

OBAG 4 County Program Base Application

Instructions

Agencies applying for One Bay Area Grant (OBAG 4) County Program funds from the Metropolitan Transportation Commission (MTC) must complete and submit the following grant application to the appropriate County Transportation Agency (CTA), along with any required attachments, by the deadline established by the CTA. Applications should be completed and submitted as a fillable PDF form, separate from any attachments, and should not be scanned, signed, or otherwise modified to remove form fields.

Additional information on the OBAG 4 program is available on [MTC's website](#).

General Information

Agency Name	
Contact Name/Title	
Contact Email	
Contact Phone	

Project Name	TIP ID if applicable

Project Location <i>Specify street names where applicable, including the closest cross streets (e.g. Main St from 2nd Ave to 7th Ave). Provide a project overview map as an attachment, if available.</i>

Project Scope <i>Provide a brief description of activities to be funded (limited to 250 characters for consistency with TIP listing if awarded).</i>

Project Mode(s):	Pedestrian	Bicycle	Transit	Auto	Other
Percent Share <i>Portion of total project cost</i>					

Project Eligibility

Project Eligibility

Specify applicable federal fund source(s) and confirm regional eligibility requirements

Project is eligible for the following OBAG 4 federal fund sources:

- ☐ Surface Transportation Block Grant Program (STP) ([23 U.S.C. § 133](#))
- ☐ Congestion Mitigation and Air Quality Improvement Program (CMAQ) ([23 U.S.C. § 149](#))

Note: applications for \$1 million or more in OBAG 4 funds for CMAQ-eligible projects must include a completed [Air Quality Input Form](#) as an attachment.

Project meets regional eligibility requirements:

- ☐ Project is consistent with *Plan Bay Area 2050+* (included as a named project or consistent with a programmatic listing in the Transportation Project List, see link on MTC's [OBAG 4 webpage](#)).
- ☐ Project consists of eligible activities for OBAG 4 county funds as listed in MTC Resolution No. 4740, Attachment A (available on MTC's [OBAG 4 webpage](#)), which excludes air quality non-exempt projects, new roadways, roadway extensions, right of way acquisition for future expansion, operations, and routine maintenance.

Need and Benefits

Need and Benefits

Describe how the project will address transportation and related needs and provide clear benefits, with specific consideration for safety, multi-modal accessibility, emissions reduction, resilience, stormwater management, and state of good repair as applicable.

Local Priority

Community Support

Describe community support for the project, including any letters of support and/or applicable local plans that prioritize the project, such as Community-Based Transportation Plans (CBTPs), Priority Development Area (PDA) Plans (e.g. Specific Plan, PDA Investment and Growth Strategy), Countywide Transportation Plans (CTPs), or other local plans/project prioritization processes. Include descriptions of public outreach responses specific to this project, including comments received at public meetings or hearings, feedback from community workshops, or survey responses.

Letters of Support

List any individuals (with affiliations) and/or organizations providing letters of support for this project (attach copies if applicable).

Plan Name <i>List any local plans that identify or prioritize the application project</i>	Plan Year <i>Completed or last updated</i>	Plan Type <i>CBTP, PDA, CTP, or other</i>	Plan Link <i>Attach copy if not available</i>	Reference <i>Page(s) with named project</i>

Equity Impacts

Equity Impacts

If applicable, describe how the project will provide demonstrated benefits to historically marginalized or underserved groups, including benefits to [Equity Priority Communities](#) (EPCs) or similar local designations, and/or align with applicant [Americans with Disabilities Act](#) (ADA) Transition Plans.

EPC Relationship

Indicate the project's relationship to MTC-designated EPCs or similar local designations. Projects located outside of these areas remain eligible for funding.

- ☐ Project is located within an MTC-designated EPC and is designed to benefit this population as described above
- ☐ Project is located within a similar local designation and is designed to benefit this population as described above
- ☐ Project is not located within an EPC or similar local designation but is designed to specifically benefit historically marginalized or underserved groups as described above
- ☐ Project is not located within an EPC or similar local designation and is not designed to specifically benefit historically marginalized or underserved groups (not disqualifying)

Applicant ADA Transition Plan Link

Required for all applications, attach copy if not available

Reference

Page reference(s) if applicable

Regional Alignment**Plan Strategies**

Briefly describe how the project supports Plan Bay Area 2050+ strategies, linked on [OBAG 4 webpage](#).

Safety/Vision Zero

Briefly describe how the project supports MTC's [Regional Safety/Vision Zero Policy](#), if applicable.

Complete Streets

Briefly describe how the project supports MTC's [Complete Streets Policy](#), if applicable.

Transit Transformation

Briefly describe how the project supports MTC's [Transit Transformation Action Plan](#), if applicable.

Transit Priority

Briefly describe how the project supports MTC's [Transit Priority Policy for Roadways](#), if applicable.

Federal Performance

Federal Performance Measures

Select the [*federal performance measures*](#) ([*23 U.S.C. § 150*](#)) that are supported by the project.

- ☐ **Safety:** significantly reduce traffic fatalities and serious injuries on public roads and improve safety of public transportation systems.
- ☐ **Infrastructure Condition:** maintain the condition of Interstate and National Highway System (NHS) assets and public transit assets in a state of good repair.
- ☐ **Congestion Reduction:** significantly reduce congestion on the NHS in urbanized areas.
- ☐ **System Reliability:** improve the reliability of the Interstate system and NHS.
- ☐ **Freight Movement and Economic Vitality:** improve the reliability of the Interstate system for truck travel.
- ☐ **Environmental Sustainability:** improve emission reductions from the transportation system, specifically from CMAQ-funded projects.

Deliverability and Risk

Delivery Risks

Identify any known risks to project delivery and briefly describe planned mitigation efforts, as applicable, including the status and timeline for any environmental and/or right-of-way approvals.

Environmental Approval and Right-of-Way

Specify applicable fund source(s) and confirm other eligibility requirements.

Select the anticipated NEPA class of action for the project:

- ☐ Categorical Exclusion (CE)
- ☐ Environmental Assessment (EA)
- ☐ Environmental Impact Statement (EIS)

Select applicable right-of-way and utility challenges for the project:

- ☐ Project area is not located entirely on applicant right-of-way
- ☐ Project may require temporary use of areas outside of the applicant right-of-way
- ☐ Project is adjacent to or may impact the operations of a railroad, light rail, or Caltrans facility
- ☐ Project may require utility relocation

Schedule and Funding Plan

Phase	Fiscal Year <i>Phase start</i>	OBAG 4 Request	Other Amount	Other Description <i>Fund source name(s), secured/unsecured</i>
Preliminary Engineering (PE)				
Right-of-Way (ROW)				
Construction (CON)				
Non Infrastructure (NI)				
Total	<i>Latest 2031</i>			<i>Non-federal share must be ≥11.47%</i>

Funding and Schedule Requirements

Confirm that the project schedule and funding plan meet the following requirements.

- ☐ Total requested award amount meets the minimum applicable threshold:
 - \$500,000 or more for projects in Alameda, Contra Costa, and Santa Clara Counties
 - \$250,000 or more for projects Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma Counties
 - \$150,000 or more with a request for an exception to the standard minimum
- ☐ Non-federal share of the project total meets or exceeds the federal 11.47% minimum local match
- ☐ Applicant will obligate any awarded OBAG 4 funds by the September 30, 2031 obligation deadline
- ☐ Requested award amount is rounded to the nearest \$1,000

Contribution to Geographic Minimum

PDA and TOC Relationship

A minimum share of each county's projects must support a Priority Development Area (PDA) and/or Transit Oriented Community (TOC), generally defined as projects within a mile or less of a PDA and/or TOC (see [reference map](#)). Projects located outside of these areas remain eligible for funding. Indicate the location of the project relative to PDAs/TOCs.

- ☐ Project is located within a mile or less of a PDA and/or TOC
- ☐ Project is countywide or otherwise not confined to a fixed location
- ☐ Project is not located within a mile or less of a PDA or TOC (not disqualifying)

Applicant Acknowledgements

Applicant Acknowledgements

Affirm understanding of, and intent to comply with, OBAG 4 requirements as summarized below and detailed in MTC Resolution No. 4740, Revised (available on MTC's [OBAG 4 webpage](#)).

- ☐ **Complete Streets Checklist:** applicant has submitted a checklist for this project in MTC's [Complete Streets Portal](#) to demonstrate consistency with MTC's [Complete Streets Policy](#) and [Transit Priority Policy for Roadways](#), including project review by a local Bicycle and Pedestrian Advisory Committee (BPAC) and/or transit agency/ies as applicable.
- ☐ **Project Delivery Policy:** if awarded OBAG 4 county funds, applicant will comply with MTC's [Regional Project Delivery Policy](#), including designation of a staff Single Point of Contact (SPOC), adoption of a [Resolution of Local Support](#), project inclusion in the federal Transportation Improvement Program (TIP) and MTC's associated TIP management platform, and participation in the Annual Obligation Plan (AOP) process.
- ☐ **Jurisdiction Requirements:** jurisdiction applicants, or applicants requesting OBAG 4 funds on behalf of one or more jurisdiction(s), acknowledge the following ongoing requirements for jurisdiction recipients:
 - State Housing Element certification, Annual Progress Report (APR) submission, and compliance with select state housing laws
 - Updated Local Roadway Safety Plan (LRSP) or equivalent plan as defined by California Highway Safety Improvement Program (HSIP) guidelines
 - Pavement Management Program (PMP) certification and participation in statewide local streets and roads needs assessment surveys
 - Federal Highway Performance Monitoring System (HPMS) traffic count reporting
- ☐ **Attachments:** applicant will provide the following attachments with this application, as applicable:
 - Project overview map (if available)
 - CMAQ [Air Quality Input Form](#) (for eligible applications requesting over \$1 million)
 - Letter(s) of support (if referenced above)
 - Local plan(s) (if referenced above but no link is provided)
 - Applicant ADA Transition Plan (required, attach if no link is provided above)

OBAG Cycle 4 County Program San Francisco Supplemental Application Form

Instructions

Agencies applying for San Francisco One Bay Area Grant (OBAG 4) County Program funds must submit the following Supplemental Application Form, covering San Francisco-specific project evaluation criteria, as part of a complete application package by July 7, 2026. Additional information on the OBAG Cycle 4 County program is available on the [San Francisco County Transportation Authority website](#).

San Francisco Supplemental Project Evaluation Criteria

Project Eligibility

Confirm San Francisco County eligibility requirements.

- ✓ Project is consistent with the [San Francisco Transportation Plan 2050](#) or 2050+ update.
- ✓ Total requested award amount is \$500,000 or more.

Sponsor Project Priority Order

If you are submitting more than one application, please indicate the priority of this project (e.g. 2nd priority out of 4 applications).

1st Priority out of 2 Applications

Increase Safety

Briefly describe how the project addresses corridors on the [High Injury Network](#) or other locations with a known safety issue, if applicable. Include supporting data as an attachment to the project application if needed.

The Mission Street Safety Improvements Project directly supports MTC's Regional Safety/Vision Zero Policy by prioritizing the elimination of traffic fatalities and serious injuries on a high-risk corridor. As part of San Francisco's High Injury Network, the project targets a location with a disproportionate share of severe crashes and applies proven, data-driven safety countermeasures such as pedestrian bulb-outs, signal timing improvements, enhanced lighting, and clearer lane organization.

Consistent with Vision Zero principles, the project emphasizes protecting vulnerable road users, particularly pedestrians, transit riders, older adults, and people with disabilities, by reducing conflict points, improving visibility, and creating a more predictable and forgiving street environment. In addition, transit-priority treatments reduce unsafe weaving and improve overall corridor operations, further lowering crash risk.

By addressing systemic safety issues through design and prioritizing equity and vulnerable users, the project advances the Regional Safety / Vision Zero goal of creating a transportation system where serious injuries and fatalities are eliminated.

Supporting Data in Attachments Folder: Crash_Data_Summary_TIMS.pdf

Improve Transit Reliability and Accessibility

Describe how the project increases transit accessibility, reliability, and connectivity (e.g. stop improvements, transit stop consolidation and/or relocation, transit signal priority, traffic signal upgrades, travel information improvements, wayfinding signs, bicycle parking, and improved connections to regional transit), and how the project supports existing or proposed rapid transit network or rail. Indicate whether the project is identified in transit performance plans or programs such as the [San Francisco Municipal Transportation Agency's Muni Forward program](#).

The Mission Street Safety Improvements Project will significantly enhance transit accessibility, reliability, and connectivity along one of San Francisco's highest-ridership corridors. The project includes dedicated red transit-only lanes in both directions, reducing conflicts with general traffic and improving bus speeds and travel time reliability. Signal upgrades and interconnect improvements will support more efficient corridor operations and enable transit signal priority, reducing delays at intersections and improving schedule adherence.

Transit accessibility is improved through upgraded pedestrian infrastructure that strengthens first- and last-mile connections. New and reconstructed ADA-compliant curb ramps, shorter crossings via bulb-outs, enhanced lighting, and improved sidewalks will make it easier and safer for riders of all abilities to access transit stops. Streetscape enhancements and lighting improve comfort and personal safety for riders traveling during early morning and evening hours, while new amenities such as benches support waiting passengers.

The project also strengthens connectivity to major regional transit assets, including the Salesforce Transit Center, Ferry Building, BART/Muni Metro stations, and high-frequency Muni routes such as the 14/14R Mission and 9/9R San Bruno, which serve tens of thousands of daily riders. By improving access along this critical corridor, the project enhances connections between local neighborhoods and regional transit services.

The project builds upon and complements the SFMTA's Muni Forward program and the Mission SoMa Temporary Emergency Transit Lanes (TETL), which identified Mission Street as a priority for transit reliability improvements. Community feedback and performance data from these efforts directly informed the proposed transit-only lanes and operational upgrades, ensuring the project supports existing rapid bus service and advances the City's broader transit-priority network.

Improve Access to Schools, Senior Centers, and Other Community Sites

Describe how the project improves access to schools, senior centers, community centers, afterschool care facilities, parks, and/or other community sites and destinations. Include a map of the project location in relation to relevant community sites as an attachment to the project application.

The Mission Street Safety Improvements Project enhances access to a wide range of community destinations, including schools, educational facilities, social service providers, parks, and major employment and activity centers. Mission Street is a primary corridor connecting the South of Market (SoMa) neighborhood to key destinations such as Golden Gate University, City College downtown campuses, workforce training centers, and numerous community-based organizations that provide social, health, and supportive services.

The project improves access to these destinations by creating safer and more comfortable pedestrian and transit connections. Shorter crossings, upgraded curb ramps, improved lighting, and enhanced sidewalks make it easier for children, seniors, and people with disabilities to travel safely to schools, community centers, and transit stops. Improvements to transit reliability through dedicated lanes and signal upgrades also ensure that users can more easily reach afterschool programs, healthcare facilities, and parks throughout the city.

By strengthening connections along a corridor that links residential areas with essential services and regional transit hubs such as the Salesforce Transit Center and nearby BART and Muni Metro stations, the project reduces barriers to accessing everyday destinations and supports more equitable, reliable mobility for the surrounding community.

Project Location Map in Attachments Folder: Mission Street Project Area Map.pdf

Construction Coordination

Identify if the project is or will be coordinated with other construction projects to mitigate construction impacts and/or achieve cost savings. Clearly identify the related improvements, describe the scope, and provide a timeline for major milestones for coordination.

The Mission Street Safety Improvements Project is closely coordinated with nearby corridor and utility projects to minimize construction impacts, reduce redundant work, and achieve cost efficiencies. San Francisco Public Works (SFPW) leads interagency coordination and issues Notices of Intent (NOIs) at key design milestones to identify planned work within the project limits. This process allows City agencies, utilities, and private stakeholders to flag potential conflicts early, align scopes, and incorporate necessary adjustments into final design and construction sequencing. Through this structured coordination, the project avoids rework, reduces disruption, and ensures efficient use of resources.

The project is also being delivered in a phased approach aligned with adjacent improvements, including the Mission SoMa Improvements and Pavement Renovation Project (3rd to 11th Street) and other planned utility or streetscape work in the South of Market area. Construction phasing is designed to maintain corridor functionality, preserve transit operations, and limit cumulative impacts to travel. Work will be sequenced and coordinated with transit agencies to maintain service reliability, with major construction activities scheduled to minimize peak-period disruptions where feasible.

Limited Funding Options

Indicate the project's eligibility and competitiveness for other funding options:

- ☒ Project is eligible and competes well for other fund sources
- ☐ Project is ineligible or completes poorly for other discretionary fund sources (explain)
- ☐ Other ____ (explain)

San Francisco OBAG Cycle 4 County Program
Detailed Schedule, Budget, Cost and Funding Plan

Project Name:	Mission Street Safety Improvements Project
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DELIVERY MILESTONES	Status	Work	Start Date		End Date	
Phase	%	In-house,	Month	Calendar	Month	Calendar
Planning/Conceptual Engineering	100%	In-House	Jan	2021	Jun	2022
Environmental Studies (PA&ED)	100%	In-House	Jul	2022	Dec	2022
Design Engineering (PS&E)	90%	Both	Jul	2024	Dec	2026
Right-of-way	90%	In-House	Jul	2024	Dec	2026
Advertise Construction	0%	N/A	Jun	2027	N/A	N/A
Start Construction (e.g. Award Contract)	0%	Contracted	Jun	2028	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Jul	2030

San Francisco OBAG Cycle 4 County Program
Detailed Schedule, Budget, Cost and Funding Plan

Project Name:	Mission Street Safety Improvements Project
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COST ESTIMATE		Funding Source by Phase				Desired Federal Fiscal Year (FFY) for OBAG Funds (Oct 1 - Sept 30)*
Phase	Cost	OBAG 4	Prop L	Other	Source of Cost Estimate	
Planning/Conceptual Engineerin	\$500,000			\$500,000	PM labor charges	
Environmental Studies (PA&ED)	\$50,000			\$50,000	Estimate from previous proposal	
Design Engineering (PS&E)	\$3,450,000			\$3,450,000	Estimate from previous proposal	
Right-of-Way	\$0					
Construction	\$23,293,000	\$23,293,000			Engineers Estimate	FY2027/2028
TOTAL PROJECT COST	\$27,293,000	\$23,293,000	\$0	\$4,000,000		*Call for projects will program funds in FFYs 2026/27 - 2029/30.

FUNDING PLAN FOR ALL PHASES - ALL SOURCES

Funding Source	Planned	Programmed	Allocated	TOTAL
OBAG 4	\$23,293,000	N/A	N/A	\$23,293,000
Community Facilities District			\$3,450,000	\$3,450,000
Transit Center Impact Fees			\$550,000	\$550,000
TOTAL	\$23,293,000	\$0	\$4,000,000	\$27,293,000

Comments

San Francisco OBAG Cycle 4 County Program
Detailed Schedule, Budget, Cost and Funding Plan

PROJECT BUDGET TEMPLATE - CONSTRUCTION

General Instructions

- Sponsor may attach budget details in sponsor agency format (Excel), which includes all required information (per phase) detailed below.
- Contingencies should be called out in each phase.

For **Construction Phase:**

- Provide total labor cost by agency, contract costs (include major line item detail), construction management/support (includes project management, inspection, design services during construction, outreach during construction), other direct costs (includes Job Order Contracting, inter-agency costs, owner provided materials and services), and contingency.

MAJOR LINE ITEM BUDGET FOR CONSTRUCTION

BUDGET SUMMARY (BY AGENCY LABOR BY TASK)

Budget Line Item	Totals	% of contract	Contractor	SFPW
Mobilization	\$ 550,000	3.25%	\$ 550,000	
Demobilization	\$ 350,000	2.07%	\$ 350,000	
Traffic Control / OCS Support	\$ 2,500,000	14.78%	\$ 2,500,000	
Striping	\$ 15,000	0.09%	\$ 15,000	
Partnering	\$ 20,000	0.12%	\$ 20,000	
Noise and Dust Control	\$ 220,000	1.30%	\$ 220,000	
Job Site Management	\$ 17,000	0.10%	\$ 17,000	
Exploratory Holes Or Potholes	\$ 100,000	0.59%	\$ 100,000	
Event Demobilization	\$ 100,000	0.59%	\$ 100,000	
Asphalt Grind and Pave	\$ 1,034,000	6.11%	\$ 1,034,000	
Concrete Base and Bus Pads	\$ 1,815,000	10.73%	\$ 1,815,000	
Sidewalk w/ Sparkle Finish	\$ 660,000	3.90%	\$ 660,000	
Curb and Gutter	\$ 186,600	1.10%	\$ 186,600	
Curb Ramps	\$ 205,000	1.21%	\$ 205,000	
Granite Curb	\$ 40,000	0.24%	\$ 40,000	
Pavers	\$ 440,000	2.60%	\$ 440,000	

San Francisco OBAG Cycle 4 County Program
Detailed Schedule, Budget, Cost and Funding Plan

Trees	74800	0.44%	74800	
Bike Racks	\$ 14,190	0.08%	\$ 14,190	
Benches	\$ 163,400	0.97%	\$ 163,400	
Decorative Crosswalks	\$ 1,980,000	11.71%	\$ 1,980,000	
Sewer Trench and Excavation	\$ 55,000	0.33%	\$ 55,000	
Sewer Manholes	\$ 25,000	0.15%	\$ 25,000	
Sewer Main	\$ 121,000	0.72%	\$ 121,000	
Catch Basins	\$ 110,000	0.65%	\$ 110,000	
Electrical Pull Boxes	\$ 37,700	0.22%	\$ 37,700	
Electrical Conduits	\$ 375,000	2.22%	\$ 375,000	
Street Light Poles	\$ 425,000	2.51%	\$ 425,000	
Street Light Fixtures	\$ 64,900	0.38%	\$ 64,900	
Service Points	\$ 200,000	1.18%	\$ 200,000	
Interconnect Pull Boxes	\$ 117,000	0.69%	\$ 117,000	
Interconnect Conduits	\$ 1,820,000	10.76%	\$ 1,820,000	
Vehicle Tagging System Cabinet and	\$ 50,000	0.30%	\$ 50,000	
Vehicle Tagging System Conduits	\$ 525,000	3.10%	\$ 525,000	
Structural Sub Sidewalk Basement	\$ 2,500,000	14.78%	\$ 2,500,000	
Subtotal	\$ 16,910,590	100.00%	\$ 16,910,590	
2. Construction Management/Support	\$ 3,000,000	18%		\$ 3,000,000
3. Other Direct Costs *	\$ -	0%		\$ -
4. Contingency	\$ 3,382,118	20%		\$ 3,382,118
TOTAL CONSTRUCTION PHASE	\$ 23,292,708		\$ 16,910,590	\$ 6,382,118

* Applicant to provide details

The tables shown here are meant as an example to demonstrate how the required budget information can be represented. Applicant may modify the format as needed to fit the proposed project as long as the requested information is provided in Excel format.

MTC Complete Streets Checklist - DRAFT

Section 1: Contact and Project Information

Contact Name:

Victoria Chan

Email Address:

victoria.w.chan@sfdpw.org

Contact Phone Number:

(628) 271-3132

Project Sponsor:

San Francisco Department of Public Works

County:

San Francisco

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

One Bay Area Grant Program (OBAG)

Project Name/Title:

Mission Street Safety Improvements Project

Project Location:

San Francisco

Project Description:

The Mission Street Safety Improvements Project will implement permanent, high quality transit oriented infrastructure along 0.6 miles of Mission Street between The Embarcadero and 3rd St to improve the safety and travel experience of all road users.

The project corridor includes the intersections of Mission Street with The Embarcadero, Beale St, Fremont St, 1st St, Anthony St, 2nd St, New Montgomery St, Annie St, and 3rd St. This project supports the goals of the large, neighborhood wide community planning initiative known as the South Downtown Design + Activation Plan (SODA) by improving pedestrian and bicycle safety, transit operations, vehicular circulation, and the experience of all users.

The project connects to the approved Mission SoMa Improvements and Pavement Renovation Project between 3rd and 11th Street. Completion of this pedestrian and transit oriented corridor will create a network spanning from The Embarcadero to Van Ness Ave, stretching nearly the entire length of SoMa District on Mission Street.

Project Phase(s):

Construction (CON)

Project Mode(s):

Pedestrian, Roadway Transit (bus, light rail, streetcar), Driver/Automobile

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?

No

Section 2: Pedestrian, Bicycle, and Transit Planning

Relevant plans this project helps to implement:

City/County General + Specific Area Plans, ADA Transition Plan, Vision Zero/Local Roadway Safety Plan/Systemic Safety Analysis Report/Comprehensive Safety Action Plan, Bicycle, Pedestrian and/or Active Transportation Plan(s), Community-Based Transportation Plan, Transit Plan

Details on plan recommendations affecting the project area (with adoption date):

The Mission Street Safety Improvements Project implements and advances recommendations from multiple adopted local, countywide, and regional plans. At the local level, the South Downtown Design + Activation (SODA) Plan (2023) identifies Mission Street as a priority corridor for pedestrian safety, transit reliability, lighting, and public realm improvements. The project also builds on the SFMTA Muni Forward Program (2014, ongoing updates), which designates the Mission Street 14/14R corridor as a high-ridership route requiring transit priority and reliability.

The project directly supports active transportation goals in the San Francisco Biking and Rolling Plan (2025), which prioritizes safer, more connected networks for people walking, rolling, and biking, including improvements to high-injury corridors and key downtown connections. Consistent with the plan's recommendations, this project delivers safer crossings, improved lighting, ADA-accessible facilities, and a more comfortable street environment for vulnerable users. At the countywide level, the project is consistent with the San Francisco Transportation Plan 2050 (2022), which prioritizes investment in High Injury Network corridors and transit reliability improvements. The project also directly implements the San Francisco Vision Zero Action Strategy (2022), which identifies Mission Street as part of the High Injury Network and calls for systemic safety treatments such as signal upgrades, pedestrian improvements, and traffic calming. These plans collectively support Complete Streets, bicycle and pedestrian safety, transit priority, and Vision Zero goals identified in the application.

Regionally, the project aligns with Plan Bay Area 2050+ (2024) strategies to deliver complete streets, improve transit performance, reduce greenhouse gas emissions, and advance equity. The project also supports the City's ADA Transition Plan (2008) through reconstruction of curb ramps and accessible pedestrian facilities. By integrating transit-only lanes, signal upgrades, ADA improvements, and safety treatments, the project implements adopted policy guidance across multiple plan types, including citywide/specific plans, active transportation plans, transit plans, and comprehensive safety plans.

Does the project area contain segments of the regional Active Transportation (AT) Network?

Yes

If yes, describe how the project adheres to NACTO and/or PROWAG guidelines:

The Mission Street Safety Improvements Project is designed consistent with MTC's Complete Streets Policy by incorporating national best practices from both NACTO's Designing for All Ages & Abilities guidance and the U.S. Access Board's Public Rights-of-Way Accessibility Guidelines (PROWAG).

Consistent with NACTO's All Ages & Abilities guidance, the project prioritizes a low-stress, highly legible street environment that is safe and comfortable for users of all ages and abilities. While Mission Street is primarily a transit-priority corridor, the project supports high-comfort multimodal travel by reducing vehicle conflicts, calming traffic speeds, and improving predictability through measures such as transit-only lanes, bulbouts, upgraded signal timing, and enhanced lighting. These elements align with NACTO principles to create safer, more intuitive streets that prioritize vulnerable users and support walking, rolling, and connections to adjacent bicycle facilities and low-stress routes.

The project also adheres to PROWAG by incorporating accessible pedestrian design throughout the corridor.

Improvements include installation and reconstruction of ADA-compliant curb ramps with detectable warning surfaces, improved crosswalk alignment, and reduced crossing distances. Sidewalk and intersection designs are being developed to meet current accessibility standards for slope, width, and clear paths of travel, ensuring usability for people with disabilities, including those using mobility devices or with visual impairments.

Together, these design approaches ensure the corridor reflects a Complete Streets framework grounded in equity, accessibility, and user safety, delivering a street environment that is comfortable, navigable, and accessible for all users while supporting regional policy requirements.

Is there a MTC Mobility Hub within the project area?

Yes

If yes, describe outreach to mobility providers and Hub-supportive elements:

The Mission Street Safety Improvements Project has included coordination and outreach with key mobility providers to ensure the corridor supports a seamless, integrated multimodal network consistent with the Mobility Hubs Playbook . Project development has involved close collaboration with the San Francisco Municipal Transportation Agency (SFMTA) and regional transit operators, gathering input on transit operations, stop accessibility, and maintaining service reliability during and after construction. The project team has also coordinated with local stakeholders, including Community Benefit Districts, to understand first-/last-mile needs and emerging shared mobility opportunities.

The project incorporates several Mobility Hub-supportive elements by enhancing access, visibility, and comfort for multimodal transfers along the corridor. Improvements such as wider and more accessible sidewalks, ADA-compliant curb ramps, improved lighting, and safer crossings strengthen connections between transit services and surrounding neighborhoods. Dedicated transit-only lanes and signal upgrades improve the performance of high-frequency bus routes, making transfers more reliable and predictable. Streetscape enhancements, including seating and wayfinding opportunities, support rider comfort and navigation, which are key components of successful Mobility Hubs.

In alignment with Play 1, the project helps create a coordinated, user-centered transportation environment by prioritizing transit, improving first- and last-mile connections, and designing a corridor that can accommodate evolving mobility services such as micromobility and shared transportation. By strengthening connections to major regional transit assets and improving the overall user experience, the project contributes to the development of a dense, accessible, and well-integrated mobility network in downtown San Francisco.

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes?

Yes

Summary of traffic safety conditions and traffic safety countermeasures:

Analysis of recent collision data along the Mission Street corridor demonstrates clear and consistent crash patterns that, absent intervention, are highly likely to continue or worsen. From 2019 to 2024, a total of 86 reported injury crashes resulted in 4 fatalities and 114 injuries, indicating a persistent and severe safety problem within the project limits. These findings confirm that the corridor represents a top safety priority for the agency, particularly as part of San Francisco's High Injury Network. The record indicates that collisions disproportionately impact vulnerable road users. Pedestrians and bicyclists account for the majority of victims, representing approximately 63% of fatalities and serious injuries. Six fatal and serious injury crashes involved pedestrians or bicyclists, with four pedestrians killed, four pedestrians seriously injured, and two bicyclists seriously injured in those five crashes alone. Without improvements, these trends suggest continued high rates of injury among individuals who rely on walking and biking, including disadvantaged community members, older adults, students, and people with disabilities.

Crash type analysis further reinforces the need for targeted safety improvements. Vehicle-pedestrian collisions are the most common crash type, occurring almost twice as often as the next highest crash type and accounting for 42% of all collisions. This indicates a persistent pattern of conflicts with vulnerable users at crossings and intersections. Sideswipe (23%) and broadside (19%) collisions are also prominent, pointing to turning conflicts, lane changes, and complex interactions along the corridor. If left unaddressed, these patterns are likely to continue due to the corridor's high traffic volumes and constrained right-of-way. In pedestrian-specific crashes, driver failure to yield to pedestrians in crosswalks accounts for half of all incidents, reinforcing that intersections are a critical area of concern. Notably, 60% of pedestrian crashes occurred while individuals

were legally crossing within crosswalks, demonstrating that even expected and appropriate pedestrian behavior is not currently protected by existing street design. A significant portion of crashes (30%) also occur in dark conditions with street lighting present, suggesting that existing lighting is insufficient for ensuring visibility and safety. Without upgrades, visibility-related risks, especially for pedestrians, are likely to persist.

The proposed project directly responds to these identified crash trends with targeted, context-sensitive improvements. Pedestrian bulbouts address the high rate of pedestrian collisions by shortening crossing distances, improving sightlines, and slowing turning vehicles to directly mitigate failure-to-yield and turning-related crashes. Enhanced signal timing and phasing reduce conflicts between pedestrians, bicyclists, and vehicles, addressing the high incidence of intersection-related collisions. Upgraded lighting improves visibility during nighttime or low-light conditions, directly responding to the substantial share of crashes occurring in dark environments. Dedicated transit-only lanes reduce weaving and lane-changing behavior, helping to address sideswipe and broadside collisions while improving overall corridor predictability. For bicyclists, conflict striping at intersections highlights areas of potential interaction with turning vehicles, improving awareness and reducing the risk of collision at key crossing points.

Collectively, these improvements prioritize the safety of vulnerable road users, who are disproportionately represented in the collision data. Absent these improvements, the existing pattern of pedestrian- and bicyclist-involved crashes driven by unsafe turning movements, failure to yield, and limited visibility would likely continue. The Mission Street Safety Improvements Project represents a high-priority, data-driven response that directly aligns proposed countermeasures with documented crash types and locations, significantly reducing the likelihood and severity of future collisions.

Infrastructure elements included in this phase of the project:

Updated Crosswalk/Crosswalk Enhancements, Curb Extensions (including Bus Bulbs), Upgrade to Existing Traffic Signal or Other Control Device

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

Yes

Census tract(s) designated as EPCs affected by this project:

011700, 017601, 017801

Will the project integrate green infrastructure?

No

Section 3: Compliance and Exception Review

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?

Yes

Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?

Yes

Transit agency (or agencies) serving the project community:

AC Transit (Alameda-Contra Costa Transit District), Golden Gate Transit (Golden Gate Bridge, Muni (San Francisco Municipal Transportation Agency), SamTrans (San Mateo County Transit District), SolTrans (Solano County Transit), WestCAT (Western Contra Costa Transit Authority)

Did the transit agency notify you that they do NOT have service in your project area?

No

Description of transit routes/stations and measures to mitigate impacts:

The Mission Street corridor is one of San Francisco's highest-ridership transit corridors and is served by multiple frequent local and regional routes. The project area includes the Muni 14 Mission and 14R Mission Rapid lines, which carry tens of thousands of daily riders, as well as the Muni routes 25 and 714. AC Transit operates the 800 Rich route on the project corridor, SamTrans operates the 292, 397, and 713, and Golden Gate Transit operates the 101, 114, 120, 132, 154, and 172 routes. The corridor provides direct access to major regional transit hubs, including the Salesforce Transit Center, Embarcadero BART/Muni Metro Station, Montgomery Street Station, and regional ferry service at the Ferry Building. These connections make the corridor a critical link between local neighborhoods and regional transit networks.

To support transit performance, the project incorporates transit-supportive design elements including dedicated red transit-only lanes in both directions, traffic signal upgrades and interconnects to improve progression, and corridor operational improvements that reduce delay and variability. Enhanced pedestrian infrastructure-such as ADA-compliant curb ramps, shorter crossings, improved lighting, and streetscape upgrades-strengthens first- and last-mile connections to transit stops and stations, improving accessibility for all users.

The project also includes measures to mitigate construction impacts to transit. Construction will be phased and coordinated closely with SFMTA to maintain transit operations and minimize service disruptions. This includes block-by-block sequencing, maintaining access to stops wherever feasible, providing temporary stop relocations as needed, and scheduling work to avoid peak travel periods where possible. Ongoing coordination and advance notice to transit operators and the public will ensure continuity of service and rider information throughout construction. Together, these strategies ensure the corridor remains functional during construction while delivering long-term improvements to transit reliability, accessibility, and connectivity.

Have all potentially affected transit agencies had the opportunity to review this project?

No

Has a local BPAC reviewed this Checklist?

No

Generated on: 7/2/2026

This is a DRAFT version - not yet submitted

MTC CMAQ Air Quality Calculation Inputs

Version 1.2



Background & Instructions

The Metropolitan Transportation Commission (MTC) is required to calculate and report on air quality improvements associated with projects awarded federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding. Project sponsors applying for and/or awarded CMAQ funding from MTC must provide the following inputs for use by MTC staff to calculate associated air quality improvements.

This form must be completed and submitted in Word document form. Sponsors must complete the General Information section for all CMAQ-eligible projects, along with any applicable subsequent section(s) based on project type. Measurements of current conditions (e.g. existing traffic volume) should use the most recent available data. For current transit ridership, FTA's [National Transit Database](#) (NTD) is the preferred data source. Projected future conditions (e.g. future traffic volume) should use the sponsor's best estimates given the information available.

For assistance completing this form, please contact Harold Brazil at hbrazil@bayareametro.gov.

General Information (All CMAQ-Eligible Projects)

Project Name:	Mission Street Safety Improvements Project
Location: <i>County</i>	San Francisco
Funding Request: <i>CMAQ amount</i>	23,293,000
Completion Year:	2028
General Notes: <i>Optional</i>	<i>General notes (optional)</i>

Bicycle & Pedestrian Facilities

Facility Length/Type

Facility Type <i>Complete one row per facility type</i>	Project Length <i>Include units</i>	Total Facility Length <i>Include units</i>
<i>Select facility type</i>	<i>Project length</i>	<i>Total facility length (incl. project)</i>
<i>Select facility type</i>	<i>Project length</i>	<i>Total facility length (incl. project)</i>
<i>Select facility type</i>	<i>Project length</i>	<i>Total facility length (incl. project)</i>
<i>Select facility type</i>	<i>Project length</i>	<i>Total facility length (incl. project)</i>

Crossing County/Type

Crossing Type <i>Complete one row per crossing type</i>	Crossing Count
<i>Select crossing type</i>	<i>Crossing count</i>
<i>Select crossing type</i>	<i>Crossing count</i>

Additional Project Information

Bike Station Count: <i>Number added</i>	<i>Bike station count</i>
Roadway Type: <i>Functional class, for on-street facilities</i>	<i>Roadway type</i>
Roadway Lanes: <i>Both directions</i>	<i>Lane count</i>

MTC CMAQ Air Quality Calculation Inputs

Version 1.2



Posted Speed Limit: MPH	Posted speed limit
Daily Traffic: Average annual daily traffic volume (AADT), both directions	Average daily traffic
Daily Traffic Year: Year AADT measured (use most recent data available)	Measurement year
Parallel Roadway Type, if Applicable: Functional class of adjacent corridor	Roadway type
Parallel Roadway Lanes, if Applicable: Both directions	Lane count
Parallel Posted Speed Limit, if Applicable: MPH	Posted speed limit
Parallel Daily Traffic, if Applicable: Average annual daily traffic volume (AADT), both directions	Average daily traffic
Parallel Daily Traffic Year, if Applicable: Year parallel AADT measured (use most recent data available)	Measurement year
Nearby Destinations: Activity centers within 1/2 mile of project, including banks, churches, hospitals/clinics, light rail stations, office parks, post office, libraries, shopping areas, universities/colleges	Destination count
Nearby Colleges/Universities: Within 2 miles of project	College and/or university count
Additional Notes: Optional	Additional notes (optional)

Rideshare Programs

Average Current Daily Ridership: Average number of weekday riders prior to project implementation	Average current ridership
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MTC CMAQ Air Quality Calculation Inputs

Version 1.2



Ridership Year: <i>Year ridership measured (use most recent data available)</i>	<i>Measurement year</i>
Ridership Source: <i>Source of ridership data (NTD preferred)</i>	<i>Ridership source</i>
Projected Future Daily Ridership: <i>Estimated number of weekday riders after project implementation</i>	<i>Projected future ridership</i>
Additional Notes: <i>Optional</i>	<i>Additional notes (optional)</i>

Carshare Programs

Vehicles Available: <i>Number of carshare vehicles available</i>	<i>Carshare vehicle count</i>
Conventional Membership: <i>Number of monthly members</i>	<i>Conventional carshare monthly member count</i>
One-Way Membership: <i>Number of one-way monthly members</i>	<i>One-way carshare monthly member count</i>
Additional Notes: <i>Optional</i>	<i>Additional notes (optional)</i>

Bike Share & Scooter Share Programs

Micromobility Fleet Size/Ridership

Micromobility Fleet Type <i>Complete one row per micromobility mode</i>	Fleet Size <i>Number of micromobility devices</i>	Ridership <i>Number of average weekday riders</i>
<i>Select fleet type</i>	<i>Fleet size (count)</i>	<i>Daily ridership</i>
<i>Select fleet type</i>	<i>Fleet size (count)</i>	<i>Daily ridership</i>
<i>Select fleet type</i>	<i>Fleet size (count)</i>	<i>Daily ridership</i>

Additional Project Information

Ridership Year: <i>Year ridership measured (use most recent data available)</i>	<i>Measurement year</i>
Ridership Source: <i>Source of ridership data</i>	<i>Ridership source</i>
Additional Notes: <i>Optional</i>	<i>Additional notes (optional)</i>

Transportation Demand Management/Safe Routes to School Non-Infrastructure Programs

MTC CMAQ Air Quality Calculation Inputs

Version 1.2



New Walking Trips: <i>Number of new walking trips per weekday, replacing SOV trips</i>	<i>New walking trip count</i>
New Biking Trips: <i>Number of new biking trips per weekday, replacing SOV trips</i>	<i>New biking trip count</i>
New Carpool Trips: <i>Number of new carpool trips per weekday, replacing vehicle trips</i>	<i>New carpool trip count</i>
Carpool Ridership: <i>Average number of riders per new carpool</i>	<i>Riders per carpool</i>
Additional Notes: <i>Optional</i>	<i>Additional notes (optional)</i>

Transit Improvements – Roadway

Current Daily Ridership: <i>Average number of current weekday riders</i>	14 Mission: 23,800 daily riders. 14R Mission Rapid: 23,700 daily riders. Combined daily: 47,500
Ridership Year: <i>Year ridership measured (use most recent data available)</i>	2025
Ridership Source: <i>Source of ridership data (NTD preferred)</i>	SFMTA's Transtat (internal data platform)-from automatic passenger counters (APCs), NTD not available for a specific route.
Future Daily Ridership: <i>Projected number of weekday riders</i>	48,300 for the 14 Mission and 14 Mission Rapid, an increase of 800 riders
Daily Revenue Miles: <i>Weekday transit vehicle revenue miles (total)</i>	14: 2,110 miles from Sept/Oct 2025 weekdays. 14R: 2,110 miles from Sept/Oct 2025 weekdays
Project Length: <i>Length of roadway improvements</i>	0.9 miles (1.8 miles both directions)
Current Route Length: <i>Length of current route</i>	7.7 miles (15.4 miles both directions)
Future Route Length: <i>Length of completed route</i>	7.7 miles (15.4 miles both directions)
Additional Notes: <i>Optional</i>	Available data covers Muni transit routes. Other major transit on the segment includes GGT and SamTrans.

Transit Improvements – Rail/Ferry

Parking Spaces Added/Removed: <i>If applicable</i>	<i>Change in parking spaces</i>
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MTC CMAQ Air Quality Calculation Inputs

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Current Daily Ridership: <i>Average number of current weekday riders</i>	<i>Current daily rider count</i>
Ridership Year: <i>Year ridership measured (use most recent data available)</i>	<i>Measurement year</i>
Ridership Source: <i>Source of ridership data (NTD preferred)</i>	<i>Ridership source</i>
Future Daily Ridership: <i>Projected number of weekday riders</i>	<i>Future daily rider count</i>
Description: <i>List elements resulting in service and/or frequency improvements</i>	<i>Description of improvements</i>
Additional Notes: <i>Optional</i>	<i>Additional notes (optional)</i>

Transit Improvements – Station

Parking Spaces Added/Removed: <i>If applicable</i>	<i>Change in parking spaces</i>
New Stop Count: <i>Number of new bus bays/stops, rail platforms</i>	<i>New bus stop/bay, rail platform count</i>
Roadway Improvements: <i>List roadway improvements, including intersection improvements, added turn lanes, new capacity, and length</i>	<i>Description of roadway improvements</i>
Active Transportation Improvements: <i>List bicycle/pedestrian access improvements, including length of new path if applicable</i>	<i>Description of bicycle/pedestrian improvements</i>
Additional Notes: <i>Optional</i>	<i>Additional notes (optional)</i>

Transit Fleet Expansion

Current Daily Ridership: <i>Average number of current weekday riders</i>	<i>Current daily rider count</i>
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MTC CMAQ Air Quality Calculation Inputs

Version 1.2



Ridership Year: <i>Year ridership measured (use most recent data available)</i>	<i>Measurement year</i>
Ridership Source: <i>Source of ridership data (NTD preferred)</i>	<i>Ridership source</i>
Future Daily Ridership: <i>Projected number of weekday riders</i>	<i>Future daily rider count</i>
Additional Vehicles:	<i>Number of new vehicles</i>
Daily Service Miles: <i>Weekday transit vehicle revenue miles per vehicle</i>	<i>Daily service miles per vehicle</i>
Engine Type:	<i>Vehicle engine type</i>
Additional Notes: <i>Optional</i>	<i>Additional notes (optional)</i>

Zero-Emissions Transit Fleet Replacement

Vehicles Replaced:	<i>Number of new vehicles</i>
Daily Service Miles: <i>Weekday transit vehicle revenue miles per vehicle</i>	<i>Daily service miles per vehicle</i>
Existing Engine Type:	<i>Existing engine type</i>
Replacement Engine Type:	<i>Replacement engine type</i>
Additional Notes: <i>Optional</i>	<i>Additional notes (optional)</i>

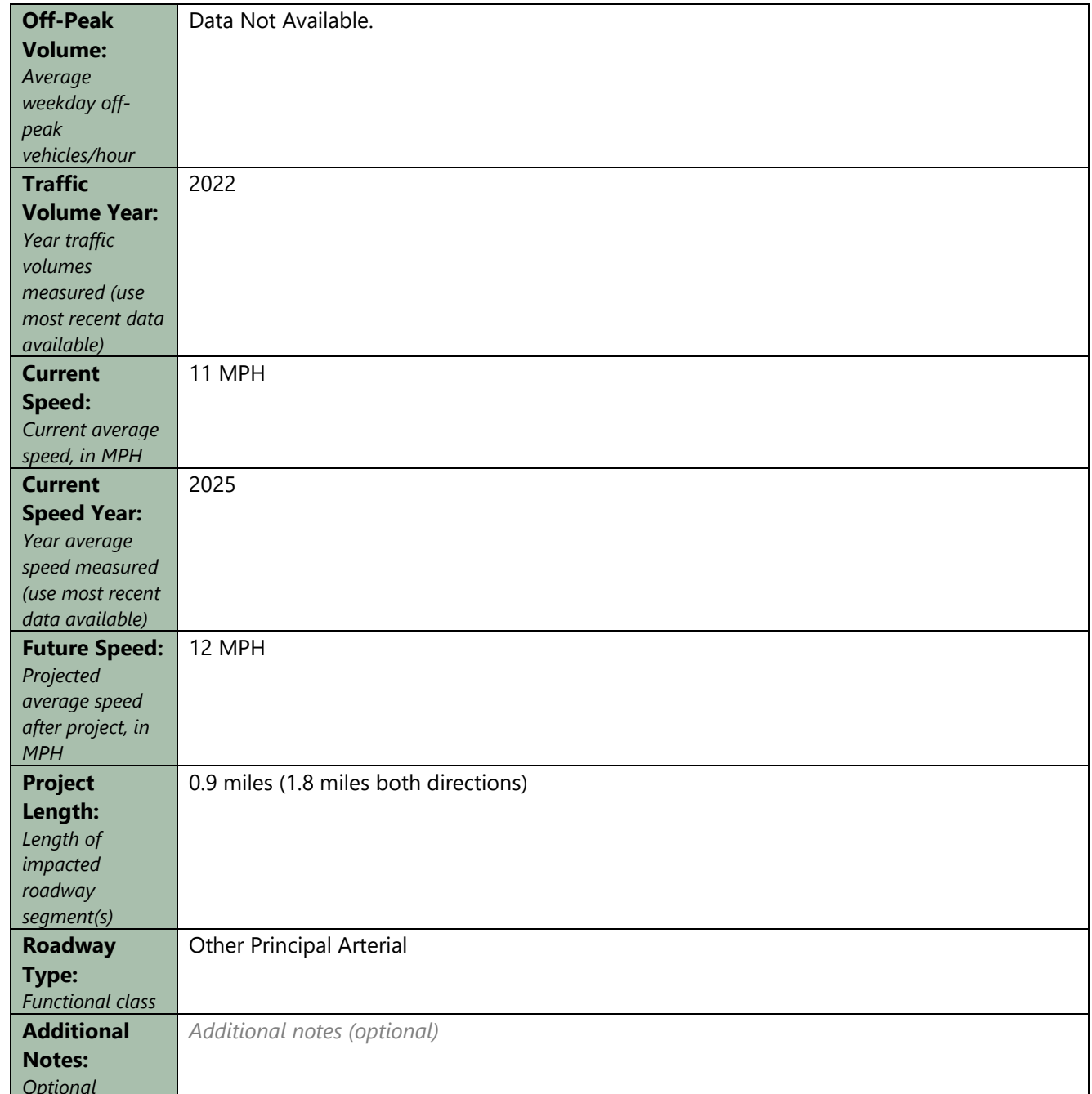
Electric Vehicle Charging Stations

Station Type:	<i>Charging station type</i>
Station Count:	<i>Charging station count</i>
Additional Notes: <i>Optional</i>	<i>Additional notes (optional)</i>

Traffic Signal Synchronization

AM Peak Volume: <i>Average weekday AM peak hour vehicles/hour</i>	On Mission (east of 1st St): 540 vehicles/hr
PM Peak Volume: <i>Average weekday PM peak hour vehicles/hour</i>	On Mission (east of 1st St): 550 vehicles/hr

Version 1.2



Existing Turn Percentages

[illegible]

MTC CMAQ Air Quality Calculation Inputs

Version 1.2



Roundabout Entry Lanes

Proposed Roundabout Approach <i>Complete one row per proposed approach</i>	Entry Lane Count
<i>Approach</i>	<i>Number of lanes</i>
<i>Approach</i>	<i>Number of lanes</i>
<i>Approach</i>	<i>Number of lanes</i>
<i>Approach</i>	<i>Number of lanes</i>
<i>Approach</i>	<i>Number of lanes</i>
<i>Approach</i>	<i>Number of lanes</i>

Additional Project Information

Average Daily Volume: <i>Average annual daily traffic volume (AADT), both directions</i>	<i>Average annual daily traffic volume</i>
Truck Percentage: <i>If applicable</i>	<i>Truck percentage</i>
AM Peak Delay: <i>Average weekday AM peak hour intersection delay seconds/vehicle</i>	<i>AM peak delay per vehicle</i>
PM Peak Delay: <i>Average weekday PM peak hour intersection delay seconds/vehicle</i>	<i>PM peak delay per vehicle</i>
Off-Peak Delay: <i>Average weekday off-peak hour intersection delay seconds/vehicle</i>	<i>Off-peak delay per vehicle</i>
Measurement Year: <i>Year traffic volume, composition, delay measured (use most recent data available)</i>	<i>Measurement year</i>
Roadway Type: <i>Functional class</i>	<i>Roadway type</i>
Circulating Lanes: <i>Proposed number of circulating lanes</i>	<i>Number of circulating lanes</i>
Additional Notes: <i>Optional</i>	<i>Additional notes (optional)</i>

Intersection Improvements

Project Area Types

Urban/Rural <i>Select one option</i>	Business District <i>Select one option</i>
☒ Urban ☐ Rural	☒ Business District ☐ Not a Business District

MTC CMAQ Air Quality Calculation Inputs

Version 1.2



Intersection Signalization

Existing/ Proposed	Signalization <i>Select as applicable</i>	Turn Phases <i>Select as applicable</i>
Existing:	☒ Signalized ☐ Unsignalized	☒ Left turn phase ☒ Right turn phase
Propose:	☒ Signalized ☐ Unsignalized	☒ Left turn phase ☒ Right turn phase

Additional Project Information

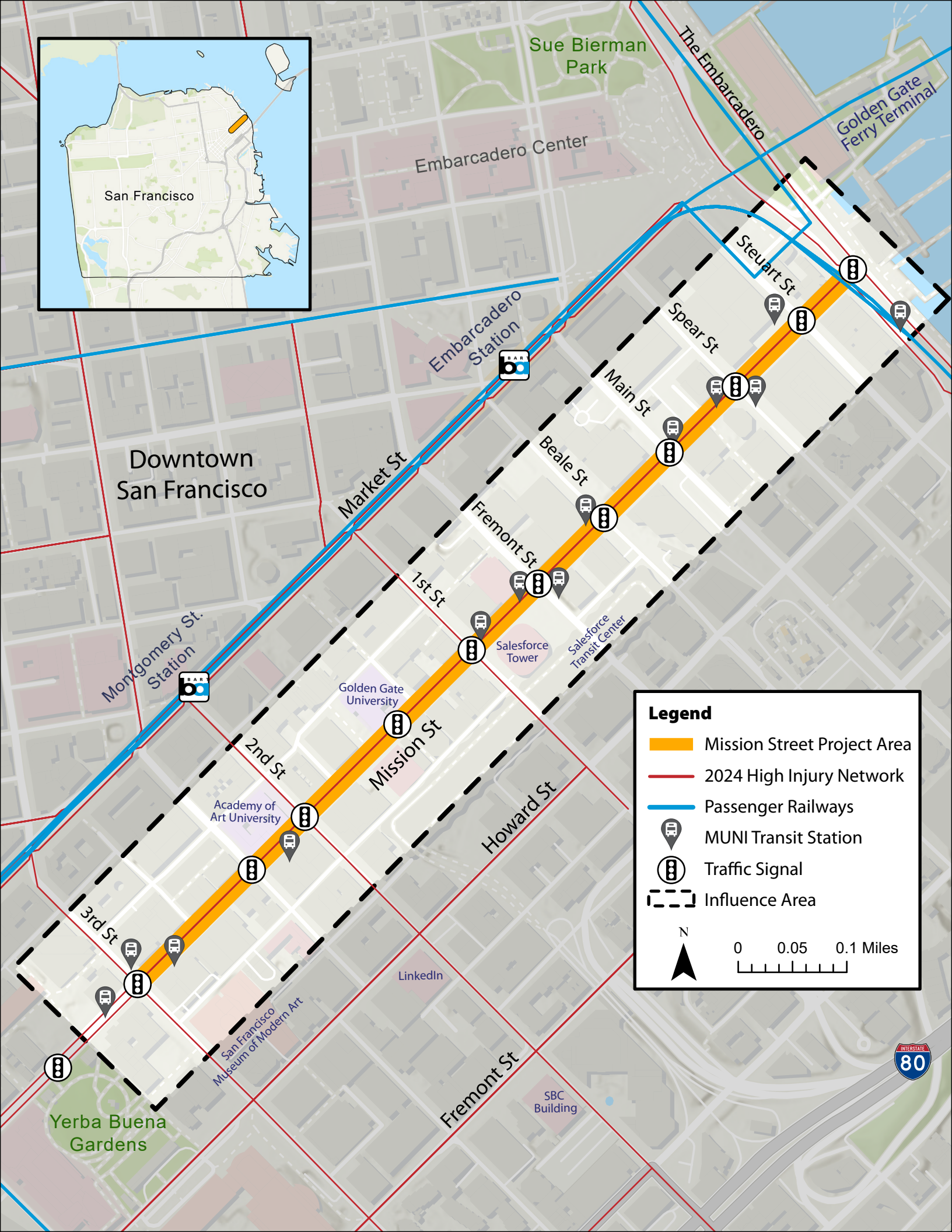
Daily Peak Hours: <i>AM and PM</i>	2
Peak Hour Volume: <i>Average weekday peak hour vehicles/hour, both directions</i>	On Mission (east of 1st St): 545 vehicles/hr~30% EB, 70% WB
Truck Percentage: <i>If applicable</i>	Average of 14% for Mission east of 1st
Existing Delay: <i>Average weekday intersection delay seconds/vehicle</i>	Data Not Available.
Measurement Year: <i>Year traffic volume, composition, delay measured (use most recent data available)</i>	2022
Proposed Signal Time: <i>Cycle length (seconds)</i>	90 seconds (same as existing)
Green Time Ratio: <i>Ratio of green time per cycle time</i>	Average of 0.40 for Mission east of 1st
Left Turn Lanes Added: <i>Number added, single direction</i>	0
Additional Notes: <i>Optional</i>	<i>Additional notes (optional)</i>

Revisions

Version 1.0 (6/28/2022): initial publication

Version 1.1 (7/22/2022): document updated to add Transportation Demand Management/Safe Routes to School Non-Infrastructure Programs section, make accessibility modifications to tables

Version 1.2 (11/29/2022): background and instructions updated for generic use by project sponsors applying for and/or receiving CMAQ funding from MTC, regardless of grant cycle or project status



Legend

- Mission Street Project Area
- 2024 High Injury Network
- Passenger Railways
- MUNI Transit Station
- Traffic Signal
- Influence Area

N

0 0.05 0.1 Miles

ATP Maps & Summary Data

The tool is designed to support the California Active Transportation Program (ATP), as well as active transportation users and practitioners throughout California. The tool utilizes interactive crash maps to allow users to track and document pedestrian and bicycle crashes and generate data summaries within specified project and/or community limits.

Step 1: Select a County/City, Bike/Ped, Severity, and Years

County: San Francisco

City: San Francisco

Include 1 mile buffer outside of selected County/City: No

Include State Highway Related Crashes: Yes

Involved With: Pedestrian and Bicycle

Crash Severity: Fatal, Serious Injury, Other Visible Injury, and Complaint of Pain

Year: 2019 - 2024

Crash Summary for initial parameters defined above:

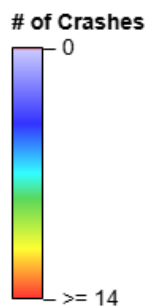
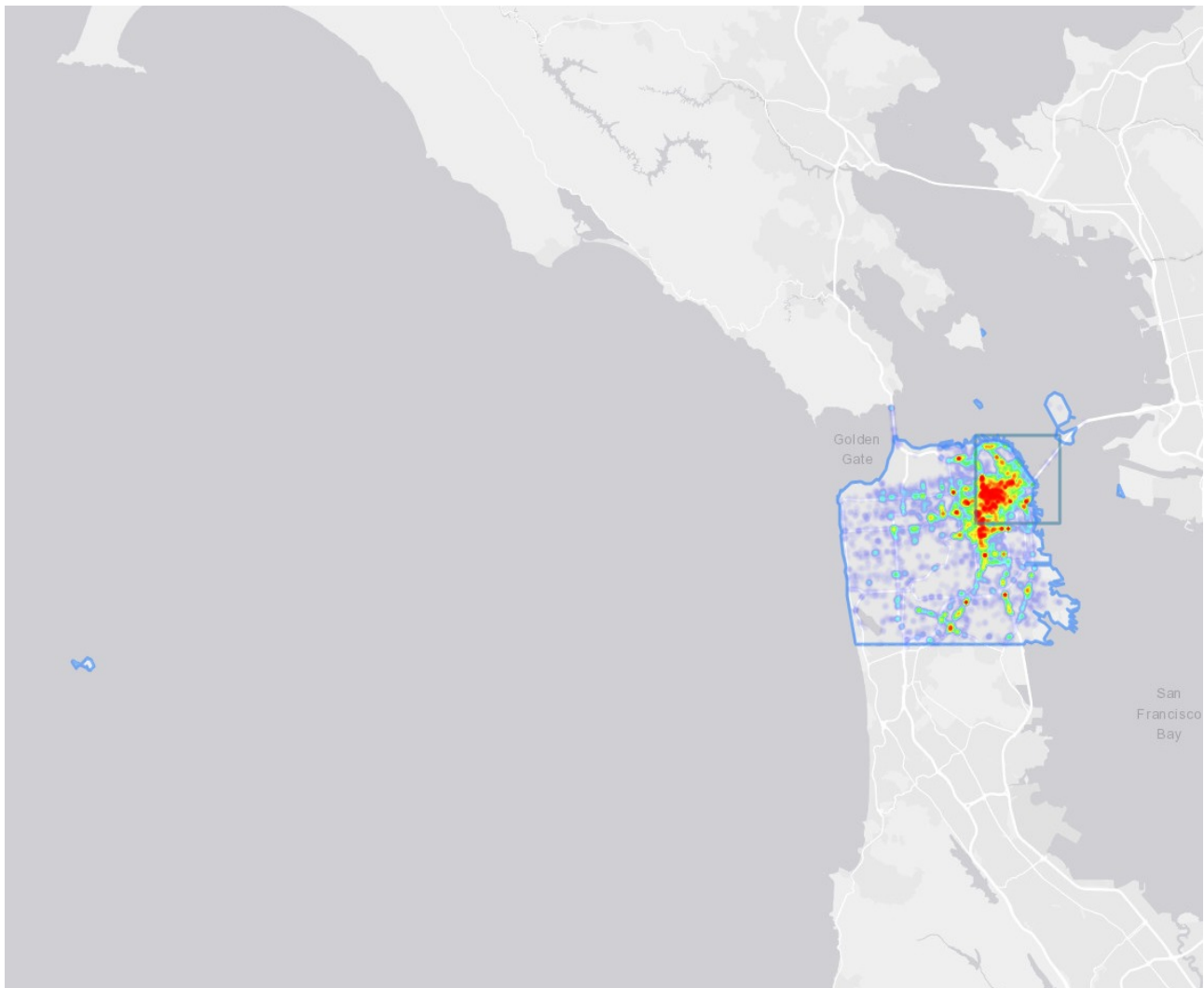
Number of Crashes by Crash Severity

Involved With	Fatal	Serious Injury	Visible Injury	Complaint of Pain	Total
Bicycle	11	282	1161	1153	2607
Pedestrian	108	555	1253	1858	3774

County/City Heat Map:

Step 2: Identify your project area to develop a more localized Community Heat Map

Select the size of your proposed project limits: Less than 3 miles across.

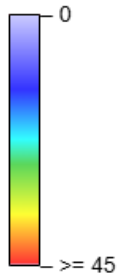


Community Heat Map:

Step 3: Draw the project boundaries to get detailed crash data summaries and map



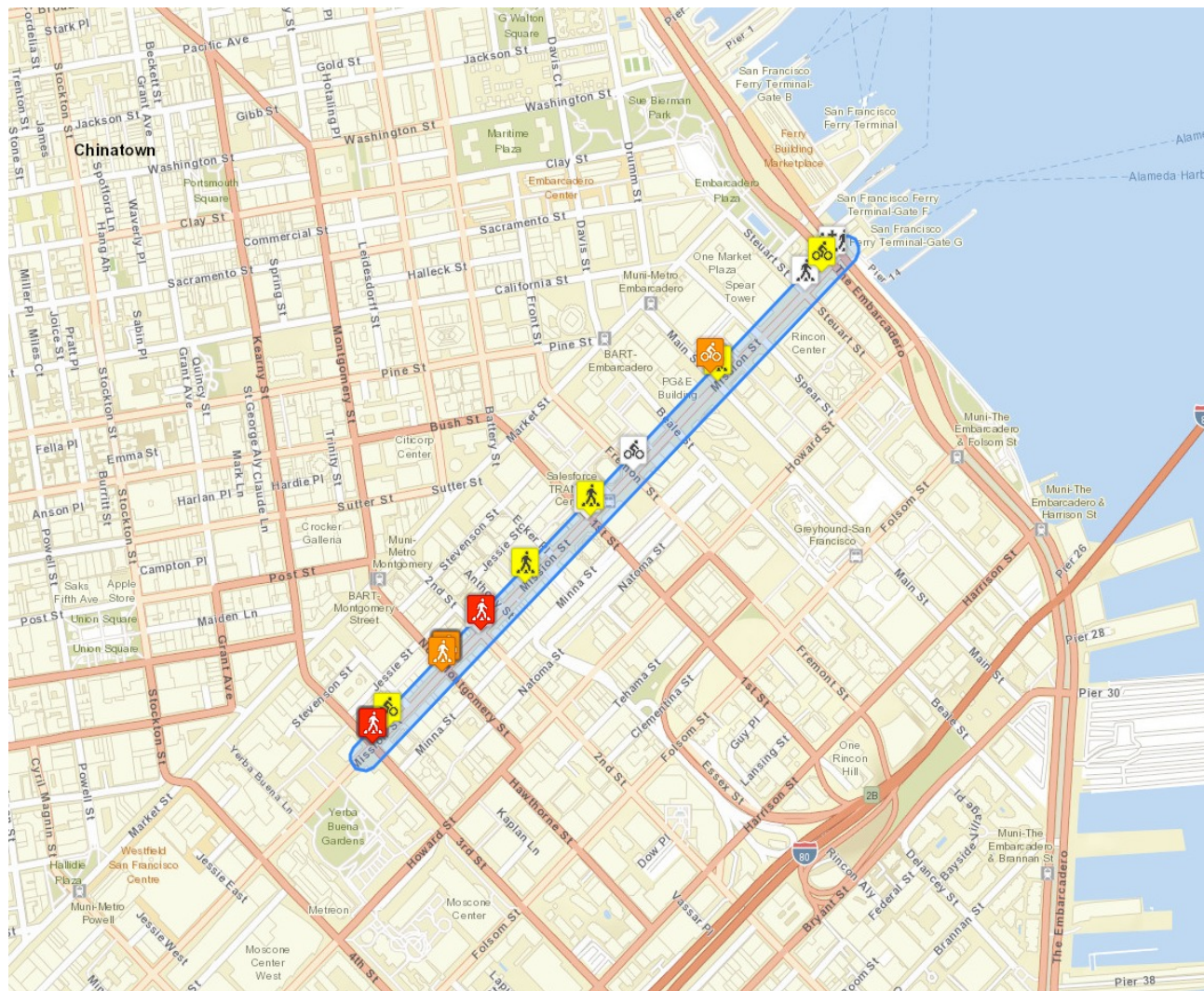
of Crashes



The heat map intensity scale is custom generated for the selected community.

Project Area Crash Map: 31 total crashes.

Step 4: Review the project-specific crash map



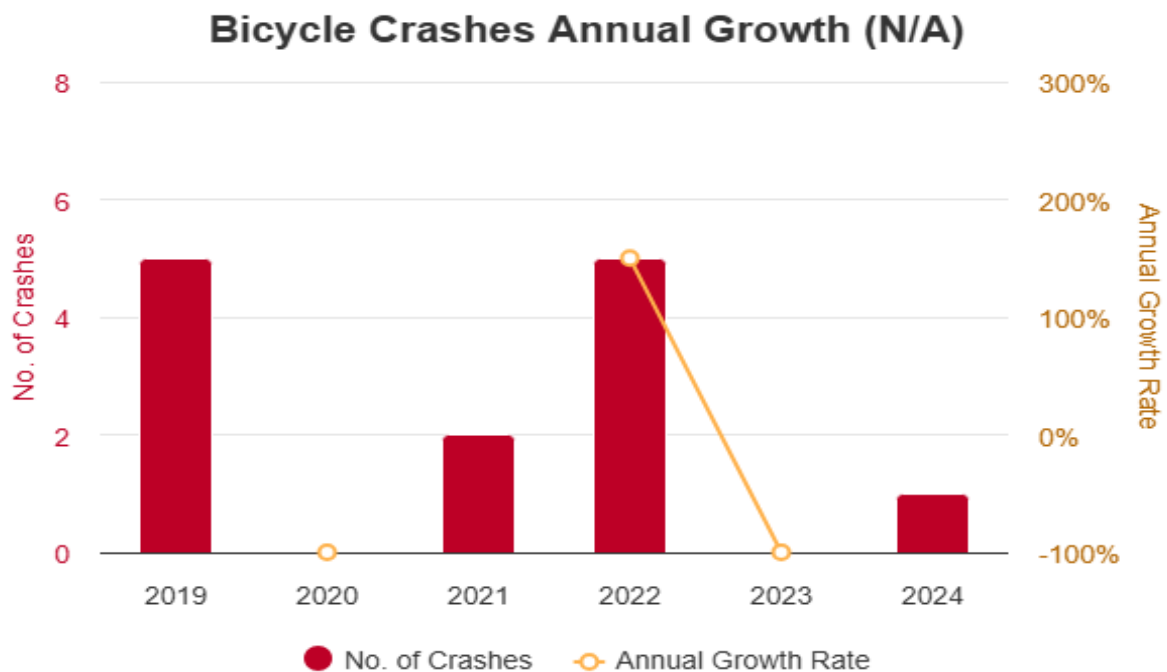
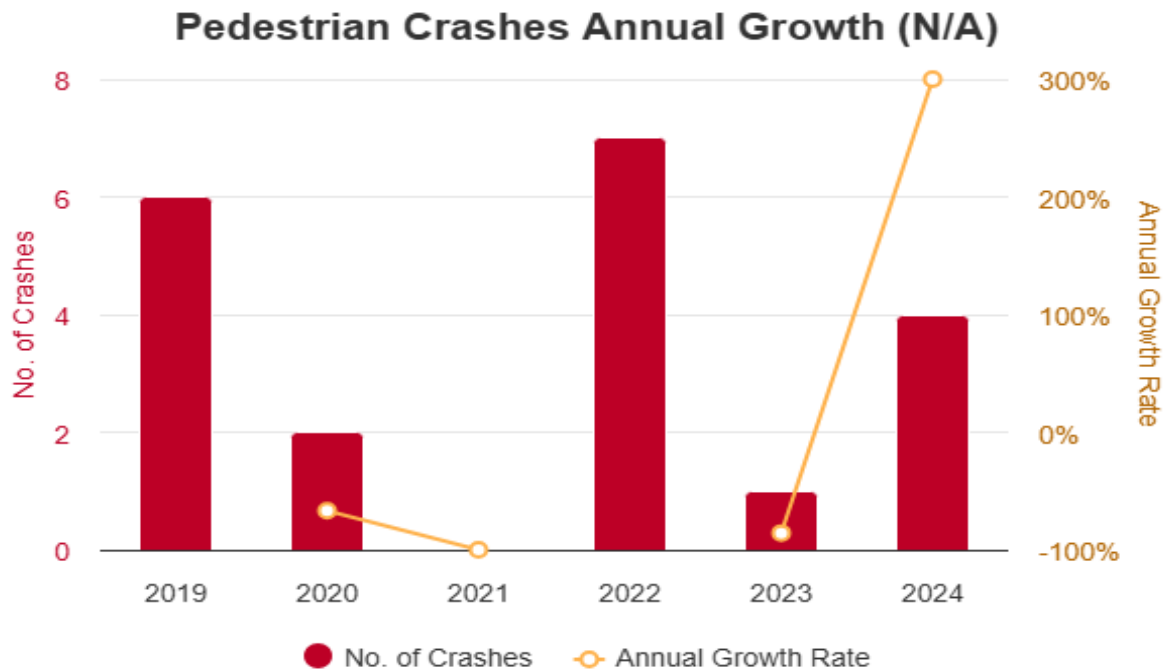
Crash Severity

- Fatal
- Serious Injury
- Other Visible Injury
- Complaint of Pain

Step 5: Review the crash summary data, graphs and tables provided.

Summary Results

Involved With	Fatal	Serious Injury	Visible Injury	Complaint of Pain	Total
Bicycle	0	2	5	6	13
Pedestrian	2	1	7	10	20



Crash List

CASE ID	Date	Time	Primary Rd	Secondary Rd	Dist & Dir from Int.	Bike	Ped	Killed	Injured
8809309	01/07/2019	10:38	Mission St	1st St	25 ft West	Yes	No	0	1
8845801	03/04/2019	20:53	Mission St	3rd St	At Int	Yes	No	0	1
8858005	04/22/2019	23:15	Mission St	2nd St	22 ft West	No	Yes	0	1
8900786	06/11/2019	22:01	Mission St	Main St	At Int	No	Yes	0	1
8919687	07/14/2019	14:50	Steuart St	Mission St	At Int	No	Yes	0	1
8919628	07/17/2019	18:25	Mission St	The Embarcadero	90 ft West	Yes	No	0	1
8919741	07/23/2019	17:09	Mission St	New Montgomery St	38 ft West	No	Yes	0	1
8936688	08/06/2019	12:30	Mission St	Shaw Aly	128 ft West	No	Yes	0	1
8981603	11/08/2019	18:17	Main St	Mission St	57 ft North	Yes	No	0	1
8981421	11/14/2019	11:38	Mission St	New Montgomery St	At Int	Yes	Yes	0	1
9087201	03/23/2020	10:18	Mission St	3rd St	At Int	No	Yes	0	1
9211767	12/31/2020	15:58	2nd St	Mission St	At Int	No	Yes	2	1
9253281	03/24/2021	08:06	2nd St	Mission St	At Int	Yes	No	0	1
9343089	06/30/2021	13:45	Mission St	Fremont St	At Int	Yes	No	0	1
9405079	01/15/2022	20:31	3rd St	Mission St	At Int	Yes	No	0	1
9409608	01/27/2022	13:21	New Montgomery St	Mission St	At Int	Yes	No	0	1
9425289	03/02/2022	01:23	Mission St	New Montgomery St	At Int	No	Yes	0	1
9437553	04/11/2022	16:26	Mission St	Main St	At Int	No	Yes	0	1
9320932	05/22/2022	16:32	3rd St	Mission St	At Int	No	Yes	2	2
9483466	07/15/2022	10:23	Mission St	3rd St	At Int	No	Yes	0	1
9483590	07/15/2022	16:29	New Montgomery St	Mission St	At Int	Yes	No	0	1
9503108	08/10/2022	15:03	Mission St	New Montgomery St	At Int	No	Yes	0	1
9506345	09/02/2022	21:10	Embarcadero	Mission St	At Int	Yes	Yes	0	1
9543179	12/07/2022	20:08	3rd St	Mission St	At Int	No	Yes	0	1
9543250	12/08/2022	12:25	Mission St	3rd St	120 ft East	Yes	No	0	1
9635993	12/23/2023	15:10	3rd St	Mission St	At Int	No	Yes	0	1
9691141	02/28/2024	08:39	1st St	Mission St	At Int	No	Yes	0	1
9677002	04/20/2024	21:37	Mission St	2nd St	At Int	No	Yes	0	1
9748120	10/01/2024	09:46	Mission St	New Montgomery St	At Int	No	Yes	0	1
9768627	12/10/2024	10:28	Mission St	New Montgomery St	At Int	Yes	No	0	1
9768604	12/11/2024	16:17	3rd St	Mission St	At Int	No	Yes	0	1



THE EAST CUT

June 10, 2026

Tilly Chang
Executive Director
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Re: Support for One Bay Area Grant Cycle 4 County Program for San Francisco

Dear Ms. Chang,

I am writing on behalf of The East Cut Community Benefit District (The East Cut CBD) to express our strong support for San Francisco Public Works' OBAG application requesting funding for the implementation of streetscape improvements along Mission Street from Embarcadero to 3rd Street, of which eighty percent is within the East Cut neighborhood.

The East Cut CBD is a 501(c)(3) non-profit corporation supported by over 5,000 property owners in the East Cut neighborhood. The East Cut CBD provides cleaning and safety services 24 hours a day, 7 days a week, 365 days per year. The CBD also delivers community programming and placemaking and works with property managers and the City to make the public realm more enjoyable for all. Given that, our organization has a vested interest in projects like the Mission Street Safety Improvements Project.

The grant funding would be used for the construction phase of the Mission Street Safety Improvements Project, which includes crucial transit and pedestrian improvements that would advance the neighborhood's quality of life. Mission Street is intersected by several high-injury network streets, the subset of City streets where over 75% of serious injuries and fatalities occur. Proposed project improvements that will support the City's crucial Vision Zero commitment and will make The East Cut a safer, more livable neighborhood include new transit-only lanes, traffic signal improvements, new signal phasing, bulb-outs, curb ramps, pedestrian lights, and corridor beautification.

Lastly, San Francisco Public Works included The East Cut CBD in their planning process, which ensured the community's input was considered and incorporated into the final design proposal.

Sincerely,

Andrew Robinson
Executive Director

528 Folsom Street
San Francisco
CA 94105

415.543.8223
info@theeastcut.org
theeastcut.org

Robbie Silver
President & CEO

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Glenn Good Group

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Tishman Speyer

May 12th, 2026

San Francisco County Transportation Authority
One Bay Area Grant Program
1455 Market Street, 22nd Floor
San Francisco, CA 94103

**RE: Letter of Support – One Bay Area Grant Program Application
Mission Street Safety Improvements Project**

Dear SFCTA One Bay Area Grant Program reviewers,
Downtown SF Partnership submits this letter in support of San Francisco Public Works' (SFPW) application to the One Bay Area Grant (OBAG) Program for funding the Mission Street Safety Improvements Project and urges SFCTA to include this project in its OBAG 4 San Francisco Project Nominations to the Metropolitan Transportation Commission (MTC).

Mission Street, between The Embarcadero and 3rd Street, is a critical multimodal corridor serving residents, employees, visitors, and transit users in downtown San Francisco and the South of Market area. This corridor carries some of the City's highest volumes of pedestrian and transit activity and intersects multiple streets on San Francisco's Vision Zero High Injury Network, where a disproportionate share of severe and fatal crashes occur. Improving safety along this segment of Mission Street is essential to reducing serious injuries and fatalities and advancing the City's Vision Zero commitment.

The proposed Mission Street Safety Improvements Project will implement corridor-wide safety, accessibility, and mobility upgrades, including pedestrian bulb-outs, curb ramps, upgraded signals and lighting, transit-only lanes, and streetscape enhancements. These improvements will significantly enhance safety and comfort for people traveling by all modes, while improving transit performance and reliability on one of San Francisco's most heavily used transit corridors. The project directly supports OBAG objectives related to equity, climate action, safety, mode shift, and access to opportunity.

This project builds upon years of planning and community engagement through the Transit Center District Plan (TCDP) and the South Downtown Design and Activation (SODA) process, reflecting extensive coordination among City agencies, community benefit districts, and neighborhood stakeholders. The proposed improvements directly respond to documented safety concerns and are designed to support a dense, mixed-use district with a high share of households that rely on walking, bicycling, and transit as their primary modes of travel. The project also advances the goals of Plan Bay Area by concentrating investment in a Priority Development Area with exceptional access to regional transit.

Downtown SF Partnership coordinates regularly with SFPW and other local, regional, and state partners on transportation planning, emergency response, and infrastructure delivery. SFPW has demonstrated technical capacity and experience delivering complex transportation projects and administering state and federally funded programs in compliance with applicable requirements.

Downtown SF Partnership supports SFPW's OBAG application for the Mission Street Safety Improvements Project and urges the San Francisco County Transportation Authority to give this application full and favorable consideration.

Sincerely,



Robbie Silver – President & CEO
Downtown SF Partnership



Yerba Buena Partnership
149 Natoma St, FL 2
San Francisco, CA 94105
(415) 919-4049

May 6, 2026

San Francisco County Transportation Authority
One Bay Area Grant Program
1455 Market Street, 22nd Floor
San Francisco, CA 94103

**RE: Letter of Support – One Bay Area Grant Program Application
Mission Street Safety Improvements Project**

Dear SFCTA One Bay Area Grant Program reviewers,

Yerba Buena Partnership submits this letter in support of San Francisco Public Works' (SFPW) application to the One Bay Area Grant (OBAG) Program for funding the Mission Street Safety Improvements Project and urges SFCTA to include this project in its OBAG 4 San Francisco Project Nominations to the Metropolitan Transportation Commission (MTC).

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Yerba Buena Partnership coordinates regularly with SFPW and other local, regional, and state partners on transportation planning, emergency response, and infrastructure delivery. SFPW has demonstrated technical capacity and experience delivering complex transportation projects and administering state and federally funded programs in compliance with applicable requirements.

Yerba Buena Partnership supports SFPW's OBAG application for the Mission Street Safety Improvements Project and urges the San Francisco County Transportation Authority to give this application full and favorable consideration.

Sincerely,

A handwritten signature in black ink that reads "Scott Rowitz". The signature is fluid and cursive, with the first letters of "Scott" and "Rowitz" being capitalized and prominent.

Scott Rowitz
Executive Director
Yerba Buena Partnership
scott@yerbabuena.org