

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Project Name and Sponsor			
Project Name:	I-280 NB Geneva Avenue Off-Ramp Improvement		
Implementing Agency:	TBD		
Prop L Expenditure Plan Information			
Prop L Program:	21- Vision Zero Ramps		
Prop L Sub-Program (if applicable):			
Second Prop L Program (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	<p>The I-280 Northbound Geneva Avenue Off-Ramp experiences traffic queuing issues due to its proximity to the Balboa Park BART station, MUNI station, high schools, and City College of SF. The queue often backs up to the mainline freeway during rush hours which results in rear-end collisions. To improve traffic circulation and pedestrian safety, Prop L would provide a local contribution to leverage other funds to upgrade the existing Caltrans signals at the ramp intersection with longer mast arms poles and install vehicle detection equipment. This project is recommended in a feasibility study anticipated to be presented to the Board in Fall 2023. The new traffic signals may include elements of Intelligent Transportation Systems that allow the signal controller to adjust the phase times to respond to traffic demand.</p>		
Project Location and Limits:	I-280 Northbound Geneva Avenue Off-Ramp and Geneva Avenue Intersection		
Supervisorial District(s):	District 11		
Is the project located on the 2022 Vision Zero High Injury Network ?	Yes	Is the project located in an Equity Priority Community (EPC)?	Yes
Which EPC(s) is the project located in?	Excelsior-Outer Mission		
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	<p>The I-280 Northbound Geneva Avenue Off-Ramp is located next to the Balboa Park Station for BART and MUNI. This station is the busiest station in the City of San Francisco outside of the downtown area with morning and afternoon commuters. The station is also located near City College of San Francisco, Balboa High School, and Lick Wilmerding High School. Balboa Park Station's current drop-off and pick-up area lacks the capacity to handle the traffic volume in a safe manner. This lack of capacity has increased the queue for freeway vehiclular traffic exiting northbound Geneva Ave Off-Ramp. The queue backs up to the mainline I-280 Freeway which has caused rear-end collisions. Between 2016 and 2021, there were 120 total northbound I-280 vehicle collisions near the Geneva Avenue interchange. Specifically, there were 89 total vehicle collisions on northbound I-280 within a quarter mile south of the Geneva Avenue overcrossing and 31 vehicle crashes associated with the northbound off-ramp. Geneva Avenue also has a high number of vehicle collisions. Between 2016 and 2021, there were 44 crashes in total on Geneva Avenue between the I-280 ramp intersections and San Jose Avenue. There were 26 crashes associated with the I-280 ramp intersections and 18 crashes west of or within the San Jose Avenue intersection.</p>		

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	<p>Using previously allocated Prop K funds, the Transportation Authority has completed a feasibility study that involved the Caltrans signal operations group and SFMTA. This study is anticipated to be presented to the Board in Fall 2023. Prop L would provide local funds for the environmental and design phases for recommendations from the study to modernize the traffic signal system by replacing the current aging system as it reaches the end of its life cycle. The project will examine potential traffic signal upgrades such as advance vehicle detection loops and cameras, longer mast arms poles, improved lighting, near-side signal heads, and new signal heads on existing poles.</p> <p>The proposed upgrades to the existing Caltrans traffic signals will require project approvals through a project study report - project development support (PSR-PDS) and project initiation document (PID) which are required for projects within Caltrans right-of-way. The PSR-PDS will document the project purpose and need, scope, and schedule for the project. This project is anticipated to be categorically exempt from CEQA because signal work is not capacity inducing. A detailed design process that produces plans, specifications, and cost estimates (PS&E) would follow approval of the PSR-PDS and be included in the project.</p> <p>The design phase will require collecting detailed topographic survey, utility, structural analysis, and geotechnical data to facilitate preliminary and detailed design. In addition, the team will conduct public outreach to neighborhood, business, City, and agency stakeholders.</p> <p>We will work closely with Caltrans to determine a cost-sharing arrangement for the project since the scope includes Caltrans traffic signals.</p>
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	None
Type of Environmental Clearance Required:	Categorically Exempt
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	Caltrans - Al Lee, al.b.lee@dot.ca.gov

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Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Planning/Conceptual Engineering	100%	Contracted	Q2-Oct-Nov-Dec	2021/22	Q2-Oct-Nov-Dec	2022/23
Environmental Studies (PA&ED)	0%	Contracted	Q3-Jan-Feb-Mar	2023/24	Q3-Jan-Feb-Mar	2025/26
Right of Way						
Design Engineering (PS&E)	0%	Contracted	Q1-Jul-Aug-Sep	2026/27	Q1-Jul-Aug-Sep	2027/28
Advertise Construction	0%	Contracted	Q2-Oct-Nov-Dec	2027/28		
Start Construction (e.g. Award Contract)	0%	Contracted	Q4-Apr-May-Jun	2027/28		
Operations (i.e. paratransit)						
Open for Use	0%	Contracted			Q2-Oct-Nov-Dec	2028/29
Project Completion (means last eligible expenditure)	0%	Contracted			Q2-Oct-Nov-Dec	2029/30
Notes						
Schedule will be updated as project progresses through environmental clearance and design. Construction schedule is subject to funding availability.						

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Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	<i>I-280 NB Geneva Avenue Off-Ramp Improvement</i>
Relative Level of Need or Urgency (time sensitive)	The heavy traffic queue during rush hour on I-280 NB Geneva Avenue Off-Ramp often experience rear end collisions due to the traffic demand exceeding the storage capacity of the off-ramp. The existing signals are exceptionally old and can be modernized. Earlier implementation of the project will improve safety conditions for pedestrians and drivers around Balboa Park Station due to heavy traffic condition.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	<p>The project team worked with both Caltrans and SFMTA on the feasibility study. SFMTA is examining the signal timing changes to coordinate with their traffic signals along Geneva Avenue. Caltrans is also working on the changes. The team also coordinated with BART since the Balboa Park BART Station is next to the off-ramp.</p> <p>The project team, with SFMTA, also received local Oceanview-Ingleside EPC community complaints about the crosswalk at the I-280 southbound on-ramp which has a significant pedestrian and vehicle conflict due the leading left turn. This left turn is unprotected for pedestrians and thus often lead to potential near misses. The project team has responded to the complaints and is working to improve this conflict. The project team also documented a video instance of this conflict when it was studying the traffic ciruclation.</p> <p>For the preliminary engineering and design phase the project team will conduct new community outreach with local residents and contact local organizations, high schools, City College of SF, and businesses.</p>
Benefits to Disadvantaged Populations and Equity Priority Communities	The project will improve safety of pedestrians at the off-ramp intersection crosswalk. The traffic queue backs up to the mainline freeway and results in rear-end collisions. The project is located in the Oceanview-Ingleside Equity Community and Excelsior-Outer Mission Equity Community. Pedestrians around the Balboa Park Station often rely on public transit as their only mean of transportation. Balboa Park Station provides access for these residents to the BART, Muni light rail trains J, K, and M lines, and Muni buses 8, 8BX, 29, 43, and 54. TransBASE shows a high level of collisions in this project area and new traffic signals can help improve safety of pedestirans, bicyclists, and drivers.
Compatability with Land Use, Design Standards, and Planned Growth	Yes
<u>San Francisco Transportation Plan Alignment (SFTP)</u>	<p>Safety and Livability</p> <p>Improving safety is a major goal of the SFTP. By improving the traffic circulation at the off-ramp intersection, the project will enhance the safety of the BART Balboa Park Station which experience heavy traffic flows due to commuters. The situation has worsened at times commuters use the off-ramp as the pick up and drop off zone.</p>

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The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.

21- Vision Zero Ramps

Safety

There were a total of 164 crashes in the project study that were recorded between 2016 and 2021. For the northbound I-280, between 2016 and 2021, there were 120 total northbound I-280 crashes near the Geneva Avenue interchange. Specifically, there were 89 total crashes on northbound I-280 within a quarter mile south of the Geneva Avenue overcrossing and 31 crashes associated with the northbound off-ramp. Among the significant crash factors, there were: unsafe speed (58%) and unsafe lane changes (29%) were the main primary collision factors (PCFs); rear-end crashes (66%) and sideswipes (21%) comprised most types of collisions.

The intersection of Geneva Avenue and the NB I-280 Off Ramp and the Geneva Ave and San Jose Avenue are among the worst statistically in the area for collisions. According to TransBASE these two blocks account for 51 injury collisions. The I-280 NB Off and On-Ramp and Geneva Avenue intersection alone has about 20 accidents. Modernizing the traffic equipment will help improve this intersection and reduce the collisions especially involving pedestrians.

The project team has observed commuters using the off-ramp as pick-up and drop-off zone due to traffic queue blockage. The queue also results in rear-end collisions on the mainline freeway since the exiting vehicles exceed the off-ramp capacity.