

Project Name and Sponsor		
Project Name:	Vision Zero Ramps Local Match Placeholder	
Implementing Agency:	TBD	
Prop L Expenditure Plan Information		
Prop L Program:	21- Vision Zero Ramps	
Prop L Sub-Program (if applicable):		
Other Prop L Programs (if applicable):		
Project Information		
Brief Project Description for MyStreetSF (80 words max):	This placeholder is local match funding for discretionary grants to advance recommendations from previous planning efforts to boost safety and connectivity along the interfaces of San Francisco's freeway network with the city's pedestrian realm. 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. Funds may also support further planning to revisit areas targeted for longer-term improvements.	
Project Location and Limits:	TBD	
Supervisorial District(s):	TBD	
Is the project located on the 2022 Vision Zero High Injury Network ?	TBD	Is the project located in an Equity Priority Community (EPC)? TBD
Which EPC(s) is the project located in?	TBD	
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).	San Francisco adopted Vision Zero in 2014, with a goal to eliminate traffic deaths. San Francisco's 2022 Streets and Freeways Strategy (SFS) identified a Freeway Ramp Safety Improvement Concepts to be considered for implementation at various freeway ramps across the city for near-term improvements. These ramps have safety challenges, are on or near the HIN, and/or are within an EPC. This project would build on the Vision Zero Ramp Intersection Safety Study Phases 1,2, and 3, which identified and designed safety improvements for freeway ramp touchdowns in the South of Market neighborhood (Phases 1 and 2) and will design improvements throughout southern and southeastern San Francisco (Phase 3). The proposed study would use community outreach and technical analysis to advance recommendations from past phases of Vision Zero planning efforts and further planning to revisit targeted areas such as the intersection of 2nd and Bryant Streets. 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.	
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.		
Type of Environmental Clearance Required:	N/A	
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	SFCTA, SFMTA. Staff contact to be determined.	

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



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						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (e.g. Award Contract)						
Operations (i.e. paratransit)						
Open for Use						
Project Completion (means last eligible expenditure)						
Notes						
This is a placeholder. Schedule will be determined once specific project recommendations have been identified in upcoming Vision Zero planning efforts.						

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Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	<i>Vision Zero Ramps Local Match Placeholder</i>
Relative Level of Need or Urgency (time sensitive)	Placeholder would provide local matching funds to a future grant to advance Vision Zero Ramp improvements.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	Several of the freeway ramp locations in previous phases of this project were situated near or within three different 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 the Streets and Freeways Strategy. 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 Community Based Transportation Plan, 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 SFS.
Benefits to Disadvantaged Populations and Equity Priority Communities	Several of the freeway ramp locations identified for improvements in previous phases of the Vision Zero Ramps 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 a history of crashes and proximity to the HIN. Implementing these improvements would help to address inequities in pedestrian safety and connectivity in these areas.
Compatibility with Land Use, Design Standards, and Planned Growth	Yes
<u>San Francisco Transportation Plan Alignment (SFTP)</u>	<p>Safety and Livability, Equity</p> <hr/> <p>The project advances the goal of Safety & 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 and seeks to redress current inequities in transportation safety.</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 several ramp locations, including many locations on the High Injury Network. Specific locations to be determined.