San Francisco
County Transportation
Authority

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Memorandum

AGENDA ITEM 5

DATE: October 23, 2026

TO: Transportation Authority Board

FROM: Rachel Hiatt – Deputy Director for Planning

SUBJECT: 11/10/2026 Board Meeting: Adopt the Mission Bay School Access Plan Final Report

RECOMMENDATION ☐ Information ☒ Action

Adopt the Mission Bay School Access Plan Final Report

SUMMARY

The Mission Bay School Access Plan (Plan) identified access key barriers for students and caregivers to the recently opened Mission Bay Elementary School by walking and biking and then developed improvements to reduce those barriers. The Plan recommends improvements for the Mission Bay Drive and Mission Bay Boulevard corridor between 7th and 4th streets including the roundabout adjacent the school site. Recommendations are based on close collaboration with community groups and include improvements such as traffic calming, new stop signs, signal improvements, and a fully separated cycle path, raised crosswalks, and traffic calming for the roundabout adjacent to the school. After hearing strong support for near-term solutions developed within the Plan, SFMTA implemented the Mission Bay Boulevard North and South traffic calming recommendations using Prop D TNC Tax funds allocated by the Transportation Authority Board in July 2027. SFMTA also implemented select near-term improvements at other locations. Commissioner Matt Dorsey requested funding for this plan through the Neighborhood Transportation Program. The Board action funding the Plan included $90,000 held on reserve to advance Plan recommendations. In October 2025, the Board approved release of $30,000 for additional design and outreach on the roundabout concept, which has been reflected in the Plan.

☐ Fund Allocation
☐ Fund Programming
☐ Policy/Legislation
☒ Plan/Study
☐ Capital Project Oversight/Delivery
☐ Budget/Finance
☐ Contract/Agreement
☐ Other: _____

Following Board approval of the final report, we expect SFMTA to submit a request to release the remaining funds to further advance roundabout design. Earlier this year, we supported SFMTA's grant application for the Active Transportation Program (ATP), seeking funding to implement the remaining recommendations. We anticipate announcement of ATP awards in early 2027.	

BACKGROUND

In 2022, construction began on Mission Bay Elementary, a new San Francisco Unified School District (SFUSD) elementary school in the Mission Bay neighborhood. Mission Bay Elementary welcomed its first cohort of students in August 2026. By 2032, it will serve approximately 600 students in grades TK through 5 and host an 11,000 square foot STEM and career training center for high schoolers.

To prepare for the increased travel demand to the school site, the Transportation Authority launched the Mission Bay School Access Plan (Plan) in 2023, at the request of Commissioner Matt Dorsey. The Plan identifies key barriers to accessing the school site by active transportation and designs solutions for those locations.

The Transportation Authority project team collaborated with SFMTA, the San Francisco Department of Public Works, the San Francisco Unified School District, and numerous community organizations on this study.

The Plan builds on San Francisco's citywide School Access Plan, completed in Spring 2023, which found that caregivers want investments in infrastructure that support safer school trips. The Plan also advances the goals of San Francisco's Safe Routes to School Program, such as reducing the proportion of school trips made in a single-family vehicle to 30% by 2030.

DISCUSSION

Key Barriers. The Plan identified the Mission Bay Drive and Mission Bay Boulevard corridor stretching from 7th Street to 4th Street as the key barrier for which to design solutions. This selection was based on an analysis of collision history, existing facility comfort, connectivity benefits, and community input. The corridor was divided into three sections for the purposes of concept development: (1) Mission Bay Drive between 7th and Owens streets; (2) the roundabout adjacent to Mission Bay Elementary; and (3) The Mission Bay Boulevard North and South couplet between 4th street and the roundabout.

Recommendations. The study includes concepts for each of the three key barriers. Where feasible, the study team developed multiple alternatives, evaluated those alternatives, and shared results with the public for feedback. The Plan included three rounds of outreach and an iterative approach to concept development and revisions based on community feedback. The recommendations and estimated implementation costs are briefly described below:

1) Jughandle on 7th Street ($450,000-$550,000). Intersection and signal improvements are recommended for Mission Bay Drive between 7th street and the roundabout which create a new protected turn and separated signal phase for cyclists entering Mission Bay from southbound 7th street. Signal timing changes could also have multimodal benefits, reducing wait times for all users.
2) Mission Bay Drive Roundabout ($2.5-3.5 million). The Plan recommends a fully separated cycle path, raised crosswalks, and traffic calming for the roundabout adjacent Mission Bay Elementary. The Plan recommends a novel design for the eastern half of the roundabout which elevates the cycle path several feet above an existing bioswale. This design avoids tradeoffs which reduce landscaping or pedestrian space.
3) Mission Bay Boulevard Traffic Calming ($82,000). Traffic calming, pedestrian safety zones, and new stop signs are recommended for the Mission Bay Boulevard North and Mission Bay Boulevard South couplet between 4th street and the roundabout.

Early Funding and Implementation. After hearing strong support for near-term solutions developed within the Plan, SFMTA implemented the Mission Bay Boulevard North and South traffic calming recommendations with the support of Prop D TNC Tax funds allocated by the Transportation Authority Board in July 2027. SFMTA also implemented select near-term improvements at other locations.

SFMTA, in partnership with the Transportation Authority, submitted a grant application to the California Transportation Commission's Active Transportation Program (ATP) to fund recommendations for portions of the corridor which have not yet been funded. We anticipate announcement of awards in early 2027.

As noted above, the original sales tax appropriation and allocation (to SFMTA) for the Plan included $90,000 in Neighborhood Transportation Program funds, held on reserve to advance Plan recommendations. In October of 2025, the Transportation

Authority Board approved the release of $30,000 of those funds for additional design and outreach on roundabout concepts, which has been reflected in the final report. We expect SFMTA to submit a request to release the remaining reserve funds to advance roundabout design, following Board approval of the final report.

FINANCIAL IMPACT

The recommended action would not have an impact on the adopted Fiscal Year 2026/27 budget.

CAC POSITION

The CAC will consider this item at its October 28, 2026 meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Mission Bay School Access Plan Final Report

ATTACHMENT 1



Mission Bay School Access Plan

San Francisco County Transportation Authority
Neighborhood program

Draft Report: October 2026

Acknowledgments

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

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

San Francisco County Transportation Authority

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1. Executive Summary

1.1 STUDY PURPOSE AND GOALS

The Mission Bay School Access Plan was initiated in 2023 at the request of Transportation Authority Board Member Matt Dorsey (District 6) and funded through the San Francisco County Transportation Authority's Neighborhood Program. Transportation Authority staff collaborated with the San Francisco Municipal Transportation Agency (SFMTA), the San Francisco Department of Public Works (SFPW), the San Francisco Unified School District (SFUSD), and numerous community organizations on this study.

The Mission Bay School Access Plan seeks to identify key barriers to accessing the recently-opened Mission Bay Elementary School by active transportation modes (walking and bicycling) and to develop improvements to overcome these barriers. Recommendations are intended to advance safety and connectivity while reflecting community needs, input, and feedback.

1.2 STUDY PROCESS

Staff initiated the Mission Bay School Access Plan by assessing the local conditions near the school site. This included surveying the existing and planned active transportation, roadway, and transit networks. The Study team also analyzed collision history in Mission Bay and hosted a round of outreach with community members to solicit input on obstacles to walking, rolling, and biking. The corridor of Mission Bay Drive and Mission Bay Boulevard between 7th Street and 4th Street emerged as the priority barrier to address through this plan.

Figure 1-1. Study Area of interest



The Study team developed draft proposals for improvements in this area, informed by technical findings and community outreach.

Table 1-1. Barrier and Potential Improvement by Location

AREA	IDENTIFIED BARRIERS	PROPOSED IMPROVEMENTS
7th Street/ Mission Bay Drive	• Cyclists must merge into shared traffic to turn left onto Mission Bay Drive • Mission Bay Drive bike lanes do not have protection	• Bicycle-turn bay "jughandle" on 7th Street to allow for bicycle left turns without merging into traffic • Installation of delineators/posts to upgrade Mission Bay Drive bikeway from Class II to Class IV
Roundabout	• Eastbound bike lane on Mission Bay Drive stops short of the roundabout • Cyclists must merge with traffic in the roundabout • Pedestrian safety concerns at crosswalks • Vehicle speeds within roundabout	• Split the existing wide sidewalk into a one-way bikeway and sidewalk OR • Convert the existing sidewalk into a two-way bike path and build a new sidewalk OR • Reduce the size of the center island in the roundabout and create a new one-way protected bike path on the outer edge of the roadway *All options include increased crosswalk visibility and traffic calming*
Mission Bay Boulevard	• Cyclists share the road with traffic	• Traffic calming installations on Mission Bay Boulevard North and South OR • Two-way bike lane on Mission Bay Boulevard South

The community considered these draft proposals in a second round of engagement. Participants were largely supportive of the proposals at 7th Street and Mission Bay Drive. Most favored the traffic calming on Mission Bay Boulevard, due to the unusual bike movements and parking impacts required for a two-way bikeway. Community members encouraged the Study team to reconsider options for the roundabout, with a strong preference for designs that would maintain the existing wide sidewalks.

In a third round of outreach, community members provided input on updated proposals, including two new designs for the roundabout that maintained the existing sidewalk width:

- A bike path immediately adjacent the sidewalk that would require the removal of trees
- A bike boardwalk elevated above existing bioretention areas that would not require the removal of trees

Community members expressed support for the ability of these designs to provide improved bicycle access while keeping the existing wide sidewalks near Mission Bay Elementary. The Boardwalk alternative offered two key benefits over the bike path – it is less expensive and compatible with the landscaping.

1.3 RECOMMENDATIONS

Based on technical work and community feedback, the proposals in Table 1-2 were identified as the final recommendations for the Mission Bay School Access Plan. In alignment with community desires to see these implemented quickly, and since Mission Bay Elementary welcomed its first students in August 2026, some of these recommendations have already been implemented.

Among roundabout alternatives, the Boardwalk alternative was the preferred option because it preserves the existing wide sidewalk, has a lower cost than the Path alternative, and does not involve removing mature trees.

Table 1-2. Recommendations by Location

LOCATION	RECOMMENDATION	STATUS	COST
7th Street and Mission Bay Drive	Create a bicycle turn-bay "Jughandle" to allow for cyclists to make a protected two-stage turn from Southbound 7th street onto Mission Bay Drive with new bike signal. (Figure 1-2)	Funding needs to be identified. Approximately 1 year required for design and construction after funding is identified.	$450 K – 550 K
	Install delineators/posts to separate bike lanes on Mission Bay Drive	Implemented by SFMTA in July 2026 with funds from the Proposition D TNC Tax	$82 K*
Roundabout	Install separated cycle facilities, traffic calming, and raised crosswalks at the Mission Bay Roundabout through the Boardwalk alternative (Figure 1-3)	Funding needs to be identified for installation of separated bike facilities and raised crosswalks. Approximately 3 – 4 years required for design and construction after funding is identified. In July of 2026, SFMTA installed speed bumps within the inner portion of the roundabout to discourage high-speed driving. SFMTA also upgraded crosswalks and signs.	$2.5 M – 3.5 M
Mission Bay Boulevard	Install traffic calming, pedestrian safety zones, 15mph speed limit signs, and stop signs along Mission Bay Boulevard North and South (Figure 1-4)	Implemented by SFMTA in July 2026 with funds from the Proposition D TNC Tax	$82 K*

* $82 K was total cost used for both 7th Street bike lane delineators and Mission Bay traffic calming.

The Study team also identified several ideas that should be explored through additional study:

- Consolidate eastbound Mission Bay Drive to be one lane between 7th Street and the roundabout
- Route westbound cyclists from Mission Bay Drive onto the forthcoming multiuse path in Mission Creek Park South, allowing for lane reconfigurations on Mission Bay Drive and signal retiming at the intersections with Berry Street and 7th Street
- Add separated bike facilities to Owens Street, consistent with the San Francisco Biking and Rolling Plan.

Figure 1-2. New Protected Turn for Cyclists onto Mission Bay Drive

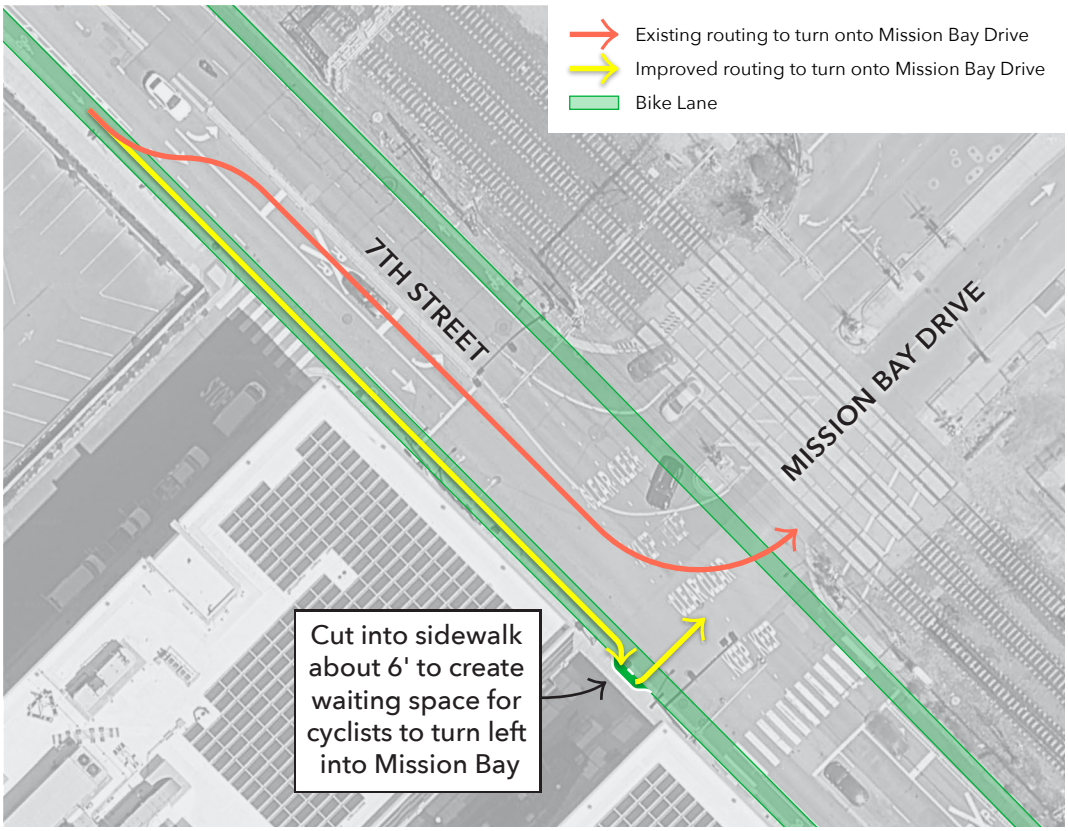


Figure 1-3. New Roundabout Design

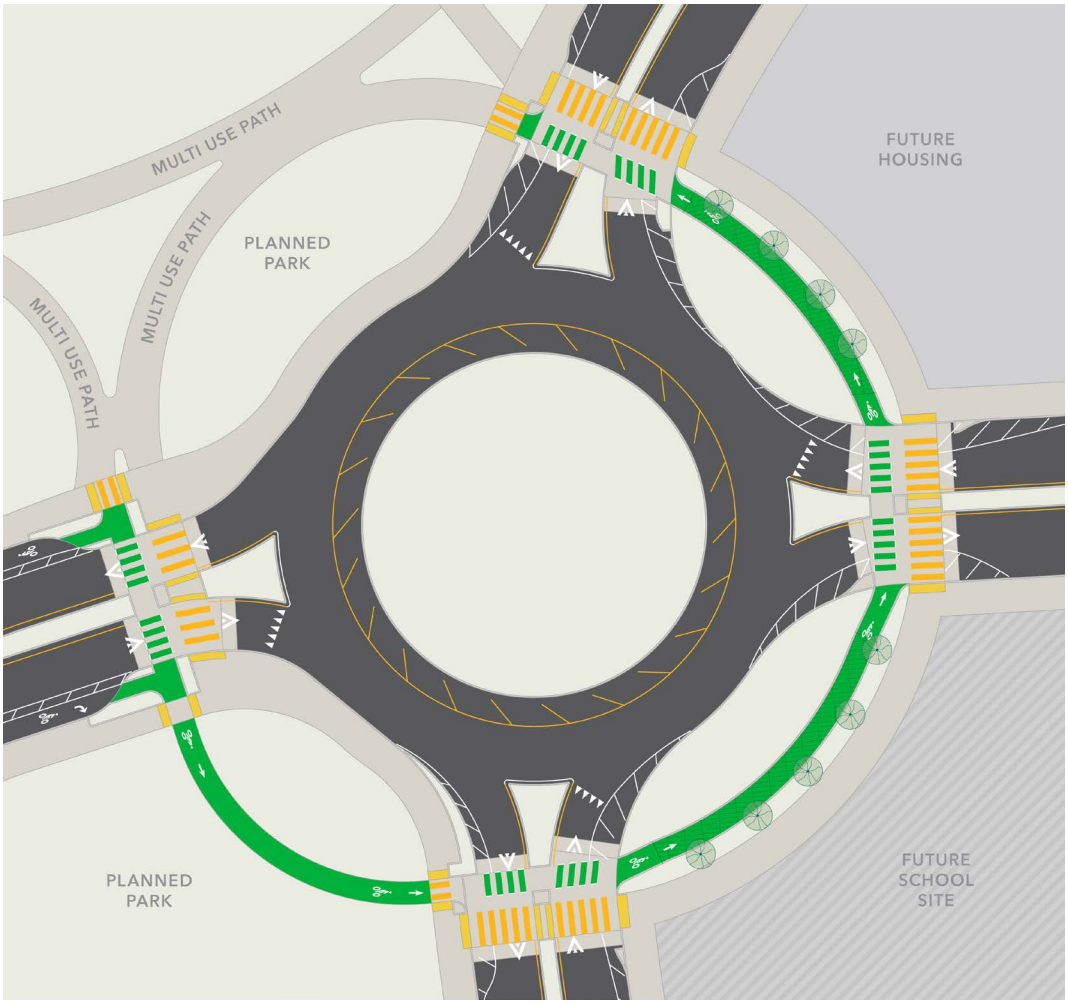
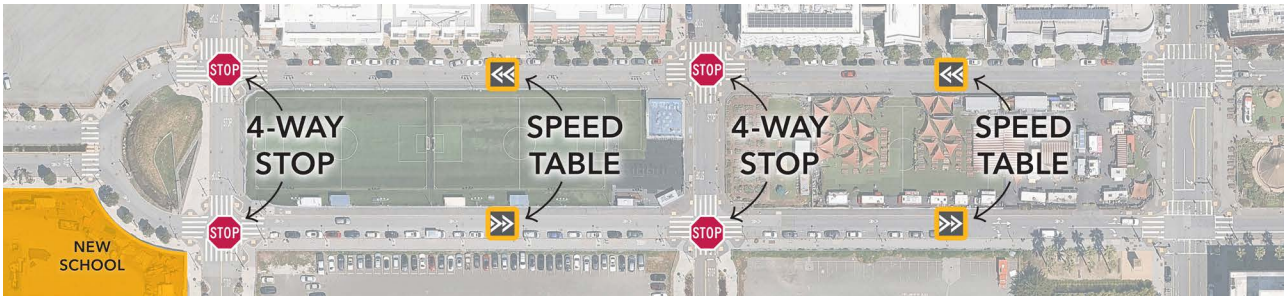


Figure 1-4. Recommendations for Mission Bay Boulevard North and South

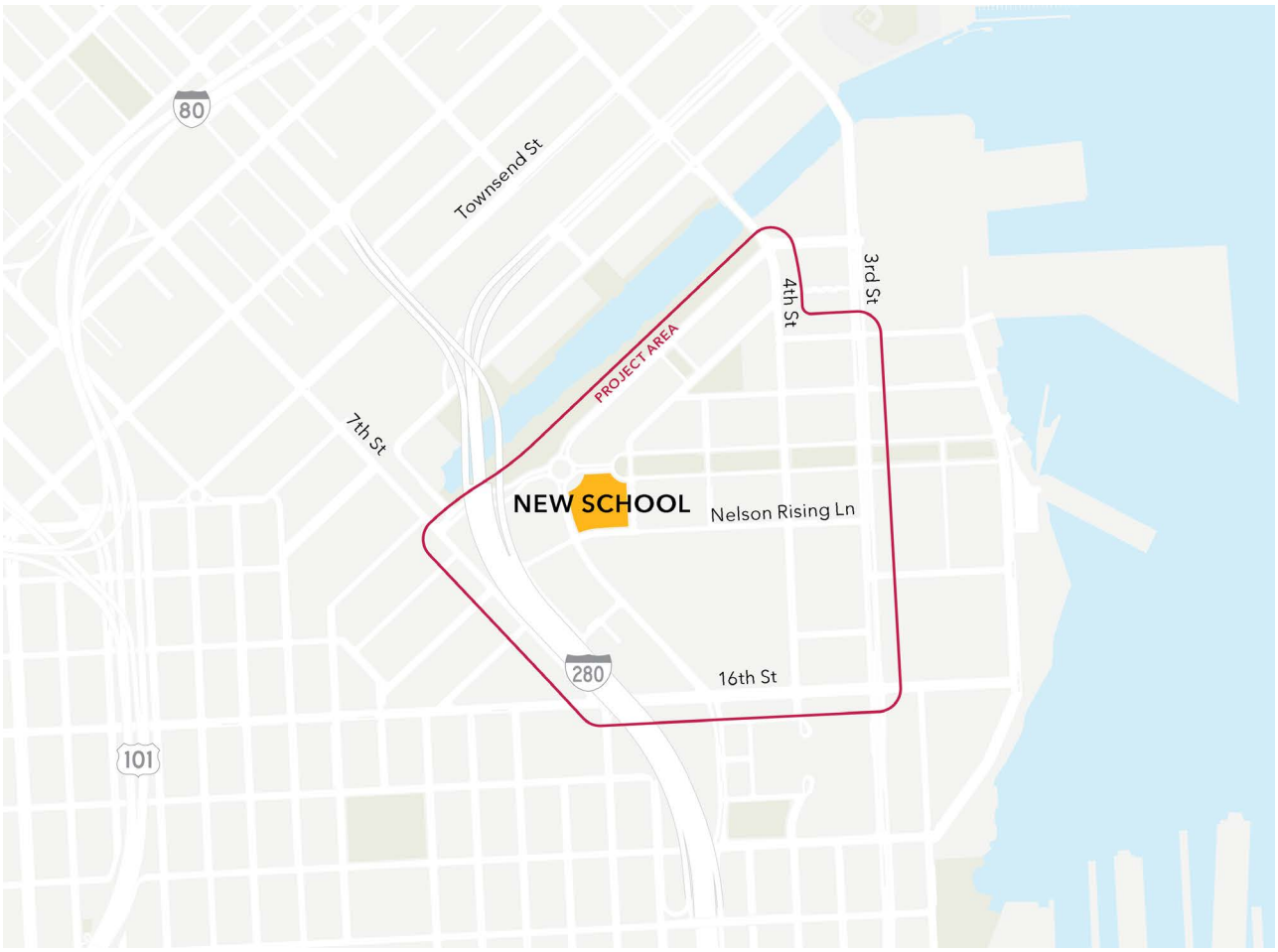


2. Study Overview

2.1 PURPOSE

In 2022, construction began on a new San Francisco Unified School District (SFUSD) elementary school in the Mission Bay neighborhood. The school, called Mission Bay Elementary, welcomed its first cohort of students in August 2026. By 2032, Mission Bay Elementary is projected to have approximately 600 students in grades TK through 5. The school also hosts the Mission Bay Hub, an 11,000 square foot STEM and career training center for high schoolers.

Figure 2-1. Study Location



To prepare for the increased travel demand to the school site, the San Francisco County Transportation Authority (SFCTA) launched the Mission Bay School Access Plan in mid-2023. The plan seeks to identify key barriers to accessing the school site by active transportation and design solutions for one to two of those locations.

The Mission Bay School Access Plan builds on San Francisco's citywide School Access Plan, completed in Spring 2023, which found that caregivers want investments in infrastructure that support safer school trips. The Mission Bay School Access Plan will also advance the goals of San Francisco's Safe Routes to School Program, such as reducing the proportion of school trips made in a single-family vehicle to 30% by 2030.

Funding for this study was provided by San Francisco's Proposition K half cent sales tax (now Proposition L), under the Neighborhood Program, at the request of District 6 Supervisor and Transportation Authority Board Member Matt Dorsey. The Study was led by SFCTA staff in close partnership with the San Francisco Municipal Transportation Agency (SFMTA) and support from SFUSD. The report and recommendations were assisted greatly by dedicated community members including members of the Mission Bay School Steering Committee. The study team is extremely grateful for their guidance and enthusiastic engagement.

2.2 GOALS

The Study Team crafted a set of goals and objectives that build on the San Francisco Transportation Plan. These draft goals and objectives (Table 2-1) were shared with the public during the first round of public outreach.

Table 2-1. Goals and Objectives

GOAL	OBJECTIVE
Safety	• Improve low-comfort facilities with a history of collisions • Develop concepts which feel safe to the widest possible range of ages and abilities
Connectivity	• Develop concepts which effectively connect the Mission Bay School to the broader citywide active transportation network • Ensure nearby affordable housing is well connected to the school site
Accountability	• Incorporate local knowledge in both problem area identification and the development of solutions • Create transparency about trade-offs of alternative concepts, including related to cost, construction duration, and construction impact

Round 1 of outreach, which ran from February to March 2024, reached approximately 120 community members through a community workshop and survey. Participants in Round 1 expressed that they understood the need for the Study as well as its goals.



The Study included three rounds of community outreach. Details about and findings from each round of outreach are presented in the relevant technical sections of this report.

- Round 1: Goals and key barrier identification
- Round 2: Draft concepts for key barriers
- Round 3: Refined concepts for key barriers

2.3 EXISTING CONDITIONS

Neighborhood Context

Mission Bay is a 303-acre neighborhood in eastern San Francisco. It is bounded by the San Francisco Bay to the east, Mission Creek to the north, the I-280 overpass and Caltrain tracks to the west, and Mariposa Street to the south. The geographic barriers to the east, north, and west create a peninsula-like condition, with limited gateways into or out of Mission Bay. Nearby neighborhoods include the Dogpatch and Potrero Hill to the south and South of Market (SoMa) to the north.

Mission Bay is a rapidly growing neighborhood. Between the 2010 and 2020 Census, the neighborhood almost doubled in population from 9,000 to 17,400. Some of this growth is attributable to completed affordable housing projects in the area (Figure 2-2). Additional affordable housing developments are planned in Mission Bay, including a development directly adjacent to the school site. Connectivity between the school site and affordable housing is important, because below-market-rate housing is more likely to house SFUSD students than other types of housing.[1]

1 San Francisco Planning Department 2017 Family Friendly Housing Report

Figure 2-2. Affordable Housing in Mission Bay



Source: DataSF, Affordable Housing Pipeline, produced by the Mayor's Office of Housing and Community Development and the Office of Community Investment and Infrastructure (OCII). The number of units for each development is subject to change as the projects progress.

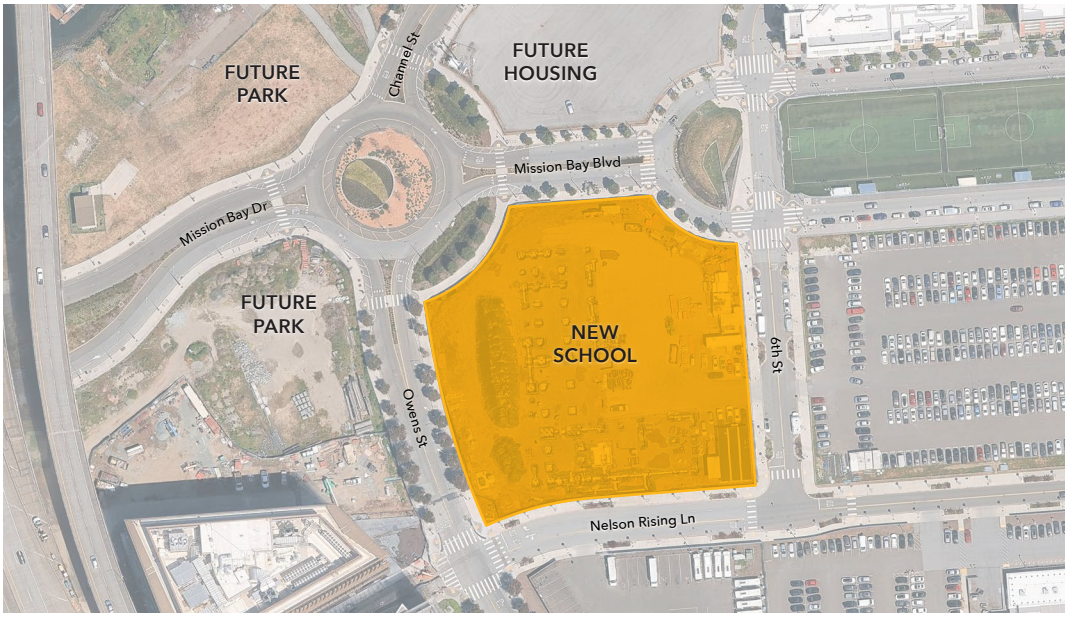
Mission Bay is also an employment hub. According to the Mission Bay Development Group, there are around 30,000 jobs in Mission Bay. Many of these jobs are in healthcare, supported by the large University of California, San Francisco campus as well as other medical facilities from providers like Kaiser Permanente. The neighborhood is also home to the Chase Center, an 18,000-seat arena that regularly hosts professional basketball games, concerts, and other events.

School Site

Mission Bay Elementary sits at the northeasternmost tip of the UCSF Mission Bay campus. It is located at 1415 Owens Street and is bounded by Mission Bay Boulevard South, Owens Street, Nelson Rising Lane, and 6th Street. The school site borders the

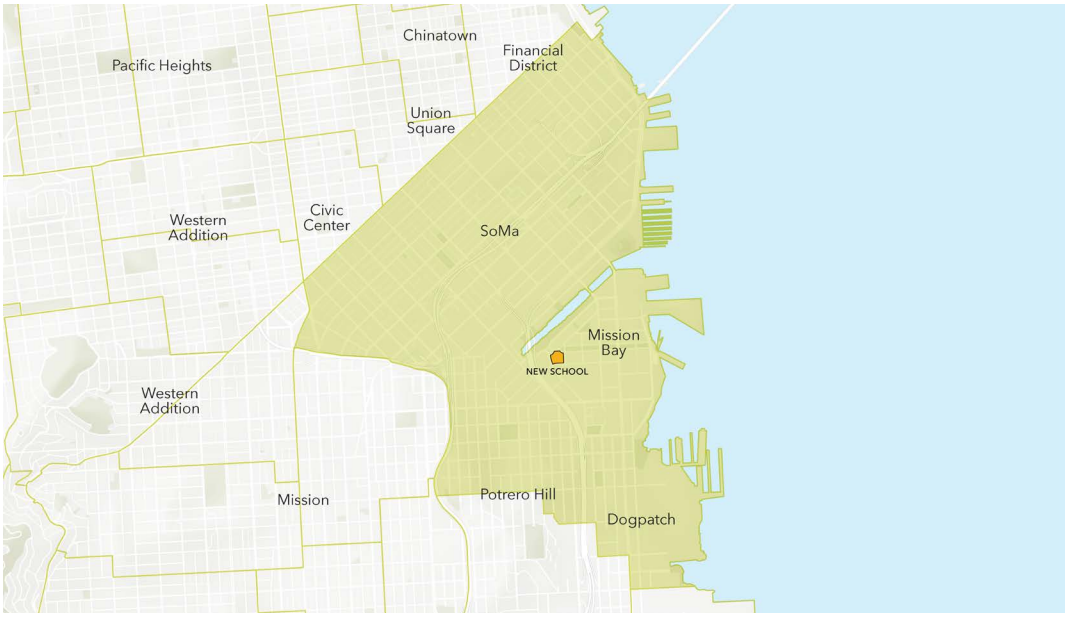
southeast quadrant of the roundabout that connects Mission Bay Drive, Owens Street, Mission Bay Boulevard, and Channel Street.

Figure 2-3. Mission Bay Elementary School and Nearby Streets



The Mission Bay Elementary attendance area (Figure 2-4) covers Mission Bay as well as neighborhoods including SoMa, Dogpatch, and portions of the Potrero Hill neighborhood.

Figure 2-4. Mission Bay Elementary Attendance Area



Source: DataSF, Map of SFUSD School Attendance Areas (2024 – 2025), https://data.sfgov.org/Geographic-Locations-and-Boundaries/Map-of-SFUSD-School-Attendance-Areas-2024-2025-/d97t-8qjt

Active Transportation Network

At the Study's initiation, existing bicycle facilities were limited around the school site. There were Class III bikeways (shared lanes/routes) on Mission Bay Boulevard between 4th Street and the roundabout. West of the roundabout, Mission Bay Drive had a Class II bikeway (bike lane)[1] for much of its length until connecting with 7th Street, with the following gaps:

The eastbound bike lane ends around 200 feet before the roundabout, and riders must merge with vehicle traffic (Figure 2-5).

There are no eastbound or westbound bike lanes between 7th Street and Berry Street, so riders must share the lane with vehicle traffic.

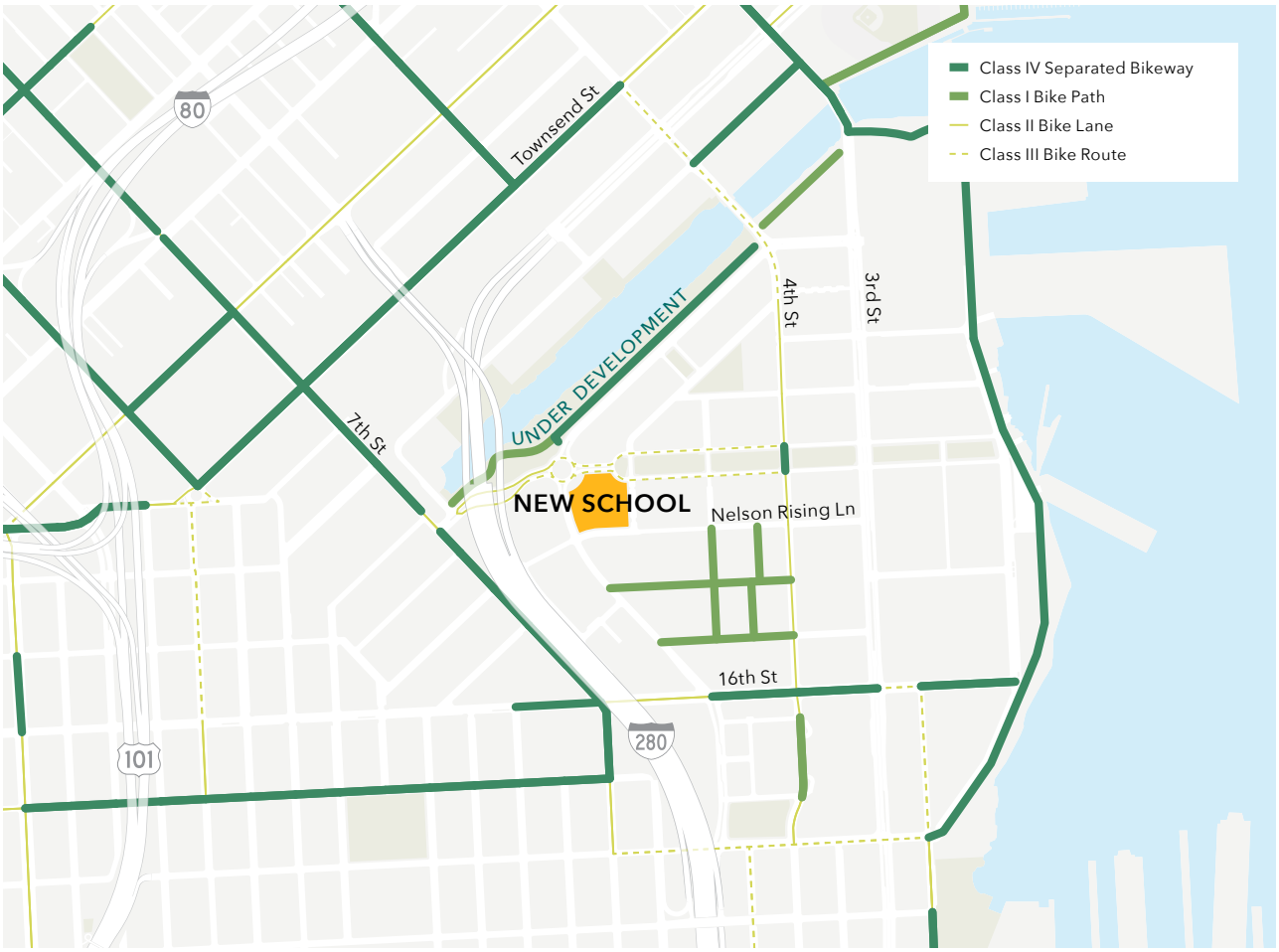
Figure 2-5. Bike lane gap on Mission Bay Drive Approaching the roundabout



1 The bike lanes on Mission Bay Drive are now Class IV. In July 2026 SFMTA added delineators/posts in response to an early recommendation that emerged from this Study.

From 4th Street and 7th Street, riders can connect to San Francisco's larger active transportation network (Figure 2-6). The below figure reflects the existing bikeway network as of February 2024, when the Study team completed its existing conditions work.

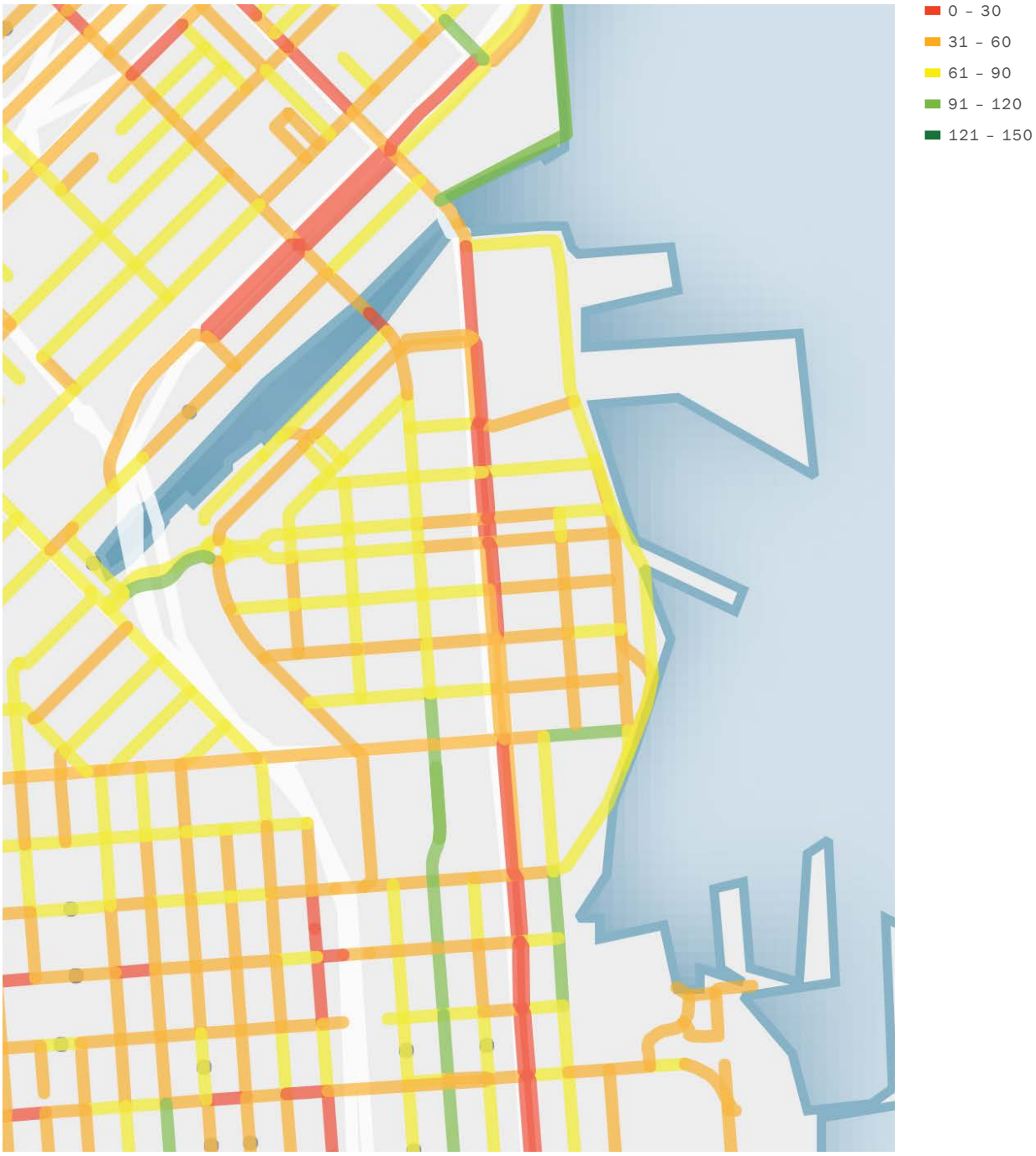
Figure 2-6. Existing Bike Network around Mission Bay Elementary



SFMTA's Bicycle Conditions Index (BCI) provides additional insight into active transportation facilities around the school site. The BCI accounts for factors including land use, pavement quality, slope, number of lanes, prevailing speeds, transit presence, and type of bicycle facilities. It expands upon the nationally standardized Bicycle Level of Traffic Stress. Figure 2-7 shows the bicycle conditions scores for streets in Mission Bay.

Very few streets near the school site score better than medium (green), indicating that there is the potential to make bicycle facilities lower stress, an important factor for young students and their families who consider riding to school.

Figure 2-7. Bicycle Conditions Index



Source: SFMTA Biking and Rolling Plan – Bicycle Conditions Index Map, https://www.sfmta.com/media/41116/download?inline

Recognizing the potential for improved active transportation near the school site, SFMTA's Biking and Rolling Plan calls for upgrades to the bike network in Mission Bay as follows:

- Mission Bay Drive: separated bike lanes
- Mission Bay Boulevard: Undecided improvements
- 4th Street: Undecided improvements
- Chanel St: Separated bike lanes
- Owens St: Separated bike lanes

Figure 2-8. SFMTA Biking and Rolling Plan North Star Network Excerpt



Source: SFMTA Biking and Rolling Plan – North Star Network Map, https://www.sfmta.com/media/41812/download?inline

The 2022 UCSF Bicycle and Micromobility Plan also recommends a set of bike and micromobility improvements, shown in Figure 2-9 below.

Figure 2-9. Recommendations from UCSF Bicycle and Micromobility Plan



The Mission Bay Development Group, in coordination with the Office of Community Investment and Infrastructure, also has plans to expand the active transportation network near the school site. As a part of the Mission Creek Park South Extension Project, these partners will develop wide multiuse paths around the northwest portion of the roundabout. These paths will provide new ways to connect around the roundabout and to travel from the roundabout to Berry Street, 4th Street, and parks in between. Pedestrians could still choose to use the existing sidewalk adjacent to the road.

Figure 2-10. Mission Creek Park Extension



Source: SF Rec and Park; https://sfrecpark.org/DocumentCenter/View/25951/Mission-Creek-Park-South-Extension-Project---Overview-of-Mission-Creek-Park-P2-P8---CAC

Existing Transit Network

The Mission Bay area is served by several Muni routes including the T Third light rail, 22 Fillmore bus, 15 Bayview Hunters Point express bus, and 91 Owl Bus. (Figure 2-11) UCSF and the Mission Bay Transportation Management Association also operate shuttles between Mission Bay and other parts of the city. Neither the Muni routes nor shuttles stop directly at the Mission Bay Elementary school site.

Figure 2-11. Transit in Mission Bay



Regional transit service in Mission Bay is currently limited to special event ferries at Pier 48. Additional special event ferries serve Oracle Park, just north of Mission Bay, for San Francisco Giants games. A new ferry terminal is under development at approximately 16th Street, just south of Chase Center.

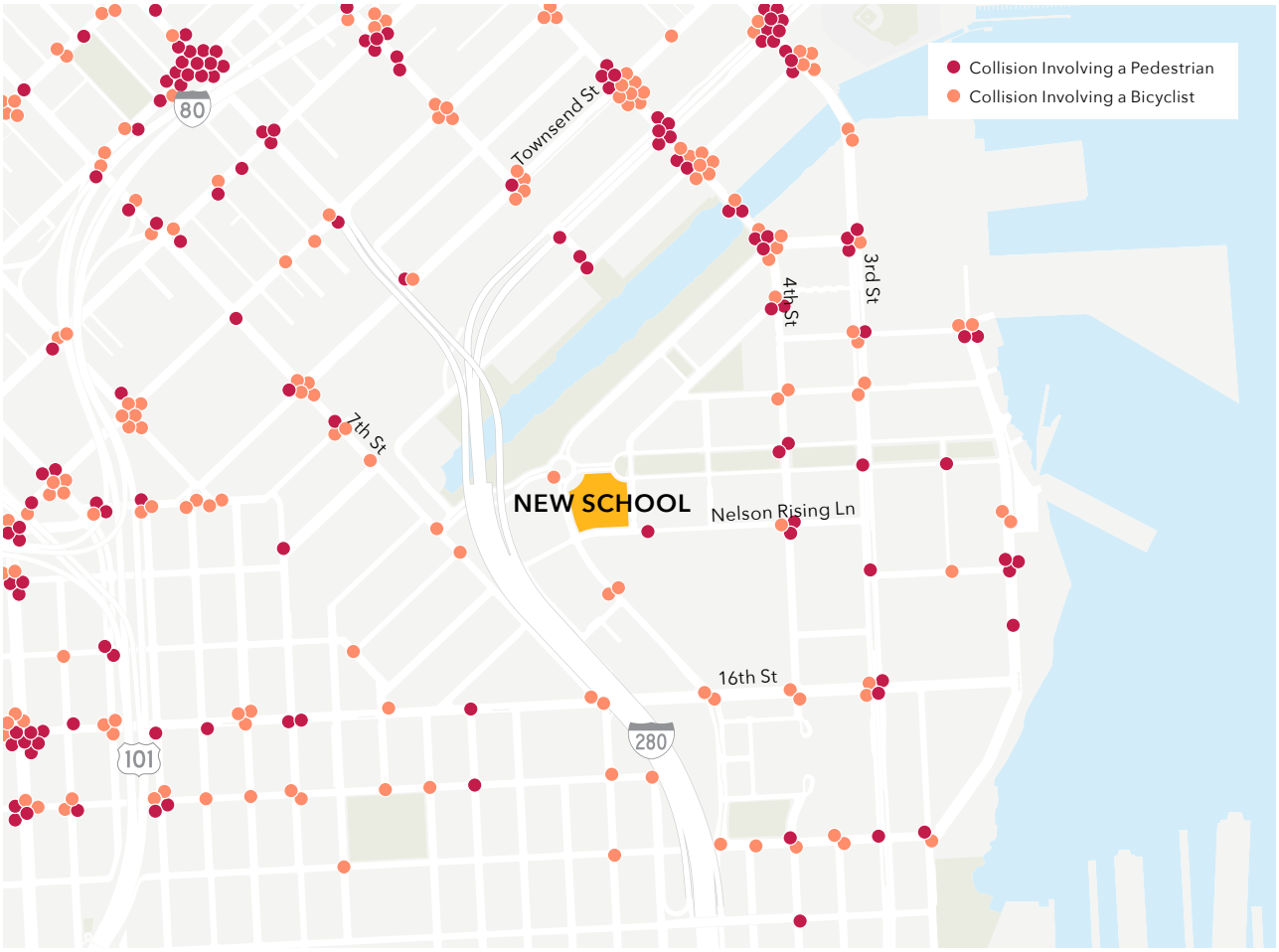
Caltrain's rail alignment runs along Pennsylvania Avenue, at the western border of Mission Bay. There are no Caltrain stops in Mission Bay, but the 4th and King Station is a 0.6 mile walk from the school site.

Safety

The study team assessed the total number and distribution of bicycle and pedestrian collisions with vehicles within the study area from 2018 to 2023 using data from Transbase to create a collision map (Figure 2-12). Marked in red are vehicle-pedestrian collisions, and in orange are vehicle-bicycle collisions. Collisions are concentrated along Mission Bay's central arterial corridors of 3rd Street and 4th Street, as well

as 16th Street, Mariposa Street, and Terry A. Francois Boulevard. The largest crash clusters are situated at the intersections of 4th/Channel Street, 3rd/Channel Street, and 16th/3rd Street.

Figure 2-12. Collisions in Mission Bay Involving a Bicycle or Pedestrian 2018 – 2023



Key Findings from Existing Conditions

Based on the existing conditions data, the Study team recognized the following:

- The school site is not well connected to existing high comfort facilities, however a network of dedicated bicycle/pedestrian paths and separated bike facilities is present within ¼ mile of the school site.
- Collisions involving bicycles and pedestrians have occurred throughout the Mission Bay neighborhood and project area, and have been concentrated along Mission Bay's arterial corridors including 3rd Street, 4th Street, and 16th Street.

- Within ¼ mile of the school site, there have been more collisions between vehicles and cyclists than between vehicles and pedestrians.
- Affordable housing, which is more likely to house SFUSD students than market-rate housing, is concentrated to the north and east of the school site.
- The school site is not served directly by any SFMTA transit. Some Mission Bay TMA shuttles stop near the school site, but none serve the school directly.
- Both UCSF and SFMTA have issued plans that identify additional bicycle facilities on streets connecting to the school site

3. Identifying Key Barriers

3.1 APPROACH

Based on the existing conditions research, the Study Team created an evaluation framework to assess how improving conditions in different locations could advance the goals and objectives of the study.

Table 3-1. Performance Criteria

GOAL	PERFORMANCE CRITERIA	LOW	MEDIUM	HIGH
Safety	Collision history	No collision history	1 – 3 collisions	4+ collision
Safety	Existing facility comfort	High or very high BCI	Medium BCI	Low or very low BCI
Connectivity	Connection to existing high comfort facilities and/or affordable housing	Barrier separates school from neither existing high quality facility nor affordable housing	Barrier separates school site from either existing high quality facility or affordable housing	Barrier separates both affordable housing and existing active transportation facility
Connectivity	Proximity to school site	>0.1 miles from school site	<0.1 miles / Approaches school site	Fully within 500
Accountability	Community input	Fewer community members shared that this area needs improvement	Some community members shared the area could benefit from improvements	Community members consistently shared the area is a top priority for improvement
Accountability	Preliminary feasibility	Flag any locations with significant jurisdictional or technical complexity		

The team used this framework to identify potential key barriers A through F (Figure 3-1).

Figure 3-1. Six Preliminary Barriers



In Round 1 of outreach, the Study team presented the preliminary barriers and evaluation framework to community members. Through an online survey and in-person workshop at the Mission Creek Pavilion. In addition, conversations were held with community-based organizations including the Mission Bay School Steering Committee, Dogpatch Neighborhood Association, and the South Beach, Rincon, Mission Bay Neighborhood Association. Study materials and survey were provided in English, Spanish, Cantonese and Tagalog. Participants were asked questions such as:

- If you were walking or bicycling to the Mission Bay School, which part of your route needs improvement? (Figure 3-2)

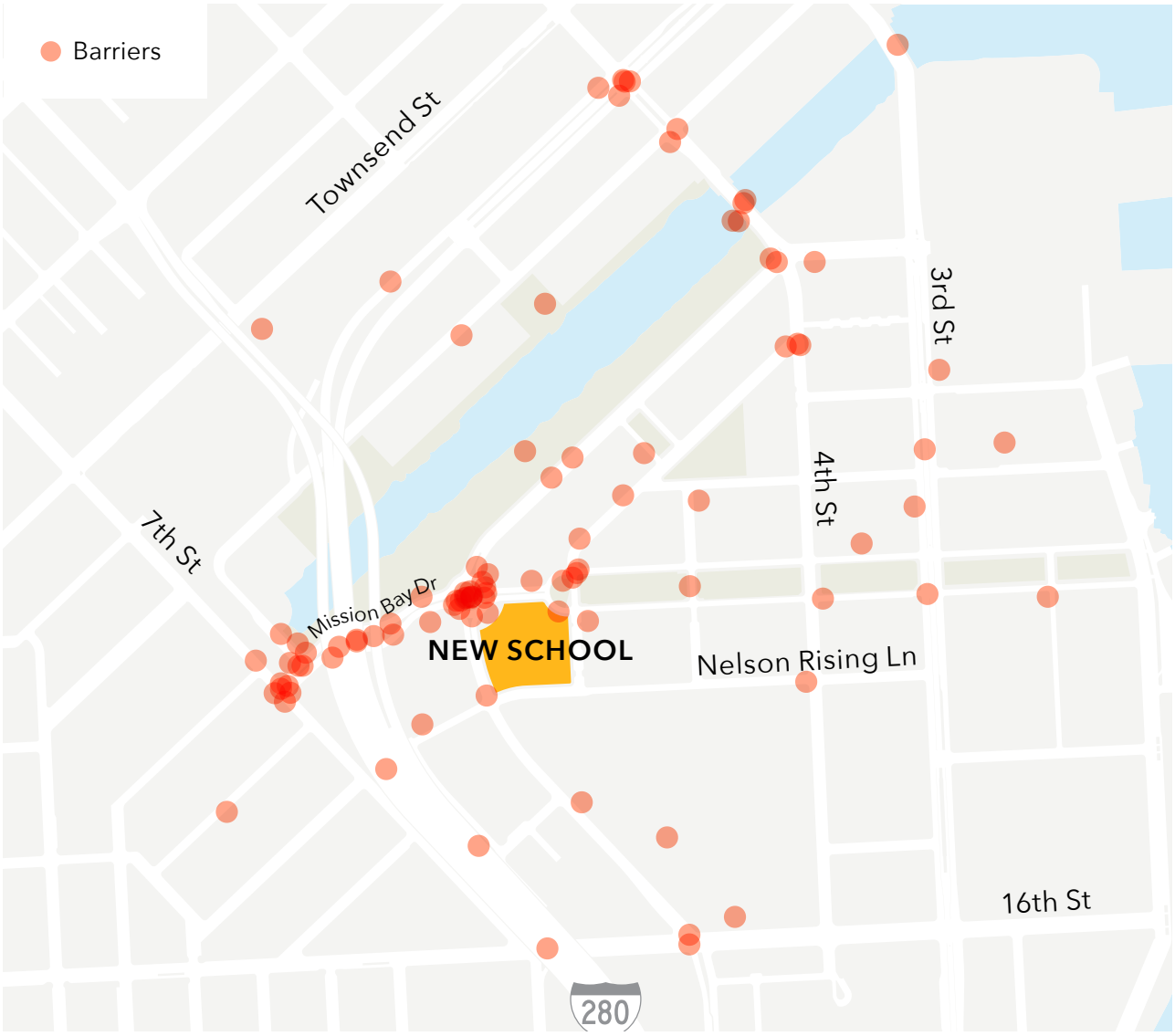
- Using your own experience and this information, please share locations where you would like to see improvements for people walking and bicycling.

Community members showed a clear desire to improve barriers posed by the roundabout adjacent the school and Mission Bay Drive connection to 7th Street (Figure 3-2).

Common themes included

- Requests for better connectivity and protection for cyclists especially within the roundabout
- Concerns about high vehicle speeds within the neighborhood, especially along Mission Bay Boulevard North and South where there is a long stretch of straight roadway with no traffic control. Community members shared that this is an inviting area to drive quickly especially concerning because it is adjacent to a park.
- Difficulties crossing the 4th and 3rd street bridges with traffic blocking or delaying light rail vehicles and conflicts between cyclists and pedestrians
- Signal timing issues and frustrating vehicle queueing in the vicinity of the 7th and Mission Bay Drive intersection

Figure 3-2. Community Identified Barriers



Informed by the existing conditions analysis and community input, the Study Team completed the barrier evaluation, Table 3-2.

Table 3-2. Barrier Evaluation

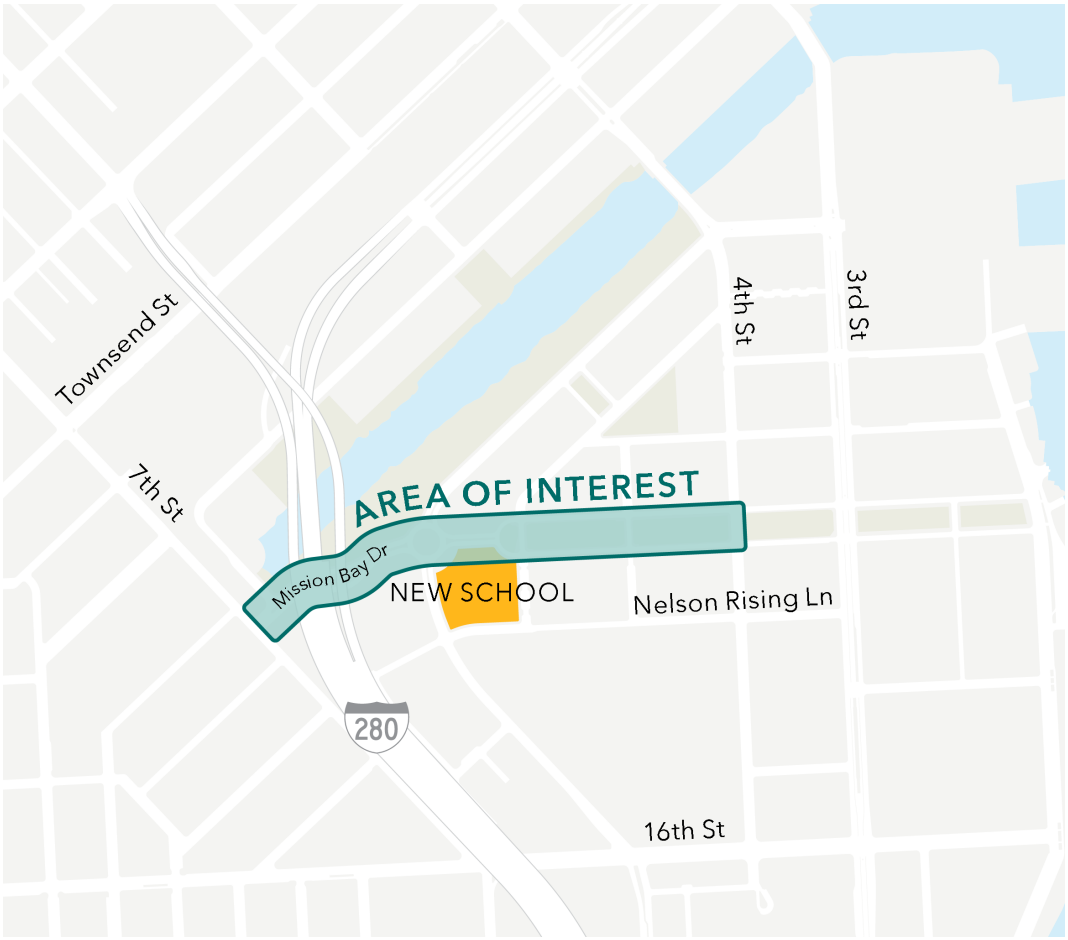
	DESCRIPTION	COLLISION HISTORY	EXISTING FACILITY COMFORT	CONNECTIVITY NEED	PROXIMITY TO SCHOOL SITE	COMMUNITY INPUT	PRELIMINARY FEASIBILITY
A	**4th/Channel**	High Need	High Need	Medium	Low	<Med>	Light-rail present and limited right-of-way
B	**Roundabout**	Medium	High Need	High Need	High Need	<High>	Likely capital intensive
C	**Mission Bay Drive from 7th to Roundabout**	Medium	High Need	High Need	Medium	<High>	Complicated by required coordination with California Public Utilities Commission (CPUC)
D	**16th Street Underneath I-280**	Medium	High Need	Low	Low	<Med/Low>	Complicated by CPUC coordination, very limited right-of-way
E	**Mission Bay Boulevard 4th St. to Roundabout**	Medium	Medium	High Need	High Need	<Med>	
F	**Owens Street**	Medium	High Need	Low	High Need	<Med/Low>	

The Study Team identified preliminary feasibility considerations at four locations:

- A: The 4th and Channel intersection has limited right-of-way and the presence of Muni Light Rail. These current conditions create significant design constraints which can limit the feasibility of interventions and/or be very costly to address.
- B: Improvements to the roundabout are likely to be capital intensive.
- C: Improvements in the vicinity of the Mission Bay Drive and 7th Street intersection is complicated by the presence of Caltrain and require approvals by the California Public Utilities Commission
- D: Improvements in the vicinity of the 16th Street and 7th Street intersection can be complicated by the need to accommodate Caltrain within the roadway and in signal timing. Because of the presence of rail, changes also require approvals by the California Public Utilities Commission. There is limited right-of-way available.

Barriers B, C, and E were identified as medium- or high-need across all metrics, and therefore the priorities to address through the remainder of the Study. Although the Study scope called for 1 – 2 barriers to be addressed, the Study Team felt that these three barriers functioned as a corridor that was appropriate to address comprehensively, instead of breaking it into separate planning efforts.

Figure 3-3. Study Area of Interest



4. Draft Concepts

Following Round 1 of outreach, the Study Team drafted designs to address the identified barriers.

4.1 MISSION BAY BOULEVARD NORTH AND SOUTH

Mission Bay Boulevard North and South have sharrows but no dedicated bicycle facilities. The intersections at Long Bridge Street and Merrimac Street were 2-way stops. The 4th Street intersection was signalized.

The Study team considered two alternatives:

1. Traffic calming (e.g., painted safety zones, daylighting, raised crosswalks, chicanes, mid-block cushions) on Mission Bay Boulevard North and South
2. Two-way separated bikeway on Mission Bay Boulevard South

These options were evaluated to measure their effectiveness at advancing the study's goals and objectives and implementability of the improvements (Table 4-1).

Table 4-1. Concept Evaluation: Mission Bay Boulevard

	TRAFFIC CALMING		TWO-WAY BIKEWAY	
	SCORE	DETAIL	SCORE	DETAIL
Bicycle-Vehicle Interactions (Safety)	+	Roadway remains shared but safety is improved	+	Safety is improved, but not all sections of the bikeways can be separated due to the need to accommodate large truck movements
Bicycle-Pedestrian Interactions (Safety)			−	Introduces multimodal conflicts with a less predictable design for pedestrians
Other Pedestrian Impacts	+	Pedestrians also benefit from slowing vehicles		
Connectivity	++	Seamless and intuitive	+	Tie-ins to existing facilities may not be intuitive
Cost	Less than $250 K	Some treatments (e.g., raised crosswalks) could increase cost beyond $250 K	Less than $250 K	
Construction Timeline/ Impact	Near-term implementation, low impact		Near-term implementation, low impact	
Landscaping/Parking			−	Parking removed on Mission Bay Boulevard South

4.2 ROUNDABOUT

The roundabout at the northwest corner of the school site connects Mission Bay Drive, Mission Bay Boulevard, Owens Street, and Channel Street. The roundabout can be considered in the following quadrants:

- Southwest: Portion between Mission Bay Drive and Owens Street
- Southeast: Portion between Owens Street and Mission Bay Boulevard; the school site is accessible from this quadrant
- Northeast: Portion between Mission Bay Boulevard and Channel Street
- Northwest: Portion between Channel Street and Mission Bay Drive

There are shared lane markings in the roundabout. Bicycles and vehicles must share the single lane. Eastbound cyclists on Mission Bay Drive have a Class II bikeway (bike lane)

until about 200 feet prior to the roundabout, when they merge into a shared Class III bikeway (shared lane/route). Mission Bay Boulevard North and South also have Class III bikeways (shared lanes/route). There is a Class II bikeway (bike lane) on Mission Bay Drive westbound starting just after the roundabout. There are no bike facilities on Channel Street and Owens Street today, though SFMTA's Biking and Rolling Plan calls for separated bike lanes on these approach roads. The Mission Bay Development Group is implementing a multiuse Path that will carry cyclists through a new park space in the northwest quadrant of the roundabout and run parallel to Channel street.

Wide sidewalks (12 feet) surround the roundabout. Crosswalks on the approach roads approximately 40 – 50 feet back from the roundabout. Figure 4-1 shows the current layout at the roundabout.

Figure 4-1. Roundabout Existing Condition



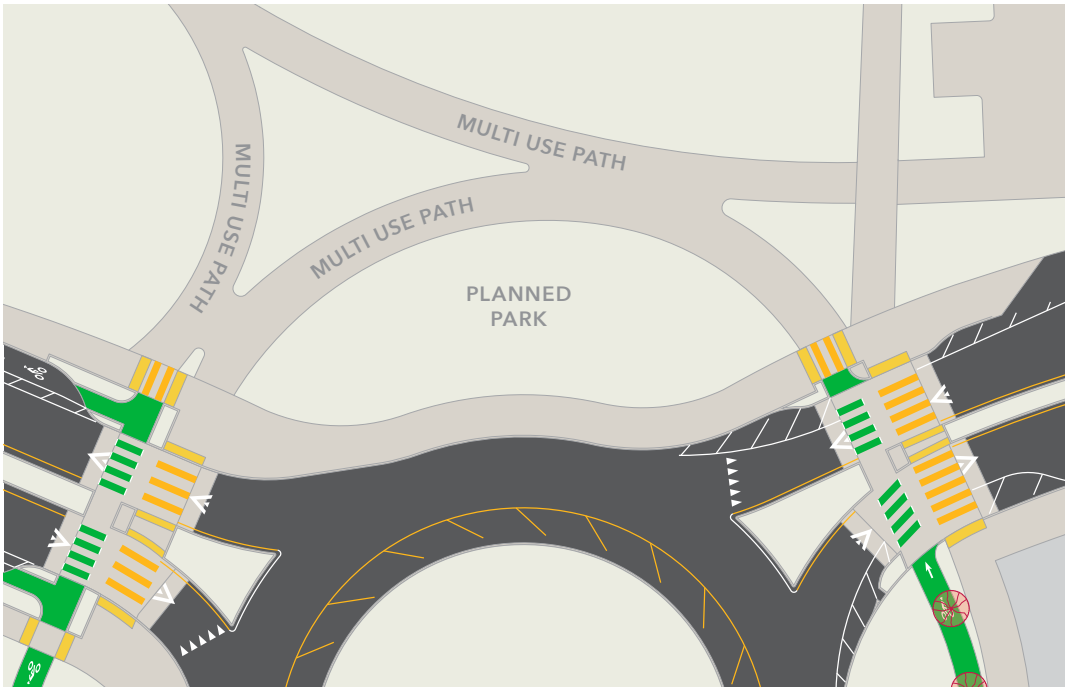
The Study Team considered three alternatives at the roundabout, as described in Table 4-2. In each alternative, the multiuse path being implemented by the Mission Bay Development Group as a part of the Mission Creek Park South Extension Project would provide connectivity around the northwest portion of the roundabout (Figure 4-2). Each

alternative also recommends that the eastbound bike lane on Mission Bay Drive is extended up to the roundabout.

Table 4-2. Initial Roundabout Alternatives

OPTION	DESCRIPTION
A: Convert the existing sidewalk into a one-way bikeway plus sidewalk	• Split the 12-foot wide sidewalk into 6-foot wide bicycle (one-way) and pedestrian paths separated by a detectable barrier. • Allow confident cyclists to continue using the Class III bikeway (shared lane/route) in the roadway. • Place the bikeway directly inside (closer to the roundabout) of the pedestrian path, including at crosswalks. • Add Class II bikeways (bike lanes) on Mission Bay Boulevard leading into the roundabout.
B: Build a new sidewalk; convert the existing sidewalk to a two-way bike path	• Convert the existing sidewalk at the southeast and northeast portions of the roundabout into two-way bikeways. • Create a new path for a two-way bikeway at the southwest portion of the roundabout. • Create new sidewalks alongside the road at the southeast and northeast portions of the roundabout. • Place the bikeway outside (further from the roundabout) of the sidewalk, with the bikeway directly outside of the pedestrian path at crosswalks. • Add Class II bikeways (bike lanes) on Mission Bay Boulevard leading into the roundabout.
C: Create a one-way protected bike path on the outer edge of the roadway	• Reduce the size of the center island in the roundabout • Maintain the existing sidewalks • Create a bike lane within the existing roadway with new concrete poured to provide separation from vehicles

Figure 4-2. Continuation of bike facilities at the northwest quadrant of the roundabout



Options A through C are depicted in Figure 4-3 through Figure 4-5 and assessed in Table 4-3. All alternatives were found to improve upon existing conditions. Evaluations reveal relative tradeoffs between alternatives. Green shading in the drawings is used to highlight the location of bicycle facilities. Any pavement coloring for bicycle facilities around the roundabout would be determined closer to implementation.

Figure 4-3. Roundabout Alternative A

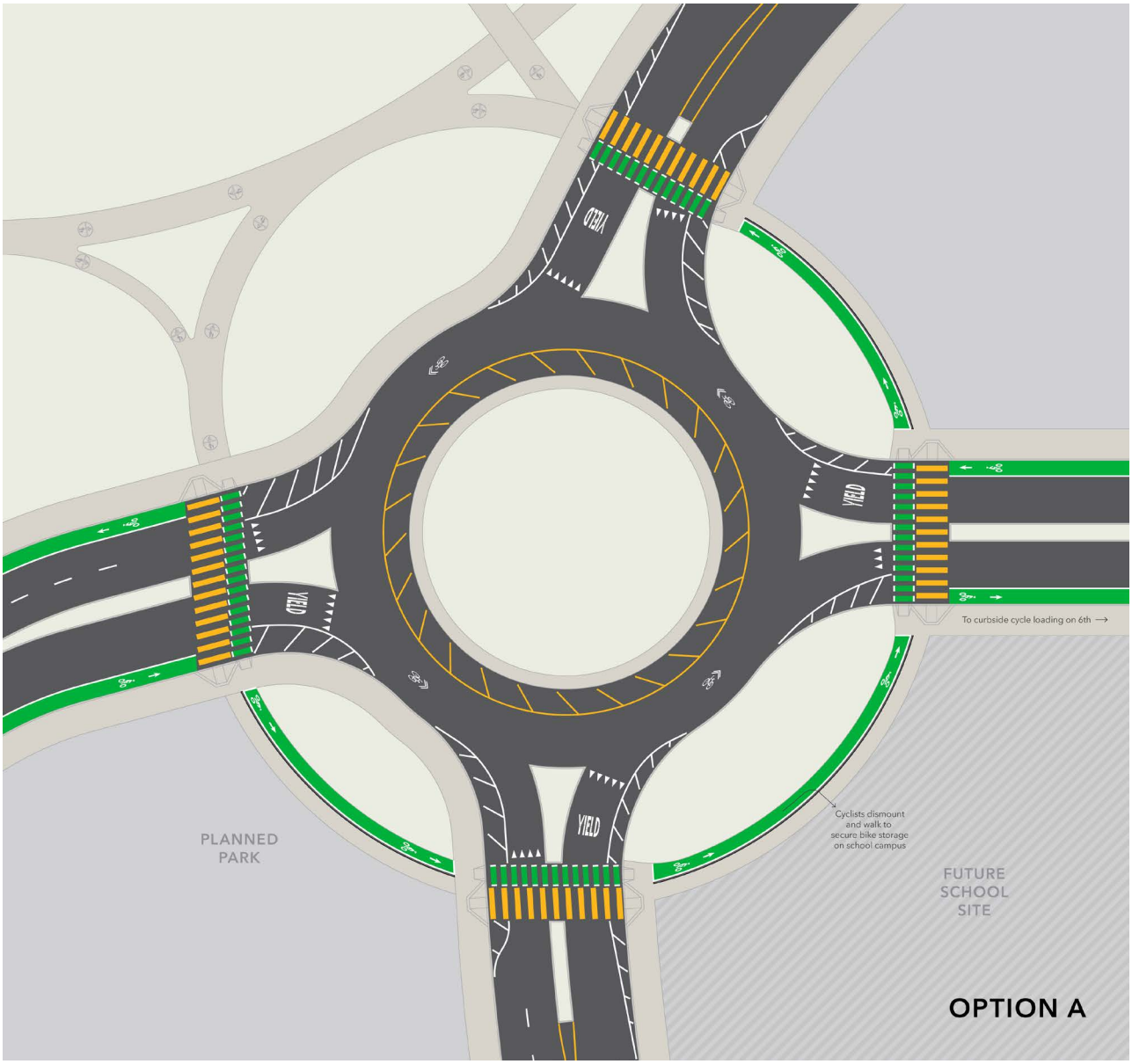


Figure 4-4. Roundabout Alternative B

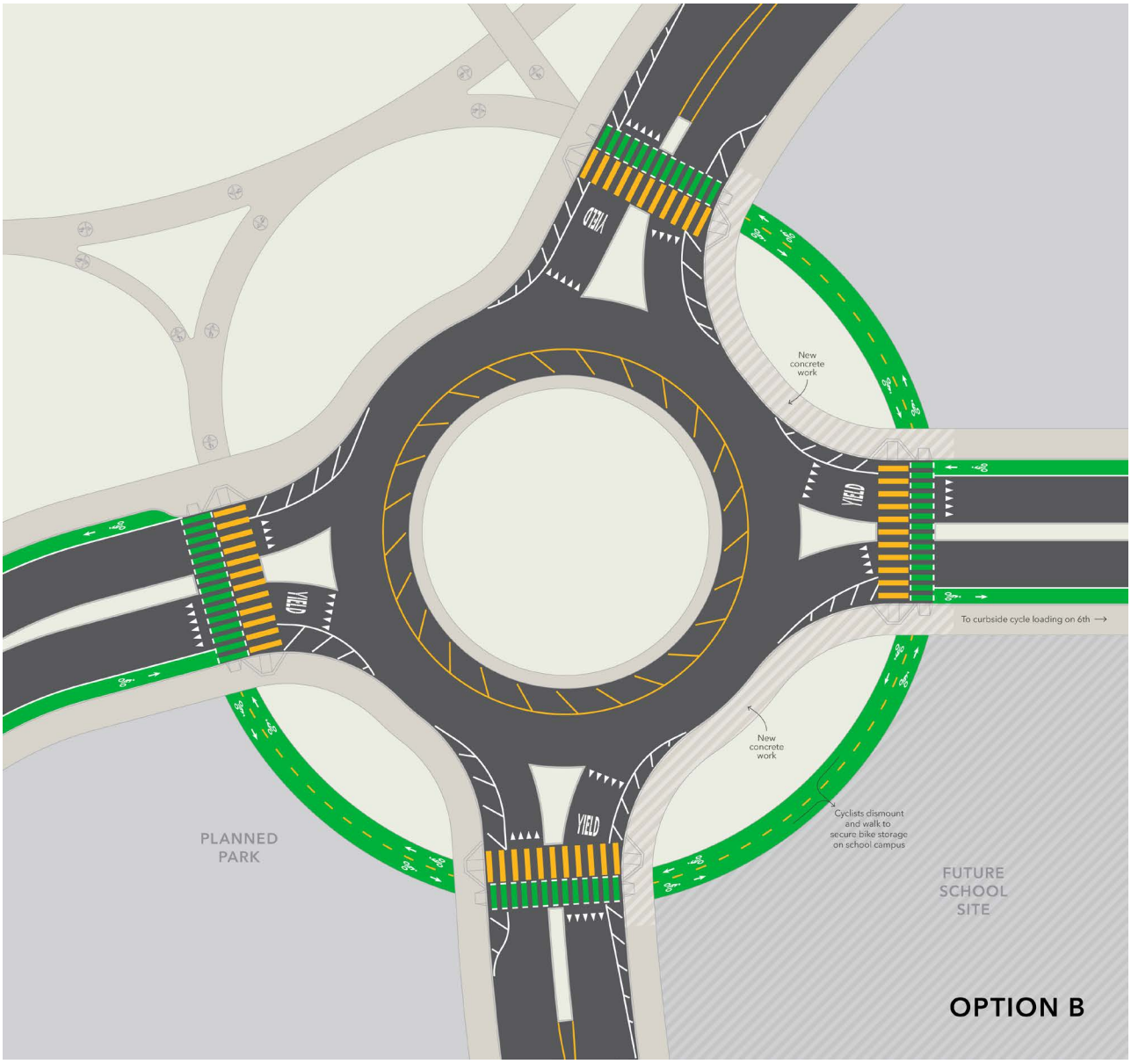


Figure 4-5. Roundabout Alternative C

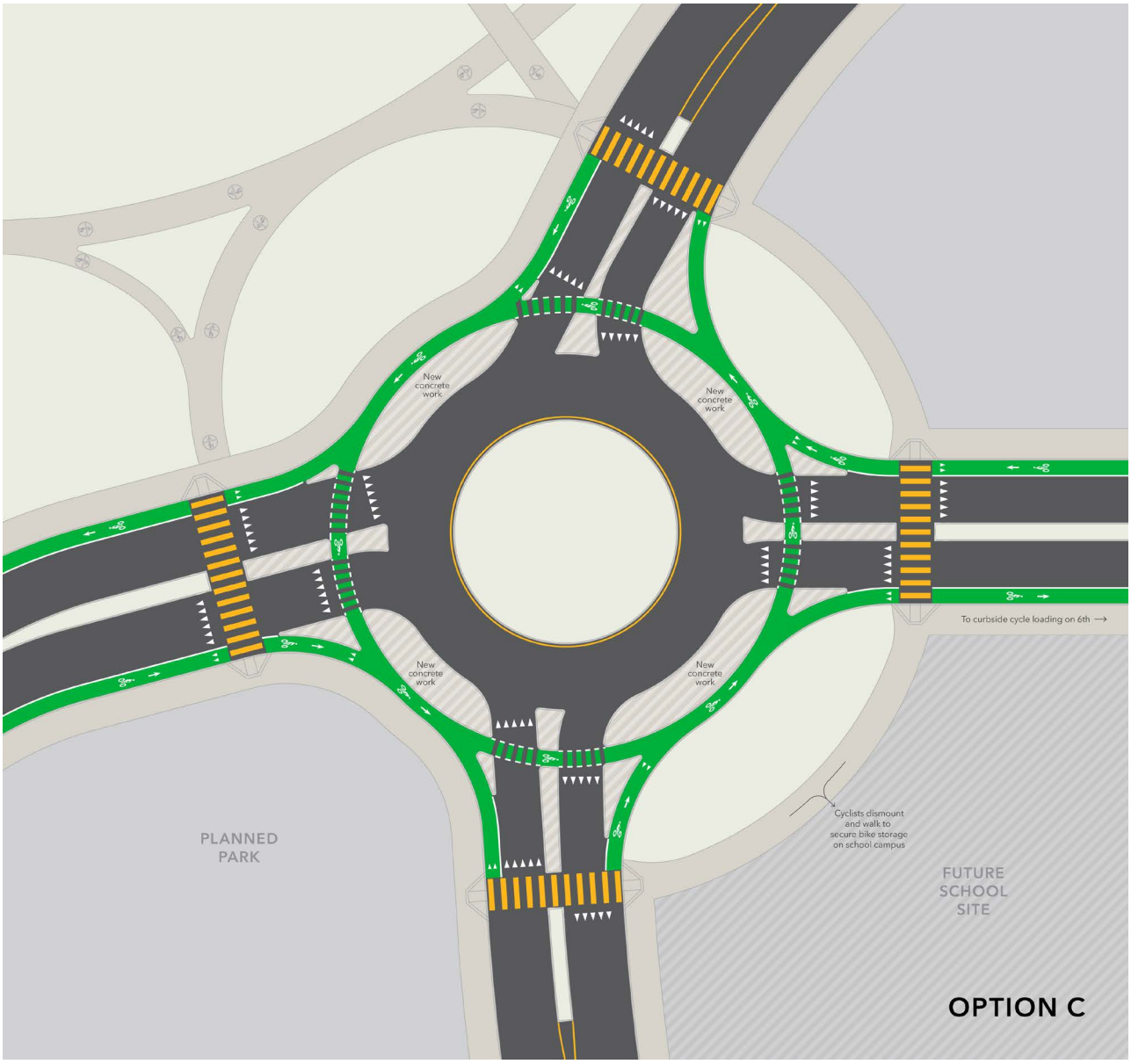


Table 4-3. Roundabout Alternatives Evaluation

	A		B		C	
	SCORE	DETAIL	SCORE	DETAIL	SCORE	DETAIL
Bicycle-Vehicle Interactions (Safety)	+++	Cyclists are separated from vehicles and crossing points/ intersections are optimized	++	Cyclists are separated however some complicated vehicular conflict points remain as vehicles need to look both ways for cyclists	++	Cyclists are separated however motorists must navigate two crossing points at each entry and exit
Bicycle-Pedestrian Interactions (Safety)*			–	Cyclists cross the pedestrian path of travel on the sidewalk		
Other Pedestrian Impacts*	–	Reduces dedicated pedestrian space compared to other alternatives	–	Pedestrians must walk adjacent motor vehicles rather than behind landscaping. Removes direct pedestrian connections to parcels adjacent		
Connectivity	++	Provides intuitive path and direct connection to school site, but cyclists are forced to make a sharp turn	++	Provides intuitive path and direct connection to school site, but cyclists are forced to make sharp turn	++	
Cost	$$	Preliminary cost estimate of $1 – 1.5 M	$$+	Preliminary cost estimate of $1 – 1.5M. Additional cost implications from ADA feasibility issues and stormwater retention mitigation.	$$$ $$	Preliminary cost estimate of $4.5 – 6M. Additional cost implications from major infrastructure challenges including utility relocation
Construction Timeline/ Impact		Lower construction scope / timeline than other alternatives. Impacts constrained to ramps and path rather than roadway	– –	Significant construction impacts to roadway	– –	Significant construction impacts to roadway
Landscaping/ Parking			–	Reduction in landscaping	–	Reduction in landscaping

* All alternatives would improve upon existing conditions. A "minus" in these rows indicates that the alternative does not comparatively improve conditions as much as other alternatives.

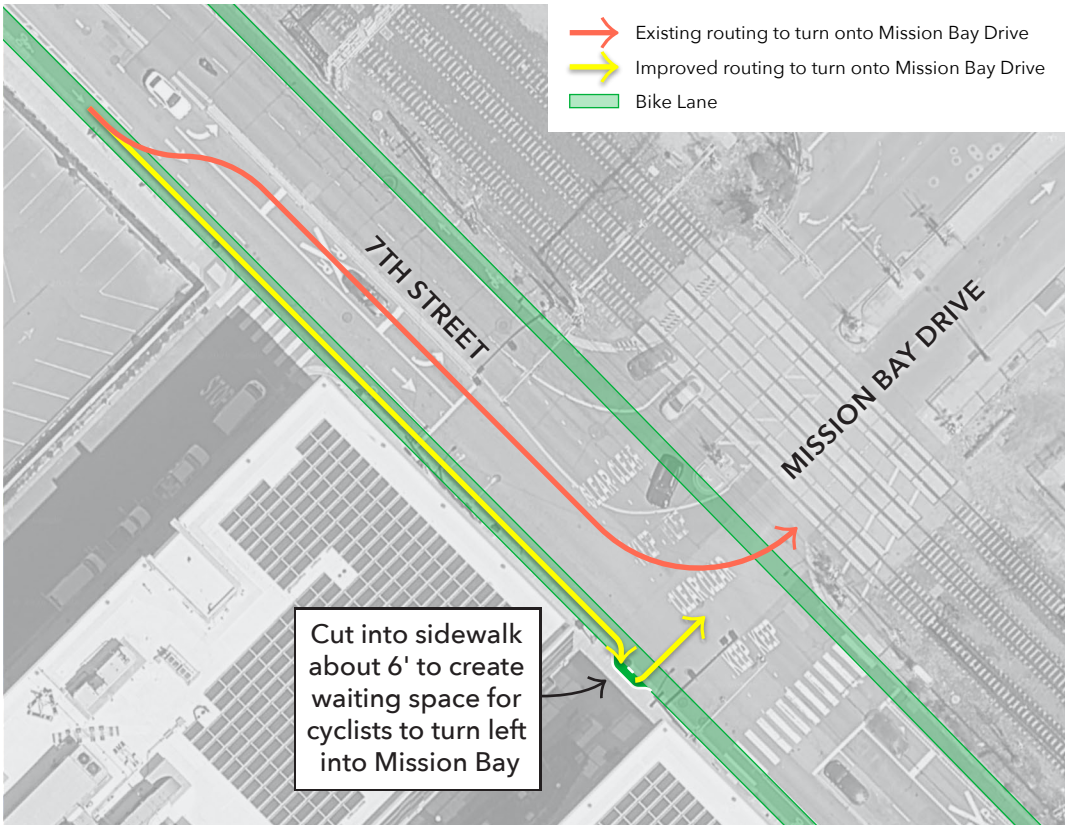
4.3 7TH/MISSION BAY DRIVE

The Study team identified two key obstacles in the existing active transportation network between 7th Street and the roundabout:

- The need to merge from the bike lane on 7th Street across two lanes of vehicle traffic to turn left onto Mission Bay Drive.
- The lack of protection on the Mission Bay Drive bike lane.

To address the turn from 7th Street, the Study Team proposed a "jughandle" or bicycle turn bay – a cutout into the sidewalk on 7th Street that allows cyclists to turn left on Mission Bay Drive directly from the bike lane. Cyclists would also have a new signal phase to make this turn.

Figure 4-6. New Protected Turn for Cyclists onto Mission Bay Drive



On Mission Bay Drive, the Study Team proposed adding delineators/posts between the I-280 overpass and roundabout to create protection around the bike lane.

These concepts would increase safety for cyclists by improving protection, visibility, and predictability of movements. Concepts at this location were not evaluated with the same framework that was used for alternatives at the roundabout and Mission Bay Boulevard because there were not multiple alternatives for this location. Concepts were presented to the community for feedback.

Mid term concepts recommended for further study

The Study Team also identified potential additional improvements that should be advanced with future study

- **Reduce vehicular lanes on Mission Bay Drive eastbound from 7th Street to roundabout:** In the eastbound direction, Mission Bay Drive has two lanes until narrowing to a single lane (currently shared with bicycles) about 200 feet before the roundabout. Traffic volumes may justify a road diet which reduces Mission Bay Drive eastbound to one lane. This could provide space for active transportation infrastructure. Further analysis into vehicle volumes and circulation is necessary before recommending this idea.
- **Direct westbound cyclists off of Mission Bay Drive and onto the future multiuse path north of the roundabout to improve comfort and signal timing:** To the North of Mission Bay Drive, the Mission Bay Development Group will implement a new multiuse path that provides cyclists with a separated path between the roundabout and Berry Street. Westbound cyclists exiting the roundabout into the current side-running bike lane along Mission Bay Drive could be directed instead onto the new multiuse path. This would create a more relaxed and consolidated waiting zone for cyclists at the 7th and Berry intersection. It would also enable excess space on Mission Bay Drive to be repurposed to create a third westbound vehicular lane approaching Berry Street. This additional lane could allow for separated turning movements and signal timing flexibility that would reduce wait times for people walking, biking, and driving.
- **Consider bicycle facilities on Owens Street consistent with San Francisco's Biking and Rolling Plan.** The Plan calls for separated bike lanes between the roundabout and 16th Street.

4.4 WHAT WE HEARD FROM COMMUNITY

The Study Team brought the draft concepts and evaluation to the public in the second round of outreach. This round included an online town hall, walking tour of the project site, and follow-up conversations with the Mission Bay School Steering Committee.

Community members expressed support for the traffic calming option on Mission Bay Boulevard and a desire to move forward those improvements quickly to support the school's opening. Participants in Round 2 of outreach also reacted positively to the jughandle proposal at the 7th Street/Mission Bay Drive intersection.

The roundabout proposals generated the most feedback in Round 2. Overall, community members understood the options proposed but raised concerns about the potential for sidewalk narrowing and sharp turns required by cyclists. Based on this community feedback, the Study Team identified that it was necessary to develop revised options for the roundabout.

5. Revised Concepts

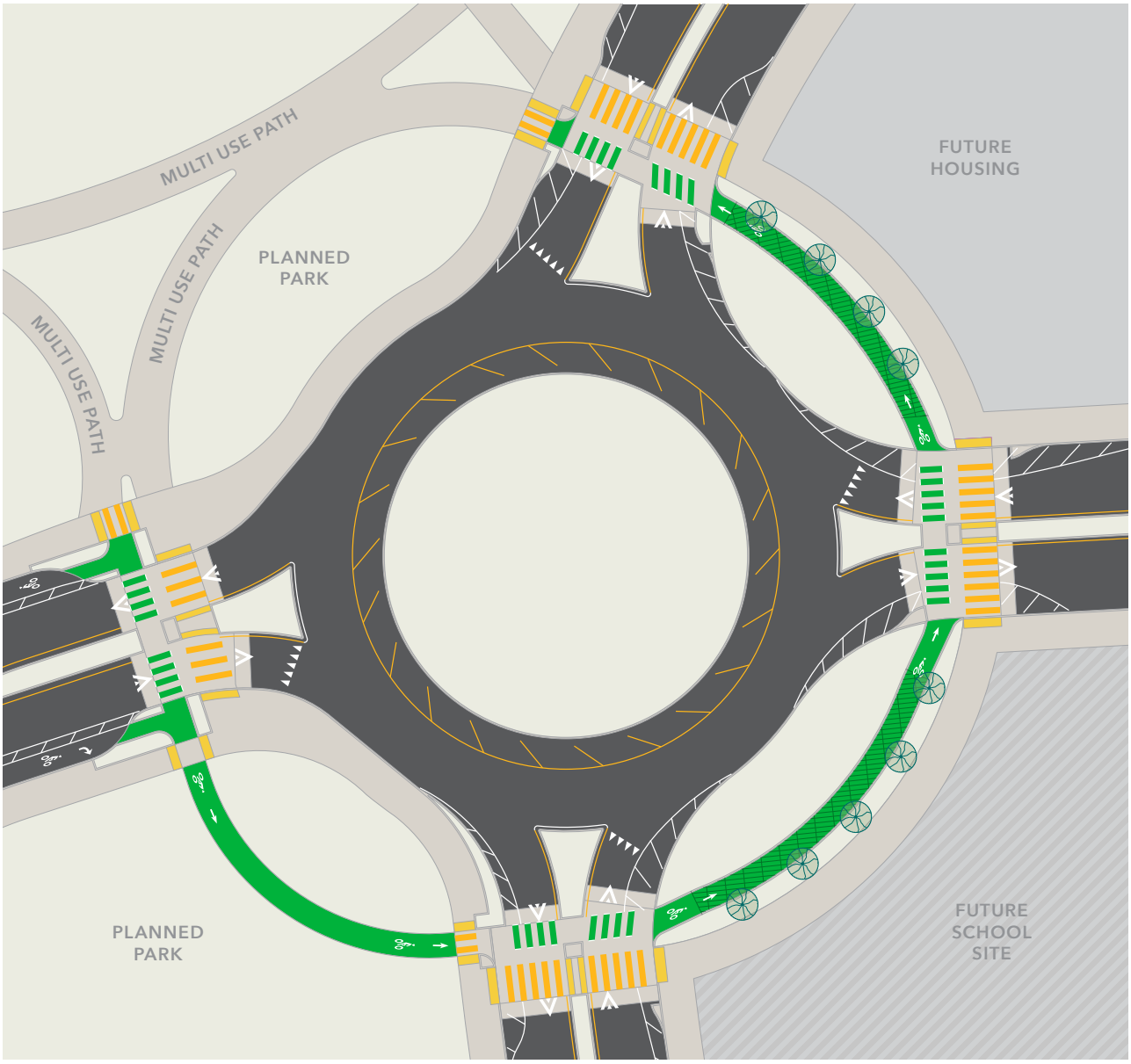
5.1 ROUNDABOUT

Based on community feedback that emphasized keeping existing sidewalk widths, the Study team developed two new alternatives for the roundabout: Alternative D: Boardwalk and Alternative E: Path. These alternatives were considered against Alternative A, the top performing option brought to the second round of outreach. The two new alternatives both included:

- Wide sidewalks (12 feet)
- Raised crossings where bicycles and pedestrians cross roadways
- Separated, one-directional paths for cyclists (8 feet)

The boardwalk alternative (Figure 5-1) would use concrete poured in casts to create an elevated path around the roundabout. The one to three foot elevation above the bioswale would allow for proper drainage and not require the removal of trees (existing trees shown in green circles). Bikes would travel on the inside (closer to the roundabout) of the sidewalk next to the school site.

Figure 5-1. Roundabout Alternative D: Boardwalk



The bike path alternative (Figure 5-2) would route cyclists adjacent to the sidewalk on an asphalt path supported by a retaining wall. Bikes would travel on the inside (closer to the roundabout) of the sidewalk next to the school site. This alternative would require the removal of nine trees (shown in red circles in Figure 5-2) and result in an estimated cost of $3 – 4 million.

Figure 5-2. Roundabout Alternative E: Path

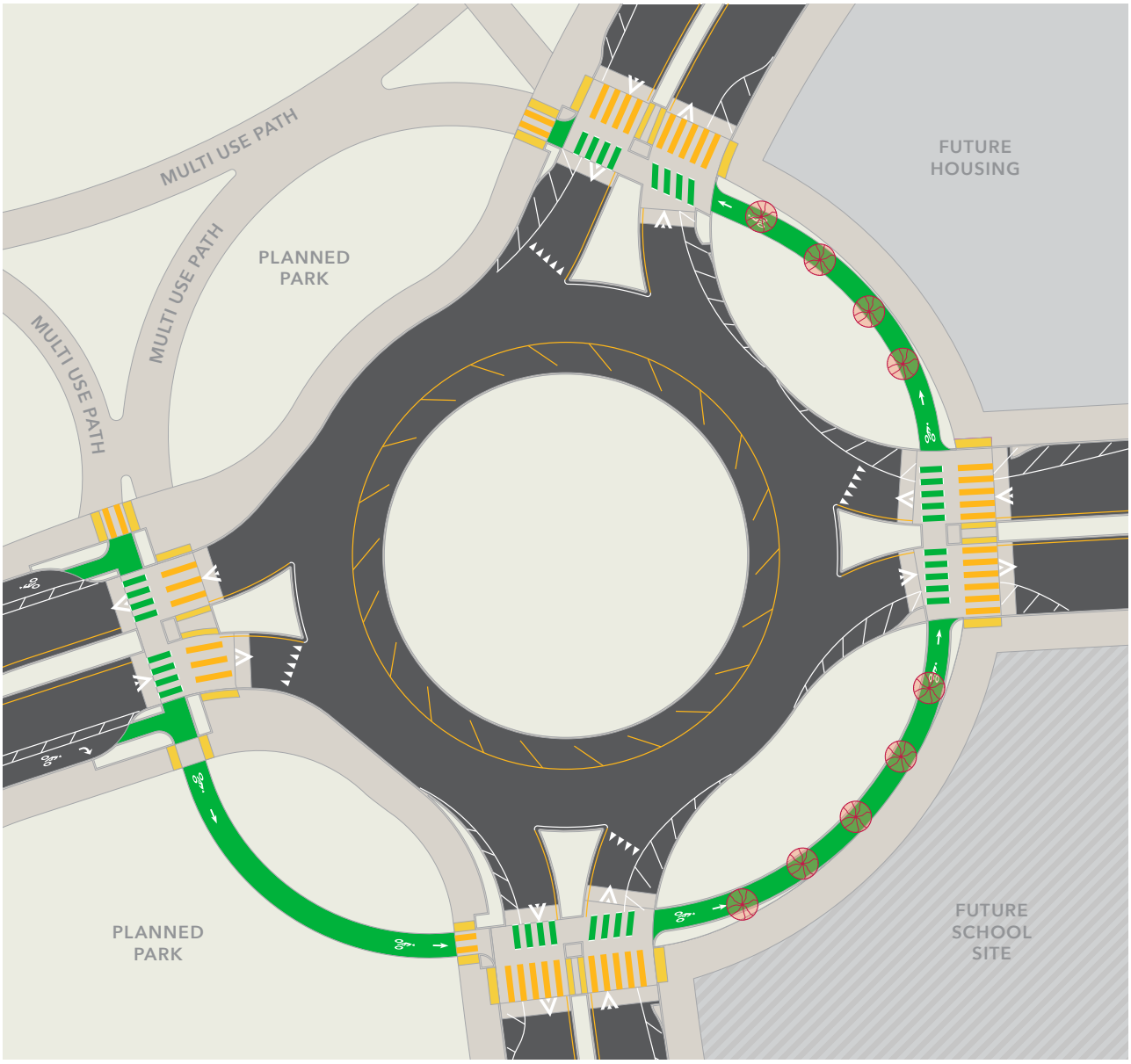


Table 5-1 compares the evaluation of the three Roundabout options.

Table 5-1. Revised Roundabout Alternative Evaluation

	ALTERNATIVE A'	NEW ALTERNATIVE D: BOARDWALK (REVISED RECOMMENDATION)	NEW ALTERNATIVE E: PATH
Bicycle-Vehicle Interactions (Safety)	+++	+++	+++
Pedestrian Improvements	++	+++	+++
Connectivity	++	++	++
Cost	$$$ $2.5 – 3M*	$$$ $2.5 – 3.5M	$$$$ $3 – 4M
Construction Timeline/ Impact		Novel design could carry implementation risks.	
Landscaping/Parking			

*Cost estimates for alternative A were revised for this second evaluation to include more robust raised crosswalks for pedestrians.

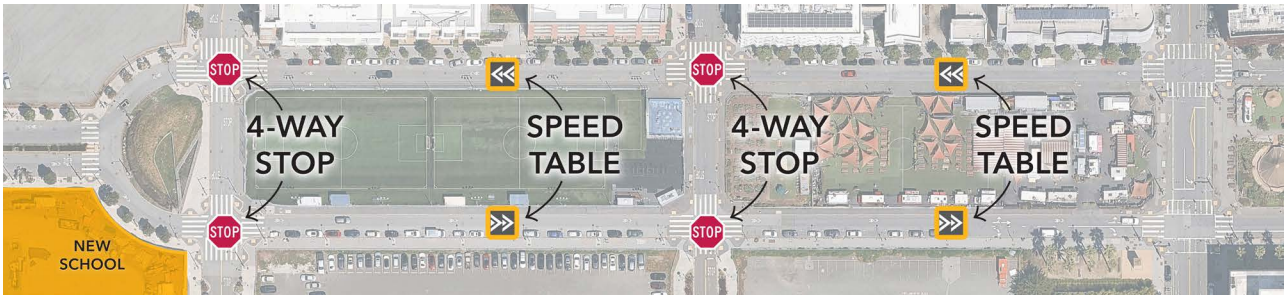
Among these new alternatives, the Boardwalk alternative was presented as the preferred option because it preserves the existing wide sidewalk, has a lower cost than the Path alternative, and does not involve removing mature trees.

5.2 MISSION BAY BOULEVARD NORTH AND SOUTH

A more detailed proposal for traffic calming on Mission Bay Boulevard was shared with the community for feedback in Round 3. It included the following elements:

- Four-ways stops at intersections with Long Bridge Street/6th Street and Merrimac Street/5th Street
- Mid-block speed tables
- Painted safety zones to highlight daylighting at the northeast corner of Mission Bay Boulevard North/Long Bridge Street, northeast corner of Mission Bay Boulevard North and Merrimac Street, and southwest corner of Mission Bay Boulevard South/5th Street.

Figure 5-3. Recommendations for Mission Bay Boulevard North and South



5.3 FEEDBACK ON REVISED CONCEPTS

These new and revised alternatives were presented back to the community in a third round of outreach in summer 2026. This round consisted of a town hall attended by 15 people and presentations to the Mission Bay Citizens Advisory Committee, Mission Bay Neighborhood Association, and Mission Bay School Steering Committee. Attendees broadly agreed that the revised designs reflected community feedback and expressed a desire for the designs to move into implementation. Community members expressed particular appreciation for the iterative approach to concept development and the ability of the new alternatives to preserve the width of existing sidewalk.

Community members were supportive of moving Mission Bay Boulevard designs into implementation.

Community members also reiterated support for the jughandle at the 7th Street/ Mission Bay Drive intersection and for soft hit posts along the Mission Bay Drive bike lanes.

This feedback was used to confirm the final recommendations, summarized below.

6. Final Recommendations

Final study recommendations are shown in Table 6-1.

Table 6-1. Final Recommendations

LOCATION	RECOMMENDATION	STATUS
7th Street and Mission Bay Drive	Jughandle with new bike signals	Funding needs to be identified. Approximately 1 year required for design and construction after funding is identified.
	Eastbound Mission Bay Drive bike lane extension to roundabout	Needs to be implemented concurrently with roundabout redesign
	Soft hit posts to separate bike lanes on Mission Bay Drive	Implemented by SFMTA in July 2026
Roundabout	Boardwalk alternative (Figure 5-1)	Funding needs to be identified for installation of separated bike facilities and raised crosswalks. Approximately 3 – 4 years required for design and construction after funding is identified. In July of 2026, SFMTA installed speed bumps within the inner portion of the roundabout to discourage high-speed driving. SFMTA also upgraded crosswalks and signs.
Mission Bay Boulevard	Traffic calming (Figure 5-3)	Implemented by SFMTA in July 2026

The Study team also identified several ideas that should be explored further:

- Consolidate eastbound Mission Bay Drive to be one lane between 7th Street and the roundabout
- Route westbound cyclists from Mission Bay Drive onto the forthcoming multiuse path in Mission Creek Park South, allowing for lane reconfigurations on Mission Bay Drive and signal retiming at the intersections with Berry Street and 7th Street
- Add separated bike facilities to Owens Street consistent with the San Francisco Biking and Rolling Plan.

7. Funding and Implementation Plan

Several of the recommendations from this report have already been funded and implemented with funds from the Proposition D Traffic Congestion Mitigation Tax (TNC Tax):

- Soft hit posts protecting bike lanes on Mission Bay Drive
- Traffic calming on Mission Bay Boulevard North and South

In June 2026, SFCTA supported SFMTA in submitting an application for Active Transportation Program (ATP) funds to support the implementation of the jughandle and boardwalk around the roundabout. That application also requested non-infrastructure funding for programs to help build safe riding skills for students at Mission Bay Elementary, which would support them and their families in taking advantage of the new infrastructure.

ATP is a very competitive funding source. If the application is not successful, the sources in Table 7-1 could be considered for the jughandle and boardwalk In addition, there is $60,000 of Transportation Authority District 6 Neighborhood Program funds currently set aside for implementation of this study's recommendations. It is recommended that those funds be allocated to advance design of the 7th Street jughandle and/or boardwalk concepts.[1]

Table 7-1. Potential Funding Sources

PROJECT ELEMENT	ESTIMATED IMPLEMENTATION COST*	POTENTIAL FUNDING SOURCES
Near-term — traffic calming	$82k Completed by SFMTA (July 2026)	Completed with funding from Proposition D Traffic Congestion Mitigation Tax
Medium term — 7th Street jughandle	$450 – 550 K	• Active Transportation Program (ATP application pending**) • Local Partnership Program • Proposition AA Vehicle Registration Fee • Proposition D Traffic Congestion Mitigation Tax • Proposition L Sales Tax • Safe Streets for All (SS4A) Grant Program
Medium term — Boardwalk at roundabout	$2.5 – 3.5M	

* Estimated Implementation Cost is based on preliminary design, includes remaining design and construction work through implementation, and is subject to change.

** ATP awards are anticipated to be announced by the California Transportation Commission by December 2026 for the statewide component and in early 2027 by the Metropolitan Transportation Commission for the regional component of the ATP.

1 If the ATP grant application that SFMTA has already submitted to fund these improvements is successful, any local dollars spent advancing their design prior to the grant award counts toward the required local match.

The design and construction of the multiuse path that will provide connectivity around the northwest portion of the roundabout will be fully funded through the Office of Community Investment and Infrastructure. Construction for the larger Mission Creek park South Extension Project that encompasses that multiuse path is scheduled to begin in 2026 and conclude in mid-2028.

A new Amazon fulfillment center is planned at 900 7th Street, just west of the Study Area. San Francisco should continue discussions with Amazon over whether the corporation is able to contribute funding toward implementation of this Study's recommendations. The changes at 7th and Mission Bay Drive would improve safety and reduce wait time for all users, creating benefits for the facility's operations.

Funding for development of mid-term concepts recommended for additional study could be provided through the Local Proposition L sales tax, Proposition D Tax, the Safe Streets for All (SS4A) grant program, or other SFMTA sources.

7.1 DESCRIPTIONS OF POTENTIAL FUNDING SOURCES

In this section we provide a brief description of some potential funding sources for the Study recommendations, including those listed in Table 7-1 in the prior section. Based on our current knowledge of funding sources, we've provided an illustrative list of the most likely sources for each recommendation. It is worth noting that in the transportation sector, there is chronically far more demand and need for funding than available revenues, making many fund sources highly competitive. Further most programs have funding guidelines that determine eligible project sponsors and project types, prioritization criteria, and other requirements that collectively help determine which projects are most likely to be successful in securing funding from that source. For example, many fund sources require a certain amount of matching funds. Other sources may give more points or priority to projects that benefit an Equity Priority Community or disadvantaged population or that come from a community-based planning effort. Funding guidelines are subject to change and should be reviewed before considering whether a project is a good match for that particular source and to understand the timing of when funds may be available for new projects.

Local Sources

Active Transportation Program (ATP)

The California Transportation Commission (CTC) provides grants to encourage increased use of active modes of transportation. SFMTA, with support from SFCTA, recently submitted an application to this highly competitive grant program. The application will compete at the statewide level and if not funded there, will automatically be evaluated at the regional level by the Metropolitan Transportation Commission (MTC). Statewide awards are scheduled to be adopted by the California Transportation Commission (CTC) by December 2026 and regional recommendations are anticipated to be announced by the MTC in early 2027.

Local Partnership Program (LPP)
The Local Partnership Program, administered by the CTC, offers $200 million annually to local and regional transportation agencies. 40% of funds are distributed through a competitive program and 60% are distributed through a formulaic program. Jurisdictions and agencies with voter approved taxes, tolls, or fees, that are dedicated solely to transportation improvements are eligible to apply. In San Francisco both the City and County of San Francisco (through the Prop D TNC Tax) and the Transportation Authority (through Prop L and Prop AA) are eligible to apply and/or nominate projects for funding. LPP projects must provide a one-to-one match using private, local, federal, or state funds. Relevant eligible projects include bicycle or pedestrian safety or mobility projects.

Proposition AA Vehicle Registration Fee
In November 2010, San Francisco voters approved Proposition AA, a $10 annual vehicle registration fee that funds local street repair and reconstruction, pedestrian and bicycle safety improvements, and transit reliability and mobility improvements throughout San Francisco. Given its small size – less than $5 million in revenue per year – Prop AA is used to support small, high-impact projects that provide tangible benefits to the public in the short term, and it only funds design and construction phases of projects.

Proposition D Traffic Congestion Mitigation Tax (TNC Tax)
The Proposition D Traffic Congestion Mitigation Tax (TNC Tax) was passed by San Francisco voters in 2019. The City imposes the TNC Tax (effective January 1, 2020) of 1.5% to 3.25% on fares for rides originating in San Francisco, for the portion of the trip within the city, that are facilitated by commercial ride-hail companies or are provided by an autonomous vehicle or private transit services vehicle. The Transportation Authority's share of 50% of TNC Tax revenues, estimated at $9.8 million for Fiscal Year 2026/27, are available for street safety projects including pedestrian or bicycle safety projects, traffic calming, and traffic signal upgrades and re-timing.

Proposition L Half-cent Sales Tax
In 2022, San Francisco voters approved Proposition L, the Sales Tax for Transportation, which directs half-cent sales tax funds to a 30-year Expenditure Plan that describes the types of projects eligible for funds under each of its 28 programs. Recommendations from this Study are eligible for funds from the following Proposition L Programs: Safer and Complete Streets and Neighborhood Transportation Programs.

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

SFMTA Prop B General Fund Set Aside

While SFMTA is facing very constrained financial resources at present, if the financial outlook improves, SFMTA may have flexible funding such as revenues from the Prop B General Fund Set Aside that could be used to support the types of recommendations included in this Study.

Safe Streets for All (SS4A) Grant Program

Through the Infrastructure Investments and Jobs Act, the United States Department of Transportation provides funding for many types of projects, including funding for active transportation projects and programs. One program, the Safe Streets for All (SS4A) Grant Program, provides grants to prevent roadway fatalities and serious injuries, including by funding bike safety improvements.

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Neighborhood program