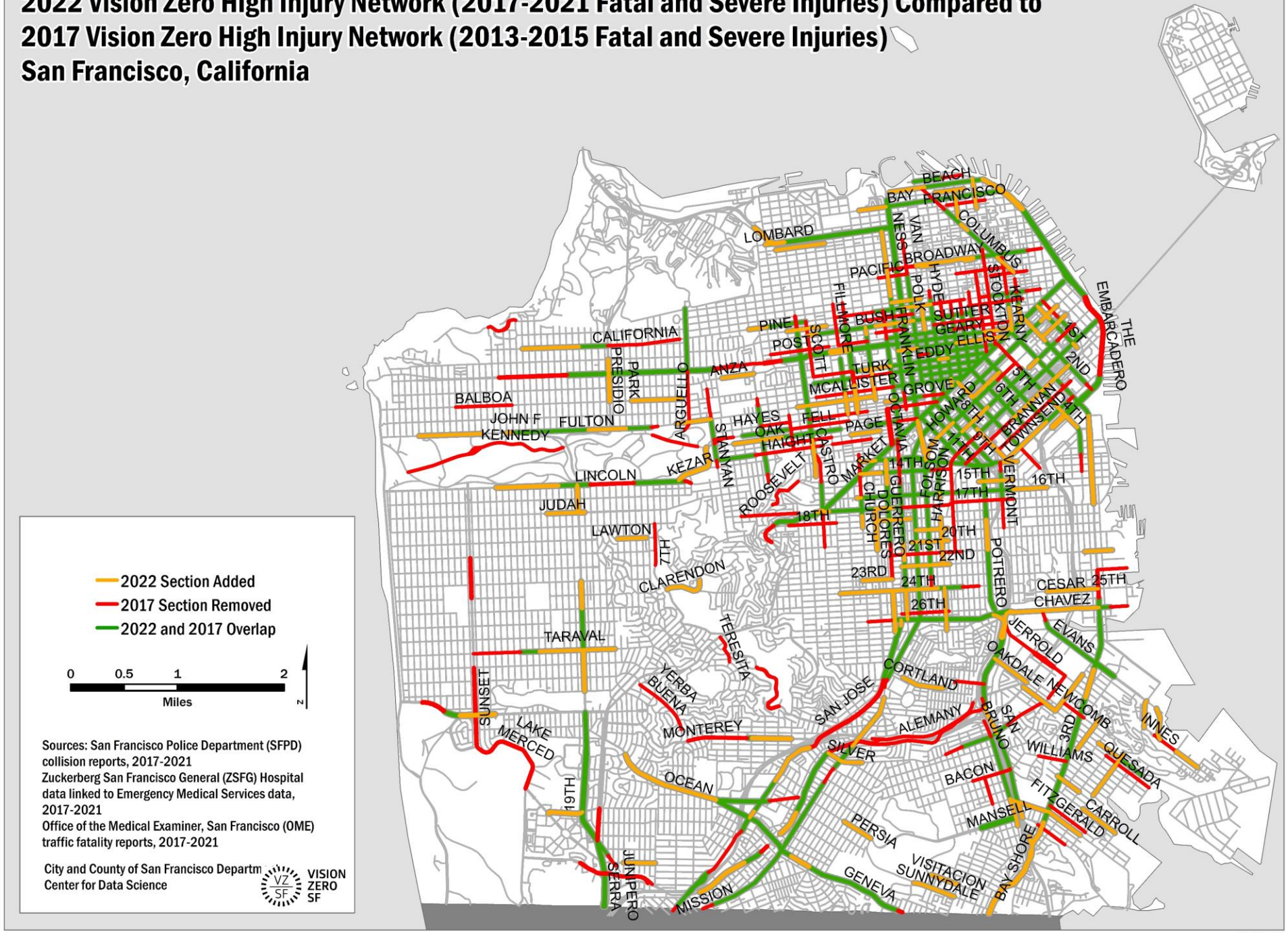
10/25/2022


2022 Vision Zero High Injury Network (2017-2021 Fatal and Severe Injuries)
San Francisco, California
2022 Vision Zero High Injury Network
0 0.125 0.25 0.5
Miles
N
Sources: San Francisco Police Department (SFPD) collision reports, 2017-2021
Zuckerberg San Francisco General (ZSFG) Hospital data linked to Emergency Medical Services data, 2017-2021
Office of the Medical Examiner, San Francisco (OME) traffic fatality reports, 2017-2021
City and County of San Francisco Departm
Center for Data Science
VISION ZERO SF
11/1/2022
ARGUELLO
PINE
WEBSTER
FRANKLIN
VAN NESS
PARK
SACRAMENTO
CALIFORNIA
BUSH
POST
GEARY
OFARRELL
TAYLOR
ELLIS
MASON
LEAVENWORTH
JONES
LARKIN
KEARNY
MONTGOMERY
FREMONT
1ST
HARRISON
2ND
3RD
BRYANT
KING
4TH
TOWNSEND
5TH
6TH
7TH
8TH
9TH
10TH
11TH
13TH
DIVISION
HOWARD
NATOMA
HYDE
GOUGH
MCALLISTER
TURK
EDDY
GROVE
FULTON
LAGUNA
FILLMORE
DIVISADERO
ANZA
FELL
OAK
PAGE
STANYAN
KEZAR
HAIGHT
MASONIC
DUBOCE
14TH
MARKET
CASTRO
GUERRERO
FOLSOM
SOUTH VAN NESS
MISSION
15TH
16TH
17TH
18TH
19TH
20TH
22ND
23RD
24TH
DOLORES
VALENCIA
POTRERO
25TH
CESAR CHAVEZ


2022 Vision Zero High Injury Network (2017-2021 Fatal and Severe Injuries)
San Francisco, California
24TH
VALENCIA
POTRERO
CESAR CHAVEZ
FOLSOM
MISSION
SAN JOSE
CORTLAND
OAKDALE
EVANS
PHELPS
MIDDLE POINT
HUNTERS POINT
LANE
PALOU
INNES
SAN BRUNO
BAY SHORE
SILVER
ALEMANY
ARMSTRONG
INGALLS
3RD
PAUL
MANSELL
GILMAN
CARROLL
VISITACION
SUNNYDALE
2022 Vision Zero High Injury Network
0 0.125 0.25 0.5
Miles
N
Sources: San Francisco Police Department (SFPD) collision reports, 2017-2021
Zuckerberg San Francisco General (ZSFG) Hospital data linked to Emergency Medical Services data, 2017-2021
Office of the Medical Examiner, San Francisco (OME) traffic fatality reports, 2017-2021
City and County of San Francisco Departm
Center for Data Science
VISION ZERO SF
11/1/2022


2022 Vision Zero High Injury Network (2017-2021 Fatal and Severe Injuries)
San Francisco, California
23RD
24TH
TARAVAL
SLOAT
MONTEREY
SILVER
OCEAN
19TH
SAN JOSE
HOLLOWAY
ALEMANY
PERSIA
RANDOLPH
MISSION
GENEVA
JUNIPERO SERRA
2022 Vision Zero High Injury Network
0 0.125 0.25 0.5
Miles
N
Sources: San Francisco Police Department (SFPD) collision reports, 2017-2021
Zuckerberg San Francisco General (ZSFG) Hospital data linked to Emergency Medical Services data, 2017-2021
Office of the Medical Examiner, San Francisco (OME) traffic fatality reports, 2017-2021
City and County of San Francisco Departm
Center for Data Science
VISION ZERO SF
11/1/2022

2022 Vision Zero High Injury Network (2017-2021 Fatal and Severe Injuries) Compared to 2017 Vision Zero High Injury Network (2013-2015 Fatal and Severe Injuries)
San Francisco, California



Why Might a Corridor Have Been Removed or Added?

METHODOLOGY

- Focus of network is on smaller sample of crashes with worst injury outcomes
  - Streets near threshold for inclusion in 2017 map can drop due to small change in number of severe fatal crashes
  - Streets with any fatality in last 4 years no longer automatically included in network
- 5 years of TISS severe injury/fatality data used with different threshold for inclusion.

CITYWIDE FACTORS

- Vision Zero prevention initiatives:
  - engineering
  - enforcement
  - education
- Changing population growth and transportation patterns
  - COVID-19 pandemic/work from home

Overlap with TISS Killed/Severely Injured and all SFPD Crash Victims

62% of updated 2022 network overlaps 2017 network

2022 network is **12% of city street** miles and captures **68% of severe and fatal injuries** (TISS, 2017-2021)

2022 network captures **61% of all traffic crashes** resulting in an injury (SFPD, 2017-2021) of any severity

2022 network has **captured 74% of fatalities this year** (end of September 2022)

Overlap with Equity Priority Communities

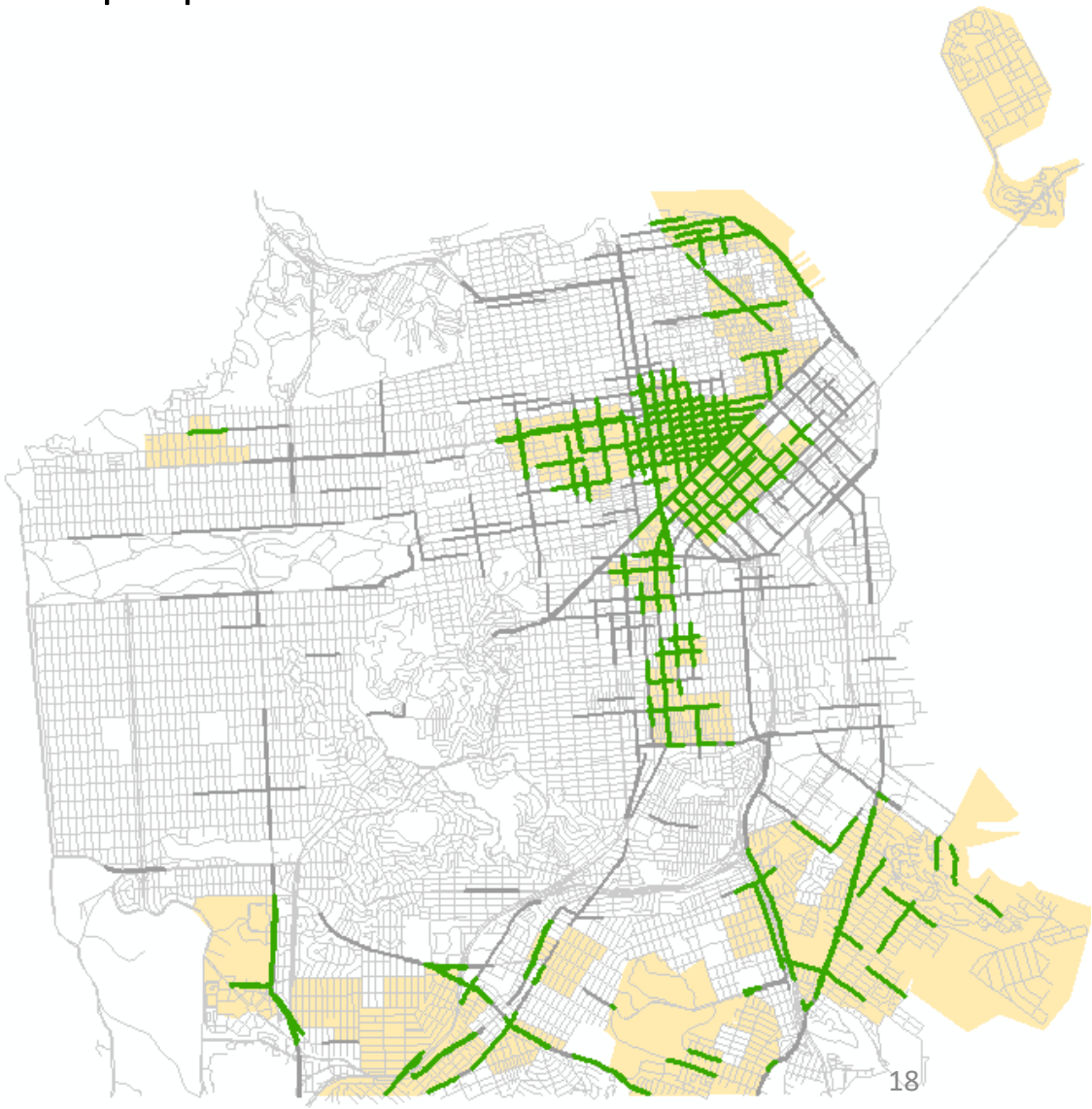
Equity Priority Communities are census tracts that have a significant concentration of underserved populations, such as households with low incomes and people of color.

29% of city street miles

38% of ZSFG/SFPD (2017-2021) severe injuries and fatalities

44% of 2022 Vision Zero High Injury Network miles

- Compared to 40% of 2017 VZ HIN



Thank You TAC Members

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Chris Kidd

PW
Paul Barradas
Fernando Cisneros
Michelle Woo
Edmund Lee
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Agenda Item 10

Reporting the Results 2022 Year-End Report

Safe Streets Evaluation Program

November 15, 2022

Thalia Leng and Brian Liang, Safe Streets Evaluation Program Team

Agenda

1. The Inventory
2. The Toolbox
3. The Results
4. Quick-Build and Capital Projects
5. Spotlight
6. What's Next?

Safe Streets Evaluation Program Annual Report:

SFMTA.com/SafeStreetsReport2022

The Inventory

Quick-Build Projects

- 7th Street
- 8th Street
- Folsom Streetscape
- Golden Gate Avenue
- Leavenworth Street
- Turk Street Safety
- Central Embarcadero
- Valencia Bikeway
- 6th Street Pedestrian Safety
- Safer Taylor Street
- Indiana Street Bikeway
- California Street Safety
- Page Street
- Fell Street

Capital Projects

- Polk Streetscape
- Second Street Improvement Project
- Masonic Streetscape Project

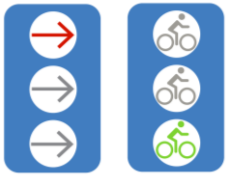
City-Wide Program

- Left-Turn Safety

The Inventory

7.3 miles in road lane reductions

7 miles of created or upgrading existing bikeways to separated bikeways



10 intersections with new separated bike signals

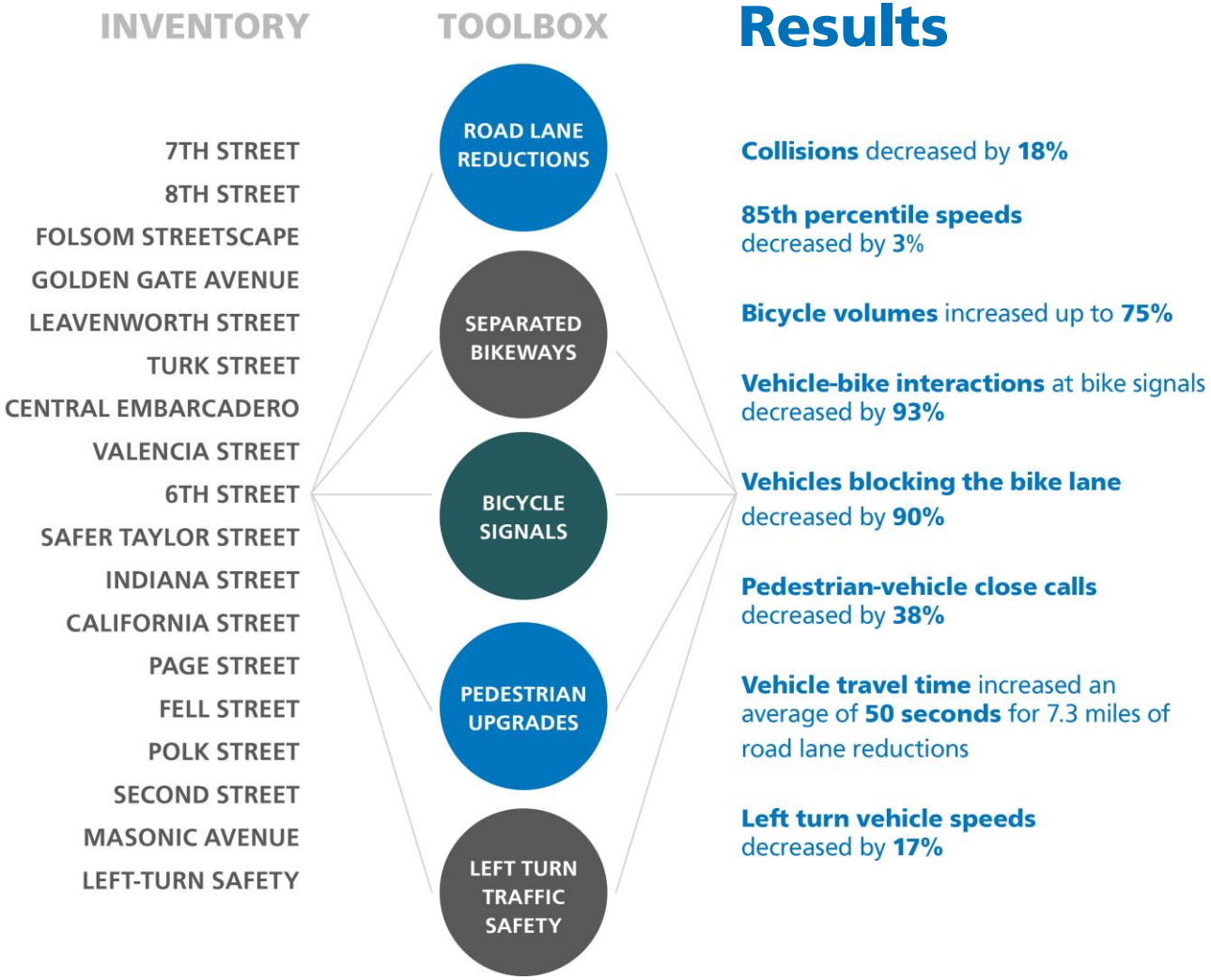
Various pedestrian safety improvements at intersections in all projects

Methodology

Purpose: Evaluate the design measures installed by SFMTA street safety projects to determine their effectiveness in improving bicycle and pedestrian safety

- The aggregated analysis used data and analysis from past project evaluations (the inventory)
- Evaluation timeframe – the project evaluations used in the aggregate analysis were completed between 2017 – 2022
- Projects were selected based on sufficient data available and generally represent the wide range of treatments installed by the SFMTA on bike and pedestrian traffic safety projects
- The data from past project evaluations were collected using the city's transbase collision database, pneumatic tubes, intersection counts, and observations by objective third parties
- Data collection methodology follows the instructions and templates from the program's handbook of standard operating procedures, which ensures consistency across projects

Key Findings



*Metrics were not used uniformly across projects evaluations, since they had to be applicable based on a project's scope. Therefore, these aggregated findings from the past evaluations used the information available from the inventory of projects.

Quick-Build vs. Capital Projects

Fell Street

2nd Street

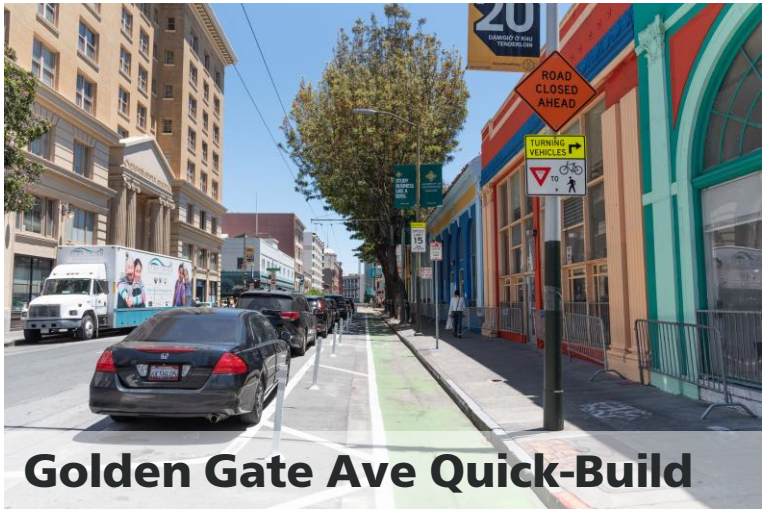
Quick-Build vs. Capital Projects

Measure	Metric	Overall Findings	Capital Findings	Quick-Build Findings
Collisions	Δ Annual Collision Rate	-18%	-19%	-17%
	Δ Annual Bike Related Collision Rate	-33%	-5%	-42%
	Δ Annual Pedestrian Related Collision Rate	-32%	-50%	-26%
Vehicle Speed	Δ 85th Percentile Speed	-3%	-5%	-3%
	Max Speed Change Observed	-20%	N/A	N/A
Vehicle Travel Time	Δ Vehicle Travel Time Seconds	50.00	221.00	21.50
Bike Volume	Δ AM Bike Volume	75%	187%	41%
	Δ PM Bike Volume	72%	107%	62%
Bike Signal Interactions and Close Calls	Δ Bike-Vehicle Interactions	-93%	N/A	-93%
	Δ Close Calls (near misses)	-62%	N/A	-62%
	Avg Daily Interactions Post-Implementation	2.2	0.3	3.1
	Bike Compliance w/ Bike Signal	87%	86%	88%
	Vehicle Compliance w/ No Turn On Red	90%	86%	92%
Blocking the Bikeway	Δ Rate of Incidents	-90%	-19%	-90%
Vehicle-Pedestrian Close Calls	Δ Close Calls (near misses)	-38%	0%	-34%

Spotlight

Bayview Quick-Build

Leavenworth St Quick-Build



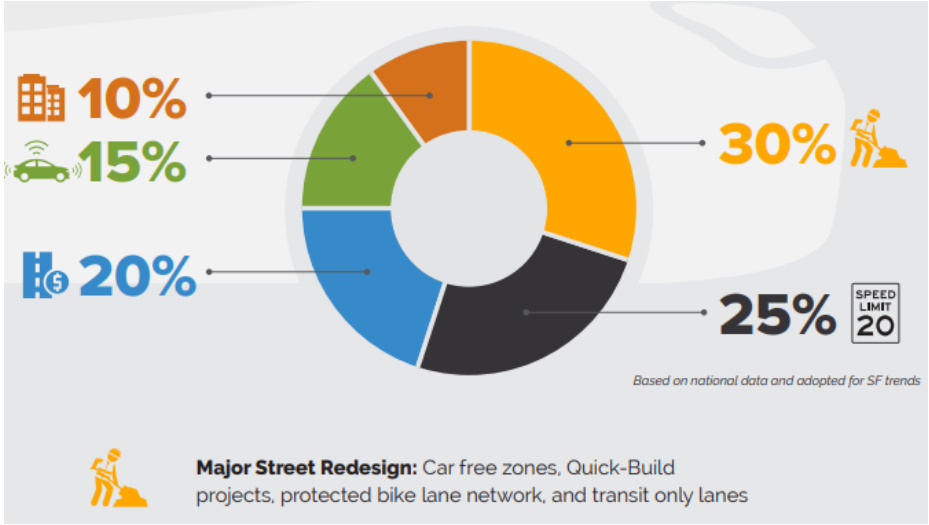
Golden Gate Ave Quick-Build

Tenderloin No Right On Red

VZ Action Strategy

Our findings show that street design changes are decreasing bike and pedestrian-related collision rates by 33 and 32% respectively.

These findings are in line with the collision decrease estimate from the Vision Zero Action Strategy.



Measure	Metric	Overall Findings
Collisions	Δ Total Collisions	-18%
	Δ Bike Related Collisions	-33%
	Δ Pedestrian Related Collisions	-32%

Lessons Learned

- Our safety projects are proving effective at improving safety for people walking and bicycling.
- Some of our earlier capital projects did not include fully protected bicycle infrastructure-but new capital projects include robust concrete protection for bikes and public realm improvements
- Evaluation has helped us identify projects that need additional improvements, especially projects in underserved neighborhoods

Next Steps

- Continue evaluating street safety projects and programs to track trends and performance and applying lessons learned
- Develop and launch a database for the program and update data collection Standard Operating Procedures

Safe Streets Evaluation Program

Annual Report:

SFMTA.com/SafeStreetsReport2022

SFMTA 2022 Safe Streets Evaluation Summary

2022 Safe Streets Evaluation Summary

Project Performance (2017-2022)

SFMTA Livable Streets

San Francisco adopted Vision Zero in 2014, a citywide and inter-departmental commitment to prioritize street safety and eliminate traffic deaths in San Francisco.

Data-driven analysis is at the core of San Francisco's Vision Zero program, allowing the city to cost-effectively prioritize limited resources. As part of that data-driven approach, SFMTA maintains a robust Safe Streets Evaluation Program to measure the outcomes of safety investments. This evaluation summary provides an overview of the impacts of recent SFMTA street projects on safety and other metrics.

The Inventory

The SFMTA tracks and reports on the transformation of city streets in several ways The San Francisco Vision Zero program maintains a **quarterly dashboard** that details the number of safety measures installed across the city measured against commitments made in the San Francisco Vision Zero Action Strategy.

Additionally, the **Safe Street Evaluation Program** individually evaluates before and after conditions on many of our pedestrian, bicycle, and traffic safety projects, to ensure that we are not only delivering a certain quantity of improvements, but that those improvements are having the intended impact on improving safety. Since 2018, the Evaluation Program has published annual reports summarizing evaluation results for individual projects. Past annual reports can be found on the Program's webpage.

Instead of focusing on specific projects, this annual report reviews changes in key performance metrics across many of SFMTA projects completed in the past five years to identify the types of treatments and investments with the largest benefits. As the SFMTA continues to increase the pace of transportation safety investments, this analysis will help to **ensure that those investments are well-spent and lead to measurably improved safety on San Francisco streets.**

Evaluated Projects

The projects that were analyzed for 2022 Safe Streets Evaluation Summary include both **quick-build projects**, or reversible, adjustable traffic safety improvements that can be installed relatively quickly, and **capital projects**, or large-scale construction projects that typically involve concrete/utility work and have long timelines and large budgets. The evaluated projects are listed below.

- 7th Street Safety Project – Phase 1 (Quick-Build)
- 8th Street Safety Project (Quick-Build)
- Folsom Streetscape Project (Quick-Build)
- Golden Gate Avenue (Quick-Build)
- Leavenworth Street (Quick-Build)
- Turk Street Safety Project (Quick-Build)
- Central Embarcadero (Quick-Build)
- Valencia Bikeway Project (Northern Section Pilot/Quick-Build)

- 6th Street Pedestrian Safety Project (Quick-Build)
- Safer Taylor Street (Quick-Build)
- Indiana Street Bikeway Project (Quick-Build)
- California Street Safety Project (Quick-Build)
- Page Street Neighborway (Quick-Build)
- Fell Street Protected Bike Lane (Quick-Build)
- Polk Streetscape (Capital Project)
- Second Street Improvement Project (Capital Project)
- Masonic Streetscape Project (Capital Project)
- Left-Turn Traffic Safety at Seven Intersections (City-Wide Program)

Take a tour of each of these projects below!

1 Folsom Street, 2nd Street to 5th Street

Quick-build improvements installed on Folsom Street in SoMa in **2018 and supplemented in 2021** will serve as near-term treatments to address traffic

safety in the area in advance of major construction for the Folsom-Howard Streetscape Project—a long-term design and implementation effort to bring substantial safety and livability improvements to SoMa.

Improvements installed as part of the Folsom Street Quick-Build Project include an eastbound parking-protected bikeway to create safer conditions for bicyclists and pedestrians by adding daylighting (red zones) and other transportation safety features at intersections, removing a travel lane to calm traffic speeds and vehicle volumes, and improving vehicle loading conditions for nearby businesses.

2 7th & 8th Street Safety Projects

Comprehensive traffic safety improvements were installed throughout 8th Street and parts of 7th Street **between May 2017 and July 2019**. Further improvements on 7th Street from Folsom to Townsend Streets were installed as the 7th Street Quick-Build Safety Project in 2020 and 2021, connecting previous traffic safety installations to create one continuous protected biking corridor.

3 Golden Gate Avenue, Polk Street to Market Street

In response to community requests for increased investment in traffic safety solutions in the Tenderloin, the SFMTA committed to implementing quick-build improvements in the neighborhood. The Golden Gate Avenue Quick-Build Project, **completed in 2021**, focuses on improving comfort and safety of people walking and biking along the corridor.

Improvements to the corridor include a protected bikeway, active flex space for local businesses and organizations to use, and reallocated curb space for residents' and businesses' parking and loading needs.

4 Leavenworth Street, McAllister Sreet to Post Street

In tandem with efforts along Golden Gate Avenue, the Leavenworth Street Quick-Build Project also aims to improve traffic safety and comfort for those traveling in the Tenderloin.

Following completion of the quick-build in **2021**, Leavenworth Street now has one less travel lane (three lanes to two) with painted buffers to deter speeding. Additionally, curb space has been adjusted to improve parking and loading for businesses and residents, and a suite of pedestrian safety improvements—

including advanced limit lines, new crosswalks, and painted safety zones—have been added at intersections.

5 Turk Street Safety Project

In **Spring 2018**, the SFMTA installed a series of improvements on Turk Street between Market Street and Gough Street as part of the Turk Street Safety Project. Turk Street is a vibrant corridor with a diverse range of people including families, seniors, youth, and shoppers, and tourists. The diverse range of people that includes families, seniors, youth, and shoppers on Turk

reflects the wide variety of transportation use such as private automobiles, transit, paratransit, pedestrians, bicyclists, and both passenger and commercial vehicle loading.

6 Central Embarcadero Quick-Build

The SFMTA substantially completed the Embarcadero 2020 Quick-Build Project at Pier 35, Ferry Terminal, and in the Rincon Restaurant Zone in **early 2021** to expedite safety and mobility improvements along the waterfront. These changes included the corridor's first segment of a two-way

protected bikeway adjacent to the promenade (between Folsom and Mission streets), offering a preview of the changes proposed with the Embarcadero Enhancement Program (EEP).

7 Valencia Bikeway Improvements

In **2018** and under Mayor London Breed's leadership, the SFMTA Board of Directors approved a project to pilot and evaluate a parking-protected bikeway from Valencia Street from Market to 15th streets. Additional project

elements included better intersection visibility, school loading islands and parking and loading changes.

8 6th Street Pedestrian Safety Project

The 6th Street corridor has one of the highest concentrations of pedestrian collisions, injuries, and fatalities in San Francisco. In support of San Francisco's Vision Zero initiative, the 6th Street Pedestrian Safety Project aims to create a safe and inviting place for people to walk by transforming 6th

Street with wider sidewalks, new traffic signals, and streetscape improvements.

The 6th Street Pedestrian Safety Project was approved by the SFMTA Board of Directors on October 16, 2018. The Quick-Build portion of the 6th Street Pedestrian Safety Project was completed in **September 2019** to bring near-term safety improvements to the corridor. Construction on the longer-term improvements is expected to wrap up in 2024.

9 Safer Taylor Street

The Safer Taylor Street Project included a quick-build component completed in **summer 2019.** The purpose of these changes were to rapidly bring traffic safety improvements to protect vulnerable road users on one of the Tenderloin's most important streets. On average, each month one person walking or biking is injured in a traffic collision within the Taylor Street project area.

10 Indiana Street Quick-Build Bikeway Project


STOP
ALL WAY
STOP

The goal of the Indiana Street Quick-Build Bikeway Project is to create a safe and comfortable north-south bike route connection in the Dogpatch Neighborhood. Indiana Street had no bike lanes between 23rd Street to Cesar Chavez, due to the one-way vehicle traffic heading north on Indiana Street that vehicles use to access the I-280 on-ramp, near 25th Street. People riding bikes have historically used Minnesota Street, as an alternative route to avoid the one-way northbound traffic on Indiana Street from Cesar Chavez to 25th Street.

The SFMTA implemented changes in **October 2019** to improve bike safety on Indiana Street from Cesar Chavez to 23rd Street. These improvements provide a better, connected bike facility, not only for those in the Dogpatch neighborhood, but also for those who travel from the Bayview and Mission Bay neigborhoods.

11 California Street Safety Project

The California Street Safety Project implemented a Quick-Build road diet on California Street between Arguello and Park Presidio boulevards in **Summer 2020** to improve safety. The street is on the city's high-injury network and also had frequent collisions involving Muni buses due to its narrow travel lanes. The street was converted from four travel lanes to three, with a center lane for left turns. Other improvements included intersection daylighting,

continental crosswalks and more time for people walking to cross the street at traffic signals.

12 Page Street Neighborway

The Page Neighborway project completed in **Spring 2020** includes existing freeway-access restrictions and bikeway upgrades approaching Octavia

Boulevard, existing restrictions on non-local traffic (entire corridor), new eastbound and westbound traffic diversion at signalized intersections, and framework for ongoing community art and placemaking along the corridor.

13 Fell Street Protected Bike Lane

In response to congestion on the northern Panhandle Path and the Public Health Order to socially distance during the COVID-19 pandemic, the SFMTA installed a parking-protected bikeway on Fell Street adjacent to the Panhandle between Baker Street and Shrader Street in

early **2020**. The project reduced the number of travel lanes on Fell Street from four to three lanes to accommodate the new protected bike lane.

14 Polk Streetscape Project

Polk Street is a thriving commercial corridor and serves an important transportation function for San Francisco. The corridor is on the 19 Polk Muni bus route and also a preferred north-south bicycle route due to its flatter terrain. Furthermore, Polk Street is a popular destination for people walking, biking, driving and riding transit.

Completed in **Spring 2019**, the Polk Streetscape Project was designed to enable safe access for all road users of all ages and abilities. Implemented in design includes corridor-wide safety improvements include protected bike lanes, pedestrian safety improvements, and additional streetscape amenities at key locations.

15 Second Street Improvement Project

Completed in **Fall 2019**, the Second Street Improvement Project extends from Market to King Streets, stretching from downtown San Francisco to the SOMA district.

This project implemented that vision by transforming 2nd Street into a pleasant multi-modal corridor that improves safety and access for pedestrians, bicyclists and transit as well as drivers.

16 Masonic Streetscape Project

Completed in Fall 2018, the Masonic Avenue Streetscape Project is an effort to improve safety for people walking, biking, taking transit and driving on Masonic Avenue between Geary Boulevard and Fell Street. The project has implemented a variety of improvements to the corridor including, wider sidewalks, a new median, new paving, landscaping, raised bikeways, better lighting and upgraded sewer infrastructure.

17 Left-Turn Traffic Safety

In 2021, SFMTA piloted left turn safety treatments at seven high-crash intersections and paired the designs with comprehensive Safety—It's Your Turn education campaign. Left-turn pilot locations included:

- 10th Street and Folsom

- Broadway and Montgomery

-Gough and Sacramento

-Ellis and Leavenworth

- Leavenworth and Sutter

-Lincoln and 17th Avenue

- Lincoln and 18th Avenue

The Toolbox

Each of these evaluated projects included significant safety changes such as **vehicle travel lane removals (road diets)**, **separated bikeways**, **separated bike signals**, **left-turn safety devices**, and **general improvements for pedestrians at intersections** including pedestrian signal improvements, daylighting (red zones at intersections) and upgraded crosswalks.

Click through the photos below to find out more about these safety tools!

Vehicle Travel Lane Reductions

The evaluated projects included a total of 7. 3 miles in road lane reductions. Vehicle travel lane reductions help improve safety and comfort for pedestrian as well as bicyclists. Reducing the number of lanes on a multilane roadway can help improve sight distances for left-turning vehicles and create space for bicycle, transit, and/or parking lanes.

Many of SFMTA's traffic safety projects have utilized road lane reductions to both make room for multi-modal complete streets, and as a mechanism for lowering vehicle speeds.

Separated Bikeways

Evaluated projects included creating or upgrading 7 miles of separated bikeways. These bikeways (Class IV), also commonly referred to as cycle tracks or protected bikeways,

are bicycle facilities that are separated from traffic by parked cars, safe-hit posts, transit islands or other physical barriers. with the goal ofmaximizing the safety of bicyclists on city streets and reducing traffic related severe injuries.

Learn more about our bike facilities toolkit here!

Separated Bike Signals

Evaluated projects included 10 intersections with new separated bike signals. Separated bike signals provide an exclusive signal phase for bicyclists to cross an intersection separate from vehicles turning right at an intersection.

Pedestrian Striping Improvements

The SFMTA has implemented a range of pedestrian striping improvements on most of the intersections found

in the evaluated projects.

Specifically, most projects include **upgrading crosswalks** to full continental striping, **adding red zones** (daylighting) to corners at intersections both increase visibility of pedestrians in the roadway, and **painted safety zones**, or painted road areas that wrap around sidewalk corners to make pedestrian crossing intersections more visible to people driving.

Learn more about the full pedestrian toolkit here.

Pedestrian Signal Improvements

The SFMTA has implemented a range of improvements to pedestrian signals at intersections, including: **pedestrian countdown signals**, **leading pedestrian intervals**, and **increased crossing times**.

Pedestrian countdown signals add a lighted timer following the "walk" signal at intersections so people can see how long

they have to cross the street.

Leading pedestrian intervals (LPIs) are a change to traffic signal configurations that give people the "walk" signal at least three seconds before the drivers get a green light.

Increased crossing time adjusts the signal timing at intersections to give pedestrians more time to cross the street.

Left-Turn Traffic Safety

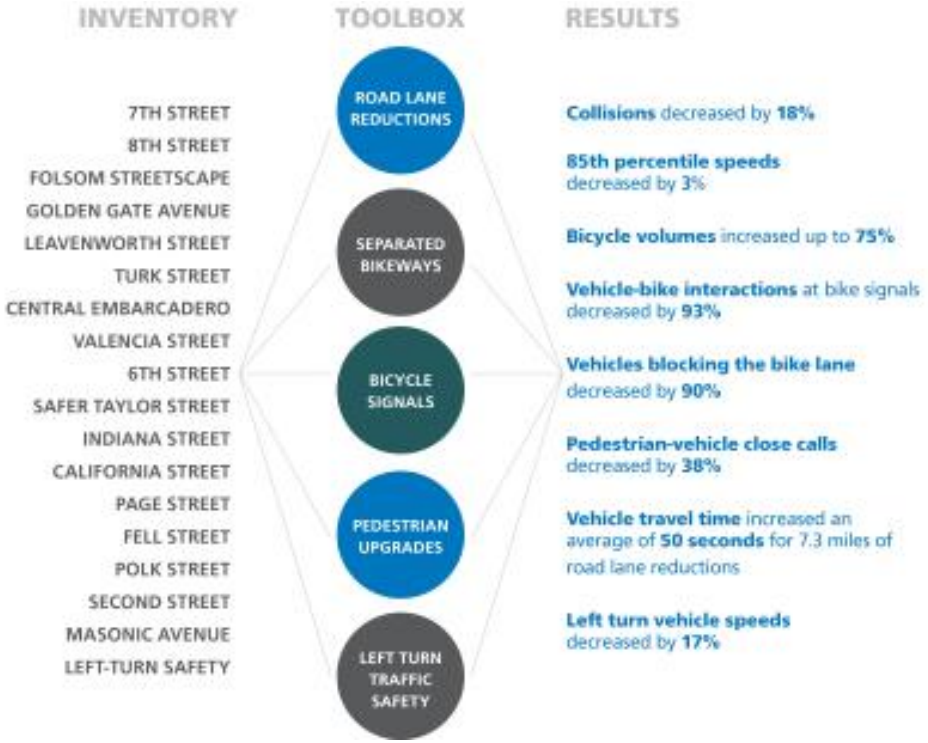
Left-turn traffic safety upgrades consist of installing waist-high vertical delineator posts, small rubber speed bumps, and paint to create enhanced center lane lines and painted safety zones to encourage slower, wider left turns and increase drivers' awareness of other road users.

The Results

To understand if and how well these safety tools are working, the following key **performance metrics** were aggregated across the evaluated projects:

- **Vehicle, Bicycle, and Pedestrian Collisions**
- **Vehicle Speeds**
- **Bicycle Volumes**
- **Bicycle Signal Compliance/Yielding**
- **Blockage of Bikeways**
- **Vehicle-Pedestrian Interactions**
- **Vehicle Travel Time**
- **Vehicle Turning Speeds**

As part of reviewing the aggregated data over the past five years, we overwhelmingly found **the SFMTA's safety tools are working.**



Collisions

Among the evaluated projects with at least three years of police report data, collisions **decreased by 18%**. Bicycle - related collisions experienced a more **significant decrease of 33%** and pedestrian-related collisions **decreased by 32%**. Looking specifcially at our capital projects- **pedestrian collisions have decreased on average by 50%.**

Vehicle Speeds

The 85th percentile speed, or the speed at or below which 85 percent of the drivers travel on a road segment, **decreased**

across projects by 3%, The greatest decrease in 85th percentile speed occurred on 6th Street, where **speeds decreased by 20%. Even small decreases in speed are valuable safety improvements as vehicles speeds directly affect the severity of injuries.**

move the slider to see Turk Street changes (left-before/right-after)

Bicycle Volumes

Bicycle volumes grew sizably across the board, with **increases up to 75%** in the morning peak commute times, with similar growth in the afternoon peak commute times.
On the two streets that had no bike facilities at all before the project (2nd Street and Masonic Avenue), bicycle volumes are up significantly.

Bicycle Signals

Separated bicycle signals installed across the evaluated projects are providing major safety benefits by **lowering vehicle-bike interactions at the location of the signal/turn by 93% on average**, with a **62% decrease in near-misses or close calls.** Moreover, both vehicles and bicycles are complying with the bicycle signals (87% compliance by bicycles, 90% compliance by vehicles). Interactions are defined as instances when turning vehicles and bicycles are near each other and one party must yield to the other.

move the slider to see Taylor Street changes (left-before/right-after)

Blocking the Bike Lane

Data from the evaluated projects demonstrates with certainty that providing protected bikeways provides significant decreases in vehicle blockage of the bike lane. The rate of

incidents of vehicles blocking the bike lane **decreased by 90%.**

Vehicle-Pedestrian Close Calls

The many pedestrian safety tools implemented at intersections including countdown signals, more walking time, daylighting and crosswalk upgrades are helping to not only decrease pedestrian-related collisions, but also close calls at crosswalks. While the number of interactions between pedestrians and vehicles generally increased at intersections (expected when implementing measures such as turn restrictions where more vehicles are turning during the green light), close calls or near misses **decreased across projects by 38%.**

move the slider to see Central Embarcadero changes (left-before/right-after)

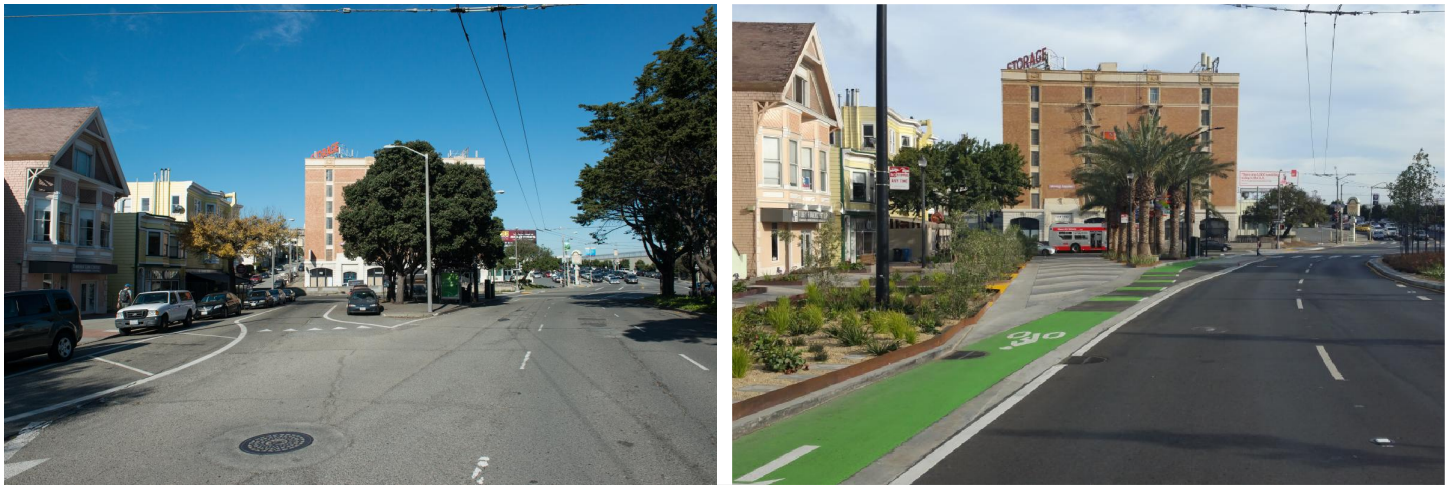
Vehicle Travel Time

While vehicle travels times are not indicative of improvements to safety, they can be important in understand the cost-benefit to safety projects as it relates to overall traffic congestion and emergency response time. Even with the 7.3 miles of road lane reductions implemented across the evaluated projects, the average vehicle travel time during peak periods increased on average by **approximately 50 seconds.**

Vehicle Turning Speeds

Overall, the seven intersections piloted in early 2021 for left-turn traffic safety treatments resulted in an approximately **17% reduction in average speed (1.7mph slower)** and a **71% reduction in the likelihood of a car turning left at speeds over 15 mph.**

Due to these encouraging results, left turn safety treatments will become a key tool in SFMTA's future street improvement projects.



move the slider to see Masonic Avenue changes (left-before/right-after)

Methodology

To get these results, the SFMTA utilized data collected from 17 projects and one pilot program for left turn safety treatments - all completed over the last five years. We reviewed hundreds of police-recorded collision reports, speed data collected through pneumatic tubes, and hours of anonymized observations by objective third parties. Projects were selected based on sufficient data available and generally represent the wide range of treatments installed by the SFMTA, and several include both success stories and less successful safety components such as partially protected bike lanes. Annual collision rates were derived from three years of pre-implementation data to determine baselines, and from at least one year of post-implementation data.

Performance metrics were selected based on national best practices, and commonly collected data such as speeds and volumes. For many of the metrics, specific templates and standard operating procedures (SOPs) have been developed to ensure consistent data collection even when observing qualitative metrics such as yielding and near misses or "close calls". To find out more about our evaluation process please see our Safe Streets Evaluation Handbook.

Quick-Builds vs. Capital Projects

The **Vision Zero Quick-Build** initiative is an SFMTA effort to quickly implement pedestrian and bicycle safety improvements on the Vision Zero High Injury Network. Quick-Build projects are reversible, adjustable traffic safety improvements that can be installed relatively quickly. Unlike major capital projects that may take years to plan, design, bid and construct, quick-build projects are constructed within weeks or months and are intended to be evaluated and reviewed within the initial 24 months of construction.

Typical quick-build type improvements include:

- Paint, traffic delineators, and street signs
- Parking and loading adjustments
- Traffic signal timing
- Transit boarding islands

With the body of projects evaluated for the 2021 Safe Streets Evaluation Summary, **14 of the projects are near-term or quick-build projects** and **three are major capital projects** that were implemented within a much longer timeline.

Below is a matrix comparting aggregate metrics between the capital projects versus the evaluated Quick-Build projects.

Aggregate Project Findings Across Evaluated Projects

Measure	Metric	Overall Findings	Capital Findings	Quick-Build Findings
Collisions	Δ Annual Collision Rate	-18%	-19%	-17%
	Δ Annual Bike Related Collision Rate	-33%	-5%	-42%
	Δ Annual Pedestrian Related Collision Rate	-32%	-50%	-26%
Vehicle Speed	Δ 85th Percentile Speed	-3%	-5%	-3%
	Max Speed Change Observed	-20%	N/A	N/A
Vehicle Travel Time	Δ Vehicle Travel Time Seconds	50.00	221.00	21.50
Bike Volume	Δ AM Bike Volume	75%	187%	41%
	Δ PM Bike Volume	72%	107%	62%
Bike Signal Interactions and Close Calls	Δ Bike-Vehicle Interactions	-93%	N/A	-93%
	Δ Close Calls (near misses)	-62%	N/A	-62%
	Avg Daily Interactions Post-Implementation	2.2	0.3	3.1
	Bike Compliance w/ Bike Signal	87%	86%	88%
	Vehicle Compliance w/ No Turn On Red	90%	86%	92%
Blocking the Bikeway	Δ Rate of Incidents	-90%	-19%	-90%
Vehicle-Pedestrian Close Calls	Δ Close Calls (near misses)	-38%	0%	-34%

Because the overall collision rates do not take into account increased bicycle ridership, it is also helpful to look specifically at the **three capital projects** (2nd Street, Masonic

Avenue, and Polk Street) to understand the collision rates side by side with bicycle volumes.

2nd Street

Measure	Metric	Overall Findings
Collisions	Δ Annual Collision Rate	-25%
	Δ Annual Bike Related Collision Rate	-33%
	Δ Annual Pedestrian Related Collision Rate	-50%
Bike Volume	Δ Average Bike Volume	46%

Masonic Avenue

Measure	Metric	Overall Findings
Collisions	Δ Annual Collision Rate	-30%
	Δ Annual Bike Related Collision Rate	37%
	Δ Annual Pedestrian Related Collision Rate	-55%
Bike Volume	Δ Average Bike Volume	393%

Polk Street

Measure	Metric	Overall Findings
Collisions	Δ Annual Collision Rate	-3%
	Δ Annual Bike Related Collision Rate	-18%
	Δ Annual Pedestrian Related Collision Rate	-46%
Bike Volume	Δ Average Bike Volume	2%

Capital Project Collision and Bike Count Data

What do these results mean?

Capital projects show strong results with a 50% decrease in pedestrian collisions. The greater pedestrian safety for the capital projects (50%) versus quick-builds (26%) is likely due to building more concrete features such as widened sidewalks and bulb-outs. While bike related collisions for the capital projects did not decrease on average (-5%) as much as quick-build projects (-42%), the collision rate does not take into account **large increases in the number of bicyclists on the capital projects.** In fact, on two streets that had no bike facilities in the pre-condition (2nd Street and Masonic Avenue), bicycle volumes are up **significantly.** The three capital projects observed also included minimally protected bike lanes and trials in design such as partially raised cycle tracks. The SFMTA has learned from these older projects and has since invested in capital projects such as Folsom and Howard Streets which include not only concrete upgrades for pedestrians, but fully protected bike infrastructure as well as public realm upgrades.

But quick-builds still provide and enormous amount of benefit. **Quick-builds are implemented swiftly and cost a fraction of the cost of large capital project, yet are leading to significantly less collisions, slower speeds, and less close calls.**

The major takeaway is that **both capital and Quick-Build projects have resulted in major safety benefits.** Given the timeline and costs of large capital projects, installing Quick-

Build projects before making improvements permanent through a full capital improvement is a very effective strategy for addressing immediate safety needs on city streets.

Spotlight: Reaching Underserved Communities

The SFMTA recognizes our involvement in the long history of past racist policies that have led to disinvestment in some communities within San Francisco. Rectifying these injustices will take time, but begin with near-term efforts in underserved areas such as the recently completed Bayview Quick-Build in Hunters Point/Bayview, the Leavenworth and Golden Gate Quick-Build projects in the Tenderloin, and the neighborhood-wide No Turn on Red turn restriction effort in the Tenderloin. The goal of this work by SFMTA staff is to begin the process of building trust with community members, uplifting their voices, and ultimately decreasing traffic violence in previously underserved communities.

Bayview Quick-Build

A major goal of the Bayview Quick-Build Project is to improve pedestrian visibility and comfort at crossings and reducing vehicle speeds. To date, improvements identified by the community through the Bayview Community Based Transportation Plan have been installed on Evans Avenue, Hunters Point Boulevard, and Innes Avenue. Changes to the

roadways included a lane removal from four lanes to two lanes on a section of these roadways to include one bike lane and walkways on both sides of the street protected by concrete barriers, new turn pockets on Innes Avenue, and new crosswalks, and protected corners at Jennings and Hawes Streets.

Data collected after this project shows **verified improvements in driver yields at the Innes/Griffith (westbound) and Innes/Hunters Point (southbound) crosswalks**, but there was no significant change to vehicle speeds. While the project entailed a detailed, community driven design and implementation process, the SFMTA needs to continue working with neighbors to make additional changes that build trust and further traffic safety goals.

Bayview Quick-Build Concrete Barriers- Painted by Bayview Community

Leavenworth and Golden Gate Quick-Build Projects

Stemming from the community's demand for increased investment and broader solutions for traffic safety in the Tenderloin neighborhood, the SFMTA recently installed two quick-build projects in the neighborhood on Leavenworth Street and Golden Gate Avenue and will continue to further community discussion on future potential quick-builds on additional Tenderloin streets.

move the slider to see Golden Gate Avenue changes (left-before/right-after)

The **Leavenworth Street Quick-Build** included:

- Vehicle travel lane removal (three lanes to two) with narrow buffers to deter speeding and overtaking of vehicles
- Pedestrian safety improvements such as advanced limit lines, crosswalks, and painted safety zones at key intersections
- Reallocating curb space for residents' and businesses' parking and loading needs

Key findings from the project evaluation include:

- On average, there was a 12% decrease in double parking instances on Leavenworth at observed locations

- There was a slight increase in drivers yielding to pedestrians at observed intersections.
- North and southbound weekday bike volumes have **increased by 9%** after project implementation (from 257 to 279 in peak periods)

The **Golden Gate Avenue Quick-Build** included:

- Installation of a protected bikeway from Polk to Market street
- Installing an active flex space for local businesses and organizations to utilize
- Reallocating curb space for residents' and businesses' parking and loading needs

When comparing pre- and post-data, we found that:

- Travel times **decreased on average by 58 seconds,** with the greatest decrease taking place in the AM peak period, where travel times decreased by over 50%.
- Instances of bike lane blockages on the weekdays **reduced by over 90 percent**. However, with the parking protected bikeway design, double parking in the travel lane became more prevalent.
- Bike counts **increased by 29 percent** (from 188 to 243 bikes) following the installation of the project.

Tenderloin No Turn on Red Restrictions

Given the high volume of high injury corridors and intersections in the Tenderloin, there is a clear need for not only street-specific interventions but also neighborhood wide countermeasures to help make these streets safer for all users. In Fall 2021, the SFMTA posted No Turn On Red signs at over 50 intersections in the Tenderloin to study how they can make streets safer to cross.

No Turn on Red Sign in Tenderloin Neighborhood

Findings from a before/after study reveal that No Turn on Red (NTOR) restrictions can keep crosswalks clear and reduce close calls on major intersections:

- Motorists are demonstrating a high compliance with NTOR restrictions. **On average, 92% of vehicles are complying with the turn restriction.**
- While pedestrian-vehicle interactions increased (expected given NTOR restriction), **close calls for vehicle-pedestrians decreased from 5 close calls before NTOR signs were posted to 1 close call after restrictions** were in place at observed intersections.
- Vehicles blocking or encroaching onto crosswalks on a red signal was **reduced by more than 70%** after the restriction was implemented.

Future Projects in Underserved Communities

The SFMTA has started to invest more in previously neglected neighborhoods, and we recognize there is more work to be done to continue to increase traffic safety and build trust. Towards this effort, the SFMTA has initiated several projects that are currently in planning and design. These include additional changes/amplified efforts in the Bayview, projects on Evans Avenue and Bayshore Boulevard, and a future quick-build on Hyde Street in the Tenderloin.

What's Next?

We plan to continue this work, while making new efforts to use new technology to improve accessibility to the evaluation data. Improvements include building a publicly accessible

database of all data collected through the program, reviewing opportunities to better engage community stakeholders in our evaluation efforts, and distributing updates on our evaluation progress.

This story was made by SFMTA Livable Streets.

Learn more about the SFMTA Safe Streets Evaluation Program, visit www.sfmta.com\safestreetsevaluation