2023 Prop L 5-Year Prioritization Program

Traffic Signs and Signals Maintenance

Draft Report: October 2023

San Francisco County Transportation Authority

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This report was prepared by the San Francisco County Transportation Authority in coordination with the San Francisco Municipal Transportation Agency.

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1. Introduction

In November 2022, San Francisco voters approved Proposition L (Prop L), extending the ½-cent sales tax to fund transportation improvements and approving a new 30-year Expenditure Plan, which superseded the prior Proposition K Expenditure Plan. The Prop L Expenditure Plan determines eligibility for sales tax funds through a list of 28 programs. It also sets caps for the maximum amount of Prop L funds that will be available for specific programs over the 30-year Expenditure Plan period, totaling up to an estimated $2.6 billion (2020 $'s). In order to fully fund the programs, the Expenditure Plan assumes that the Prop L dollars will leverage (or match) another $23.7 billion (2020 $'s) in other federal, state, regional, and local funds for a total program cost of $26.3 billion (2020 $'s). Some of those leveraged funds will be distributed to San Francisco through funding formulas. In other cases, San Francisco project sponsors will have to aggressively compete for discretionary funds in order to fully fund the Expenditure Plan programs.

The Expenditure Plan includes a number of requirements, including the development of 5-Year Prioritization Programs (5YPPs) as a condition for receiving allocations in each program in the Expenditure Plan. The 5YPPs are intended to provide a stronger link between project selection and expected project performance, to support on time, on-budget project delivery, and optimize use of federal, state and regional matching funds. Other major benefits of the 5YPPs include:

- Provide transparency about how Prop L projects are prioritized,
- Enable public input early and throughout the planning process, and
- Improve agency coordination within and across projects at the earlier stages of the planning process.

The desired outcome of the 5YPPs is the establishment of a strong pipeline of grant-ready transportation projects that can be advanced as soon as funds (including Prop L, federal, state, and other funds) are available. The 5YPPs are critically important to help achieve the leveraging needed to fully fund the Expenditure Plan programs.

As its centerpiece, each 5YPP contains a 5-year Program of Projects (or project list), ideally including project descriptions, schedule milestones, cost estimates, and full funding plans showing Prop L funds by fiscal year and other matching funds. The Program of Projects (project list) for Traffic Signs and Signals Maintenance is contained in Section 7 of this document.

2. Eligibility and Expected Fund Leveraging

2.1 | ELIGIBILITY

Eligibility for Traffic Signs and Signals Maintenance as identified in the voter approved Prop L Expenditure Plan is as follows, with amounts shown in millions of 2020 dollars:

"Maintenance and upgrade of traffic signs and signals, including for pedestrians and bicyclists. Sponsor Agency: SFMTA. Total Funding: $126.1M; EP: $90M."

SFMTA stands for San Francisco Municipal Transportation Agency.

2.2 | EXPECTED FUND LEVERAGING

Leveraging Prop L funds against non-Prop L fund sources is necessary to fully fund the Expenditure Plan programs. Prop L sales tax funds will be used as seed funding for planning and project development to make projects competitive for discretionary fund sources, and to serve as local match needed to secure federal, state, regional, and other grant funding.

Based on Priority 1 (conservative forecast) funding levels, for Traffic Signs and Signals Maintenance, the Prop L Expenditure Plan assumes that for every $1 of sales tax revenue spent, on average it would be leveraged by about $0.40 in non-Prop L funds. The Transportation Authority reviews leveraging at the project and project phase (e.g. planning, design, construction) levels as well as for each Expenditure Plan program as a whole.

3. Public Engagement

Transportation Authority staff conducted public engagement to inform the development of the 5YPPs. This section summarizes feedback heard from that engagement, as well as information provided by project sponsors regarding public engagement and community support.

During the Prop L Expenditure Plan development, the Transportation Authority conducted a robust outreach process from Spring 2021 – Winter 2022. The New Expenditure Plan for San Francisco's Half-Cent Sales Tax for Transportation: Outreach Findings report can be found on the Transportation Authority website. Key themes emerged from this process including support for upgraded traffic signs and signals to improve street safety for all road users.

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As part of development of the 2023 5YPPs, the Transportation Authority conducted outreach and hosted public meetings to gather input about which specific projects and project types should be funded through Prop L in the next five years and to seek input on how to select projects for each Expenditure Plan program. The meetings included a virtual meeting for interested members of the former Expenditure Plan Advisory Committee who helped develop Prop L and representatives of equity-focused community-based organizations; a virtual town hall; and presentations at community group meetings, as requested. There was also an online multi-lingual survey and opportunities for public input through the Transportation Authority's website and at multiple Transportation Authority Community Advisory Committee and Transportation Authority Board meetings. The Transportation Authority website also includes a list of staff contacts to facilitate public engagement directly with project sponsors.

To learn more, visit sfcta.org/ExpenditurePlan. The findings from the 5YPP outreach process will be published on this webpage in November 2023.

4. Performance Measures

Prop L requires the establishment of performance measures for each program in the Expenditure Plan. The intent is to demonstrate the system performance benefits of sales tax projects (e.g. reduced transit travel time), to ensure funds are being used cost effectively, and to inform programming of future Prop L funds, as well as programming and prioritization of other funds by the Transportation Authority (e.g. Transportation Fund for Clean Air, Prop AA Vehicle Registration Fee funds).

After reviewing San Francisco's Congestion Management Program and consulting with eligible sponsoring agencies, the Transportation Authority recommends that the following performance measures and counts be applied to projects included in the Traffic Signs and Signals Maintenance 5YPP:

Performance Measure

- Average age of traffic signals and signs

Counts

- Number of intersections at which traffic signal/sign upgrades were completed
- Number of traffic signals/signs replaced or upgraded
- Number of signals with exclusive phases for bicycles and transit replaced or upgraded

- Number and percent of signalized intersections with accessible pedestrian signals (APS)
- Number and percent of signalized intersections with transit signal priority
- Number and percent of signalized intersections with pedestrian countdown signals

5. Project Delivery Snapshot

Since this is the inaugural Prop L 5YPP, we are looking to the prior Prop K sales tax program to assess project delivery trends for similar types of projects. Project delivery for previously-funded projects is one important consideration when we evaluate project sponsors' proposed requests for Prop L funding, particularly with respect to project readiness.

As required by the Prop L Expenditure Plan, the next 5YPP update will be informed by a citywide geographic distribution of sales tax project allocations and the distribution of projects located in Equity Priority Communities and/or benefiting disadvantaged populations.

Prop K Project Delivery

Prop K has funded Traffic Signs and Signals Maintenance since 2004. Table 1 shows the Project Status of open Traffic Signs and Signals Maintenance grants under Prop K.

Table 1. Prop K Project Status

SPONSOR	PROJECT NAME	PHASE(S) FUNDED	FY OF ALLOCATION	ALLOCATED (AS OF JULY 2023)	REMAINING BALANCE (AS OF 9/27/23)	OPEN FOR USE?
SFMTA	19th Avenue Signals Phase III	Design	2014/15	$630,000	$32,468	Yes
SFMTA	Traffic Signal Upgrade Contract 34 [Vision Zero]	Design	2014/15	$518,000	$18,394	Yes
SFMTA	SFgo Van Ness Corridor Management	Construction	2015/16	$2,275,000	$256,840	Yes
SFMTA	19th Avenue Signals Phase III - Four Intersections	Construction	2016/17	$1,399,608	$1,377,878*	Yes
SFMTA	19th Avenue Signals Phase III - Rossmoor	Construction	2016/17	$1,120,392	$691,080	Yes
SFMTA	Traffic Signal Upgrade Contract 34 - Additional Funds	Construction	2017/18	$1,218,680	$321,216	Yes
SFMTA	Traffic Signal Upgrade Contract 35	Design	2017/18	$840,000	$5,000	

SPONSOR	PROJECT NAME	PHASE(S) FUNDED	FY OF ALLOCATION	ALLOCATED (AS OF JULY 2023)	REMAINING BALANCE (AS OF 9/27/23)	OPEN FOR USE?
SFMTA	Great Highway Signal Upgrade – EP-31	Design	2019/20	$65,606	$5,000	
SFMTA	Great Highway Signal Upgrade - EP-33	Design	2019/20	$154,394	$100,048	
SFMTA	Traffic Signal Hardware FY20	Construction	2019/20	$330,000	$5,675	Yes
SFMTA	Transit Signal Priority	Construction	2019/20	$2,320,000	$473,357	
SFMTA	Traffic Signal Upgrade Contract 36 - Design	Design	2019/20	$600,000	$5,000	
SFMTA	Traffic Signal Visibility Upgrades FY20	Construction	2019/20	$330,000	$97,810	Yes
SFMTA	Traffic Sign Upgrades FY20	Construction	2019/20	$220,000	$75,225	Yes
SFMTA	Clay & Grant and Stockton & Sutter Conduits and Signal Modifications	Construction	2020/21	$420,000	$401,530	
SFMTA	Traffic Signal Visibility Upgrades FY22	Construction	2020/21	$660,000	$584,333	
SFMTA	Bus Transit Signal Priority	Construction	2021/22	$1,350,883	$1,279,193	
SFMTA	Traffic Signal Hardware FY22	Construction	2021/22	$660,000	$639,752	
SFMTA	Western Addition Area Traffic Signal Upgrades - Phase 1	Construction	2021/22	$1,195,859	$1,195,859	
SFMTA	Clay & Grant, Stockton & Sutter Conduits and Signal Modifications - Additional Funds	Construction	2022/23	$240,000	$240,000	
SFMTA	Great Highway Signal Upgrade - Additional Funds	Design	2022/23	$480,000	$480,000	
SFMTA	Traffic Signal Upgrade Contract 36	Construction	2022/23	$2,367,909	$2,367,909	
SFMTA	Vision Zero Sign Upgrade	Design	2022/23	$6,000	$ 6,000	
SFMTA	Vision Zero Sign Upgrade	Construction	2022/23	$214,000	$214,000	

Projects are sorted by allocation year, then name.
*Invoices pending

One of the main project delivery challenges for SFTMA's Traffic Signs and Signals Maintenance projects is the necessary coordination with City agencies and private companies. For example, PG&E recently changed the process for securing service point connections for City projects including signal projects. The SFMTA can no longer request service points through the same unmetered, wholesale (non-retail) process that they have historically used in the past. The major changes for PG&E service point connections for City projects is a major on-going unresolved issue that

has been discussed in some form with various staff from SFMTA, Public Works, Public Utilities Commission, PG&E, and even the Board of Supervisors. The Federal Energy Regulatory Commission (FERC) and the City Attorney's Office are also involved. The SFMTA has taken steps to redesign the service point connections on their projects under the still-evolving PG&E process, but project delivery has been affected in that designing and securing service point connections requires more time and effort for SFMTA staff compared to the previous service point connection process.

Another delivery challenge is that contract negotiations, as well as the City's contracting process, are lengthy. Duration is further impacted by staffing challenges of the multiple City departments involved in this process. The approval process, which generally requires approval from the City's Civil Service Commission, often takes longer than planned.

An additional delivery challenge is the development of curb ramp scope for recent projects. Public Works recently initiated a more robust design protocol that involve recommendations to rebuild existing curb ramps to meet the latest design standards in conjunction with signal projects. The process to analyze existing curb ramps has required additional staff costs, additional design time, and has contributed to staffing challenges. This prompted SFMTA staff to engage Public Works staff earlier in the design process to allow for curb ramp scope development and completion. SFMTA staff has also requested training by Public Works in surveying curb ramps in order to expedite the design process and determine project scope. This requested training is pending.

There is a high demand for signal shop work for projects including Vision Zero, transit signal priority, corridor projects, etc. Staff resource constraints in the signal shop have often been a limiting factor in the pace of project delivery. Transportation Authority staff will seek to evaluate capacity when allocation requests come in and look at how prior grants are progressing. The signal shop recently hired two electricians and is in the process of hiring two more. SFMTA staff anticipate that this will help support in-house projects as well as construction contracts.

Lastly, we will continue working with SFMTA to submit final billings and close out Prop K grants for projects that are completed, to free up funds that become available for reinvestment in Prop L projects.

6. Project Prioritization

The intent of establishing and documenting a methodology to select proposed projects is to provide the Transportation Authority Board, the public, and project sponsors with a clear understanding of how projects are prioritized for funding within

each Prop L program. Working in consultation with project sponsors and drawing upon the Transportation Authority's experience with prioritizing projects for grant funding, Transportation Authority staff developed a set of Prop L program-wide criteria to help select projects in each of the 28 Prop L programs. In addition, most programs also have program-specific criteria to inform priorities such as improving transit reliability and travel time or replacing assets at the end of their useful lives. The Prop L program-wide criteria include:

- Project readiness
- Relative level of need or urgency
- Benefit to disadvantaged populations
- Level and diversity of community support
- Leveraging

The above criteria, along with any program-specific criteria, are scored for each proposed project. In addition, the evaluation process also considers fair geographic distribution and cost-effectiveness.

San Francisco's Equity Priority Communities are an important factor in assessing projects and benefits to disadvantaged populations. See the map on the Transportation Authority's website: https://epc-map.sfcta.org/

The Project Scoring Table in Section 7 shows the Prop L program-wide criteria, the program-specific criteria, criteria definitions, and maximum possible points for projects proposed for the Traffic Signs and Signals Maintenance 5YPP. For each proposed project, the project sponsors first scored the project and then Transportation Authority staff reviewed and refined the scoring, as needed, to ensure consistent application of the prioritization criteria.

7. Project List

This section shows how each project proposed for funding from the Traffic Signs and Signals Maintenance program ranked based on the prioritization methodology described in Section 6; the 5-Year Program of Projects or Project List recommended for Prop L funds; and Anticipated Leveraging. The Project Information Forms with details on scope, schedule, cost, funding are included in Appendix A.

Approving this 5YPP requires amending the Prop L Strategic Plan to advance funds from future years into the current five-year period. The recommended project list would advance approximately $17,178,500 or 202% of the $8,515,559 pay-go amount in the first five years of the 30-year program. We anticipated significant acceleration of the funds in the Traffic Signs and Signals Maintenance program, because Prop L funds

for the first five years are significantly reduced (e.g. by more than half) compared to year six on, due to Prop K carryforward of remaining balances and outstanding debt. We are comfortable supporting this level of advancement of funds because Traffic Signs and Signals Maintenance projects are key to supporting the City's Vision Zero goal, making it important to move these projects forward now so the public can benefit from the safety improvements sooner rather than later. Further we do not expect this level of advancement in the next five year period. If projects do not proceed as quickly as proposed and / or seek sales tax reimbursement more slowly than anticipated, the reduced finance costs will be made available for new projects in the next 5YPP.

Prop L Project Submissions Evaluation - EP 17 Traffic Signs and Signals Maintenance

		Prop L-Wide Criteria					Program Specific Criteria			
District	**Projects**	**Project Readiness**	**Relative Level of Need or Urgency (time sensitive)**	**Benefits to Disadvantaged Populations**	**Level and Diversity of Community Support**	**Leveraging**	**Safety**	**Need (Asset Useful Life)**	**Signal Priority for Transit and/or Emergency Vehicles**	**Total**
2, 5	Western Addition Traffic Area Signal Upgrades Phase 2	5	4	5	5	4	4	2	2	31
3, 5	Tenderloin Signal Upgrade	4	0	5	2	4	4	2	2	23
1, 3, 5, 6, 7, 8, 9, 10, 11	Traffic Signal Upgrade Contract 35	5	0	5	0	3	4	2	2	21
Citywide	City Coordination Opportunities: Traffic Signal Conduit Program	5	4	5	0	0	4	1	1	20
Citywide	Bus Transit Signal Priority	2	0	3	0	3	3	2	2	15
4	Great Highway Signal Upgrades	5	0	5	0	1	1	2	1	15
Citywide	Traffic Sign Replacement Program	5	0	2	0	0	4	2	0	13
1, 2, 3, 4, 7, 9, 10, 11	Traffic Signal Hardware Replacement Program FY 24	5	0	2	0	0	4	2	0	13
TBD	Traffic Signal Hardware Replacement Program FY 25-28	5	0	2	0	0	4	2	0	13
Citywide	Traffic Signal Visibility Upgrades Program FY 24	5	0	2	0	0	4	2	0	13
TBD	Traffic Signal Visibility Upgrades Program FY 25-28	5	0	2	0	0	4	2	0	13
	Total Possible Score	5	4	5	5	4	4	2	2	31

Project Scoring Key: Projects are assessed using Transportation Authority Board adopted Prop L-wide criteria and program specific prioritization criteria. In general, the better a project meets the criteria as defined, the more points the project is assigned.

Prop L Project Submissions Evaluation - EP 17 Traffic Signs and Signals Maintenance

	Project Readiness: Highest possible score is 5. Project is likely to need funding in the fiscal year proposed. Factors to be considered include, but are not limited to adequacy of scope, schedule, budget and funding plan relative to current project status (e.g. expect more detail and certainty for a project about to enter construction than design); whether prior project phases are completed or expected to be completed before beginning the next phase; and whether litigation, community opposition or other factors pose a significant risk to project advancement, as proposed.
	Relative Level of Need or Urgency (time sensitive): Highest possible score is 4. Project needs to proceed in the proposed timeframe to enable construction coordination with another project (e.g. minimize costs and construction impacts), to support another funded or proposed project (e.g. signal conduit installation coordination with a street resurfacing project) or to meet timely use of funds deadlines associated with matching funds.
	Benefits to Disadvantaged Populations: Highest possible score is 5. Project provides direct benefits to disadvantaged populations, including communities historically harmed by displacement, transportation policies, and projects that utilized eminent domain. Project directly impacts the ability of disadvantaged populations to access transportation (e.g. new or enhanced infrastructure, new service or improved service, improved safety, etc.), whether or not the project is directly located in an Equity Priority Community. Points are based on the description of benefits presented in the Project Information Form.
	Level and Diversity of Community Support: Highest possible score is 5. Project has clear and diverse community support, including from disadvantaged populations and/or was developed out of a community-based planning process. Five points for a project that 1) is in an adopted community based plan or with evidence of diverse (neighborhood level and citywide) community support and 2) has documented support from disadvantaged populations. Three points for a project not in an adopted community based plan, but with evidence of support from *both* neighborhood stakeholders and citywide groups. Project does not have documented support from disadvantaged populations. One point for a project not in an adopted community based plan, but with evidence of support from *either* neighborhood stakeholders or citywide groups. Project does not have documented support from disadvantaged populations. Zero points for a project that was not developed out of a community-based planning process or did not have other forms of demonstrated community support.
	Leveraging: Highest possible score is 4. Project demonstrates actual or potential leveraging of Prop L funds, as indicated in the funding plan. Factors to consider include the status of other fund sources and the likely competitiveness for securing non-Prop L funds from discretionary sources.
	Safety: Highest possible score is 4. Project addresses documented safety issue(s) and/or reduces potential conflict between modes. Additional priority for projects benefiting multiple users of multiple modes (e.g. transit passenger, pedestrian, cyclist, motorist, transit employee), or located on the High Injury Network. Points are based on the safety information presented in the Project Information Form.
	Need (Asset Useful Life): Highest possible score is 2. Project replaces asset that has reached the end of useful life per industry-accepted levels.
	Signal Priority for Transit and/or Emergency Vehicles: Highest possible score is 2. Project reduces delay and improves reliability for transit and/or emergency vehicles.

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)
17- Traffic Signs and Signals Maintenance
Programming Year
Pending November 28, 2023 Board Meeting

Agency	Project Name	Phase	Fiscal Year of Allocation					Total
			2023/24	2024/25	2025/26	2026/27	2027/28	
SFMTA	Bus Transit Signal Priority	Construction		$1,149,000				$1,149,000
SFMTA	Bus Transit Signal Priority	Construction			$1,099,000			$1,099,000
SFMTA	Bus Transit Signal Priority	Construction				$1,099,000		$1,099,000
SFMTA	Bus Transit Signal Priority	Construction					$1,099,000	$1,099,000
SFMTA	City Coordination Opportunities: Traffic Signals Conduit Program	Construction			$400,000			$400,000
SFMTA	City Coordination Opportunities: Traffic Signals Conduit Program	Construction				$400,000		$400,000
SFMTA	City Coordination Opportunities: Traffic Signals Conduit Program	Construction					$400,000	$400,000
SFMTA	Great Highway Signal Upgrades	Construction	$3,000,000					$3,000,000
SFMTA	Tenderloin Signal Upgrade	Construction		$2,032,000				$2,032,000
SFMTA	Traffic Sign Replacement Program	Construction		$405,000				$405,000
SFMTA	Traffic Sign Replacement Program	Construction			$405,000			$405,000
SFMTA	Traffic Sign Replacement Program	Construction				$405,000		$405,000
SFMTA	Traffic Sign Replacement Program	Construction					$405,000	$405,000
SFMTA	Traffic Signal Hardware Replacement Program FY24	Construction	$500,000					$500,000
SFMTA	Traffic Signal Hardware Replacement Program FY 25-28	Construction		$500,000				$500,000
SFMTA	Traffic Signal Hardware Replacement Program FY 25-28	Construction			$500,000			$500,000
SFMTA	Traffic Signal Hardware Replacement Program FY 25-28	Construction				$500,000		$500,000
SFMTA	Traffic Signal Hardware Replacement Program FY 25-28	Construction					$500,000	$500,000
SFMTA	Traffic Signal Upgrade Contract 35	Construction	$7,104,000					$7,104,000
SFMTA	Traffic Signal Visibility Upgrades Program FY24	Construction	$400,000					$400,000
SFMTA	Traffic Signal Visibility Upgrades Program FY 25-28	Construction		$400,000				$400,000
SFMTA	Traffic Signal Visibility Upgrades Program FY 25-28	Construction			$400,000			$400,000
SFMTA	Traffic Signal Visibility Upgrades Program FY 25-28	Construction				$400,000		$400,000
SFMTA	Traffic Signal Visibility Upgrades Program FY 25-28	Construction					$400,000	$400,000
SFMTA	Western Addition Area Traffic Signal Upgrades Phase 2	Design Engineering (PS&E)	$200,000					$200,000
SFMTA	Western Addition Area Traffic Signal Upgrades Phase 2	Construction		$3,389,000				$3,389,000
Funds Requested in 2023 5YPP			$11,204,000	$7,875,000	$2,804,000	$2,804,000	$2,804,000	$27,491,000
Cumulative Remaining Programming Capacity			($2,688,441)	($10,563,441)	($13,367,441)	($16,171,441)	($18,975,441)	($18,975,441)

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)
17- Traffic Signs and Signals Maintenance
Cash Flow (Maximum Annual Reimbursement)
Pending November 28, 2023 Board Meeting

Project Name	Phase	Fiscal Year of Reimbursement							Total
		2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	
Bus Transit Signal Priority	Construction		$ 1,149,000						$1,149,000
Bus Transit Signal Priority	Construction			$ 1,099,000					$1,099,000
Bus Transit Signal Priority	Construction				$ 1,099,000				$1,099,000
Bus Transit Signal Priority	Construction					$ 1,099,000			$1,099,000
City Coordination Opportunities: Traffic Signals Conduit Program	Construction			$50,000	$350,000	$0	$0	$0	$400,000
City Coordination Opportunities: Traffic Signals Conduit Program	Construction				$50,000	$350,000	$0	$0	$400,000
City Coordination Opportunities: Traffic Signals Conduit Program	Construction					$50,000	$350,000	$0	$400,000
Great Highway Signal Upgrades	Construction			$1,500,000	$1,500,000				$3,000,000
Tenderloin Signal Upgrade	Construction			$103,000	$643,000	$643,000	$643,000		$2,032,000
Traffic Sign Replacement Program	Construction		$101,000	$304,000					$405,000
Traffic Sign Replacement Program	Construction			$101,000	$304,000				$405,000
Traffic Sign Replacement Program	Construction				$101,000	$304,000			$405,000
Traffic Sign Replacement Program	Construction					$101,000	$304,000		$405,000
Traffic Signal Hardware Replacement Program FY24	Construction	$250,000	$200,000	$50,000					$500,000
Traffic Signal Hardware Replacement Program FY 25-28	Construction		$250,000	$250,000					$500,000
Traffic Signal Hardware Replacement Program FY 25-28	Construction			$250,000	$250,000				$500,000
Traffic Signal Hardware Replacement Program FY 25-28	Construction				$250,000	$250,000			$500,000
Traffic Signal Hardware Replacement Program FY 25-28	Construction					$250,000	$250,000		$500,000
Traffic Signal Upgrade Contract 35	Construction			$3,104,000	$4,000,000				$7,104,000
Traffic Signal Visibility Upgrades Program FY24	Construction	$200,000	$150,000	$50,000					$400,000
Traffic Signal Visibility Upgrades Program FY 25-28	Construction		$200,000	$150,000	$50,000				$400,000
Traffic Signal Visibility Upgrades Program FY 25-28	Construction			$200,000	$150,000	$50,000			$400,000
Traffic Signal Visibility Upgrades Program FY 25-28	Construction				$200,000	$150,000	$50,000		$400,000
Traffic Signal Visibility Upgrades Program FY 25-28	Construction					$200,000	$150,000	$50,000	$400,000
Western Addition Area Traffic Signal Upgrades Phase 2	Design Engineering (PS&E)	$100,000	$100,000						$200,000
Western Addition Area Traffic Signal Upgrades Phase 2	Construction				$1,800,000	$1,589,000			$3,389,000
Cash Flow Requested in 2023 5YPP		$550,000	$2,150,000	$7,211,000	$10,747,000	$5,036,000	$1,747,000	$50,000	$27,491,000
Cash Flow in 2023 Draft Strategic Plan Baseline		$946,173	$1,892,347	$1,892,347	$1,892,347	$1,892,347	$0	$0	$8,515,559
Cumulative Remaining Cash Flow Capacity		$396,173	$138,520	($5,180,134)	($14,034,787)	($17,178,441)	($18,925,441)	($18,975,441)	($18,975,441)

Anticipated Leveraging

The table below compares Prop L Expenditure Plan assumptions with anticipated leveraging for the recommended projects based on the Project Information Forms. At time of allocation, Transportation Authority staff will again compare the actual leveraging to the expected leveraging.

Table 2. Prop L Leveraging: Expected vs. Proposed for Fiscal Years 2023/24 – 2027/28

PROJECT	EXPECTED LEVERAGING IN EP (NON-PROP L FUNDS)	ANTICIPATED LEVERAGING (NON-PROP L FUNDS)
Bus Transit Signal Priority (TSP)	28.6%	45%
Citywide Coordination: Traffic Signal Conduit Program	28.6%	0%
Great Highway Signal Upgrades	28.6%	2.6%
Traffic Signal Hardware Replacement Program	28.6%	0.%
Tenderloin Signal Upgrade	28.6%	87.9%
Traffic Sign Replacement Program	28.6%	0%
Traffic Signal Upgrade Contract 35	28.6%	22.9%
Traffic Signal Visibility Upgrades Program	28.6%	0%
Western Addition Area Signal Upgrades Phase 2	28.6%	80.6%
Traffic Signs and Signals Maintenance Program Total	**28.6%**	**53.4%**

Expected leveraging for the Traffic Signs and Signals Maintenance program over the life of the 30-year measure is 28.6%. Based on the PIFs, the anticipated leveraging for the proposed projects exceeds the leveraging assumptions for the program at 53.4%. Ongoing annual programs to maintain the infrastructure in a state of good repair (e.g. Traffic Sign Replacement and Traffic Signal Hardware Replacement) are funded entirely by Prop L as they are difficult to fund with competitive grants. For other larger signal projects, Prop L will leverage significant amounts of other funding. For example, the Western Addition project has secured a $17 million federal Safe Streets and Roads for All grant and a $3.6 million request from Prop L will provide the required local match.

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

San Francisco County Transportation Authority

Project Name and Sponsor			
Project Name:	Bus Transit Signal Priority (TSP)		
Implementing Agency:	SFMTA		
Prop L Expenditure Plan Information			
Prop L Program:	01- Muni Reliability and Efficiency Improvements		
Prop L Sub-Program (if applicable):			
Second Prop L Program (if applicable):	17- Traffic Signs and Signals Maintenance		
Other Prop L Programs (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	Scope includes: 1) Implementation of new TSP technology to all Muni buses and intersection already equipped with TSP and communication devices, 2) optimize, repair and replace existing communication network, and procure extended warranties where necessary, and 3) expansion, repairs and replacement of CCTV cameras, and extended warranty services for Variable Message Signs (VMS).		
Project Location and Limits:	Citywide		
Supervisorial District(s):	Citywide		
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?	This is a citywide project, including areas located in EPCs on the northeast and south areas of the city.		
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).	See Attachment 1 for detailed scope.		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Attachment 1: Detailed Scope Attachment 2: Transit Signal Priority/Equity Priority Communities map Attachment 3: Streets Division Communication Network Map Attachment 4: Planned TSP Equipment Installation List 2023-2028 Attachment 5: SFgo CCTV Map Attachment 6: SFMTA Existing & Legacy Variable Message Signs map Value of TSP Report available upon request.		
Type of Environmental Clearance Required:	Categorically Exempt		
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	N/A		

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)	0%	In-house and Contracted	Q1-Jul-Aug-Sep	2024/25		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2027/28
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2027/28

Notes

Prop L programming is requested annually in FYs 2024/25-2027/28. Above schedule is a placeholder for all four years of proposed work For the installation of new and existing TSP systems, the design phase is considered to be part of the construction phase. Design for deployment of TSP to specific intersections or corridors is part of the work done to get TSP parameters programmed into the TSP, network devices and traffic signal controllers at each location in preparation for installation.

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

San Francisco County Transportation Authority

Project Name:	Bus Transit Signal Priority (TSP)

Project Cost Estimate		**Funding Source**		
Phase	**Cost**	**Prop L**	**Other**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$ -	$ -	$ -	
Environmental Studies (PA&ED)	$ -	$ -	$ -	
Right of Way	$ -	$ -	$ -	
Design Engineering (PS&E)	$ -	$ -	$ -	
Construction	$ 24,404,023	$ 13,402,000	$ 11,002,023	Prior work
Operations (i.e. paratransit)	$ -	$ -		
Total Project Cost	$ 24,404,023	$ 13,402,000	$ 11,002,023	
Percent of Total		**55%**	**45%**	

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	01- Muni Reliability and Efficiency Improvements	Construction	Planned	2024/25	$ 1,500,000	$ -	$ 1,500,000	$ -	$ -	$ -
Prop L	01- Muni Reliability and Efficiency Improvements	Construction	Planned	2025/26	$ 3,152,000	$ -	$ -	$ 3,152,000	$ -	$ -
Prop L	01- Muni Reliability and Efficiency Improvements	Construction	Planned	2026/27	$ 2,152,000	$ -	$ -	$ -	$ 2,152,000	$ -
Prop L	01- Muni Reliability and Efficiency Improvements	Construction	Planned	2027/28	$ 2,152,000	$ -	$ -	$ -	$ -	$ 2,152,000
Prop L	17- Traffic Signs and Signals Maintenance	Construction	Planned	2024/25	$ 1,149,000	$ -	$ 1,149,000	$ -	$ -	$ -
Prop L	17- Traffic Signs and Signals Maintenance	Construction	Planned	2025/26	$ 1,099,000	$ -	$ -	$ 1,099,000	$ -	$ -
Prop L	17- Traffic Signs and Signals Maintenance	Construction	Planned	2026/27	$ 1,099,000	$ -	$ -	$ -	$ 1,099,000	$ -
Prop L	17- Traffic Signs and Signals Maintenance	Construction	Planned	2027/28	$ 1,099,000	$ -	$ -	$ -	$ -	$ 1,099,000
IPICSOMA*		Construction	Programmed	2024/25	$ 11,002,023	$ -	$ -	$ -	$ -	$ -
				Total By Fiscal Year	**$ 24,404,023**	**$ -**	**$ 2,649,000**	**$ 4,251,000**	**$ 3,251,000**	**$ 3,251,000**

Notes

Prop L EP 1 Muni Reliability and Efficiency Improvements funds, which would support expansion of the Transit Signal Priority, CCTV, and VMS networks, are subject to Transportation Authority Board approval in a future round of 5YPP adoption, anticipated in February 2024. The EP 1 funds are not being recommended in this 5YPP, but are shown for reference.

*IPIC funds are less certain given the pace of economic recovery. There is a strong likelihood that other funds will need to be identified to preserve leveraging.

SFCTA has a number of questions/concerns about this proposed request that we will revisit when an allocation request is submitted and better/more up to date information is available, such as: 1) We will confirm leveraging (IPIC or other funds) when an allocation request is submitted. 2) We will evaluate project delivery of the prior year grants when deciding whether to recommend allocation at that time. This project relies heavily on Signal Shop resources which are in high demand for many Vision Zero and other projects in addition to TSP. 3) Review updated detailed scope to ensure it only includes capital costs, which are eligible for Prop L, and not (routine) operations and maintenance work.

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

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	***Bus Transit Signal Priority (TSP)***
Relative Level of Need or Urgency (time sensitive)	Our current TSP system has proved to be a great asset in reducing signal delays and travel times. It is critical to continue expanding to locations skipped during the initial implementation of TSP to the larger corridor due to construction or other circumstances that have changed since. As technology continues to evolve and our TSP and network equipment continues to age, it is also important to investigate and implement new technologies that would make monitoring, optimization and expansion of our system more efficient. It is also critical to have funds in place as shown in the cash flow to ensure continuous monitoring and maintenance of the existing CCTV, VMS, TSP and network systems, as well as to move forward with the purchase of new equipment and labor needed to replace aging equipment.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	TSP is a technology identified in the original SFgo strategic plan. It is also one of technology tools recognized in TEP/Muni Forward that would improve transit on-time performance and enhance transit safety. Outreach for TSP was part of the SFgo and TEP planning phase. No outreach is needed for equipment replacement. Similar to TSP, new installation of CCTV cameras was identified in the original SFgo strategic plan.
Benefits to Disadvantaged Populations and Equity Priority Communities	The TSP and network systems have been deployed citywide along Muni transit routes. These routes travel citywide and serve diverse communities within San Francisco, including those that could be considered disadvantaged or vulnerable. Continuous and on-going service, repair and replacement of TSP and network equipment will ensure that these communities have access to reliable public transportation. During emergency situations, CCTV cameras have not only been used to monitor traffic, but also to monitor different site conditions and determine response action. During the initial response to Covid-19, key member of the Department Operations Center (DOC) and the Emergency Operations Center (EOC) were assigned to support the Muni Unsheltered Passenger Transport Program. The program's objective was to pick up passengers from navigation centers to transport to hotel, used the cameras to adjust route planning, monitor passenger drop off times, monitor Muni ambassador program to ensure physical distancing. The majority of our Variable Message Signs (VMS) are located within areas identified in the Equity Priority Communities map. Similar to CCTVs, VMS were also used during the initial response to Covid-19 to remind people to maintain physical distance, as well as to inform people where nearby vaccination sites were located.
Compatibility with Land Use, Design Standards, and Planned Growth	Yes
San Francisco Transportation Plan Alignment (SFTP)	Equity, Environmental Sustainability, Economic Vitality, Safety and Livability

	The project advances SFTP goals by providing continuous and on-going service, repair and replacement of TSP, network, CCTVs and VMS equipment that has been deployed citywide and that ensures that everyone in San Francisco has access to reliable public transportation. TSP reduces the number of times buses have to stop at red lights, also reducing impacts to the environment caused by buses breaking/accelerating. TSP in conjunction with other tools has also help mitigate some of the travel time impacts to transit caused by longer pedestrian crossing times. Additionally, TSP and other transit measures can pay for themselves over time. Running buses costs money; when travel time is reduced, bus operation and maintenance costs are reduced.
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.	
01- Muni Reliability and Efficiency Improvements	
Safety	The same equipment installed at all the intersections to provide TSP is also programmed by SFMTA engineers and Signal Shop electricians to allow emergency preemption to SFFD vehicles equipped with the technology. TSP equipment has been installed at about 500 intersections located citywide, including many intersections on the High Injury Network. See maps included with this request. SFMTA has not performed any before/after studies to see the impact on collisions with the implementation of TSP. However, a 2021 American Society of Civil Engineers (ASCE) study, and consistent with other smaller studies done in two other US cities, Australia and Canada between 2017 and 2019, found that there is an overall reduction on collisions along corridors after TSP was implemented. TSP has been deployed citywide, including at intersections located on the HIN. See attached map. CCTV cameras are used to remotely monitor traffic and roadway conditions allowing for more eyes on the streets to evaluate and address site conditions and improve safety. CCTV locations are strategically selected to more efficiently monitor field conditions, with a focus on transit, enforcement and roadway construction needs, and these are used to support various daily and emergency operations by SFMTA's Transit Management Center (TMC). During special events and emergency situations, SFMTA staff uses the cameras to monitor road conditions and determine response actions. Based on camera activity decisions are made to (1) deploy parking control officers to shut down streets to vehicular traffic (2) adjust parking control officer staffing levels (3) re-route transit to adjacent streets and (4) remove non-essential staff such as maintenance personnel and transit ambassadors from the streets for safety concerns. CCTV cameras are deployed citywide, including at intersections located on the HIN. See attached map.
Improves Reliability	TSP plays an important role in ensuring that passengers can reach their destinations reliably, by making travel times more predictable. Per the 2021 Value of TSP report prepared by SFMTA's TSP vendor (available upon request), GTT found that TSP provides improved travel times and reduced stop rated through about 70% of the intersections. By reducing the number of times buses have to stop at red lights and making travel times more predictable, TSP has help make transit more reliable citywide. CCTV cameras are used to monitor traffic and roadway conditions, allowing engineers to make signal timing changes, optimize TSP and/or implement other roadway changes to improve site conditions that helps transit be more reliable.

Improves Travel Time	Per the 2021 Value of TSP report prepared by SFMTA's TSP vendor (available upon request), GTT found that TSP provides improved travel times and reduced stop rated through about 70% of the intersections with an average time savings of 3% for selected segments. This average saving is diluted by many variables, especially when evaluating larger segments as it was done for this report. It is also worth considering that in 2018, SFMTA adopted a 3.0 ft/s pedestrian clearance timing that provides longer crossing times for pedestrians but reduces the duration of the green light. CCTV cameras are used to monitor traffic and roadway conditions, allowing engineers to make signal timing changes, optimize TSP and/or implement other roadway changes to improve site conditions that help reduce travel times.
Accessibility and Connectivity	TSP has been deployed to all Muni's rapid routes connecting regional public transportation systems such as BART, AC Transit and Caltrans to Muni's local routes that serve residential neighborhoods, as well as to infrastructure aimed to encourage and facilitate bicycle and pedestrian access. TSP makes transit more predictable and reliable, helping passengers better plan their travel times and transfers among Muni routes or to/from other transit systems, and as a result improving connectivity and accessibility to our transit system.

The next section only applies to projects that are proposed under multiple Expenditure Plan programs. The questions that are required to be filled out for each program will auto-populate once the Second Prop L program (row 7) is selected on the Scope & Schedule tab.	
17- Traffic Signs and Signals Maintenance	
Safety	The same equipment installed at all the intersections to provide TSP is also programmed by SFMTA engineers and Signal Shop electricians to allow emergency preemption to SFFD vehicles equipped with the technology. TSP equipment has been installed at about 500 intersections located citywide, including many intersections on the High Injury Network. See maps included with this request. SFMTA has not performed any before/after studies to see the impact on collisions with the implementation of TSP. However, a 2021 American Society of Civil Engineers (ASCE) study, and consistent with other smaller studies done in two other US cities, Australia and Canada between 2017 and 2019, found that there is an overall reduction on collisions along corridors after TSP was implemented. TSP has been deployed citywide, including at intersections located on the HIN. See attached map. CCTV cameras are used to remotely monitor traffic and roadway conditions allowing for more eyes on the streets to evaluate and address site conditions and improve safety. CCTV locations are strategically selected to more efficiently monitor field conditions, with a focus on transit, enforcement and roadway construction needs, and these are used to support various daily and emergency operations by SFMTA's Transit Management Center (TMC). During special events and emergency situations, SFMTA staff uses the cameras to monitor road conditions and determine response actions. Based on camera activity decisions are made to (1) deploy parking control officers to shut down streets to vehicular traffic (2) adjust parking control officer staffing levels (3) re-route transit to adjacent streets and (4) remove non-essential staff such as maintenance personnel and transit ambassadors from the streets for safety concerns. CCTV cameras are deployed citywide, including at intersections located on the HIN. See attached map. The SFMTA currently owns, maintains, and operates 26 VMS units within the City of San Francisco. VMS help to disseminate information to the public, including roadway incident alerts, roadway disruptions due to construction or planned special events, and public service announcements. VMS have been strategically located to guide road users from freeway exits and on major corridors to events, garages, and major destinations. The primary use of VMS is to notify motorists of unexpected incidents that could affect safety and/or efficiency of travel. Some incidents that might warrant VMS messaging include lane or road closures, detours, construction, planned special events, or other changed road conditions. See attached map.
Need (Asset Useful Life)	This is an on-going project to replace TSP and network equipment as it reaches the end of useful life. Some of this equipment has been in place for 5-years or longer, and needs to be replaced or repaired in order to support new technology or firmware and software updates that allow for the whole system to continue to work to its maximum capacity.
Signal Priority for Transit and/or Emergency Vehicles	This project has a direct impact to transit by providing state of good repair to TSP and network equipment that allows to hold the green light or shorten the red light a predetermined value to reduce the number of times and how long buses have to stop at a signalized intersection. This same equipment is also able to provide emergency vehicle preemption to SFFD vehicles equipped with similar equipment to the one used on Muni buses, but SFFD equipment is programmed to request traffic signal controller to stop all vehicles and pedestrian movements except for vehicular traffic traveling in the same direction as emergency vehicles.

Attachment 1: Bus Transit Signal Priority Detailed Scope

Project Summary

EP-1: Bus Transit Signal Priority- Expansion

This request will fund the purchase and installation of Transit Signal Priority (TSP) and network equipment to expand the system to intersections where recent projects installed new traffic signals and at certain intersections that were not upgraded when the larger corridor was equipped with TSP. The scope also includes a new service agreement with the TSP vendor, and implementation of new TSP technology, including a new central management software to monitor and analyze TSP performance that would allow engineers to optimize TSP timing and detection parameters to improve transit travel speeds and reliability more efficiently. Scope also includes the installation of new CCTV cameras at strategic locations to support transit.

EP-17: Bus Transit Signal Priority – State of Good Repair & New Installation of CCTV Cameras

SOGR: Requested funds would be used for state of good repair of Transit Signal Priority (TSP) and network equipment. Repair and replacement of existing TSP and network equipment along Muni routes at locations where it is nearing the end of its useful life and procure extended warranties where necessary to ensure that existing equipment continues functioning to its maximum capacity.

Funds will also be used for extended warranty services for Variable Message Signs (VMS) used to disseminate information to the public, including roadway incident alerts, roadway disruptions due to construction or planned special events, and public service announcements.

CCTV Cameras: This request will fund installation of new CCTV cameras at locations strategically selected to more efficiently monitor traffic and field conditions.

Detailed Scope

The SFgo program manages the City's intelligent transportation system (ITS) and is responsible for 1) transit signal priority (TSP) Muni, and emergency vehicle preemption (EVP) for San Francisco's Fire Department; 2) Variable Message Signs (VMS) used to disseminate information to the public, including roadway incident alerts, roadway disruptions due to construction or planned special events, and public service announcements; 3) CCTV cameras installed at locations strategically selected to more efficiently monitor traffic and field conditions, and to support various SFMTA's daily operations, as well as emergency operations, planned and unplanned street events, and monitoring construction site activities; and 4) the traffic signal communication network which allows for remote two-way communication, and monitoring and operations of TSP, VMS and CCTV equipment, as well as remote monitoring of other traffic signal devices managed by SFMTA's Traffic Signal Shop.

Transit Signal Priority (TSP) installations started citywide in 2012 with a goal of fully equipping every transit vehicle and every signalized intersection on a Muni bus route with TSP, approximately 600 intersections in all. To date SFMTA has equipped about 500 intersections with TSP, including all the Muni Rapid route corridors. Also, 622 intersections are equipped with EVP, 740 intersections are connected to the communication network (out of 1300 total signalized intersections), 197 intersections are equipped with CCTV cameras, and 26 Variable Message Signs are located at strategic locations to broadcast information to the public.

As part of EP1, SFMTA will use the requested funds to expand transit signal priority (TSP) and communication equipment at intersections where recent projects just installed new traffic signals and at certain intersections that were not upgraded when the larger corridor was equipped. New equipment to be purchased includes TSP intersection equipment, traffic signal controller equipment, and networking equipment. Funds will also be used for research and deployment of new TSP technology, including a new central management software to monitor and analyze TSP performance.

The exact number of intersections with TSP installations or upgrades will depend on the condition of the existing signal infrastructure (e.g., conduits, signal controllers, networking equipment). Installation costs vary from $15,000 to $80,000 per intersection. Factors affecting cost include need for updated controller firmware; controller cabinet must be upgraded to accommodate additional equipment; existing conduits in bad condition; there is already an existing TSP radio at an intersection but no wireless radio for a network connection; need for a fiber optic connection because the bandwidth of the wireless radio is limited by poor line-of-sight or distance. For newly signalized intersections, the cost of installing TSP equipment will depend on the need for a fiber optic connection. Whenever possible, other capital resources will be used to minimize the costs for new TSP installations. See attached list of locations where SFMTA is planning to install new TSP equipment over the next few years pending further feasibility analysis.

Currently, SFMTA can monitor the impact of TSP on transit performance through two data sources – (1) via intersection controllers and (2) via TSP radios on buses. The first method allows SFMTA to remotely check into each network-connected traffic controller front panel screen to see the current signal timing by phase and whether TSP is enabled. The second method allows SFMTA to pull data logs on each bus to see how many TSP calls have been placed, at which intersections and what times. Through the logs, SFMTA can tell if equipment is properly functioning in each intersection and bus. Some TSP features will be available remotely for staff at the Transportation Management Center to monitor. For security reasons, access to the first method of viewing traffic signal controller displays will be limited to certain traffic engineers and electricians. The two methods mentioned above are very manual and time consuming. A new central management software would simplify the process by providing performance metrics and system status that would allow traffic engineers and electricians to identify locations where the equipment is not working properly or where TSP should be optimized.

Benefits: The benefits from the proposed investment will include the following:

(1) Improved transit performance- TSP is used to extend green lights or to bring up green lights earlier to prioritize transit vehicles that are approaching the intersection. TSP improves the odds that a transit vehicle sees a green light and will endure reduced red-light delay thus improving both reliability and travel times.

(2) Updated traffic signal timing to latest standards – Signal timing will be updated with new installation of TSP equipment to reflect the latest standards for Yellows, All-Reds and pedestrian clearance.

(3) Remote monitoring – Installed equipment will allow SFMTA to remotely check into an intersection and observe current traffic signal timing and produce maintenance logs to review timestamped information on when TSP calls were made, and which bus number made the call.

(4) A central management software to monitor and analyze TSP performance would allow engineers to optimize TSP timing and detection parameters more efficiently to improve transit travel speeds and reliability.

As part of EP-17, SFMTA will use the requested funds to repair or replace existing transit signal priority (TSP) related devices, including radios, controller equipment, networking equipment and CCTV equipment that is nearing the end of its useful life. Requested funds will also be used for network optimization at intersections already equipped with TSP radios and antennas to ensure that the full benefit of the capital improvement is achieved.
The primary equipment to be repaired, replaced or covered by extended warranties through the requested allocation will be:

- Intersection-installed radios to communicate with the radios on the buses.
- Phase selector cards to be installed inside traffic signal controller cabinets. These are used to translate information from intersection TSP radios to traffic signal controllers.
- Wireless radios and switches to provide remote access to connect to TSP intersections to monitor activity and to pull maintenance logs. Cables, Ethernet cords, mounting brackets to install and connect TSP intersections equipment to the network.
- CCTV cameras to monitor traffic and field conditions that impact transit and TSP performance.
- Variable Message Signs (VMS) used to disseminate information to the public, including roadway incident alerts, roadway disruptions due to construction or planned special events, and public service announcements.

The subject request will fund equipment purchases, labor costs for signal timing engineering and equipment installation, and extended warranties for certain existing equipment to ensure continued manufacturer support. Whenever possible, repairs and replacement of TSP and network equipment will be coordinated with other projects or efforts to reduce time and costs.

Benefits:
The benefits from the proposed investment will include the following:

(1) Improved transit performance - TSP is used to extend green lights or to bring up green lights earlier to prioritize transit vehicles that are approaching the intersection. TSP improves the odds that a transit vehicle sees a green light or gets a shorter red-light, thus reducing red-light delays, improving both transit reliability and travel times. On-going repairs and replacement of equipment that is nearing end-of-life will ensure that the TSP system continues to perform to its maximum capacity.

(2) Remote monitoring – Installed equipment allows SFMTA to remotely check into an intersection and observe current traffic signal timing and produce maintenance logs to review timestamped information on when a bus made a call requesting TSP to the traffic signal controller and which bus number made the call. On-going and as-needed repair and replacement of network equipment that is nearing end-of-life will ensure continuous and reliable monitoring and communication with the TSP system.

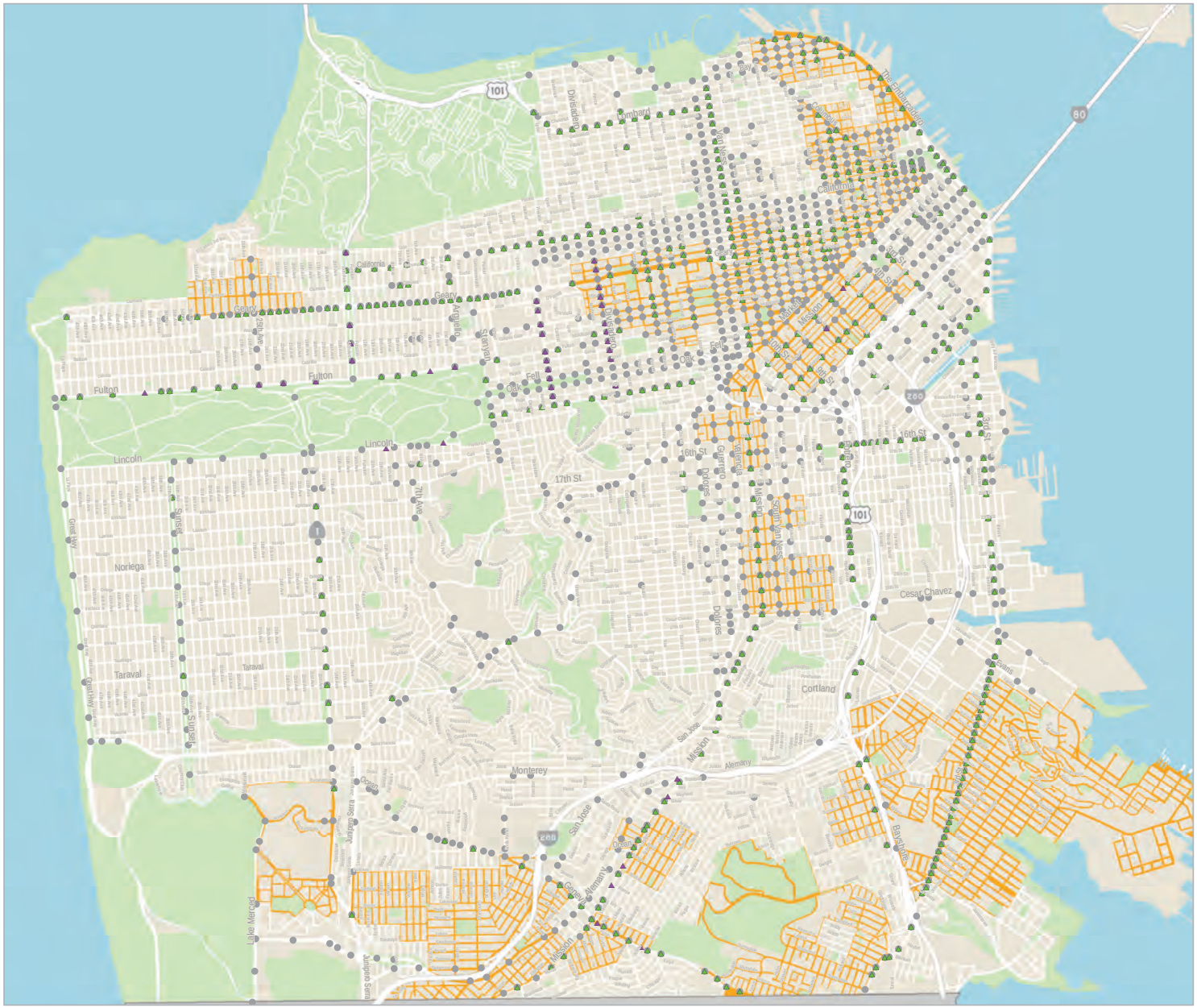
(3) Continued support for Variable Message Signs (VMS) that otherwise are out of warranty and require special tools and skills to be serviced.

As part of EP-17, SFMTA will use the requested funds to install new CCTV cameras at locations strategically selected to support various SFMTA's daily operations, as well as emergency operations,

planned and unplanned street events, and monitoring construction site activities. These cameras allow staff to assess each situation remotely, resulting in faster and more efficient trouble shooting and response times.

Implementation: As part of the two EPs, SFMTA Streets Division will (1) manage the issuance and administration of the purchase orders for TSP and network related equipment, CCTV cameras and warranty extensions for VMS and other equipment, (2) perform as-needed traffic signal timing updates to optimize and update TSP and emergency preemption parameters, (3) SFMTA's Signal Shop will install new CCTV cameras and TSP intersection equipment, and (4) SFMTA's Signal Shop will also remotely monitor the equipment, perform intersection equipment replacement and work with SFMTA IT to configure and optimize network equipment, and ensure compatibility with the existing TSP system.

Attachment 2



SFMTA Transit Signal Priority

June 2023

- Traffic Signal
- TSP
- Planned TSP

Areas highlighted in yellow are Equity Priority Communities (EPCs)

0.9 miles

Scale 1:45,696

Date Saved: 6/21/2023

For reference contact: Celine.leung@sfmta.com

SFMTA

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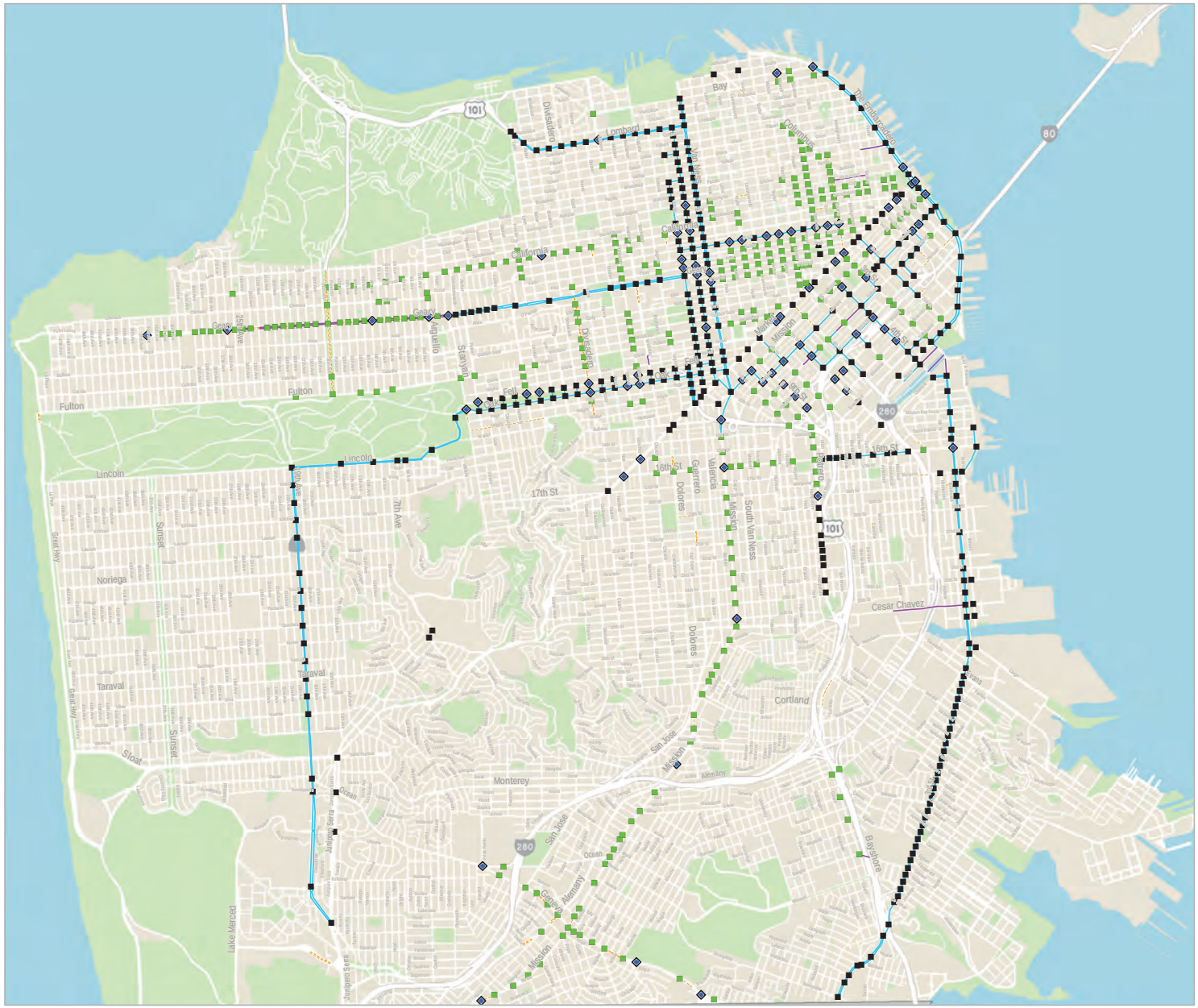
E9(2)-28

Attachment 3



Streets Division Communication Network

May 2023

- Fiber
- Fiber Backhaul
- Wireless

- SFgo Fiber
- Planned Fiber
- Empty Conduit with Rope

0.9 miles

Scale 1:46,323

Date Saved: 5/19/2023

For reference contact: Celine.leung@sfmta.com

SFMTA

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PLANNED TRANSIT SIGNAL PRIORITY (TSP) EQUIPMENT
INSTALLATION LIST 2023-2028

Please note that intersections may be added or removed from this list depending further feasibility analysis and as opportunities arise. Installation of new TSP equipment for most of these intersections will depend on the conditions of the existing signal infrastructure.

New signals to be installed by other projects:

1. Kezar/Lincoln
2. 10th Ave/Lincoln
3. Alemany/Rousseau
4. Admiral/Mission/Ney
5. Castle Manor/Mission/Maynard
6. Mission midblock/Russia/Leo
7. France/Mission
8. Mary/Mint/Mission

Fulton Corridor:

9. 39th/Fulton
10. Arguello/Fulton
11. 10th Avenue/Fulton
12. 18th Avenue/Fulton
13. 22nd Ave/Fulton
14. 25th Avenue/Fulton

Masonic Corridor:

15. Anza/O'Farrell/Masonic
16. Turk/Masonic
17. Golden Gate/Masonic
18. Grove/Masonic
19. Hayes/Masonic
20. Fell/Masonic
21. Oak/Masonic
22. Page/Masonic
23. Haight/Masonic

Park Presidio Corridor:

24. Park Presidio/Cabrillo
25. Park Presidio/Balboa
26. Park Presidio/Anza
27. Park Presidio/Lake
28. Park Presidio/California
29. Park Presidio/Fulton
30. McAllister/Webster

3rd/4th Streets:

31. 3rd Street/Perry
32. 3rd Street/Harrison
33. 3rd Street/Mission
34. 4th Street/Harrison
35. 4th Street/Clara
36. 4th Street/Folsom
37. 4th Street/Howard
38. 4th Street/Minna
39. 4th Street/Mission

Stockton:

40. Stockton St/O'Farrell
41. Stockton St/Geary
42. Stockton St/Post
43. Stockton St/Sutter
44. Stockton St/Pacific

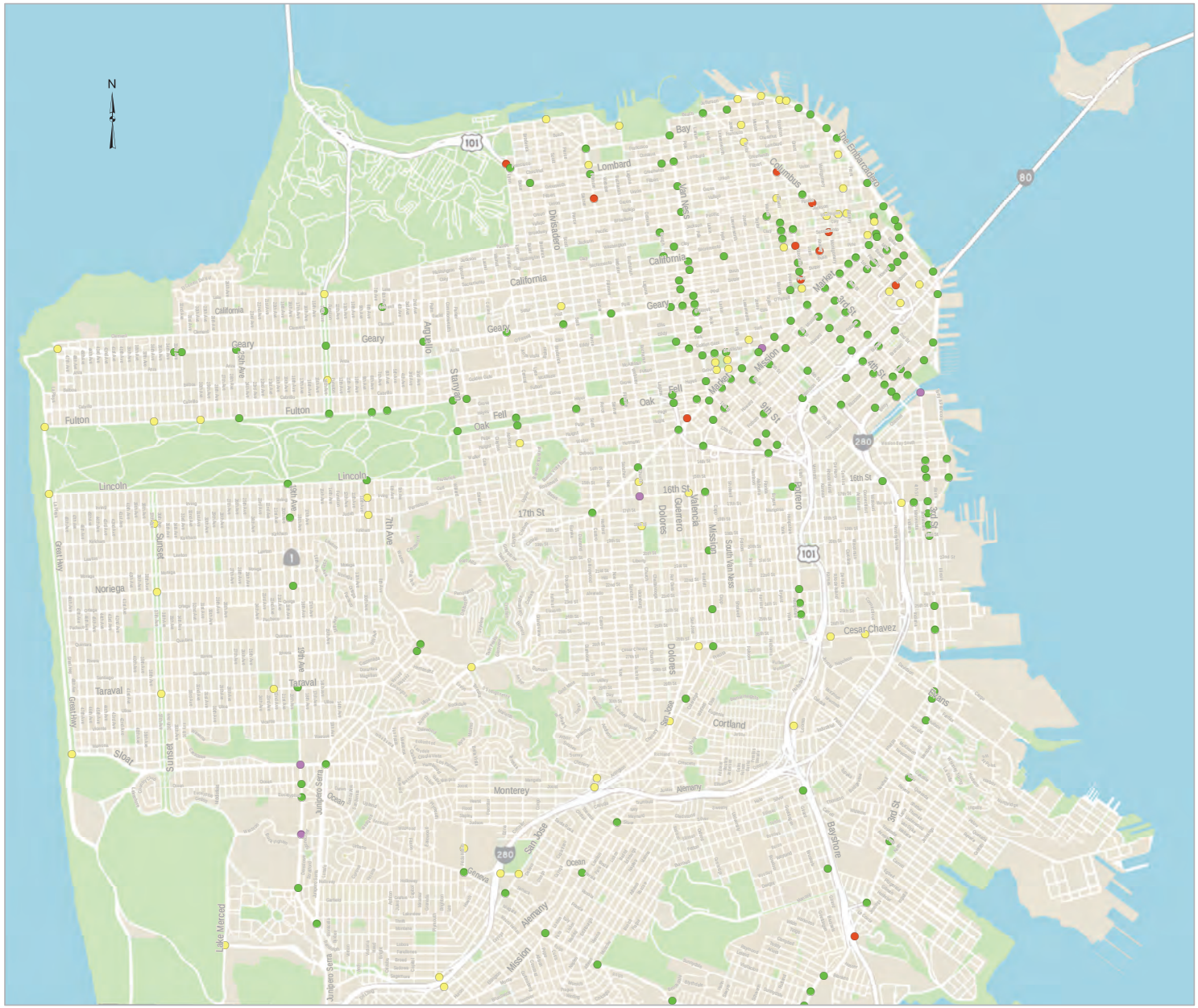
Ocean Corridor:

45. Geneva/Frida Kahlo/Ocean
46. Geneva/Mission
47. Ocean/Mission
48. Ocean/Brighton
49. Ocean/Howth
50. Ocean/Alemany
51. Ocean/San Jose

52. 7th/Howard
53. Van Ness/Geary
54. Van Ness/McAllister
55. San Bruno/Silver
56. Mission/16th
57. 11th/Mission
58. Potrero/16th
59. 3rd/16th (WBLT 16th)

E9(2)-30

Attachment 5



SFgo CCTV Map

July 2023

CCTV

- Existing
- In Progress
- Awaiting Construction
- Planned

Date Saved: 7/10/2023

For reference contact: Celine.Leung@sfmta.com

SFMTA

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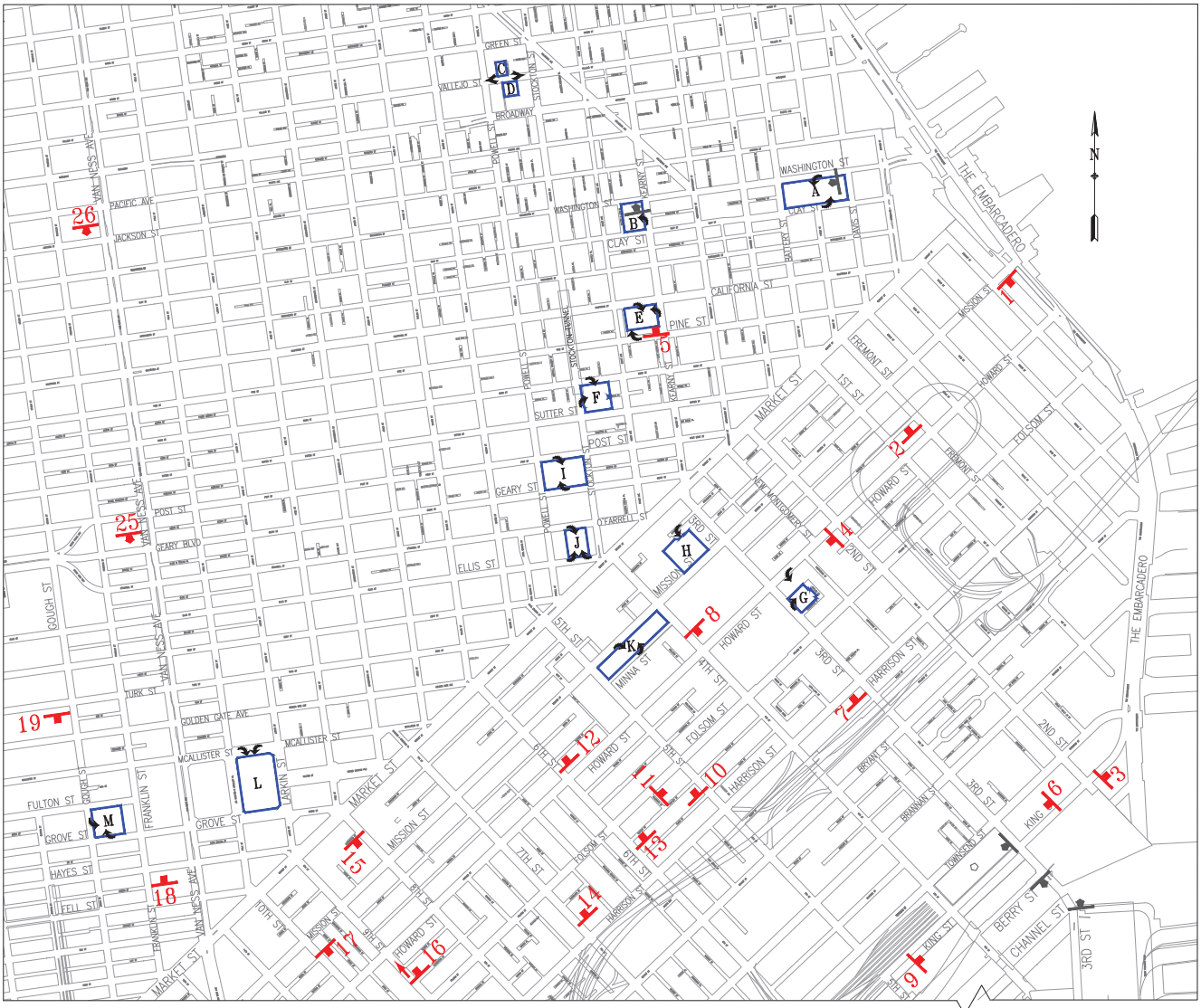


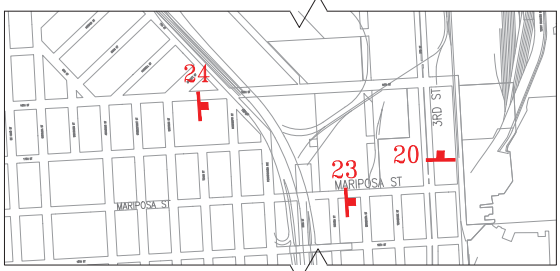
LEGEND

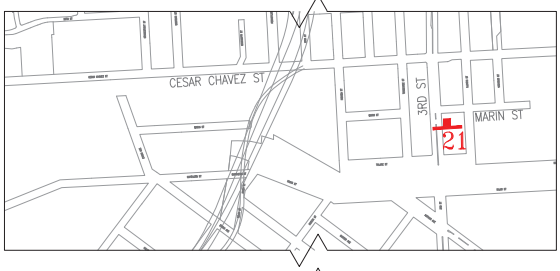
CONNECTED TO NETWORK

SIGN	FACING	LOCATION		TYPE	GARAGE INFO
1	SB	EMBARCADERO	S of MISSION	AMBER	G,H,K
2	NB	FREMONT St	N of HOWARD	COLOR	H,A,E
3	EB	KING St	E of 2nd St	AMBER	
4	WB	HOWARD St	E of NEW MONTGOMERY	COLOR	G,H,K
5	NB	KEARNY St	N of PINE	AMBER	E,B,A
6	WB	KING St	E of 3rd St	AMBER	
7	NB	3rd St	S of HARRISON	COLOR	G,K,H
8	SB	4th St	S of MINNA	AMBER	K,G,H
9	EB	KING St	E of 5th St	COLOR	
10	NB	5th St	N of HARRISON	AMBER	K,G,H
11	EB	FOLSOM St	E of 6th St	COLOR	K,G,H
12	NB	6th St	N of HOWARD	COLOR	J,I,F
13	NB	6th St	N of HARRISON	COLOR	K,G,H
14	NB	7th St	N of HARRISON	COLOR	K,G,L
15	SB	8th St	N of MISSION	COLOR	K,G,L
16	NB	9th St	S of HOWARD	AMBER	L,M,K
17	SB	10th St	S of MISSION	AMBER	
18	NB	FRANKLIN St	N of FELL	COLOR	L,M
19	SB	GOUGH St	S of TURK	COLOR	L,M
20	NB	3rd St	N of MARIPOSA	AMBER	
21	NB	3rd St	S of MARIN	AMBER	
22	EB	PAUL Ave	W of 3rd St	AMBER	
23	EB	MARIPOSA St	E of INDIANA	COLOR	
24	EB	16th St	E of MISSOURI	COLOR	
25	SB	VAN NESS Ave	S of PACIFIC	COLOR	
26	SB	VAN NESS Ave	S of POST	COLOR	L,M

A GARAGE AND ENTRANCE

LEGACY (NOT IN OPERATION)





T:\T_E_FILES\SFgo__SFgo Docs for Distribution\CAD files\PGS Map 02-07-23.dwg

Map updated 2/7/2023 (SAlexander)

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

San Francisco County Transportation Authority

Project Name and Sponsor			
Project Name:	City Coordination Opportunities: Traffic Signal Conduit Program		
Implementing Agency:	SFMTA		
Prop L Expenditure Plan Information			
Prop L Program:	17- Traffic Signs and Signals Maintenance		
Prop L Sub-Program (if applicable):			
Other Prop L Programs (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	New signal conduits, new pole foundations, and other subsurface signal work in coordination with other projects, usually Public Works paving, curb ramp, and streetscape projects. This program allows SFMTA to complete signal-related excavation work prior to the 5-year excavation moratorium following a re-paving project, preventing delays in signal construction.		
Project Location and Limits:	TBD		
Supervisorial District(s):	Citywide		
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).	The proposed scope of this project is to install new subsurface electrical conduits and other related signal work in order to coordinate with other projects, usually Public Works paving, curb ramp, and streetscape projects. This funding will allow the SFMTA to leverage non-signal projects, such as paving work conducted by the Department of Public Works, in order to install new signal conduits and related signal work while excavation is already occurring. This project will ensure that the city's five-year paving moratorium is honored and that the SFMTA can implement future traffic signal improvements in a timely and cost-effective manner. The signal improvements will support San Francisco's Vision Zero goals and help keep SFMTA' traffic safety assets in a state of good repair, which is critical to ensuring a safe and reliable transportation system. The installation of conduits and other work as part of this project will allow for future installation of scope such as pedestrian countdown signals, accessible pedestrian signals, and new mast arms.		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.			
Type of Environmental Clearance Required:	Categorically Exempt		
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	San Francisco Public Works, Chi Iao, 618 271 2738		

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		In-house and Contracted	Q1-Jul-Aug-Sep	2025/26		
Start Construction (e.g. Award Contract)		In-house and Contracted	Q3-Jan-Feb-Mar	2025/26		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2027/28
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2027/28
Notes						

Detailed project schedules to be developed for this programmatic item as funds are allocated, usually on a yearly basis. For typical allocation budget for one year, project schedule usually involves advertise/construction phase of around 2 years. For simplicity, the design phase is assumed to require minimal effort and/or will be absorbed as part of a larger project.

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

San Francisco County Transportation Authority

Project Name:	City Coordination Opportunities: Traffic Signal Conduit Program

Project Cost Estimate		**Funding Source**		
Phase	**Cost**	**Prop L**	**Other**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$ -	$ -	$ -	
Environmental Studies (PA&ED)	$ -	$ -	$ -	
Right of Way	$ -	$ -	$ -	
Design Engineering (PS&E)	$ -		$ -	
Construction	$ 1,200,000	$ 1,200,000	$ -	Based on recent similar projects
Operations (i.e. paratransit)	$ -	$ -	$ -	
Total Project Cost	$ 1,200,000	$ 1,200,000	$ -	
Percent of Total		**100%**	**0%**	

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**	**2028/29**
Prop L	17- Traffic Signs and Signals Maintenance	Construction	Planned	2025/26	$ 400,000	$ -	$ -	$ 50,000	$ 350,000	$ -	$ -
Prop L	17- Traffic Signs and Signals Maintenance	Construction	Planned	2026/27	$ 400,000	$ -	$ -	$ -	$ 50,000	$ 350,000	$ -
Prop L	17- Traffic Signs and Signals Maintenance	Construction	Planned	2027/28	$ 400,000	$ -	$ -	$ -	$ -	$ 50,000	$ 350,000
				Total By Fiscal Year	**$ 1,200,000**	**$ -**	**$ -**	**$ 50,000**	**$ 400,000**	**$ 400,000**	**$ 350,000**

Notes

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

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	***City Coordination Opportunities: Traffic Signal Conduit Program***
Relative Level of Need or Urgency (time sensitive)	Locations included as part of this program are selected to enable construction coordination with other projects, usually Public Works paving, curb ramp, or streetscape projects.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	Although this project has not been specifically discussed with communities disproportionately impacted by discriminatory practices, the scope of this project is expected to be well-received as the final scope will likely include upgrading of traffic signal infrastructure at various equity priority communities throughout in San Francisco. Aging infrastructure is often found in underserved areas of the City such as Chinatown, Western Addition, Tenderloin, etc. MTA takes recommendations from the Community Based Transportation Plans to inform/prioritize locations for new signal conduit coordination opportunities.
Benefits to Disadvantaged Populations and Equity Priority Communities	San Francisco's Vision Zero program is guided by core principles that reflect that traffic fatalities are preventable, and that traffic safety interventions will mitigate the likelihood that a collision results in death. This project will facilitate the implementation of future signal projects to improve safety and help the City reach its Vision Zero goal of eliminating all traffic fatalities and severe injuries. It will also maintain SFMTA's assets in a state of good repair which is critical to ensuring a safe and reliable transportation system. Aging infrastructure is often found in underserved areas of the City such as Chinatown, Western Addition, Tenderloin, etc. Based on previous history with this programmatic item, one of the most common signal upgrades facilitated by conduits installed as part of this program is the installation of accessible pedestrian signals which benefits visually impaired pedestrians.
Compatibility with Land Use, Design Standards, and Planned Growth	Yes
San Francisco Transportation Plan Alignment (SFTP)	Safety and Livability
	The installation of conduits and other work as part of this project will allow for the installation of future installation of Vision Zero safety scope such as new traffic signals, pedestrian countdown signals, accessible pedestrian signals, and new mast arms.

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.	
17- Traffic Signs and Signals Maintenance	
Safety	Based on previous history with this programmatic item, one of the most common uses for new conduit installations has been in support of future signal upgrades or new signals to install pedestrian countdown signals and accessible pedestrian signals which benefits pedestrians. New conduit installations could also benefit multiple modes such as cyclists, motorists, and pedestrians through the installation of new bike signals, protected turn signals, and mast arm signals. Although project locations have not been selected yet, locations on the High Injury Network are prioritized for selection.
Need (Asset Useful Life)	When used in coordination with other projects to facilitate future signal upgrade work, new traffic signal conduits installed as part of this project would be replacing an asset that has reached the end of its useful life per industry accepted standards.
Signal Priority for Transit and/or Emergency Vehicles	Replacement of old signal conduits with new traffic signal conduits could allow for later Transit Signal Priority installation as part of a separate future project.
This cell intentionally left blank.	N/A
This cell intentionally left blank.	N/A
This cell intentionally left blank.	N/A

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

San Francisco County Transportation Authority

Project Name and Sponsor			
Project Name:	Great Highway Signal Upgrades		
Implementing Agency:	SFMTA		
Prop L Expenditure Plan Information			
Prop L Program:	17- Traffic Signs and Signals Maintenance		
Prop L Sub-Program (if applicable):			
Other Prop L Programs (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	Replace traffic signal hardware at up to eight intersections along the Great Highway between Lincoln Way and Vicente Street with new equipment to improve signal visibility and pedestrian safety, and keep the infrastructure in a state of good repair. These signals are prone to corrosion and failure due to the proximity of the ocean and wind, water and sun exposure. This project will replace all existing signal infrastructure including poles, mast arms, signal heads, conduits and controllers. The scope includes pedestrian countdown signals and accessible (audible) pedestrian-activated signals.		
Project Location and Limits:	Great Highway between Lincoln Way and Vicente Street		
Supervisorial District(s):	District 04		
Is the project located on the 2022 Vision Zero High Injury Network ?	No	**Is the project located in an Equity Priority Community (EPC)?**	No
Which EPC(s) is the project located in?	N/A		
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).	Replace traffic signal hardware at up to eight intersections along the Great Highway between Lincoln Way and Vicente Street, both above and below ground, with new equipment. These signals are prone to corrosion and failure due to the proximity of the ocean and wind, water and sun exposure. This project will replace all existing signal infrastructure including poles, signal heads, conduits and controllers. The project will install new equipment including mast arms, pedestrian countdown signals and accessible (audible) pedestrian-activated signals to improve signal visibility and pedestrian safety. The project will also include curb ramp work, particularly at the intersection of Lincoln/Great Highway. Upon completion of the project, the signal design is sufficiently robust to accommodate five operating scenarios on Great Highway: Two way traffic, SB on the west half, NB on the east half SB only on the east half SB only on the west half NB only on the east half NB and SB on the east half		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Attachment 1: Map of Proposed Locations Attachment 2: Photos		
Type of Environmental Clearance Required:	Categorically Exempt		

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

San Francisco County Transportation Authority

Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	San Francisco Public Works, Chi Lao, 618 271 2738

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)	100%	In-house	Q2-Oct-Nov-Dec	2019/20	Q2-Oct-Nov-Dec	2022/23
Right of Way						
Design Engineering (PS&E)	25%	In-house	Q2-Oct-Nov-Dec	2019/20	Q4-Apr-May-Jun	2023/24
Advertise Construction			Q4-Apr-May-Jun	2023/24		
Start Construction (e.g. Award Contract)			Q3-Jan-Feb-Mar	2024/25		
Operations (i.e. paratransit)						
Open for Use					Q3-Jan-Feb-Mar	2025/26
Project Completion (means last eligible expenditure)					Q3-Jan-Feb-Mar	2026/27

Notes

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

San Francisco County Transportation Authority

Project Name:	Great Highway Signal Upgrades

Project Cost Estimate		**Funding Source**		
Phase	**Cost**	**Prop L**	**Other**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$ -	$ -	$ -	
Environmental Studies (PA&ED)	$ -	$ -	$ -	
Right of Way	$ -	$ -	$ -	
Design Engineering (PS&E)	$ 800,000	$ -	$ 800,000	Actuals+estimate based on similar projects
Construction	$ 3,000,000	$ 3,000,000	$ -	Recent bids for similar work
Operations (i.e. paratransit)	$ -	$ -	$ -	
Total Project Cost	$ 3,800,000	$ 3,000,000	$ 800,000	
Percent of Total		**79%**	**21%**	

* 700K of Other is Prop K sales tax

* Including Prop K, sales tax is 97% of the total.

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 K		Design Engineering (PS&E)	Allocated	2019/20	$ 220,000	$ -	$ -	$ -	$ -	$ -
Prop B		Design Engineering (PS&E)	Allocated	2019/20	$ 100,000	$ -	$ -	$ -	$ -	$ -
Prop K		Design Engineering (PS&E)	Allocated	2022/23	$ 480,000	$ -	$ -	$ -	$ -	$ -
Prop L	17- Traffic Signs and Signals Maintenance	Construction	Planned	2023/24	$ 3,000,000	$ -	$ -	$ 1,500,000	$ 1,500,000	$ -
				Total By Fiscal Year	**$ 3,800,000**	**$ -**	**$ -**	**$ 1,500,000**	**$ 1,500,000**	**$ -**

Notes

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

San Francisco County Transportation Authority

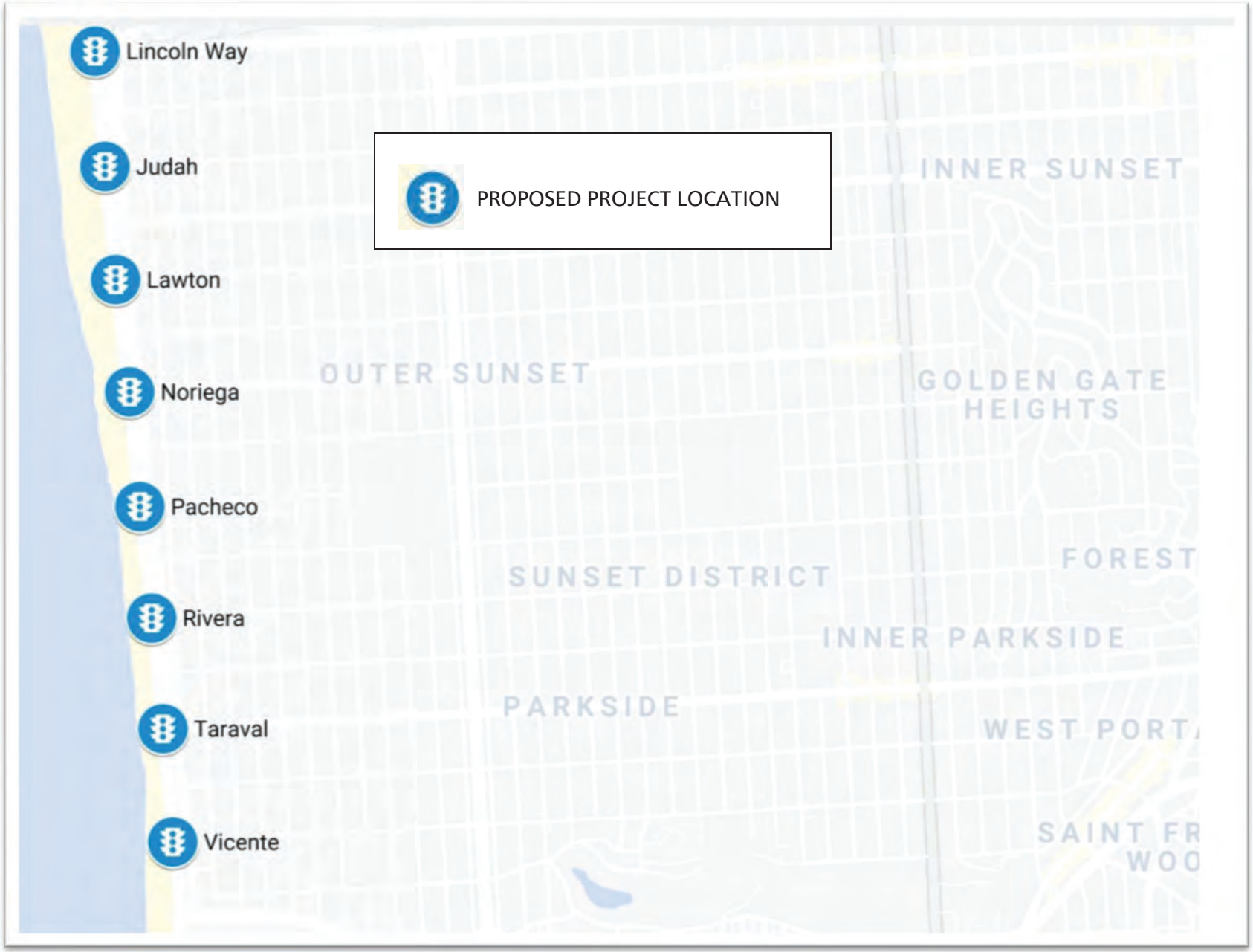
Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	***Great Highway Signal Upgrades***
Relative Level of Need or Urgency (time sensitive)	Need to proceed in proposed timeframe to enable construction coordination.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	The design phase funds for this project was previously supported by the SFCTA CAC and the Transportation Board.
Benefits to Disadvantaged Populations and Equity Priority Communities	This project benefits all users of the Great Highway roadway through upgraded signal infrastructure rapidly reaching the end of its useful life due to unusually harsh conditions next to the ocean and improved safety through updated curb ramps, accessible pedestrian signals, and upgraded streetlighting. Accessible Pedestrian Signals that will assist visually impaired pedestrians will be added at the 8 main project intersections on Great Highway. Wheelchair users will also benefit from updated curb ramps at Great Highway/Lincoln and mid block crossings which will be updated with truncated domes and flat landings.
Compatibility with Land Use, Design Standards, and Planned Growth	Yes
San Francisco Transportation Plan Alignment (SFTP)	Safety and Livability
	The existing signals along Great Highway are prone to corrosion and failure due to the proximity of the ocean and wind, water and sun exposure. This project will replace all existing signal infrastructure including poles, signal heads, conduits and controllers.

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.	
17- Traffic Signs and Signals Maintenance	
Safety	This project benefits all users of the Great Highway roadway through upgraded signal infrastructure rapidly reaching the end of its useful life due to unusually harsh conditions next to the ocean and improved safety through updated curb ramps, accessible pedestrian signals, and upgraded street lighting.
Need (Asset Useful Life)	The existing signals along Great Highway are prone to corrosion and failure due to the proximity of the ocean and wind, water and sun exposure. This project will replace all existing signal infrastructure including poles, signal heads, conduits and controllers.
Signal Priority for Transit and/or Emergency Vehicles	If the budget allows, the project will implement signal priority for emergency vehicles.

Attachment 1

E9(2)-43

GREAT HIGHWAY SIGNAL UPGRADE



E9(2)-46

E9(2)-47

E9(2)-48

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

San Francisco County Transportation Authority

Project Name and Sponsor			
Project Name:	Tenderloin Signal Upgrade		
Implementing Agency:	SFMTA		
Prop L Expenditure Plan Information			
Prop L Program:	17- Traffic Signs and Signals Maintenance		
Prop L Sub-Program (if applicable):			
Other Prop L Programs (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	Traffic signal upgrades and left-turn phasing for safer intersections, including larger 12-inch signal heads and mast arms to enhance signal visibility. Project includes pedestrian signal improvements such as accessible (audible) pedestrian signals, upgraded curb ramps, and streetlighting. This project would implement traffic safety enhancements to improve pedestrian and bicyclist safety, connectivity, and accessibility, enhance transit connections, and activate community space.		
Project Location and Limits:	Proposed project locations in the Tenderloin area are as follows: 1) Larkin/Pine, 2) Bush/Larkin, 3) Geary/Larkin, 4) Larkin/O'Farrell, 5) Ellis/Larkin, 6) Eddy/Larkin, 7) Larkin/Turk, 8) Golden Gate/Larkin, 9) Larkin/McAllister, 10) McAllister/Polk, 11) Golden Gate/Polk, 12) Ellis/Jones, 13) Jones/Turk, 14) Leavenworth/Turk, 15) Golden Gate/Leavenworth		
Supervisorial District(s):	District 03, District 05		
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?	Tenderloin		
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).	This project will implement proven safety countermeasures in the Tenderloin, a neighborhood at the center of San Francisco that is home to many low-income housing residents and a diverse community. Employing a safe system approach to create safer roads, safer people, and safer speeds, this project will implement core traffic safety enhancements to improve pedestrian and bicyclist safety, connectivity, and accessibility, enhance transit connections, and activate community space. The project aims at reducing crashes throughout the neighborhood and helping San Francisco achieve its Vision Zero goals of zero traffic deaths through upgraded traffic signals. The high volumes of people walking, biking, and riding transit emphasize the need for safe and connected streets. Pedestrians and bicyclists in the Tenderloin face transportation connectivity challenges due to the lack of protected left-turn signal phasing and/or accessible pedestrian signals at numerous intersections. SFMTA plans to do outreach for a Larkin Street Quick-Build Project, with a finalized roadway design expected in mid-2024. Any roadway changes as part of the quick-build improvements will be coordinated with the Tenderloin Signal Upgrade Project. Since the scope of the quick-build overlaps with the Tenderloin signal upgrade, the quick-build outreach will also be used to do the outreach for the signal upgrade project. SFMTA has a strong relationship with the Tenderloin Safety Task Force, whose members represent various prominent neighborhood organizations.		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Map of proposed locations		
Type of Environmental Clearance Required:	Categorically Exempt		

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

San Francisco County Transportation Authority

Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	San Francisco Public Works, Chi Iao, 618 271 2738

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)	10%	In-house	Q4-Apr-May-Jun	2022/23	Q4-Apr-May-Jun	2024/25
Advertise Construction		Contracted	Q4-Apr-May-Jun	2024/25		
Start Construction (e.g. Award Contract)		Contracted	Q3-Jan-Feb-Mar	2025/26		
Operations (i.e. paratransit)						
Open for Use					Q3-Jan-Feb-Mar	2027/28
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2028/29

Notes

SFMTA submitted a Safe Streets and Roads for All (SS4A) federal grant application in July 2023 for a Tenderloin Community Safety Streets project, including part of the Tenderloin Signal Upgrade scope described in this PIF along with additional community-based proposals. If successful, the grant will be for $8 million of the construction phase funds for the project. The schedule shown assumes a slightly longer construction schedule than typical non-Federal projects to assume the additional time needed to secure the federal grant funding.

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

Project Name:	Tenderloin Signal Upgrade

Project Cost Estimate		**Funding Source**		
Phase	**Cost**	**Prop L**	**Other**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$ -	$ -	$ -	
Environmental Studies (PA&ED)	$ -	$ -	$ -	
Right of Way	$ -	$ -	$ -	
Design Engineering (PS&E)	$ 3,500,000	$ -	$ 3,500,000	Based on similar projects
Construction	$ 13,300,077	$ 2,032,000	$ 11,268,077	Based on similar projects
Operations (i.e. paratransit)	$ -	$ -	$ -	
Total Project Cost	$ 16,800,077	$ 2,032,000	$ 14,768,077	
Percent of Total		**12%**	**88%**	

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**	**2028/29**
General Fund Population Based Streets		Design Engineering (PS&E)	Programmed	2023/24	$ 500,000	$ -	$ -	$ -	$ -	$ -	$ -
General Fund Population Based Streets		Design Engineering (PS&E)	Programmed	2022/23	$ 2,000,000	$ -	$ -	$ -	$ -	$ -	$ -
SFMTA Prop D		Design Engineering (PS&E)	Programmed	2022/23	$ 1,000,000	$ -	$ -	$ -	$ -	$ -	$ -
5M		Construction	Programmed	2024/25	$ 2,000,000	$ -	$ -	$ -	$ -	$ -	$ -
General Fund Population Based Streets		Construction	Programmed	2024/25	$ 1,834,927	$ -	$ -	$ -	$ -	$ -	$ -
General Fund Population Based Streets		Construction	Programmed	2023/24	$ 248,126	$ -	$ -	$ -	$ -	$ -	$ -
Cap & Trade AHSC		Construction	Planned	2024/25	$ 1,769,200	$ -	$ -	$ -	$ -	$ -	$ -
SFMTA Prop D		Construction	Programmed	2024/25	$ 5,415,824	$ -	$ -	$ -	$ -	$ -	$ -
Prop L	17- Traffic Signs and Signals Maintenance	Construction	Planned	2024/25	$ 2,032,000	$ -	$ -	$ 103,000	$ 643,000	$ 643,000	$ 643,000
				Total By Fiscal Year	**$ 16,800,077**	**$ -**	**$ -**	**$ 103,000**	**$ 643,000**	**$ 643,000**	**$ 643,000**

Notes

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

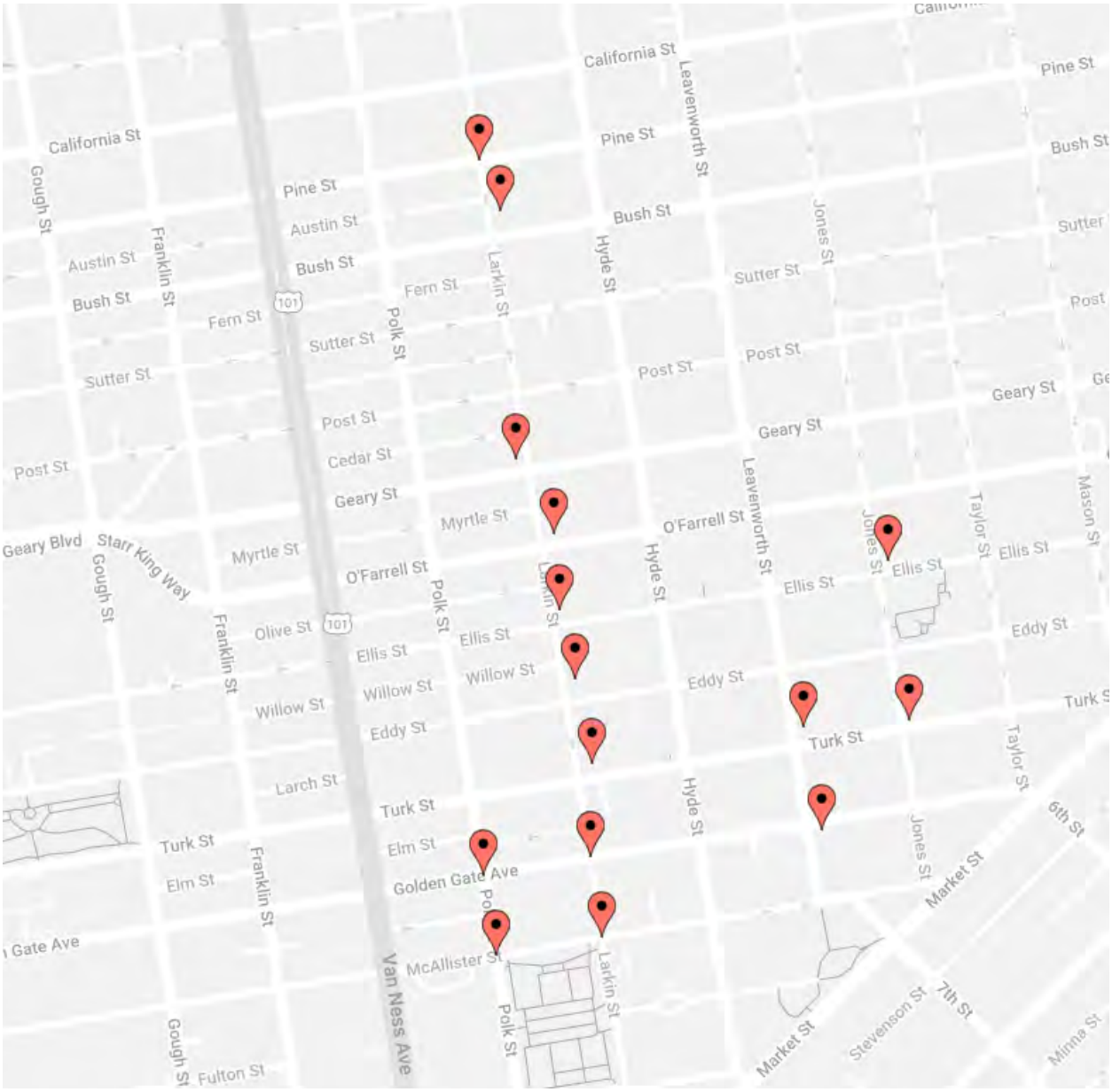
San Francisco County Transportation Authority

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	***Tenderloin Signal Upgrade***
Relative Level of Need or Urgency (time sensitive)	Tenderloin-based community organizations such as the Tenderloin Task Force have expressed their support for this project and encouraged SFMTA to move it forward in a timely manner. If federal funding is secured for this project, there will be further urgency to secure Proposition L funds in order to meet strict timely use of funds grant deadlines.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	SFMTA Streets staff has engaged the community through on-going outreach efforts for many years. As previously mentioned, the Tenderloin Task Force is one example of community based organization that has demonstrated their support for the Tenderloin Signals Upgrade project.
Benefits to Disadvantaged Populations and Equity Priority Communities	This project benefits all users of roadways in the Tenderloin through safety improvements such as accessible pedestrian signals, new protected left-turn phasing, upgraded curb ramps, and upgraded streetlighting. Aging infrastructure is often found in underserved areas of the City such as Chinatown, Western Addition, Tenderloin, etc.
Compatibility with Land Use, Design Standards, and Planned Growth	Yes
San Francisco Transportation Plan Alignment (SFTP)	Safety and Livability
	New APS units will provide safety benefits for visually-impaired users who can use them to assist in crossing signalized intersections. New left-turn phasing will provide safety benefits for roadway users by providing separation of movements for different modes of transportation.

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.	
17- Traffic Signs and Signals Maintenance	
Safety	This project will improve safety through Proven Safety Countermeasures such as signal visibility and accessible pedestrian signal upgrades. Employing a Safe System Approach to create Safer Roads, Safer People, and Safer Speeds, this project will implement core traffic safety enhancements to improve pedestrian and bicyclist safety, connectivity, and accessibility, enhance transit connections, and activate community space.
Need (Asset Useful Life)	By analyzing the age of key signal hardware such as controller cabinets, conduits, wiring, and other signal equipment, a significant portion of equipment at these intersections in the Tenderloin have been found to be approaching the end of its useful life. This project will therefore replace most traffic signal assets.
Signal Priority for Transit and/or Emergency Vehicles	For locations getting full upgrades, this project will implement signal priority for transit/and or emergency vehicles.

E9(2)-54

Map of Proposed Locations for Tenderloin Signal Upgrade



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

San Francisco County Transportation Authority

Project Name and Sponsor			
Project Name:	Traffic Sign Replacement Program		
Implementing Agency:	SFMTA		
Prop L Expenditure Plan Information			
Prop L Program:	17- Traffic Signs and Signals Maintenance		
Prop L Sub-Program (if applicable):			
Other Prop L Programs (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	Enhance traffic and pedestrian safety by replacing traffic signs that are reaching the end of their useful life and need to be upgraded to current retroreflective standards. Examples of signs expected to be replaced include advanced street name, fluorescent yellow-green school crossing, fluorescent yellow-green pedestrians crossing ahead, "No Turn on Red", STOP, Speed Limit, "No Left/Right Turn," and "One Way."		
Project Location and Limits:	To be determined. Signs reaching the end of their useful life or need to be upgraded to current retro reflectivity standards, locations with collision histories, and locations in equity priority communities will be prioritized.		
Supervisorial District(s):	Citywide		
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?	To be determined, but due to the wide geographic distribution of locations that can be selected as part of this project, one or more equity priority communities will likely be selected as part of the final scope.		
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).	Enhance traffic and pedestrian safety by replacing signs that are reaching the end of their useful life and need to be upgraded to the latest retro reflectivity standards. Type of signs expected to be replaced include regulatory, warning, guide, or school zone. Sign examples include advanced street name, fluorescent yellow-green school crossing, fluorescent yellow-green pedestrians crossing ahead, "No Turn on Red" (NTOR), STOP, Speed Limit, "No Left/Right Turn," and "One Way." This project will ensure that SFMTA can implement sign replacements in a timely and cost-effective manner. Final locations to be determined. Budget includes materials and SFMTA Sign Shop labor to install. In Fall 2021, the SFMTA posted NTOR signs at over 50 intersections in the busy Tenderloin district and the before/after study revealed that NTOR restrictions can keep crosswalks clear and reduce close calls on major intersections. Encouraged by the positive results of this evaluation, SFMTA wants to expand NTOR restrictions since it is a low-cost measure that can improve pedestrian safety. As part of this project, there will also likely be some replacement of existing NTOR signs with the latest graphic version of the signs.		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.			
Type of Environmental Clearance Required:	Categorically Exempt		
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.			

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

San Francisco County Transportation Authority

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)	0%	In-house	Q1-Jul-Aug-Sep	2024/25		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2027/28
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2027/28

Notes

Detailed project schedules to be developed for this programmatic item as funds are allocated on a yearly basis. For typical allocation budget for one year, project schedule usually involves one to two months of design engineering and 10 months of implementation by SFMTA Sign Shop crews.

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

Project Name:	Traffic Sign Replacement Program

Project Cost Estimate		**Funding Source**		
Phase	**Cost**	**Prop L**	**Other**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$ -	$ -	$ -	
Environmental Studies (PA&ED)	$ -	$ -	$ -	
Right of Way	$ -	$ -	$ -	
Design Engineering (PS&E)	$ -	$ -	$ -	
Construction	$ 1,620,000	$ 1,620,000	$ -	Based on recent similar projects
Operations (i.e. paratransit)	$ -	$ -	$ -	
Total Project Cost	$ 1,620,000	$ 1,620,000	$ -	
Percent of Total		**100%**	**0%**	

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**	**2028/29**
Prop L	17- Traffic Signs and Signals Maintenance	Construction	Planned	2024/25	$ 405,000	$ -	$ 101,000	$ 304,000	$ -	$ -	$ -
Prop L	17- Traffic Signs and Signals Maintenance	Construction	Planned	2025/26	$ 405,000	$ -	$ -	$ 101,000	$ 304,000	$ -	$ -
Prop L	17- Traffic Signs and Signals Maintenance	Construction	Planned	2026/27	$ 405,000	$ -	$ -	$ -	$ 101,000	$ 304,000	$ -
Prop L	17- Traffic Signs and Signals Maintenance	Construction	Planned	2027/28	$ 405,000	$ -	$ -	$ -	$ -	$ 101,000	$ 304,000
				Total By Fiscal Year	**$ 1,620,000**	**$ -**	**$ 101,000**	**$ 405,000**	**$ 405,000**	**$ 405,000**	**$ 304,000**

Notes

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

San Francisco County Transportation Authority

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	***Traffic Sign Replacement Program***
Relative Level of Need or Urgency (time sensitive)	Project needs to proceed in proposed timeframe to order to maintain traffic signs in state of good repair.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	Although this project has not been specifically discussed with communities disproportionately impacted by discriminatory practices, the scope of this project is expected to be well-received as the final scope will likely include upgrading of signs at various communities throughout San Francisco.
Benefits to Disadvantaged Populations and Equity Priority Communities	San Francisco's Vision Zero program is guided by core principles that reflect that traffic fatalities are preventable, and that traffic safety interventions will mitigate the likelihood that a collision results in death. By replacing key traffic signs that are reaching the end of their useful life with upgraded retro reflectivity, traffic sign visibility will be improved. Visible signs communicate with drivers, cyclists, pedestrians, etc. in a non-verbal way that keeps all roadway users safe. Aging infrastructure is often found in underserved areas of the City such as Chinatown, Western Addition, Tenderloin, etc.
Compatibility with Land Use, Design Standards, and Planned Growth	Yes
San Francisco Transportation Plan Alignment (SFTP)	Safety and Livability
	The replacement of traffic signs is approaching the end of their useful life will improve safety for all roadway users as it help to keep them in state of good repair to allow them to be seen at their ideal visibility.

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.	
17- Traffic Signs and Signals Maintenance	
Safety	To help identify safety issues that can be addressed through this project, MTA staff will utilize TransBASE, an online database management system and analytical tool that facilitates a data-driven understanding of transportation-related safety issues. TransBASE currently includes over 200 spatially referenced variables from multiple agencies and across a range of geographic scales, including infrastructure, transportation, sociodemographic, and crash data, all linked to an intersection or street segment. TransBASE's purpose is to inform public and private efforts to improve transportation system safety. As an example, when SFMTA recently submitted a successful Highway Safety Improvement Program (HSIP) application, TransBASE was used extensively to identify locations with collision patterns that could be addressed with sign improvements. In the end, the data drive process led to the identification of the type and locations of signs to include for replacement including No Turn on Red, No Left Turn, One Way signs, and Do Not Enter signs.
Need (Asset Useful Life)	The key goals of this project are to replace traffic signs that are reaching the end of their useful life and need to be upgraded to current retroreflective standards.
Signal Priority for Transit and/or Emergency Vehicles	Since this project does not include any full signal upgrades, the budget does not allow for implementation of signal priority for transit/and or emergency vehicles.

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

San Francisco County Transportation Authority

Project Name and Sponsor			
Project Name:	Traffic Signal Hardware Replacement Program FY 24		
Implementing Agency:	SFMTA		
Prop L Expenditure Plan Information			
Prop L Program:	17- Traffic Signs and Signals Maintenance		
Prop L Sub-Program (if applicable):			
Other Prop L Programs (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	Replace signal controller cabinets, vehicular sensor detectors, and rectangular rapid flashing beacons that have exceeded or are nearing the end of their useful life. Replacing traffic signal hardware will help to maintain SFMTA's traffic safety assets in a state of good repair, which is critical to ensuring a safe reliable transportation system.		
Project Location and Limits:	Candidate locations include: 1) 19th Ave at Junipero Serra Blvd, 2) 19th Ave at Noriega St, 3) 19th Ave at Lawton St, 4) 19th Ave at Kirkham St, 5) 19th Ave at Judah St, 6) 19th Ave at Irving St, 7) 19th Ave at Lincoln Way, 8) Anza St at Park Presidio Blvd, 9) Balboa St at Park Presidio Blvd, 10) Cabrillo St at Park Presidio Blvd, 11) California St at Park Presidio Blvd, 12) Fulton St at Park Presidio Blvd, 13) 19th Ave at Crossover and Lincoln Way, 14) 25th Ave at Lincoln, 15) 30th Ave at Geary, 16) Bacon at Bayshore, Egberg, and Philips, 17) Battery at Embarcadero, Lombard, and Pier 27, 18) Embarcadero at Jefferson and Powell, 19) Evans at Mendell, 20) Evans at Post Office, 21) Evelyn at Portola, 22) Funston at Lincoln, 23) Mission at Morse and Whittier, 24) Moraga at Sunset, 24) Arguello at Cabrillo, 25) Persia at Sunnydale.		
Supervisorial District(s):	District 01, District 02, District 03, District 04, District 07, District 09, District 10, 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?	Candidate locations are in the following equity priority communities: Richmond, Bayview, Chinatown, Excelsior-Outer Mission, and Visitacion Valley-Portola.		
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).	Based on assessment by the SFMTA Signal Shop, candidate locations for hardware replacement were identified based on known continuing maintenance issues and/or the presence of "legacy" technology that is no longer supported by manufacturers. It is estimated that the budget will allow for the replacement of controller cabinets at 5 intersections, vehicular sensor detectors at 5 intersections, and pedestrian activated rectangular rapid flashing beacons at 2 intersections. Signal hardware reaching the end of their useful life or need to be upgraded to current industry standards, locations with collision histories, and locations in equity priority communities will be prioritized. Since no excavation is needed, the SFMTA Signal Shop can procure and install all signal equipment proposed for replacement. No construction contract advertised for competitive bidding is needed for this project. SFMTA prioritizes locations for hardware replacement based on numerous factors including history of maintenance problems based on SFMTA Signal Shop records, age, and High Injury Network. Tables showing candidate locations are attached and include a column for High Injury Network and Equity Priority Communities.		

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

Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Attachment 1: Table 1 Controller Cabinet Replacements Attachment 2: Table 2 Vehicular Detection Replacements Attachment 3: Table 3 RRFB Replacements
Type of Environmental Clearance Required:	Categorically Exempt
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	

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)		In-house	Q3-Jan-Feb-Mar	2023/24	Q3-Jan-Feb-Mar	2023/24
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (e.g. Award Contract)	0%	In-house	Q3-Jan-Feb-Mar	2023/24		
Operations (i.e. paratransit)						
Open for Use					Q1-Jul-Aug-Sep	2025/26
Project Completion (means last eligible expenditure)					Q2-Oct-Nov-Dec	2025/26

Notes

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

San Francisco County Transportation Authority

Project Name:	Traffic Signal Hardware Replacement Program FY 24

Project Cost Estimate		**Funding Source**		
Phase	**Cost**	**Prop L**	**Other**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$ -	$ -	$ -	
Environmental Studies (PA&ED)	$ -	$ -	$ -	
Right of Way	$ -	$ -	$ -	
Design Engineering (PS&E)	$ -	$ -	$ -	
Construction	$ 500,000	$ 500,000	$ -	Based on recent similar projects
Operations (i.e. paratransit)	$ -	$ -	$ -	
Total Project Cost	$ 500,000	$ 500,000	$ -	
Percent of Total		**100%**	**0%**	

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	17- Traffic Signs and Signals Maintenance	Construction	Planned	2023/24	$ 500,000	$ 250,000	$ 200,000	$ 50,000	$ -	$ -
				Total By Fiscal Year	**$ 500,000**	**$ 250,000**	**$ 200,000**	**$ 50,000**	**$ -**	**$ -**

Notes

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

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	***Traffic Signal Hardware Replacement Program FY 24***
Relative Level of Need or Urgency (time sensitive)	The schedule of this project does not need to coordinate with other projects.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	Although this project has not been specifically discussed with communities disproportionately impacted by discriminatory practices, the scope of this project is expected to be well-received as the final scope will likely include upgrading of key signal hardware at various equity priority communities throughout in San Francisco.
Benefits to Disadvantaged Populations and Equity Priority Communities	San Francisco's Vision Zero program is guided by core principles that reflect that traffic fatalities are preventable, and that traffic safety interventions will mitigate the likelihood that a collision results in death. By replacing key traffic signal hardware that are reaching the end of their useful life with upgraded equipment, safety for all roadway users will be enhanced. If key signal hardware are not replaced in a timely manner, they may fail unexpectedly and create a safety hazard for roadways users such as visually impaired pedestrians who rely on functioning APS units to cross signalized intersections or roadway users who rely on functioning traffic signals to provide clear right of way assignment. Aging infrastructure is often found in underserved areas of the City such as Chinatown, Western Addition, Tenderloin, etc.
Compatibility with Land Use, Design Standards, and Planned Growth	Yes
San Francisco Transportation Plan Alignment (SFTP)	Safety and Livability
	In addition to the safety benefits for roadway users previously noted, maintaining signals at a state of good repair would help to avoid unfortunate situations where the SFMTA Signal Shop crews have to respond to emergency repair situations which takes away time from their already full plate of maintenance duties and high priority work on other Vision Zero signal projects.

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.	
17- Traffic Signs and Signals Maintenance	
Safety	Based on assessment by the SFMTA Signal Shop, candidate locations for hardware replacement were identified based on known continuing maintenance issues and/or the presence of "legacy" technology that is no longer supported by manufacturers. Also, by analyzing the age of key signal hardware such as controller cabinets, vehicle signal detector, and pedestrian activated flashing beacons in the SFMTA's signal hardware inventory database, a significant portion of equipment is found to be approaching the end of its useful life. Failures for these key hardware components before in-house crews could replace them would certainly result in potential safety conflicts for roadway users. Final locations to be determined, but due to the wide geographic distribution of candidate locations that can be selected as part of this project, a significant number of locations are expected to be on the High Injury Network.
Need (Asset Useful Life)	Yes
Signal Priority for Transit and/or Emergency Vehicles	Since this project does include any full signal upgrades, the budget does not allow for implementation of signal priority transit/and or emergency vehicles.

Traffic Signal Hardware Replacement FY 24

Table 1: Candidate Locations for Controller Cabinet Replacements

#	Street 1	Street 2	Supervisor District	High Injury Corridor	Equity Priority Community
1	19th Avenue	Junipero Serra Boulevard	7,11	Yes	n/a
2	19th Avenue	Noriega Street	4,7	No	n/a
3	19th Avenue	Lawton Street	4,7	No	n/a
4	19th Avenue	Krikham Street	4,7	No	n/a
5	19th Avenue	Judah Street	4,7	Yes	n/a
6	19th Avenue	Irving Street	4,7	Yes	n/a
7	19th Avenue	Lincoln Way	4,7	Yes	n/a
8	Anza Street	Park Presidio Boulevard	1	Yes	n/a
9	Balboa Street	Park Presidio Boulevard	1	Yes	n/a
10	Cabrillo Street	Park Presidio Boulevard	1	No	n/a
11	California Street	Park Presidio Boulevard	1	Yes	n/a
12	Fulton Street	Park Presidio Boulevard	1	Yes	n/a

Traffic Signal Hardware Replacement FY 24

Table 2: Candidate Locations for Vehicular Detection Replacements

	Street 1	Street 2	Street 3	Street 4	Supervisor District	High Injury Corridor	Equity Priority Community
1	19th Avenue	Crossover	Lincoln Way		7	Yes	n/a
2	25th Ave	Lincoln			2	Yes	n/a
3	30th Ave	Geary			3	Yes	Richmond
4	Bacon	Bayshore	Egbert	Phelps	9/10	Yes	Bayview
5	Battery,	Embarcadero	Lombard	Pier 27	3	Yes	Chinatown
6	Embarcadero	Jefferson	Powell		3	No	Chinatown
7	Evans	Mendell			10	Yes	n/a
8	Evans	Post Office			10	No	n/a
9	Evelyn	Portola			9	No	n/a
10	Funston	Lincoln			7	No	n/a
11	Mission	Morse	Whittier		9	Yes	Excelsior-Outer Mission
12	Moraga	Sunset			4	No	n/a

Traffic Signal Hardware Replacement FY 24

Table 3: Candidate Locations for Pedestrian Activated Rectangular Rapid Flashing Beacon Replacements

	Street 1	Street 2	Supervisor District	High Injury Corridor	Equity Priority Community
1	Arguello	Cabrillo	1	No	n/a
2	Persia	Sunnydale	10	Yes	Visitacion Valley - Portola

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

San Francisco County Transportation Authority

Project Name and Sponsor			
Project Name:	Traffic Signal Hardware Replacement Program FY25-28		
Implementing Agency:	SFMTA		
Prop L Expenditure Plan Information			
Prop L Program:	17- Traffic Signs and Signals Maintenance		
Prop L Sub-Program (if applicable):			
Other Prop L Programs (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	Replace key signal hardware such as accessible (audible) pedestrian signals, signal controller cabinets, and battery backup system cabinets that are reaching the ends of their useful lives and/or needs to be upgraded to current industry standards. Replacing traffic signal hardware will help to maintain SFMTA's traffic safety assets in a state of good repair, which is critical to ensuring a safe and reliable transportation system.		
Project Location and Limits:	To be determined. Signal hardware reaching the end of their useful life or need to upgraded to current industry standards, locations with collision histories, and locations in equity priority communities will be prioritized.		
Supervisorial District(s):	TBD		
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?	To be determined, but due to the wide geographic distribution of locations that can be selected as part of this project, one or more equity priority communities will be likely be selected as part of the final scope.		
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).	Enhance traffic and pedestrian safety by replacing key signal hardware that is reaching the end of its useful life and/or needs to be upgraded to current industry standards. Examples of signal hardware to be replaced include accessible (audible) pedestrian signals (APS), signal controller cabinets, and battery backup system (BBS) cabinets. Replacing traffic signal hardware will help to maintain SFMTA's traffic safety assets in a state of good repair, which is critical to ensuring a safe and reliable transportation system. Failure of key signal equipment such as APS, pedestrian countdown signals, or controller cabinets could put the most vulnerable roadway users such as senior and visually impaired pedestrians in jeopardy and create an emergency situation for repair. This project will ensure that SFMTA can implement signal hardware replacements in a timely and cost-effective manner. Final locations to be determined. Budget includes materials and SFMTA Sign Shop labor to install.		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Attachment 1: Table 1 Controller Cabinet Replacements Attachment 2: Table 2 Vehicular Detection Replacements Attachment 3: Table 3 RRFB Replacements		
Type of Environmental Clearance Required:	Categorically Exempt		
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	This project is expected to be implemented by SFMTA in-house staff		

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)	0%	In-house	Q1-Jul-Aug-Sep	2024/25		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2028/29
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2029/30

Notes

Detailed project schedules to be developed for this programmatic item as funds are allocated, usually on a yearly basis. For typical allocation budget for one year, project schedule usually involves one to two months of design engineering and 10 months of implementation by SFMTA Signal Shop crews.

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

San Francisco County Transportation Authority

Project Name:	Traffic Signal Hardware Replacement Program FY25-28

Project Cost Estimate		**Funding Source**		
Phase	**Cost**	**Prop L**	**Other**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$ -	$ -	$ -	
Environmental Studies (PA&ED)	$ -	$ -	$ -	
Right of Way	$ -	$ -	$ -	
Design Engineering (PS&E)	$ -	$ -	$ -	
Construction	$ 2,000,000	$ 2,000,000	$ -	Based on recent similar projects
Operations (i.e. paratransit)	$ -	$ -	$ -	
Total Project Cost	$ 2,000,000	$ 2,000,000	$ -	
Percent of Total		**100%**	**0%**	

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**	**2028/29**
Prop L	17- Traffic Signs and Signals Maintenance	Construction	Planned	2024/25	$ 500,000	$ -	$ 250,000	$ 250,000	$ -	$ -	$ -
Prop L	17- Traffic Signs and Signals Maintenance	Construction	Planned	2025/26	$ 500,000	$ -	$ -	$ 250,000	$ 250,000	$ -	$ -
Prop L	17- Traffic Signs and Signals Maintenance	Construction	Planned	2026/27	$ 500,000	$ -	$ -	$ -	$ 250,000	$ 250,000	$ -
Prop L	17- Traffic Signs and Signals Maintenance	Construction	Planned	2027/28	$ 500,000	$ -	$ -	$ -	$ -	$ 250,000	$ 250,000
				Total By Fiscal Year	**$ 2,000,000**	**$ -**	**$ 250,000**	**$ 500,000**	**$ 500,000**	**$ 500,000**	**$ 250,000**

Notes

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

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	***Traffic Signal Hardware Replacement Program FY25-28***
Relative Level of Need or Urgency (time sensitive)	Project needs to proceed in proposed timeframe to order to maintain traffic signals in state of good repair.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	Although this project has not been specifically discussed with communities disproportionately impacted by discriminatory practices, the scope of this project is expected to be well-received as the final scope will likely include upgrading of key signal hardware at various communities throughout in San Francisco.
Benefits to Disadvantaged Populations and Equity Priority Communities	San Francisco's Vision Zero program is guided by core principles that reflect that traffic fatalities are preventable, and that traffic safety interventions will mitigate the likelihood that a collision results in death. By replacing key traffic signal hardware that are reaching the end of their useful life with upgraded equipment, safety for all roadway users will be enhanced. If APS, Controller Cabinets, and BBS Cabinets are not replaced in a timely manner, they may fail unexpectedly and create a safety hazard for roadways users such as visually impaired pedestrians who rely on functioning APS units to cross signalized intersections or roadway users who rely on functioning traffic signals to provide clear right of way assignment. Aging infrastructure is often found in underserved areas of the City such as Chinatown, Western Addition, Tenderloin, etc.
Compatibility with Land Use, Design Standards, and Planned Growth	Yes
San Francisco Transportation Plan Alignment (SFTP)	Safety and Livability
	In addition to the safety benefits for roadway users previously noted, maintaining signals at a state of good repair would help to avoid unfortunate situations where the SFMTA Signal Shop crews have to respond to emergency repair situations which takes away time from their already full plate of maintenance duties and high priority work on other Vision Zero signal projects.

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.	
17- Traffic Signs and Signals Maintenance	
Safety	By analyzing the age of key signal hardware such as controller cabinets, accessible pedestrian signals, and battery backup cabinets in the SFMTA's signal hardware inventory database, a significant portion of equipment is found to be approaching the end of its useful life. Failures for these key hardware components before in-house crews could replace them would certainly result in potential safety conflicts for roadway users. Final locations are to be determined for this project but are anticipated to include a significant number of locations on the High Injury Network.
Need (Asset Useful Life)	Yes
Signal Priority for Transit and/or Emergency Vehicles	Since this project does include any full signal upgrades, the budget does not allow for implementation of signal priority transit/and or emergency vehicles.
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Traffic Signal Hardware Replacement FY 24

Table 1: Candidate Locations for Controller Cabinet Replacements

#	Street 1	Street 2	Supervisor District	High Injury Corridor	Equity Priority Community
1	19th Avenue	Junipero Serra Boulevard	7,11	Yes	n/a
2	19th Avenue	Noriega Street	4,7	No	n/a
3	19th Avenue	Lawton Street	4,7	No	n/a
4	19th Avenue	Krikham Street	4,7	No	n/a
5	19th Avenue	Judah Street	4,7	Yes	n/a
6	19th Avenue	Irving Street	4,7	Yes	n/a
7	19th Avenue	Lincoln Way	4,7	Yes	n/a
8	Anza Street	Park Presidio Boulevard	1	Yes	n/a
9	Balboa Street	Park Presidio Boulevard	1	Yes	n/a
10	Cabrillo Street	Park Presidio Boulevard	1	No	n/a
11	California Street	Park Presidio Boulevard	1	Yes	n/a
12	Fulton Street	Park Presidio Boulevard	1	Yes	n/a

Traffic Signal Hardware Replacement FY 24

Table 2: Candidate Locations for Vehicular Detection Replacements

	Street 1	Street 2	Street 3	Street 4	Supervisor District	High Injury Corridor	Equity Priority Community
1	19th Avenue	Crossover	Lincoln Way		7	Yes	n/a
2	25th Ave	Lincoln			2	Yes	n/a
3	30th Ave	Geary			3	Yes	Richmond
4	Bacon	Bayshore	Egbert	Phelps	9/10	Yes	Bayview
5	Battery,	Embarcadero	Lombard	Pier 27	3	Yes	Chinatown
6	Embarcadero	Jefferson	Powell		3	No	Chinatown
7	Evans	Mendell			10	Yes	n/a
8	Evans	Post Office			10	No	n/a
9	Evelyn	Portola			9	No	n/a
10	Funston	Lincoln			7	No	n/a
11	Mission	Morse	Whittier		9	Yes	Excelsior-Outer Mission
12	Moraga	Sunset			4	No	n/a

Traffic Signal Hardware Replacement FY 24

Table 3: Candidate Locations for Pedestrian Activated Rectangular Rapid Flashing Beacon Replacements

	Street 1	Street 2	Supervisor District	High Injury Corridor	Equity Priority Community
1	Arguello	Cabrillo	1	No	n/a
2	Persia	Sunnydale	10	Yes	Visitacion Valley - Portola

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

San Francisco County Transportation Authority

Project Name and Sponsor			
Project Name:	Traffic Signal Upgrade Contract 35		
Implementing Agency:	SFMTA		
Prop L Expenditure Plan Information			
Prop L Program:	17- Traffic Signs and Signals Maintenance		
Prop L Sub-Program (if applicable):			
Other Prop L Programs (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	Traffic signal visibility and pedestrian safety improvements at 22 locations across the city. Upgrades will include new pedestrian countdown signals, accessible (audible) pedestrian signals, higher-visibility traffic signals, and new curb ramps where currently missing. A significant portion of the signal infrastructure at these intersections has been found to be approaching the end of its useful life.		
Project Location and Limits:	1) 6th Avenue & Irving Street, 2) 25th Avenue & Clement Street, 3) 25th Avenue & Anza Street, 4) 30th Avenue & Fulton Street, 5) 36th Avenue & Fulton Street, 6) 19th Street & Folsom Street, 7) 21st Street and Folsom Street, 8) 22nd Street & Folsom Street, 9) 23rd Street & Folsom Street, 10) 29th Street & San Jose Avenue, 11) 30th Street & San Jose Avenue, 12) Anza Street & Stanyan Street, 13) Baker Street & Hayes Street, 14) Evans Avenue & Phelps Street, 15) Haight Street & Steiner, 16) Holloway Avenue & Junipero Serra Boulevard, 17) Portola Drive & Twin Peaks Boulevard, 18) 16th Street & Sanchez Street, 19) Alemany Boulevard & Sickles Avenue, 20) California Street & Larkin Street, 21) Larkin Street & Post Street, and 22) Gough, Haight, & Market.		
Supervisorial District(s):	District 01, District 03, District 05, District 06, District 07, District 08, District 09, District 10, 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, Inner Mission, Ocean View-Ingleside, Richmond, and Tenderloin-SoMa		
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).	Signal visibility improvements will include new poles with larger signal heads. Related pedestrian safety improvements include pedestrian countdown signals (PCS), accessible pedestrian signals (APS) and updated curb ramps. Other improvements at signal upgrade locations will include new controllers, conduit and wiring where they are needed to implement the signal modifications. 8 out of 22 project locations are in an Equity Priority Community that will benefit from safety improvements through signal upgrades. This project will also provide significant benefits for pedestrians, especially those who are visually-impaired, through the addition of new PCS and APS at 20 out of 22 project locations.		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Attachment 1 - List of Locations Attachment 2 - Map		
Type of Environmental Clearance Required:	Categorically Exempt		
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	San Francisco Public Works, Chi Iao, 618-271-2738		

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)	100%	In-house	Q2-Oct-Nov-Dec	2019/20	Q2-Oct-Nov-Dec	2022/23
Right of Way						
Design Engineering (PS&E)	75%	In-house	Q2-Oct-Nov-Dec	2019/20	Q4-Apr-May-Jun	2023/24
Advertise Construction			Q4-Apr-May-Jun	2023/24		
Start Construction (e.g. Award Contract)			Q3-Jan-Feb-Mar	2024/25		
Operations (i.e. paratransit)						
Open for Use					Q3-Jan-Feb-Mar	2025/26
Project Completion (means last eligible expenditure)					Q3-Jan-Feb-Mar	2026/27

Notes

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

San Francisco County Transportation Authority

Project Name:	Traffic Signal Upgrade Contract 35

Project Cost Estimate		**Funding Source**		
Phase	**Cost**	**Prop L**	**Other**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$ -	$ -	$ -	
Environmental Studies (PA&ED)	$ -	$ -	$ -	
Right of Way	$ -	$ -	$ -	
Design Engineering (PS&E)	$ 1,260,000	$ -	$ 1,260,000	Actual costs+estimated cost to complete
Construction	$ 9,038,894	$ 7,104,000	$ 1,934,894	Recent bids for similar work
Operations (i.e. paratransit)	$ -	$ -	$ -	
Total Project Cost	$ 10,298,894	$ 7,104,000	$ 3,194,894	
Percent of Total		**69%**	**31%**	

* $840K of Other is Prop K sales tax

* Including Prop K, sales tax is 77% of the total.

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**
SFMTA Capital Contingency		Design Engineering (PS&E)	Allocated	2020/21	$ 40,000	$ -	$ -	$ -	$ -	$ -
SFMTA Capital Contingency		Design Engineering (PS&E)	Allocated	2021/22	$ 180,000	$ -	$ -	$ -	$ -	$ -
SFMTA Capital Contingency		Design Engineering (PS&E)	Allocated	2022/23	$ 200,000	$ -	$ -	$ -	$ -	$ -
Prop K		Design Engineering (PS&E)	Allocated	Previous	$ 840,000	$ -	$ -	$ -	$ -	$ -
SFMTA Capital Contingency		Construction	Allocated	2020/21	$ 328,804	$ -	$ -	$ -	$ -	$ -
SFMTA Capital Contingency		Construction	Allocated	2021/22	$ 206,090	$ -	$ -	$ -	$ -	$ -
Cap & Trade AHSC		Construction	Allocated	2020/21	$ 1,200,000	$ -	$ -	$ -	$ -	$ -
TBD (e.g. SFMTA Capital Contingency, Prop B)		Construction	Planned	2023/24	$ 200,000	$ -	$ -	$ -	$ -	$ -
Prop L	17- Traffic Signs and Signals Maintenance	Construction	Planned	2023/24	$ 7,104,000	$ -	$ -	$ 3,104,000	$ 4,000,000	$ -
				Total By Fiscal Year	**$ 10,298,894**	**$ -**	**$ -**	**$ 3,104,000**	**$ 4,000,000**	**$ -**

Notes

All funds for construction will need to be programmed or allocated as a prerequisite for allocation of Prop L funds for construction, consistent with Prop L Strategic Plan policies.

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

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	***Traffic Signal Upgrade Contract 35***
Relative Level of Need or Urgency (time sensitive)	Needs to proceed in proposed timeframe to enable construction coordination
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	As part of the process for allocating Proposition K design phase funds for this project, the locations for this project were previously approved by the Community Advisory Committee and Transportation Authority Board.
Benefits to Disadvantaged Populations and Equity Priority Communities	8 out 22 project locations are in a Equity Priority Community that will benefit from safety improvements through signal upgrades. These locations include: 25th Avenue/Clement Street, 19th Street/Folsom Street, 21st Street/Folsom Street, 23rd Street/Folsom Street, Gough Street/Haight Street/Market Street, Holloway Avenue/Junipero Serra Boulevard, Alemany Boulevard/Sickles Avenue, and Larkin Street/Post Street. In particular, this project will provide significant benefits for pedestrians, especially those who are visually-impaired, through the addition of new pedestrian countdown signals (PCS) and accessible pedestrian signals (APS) at 20 out of 22 project locations.
Compatibility with Land Use, Design Standards, and Planned Growth	Yes
San Francisco Transportation Plan Alignment (SFTP)	Safety and Livability
	This project will advance SFTP goals through signal visibility, pedestrian countdown signal, and accessible pedestrian signal upgrades.
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.	
17- Traffic Signs and Signals Maintenance	
Safety	The SFMTA has a more than 30 year successful track record on the effectiveness of traffic signal upgrades, decades before Vision Zero was adopted. Per a collision history report from 2001, signal upgrades in the SOMA that were completed in the mid 1990's have contributed to a more than 50% reduction in collisions. SFMTA's goal to install accessible pedestrian signals at 100% of the City's 1,285 signalized intersections (currently 38% are equipped) is a national model for other cities to follow, including New York City that was forced through litigation to comply. Transit signal priority has been installed at 38% of signalized intersections to improve reliability in concert with other improvements including leading transit signals (transit gets a green light before cars), red transit lanes, and queue jumps. Emergency vehicle preemption has been installed at 41% of signalized intersections, and intersections so equipped are located along preferred emergency response routes. Signal mast arms, larger conduits, and new controllers are critical components to the operation and success of protected/contraflow bike lanes.

Need (Asset Useful Life)	By analyzing the age of key signal hardware such as controller cabinets, conduits, wiring, and other signal equipment, a significant portion of equipment at these intersections have been found to be approaching the end of its useful life. This project will therefore replace a significant amount of traffic signal assets.
Signal Priority for Transit and/or Emergency Vehicles	For locations getting full upgrades, this project will implement signal priority for transit/and or emergency vehicles.

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

TABLE 1. CONTRACT 35 LOCATIONS								
ID	Intersection	Vision Zero High Injury Network	PCS upgrades planned	New APS	Signal Visibility Upgrades	Muni Lines	Equity Priority Community	Supervisor District
1	6th Avenue & Irving Street	–	PCS missing at all crosswalks	Y	Y	N	n/a	5
2	25th Avenue & Clement Street	–	PCS missing at all crosswalks	Y	Y	29	Richmond	1
3	25th Avenue & Anza Street	–	PCS missing at all crosswalks	Y	Y	29	n/a	1
4	30th Avenue & Fulton Street	–	PCS missing crossing 30th Ave	Y	Y	5	n/a	1
5	36th Avenue & Fulton Street	–	PCS missing crossing 36th Ave	Y	Y	5	n/a	1
6	19th Street & Folsom Street	–	PCS missing crossing 19th St	Y	Y	12	Inner Mission	9
7	21st Street and Folsom Street	Yes	PCS missing crossing 21st St	Y	Y	12	Inner Mission	9
8	22nd Street & Folsom Street	–	PCS missing at all crosswalks	Y	Y	12	no	9
9	23rd Street & Folsom Street	–	PCS missing crossing 23rd St	Y	Y	12	Inner Mission	9
10	29th Street & San Jose Avenue	Yes	PCS missing crossing 29th St	Y	Y	–	n/a	8, 9
11	30th Street & San Jose Avenue	Yes	PCS missing crossing 30th St	Y	Y	J, 24	n/a	8, 9
12	Anza Street & Stanyan Street	–	PCS missing at all crosswalks	Y	Y	–	n/a	1
13	Baker Street & Hayes Street	Yes	PCS missing at all crosswalks	Y	Y	21	n/a	5
14	Evans Avenue & Phelps Street	Yes	–	–	Y	19	n/a	10
15	Gough Street, Haight Street, & Market Street	Yes	–	–	Y	F, 6, 7	Inner Mission	5, 6
16	Haight Street & Steiner Street	Yes	PCS missing at all crosswalks	Y	Y	6, 7	n/a	5
17	Holloway Avenue & Junipero Serra Boulevard	Yes	PCS missing crossing Holloway	Y	Y	29	Ocean View-Ingleside	7, 11
18	Portola Drive & Twin Peaks Boulevard	Yes	PCS missing crossing Twin Peaks	Y	Y	48, 52	n/a	7, 8
19	16th Street & Sanchez Street	Yes*	PCS missing crossing Sanchez	Y	Y	–	n/a	8
20	Alemany Boulevard & Sickles Avenue	Yes*	PCS missing crossing Sickles	Y	Y	88	Excelsior-Outer Mission	11
21	California Street & Larkin Street	Yes*	PCS missing at all crosswalks	Y	Y	Cable Car	n/a	3
22	Larkin Street & Post Street	Yes	PCS missing at all crosswalks	Y	Y	2, 3	Tenderloin-SoMa	3, 6

*Was on the Vision Zero High-Injury Network Prior to 2017

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

MAPS AND DRAWINGS

	Location	Scope
A	6th Avenue & Irving Street	Add PCS & APS
B	25th Avenue & Clement Street	Add PCS & APS
C	25th Avenue & Anza Street	Add PCS & APS
D	30th Avenue & Fulton Street	Add PCS & APS
E	36th Avenue & Fulton Street	Add PCS & APS
F	19th Street & Folsom Street	Add PCS & APS
G	21st Street and Folsom Street	Add PCS & APS
H	22nd Street & Folsom Street	Add PCS & APS
I	23rd Street & Folsom Street	Add PCS & APS
J	29th Street & San Jose Avenue	Add PCS & APS
K	30th Street & San Jose Avenue	Add PCS & APS
L	Anza Street & Stanyan Street	Add PCS & APS

	Location	Scope
M	Baker Street & Hayes Street	Add PCS & APS
N	Portola Drive & Twin Peaks Boulevard	Add PCS & APS
O	Evans Avenue & Phelps Street	Add Mast Arms
P	Haight Street & Steiner Street	Add PCS & APS
Q	Holloway Avenue & Junipero Serra Boulevard	Add PCS & APS
R	16th Street & Sanchez Street	Add PCS & APS
S	Alemany Boulevard & Sickles Avenue	Add PCS & APS
T	California Street & Larkin Street	Add PCS & APS
U	Geneva Avenue & Naples Street	Add PCS & APS
V	Larkin Street & Post Street	Add PCS & APS
W	Masonic Avenue & Page Street	Add PCS & APS

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

San Francisco County Transportation Authority

Project Name and Sponsor			
Project Name:	Traffic Signal Visibility Upgrades Program FY24		
Implementing Agency:	SFMTA		
Prop L Expenditure Plan Information			
Prop L Program:	17- Traffic Signs and Signals Maintenance		
Prop L Sub-Program (if applicable):			
Other Prop L Programs (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	Improve traffic signal visibility at 8 intersections by replacing 8-inch signal heads with 12-inch heads at locations with a history of red-light running collisions. Additionally, improve signal visibility at traffic signals at 20 intersections by installing signal backplates with yellow retroreflective borders at locations with prevailing speeds near or above 40 MPH or at locations where a major freeway segment terminates. These upgrades will focus on Vision Zero High Injury Network corridors and improve safety at signalized intersections throughout the City.		
Project Location and Limits:	Candidate locations are provided in the attached tables.		
Supervisorial District(s):	Citywide		
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?	Final locations to be determined, but due to the wide geographic distribution of candidate locations that can be selected as part of this project, one or more equity priority communities will be likely be selected as part of the final scope. Candidate locations are in the following equity priority communities: Tenderloin-SoMa, Western Addition, Oceanview- Ingleside, Bayview, Chinatown, and 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).	The scope of this project will upgrade signalized intersections by replacing 8-inch lens signal heads with 12-inch signal heads and by installing signal backplates with yellow retroreflective borders. 12-inch heads are the current standard per the California Manual on Uniform Traffic Control Devices (CAMUTCD). This project will prioritize upgrades to 12-inch signal heads at intersections in the Vison Zero High Injury Network that have a history of right angle collisions due to red light running, where signal visibility may be improved using existing traffic signal poles. Yellow reflective backplates are recommended based on CAMUTCD guidance and a Caltrans 2020 directive (Traffic Safety Bulletin 20-05). Upgrades to reflective backplates will focus on streets with prevailing speeds near or above 40 MPH or at locations where a major freeway mainline segment terminates, requiring deceleration from freeway speeds.		

	San Francisco's Vision Zero program is guided by core principles that reflect that traffic fatalities are preventable and that traffic safety interventions will mitigate the likelihood that a collision results in death. The project scope to upgrade traffic signals from 8-inch to 12-inch signal heads along the High Injury Network and locations with a recurring history of collisions will reduce the incidence of certain types of collisions. Larger traffic signal head lenses and signal backplates with yellow retroreflective borders are visually prominent to motorists at a greater distance, improves driver awareness, and can lead to a reduction in red-light running. The project will improve safety and help the City reach its Vision Zero goal of eliminating all traffic fatalities and severe injuries. The project also maintains the SFMTA's assets in a state of good repair which is critical to ensuring a safe and reliable transportation system. Preliminary assessment of potential project locations was conducted by identifying locations with existing 8-inch traffic signals and with a recent history of collisions correctable by signal visibility improvements. Further investigation identified locations with speeds at or above 40 MPH or adjacent to Caltrans freeway segment terminuses. Certain locations identified for reflective backplates will require 12-inch signal head replacement as well. This project will upgrade signals to 12-inch signal heads at approximately 8 intersections and will upgrade signals with yellow retroreflective backplates at approximately 20 intersections. The SFMTA Streets Division – Transportation Engineering will perform construction support by managing the project scope and issuing work orders. The SFMTA Streets Division – Signal Shop will perform all construction related replacement and installation work. An outreach plan is not anticipated due to the nature of the project.
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Candidate locations are listed in the attached tables.
Type of Environmental Clearance Required:	Categorically Exempt
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	This project is expected to be implemented by SFMTA in-house staff

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)		In-house	Q3-Jan-Feb-Mar	2023/24	Q3-Jan-Feb-Mar	2023/24
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (e.g. Award Contract)	0%	In-house	Q3-Jan-Feb-Mar	2023/24		
Operations (i.e. paratransit)						
Open for Use					Q1-Jul-Aug-Sep	2025/26
Project Completion (means last eligible expenditure)					Q2-Oct-Nov-Dec	2025/26

Notes

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

San Francisco County Transportation Authority

Project Name:	Traffic Signal Visibility Upgrades Program FY24

Project Cost Estimate		**Funding Source**		
Phase	**Cost**	**Prop L**	**Other**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$ -	$ -	$ -	
Environmental Studies (PA&ED)	$ -	$ -	$ -	
Right of Way	$ -	$ -	$ -	
Design Engineering (PS&E)	$ -		$ -	
Construction	$ 400,000	$ 400,000	$ -	Based on recent similar projects
Operations (i.e. paratransit)	$ -	$ -	$ -	
Total Project Cost	$ 400,000	$ 400,000	$ -	
Percent of Total		**100%**	**0%**	

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	17- Traffic Signs and Signals Maintenance	Construction	Planned	2023/24	$ 400,000	$ 200,000	$ 150,000	$ 50,000	$ -	$ -
				Total By Fiscal Year	**$ 400,000**	**$ 200,000**	**$ 150,000**	**$ 50,000**	**$ -**	**$ -**

Notes

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

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	***Traffic Signal Visibility Upgrades Program FY24***
Relative Level of Need or Urgency (time sensitive)	This project does not need to be coordinated with another project.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	Although this project has not been specifically discussed with communities disproportionately impacted by discriminatory practices, the scope of this project is expected to be well-received as the final scope will likely include upgrading traffic signal visibility at various equity priority communities throughout in San Francisco.
Benefits to Disadvantaged Populations and Equity Priority Communities	San Francisco's Vision Zero program is guided by core principles that reflect that traffic fatalities are preventable, and that traffic safety interventions will mitigate the likelihood that a collision results in death. By improving signal visibility for traffic signal lights from 8-inch to 12-inch signal heads and adding retroreflective backplates, traffic signal heads would be more visually prominent at a greater distance to motorists and will likely lead to reduction of red-light runners, driver's indecisiveness, and serious right angle collisions. This project will improve safety for all roadway users including pedestrians with visual and mobility impairments and help the City reach its Vision Zero goal of eliminating all traffic fatalities and severe injuries. Candidate locations are in the following equity priority communities: Tenderloin-SoMa, Western Addition, Oceanview- Ingleside, Bayview, Chinatown, and Excelsior-Outer Mission.
Compatibility with Land Use, Design Standards, and Planned Growth	Yes
San Francisco Transportation Plan Alignment (SFTP)	Safety and Livability
	These safety improvements will advance the City's Vision Zero goals by decreasing the likelihood of red-light running.

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.	
17- Traffic Signs and Signals Maintenance	
Safety	The SFMTA has a more than 30 year successful track record on the effectiveness of traffic signal upgrades, decades before Vision Zero was adopted. Per a collision history report from 2001, signal upgrades in the SOMA that were completed in the mid 1990's have contributed to a >50% reduction in collisions. Final locations are to be determined for this project but are anticipated to include a significant number of locations on the High Injury Network.
Need (Asset Useful Life)	Yes
Signal Priority for Transit and/or Emergency Vehicles	N/A

Table 1. Candidate Locations: 12-inch Signal Heads

Intersection	High Injury Network (2022)	Equity Priority Community	Supervisor District
18th St/Folsom	Yes	n/a	9
18th St/Mission	Yes	n/a	9
20th Ave/Irving	No	n/a	4
22nd Ave/Fulton	Yes	n/a	1
22nd St/Dolores	No	n/a	8
3rd St/25th St	Yes	n/a	10
3rd St/Gilman/Paul	Yes	Bayview	10
9th St/Howard	Yes	Tenderloin-SoMa	6
Admiral/Alemany/Lyell	Yes	n/a	11
Alemany/Santa Rosa	Yes	Excelsior-Outer Mission	11
Bay/Columbus/Jones	Yes	Chinatown	3
Beach/Hyde	Yes	n/a	2, 3
Fulton/Stanyan	Yes	n/a	1
Larkin/Pine	Yes	Tenderloin-SoMa	3
Pine/Scott	Yes	n/a	5
Post/Steiner	No	Western Addition	5

Table 2. Candidate Locations:
Backplates with Yellow Retroreflective Borders

Intersection	High Injury Network (2022)	Equity Priority Community	Supervisor District
19th Ave & Junipero Serra	Yes	n/a	7/11
19th Ave & Sloat	Yes	n/a	7
5th St & King	Yes	n/a	7
6th St, Brannan, I-280 Freeway On/Off Ramp	Yes	n/a	6
Alemany, Congdon & Justin	No	n/a	11
Alemany, Crescent & Putnam	No	n/a	9
Alemany, Regent, San Jose & I-280 On-Ramp	Yes	Excelsior-Outer Mission	11
Bayshore Midblock Cesar Chavez & Marin	Yes	n/a	10
Bayshore, Jerrold & US 101 Off Ramp	Yes	n/a	11
Brotherhood & Church Access Road (999)	No	n/a	7
Brotherhood & Church Parking Lot (655)	No	n/a	7
Brotherhood & Lake Merced	No	n/a	7
Brotherhood & Summit	No	n/a	7
Brotherhood, Chumasero & Thomas More	No	n/a	7
Dolores, Randall & San Jose	Yes	n/a	8
Eucalyptus, Junipero Serra & Ocean	No	n/a	7
Font & Lake Merced	No	Oceanview - Ingleside	7
Gorgas, Lyon & Richardson	Yes	n/a	2
Higuera & Lake Merced	No	n/a	7
John Muir & Lake Merced	No	n/a	7
Junipero Serra, Mercedes & Winston	No	n/a	7
Junipero Serra, Portola, St Francis, Sloat & West Portal	No	n/a	7
Lake & Park Presidio	No	n/a	7
Lake Merced & Lake Merced Hill	No	n/a	7
Lake Merced & South State	No	Oceanview - Ingleside	7
Lake Merced & Winston	No	Oceanview - Ingleside	7
Market, Octavia Blvd & Octavia Ramp	Yes	n/a	6

San Francisco
2001 Collision Report

SAN FRANCISCO
DPT
DEPARTMENT OF PARKING & TRAFFIC

Department of Parking and Traffic
Traffic Engineering Division
City and County of San Francisco

September 20, 2002

Fred M. Hamdun, Executive Director
Bond M. Yee, Deputy Director and City Traffic Engineer
25 Van Ness Avenue, Suite 345
San Francisco CA 94102

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REPORT SUMMARY

- Non-fatal injury collision totals for 2001 declined to 3935, down six percent from 2000 totals. This is the lowest total in ten years.

- Fatal collisions for 2001 also dropped 20 percent from 2000 totals, mostly due to a drop in pedestrian fatalities. This fatality collision total is the lowest in ten years.

- Pedestrian injury collisions and pedestrian fatal collisions for 2001 were also the lowest in ten years.

INTRODUCTION

Every year the Department of Parking and Traffic prepares a report of intersections with the highest number of reported collisions. This report helps identify intersections that may require special attention. The types of collisions at these locations are used to determine which steps can be taken to improve safety.

The intersections in this report should not be interpreted as a list of "most dangerous" intersections in San Francisco. The specific collision total for an intersection in any year is a function of various factors, some difficult to change or control. An increase in collisions could be the result of random yearly variations. Out of the thousands of intersections in San Francisco, in any one year some will have more collisions than usual, while others will have lower collisions than would normally be expected. Traffic volumes also play an important role in determining collision totals: the more pedestrians and vehicles that use an intersection, the more likely a collision will occur. The intersections listed in this report include some of the busiest in the city.

The source of the collision data is the Statewide Integrated Records Systems (SWITRS) maintained by the California Highway Patrol. The California Vehicle Code requires all local governments to send official police collision reports to the State. The California Highway Patrol provides quarterly summaries of reported collisions. DPT then processes these summaries in computerized databases to obtain individual intersection totals. The data used in this report excludes collisions that occurred on San Francisco freeways or private property, but includes collisions on city streets that are classified as State Highways (such as Van Ness Avenue).

CITYWIDE COLLISION TRENDS

Reported non-fatal injury collisions in San Francisco totaled 3,935 in 2001. This figure, a six percent decline from 4,182 collisions in 2000, is the lowest injury collision total in the past ten years. The number of collisions resulting in fatalities last year, 35, is also below the average number of fatal collisions over the previous ten years.

Table 1 and Figure 1 provides a summary of the collision totals for San Francisco streets during the past decade. Injury collisions appear to be declining over the past decade.

TABLE 1
1991-2001 Non-Fatal Injury and Fatal Collisions

	CITYWIDE COLLISIONS	
	Non-Fatal Injury	*Fatal*
1991	5,453	55
1992	5,211	56
1993	4,842	47
1994	4,929	56
1995	5,136	50
1996	4,669	38
1997	4,050	49
1998	4,599	53
1999	4,304	41
2000	4,182	44
2001	**3,935**	**35**

Table 2 lists the most common types of primary injury collision causes. Most totals show an encouraging drop in 2001 compared to the previous three years' average.

TABLE 2
Total Non-Fatal Injury Collisions by Primary Injury Collision Causes

	1998	***1999***	***2000***	***2001***	***Change from 1998-2000 average (%)***
Unsafe Speed	920	927	858	798	- 11 %
Red Light Running (CVC 21453A)	764	756	623	591	- 17 %
Vehicle Right-of-Way Violations	716	697	612	613	- 9 %
Violations by the Pedestrian	344	312	316	298	- 8 %
Pedestrian Right-of-Way Violations	288	283	335	305	+1 %
Improper Turning	232	241	271	193	-22 %
Alcohol- or Drug-Related	172	155	166	149	- 9 %

HIGHEST COLLISION INTERSECTION TABLES

For this analysis, intersection collisions include collisions occurring within 20 feet of two crossing streets. This year we also include rear-end collisions occurring within 150 feet of the intersection. Table 3 lists the number of intersections that have had the highest collision totals from 1997 to 2001. The number of locations that had ten or more injury or fatal collisions last year decreased to a notable low of only five intersections.

TABLE 3
Number of High Collision Intersections, 1997-2001

	1997	***1998***	***1999***	***2000***	***2001***
Number of intersections that have 10 or more injury or fatal collisions	14	24	14	13	5

Table 4 lists those intersections that had the highest number of injury collisions during 2001. Figure 2 shows the location of the intersections on Table 4. Table 5 lists the intersections with the highest number of injury collisions over the past three years.

TABLE 4 C 2001 Highest Injury Collision Intersections
Intersections with 8 or more collisions resulting in at least one injury during 2001

Street A	*Street B*	*Injury Collisions*	*Mitigation*
4th St	Harrison	11	4th Street restriped in 2001
Masonic	Fell	11	Oak/Fell signal upgrade (2001)
Bayshore	Paul	11	Under DPT review
Divisadero	Geary	10	Install pedestrian countdown (2002)
Gough	Market	10	Increased yellow duration (2001)
4th St	Brannan	9	Brannan signal upgrade (2002)
6th St	Harrison	9	Signage and striping changes
10th St	Market/Fell/Polk	9	Signal timing change (2002)
7th St	Brannan	8	Brannan signal upgrade (2002)
8th St	Howard	8	Ped signals CT28/29 (2003)
6th St	Howard	8	Howard bicycle lane (2002)
19th Ave	Junipero Serra	8	Yellow duration to be increased
Bayshore	Leland	8	3rd Street LRV signal upgrade
Fremont	Mission	8	Mission signal upgrade (2003)
8th St	Mission	8	Mission signal upgrade (2003)
19th Ave	Sloat	8	Signal timing change (2003)
13th St	South Van Ness	8	Installed signal louver (2002)
Geary	Steiner	8	Geary signal retiming (2003)
Duboce	Valencia	8	All-red signal phase proposed
Broadway	Van Ness	8	Under DPT review

TABLE 5 -- Three-Year Highest Injury Collision Intersections
Intersections with 23 or more collisions leading to injuries between 1999 and 2001

Street A	*Street B*	*Injury Collisions* 99-01	96-98	*Mitigation*
7th St	Brannan	36	20	Signal and left turn pocket upgrade (2002)
4th St	Harrison	32	26	Fourth Street restriped (2002)
4th St	Brannan	31	16	Brannan signal upgrade (2002)
Divisadero	Geary	30	13	Install pedestrian countdown (2002)
7th St	Mission	30	27	Mission signal upgrade (2003)
Franklin	Geary	27	32	Signal timing and hardware changes
Gough	Market	27	22	Increased yellow timing (2001)
19th Ave	Sloat	26	35	Signal upgrade completed
Geary	Steiner	26	12	Signal retiming (2003)
6th St	Howard	25	17	Under DPT review
Bush	Van Ness	25	14	Bush signal upgrade (2003)
10th St	Mission	24	30	Mission signal upgrade (2003)
4th St	Mission	24	17	Mission signal upgrade (2003)
3rd St	Oakdale	24	5	Third Street signal upgrade (2004)
Bayshore	Paul	24	16	Under DPT review
Bayshore	Silver	24	15	Under DPT review
13th St	S. Van Ness	24	21	Installed signal louver (2002)
5th St	Brannan	23	13	Brannan signal upgrade (2002)
6th St	Harrison	23	24	Signage and striping changes pending
10th St	Market/Fell	23	13	Signal timing change (2002)
24th St	Potrero	23	9	Potrero signal upgrade (2003)

itigations

The paragraphs below elaborate on some of the comments in Tables 4 and 5.

Signal Upgrades

Through the Proposition B Sales Tax Program, DPT is in the process of completing signal upgrades along Brannan, Mission and Townsend Streets in the South of Market Area. Improvements have already been completed along Bryant, Folsom, Harrison and Howard Streets, where DPT has noted a significant decrease in annual collision totals. Upgrades or modifications are also under way or planned at other intersections as part of various signal improvement contracts, including 3rd Street, Ocean Avenue, Bush Street, and Potrero Avenue. Signal improvements include the installation of pedestrian signals, larger signal heads and mast arms. Mast arms, such as those pictured for 10th and Howard Streets, increase traffic signal visibility by placing them over the traffic lanes.

Signal Timing Changes

DPT regularly modifies selected signal timing settings around the city. As part of these changes we have been increasing the duration of yellow signal timing intervals according to State Department of Transportation revised guidelines. Another treatment to improve traffic safety at signalized intersections is to add an "all-red" phase lasting 1 to 2 seconds during which signals are red on all approaches. In order to ensure the effectiveness of all-red phases, the Department will continue to apply this signal change selectively. Timing changes that improve the signal progression and minimize delay along major streets can also have beneficial safety impacts.

Pedestrian Countdown Timers

As part of DPT's efforts to improve pedestrian safety as well as reduce energy consumption, DPT will replace many pedestrian signals with new signal devices that countdown the time remaining for pedestrians to cross the street.

COLLISIONS AT UNSIGNALIZED INTERSECTIONS

Due to their higher traffic volumes, the intersections with the highest collision totals in the City are usually signalized. Mitigation measures for lower volume intersections are generally different than those for signalized intersections. They include the potential for additional STOP signs, new traffic signals, and the introduction of additional traffic or parking regulations. Table 6 includes the highest injury collision intersections during the three-year period from 1999 to 2001. It includes intersections that are in the process of being signalized with funds provided by the Proposition B Sales Tax administered by the San Francisco County Transportation Authority.

TABLE 6
Injury Collisions at Unsignalized Intersections
Intersections with 7 or more collisions resulting in at least one injury, 1999-2001

Street A	*Street B*	*Injury Collisions*	*Mitigation*
6th St	Ahern	12	DPT reviewed (2001)
19th Ave	Geary	11	To be signalized (2002)
6th St	Jessie	10	Under DPT pedestrian safety review (2002)
7th Ave	Geary	10	To be signalized (2002)
14th Ave	Geary	10	Established "Right Turn Only" regulation (2000)
Evans	Phelps	9	Potential 3rd Street LRV improvement
Loomis	Oakdale	9	All-way STOP recommended (Installed 2002)
Grove	Masonic	9	To be signalized (2003)
3rd St	Newcomb	8	To be signalized (3rd Street LRV Project)
16th St	Capp	8	Restriped with ladder/zebra crosswalk (2001)
11th Ave	Geary	8	Adjacent 12th Ave and Geary signalized (2002)
Carroll	Quint	7	All-way STOP recommended (2002)
Silliman	Girard	7	All-way STOP recommended (2002)
16th St	7th St	7	To be signalized (Mission Bay Project)
5th St	Shipley	7	STOP sign for Shipley recommended (2002)
Powell	Washington	7	DPT reviewed (2001)
Masonic	McAllister	7	Southbound "No Left Turn" restriction (1999)

BICYCLE COLLISION TOTALS

Citywide bicycle injury totals for 2001 are close to the totals reported in 2000 (Table 7). Fatal collisions involving bicyclists rose in 2001 to four collisions. Intersections with more than two bicycle-related collisions during 2001 were Market Street at Van Ness Avenue; 5th and Folsom Streets; 6th and Howard Streets; and Market at Octavia Street. DPT staff will continue to review specific locations for improvements that may enhance overall safety. This year DPT will also begin the process of updating the San Francisco Bicycle Plan, identifying improvements that can be made to key sections of the City's bicycle network.

TABLE 7
Collision Totals Involving Bicycles

	1998	***1999***	***2000***	***2001***
Non-fatal Injury Collisions	410	406	345	335
Fatal Collisions	2	1	2	4

PEDESTRIAN COLLISIONS

The 2001 total of 819 pedestrian injury collisions is among the lowest in 10 years. Although the number of injury collisions involving pedestrians has declined in recent years, the number of fatalities tends to fluctuate more since it is a lower number (Table 8 and Figure 3). Last year the number of pedestrian fatality collisions dropped sharply (about 50 percent) to one of the lowest totals in recent San Francisco history. The 16 pedestrian fatalities in 2001 constituted 45 percent of the City's total fatal collisions. As previously shown on Table 2, there has been a small decline in injury collisions from 1998 to 2001 attributed to the fault of the pedestrian, while collisions due to violations of pedestrian right-of-way have remained relatively constant

TABLE 8
Pedestrian Injury and Fatal Collisions, 1991 - 2001

	PEDESTRIAN-RELATED	
	Non-Fatal Injury Collisions	*Fatal Collisions*
1991	1,013	22
1992	973	28
1993	950	25
1994	1,041	25
1995	1,092	27
1996	1,018	17
1997	898	28
1998	884	32
1999	834	25
2000	864	30
2001	**819**	**16**

DPT is currently implementing a variety of measures to improve pedestrian safety, including the upgrade of various school and pedestrian signs to a more visible fluorescent yellow-green color, modification of crosswalk markings to the ladder-style at designated school crosswalks and mid-block locations, signal timing changes, and improved education programs. We also have secured funding to widen additional sidewalks at select corners along Van Ness Avenue, which reduces crossing distance for pedestrians. As already

noted, in the coming year we will replace a number of pedestrian signals with new energy-efficient units that count down the time remaining to cross the street. We are also in the process of evaluating the effectiveness of flashing in-pavement crosswalk lights.

Table 9 lists the intersections with the highest pedestrian collision totals from 1996 through 2000. As with vehicular collisions, many of these locations have some of the highest volumes of pedestrians in San Francisco, which may partly explain the higher totals relative to other locations with a lower number of pedestrians.

TABLE 9
1999-2001 Highest Pedestrian Collision Intersections
Intersections with 8 or more collisions involving a pedestrian

Street A	*Street B*	*1999 - 2001*	*2001*
16th St	Mission St	13	6
6th St	Market St	12	4
16th St	Market St	10	3
Jones St	Golden Gate Ave	9	1
Divisadero St	Geary Blvd	8	1
5th St	Howard St	8	3
3rd St	Howard St	8	3
6th St	Jessie St	8	2
7th St	Market St	8	1
Sunset Blvd	Taraval St	8	3

IMPROVED INTERSECTIONS

Table 10 highlights intersections with the highest net (not percentage) drop in collisions between the three-year period of 1996 through 1998 and 1999 through 2001.

TABLE 10 -- Highest Drops in Injury/Fatal Collision Intersections
1996 through 1998 versus 1999 through 2001

Street A	*Street B*	*Injury Collisions*		*Difference*	*Comments*
		96-98	*99-01*		
3rd St	Folsom	34	2	-32	Signal Upgrade
9th St	Folsom	33	5	-28	Signal Upgrade
3rd St	Harrison	32	6	-26	Signal Upgrade
8th St	Harrison	32	7	-25	Signal Upgrade
Duboce	Mission	34	13	-21	Signal Timing Changes
5th St	Howard	31	10	-21	Signal Upgrade
19th Ave	Sloat	38	19	-19	Signal Upgrade
Geary	Van Ness	29	10	-19	Signal Upgrade
8th St	Folsom	20	1	-19	Signal Upgrade
1st St	Howard	25	6	-19	Signal Upgrade

DPT believes that the most significant drops in collisions in the past three years have been due to traffic signal visibility improvements in the South of Market area completed in 1997 and 1998. Table 11 expands on results in last year's collision report by including collision

totals for 2001. The table shows how severe collisions have decreased by about 50 percent since the Sales Tax traffic signal upgrade projects were completed.

TABLE 11 -- Changes in Injury/Fatal Collision Patterns due to Signal Upgrades South of Market Signalized Intersections between 1st and 10th Streets 1996-1998 versus 1999-2001

Street	Injury/Fatal Collisions 1996 to 1998 (before)	Injury/Fatal Collisions 1999 to 2001 (after)	Percentage Change
Bryant	118	57	-51%
Folsom	199	65	-67%
Harrison	221	125	-43%
Howard	186	97	-48%
TOTAL	724	344	-52%

AUTOMATED CAMERA ENFORCEMENT

San Francisco has been actively involved in automated camera enforcement of red light running since 1996. Cameras, in concert with public education efforts, law enforcement, and other engineering efforts named in this report, have been a useful tool in the City's efforts to minimize collisions caused by red light runners. The California State Auditor's Bureau of State Audits recently audited several California cities that use red light cameras, including San Francisco, and found that collision records indicate that cameras reduce collisions. Presently, San Francisco has 18 cameras that can be rotated to enforce any one of 31 intersection approaches at 17 intersections. The California State Department of Transportation (Caltrans) will construct camera systems at 5 additional intersections in San Francisco. The City of San Francisco will operate and maintain these additional installations, thereby increasing the number of cameras citywide to 25, enforcing 42 approaches at 22 intersections. This expansion is scheduled to be completed by the spring of 2003.

CONCLUSION

Non-fatal injury collision totals for 2001 declined to new ten year lows. Fatality collision totals in 2001 were down from 2000, mostly due to a significant drop in pedestrian fatality collisions. Although the trend in collision totals is encouraging, it is possible that future annual totals may increase. The City will therefore continue to strengthen its enforcement, educational, and engineering programs to further reduce the number of accidents on San Francisco streets.

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

Project Name and Sponsor			
Project Name:	Traffic Signal Visibility Upgrades Program FY25-28		
Implementing Agency:	SFMTA		
Prop L Expenditure Plan Information			
Prop L Program:	17- Traffic Signs and Signals Maintenance		
Prop L Sub-Program (if applicable):			
Other Prop L Programs (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	Upgrade traffic signals by replacing 8-inch signal heads with 12-inch LED signal heads on arterials with 30 MPH or higher speed limits and multiple lanes, where signal visibility can be improved using existing signal poles and/or where there is a history of right angle collisions. These upgrades will improve safety at signalized intersections throughout the city.		
Project Location and Limits:	To be determined		
Supervisorial District(s):	Citywide		
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?	To be determined, but due to the wide geographic distribution of locations that can be selected as part of this project, one or more equity priority communities will be likely be selected as part of the final scope.		
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).	Upgrade signalized intersections from 8-inch signal heads to 12-inch signal heads. 12-inch signal heads are now the federal standard according to the Manual on Uniform Traffic Control Devices (MUTCD). This project will prioritize upgrades from 8-inch to 12-inch signal heads for traffic signals along multi-lane arterials with 30 MPH or higher speed limits and/or have a history of right angle collisions, where signal visibility could be improved using existing signal poles. This project is expected to be implemented by SFMTA in-house staff		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.			
Type of Environmental Clearance Required:	Categorically Exempt		
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.			

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

San Francisco County Transportation Authority

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)	0%	In-house	Q1-Jul-Aug-Sep	2024/25		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2027/28
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2027/28

Notes

Detailed project schedules to be developed for this programmatic item as funds are allocated on a yearly basis. For typical allocation budget for one year, project schedule usually involves one to two months of design engineering and 10 months of implementation by SFMTA Signal Shop crews.

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

Project Name:	Traffic Signal Visibility Upgrades Program FY25-28

Project Cost Estimate		**Funding Source**		
Phase	**Cost**	**Prop L**	**Other**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$ -	$ -	$ -	
Environmental Studies (PA&ED)	$ -	$ -	$ -	
Right of Way	$ -	$ -	$ -	
Design Engineering (PS&E)	$ -		$ -	
Construction	$ 1,600,000	$ 1,600,000	$ -	Based on recent similar projects
Operations (i.e. paratransit)	$ -	$ -	$ -	
Total Project Cost	$ 1,600,000	$ 1,600,000	$ -	
Percent of Total		**100%**	**0%**	

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**	**2028/29**	**2029/30**
Prop L	17- Traffic Signs and Signals Maintenance	Construction	Planned	2024/25	$ 400,000	$ -	$ 200,000	$ 150,000	$ 50,000	$ -	$ -	$ -
Prop L	17- Traffic Signs and Signals Maintenance	Construction	Planned	2025/26	$ 400,000	$ -	$ -	$ 200,000	$ 150,000	$ 50,000	$ -	$ -
Prop L	17- Traffic Signs and Signals Maintenance	Construction	Planned	2026/27	$ 400,000	$ -	$ -	$ -	$ 200,000	$ 150,000	$ 50,000	$ -
Prop L	17- Traffic Signs and Signals Maintenance	Construction	Planned	2027/28	$ 400,000	$ -	$ -	$ -	$ -	$ 200,000	$ 150,000	$ 50,000
				Total By Fiscal Year	**$ 1,600,000**	**$ -**	**$ 200,000**	**$ 350,000**	**$ 400,000**	**$ 400,000**	**$ 200,000**	**$ 50,000**

Notes

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

San Francisco County Transportation Authority

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	***Traffic Signal Visibility Upgrades Program FY25-28***
Relative Level of Need or Urgency (time sensitive)	It is critical to fund the upgrade of 8-inch to 12-inch signals on existing signal poles since it is one of the most cost efficient and relatively fastest signal related safety improvements that can be implemented by SFMTA. Since no excavation or construction is needed, the Signal Shop can install improvements on a rolling basis, one intersection at a time, once signal hardware has been procured.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	Although this project has not been specifically discussed with communities disproportionately impacted by discriminatory practices, the scope of this project is expected to be well-received as the final scope will likely include upgrading of traffic signals at various equity priority communities throughout in San Francisco.
Benefits to Disadvantaged Populations and Equity Priority Communities	San Francisco's Vision Zero program is guided by core principles that reflect that traffic fatalities are preventable, and that traffic safety interventions will mitigate the likelihood that a collision results in death. By approving the upgrade of traffic signal lights from 8-inch to 12-inch signal heads at multi-lane, 30 MPH or higher corridors and/or locations with a recurring history of right angle collisions, certain types of collisions may be reduced due to improved visibility of traffic signals. The traffic signal heads would be more visually prominent at a greater distance to motorists and may lead to reduction of red-light runners, reduce driver's indecisiveness and collisions. This project will improve safety and help the City reach its Vision Zero goal of eliminating all traffic fatalities and severe injuries. It will also maintain SFMTA's assets in a state of good repair which is critical to ensuring a safe and reliable transportation system. Aging infrastructure is often found in underserved areas of the City such as Chinatown, Western Addition, Tenderloin, etc.
Compatibility with Land Use, Design Standards, and Planned Growth	Yes
San Francisco Transportation Plan Alignment (SFTP)	Safety and Livability
	In addition to the safety benefits for roadway users previously noted, maintaining signals at a state of good repair would help to avoid unfortunate situations where the SFMTA Signal Shop crews have to respond to emergency repair situations which takes away time from their already full plate of maintenance duties and high priority work on other Vision Zero signal projects.

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

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.	
17- Traffic Signs and Signals Maintenance	
Safety	The SFMTA has a more than 30 year successful track record on the effectiveness of traffic signal upgrades, decades before Vision Zero was adopted. Per a collision history report from 2001, signal upgrades in the SOMA that were completed in the mid 1990's have contributed to a >50% reduction in collisions. Final locations are to be determined for this project but are anticipated to include a significant number of locations on the High Injury Network.
Need (Asset Useful Life)	Yes
Signal Priority for Transit and/or Emergency Vehicles	N/A
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Attachment 4. Prop L Sales Tax Program
Project Information Form (PIF) Template

San Francisco County Transportation Authority

Project Name and Sponsor			
Project Name:	Western Addition Area Traffic Signal Upgrades Phase 2		
Implementing Agency:	SFMTA		
Prop L Expenditure Plan Information			
Prop L Program:	17- Traffic Signs and Signals Maintenance		
Prop L Sub-Program (if applicable):			
Other Prop L Programs (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	This Project will enhance pedestrian and bicyclist safety, transit connections and community space, and advance the City's Vision Zero goals through upgraded signals and speed reduction strategies as recommended in the Western Addition Community Based Transportation Plan. This Prop L request is for the local match to a federal Safe Streets for All grant to upgrade existing signals at 12 locations with pedestrian countdown signals, accessible pedestrian signals, and/or signal visibility improvements such as larger signal heads and mast arms. The scope also includes pedestrian activated flashing beacons at 3 intersections, and a radar speed sign approaching one intersection with existing pedestrian activated flashing beacons. Speed reduction strategies such as 20 MPH speed limits on eligible corridors, radar speed signs, quick-build projects, and a community education outreach campaign, will be funded by Prop B General Funds and the federal grant.		
Project Location and Limits:	1) Broderick/Turk, 2) Divisadero/Turk, 3) Divisadero/O'Farrell, 4) Divisadero/McAllister, 5) Scott/Turk, 6) Pierce/Turk, 7) Steiner/Turk, 8) Fillmore/Turk, 9) Fillmore/Hayes, 10) Fillmore/McAllister, 11) Eddy/Fillmore, 12) Hayes/Webster, 13) Buchanan/McAllister, 14) McAllister/Octavia, 15) Octavia/Turk, and 16) Ellis/Fillmore.		
Supervisorial District(s):	District 02, District 05		
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?	Western Addition		
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).	The Project will enhance pedestrian and bicyclist safety, transit connections and community space, and advance the City's Vision Zero goals in the Western Addition through upgraded signals and speed reduction strategies. Project locations in the Western Addition community include 16 intersections located within the area bounded by Divisadero, Octavia, O'Farrell, and Hayes. The Project includes traffic signal upgrades include at 12 intersections, pedestrian activated flashing beacons at 3 intersections, and a radar speed sign approaching one intersection with existing pedestrian activated flashing beacons in the Western Addition. The 16 locations have been selected primarily due to safety concerns identified by the Western Addition community in the Western Addition Community Based Transportation Plan. Signal and ancillary intersection improvements at each location will include installation of some or all of the following: pedestrian countdown signals, accessible (audible) pedestrian signals, larger 12-inch signal heads relocated for maximum visibility, mast arms, updated signal timing such as leading pedestrian intervals, curb ramps, additional streetlighting, new poles, conduits, traffic detection, and signal interconnect as		

	additional streetlighting, new poles, conduits, traffic detection, and signal interconnect as needed. Improvements at locations selected for upgraded flashing beacons will include new technology (i.e., rapid flashing beacons) and upgraded curb ramps as needed. Prop L funds would be used for the local match to a federal Safe Streets for All grant for the signal scope of the project. Additionally, the Project will implement speed management improvements with the goal of reducing vehicle speeds. Speeding is the leading cause of severe injuries and fatalities in San Francisco and speed management strategies are identified as key tools in the City's Vision Zero Action Strategy. Speed reduction will be implemented through speed management strategies, including new 20 MPH speed limits on eligible corridors, radar speed signs, quick-build projects, and a community education outreach campaign. Beginning in 2024, AB435 will also allow San Francisco to lower speeds by 5 MPH on streets that are designated as "safety corridors". The SFMTA plans to reduce speed limits from 25 MPH to 20 MPH on up to 25 eligible "safety corridors" in the Western Addition. No Prop L funding is expected to be used for the speed reduction scope which SFMTA expects to fund with Proposition B General Funds Population Growth providing the local match to the federal safety grant. Phase 1 of the Western Addition Area Traffic Signal Upgrades is located at intersections in the Western Addition neighborhood, including the Golden Gate Avenue and Fulton Street corridors, Laguna/Sutter, Laguna/Turk, and Buchanan/Turk, and consists of traffic and pedestrian signal infrastructure, pavement renovation, curb ramp construction, traffic control, and all related work. Construction is underway, with open for use expected by December 2024.
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Attachment 1 - Map Attachment 2 - Scope by Location Attachment 3 - SS4A Final Application Attachment 4 - SS4A Letters of Support Attachment 5 - Project Factsheet
Type of Environmental Clearance Required:	Categorically Exempt
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	San Francisco Public Works, Chi Lao, 618-271-2738

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)	100%	In-house	Q4-Apr-May-Jun	2020/21	Q4-Apr-May-Jun	2020/21
Right of Way						
Design Engineering (PS&E)	25%	In-house	Q4-Apr-May-Jun	2020/21	Q3-Jan-Feb-Mar	2024/25
Advertise Construction			Q3-Jan-Feb-Mar	2024/25		
Start Construction (e.g. Award Contract)			Q2-Oct-Nov-Dec	2025/26		
Operations (i.e. paratransit)						
Open for Use					Q3-Jan-Feb-Mar	2026/27

Project Completion (means last eligible expenditure)					Q3-Jan-Feb-Mar	2027/28
Notes						

Project Name:	Western Addition Area Traffic Signal Upgrades Phase 2

Project Cost Estimate		**Funding Source**		
Phase	**Cost**	**Prop L**	**Other**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$ -	$ -		
Environmental Studies (PA&ED)	$ -	$ -	$ -	
Right of Way	$ -	$ -	$ -	
Design Engineering (PS&E)	$ 1,000,000	$ 200,000	$ 800,000	Based on recent projects
Construction	$ 16,942,284	$ 3,389,000	$13,553,284	Recent bids for similar work
Operations (i.e. paratransit)	$ -	$ -	$ -	
Total Project Cost	$ 17,942,284	$ 3,589,000	$ 14,353,284	
Percent of Total		**20%**	**80%**	

Leveraging reflects signal scope only. Full project scope including speed reduction strategies Prop L sales tax is 16% of the funding plan.

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**
FHWA - Safe Streets and Roads for All (SS4A)		Design Engineering (PS&E)	Programmed	2021/22	$ 800,000	$ -	$ -	$ -	$ -	$ -
Prop L	17- Traffic Signs and Signals Maintenance	Design Engineering (PS&E)	Planned	2023/24	$ 200,000	$ 100,000	$ 100,000	$ -	$ -	$ -
FHWA - Safe Streets and Roads for All (SS4A)		Construction	Programmed	2024/25	$ 13,553,284	$ -	$ -	$ -	$ -	$ -
Prop L	17- Traffic Signs and Signals Maintenance	Construction	Planned	2024/25	$ 3,389,000	$ -	$ -	$ -	$ 1,800,000	$ 1,589,000
				Total By Fiscal Year	**$ 17,942,284**	**$ 100,000**	**$ 100,000**	**$ -**	**$ 1,800,000**	**$ 1,589,000**

Notes

The SS4A overall Project budget is $22,016,605, with the signal scope budget of $17,941,605 and the speed management scope budget of $4,075,000. A 20% local match of $4,403,321 (for design and construction phases) was required for the full scope in the grant application. Prop L funds, requested at $3,589,000, would be used for the local match to the signal scope of the project. No Prop L funding is expected to be used for the local match for the speed reduction scope which SFMTA expects to fund with Proposition B General Funds.

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	***Western Addition Area Traffic Signal Upgrades Phase 2***
Relative Level of Need or Urgency (time sensitive)	The Western Addition Community Safe Streets (WACSS) project was selected for $17,613,284 in Safe Streets and Roads for All (SS4A) federal funding in January 2023. As part of the grant requirements, a local match of $4,403,321 is required from Proposition L. There is urgency to secure Proposition L funds in order to meet strict timely use of funds grant deadlines. Please note that this PIF is for Prop L local match needed for the signal scope which is $3,588,321. Note that no Prop L funding is expected to be used for the local match for the speed reduction scope and SFMTA expects to use separate funding from Proposition B Population Growth.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	As part of the process for allocating the Proposition L local funds for design and construction for this project, the locations for this project will be presented to the Community Advisory Committee and Transportation Authority Board. In 2017, the SFMTA led the Western Addition Community Based Transportation Plan (WA CBTP) to identify transportation challenges and recommend solutions to improve mobility and access within the neighborhood. Through extensive community engagement, the Plan identified a series of recommendations to create a safer, more accessible, and livable Western Addition. The Project will implement many of those recommendations.
Benefits to Disadvantaged Populations and Equity Priority Communities	14 out of 16 of the project locations are in a Equity Priority Community that will benefit from safety improvements through signal uprades and speed reduction strategies. These locations include: Broderick/Turk, Divisadero/Turk, Divisadero/O'Farrell, Scott/Turk, Pierce/Turk, Steiner/Turk, Fillmore/Turk, Fillmore/McAllister, Eddy/Fillmore, Hayes/Webster, Buchanan/McAllister, McAllister/Octavia, Octavia/Turk, and Ellis/Fillmore.
Compatability with Land Use, Design Standards, and Planned Growth	Yes
San Francisco Transportation Plan Alignment (SFTP)	Safety and Livability
	This project will improve safety through signal visibility, pedestrian signal upgrades, and speed reduction strategies.
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.	
17- Traffic Signs and Signals Maintenance	
Safety	This project will improve safety through Proven Safety Countermeasures such as signal visibility and pedestrian signal upgrades. Employing a Safe System Approach to create Safer Roads, Safer People, and Safer Speeds, this project will implement core traffic safety enhancements to improve pedestrian and bicyclist safety, connectivity, and accessibility, enhance transit connections, and activate community space.
Need (Asset Useful Life)	By analyzing the age of key signal hardware such as controller cabinets, conduits, wiring, and other signal equipment, a significant portion of equipment at these intersections in the Western Addition have been found to be approaching the end of its useful life. This project will therefore replace most traffic signal assets.
Signal Priority for Transit and/or Emergency Vehicles	For locations getting full signal upgrades, this project will implement signal priority for transit/and or emergency vehicles.

Attachment 2

Western Addition Trafific Signal Upgrades - Phase 2

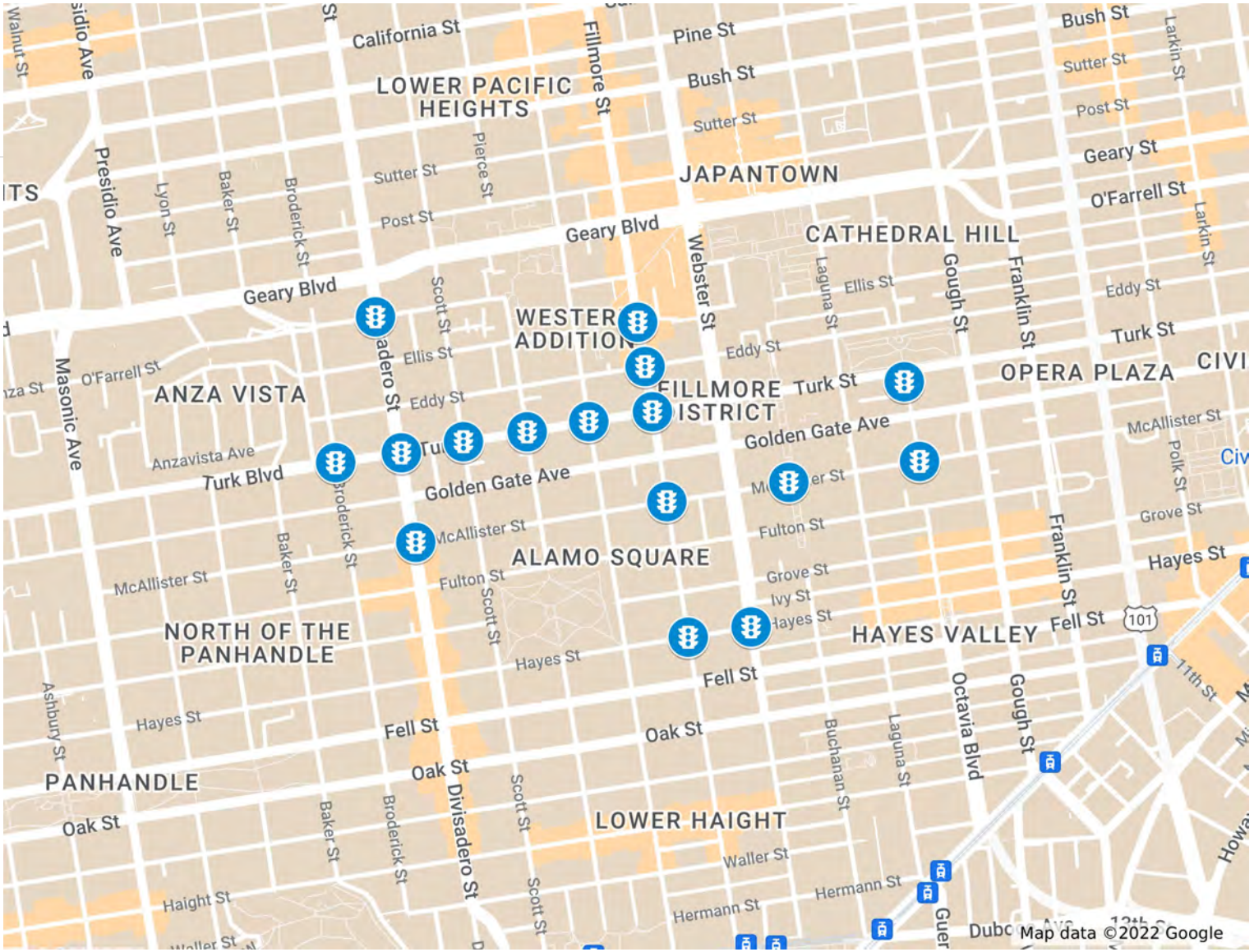
E9(2)-115

#	Street 1	Street 2	High Injury Vision Zero Network	Underserved Community Census Tract (USDOT Historically Disadvantaged Community)	Full Signal Upgrade	Signal Modification Upgrade to add Mast Arm Pole	Accessible Pedestrian Signals	Pedestrian Countdown Signals	Curb Ramps	Rectangular Rapid Flashing Beacons	Radar Speed Sign (ahead of existing RRFB location)
1	Broderick	Turk			X		X	X	X		
2	Turk	Divisadero	X		X		X	X	X		
3	Divisadero	O'Farrell	X		X		X	X	X		
4	Divisadero	McAllister	X		X		X	X	X		
5	Turk	Scott	X			X	X	Existing			
6	Turk	Pierce	X		X		X	Existing			
7	Turk	Steiner	X	X	X		X	X	X		
8	Turk	Fillmore	X	X		X	X	Existing			
9	Fillmore	Hayes	X	X	X		X	X	X		
10	Fillmore	McAllister	X	X	X		X	X	X		
11	Fillmore	Eddy	X	X	X		X	X	X		
12	Hayes	Webster	X	X	X		X	X	X		
13	Buchanan	McAllister	X	X							X
14	Octavia	McAllister	X	X						X	
15	Octavia	Turk	X	X						X	
16	Fillmore	Ellis	X	X						X	

Western Addition Area Traffic Signal Upgrades Phase 2

Project Location

#	Location
1	Broderick & Turk
2	Divisadero & Turk
3	Divisadero & O'Farrell
4	Divisadero & McAllister
5	Scott & Turk
6	Pierce & Turk
7	Steiner & Turk
8	Fillmore & Turk
9	Fillmore & Hayes
10	Fillmore & McAllister
11	Eddy & Fillmore
12	Hayes & Webster
13	Buchanan & McAllister
14	Octavia & McAllister
15	Octavia & Turk
16	Ellis & Fillmore



Western Addition Community Safe Streets Project

USDOT 2022 Safe Streets and Roads for All (SS4A) Grant Application
Applicant: San Francisco Municipal Transportation Agency
DUNS Number: 95-661-7435
Representative: Joel Goldberg, Manager, Programming and Grants

Jurisdiction: City of San Francisco, California
Total Project Cost: $22,016,605
USDOT (2022) SS4A Grant Request: $17,613,284
Total Non-federal Funding (match): $4,403,321

SFMTA

Western Addition Community Safe Streets Project

Overview

The Western Addition Community Safe Streets Project (the Project) will improve traffic safety outcomes and increase connectivity in the Western Addition. The San Francisco Municipal Transportation Agency (SFMTA) is requesting $17,613,284 in SS4A funds to deliver core safety improvements identified in the Western Addition Community Based Transportation Plan (WA CBTP) and implement speed management strategies throughout the neighborhood to reduce crashes and help San Francisco achieve its Vision Zero goals of zero traffic deaths.

The Western Addition Neighborhood

At the center of San Francisco, the Western Addition is a residential neighborhood located east of Golden Gate Park and west of City Hall. This neighborhood is home to many low-income housing residents and a large minority community. These characteristics, in combination with San Francisco's high cost of living, led to the Western Addition's classification as an Equity Priority Community[1] by the Metropolitan Transportation Commission (MTC), the Bay Area Region's MPO.

Home to two culturally significant and historic commercial centers – the Fillmore District and Japantown – the Western Addition's central location and points of interest draw thousands of residents, workers, and visitors. Annual cultural events like the Fillmore Jazz Festival and the Cherry Blossom Festival bring more than 200,000 people at a time to the neighborhood. The high volumes of people walking, biking, and taking transit in the Western Addition emphasize the need for safe and connected streets.

Delivering Recommendations from the Community Based Transportation Plan

In 2017, the SFMTA led the Western Addition Community Based Transportation Plan (WA CBTP) to identify transportation challenges and recommend solutions to improve mobility and access within the neighborhood. Through extensive community engagement, the Plan identified a series of recommendations to create a safer, more accessible, and livable Western Addition. Key near-term recommendations have already been implemented and WA CBTP Phase I improvements have completed the design phase and will start construction in 2023 (see Map 4, Appendix). SS4A funds will enable the completion of the WA CBTP and expand speed management strategies.

Location

The project area extends over seven census tracts in San Francisco bounded by Geary Blvd to the North, Oak St to the South, Van Ness Ave to the East and Baker St to the West. In 2019, there were 27,919 residents in the project area. The Western Addition is primarily a residential neighborhood with some blocks having a mix of residential, institutional, and commercial uses. The neighborhood's main commercial corridor is the six blocks of Fillmore Street between Geary Blvd and McAllister St.

As identified in the WA CBTP, the neighborhood experiences high vehicle speeds and cut through traffic and most of the project area's streets are on the Vision Zero High-Injury Network. Key streets/intersections in the City's High-Injury Network, which defines the 13% of streets that make up

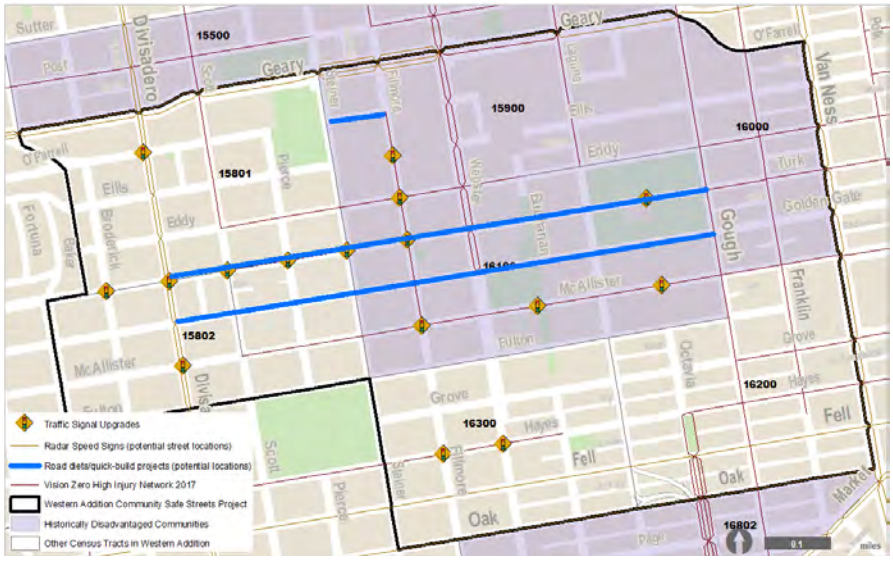
[1] https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities

75% of severe and fatal crashes, are Divisadero and Fillmore streets (North-South) and Turk and McAllister streets (East-West).

Location of Safety Improvements

The Project proposes traffic signal upgrades and other safety strategies at 16 intersections and along three corridors, which were identified by the local community in the WA CBTP. Fifteen of the 16 intersections are on the Vision Zero High-Injury Network and ten of the 16 intersections are in Underserved Communities Census Tracts (Historically Disadvantaged Communities). (See map below and Map1, Appendix).

Western Addition Community Safe Streets Project Location Map



The Project will improve traffic safety outcomes and increase connectivity in the Western Addition by delivering core safety improvements identified in the WA CBTP and implement speed management strategies. The proposed safety improvements and Safe Street Strategies are described below.

Traffic Signal Upgrades for Safer Intersections: larger 12-inch signal heads and mast arms to enhance signal visibility and pedestrian signal improvements, including pedestrian countdown signals, accessible pedestrian signals, updated signal timing such as leading pedestrian intervals (LPIs), pedestrian activated flashing beacons, radar speed signs, and upgraded curb ramps

Speed Reduction with Speed Management Strategies, including new 20 MPH speed limits on eligible corridors, radar speed signs, and quick-build projects.

Speed limits will be reduced to 20 MPH based on new California state criteria, established by California Assembly Bill 43.

Radar speed signs will be installed at locations selected based on community input, history of speeding, and opportunities for coordination around other existing safety improvement projects. The SFMTA will install up to 5 radar speed signs along arterial streets in the Western Addition.

Quick-Build safety improvements are reversible, adjustable traffic safety improvements that can be installed quickly while also working on comprehensive longer-term street changes for major capital projects. Typical quick-build improvements include low-cost treatments such as paint, signs, delineators, signal timing changes, parking and loading changes, and transit stop changes. As indicated in the map above, and on Map 2, Appendix, potential locations identified in the WA CBTP and on the Vision Zero High-Injury Network include Golden Gate Avenue from Gough to Divisadero, Turk Street from Gough to Divisadero, and O'Farrell Street between Steiner and Fillmore.

A neighborhood-wide multilingual education and outreach campaign to increase awareness, build support, and promote a culture that prioritizes traffic safety. **A broader citywide campaign** will be launched to capture residents, workers, and visitors who travel through the Western Addition.

Selection Criteria

Safety Impact

Defining the Safety Problem

The high volumes of people walking, biking, and riding transit emphasize the need for safe and connected streets. Pedestrians in the Western Addition face transportation connectivity challenges due to the lack of pedestrian countdown signals (PCS) and/or accessible pedestrian signals (APS) at numerous intersections.

The WA CBTP and 2017-2021 crash data show that the Western Addition experiences high vehicle speeds and cut through traffic. The City's High-Injury Network – which defines the 13% of streets that make up more than 75% of severe and fatal crashes—runs through the entire project area.

Between 2017 and 2021, the Western Addition experienced 8 fatal crashes (6 of them or 75% vehicle/pedestrian) and 51 severe injury crashes (14 of them or 27% vehicle/pedestrian) (see Map 3, Appendix). Speeding in the Western Addition and throughout San Francisco remains the main crash factor for severe and fatal crashes. Reducing vehicle speed is fundamental to safer streets, so the Project prioritizes speed management and speed reduction to design for speeds that protect human life.

Analysis of police and hospital crash data indicates that the Western Addition is home to vulnerable road users, such as seniors and people with disabilities, who typically travel to nearby senior centers, public libraries, churches, and public health facilities (see Map 1, Appendix). **Between 2017 and 2021, the Western Addition experienced 2 fatal crashes (all of them or 100% vehicle/pedestrian) and 3 severe injury crashes (2 of them or 66% vehicle/pedestrian) of residents 65 and older** (see Map 3, Appendix).

Safety Impact Assessment

The Project will enhance pedestrian and bicyclist safety, transit connections and community space, and implement the City's Vision Zero goals through both upgraded signals and speed reduction strategies.

The **traffic signal upgrades** include pedestrian countdown signals (PCS), accessible pedestrian signals (APS), and/or signal visibility improvements at 12 intersections, pedestrian activated flashing beacons at 3 intersections, and a radar speed sign approaching one intersection with existing pedestrian activated flashing beacons in the Western Addition. The 16 locations have been selected primarily due to safety

concerns identified by the Western Addition community in the WA CBTP. Signal and ancillary intersection improvements at each location will include installation of some or all of the following: pedestrian countdown signals (PCS), accessible (audible) pedestrian signals (APS), larger 12-inch signal heads relocated for maximum visibility, mast arms, updated signal timing such as leading pedestrian intervals, curb ramps, additional streetlighting, new poles, conduits, traffic detection, and signal interconnect as needed. Improvements at locations selected for upgraded flashing beacons will include new technology (i.e., rapid flashing beacons) and upgraded curb ramps as needed.

Research has shown that signal upgrades improve safety for pedestrians, motorists, and other roadway users. Studies confirm the effectiveness for improving safety from several of the signal treatments proposed as part of the Project. Research has shown that pedestrian countdown signals have reduced overall traffic crashes (8%), rear end crashes (8%), and pedestrian crashes (9%).[2] Research has also found that accessible pedestrian signals improved crossing performance by blind and sighted pedestrians and the use of rectangular rapid flashing beacons increases drivers yielding to pedestrians.[3]

Signal visibility upgrades can improve safety for pedestrians by reducing the likelihood of right-angle crashes due to improved visibility of traffic signals. Larger traffic signal heads are more visually prominent at a greater distance to motorists and may also lead to reduction of red-light running. Reducing red-light running and right-angle crashes will promote pedestrian safety, given that nearby or crossing pedestrians are often the most innocent of victims in these types of crashes. Studies show a reduction in crashes for drivers 25 to 64 years old (17%) and for drivers 65 and older (34%) with repositioning of traffic signals for better visibility and use of 12-inch signal lenses.[4]

Additionally, the Project will implement **speed management improvements** with the goal of reducing vehicle speeds. Speeding is the leading cause of severe injuries and fatalities in San Francisco. These speed management strategies are identified as key tools in the City's Vision Zero Action Strategy. Beginning in 2024, AB43[5] will also allow San Francisco to lower speeds by 5 MPH on streets that are designated as "safety corridors". The SFMTA plans to **reduce speed limits from 25 MPH to 20 MPH on up to 25 eligible "safety corridors"** in the Western Addition.

The improvements also include up to 5 speed radar signs to increase awareness of speeds, up to 2 corridor level road diets/quick-build projects, and multilingual education and outreach campaigns at both the neighborhood and city level.

Lowering speeds by even 5 MPH from 25 to 20 significantly increases the likelihood of a person surviving a crash. Compared to the 20% chance of survival someone has being struck by a vehicle traveling 40 mph, a person has a 90% chance of surviving being struck by a vehicle going 20 mph. Lower speed limits make streets safer for all users.

[2] R. Srinivasan, B. Lan, D. Carter, S. Smith, K. Signor, and B. Persaud. "Safety Evaluation of Pedestrian Countdown Signals," Research, Development, and Technology Turner-Fairbank Highway Research Center, McLean, VA, (2019).
[3]Zegeer, C., R. Srinivasan, B. Lan, D. Carter, S. Smith, C. Sundstrom, N. Thirsk, C. Lyon, B. Persaud, J. Zegeer, E. Ferguson, and R. Van Houten. "Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments," National Cooperative Highway Research Program, Research Report 841, Washington, D.C., (2017).
[4] Morena, D. A., Wainwright, W. S., and Ranck, F., "Older Drivers at a Crossroads." Public Roads, Vol. 70, No. 4, Washington, D.C., FHWA, (2007) pp. 6-15.
[5] Lowering speeds by even 5 MPH from 25 to 20 significantly increases the likelihood of a person surviving a crash.

The **up to 5 radar speed signs** will warn drivers to be conscientious and ensure they stay safely within the speed limit, encouraging drivers to comply with the speed limit. Radar speed signs are proven to be effective in urban roads, showing statistically significant reductions in observed 85th percentile speeds.[6]

The Project will implement **up to 2 corridor level road diets/quick-build projects** in the Western Addition. Projects will be designed and implemented with additional community engagement. Quick-build projects, such as low-cost and temporary treatments like paint, signs, and delineators, signal timing changes, parking and loading changes, and transit stop changes, are proven to be effective in reducing speeds. For example, severe speeding decreased after the Taylor Street Quick-Build Project in San Francisco. The Taylor Street project included: lane reduction with new turn pockets, painted safety zones, wide loading lanes and parking buffers, and left turn restrictions. Vehicles traveling over 30 MPH decreased by 31%, while vehicles traveling over 40 MPH decreased by 94%. In the west crosswalk at Taylor and Ellis streets, the number of vehicles yielding to pedestrians during the morning peak increased by 58% and close calls dropped from 14 to 0. Additionally, the number of vehicles yielding to pedestrians increased by an average of 25% at the intersections of Taylor and Ellis streets and Taylor and Geary streets.

Underpinning the Project to improve traffic safety and connectivity in the Western Addition will be a **multilingual education and outreach campaign.** These communication strategies are cost-effective ways to reach large members of the public to increase awareness, build support, and promote a culture that prioritizes traffic safety. Applying behavioral science and identifying target audiences will inform messaging and marketing strategies. On-the-ground outreach, high-visibility marketing such as transit shelter ads and light pole banners, and geo-fencing digital advertising strategies will target the campaign to the Western Addition and other key neighborhoods. Evaluation of previous projects combining capital work with education show increased awareness and extended improvements in safer driving behaviors such as slower speeds.

Equity, Engagement, and Collaboration

The Western Addition is a cultural asset which has served as a historic center of San Francisco's Black community. Approximately, 20% of San Francisco's Black population resides within the Western Addition. In 2002, the MTC identified the Western Addition as an Equity Priority Community with a high concentration of low-income housing and a large population of minority residents challenged with the City's high cost of living. The long-term goal is to improve this community's transportation options and connectivity, while the near-term goal is to further deliver safety improvements.

In 2015, as part of the WA CBTP, the SFMTA conducted extensive outreach efforts in the Western Addition. In developing the WA CBTP, the SFMTA collaborated closely with the MTC, San Francisco County Transportation Authority, the City's Public Works and Planning departments, and the Board of Supervisors. The SFMTA also worked with community-based organizations (CBO) such as Walk San Francisco and Lighthouse for the Blind and Visually Impaired. In addition to the community input, the project team received guidance from the District 5 Supervisor and received additional support from the project's Technical Advisory Committee.

[5]Veneziano, D.; Ye, Z.; Westoby, K.; Turnbull, I.; Hayden, L., "Guidance for Radar Speed Sign Deployments." Transportation Research Board, (2012).

The project team partnered with a CBO, Mo'Magic, (http://momagic.org/)[7] to collaborate with community members to identify transportation challenges and solutions. The CBO connected the project team with diverse community groups throughout the neighborhood and facilitated workshops at senior centers, elementary schools, and community centers to obtain a broad understanding of the community's transportation challenges and their ideal solutions. The project team incorporated community input on how to enhance pedestrian safety, transit connections and community space in the development of streetscape recommendations.

The signal improvements and the speed management strategies are both outcomes of that community engagement process, which identified speeding vehicles and high speeds as key concerns. Ten of the 16 intersections planned for signal upgrades are in Underserved Communities Census Tracts (Historically Disadvantaged Communities) (see Map 1, Appendix).

Traffic safety education and outreach campaign materials will be available in multiple languages. Multilingual ambassadors will be engaged in direct outreach to speak with residents, merchants, workers, and visitors in the Western Addition. The Project will fund 5 to 10 local community organizations, who already invest and maintain strong relationships in the Western Addition and surrounding neighborhoods, to deepen outreach and engagement to the neighborhood and vulnerable road users such as seniors and people with disabilities.

The SFMTA will inform residents, merchants, and workers along any new safety corridors with reduced speed limits just before or following installation of signage. Speed limit reductions go through a public hearing and legislation process to allow community feedback. Outreach will include distribution of multilingual paper collateral and in-person conversations while distributing information or participation in local community events.

Effective Practices and Strategies

In 2014, the City and County of San Francisco adopted Vision Zero, a policy with the goal of eliminating all traffic fatalities and reducing severe injuries. This **Safe System Approach** centers human life and coordinates across city departments to implement a suite of actions prioritizing street safety. Through the WA CBTP, the community identified speeding vehicles, high speeds, and pedestrian walkability as key concerns to be addressed. This project addresses safety issues in the community using proven tools within the Safe System Approach to slow speeds and create safer crossings.

SAFE STREETS: Excessive vehicle speed, inadequate visibility between travelers, and intersection conflicts all increase the likelihood of a crash that results in a severe injury or fatality. The Project will reduce speeds, improve visibility of traffic signals, and create safer crossings with fewer intersection conflicts. Strategies include the following:

Pedestrian countdown signals (PCS) and/or signal visibility improvements at 13 intersections and pedestrian activated flashing beacons at 3 intersections. The 16 locations have been selected primarily due to safety concerns.

[6]The MAGIC (Mobilization for Adolescent Growth In our Communities) initiative was founded in 2004 by the Office of the Public Defender in response to a community-identified need to address the impact of trauma, poverty, and violence on children and youth in targeted San Francisco districts.

Signal improvements are cost effective when considering benefit to cost ratio factors. Although the overall total cost of signal improvements proposed as part of the Project are significant due in large part to elements such as curb ramps, underground conduits, and poles that require extensive excavation and/or design, individual elements in the signal scope have relatively lower costs such as leading pedestrian intervals (LPIs), other signal timing updates, pedestrian countdown signals, accessible pedestrian signals, and larger 12-inch signal head lenses.

Additionally, Safe Street actions include **speed management improvements** with the goal of slowing vehicle speeds, namely 20 MPH speed limit signage on "safety corridors", as authorized by AB43, up to 5 speed radar signs, and up to 2 corridor level road diets/quick-build projects (may include traffic signal retiming). These improvements will address the following safety issues:

- Lower speed limits – slow vehicle speeds to reduce the likelihood of a severe or fatal crash between road users
- Quick-Build corridor projects – using tools such as lane reductions / road diets, parking buffers, and painted safety zones can reduce speeds and reduce the likelihood of a crash

SAFE PEOPLE: Paired with street redesign and other traffic safety tools, Safe People actions create a culture that prioritizes traffic safety by raising awareness of the need for safer streets, reducing barriers to adopting safer driving behaviors, and creating traffic safety champions. Through this project, these improvements will address the following safety issues:

- Multilingual education and outreach campaigns – increasing awareness of the impacts of speed and new speed limits set in the neighborhood can promote safer driver behavior
- Speed radar signs – high-visibility sharing information about the current speeds of drivers can increase awareness of speed limits and promote safer driver behavior such as slower speeds

DATA SYSTEMS: Using the SFMTA's Safe Streets Evaluation Program[8], we will evaluate the effectiveness of the Project by identifying evaluation metrics, collecting data (pre- and post-project), performing analysis, and reporting back through blog posts, fact sheets, and/or evaluation summary reports posted on the SFMTA's website. Traffic safety data generated by the Project, and lessons learned in its implementation will also be posted on the SFMTA's website. The Project baseline and post-project evaluation will use TransBASE, an online database management system and analytical tool developed by the San Francisco Department of Public Health (SFDPH) in collaboration with multiple city agencies to facilitate a data-driven understanding of transportation-related safety issues. TransBASE currently includes over 200 spatially referenced variables from multiple agencies and across a range of geographic scales, including infrastructure, transportation, zoning, sociodemographic, and **crash data, all linked to an intersection or street segment**. TransBASE's purpose is to inform public and private efforts to improve transportation system safety, sustainability, community health and equity in San Francisco.

[7]For a detailed description of the evaluation process, check the SFMTA's Safe Streets Evaluation Program and Handbook.

Applying cost effective strategies such as paint, signage, and education campaigns in addition to other proven safety countermeasures will deliver core safety improvements and help slow speeds in the Western Addition.

Climate, Sustainability, and Economic Competitiveness

The Project furthers San Francisco's goals to adapt to Climate Change, become more sustainable and ensure continued economic competitiveness by providing Safe Streets that encourage walking and biking. The City's safety, climate, and transportation policies work together towards achieving that goal. In addition, the SFMTA's procurement policies ensure contractors hire economically disadvantaged San Francisco residents.[9]

- Vision Zero SF commits citywide resources to eliminate traffic fatalities, the vast majority of which are due to interactions between motorized vehicles and pedestrians and cyclists. **Reducing car travel and car speeds will greatly reduce injuries and deaths on our roads.**
- The SFMTA 2021-2024 Strategic Plan includes a goal of a transportation system that combats climate change, mitigates pollution and CO2 emissions from transportation and supports the resiliency and adaptation of the City's infrastructure **by increasing use of transit, walking and bicycling**.
- The 2021 San Francisco Climate Action Plan charts a pathway to achieve net-zero greenhouse gas emissions while **addressing racial and social equity, public health, economic recovery, and resilience**. Transportation and land use is the largest contributor to San Francisco's emissions, accounting for 47% of the City's total greenhouse gas emissions. Strategies for reducing transportation emissions outlined in the Plan include **creating a well-connected transportation network that shifts trips from automobiles to walking, biking, and other active transportation modes** so that at least 80% of all San Francisco trips are low-carbon trips by 2030.

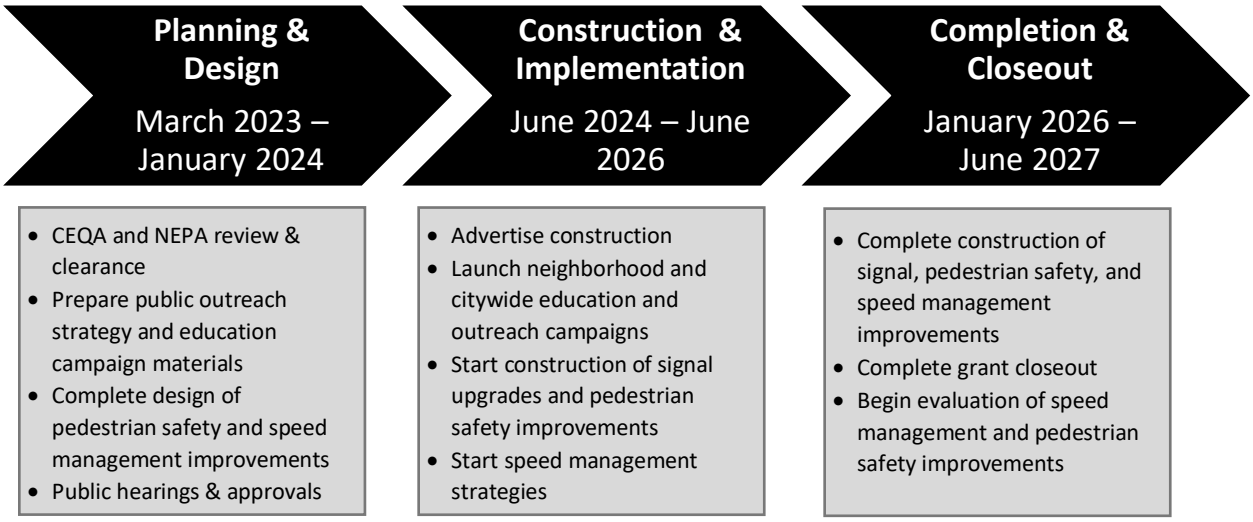
Project Readiness

The Project timeline and budget is informed by more than 30 years of experience successfully implementing signal upgrade projects funded by a San Francisco voter approved sales tax and more recent experience with implementing speed management programs. The SFMTA's expertise, experience, and technical capabilities ensure that all components of the Project will be completed within five years. The design phase for the Project's signal improvements started in August 2021 and is currently at 20% design. Preliminary engineering design work has already begun, ensuring that the project can be obligated within 12 months and completed well within five years. In fact, by the time SS4A grant funds

[8] The SFMTA ensures equal employment opportunities on federally funded construction contracts. By requiring contractors to adhere to federal requirements, the SFMTA will meet minority and female participation goals pursuant to Executive Order 11246. Additionally, the SFMTA implements San Francisco's First Source Hiring Program, requiring developers, contractors, and employers to make good faith efforts toward employing economically disadvantaged San Francisco residents for entry level positions on applicable projects. With respect to procurement, the SFMTA implements the Department of Transportation's Disadvantaged Business Enterprise (DBE) Program as set forth in 49 CFR Part 26 on our FTA-funded contracts. Pursuant to a DBE Program Waiver, the SFMTA establishes African American and woman-owned DBE goals on construction contracts and woman-owned DBE goals on professional services contracts, inclusive of planning, environmental, and design contracts. The agency also establishes race-neutral Small Business Enterprise (SBE) goals that provide additional opportunities for economically- and socially disadvantaged firms on all contracts.

are obligated, the SFMTA will be at 40% design. The SS4A grant will fund the remaining 60% of the design phase and all the construction phase for the Project. Based on the typical schedule for obligating funds and assuming no unforeseen delays in the process, the SFMTA can obligate funds within 12 months after execution of the grant agreement.

The proposed project schedule is as follows:



Environmental Clearance Timeline

The Project will require both California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) environmental reviews. The SFMTA expects all CEQA and NEPA review for traffic signal upgrades[10] and the advertising of the construction contract in 2024. The SFMTA has obtained environmental clearance which will be paid for by local funds that have already been allocated for the Project.

The State is expanding the 20 MPH authority to "safety corridors" beginning in 2024. Once the criteria are finalized, the project team will begin the legislation and public hearing process in 2024. About 25 corridors will be eligible for speed limit reductions as safety corridors in the Western Addition – which can be completed within approximately 1 year. Speed limit reductions do not require full environmental clearance and can be approved with a categorical exemption or exclusion. Quick-build projects are generally statutorily or categorically exempt from CEQA, which will be confirmed and completed before

[9] The SFMTA anticipates initiating CEQA clearance with the SFMTA and San Francisco Planning divisions in late 2022 for the signal scope and anticipate receiving clearance by early 2023. The SFMTA anticipates initiating work with Caltrans' Local Assistance Program to apply for NEPA clearance/assignment in early 2023 for the signal scope of the Project. In reviewing and approving projects under NEPA, Caltrans is responsible for complying with all applicable federal environmental laws and with FHWA NEPA regulations, policies, and guidance, and is legally responsible and liable for the environmental decisions made on projects under NEPA Assignment. NEPA Assignment does not change federal environmental protection standards. NEPA Assignment has resulted in documents being approved in less time; improved the efficiency in which Caltrans prepares, reviews, and approves environmental documents; improved the quality of documents; and provides for greater accountability through monitoring. The SFMTA expects to achieve NEPA clearance through Caltrans by mid to late 2023.

each project is approved. Planning, design, and construction for radar speed signs requires approximately 12-24 months. Once the locations are finalized, environmental clearance as a categorical exemption/exclusion and legislation will follow. Construction will be completed within 6-24 months after legislation is complete.

Local Matching Funds

The overall Project budget is estimated to be $22,016,605, with the signal scope budget of $16,941,602 and the speed management scope budget of $4,075,000. The SFMTA will provide a 20% local match of $4,403,321, with funds provided by the Proposition K local transportation sales tax (see attached letter of commitment from the San Francisco County Transportation Authority, the agency authorized to administer and program the sales tax revenue). The local funds already allocated to date will not count towards the 20% local match requirement for the Project grant.

Funds in Underserved Communities

The Project expands over seven census tracts in San Francisco, comprising 27,919 persons. Of these, three census tracts are Historically Disadvantaged Areas, comprising 12,734 persons or 45.3 percent of the project area population (see Map 1, Appendix).

Evaluation Method/Data

For overall project impact on safety, the project team will use TransBASE to analyze the baseline and post-project conditions. Metrics under consideration for use include vehicle/pedestrian fatal and severe crashes, the primary crash factors involved (e.g., speeding or red-light running) in vehicle/pedestrian crashes, and right-angle crashes since these types of crashes are likely correctable by signal visibility improvements. Other metrics data under consideration for use in measuring project effectiveness include streetlighting illumination and vehicles properly stopping ahead of crosswalks during the red-light intervals.

Changes in speeds will be evaluated using data obtained through TransBASE, as well as through data collected on a sample of corridors where speed limits are reduced. This data will include 85th percentile speeds to understand how speeds have changed since the project was implemented. Data collection will help to refine future speed limit reduction projects. Additional metrics will be collected for other project components, such as people directly and digitally reached through the education and outreach campaign.

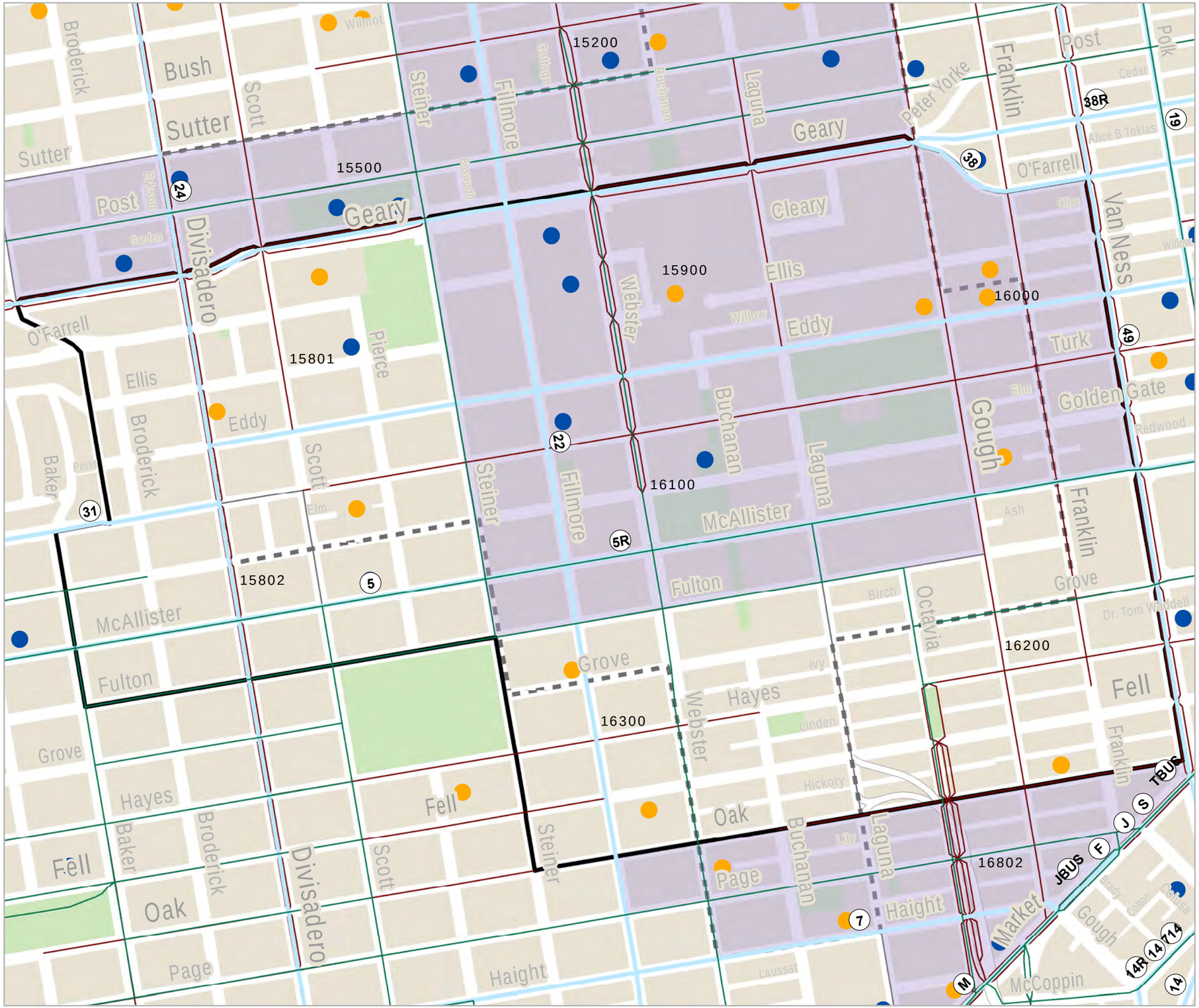
Using this data, the project team will be able to: inform opportunities to refine a project's design; communicate the effects of a project to the public, decision makers and other transportation professionals; support the use of design treatments at other locations and streamline the design of future projects that incorporate similar elements.

APPENDIX

Western Addition Community Safe Streets Project

MAP 1. Project Area and Disadvantaged Communities

September 2022



LEGEND

- Schools
- Senior Facilities
- Bikeway network
- Muni routes
- Vision Zero High Injury Network 2017
- Western Addition Community Safe Streets Project Area
- Historically Disadvantaged Communities
- Other Census Tracts in Western Addition
- Western Addition CBTP Area

0.1 miles

Scale 1:7,000

Date Saved: 9/13/2022

For reference contact: vicente.romero@sfmta.com

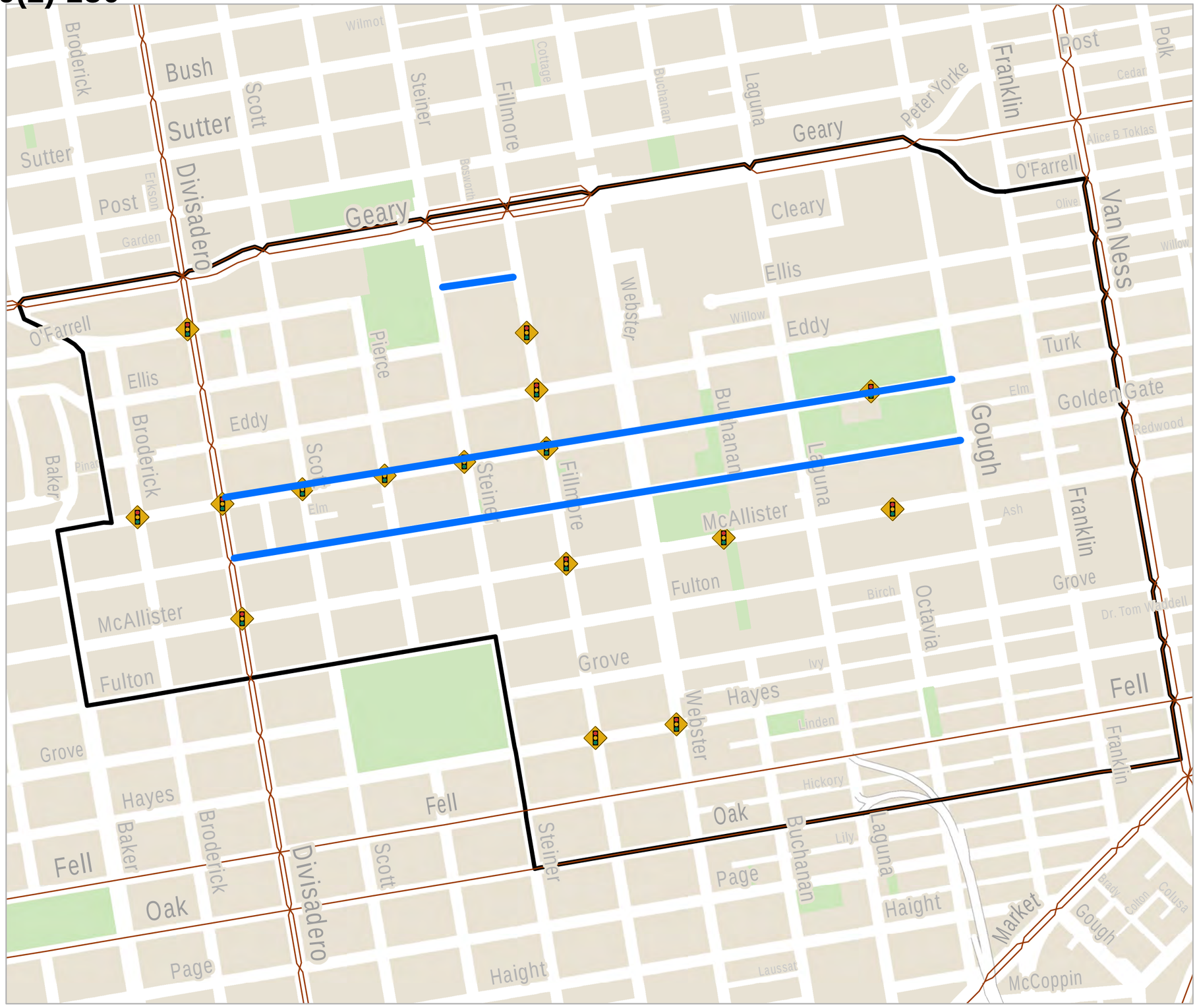
SFMTA

Document Path: C:\Users\VRomero\OneDrive - SFMTA\SS4A\GIS\WA Location.mxd
User Name: VRomero

Western Addition Community Safe Streets Project

MAP 2. Safety Improvement Locations

September 2022



LEGEND

- Traffic Signal Upgrades
- Radar Speed Signs (potential street locations)
- Road diets/quick-build projects (potential locations)
- Western Addition Community Safe Streets Project Area

NOT MAPPED:

Speed Reduction Strategies (20 MPH speed limits on up to 25 corridors and up to 5 radar speed signs)

Education and outreach on traffic safety

0.1 miles

Scale 1:7,000

Date Saved: 9/13/2022

For reference contact: vicente.romero@sfmta.com

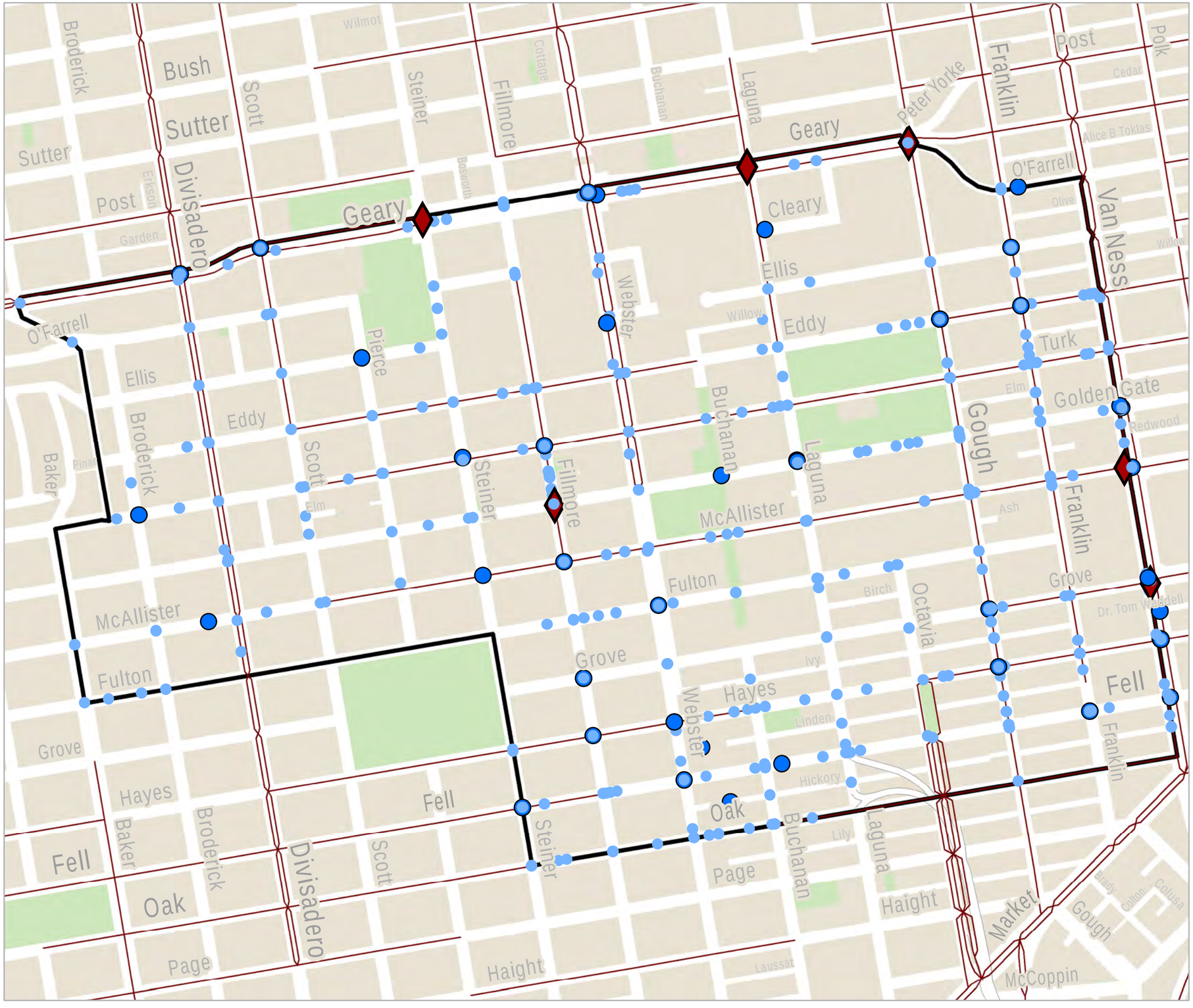
SFMTA

Document Path: C:\Users\VRomero\OneDrive - SFMTA\SS4A\GIS\WA Safety Improvements.mxd
User Name: VRomero

Western Addition Community Safe Streets Project

MAP 3. Fatal and Injury Crashes
(July 2017 - June 2022)

September 2022



LEGEND

- Injury (Other) [691]
- Injury (Severe) [51]
- Fatal [8]
- Vision Zero High Injury Network 2017
- Western Addition Community Safe Streets Project Area

FATAL COLLISIONS:

Fillmore St at Golden Gate Ave 2021
Franklin St at Bush St 2020
Geary Blvd at Gough St 2020
Geary Blvd at Laguna St 2017, 2019, 2022
Geary Blvd at Steiner St 2021
McAllister St at Van Ness Ave 2021

0.1 miles

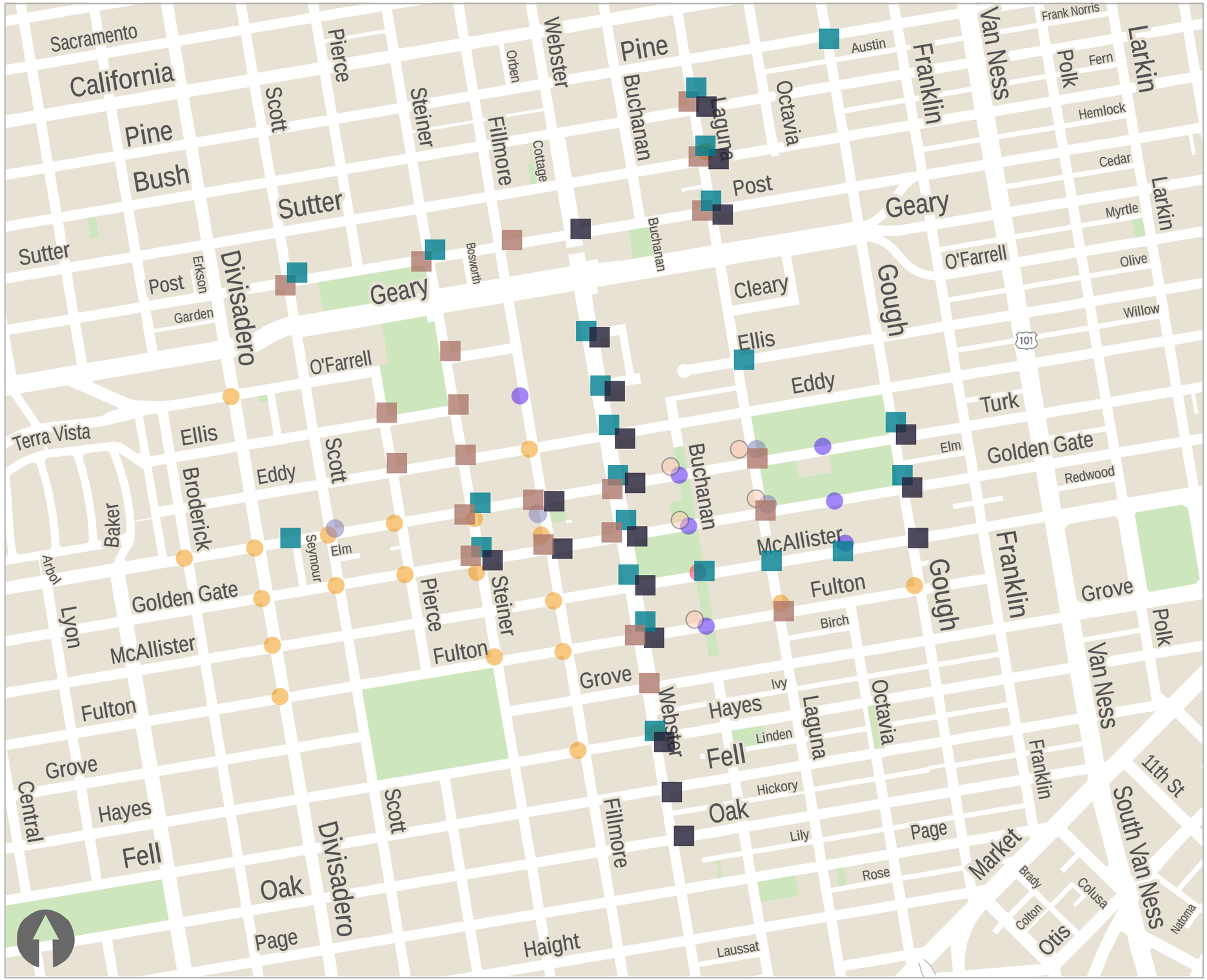
Scale 1:7,000

Date Saved: 9/13/2022

For reference contact: vicente.romero@sfmta.com

SFMTA

Document Path: C:\Users\VRomero\OneDrive - SFMTA\SS4A\GIS\WA Fatal Injury Crashes.mxd
User Name: VRomero



Western Addition Community Safe Streets Project

MAP 4. Other Safety Projects Already Funded and In Process

June 2021

This map shows the locations of traffic safety improvements that are in progress throughout the Western Addition as part of the Community-Based Transportation Plan. See legend below for list of improvements, with quantities on the left-hand side.

Note: Improvements on Buchanan from Turk to Fulton are proposed.

Completed

- (24) Daylighting
- (22) Continental Crosswalk
- (20) Advance Limit Line

In Progress

- (22) Full Signal Upgrade
- (4) Mast Arms & Accessible Pedestrian Signals
- (7) Rectangular Rapid Flashing Beacons and Radar Speed Signs
- (1) Radar Speed Sign
- (6) Bulb-Out

Total Intersections 57

SFMTA

Table 1
Western Addition Community Safe Streets Project
Location of Street Safety Improvements

#	Street 1	Street 2	High Injury Vision Zero Network	Underserved Community Census Tract (USDOT Historically Disadvantaged Community)	Full Signal Upgrade	Signal Modification Upgrade to add Mast Arm Pole	Accessible Pedestrian Signals	Pedestrian Countdown Signals	Curb Ramps	Rectangular Rapid Flashing Beacons	Radar Speed Sign (ahead of existing RRFB location)
1	Broderick	Turk			X		X	X	X		
2	Turk	Divisadero	X		X		X	X	X		
3	Divisadero	O'Farrell	X		X		X	X	X		
4	Divisadero	McAllister	X		X		X	X	X		
5	Turk	Scott	X			X	X	Existing			
6	Turk	Pierce	X		X		X	Existing			
7	Turk	Steiner	X	X	X		X	X	X		
8	Turk	Fillmore	X	X		X	X	Existing			
9	Fillmore	Hayes	X	X	X		X	X	X		
10	Fillmore	McAllister	X	X	X		X	X	X		
11	Fillmore	Eddy	X	X	X		X	X	X		
12	Hayes	Webster	X	X	X		X	X	X		
13	Buchanan	McAllister	X	X							X
14	Octavia	McAllister	X	X						X	
15	Octavia	Turk	X	X						X	
16	Fillmore	Ellis	X	X						X	

Note: "X" refers to improvements included in this project's scope and budget

ADDITIONAL RESOURCES AND LINKS THAT HIGHLIGHT THE IMPACT OF THE WESTERN ADDITION AREA TRAFFIC SIGNAL UPGRADES PROJECT IN THE COMMUNITY

The Western Addition Community-Based Transportation Plan led to projects such as the **Western Addition Area Traffic Signal Upgrades** and the Buchanan Mall Bulb-out.

For implementation and funding purposes, the **Western Addition Area Traffic Signal Upgrades project** was eventually divided into two phases: Phase 1 and Phase 2.

The following links refer to documents and meetings that highlight the impact of the **Western Addition Area Traffic Signal Upgrades project** and related projects in the Western Addition community.

1) Western Addition Community-Based Transportation Plan

   - SFMTA website - Western Addition Community-Based Transportation Plan Fact Sheet
   - SFMTA website - Western Addition Community-Based Transportation Plan Implementation
   - SFCTA website - Western Addition Community-Based Transportation Plan

2) SFCTA Blog describing Transportation Authority funds for Western Addition Area Pedestrian and Traffic Safety Improvements

   - SFCTA website blog - Funding for Western Addition Pedestrian and Traffic Safety Improvements

3) Community Support for the **Western Addition Area Traffic Signal Upgrades project** and the related Buchanan Mall Bulb-outs project
   - San Francisco County Transportation Authority Board Meeting on March 9, 2021
     - SFCTA Board Meeting Agenda for March 9, 2021
     - SFGOV TV Link - Video Recording of SFCTA Board Meeting for March 9, 2021
       - 43 min mark – Presentation for Neighborhood Transportation Improvement Program (NTIP) funding for the **Buchanan Mall Bulb-outs project** (Buchanan/Golden Gate and Buchanan/Turk) which is part of **Western Addition Community-Based Transportation Plan** and coordinated with the **Western Addition Area Traffic Signal Upgrades Phase 1 project** which will install traffic signals or flashing beacons at those intersections.

- 46 min mark – Support from **District 5 San Francisco Board of Supervisor Dean Preston** for Buchanan Mall project in Western Addition

- 50 min mark - Support from Western Addition community organization **New Community Leadership Foundation** for Buchanan Mall project https://www.nclfinc.org/

- 52 min mark - Presentation from SFCTA staff regarding Senate Bill 1 (SB 1) Local Partnership Program (LPP) funding for the **Western Addition Area Traffic Signal Upgrades project (Phase 1)**

- 1 hour mark – Support from **District 5 San Francisco Board of Supervisor Dean Preston** for LPP funding for the **Western Addition Traffic Signal Upgrades Project**

4) Community Support for the **Western Addition Area Traffic Signal Upgrades Phase 1 project**
   - San Francisco County Transportation Authority Board Meeting on December 7, 2021
     - SFCTA Board Meeting Agenda for December 7, 2021
     - SFGOV TV Link for Video Recording of SFCTA Board Meeting for December 7, 2021
       - 16 min mark - Presentation from SFCTA staff regarding Proposition K funding for the **Western Addition Area Traffic Signal Upgrades project (Phase 1)**

       - 25 min mark - Support from **District 5 San Francisco Board of Supervisor Dean Preston** for the **Western Addition Area Traffic Signal Upgrades Project**

       - 35 min mark - Support from pedestrian safety advocacy organization **Walk SF** for the **Western Addition Area Traffic Signal Upgrades project**

September 15, 2022

Peter Buttigieg
Secretary of Transportation
Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Re: 2022 San Francisco Municipal Transportation Agency Safe Streets and Roads for All Grant Application

Dear Secretary Buttigieg,

I am writing to express my strong support for the San Francisco Municipal Transportation Agency's (SFMTA) Western Addition Community Safe Streets Project.

The SFMTA is seeking $17 million through the Safe Streets and Roads for All (SS4A) grant program to improve traffic safety and connectivity in the Western Addition neighborhood. At the center of San Francisco, the Western Addition is a diverse residential neighborhood home to many low-income residents. Two culturally significant and historic commercial centers–the Fillmore District and Japantown—draw thousands of residents, workers, and visitors daily. The neighborhood suffers from high vehicle speeds and cut through traffic, and most streets are on the Vision Zero high-injury network, which are the 13% of streets where 75% of severe and fatal collisions occur. Funding through the SS4A program will allow the SFMTA to slow speeds and improve intersections to improve traffic safety outcomes and increase connectivity.

We want to make this neighborhood safe for the people who live, work, and travel there, and the SS4A grant will help us do that. This funding will support San Francisco's efforts to upgrade traffic and pedestrian crossing signals, implement 20 MPH speed limits, and install road diets on key corridors. We will also have a neighborhood-wide education and outreach campaign on safe driving and the impact of speeding, which will raise public awareness and strengthen the effectiveness of these capital investments. These recommendations are a result of public engagement conducted as part of the Western Addition Community Based Transportation Plan, which examined transportation needs and improvements emphasizing safer walking, biking, and access to transit.

I am offering my full support for SFMTA's Western Addition Community Safe Streets Project SS4A grant program application. I firmly believe that this project meets the goals and objectives of the SS4A grant program and I urge you to consider SFMTA's application.

Sincerely,

London N. Breed
Mayor

NANCY PELOSI
12TH DISTRICT, CALIFORNIA

SPEAKER OF THE HOUSE

1236 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-0508
(202) 225-4965

Congress of the United States
House of Representatives
Washington, DC 20515-0508

DISTRICT OFFICE:
SAN FRANCISCO FEDERAL BUILDING
90-7TH STREET, SUITE 2-800
SAN FRANCISCO, CA 94103
(415) 556-4862
pelosi.house.gov

September 2, 2022

The Honorable Pete Buttigieg
Secretary
United States Department of Transportation
1200 New Jersey Avenue, Southeast
Washington, D.C. 20590

Dear Mr. Secretary:

Many thanks for the Department of Transportation's investments toward rebuilding our nation's infrastructure. I am writing to request your full and fair consideration of the San Francisco Municipal Transportation Agency's (SFMTA) $17.6 million Safe Streets and Roads for All grant application to fund the Western Addition Community Safe Streets Project.

Home to the Filmore District, Japantown and many diverse, disadvantaged communities, the Western Addition is a significant cultural and historical hub for San Francisco that sees thousands of residents, workers and visitors travel its streets daily. Unfortunately, most of the neighborhood's streets are on San Francisco's high-injury network, where 75% of the City's traffic fatalities and serious injuries occur, and suffers from high vehicle speeds and cut-through traffic. It is essential that safety improvements be made to protect against further injuries that impact a disproportionate and disadvantaged community in San Francisco.

The Western Addition Community Safe Streets Project will improve traffic safety, slow vehicle speeds and emphasize alternative forms of transportation in the Western Addition by installing traffic signal upgrades, speed limit reductions, speed radar signs, pedestrian countdown signals and rapid flashing pedestrian beacons. SFMTA will also launch a multilingual education outreach campaign to raise awareness of the new speed limits in the neighborhood. These improvements are the result of a robust community engagement and outreach process that examined transportation needs and improvements, promoting safer walking, biking and access to transit. This level of community engagement ensures that the Western Addition neighborhood will see an equitable distribution of resources, so no San Franciscan is excluded from these critical improvements.

The SFMTA's Western Addition Community Safe Streets Project is essential to improving traffic safety, slowing vehicle speeds and emphasizing alternative forms of transportation in the many diverse and disadvantaged communities that call the Western Addition, home.

Thank you again, Mr. Secretary, for your consideration and I look forward to your response.

best regards,

Nancy Pelosi

NANCY PELOSI
Speaker of the House

E9(2)-138

U.S. SENATOR DIANNE FEINSTEIN
CALIFORNIA

COMMITTEE ON THE JUDICIARY
- CHAIR, HUMAN RIGHTS AND THE LAW
SELECT COMMITTEE ON INTELLIGENCE
COMMITTEE ON APPROPRIATIONS
- CHAIR, ENERGY AND WATER SUBCOMMITTEE
COMMITTEE ON RULES AND ADMINISTRATION

United States Senate

September 7, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
Attn: Office of Infrastructure Finance and Innovation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg:

I write in support of the San Francisco Municipal Transportation Agency's (SFMTA) "Western Addition Community Safe Streets Project" through the Department of Transportation's Safe Streets and Roads for All (SS4A) program.

The Western Addition is a residential neighborhood and home to many low-income housing residents. However, as the neighborhood suffers from high vehicle speeds and cut-through traffic, most streets are on the Vision Zero high-injury network. Funding through the SS4A program will allow the SFMTA to slow speeds and improve intersections to increase traffic safety outcomes and connectivity.

Improved safety will be achieved through a combination of traffic signal upgrades and a comprehensive speed reduction program. These improvements include upgrading signal visibility, pedestrian countdowns, and curb ramps that meet the latest accessibility standards. Pedestrian-activated flashing beacons and speed radar signs will also be installed. Speed management , such as implementing 20 MPH speed limits where eligible, will compliment other safety measures and make walking, biking, and access to transit significantly safer.

I urge you to give the Western Addition Community Safe Streets Project SS4A grant program application your full consideration. If you have any questions, please do not hesitate to contact my San Francisco office at 415-393-0707.

Sincerely,

Dianne Feinstein
United States Senator

WASHINGTON, DC 20510-0504
http://feinstein.senate.gov

ALEX PADILLA
CALIFORNIA

(202) 224-3553
PADILLA.SENATE.GOV

United States Senate
WASHINGTON, DC 20510

COMMITTEES:
BUDGET
ENVIRONMENT AND PUBLIC WORKS
HOMELAND SECURITY AND GOVERNMENTAL AFFAIRS
JUDICIARY
RULES AND ADMINISTRATION

September 6, 2022

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

RE: SS4A Application – Western Addition Community Safe Streets Project

Dear Secretary Buttigieg:

I write in support of the San Francisco Municipal Transportation Agency's (SFMTA) Safe Streets and Roads for All grant application for the Western Addition Community Safe Streets Project. The project is designed to slow speeds, increase connectivity, and improve traffic safety outcomes.

The Western Addition is a residential neighborhood in San Francisco home to many low-income housing residents and a large minority community. Two culturally significant commercial centers, the Fillmore District and Japantown, draw thousands of visitors daily. The neighborhood suffers from high vehicle speeds and cut-through traffic. Most of its streets are on the Vision Zero high-injury network.

It is my understanding the project would enhance road safety measures in the neighborhood through a combination of traffic signal upgrades and a comprehensive speed reduction program. Pedestrian safety enhancements such as countdown signals, upgraded curb ramps, pedestrian-activated flashing beacons, and speed radar signs are also included in the project.

Speed management improvements included in the project involve enacting 20 miles per hour speed limits where eligible. New speed limit signage in or along safety corridors would be installed, slowing speeds significantly. Speed radar signs and road diets/quick-builds on key corridors would also be implemented. The project also includes a neighborhood-wide education and outreach campaign on safe driving and the impact of speeding to raise public awareness.

I urge your full and fair consideration of SFMTA's application consistent with all applicable laws, rules, and regulations. Please keep my office informed of the status of this application, and if I can be of further assistance, please contact my Deputy State Director, Daniel Chen, at (650) 533-2207. Thank you for your consideration.

Respectfully submitted,

ALEX PADILLA
United States Senator

Member, Board of Supervisors
District 5

City and County of San Francisco

DEAN PRESTON

Peter Buttigieg, Secretary of Transportation
Office of the Secretary
Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

RE: *2022 San Francisco Municipal Transportation Agency Safe Streets and Roads for All Grant Application*

Dear Secretary Buttigieg,

I am writing to express my strong support along with the organizations listed below for the San Francisco Municipal Transportation Agency's (SFMTA) community-led Western Addition Community Safe Streets Project. The Western Addition Community-Based Transportation Plan brought local residents, community organizations, and transportation agencies together to address critical neighborhood transportation and pedestrian challenges.

The SFMTA is seeking approximately $17.6 million through the Safe Streets and Roads for All (SS4A) grant program to improve traffic safety and connectivity in the Western Addition neighborhood. At the center of San Francisco, the Western Addition is a residential neighborhood home to many low-income residents. The Western Addition includes the Fillmore neighborhood, once known as the Harlem of the West, and to this day one of the few remaining Black neighborhoods in San Francisco. Two culturally significant and historic commercial centers – the Fillmore and Japantown draw thousands of residents, workers, and visitors daily. The neighborhood suffers from high vehicle speeds and cut through traffic, and most streets are on the Vision Zero high-injury network. Funding through the SS4A will allow the SFMTA to implement the Community's plan to slow speeds and improve intersections to improve traffic safety outcomes and increase connectivity.

Improved safety will be achieved through a combination of traffic signal upgrades and the implementation of a comprehensive speed reduction program. Safety improvements include making signal visibility upgrades, pedestrian signal improvements such as pedestrian countdown signals, and upgraded curb ramps that meet the latest accessibility standards. Pedestrian-activated flashing beacons and speed radar signs will also be installed. Nearly all the intersections designated for signal upgrades are on the City's Vision Zero High Injury Network.

Speed management improvements will complement traffic signal upgrades and will include strategies such as implementing 20 MPH speed limits where eligible. New speed-limit signage in or along safety corridors, as authorized by California Assembly Bill 43 will be installed, slowing speeds significantly.

Speed radar signs and road diets/quick-builds on key corridors will be implemented. A neighborhood-wide education and outreach campaign on safe driving and the impact of speeding will raise public awareness and strengthen the effectiveness of these capital investments.

These safety improvements will implement the Western Addition Community Based Transportation Plan, adopted in April 2017, which identified a set of capital projects to improve safety and connectivity throughout the community. The Plan is the result of a robust community engagement and outreach process that examined transportation needs and improvements emphasizing safer walking, biking, and access to transit.

I am offering my strongest support for SFMTA's **Western Addition Community Safe Streets Project** SS4A grant program application. I firmly believe that this project meets the goals and objectives of the SS4A grant program and I urge you to strongly consider this application for funding support.

Please do not hesitate to reach out if we can provide any additional information. Thank you in advance for your consideration.

Sincerely,

Dean Preston
Supervisor, District 5

Western Addition Community Organizations
New Community Leadership Organization
Boys & Girls Clubs of San Francisco
San Francisco Housing Development Corporation
Mo 'Magic
Collective Impact
San Francisco Rebels
The Village Project

September 12, 2022

Peter Buttigieg, Secretary of Transportation
Office of the Secretary
Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

RE: 2022 San Francisco Municipal Transportation Agency Safe Streets and Roads for All Grant Application

Dear Secretary Buttigieg,

I am writing to express Walk San Francisco's strong support for the San Francisco Municipal Transportation Agency's (SFMTA) Western Addition Community Safe Streets Project.

Walk San Francisco, founded in 1998, is the city's only pedestrian advocacy organization working to transform San Francisco's most dangerous streets and make San Francisco the most pedestrian-friendly city in the country. Every day, at least three people are hit while walking on San Francisco's streets. Walk SF focuses our efforts through a data-driven approach targeting the most dangerous streets impacting our most vulnerable road users.

San Francisco's Western Addition neighborhood is a residential neighborhood in the heart of the city, and home to many low-income neighbors and communities of color. The Fillmore District, a historical San Francisco Black community, and Japantown, are vital cultural and commercial centers within the neighborhood, where tens of thousands of residents, workers, and visitors travel every yet. Unfortunately, it is also home to numerous Vision Zero High-Injury Corridors - the city's most dangerous 13% of streets where 75% of serious and fatal crashes happen. These dangerous street conditions are due to wide, fast moving streets, and outdated infrastructure.

Fortunately, numerous community-based organizations, residents, merchants, and decision-makers shaped a plan with safety improvements that address these dangers: the Western Addition Community Based Transportation Plan, adopted in April 2017. Following strong community engagement, this plan identified a set of capital projects that can make streets safer and better connect these communities through modes like walking, biking, and transit.

By funding these improvements, the SFMTA can slow speeds and improve intersection safety. Traffic signal upgrades will make signals more visible, provide pedestrian countdown signals so they can know when its safe to cross, and add activated flashing beacons that improve visibility at important crosswalks. These signal upgrades are focused on those that needed it most: those on the High-Injury Network.

A speed management program will bring down dangerous speeds - the top cause of fatal crashes in San Francisco - by reducing speed limits to 20mph where possible, add speed radar signs, and implement quick-build designs that narrow street crossings through road diets and similar designs. By using these proven engineering tools, this project can make Western Additions safe for people walking - from an eight-year-old walking to school to an 80-year-old walking to a doctor's appointment.

I offer Walk San Francisco's strongest support for SFMTA's Western Addition Community Safe Streets Project SS4A grant program application. This project matches the goals of the SS4A grant program, and I ask you to consider this application for funding support.

With appreciation,

Jodie Medeiros
Executive Director

September 2, 2022

Peter Buttigieg, Secretary of Transportation
Office of the Secretary
Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

RE: 2022 San Francisco Municipal Transportation Agency Safe Streets and Roads for All Grant Application

Dear Secretary Buttigieg,

I am writing to express my strong support for the San Francisco Municipal Transportation Agency's (SFMTA) **Western Addition Community Safe Streets Project**.

The SFMTA is seeking approximately $17.6 million through the Safe Streets and Roads for All (SS4A) grant program to improve traffic safety and connectivity in the Western Addition neighborhood. At the center of San Francisco, the Western Addition is a residential neighborhood home to many low-income housing residents, as well as a large minority community. Two culturally significant and historic commercial centers –the Fillmore District and Japantown draw thousands of residents, workers, and visitors daily. The neighborhood suffers from high vehicle speeds and cut through traffic, and most streets are on the Vision Zero high-injury network. Funding through the SS4A will allow the SFMTA to slow speeds and improve intersections to improve traffic safety outcomes and increase connectivity.

Improved safety will be achieved through a combination of traffic signal upgrades and the implementation of a comprehensive speed reduction program. Safety improvements include making signal visibility upgrades, pedestrian signal improvements such as pedestrian countdown signals and upgraded curb ramps that meet the latest accessibility standards. Pedestrian activated flashing beacons and speed radar signs will also be installed. Nearly all the intersections designated for signal upgrades are on the City's Vision Zero High Injury Network.

Speed management improvements will complement traffic signal upgrades will include strategies such as implementing 20 MPH speed limits where eligible. New speed-limit signage in or along safety corridors, as authorized by California Assembly Bill 43 will be installed, slowing speeds significantly. Speed radar signs and road diets/quick-builds on key corridors will be implemented. A neighborhood-wide education and outreach campaign on safe driving and the

impact of speeding will raise public awareness and strengthen the effectiveness of these capital investments.

These safety improvements implement the Western Addition Community Based Transportation Plan, adopted in April 2017, which identified a set of capital projects to improve safety and connectivity throughout the community. The Plan is the result of a robust community engagement and outreach process that examined transportation needs and improvements emphasizing safer walking, biking, and access to transit. The improvements to intersections including signal upgrades and APSs are especially important to the blind, deafblind, and visually impaired community. No matter what level of Orientation & Mobility (O&M) training an individual may have received, there is no defense against the abundance of quiet cars that are on our streets today. In the vibrant life of downtown San Francisco, with bustling pedestrians, street musicians, and various construction sites distracting our focus, crossing intersections as a blind person can be challenging. The APS is a welcome safety tool as a guide and reassurance when previously there may have been a level of fear. We can now confidently cross the street, using our O&M skills of proceeding with the parallel surge of traffic, as well as, the confirmation of the APS.

I am offering my strongest support for SFMTA's **Western Addition Community Safe Streets Project** SS4A grant program application. I firmly believe that this project meets the goals and objectives of the SS4A grant program and I urge you to strongly consider this application for funding support.

Sincerely,

Sheri Albers

Community Outreach Coordinator

LightHouse for the Blind and Visually Impaired

415-694-7331

Salbers@lighthouse-sf.org

September 12, 2022

Peter Buttigieg, Secretary of Transportation
Office of the Secretary
Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

SUBJECT:
2022 San Francisco Municipal Transportation Agency Safe Streets and Roads for All Grant Application Local Match Commitment

Dear Secretary Buttigieg:

The San Francisco County Transportation Authority is pleased to support the San Francisco Municipal Transportation Agency's (SFMTA's) application for the SS4A Grant Program to implement safety improvements recommended by the Western Addition Community Based Transportation Plan (CBTP). The San Francisco County Transportation Authority administers and oversees the delivery of the Proposition K (Prop K) half-cent local transportation sales tax program and the Proposition AA (Prop AA) vehicle registration fee. We helped fund development of the Western Addition CBTP and have previously allocated over $3 million in Prop K and Prop AA funds to implement community identified priorities of the plan.

I hereby affirm that the San Francisco County Transportation Authority has over $4.5 million in Prop K sales tax funds programmed for SFMTA that could be used as local match for SFMTA's Western Addition CBTP implementation project. If the grant is awarded, we will support SFMTA's efforts to seek an allocation of sales tax funds for local match purposes. I enthusiastically support this application for the SS4A Grant Program. Thank you for your consideration of the SFMTA's application. If you have any questions, please contact Mike Pickford, Principal Transportation Planner, at (415) 522-4822 or mike.pickford@sfcta.org..

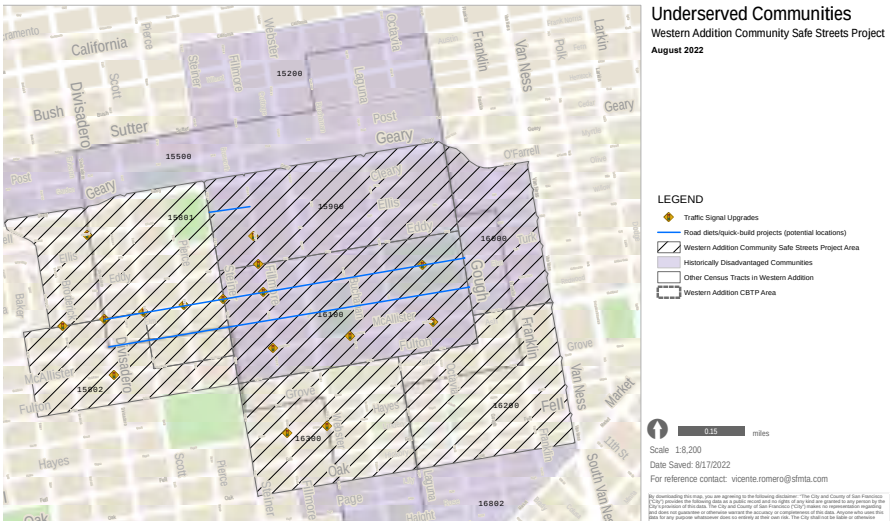
Sincerely,

Tilly Chang
Executive Director

WESTERN ADDITION COMMUNITY SAFE STREETS PROJECT

BACKGROUND

The Western Addition Community Safe Streets project (WACSS) includes traffic signal upgrades and speed management improvements in support of the City's Vision Zero goals. These safety improvements were identified in the Western Addition Community Based Transportation Plan (WACBTP). The SFMTA was recently awarded $17,613,284 in funding through the USDOT Safe Streets and Roads for All (SS4A) Program.



OVERVIEW

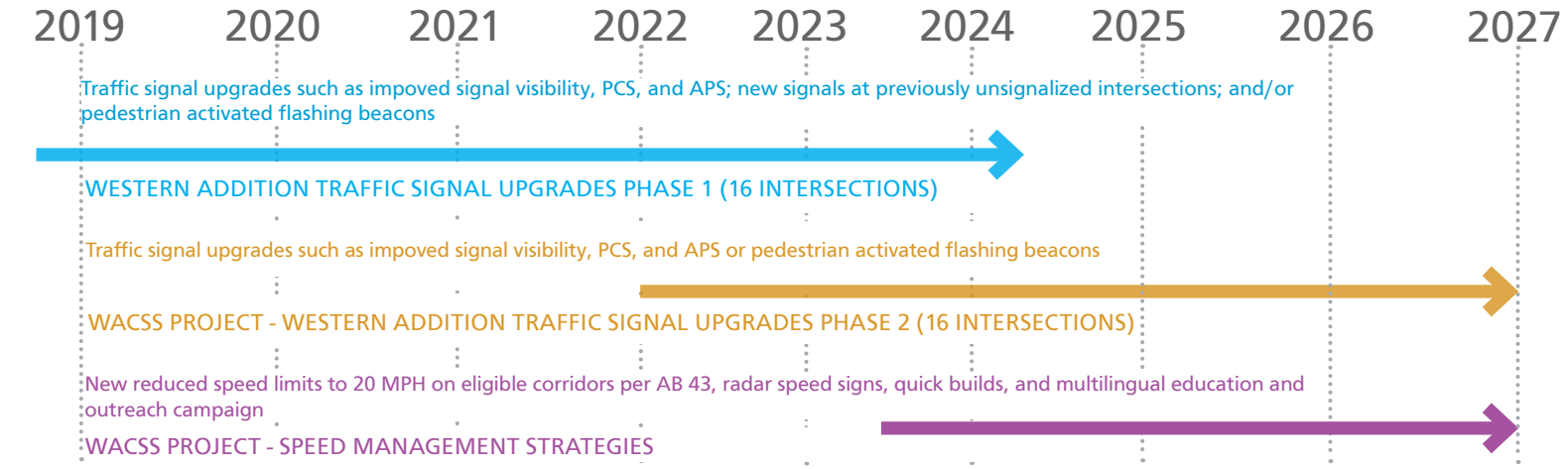
The Western Addition Traffic Signal Upgrades Phase 1 project is estimated to begin construction in spring 2023. Near term improvements identified in the WACBTP have been implemented. These include daylighting, continental crosswalks, bulb-outs, pedestrian actuated rectangular rapid flashing beacons, and advanced limit lines.

The Western Addition Traffic Signal Upgrades Phase 2 project has started design using local funds and is proposed to complete design and implement improvements at 16 intersections as part of the WACSS project.

Key elements of the WACSS project are as follows:

- Signal visibility enhancements to improve safety through larger 12" signal heads and mast arms
- Pedestrian signal improvements such as pedestrian countdown signals (PCS), accessible pedestrian signals (APS), pedestrian activated flashing beacons, upgraded streetlighting, and upgraded curb ramps
- Speed management strategies such as lower speed limits through 20 mph signage, radar speed signs, quick build improvements based on WACBTP, and additional community engagement
- Multilingual education and outreach campaign on traffic safety and speed management

PROJECT TIMELINE

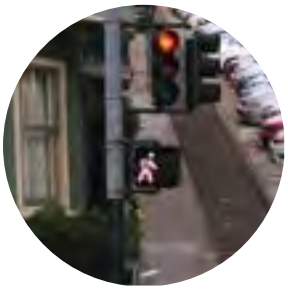


For more information, please contact geraldine.deleon@sfmta.com, vicente.romero@sfmta.com or uyen.ngo@sfmta.com

WESTERN ADDITION COMMUNITY SAFE STREETS PROJECT

WACSS PROJECT BUDGET

The overall budget including design, construction, and education/outreach campaign activities is estimated to be $22M. SFMTA was recently awarded $17.6M in SS4A grant funding with a 20% local match of $4.4M.



FULL TRAFFIC SIGNAL UPGRADES

Full signal upgrades include new larger 12” signal heads and mast-arms, conduits, poles, controllers, enhanced streetlighting, and upgraded accessible curb ramps.

SPEED LIMIT REDUCTIONS AND SPEED RADAR SIGNS

Speed management strategies include 20 MPH speed limit reduction signage as authorized by California Assembly Bill 43 (AB 43) and radar speed signs to make drivers aware of speed limits and change driver behavior.

PEDESTRIAN COUNTDOWN SIGNALS AND ACCESSIBLE PEDESTRIAN SIGNALS

Pedestrian countdown signals (PCS) and accessible pedestrian signals (APS) provide pedestrians with additional guidance on when to start crossing safely at signalized intersections and are particularly helpful for seniors and people with vision, hearing, and mobility disabilities.

MULTILINGUAL EDUCATION AND OUTREACH CAMPAIGN

WACSS includes education and outreach efforts to increase awareness of the impacts of speed and new speed limits set in the neighborhood.

RECTANGULAR RAPID FLASHING BEACONS

Rectangular rapid flashing beacons (RRFBs) caution drivers with a flashing visual that pedestrians will be crossing at the crosswalk.

PROJECT CONTACT

For more information, please contact geraldine.deleon@sfmta.com, vicente.romero@sfmta.com, or uyen.ngo@sfmta.com