

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).

This project is the 2nd priority out of the two applications submitted by SFPW, with the first priority being the Mission Street Safety Project.

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 project targets corridors with well-documented safety challenges, as all six project locations are on or near San Francisco's Vision Zero High Injury Network (HIN), including two project intersections at the junction of HIN corridors and all remaining locations (except for Sutter Street/Powell Street) located along an HIN roadway. Given that 75% of severe injury and fatal crashes occur on just 13% of city streets, the HIN represents a critical city infrastructure investment focus area.

Crash data from 2016 to 2025 highlights persistent safety concerns at the project intersections. During this period, 60 injury crashes were recorded, including four severe injury crashes. Notably, over one-third of crashes involved a pedestrian, and 10% involved a bicyclist, meaning nearly half of all crashes involved vulnerable road users. Among pedestrian crashes, the majority occurred while crossing in marked crosswalks, and in 72% of vehicle-pedestrian collisions, drivers were turning and failed to yield the right-of-way, underscoring risks even in places of perceived safety.

These crash patterns reflect safety concerns along dense downtown corridors with a myriad of adjacent activity generators, reinforcing the need for targeted improvements. Without improvements, those relying on walking and biking to reach their destinations continue to face severe risks to their health and safety.

The project addresses safety concerns, completing gaps in accessible routes on priority corridors by updating non-compliant curb ramps to meet ADA guidelines and adding Accessible Pedestrian Signals (APS) to provide audible crossing cues for blind and low-vision users. The project directly supports a “Safe Streets” action in the Vision Zero SF 2021 Action Strategy flagged in conjunction with SFMTA under “improving visibility & reducing conflicts for vulnerable road users” by contributing to the goal of upgrading 40% of signals on the HIN with APS.

Importantly, all six project locations are within Equity Priority Communities, and accessibility-focused safety enhancements target two particularly vulnerable populations (older adults and people with disabilities). According to the 2024 American Community Survey 5-Year Estimates, more than one in ten San Franciscans reports a disability (over 98,000 people), and almost half of the people with disabilities are under age 65. The most commonly reported obstacles this population faces include challenges in mobility, such as difficulty walking or climbing stairs. The Vision Zero SF 2021 Action Strategy identifies older adults and people with disabilities as vulnerable populations disproportionately impacted by severe injury and fatal crashes, noting that seniors account for 25% of pedestrian deaths while comprising only 15% of the population. Curb ramp upgrades and the addition of APS directly address accessibility needs for these priority populations.

Furthermore, the San Francisco Transportation Plan 2050 connects the dots between Vision Zero and the city’s investment plan, underscoring an OBAG County Program consideration to maintain a state of good repair through the 2050 Plan’s aim to “invest to maintain transportation infrastructure in overall good condition and reduce the maintenance backlog to improve safety and reliability.” Project improvements directly respond to community-supported safety requests and provide upgrades along critical routes for residents of all ages and abilities to access services, transit, and daily destinations.

Please see the attached Excel file titled “Access for All Curb Project Locations Crash Data” for a 2016-2025 detailed crash data breakdown at all six project intersections. Overall, the project addresses documented crash patterns on HIN corridors, delivering targeted safety improvements focused on protecting vulnerable road users.

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](#).

This project supports the goals of SFMTA’s Muni Forward program, particularly those related to improved connections to regional transit. The program prioritizes improvements along high-ridership transit corridors, with an emphasis on providing accessible pedestrian infrastructure to ensure equitable first/last mile access to transit. The project directly responds to these infrastructure needs through installing ADA-compliant curb ramps, high-visibility crosswalks, and signal upgrades incorporating APS.

Muni Forward’s objectives include “make transit more accessible,” noting that access to stops may be a critical missing link in a successful rider experience, particularly for people with disabilities and older

adults. The program focuses on core downtown routes, as do the latest transit priority projects, many of which align with project area corridors (including Geary Street, Clay Street, and California Street).

By upgrading curb ramps and improving crossing accessibility, the project directly supports pedestrian access improvements that ensure that riders (including people with disabilities, seniors, and those with limited mobility) can safely reach transit stops along Rapid Network corridors such as the 38 Geary Rapid and 1 California, which provide frequent, high-capacity service in the project area and form part of the backbone of the Muni system.

The project also reinforces the effectiveness of existing transit-focused treatments by improving access to intersections equipped with transit signal priority and signal timing improvements, to help buses and trains move more efficiently and reduce travel times. By improving multimodal safety at priority corridor crossings, the project complements these investments and enhances transit stop accessibility.

In addition, the project supports connectivity to the broader regional transit network by improving first/last mile access to downtown transit hubs, including Powell Street BART/Muni Station and multiple high-frequency Muni routes, which together serve as a central transfer point for local and regional travel. Muni Forward emphasizes that transit accessibility depends not only on service improvements but also on safe and convenient access to and from transit stops. By removing accessibility barriers at intersections, the project strengthens the performance and usability of existing transit investments while expanding equitable access to the region's core transit 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 proposed curb ramp improvements are located at key downtown intersections that directly serve a dense cluster of community destinations in the Tenderloin, Chinatown, and Union Square/Financial District areas. These intersections provide critical pedestrian access to major civic and community-serving sites, frequented by residents and visitors alike, including families with children. Notable nearby destinations include Portsmouth Square (an important community gathering place in Chinatown), Union Square Plaza and adjoining park space (featuring art installations and a popular tourist attraction), St. Mary's Square (including park space with a playground), and educational facilities/afterschool care serving a variety of age groups, such as the TNDC Tenderloin After-School Program (TASP), TKS (The Knowledge Society) tailored to teens, École Notre Dame Des Victoires TK-8 school, and the EC San Francisco English Language School.

The project also improves access to community hubs and social service sites such as the YMCA Chinatown, Chinatown/Him Mark Lai Branch Library, Cameron House (providing youth services), and senior-serving resources such as the Self-Help for the Elderly center and American Asian Elderly Society. Ramp location corridors provide access to community centers such as the Chinatown Community Development Center and Southeast Asian Development Center, the latter of which offers youth development services, physical and mental health services, and employment support. Other health services providers are concentrated along the Montgomery Corridor, where two project sites are located, including Boston Men's Health Center, and multiple primary care clinics.

In addition, the project enhances access to other essential services and affordable housing sites concentrated along the Geary, Powell, and Kearny corridors, while improving pedestrian connections to Powell Street BART/Muni Station and multiple high-frequency transit routes. Many of the destinations highlighted above serve populations that rely heavily on walking and transit, including older adults, youth, people with disabilities, and low-income residents.

By upgrading curb ramps and improving crossing accessibility at these intersections, the project removes barriers to safe and independent travel for people of all ages, enabling more reliable access to parks, schools, community centers, healthcare providers, and senior services. The project enables a more continuous and ADA-compliant pedestrian network in the downtown core, supporting equitable access to community resources and improving connectivity between neighborhoods and key destinations.

See the Project Overview Map attached for a visual identification of the most prominent of these featured destinations.

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 project team has already advanced coordination initiatives with area construction projects to reduce impacts on the traveling public and achieve cost savings. The City and County of San Francisco's Public Works Street Resurfacing Program and Curb Ramp Program will complete a dual-focused resurfacing and ramp upgrade project at three of the six project intersection locations (Bush/Grant, Eddy/Mason, and Powell/Sutter). The sequencing for this coordination will follow time-tested city strategies for project delivery, with ramp work completed first (two corners under construction at a time), followed by intersection paving, with crosswalk restriping following. The two programs will coordinate on the construction advertisement in Fall 2027 and complete all planned work within the two-year construction window of Summer 2028 to Summer 2030. This programmatic partnership allows for the delivery of a fully reconstructed intersection within this project's lifecycle.

In addition, for all six project locations, Curb Ramp Program staff already solicited a Notice of Intent (NOI) in May 2026 (see attachments) to all city agencies and private utility agencies to allow for area project design coordination, ensure existing facilities are correctly shown, and to address any potential timeline conflicts. The project team will also offer a final opportunity for these agencies to review the project designs at the 90% design milestone, incorporating any additional coordination strategies, as needed.

Furthermore, the six project area intersections dovetail with two critical nearby projects starting construction in the 2026-2027 window. The project team has already ensured there will be no adverse impacts on this project's scope of work. The Hallidie Plaza Project (construction beginning in Summer 2027) will design a safe and vibrant public space adjacent to the Eddy/Mason project intersection, and the Powell Streetscape Project (construction beginning in late 2026) will provide widened sidewalks, trees, seating amenities, and aesthetic improvements adjacent to the Powell/Sutter project intersection.

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)

Curb ramps are a critical component of transportation infrastructure, and inaccessible ramps compromise the integrity of a Complete Streets corridor or prioritized bicycle or pedestrian route. Curb ramp construction, particularly when sub-sidewalk basements are involved, can be complex, requiring substantial technical expertise and significant funding. However, funding for standalone curb ramp improvement projects can be challenging to come by, and such intersection-specific projects often score less favorably than competitor projects of a larger, corridor-level magnitude.

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

Project Name:	Access for All: Downtown Curb Ramp & Access Improvements
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DELIVERY MILESTONES	Status	Work	Start Date		End Date	
Phase	% Complete	In-house, Contracted, or Both	Month	Calendar Year	Month	Calendar Year
Planning/Conceptual Engineering	100%	In-house	Dec	2025	Mar	2026
Environmental Studies (PA&ED)	10%	In-house	Mar	2026	Sept	2027
Design Engineering (PS&E)	10%	In-house	Mar	2026	Sept	2027
Right-of-way	N/A	N/A	N/A	N/A	N/A	N/A
Advertise Construction	0%	In-house	Oct	2027	Nov	2027
Start Construction (e.g. Award Contract)	0%	Contracted	Jun	2028	Jun	2030
Open for Use	0%	N/A	N/A	N/A	N/A	N/A

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

Project Name: Access for All: Downtown Curb Ramp & Access Improvements

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: General Fund	Source of Cost Estimate	
Planning/Conceptual Engineering	\$25,000			\$25,000	PM labor charges	NA
Environmental Studies (PA&ED)	\$15,000			\$15,000	Estimate from previous project	NA
Design Engineering (PS&E)	\$1,200,000			\$1,200,000	Design fee proposals	NA
Right-of-Way	N/A	N/A	N/A	N/A	N/A	N/A
Construction	\$11,340,000	\$10,047,000	\$1,275,000	\$18,000	Engineers estimate	FY2027/2028
TOTAL PROJECT COST	\$12,580,000	\$10,047,000	\$1,275,000	\$1,258,000		*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	\$10,047,000			\$10,047,000
Prop L			\$1,275,000	\$1,275,000
Other: General Fund		\$1,258,000		\$1,258,000
TOTAL	\$10,047,000	\$1,258,000	\$1,275,000	\$12,580,000

Comments

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

PROJECT BUDGET TEMPLATE - CONSTRUCTION

MAJOR LINE ITEM BUDGET FOR CONSTRUCTION

BUDGET SUMMARY (BY AGENCY LABOR BY TASK)

Budget Line Item	Totals	% of contract	Contractor	SFPW
1. Contract	\$8,100,000.00			
<i>General Work Related Items</i>	\$1,620,000.00	20%	\$1,620,000.00	
<i>Curb Ramp Related Items</i>	\$1,377,000.00	17%	\$1,377,000.00	
<i>Structural Related Items</i>	\$3,726,000.00	46%	\$3,726,000.00	
<i>Drainage Related Items</i>	\$1,134,000.00	14%	\$1,134,000.00	
<i>Electrical Related Items</i>	\$243,000.00	3%	\$243,000.00	
2. Construction Management/Support	\$1,620,000.00	20%		\$1,620,000.00
3. Contingency	\$1,620,000.00	20%		\$1,620,000.00
TOTAL CONSTRUCTION PHASE	\$ 11,340,000		\$ 8,100,000	\$ 3,240,000

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:

Access for All: Downtown Curb Ramp & Access Improvements

Project Location:

San Francisco

Project Description:

The project is focused on six key intersections in the Downtown San Francisco core, north of Market Street. These intersections include (from North to South): Clay Street and Montgomery Street, California Street and Montgomery Street, Bush Street and Grant Street, Powell Street and Sutter Street, Geary Street and Kearny Street, and Eddy Street and Mason Street. The project will upgrade 29 curb ramps to ADA compliance (targeted due to the presence of sub-sidewalk basements), add Accessible Pedestrian Signals (APS) push buttons at adjacent traffic signals, and restripe crosswalks (as warranted).

Project Phase(s):

Construction (CON)

Project Mode(s):

Bicycle, Pedestrian

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:

ADA Transition Plan, Vision Zero/Local Roadway Safety Plan/Systemic Safety Analysis Report/Comprehensive Safety Action Plan, City/County General + Specific Area Plans

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

ADA Transition Plan (2008): The City's latest ADA Transition Plan incorporates both a funding commitment and a prioritization matrix that seeks to remove barriers in the public right of way, and approaches sequencing with an equitable lens. The Plan's geospatial proximity priorities are in direct alignment with the project ramp locations, as these are locations with long-standing community requests for barrier removal (nearly 100 over the last three decades), those serving routes to government offices (including the National Park Service and US Securities and Exchange Commission), those serving public facilities (including multiple parks, schools, community centers, and senior centers), those serving transportation (multiple transit stations and Bay Wheels docking stations), and places of public accommodation/employers in a critical business district.

Vision Zero SF Action Strategy (2021): The project addresses locations on or near San Francisco's Vision Zero High Injury Network (HIN), with two of the six project intersections at the juncture of two HIN corridors and all remaining locations except for Sutter Street/Powell Street along an HIN roadway. The Vision Zero SF Action Strategy identifies older adults and people with disabilities as vulnerable populations disproportionately impacted by severe and fatal traffic injuries, noting seniors account for 25% of pedestrian deaths while comprising only 15% of the population. Curb ramp upgrades directly address accessibility needs for these priority populations. The project directly supports a "Safe Streets" action in the Vision Zero SF 2021 Action Strategy flagged in conjunction with SFMTA under "improving visibility & reducing conflicts for vulnerable road users" by contributing to the goal of upgrading 40% of signals on the HIN with APS.

Plan Bay Area 2050+ (2026): The project advances several key strategies in Plan Bay Area 2050+, particularly within the Transportation, Equity, and Climate frameworks. The project supports Strategy T9 (Build a Complete Streets Network) by improving pedestrian infrastructure through the construction of ADA-compliant curb ramps, enhancing connectivity for users of all ages and abilities. The project supports Strategy T2 (Advance Equity in Transportation Investments) by focusing on improvements within Equity Priority Communities (EPCs) and Priority Development Areas (PDAs). Project area neighborhoods, including the Tenderloin and Chinatown, contain high concentrations of residents who rely heavily on walking, transit, and accessible routes. By addressing long-standing accessibility barriers, the project reduces transportation access disparities. The project is consistent with the Plan's "fix-it-first" approach (Strategy T1: Maintain the Existing System), by upgrading non-compliant infrastructure to achieve a state of good repair, and coordinating with the City's Street Resurfacing Program to deliver intersection paving at three project locations. The project supports the Plan's goal of reducing greenhouse gas emissions through promoting mode shift (Strategy T3: Expand Transit Priority and Alternatives to Driving). By improving walking conditions, including access to transit, the project empowers residents to complete local trips without relying on personal vehicles.

San Francisco Transportation Plan 2050 (2022): Connects the dots between Vision Zero and the City's investment plan, underscoring an OBAG County Program consideration to maintain a state of good repair through the 2050 Plan's aim to "invest to maintain transportation infrastructure in overall good condition and reduce the maintenance backlog to improve safety and reliability." Project improvements directly respond to community-supported safety requests and provide upgrades along critical routes for residents of all ages and abilities to access services, transit, and daily destinations.

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 Access for All: Downtown Curb Ramp & Access Improvements project implements design best practices from the Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) and the National Association of City Transportation Officials (NACTO)'s Designing for All Ages & Abilities guidance. Centered around curb ramp upgrades, which are a fundamental component of an accessible street network, this project will provide 29 upgraded ramps at six intersections to ensure ADA compliance and access for those of all ages and abilities.

PROWAG aligns directly with this project scope, given the focus on accessibility enhancements, including curb ramps, Accessible Pedestrian Signals (APS), and crosswalk restriping during intersection resurfacing. PROWAG states: "Curb ramps and detectable warning surfaces are required where a pedestrian circulation path meets a vehicular way." By upgrading the non-compliant curb ramps at six intersections, this project will ensure the accessibility of critical pedestrian circulation paths through the downtown core. In terms of APS, PROWAG states: "All new and altered pedestrian signal heads installed at crosswalks must include accessible pedestrian signals (APS), which have audible and vibrotactile features indicating the walk interval so that a pedestrian who is blind or has low vision will know when to cross the street." This project responds to PROWAG guidance by installing APS on traffic signals adjacent to the project intersections. Furthermore, PROWAG states: "Crosswalks have a pedestrian access route within them and are part of the continuous network of accessible pedestrian facilities required through public rights-of-way." By coordinating with three Resurfacing Program projects to pave the Bush/Grant, Eddy/Mason, and Powell/Sutter intersections in conjunction with this project's ramp-focused upgrades, the project will construct accessible and reconstructed intersections, including restriping crosswalks, as warranted, with overall cost savings.

NACTO's Designing for All Ages & Abilities contextual guidance, though primarily a bicycle facility design document, aligns with the project's emphasis on upgrading street design to serve a diverse user base as well. Curb ramps are a critical component of bicycle facility access, including where cyclists enter/exit the roadway or disembark to reach their final destination or transit stop. Though the project intersections are not on existing bike network facilities, both Sutter Street and California Street are both designated as bike routes, and cyclists, scooter riders, and people using mobility devices are all navigating the street network to access area destinations. NACTO's guide notes the importance of designing for seniors (who may have lower visual acuity), children (who are less visible to drivers), and people with disabilities, all of whom directly benefit from an accessible intersection environment.

Is there a MTC Mobility Hub within the project area?

No

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:

Of the six project locations, two are at the intersection of San Francisco Vision Zero High Injury Network (HIN) corridors, and all remaining locations, except for the Sutter Street/Powell Street intersection, are along an HIN roadway. An analysis of crash data at the project intersections between 2016 and 2025 reinforces the need for safety-focused interventions. Of the 60 injury crashes that occurred at the six project intersections, four were severe.

Crash data records indicate a concerning trend of both bicyclist and pedestrian-involved crashes. 21 of the 60 crashes (over 1/3) involved a pedestrian, and six (10%) involved a bicyclist, amounting to nearly half the crashes in total involving a vulnerable user. These findings reinforce the need for enhancements in the project area, compounded by the high density of activity generators. The majority of pedestrian-involved crashes occurred when the user was crossing in a crosswalk at an intersection, and two of these crashes resulted in severe injuries. Without improvements, those relying on walking and biking to reach their destinations continue to face risky conditions, even in places of perceived safety (such as within marked crosswalks). In the majority of vehicle-pedestrian crashes (72%), the driver was making either a right or left turn and failed to yield right-of-way at the crosswalk when they struck the pedestrian. In these unfortunate circumstances, pedestrians have nowhere to go and may be caught off guard by a vehicle turning into their path.

Overall, the project upgrades will address longstanding barriers and contribute to reducing crash risk by enhancing predictability and safety at high-priority locations identified through community input and data-driven prioritization. First, the project will upgrade non-compliant curb ramps to reduce a barrier to safe access for people with disabilities and those using mobility devices, ensuring baseline accessibility. Secondly, the project will refresh/restripe crosswalks at the three locations where the project team is partnering with the Resurfacing Program to meet the latest design standards and enhance visibility. Thirdly, the project will install APS at adjacent traffic signals, ensuring blind or sight-impaired pedestrians receive adequate audible queues to understand when it is safe to cross.

Infrastructure elements included in this phase of the project:

Updated Crosswalk/Crosswalk Enhancements, Upgrade to Existing Traffic Signal or Other Control Device, Other: Curb Ramp Upgrades, Drainage Upgrades

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:

012501, 011700, 061100

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, Highway and Transportation District), 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 project locations are in transit-rich areas and serve the PH, PM, and CA cable car routes, Muni routes 1, 2, 8, 8AX, 8BX, 30, 30X, 38, 38R, 45, 91, SF, and TBUS. This project supports the goals of SFMTA's Muni Forward program, particularly those related to improved connections to regional transit. The program prioritizes improvements along high-ridership transit corridors and relies on accessible pedestrian infrastructure to ensure equitable first/last mile access to transit.

By upgrading curb ramps and improving crossing accessibility, the project directly supports pedestrian access improvements that ensure that riders (including people with disabilities, seniors, and those with limited mobility) can safely reach transit stops along Rapid Network corridors, providing frequent, high-capacity service in the project area and forming part of the backbone of the Muni system.

The project also reinforces the effectiveness of existing transit-focused treatments by improving access to intersections equipped with transit signal priority and signal timing improvements, to help buses and trains move more efficiently and reduce travel times. By improving multimodal safety at priority corridor crossings, the project complements these investments and enhances transit stop accessibility.

In addition, the project supports connectivity to the broader regional transit network by improving first/last mile access to downtown transit hubs, including Powell Street BART/Muni Station and multiple high-frequency Muni routes, which together serve as a central transfer point for local and regional travel. Muni Forward emphasizes that transit accessibility depends not only on service improvements but also on safe and convenient access to and from transit stops. By removing accessibility barriers at intersections, the project strengthens the performance and usability of existing transit investments while expanding equitable access to the region's core transit network.

The project will include 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 maintaining access to stops wherever feasible (only two ramps per intersection will be upgraded at a time), providing temporary stop relocations if 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:	Access for All: Downtown Curb Ramp & Access Improvements
Location: <i>County</i>	San Francisco
Funding Request: <i>CMAQ amount</i>	\$10,047,000
Completion Year:	2030
General Notes: <i>Optional</i>	This project will upgrade 29 curb ramps to ADA compliance (targeted due to the presence of sub-sidewalk basements), add Accessible Pedestrian Signal (APS) push buttons at adjacent signals, and restripe crosswalks (as warranted), at six key intersections in the Downtown San Francisco core north of Market Street. Ramp upgrades at three of the six sites will be paired with planned resurfacing to deliver intersection paving improvements. The project will enhance pedestrian safety, remove accessibility barriers, and improve first/last mile access to high-frequency transit services, including Muni bus/light rail and regional BART connections. The project is located within a dense, transit-rich, and Equity Priority Community area, where improved pedestrian connectivity is expected to increase walking and transit use while reducing short vehicle trips.

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>
Select facility type	Project length	Total facility length (incl. project)
Select facility type	Project length	Total facility length (incl. project)
Select facility type	Project length	Total facility length (incl. project)
Select facility type	Project length	Total facility length (incl. project)

Crossing County/Type

Crossing Type <i>Complete one row per crossing type</i>	Crossing Count
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MTC CMAQ Air Quality Calculation Inputs

Version 1.2



At-Grade Crossing	1 crosswalk restriped at Bush Street/Grant Street intersection with Resurfacing Program project paving (including 8 upgraded curb ramps)
At-Grade Crossing	1 crosswalk restriped at Eddy Street/Mason Street intersection with Resurfacing Program project paving (including 4 upgraded curb ramps)
At-Grade Crossing	1 crosswalk restriped at Powell Street/Sutter Street intersection with Resurfacing Program project paving (including 2 upgraded curb ramps)

Additional Project Information

Bike Station Count: <i>Number added</i>	0
Roadway Type: <i>Functional class, for on-street facilities</i>	Varies: Other Principal Arterial (Montgomery, Clay, Bush, Geary, Kearny), Minor Arterial (California, Sutter, Mason), Major Collector (Powell, Eddy), Local (Grant)
Roadway Lanes: <i>Both directions</i>	Ranges from 2-4 lanes
Posted Speed Limit: <i>MPH</i>	Ranges from 20-25 mph
Daily Traffic: <i>Average annual daily traffic volume (AADT), both directions</i>	Clay Street and Montgomery Street: No recent AADT counts are available. However, a two-hour (7-9 a.m.) count from 4/19/17 tallied 1,305 vehicles on Clay Street Eastbound and 2,270 vehicles on Montgomery Street Southbound. California Street and Montgomery Street: No recent AADT counts are available. However, a two-hour (7-9 a.m.) count from 4/19/17 tallied 1,302 vehicles on California Street Eastbound and 1,608 vehicles on Montgomery Street Southbound. Bush Street and Grant Street: A 24-hour ADT count from 5/7/19 tallied 16,165 vehicles on Bush Street Eastbound between Grant Street and Kearny Street. Powell Street and Sutter Street: No recent AADT counts are available. However, a two-hour (7-9 a.m.) count from 4/13/17 tallied 787 vehicles on Sutter Street Westbound, 233 vehicles on Powell Street Northbound, and 296 vehicles on Powell Street Southbound. Geary Street and Kearny Street: No recent AADT counts at this intersection are available. However, a 24-hour ADT count from 10/18/16, just one block north of this intersection (on Kearny Street, between Sutter Street and Post Street), tallied 20,968 vehicles on Kearny Street Northbound. Eddy Street and Mason Street: No recent AADT counts are available. However, a two-hour (7-9 a.m.) count from 5/3/17 tallied 787 vehicles on Eddy Street Eastbound and 1,169 vehicles on Mason Street Southbound.
Daily Traffic Year: <i>Year AADT measured (use most recent data available)</i>	Varies – see above

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Parallel Roadway Type, if Applicable: <i>Functional class of adjacent corridor</i>	<i>Roadway type</i>
Parallel Roadway Lanes, if Applicable: <i>Both directions</i>	<i>Lane count</i>
Parallel Posted Speed Limit, if Applicable: <i>MPH</i>	<i>Posted speed limit</i>
Parallel Daily Traffic, if Applicable: <i>Average annual daily traffic volume (AADT), both directions</i>	<i>Average daily traffic</i>
Parallel Daily Traffic Year, if Applicable: <i>Year parallel AADT measured (use most recent data available)</i>	<i>Measurement year</i>
Nearby Destinations: <i>Activity centers within ½ mile of project, including banks, churches, hospitals/clinics, light rail stations, office parks, post office, libraries, shopping areas, universities/colleges</i>	48
Nearby Colleges/Universities: <i>Within 2 miles of project</i>	20
Additional Notes: <i>Optional</i>	Destination numbers above relate to all project 6 intersections

Rideshare Programs

Average Current Daily Ridership: <i>Average number of weekday riders prior to project implementation</i>	<i>Average current ridership</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>

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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

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>

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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>	<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>
Daily Revenue Miles: <i>Weekday transit vehicle revenue miles (total)</i>	<i>Daily revenue miles</i>
Project Length: <i>Length of roadway improvements</i>	<i>Project length (include units)</i>
Current Route Length: <i>Length of current route</i>	<i>Current route length (include units)</i>
Future Route Length: <i>Length of completed route</i>	<i>Future route length (include units)</i>
Additional Notes: <i>Optional</i>	<i>Additional notes (optional)</i>

Transit Improvements – Rail/Ferry

Parking Spaces Added/Removed: <i>If applicable</i>	<i>Change in parking spaces</i>
Current Daily Ridership: <i>Average number of current weekday riders</i>	<i>Current daily rider count</i>

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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>
Ridership Year: <i>Year ridership measured (use most recent data available)</i>	<i>Measurement year</i>

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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>	<i>AM peak volume</i>
PM Peak Volume: <i>Average weekday PM peak hour vehicles/hour</i>	<i>PM peak volume</i>
Off-Peak Volume: <i>Average weekday off-peak vehicles/hour</i>	<i>Off-peak volume</i>
Traffic Volume Year: <i>Year traffic volumes measured (use most recent data available)</i>	<i>Measurement year</i>
Current Speed: <i>Current average speed, in MPH</i>	<i>Current average speed</i>

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Current Speed Year: <i>Year average speed measured (use most recent data available)</i>	<i>Measurement year</i>
Future Speed: <i>Projected average speed after project, in MPH</i>	<i>Projected average speed</i>
Project Length: <i>Length of impacted roadway segment(s)</i>	<i>Roadway length (include units)</i>
Roadway Type: <i>Functional class</i>	<i>Roadway type</i>
Additional Notes: <i>Optional</i>	<i>Additional notes (optional)</i>

Roundabouts

Existing Turn Percentages

Existing Intersection Approach <i>Complete one row per existing approach</i>	Left Turn Percentage	Right Turn Percentage	U-Turn Percentage
<i>Approach</i>	<i>Left %</i>	<i>Right %</i>	<i>U-turn %</i>
<i>Approach</i>	<i>Left %</i>	<i>Right %</i>	<i>U-turn %</i>
<i>Approach</i>	<i>Left %</i>	<i>Right %</i>	<i>U-turn %</i>
<i>Approach</i>	<i>Left %</i>	<i>Right %</i>	<i>U-turn %</i>
<i>Approach</i>	<i>Left %</i>	<i>Right %</i>	<i>U-turn %</i>
<i>Approach</i>	<i>Left %</i>	<i>Right %</i>	<i>U-turn %</i>

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>

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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

Intersection Signalization

Existing/Proposed <i>Select as applicable</i>	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>	<i>Number of peak hours per day</i>
Peak Hour Volume: <i>Average weekday peak hour vehicles/hour, both directions</i>	<i>Peak hour volume</i>
Truck Percentage: <i>If applicable</i>	<i>Truck percentage</i>
Existing Delay: <i>Average weekday intersection delay seconds/vehicle</i>	<i>Average delay per vehicle</i>

MTC CMAQ Air Quality Calculation Inputs

Version 1.2



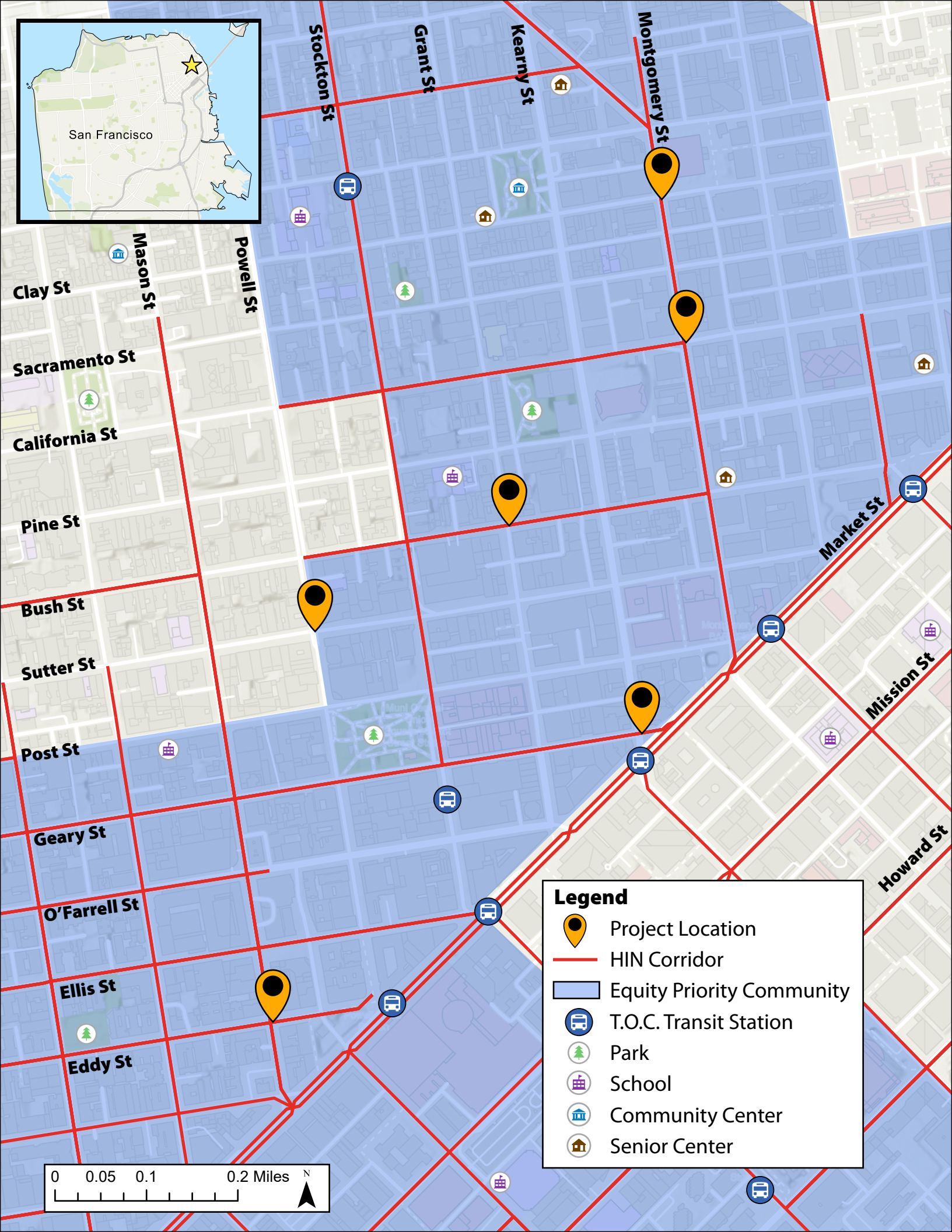
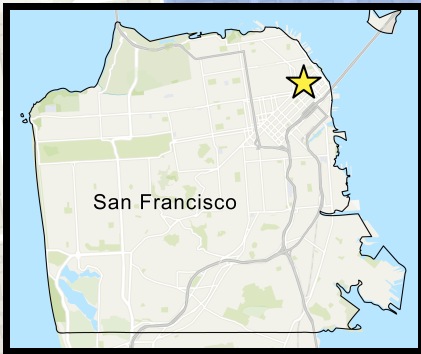
Measurement Year: <i>Year traffic volume, composition, delay measured (use most recent data available)</i>	<i>Measurement year</i>
Proposed Signal Time: <i>Cycle length (seconds)</i>	<i>Cycle length</i>
Green Time Ratio: <i>Ratio of green time per cycle time</i>	<i>Green time ratio</i>
Left Turn Lanes Added: <i>Number added, single direction</i>	<i>Number of left turn lanes added</i>
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

-  Project Location
-  HIN Corridor
-  Equity Priority Community
-  T.O.C. Transit Station
-  Park
-  School
-  Community Center
-  Senior Center



5/6/2026

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
Curb Ramps & Sub-sidewalk Basements #4 Project**

Dear SFCTA One Bay Area Grant Program reviewers,

The San Francisco Office on Disability and Accessibility (ODA) serves as the citywide ADA Coordinator overseeing Title II, programmatic access to city services, programs, activities, and public spaces including access to the Public Right of Way (PROW). In this role, ODA submits this letter in support of San Francisco Public Works' (SFPW) application to the One Bay Area Grant (OBAG) Program for funding the Curb Ramps & Sub-sidewalk Basements #4 Project (Curb Ramps Project) and urges SFCTA to include this project in its OBAG 4 San Francisco Project Nominations to the Metropolitan Transportation Commission (MTC).

SFPW's Curb Ramps & Sub-sidewalk Basements #4 Project aligns well with the OBAG Program's objectives and advances the goals of Plan Bay Area 2050+. The project will address transportation safety disparities by providing accessibility enhancements at six high-priority sites in Districts 3 and 5 (five of which are within an Equity Priority Community). Furthermore, the project advances the city's ADA Transition Plan priorities, focusing on areas of long-standing citizen requests for Americans with Disabilities Act (ADA) barrier removal.

The project aligns with OBAG's focus on maintaining a strong state of good repair. By upgrading non-compliant curb ramps, the project targets essential pedestrian infrastructure and improves safety at street crossings. These investments will reduce long-term maintenance and liability costs while directly supporting OBAG's equity goals through improving access to transit, services, and daily destinations for people with disabilities, seniors, and residents of Equity Priority Communities.

The project's curb ramp upgrades also support an OBAG investment focus in Priority Development Areas (PDAs) by ensuring that pedestrian infrastructure in these transit-rich, growth-focused locations is



Daniel Lurie
Mayor

Kelly Dearman
Executive Director, DAS



SAN FRANCISCO HUMAN SERVICES AGENCY
**Department of Disability
and Aging Services**

P.O. Box 7988
San Francisco, CA
94120-7988
www.SFHSA.org

accessible. The project will improve safe access to transit, housing, jobs, and neighborhood services, targeting improvements at critical, community-prioritized locations to ensure that increased investment in PDAs is paired with accessible infrastructure to support equitable mobility and reduce barriers to daily travel.

ODA coordinates regularly with SFPW on transportation planning 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.

ODA supports SFPW's OBAG application for the Curb Ramps & Sub-sidewalk Basements #4 Project and urges the SFCTA to give this application full and favorable consideration.

Sincerely,

Eli Gelardin

Eli Gelardin, Director
San Francisco Office on Disability
and Accessibility





May 20, 2026

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

RE: Support for One Bay Area Grant Program Application – Curb Ramps & Sub-sidewalk Basements #4 Project

Dear SFCTA One Bay Area Grant Program reviewers,

I am writing to express Walk San Francisco's strong support for San Francisco Public Works' (SFPW) application to the One Bay Area Grant (OBAG) Program for funding the Curb Ramps & Sub-sidewalk Basements #4 Project (Curb Ramps Project).

Walk San Francisco ('Walk SF') advocates for all pedestrians in San Francisco seeking solutions for safe streets for every age and ability, and especially our most vulnerable: children, seniors, and people with disabilities.

SFPW's Curb Ramps & Sub-sidewalk Basements #4 Project will advance equitable pedestrian safety by providing accessibility enhancements at six high-priority sites in Districts 3 and 5 (five of which are within an Equity Priority Community).

By upgrading noncompliant curb ramps, the project targets essential pedestrian infrastructure and improves safety at street crossings. For people with mobility limitations, wheelchairs or other mobility devices, and strollers, curb ramps are crucial to ensure safe and comfortable entry into the crosswalk. When there aren't curb ramps, people often have to make difficult or dangerous choices.

These investments directly support safe access to transit, housing, services, and other daily destinations for people with disabilities, seniors, and residents of Equity Priority Communities.

Walk SF offers our strongest support for SFPW's OBAG application for the Curb Ramps & Sub-sidewalk Basements #4 Project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jodie", with a long, flowing horizontal line extending to the right.

Jodie Medeiros, Executive Director

accident_year	primary_rd	secondary_rd	collision_severity	number_injured	month	day_of_week	time_cat	weather_1	weather_2	type_of_collision	mviw
2023	BUSH ST	GRANT AVE	Injury (Severe)	1	October	Wednesday	6:01 pm to 10:00 pm	Not Stated	Not Stated	Other	Non-Collision
2018	CALIFORNIA ST	MONTGOMERY ST	and thre	1	June	Tuesday	2:01 pm to 6:00 pm	Fog	Not Stated	Vehicle/Pedestrian	Pedestrian
2018	CALIFORNIA ST	MONTGOMERY ST	Injury (Other Visible)	1	August	Tuesday	6:01 am to 10:00 am	Clear	Not Stated	Other	Non-Collision
2019	CALIFORNIA ST	MONTGOMERY ST	Injury (Complaint of Pain)	1	July	Wednesday	6:01 pm to 10:00 pm	Clear	Not Stated	Sideswipe	Other Motor Vehicle
2020	CALIFORNIA ST	MONTGOMERY ST	Injury (Other Visible)	1	November	Wednesday	2:01 am to 6:00 am	Clear	Not Stated	Broadside	Other Motor Vehicle
2021	CALIFORNIA ST	MONTGOMERY ST	Injury (Complaint of Pain)	1	December	Tuesday	2:01 pm to 6:00 pm	Clear	Not Stated	Broadside	Other Motor Vehicle
2016	CLAY ST	MONTGOMERY ST	Injury (Complaint of Pain)	1	April	Monday	10:01 pm to 2:00 am	Clear	Not Stated	Vehicle/Pedestrian	Pedestrian
2017	CLAY ST	MONTGOMERY ST	Injury (Complaint of Pain)	1	August	Thursday	10:01 pm to 2:00 am	Clear		Broadside	Not Stated
2019	CLAY ST	MONTGOMERY ST	Injury (Severe)	2	March	Tuesday	6:01 am to 10:00 am	Clear	Not Stated	Other	Not Stated
2023	CLAY ST	MONTGOMERY ST	Injury (Complaint of Pain)	1	March	Friday	10:01 pm to 2:00 am	Clear	Not Stated	Vehicle/Pedestrian	Pedestrian
2023	CLAY ST	MONTGOMERY ST	Injury (Other Visible)	1	October	Friday	6:01 pm to 10:00 pm	Clear	Not Stated	Other	Other Object
2016	EDDY ST	MASON ST	Injury (Complaint of Pain)	1	May	Wednesday	6:01 pm to 10:00 pm	Clear	Not Stated	Broadside	Other Motor Vehicle
2017	EDDY ST	MASON ST	Injury (Other Visible)	2	April	Friday	6:01 pm to 10:00 pm	Clear	Not Stated	Broadside	Other Motor Vehicle
2018	EDDY ST	MASON ST	Injury (Complaint of Pain)	1	February	Thursday	10:01 am to 2:00 pm	Clear	Not Stated	Not Stated	Bicycle
2019	EDDY ST	MASON ST	Injury (Complaint of Pain)	1	February	Saturday	6:01 pm to 10:00 pm	Raining	Wind	Not Stated	Pedestrian
2019	EDDY ST	MASON ST	Injury (Complaint of Pain)	1	April	Saturday	10:01 pm to 2:00 am	Clear	Not Stated	Head-On	Pedestrian
2021	EDDY ST	MASON ST	Injury (Other Visible)	1	June	Saturday	6:01 pm to 10:00 pm	Clear	Not Stated	Sideswipe	Bicycle
2021	EDDY ST	MASON ST	Injury (Other Visible)	1	July	Saturday	2:01 pm to 6:00 pm	Clear	Not Stated	Other	Not Stated
2024	EDDY ST	MASON ST	Injury (Complaint of Pain)	1	August	Monday	2:01 pm to 6:00 pm	Clear	Not Stated	Not Stated	Parked Motor Vehicle
2017	GEARY ST	KEARNY ST	Injury (Complaint of Pain)	1	October	Tuesday	10:01 am to 2:00 pm	Clear	Not Stated	Broadside	Pedestrian
2018	GEARY ST	KEARNY ST	Injury (Complaint of Pain)	1	November	Friday	6:01 pm to 10:00 pm	Raining	Not Stated	Vehicle/Pedestrian	Pedestrian
2019	GEARY ST	KEARNY ST	Injury (Complaint of Pain)	1	November	Friday	2:01 pm to 6:00 pm	Clear	Not Stated	Vehicle/Pedestrian	Pedestrian
2019	GRANT AVE	BUSH ST	Injury (Other Visible)	1	August	Wednesday	2:01 pm to 6:00 pm	Clear	Not Stated	Rear End	Other Motor Vehicle
2022	GRANT AVE	BUSH ST	Injury (Other Visible)	1	October	Wednesday	2:01 am to 6:00 am	Clear	Not Stated	Broadside	Bicycle
2017	KEARNY ST	GEARY ST	Injury (Other Visible)	1	May	Monday	10:01 pm to 2:00 am	Clear	Not Stated	Vehicle/Pedestrian	Pedestrian
2019	KEARNY ST	GEARY ST	Injury (Complaint of Pain)	1	February	Tuesday	2:01 pm to 6:00 pm	Clear	Not Stated	Sideswipe	Other Motor Vehicle
2019	KEARNY ST	GEARY ST	Injury (Complaint of Pain)	1	April	Friday	2:01 pm to 6:00 pm	Clear	Not Stated	Rear End	Bicycle
2019	KEARNY ST	GEARY ST	Injury (Complaint of Pain)	1	December	Saturday	6:01 pm to 10:00 pm	Clear	Not Stated	Other	Non-Collision
2020	KEARNY ST	GEARY ST	Injury (Complaint of Pain)	1	February	Friday	6:01 pm to 10:00 pm	Clear	Not Stated	Rear End	Bicycle
2016	MASON ST	EDDY ST	Injury (Other Visible)	1	September	Monday	6:01 am to 10:00 am	Clear	Not Stated	Sideswipe	Bicycle
2017	MASON ST	EDDY ST	Injury (Complaint of Pain)	1	January	Wednesday	6:01 pm to 10:00 pm	Raining	Not Stated	Vehicle/Pedestrian	Pedestrian
2017	MASON ST	EDDY ST	Injury (Severe)	1	April	Wednesday	10:01 pm to 2:00 am	Not Stated	Not Stated	Vehicle/Pedestrian	Pedestrian
2019	MASON ST	EDDY ST	Injury (Complaint of Pain)	1	April	Sunday	10:01 am to 2:00 pm	Clear	Not Stated	Broadside	Bicycle
2021	MASON ST	EDDY ST	Injury (Complaint of Pain)	1	August	Wednesday	6:01 pm to 10:00 pm	Clear	Not Stated	Sideswipe	Other Motor Vehicle
2022	MASON ST	EDDY ST	Injury (Other Visible)	1	March	Wednesday	6:01 pm to 10:00 pm	Clear	Not Stated	Sideswipe	Bicycle
2023	MASON ST	EDDY ST	Injury (Complaint of Pain)	1	December	Wednesday	6:01 pm to 10:00 pm	Clear	Not Stated	Broadside	Other Motor Vehicle
2016	MONTGOMERY ST	CLAY ST	Injury (Complaint of Pain)	1	February	Saturday	2:01 pm to 6:00 pm	Clear	Not Stated	Vehicle/Pedestrian	Pedestrian
2016	MONTGOMERY ST	CLAY ST	Injury (Other Visible)	1	June	Friday	2:01 pm to 6:00 pm	Clear	Not Stated	Vehicle/Pedestrian	Pedestrian
2016	MONTGOMERY ST	CLAY ST	Injury (Complaint of Pain)	1	August	Saturday	6:01 pm to 10:00 pm	Clear	Not Stated	Sideswipe	Other Motor Vehicle
2017	MONTGOMERY ST	CALIFORNIA ST	Injury (Complaint of Pain)	1	May	Tuesday	6:01 pm to 10:00 pm	Not Stated	Not Stated	Not Stated	Not Stated
2017	MONTGOMERY ST	CALIFORNIA ST	Injury (Complaint of Pain)	1	August	Sunday	6:01 pm to 10:00 pm	Clear	Not Stated	Sideswipe	Other Motor Vehicle
2017	MONTGOMERY ST	CALIFORNIA ST	Injury (Complaint of Pain)	1	December	Wednesday	10:01 pm to 2:00 am	Clear	Not Stated	Broadside	Other Motor Vehicle
2018	MONTGOMERY ST	CLAY ST	Injury (Complaint of Pain)	1	June	Saturday	2:01 pm to 6:00 pm	Clear	Not Stated	Other	Other Motor Vehicle
2018	MONTGOMERY ST	CALIFORNIA ST	Injury (Other Visible)	1	June	Tuesday	2:01 pm to 6:00 pm	Not Stated	Not Stated	Not Stated	Pedestrian
2019	MONTGOMERY ST	CLAY ST	Injury (Complaint of Pain)	3	May	Friday	6:01 am to 10:00 am	Clear	Not Stated	Broadside	Other Motor Vehicle
2019	MONTGOMERY ST	CLAY ST	Injury (Complaint of Pain)	1	May	Sunday	10:01 pm to 2:00 am	Raining	Not Stated	Broadside	Other Motor Vehicle
2019	MONTGOMERY ST	CALIFORNIA ST	Injury (Complaint of Pain)	1	June	Friday	10:01 am to 2:00 pm	Clear	Not Stated	Broadside	Other Motor Vehicle
2019	MONTGOMERY ST	CALIFORNIA ST	Injury (Complaint of Pain)	1	July	Friday	10:01 am to 2:00 pm	Clear	Not Stated	Sideswipe	Other Motor Vehicle
2020	MONTGOMERY ST	CALIFORNIA ST	Injury (Severe)	1	October	Tuesday	6:01 pm to 10:00 pm	Clear	Not Stated	Broadside	Bicycle
2021	MONTGOMERY ST	CLAY ST	Injury (Complaint of Pain)	2	January	Monday	6:01 pm to 10:00 pm	Clear	Not Stated	Broadside	Other Motor Vehicle
2022	MONTGOMERY ST	CALIFORNIA ST	Injury (Other Visible)	1	June	Monday	10:01 am to 2:00 pm	Clear	Not Stated	Broadside	Other Motor Vehicle
2022	MONTGOMERY ST	CLAY ST	Injury (Complaint of Pain)	1	November	Tuesday	10:01 pm to 2:00 am	Clear	Not Stated	Vehicle/Pedestrian	Pedestrian
2024	MONTGOMERY ST	CLAY ST	Injury (Other Visible)	1	May	Monday	10:01 pm to 2:00 am	Clear	Not Stated	Broadside	Other Object
2025	MONTGOMERY ST	CALIFORNIA ST	Injury (Complaint of Pain)	2	February	Thursday	10:01 pm to 2:00 am	Clear	Not Stated	Broadside	Other Motor Vehicle
2016	POWELL ST	SUTTER ST	Injury (Complaint of Pain)	1	March	Tuesday	10:01 am to 2:00 pm	Clear	Not Stated	Broadside	Pedestrian
2018	POWELL ST	SUTTER ST	Injury (Complaint of Pain)	1	January	Tuesday	10:01 pm to 2:00 am	Clear	Not Stated	Vehicle/Pedestrian	Pedestrian
2018	POWELL ST	SUTTER ST	Injury (Complaint of Pain)	2	January	Thursday	2:01 am to 6:00 am	Clear	Not Stated	Broadside	Other Motor Vehicle
2018	POWELL ST	SUTTER ST	Injury (Complaint of Pain)	1	May	Saturday	2:01 am to 6:00 am	Cloudy	Not Stated	Not Stated	Motor Vehicle on Other Roadway
2025	POWELL ST	SUTTER ST	Injury (Other Visible)	1	July	Saturday	6:01 pm to 10:00 pm	Clear	Not Stated	Overturned	Other Object
2019	SUTTER ST	POWELL ST	Injury (Complaint of Pain)	1	February	Tuesday	6:01 pm to 10:00 pm	Raining	Wind	Not Stated	Pedestrian

ped_action	road_surface	road_cond_1	lighting	vz_pcf_description	dph_col_grp_description	party1_type	party1_dir_of_travel
No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights	Unsafe speed for prevailing conditions	Bicycle Only	Bicyclist	East
Crossing in Crosswalk at Intersection	Not Stated	Other	Daylight	Driver or bicyclist to yield right-of-way at crosswalks	Vehicle-Pedestrian	Driver	West
Not Stated	Dry	No Unusual Condition	Daylight	Pedestrian on roadway prohibited	Bicycle-Pedestrian	Pedestrian	South
No Pedestrian Involved	Dry	No Unusual Condition	Daylight	Unsafe turn or lane change prohibited	Vehicle(s) Only Involved	Driver	East
No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights	Driving under influence of alcohol and/or drugs	Vehicle(s) Only Involved	Driver	South
No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights	Red signal - driver or bicyclist responsibilities	Vehicle(s) Only Involved	Driver	West
Crossing in Crosswalk at Intersection	Dry	No Unusual Condition	Dark - Street Lights	Driver or bicyclist to yield right-of-way at crosswalks	Vehicle-Pedestrian	Driver	East
No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights	Red signal - driver or bicyclist responsibilities	Vehicle(s) Only Involved	Driver	South
Crossing in Crosswalk at Intersection	Dry	No Unusual Condition	Daylight	Red signal - pedestrian responsibilities	Bicycle-Pedestrian	Pedestrian	South
Crossing in Crosswalk at Intersection	Dry	No Unusual Condition	Dark - Street Lights	Driver or bicyclist to yield right-of-way at crosswalks	Vehicle-Pedestrian	Driver	East
No Pedestrian Involved	Dry	Holes, Deep Rut	Dark - Street Lights	Unsafe speed for prevailing conditions	Vehicle(s) Only Involved	Other	East
No Pedestrian Involved	Dry	No Unusual Condition	Daylight	Red signal - driver or bicyclist responsibilities	Vehicle(s) Only Involved	Driver	East
No Pedestrian Involved	Dry	No Unusual Condition	Daylight	Reckless driving	Vehicle(s) Only Involved	Driver	East
No Pedestrian Involved	Dry	No Unusual Condition	Daylight	Unsafe turn or lane change prohibited	Vehicle-Bicycle	Driver	East
Crossing in Crosswalk at Intersection	Wet	Not Stated	Dark - Street Lights	Pedestrian suddenly entering into vehicle path close enough to create an immediate hazard	Vehicle-Pedestrian	Pedestrian	South
Crossing in Crosswalk at Intersection	Dry	No Unusual Condition	Dark - Street Lights	Driver or bicyclist to yield right-of-way at crosswalks	Vehicle-Pedestrian	Driver	East
No Pedestrian Involved	Dry	No Unusual Condition	Daylight	Unknown	Vehicle-Bicycle	Driver	East
No Pedestrian Involved	Wet	No Unusual Condition	Daylight	Unsafe speed for prevailing conditions	Bicycle Only	Bicyclist	East
No Pedestrian Involved	Dry	No Unusual Condition	Daylight	Unsafe turn or lane change prohibited	Vehicle(s) Only Involved	Parked Vehicle	East
Crossing in Crosswalk at Intersection	Dry	No Unusual Condition	Daylight	Driver or bicyclist to yield right-of-way at crosswalks	Vehicle-Pedestrian	Driver	West
Crossing in Crosswalk at Intersection	Wet	No Unusual Condition	Dark - Street Lights	Driver or bicyclist to yield right-of-way at crosswalks	Vehicle-Pedestrian	Driver	West
Crossing in Crosswalk at Intersection	Dry	No Unusual Condition	Dark - Street Lights	Red signal - driver or bicyclist responsibilities	Bicycle-Pedestrian	Bicyclist	West
No Pedestrian Involved	Dry	No Unusual Condition	Daylight	Following too closely prohibited	Vehicle(s) Only Involved	Driver	North
No Pedestrian Involved	Dry	Not Stated	Dark - Street Lights	Going against one-way traffic patterns	Vehicle-Bicycle	Bicyclist	South
Crossing in Crosswalk at Intersection	Not Stated	No Unusual Condition	Dark - Street Lights	Driver or bicyclist to yield right-of-way at crosswalks	Vehicle-Pedestrian	Driver	North
No Pedestrian Involved	Dry	No Unusual Condition	Daylight	Turn at intersection from wrong position	Vehicle(s) Only Involved	Driver	North
No Pedestrian Involved	Dry	No Unusual Condition	Daylight	Unsafe speed for prevailing conditions	Vehicle-Bicycle	Bicyclist	North
No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights	Unknown	Vehicle(s) Only Involved	Other	North
No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights	Unsafe turn or lane change prohibited	Vehicle-Bicycle	Bicyclist	North
No Pedestrian Involved	Dry	No Unusual Condition	Daylight	Violation of a turn prohibition sign	Vehicle-Bicycle	Driver	South
Crossing in Crosswalk at Intersection	Wet	No Unusual Condition	Dark - Street Lights	Driver or bicyclist to yield right-of-way at crosswalks	Vehicle-Pedestrian	Driver	South
Crossing in Crosswalk at Intersection	Not Stated	Not Stated	Not Stated	Unknown	Vehicle-Pedestrian	Driver	East
No Pedestrian Involved	Dry	No Unusual Condition	Daylight	Going against one-way traffic patterns	Bicycle Only	Bicyclist	Not Stated
No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights	Unsafe speed for prevailing conditions	Vehicle(s) Only Involved	Driver	South
No Pedestrian Involved	Dry	No Unusual Condition	Dusk - Dawn	Opening door on traffic side when unsafe	Vehicle-Bicycle	Driver	South
No Pedestrian Involved	Dry	No Unusual Condition	Dusk - Dawn	Lane straddling or failure to use specified lanes	Vehicle(s) Only Involved	Driver	South
Crossing in Crosswalk at Intersection	Dry	No Unusual Condition	Daylight	Driver or bicyclist to yield right-of-way at crosswalks	Vehicle-Pedestrian	Driver	East
Crossing in Crosswalk at Intersection	Dry	No Unusual Condition	Daylight	Driver or bicyclist to yield right-of-way at crosswalks	Vehicle-Pedestrian	Driver	West
No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights	Turn at intersection from wrong position	Vehicle(s) Only Involved	Driver	South
Not Stated	Not Stated	Not Stated	Not Stated	Unknown	Vehicle-Bicycle	Driver	East
No Pedestrian Involved	Dry	No Unusual Condition	Daylight	Turn at intersection from wrong position	Vehicle(s) Only Involved	Driver	South
No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights	Unknown	Vehicle(s) Only Involved	Driver	South
No Pedestrian Involved	Dry	No Unusual Condition	Daylight	Red signal - driver or bicyclist responsibilities	Vehicle(s) Only Involved	Driver	South
Crossing in Crosswalk Not at Intersection	Not Stated	Not Stated	Not Stated	Driver or bicyclist to yield right-of-way at crosswalks	Vehicle-Pedestrian	Driver	Not Stated
No Pedestrian Involved	Wet	Not Stated	Daylight	Red signal - driver or bicyclist responsibilities	Vehicle(s) Only Involved	Driver	South
No Pedestrian Involved	Wet	No Unusual Condition	Dark - Street Lights	Red signal - driver or bicyclist responsibilities	Vehicle(s) Only Involved	Driver	South
No Pedestrian Involved	Dry	No Unusual Condition	Daylight	Red signal - driver or bicyclist responsibilities	Vehicle(s) Only Involved	Driver	West
No Pedestrian Involved	Dry	No Unusual Condition	Daylight	Turn at intersection from wrong position	Vehicle(s) Only Involved	Driver	South
No Pedestrian Involved	Dry	No Unusual Condition	Dusk - Dawn	Red signal - driver or bicyclist responsibilities	Vehicle-Bicycle	Bicyclist	East
No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights	Red signal - driver or bicyclist responsibilities	Vehicle(s) Only Involved	Driver	South
No Pedestrian Involved	Dry	No Unusual Condition	Daylight	Red signal - driver or bicyclist responsibilities	Vehicle(s) Only Involved	Driver	West
Crossing in Crosswalk at Intersection	Wet	No Unusual Condition	Dark - Street Lights	Driver or bicyclist to yield right-of-way at crosswalks	Vehicle-Pedestrian	Driver	East
No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights	Red signal - driver or bicyclist responsibilities	Vehicle-Pedestrian	Pedestrian	Not Stated
No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights	Red signal - driver or bicyclist responsibilities	Vehicle(s) Only Involved	Driver	West
Crossing in Crosswalk at Intersection	Dry	Other	Daylight	Driver or bicyclist to yield right-of-way at crosswalks	Vehicle-Pedestrian	Driver	South
Crossing in Crosswalk at Intersection	Dry	No Unusual Condition	Dark - Street Lights	Driver or bicyclist to yield right-of-way at crosswalks	Vehicle-Pedestrian	Driver	South
No Pedestrian Involved	Dry	Not Stated	Dark - Street Lights	Unlawful to drive unless licensed	Vehicle(s) Only Involved	Driver	North
No Pedestrian Involved	Not Stated	No Unusual Condition	Dark - Street Lights	Red signal - driver or bicyclist responsibilities	Vehicle(s) Only Involved	Driver	West
No Pedestrian Involved	Dry	No Unusual Condition	Daylight	Unsafe speed for prevailing conditions	Vehicle(s) Only Involved	Other	South
Crossing in Crosswalk at Intersection	Wet	No Unusual Condition	Dark - Street Lights	Driver or bicyclist to yield right-of-way at crosswalks	Vehicle-Pedestrian	Driver	West

party1_move_pre_acc	party2_type	party2_dir_of_travel	party2_move_pre_acc	analysis_neighborhood	supervisor_district	police_district	street_view
Proceeding Straight				Financial District/South Beach	3	CENTRAL	https://maps.google.com/maps?q=&layer=c&cbll=37.79056869026664,-122.40554640796229
Proceeding Straight	Pedestrian	North	Proceeding Straight	Financial District/South Beach	3	CENTRAL	https://maps.google.com/maps?q=&layer=c&cbll=37.7928512216,-122.40276677
Proceeding Straight	Bicyclist	East	Proceeding Straight	Financial District/South Beach	3	CENTRAL	https://maps.google.com/maps?q=&layer=c&cbll=37.7928512216,-122.40276677
Changing Lanes	Driver	East	Proceeding Straight	Financial District/South Beach	3	CENTRAL	https://maps.google.com/maps?q=&layer=c&cbll=37.7928512228,-122.40276677
Proceeding Straight	Driver	West	Proceeding Straight	Financial District/South Beach	3	CENTRAL	https://maps.google.com/maps?q=&layer=c&cbll=37.7928512228,-122.40276677
Proceeding Straight	Driver	South	Proceeding Straight	Financial District/South Beach	3	CENTRAL	https://maps.google.com/maps?q=&layer=c&cbll=37.79285122279597,-122.40276676978233
Making Left Turn	Pedestrian	South	Proceeding Straight	Chinatown	3	CENTRAL	https://maps.google.com/maps?q=&layer=c&cbll=37.7946662814912,-122.403139294842
Proceeding Straight	Driver	East	Proceeding Straight	Chinatown	3	CENTRAL	https://maps.google.com/maps?q=&layer=c&cbll=37.7946662814912,-122.403139294842
Proceeding Straight	Bicyclist	East	Proceeding Straight	Chinatown	3	CENTRAL	https://maps.google.com/maps?q=&layer=c&cbll=37.7946662823,-122.403139295
Making Left Turn	Pedestrian	North	Proceeding Straight	Chinatown	3	CENTRAL	https://maps.google.com/maps?q=&layer=c&cbll=37.794666282201064,-122.40313929574079
Proceeding Straight				Chinatown	3	CENTRAL	https://maps.google.com/maps?q=&layer=c&cbll=37.794666282201064,-122.40313929574079
Proceeding Straight	Driver	South	Proceeding Straight	Tenderloin	5	TENDERLOIN	https://maps.google.com/maps?q=&layer=c&cbll=37.7843492692832,-122.409309179335
Proceeding Straight	Driver	South	Proceeding Straight	Tenderloin	5	TENDERLOIN	https://maps.google.com/maps?q=&layer=c&cbll=37.7843492692832,-122.409309179335
Making Left Turn	Bicyclist	North	Proceeding Straight	Tenderloin	5	TENDERLOIN	https://maps.google.com/maps?q=&layer=c&cbll=37.7843492693,-122.409309179
Other	Driver	Not Stated	Making Left Turn	Tenderloin	5	TENDERLOIN	https://maps.google.com/maps?q=&layer=c&cbll=37.7843492694,-122.409309181
Making Left Turn	Pedestrian	North	Other	Tenderloin	5	TENDERLOIN	https://maps.google.com/maps?q=&layer=c&cbll=37.7843492694,-122.409309181
Proceeding Straight	Bicyclist	East	Proceeding Straight	Tenderloin	5	TENDERLOIN	https://maps.google.com/maps?q=&layer=c&cbll=37.7843492693,-122.409309181
Making Left Turn				Tenderloin	5	TENDERLOIN	https://maps.google.com/maps?q=&layer=c&cbll=37.7843492693,-122.409309181
Parked	Driver	East	Proceeding Straight	Tenderloin	5	TENDERLOIN	https://maps.google.com/maps?q=&layer=c&cbll=37.7843492692832,-122.40930918113199
Making Right Turn	Pedestrian	North	Proceeding Straight	Financial District/South Beach	3	CENTRAL	https://maps.google.com/maps?q=&layer=c&cbll=37.7879630907635,-122.403491774895
Making Left Turn	Pedestrian	North	Not Stated	Financial District/South Beach	3	CENTRAL	https://maps.google.com/maps?q=&layer=c&cbll=37.7879630916,-122.403491775
Proceeding Straight	Pedestrian	North	Proceeding Straight	Financial District/South Beach	3	CENTRAL	https://maps.google.com/maps?q=&layer=c&cbll=37.7879630915,-122.403491775
Proceeding Straight	Driver	North	Stopped	Financial District/South Beach	3	CENTRAL	https://maps.google.com/maps?q=&layer=c&cbll=37.7905652379,-122.405573745
Traveling Wrong Way	Driver	East	Proceeding Straight	Financial District/South Beach	3	CENTRAL	https://maps.google.com/maps?q=&layer=c&cbll=37.79056523791969,-122.40557374543212
Making Right Turn	Pedestrian	Not Stated	Proceeding Straight	Financial District/South Beach	3	CENTRAL	https://maps.google.com/maps?q=&layer=c&cbll=37.7879630907635,-122.403491774895
Making Left Turn	Driver	North	Proceeding Straight	Financial District/South Beach	3	CENTRAL	https://maps.google.com/maps?q=&layer=c&cbll=37.7879630916,-122.403491775
Proceeding Straight	Driver	North	Proceeding Straight	Financial District/South Beach	3	CENTRAL	https://maps.google.com/maps?q=&layer=c&cbll=37.7879630916,-122.403491775
Other				Financial District/South Beach	3	CENTRAL	https://maps.google.com/maps?q=&layer=c&cbll=37.7879630915,-122.403491775
Changing Lanes	Driver	North	Proceeding Straight	Financial District/South Beach	3	CENTRAL	https://maps.google.com/maps?q=&layer=c&cbll=37.7879630915,-122.403491775
Proceeding Straight	Bicyclist	South	Making Left Turn	Tenderloin	5	TENDERLOIN	https://maps.google.com/maps?q=&layer=c&cbll=37.7843492692832,-122.409309179335
Making Left Turn	Pedestrian	Not Stated	Proceeding Straight	Tenderloin	5	TENDERLOIN	https://maps.google.com/maps?q=&layer=c&cbll=37.7843492692832,-122.409309179335
Making Right Turn	Pedestrian	North	Proceeding Straight	Tenderloin	5	TENDERLOIN	https://maps.google.com/maps?q=&layer=c&cbll=37.7843492692832,-122.409309179335
Proceeding Straight	Bicyclist	South	Making Right Turn	Tenderloin	5	TENDERLOIN	https://maps.google.com/maps?q=&layer=c&cbll=37.7843492694,-122.409309181
Proceeding Straight	Driver	South	Making Left Turn	Tenderloin	5	TENDERLOIN	https://maps.google.com/maps?q=&layer=c&cbll=37.7843492693,-122.409309181
Other	Driver	South	Stopped	Tenderloin	5	TENDERLOIN	https://maps.google.com/maps?q=&layer=c&cbll=37.78434926929997,-122.40930918100001
Proceeding Straight	Driver	South	Making Left Turn	Tenderloin	5	TENDERLOIN	https://maps.google.com/maps?q=&layer=c&cbll=37.7843492692832,-122.40930918113199
Making Left Turn	Pedestrian	Not Stated	Proceeding Straight	Chinatown	3	CENTRAL	https://maps.google.com/maps?q=&layer=c&cbll=37.7946662814912,-122.403139294842
Making Left Turn	Pedestrian	North	Other	Chinatown	3	CENTRAL	https://maps.google.com/maps?q=&layer=c&cbll=37.79466628



Patrick Rivera, PE, Bureau Manager | Bureau of Engineering

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- ☐ Paving Project
- ☐ Paving & Utility Excavation Project
- ☐ Sewer Project
- ☐ Sewer and Paving Project
- ☒ Curb Ramp Project
- ☐ Streetscape Improvement Project
- ☐ Other _____

Date: May 26, 2026
Project ID: 10040312
Sourcing Event ID: 0000011839
Project Title: PW Various Locations Curb Ramps & Sub-Sidewalk Basements No.4

NOTICE OF INTENT AND REQUEST FOR INFORMATION AND COORDINATION

Ladies and Gentlemen:

San Francisco Public Works intends to enter into a contract for curb ramp constructions with a scope of work to include sub-sidewalk basement work, roadway rehabilitation, storm water drainage work, and potential traffic signal and electrical work at the following 6 intersections in San Francisco. Please refer to the attached drawings delineate the limits of work.

	CNN	Street Intersection	Quadrant
1	24756000	Clay & Montgomery	NE. NW, SE & SW
2	24729000	California & Montgomery	NE & NW
3	24897000	Eddy St & Mason St	NW & SE
4	24909000	Powell St & Sutter St	SE
5	24741000	Bush St & Grant Ave	NE. NW, SE & SW
6	24645000	Geary & Kearny	NW & SW

Please complete the attached form indicating both existing facilities and expected work in the project area, including intersections, and return it by **FRIDAY, JULY 10, 2026**. Failure to respond to this notice will indicate that you have no plans or affected facilities and that you will not be impacted by the Public Works project.

To avoid unnecessary interference with your facilities, please submit your engineering drawings of all your surface and subsurface facilities in this area, giving exact information as to overall size, position, depth, and dimensions to the nearest property lines. Include all abandoned structures. If you wish to incorporate any support work with the Public Works contract, please provide work around plans. Failure to submit accurate information by **FRIDAY, JULY 10, 2026** may cause disruption, removal, or other adjustments to your facilities at the time of construction at your cost.

We propose to advertise this project for bids during the month of **OCTOBER 2027** and expect construction work to commence in **JUNE 2028**. Since the Excavation Code imposes a five-year excavation moratorium on newly paved streets, it is imperative that all utility excavations be completed and/or coordinated before our construction begins.

For coordination and additional design information, please contact Etsubdink Tadesse at (628) 271-2479 or etsubdink.tadesse@sfdpw.org. Please provide all responses via the DotMaps response system.

Respectfully,

Richard Chircop, PE
Streets & Highways Section Manager

Attachments: Form X-NOI
Drawings: BM-1 & BM-2

NOTICE OF INTENT

Date: May 26, 2026
Project ID: 10040312
Sourcing Event ID: 0000011839
Project Title: PW Various Locations Curb Ramps & Sub-Sidewalk Basements No.4
Project Designer: Etsubdink Tadesse

- ☐ We have no facilities within the limits of the proposed project.
- ☐ We have existing facilities within the limits of the proposed project. However, they will not be impacted.
*
- ☐ Our existing facilities are incorrectly shown.
Please correct the location per attached drawings.
- ☐ We have existing facilities within the limits of the proposed project.
Attached are plans / as built drawings showing location, depth, and size.
- ☐ We have existing facilities within the limits of the proposed project.
Plans / as built drawings showing location, depth, and size will be forwarded to you on _____
(date)
- ☐ We have the following proposed facilities within the limits of the Proposed project. Attached are copies of plans showing location, depth, and size of the facilities.

Signed: _____
Print Name: _____
Company: _____
Address: _____
Department: _____
Phone: _____
Date: _____

** Please note that engineering drawings of your facilities are still required. Thank you.*

Please return this form by **FRIDAY, JULY 10, 2026** to:

The DotMaps Response System
FORM X-NOI