

**As of 9/12/23**

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



Project Name and Sponsor		
<b>Project Name:</b>	Vision Zero Freeway Ramp Intersection Safety Study Phase 3	
<b>Implementing Agency:</b>	SFCTA	
Prop L Expenditure Plan Information		
<b>Prop L Program:</b>	21- Vision Zero Ramps	
<b>Prop L Sub-Program (if applicable):</b>		
<b>Other Prop L Programs (if applicable):</b>		
Project Information		
<b>Brief Project Description for MyStreetSF (80 words max):</b>	This project will study 14 freeway ramps in the southeast and western parts of San Francisco and analyze their multimodal safety conditions for near- and long-term improvements to improve safety and connectivity along the city's High Injury Network. Improvements at these locations would improve safety, help maintain road infrastructure, close gaps in the pedestrian and bike networks, and improve connections to transit and key destinations. The study would look at pedestrian, bike, and motorist safety, in addition to transit access and reliability.	
<b>Project Location and Limits:</b>	Western and southeastern San Francisco; see attached map	
<b>Supervisory District(s):</b>	District 09, District 10, District 11	
<b>Is the project located on the 2022 Vision Zero High Injury Network ?</b>	Yes	<b>Is the project located in an Equity Priority Community (EPC)?</b> Yes
<b>Which EPC(s) is the project located in?</b>	Bayview, Visitacion Valley, Excelsior/Outer Mission, Oceanview-Ingleside	
<b>Detailed Scope (may attach Word document):</b> 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>San Francisco adopted Vision Zero in 2014, with a goal to eliminate traffic deaths. San Francisco's 2022 Streets and Freeways Strategy (SFS) included a Freeway Ramp Safety Improvement Concept that identified 14 freeway ramps in the southeast and west for near-term improvements. These ramps have safety challenges, are on or near the High Injury Network, and/or are within an EPC.</p> <p>Prop L funds would provide the local match to a federal grant awarded to the Transportation Authority for a study that will build on the Vision Zero Ramp Intersection Safety Study Phases 1 and 2, which designed safety improvements for freeway ramp touchdowns in the South of Market neighborhood. The proposed study would use community outreach and technical analysis to develop quick build design recommendations for the 14 study ramp locations, consistent with Vision Zero and quick build tools, such as curb extensions, advanced pedestrian signals, signal improvements, and new crosswalks. Designs would be developed through citywide and neighborhood-level, culturally relevant community engagement events and surveys both in-person and online to ensure solutions meet diverse community travel needs and support multimodal travel. The study would produce conceptual engineering design recommendations for 14 ramp touchdowns, cost estimates, and implementation and funding plans.</p>	
<b>Attachments:</b> Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Streets and Freeways Study Freeway Ramp Safety Improvements map (attached) and full report available at <a href="https://connectsf.org/about/resources-and-media/">https://connectsf.org/about/resources-and-media/</a>	
<b>Type of Environmental Clearance Required:</b>	N/A	

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<b>Coordinating Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	SFMTA will have a coordinating and review role; staff has not yet been defined. Caltrans will be included, where concepts include changes to the Caltrans right-of-way. Staff has not yet been identified.
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**San Francisco  
County Transportation  
Authority**

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**Project Name:** Vision Zero Freeway Ramp Intersection Safety Study Phase 3

Project Cost Estimate		Funding Source		
Phase	Cost	Prop L	Other	Source of Cost Estimate
Planning/Conceptual Engineering	\$ 510,000	\$ 150,000	\$ 360,000	Prior work (Vision Zero Ramps Phases 1&2)
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ -	\$ -	\$ -	
Construction	\$ -	\$ -	\$ -	
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
<b>Total Project Cost</b>	<b>\$ 510,000</b>	<b>\$ 150,000</b>	<b>\$ 360,000</b>	
<b>Percent of Total</b>		<b>29%</b>	<b>71%</b>	

Funding Plan - All Phases - All Sources						Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)				
Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2023/24	2024/25	2025/26	2026/27	2027/28
Prop L	21- Vision Zero Ramps	Planning/Conceptual Engineering	Planned	2023/24	\$ 150,000	\$ 50,000	\$ 100,000	\$ -	\$ -	\$ -
Safe Streets For All grant		Planning/Conceptual Engineering	Programmed	2023/24	\$ 360,000				\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total By Fiscal Year</b>					<b>\$ 510,000</b>	<b>\$ 50,000</b>	<b>\$ 100,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

**Notes**  
SFCTA received a Safe Streets 4 All grant award for \$360,000 in 2022 for this study. Prop L funds would provide the required local match required for the Safe Streets grant (\$90,000) plus additional matching funds to allow for sufficient consultant and SFMTA budget for concept development.

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<b>Prop L Supplemental Information</b> Please fill out each question listed below (rows 2-8) for all projects.	
<b>Project Name</b>	<i>Vision Zero Freeway Ramp Intersection Safety Study Phase 3</i>
<b>Relative Level of Need or Urgency (time sensitive)</b>	The study is funded by the USDOT Safe Streets for All grant program. The grant agreement includes a 24 month study period. The grant agreement was executed in August 2023 and matching funds are required to begin spending funds.
<b>Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):</b>	Several of the 14 freeway ramp locations in this project are situated near or within three different Community Based Transportation Plans (CBTP) project areas: Bayview, Mission-Geneva, and Potrero Hill. Each of these CBTPs issued recommendations which are in alignment with or support the goals of this project. For example, through the Bayview CBTP's participatory budgeting and outreach process, residents expressed support for multiple crosswalk improvements adjacent to the US-101 freeway along Bayshore. Likewise, the Mission-Geneva CBTP recommendations included proposals for street redesigns to slow speeding traffic coming off the I-280 freeway intersection at Geneva Ave. While not formally a CBTP, community outreach efforts in previous phases of the Vision Zero Streets and Freeways Strategy sought feedback from marginalized communities through a variety of methods. Working with 11 community-based organizations who work with San Francisco youth, seniors, disabled folks, low-income residents, monolingual communities and other residents disproportionately impacted by past planning decisions, the SFS team collected feedback on existing transportation network conditions to ascertain residents' priorities through an online storytelling survey. The majority of respondents who provided optional demographic information were people of color (21% preferred not to say). Results from the survey showed the highest support (in descending order) for developing complete streets, reconnecting communities, and pairing freeway redesigns with land use plans to avoid displacement as the three most important principles to guide transformations on freeways and major streets. This indicates public support for the pedestrian safety and connectivity goals of this third phase of the Vision Zero ramps study.
<b>Benefits to Disadvantaged Populations and Equity Priority Communities</b>	Several of the 14 ramp locations identified for the study are within or near EPC tracts, and almost all are situated on or adjacent to the High Injury Network. Ramp locations were selected based on a history of crashes and proximity to the HIN.
<b>Compatibility with Land Use, Design Standards, and Planned Growth</b>	Yes
<b><u>San Francisco Transportation Plan Alignment (SFTP)</u></b>	<p>Safety and Livability, Equity</p> <p>The project advances the goal of Safety &amp; Livability by targeting improvements at freeway ramp intersections near or along the High Injury Network. The project also aligns with the goal of Equity within the SFTP as it targets these recommendations in or near EPC.</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**

The project addresses documented safety issues and reduces conflict between automobiles and pedestrians by developing safety and connectivity improvements to reduce conflicts at 14 ramp locations, including these locations on the High Injury Network which had several collisions between 2014 and 2020: Brotherhood/Junipero Serra Ramps (14 collisions), Alemany/San Jose/I-280 northbound (11 collisions), I-280 northbound and southbound/Geneva (10 and 6 collisions, respectively), I-280 southbound/Ocean (3 collisions), US-101 southbound/Manshell (16 collisions), US-101 southbound/Stillman (4 collisions), US-101 northbound/Silver (1 collision), I-280 southbound/Crescent (18 collisions), US-101 northbound/Alemany/Bayshore (26 collisions), Alemany eastbound/San Bruno/US-101 southbound (11 collisions), US-101 southbound/Cesar Chavez eastbound (23 collisions), Potrero southbound/Cesar Chavez westbound (10 collisions) and US-101 northbound/Mariposa (4 collisions). Collision data sourced from TIMS.

## 3b. Freeway Ramp Safety Improvements

This concept identifies freeway ramp locations for near-term safety improvements. Implementing safety improvements at freeway ramp locations across the city can improve safety, close gaps in the walking and biking network, and improve connections to transit and key community destinations.

-  Ramp considered for near-term safety improvements
-  San Francisco's High Injury Network
-  Equity Priority Communities

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