



## Agenda

### COMMUNITY ADVISORY COMMITTEE Meeting Notice

**DATE:** Wednesday, February 25, 2026, 6:00 p.m.

**LOCATION:** Hearing Room, Transportation Authority Offices  
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To make public comment on an item, when the item is called, members of the public participating by Zoom wishing to speak should use the “raise hand” feature or dial \*9. When called upon, unmute yourself or dial \*6. In order to get the full Zoom experience, please make sure your application is up to date.

**MEMBERS:** Kat Siegal (Chair), Najuwanda Daniels (Vice Chair), Sara Barz, Phoebe Ford, Zameel Imaduddin, Sean Kim, Jerry Levine, Venecia Margarita, Austin Milford-Rosales, and Rachael Ortega

#### **Remote Access to Information and Participation**

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Written public comment may be submitted prior to the meeting by emailing the Clerk of the Transportation Authority at [clerk@sfcta.org](mailto:clerk@sfcta.org) or sending written comments to Clerk of the Transportation Authority, 1455 Market Street, 22nd Floor, San Francisco, CA

94103. Written comments received by 5 p.m. the day before the meeting will be distributed to committee members before the meeting begins.

1. Call to Order
2. Chair’s Report – **INFORMATION**
3. Approve the Minutes of the January 28, 2026 Meeting – **ACTION\*** **3**
4. Adopt a Motion of Support to Adopt the District 2 Safety Study Final Report – **ACTION\*** **17**
5. Adopt a Motion of Support to Appropriate \$75,000 in Prop L Funds, with Conditions, for Federal Autonomous Vehicle Policy Development – **ACTION\*** **75**
6. Adopt a Motion of Support to Appropriate \$97,000 in Prop L Funds, with Conditions, for Caltrain Governance 2026 Work Program and Ad Hoc Committee Support – **ACTION\*** **93**
7. SFMTA Curbside EV Charging Initiatives Update – **INFORMATION\*** **109**
8. Geary/19th Ave Subway and Regional Connections Study Update – **INFORMATION\*** **123**

### Other Items

9. Introduction of New Items – **INFORMATION**

During this segment of the meeting, Commissioners may make comments on items not specifically listed above or introduce or request items for future consideration.

10. Public Comment
11. Adjournment

\*Additional Materials

## Next Meeting: March 25, 2026

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# DRAFT MINUTES

## **Community Advisory Committee**

Wednesday, January 28, 2026

### **1. Committee Meeting Call to Order**

Chair Siegal called the meeting to order at 6:05 p.m.

CAC members present at Roll: Najuwanda Daniels, Zameel Imaduddin, Sean Kim, Jerry Levine, Venecia Margarita, Austin Milford-Rosales, Rachael Ortega, and Kat Siegal (10)

CAC Members Absent at Roll: Sara Barz (entered during Item 9) and Phoebe Ford (entered during Item 8) (2)

### **2. Chair's Report - INFORMATION**

Chair Siegal reported that the Transportation Authority Board held its first 2026 meeting on January 27, conducted elections, and re-elected Chair Melgar and Vice Chair Sauter. She noted that the Annual Report, presented at that meeting, reflected an ambitious Transportation Authority work program that the CAC had provided input on, and that the full CAC agenda reflected this. Chair Siegal also thanked SFMTA staff for attending to present on the local revenue measure intended to complement a potential 2026 regional transit measure and support the stabilization and improvement of core transit systems as they shifted to a post-pandemic financial model.

There was no public comment.

### **3. Election of Chair and Vice Chair for 2026 - ACTION**

Chair Siegal reported that at the November 2025 CAC meeting, she was nominated for 2026 Chair and Vice Chair Daniels for 2026 Vice Chair.

Member Imaduddin moved to approve the nomination of Kat Siegal for Chair.

There was no public comment.

The nomination was approved by the following vote:

Ayes: CAC Members Daniels, Imaduddin, Levine, Kim, Margarita, Milford-Rosales, Ortega, and Siegal (8)

Nays: CAC Member(s) (0)

Absent: CAC Members Barz and Ford (2)

Member Margarita moved to approve the nomination of Najuwanda Daniels for Vice Chair.

There was no public comment.

The nomination was approved by the following vote:



Ayes: CAC Members Daniels, Imaduddin, Levine, Kim, Margarita, Milford-Rosales, Ortega, and Siegal (8)

Nays: CAC Member(s) (0)

Absent: CAC Members Barz and Ford (2)

## Consent Agenda

4. **Approve the Minutes of the November 19, 2025 Meeting - ACTION**
5. **Adopt a Motion of Support to Accept the Audit Report for the Fiscal Year Ended June 30, 2025 – ACTION**
6. **Adopt a Motion of Support to Adopt Fiscal Year 2026/27 Transportation Fund for Clean Air Local Expenditure Criteria – ACTION**
7. **Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Six Months Ending December 31, 2025 - INFORMATION**

Member Kim asked, regarding item 6, why staff were not recommending prioritization by project type as part of the Fiscal Year 2026/27 Transportation Fund for Clean Air (TFCA) Local Expenditure Criteria.

Mike Pickford, Principal Transportation Planner, replied that this item served as an opportunity to remind the CAC about the TFCA funding opportunity and that, while the Air District sets project eligibility, it requires that the Transportation Authority Board annually adopting criteria to guide staff in prioritizing applications. He explained that in prior years, the criteria ranked eligible project types—placing zero-emission non-vehicle projects first, followed by shuttle and other projects—while also aiming to encourage program diversity (including innovate project types), which created competing objectives.

Member Kim asked whether the recommended criteria would exclude funding for certain project types that were previously eligible.

Mr. Pickford clarified that the recommended criteria would not alter the types of projects the Transportation Authority was able to fund.

There was no public comment on the Consent Agenda.

Member Levine moved to approve the item, seconded by Member Milford-Rosales.

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Daniels, Imaduddin, Levine, Kim, Margarita, Milford-Rosales, Ortega, and Siegal (8)

Nays: CAC Member(s) (0)

Absent: CAC Members Barz and Ford (2)

## End of Consent Agenda

8. **Adopt a Motion of Support to Allocate \$21,217,500 and Appropriate \$200,000 in Prop L Funds, with Conditions, for Ten Requests – ACTION**

Anna LaForte, Deputy Director for Policy and Programming, presented the item per the



staff memorandum.

Member Milford-Rosales expressed his support for the Muni Forward Five-Minute Network Corridor work. He asked if there would be coordination of T-Third service south of the Islais Creek Bridge, considering upcoming plans to replace the bridge.

Michael Rhodes, Transportation Priority Manager at SFMTA, responded that the improvements on the T-Third that were anticipated as part of the Muni Forward work were largely signal timing and optimization of transit signal priority. He continued that the signal work was expected to be implemented quickly with minimal construction disruption and would be finished well in advance of the upcoming bridge closure.

Member Milford-Rosales noted that the bridge closure may disrupt T-Third service for a year or more and asked if the improvements discussed could still be leveraged for bus routes while the bridge was under construction.

Mr. Rhodes said that the improvements were rail-focused and used different equipment than bus transit signal priority. He said SFMTA could explore ways to optimize signal timing for buses while the bridge was under construction but that those would be separate. He stated that SFMTA expected the rail transit signal priority to provide benefits for thirty years.

Member Kim noted that Muni buses facilitate travel for people who use wheelchairs and asked if there were restrictions on where Paratransit riders could travel with respect to Muni routes.

Jonathan Cheng, Paratransit Manager at SFMTA, said there were no destination restrictions for Paratransit services as long as destinations were within the SFMTA service area.

Member Kim asked if SFMTA was able to guide users toward Muni or Paratransit to maximize cost-effectiveness.

Mr. Cheng responded that to qualify for Paratransit service, users must have a disability that prevents them from using Muni some or all the time. He said that, based on a recent survey, one-third of Paratransit riders had used Muni in the last month. He said that SFMTA had a Mobility Management team to help identify which services best met the needs of individuals and educate riders on using accessible bus features to help seniors and people with disabilities better utilize the transportation network.

Member Ford asked about the Transportation Authority's obligation to help fund the cost overruns, whether freight railroads were partnering to also help fund the cost overruns, and whether they were partnering on things like level boarding at Caltrain stations. She asked if SFCTA was funding a higher proportion of the cost overruns.

Angie Myrechuck, Project Manager at Caltrain, stated that freight carriers were funding a portion of the project.

Michelle Stewart, Director of Grants and Fund Management at Caltrain, remarked that with a project of this scale, there were many funding sources. She stated that Caltrain had approached all three member counties to fill the funding gap and that VTA and SMCTA had sought approval for their contributions from their respective Boards already.

Ms. LaForte directed members to the funding plan included in the enclosure. She noted that the other member counties were providing their contributions up front, while the



Transportation Authority was providing its contribution over time to continue to fund other systemwide state of good repair projects on an annual basis.

Member Ortega asked for confirmation that the budget for the Guadalupe River Bridge Replacement had increased from \$65 million to \$170 million. She asked what reallocation of Transit and Intercity Rail Capital Program (TIRCP) bond funds, referenced in the enclosed funding plan, meant. She echoed Member Ford's comments that freight contributions seemed low and remarked that if freight was contributing just 4% to the project, perhaps Caltrain should have track priority and/or ownership.

Ms. Myrechuck confirmed that the project had faced significant cost overruns, primarily related to increased requirements associated with environmental permitting that were not originally anticipated. She explained that Caltrain began construction in 2023 and was forced to pause and redo the environmental permitting process, which resulted in delays that also contributed to the cost increases.

Ms. Stewart explained that the reallocation of TIRCP bond funds referred to bond funds to which Caltrain had access to that were used to support other projects. With the significant funding gap for the Guadalupe River Bridge Replacement project, she continued, Caltrain revisited the list of other projects being funded with the TIRCP bond and diverted funds from other projects to this critical effort. This was done in an effort to limit the amount of additional funding Caltrain had to seek from the member counties and reflected what Caltrain could do to shoulder the cost increase itself. She noted that there were nuances regarding ownership of the bridge and said Caltrain could follow up with clarification.

There was no public comment.

Member Milford-Rosales moved to approve the item, seconded by Vice Chair Daniels.

The item was approved by the following vote:

Ayes: CAC Members Daniels, Ford, Imaduddin, Levine, Kim, Margarita, Milford-Rosales, Ortega, and Siegal (9)

Nays: CAC Member(s) (0)

Absent: CAC Member Barz (1)

**9. Adopt a Motion of Support to Allocate \$12,500,000 in Prop L Funds, with Conditions, to the Transbay Joint Powers Authority for The Portal Project Engineering Phase Activities for Fiscal Year 2025/26 and Amend the Prop L Standard Grant Agreement for The Portal Project Engineering Phase Activities for Fiscal Year 2024/25 to Allow Retroactive Expenditures of up to \$267,209 Starting July 1, 2024 – ACTION**

Jesse Koehler, Rail Program Manager, presented the item per the staff memorandum.

Member Ford asked whether she had correctly understood that the expected cost of The Portal had recently decreased and sought clarification on how that reduction had occurred, adding that such a change was uncommon. She also raised concerns about the magnitude of consultant costs and asked whether staff had evaluated the option of using in-house staffing rather than consultants.

Mr. Koehler responded that the reduced capital cost estimate reflected extensive interagency collaboration to refine the project scope allowed the Transbay Joint Powers



Authority (TJPA) and its partners to recommend scope changes that lowered costs, including reducing the size of the project's new underground Fourth and Townsend station reducing the length of the tunnel stub to connect to the future Pennsylvania Avenue Extension project, and other modifications. He added that savings also resulted from updated escalation assumptions as compared to the original cost estimate, explaining that when the estimate was originally submitted to the Federal Transit Administration (FTA) in 2023, conservative inflation assumptions were required, and that by updating those assumptions with actual, lower escalation resulted in a meaningful reduction. Mr. Koehler stated that despite these reductions, upward cost pressures could be expected to continue, but he emphasized that the project has carried a substantial contingency at this stage and that ongoing risk management, right-of-way acquisition, and early enabling work such as utility relocation were intended to help reduce risk as the project advances.

Alfonso Rodriguez, Project Director at TJPA, stated added that scope elements were refined in coordination with agency partners, including through value engineering, and that the project team was able to appropriately adjust project scope, cost estimates, and escalation assumptions. He explained that earlier escalation had been overstated due to a heated market at the time estimates were originally prepared, and he added that updating these assumptions resulted in an overall cost reduction of approximately \$680 million. Mr. Rodriguez then addressed the second question and clarified that the professional services category reflected non-construction, activities undertaken by consultants.

Mr. Koehler said that he understood Member Ford's question to be related to the specific work supported by Prop L funds during that year, explaining that the funding was largely directed to TJPA costs for program management and general engineering services.

Mr. Koehler added that \$3.1 million of the recommended amount would cover consultants conducting design work, with the remainder for program management for the project. He added that for a program of this scale and, an agency the size of TJPA, a substantial level of consultant support was necessary both to produce the designs and to manage the project.

Mr. Rodriguez explained that TJPA had a small internal staff and relied heavily on consultants to supplement agency staff resourcing. He noted that this support goes beyond cost and schedule management, providing personnel who help advance the program, and he added that a majority of the project team members come from this contract.

Member Levine noted that The Portal project would extend to the transit center with provisions for future high-speed rail, and he asked about the funding contribution that high-speed rail was making to the project.

Mr. Rodriguez reported that the California High-Speed Rail Authority (CHSRA) was currently carrying an estimated \$550 million contribution to the project in its business plan.

Mr. Koehler stated that the project's top priority was finalizing the funding plan and securing the non-federal money required for the FTA to commit its \$3.4 billion, emphasizing that the FTA would not act until all other contributions were in place. He highlighted that, although there was a long-standing pledge of \$550 million from the



CHSRA, the commitment needed to be realized, and he indicated that advocacy on this, along with other state priorities, would be critical.

Mr. Levine indicated that his questions concerned the current uncertainty of the funds, to support the CHSRA contribution.

Mr. Koehler said the funds were expected to be from state sources, highlighting a major milestone this year with the reauthorization of Cap and Trade, now called Cap and Invest, which supports both the CHSRA and the TIRCP. He added that there was a growing effort to coordinate with local partners, including the Transportation Authority, TJPA, and MTC, to engage in advocacy with the state delegation and staff to secure TIRCP funds and a high-speed rail commitment. He emphasized that while funding was not guaranteed, the strategy incorporated both these components of state funding.

Member Ortega asked about right-of-way and requested a very high-level explanation.

Mr. Koehler explained that the right-of-way program referred to property or property rights that were necessary for a project, such as acquiring land for a vent structure to ventilate the tunnel at the surface. He described how the program also involved formalizing the city's grant of a right for the tunnel to occupy land beneath public streets, like 2nd and Townsend streets, allowing TJPA to use the spatial volume under the right-of-way. He stated that the program was critical for preparing for construction and added that TJPA was advancing the first phase of the program this year.

Chair Siegal asked whether any right-of-way acquisitions might fail to occur or were essentially guaranteed, and she asked about the scope of acquisitions that could cause displacements or require complex relocations.

Mr. Koehler explained that right-of-way was critical for a program like this and that the lead agency must start early because the process takes time, was highly structured, and was subject to regulatory requirements, including provisions to address potential displacements. He emphasized that the lead agency initially seeks mutual agreements with property owners, but that eminent domain may be used as a last resort if negotiations fail, and the schedule allowed for that possibility.

Chair Siegal asked whether the right-of-way locations had already been identified.

Mr. Rodriguez reported that the program would progress this year in five tranches. He said the first tranche, including full-take parcels for off-site ventilation shafts, was underway. He explained that the first tranche would also allow for future construction of a wide, shallow tunnel to accommodate tracks approaching the Salesforce Transit Center. He indicated that property owners were aware, and the project's real estate manager was coordinating with them. Mr. Rodriguez added that tranches 2 through 5 primarily involved subterranean easements, which required appraisals and engagement with owners. He emphasized that the tranches were being scheduled according to when the property was needed and confirmed that the process for Tranche 1 had begun.

There was no public comment.

Member Ortega moved to approve the item, seconded by Member Ford.

The item was approved by the following vote:

Ayes: CAC Members Barz, Daniels, Ford, Imaduddin, Levine, Kim, Margarita, Milford-Rosales, Ortega, and Siegal (10)



Nays: CAC Member(s) (0)

Absent: CAC Member(s) (0)

**10. Adopt a Motion of Support to Amend the Octavia Improvements Study Recommendations to Add the Hayes Valley Public Life Study as an Eligible Use of Revenues from the Market and Octavia Special Revenue Fund, in the Amount of \$410,000, with Conditions – ACTION**

Rachel Hiatt, Deputy Director for Planning, and District 5 Legislative Aide, Raynell Cooper, introduced the item and SF Planning's Jeremy Shaw, Principal Planner, presented the item per the staff memorandum.

Member Barz stated she was very interested in the study. She added that she looked forward to seeing the concepts that would emerge and asked whether the analysis of public life was aimed at understanding the economic impact of the space on nearby businesses.

Mr. Shaw stated that the public life study used a methodology to track how people use public spaces, including pedestrian and cyclist movements and interactions with automobiles. He added that the study would provide a snapshot of activity rather than business-specific data. He noted that, depending on the scope, qualitative input from nearby businesses would likely be included to ensure that impacts on them were considered, even though gathering business data at this scale was challenging.

Member Barz stated that she was highly attentive to the needs of the small business community, emphasizing that small businesses were central to what made San Francisco special and that many businesses supported the space and the current weekend closure. She added that the primary focus should be less about concern over support and more about building trust and rapport with businesses and showing how street changes could ease their operations, which she said should remain a key consideration throughout the study.

Chair Siegal stated she supported the study and sought clarification from SFMTA regarding the remaining recommendations from the 2023 study. Chair Siegal noted that the Transportation Authority memo included a table listing all projects, the added study, and cost breakdowns, but observed that an attachment indicated bulb-outs had been deprioritized in favor of another project and asked if the recommendations had changed or might change further, noting some confusion about the current status.

SFMTA's Casey Hildreth, Project Manager, explained that after the 2023 study was completed, additional site analysis and engineering were conducted, particularly for the conceptually proposed bulb-outs at intersections uphill at Webster and Buchanan. He said the analysis showed that constructing even one bulb-out would effectively require rebuilding the entire intersection, including signals, which introduced significantly more risk and cost than anticipated during the study. Mr. Hildreth added that while the SFMTA could revisit those intersections in the future, the approach was no longer feasible as originally envisioned, and therefore those improvements were not recommended as a top priority compared with clearer priorities identified in the 2023 study. He also noted that since the study's completion, a paving project on Oak Street was moving forward that would add curb ramps, though not bulb-outs, resulting in unanticipated investment at several corners.



Chair Siegal asked whether the use of the funds remained a potential future application but was not an immediate priority.

Mr. Hildreth stated that the SFMTA aimed to monitor how the proposed public life study developed while advancing other priorities. He said the recommendations did not use all available funding, leaving some resources for emerging priorities in the coming years.

Chair Siegal appreciated the update and said it made sense. She shared that she was particularly enthusiastic about traffic calming on Octavia Street and asked whether any of the remaining recommendations had a timeline for implementation, noting that none appeared to be in progress.

Mr. Hildreth confirmed they had been awaiting the special funds before proceeding with other efforts. He explained that, separate from the public life study, the SFMTA now sought funding to advance traffic calming and ADA improvements along the Octavia Boulevard corridor. He stated the plans built on planning from about a decade ago, starting with basic streetscape upgrades, including ADA enhancements and traffic calming measures, as a first phase toward a larger vision. He added that these improvements would lay the groundwork for additional traffic calming actions informed by future studies and outreach led by the SFMTA.

Member Milford-Rosales asked whether the public study would examine potential infrastructure changes to support the street closure. He acknowledged that the effort had relied heavily on volunteers for some time, with limited capacity to continue, but highlighted strong community support and interest. He suggested exploring opportunities to develop proposals that could be submitted to SFMTA to support the closure.

Mr. Shaw sought clarification on what Member Milford-Rosales meant by infrastructure. Member Milford-Rosales suggested retractable bollards to maintaining a rotating list of neighbors responsible for moving cones, noting that they could face legal liability if they did not move them on time.

Mr. Cooper explained that the management of the space currently fell under the Shared Spaces program, which did not include funding or substantial support. He said that implementing additional staffing would require creating a new program and allocating funding, likely through SFMTA, which would be discussed later. He added that the public life study aimed to gather facts to inform decisions by the Board, other departments, and the neighborhood, but he indicated it would not directly result in the type of program described.

Member Milford-Rosales asked whether the study would make recommendations or whether it would not provide any guidance on the street closure or propose any infrastructure changes that would require staffing to implement.

Mr. Shaw stated that the study's scope was to first understand the impacts. He added that if optional Task 6 were exercised, it could explore potential (transportation) capital improvements.

Member Ortega raised concerns about traffic near the 101 exit, noting that conditions from 2023 to the present likely differed from the study's assumptions. She requested that the traffic analysis distinguish between peak commuter and non-commuter hours and clearly highlight both. She also asked whether design requirements, such as two right-turn



lanes for highway capacity discussed in previous meetings with agencies like Caltrans, might affect the results and suggested that any potential highway capacity issues at the 101 exit be included in the study.

Mr. Hildreth asked whether Member Ortega was referring to the Central Freeway off-ramp at Market Street.

Member Ortega stated that was correct and said she was concerned about potential conflicts or pushback related to the project. She emphasized the importance of ensuring the community received a neighborhood they value. She highlighted that discussions at prior meetings on other studies sometimes revealed infrastructure constraints, such as the highway, sometimes limit the feasibility of recommended street adjustments. She suggested the Transportation Authority proactively address these challenges in the study to avoid surprises and ensure ideas align with existing conditions.

Mr. Hildreth stated that the SFMTA had assessed transportation and traffic impacts in the first phase of the study. He indicated that, due to previous SFMTA work and current demand patterns, there was minimal interaction with Central Freeway traffic, as much of it was directed toward Oak and Fell streets, and vehicular connections to Hayes Street had been reduced. He explained that traffic from downtown via Hayes Street might present more noticeable impacts. He added that no unforeseen obstacles were expected and emphasized that effective policy, design, and community engagement should prevent significant issues, and he would be surprised if any occurred.

Member Imaduddin asked for clarification about the optional scope Task 6.

Mr. Shaw clarified that Task 6 was entirely optional and focused on developing concepts or alternatives to address recommendations from Task 5. He explained that the first five tasks involved analysis, while Task 6 would consider different alternatives or potential design refinements for projects already in the Market Octavia Fund, emphasizing the forward-looking aspects.

There was no public comment.

Member Imaduddin moved to approve the item, seconded by Member Milford-Rosales.

The item was approved by the following vote:

Ayes: CAC Members Barz, Daniels, Ford, Imaduddin, Levine, Margarita, Milford-Rosales, Ortega, and Siegal (9)

Nays: CAC Member(s) (0)

Absent: CAC Member(s) (0)

Abstention: CAC Member Kim (1)

**11. Adopt a Motion of Support to Approve the 2026 State and Federal Advocacy Program – ACTION**

Amber Crabbe, Senior Public Policy Manager, presented the item per the staff memorandum.

Member Levine said he was pleased to see autonomous vehicles prioritized at both the federal and state levels. He added that he was particularly interested in seeing a more explicit statement supporting local enforcement and control over these vehicles,



emphasizing the ability for local officers to issue citations.

Ms. Crabbe acknowledged the point and highlighted that the agency had worked closely with then-Assemblymember Ting on Assembly Bill 1777 two years ago, which had initially included the ability to issue citations. She noted that under current law, citations cannot be issued without a human driver to sign the citation. She added that the legislation had attempted to address this but ultimately did not, and the California Department of Motor Vehicles had not yet identified a solution. She emphasized that this issue remained a priority and would continue to be considered in the Transportation Authority's policy framework.

During public comment, Edward Mason raised concerns about the rapid growth of micromobility and its safety impacts. He described nearly being struck by a large electric bicycle on the sidewalk and highlighted frequent encounters with scooters and oversized bicycles riding where pedestrians were expected. He emphasized the lack of regulation and enforcement, expressing frustration over reckless behavior, including people performing wheelies on electric bicycles. He pointed to widespread violations along Market Street and at the Ferry Plaza as examples of the ongoing safety risks to the public.

Chair Siegal asked Ms. Crabbe whether she was tracking any policy related to e-bike safety.

Ms. Crabbe responded that many communities were grappling with the rapid emergence of new transportation options and noted that there are numerous bills aiming to clarify definitions to distinguish between different types of e-bikes and scooters, and considering ways to regulate them.

Member Levine moved to approve the item, seconded by Member Milford-Rosales.

The item was approved by the following vote:

Ayes: CAC Members Barz, Daniels, Ford, Imaduddin, Levine, Kim, Margarita, Milford-Rosales, Ortega, and Siegal (10)

Nays: CAC Member(s) (0)

Absent: CAC Member(s) (0)

**12. Adopt a Motion of Support to Adopt the District 4 Community Shuttle Study Final Report – ACTION**

Jean Paul Velez, Principal Transportation Planner, presented the item per the staff memorandum.

Member Ortega asked what the CAC was voting on, specifically whether the action was limited to accepting the study as completed or whether it required approval of additional actions.

Mr. Velez stated that the project was tasked with developing a design for a microtransit service in District 4, including the technical and operating parameters, a budget, and an implementation strategy. He explained that the report recommended moving forward with pursuing funding for a pilot to assess its impacts and the longer-term viability of the service. Funding would likely come from a combination of grants or earmarks, corporate sponsorships, as well as local funding.

Member Kim asked whether the service area and hours of operation would mirror the



outlined schedule of weekdays from 6 a.m. to 10 p.m. and weekends from 9 a.m. to 9 p.m., and whether the pilot would follow the same schedule. He then asked how many vehicles would operate during the pilot, whether there was a defined vehicle count, and whether there was a planned timeline or schedule for expanding service and transitioning into regular operations.

Mr. Velez explained that the proposed service area and service hours outlined were for the pilot. He also stated that the vehicle supply would fluctuate with demand, at full capacity during peak periods the operational design proposed five vehicles, but that number would be reduced when demand was lower. He said that a similar operating model with demand-based vehicle adjustments would likely continue, as this was a key advantage of the operational design.

Member Kim asked for clarification on how users in the study were defined, specifically whether they included individuals with an address in District 4.

Mr. Velez clarified that the definition covered not only residents but anyone within District 4 and the Stonestown Galleria Mall area. He explained that the service, as envisioned could be requested either through a smartphone app or by calling, but the trip must start and end within the proposed service area.

Member Ford stated she reviewed the packet and indicated that the study lacked an analysis of a best alternative that uses Muni. She highlighted that investing one million dollars in north-south Muni service in District 4 would provide about 62 additional buses, significantly increasing service to Stonestown. She asked why this scenario was not included, whether the calculations are correct, and why it would be a priority if Muni did not currently prioritize funding north-south buses in District 4 under its budget.

Mr. Velez explained that the report did not consider alternatives because the scope of the project was the design and implementation strategy for an on-demand shuttle. He continued to explain that the main need addressed by the study was to improve local mobility within District 4, particularly along commercial corridors and other areas of interest. He indicated that the inclusion of Stonestown and the Galleria Mall, which is located in District 7, followed best practices to connect adjacent hubs that attract additional trips, so additional markets would be served without compromising the core goal.

Member Ford asked if, in Mr. Velez's professional opinion, this represented the most important use of staff and Transportation Authority funds in 2026, noting that the \$25 per trip cost would exceed paratransit expenses. She explained that her high-resource, dense, grid-patterned neighborhood was well-suited for fixed-route service and that the absence of buses was due to funding priorities, not operational knowledge. She emphasized that incremental grant funding over many years would not meaningfully improve transportation in District 4 and concluded that pursuing the study would be a poor use of staff and CAC time.

Mr. Velez stated that he could not advise whether to prioritize this service over other alternatives because that was not studied. He offered context regarding the \$25 per trip cost. He highlighted that fare could exceed a local Uber fare, but Uber did not provide equitable service to wheelchair users or pay living wages and benefits to their drivers. He explained that it was also not adequate to compare that figure to those of fixed route transit or paratransit, the former being much lower and the latter being much higher. He



emphasized that this service was a niche solution addressing specific coverage needs and that the costs they estimated were aligned with what they saw from similar services across the country.

Member Kim expressed strong support for the project and emphasized his interest in seeing the outcome, noting that post-pandemic shifts in demand had not yet been fully analyzed by SFMTA. He highlighted that District 4 lacked sufficient transit service and suggested that a successful pilot could justify adjusting routes in the district. He described personal challenges traveling from Stonestown to SFO to pick up his college-aged child, stressing the need for better connections from Stonestown to BART. He indicated that the project could offer practical benefits, provide a cost-effective solution, and serve as a valuable basis for future analysis.

Chair Siegal stated she was concerned about recommending a pilot without identified funding for ongoing operations, noting that while the Bayview Shuttle had been popular, it continued to struggle to secure sustained funding. She referenced the Transportation Authority memo explaining that the project would be less competitive for grants and would rely on other local funding sources, which reinforced her concern. She suggested that, even if it fell outside the initial study scope, staff should consider recommending enhanced Muni service, such as increasing frequency on the 18 line, extending it to Daly City BART, or testing a new north-south route connecting areas like 19th Avenue, Sunset Boulevard, Stonestown, and the airport. She indicated she did not have questions and supported directing local funding toward a pilot for additional Muni service.

Member Barz aligned with concerns raised by another member and explained that, while District 7 could benefit from trips originating in other districts, research suggested micromobility shuttles tended to have limited usefulness and were often adopted by very specific communities rather than integrated into the main transit network, which she indicated would be more beneficial overall. She shared that the concept of a shuttle had circulated for many years. She conveyed skepticism about the long-term sustainability of funding for microtransit, supported moving forward with a pilot in response to demand, and emphasized that the most valuable outcome would be data-driven recommendations for new or modified Muni routes based on where riders actually requested trips. She added that she wanted to see those recommendations included in the study results and indicated interest in revisiting them through a midterm report, asking whether that level of follow-up would be feasible.

Mr. Velez stated that the report drew on the Transportation Authority's review of comparable services nationwide to identify best practices and key lessons, highlighting that these services primarily function as coverage solutions when fixed-route transit fails to meet mobility needs in specific areas. He explained that such services could precede fixed-route transit by building ridership and preventing car ownership for single trips that often lead to long-term auto dependence. In District 4, he said that the shuttle would address the need for more competitive transit services for those that do not use a car, but it could also gradually encourage mode shift and reduced car reliance.

To Member Barz's question, Ms. Lombardo stated that if there were a pilot, the data could be used in any number of ways (e.g. to inform refinements to the community shuttle, to Muni service, or lead to a decision to stop the pilot and take no further action).

Vice Chair Daniels asked what would happen to the item if it were not approved that evening.



Ms. Lombardo said the options included consulting with the district supervisor and then holding the item and returning it to the CAC, or taking it directly to the Board, where Chair Siegel would provide her monthly report on the CAC's discussion.

During public comment, Edward Mason shared his thoughts on the cost difference between transit and autonomous vehicle options, noting that for 100,000 riders, the expense would be \$31 per trip versus \$19 for Waymo. He highlighted that while people might resist autonomous vehicles, convenience drives cultural expectations, making it challenging to shift riders from personal autos. He observed that transit was moving toward automation. He referenced the Bayview shuttle pilot, which logged 55,000 trips in a year, and questioned the program's cost-effectiveness due to a lack of available data. He concluded by suggesting the funds might be better allocated elsewhere and wished the program success with the decision-making process.

Member Kim moved to approve the item, seconded by Member Imaduddin.

The item was approved by the following vote:

Ayes: CAC Members Barz, Imaduddin, Kim, and Margarita (4)

Nays: CAC Members Ford and Levine (2)

Absent: CAC Member(s) (0)

Abstention: CAC Members Daniels, Milford-Rosales, Ortega, and Siegal (4)

### **13. SFMTA Local Revenue Measure Update – INFORMATION**

SFMTA's Katie Angotti from the Office of the Chief of Staff and External Affairs, and SFMTA's Anthony Burton, Revenue Strategy Manager of the Finance Division, presented the item.

Member Ortega noted concerns about the complexity of the parcel tax framework and how it might impact voter support. She also asked for clarification about how much the parcel tax would generate for SFMTA.

Ms. Angotti responded that the parcel tax would generate about \$150 million annually to help address anticipated funding shortfalls.

Member Barz asked how SFMTA would ensure that parcel tax revenues were spent responsibly and how the agency planned to increase revenues associated with efficiencies over time.

Ms. Angotti noted that oversight and accountability provisions were still being developed and acknowledged that SFMTA would need to identify cost reductions and efficiency measures that would grow over time. Mr. Burton added that Senate Bill 63 (Wiener, Arreguín) required the preparation of a study for SFMTA that would help identify potential efficiency strategies.

Member Ford asked whether a voter-led ballot initiative would be pursued for the parcel tax and whether fare changes were being considered.

Ms. Angotti noted that she was there only to discuss the structure of the proposed parcel tax and that SFMTA was exploring all revenue options to address the agency's funding shortfalls.

Vice Chair Daniels encouraged SFMTA to engage with labor representatives.



Ms. Angotti noted that SFMTA had engaged with SEIU, TWU and the San Francisco Labor Council on the parcel tax framework as part of two roundtable meetings.

Chair Siegel noted that a recent article she had seen suggested parcel tax revenue projections of \$183 million annually and asked whether the projections had changed recently.

Ms. Angotti clarified that projections had not changed and the parcel tax would potentially generate \$183 million. She explained that only \$150 million would be available to address the agency's anticipated funding shortfalls after considering costs related to exemptions, administration and service increase.

During public comment, Edward Mason stated that he had observed a potential process improvement within Muni involving employee shuttle buses that routinely operated empty, particularly at the 24th Street Mission BART station and the 22nd Street Caltrain station, and he estimated the cost to operate each bus at roughly \$350 per hour. He explained that although he had occasionally seen a single rider at different times of day, including late at night, he had otherwise consistently observed the shuttles running without passengers. He added that given reliance on sales and parcel taxes, broader fiscal constraints, and what he described as national economic decline, he believed reductions in service should be anticipated moving forward.

## Other Items

### Introduction of New Business - INFORMATION

There were no new items introduced.

There was no public comment.

#### 14. Public Comment

There was no public comment.

#### 15. Adjournment

The meeting was adjourned at 8:58 p.m.



# Memorandum

## AGENDA ITEM 4

**DATE:** February 20, 2026

**TO:** Transportation Authority Board

**FROM:** Rachel Hiatt - Deputy Director for Planning

**SUBJECT:** 03/10/2026 Board Meeting: Adopt the District 2 Safety Study Final Report

<p><b>RECOMMENDATION</b>      <input type="checkbox"/> Information      <input checked="" type="checkbox"/> Action</p> <p>Adopt the District 2 Safety Study Final Report</p> <p><b>SUMMARY</b></p> <p>Former Transportation Authority Board Member Catherine Stefani requested that the Transportation Authority appropriate District 2 Neighborhood Program funds for the District 2 Safety Study to develop recommendations that would address safety challenges and barriers to access near land uses that attract vulnerable road users. The study team, consisting of Transportation Authority staff collaborating with the SFMTA, identified five study areas throughout the district with a high concentration of these land uses. Community outreach identified more specific intersection- and corridor-level locations with safety challenges and gaps in access and guided the development of safety treatments at these locations. The Study recommends near-term, quick-build improvements, including traffic calming measures, improved bike and pedestrian signage and wayfinding, and color curb changes, as well as longer term recommendations to study the intersection of Bay and Laguna streets. The near-term recommendations have a total cost of \$430,000 and are intended to be implemented with additional Neighborhood Program funds that were allocated specifically for Study recommendations. These funds are being held in reserve pending completion of this Study. The Study also includes a funding and implementation strategy for longer term recommendations.</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Fund Allocation</li> <li><input type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input checked="" type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other: _____</li> </ul>
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## BACKGROUND

Former Transportation Authority Board Member Catherine Stefani requested that the Transportation Authority conduct the District 2 Safety Study to address safety challenges and barriers to access near land uses that attract children, seniors, and other vulnerable road users. In March 2023, the Transportation Authority Board appropriated and allocated District 2 Neighborhood Program funds for Transportation Authority and SFMTA staff to collaboratively conduct this study and also allocated funds to SFMTA for implementation of study recommendations. The Board action put the implementation funds on reserve to be released by the Transportation Authority Board following completion of the study.

## DISCUSSION

The Study began with analyzing multiple data sources (e.g., land use data, crash data, paratransit drop-off locations, etc.) to identify five study areas within District 2 that have a high concentration of locations that draw vulnerable road users. These study areas were located in the following neighborhoods: Marina, Pacific Heights, Anza Vista, Presidio Heights, and Cathedral Hill. Community outreach identified more specific intersection- and corridor-level locations with safety challenges and gaps in access and guided the development of safety treatments at these locations.

**Outreach.** The study included two primary rounds of outreach with a mix of online surveys and in-person pop-up events and presentations at community meetings. The first round of outreach aimed to identify specific locations where vulnerable road users experience safety and access challenges and understand preferences for types of quick-build treatments. We heard that major issues in the District were speeding, distracted driving, and lack of traffic enforcement. We used feedback to guide the development of short- and long-term recommendations at six locations across the District and shared them with the community for feedback in the second round of outreach. These comments helped refine the recommendations.

**Final Recommended Safety Treatments.** Based on technical analysis and findings from the first round of outreach, we developed safety treatments at six locations across the District. The locations and safety treatments are summarized in the table below. Near-term recommendations will be implemented by SFMTA following the adoption of this study, and medium- and long-term recommendations would also be led by SFMTA.



<b>Location</b>	<b>Final Recommended Safety Treatment</b>	<b>Planning Level Cost Estimate</b>
Bay Street / Laguna Street	<p><u>Near-term:</u> Pedestrian visibility improvements and improved signage to reduce right turn on red violations</p> <p><u>Long-term:</u> Study a full intersection redesign to better balance pedestrian, cyclist, and vehicle needs</p>	<p><u>Near-term:</u> \$12,000</p> <p><u>Long-term:</u> \$200,000 - \$250,000</p>
Various locations near CPMC Pacific Heights and Lafayette Park	<p><u>Near-term:</u> Color curb changes at Clay Street / Webster Street to better balance goods and passenger delivery needs and reduce double parking.</p> <p><u>Near-term:</u> Install traffic calming devices (e.g., speed humps, speed tables, or speed cushions) on streets adjacent to Lafayette Park.</p>	<p><u>Near-term:</u> \$60,000</p>
Masonic Avenue / Geary Boulevard	<p><u>Near-term:</u> Improved wayfinding and pavement markings for cyclists. Other pedestrian safety improvements include installing a Lead Pedestrian Interval at all crossings on Geary Boulevard and adding a No Turn on Red restriction for eastbound Geary Boulevard turning onto southbound Masonic Avenue.</p>	<p><u>Near-term:</u> \$16,000</p>
Various locations in the residential area of Anza Vista	<p><u>Near-term:</u> Install traffic calming devices (e.g., speed humps, speed tables, or speed cushions) on six streets in the Anza Vista residential neighborhood to slow vehicle speeds.</p>	<p><u>Near-term:</u> \$280,000</p>
Various locations in Presidio Heights	<p><u>Medium-term:</u> Identify short- and long-term secure bike parking locations near major attractors (e.g., Arguello Boulevard and Claire Lilienthal</p>	<p><u>Medium-Term:</u> N/A<sup>1</sup></p>

<sup>1</sup> Cost not applicable – this recommendation will be referred to SFMTA’s Bike Parking Program, with follow up work funded through other sources.



	Elementary School) to increase bike access.	
Various locations in Cathedral Hill	<u>Near-term:</u> Install painted safety zones at up to five intersections in Cathedral Hill with a high number of recent turn-based collisions.	<u>Near-term:</u> \$60,000

**Implementation Plan.** The final report includes a discussion of cost estimates, potential funding sources, and next steps for implementation. Detailed design and implementation of these recommendations would be led by SFMTA. The near-term, quick-build recommendations have a total cost of \$430,000 and are intended to be funded with the \$430,000 in District 2 Neighborhood Program funds held in reserve for this purpose. Following completion of this study, SFMTA may submit a request to the Transportation Authority Board to release the funds.

The report also identifies potential funding sources for the longer-term recommendations at the Bay Street / Laguna Street intersection. These sources include but are not limited to local funding sources such as Prop L and the General Fund, and regional and state sources such as the Caltrans Sustainable Communities grants.

### **FINANCIAL IMPACT**

The recommended action would not have an impact on the adopted Fiscal Year 2025/26 budget. Allocation of the Prop K funds on reserve for implementation of the recommendations is subject to future Board action.

### **CAC POSITION**

The CAC will consider this item at its February 25, 2026, meeting.

### **SUPPLEMENTAL MATERIALS**

- Attachment 1 - District 2 Safety Study Final Report



# District 2 Safety Study



San Francisco County Transportation Authority  
**Neighborhood**  
program

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Draft Report: February 2026

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## Acknowledgments

The District 2 Safety Study was funded through the San Francisco County Transportation Authority's Neighborhood Program at the request of former Commissioner Catherine Stefani. The Neighborhood Program was established to fund community-based efforts in San Francisco neighborhoods, especially in underserved neighborhoods and areas with vulnerable populations (e.g., seniors, children, and/or people with disabilities). The Neighborhood Program is made possible with San Francisco's half-cent sales tax for transportation funds.

This report was funded by the San Francisco County Transportation Authority through a grant of Prop K transportation sales tax funds



### PROJECT TEAM

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## 1. Introduction

The District 2 Safety Study was completed at the request of former Transportation Authority Board Member Catherine Stefani (District 2) and funded through the San Francisco Transportation Authority's Neighborhood Program. Transportation Authority staff collaborated with the San Francisco Municipal Transportation Agency (SFMTA) on this study.

The study focused on addressing safety challenges and barriers to access to locations that attract children, seniors, and other vulnerable road users, including parks, schools, hospitals, and recreational destinations. The goal of the study was to identify short-term, quick-build improvements near these locations that could be implemented with remaining Neighborhood Transportation Program funds from Prop K. To identify areas within the District with a high concentration of these destinations, the study team analyzed land use and transportation data and conducted a first round of community engagement to understand resident travel patterns and challenges. Using this information, the team developed a toolkit for safety improvements around select land uses, aligning specific safety treatments to different types of land uses. The study team recommends quick-build safety treatments at six locations throughout the District, with input from the second round of community engagement. These treatments are summarized below:

**Table 1-1. Summary of Near-Term Recommendations**

STUDY AREA	LOCATION	NEAR-TERM RECOMMENDATIONS
<b>Marina</b>	Bay St / Laguna St	Pedestrian visibility improvements, including a blank-out "No Right Turn" sign, updated warning signs, and striping
<b>Pacific Heights</b>	Clay St / Webster St	Color curb changes
<b>Pacific Heights</b>	Washington St Laguna St	Traffic calming devices (e.g., speed hump, speed cushion, or speed table) near Lafayette Park
<b>Anza Vista</b>	Anzavista Ave Barcelona Ave Encanto Ave Fortuna Ave Terra Vista Ave O'Farrell St	Traffic calming devices (e.g., speed hump, speed cushion, or speed table)
<b>Anza Vista</b>	Masonic Ave / Geary Blvd	Pedestrian and bike wayfinding improvements, including Leading Pedestrian Intervals (LPI) and pavement markings Round concrete island nose at Masonic/Geary
<b>Presidio Heights</b>	Various locations	Identify bike parking locations along Arguello Blvd and near Claire Lilienthal Elementary School
<b>Cathedral Hill</b>	Various locations	Intersection safety (e.g., daylighting, Painted Safety Zones (PSZs))

## 2. Study Areas

The study team used land use and transportation data to understand the existing transportation access and safety conditions and identify areas within District 2 that have a high concentration of locations that draw vulnerable road users (i.e., children, seniors, and people with disabilities). This approach built off of the methodology behind a 2017 map produced by the San Francisco Department of Public Health which aimed to address safety for seniors and people with disabilities by visualizing priority areas where they live and travel and injury segments where pedestrian injuries to these populations are concentrated.<sup>1</sup>

The study team identified locations that attract vulnerable road users, including schools, parks, hospitals, senior homes, libraries, and places of worship. These locations were overlaid with transportation features such as public transit routes, the local bike network, frequent paratransit pickup and drop off locations, and the High Injury Network (HIN), and Equity Priority Community (EPC) boundaries. Based on this initial map, the study team identified five clusters within District 2, with each cluster containing a combination of: 1) major destinations drawing vulnerable road users; 2) proximity to bike network and transit network connections; and 3) opportunities to support recent or planned transportation improvements for pedestrians, cyclists, and transit riders. Clusters were also selected to be spread throughout the district.

The study team conducted site visits to each of the clusters to further narrow down and identify specific study areas (shown in Figure 2-1 below). Community engagement efforts were focused on these five study areas to understand the travel patterns and safety and access challenges of residents and visitors.

### WHAT ARE QUICK-BUILD IMPROVEMENTS?

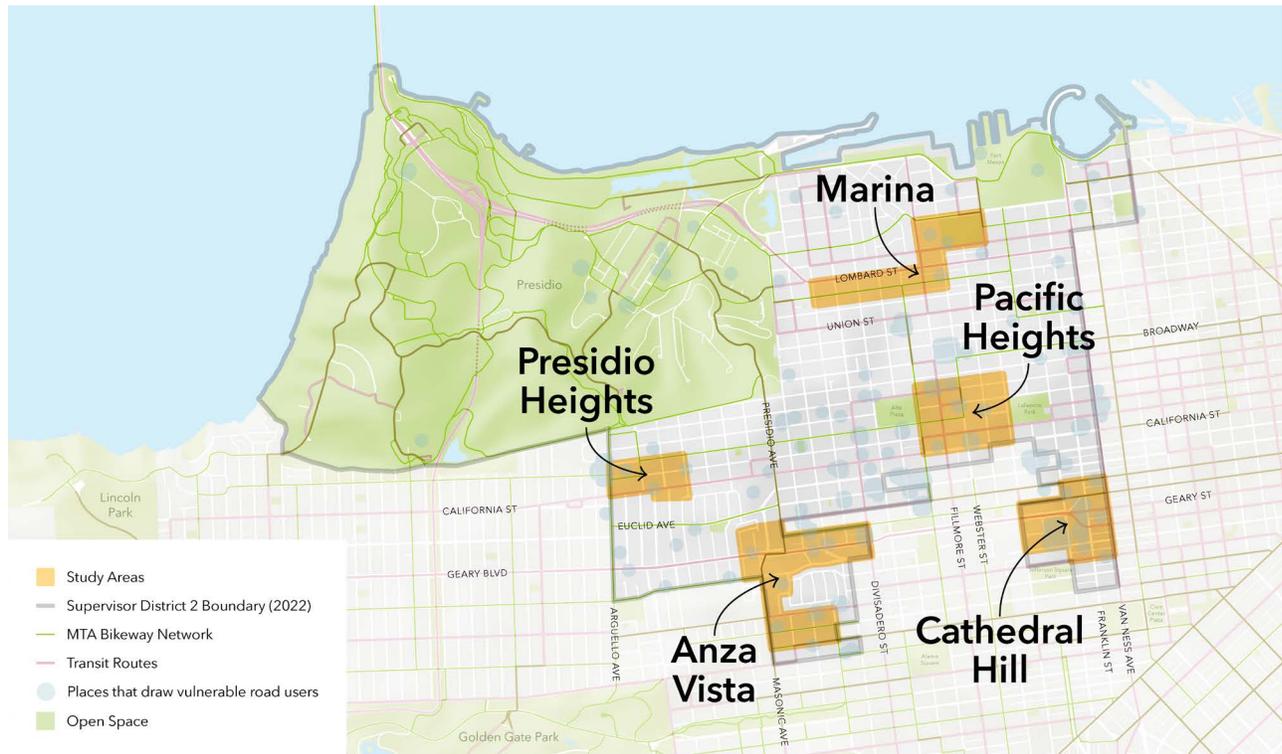
Quick-build improvements are reversible, adjustable traffic safety improvements that can be installed relatively quickly. Unlike major capital projects that may take years to plan, design, bid, and construct, quick-build projects can be completed within weeks or months. Improvements may include:

- Paint (e.g., high visibility crosswalks), traffic delineators, and street signs
- Parking and loading adjustments
- Traffic calming (e.g., asphalt speed humps)

For more information, visit the [SFMTA Vision Zero Quick-Build Program website](#).

<sup>1</sup> <https://sfgov.maps.arcgis.com/apps/webappviewer/index.html?id=615a17a21f6e47279b8da708665aa457>

Figure 2-1. Map of Study Areas in District 2



### 3. Community Engagement Round 1

To understand how District 2 residents travel around the study areas and the safety and access challenges they experience, the study team conducted community engagement in summer 2024 through both online and in-person events. Engagement included an online survey distributed through social media and newsletters, a virtual town hall with Spanish and Mandarin translation, pop up events, and presentations at community meetings. The survey was open from May to July 2024 and received 139 responses.

The survey asked respondents general questions about their priorities for safety and access in the District and types of places that most need safety and access improvements for vulnerable road users. The survey then asked respondents to provide feedback for one or more specific study areas. For each study area, respondents were asked about their general travel patterns, safety and access challenges, and preference for safety treatments. The safety treatments were drawn from the SFMTA's Vision Zero Quick-Build Toolkit, shown below.

Figure 3-1. Pedestrian refuge islands



Figure 3-2. Painted safety zones

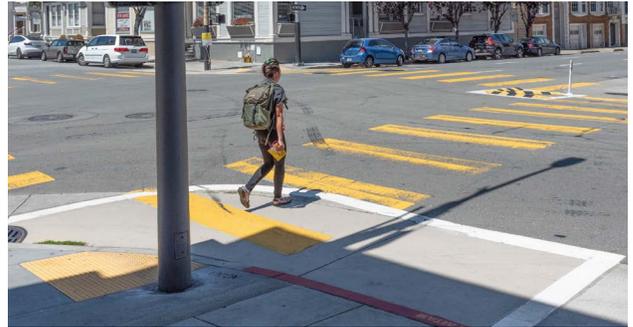


Figure 3-3. Sidewalk improvements



Sidewalk repaving

Wider sidewalks

Figure 3-4. Crosswalk improvements such as high-visibility crosswalks, increasing pedestrian crossing time, etc.



Increased pedestrian crossing time

Flashing pedestrian beacon

High-visibility crosswalks

Figure 3-5. Advanced yield or stop lines painted before crosswalks to indicate where drivers should yield or stop for pedestrians



Figure 3-6. Traffic calming measures to help slow vehicle speeds such as speed humps, hardened center lines, etc.



Speed humps

Hardened center lines

**Figure 3-7.** Traffic signal improvements such as left turn restrictions, no right turn on red, etc.



Left turn restrictions

No right turn on red

**Figure 3-8.** Changes to curb access to better match the needs of the street such as expanded passenger loading zones, short term parking, etc.



**Figure 3-9.** Bike improvements such as creating new bike lanes or protected bike lanes or adding bike parking



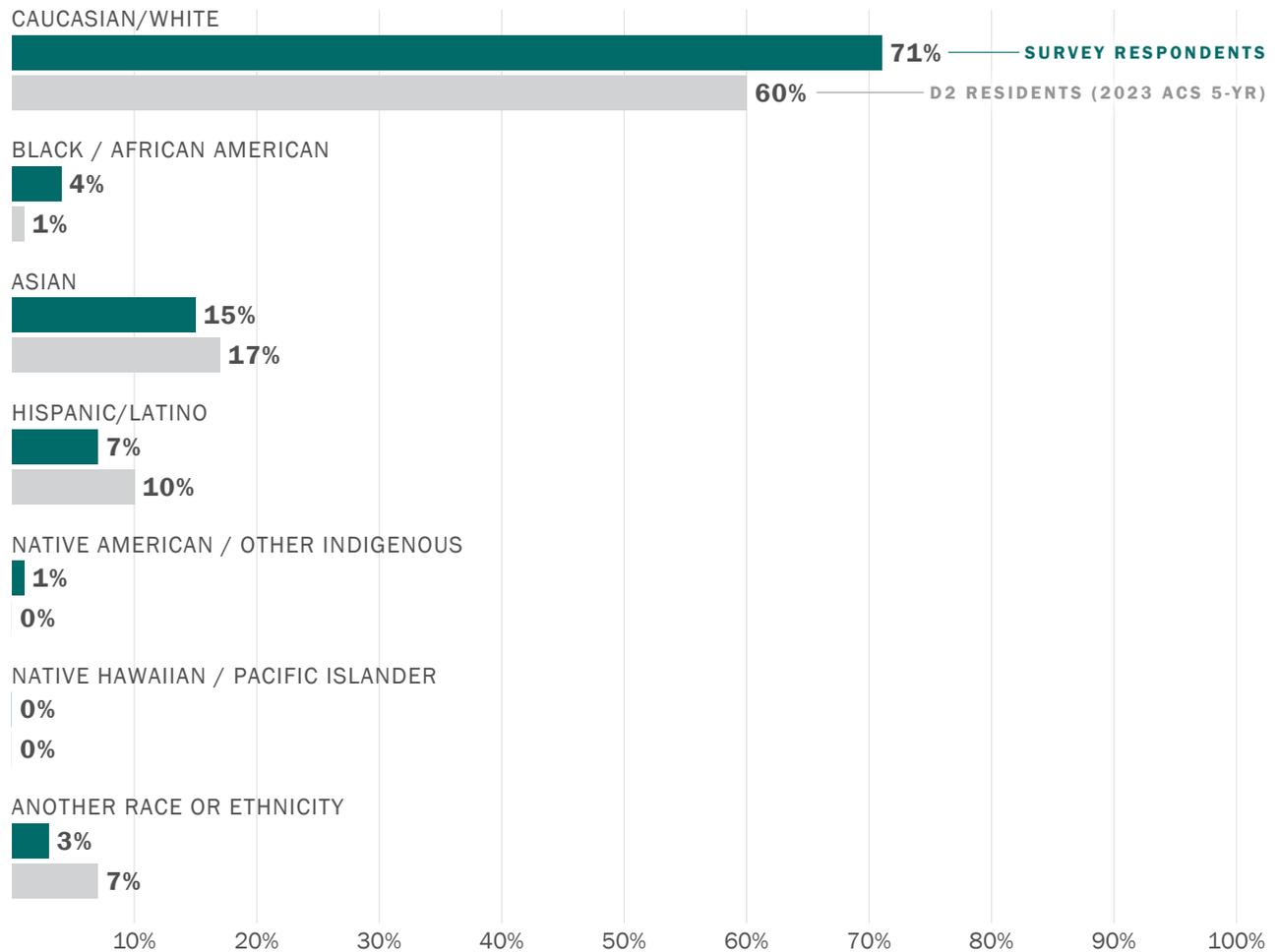
The study team held one pop up in each study area to get feedback from residents of the area or community members who travel to or within the area. Pop ups were organized near key land uses in the area. The study team held four pop up events from May to June 2024 at Marina Middle School (Marina study area), CPMC Pacific Heights (Pacific Heights study area), St. Cyprian’s Episcopal Church (Anza Vista study area), and the Presidio Branch Library (near Presidio Heights study area).

**3.1 SURVEY DEMOGRAPHICS**

The survey received 139 responses and 138 of these responses provided home zip codes, which allowed for an approximate determination of home location of respondents in relation to district boundaries. Most respondents live in zip codes near the Marina, Pacific Heights, and Anza Vista study areas (69% of respondents), which corresponds to a higher number of survey responses providing feedback for these study areas. In comparison, fewer respondents live near the Presidio Heights and Cathedral Hill study areas (9% in each study area). There were also a small number of respondents who live outside of District 2 (less than 5%).

The study team compared the race/ethnicity, income, and age of survey respondents to the 2023 American Community Survey (ACS) Five-Year Estimates for District 2. Figure 3-10 shows a slight underrepresentation of Hispanic/Latino and Asian survey respondents and overrepresentation of Caucasian/white, Black / African American, and Native American respondents.

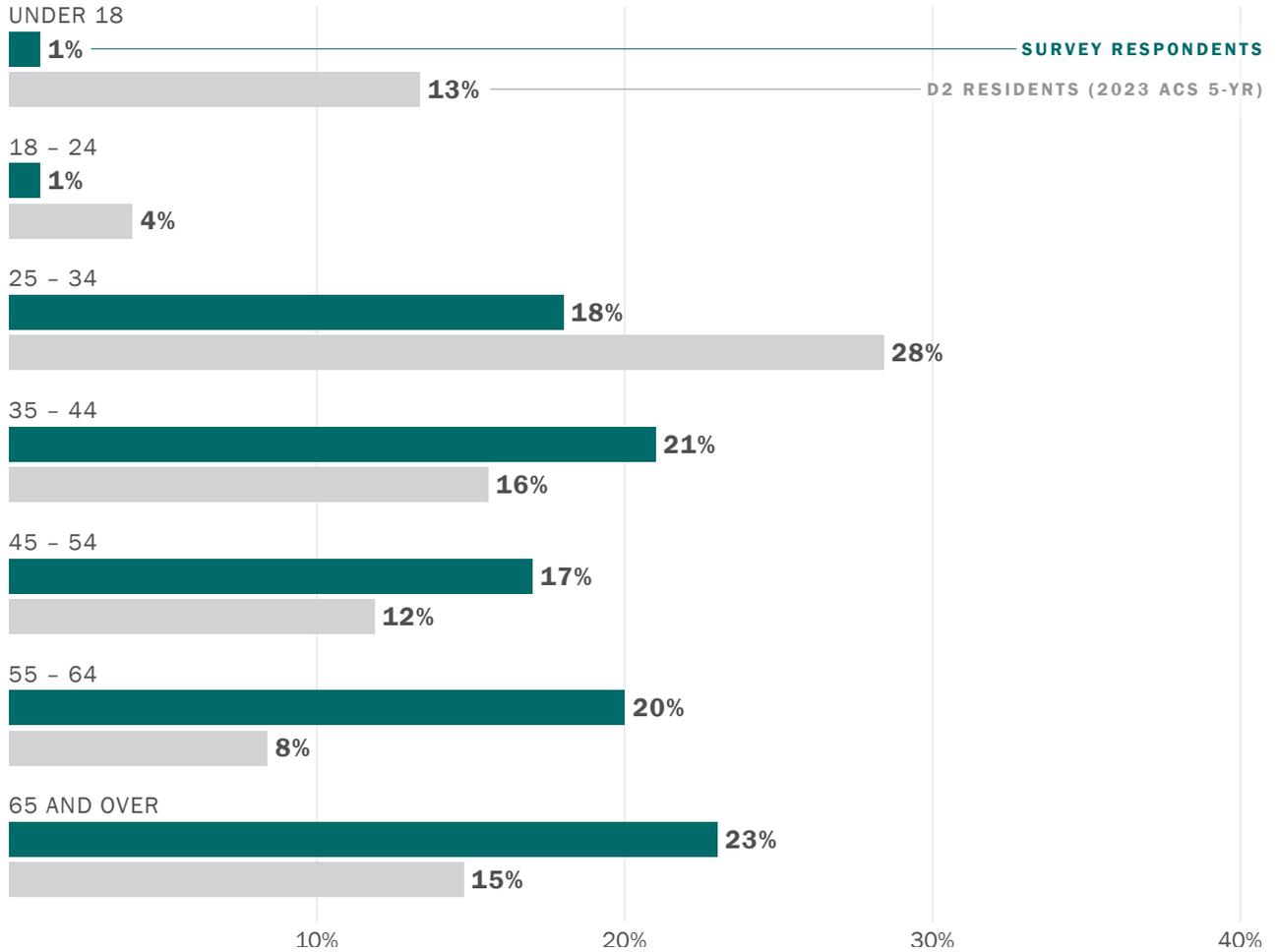
**Figure 3-10. Race and ethnicity of round 1 survey respondents compared to D2 residents (n = 110)**



**Note:** chart excludes 14% of respondents who selected "Prefer not to say"  
[Download chart data \(CSV\)](#)

Figure 3-11 below shows that survey respondents were also older than D2 residents. There were also fewer survey respondents with children (30% of survey respondents compared to 41% of D2 residents from the 2023 ACS).

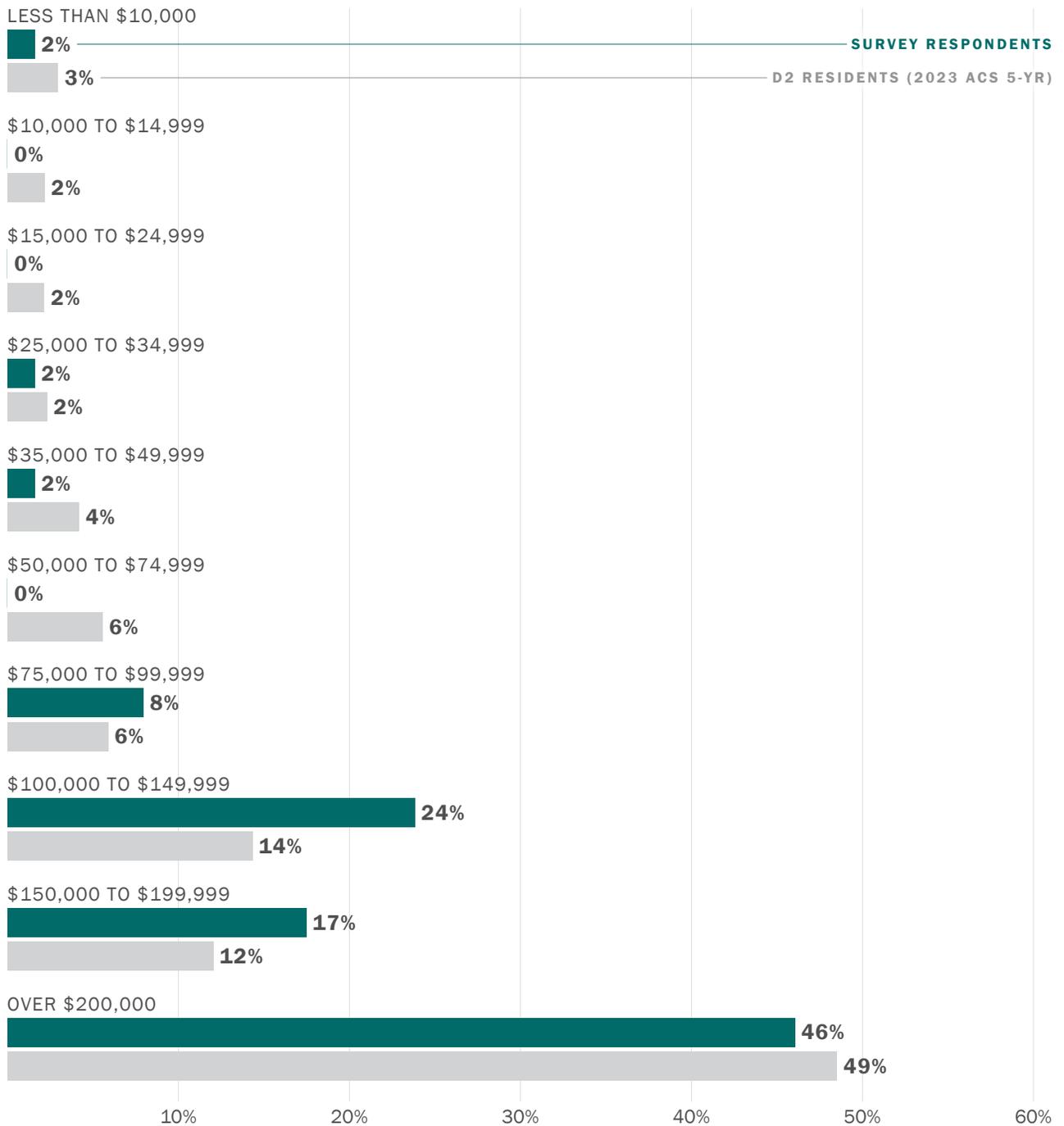
**Figure 3-11.** Age of round 1 survey respondents compared to D2 residents (n = 125)



**Note:** chart excludes 10% of respondents who selected "Prefer not to say"  
[Download chart data \(CSV\)](#)

Almost half of respondents did not respond to the survey question about household income. For those who did respond, Figure 3-12 shows that households with an annual income less than \$100,000 were underrepresented compared to D2 residents.

**Figure 3-12.** Annual household income of round 1 survey respondents compared to D2 residents (n = 63)



**Note:** chart excludes 46% of respondents who selected "Prefer not to say"  
[Download chart data \(CSV\)](#)

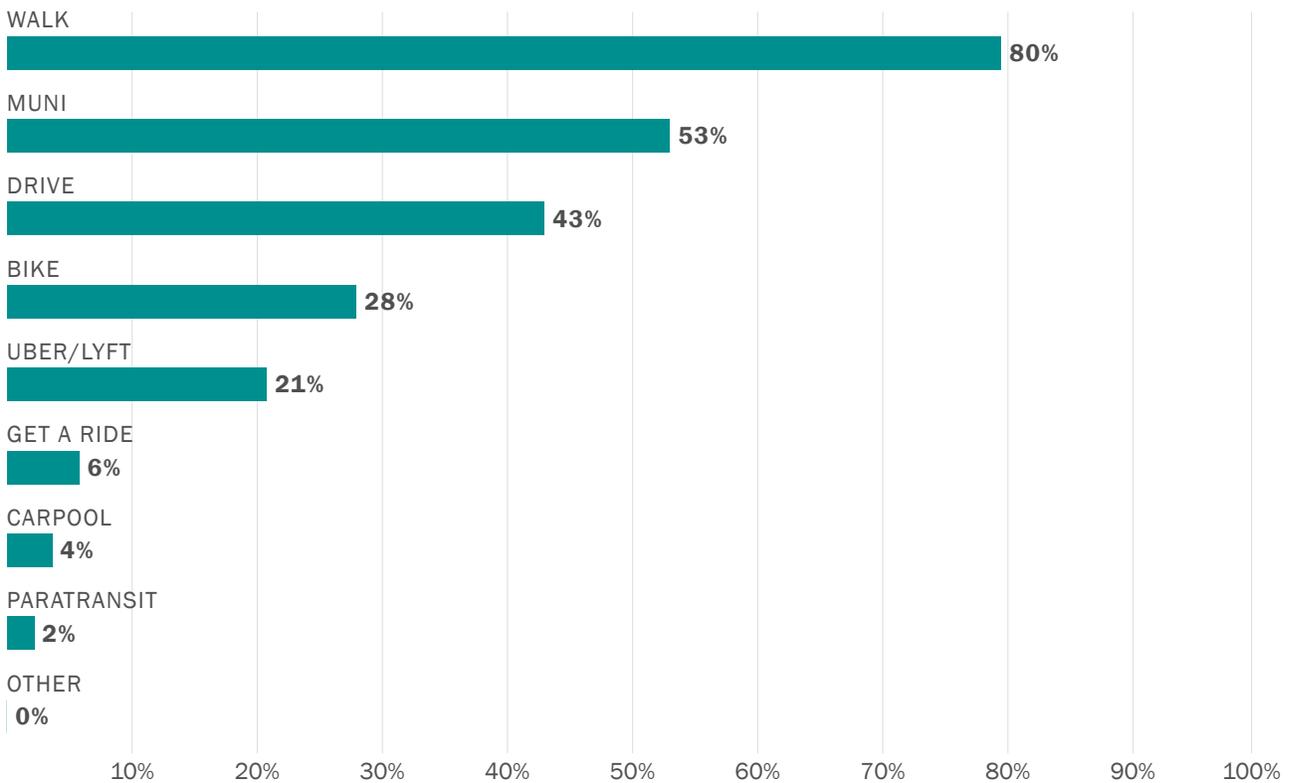
### 3.2 POP UP AND TOWN HALL FINDINGS

In pop up events and the virtual town hall, participants emphasized the need for more traffic enforcement. Participants stated that, as pedestrians, they noticed that many drivers are distracted and not stopping at stop signs. Speeding was also a major issue in the District and participants stated that effective treatments were needed to slow down vehicle speeds.

### 3.3 TRAVEL PATTERNS AND MODE SHARE

For each study area, respondents were asked to select all transportation modes they used to get around. These responses are combined across all study areas in Figure 3-13 to show how District 2 residents generally use transportation to, from, and within the study areas.

**Figure 3-13.** Combined responses across all study areas to the survey question “How do you usually get around this area of the District? Please select all that apply.” (n = 139)



[Download chart data \(CSV\)](#)

Active transportation mode share was high among survey respondents. Walking was the most common transportation mode, with 80% of survey respondents saying that they walk in District 2, and 28% of survey respondents bike. More than half (53%) of respondents said they use Muni and 43% drive in District 2.

To understand overall priorities for safety and access in District 2, survey respondents were asked to select up to three types of places that most need safety and access improvements for vulnerable road users. The top two responses were parks or open spaces (51% of respondents selected) and schools, daycares, and nurseries (47% of respondents selected), followed by senior centers and eldercare facilities (34%) and hospitals and other healthcare services (32%). Libraries (19%) and churches, synagogues and other places of worship (4%) were not selected by as many respondents.

The survey asked respondents to provide feedback on transportation challenges and preferences for safety treatments for as many of the study areas as they would like. Across all study areas, speeding and traffic violations (e.g., violating no right turn on red, ignoring stop signs, etc.) and lack of traffic enforcement were identified as major safety challenges. Each of the study areas also had unique safety challenges and preferences, which are summarized in the next sections. Specific locations with safety challenges were identified through open-ended comments in the survey, stickers placed on a map of the study area at pop up events, and verbal comments from attendees. These locations and challenges are summarized in a table for each study area.

### 3.4 MARINA STUDY AREA FEEDBACK

Figure 3-14. Map of the Marina study area



The Marina study area, shown in Figure 3-14, is located in the northern part of the district and includes Marina Middle School, the Marina Branch Library, and the Moscone park area. The study area also includes a segment of Lombard Avenue that has been identified as part of the High Injury Network by the San Francisco Department of Public Health. There are some wider streets (e.g., Bay Street, Lombard Street) that have medians for traffic calming.

**Figure 3-15.** Traffic calming median on Bay Street



**Figure 3-16.** Traffic calming median on Lombard St



In the survey, 61 respondents gave feedback for the Marina study area. Transportation Authority staff held one pop up event at Marina Middle School on May 17, 2024 during school drop-off to engage with students and parents. The top responses for key survey questions are outlined below, along with a summary of main feedback received at in-person events.

#### What are some of the main reasons you travel to this area?

- Social or recreational trips (82%)
- General shopping (79%)
- Grocery shopping (62%)

#### How do you usually get to this area?

- Walk (80%)
- Muni (49%)
- Drive (36%)

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**What are some of the safety and access challenges you experience in this area?**

- Cars drive too fast (72%)
- Poor visibility at crosswalks (41%)
- Hard to find parking (36%)
- Poor sidewalk conditions (34%)

Other public comments mentioned the lack of traffic enforcement for double parking and drivers not stopping at stop signs. Bikes, scooters, and delivery drivers using the sidewalk was also a major concern in the Chestnut Street commercial area.

**What types of safety treatments would you like to see in this area?**

- Traffic calming measures (61%)
- Painted pedestrian safety zones (51%)
- Sidewalk improvements (49%)

Attendees of the pop-up event also preferred traffic signal improvements and bike improvements.

**Locations with Safety and Access Challenges**

Survey respondents and attendees of in-person events identified specific locations in the Marina study area that have safety and access challenges. Table 3-1 summarizes these locations, nearby land uses that attract vulnerable road users, and safety and access challenges.

For many locations in this study area, respondents stated that poor lighting conditions and narrow sidewalks were main challenges. These are issues that cannot be addressed with the quick-build toolkit, but can be addressed through alternate funding sources in longer term work.

**Table 3-1. Summary of safety and access challenges in the Marina study area**

#	INTERSECTION / STREET SEGMENT	NEARBY ATTRACTORS	SAFETY AND ACCESS CHALLENGES
1	Bay St by Moscone Park	Park, school, library	<ul style="list-style-type: none"> <li>Poor lighting conditions</li> <li>Narrow sidewalk</li> </ul>
2	Laguna St / Bay St	Park, school, library	<ul style="list-style-type: none"> <li>Confusing intersection directions and signage</li> <li>Drivers frequently violate “no right on red”</li> </ul>
3	Francisco St	Park	<ul style="list-style-type: none"> <li>High volume of cut-through traffic and high speeds</li> </ul>
4	Fillmore St / Lombard St	School, stores, restaurants	<ul style="list-style-type: none"> <li>Crossing time is too short</li> <li>Intimidating to cross Lombard because street is so wide</li> </ul>
5	Chestnut St	Park, school, library, stores, restaurants	<ul style="list-style-type: none"> <li>Poor sidewalk conditions</li> <li>Restaurant tables on sidewalk block ADA access</li> <li>Lack of enforcement for speeding and double parking</li> </ul>
6	Franklin St between Union and Jackson	School, park, stores, restaurants	<ul style="list-style-type: none"> <li>Sidewalk is narrow</li> </ul>

### 3.5 PACIFIC HEIGHTS STUDY AREA FEEDBACK

**Figure 3-17. Map of the Pacific Heights study area**



The Pacific Heights study area, shown in Figure 3-17, contains two parks (Alta Plaza and Lafayette Park), a medical center (the CPMC Pacific Heights campus), and a number of schools, daycares, and places of worship. The study area is fairly hilly, and both Alta Plaza and the CPMC Pacific Heights campus are located at the top of streets with a steep grade. A portion of Clay Street south of Alta Plaza is part of the SFMTA Slow Streets Program<sup>1</sup>, which aims to expand the active transportation network through low vehicle volume and speed streets that are safe and comfortable for biking, walking, and rolling.

**Figure 3-18.** Slow Street on Clay



**Figure 3-19.** Pedestrian crossing Webster Street to get to CPMC medical facility



In the survey, 45 respondents gave feedback for the Pacific Heights study area. Transportation Authority staff also held one pop up event outside of the CPMC Pacific Heights campus on June 27, 2024 to engage with CPMC patients, workers, and community members. The top responses for key survey questions are outlined below, along with a summary of main feedback received at in-person events.

#### What are some of the main reasons you travel to this area?

- Social, recreational, and general shopping (82%)
- Healthcare (56%)
- Grocery shopping (49%)

<sup>1</sup> <https://www.sfmta.com/projects/slow-streets-program>

**How do you usually get to this area?**

- Walk (82%)
- Muni (53%)
- Drive (38%)

**What are some of the safety and access challenges you experience in this area?**

- Cars drive too fast (62%)
- Poor visibility at crosswalks (47%)
- Poor sidewalk conditions (38%)

Other comments mentioned dangerous driver behavior and lack of traffic enforcement as major issues. Comments also mentioned a lack of safe bike infrastructure in the study area. With about a quarter of survey respondents in Pacific Heights saying that they bike in the area, these comments highlight the demand for improvements to existing bike infrastructure in Pacific Heights.

**What types of safety treatments would you like to see in this area?**

- Traffic calming measures (64%)
- Crosswalk improvements (64%)
- Sidewalk improvements (60%)

**Locations with Safety and Access Challenges**

During the outreach process, survey respondents and attendees of in-person events identified specific locations in the Pacific Heights study area that have safety and access challenges. Table 3-2 summarizes the locations, nearby land uses that attract vulnerable road users, and the safety and access challenges that residents or visitors experience at these locations.

**Table 3-2.** Summary of safety and access challenges in the Pacific Heights study area

#	INTERSECTION / STREET SEGMENT	NEARBY ATTRACTORS	SAFETY AND ACCESS CHALLENGES
1	Pacific Ave / Laguna St	Place of worship	<ul style="list-style-type: none"> <li>• 4-way stop on a steep hill, visibility challenge for drivers</li> </ul>
2	Sacramento St / Buchanan St	Medical center	<ul style="list-style-type: none"> <li>• Lack of bus shelter for westbound 1 California</li> </ul>
3	Fillmore St	Schools, places of worship, shopping and restaurants	<ul style="list-style-type: none"> <li>• Pedestrian visibility</li> <li>• Buses get stuck in car traffic</li> </ul>
4	Clay St	Parks, medical center	<ul style="list-style-type: none"> <li>• Cyclists feel unsafe and unprotected from car traffic</li> </ul>
5	Clay St / Webster St	Medical center, place of worship	<ul style="list-style-type: none"> <li>• Vehicle speeding</li> <li>• Congested pedestrian intersection with no traffic signal</li> <li>• Insufficient room to unload patients outside of CPMC Pacific Heights</li> </ul>
6	Washington St between Buchanan St and Laguna St	Parks, medical center	<ul style="list-style-type: none"> <li>• Vehicle speeding</li> </ul>

### 3.6 PRESIDIO HEIGHTS STUDY AREA FEEDBACK

**Figure 3-20.** Map of the Presidio Heights study area



The Presidio Heights study area contains two elementary schools, a pediatric urgent care facility, and a Sutter Health CPMC location. The CPMC campus is now closed and will be developed into housing. The proposed development will include nearly 500 residential units, as well as additional units for assisted living and memory care.<sup>1</sup> A portion of Clay Street on the eastern side of the study area is part of the SFMTA Slow Streets Program. This study area has some traffic calming measures, such as concrete bollards to enforce daylighting at certain corners.

**Figure 3-21.** Caption: Daylighting at Clay and Spruce



Twenty-seven survey respondents gave feedback for the Presidio Heights study area. Transportation Authority staff held a pop up event at the Presidio Branch Library on May 30, 2024, a few blocks east of the study area, to engage with residents and visitors in the neighborhood. The top responses for key survey questions are outlined below, along with a summary of main feedback received at in-person events.

#### **What are some of the main reasons you travel to this area?**

- General shopping (74%)
- Grocery shopping (70%)
- Social or recreational trips (67%)

#### **How do you usually get to this area?**

- Walk (70%)
- Drive (52%)
- Muni (41%)
- Bike (41%)

Compared to other study areas, Presidio Heights had a higher driving and bike mode share.

#### **What are some of the safety and access challenges you experience in this area?**

- Cars drive too fast (67%)
- Poor visibility at crosswalks (37%)

<sup>1</sup> [https://media.api.sf.gov/documents/2025-0000036\\_3700\\_California\\_Street\\_Project.pdf](https://media.api.sf.gov/documents/2025-0000036_3700_California_Street_Project.pdf)

- Hard to find parking (22%)
- Hard to find bike parking (22%)

Similar to other study areas, many survey comments mentioned dangerous and aggressive driver behavior and lack of traffic enforcement (e.g., running red lights or stop signs, speeding) as major issues.

#### What types of safety treatments would you like to see in this area?

- Traffic calming measures (64%)
- Crosswalk improvements (64%)
- Sidewalk improvements (60%)

#### Locations with Safety and Access Challenges

During the outreach process, survey respondents and attendees of in-person events identified specific locations in Presidio Heights that have safety and access challenges. Table 3-3 summarizes the locations, nearby land uses that attract vulnerable road users, and the safety and access challenges that residents or visitors experience at these locations.

Other responses in the survey mentioned that sidewalks on Baker Street (east of the study area) have uneven pavement, resulting in many seniors tripping. Respondents also stated that crossing times near schools were too short for pedestrians traveling with strollers and bags.

**Table 3-3.** Summary of safety and access challenges in the Presidio Heights study area

#	INTERSECTION / STREET SEGMENT	NEARBY ATTRACTORS	SAFETY AND ACCESS CHALLENGES
1	California St	Medical center	Speeding
2	Arguello Blvd	Place of worship, schools	Lack of safer biking facilities
3	Arguello Blvd / Cornwall St	Schools, medical center	Lots of families with children cross Arguello where there is no crosswalk Cars speed from Arguello onto Cornwall

### 3.7 ANZA VISTA STUDY AREA FEEDBACK

Figure 3-22. Map of the Anza Vista study area



The Anza Vista study area contains the Kaiser Permanente San Francisco Medical Center, Sagebrook Senior Living, San Francisco Day School, and a number of places of worship. There are two designated Slow Streets in the southern half of the study area (Golden Gate Avenue and Lyon Street). The eastern edge of the study area overlaps with EPCs in Japantown and Western Addition.

**Figure 3-23. Slow Street and roundabout on Lyon St****Figure 3-24. Pedestrian crossing street near Kaiser Permanente medical facility**

The Anza Vista study area received 40 survey responses. Transportation Authority staff held a pop up event at St. Cyprian's Episcopal Church on Saturday, June 22, 2024 to engage with residents and visitors in the neighborhood. The top responses for key survey questions are outlined below, along with a summary of main feedback received at in-person events.

#### **What are some of the main reasons you travel to this area?**

- Grocery shopping (83%)
- General shopping (68%)
- Social or recreational trips (50%)

Grocery shopping was the top trip purpose in this area. There are two large grocery stores (Trader Joe's and Lucky), and a Target in the study area.

#### **How do you usually get to this area?**

- Walk (73%)
- Drive (50%)
- Muni (40%)

Compared to other study areas, Anza Vista had a higher driving mode share. Although biking was not in the top three modes used, the mode share was still higher relative to other study areas (33% of respondents bike in this area).

### What are some of the safety and access challenges you experience in this area?

- Cars drive too fast (73%)
- Poor visibility at crosswalks (43%)
- Poor sidewalk conditions (30%)

Other survey comments mentioned aggressive drivers and challenges for cyclists (e.g., insufficient bike infrastructure, feeling unsafe while biking).

### What types of safety treatments would you like to see in this area?

- Traffic calming measures (64%)
- Crosswalk improvements (64%)
- Sidewalk improvements (60%)

### Locations with Safety and Access Challenges

During the outreach process, survey respondents and attendees of in-person events identified specific locations in Anza Vista that have safety and access challenges. Table 3-4 summarizes the locations, nearby land uses that attract vulnerable road users, and the safety and access challenges that residents or visitors experience at these locations.

Most of the comment responses in the survey referred to the area near the intersection of Masonic Ave and Geary Blvd. Although location #7 (the residential area of Anza Vista) was not in the original study area, the location received multiple survey comments regarding speeding and pedestrian safety issues. For this reason, the study team decided to include the location in the list of potential places to receive safety treatments.

**Table 3-4. Summary of safety and access challenges in the Anza Vista study area**

#	INTERSECTION / STREET SEGMENT	NEARBY ATTRACTORS	SAFETY AND ACCESS CHALLENGES
1	Masonic Ave / Euclid Ave	Grocery store	Crossing Euclid is scary as a pedestrian Bike access to Trader Joe's disappears at this intersection
2	Geary Blvd between Masonic Ave and Presidio Ave	Medical center, shopping	Biking on this section of the network is scary
3	Masonic Ave / Geary Blvd	Medical center, shopping	Intersection is confusing for cars, pedestrians, and cyclists
4	Masonic Ave / Anza St	Schools, shopping	Aggressive drivers Cyclists feel unsafe turning from Anza to Masonic
5	Masonic Ave	Schools, places of worship	Cyclists feel unsafe with the existing bike lane design
6	Turk St	Places of worship	Cars drive too fast
7	Residential area of Anza Vista	Medical center, places of worship, shopping	Traffic speeds are too high

### 3.8 CATHEDRAL HILL STUDY AREA FEEDBACK

Figure 3-25. Map of the Cathedral Hill study area



The Cathedral Hill study area contains the CPMC Van Ness campus, some large places of worship, including the Cathedral of Saint Mary of the Assumption, a preschool and a Montessori school. This study area overlaps with EPCs in Japantown and Western Addition.

Twenty respondents gave feedback for the Cathedral Hill study area. The top responses for key survey questions are outlined below.

**What are some of the main reasons you travel to this area?**

- General shopping (50%)
- Social or recreational trips (45%)
- Grocery shopping (40%)

Figure 3-26. Large pedestrian crossing in Cathedral Hill



**How do you usually get to this area?**

- Muni (60%)
- Bike (60%)
- Walk (50%)

Cathedral Hill had the highest bike mode share of all the study areas. This is also the only study area where driving was not one of the top three modes used.

**What are some of the safety and access challenges you experience in this area?**

- Cars drive too fast (70%)
- Hard to find bike parking (45%)
- Poor sidewalk conditions (40%)

Other survey comments mentioned aggressive drivers and lack of bike infrastructure.

**What types of safety treatments would you like to see in this area?**

- Bike improvements (70%)
- Traffic calming measures (65%)
- Crosswalk improvements (55%)

**Locations with Safety and Access Challenges**

During the outreach process, survey respondents identified specific locations in Cathedral Hill that have safety and access challenges. Table 3-5 summarizes the locations, nearby land uses that attract vulnerable road users, and the safety and access challenges that residents or visitors experience at these locations.

Compared to other study areas, Cathedral Hill did not receive as many survey responses and there were fewer specific locations identified that needed safety treatments. One of the safety challenges, the narrow sidewalk on Franklin Street, cannot be addressed using the quick-build toolkit.

**Table 3-5.** Summary of safety and access challenges in the Cathedral Hill study area

#	INTERSECTION / STREET SEGMENT	NEARBY ATTRACTORS	SAFETY AND ACCESS CHALLENGES
1	Geary Blvd / Laguna St	Place of worship, senior living, restaurants, shopping	Cars violate no right on red rule
2	Franklin between Post and Sutter	Preschool, healthcare, place of worship	Sidewalk is narrow
3	Cleary Court	Place of worship, schools	Cut-through traffic is very dangerous Regular sideshows and unsafe speeding at Cleary and Geary

## 4. Proposed Safety Treatments and Locations

The study team used the safety and access challenges identified in the survey combined with feedback on preferred treatment types to make a proposal for locations that most need safety and access improvements for further detailed design and implementation. The study team developed a set of proposed quick-build treatments that could be implemented in the near-term with the budget of \$430,000 in remaining NTP capital funds. For some locations, the study team also identified a pipeline of additional improvements and community ideas for other projects that could be implemented in the future with more funding.

The study team was also interested in whether there was any relationship between types of land uses (e.g., parks, schools, medical centers, etc.) and respondents' preference for safety treatments, across the district as a whole. In general, there was no correlation since respondents' preferred treatments were similar throughout the district. For example, speeding was a major issue raised by respondents in every study area and traffic calming measures such as speed humps were the most popular safety treatment to address speeding.

However, the study team did find some interesting patterns that could be explored in other districts in San Francisco:

- The **type of existing transportation infrastructure around the land use** had an impact on the preferred safety treatment. For example, the Pacific Heights and Anza Vista study areas have more existing bike infrastructure so many survey comments were related to bike improvements.

- The **modes that people use to access land uses** also had an impact on preferred safety treatment. For example, medical centers have more pick up/drop off and driving trips. The preferred treatments were traffic calming and traffic signal improvements. Meanwhile, schools and parks have more pedestrian and cyclist trips, so preferred treatments were traffic calming, sidewalk and crosswalk improvements, and bike improvements.

The project team selected priority locations for safety and access improvements based community interest and feedback, feasibility of addressing challenges with the quick-build toolkit, and the safety priorities identified by survey respondents. These proposals are summarized in Table 4-1 below. Near-term treatments will be implemented as a next phase of this project. Medium- and long-term treatments are not in the quick-build toolkit and will require additional study and funding.

**Table 4-1. Summary of proposed safety treatments**

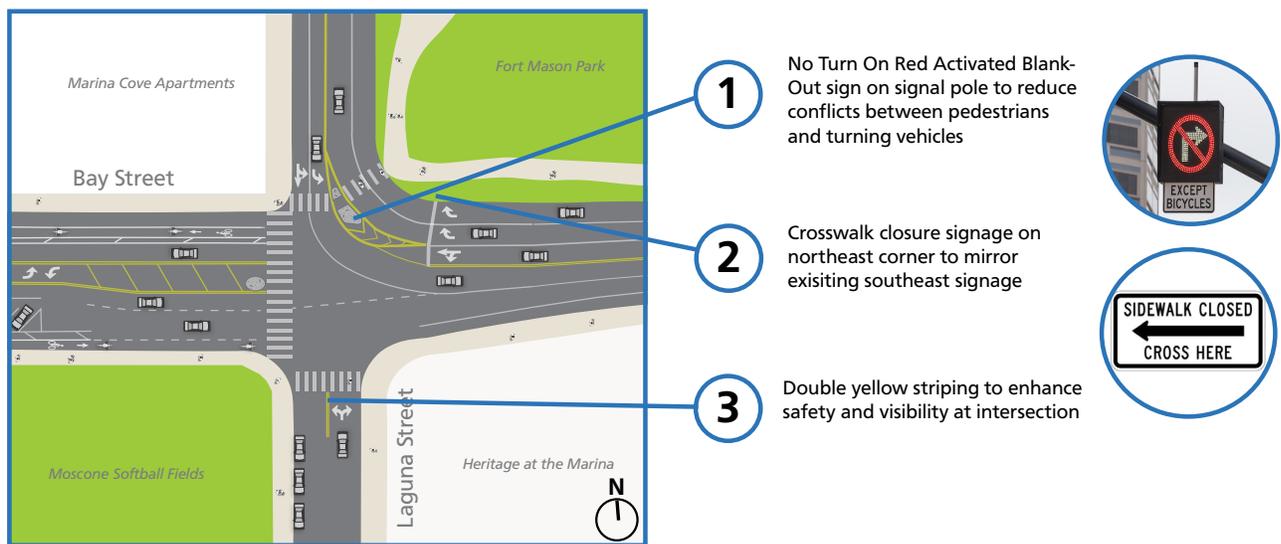
STUDY AREA	INTERSECTION	PROPOSED TREATMENTS
Marina	Bay St / Laguna St	<p><b>Near-term:</b></p> <ul style="list-style-type: none"> <li>• Install a blank-out “No Right Turn on Red” sign on the north side of the intersection to limit right turn violations</li> <li>• Stripe the northbound Laguna double yellow centerline to formalize the lanes and help with turning movements onto Laguna</li> <li>• Install crosswalk closure sign at SE corner of intersection to clarify the existing prohibited crossing at the NE corner of Bay/Laguna (see next bullet for Long-Term proposal to upgrade this location to a complete intersection)</li> </ul>
		<p><b>Medium- to Long-term:</b></p> <ul style="list-style-type: none"> <li>• Bike and pedestrian improvements, including a bike ramp to provide an alternate route to the bike path in Fort Mason, extending the eastbound bike lane buffer, and reconstructing the median island on Laguna to widen the crosswalk.</li> <li>• Median island reconstruction on Bay Street and realign eastbound traffic on Bay Street.</li> <li>• Study reconfiguring the intersection to allow all/pedestrian movements for a complete intersection. Subsequent capital project design could include curb ramps, new crosswalks, lane allocation or realignment, and bulb-outs, etc., to improve pedestrian visibility and safety.</li> </ul>
Pacific Heights	Clay St / Webster St	<p><b>Near-term:</b></p> <ul style="list-style-type: none"> <li>• Install traffic calming devices (e.g., speed humps, speed tables, or speed cushions) on Webster Street from Washington Street to Sacramento Street to reduce vehicle speeds.</li> </ul>
	Washington St	<ul style="list-style-type: none"> <li>• Install traffic calming devices (e.g., speed humps, speed tables, or speed cushions) on Washington Street from Buchanan Street to Laguna Street to reduce vehicle speeds</li> <li>• Implement color curb changes at Clay/Webster to better balance goods and passenger delivery needs and reduce double parking.</li> </ul>

STUDY AREA	INTERSECTION	PROPOSED TREATMENTS
Anza Vista	Masonic Ave / Geary Blvd	<p><b>Near-term:</b></p> <ul style="list-style-type: none"> <li>• Round the concrete island nose at Masonic/Geary to make it easier for cyclists to enter the southbound bike lane on Masonic Ave.</li> <li>• Pavement markings and new signage to improve bike wayfinding from WB Geary to SB Masonic</li> <li>• Add a bike box for cyclists turning from northbound Masonic Avenue to westbound Anza Street</li> <li>• No Right Turn on Red for eastbound Geary onto southbound Masonic</li> <li>• Lead Pedestrian Interval at all crossings on Geary Blvd</li> </ul>
	Masonic Ave / Anza St	
Anza Vista	Residential area of Anza Vista	<p><b>Near-term:</b></p> <ul style="list-style-type: none"> <li>• Install traffic calming devices (e.g., speed humps, speed tables, or speed cushions) on Anzavista Avenue, Barcelona Avenue, Encanto Avenue, Fortuna Avenue, Terra Vista Avenue, and O’Farrell Street to slow vehicle speeds</li> </ul>
Presidio Heights	TBD locations	<p><b>Medium-term:</b></p> <ul style="list-style-type: none"> <li>• Identify short- and long-term secure bike parking locations near major attractors (parks, schools, etc.) to increase bike access</li> </ul>
Cathedral Hill	Post St / Laguna St	<p><b>Near-term:</b></p> <ul style="list-style-type: none"> <li>• Install painted safety zones at up to 5 intersections in Cathedral Hill with a high number of recent turn-based collisions</li> </ul>
	Post St / Franklin St	
	O’Farrell St / Franklin St	
	Eddy St / Franklin St	
	Sutter St / Gough St	

While the residential area of Anza Vista was not in one of the original five study areas, there were many survey comments about speeding being a major issue in this neighborhood, so this location was added to the list of proposed locations and treatments.

### 4.1 MARINA: PEDESTRIAN VISIBILITY IMPROVEMENTS AT LAGUNA STREET/BAY STREET

Figure 4-1. Quick-build proposals at Laguna Street / Bay Street



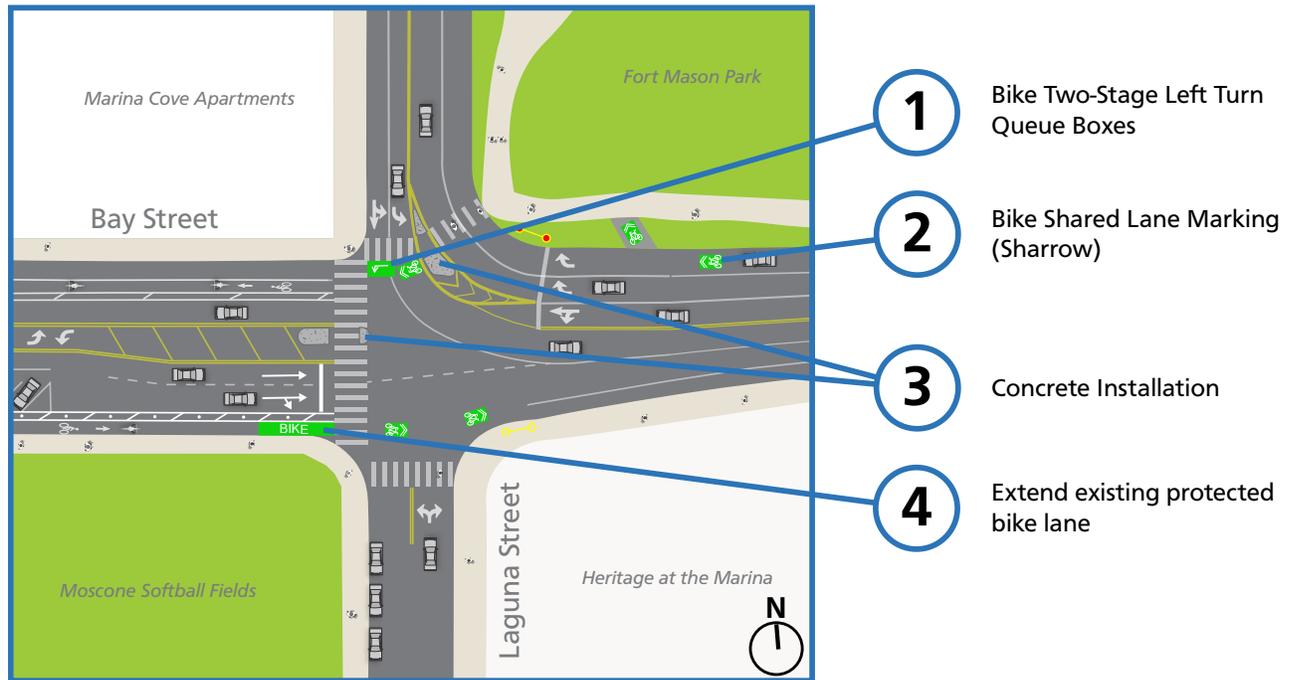
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The Laguna Street/Bay Street intersection in the Marina study area provides access to Marina Middle School and Moscone Park. The main safety challenge identified through community engagement was that drivers frequently violate the “no right on red” sign turning from westbound Bay Street to northbound Laguna Street. This affects pedestrians crossing Laguna Street on the north side of the intersection.

The study team’s near-term proposals for the Laguna Street/Bay Street intersection build on SFMTA’s ongoing Vision Zero program improvements to the High-Injury Network and other nearby projects. Elsewhere in the Marina neighborhood, there are seven intersections on the high-injury network that are receiving improvements as part of SFMTA’s Vision Zero Quick-Build Toolkit program. This includes six intersections along Greenwich Street from Broderick Street to Fillmore Street, and at the intersection of Broderick Street and Lombard Street. In October 2024, SFMTA activated a new pedestrian signal head at Bay Street and Laguna Street and added Lead Pedestrian Intervals at signals on Bay Street from Laguna Street to Stockton Street as part of the [Vision Zero Signal Retiming Project](#). There is also a bulb-out planned at the southeast corner of the intersection as part of a redevelopment project.

The study team’s near-term proposal is to increase the visibility of pedestrians and cyclists at this crossing. A blank out LED “No Right Turn” sign is recommended to increase compliance with the no right on red restriction for drivers turning from westbound Bay Street onto northbound Laguna Street. Blank out signs use LEDs to make signs more noticeable to drivers and are more visible in any light or weather conditions. Other near-term recommendations include adding pedestrian warning signs, adding crosswalk closure signage on the southeast corner to clarify the existing prohibited crosswalk at the northeast corner of the intersection, and double yellow striping on the south side of the intersection to help with turning movements onto Laguna Street.

Figure 4-2. Potential long-term treatments for the Bay Street / Laguna Street intersection



The study team identified several potential long-term cyclist and pedestrian improvements. Through video observations, the study team found that cyclists were traveling on westbound Bay Street, where there is no bike path, and parallel to an existing bike path in Fort Mason Park. A potential long-term improvement could add sharrow markings on Bay Street to increase cyclist visibility and add a mid-block bike ramp connecting Bay Street to the existing bike path in Fort Mason. This can help cyclists more easily access the existing bike path. Another potential long-term improvement is reconstructing the median island on the crosswalk on the north side of Laguna Street with a wider opening, aligned with the width of the crosswalk, which could allow cyclists to more easily use the crosswalk to connect between the Fort Mason bike path and the bike lane on the west side of the intersection.

The study team also observed that the existing protected eastbound bike lane on Bay Street could be extended until the intersection to reduce conflicts between cyclists and vehicles turning right from Bay Street onto Laguna Street. This recommendation could be combined with reconstructing the median island and realigning the eastbound Bay Street traffic lanes to provide more space for the bike lane and for turning vehicles.

In the long-term, the study team recommends studying a full intersection redesign with SFMTA which could include reallocating or realigning travel lanes, bikeway and signal upgrades, new crosswalks, and pedestrian refuge islands. Nearby segments of Bay Street (from Octavia to the Embarcadero) are on the Vision Zero High Injury

Network. Laguna Street from Bay Street to Francisco Street is included in the North Star Network of SFMTA's Biking and Rolling Plan, with the recommendation to upgrade the existing facility to a fully traffic calmed, shared street. The intersection study can be coordinated with a parallel effort evaluating the feasibility of a new bikeway through Fort Mason to improve access and safety. This bikeway concept is part of a broader National Park Service-led study. The proposed alignment would connect cyclists between the Bay/Laguna intersection and the Bay/Van Ness intersection. The long-term Bay/Laguna intersection study could incorporate design measures to improve bicycle movements through the intersection and strengthen connections to the proposed Fort Mason bikeway.

#### 4.2 PACIFIC HEIGHTS: TRAFFIC CALMING

Two locations in the Pacific Heights study area were identified as locations with high traffic speeds: the Clay Street/Webster Street intersection, which provides access to the CPMC Pacific Heights campus, and the segment of Washington Street west of Lafayette Park. Community members also noted pedestrian conflicts for those crossing Webster Street to get from the parking garage to the medical center. Site observations by the study team showed that double parking contributed to pedestrian visibility challenges. SFMTA has implemented recent improvements at this intersection, including repainting crosswalks and new concrete bulb-outs.

The study team's near-term recommendation is to install traffic calming devices on Webster Street from Sacramento Street to Washington Street, and on Washington Street from Buchanan Street to Laguna Street. To address double parking issues, the SFMTA will study and implement color curb changes to better balance space for goods and passenger loading near the Clay/Webster intersection.

**Figure 4-3.** Potential traffic calming devices:



\* The exact type and number of traffic calming devices will be determined in the detailed design phase.

Figure 4-4. Quick-build proposals in Pacific Heights

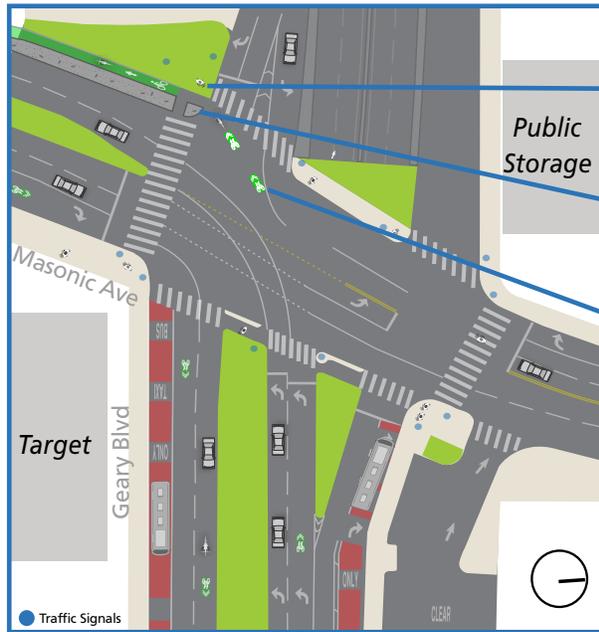


**4.3 ANZA VISTA: PEDESTRIAN AND CYCLIST SAFETY AT MASONIC AVE/GEARY BLVD**

Masonic Ave/Geary Blvd is a major intersection with a mixture of car, pedestrian, and cyclist traffic, in addition to the 38, 38R, and 43 Muni lines. Nearby attractions include grocery stores (Trader Joe’s and Target), the Kaiser Permanente San Francisco campus, and the University of San Francisco campus. The study team heard feedback about pedestrian and cyclist visibility challenges and cyclist wayfinding challenges near this intersection. In particular, cyclists had difficulty navigating to the bike lane entrance on Masonic Ave on the south side of the intersection, and completing the left turn from Masonic Ave onto Anza St.

Near-term recommendations include: 1) No Turn on Red signage to reduce conflicts between pedestrians and turning vehicles; 2) rounding the concrete island nose at Geary Blvd to improve visibility and access to the Masonic bikeway; 3) additional pavement markings on Geary Blvd to enhance visibility for people who bike and roll; 4) a bike box at Masonic/O’Farrell for those traveling westbound onto Anza; and 5) Lead Pedestrian Intervals at all remaining crosswalks to enhance pedestrian visibility.

Figure 4-5. Quick-build proposals at Geary/Masonic



- 1 No Turn On Red signage to reduce conflicts between pedestrians and turning vehicles
- 2 Rounding the island at Geary to improve visibility and access to the Masonic bikeway
- 3 Pavement markings at Geary to enhance visibility for people who bike and roll
- 4 Lead Pedestrian Intervals at all remaining crosswalks to enhance pedestrian visibility



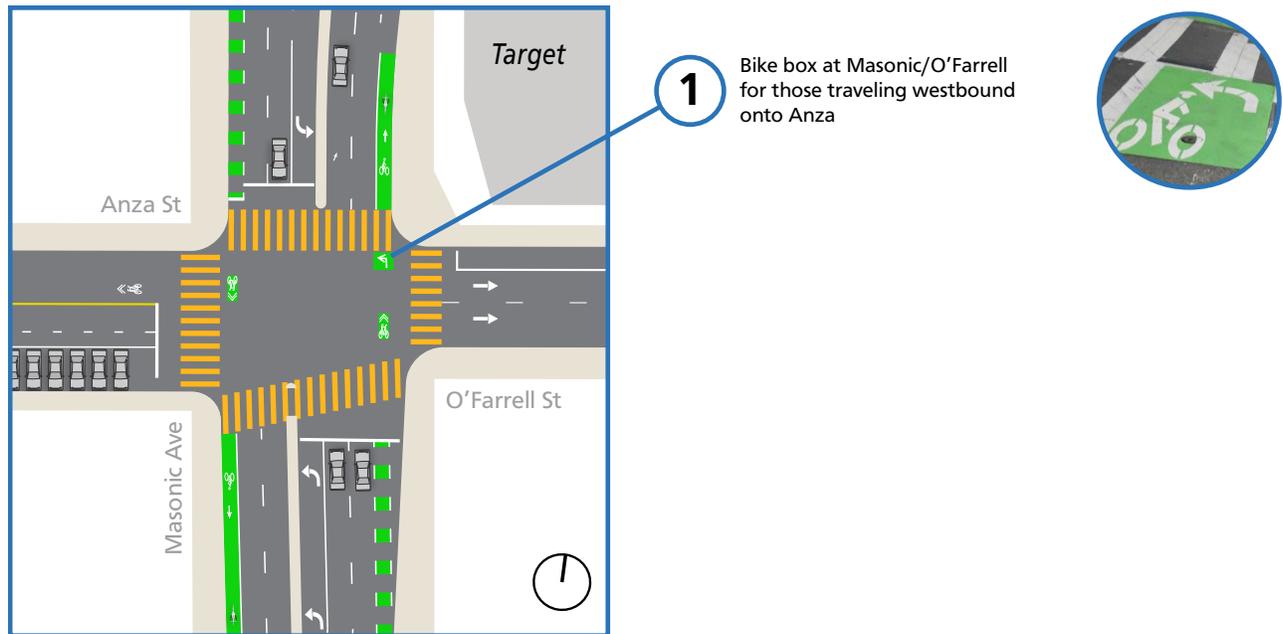
Figure 4-6. Example of a rounded concrete island nose at the entrance to the bike lane on Van Ness Avenue and McAllister Street.



Figure 4-7. Current concrete island nose at the entrance to the Masonic Ave bike lane. The sharp, 90-degree entrance makes it hard for cyclists to see the entrance to the bike lane.



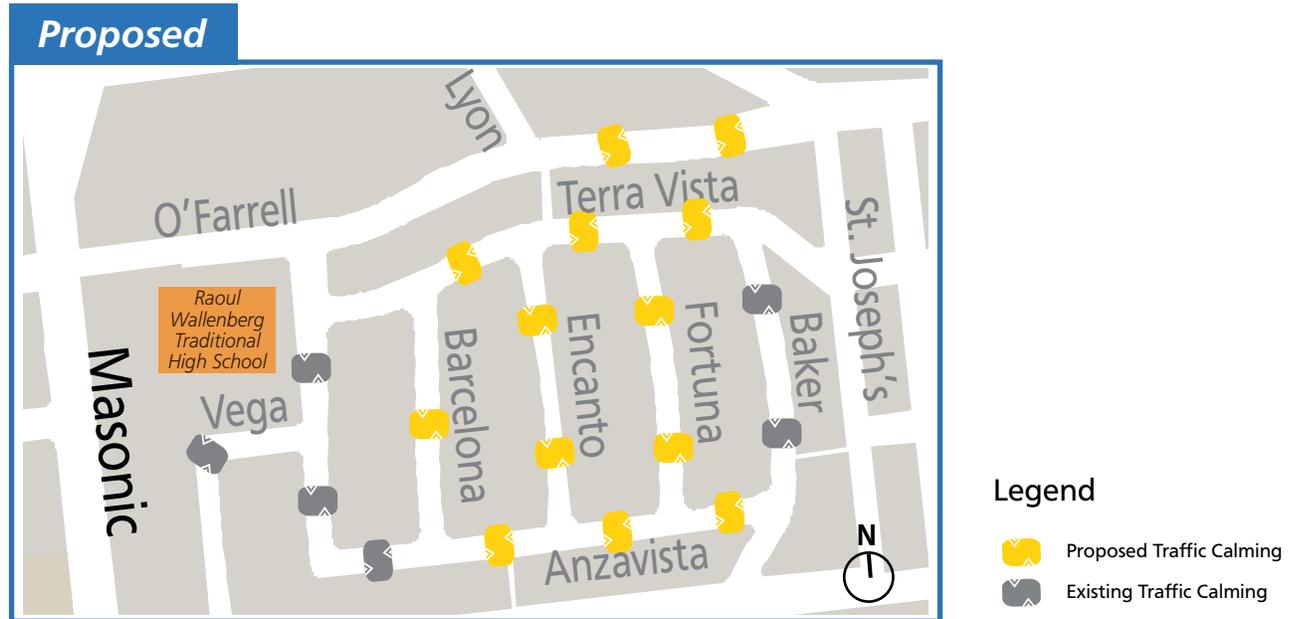
Figure 4-8. Quick-build proposal at Masonic/O’Farrell/Anza



**4.4 ANZA VISTA: TRAFFIC CALMING IN ANZA VISTA RESIDENTIAL AREA**

This residential area of Anza Vista has access to shopping and schools. The study team received comments about high vehicle speeds and cut-through traffic on several streets in this area. SFMTA recently implemented a road diet on O’Farrell Street from Masonic Avenue to St. Joseph’s Avenue using pavement markings and striping. To further address speeding, the study team’s near-term recommendation is to install traffic calming measures on Anzavista Avenue, Barcelona Avenue, Encanto Avenue, Fortuna Avenue, Terra Vista Avenue, and O’Farrell Street.

Figure 4-9. Quick-build proposals in the Anza Vista residential neighborhood



#### 4.5 PRESIDIO HEIGHTS: SECURE BIKE PARKING LOCATIONS

Feedback from the Presidio Heights study area, where there is a high bike mode share, showed a strong community desire for bike improvements and bike parking. Prior outreach efforts in the city have found that bike theft is a concern and lack of secure bike parking locations is a barrier to bike use. In Presidio Heights, the study team is recommending bike parking locations to support planned improvements to bike infrastructure on Arguello Boulevard through the SFMTA-led [Arguello Safety Project](#). The Arguello Safety Project may also implement other quick-build safety improvements to address issues of active transportation safety.

In the medium-term, the study team recommends exploring locations for short- and long-term secure bike parking. Bike parking could be located at daylighting sites, taking advantage of free curb space and helping reinforce parking restrictions near crosswalks to improve the visibility of people crossing the street.

#### 4.6 CATHEDRAL HILL: PEDESTRIAN VISIBILITY IMPROVEMENTS

To improve pedestrian visibility at crosswalks, the study team is recommending a combination of daylighting and painted pedestrian safety zones where feasible at multiple intersections across Cathedral Hill and Presidio Heights. Intersections for painted safety zones were prioritized based on the number of recent collisions and proximity to land uses that draw vulnerable road users. Daylighting near crosswalks can be paired with installing bike parking to help reinforce parking restrictions.

Figure 4-10. Potential painted safety zone locations in Cathedral Hill



**WHAT IS DAYLIGHTING?**

Daylighting is a way to improve the visibility of people crossing the street. By keeping the area near crosswalks clear of parked cars, people walking and people driving or riding on the street can see each other better. This is especially important for children, who are shorter and more likely to be blocked from view in intersections by parked cars. Daylighting at 80 intersections in the Tenderloin led to a 14% decrease in reported collisions.<sup>1</sup>

In October 2023, Governor Newsom signed Assembly Bill 413 which adds 20 feet of daylighting to all intersections. With AB 413, California joins more than 40 other states that also mandate daylighting.<sup>2</sup>



1 <https://www.sfmta.com/media/14930/download?inline>

2 [https://www.sfmta.com/sites/default/files/reports-and-documents/2024/01/crb\\_memo\\_daylighting\\_-\\_other\\_states.pdf](https://www.sfmta.com/sites/default/files/reports-and-documents/2024/01/crb_memo_daylighting_-_other_states.pdf)

## 5. Community Engagement Round 2

The second round of community engagement aimed to gauge the level of support for and gather feedback on recommended safety treatments in the study areas. The study team conducted community engagement in fall 2025 through both online and in-person events. In-person events included three pop-up events and five presentations to merchant and neighborhood associations. The study team also distributed an online survey through social media, newsletters, emails, and mailers. The survey was open from October to November 2025 and received 92 responses. The majority of respondents (about 70%) were new to the study, and had not participated in the first phase of outreach in summer 2024, which asked participants about the safety and access challenges faced when traveling in District 2.

### 5.1 SURVEY DEMOGRAPHICS

The survey received the most responses from the Pacific Heights, Western Addition, Japantown area, which includes both the Pacific Heights and Anza Vista study areas. The survey also received many responses from the Marina neighborhood, but fewer respondents in the Presidio Heights and Cathedral Hill study areas. There were also a small number of respondents who live outside of District 2. Compared to the first round of outreach, a higher percentage of respondents were residents in the Pacific Heights/ Western Addition/ Presidio Heights/ Japantown neighborhood (55% in round 2 vs. 39% of respondents in round 1). There were slightly fewer respondents from the Marina/ Cow Hollow neighborhood (28% in round 2 vs. 30% in round 1).

The study team compared the race/ ethnicity, income, and age of survey respondents to the 2023 American Community Survey (ACS) Five-Year Estimates for District 2. Figure 5-1 shows an underrepresentation of Hispanic/ Latino respondents and overrepresentation of Caucasian/ white, Black/ African American and Asian respondents. In comparison to the first round, the second round of outreach engaged with a slightly more diverse population, with a higher percentage of Asian respondents.

### WHAT ARE PAINTED SAFETY ZONES?

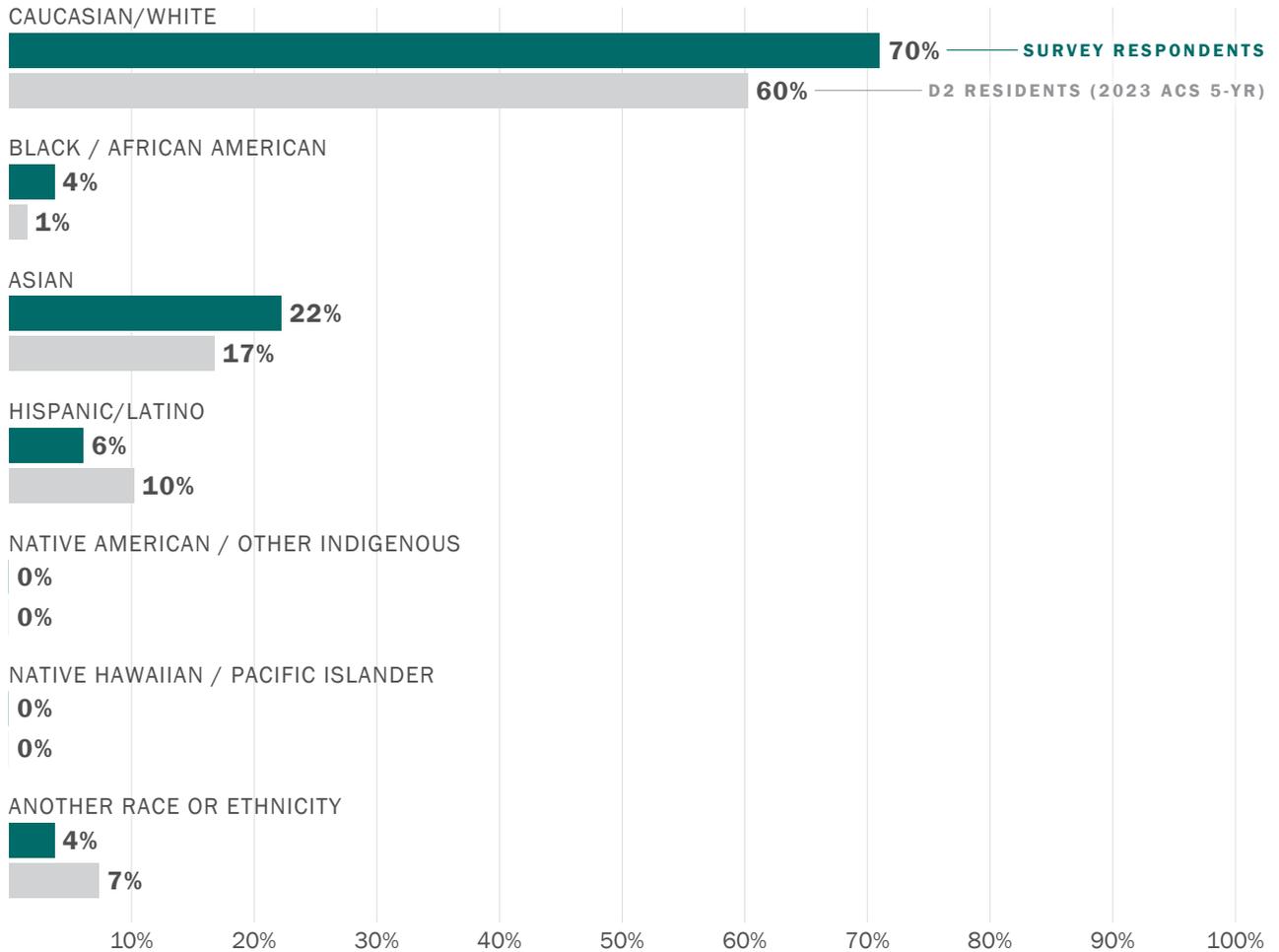
Painted safety zones are a painted buffer around sidewalk corners to make pedestrians more visible to people driving. They also encourage yielding and slow down drivers making turns. In 2016, SFMTA found that painted safety zones slowed turning speeds by up to 55% and increased the number of drivers who fully yielded to pedestrians by 25%.<sup>1</sup>



<sup>1</sup> <https://www.sfmta.com/getting-around/walk/pedestrian-improvements-toolkit/painted-safety-zones>

However, these findings may not represent all survey respondents, as 29% of respondents skipped the demographics questions and 15% selected "Prefer not to say" for their race/ethnicity.

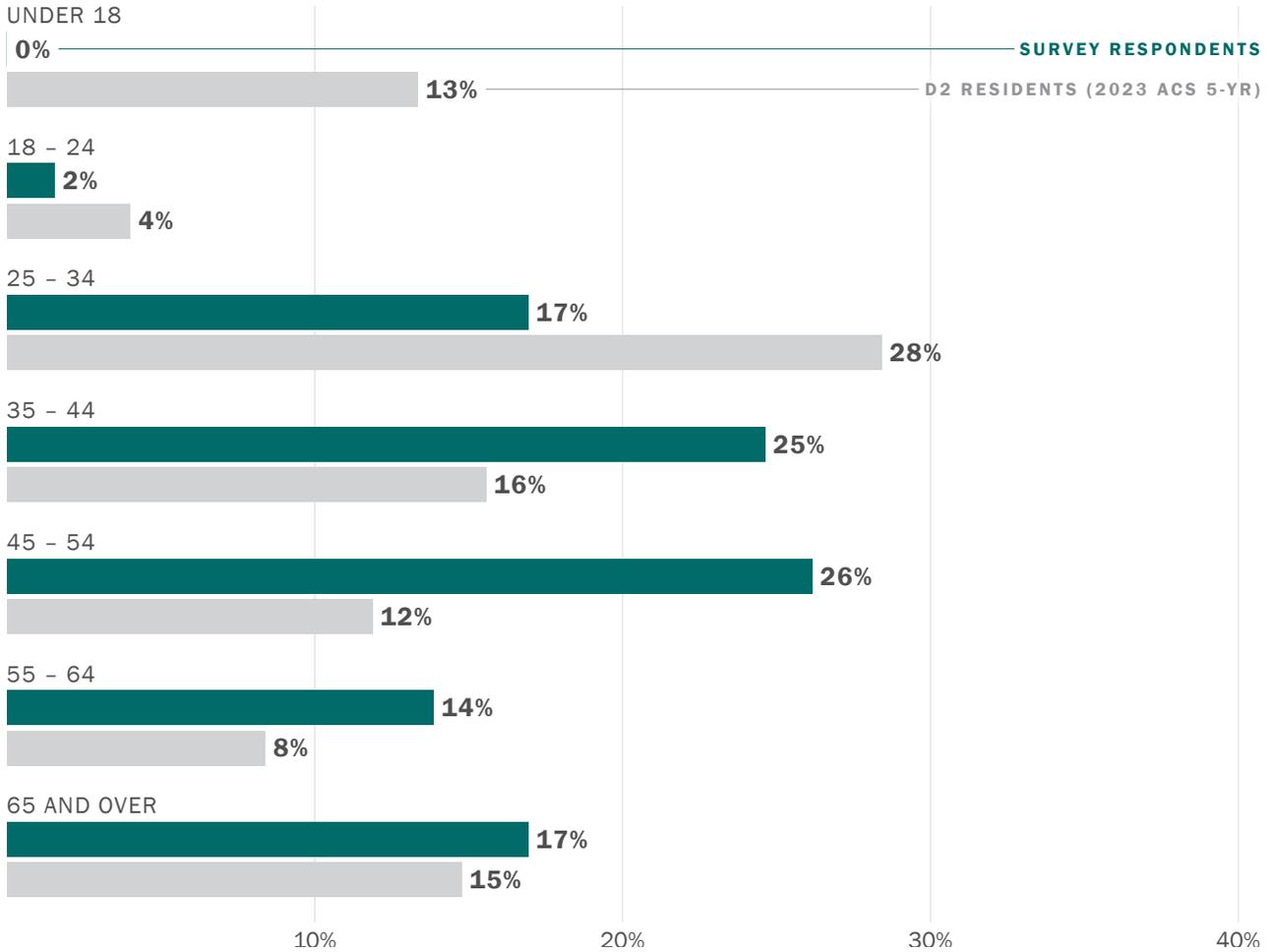
**Figure 5-1. Race and ethnicity of round 2 survey respondents compared to D2 residents**



**Note:** chart excludes 14% of respondents who selected "Prefer not to say"  
[Download chart data \(CSV\)](#)

The age of survey respondents skewed older than that of the district as a whole. About 80% of respondents were 35 or older, compared to 55% of District 2 residents.

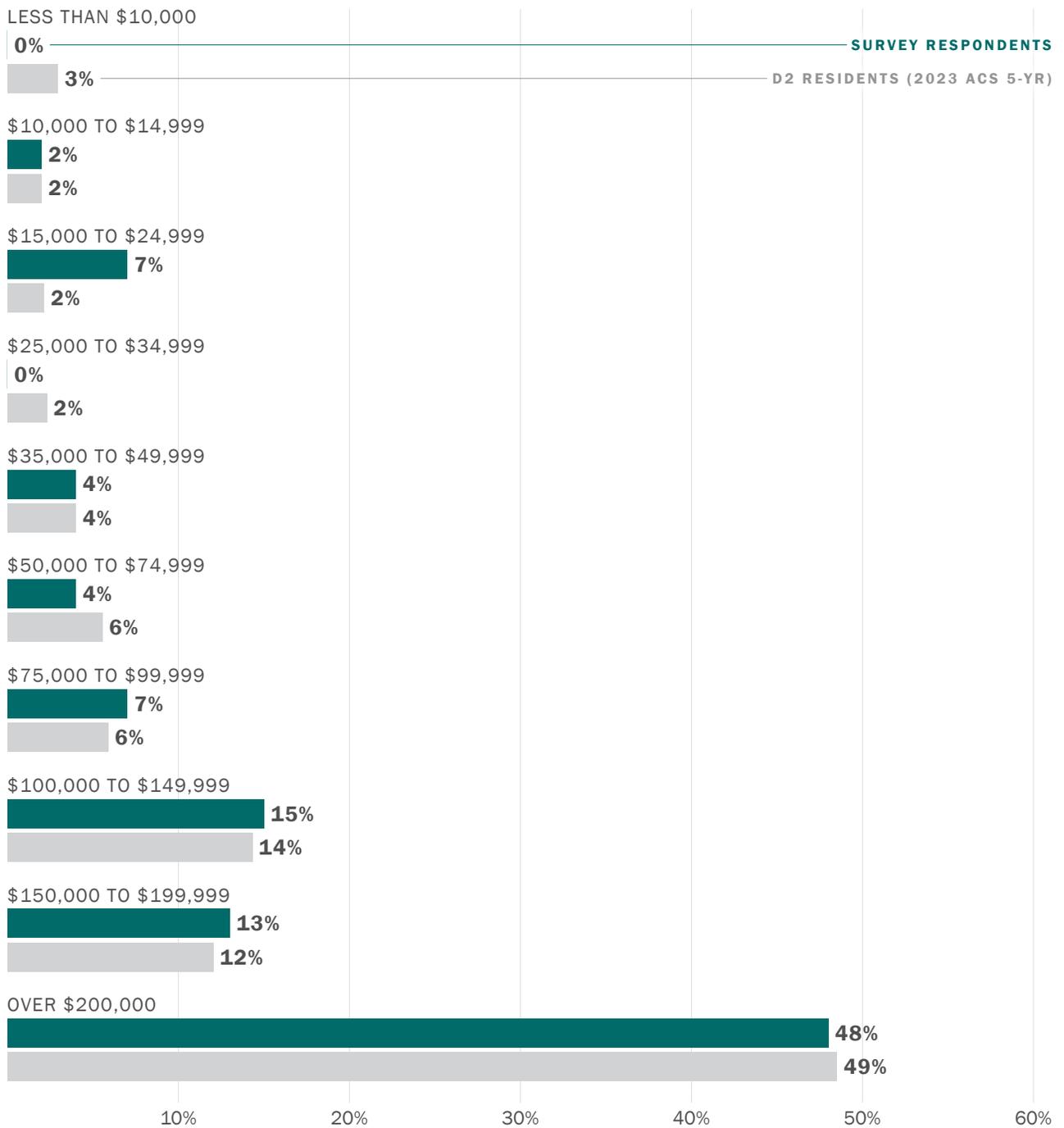
Figure 5-2. Age of round 2 survey respondents compared to D2 residents



Note: chart excludes 10% of respondents who selected "Prefer not to say"  
[Download chart data \(CSV\)](#)

In general, survey respondents had similar income levels compared to District 2 overall. However, about 29% of survey respondents skipped demographics questions, and another 26% of respondents selected "Prefer not to say" for the household income question.

**Figure 5-3. Annual household income of round 2 survey respondents compared to D2 residents**



**Note:** chart excludes 46% of respondents who selected "Prefer not to say"  
[Download chart data \(CSV\)](#)

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## 5.2 MAIN FINDINGS

The survey asked respondents to provide feedback on proposed quick-build measures in one or more study areas. The findings show that, in general, community members support the proposed recommendations. Specific feedback for each of the recommendations is summarized in the following sections.

### Marina: Pedestrian and Cyclist Safety

The proposal for the Bay/Laguna intersection in the Marina received 48 survey responses. The majority of survey respondents supported two of the proposed quick-build changes: installing an LED “No Right Turn on Red” sign (75% support) and adding double yellow striping to the south side of the intersection (71% support). Fewer respondents supported adding a crosswalk closure sign to the east side of the intersection, but there were still more respondents who supported the proposal than those who did not (42% support, 35% do not support, and 23% neutral).

Community members who attended pop-up events and neighborhood association meetings were also generally supportive of the quick-build recommendations, with the exception of the crosswalk closure sign. Community members questioned whether it would make more sense to add a crosswalk to the east side of the intersection, where there is currently no crosswalk, rather than installing a crosswalk closure sign, which was seen as restrictive to pedestrian movement. However, the project team shared that the current intersection configuration does not allow for a crosswalk to be added, due to the double channelized right turn lane from westbound Bay Street onto northbound Laguna Street. Instead, this idea could be explored as part of an intersection redesign, which was proposed as a medium- to long-term recommendation.

A medium-term recommendation to study a full intersection redesign at Bay/Laguna would study reconfiguring the intersection to allow movements like a more traditional intersection. Adding a crosswalk on the east side of the intersection, as mentioned by community members in outreach, is an option that could be explored as part of this study. About 70% of survey respondents supported the recommendation to study a full intersection redesign. Capital work to implement the future intersection redesign study recommendations would happen in the long-term.

Outside of the proposed recommendations, community members also shared feedback on other issues at the Bay/Laguna intersection. Community members pointed out gaps in the bike network, such as the lack of a bike lane on the east side of Bay Street and limited connectivity between the Presidio and the Embarcadero through this area of District 2. Survey respondents also suggested increasing the pedestrian crossing time at the intersection and adding a northbound left turn arrow for cars on Laguna Street.

Safety issues on Lombard Street, particularly with speeding vehicles and conflicts between vehicles and pedestrians, were also a common topic among survey respondents and pop-up and community meeting attendees. Additionally, Lombard Street was the site of two pedestrian fatalities in 2024.

SFMTA, SFCTA, and Caltrans have been coordinating on potential improvements along this corridor. In response to the fatalities, Caltrans planned to add pavement markings to reinforce the 25 mph speed limit and SFMTA retimed the corridor to reduce the green timing at off-peak hours.

Additional recommendations include No Turn on Red regulations, adding high visibility backplates to improve signal visibility, and a double fine zone for speeding on Lombard. A corridor-level placemaking project on Lombard Street, with education around driver safety, could encourage drivers to slow down when using the street.

### **Pacific Heights: Traffic Calming**

The proposal for the Clay/Webster intersection in Pacific Heights received 42 survey respondents, with the majority of respondents supporting the proposals to install traffic calming on Webster Street and Washington Street (64% of respondents), and to evaluate the balance of white and yellow curb space at Clay/Webster (63% of respondents).

At in-person outreach events, more attendees were opposed to the proposal to add traffic calming on Webster Street. Many community members shared that they had not observed high traffic speeds to be an issue on Webster Street, and that instead, traffic was often congested due to the high incidence of double parking. The congestion on Webster Street has led to cars making illegal u-turns on the street to avoid congestion, which causes further pedestrian/ vehicle conflicts. Community members suggested that the study team consider traffic calming at the intersection of Laguna/Sacramento or Laguna/Clay instead. Another major issue that community members identified was the number of scooters using sidewalks and causing conflicts with pedestrians.

In response to outreach feedback, the study team decided to shift the traffic calming proposal on Webster Street to Laguna Street from Sacramento Street to Clay Street instead. This would help slow traffic speeds near Lafayette Park.

Figure 5-4. Quick-build recommendations in Pacific Heights



### Anza Vista: Traffic Calming

The proposal for traffic calming in the Anza Vista residential neighborhood received 46 survey responses. The study team proposed traffic calming on six streets in this neighborhood. Five of the six streets had the majority of respondents supporting the proposal. The streets with the highest share of respondent support were: O'Farrell Street (78%), Terra Vista Avenue (75%), and Anzavista Avenue (66%). Barcelona Avenue and Fortuna Avenue had 51% of survey respondents supporting traffic calming proposals and Encanto Avenue had 49% support. Findings were similar at the pop-up event held in the Anza Vista neighborhood, with O'Farrell Street, Terra Vista Avenue, and Anzavista Avenue receiving the most support for traffic calming. At the pop-up event, community members shared that Barcelona, Fortuna, and Encanto Avenues were "smaller" streets with less traffic, and therefore may require fewer traffic calming interventions.

At the neighborhood pop-up event, community members also shared other suggestions, including adding crosswalks to improve pedestrian visibility and stop signs to slow down vehicle speeds. Community members specifically identified the following intersections as places that could benefit from a stop sign: O'Farrell and Lyon, Terra Vista and Baker, and Terra Vista and Anzavista. Community members had also observed non-compliance with the road diet on O'Farrell Street, which reduced the number of traffic lanes from two to one using painted markings. Many vehicles were still using O'Farrell as a two-lane street, even after the road diet was implemented.

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The City Center parking lot exit was also raised as an issue, as community members had observed vehicles exiting the parking lot and the electric vehicle charging station driving the wrong way on O'Farrell to get to Anzavista Avenue.

Finally, community members were concerned about the new T&T supermarket, expected to open in winter 2026 at 2675 Geary Boulevard near the intersection of Geary Boulevard and Masonic Avenue, which could increase traffic to the area and worsen existing issues with cut-through traffic and congestion. The T&T supermarket may also increase the amount of commercial traffic using the streets in the neighborhood, which community members said was an existing issue because of the Target and Kaiser facility that both receive a large amount of deliveries.

In response to outreach feedback, the SFMTA will implement traffic calming measures at O'Farrell Street, and Terra Vista, Anzavista, Barcelona, Fortuna, and Encanto Avenues. Regarding the suggestion for a stop sign at the O'Farrell/Lyon intersection, there is no crash pattern at this intersection and it is unlikely that a stop sign would be recommended. Furthermore, Lyon Street already has a stop sign and stop bar. The crosswalks on this street will also be updated to high-visibility crosswalks after repaving is complete. SFMTA will also review the community suggestions for stop signs at the Terra Vista/Anzavista intersections, and other measures to address safety conflicts in the neighborhood such as crosswalks and reinforcing the existing road diet on O'Farrell. The Terra Vista/Baker location has already been evaluated by the SFMTA Operations division and found that the collision history at this intersection did not warrant a full stop sign. However, daylighting has been recommended by SFMTA at this intersection and will be implemented by the Operations division.

### **Anza Vista: Pedestrian and Cyclist Safety**

The proposals for pedestrian and cyclist safety at the Geary/Masonic intersection received 48 survey responses. Overall, a majority of respondents support the proposals, with the highest support for Lead Pedestrian Intervals (78%), cyclist wayfinding with pavement markings through the intersection (76%), and No Turn on Red signage (72%). Installing a bike box at the intersection of Masonic Avenue and O'Farrell Street and rounding the concrete island nose at the bike lane entrance both received support from 58% of respondents.

Lead Pedestrian Intervals were also the most popular proposal among attendees at pop-up events, along with cyclist wayfinding with pavement markings. Other comments from community members included improving wayfinding and signage for cars navigating the Geary/Masonic intersection.

Turk Boulevard was also often mentioned in outreach as a location with high vehicle speeds, particularly between Masonic Avenue and Divisadero Street. Turk Boulevard from Arguello Boulevard to Masonic Avenue was previously identified as an area

with opportunity for further improvements in the Transportation Authority's [District 1 Multimodal Transportation Study](#). Safety analysis of Turk Boulevard in District 1 found several intersections with comparatively high pedestrian and bicyclist crash severity scores. The District 1 Multimodal Transportation Study considers a concept to improve bicycle connectivity and safe access to transit, including separated bike lanes, curb extensions, and bus boarding platforms. In the future, a study of Turk Boulevard from Arguello Boulevard to Divisadero Street could address these issues more comprehensively.

### **Presidio Heights: Secure Bike Parking**

The study team asked community members about priority locations for short-term and long-term secure bike parking in the Presidio Heights neighborhood. This question received 30 responses in the survey. The most popular locations for bike parking were along Arguello Boulevard and near Claire Lilienthal Elementary School. About one-third of respondents stated that they did not want more bike parking in the neighborhood.

In community meetings, community members shared that adding more simple bike parking was sufficient, rather than more complex bike lockers or bike hangars. This bike parking could be combined with daylighting to reinforce parking restrictions near crosswalks. In addition, larger e-bikes take up more space at bike racks, and as the number of e-bikes continues to grow in San Francisco, this should be taken into account when allocating bike parking.

### **Cathedral Hill: Pedestrian Visibility Improvements**

In Cathedral Hill, the study team proposed traffic safety measures, such as painted safety zones, at five intersections with a high number of recent turn-based collisions and asked respondents to select priority locations. This question received 29 responses in the survey. The top three priority locations to receive traffic safety measures based on survey responses were: Post Street and Franklin Street (79% of respondents), O'Farrell Street and Franklin Street (76%), and Eddy Street and Franklin Street (62%).

Attendees at pop-up events were also supportive of proposed pedestrian visibility improvements in Cathedral Hill. One attendee shared that there are many assisted living facilities in Cathedral Hill, so there are many seniors and people with mobility challenges using the sidewalks and crossing the street who would benefit from these improvements.

## 6. Final Recommendations and Funding and Implementation Plan

The project team developed planning level cost estimates for the design and implementation of near-term quick-build recommendations, and cost estimates for design or further study of medium- and long-term recommendations. The near-term quick-build recommendations can be funded with \$430,000 of previously allocated sales tax funds from the Neighborhood Transportation Program, which are reserved in the Transportation Authority's Prop K transportation sales tax program, pending completion of this plan. The Transportation Authority Board may release these funds for the scope of work proposed below and following the adoption of this final report. For the medium- and long-term recommendations, the project team has identified potential funding sources, summarized below.

The cost estimates for near-term, quick-build recommendations are summarized in the table below. Recommendations were finalized and prioritized based on findings from the second round of community engagement.

**Table 6-1. Planning-level cost estimates for near-term recommendations**

LOCATION	NEAR-TERM QUICK-BUILD RECOMMENDATION	COST ESTIMATE
Laguna St / Bay St	Pedestrian visibility improvements, including a blank-out "No Right Turn" sign, updated warning signs, and striping	\$12,000
Clay St / Webster St	Color curb changes	N/A <sup>1</sup> (refer to Color Curb Team)
Washington St Laguna St	Traffic calming near Lafayette Park <sup>3</sup>	\$60,000
Presidio Heights	Identify bike parking locations along Arguello Blvd and near Claire Lillienthal Elementary School	N/A <sup>2</sup> (refer to Bike Parking Program)
Masonic Ave / Geary Blvd	Pedestrian and bike wayfinding improvements, including LPI and pavement markings Round concrete island nose at Masonic/Geary	\$16,000
Anza Vista Residential Neighborhood	Speed humps or cushions on various streets in the Anza Vista Residential Neighborhood <sup>3</sup>	\$280,000
Cathedral Hill	Intersection Safety (e.g. daylighting, PSZ)	\$60,000
<b>Total</b>		<b>\$428,000</b>

1 Cost not applicable – this recommendation will be referred to SFMTA's Color Curb Team, with follow up work funded through other sources.

2 Cost not applicable – this recommendation will be referred to SFMTA's Bike Parking Program, with follow up work funded through other sources. The Transportation Fund for Clean Air (TFCA) supports bicycle, pedestrian, and other transportation projects that help clean the air by reducing motor vehicle emissions. TFCA has previously funded the installation of bike parking in San Francisco.

3 Traffic calming devices such as speed humps or cushions require further detailed design and are subject to Fire Department review. The cost estimate is based on an initial assessment of the number of traffic calming devices to be installed, but the exact number and location will not be determined until the detailed design phase.

The table below summarizes the estimated cost and funding sources for design and further study of medium- and long-term study recommendations.

**Table 6-2. Planning-level cost estimate for medium- and long-term recommendation**

LOCATION	MEDIUM- AND LONG-TERM RECOMMENDATION	COST ESTIMATE
Laguna St / Bay St	Study and design of bike lane improvements and connections to Fort Mason Park Study full intersection redesign	\$200,000 – \$250,000 <sup>1</sup>
Laguna St / Bay St intersection	Construction phase of intersection redesign	TBD

## 6.1 LOCAL SOURCES

### Proposition L Half-cent Sales Tax

In 2022, San Francisco voters approved Proposition L (Prop L), the Sales Tax for Transportation, which directs half-cent sales tax funds to a 30-year Expenditure Plan that identifies projects and programs to be funded by the sales tax. The Expenditure Plan describes the types of projects eligible for funds under each of its 28 programs. This project's recommendations, which are focused on pedestrian and cyclist safety, may be eligible under the following Prop L program:

- **Safer and Complete Streets:** This program funds improvements to the transportation system to make it safer for all users.

### Proposition D Traffic Congestion Mitigation Tax (TNC Tax)

The Proposition D Traffic Congestion Mitigation Tax (TNC Tax) was passed by San Francisco voters in 2019. The TNC Tax charges a 1.5% tax on shared TNC rides and 3.25% for all other TNC rides. The Transportation Authority's share of 50% of TNC Tax revenues are available for street safety projects including pedestrian or bicycle safety projects, traffic calming, and traffic signal upgrades and re-timing.

### Proposition AA Vehicle Registration Fee

Proposition AA is a voter-approved \$10 annual vehicle registration fee that funds local street repair and reconstruction, pedestrian and bicycle safety improvements, and transit reliability and mobility improvements throughout San Francisco. Given its small size – less than \$5 million in revenue per year – Prop AA is used to support small, high-impact projects that provide tangible benefits to the public in the short term, and only funds design and construction phases of projects.

<sup>1</sup> Cost estimates are based on initial estimates for the cost of a traffic and circulation study of the Bay/Laguna intersection and detailed design costs for bike lane improvements. Capital costs to implement future projects would need to be determined through the study and detailed design phase.

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Prop AA projects are split into three categories:

- Street Repair and Reconstruction (50% of Prop AA funds)
- Pedestrian Safety (25%)
- Transit Reliability and Mobility Improvements (25%)

Prop AA could fund the design and construction phases for projects that include pedestrian improvements.

### **General Fund**

Some discretionary funding may be available within the General Fund budgeting process for the types of recommendations included in this plan.

The following regional, state, and federal funding sources are also available to implement pedestrian safety recommendations. These funding sources are intended to fund larger projects, and may not be appropriate for the relatively lower cost (\$200,000 to \$250,000) long-term bike improvement recommendation at Bay Street / Laguna Street. However, the programs listed below are possible sources for the implementation of recommendations from a future study. Some additional recommendations for future study are also listed below

## **6.2 REGIONAL, STATE, AND FEDERAL SOURCES**

### **Senate Bill 1 (SB 1) Sustainable Communities Planning Grants**

California Senate Bill 1 (SB 1) was signed into law on April 28, 2017. SB 1 provides \$5.4 billion annually toward transportation in California, funding a wide variety of transportation projects through many different grant programs. Among those, SB 1 provides approximately \$25 million in funds for Sustainable Communities Grants each grant cycle, which are intended to support strategies to achieve the state's greenhouse gas reduction target of 40 and 80 percent below 1990 levels by 2030 and 2050, respectively.

### **Active Transportation Program**

The state Department of Transportation (Caltrans) provides grants to encourage increased use of active modes of transportation. This highly competitive program could fund the bike and pedestrian safety infrastructure recommendations that stem from future studies but the program emphasizes projects that benefit disadvantaged communities and measurably increase walking and biking. Only projects requesting more than \$250,000 are eligible. Therefore, ATP is an unlikely funding source for the project recommendations but could fund implementation of recommendations from future studies for the Bay Street/Laguna Street intersection.

### Highway Safety Improvement Program (HSIP) Grant

The Highway Safety Improvement Program (HSIP) is one of the core federal-aid programs to states. The purpose of the HSIP program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal land. Example safety projects include but are not limited to crosswalk markings, rapid flashing beacons, curb extensions, speed feedback signs, median islands, and other pavement markings. In California, HSIP prioritizes projects based on a benefit-to-cost ratio. Projects along roadways with a relatively high crash history (e.g., Lombard Street) may be able to achieve a competitive benefit-to-cost ratio and be funded through HSIP.

### Safe Streets for All (SS4A) Grant Program

Through the Infrastructure Investments and Jobs Act, USDOT provides funding for several types of projects, including funding for active transportation projects and programs. One program, the Safe Streets for All (SS4A) Grant Program, can fund bike safety improvements.

## 6.3 ADDITIONAL RECOMMENDATIONS

In addition to these specific medium- and long-term projects, the study team heard community feedback about broader issues in the district such as speeding, double parking, and scooter use on sidewalks. Below is a list of recommendations for these issues that could be addressed with further funding.

- Support SFMTA efforts to increase street safety, which could include future expansion of the Speed Safety Camera program. The Speed Safety Camera program launched in 2025 at 33 locations across the city and has already demonstrated that automated speed enforcement cameras can help slow traffic speeds on city streets.<sup>1</sup> The pilot is expected to last for five years.
- Support recommendations in the Street Safety Act, which articulates the next generation of traffic safety strategies for San Francisco.
- Advance recommendations from the Biking and Rolling Plan<sup>2</sup>, such as bike facility upgrades on Arguello Blvd and Presidio Ave.
- Conduct comprehensive parking and curb studies along commercial corridors (e.g., Chestnut Street and Fillmore Street<sup>3</sup>) and near locations with a high volume of passenger pick up and drop off.

<sup>1</sup> <https://www.sfmta.com/blog/our-speed-cameras-are-working-initial-evaluation-shows-drivers-are-slowing-down>

<sup>2</sup> <https://www.sfmta.com/reports/biking-and-rolling-plan-final-version>

<sup>3</sup> SFMTA is currently conducting the [Fillmore Street Transit and Safety Project](#) to improve Muni reliability, travel times, capacity, accessibility, and safety on the corridor.

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- Leverage insights on parking inventory from SFMTA's digital curb program to better manage limited curb space.

Finally, there were some streets, including Turk Boulevard and Lombard Street, that were often mentioned in outreach as needing safety improvements. Recommendations for these streets are summarized below.

- Conduct a comprehensive study of Turk Boulevard from Arguello Boulevard to Divisadero Street, including recommendations to slow vehicle speeds and increase pedestrian safety. This study would build off the concepts initially identified in the District 1 Multimodal Transportation Study approved by the Transportation Authority in 2024.
- Conduct a corridor-level placemaking project on Lombard Street with education around driver behavior to encourage drivers to slow down when using the street. Implement additional safety measures, such as No Turn on Red regulations, adding high visibility backplates to improve signal visibility, and a double fine zone for speeding.

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San Francisco County Transportation Authority  
**Neighborhood**  
program



# Memorandum

## AGENDA ITEM 5

**DATE:** February 19, 2026

**TO:** Transportation Authority Board

**FROM:** Anna LaForte - Deputy Director of Policy & Programming

**SUBJECT:** 3/10/2026 Board Meeting: Appropriate \$75,000 in Prop L Funds, with Conditions, for Federal Autonomous Vehicle Policy Development

<p><b>RECOMMENDATION</b>   <input type="checkbox"/> Information   <input checked="" type="checkbox"/> Action</p> <p>Appropriate \$75,000 in Prop L funds, with conditions, for Federal Autonomous Vehicle Policy Development.</p> <p><b>SUMMARY</b></p> <p>San Francisco is a leader in autonomous vehicle (AV) testing and deployment in the United States, with experience and expertise to inform federal policy development and decision-making, and to share with other jurisdictions in this fast-developing arena. With this request, Transportation Authority staff will provide technical analysis and apply San Francisco’s experience and policy priorities toward shaping current major federal AV policy initiatives. For example, Congress is actively considering the Safely Ensuring Lives Future Deployment and Research in Vehicle Evolution (SELF DRIVE) Act, which would establish the first comprehensive statutory framework for AVs, including manufacturer-developed safety cases, expanded federal preemption of state and local regulation, and the creation of a national AV crash data repository. The full scope of work is detailed in the allocation request form (Attachment 5). The request includes a waiver to Prop L policy to allow these funds to be used for expenditures prior to Board approval of the subject request, starting February 1, 2026.</p>	<ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Fund Allocation</li> <li><input checked="" type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other: _____</li> </ul>
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## BACKGROUND

Guided by the San Francisco Board of Supervisors 2022 AV Policy Resolution (No. 529-22), federal legislative platform and Board adopted studies such as the



Conceptual Safety-focused AV Permitting Framework Study, the proposed funding request will support staff's work to apply San Francisco's experience and policy priorities toward shaping current major federal AV policy initiatives. This provides a once in a lifetime opportunity to influence how this technology is deployed and regulated, not just at the national level but also in San Francisco, with myriad impacts to all modes of travel within the city and beyond.

## **DISCUSSION**

We are seeking a \$75,000 appropriation of Prop L funds to support San Francisco's participation in federal AV policy development in 2026, as described below:

- At the federal level, Congress is actively considering the Safely Ensuring Lives Future Deployment and Research in Vehicle Evolution (SELF DRIVE) Act, which would establish the first comprehensive statutory framework for AVs, including manufacturer-developed safety cases, expanded federal preemption of state and local regulation, and the creation of a national AV crash data repository.
- Representative Kevin Mullin, D-C.A. has requested that the Transportation Authority provide technical advisory support to him and his staff as he advances AV safety and data reporting bills.
- Transportation Authority staff have also been invited by the Federal Highway Administration to participate in a peer exchange program aimed to leverage the experience of first adopter cities to inform and strengthen current federal policy and regulations, and to benefit new cities starting to experience AV operations.

Transportation Authority staff will develop a federal AV policy strategy and action plan and provide technical assistance to federal policy makers on legislative and regulatory priorities. We will also review and summarize federal legislative and regulatory proposals and develop technical and policy feedback to authors, San Francisco's federal delegation, and policymakers. We would periodically report out to the Community Advisory Committee (CAC) and Board on these Federal AV policy development efforts at the call of the Transportation Authority chair.

Attachment 1 summarizes the subject funding request, and Attachment 2 includes a brief description of the scope of work. Attachment 3 summarizes the staff recommendation, including special conditions. Attachment 5 provides the Allocation



Request Form, with more information on scope, schedule, budget, funding, and special conditions.

This request includes a waiver to Prop L policy to allow funds to be used for project expenditures incurred February 1, 2026, prior to Board approval of this request. Earlier this year, discussions began on draft language for the new SELF Drive Act, and Representative Mullin requested technical support from the Transportation Authority. To be responsive to the federal legislative timeline and the Representative's request, we began this work prior to the approval of this appropriation request to maximize its impact on the fast-moving development of bill language and amendments.

### **FINANCIAL IMPACT**

The recommended action would appropriate \$75,000 in Prop L funds. The appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedule contained in the attached Allocation Request Form.

Attachment 4 shows the approved Fiscal Year 2025/26 allocations and appropriations to date, with associated annual cash flow commitments as well as the recommended appropriation and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the Transportation Authority's approved FY 2025/26 budget. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distributions in those fiscal years.

### **CAC POSITION**

The CAC will consider this item at its February 25, 2026 meeting.

### **SUPPLEMENTAL MATERIALS**

- Attachment 1 - Summary of Request
- Attachment 2 - Project Description
- Attachment 3 - Staff Recommendations
- Attachment 4 - Prop L Allocation Summary: FY 2025/26
- Attachment 5 - Allocation Request Form

## Attachment 1: Summary of Requests Received

Source	EP Line No./ Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop L Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>		
Prop L	28	SFCTA	Federal Autonomous Vehicle Policy Development	\$ 75,000	\$ 75,000	68%	0%	Planning	Citywide
<b>TOTAL</b>				<b>\$ 75,000</b>	<b>\$ 75,000</b>				

## Footnotes

- <sup>1</sup> "EP Line No./Category" is the Prop L Expenditure Plan line number referenced in the Prop L Strategic Plan (e.g. Citywide/Modal Planning).
- <sup>2</sup> Acronym: SFCTA (San Francisco County Transportation Authority)
- <sup>3</sup> "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop L funds expected to be available for a given Prop L Expenditure Plan line item by the total expected funding for that Prop L Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop L funds should cover 90% of the total costs for all projects in that program, and Prop L should cover only 10%.
- <sup>4</sup> "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop L, non-Prop AA, or non-TNC Tax funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop L dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

**Attachment 2: Brief Project Descriptions<sup>1</sup>**

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Requested	Project Description
28	SFCTA	Federal Autonomous Vehicle Policy Development	\$75,000	San Francisco continues to be an epicenter of autonomous vehicle (AV) testing and deployment in the United States, and has a deep well of experience and expertise in this fast-developing arena. Guided by the Transportation Authority’s AV policy resolution, federal legislative platform and Board adopted studies such as the Conceptual Safety-focused AV Permitting Framework Study, the proposed funding request will support the Transportation Authority’s engagement in current major federal policy initiatives such as the Safely Ensuring Lives Future Deployment and Research in Vehicle Evolution (SELF DRIVE) Act. We anticipate completing the scope of this request by December 2026.
<b>TOTAL</b>			<b>\$75,000</b>	

<sup>1</sup> See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations<sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Recommended	Recommendations
28	SFCTA	Federal Autonomous Vehicle Policy Development	\$75,000	<p><b>Special conditions:</b> The recommended allocation is conditioned upon <b>amendment of the Citywide/Modal Planning 5YPP</b> to add the subject project with funds from the Citywide Modal Planning Placeholder. See attached 5YPP amendment for details.</p> <p>Recommendation includes a <b>waiver to Prop L policy to allow funds to be used for retroactive expenses</b> incurred since February 1, 2026.</p>
<b>TOTAL</b>			<b>\$ 75,000</b>	

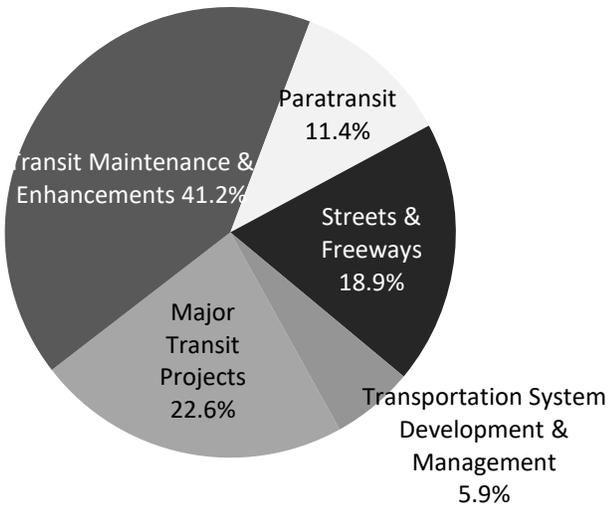
<sup>1</sup> See Attachment 1 for footnotes.

**Attachment 4.  
Prop L Summary - FY2025/26**

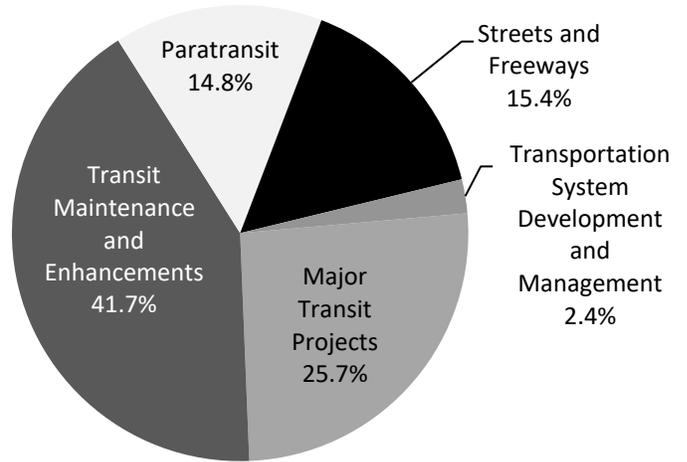
<b>PROP L SALES TAX</b>						
<b>FY 2025/26</b>	<b>Total</b>	<b>FY 2025/26</b>	<b>FY 2026/27</b>	<b>FY 2027/28</b>	<b>FY 2028/29</b>	<b>FY 2029/30</b>
Prior Allocations	\$ 64,879,863	\$ 30,305,000	\$ 23,805,700	\$ 10,209,753	\$ 559,410	\$ -
Current Request(s)	\$ 75,000	\$ 35,000	\$ 40,000	\$ -	\$ -	\$ -
New Total Allocations	\$ 64,954,863	\$ 30,340,000	\$ 23,845,700	\$ 10,209,753	\$ 559,410	\$ -

The above table shows maximum annual cash flow for all FY 2025/26 allocations and appropriations approved to date, along with the current recommended appropriation.

**Prop L Expenditure Plan**



**Prop L Investments To Date (Including Pending Allocations)**



# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2025/26
<b>Project Name:</b>	Federal Autonomous Vehicle Policy Development
<b>Primary Sponsor:</b>	San Francisco County Transportation Authority

## EXPENDITURE PLAN INFORMATION

<b>PROP L Expenditure Plans</b>	Citywide and Modal Planning
<b>Current PROP L Request:</b>	\$75,000
<b>Supervisory District</b>	Citywide

## REQUEST

### Brief Project Description

San Francisco continues to be an epicenter of autonomous vehicle (AV) testing and deployment in the United States. The Transportation Authority has a deep well of experience and expertise in this fast-developing arena. Congress is currently advancing several AV policy initiatives that would shape how AVs use public roadways, including their impact on other modes (e.g. walking, biking, transit, emergency response, other vehicles). The proposed funding request will support the Transportation Authority's engagement in current major federal policy initiatives and provision of technical support.

### Detailed Scope, Project Benefits and Community Outreach

See attached

**Project Location**

Citywide

<b>Is this project in an Equity Priority Community?</b>	No
<b>Does this project benefit disadvantaged populations?</b>	No

**Project Phase(s)**

Planning/Conceptual Engineering (PLAN)

**5YPP/STRATEGIC PLAN INFORMATION**

<b>Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?</b>	Project Drawn from Placeholder
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Less than or Equal to Programmed Amount
<b>PROP L Amount</b>	\$75,000.00

**Justification for Necessary Amendment**

Funding requested from the Citywide Modal Planning Placeholder which has \$150,000 programmed in FY 2025/26. See the attached 5YPP scoring table that includes the subject project.

Retroactive reimbursement requested from February 1, 2026: In mid-January, the office of Rep. Kevin Mullin (D - CA) requested the Transportation Authority's technical support to inform the office's work on federal AV policy and legislative initiatives. Because discussions around the proposed AV policy framework (SELF Drive Act) and other AV-related legislation were already proceeding, it was necessary to begin work shortly following the request.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2025/26
<b>Project Name:</b>	Federal Autonomous Vehicle Policy Development
<b>Primary Sponsor:</b>	San Francisco County Transportation Authority

## ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	Categorically Exempt
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## PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jan-Feb-Mar	2026	Oct-Nov-Dec	2026
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)				
Operations (OP)				
Open for Use				
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2026

### SCHEDULE DETAILS

Task 1: February 1, 2026 - December 31, 2026

Task 2: February 1, 2026 - December 31, 2026

Task 3: February 1, 2026 - December 31, 2026

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2025/26
<b>Project Name:</b>	Federal Autonomous Vehicle Policy Development
<b>Primary Sponsor:</b>	San Francisco County Transportation Authority

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-228: Citywide and Modal Planning	\$75,000	\$0	\$0	\$75,000
<b>Phases In Current Request Total:</b>	\$75,000	\$0	\$0	\$75,000

## COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$75,000	\$75,000	prior work
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$0		
Operations	\$0		
Total:	\$75,000	\$75,000	

<b>% Complete of Design:</b>	0.0%
<b>As of Date:</b>	01/31/2026
<b>Expected Useful Life:</b>	N/A

## San Francisco County Transportation Authority Prop L/Prop AA/Prop D TNC Allocation Request Form

### PLANNING PHASE - MAJOR LINE ITEM BUDGET

BUDGET SUMMARY				
Agency	Task 1 - Project Management	Task 2 - AV Policy Development and Technical Assistance	Task 3 - Education and Peer Exchange	Total
SFCTA	\$ 5,000	\$ 30,000	\$ 5,000	\$ 40,000
Consultants	\$ -	\$ 25,000	\$ -	\$ 25,000
Travel			\$ 5,000	
Contingency		\$ 5,000	\$ -	\$ 5,000
<b>Total</b>	<b>\$ 5,000</b>	<b>\$ 60,000</b>	<b>\$ 10,000</b>	<b>\$ 75,000</b>

\*List out significant direct costs here (e.g. Printing).

DETAILED LABOR COST ESTIMATE - BY AGENCY						
SFCTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Deputy Director	20	\$ 112.64	2.59	\$ 291.74	0.01	\$ 5,835
Senior Public Policy Manager	42	\$ 85.40	2.59	\$ 221.19	0.02	\$ 9,290
Principal Transportation Planner	123	\$ 77.85	2.59	\$ 201.63	0.06	\$ 24,876
<b>Total</b>	<b>185</b>				<b>0.09</b>	<b>\$ 40,000</b>

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2025/26
<b>Project Name:</b>	Federal Autonomous Vehicle Policy Development
<b>Primary Sponsor:</b>	San Francisco County Transportation Authority

## SFCTA RECOMMENDATION

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP L Requested:</b>	\$75,000	<b>Total PROP L Recommended</b>	\$75,000

<b>SGA Project Number:</b>		<b>Name:</b>	Federal Autonomous Vehicle Policy Development
<b>Sponsor:</b>	San Francisco County Transportation Authority	<b>Expiration Date:</b>	06/30/2027
<b>Phase:</b>	Planning/Conceptual Engineering	<b>Fundshare:</b>	% 100

### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2025/26	FY2026/27	Total
PROP L EP-200	\$35,000	\$40,000	\$75,000

### Deliverables

1. Upon completion of Task 2 (anticipated December 31, 2026), provide AV policy strategy and action plan as well as a summary of federal AV legislation and feedback provided by the Transportation Authority.
2. Upon completion of Task 3 (anticipated December 31, 2026), provide summary of engagement activities and their outcomes.
3. SFTCA will periodically report to the Community Advisory Committee and Transportation Authority Board on Federal AV policy development efforts, at the call of the Transportation Authority Chair.

### Special Conditions

1. The recommended allocation is conditioned upon amendment of the Citywide/Modal Planning 5YPP to add the subject project with funds from the Citywide Modal Planning Placeholder. See attached 5YPP amendment for details.
2. Recommendation includes a waiver to Prop L policy to allow funds to be used for retroactive expenses incurred since February 1, 2026, when engagement on federal AV policy development was initiated.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	0.0%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	0.0%

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2025/26
<b>Project Name:</b>	Federal Autonomous Vehicle Policy Development
<b>Primary Sponsor:</b>	San Francisco County Transportation Authority

## EXPENDITURE PLAN SUMMARY

<b>Current PROP L Request:</b>	\$75,000
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

AC

## CONTACT INFORMATION

	<b>Project Manager</b>	<b>Grants Manager</b>
<b>Name:</b>	Jean Paul Velez	Anna LaForte
<b>Title:</b>	Principal Transportation Planner, Technical Policy	Deputy Director for Policy & Programming
<b>Phone:</b>	555-5555	(415) 522-4805
<b>Email:</b>	jean.paul@sfcta.org	anna.laforte@sfcta.org

# Federal Autonomous Vehicle Policy Development

## Purpose/Context

San Francisco continues to be an epicenter of autonomous vehicle (AV) testing and deployment in the United States and has a deep well of experience and expertise to share with other jurisdictions and to inform federal policy development and decision-making in this fast-developing arena.

Guided by the Transportation Authority's AV policy resolution, federal legislative platform and Board adopted studies such as the Conceptual Safety-focused AV Permitting Framework Study, the proposed funding request will support staff's work to apply San Francisco's experience and policy priorities toward shaping current major federal AV policy initiatives:

- At the federal level, Congress is actively considering the Safely Ensuring Lives Future Deployment and Research in Vehicle Evolution (SELF Drive) Act, which would establish the first comprehensive statutory framework for AVs, including manufacturer-developed safety cases, expanded federal preemption of state and local regulation, and the creation of a national AV crash data repository.
- Rep. Kevin Mullin, D-C.A. has requested that the Transportation Authority provide technical advisory support to him and his staff as he advances AV safety and data reporting bills.
- The Transportation Authority was also invited by the Federal Highway Administration to participate in a peer exchange program aimed to leverage the experience of first adopter cities in the benefit of new cities adopting AV operations and to inform and strengthen current federal policy and regulations.

## Scope by Task

### Task 1. Project Management

- Conduct ongoing management of the project, including monitoring schedule and budget with internal agency staff and management
- Procurement of consultant support (develop scopes, evaluate proposals, execute contracts)

Deliverables:

1. Monthly reporting on project status (budget and schedule)

## Task 2. AV Policy Development and Technical Assistance

- Develop federal AV policy strategy and an action plan to implement strategy. Prioritize and implement actions, including engaging other jurisdictions and interests (community, industry, labor, business, environmental).
- Provide technical assistance to federal policy makers on legislative and regulatory priorities.
- Review federal legislative and regulatory proposals (e.g. SELF Drive Act, AV Safety Data Act, NHTSA regulations) and develop technical and policy feedback to authors, San Francisco's federal delegation, and policymakers.
- Consultant services will provide support for technical analysis, regulatory review, and procedural guidance.

### Deliverables:

1. AV policy strategy and action plan
2. Summary of input provided to authors and policymakers as well as the bills' status

## Task 3. Education and Peer Exchange

- Participate in FHWA AV policy peer exchange program, which will bring together a core group of states and cities with significant AV deployments to exchange their experiences, best practices, and lessons learned. The peer exchange will allow Transportation Authority staff to elevate San Francisco's AV challenges and needs to FHWA and inform the agency's future federal AV regulation and policy development.
- Share San Francisco's experiences and lessons learned and to advocate for AV safety assurance, data sharing, and the overall management of AV deployments. Identify novel solutions developed and applied elsewhere that could be considered in San Francisco.
- Leveraging technical work from Task 2, share findings with broader audiences of interest including legislators, regulatory bodies, academia, and peer cities.

### Deliverables:

1. Summary of engagement activities performed, input provided, and lessons learned

**Prop L Project Submissions Evaluation - EP 28 Citywide/Modal Planning**

		Prop L-Wide 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
Citywide	AV Safety Metrics & Standards	3	0	5	1	1	4	14
TBD	Citywide Modal Planning Placeholder	<i>This is a placeholder. Project(s) will be scored at time of allocation.</i>						
Citywide	Federal AV Policy Development	5	4	2	1	0	4	16
Citywide	Curbside Electric Vehicle Charging Pilot Outreach & Evaluation	5	0	3	1	1	2	12
2, 3, 6	Embarcadero Mobility Resilience Plan	5	4	0	1	4	3	17
Citywide	San Francisco Transportation Plan (SFTP) 2050+	5	0	5	3	4	4	21
Citywide	San Francisco Transportation Plan (SFTP) 2055	4	0	5	3	2	4	18
	<b>Total Possible Score</b>	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 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.

**Prop L Project Submissions Evaluation - EP 28 Citywide/Modal Planning**

	<p><b>Relative Level of Need or Urgency (time sensitive):</b> 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><b>Benefits to Disadvantaged Populations:</b> 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><b>Level and Diversity of Community Support:</b> 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><b>Leveraging:</b> 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><b>Safety:</b> Highest possible score is 4. Project addresses documented safety issue(s), reduces potential conflict between modes, and/or increases security. Points are based on the safety information presented in the Project Information Form.</p>



# Memorandum

## AGENDA ITEM 6

**DATE:** February 19, 2026

**TO:** Transportation Authority Board

**FROM:** Anna LaForte - Deputy Director for Policy and Programming

**SUBJECT:** 3/10/2026 Board Meeting: Appropriate \$97,000 in Prop L Funds, with Conditions, for Caltrain Governance 2026 Work Program and Ad Hoc Committee Support

<p><b>RECOMMENDATION</b>   <input type="checkbox"/> Information   <input checked="" type="checkbox"/> Action</p> <p>Appropriate \$97,000 in Prop L funds, with conditions, for Caltrain Governance 2026 Work Program and Ad Hoc Committee Support.</p> <p><b>SUMMARY</b></p> <p>At the January 8, 2026, meeting of the Caltrain Joint Powers Board (JPB), the JPB approved a motion directing the JPB's Ad Hoc Committee on Governance to work this year to bring forward recommended amendments to Caltrain's governing agreements, including addressing a number of related issues specified in the motion. At the Transportation Authority Board's January 27, 2026, meeting, Commissioner Walton requested that the Transportation Authority provide staff support for Caltrain governance development activities during 2026, including Director Walton's participation on the JPB Ad Hoc Committee. This effort is not included in the adopted Caltrain Maintenance 5YPP. In order to preserve the existing programming in the 5YPP which serves as San Francisco's local match contribution to Caltrain's state of good repair capital program, we are requesting a Strategic Plan amendment to fund this request from off the top of the capital program to be repaid from the Caltrain Maintenance program in the next Strategic Plan and 5-Year Prioritization Program (5YPP) update. We are also seeking a waiver to Prop L policy to allow the funds to be used for expenditures prior to Board approval of the subject request, starting February 1, 2026.</p>	<ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Fund Allocation</li> <li><input checked="" type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other: _____</li> </ul>
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## BACKGROUND

**Caltrain Governance Context.** Caltrain is a joint powers entity, with three member agencies: the City and County of San Francisco (CCSF); the San Mateo County Transit District (SamTrans); and the Santa Clara Valley Transportation Authority (VTA). Since Caltrain's formation in 1991, SamTrans has served as the Managing Agency of the railroad. In 2008, the three member agencies entered into an amendment to one of Caltrain's governing agreements, the Real Property Ownership Agreement (RPOA), under which SamTrans could serve as the Managing Agency of Caltrain until it no longer wished to serve in that role, in exchange for foregoing certain interest payments on SamTrans' contribution to the purchase of the Caltrain right-of-way (ROW) in 1991.

In August 2020, the JPB adopted a resolution to place Measure RR on the ballot in the three Caltrain counties, with the measure proposing a one-eighth of one percent sales tax to be dedicated to the railroad's operations and capital improvements. In conjunction with placing Measure RR on the ballot, the JPB adopted a resolution expressing the JPB's desire to modify Caltrain's governance structure (including to allow the JPB to appoint the Caltrain Executive Director) and expressing the JPB's intent to reimburse SamTrans for its ROW investment.

Following the passage of Measure RR, the JPB considered numerous governance proposals. In August 2022, the member agencies entered into a Memorandum of Understanding (MOU) regarding Caltrain governance. Among other provisions, the MOU authorized the JPB to appoint its own Executive Director and established a first set of dedicated rail employees. The MOU recognized SamTrans' role as Managing Agency; however, the agreement narrowed the Managing Agency function, to consist of the provision of shared services and the employment of staff. The MOU also provided for the repayment to SamTrans of the other two member agencies' outstanding amounts for the original ROW investment; these payments, including by CCSF, have been completed.

**Ad Hoc Committee and Work Program Activities.** In 2025, the Governance Ad Hoc Committee of the JPB was appointed, with one member from each of the member agencies, in order to continue discussions on outstanding governance issues, including potential amendments to Caltrain's governing agreements. Some progress has been made to date, including the preparation of a draft Shared Services Agreement, which would be between Caltrain and SamTrans, to codify various procedures associated with SamTrans' provision of shared services to the railroad. In November 2025, JPB Director Pat Burt (one of VTA's representatives) requested a



performance audit of the existing shared services arrangement. In addition, Caltrain has advanced discussions with CalPERS to establish the railroad as an entity within the state retirement system, including to establish Caltrain as a “successor agency” to SamTrans for affected staff; Caltrain must also approve its own salary ordinance as part of this process.

In January 2026, JPB Chair Rico Medina requested that Director Walton serve as San Francisco’s representative on the Ad Hoc Committee going forward.

## **DISCUSSION**

At Director Walton’s request, the JPB deliberated a motion concerning governance at its January 8, 2026, meeting. The motion, as amended and approved by the JPB, calls for the Ad Hoc Committee to “bring forward recommended amendments to Caltrain’s governing agreement including addressing the managing agency role, address the shared services agreement and provide at least an update (or a report) on the performance audit (requested by Director Burt), as well as address the successor agency and Caltrain’s own salary ordinance”.

In response to Commissioner Walton’s request at the January 27, 2026, meeting of the Transportation Authority Board, we have prepared a scope of work to provide staff support to the Caltrain governance work program and Ad Hoc Committee process. This scope includes the following major tasks:

- **Ad Hoc Committee Staff Support** - Caltrain plans to convene the Ad Hoc Committee on an approximately monthly basis during 2026. For each meeting, Transportation Authority staff will review meeting materials and prepare briefing analyses to support Director Walton’s participation.
- **Technical Review and Policy Analysis** - Caltrain's governance work program will develop a number of key deliverables, including draft amendments to governing agreements and other deliverables (e.g., Performance Audit, Shared Services Agreement, Salary Ordinance). Transportation Authority staff will review these documents on behalf of San Francisco and prepare draft comments. We will also conduct additional policy analysis, as required, to facilitate effective review and input to governance proposals put forward through the Ad Hoc process.
- **Policy Coordination** - As governance-related items advance to the JPB, Transportation Authority staff will provide advice and recommendations, as appropriate, to San Francisco representatives. We will also coordinate at the staff



level with other San Francisco agency representatives, including the Mayor's Office and SFMTA.

This effort is not included in the adopted Caltrain Maintenance 5YPP. In order to preserve the existing programming in the 5YPP which serves as San Francisco's local match contribution to Caltrain's state of good repair capital program, we are requesting Board approval of a Strategic Plan amendment to fund this request from off the top of the capital program to be repaid from the Caltrain Maintenance program in the next Strategic Plan and 5YPP update cycle.

Attachment 1 summarizes the subject funding request, and Attachment 2 includes a brief description of the scope of work. Attachment 3 summarizes the staff recommendation, including special conditions. Attachment 4 provides the Allocation Request Form, with more information on scope, schedule, budget, funding, and special conditions.

### **FINANCIAL IMPACT**

The recommended action would appropriate \$97,000 in Prop L funds. The appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedule contained in the attached Allocation Request Form.

These funds will be included in the Transportation Authority's FY 2025/26 mid-year budget amendment. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distributions in those fiscal years.

As noted above, this request is for funds from off the top of the Prop L capital program to be repaid by the Caltrain Maintenance program in the next Strategic Plan and 5YPP update that will commence in Fiscal Year 2027/28. THERE IS a NEGLIGIBLE EFFECT ON THE FINANCING COSTS TO THE OVERALL PROP L PROGRAM associated with the recommended action.

### **CAC POSITION**

The CAC will consider this item at its February 25, 2026, meeting.

### **SUPPLEMENTAL MATERIALS**

- Attachment 1 - Summary of Request
- Attachment 2 - Project Description
- Attachment 3 - Staff Recommendations
- Attachment 4 - Allocation Request Form

Attachment 1: Summary of Requests Received

Source	EP Line No./ Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop L Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>		
Prop L	Off the Top of Capital Program / 8 <sup>5</sup>	SFCTA	Caltrain Governance 2026 Work Program and Ad Hoc Committee Support	\$ 97,000	\$ 97,000	82%	0%	Planning	6, 10, Citywide
<b>TOTAL</b>				<b>\$ 97,000</b>	<b>\$ 97,000</b>				

Footnotes

<sup>1</sup> "EP Line No./Category" is the Prop L Expenditure Plan line number referenced in the Prop L Strategic Plan (e.g. Caltrain Maintenance).

<sup>2</sup> Acronyms: SFCTA (San Francisco County Transportation Authority)

<sup>3</sup> "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop L funds expected to be available for a given Prop L Expenditure Plan line item by the total expected funding for that Prop L Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop L funds should cover 90% of the total costs for all projects in that program, and Prop L should cover only 10%.

<sup>4</sup> "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop L funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop L dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

<sup>5</sup> This effort is not included in the adopted Caltrain Maintenance 5YPP. In order to preserve the existing programming in the 5YPP which serves as San Francisco's local match contribution to Caltrain's state of good repair capital program, SFCTA staff is requesting a Strategic Plan amendment to fund this request from off the top of the capital program to be repaid from the Caltrain Maintenance program in the next Strategic Plan and 5YPP update cycle.

Attachment 2: Brief Project Descriptions<sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Requested	Project Description
Off the Top of Capital Program / 8	SFCTA	Caltrain Governance 2026 Work Program and Ad Hoc Committee Support	\$97,000	At the January 27, 2026, meeting of the SFCTA Board, Commissioner Walton requested that SFCTA provide technical and policy support on behalf of San Francisco for Caltrain governance development activities during 2026, including to support Director Walton's participation on the JPB Ad Hoc Committee on Governance. Requested funds will fund SFCTA staff time and as-needed specialty consultant support to provide technical analysis and policy input on the 2026 Caltrain governance work program. SFCTA staff will also coordinate with Caltrain staff and other local and regional counterparts. Since the Ad Hoc Committee on Governance began its work to guide the 2026 work program in January 2026, we are seeking approval for retroactive reimbursement from February 1, 2026.
<b>TOTAL</b>			<b>\$97,000</b>	

<sup>1</sup> See Attachment 1 for footnotes.

**Attachment 3: Staff Recommendations<sup>1</sup>**

<b>EP Line No./ Category</b>	<b>Project Sponsor</b>	<b>Project Name</b>	<b>Prop L Funds Recommended</b>	<b>Recommendations</b>
Off the Top of Capital Program / 8	SFCTA	Caltrain Governance 2026 Work Program and Ad Hoc Committee Support	\$97,000	<p><b>Special condition:</b> The requested allocation is conditioned upon <b>amendment of the Prop L Strategic Plan</b> to fund the project from off the top of the capital program to be repaid from the Caltrain Maintenance program in the next Strategic Plan and 5-Year Prioritization Program (5YPP) update.</p> <p>Note: This effort is not included in the adopted Caltrain Maintenance 5YPP. In order to preserve the existing programming in the 5YPP which serves as San Francisco's local match contribution to Caltrain's state of good repair capital program, SFCTA staff is recommending a Strategic Plan amendment to fund this request from off the top of the capital program to be repaid from the Caltrain Maintenance program in the next Strategic Plan and 5YPP update cycle.</p> <p><b>Special condition:</b> Recommendation includes a <b>waiver to Prop L policy to allow funds to be used for retroactive expenses</b> incurred since February 1, 2026.</p>
<b>TOTAL</b>			<b>\$ 97,000</b>	

<sup>1</sup> See Attachment 1 for footnotes.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2025/26
<b>Project Name:</b>	Caltrain Governance 2026 Work Program and Ad Hoc Committee Support
<b>Primary Sponsor:</b>	San Francisco County Transportation Authority

## EXPENDITURE PLAN INFORMATION

<b>PROP L Expenditure Plan</b>	Prop L Off the Top of Capital Program/Caltrain Maintenance
<b>Current PROP L Request:</b>	\$97,000
<b>Supervisory Districts</b>	Citywide, District 06, District 10

## REQUEST

### Brief Project Description

At the January 27, 2026, meeting of the SFCTA Board, Commissioner Walton requested that SFCTA provide technical and policy support on behalf of San Francisco for Caltrain governance development activities during 2026, including to support Director Walton's participation on the JPB Ad Hoc Committee on Governance. Requested funds will fund SFCTA staff time and as-needed specialty consultant support to provide technical analysis and policy input on the 2026 Caltrain governance work program. SFCTA staff will also coordinate with Caltrain staff and other local and regional counterparts.

### Detailed Scope, Project Benefits and Community Outreach

#### Background

In 2022, the Caltrain Joint Powers Board (JPB) and its three member agencies (CCSF, SMCTD, and VTA) entered into a Governance Memorandum of Understanding (2022 MOU). The MOU codified the parties' commitment to advance the governance of the railroad, including a dedicated Executive Director and an initial set of wholly-dedicated Caltrain staff. The MOU acknowledged SamTrans' role as Managing Agency, and the agreement defined the Managing Agency function as limited to the employment of staff and the provision of shared services. The MOU also provided for the repayment to San Mateo County of remaining obligations by San Francisco and Santa Clara County for San Mateo County's original investment in Caltrain's right-of-way; these financial obligations have been fulfilled.

On January 8, 2026, the Caltrain Board approved a motion (proposed by Director Walton, with amendments made during the meeting) concerning governance development, as follows:

Move that Caltrain Governance Ad Hoc Committee bring forward to the Caltrain Board within 6 months recommended amendments to Caltrain's governing agreement including addressing the managing agency role, address the shared services agreement and provide at least an update (or a report) on the performance audit (requested by Director Burt), as well as address the successor agency and Caltrain's own salary ordinance.

To respond to the motion, the Caltrain staff report identified a set of activities to be undertaken by Caltrain during 2026, including:

- Regular meetings of the JPB Ad Hoc Committee on Governance (consisting of Directors Shamann Walton, Jeff Gee, and Margaret Abe-Koga)
- Financial analysis
- Synthesis of prior studies
- Efficiency/performance review of shared services, as request by JPB Director Pat Burt

- Preparation of proposed amendments to Caltrain's governing agreements
- Other work as directed by the Ad Hoc Committee

In parallel to this work, there are other related workstreams advancing, including the development of Caltrain's salary ordinance, to enable participation in CalPERS.

### **SFCTA Scope of Work**

At the January 27, 2026, meeting of the SFCTA Board, Commissioner Walton requested that SFCTA provide staff support on behalf of San Francisco for Caltrain governance development activities during 2026, including Director Walton's participation on the JPB Ad Hoc Committee on Governance. SFCTA staff will provide technical analysis and policy input on the following 2026 Caltrain governance work program in coordination with Caltrain staff and other local and regional counterparts, as well as the SF City Attorney's Office. Legal costs and tasks are not included in this scope of work or budget.

#### **Task 1 -- Ad Hoc Committee Staff Support**

Caltrain plans to convene the Ad Hoc Committee on an approximately monthly basis during 2026. For each meeting, SFCTA will review meeting materials and prepare briefing analysis to support Director Walton's participation on this Committee.

#### **Task 2 -- Technical Review and Policy Analysis**

Caltrain's governance work program will develop a number of key deliverables, including revisions / amendments to legacy governing agreements and the 2022 MOU and other deliverables (e.g., Shared Services Performance Review, Shared Services Agreement, Salary Ordinance). SFCTA will review these documents on behalf of San Francisco, and prepare draft comments. This task will be coordinated, as appropriate, with the City Attorney's office.

SFCTA will conduct policy analysis of Caltrain governance needs and opportunities, to further develop San Francisco input. This work may include review of prior Caltrain governance model options including organizational analysis, implementation considerations, financial assessment, and/or other relevant policy analyses. As needed, this technical analysis and policy review will be undertaken and/or supported by consultant resources. Consultant support is anticipated for: financial analysis of governance options or recommendations; review of the Shared Services Review interim and final deliverables; preparation of draft analyses to inform San Francisco input to other deliverables prepared for review through the Ad Hoc Committee process; and other review/technical development, as necessary/direct.

#### **Task 3 -- Policy Coordination and Support**

As governance-related items advance to the full Caltrain Board, SFCTA will provide advice and recommendations, as appropriate, to the San Francisco representatives to the JPB. SFCTA will also coordinate at the management and executive level with other San Francisco agency representatives, including the Mayor's Office and SFMTA.

#### **Request for Retroactive Reimbursement**

Retroactive reimbursement requested from February 1, 2026: On January 27, 2026, Commissioner Walton requested that Transportation Authority staff conduct a time-sensitive work program to support San Francisco's participation in the JPB Governance Ad Hoc Committee and in the associated 2026 work program of Caltrain governance efforts. Because this work program had already commenced (earlier in January 2026), it was necessary to begin work shortly following the request.

## Project Location

No Location Provided

<b>Is this project in an Equity Priority Community?</b>	No
<b>Does this project benefit disadvantaged populations?</b>	No

## Project Phase(s)

Planning/Conceptual Engineering (PLAN)

## 5YPP/STRATEGIC PLAN INFORMATION

<b>Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?</b>	New Project
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Greater than Programmed Amount
<b>PROP L Amount</b>	\$97,000.00

## Justification for Necessary Amendment

As described in the scope section, on January 8, 2026, the Caltrain Board approved a motion concerning governance development for the railroad and in response, Caltrain staff identified a set of activities to be undertaken in 2026. At the January 27 SFCTA Board meeting, Commissioner Walton requested that SFCTA provide staff support on behalf of San Francisco for Caltrain governance development activities during the current calendar year. This effort is not included in the adopted Caltrain Maintenance 5YPP. In order to preserve the existing programming in the 5YPP which serves as San Francisco's local match contribution to Caltrain's state of good repair program, SFCTA staff is requesting a Strategic Plan amendment to fund this request from off the top of the capital program to be repaid from the Caltrain Maintenance program in the next Strategic Plan and 5YPP update cycle.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2025/26
<b>Project Name:</b>	Caltrain Governance 2026 Work Program and Ad Hoc Committee Support
<b>Primary Sponsor:</b>	San Francisco County Transportation Authority

## ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	Categorically Exempt
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## PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jan-Feb-Mar	2026	Oct-Nov-Dec	2026
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)				
Operations (OP)				
Open for Use				
Project Completion (means last eligible expenditure)				

### SCHEDULE DETAILS

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2025/26
<b>Project Name:</b>	Caltrain Governance 2026 Work Program and Ad Hoc Committee Support
<b>Primary Sponsor:</b>	San Francisco County Transportation Authority

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-200: Prop L Off the Top	\$97,000	\$0	\$0	\$97,000
<b>Phases In Current Request Total:</b>	<b>\$97,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$97,000</b>

## COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$97,000	\$97,000	Staff estimate based on scope of work
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$0		
Operations	\$0		
Total:	\$97,000	\$97,000	

<b>% Complete of Design:</b>	N/A
<b>As of Date:</b>	N/A
<b>Expected Useful Life:</b>	N/A

# San Francisco County Transportation Authority

## Prop L/Prop AA/Prop D TNC Allocation Request Form

### MAJOR LINE ITEM BUDGET

BUDGET SUMMARY				
Agency	Task 1 - Ad Hoc Committee Staff Support	Task 2 - Technical Review and Analysis	Task 3 - Policy Coordination and Support	Total
SFCTA	\$ 29,100	\$ 21,594	\$ 9,700	\$ 60,394
Consultant	\$ -	\$ 36,606	\$ -	\$ 36,606
<b>Total</b>	<b>\$ 29,100</b>	<b>\$ 58,200</b>	<b>\$ 9,700</b>	<b>\$ 97,000</b>

DETAILED LABOR COST ESTIMATE			
Position	Total Hours for Nine Months	Rate	Total
Deputy Director	45	\$ 276	\$ 12,415
Rail Program Manager	90	\$ 291	\$ 26,213
Principal Planner	108	\$ 202	\$ 21,766
Consultant Support	122	\$ 300	\$ 36,606
<b>Total</b>	<b>365</b>		<b>\$ 97,000</b>

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2025/26
<b>Project Name:</b>	Caltrain Governance 2026 Work Program and Ad Hoc Committee Support
<b>Primary Sponsor:</b>	San Francisco County Transportation Authority

**SFCTA RECOMMENDATION**

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP L Requested:</b>	\$97,000	<b>Total PROP L Recommended</b>	\$97,000

<b>SGA Project Number:</b>		<b>Name:</b>	Caltrain Governance 2026 Work Program and Ad Hoc Committee Support
<b>Sponsor:</b>	San Francisco County Transportation Authority	<b>Expiration Date:</b>	06/30/2027
<b>Phase:</b>	Planning/Conceptual Engineering	<b>Fundshare:</b>	100.0%

**Cash Flow Distribution Schedule by Fiscal Year**

Fund Source	FY2025/26	FY2026/27	Total
PROP L EP-200	\$60,000	\$37,000	\$97,000

**Deliverables**

1. SFCTA will report periodically to the Transportation Authority Board on Caltrain governance activities, at the call of the Transportation Authority Chair.
2. At the conclusion of the work program overseen by the Ad Hoc Committee, SFCTA staff will prepare a summary report, describing outcomes for San Francisco and anticipated next steps.

**Special Conditions**

1. The requested allocation is conditioned upon amendment of the Prop L Strategic Plan to fund the project from off the top of the capital program to be repaid from the Caltrain Maintenance program in the next Strategic Plan and 5YPP update.
2. Recommendation includes a waiver to Prop L policy to allow funds to be used for retroactive expenses incurred since February 1, 2026.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	0.0%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	0.0%

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2025/26
<b>Project Name:</b>	Caltrain Governance 2026 Work Program and Ad Hoc Committee Support
<b>Primary Sponsor:</b>	San Francisco County Transportation Authority

**EXPENDITURE PLAN SUMMARY**

<b>Current PROP L Request:</b>	\$97,000
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:
AW

**CONTACT INFORMATION**

	Project Manager	Grants Manager
<b>Name:</b>	Jesse Koehler	Anna LaForte
<b>Title:</b>	Rail Program Manager	Deputy Director for Policy & Programming
<b>Phone:</b>	(415) 522-4823	(415) 522-4805
<b>Email:</b>	jesse.koehler@sfcta.org	anna.laforte@sfcta.org

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SFMTA

# Curbside EV Charging

## Establishing a Permit Program

Community Advisory Committee

Agenda Item 7

February 25, 2026

Danny Yeung, Manager - Permits & Administration, Taxi, Access & Mobility

Services Broderick Paulo, Planner, Parking & Curb Management

# Presentation Goals

- Review Background, Findings and Recommendations
- Provide Overview, Status and Lessons Learned
- Identify Goals and Summarize Program Design

*Following up on prior CAC presentation on June 26, 2024*

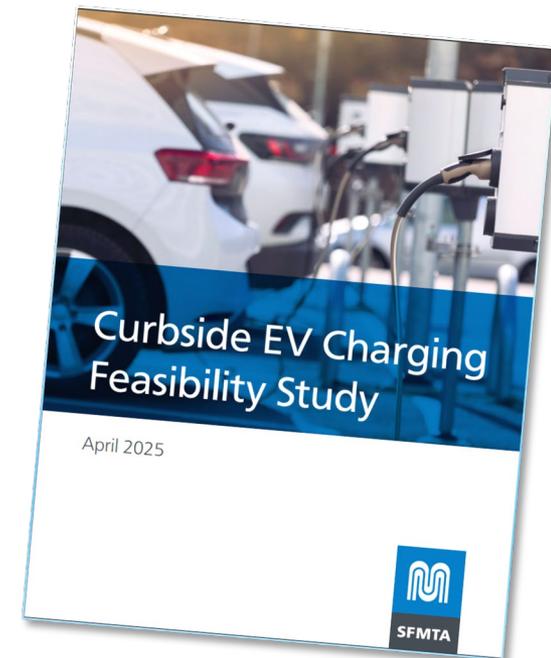
- **Muni fleet:** [Greenest fleet](#) in North America. Private cars and trucks generate vast majority of the transportation sector's greenhouse gases, while Muni emits less than 2% percent of sector's emissions.
  - All electric LRVs, Trolley Busses, Historic/Vintage Rail, Cable Cars, Piloting [ZEV bus](#) technology
- **Non-revenue fleet:** Targeting installation of approximately 140 chargers across SFMTA-owned facilities
- **EV charging in SFMTA's off-street facilities:** Public charging stations in off-street network will expand from 55 to 305 stations by FY2027
- **Curbside EV Charging:** Convenient public charging options at the curb helps implement the City's goal of reducing gas emissions by 2040

# Feasibility Study: Background

- ❖ Feasibility Study developed in collaboration with SFE, SFPW and SFPUC in 2024 (BOS Resolution 326-24)
- ❖ Consistent with SF's 2021 Climate Action Plan and EV Roadmap
- ❖ Explored feasibility of installing, operating and maintaining a charging network at the curb from an operational, financial and regulatory perspective
- ❖ Identified the challenges and opportunities of operating a curbside charging network
- ❖ Gathered feedback from stakeholders
- ❖ Target demographic for use was residents of multifamily building with no parking facilities

# Feasibility Study: Findings & Recommendations

- ❖ A network of curbside chargers is needed and must be sited intentionally
- ❖ The permitting and regulatory landscape is complex
- ❖ Grid access and readiness is a big obstacle
- ❖ It can take up to 8 years to generate revenue
- ❖ Expedite permitting and improve oversight
- ❖ Site strategically and integrate with multimodal transportation system
- ❖ Engage the community
- ❖ Seek direction from decision makers on how the City should partner with private EV charging operators
- ❖ Ensure private partners are vetted and approved



- ❖ Pilot project launched in mid-2024 to test technological solutions, and gather data to inform future efforts
- ❖ Pilot explored curbside charging as a complement to existing options (garages and off-street charging) for **high-density residences without personal garages**
- ❖ Applicants (charging providers) identified sites and covered all costs to install, own, and operate chargers
- ❖ Pilot Permits issued under Public Works - Office of Emerging Technology (OET)
- ❖ Permanent permit program needed for long-term



Source: Community Member

## Three approved vendors participating in the Pilot:

- **it's electric:** installed two chargers in Duboce Triangle using power from the fronting property and “a bring your own cord” model.
- **Urban EV:** working to install 5 chargers in the Dogpatch using a pedestal charger model which requires new utility service to power the site. They are currently conducting community engagement. Targeting SFMTA Board meeting in March to legislate the curb as designated for EV charging only (final approval needed to start construction).
- **Voltpost:** working with SFPUC and PG&E to assess feasibility for their pole-mounted model, a new technology for both utilities, at two different potential sites.





- ❖ Permit structure is complicated, spans multiple city agencies, fed/state requirements, and is time consuming
- ❖ Site selection is challenging for vendors given our dense environment
- ❖ Community engagement is critical
- ❖ Grid access and readiness can be a challenge and may take a long time
- ❖ Pole mounted technology poses unique technological challenges
- ❖ 60% average daily utilization at deployed chargers
- ❖ 53,000 VMT (Vehicle Miles Traveled) by EV drivers reduce emissions by 1,700 pounds of CO2

# Curbside EV Charging Program Goals

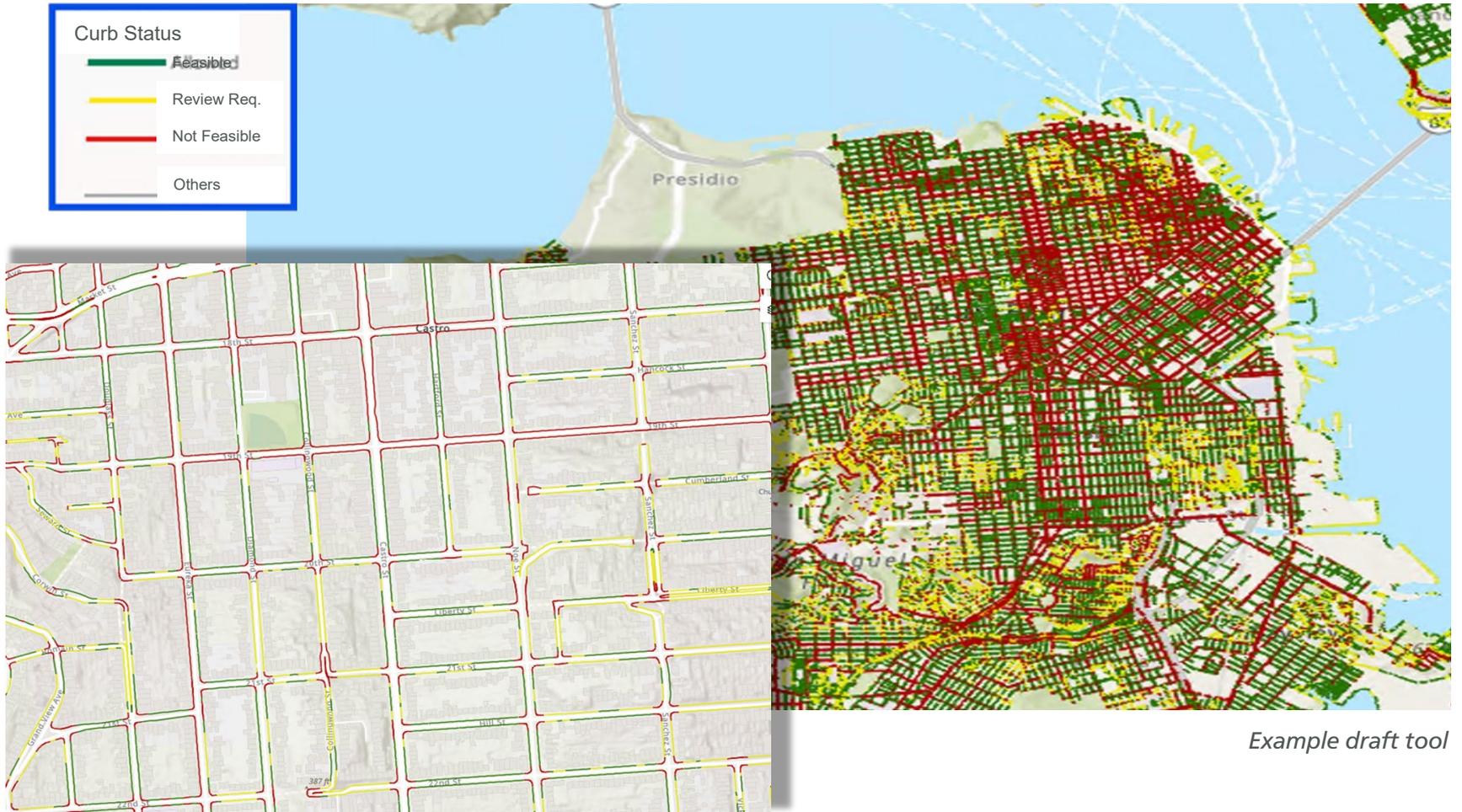
- ❖ **Environment:** Develop a permanent Curbside EV Charging Program to work towards the City's commitment to sustainability
- ❖ **Equity:** Address disparities in neighborhoods with a high number of residents living in multi-unit dwellings without personal garages by providing convenient and public charging options across all neighborhoods
- ❖ **Demand:** Expand charging ports in response to the growing demand for EV infrastructure and increased SF EV car sales
- ❖ **Revenue:** Provide opportunity for a revenue stream through a permit program and use of public curb space

# Permit Program

- ❖ Launch a **competitive application** process in Summer 2026 to be a qualified vendor
- ❖ **Qualified vendors can then request site-specific permit(s)**
- ❖ Vendors install and maintain equipment
- ❖ Continue cross-agency collaboration and achieve efficiencies where possible:
  - Build on lessons learned from the Pilot
  - Develop interactive mapping tool to provide block level information regarding potential EV charging sites

**Curb Status**

- Feasible
- Review Req.
- Not Feasible
- Others



Example draft tool

# Upcoming Prop L Request

- ❖ Returning to CAC on March 25<sup>th</sup> for a fund request of \$150,000
- ❖ Planning Budget and Deliverables
  - **\$95K to SF Environment**
    - Draft Policy Legislation for a Permanent Curbside EV Charging Program
    - Develop Permit Application Including Terms and Conditions
    - Develop Criteria for Competitive Solicitation and Vendor Selection
  - **\$55K to SFMTA**
    - Provide Administrative Program Support (launching the program, reviewing applications, processing paperwork, etc.)

## Contact information:

**Danny Yeung, Manager Permits & Administration**

Email: [Danny.Yeung@sfmta.com](mailto:Danny.Yeung@sfmta.com)

**Paulo Broderick, Planner Parking & Curb Management (Pilot Program)**

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**Timothy Doherty, Transportation Planner (Feasibility Study)**

Email: [Timothy.Doherty@sfmta.com](mailto:Timothy.Doherty@sfmta.com)

**Elena Baranoff, Principal Mobility Analyst**

Email: [Elena.Baranoff@sfmta.com](mailto:Elena.Baranoff@sfmta.com)



# Memorandum

## AGENDA ITEM 8

**DATE:** February 18, 2026

**TO:** Community Advisory Committee

**FROM:** Jesse Koehler - Rail Program Manager

**SUBJECT:** Geary/19<sup>th</sup> Ave Subway and Regional Connections Study Update

<p><b>RECOMMENDATION</b>   <input checked="" type="checkbox"/> <b>Information</b>   <input type="checkbox"/> <b>Action</b></p> <p>None. This is an information item.</p> <p><b>SUMMARY</b></p> <p>The Geary/19<sup>th</sup> Ave Subway is one of five recommended major transit expansion projects identified in the ConnectSF Transit Strategy (2021) and the 2050 San Francisco Transportation Plan (2022). At the request of Commissioner Melgar, the Transportation Authority, in partnership with SFMTA and the San Francisco Planning Department (SF Planning), initiated the Geary/19<sup>th</sup> Ave Subway &amp; Regional Connections Study (Study) to undertake initial planning for the subway and to prepare for subsequent phases of project development. The Study is intended to refine our understanding of potential project performance and benefits, as well as to identify the key strategic choices that would need to be evaluated and considered in future phases of work. The Study Team has concluded that the project would deliver broad benefits to San Francisco and the region. The project’s capital costs are significant - estimated at approximately \$20-30 billion in current year dollars, and advancing the project will require the development of new funding mechanisms, including sources that harness project benefits. We will conduct a second round of public outreach to share initial findings and recommendations in March 2026, followed by bringing forward the Study’s final report to the CAC and Board for approval in the spring.</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Fund Allocation</li> <li><input type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input checked="" type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other: _____</li> </ul>
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## BACKGROUND

Local and regional planners have considered the potential for a subway along the Geary corridor through numerous studies over the past several decades. These plans have consistently identified the need for an improved connection between the west side of San Francisco and Downtown, and the needs of travelers have remained constant - faster trips, less crowding, and better connections to the regional transit system. Recent investments in the surface transportation network through projects including SFMTA's Geary Boulevard Improvement Project have helped address nearer-term capacity and congestion challenges, but long-term forecasts still show the need for grade-separated rapid transit in the corridor.

The ConnectSF Transit Strategy (2021) and the 2050 San Francisco Transportation Plan (2022) evolved our understanding of potential solutions. By aligning a subway under Geary Boulevard with a new transbay rail crossing in the east (Link21) and by incorporating an alignment under 19<sup>th</sup> Avenue towards a connection in San Mateo County to the south, the project would benefit both San Francisco and regional travelers, acting as an important link in the regional and state rail network.

In April 2022, the Board appropriated \$577,156 in Prop K sales tax funds for the Study. The Board also concurrently allocated \$170,367 in Prop K funds to SFMTA and \$74,751 in Prop K funds to SF Planning to provide for the partner agencies' work within the Study.

## DISCUSSION

**Study Approach.** Planning and construction of a subway is a multi-phase effort, occurring over many years. The Study has worked to: identify and preliminarily assess key design choices; refine understanding of project benefits and costs; identify a preliminary framework for project funding; and develop an initial roadmap to inform project planning and development through subsequent phases of work.

The Study Team, with the review of partner agencies and incorporating community input through public outreach, developed a high-level goal framework for the project through which to assess project benefits:

- Improve the traveler experience and provide better transit service to the corridor, San Francisco, and the Bay Area;
- Serve current needs and planned growth in the corridor and region; and



- Contribute to regional and state targets by advancing equity, affordability, climate, and environmental goals

With these goals in mind, we worked to identify significant project attributes that illustrate key options for the project's design and that represent an envelope of anticipated performance. This set of project attributes focused on:

- Regional Connectivity: How could a Geary/19<sup>th</sup> Avenue Subway connect to the East Bay and to the Peninsula?
- Downtown Routing: What options exist for a route through Downtown San Francisco?
- Connecting Geary Boulevard & 19<sup>th</sup> Avenue: What are the implications of the alignment between these two core segments?
- Train Technology: What options exist to provide strong regional integration while serving the corridor's need for high-capacity rapid transit?

The Study Team developed a set of indicative options to evaluate project performance against the project goals. The results of this analysis have been used to describe an initial range for project benefits, including anticipated reductions in travel time, increases in accessibility, and benefits to equity priority communities. We have also identified additional strategic considerations and building blocks that future phases of planning should address.

**Initial Findings.** The Study has found that a Geary/19<sup>th</sup> Avenue Subway has the potential to contribute significantly to improvements across the project's three goal areas described above. Specifically, the Study has identified the following initial findings:

- The case for the project is promising, and San Francisco should continue to advance planning while developing potential project funding mechanisms to support the anticipated project cost of approximately \$20-30 billion.
- Regional connectivity is fundamental, as the project performs very strongly as an integrated part of the regional rail network with through-running trains.
- Multiple design options would deliver benefits, with various approaches to project alignment and connectivity performing similarly in overall ridership while directly serving different destinations.



- The project delivers travel time savings, greenhouse gas reductions, and equity benefits, with greater benefits accruing to residents of Equity Priority Communities.
- Existing funding sources are not enough to deliver the project, and continuing to advance this work will require a mix of new and existing funding sources, and from all levels of government.
- A Geary/19<sup>th</sup> Ave Subway will drive value creation in terms of land value, economic activity, mobility improvements, and reduced climate impacts; capturing a share of this value will be a critical element of the project's funding plan.

These initial findings will be further refined and described in the Study's forthcoming final report, with the reflection of additional input from agency partners and feedback from upcoming public outreach.

**Next Steps.** We will conduct a round of community outreach early next month, to share the Study's initial findings with members of the public. Following this round of outreach, we will finalize the Study report, including a description of the case for advancing the project and a high-level roadmap for potential future phases of work. We plan to bring the final report to the CAC and Board for consideration this spring.

## **FINANCIAL IMPACT**

None. This is an information item.