

2023 Prop L 5-Year Prioritization Program

Vision Zero Ramps

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**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extending the ½-cent sales tax to fund transportation improvements and approving a new 30-year Expenditure Plan, which superseded the prior Proposition K Expenditure Plan.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 Vision Zero Ramps is contained in Section 7 of this document.

2. Eligibility and Expected Fund Leveraging

2.1 | ELIGIBILITY

Eligibility for Vision Zero Ramps as identified in the voter approved Prop L Expenditure Plan is as follows, with amounts shown in millions of 2020 dollars:

“Vision Zero Ramps. Programmatic improvements to benefit all users of intersections where freeway on- and off-ramps intersect with city streets to support the City’s Vision Zero policy to eliminate traffic deaths. Eligible project types include: new or improved pedestrian safety measures such as ladder crosswalks and pedestrian signals, corner bulb-outs, and new traffic signs and signals. Includes planning, project development, and capital costs. Sponsor Agencies: SFMTA, SFCTA. Total Funding: \$27.5M; EP: \$8M.”

SFMTA stands for the San Francisco Municipal Transportation Agency and SFCTA stands for San Francisco County Transportation Authority.

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 Vision Zero Ramps, the Prop L Expenditure Plan assumes that for every \$1 of sales tax revenue spent, on average it would be leveraged by about \$2.44 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 emphasizing safety for vulnerable road users where freeways meet city streets.

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 September 2023. Feedback from this process echoed the key themes heard during the initial Prop L outreach period, including protection for vulnerable road users to achieve the City’s Vision Zero goals.

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 measure be applied to projects included in the Vision Zero Ramps 5YPP:

- Number of collisions at ramp locations

In addition, we will also collect the following data to help inform our understanding of the proposed performance measure:

- Number of recommended measures implemented (crosswalks painted, pedestrian refuge islands, new traffic signals installed, etc.)
- Number of ramps improved

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

Vision Zero Ramps is a new program in the Prop L Expenditure Plan.

Table 1 shows the Project Status of open grants under Prop K that are similar to projects eligible for funding under the Vision Zero Ramps program, including signal upgrades recommended in Vision Zero Ramp studies that were completed with Prop K funds.

Table 1. Prop K Project Status

SPONSOR	PROJECT NAME	PHASE(S) FUNDED	FY OF ALLOCATION	ALLOCATED (AS OF 9/21/23)	REMAINING BALANCE (AS OF 9/21/23)	OPEN FOR USE?
SFMTA	Traffic Signal Upgrade Contract 36	Design	2019/20	\$600,000	\$5,000	Yes
SFCTA	I-280 Northbound Geneva Avenue Off-Ramp Modification Feasibility Study	Planning	2020/21	\$250,000	\$82,997	
SFCTA	I-280 Southbound Ocean Avenue Off-Ramp Realignment Project	Design Engineering	2020/21	\$1,050,000	\$1,050,000	

Vision Zero Ramps projects have an established project development path from planning studies to delivery. Under Prop K, the Transportation Authority completed two SOMA Freeway Ramp Intersection Safety Studies (finalized in 2018 and 2019, respectively), with support from Caltrans and SFMTA. The goal of these studies was to improve safety for all travelers, especially the most vulnerable populations, and to support progress towards the City's Vision Zero goal to eliminate traffic fatalities by 2024. The primary delivery strategy for the recommendations has been to work with SFMTA and other partner agencies to include Vision Zero Ramps recommendations in other projects that are already moving forward in the same location or with similar scope (e.g., signal upgrades). That approach seems to be working well as many of the recommendations, which were relatively modest in terms of cost and complexity, have been implemented.

The Transportation Authority also has undertaken Vision Zero-related studies at two I-280 Ramps, the I-280 Southbound Ocean Avenue Off-Ramp Realignment Project and the I-280 Northbound Geneva Avenue Off-Ramp Modification Feasibility Study. The former project will realign the existing Southbound Ocean Avenue Off-Ramp from a free flow right turn to a signalized T-intersection to reduce conflicts and improve safety for all road users. The project team has been working closely with Caltrans, SFMTA, and City College of San Francisco to advance this project, which has experienced delays during the environmental phase, including, but not limited to needing to conduct additional technical studies related to potential hazardous materials. The project team is now ready to advance to the final design phase once it secures additional funds from Prop L.

The Vision Zero Ramps program has identified recommended improvements that range from small-scale striping enhancements to large-scale ramp reconfigurations. For small-scale recommendations, challenges have included coordinating with implementing agencies to ensure inclusion of recommended improvements through other signal and/or corridor projects and then tracking the implementation status of the recommended improvements. Larger-scale recommendations, like ramp reconfigurations, can have very high capital costs and face the full spectrum of delivery challenges – technical, financial, stakeholder support, etc., if they require structures like bridges and retaining walls, for example.

Many Vision Zero ramps projects are likely to cross jurisdictional boundaries and involve multiple agency stakeholders since they are located at the interface of state highways and local streets, requiring additional time and resources to support the necessary coordination and approvals. For example, most freeway ramp projects are subject to Caltrans review and require encroachment permits, which can contribute to lengthy implementation schedules. In general, involving key agency stakeholders from the initial planning work and early project development phases can facilitate a smoother transition to design and implementation.

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 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 a fair geographic distribution and cost-effectiveness.

San Francisco's [Equity Priority Communities](https://epc-map.sfcta.org/) 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 Vision Zero Ramps 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 Vision Zero Ramps 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 SYPP 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 \$1.7M or 322% of the \$756,939 pay-go amount in the first five years of the 30-year program. We anticipated Significant acceleration of funds for the Vision Zero Ramps program, because Prop L funds for the first five years are significantly reduce (e.g. by more than half) compared to year six on, due to Prop K carryforward of remaining grant balances and outstanding debt and because the amount of funds available in this program is small, with only \$10M (in 2020 dollars) available over 30 years.

We are comfortable supporting this level of advancement of funds, as it will have a very small impact on overall financing in the Prop L Strategic Plan. Further, Vision Zero Ramps projects are key to support 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. Additionally, these projects are ready to move into the requested phase(s) and have good leveraging. Finally, the I-280 Southbound Ocean Ave Off-Ramp Improvement and the 13th Street Protected Bike Lanes projects have secured funds from other State funding sources that include timely use of funds deadlines.

		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	Total
9,10,11	Vision Zero Freeway Ramp Intersection Safety Study Phase 3	5	4	5	3	4	4	25
TBD	Vision Zero Ramps Local Match Placeholder	This is a placeholder. Project will be scored at time of allocation.						
7	I-280 Southbound Ocean Ave Off-Ramp Realignment Project	5	4	3	1	2	4	19
11	I-280 Northbound Geneva Avenue Off-Ramp Improvement Project Environmental	1	0	3	1	0	4	9
11	I-280 Northbound Geneva Avenue Off-Ramp Improvement Project PS&E	1	0	3	1	0	4	9
6,9	13th Street Safety Project	5	4	5	3	4	4	25
	Total Possible Score	5	4	5	5	4	4	27
	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.							
	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 a 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.							

	<p>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.</p>
	<p>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.</p>
	<p>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.</p> <p>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.</p> <p>Three points for a project not in an adopted community based plan, but with evidence of support from <i>both</i> neighborhood stakeholders and citywide groups. Project does not have documented support from disadvantaged populations.</p> <p>One point for a project not in an adopted community based plan, but with evidence of support from <i>either</i> neighborhood stakeholders or citywide groups. Project does not have documented support from disadvantaged populations.</p> <p>Zero points for a project that was neither developed out of a community-based planning process nor has other forms of demonstrated community support.</p>
	<p>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.</p>
	<p>Safety: Highest possible score is 4. Project addresses documented safety issue(s) and/or reduces potential conflict between modes. Additional priority for projects benefiting users of multiple modes (e.g. passenger, pedestrian, cyclist, transit) and projects located on the High Injury Network. Points are based on the safety information presented in the Project Information Form.</p>

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)
21- Vision Zero Ramps
Programming Year

Pending October 24, 2023 Board Meeting

Agency	Project Name	Phase	Fiscal Year of Allocation					Total
			2023/24	2024/25	2025/26	2026/27	2027/28	
SFCTA	Vision Zero Freeway Ramp Intersection Safety Study Phase 3	Planning/ Conceptual Engineering	\$150,000					\$150,000
SFCTA	Vision Zero Ramps Local Match Placeholder	Planning/ Conceptual Engineering			\$90,000			\$90,000
SFCTA	I-280 Ocean Ave Off-Ramp Realignment	Design Engineering (PS&E)	\$650,000					\$650,000
SFCTA	I-280 NB Geneva Avenue Off-Ramp Improvement Project Preliminary Engineering	Environmental Studies (PA&ED)	\$200,000					\$200,000
SFCTA	I-280 NB Geneva Avenue Off-Ramp Improvement Project Preliminary Engineering	Design Engineering (PS&E)				\$350,000		\$350,000
SFMTA	13th Street Protected Bike Lanes	Construction	\$1,000,000					\$1,000,000
Funds Requested in 2023 5YPP			\$2,350,000	\$0	\$90,000	\$0	\$0	\$2,440,000
Cumulative Remaining Programming Capacity			(\$1,593,061)	(\$1,593,061)	(\$1,683,061)	(\$1,683,061)	(\$1,683,061)	(\$1,683,061)

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)
21- Vision Zero Ramps
Cash Flow (Maximum Annual Reimbursement)
 Pending October 24, 2023 Board Meeting

Project Name	Phase	Fiscal Year of Reimbursement					Total
		2023/24	2024/25	2025/26	2026/27	2027/28	
Vision Zero Freeway Ramp Intersection Safety Study Phase 3	Planning/ Conceptual Engineering	\$50,000	\$100,000				\$150,000
Vision Zero Ramps Local Match Placeholder	Planning/ Conceptual Engineering			\$45,000	\$45,000		\$90,000
I-280 Ocean Ave Off-Ramp Realignment	Design Engineering (PS&E)		\$325,000	\$325,000			\$650,000
I-280 NB Geneva Avenue Off-Ramp Improvement Project Preliminary Engineering	Environmental Studies (PA&ED)	\$50,000	\$100,000	\$50,000			\$200,000
I-280 NB Geneva Avenue Off-Ramp Improvement Project Preliminary Engineering	Design Engineering (PS&E)				\$250,000	\$100,000	\$350,000
13th Street Protected Bike Lanes	Construction		\$500,000	\$500,000			\$1,000,000
Cash Flow Requested in 2023 5YPP		\$100,000	\$1,025,000	\$920,000	\$295,000	\$100,000	\$2,440,000
Cash Flow in 2023 Draft Strategic Plan Baseline		\$84,104	\$168,209	\$168,209	\$168,209	\$168,209	\$756,939
Cumulative Remaining Cash Flow Capacity		(\$15,896)	(\$872,687)	(\$1,624,479)	(\$1,751,270)	(\$1,683,061)	(\$1,683,061)

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)
13th St Safety Project	70.9%	89.9%
I-280 Southbound Ocean Ave Off-Ramp Improvement Project	70.9%	97.9%
I-280 NB Geneva Avenue Off-Ramp Improvement Project Preliminary Engineering	70.9%	78.4%
Vision Zero Freeway Ramp Intersection Safety Study Phase 3	70.9%	80.0%
Vision Zero Ramps Project Placeholder	70.9%	0% (Intended to match future grants)
Vision Zero Ramps Program Average	70.9%	94.7%

Expected leveraging for the Vision Zero Ramps program over the life of the 30-year measure is 70.9%. Based on the PIFs, the anticipated leveraging for the proposed projects exceeds the leveraging assumptions for the program at 94.7%. Given the small amount of Prop L funding in this program (\$10 million in 2020\$s) compared to potential costs for construction of the improvements, high leveraging is essential. SFMTA's 13th Street Safety Project, one of the proposed projects in this 5YPP, is an excellent example with all the funding secured for a \$9.9 million cost (all phases) and a \$1 million request from Prop L to close the construction funding gap.

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

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

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



Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.		SFMTA will have a coordinating and review role; staff has not yet been defined. Caltrans will be included, where concepts include changes to the Caltrans right-of-way. Staff has not yet been identified.				
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	0%	TBD	Q2-Oct- Nov-Dec	2023/24	Q1-Jul- Aug-Sep	2025/26
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (e.g. Award Contract)						
Operations (i.e. paratransit)						
Open for Use						
Project Completion (means last eligible expenditure)						
Notes						

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



Project Name:	Vision Zero Freeway Ramp Intersection Safety Study Phase 3										
Project Cost Estimate											
Phase	Cost	Funding Source			Source of Cost Estimate						
		Prop L	Other								
Planning/Conceptual Engineering	\$ 510,000	\$ 150,000	\$ 360,000		Prior work (Vision Zero Ramps Phases 1&2)						
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -								
Right of Way	\$ -	\$ -	\$ -								
Design Engineering (PS&E)	\$ -	\$ -	\$ -								
Construction	\$ -	\$ -	\$ -								
Operations (i.e. paratransit)	\$ -	\$ -	\$ -								
Total Project Cost	\$ 510,000	\$ 150,000	\$ 360,000								
Percent of Total		29%	71%								
Funding Plan - All Phases - All Sources											
Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)											
Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2023/24	2024/25	2025/26	2026/27	2027/28	
Prop L	21- Vision Zero Ramps	Planning/Conceptual Engineering	Planned	2023/24	\$ 150,000	\$ 50,000	\$ 100,000	\$ -	\$ -	\$ -	
Safe Streets For All Grant		Planning/Conceptual Engineering	Programmed	2023/24	\$ 360,000	\$ -	\$ -	\$ -	\$ -	\$ -	
Total By Fiscal Year					\$ 510,000	\$ 50,000	\$ 100,000	\$ -	\$ -	\$ -	
Notes											
SFCTA received a Safe Streets 4 All grant award for \$360,000 in 2022 for this study. Prop L funds would provide the required local match required for the Safe Streets grant (\$90,000) plus additional matching funds to allow for sufficient consultant and SFMTA budget for concept development.											

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

**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.

21- Vision Zero Ramps

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



Table 25 Collision Analysis of Priority Ramps

No.	Location	High Injury Network?	Collisions 2020 (TIMS)	2014-
1	Brotherhood / Junipero Serra Ramps	Y	14	
2	Alemany Blvd → CA-1 at St. Charles	N	11	
3	Alemany / San Jose → I-280 northbound	Y	11	
4	I-280 southbound → San Jose / Sadowa	Y	2	
5a	I-280 northbound → Geneva	Y	10	
5b	I-280 southbound → Geneva	Y	6	

No.	Location	High Injury Network?	Collisions 2014-2020 (TIMS)
5c	I-280 southbound → Ocean (Already planned)	Y	3
6	I-280 ← → Monterey	N	6
6b	Monterey ← → San Jose	N	4
7	US-101 southbound → Bayshore / Hester	N	6
8	US-101 southbound → Mansell	Y	16
9a	US-101 southbound ← → Stillman	Y	4
9b	US-101 northbound → Silver	Y	1
10	I-280 southbound → Crescent	Y	18
11a	US-101 northbound → Alemany / Bayshore	Y	26
11b	Alemany eastbound / San Bruno → US-101 southbound	Y	11
12a	US-101 southbound → Cesar Chavez eastbound	Y	23
12b	US-101 / Bayshore northbound → Cesar Chavez eastbound	N	25
12c	Potrero southbound → Cesar Chavez westbound	Y	10
13	US-101 northbound → Mariposa	Y	4
14	I-280 southbound → 18th	N	3

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



Project Name and Sponsor			
Project Name:	Vision Zero Ramps Local Match Placeholder		
Implementing Agency:	TBD		
Prop L Expenditure Plan Information			
Prop L Program:	21- Vision Zero Ramps		
Prop L Sub-Program (if applicable):			
Other Prop L Programs (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	This placeholder is local match funding for discretionary grants to advance recommendations from previous planning efforts to boost safety and connectivity along the interfaces of San Francisco's freeway network with the city's pedestrian realm. Improvements at these locations would improve safety, help maintain road infrastructure, close gaps in the pedestrian and bike networks, and improve connections to transit and key destinations. Funds may also support further planning to revisit areas targeted for longer-term improvements.		
Project Location and Limits:	TBD		
Supervisory District(s):	TBD		
Is the project located on the 2022 Vision Zero High Injury Network ?	TBD	Is the project located in an Equity Priority Community (EPC)?	TBD
Which EPC(s) is the project located in?	TBD		
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	<p>San Francisco adopted Vision Zero in 2014, with a goal to eliminate traffic deaths. San Francisco's 2022 Streets and Freeways Strategy (SFS) identified a Freeway Ramp Safety Improvement Concepts to be considered for implementation at various freeway ramps across the city for near-term improvements. These ramps have safety challenges, are on or near the HIN, and/or are within an EPC. This project would build on the Vision Zero Ramp Intersection Safety Study Phases 1,2, and 3, which identified and designed safety improvements for freeway ramp touchdowns in the South of Market neighborhood (Phases 1 and 2) and will design improvements throughout southern and southeastern San Francisco (Phase 3).</p> <p>The proposed study would use community outreach and technical analysis to advance recommendations from past phases of Vision Zero planning efforts and further planning to revisit targeted areas such as the intersection of 2nd and Bryant Streets. Designs would be developed through citywide and neighborhood-level, culturally relevant community engagement events and surveys both in-person and online to ensure solutions meet diverse community travel needs and support multimodal travel.</p>		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.			
Type of Environmental Clearance Required:	N/A		
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	SFCTA, SFMTA. Staff contact to be determined.		

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

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (e.g. Award Contract)						
Operations (i.e. paratransit)						
Open for Use						
Project Completion (means last eligible expenditure)						
Notes						
This is a placeholder. Schedule will be determined once specific project recommendations have been identified in upcoming Vision Zero planning efforts.						

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



Project Name:		Vision Zero Ramps Local Match Placeholder									
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Project Cost Estimate		Cost		Funding Source		Source of Cost Estimate
Phase				Prop L	Other	
Planning/Conceptual Engineering	\$	90,000	\$	90,000	\$	- prior studies
Environmental Studies (PA&ED)	\$	-	\$	-	\$	-
Right of Way	\$	-	\$	-	\$	-
Design Engineering (PS&E)	\$	-	\$	-	\$	-
Construction	\$	-	\$	-	\$	-
Operations (i.e. paratransit)	\$	-	\$	-	\$	-
Total Project Cost	\$	90,000	\$	90,000	\$	-
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	21- Vision Zero Ramps	TBD	Planned	2025/26	\$	90,000	\$	-	\$	45,000	\$	-
Total By Fiscal Year					\$	90,000	\$	-	\$	45,000	\$	-

Notes												
This is a placeholder for local match funding to advance Vision Zero ramp recommendations as described in the scope. When a specific project or projects are identified, we will review the proposed project funding plan and leveraging, which is expected to be in line with Expenditure Plan assumptions.												

**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	<i>Vision Zero Ramps Local Match Placeholder</i>
Relative Level of Need or Urgency (time sensitive)	Placeholder would provide local matching funds to a future grant to advance Vision Zero Ramp improvements.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	<p>Several of the freeway ramp locations in previous phases of this project were situated near or within three different CBTP project areas: Bayview, Mission-Geneva, and Potrero Hill. Each of these CBTPs issued recommendations which are in alignment with or support the goals of the Streets and Freeways Strategy. For example, through the Bayview CBTP's participatory budgeting and outreach process, residents expressed support for multiple crosswalk improvements adjacent to the US-101 freeway along Bayshore. Likewise, the Mission-Geneva CBTP recommendations included proposals for street redesigns to slow speeding traffic coming off the I-280 freeway intersection at Geneva Ave. While not formally a Community Based Transportation Plan, community outreach efforts in previous phases of the Vision Zero Streets and Freeways Strategy sought feedback from marginalized communities through a variety of methods. Working with 11 community-based organizations who work with San Francisco youth, seniors, disabled folks, low-income residents, monolingual communities and other residents disproportionately impacted by past planning decisions, the SFS team collected feedback on existing transportation network conditions to ascertain residents' priorities through an online storytelling survey. The majority of respondents who provided optional demographic information were people of color (21% preferred not to say). Results from the survey showed the highest support (in descending order) for developing complete streets, reconnecting communities, and pairing freeway redesigns with land use plans to avoid displacement as the three most important principles to guide transformations on freeways and major streets. This indicates public support for the pedestrian safety and connectivity goals of this third phase of the Vision Zero SFS.</p>
Benefits to Disadvantaged Populations and Equity Priority Communities	Several of the freeway ramp locations identified for improvements in previous phases of the Vision Zero Ramps Study are within or near EPC tracts, and almost all are situated on or adjacent to the High Injury Network. Ramp locations were selected based a history of crashes and proximity to the HIN. Implementing these improvements would help to address inequities in pedestrian safety and connectivity in these areas.
Compatability with Land Use, Design Standards, and Planned Growth	Yes
<u>San Francisco Transportation Plan Alignment (SFTP)</u>	<p>Safety and Livability, Equity</p> <p>The project advances the goal of Safety & Livability by targeting improvements at freeway ramp intersections near or along the High Injury Network. The project also aligns with the goal of Equity within the SFTP as it targets these recommendations in or near EPC and seeks to redress current inequities in transportation safety.</p>

**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.

21- Vision Zero Ramps

Safety

The project addresses documented safety issues and reduces conflict between automobiles and pedestrians by developing safety and connectivity improvements to reduce conflicts at several ramp locations, including many locations on the High Injury Network. Specific locations to be determined.

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



Project Name and Sponsor			
Project Name:	I-280 Southbound Ocean Ave Off-Ramp Improvement		
Implementing Agency:	SFCTA		
Prop L Expenditure Plan Information			
Prop L Program:	21- Vision Zero Ramps		
Prop L Sub-Program (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	The I-280 Ocean Avenue Off-Ramp Realignment Project will realign the existing Southbound Ocean Avenue Off-Ramp from a free flow right turn to a signalized T-intersection to reduce conflicts and improve safety for all road users. The SFCTA project team is working closely with Caltrans, SFMTA, and City College of SF to advance this project.		
Project Location and Limits:	I-280 Southbound Ocean Avenue Off-Ramp and Ocean Avenue Intersection		
Supervisorial District(s):	District 07		
Is the project located on the 2022 Vision Zero High Injury Network ?	Yes	Is the project located in an Equity Priority Community (EPC)?	No
Which EPC(s) is the project located in?	The project is located immediately adjacent to the Oceanview-Ingleside EPC and the Excelsior-Outer Mission EPC.		
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	<p>The project was a recommendation of the Balboa Park Station Area Circulation Study in 2014 which included the Transportation Authority, SFMTA, Caltrans, and BART. That study also conducted two rounds of outreach and received support from the community to improve traffic circulation. The current configuration of the SB I-280 off-ramp intersection with Ocean Avenue creates potential conflicts between multi-modal users. The current configuration is a single-lane, free-right turn onto WB Ocean Avenue just prior to the intersection with Howth Street. The ramp becomes a new rightmost lane as it joins WB Ocean Avenue. When vehicles on WB Ocean Avenue attempt to shift to the right lane immediately past the ramp merge area to turn right at Howth Street into City College of SF, they are required to merge with vehicles exiting the off-ramp over a short distance of approximately 150 feet. Bicyclists at this location also experience merging conflicts with vehicles exiting the freeway.</p> <p>The project area supports a high volume of pedestrian traffic due to the vicinity of the Balboa Park BART and Muni stations. Additionally, there are pedestrian destinations in the vicinity of the Balboa Park neighborhood, such as the City College of SF, Lick-Wilmerding High School, Balboa Park, and neighborhood retail along Ocean Avenue to the west of the college. This project will realign the off ramp to a signalized T-intersection with crosswalks and curb ramps to improve safety for pedestrians and bicyclists.</p> <p>This project experienced a number of project delivery challenges during the environmental phase. The project team required additional environmental investigation due to a landfill next to the off-ramp and methane within the landfill which may be released during construction. The team took additional geotechnical borings that indicated that the hazardous material level of risk may be mitigated during construction. This process delayed execution of the Cooperative Agreement between SFCTA and Caltrans to investigate liabilities related to the potentially hazardous materials. Also, the project was delayed due to a prolonged schedule for the pre-award audit by Caltrans.</p>		

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



	<p>The project has received NEPA Categorical Exclusion and CEQA Categorical Exemption.</p> <p>The project team has started the design phase which requires Caltrans oversight and SFMTA and SFPW design and permit approvals. The project team has developed the geometric drawings and profiles, performed an aerial survey, received MTC Air Quality approval, completed numerous environmental and technical reports, and received Caltrans design exceptions.</p> <p>This Prop L request will provide funding for the following work and an associated cost increase in the design phase:</p> <ul style="list-style-type: none"> - Provide additional funding for the City Department review and permit approval process - Provide funding for the environmental investigation that was conducted to determine hazardous materials from landfill next to site that may be impacted during construction - Meet recent inflation increase in soft cost - Allow design of potential pedestrian entrance to City College San Francisco where there is an existing informal pedestrian path that does not meet safety standards. This design may also require additional coordination with Caltrans. - Allow for additional utility coordination and potholing. Anticipated utility includes underground PG&E vault and MTA overhead contact system.
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project	Area Map attached
Type of Environmental Clearance Required:	Categorically Exempt
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	Caltrans - Al Lee

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Planning/Conceptual Engineering	100%	Contracted	Q3-Jan-Feb-Mar	Previous	Q3-Jan-Feb-Mar	2020/21
Environmental Studies (PA&ED)	100%	Contracted	Q3-Jan-Feb-Mar	Previous	Q3-Jan-Feb-Mar	2020/21
Right of Way						
Design Engineering (PS&E)	25%	Contracted	Q1-Jul-Aug-Sep	2023/24	Q4-Apr-May-Jun	2024/25
Advertise Construction	0%	Contracted	Q2-Oct-Nov-Dec	2025/26		
Start Construction (e.g. Award Contract)	0%	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)					Q3-Jan-Feb-Mar	2028/29

Notes

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

Project Name:		I-280 Southbound Ocean Ave Off-Ramp Improvement									
Project Cost Estimate											
Phase	Cost	Funding Source			Source of Cost Estimate						
		Prop L	Other								
Planning/Conceptual Engineering	\$ -	\$ -	\$ -								
Environmental Studies (PA&E)	\$ 750,000	\$ -	\$ 750,000		actual cost						
Right of Way	\$ -	\$ -	\$ -								
Design Engineering (PS&E)	\$ 2,750,000	\$ 650,000	\$ 2,100,000		PSR-PR, 25% design						
Construction	\$ 28,000,000	\$ -	\$ 28,000,000		PSR-PR, 25% design						
Operations (i.e. paratransit)	\$ -	\$ -	\$ -								
Total Project Cost	\$ 31,500,000	\$ 650,000	\$ 30,850,000								
Percent of Total		2%	98%								
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	Previous	2023/24	2024/25	2025/26	2026/27	2027/28
Prop K		Environmental Studies (PA&E)	Allocated	Previous	\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K		Design Engineering (PS&E)	Allocated	2020/21	\$ 1,050,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LPP Formula		Design Engineering (PS&E)	Allocated	2021/22	\$ 1,050,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop L	21- Vision Zero Ramps	Design Engineering (PS&E)	Planned	2023/24	\$ 650,000	\$ -	\$ -	\$ 325,000	\$ 325,000	\$ -	\$ -
TBD		Construction		2025/26	\$ 28,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ 31,500,000	\$ -	\$ -	\$ 325,000	\$ 325,000	\$ -	\$ -
Notes											
Local Partnership Program (LPP) funds must be fully expended by June 30, 2024. SFCTA will request and expects to receive a one year extension to allow expenditures until June 30, 2025.											
Potential funding for construction includes Highway Safety Improvement Program, SHOPP, federal Safe Streets 4 All grants, and federal earmarks. During the design phase, the project team will continue to refine the funding strategy for construction.											
Overall leveraging of sales tax funds (Props K and L) for the proposed project is 8% sales tax leveraging 92% in other funds.											

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

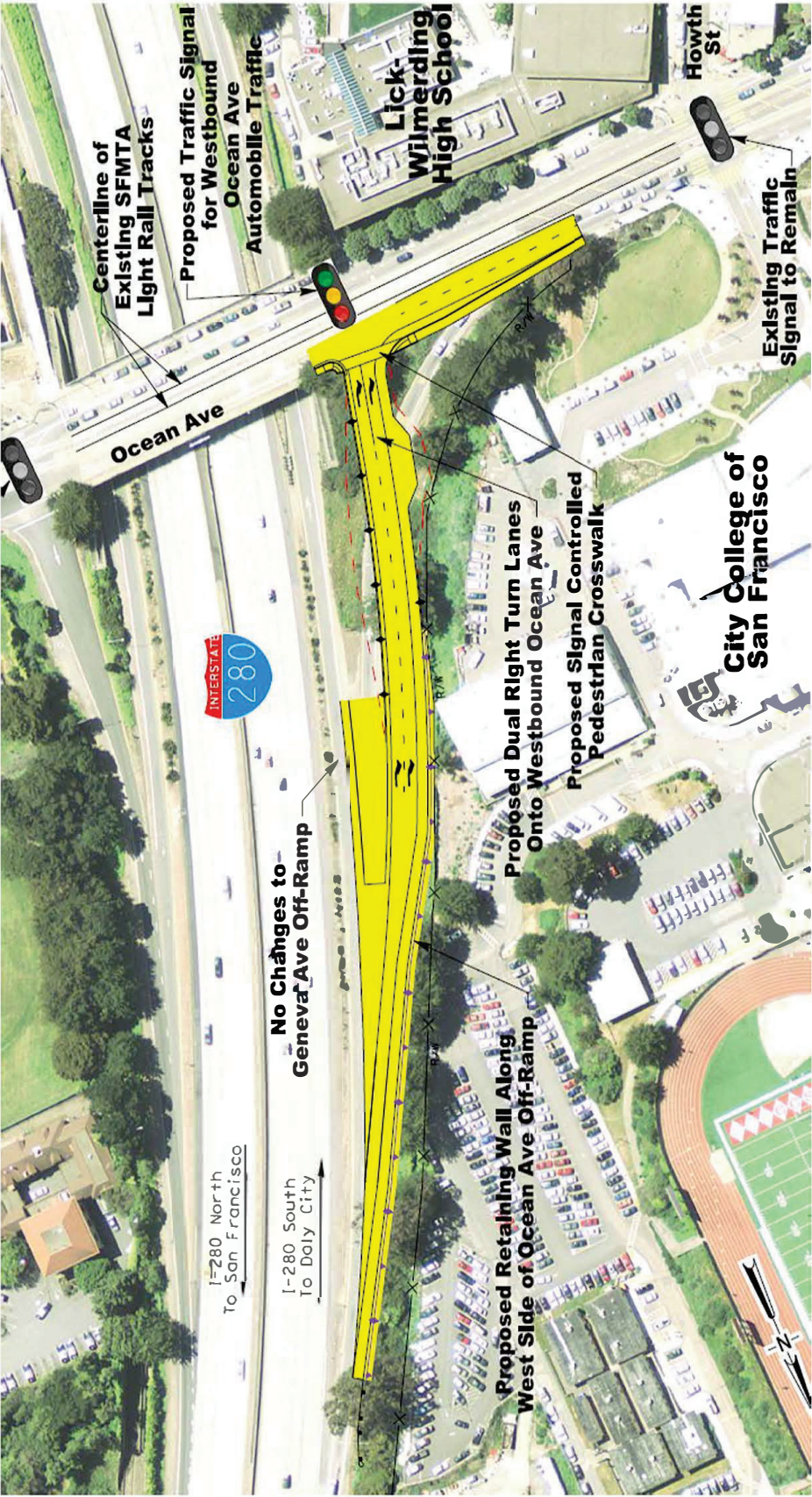


Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	<i>I-280 Southbound Ocean Ave Off-Ramp Improvement</i>
Relative Level of Need or Urgency (time sensitive)	<p>The project is starting the design phase which will last 2 years. However, the project has LPP funding which requires timely use of funds by June 2024. The project team will request a one year extension from CTC if possible and complete the project by June 2025. The delay of the start of the project was due to additional environmental investigation of hazardous material from a landfill next to the project location. The project team is also working closely with Caltrans, SFMTA, and SFPW. The team is executing the Caltrans Co-op and will then finalize the design contract with Mark Thomas for engineering services. The requested funding will also help fund SFMTA and SFPW staff for the permit approval process which will be necessary before accepting traffic signals and infrastructure for long term maintenance.</p>
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	<p>The project was recommended from the Balboa Park Station Area Circulation Study in 2014 which analyzed the traffic circulation around the BART and Muni stations and proposed a number of recommendations. The study also involved transportation agencies including Caltrans, BART, and SFMTA. The study included two rounds of outreach to local education institutions and community/residential groups.</p> <p>The project conducted additional outreach during the PA&ED phase starting in 2016. SFCTA led the public outreach process, including frequent community interaction. Extensive outreach was done to ensure the members of the community, which includes the Oceanview-Ingleside EPC, were notified of the community meetings to discuss the project. SFCTA efforts include</p> <ul style="list-style-type: none"> - Email notifications to thirty community-based organizations, including the Balboa Park Email Group; - Distribution of over 500 meeting announcement flyers to the Balboa Park Station Area's surrounding businesses, grocery stores/corner markets, libraries, schools, community centers, gathering places, and transit shelters; - Muni bus banner ads displayed on local lines to promote the project and notify the public of meeting; - Mailer notification to all addresses within a 300-foot radius of the project; - Media advisory was issued to various media outlets in advance of the meetings <p>Balboa Park residents are generally supportive of improving pedestrian and bicycle safety and movement, and transit service. The Balboa Park Station Community Advisory Committee (BPSCAC) voted to support adoption of the Balboa Park Circulation Study which recommended this project and SFCTA provided updates to the BPSCAC.</p> <p>The project team also gave presentation to the Ocean Avenue Community Benefit District (OACBD). Comments received from OACBD include members' desire to improve traffic congestion along Ocean Avenue and to improve safety crossing for pedestrian and bicyclists. OACBD provided a letter of support for the project.</p>
Benefits to Disadvantaged Populations and Equity Priority Communities	<p>This project is located next to the Oceanview-Ingleside Equity Priority Community and is also across from the Excelsior Equity Priority Community. It is next to City College of San Francisco. This project will improve safety for residents and students attending City College of SF. The project area supports a high volume of pedestrian traffic due to vicinity of the Balboa Park BART station, Muni station, City College of San Francisco, Balboa Park High School, Lick Wilmerding High School, and local businesses.</p>
Compatibility with Land Use, Design Standards, and Planned Growth	Yes

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



<p><u>San Francisco Transportation Plan Alignment (SFTP)</u></p>	<p>Safety and Livability</p> <p>The project meets SFTP safety and livability goals and the City's Vision Zero policy. This intersection is included on the San Francisco High Injury Network. According to the San Francisco Department of Public Health (SFPDH) TransBASE database, there were at least two pedestrian injury collisions, one bicyclist injury, and one single vehicle injury collision in the area at the intersection of Ocean Avenue/SB I-280/Howth between April 2018 and March 2023. SFTP safety goals includes reducing speed and street redesign. The project achieves speed reduction by installing a controlled traffic signal intersection to reduce speed. The project also redesigns the off-ramp from a free-flow right turn with limited sight distance to a T-intersection that has higher visibility. The project goal is to address safety issues due to multi-modal conflicts.</p> <p>Although the project will widen the future off-ramp from one lane to two lanes, it actually does not increase capacity since the goal of the ramp widening is to ensure that the redesigned off-ramp has enough storage area to prevent the traffic queue due to a traffic signal from backing up to the southbound I-280 SB Mainline freeway and causing collisions.</p> <p>The City of SF and SFMTA also have long term plans to upgrade Ocean Avenue corridor to improve businesses and increase capacity for new housing units next to City College. The City of SF will widen Ocean Avenue west of the I-280 freeway and this project will be contribute to that widening to increase vehicle capacity.</p>
<p align="center">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.</p>	
<p align="center">21- Vision Zero Ramps</p>	
<p>Safety</p>	<p>The purpose of the project is to resolve a multi-modal conflict by reconfiguring the free-flow right turn off-ramp into a signalized T-intersection. The existing off-ramp has poor sight distance for vehicles exiting the freeway at high-speed and merging into westbound Ocean Avenue. This is a hazard for pedestrians and bicyclists crossing the off-ramp to City College SF.</p> <p>The existing off-ramp configuration creates potential conflicts between multi-modal users. This intersection is included on the San Francisco High Injury Network. According to the San Francisco Department of Public Health (SFPDH) TransBASE database, there were at least two pedestrian injury collisions, one bicyclist injury, and one single vehicle injury collision in the area at the intersection of Ocean Avenue/SB I-280/Howth between April 2018 and March 2023.</p>



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



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

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



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

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

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



Project Name:		I-280 NB Geneva Avenue Off-Ramp Improvement									
Project Cost Estimate											
Phase	Cost	Funding Source			Source of Cost Estimate						
		Prop L	Other								
Planning/Conceptual Engineering	\$ 250,000	\$ -	\$ 250,000		actual cost						
Environmental Studies (PA&ED)	\$ 200,000	\$ 200,000	\$ -		Feasibility Study and prior Caltrans PAED projects						
Right of Way	\$ -	\$ -	\$ -								
Design Engineering (PS&E)	\$ 350,000	\$ 350,000	\$ -		Feasibility Study						
Construction	\$ 1,750,000	\$ -	\$ 1,750,000		Feasibility Study						
Operations (i.e. paratransit)	\$ -	\$ -	\$ -								
Total Project Cost	\$ 2,550,000	\$ 550,000	\$ 2,000,000								
Percent of Total		22%	78%								
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	Previous	2023/24	2024/25	2025/26	2026/27	2027/28
Prop K		Planning/Conceptual Engineering	Allocated	2020/21	\$ 250,000	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop L	21- Vision Zero Ramps	Environmental Studies (PA&ED)	Planned	2023/24	\$ 200,000	\$ -	\$ 50,000	\$ 100,000	\$ 50,000	\$ -	\$ -
Prop L	21- Vision Zero Ramps	Design Engineering (PS&E)	Planned	2026/27	\$ 350,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ 100,000
TBD (e.g. Highway Safety Improvement Program, SHOPP)		Construction	Planned	2027/28	\$ 1,750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ 2,550,000	\$ 250,000	\$ 50,000	\$ 100,000	\$ 50,000	\$ 250,000	\$ 100,000
Notes											
SFCITA will work with Caltrans to determine a cost-sharing arrangement to improve state-owned signals.											

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

**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.

21- Vision Zero Ramps

Safety	<p>There were a total of 164 crashes in the project study that were recorded between 2016 and 2021. For the northbound I-280, between 2016 and 2021, there were 120 total northbound I-280 crashes near the Geneva Avenue interchange. Specifically, there were 89 total crashes on northbound I-280 within a quarter mile south of the Geneva Avenue overcrossing and 31 crashes associated with the northbound off-ramp. Among the significant crash factors, there were: unsafe speed (58%) and unsafe lane changes (29%) were the main primary collision factors (PCFs); rear-end crashes (66%) and sideswipes (21%) comprised most types of collisions.</p> <p>The intersection of Geneva Avenue and the NB I-280 Off Ramp and the Geneva Ave and San Jose Avenue are among the worst statistically in the area for collisions. According to TransBASE these two blocks account for 51 injury collisions. The I-280 NB Off and On-Ramp and Geneva Avenue intersection alone has about 20 accidents. Modernizing the traffic equipment will help improve this intersection and reduce the collisions especially involving pedestrians.</p> <p>The project team has observed commuters using the off-ramp as pick-up and drop-off zone due to traffic queue blockage. The queue also results in rear-end collisions on the mainline freeway since the exiting vehicles exceed the off-ramp capacity.</p>
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**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Project Name and Sponsor			
Project Name:	13th Street Safety Project		
Implementing Agency:	SFMTA		
Prop L Expenditure Plan Information			
Prop L Program:	21- Vision Zero Ramps		
Prop L Sub-Program (if applicable):			
Second Prop L Program (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	The 13th Street Safety Project is proposed along 13th Street between Folsom Street and Valencia Street. To address traffic safety challenges along the corridor, the SFMTA is developing a series of transportation improvements that include protected bike facilities, bike boxes, bicycle signals, traffic signal upgrades and modifications, curb modifications, and travel lane removal to make the corridor more safe, comfortable, and accessible for all road users. The elements of this project to be funded from the Vision Zero Ramps program are recommendations from the Transportation Authority's SoMa Freeway Ramp Intersection Safety Study Phase II (2019).		
Project Location and Limits:	13th Street from Folsom Street to Mission/Otis Street and Duboce Avenue from Mission/O		
Supervisory District(s):	District 06, District 09		
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?	Inner 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).	This project aims to address traffic safety concerns while creating a more comfortable space for travel through the following changes on 13th Street and Duboce Avenue between Folsom Street and Valencia Street: Installing protected bikeways and bike signals in both directions to provide a safer and more comfortable place for people traveling by bike while establishing a new connection in the City's bike network; Removing one vehicle traffic lane in each direction to encourage travel at safer speeds and allow for upgraded modes of travel along the corridor; Implementing traffic signal hardware and timing upgrades to improve its visibility and to improve traffic flow; Reconfiguring on-street parking and loading to accommodate existing land uses and businesses needs and designating color curbs space for commercial loading activities; Installing pedestrian safety improvements such as painted safety zones, bulbouts, and pedestrian refuges to increase visibility and create shorter crossings at intersections; Implementing accessibility upgrades throughout the corridor, including new accessible pedestrian signals, curb ramps with better detection, and minor sidewalk widening.		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Attached		
Type of Environmental Clearance Required:	Categorically Exempt		

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



Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.		Michelle Woo (SFPW), Marianne Peralta (CT)				
Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Planning/Conceptual Engineering	100%	In-house	Q2-Oct-Nov-Dec	2020/21	Q4-Apr-May-Jun	2021/22
Environmental Studies (PA&ED)	100%	In-house	Q1-Jul-Aug-Sep	2021/22	Q2-Oct-Nov-Dec	2021/22
Right of Way	0%	TBD	Q1-Jul-Aug-Sep	2023/24	Q3-Jan-Feb-Mar	2023/24
Design Engineering (PS&E)	95%	In-house	Q2-Oct-Nov-Dec	2021/22	Q3-Jan-Feb-Mar	2023/24
Advertise Construction	0%	In-house	Q4-Apr-May-Jun	2023/24		
Start Construction (e.g. Award Contract)	0%	In-house and Contracted	Q3-Jan-Feb-Mar	2024/25		
Operations (i.e. paratransit)						
Open for Use	0%	In-house			Q1-Jul-Aug-Sep	2025/26
Project Completion (means last eligible expenditure)	0%	In-house			Q3-Jan-Feb-Mar	2025/26
Notes						
Design is currently nearing 100% submittal to Caltrans to initiate Caltrans review. SFMTA and SFPW staff expect multiple rounds of review with Caltrans to refine design. Once all parties are in agreement, 100% plan set will be submitted to Caltrans Encroachment Permit Office. Anticipate Bid in May 2024 and Award in July 2024.						

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



Project Name:		13th Street Safety Project										
Project Cost Estimate		Cost		Funding Source		Source of Cost Estimate						
Phase				Prop L	Other							
Planning/Conceptual Engineering		\$ 317,622	\$ -	\$ -	\$ 317,622	actuals						
Environmental Studies (PA&ED)		\$ -	\$ -	\$ -	\$ -							
Right of Way		\$ -	\$ -	\$ -	\$ -							
Design Engineering (PS&E)		\$ 1,098,378	\$ -	\$ -	\$ 1,098,378	actuals + cost to complete 95% engineer's estimate						
Construction		\$ 8,483,976	\$ 1,000,000	\$ -	\$ 7,483,976							
Operations (i.e. paratransit)		\$ -	\$ -	\$ -	\$ -							
Total Project Cost		\$ 9,899,976	\$ 1,000,000	\$ -	\$ 8,899,976							
Percent of Total				10%	90%							
Funding Plan - All Phases - All Sources												
Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)						
AHSC		Planning/Conceptual Engineering	Allocated	2019/20	\$ 149,522	2023/24	2024/25	2025/26	2026/27	2027/28		
Prop B		Planning/Conceptual Engineering	Allocated	2019/20	\$ 168,100							
AHSC		Design Engineering (PS&E)	Allocated	2019/20	\$ 337,378							
Prop B		Design Engineering (PS&E)	Allocated	2020/21	\$ 637,900							
IPIC		Design Engineering (PS&E)	Allocated	2020/21	\$ 123,100							
SB1 LPP Formula FY23/24		Construction	Programmed	2023/24	\$ 550,000							
SHOPP FY23/24		Construction	Programmed	2023/24	\$ 2,115,000							
TDA Article 3 FY23/24		Construction	Programmed	2023/24	\$ 831,876							
AHSC		Construction	Allocated	2019/20	\$ 1,813,100							
IPIC FY23/24		Construction	Programmed	2023/24	\$ 2,174,000							
Prop L	21 - Vision Zero Ramps	Construction	Planned	2023/24	\$ 1,000,000							
Total By Fiscal Year					\$ 9,899,976	\$ -	\$ 500,000	\$ 500,000	\$ -	\$ -	\$ -	\$ -
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	13th Street Safety Project
Relative Level of Need or Urgency (time sensitive)	The 13th Street Safety Project is currently funded through the Affordable Housing and Sustainable Communities (AHSC) Program, a SHOPP Complete Streets Reservation, and Local Partnership Program formula grant, all of which have timely use of funds provisions.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	<p>The implementation project is directly informed by previous studies and planning efforts. The project will draw on recommendations from the San Francisco County Transportation Authority (SFCTA)'s SoMa Freeway Ramp Intersection Safety Study as well as the City of San Francisco's Market Octavia Plan Amendment (formerly known as The Hub) Public Realm Plan.</p> <p>The Market Octavia Plan Amendment has had 5 public workshop events since April 2016 to January 2020 to solicit input on strategies for affording housing, arts and culture, transportation, urban form, and public realm in The Hub neighborhood. The Public Realm Plan in particular, was an effort to develop designs for streets and open spaces in The Hub neighborhood. Of eight target corridors considered in the Plan, the 13th Street corridor emerged early on as a top priority street after receiving feedback from public workshops.</p> <p>The SoMa Freeway Ramp Intersection Safety Study was led by the San Francisco County Transportation Authority in close partnership with the SFMTA and a Technical Advisory Committee that included various agency stakeholders such as the San Francisco Planning Department, San Francisco Public Works, and Caltrans. The study was also performed in consultation with the Mayor's Office of Disability, San Francisco Fire Department, San Francisco Police Department, and California Highway Patrol. Stakeholder and community groups also participated in each round of outreach. Stakeholder groups involved include Walk San Francisco, San Francisco Bicycle Coalition, San Francisco Transit Riders Union, Independent Living Resource Center, Western SoMa Community Benefits District, Pedestrian Safety Advisory Committee, and more. Local businesses including The Crafty Fox and Brick and Mortar also provided pointed feedback on the study.</p> <p>There were three rounds of outreach to the public in total. Multichannel communication methods were applied across the three rounds of outreach, including online surveying, intercept outreach, stakeholder meetings, open house event, and special event tabling. Information was shared through posting notices, multilingual mailers, online newsletter, webpage, and an educational video. Public outreach was conducted to gather information on the lived experiences of community members and to share the proposed plan, including design drawings, cost estimates, and implementation strategies. A wide range of issues were identified through the outreach process, which corroborated collision history data and helped shape recommendations to be in direct correlation to the challenges that were expressed and observed.</p> <p>Furthermore, on September 14, 2020, Caltrans and SFMTA held a joint focused stakeholder meeting with representatives from the San Francisco Supervisor District 6 Office, San Francisco Supervisor District 9 Office, San Francisco Bicycle Coalition, and Walk San Francisco. Stakeholders expressed overall support for the implementation project.</p>

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



	<p>The 13th Street Safety Project combines feedback from both the Market Octavia Plan Amendment Public Realm Plan and the SoMa Freeway Ramp Intersection Safety Study to inform implementation. The project also leverages existing stakeholder relationships and maintain communications with interested parties as it delves into more detailed design proposals. In order to collect feedback from a wide range of sources that is representative of the community, this project team has employed a number of methods to maximize outreach and engagement during the planning phase:</p> <ul style="list-style-type: none"> • Stakeholder meetings and site visits: Staff conducted door-to-door site visits along the corridor and hosted stakeholder meetings to gather feedback. Staff worked directly with community and advocate groups to address their questions and concerns. • Community events: Staff held outreach events, including an open house and virtual office hours, to provide information on project specifics and collect comments and questions from the public. In order for the event to be more accessible, on-site tabling events and office hours were organized. • Project updates: This project circulated project updates using an online mailing list as well as making them available on the project website, social media platforms, and on the SFMTA blog. The project website includes background information about the project and serves as a repository for relevant reports and documents such as design illustrations, presentation boards, informational factsheets, and notices. Before major milestones such as a public hearing or the start of construction, notices were physically posted along the corridor and mailers sent out to all addresses in the project vicinity. <p>Public outreach and engagement activities allow the project team to learn about challenges that road users face, engage the community on design alternatives, collect feedback on project proposals, learn more about business operations and how the project may effect stakeholders, inform the public of progress and milestones, and more.</p>
Benefits to Disadvantaged Populations and Equity Priority Communities	<p>The project location is located within an Equity Priority Community, as defined by the San Francisco Metropolitan Transportation Commission (MTC). Equity Priority Communities are geographic areas that either have a concentration of people of color, low-income individuals, limited English proficiency individuals, seniors 75 years and over, zero-vehicle households, single parent families, people with a disability, and rent-burdened households. 13th Street and Duboce Avenue between South Van Ness Avenue and Valencia Street are considered in the "higher" classification of Communities of Concern, though not the "high" or "highest" classifications.</p> <p>Located within an Equity Priority Community, the project location is characterized by a high percentage of people with limited English proficiency (13 percent) and low income (47 percent). Between 5 and 10 percent of the population in this area are elderly and between 20 and 25 percent of the population in this area are disabled. Approximately 20 percent of the population here are rent-burdened. Over 60 percent of households in this area have zero vehicles.</p> <p>Especially within the context of an area that has low automobile ownership, the multimodal improvements constructed by this project will be a huge benefit to those who walk, bike, and take transit. This project will significantly improve bicycling conditions in terms of safety and accessibility.</p>
Compatability with Land Use, Design Standards, and Planned Growth	Yes

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



<p><u>San Francisco Transportation Plan Alignment (SFTP)</u></p>	<p>Safety and Livability</p> <p>The 13th Street Safety Project aims to deliver transportation safety and comfort improvements on the project corridor for all users. Project staff have analyzed collision patterns on the corridor and are pursuing designs that address safety issues.</p> <p>13th Street is part of the city's High-Injury Network, the 12 percent of streets that account for 68 percent of severe and fatal traffic collisions. Between 2018 and 2022, 100 collisions occurred in the project area and resulted in injury. Over one-third of reported collisions involved bicyclists or pedestrians, and the most common collision factors were red signal violations, high speeds, and unsafe left turns. This project will implement improvements in order to address the traffic safety issues present along the corridor. "In whole, the 13th Street Safety Project extents are on 13th Street from Folsom Street to Mission Street and Duboce Avenue from Mission Street to Valencia Street. In total, the project extents include four major intersections. 13th Street becomes Duboce Avenue west of Mission Street. The Central Freeway is an elevated structure above 13th Street supported by steel and concrete columns.</p> <p>Previous efforts on 13th Street and Division Street improved walking, biking, and driving between Townsend Street and Folsom Street. New protected bikeways on this segment connect bicyclists to other well-used bicycling corridors including Townsend Street, 8th Street, Brannan Street, Potrero Avenue, 11th Street, Bryant Street, Harrison Street, and Folsom Street. The 13th Street Safety Project will further expand San Francisco's Bicycle Network by extending protected bicycle facilities on 13th Street westerly and connect to Valencia Street, another main bicycling corridor within San Francisco.</p> <p>There are currently no bike facilities on the 13th Street and Duboce Avenue corridor between Folsom Street and Valencia Street. New protected bikeways in both directions of 13th Street and Duboce Avenue will provide increased connectivity, accessibility, and safety for those traveling by bicycle.</p> <p>Unlike bicycle facilities, pedestrian facilities exist along this corridor, but are lacking in comfort and safety. The overall pedestrian environment is difficult and unwelcoming. Due to the presence of wide freeway columns and the elevated freeway itself, there is poor visibility and lighting along 13th Street. Wide intersections make for a daunting challenge to cross on foot and each leg requires multiple crossings. Sidewalks become substantially narrow at certain areas, to the point that people using mobility devices cannot pass each other. Intersection crossings also lack accessibility features such as detectable warning surfaces and audible pedestrian signals (APS). Sidewalks, median, and roadway width vary throughout the segment. Pedestrian safety and accessibility enhancements installed throughout this corridor would improve visibility of pedestrians to other road users and make crossing intersections easier.</p>
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**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.

21- Vision Zero Ramps

Safety

Entire length of the project is on the HIN. At both the the MISSION STREET / 13TH STREET / US 101 NB OFF-RAMP and the SOUTH VAN NESS AVE / 13TH ST / US 101 SB ON-RAMP a protected bikeway will better serve the complex needs of 13th Street while also providing a better sense of safety for all users. Bike signals installed with bike only signal phases will clarify when bicyclists may enter an intersection and paired with restricting conflicting vehicle movements. Accessible pedestrian signals and upgraded curb ramps will increase accessibility. Curb extensions from median islands will add extra protection for people waiting to cross the street. Bulbouts provide more sidewalk space for people waiting to cross the street, encourage drivers to turn more slowly at intersections, and make pedestrians more visible to all. Traffic signal upgrades will customize to accommodate traffic flow at different times of the day, week, and direction. Signal timing improvements will also be made to provide people with more time to walk across intersection.



Aerial Imagery

13th Street Safety Project

September 2020

Aerial imagery within the vicinity of the 13th Street Safety Project, which spans 13th Street and Duboce Avenue from Folsom Street to Valencia Street.

Project Extents

0.055 miles
Scale 1:3,000
Date Saved: 9/3/2020
For reference contact: jennifer.wong@sfmta.com

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Bicycle Network

13th Street Safety Project

September 2020

San Francisco Bicycle Network within the vicinity of the 13th Street Safety Project, which spans 13th Street and Duboce Avenue from Folsom Street to Valencia Street.

LEGEND

- Bike Path
- Separated Bikeway
- Bike Lane
- Neighborway
- Bike Route
- Project Extents



Scale 1:3,000

Date Saved: 9/3/2020

For reference contact: jennifer.wong@sfmta.com

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Duboce Avenue at Valencia
Street, facing north



Duboce Avenue at Valencia
Street, facing south

Duboce Avenue at Valencia Street, facing east



Duboce Avenue at Valencia Street, facing west



Duboce Avenue at Stevenson Street, facing east



Duboce Avenue at Stevenson Street, facing west



13th Street at Otis
Street/Mission Street, facing
north



13th Street at Otis Street/Mission
Street, facing south





**13th Street at Otis Street/Mission Street,
facing east**



**13th Street at Mission Street/101 Off-Ramp,
facing northeast**



13th Street at Otis Street/Mission Street, facing west



13th Street between Otis Street/Mission Street and South Van Ness Avenue, facing east



13th Street between Otis Street/Mission Street and South Van Ness Avenue, facing west



13th Street at South Van Ness Avenue, facing north

13th Street at South Van Ness
Avenue, facing south



13th Street at South Van Ness
Avenue, facing east





13th Street at South Van Ness
Avenue, facing west



13th Street between South Van
Ness Avenue and Folsom
Street, facing east



13th Street between South Van Ness Avenue and Folsom Street, facing west



13th Street at Folsom Street, facing north



13th Street at Folsom Street, facing south



13th Street at Folsom Street, facing east

13th Street at Folsom Street, facing west





Vision Zero High-Injury Network

13th Street Safety Project

September 2020

Vision Zero High-Injury Network within the vicinity of the 13th Street Safety Project, which spans 13th Street and Duboce Avenue from Folsom Street to Valencia Street.

LEGEND

- Vision Zero High-Injury Network
- Project Extents



Scale 1:3,000

Date Saved: 9/3/2020

For reference contact: jennifer.wong@sfmta.com

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13th Street Safety Project

PROPOSED CHANGES

Accessible Pedestrian Signals

Accessible pedestrian signals (APS) are pedestrian push buttons that communicate when to cross the street in a non-visual manner, such as audible tones, speech messages, and vibrating surfaces. SFMTA's policy is to install APS at signalized intersections undergoing a major signal upgrade.



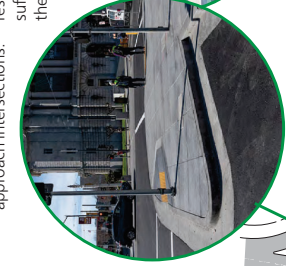
Curb Ramps

Older curb ramps could be upgraded with yellow truncated domes to provide a tactile surface that is more visible and detectable. This serves people walking with a better warning about where there is a roadway crossing.



Curb Extensions

Long intersection crossings can be shortened with curb extensions. Curb extensions from median islands can add extra protection for people waiting to cross the street. Curb extensions can also form bikeway channels that provide protected space for bicyclists to approach intersections.



Sidewalk Widening

Due to the placement of freeway support columns and historic street widening, the sidewalk on the north side of 13th Street west of South Van Ness Avenue is inadequately wide. This project proposes to restore the sidewalk to a more sufficient width, in alignment with the rest of the block.



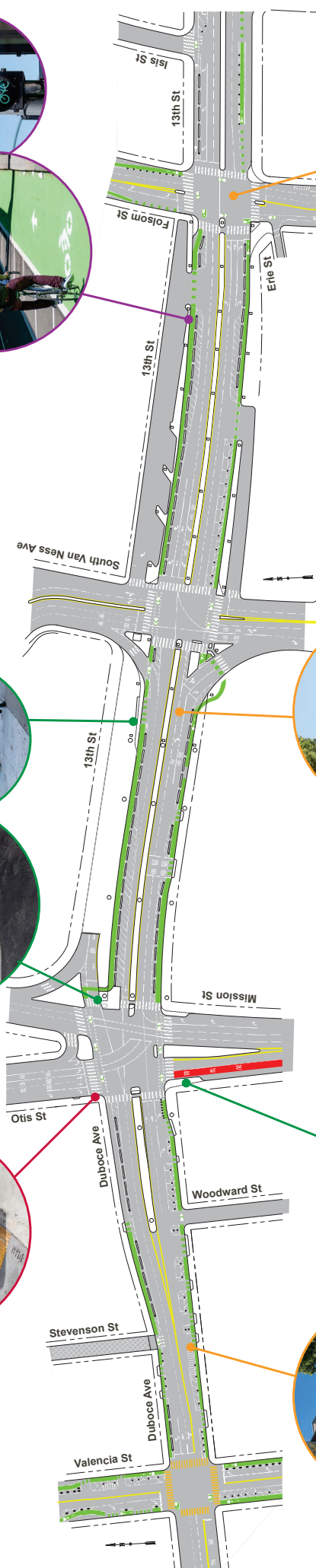
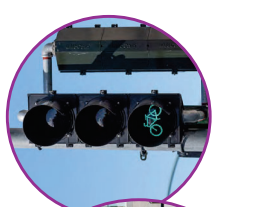
Protected Bikeway

People traveling by bike along 13th Street currently do so in mixed traffic. This project proposes to install protected bikeways in both directions of 13th Street and Duboce Avenue between Valencia Street and Folsom Street. The new protected bikeway would close a gap in the city's bicycle network between Folsom Street and Valencia Street. A protected bikeway offers people biking a dedicated space physically separated from motorized traffic. The physical separation is reinforced using concrete medians, plastic delineators, or a row of on-street parking.



Intersection Bikeway Improvements

This project proposes to pair protected bikeways with bike signals at intersections. Bike signals installed with bike-only signal phases clarify when bicyclists may enter an intersection and is usually paired with restricting conflicting vehicle movements. Also, bike boxes are dedicated spaces where bicyclists may wait before proceeding. Bike boxes with arrows are to facilitate turns onto a perpendicular route. Bike boxes are typically painted green as a visual cue for all road users to indicate where bicyclists can be expected.



Bulbouts

Bulbouts are one type of curb extension that is an expansion of the sidewalk at the corner of intersections. Bulbouts provide more sidewalk space for people waiting to cross the street, encourage drivers to turn more slowly at intersections, and make pedestrians more visible to all. This project proposes bulbouts at the 13th Street intersections with Mission Street and Folsom Street.



Parking and Loading Adjustments

This project proposes parking and loading changes to accommodate existing land uses and business needs. Color curbs can be used to designate space for commercial and passenger loading activities.



Traffic Signal Upgrades

Existing traffic signals mounted near freeway columns may be replaced with larger sizes in order to improve its visibility to drivers. Traffic signal timing may be customized to accommodate traffic flow at different times of the day, week, and direction. Signal timing improvements will also be made to provide people with more time to walk across intersections.



Travel Lane Reduction

To accommodate a new protected bikeway, the number of travel lanes on 13th Street and Duboce Avenue will be reduced at certain locations. Lane reductions will allow a reallocation of roadway space to better serve the complex needs of 13th Street while also providing a better sense of safety for all users.



Please let us know what you think! Email us at 13thStreetSafety@SFMTA.com

For more information about the 13th Street Safety Project, we invite you to visit:

[SFMTA.com/13thStreetSafety](https://www.sfmta.com/13thStreetSafety)

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無障礙行人號誌

無障礙行人號誌 (APS) 是行人使用按鈕，它以非視覺方式（例如可以被聽到的音調、語音資訊和振動表面）傳達行人穿越馬路的時機。SFMTA 的政策在進行重大號誌升級的信號化交叉路口增設 APS。

路緣坡道

升級老舊的踏緣坡道，在特定區域鋪設黃色的點形導盲磚，以提供更明顯和可偵測到的觸覺道路表面。這對於行人具有更好的警示作用，提示這裡是一個道路交叉口。

路緣延伸處

使用路緣伸處可以縮短較長的交叉路口。隔離島的路緣伸處可以為等待穿越馬路的人們增加額外的保護。路緣伸處也可以形成自行車通道，為靠近交叉路口的自行車騎士提供受保護的空間。

人行道加寬

由於高速公路支撐柱的放置和歷史街區的拓寬，South Van Ness Avenue 以西 13th Street 北側的人行道不夠寬。本專案提議將人行道恢復至更充分的寬度，與街區的其餘部分保持一致。

受保護的自行車道

騎自行車沿 13th Street 出行的騎士目前只能在混合車流中騎行。本專案提議在 13th Street 和 Duboce Avenue 介於 Valencia Street 和 Folsom Street 之間路段的兩個行駛方向增設受保護的自行車道。新的受保護的自行車道將能彌補本市自行車網絡介於 Folsom Street 和 Valencia Street 之間路段的空缺。受保護的自行車道為自行車騎士提供一個專用空間，在物理上與機動車流分開。這種物理分隔可以使用混凝土隔離帶、塑膠反光錐或一排路邊停車位來加強。

交叉路口的自行車道改善

本專案提議將受保護的自行車道與交叉路口的自行車號誌配對。增設自行車專用號誌相位的自行車號誌，明確指出自行車騎士何時可以進入交叉路口，並且通常此時也禁止自行車路線衝突的車輛行進。自行車等待區是自行車騎士在繼續騎行之前的專用等待空間。帶箭頭的自行車等待區方便在垂直路線上轉向。作為所有這種路使用者的視圖提示，通常將自行車等待區塗成綠色，以指示騎士的預期騎行路線。

延展路緣

延展路緣是一類路緣延伸處，它是交叉路口轉角處的人行道擴展。延展路緣為等待穿越馬路的人們是供更多人行道空間，鼓勵行人駕駛人在交叉路口轉彎時放慢速度，並且使得行人更容易被所有人看到。本案是議在 13th Street 與 Mission Street 和 Folsom Street 的交叉路口增設延展路緣。

停車和裝載規則調整

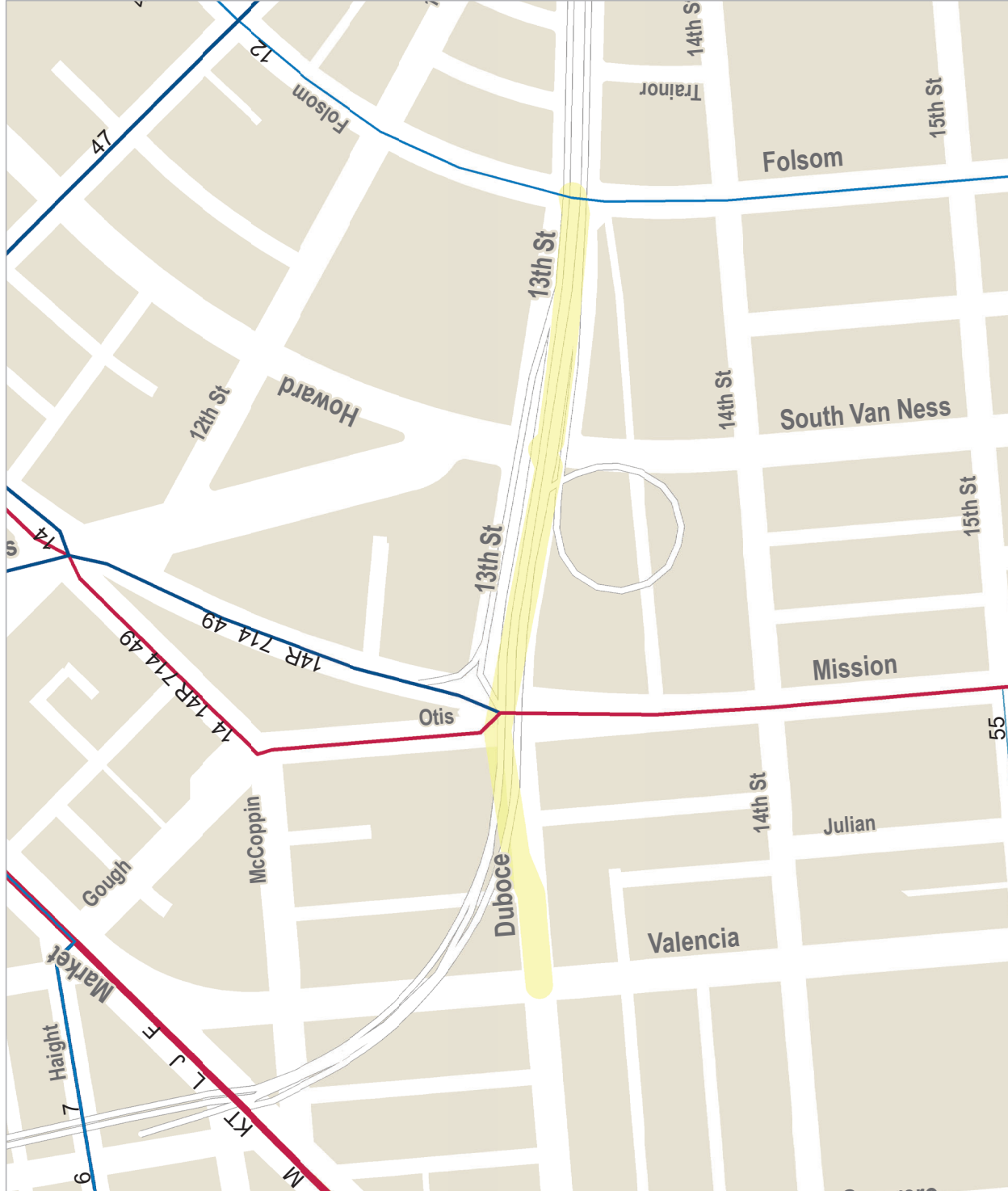
本專案提議變更停車和裝載區域，以適應現有的土地使用和業務需求。彩色路緣可作為商業和乘客裝載活動的專用空間。

減小行道

為了容納新的受保護的自行車道，將減少 13th Street 和 Duboce Avenue 沿線某些位置的通行車道數量。藉由減少車道來重新分配道路空間，以更能滿足 13th Street 的複雜需求，同時也為所有使用者提供更好的安全感。

交通標誌升級

將安裝在高速公路支撐杆附近的現有交通標誌更換為更大的尺寸，以提高對駕駛人的可見度。定制交通標誌時間以適應一天、一週和行車方向上不同時間的車流量。改善標誌時間，以便為人們提供更多時間穿過交叉路。



Muni Transit Network

13th Street Safety Project

September 2020

San Francisco Muni transit routes within the vicinity of the 13th Street Safety Project, which spans 13th Street and Duboce Avenue from Folsom Street to Valencia Street.

LEGEND

- Muni Metro
- Rapid Bus
- Connector
- Frequent
- Grid
- Historic
- Specialized
- Project Extents



Scale 1:3,000

Date Saved: 9/3/2020

For reference contact: jennifer.wong@sfmta.com

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