San Francisco
County Transportation
Authority

1455 Market Street, 22ND Floor, San Francisco, California 94103 415-522-4800 info@sfcta.org www.sfcta.org

Agenda

COMMUNITY ADVISORY COMMITTEE
Meeting Notice

DATE: Wednesday, October 28, 2026, 6:00 p.m.

LOCATION: Hearing Room, Transportation Authority Offices

Join Zoom Meeting: https://us02web.zoom.us/j/81521573422

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MEMBERS: Kat Siegal (Chair), Najuawanda Daniels (Vice Chair), Clara Baumgarten, Phoebe Ford, Sean Kim, Jerry Levine, Venecia Margarita, Austin Milford-Rosales, and Abigail Pantoja

Remote Access to Information and Participation

Members of the public may attend the meeting and provide public comment at the physical meeting location listed above or may join the meeting remotely through the Zoom link provided above.

Members of the public may comment on the meeting during public comment periods in person or remotely. In person public comment will be taken first; remote public comment will be taken after.

Written public comment may be submitted prior to the meeting by emailing the Clerk of the Transportation Authority at clerk@sfcta.org or sending written comments

to Clerk of the Transportation Authority, 1455 Market Street, 22nd Floor, San Francisco, CA 94103. Written comments received by 5 p.m. the day before the meeting will be distributed to committee members before the meeting begins.

1. Call to Order

2. Chair's Report – **INFORMATION**

3. Approve the Minutes of the September 09, 2026 Meeting – **ACTION*** **5**

4. Adopt a Motion of Support to Allocate $9,549,000 in Prop L Funds, with Conditions, for Four Requests – **ACTION*** **13**

Projects: Prop L: SFMTA: Western Addition Area Traffic Signal Upgrades - Phase 2 ($3,389,000), New and Upgraded Traffic Signals Contract 66 ($4,800,000). SFE: Bicycle Safety Education and Outreach ($200,000). SFPW: Tree Planting and Establishment ($1,160,000).

5. Adopt a Motion of Support to Adopt the Mission Bay School Access Plan Final Report – **ACTION*** **97**

6. San Francisco Planning Department's Hayes Valley Public Life Study Update – **INFORMATION*** **151**

7. SFMTA's School Traffic Calming Program Progress Update - **INFORMATION*** **207**

8. State and Federal Legislation Update – **INFORMATION*** **223**

Other Items

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

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

10. Public Comment

11. Adjournment

*Additional Materials

Next Meeting: December 2, 2026

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DRAFT MINUTES

Community Advisory Committee

Wednesday, September 9, 2026

1. Committee Meeting Call to Order

Chair Siegal called the meeting to order at 6:06 p.m.

CAC members present at Roll: Najuawanda Daniels, Sean Kim, Venecia Margarita, Austin Milford-Rosales, and Kat Siegal (5)

CAC Members Absent at Roll: Jerry Levine, Clara Baumgarten, Phoebe Ford, and Rachael Ortega (4)

2. Chair's Report – INFORMATION

Chair Siegal recognized September as Transit Month in the Bay Area, celebrating transit agencies, drivers, workers, and riders, and encouraged everyone to explore the region by transit and thank transit operators and workers.

Chair Siegal reported that public engagement was underway for the Transportation Authority-led Bayview Street Safety and Truck Relief Study and the Western Addition-Geary Boulevard Community Study. She noted that the first round of Bayview outreach concluded in August and included engagement with community leaders and organizations, neighborhood tabling, and a multilingual survey, with additional stakeholder workshops planned in October and a second round of outreach anticipated next spring. She said that Western Addition-Geary Boulevard outreach included September community events and town halls, along with a multilingual survey seeking feedback on study goals, neighborhood priorities, safety concerns, and desired uses and amenities along the corridor. Chair Siegal pointed interested parties to the agency website (www.sfcta.org) for more information about the studies.

There was no public comment.

3. Approve the Minutes of the July 22, 2026 Meeting – ACTION

There was no public comment.

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

The minutes were approved by the following vote:

Ayes: CAC Members Daniels, Kim, Margarita, Milford-Rosales, and Siegal (5)

Absent: CAC Members Baumgarten, Ford, Levine, and Ortega (4)

4. Adopt a Motion of Support to Allocate $22,500,000 in Prop L Funds, with Conditions, to the Transbay Joint Powers Authority for The Portal Project Engineering Phase Activities Starting October 1, 2026, and Appropriate $3,500,000 in Prop L Funds, with Conditions, for The Portal Project Oversight, Engagement, and Work Program for Initiation of Pre-Construction – ACTION

Carl Holmes, Deputy Director for Capital Projects, presented the item per the staff memorandum.

Chair Siegal asked how recent California Air Resources Board (CARB) changes impacting the Greenhouse Gas Reduction Fund could affect anticipated state funding for The Portal Project, how much funding was expected from that source, and whether alternative funding sources had been identified.

Mr. Holmes replied that staff was monitoring the funding risk and had noted it in the Board memorandum. He stated that the final outcome was not yet known, but that the overall funding amount had been reduced for sources the project is targeting, increasing the risk. He added that staff was discussing contingency options with TJPA, including adjustments to early works or contract phasing, but that no alternative had been finalized.

Member Margarita asked about the risk of project funding partners withdrawing, particularly the Federal Transit Administration (FTA) given its significant share of project funding.

Mr. Holmes replied that the partnership with the FTA remained strong and that the project continued to advance through the engineering phase toward a full funding grant agreement. He added that the project team met monthly with FTA and its oversight consultants.

Member Margarita asked for clarity on planned service to the Salesforce Transit Center in the future.

Mr. Holmes clarified that Salesforce Transit Center would be the terminus of the rail extension, with Caltrain serving it initially and California High-Speed Rail planned to serve it in the future.

Member Ford asked about the role, organizational structure, staffing, and governance of TJPA, including who it reported to. She also asked how the approximately $600 million work plan was divided between construction and land acquisition versus professional services and how much of the project management and engineering work was performed by staff versus consultants.

Mr. Holmes replied that TJPA was a partnership including but not limited to board representation from San Francisco and the Peninsula. He noted that San Francisco Board of Supervisors President Mandelman served as Vice Chair and that Jeff Gee, representing Caltrain, served as President of the TJPA Board.

Alfonso Rodriguez, Project Director at TJPA, added that TJPA was a joint powers authority whose membership included the City and County of San Francisco [including the SFMTA], Caltrain, California High-Speed Rail, and AC Transit, with a total of four of seven voting Board members appointed by San Francisco. He explained that TJPA drew its authority from its member agencies, had fewer than 25 employees, and relied heavily on consultants to support The Portal Project. He added that the request included right-of-way and design work and that TJPA planned to issue requests for proposals for designers. Mr. Rodriguez also stated that nearly 10% of the project's estimated cost had already been constructed in the form of the train box beneath Salesforce Transit Center and that FTA had allowed approximately $730 million in previously invested costs to count as local match toward the planned CIG funds.

Member Ford stated that when The Portal Project returned to the CAC in future meetings,

it would be helpful to clarify the respective responsibilities of TJPA, the City, and other agencies and establish a baseline for monitoring consultant costs compared with in-house work.

Member Kim asked how the existing train box would be maintained while it remained unused and how future changes in train specifications could affect the train box.

Mr. Holmes replied that the train box was essentially an unused concrete basement beneath Salesforce Transit Center and did not yet contain rail infrastructure. He stated that its maintenance requirements were minimal and that rail would be installed as part of future project work.

During public comment, Edward Mason asked how much had been spent on consultant reports for the project over the years including for work that was no longer relevant citing vents planned to accommodate diesel-Caltrain service. He expressed concern about anticipated ridership, citing several Bay Area transit projects that he said had achieved substantially less ridership than originally estimated, and asked what ridership was anticipated for the $8 billion Portal Project and whether autonomous vehicles would reduce future transit ridership.

Roland Lebrun stated that options should remain open in the coming months in case other funding sources were needed to keep Muni and BART operating. He disputed describing Salesforce Transit Center as a terminus, citing the California State Rail Plan and stating that it was intended as a through station with multiple rail operators. He also referenced a proposal he said he had submitted to MTC regarding regional rail assets and private-sector operation and cited the Société Nationale des Chemins de Fer Français (SNCF), the French national railway company, in connection with earlier California high-speed rail planning and Morocco's high-speed rail system.

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

The item was approved by the following vote:

Ayes: CAC Members Daniels, Ford, Kim, Margarita, Milford-Rosales, and Siegal (6)

Absent: CAC Members Baumgarten, Levine, and Ortega (3)

5. Adopt a Motion of Support to Adopt San Francisco's One Bay Area Grant Cycle 4 Project Nominations – ACTION

Nicolette Chan, Senior Transportation Planner, and Erin Slichter, Transportation Planner, presented the item per the staff memorandum.

Member Kim asked what the 120% nomination target meant.

Ms. Chan explained that MTC asked each Congestion Management Agency (CMA) to submit project nominations totaling up to 120% of its nomination target. She stated that San Francisco's 120% target was $56.6 million and that, after the set-asides for CMA planning and the Safe Routes to School Non-Infrastructure Program, $48.7 million remained for the call for projects. She added that when MTC selected projects, it would aim to fund each county close to its 100% target, which was $39.2 million for San Francisco.

Maria Lombardo, Chief Deputy Director, added that MTC is the agency that selects the projects to be funded and to do this, they need a larger pool of projects to choose from, which was why counties were asked to nominate projects totaling 120% of their target.

Member Kim asked whether the $5.8 million for the Safe Routes to School Non-Infrastructure Program over the next four years included staff expenses or was entirely for third-party expenses.

Anna LaForte, Deputy Director for Policy and Programming, replied that the $5.8 million covered a combination of staff time to administer and oversee the program, as well as funding for the contractor that runs the program and its subconsultants. She added that she could not recall whether the current funding also supported staff at the school district, although it had in past iterations.

Member Kim requested that the SFMTA provide information for the past four years on the total funding for the Safe Routes to School Non-Infrastructure Program, including a breakdown of funding for third-party expenses and in-house staff expenses.

Ms. LaForte stated that the CAC typically considered an item annually for the local match required for federal OBAG funds and that the approximately $220,000 annual allocation Member Kim recalled was the required local match. She added that staff would provide background information on what had been approved in April.

Member Ford asked for the individual project scores and asked about the relative scoring of the Treasure Island Electric Ferry Pilot compared with the proposed BART improvements at the 16th Street station, citing the difference in ridership between the two projects and indicating that she would have thought the BART project would have scored higher than the ferry project.

Ms. Chan stated that the total scores for each project were provided in Attachment 3 of the memorandum.

Member Ford noted that the Treasure Island Electric Ferry Pilot scored three points higher than the 16th Street Mission Elevator Modernization project and one point lower than the 22nd Street Station ADA Improvement project. She stated that the scores appeared somewhat subjective and asked what was distinctive about the proposed first-of-its-kind electric ferry and what caused it to score higher.

Ms. Slichter stated that the Treasure Island Electric Ferry Pilot scored well on many factors such as project readiness and deliverability and transit reliability and accessibility because the electric ferry would provide three times the capacity of the current ferry, which she said sometimes could not accommodate all waiting passengers. She stated that the project also received strong scores for community support, serving an Equity Priority Community, and environmental sustainability.

Member Ford asked whether the additional ferry capacity would come from more ferry trips or from greater passenger capacity on each vessel.

Ms. Slichter replied that the additional capacity would come from the larger vessel, which could carry approximately 150 passengers compared with about 50 on the current ferry. She added that the electric ferry also would include additional bicycle parking to support bicycle travel between the East Bay and San Francisco as part of the Bay Skyway.

Member Ford stated that the project readiness criterion could favor projects that had already advanced over projects that might provide greater benefits or value. She requested that, when the scoring criteria were considered in the future, staff consider reducing the weight given to project readiness, noting that access to funding itself could help make projects more ready.

Ms. LaForte explained that the federal funds used for OBAG were subject to strict timely-use-of-funds requirements [set by federal entities and layered on by MTC to avoid loss of funds to the region] and that those requirements were a primary factor in evaluating project readiness and deliverability. She added that two prior OBAG cycles had provided funding for BART elevator projects, including elevator work at Embarcadero Station.

Ms. Slichter added that the prior OBAG-funded BART elevator work also included BART stations along Market Street.

Ms. LaForte continued to explain that since both of the prior OBAG-funded BART elevator projects had experienced delivery issues and neither BART elevator project was completed, that this factored into the evaluation of project readiness for the 16th Street Mission Elevator Modernization project in the current cycle.

Member Milford-Rosales asked whether the Treasure Island ferry service would include any frequency improvements or whether the proposed change was limited to increased vessel capacity.

Suany Chough, Assistant Deputy Director for Planning, replied that staff was developing the business plan for the ferry service and did not anticipate significant changes to the schedule. She stated that the service was expected to operate about 14 trips, approximately the same as the current service.

Member Milford-Rosales noted that state requirements to transition transit vehicles to electric propulsion could increase costs for local transit agencies, including infrastructure and vehicle costs. He asked how the ferry's increased passenger capacity was considered as an environmental benefit relative to the benefit of electrification itself, stating that a primary benefit of public transportation was shifting people from cars to shared vehicles.

Ms. Chough replied that the larger ferry would accommodate more passengers as population and jobs grew on Treasure Island and would be more efficient to operate with the same size crew. She stated that most funding for the new vessels and electrification infrastructure had come from other state and federal grants as part of broader San Francisco Bay ferry electrification efforts. She added that the ferry business plan was evaluating operating costs and developing a 10-year funding plan and that OBAG funding would provide significant support for the service. She also stated that providing emission-free ferry service was important for Treasure Island as an Equity Priority Community.

Member Milford-Rosales asked whether he correctly understood that most funding for electrification had come from broader state and federal ferry electrification grants and that the current request was primarily to support initial service.

Ms. Chough confirmed that the OBAG funding was for the first three years of the pilot service (operations). She stated that after the pilot period, the service would rely on Treasure Island-specific funding sources, including a developer subsidy and a congestion management tool identified in the plan.

Member Milford-Rosales stated that he supported increasing ferry capacity and frequency between Treasure Island and the rest of San Francisco given the difficulty of traveling to and from the island without a car. He stated that available funding should prioritize improving transit service over related improvements.

Chair Siegal stated that she was surprised the 16th Street Mission Elevator Modernization

project had not ranked more highly given its importance for reliability and accessibility at a heavily used station in an Equity Priority Community and appreciated staff's earlier responses. She noted that the project application indicated limited competitiveness for other funding sources and asked whether alternative funding could be identified to help fund the project. She also asked whether the Transportation Authority could help BART complete its current elevator projects more quickly so that future elevator projects, such as those at 24th Street and Balboa Park stations, could be more competitive for funding.

Ms. LaForte replied that the Transportation Authority had previously funded BART elevator projects through Prop AA, as well, which dedicates a portion of revenues to transit reliability and accessibility improvements, and that Prop L also included funding for BART state-of-good-repair projects. She stated that the next five-year Prop L programming process would begin around the same time the following year and added that, depending on project readiness, the 16th Street elevator project might be positioned to seek construction funding through OBAG 5.

Michael Gerbracht, Project Manager at BART, stated that the 16th Street elevator project was in the early stages of design and was scheduled to be ready for construction in 2029. He said BART hoped to identify additional funding before then and noted that other elevator projects, including Embarcadero, other Market Street stations, and Glen Park, were further along. He added that 16th Street was expected to be approximately the 10th or 12th elevator delivered through the program and that 24th Street and Balboa Park were among the priorities for future planning and design.

Member Ford asked whether BART's elevator project delivery had improved over successive projects, how BART was measuring that performance from project to project, and what key barriers continued to affect project delivery.

Mr. Gerbracht stated that BART had made changes to elevator design requirements and technical specifications after addressing accessibility and construction challenges. He said vendor, consultant, and industry input had resulted in stronger contract packages and that lessons learned from projects further along in design were being incorporated into the 16th Street elevator project. He added that BART expected these changes to improve the project's schedule and delivery and said the program was continuing to apply lessons learned from earlier projects.

During public comment, Roland Lebrun expressed concern about the recommendation to advance Oakdale Avenue rather than Evans Avenue as the preferred location for the Bayview Caltrain Station and asked why the station location recommendation had not previously come before the CAC. He referenced prior planning for an Oakdale station, the vacation of Quint Street, relocation of the Southeast Community Center, and nearby San Francisco Public Utilities Commission (SFPUC) digester facilities as reasons for his concern. He asserted that work on the Pennsylvania Avenue Extension had influenced the station location and advocated instead for stations at Evans Avenue and Paul Avenue. He also opined that the Downtown Rail Extension (or The Portal) cost twice as much as the proposed new Transbay tunnel and requested that the Oakdale recommendation be brought back to the CAC for discussion.

Ms. Lombardo added that the Bayview Caltrain Station Location Study would come before the CAC for approval before going to the Board. She added that staff was completing public outreach prior to bringing the item to the CAC.

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

The item was approved by the following vote:

Ayes: CAC Members Daniels, Ford, Kim, Margarita, Milford-Rosales, and Siegal (6)

Absent: CAC Members Baumgarten, Levine, and Ortega (3)

Other Items

6. Introduction of New Business – INFORMATION

Member Kim requested that SFMTA be invited to a future CAC meeting to provide an update on parking fees in Golden Gate Park, including how the changes would be implemented and when they would take effect.

Member Margarita stated that the CAC should reconsider how it evaluates and approves large transportation investments in light of other needs facing San Francisco, including housing and homelessness. She also expressed concern about the transportation budget deficit and its potential effects on workers and employment and encouraged greater consideration of how individuals and the community could support the transportation system.

Chair Siegal requested an update on San Francisco programs and projects that could be at risk due to reliance on Low Carbon Transit Operations Program (LCTOP) and Transit and Intercity Rail Capital Program (TIRCP) funding following changes to the Greenhouse Gas Reduction Fund (GGRF). She noted her understanding that the recently concluded legislative session had not identified new funding to backfill the reduced funding available.

Ms. Lombardo stated that the CAC would receive a legislative update at the next meeting and noted that staff was also awaiting the Governor's decisions on pending bills.

There was no public comment.

7. Public Comment

During public comment, Edward Mason expressed concern about disruptions caused by corporate commuter buses in residential neighborhoods. He described recent incidents at 21st and Church streets and 24th and Noe streets in which disabled or stranded commuter buses required large tow trucks and disrupted traffic and Muni service for extended periods. He added that multiple commuter buses arriving around the same time near 24th and Church streets also contributed to neighborhood congestion.

Roland Lebrun responded to concerns raised about the scale of transportation spending and stated that he had recently written to MTC proposing a different approach. He raised concerns about the Downtown Rail Extension, citing concerns about its cost, lack of a connection to the East Bay, platform design, transfers to Muni light rail, and potential construction impacts in SoMa. He stated that, after advocating on these issues for many years, he proposed turning the broader rail alignment over to the private sector, with work performed in-house rather than through consultants, and referenced a $20 billion project with $5 billion in private investment.

8. Adjournment

The meeting was adjourned at 7:32 p.m.

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Memorandum

AGENDA ITEM 4

DATE: October 22, 2026

TO: Transportation Authority Board

FROM: Anna LaForte – Deputy Director of Policy & Programming

SUBJECT: 11/10/2026 Board Meeting: Allocate $9,549,000 in Prop L Funds, with Conditions, for Four Requests

RECOMMENDATION ☐ Information ☒ Action

Allocate $8,189,000 in Prop L funds, with conditions, to the San Francisco Municipal Transportation Agency (SFMTA) for:

1. Western Addition Area Traffic Signal Upgrades - Phase 2 ($3,389,000)
2. New and Upgraded Traffic Signals Contract 66 ($4,800,000)

Allocate $200,000 in Prop L funds, with conditions, to San Francisco Environment Department (SFE) for:

3. Bicycle Safety Education and Outreach

Allocate $1,160,000 in Prop L funds to San Francisco Public Works (SFPW) for:

4. Tree Planting and Establishment

SUMMARY

Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides a brief description of the projects. Attachment 3 contains staff recommendations. Project staff will attend the meeting to answer any questions the Board may have regarding this request.

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

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DISCUSSION

Attachment 1 summarizes the subject requests, including information on proposed leveraging (i.e., stretching Prop L sales tax dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop L Expenditure Plan. Attachment 2 includes brief project descriptions. Attachment 3 summarizes the staff recommendations for these requests, highlighting special conditions and other items of interest. An Allocation Request Form for each project is attached, with more detailed information on scope, schedule, budget, funding, deliverables, and special conditions.

FINANCIAL IMPACT

The recommended action would allocate $9,549,000 in Prop L funds. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

Attachment 4 shows the Prop L Fiscal Year 2026/27 allocations and appropriations approved to date, with associated annual cash flow commitments as well as the recommended allocations and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the Transportation Authority's adopted Fiscal Year 2026/27 budget. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distributions in those fiscal years.

CAC POSITION

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

SUPPLEMENTAL MATERIALS

- Attachment 1 – Summary of Requests
- Attachment 2 – Project Descriptions
- Attachment 3 – Staff Recommendations
- Attachment 4 – Prop L Allocations Summary – FY26/27
- Attachment 5 – Allocation Request Forms (4)

Attachment 1: Summary of Requests Received

Source	EP Line No./ Program [1]	Project Sponsor [2]	Project Name	Current Prop L Request	Total Cost for Requested Phase(s)	Leveraging: Expected Leveraging by EP Line [3]	Leveraging: Actual Leveraging by Project Phase(s)[4]	Phase(s) Requested	District(s)
Prop L	17	SFMTA	Western Addition Area Signal Upgrades - Phase 2	$ 3,389,000	$ 16,942,284	29%	80%	Construction	2, 5
Prop L	17, 18	SFMTA	New and Upgraded Traffic Signals Contract 66	$ 4,800,000	$ 8,515,000	66%	44%	Construction	1, 4, 5, 6, 7, 8, 9, 11
Prop L	18	SFE	Bicycle Safety Education and Outreach	$ 200,000	$ 228,080	83%	12%	Construction	Citywide
Prop L	20	SFPW	Tree Planting and Establishment	$ 1,160,000	$ 4,410,000	59%	74%	Construction	Citywide with a focus on Districts 1, 3, 5, 6, 7,
			TOTAL	**$ 9,549,000**	**$ 30,095,364**				

Footnotes

[1] "EP Line No./Program" is the Prop L Expenditure Plan line number referenced in the Prop L Strategic Plan (e.g. Traffic Signs and Signals Maintenance, Safer and Complete Streets, Tree Planting).

[2] Acronyms: SFMTA (San Francisco Municipal Transportation Agency), SFE (San Francisco Environment Department), and SFPW (San Francisco Public Works).

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

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

Attachment 2: Brief Project Descriptions[1]

EP Line No./ Program	Project Sponsor	Project Name	Prop L Funds Requested	Project Description
17	SFMTA	Western Addition Area Signal Upgrades - Phase 2	$3,389,000	This request will fund construction of traffic signal upgrades at 16 locations throughout the Western Addition neighborhood. Locations were selected primarily due to community safety concerns identified through the Western Addition Community Based Transportation Plan. This project includes traffic signal upgrades at 13 intersections, pedestrian activated flashing beacons at two intersections, and radar speed signs approaching one intersection to complement existing flashing beacons. Upgrades include higher-visibility 12-inch signal heads, pedestrian countdown signals, accessible pedestrian signals, rectangular rapid flashing beacons, curb ramps, and additional streetlighting. 14 of the intersections are located on the 2024 High Injury Network, which encompasses the pedestrian, bicycle, and vehicle high injury corridors. The list and map of signal upgrade locations are included in the allocation request form. The project is expected to be open for use by March 2029.
17, 18	SFMTA	New and Upgraded Traffic Signals Contract 66	$4,800,000	Requested funds will be used for the construction phase for 12 new traffic signals and one full signal upgrade at locations throughout the city. The signal locations include replacement of temporary signals with permanent signals at 41st Avenue/Chain of Lakes Drive/Lincoln, signal upgrades at Great Highway and Lincoln Way, and 11 new signal locations listed in the allocation request form. Signal and related intersection improvements at each location may include 12-inch signal heads, mast arms, poles, conduits, signal interconnect, pedestrian countdown signals, accessible (audible) pedestrian signals, updated signal timing such as leading pedestrian intervals, curb ramps, and additional streetlighting. The 13 signal locations are located on the 2022 or the 2024 Vision Zero High Injury Network which encompasses pedestrian, bicycle, and vehicle high injury corridors. The project is expected to be open for use by December 2028.
18	SFE	Bicycle Safety Education and Outreach	$200,000	Requested funds will support the safe use of San Francisco streets by providing at least 64 bicycle safety classes as well as monthly bicycle safety outreach engaging over 12,000 people across the city in multiple languages (English, Spanish, Chinese, Filipino) and in a culturally competent manner. Classes include adult and youth classes aimed at teaching new riders how to ride a bike and the basics of safe urban riding. This is the third year of up to five years under the approved contract. The requested grant would fund classes from December 2026 through January 2028. The scope includes evaluation and reporting including demographics and effectiveness of classes.

Attachment 2: Brief Project Descriptions[1]

EP Line No./ Program	Project Sponsor	Project Name	Prop L Funds Requested	Project Description
20	SFPW	Tree Planting and Establishment	$1,160,000	Funds will be used to plant and establish approximately 407 street trees, with planting prioritized in Equity Priority Communities (EPCs) in Districts 1, 3, 5, 6, and 7. The trees will receive weekly watering for a period of three years and then receive lifetime maintenance care with Prop E funding for mature street tree care through the StreetTreeSF program. Locations were identified and prioritized for planting based on tree census data, low canopy coverage, and equity indicators (EPCs). See the allocation request form for a map and list of candidate planting locations. SFPW expects to complete these plantings by December 2027. In addition to the trees to be planted with Prop L funds, SFPW has budgeted $3 million in federal Inflation Reduction Act grant funds and $250,000 in Capital Improvement Program funds toward tree planting for a total of up to 1,250 trees in FY 2026/27.

[1] See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations[1]

EP Line No./ Program	Project Sponsor	Project Name	Prop L Funds Recommended	Recommendations
17	SFMTA	Western Addition Area Signal Upgrades - Phase 2	$3,389,000	**Special condition:** The Transportation Authority will not reimburse SFMTA for the construction phase until Transportation Authority staff releases the funds ($3,389,000) pending receipt of evidence of completion of design (e.g. copy of certifications page).
17, 18	SFMTA	New and Upgraded Traffic Signals Contract 66	$4,800,000	**Special conditions:** The recommended allocation is contingent upon **amendment of the Traffic Signs and Signals Maintenance 5-Year Prioritization Program (5YPP)** to add the subject project with $1,500,000 reprogrammed from the Great Highway Signals Upgrade project. SFMTA will include the signal upgrade at the Great Highway and Lincoln Way location in Contract 66. This request also includes an **amendment to the Safer and Complete Streets 5YPP** to update the project name from Contract 66 New Traffic Signals to New and Upgraded Traffic Signals Contract 66. See attached 5YPP amendments for details. The Transportation Authority will not reimburse SFMTA for the construction phase until Transportation Authority staff releases the funds ($4,800,000) pending receipt of evidence of completion of design (e.g. copy of certifications page).

Attachment 3: Staff Recommendations[1]

EP Line No./ Program	Project Sponsor	Project Name	Prop L Funds Recommended	Recommendations
18	SFE	Bicycle Safety Education and Outreach	$200,000	**Special conditions:** The recommended allocation is contingent upon **amendment of the Safer and Complete Streets 5-Year Prioritization Program (5YPP)** to change the sponsor from SFMTA to SFE for the subject project. SFMTA supports the allocation of these Prop L funds directly to SFE, which is administering the program on SFMTA's behalf as of Fall 2026. Reimbursement is conditioned upon SFE acquiring from the contractor detailed records for each expenditure line item to ensure that Prop L funds were used for eligible expenditures. SFE shall attach these receipts to any invoices submitted to SFCTA and certify that funds were used for eligible expenses. The program evaluation shall include demographic information to ensure that outreach and classes are reaching the many, varied communities across the city, as well as on program outcomes, increases in bicycling in SF among program participants, and increases in safety knowledge for people who have participated in trainings and classes.
20	SFPW	Tree Planting and Establishment	$1,160,000	
		TOTAL	**$ 9,549,000**	

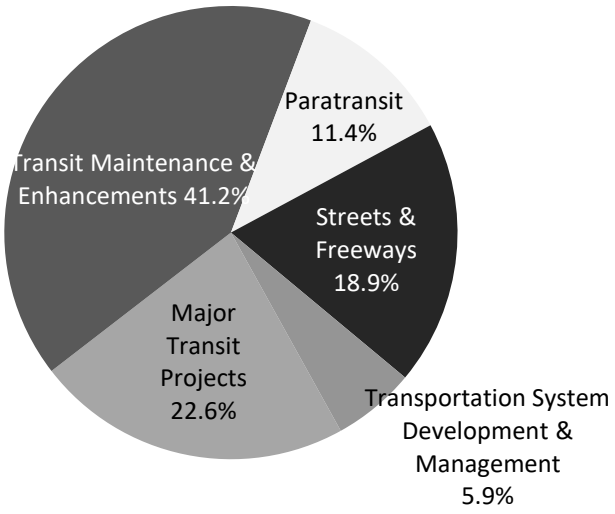
[1] See Attachment 1 for footnotes.

Attachment 4.
Prop L Summary - FY2026/27

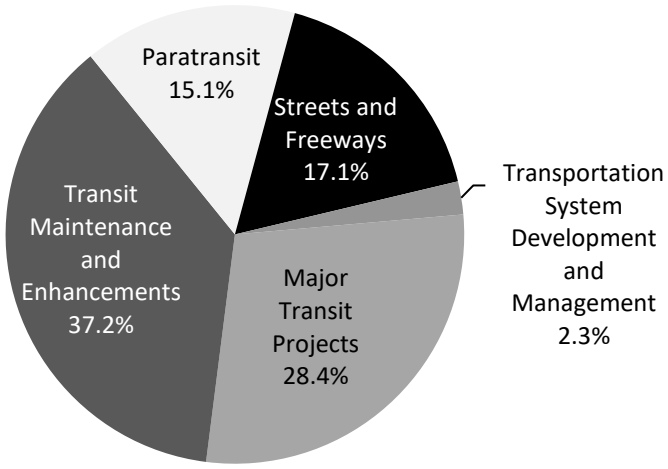
PROP L SALES TAX						
FY 2026/27	**Total**	**FY 2026/27**	**FY 2027/28**	**FY 2028/29**	**FY 2029/30**	**FY2030/31**
Prior Allocations	$ 52,061,700	$ 31,432,000	$ 18,979,700	$ 1,650,000	$ -	$ -
Current Request(s)	$ 9,549,000	$ 390,000	$ 5,650,000	$ 2,900,000	$ 609,000	$ -
New Total Allocations	$ 61,610,700	$ 31,822,000	$ 24,629,700	$ 4,550,000	$ 609,000	$ -

The above table shows maximum annual cash flow for all FY 2026/27 allocations and appropriations approved to date, along with the current recommended allocations and appropriation.

Prop L Expenditure Plan



Prop L Investments To Date (Including Pending Allocations)



San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Western Addition Area Signal Upgrades - Phase 2
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Traffic Signs and Signals Maintenance
Current PROP L Request:	$3,389,000
Supervisorial Districts	District 02, District 05

REQUEST

Brief Project Description

SFMTA is requesting $3,389,000 in Prop L Sales Tax funds for the construction phase of traffic signal upgrades and related pedestrian improvements at 16 locations to be constructed through the Western Addition Area Signal Upgrades Phase 2 project. Locations were selected primarily due to community safety concerns identified through the Western Addition Community Based Transportation Plan. 14 of the intersections are located on the 2024 High Injury Network, which encompasses the pedestrian, bicycle, and vehicle high injury corridors. Signal upgrades will improve accessibility and safety for all.

Detailed Scope, Project Benefits and Community Outreach

Signal upgrades include higher-visibility 12-inch signal heads, pedestrian countdown signals, accessible pedestrian signals, rectangular rapid flashing beacons, and curb ramps.

The specific scope for each signal project location is described in Table 1. The table summarizes scope details such as the intended project scope, supervisorial districts, and presence on the Vision Zero High Injury Network. Please also refer to Map 1 for locations of project scope.

Western Addition Area Signal Upgrades Phase 2 is part of the Western Addition Community Safe Streets (WACSS) project which was selected for a federal grant award of $17.6M in 2023 through the Safe Streets and Roads for All (SS4A) program. The WACSS project will enhance pedestrian and bicyclist safety, transit connections, and community space while also advancing the City's Vision Zero goals through upgraded signals and speed reduction strategies.

SFMTA will implement the WACSS project through two separate efforts as follows: 1) the Western Addition Area Signal Upgrades Phase 2 project for the signal scope through an advertised construction contract led by SFMTA's Street Use, Developments, and Signals (SUDS) team. 2) Speed management improvements through quick-build projects, education, and reduced speed limits led by the SFMTA's Livable Streets team.

Please note that the Prop L funds being requested as part of this request are intended to only fund the signal scope of the WACSS project and not the speed management effort.

Western Addition Area Signal Upgrades Phase 2 – Construction Phase

Detailed Scope & Project Benefits

The San Francisco Municipal Transportation Agency (SFMTA) is requesting allocation of $3,389,000 in Prop L Sales Tax to fund the construction phase of traffic signal upgrades and related pedestrian improvements at 16 locations to be constructed under the Western Addition Area Signal Upgrades Phase 2 project.

Western Addition Area Signal Upgrades Phase 2 is part of the Western Addition Community Safe Streets (WACSS) project which was selected for a federal grant award of $17.6M in 2023 through the Safe Streets and Roads for All (SS4A) program. The WACSS project will enhance pedestrian and bicyclist safety, transit connections, and community space while also advancing the City's Vision Zero goals through upgraded signals and speed reduction strategies.

SFMTA will implement the WACSS project through two separate efforts as follows: 1) the Western Addition Area Signal Upgrades Phase 2 project for the signal scope through an advertised construction contract led by SFMTA's Street Use, Developments, and Signals (SUDS) team. 2) Speed management improvements through quick-build projects, education, and reduced speed limits led by the SFMTA's Livable Streets team.

Please note that the Prop L funds being requested as part of this request are intended to only fund the signal scope of the WACSS project and not the speed management effort.

The specific scope for each signal project location is described in Table 1. The table summarizes scope details such as the intended project scope, supervisorial districts, and presence on the Vision Zero High Injury Network.

Map 1 shows project locations for the Western Addition Phase 2 signal project.

The signal project includes traffic signal upgrades at 13 intersections, pedestrian activated flashing beacons at two intersections, and radar speed signs approaching one intersection. Except for Broderick/Turk, the intersections in the signal project are located within the area bounded by Divisadero, Octavia, O'Farrell, and Hayes.

Signal and ancillary intersection improvements at each location will include installation of some or all of the following: pedestrian countdown signals, accessible (audible) pedestrian signals, larger 12-inch signal heads, mast arms, updated signal timing such as leading pedestrian intervals, curb ramps, additional streetlighting, poles, conduits, and signal interconnect as needed. Improvements at locations selected for upgraded flashing beacons will include updated rapid flashing beacon technology and upgraded curb ramps as needed. There is some speed radar sign installation scope at one location (Buchanan/McAllister) due to the presence of existing flashing beacons.

14 of the 16 locations are on the Vision Zero High Injury Network (2024).

Changes to Scope, Schedule, and Budget

Scope Changes

Overall, the signal-related scope has not changed much compared to the scope presented in the Prop L Standard Grant Agreement for design phase funding (217-907001). The most significant change is that the scope at Turk midblock between Gough & Laguna has been upgraded from flashing beacons to full traffic signal upgrades.

Schedule Changes

The NEPA process for this project has taken longer than expected and the schedule of the advertising of the construction contract has been delayed. The SFMTA team will work closely with the Caltrans Environmental Review team to complete the NEPA process so that the project can be advertised in Fall 2026.

Since the federal Safe Streets and Roads for All (SS4A) grant agreement was signed in May 2024 and there is a five-year deadline to spend SS4A funds, all SS4A funds must be expended by May 2029.

Note that the SS4A grant agreement with FHWA requires that NEPA be completed before the allocation of the following federal SS4A grants: $160K for final design phase and $13,553,284.00 for construction. After NEPA is completed, SFMTA can proceed with the request to allocate remaining funds.

Budget Changes

The overall design and construction phase budgets for the signal project have stayed consistent and only had minor changes due to rounding for the Prop L programmed amount compared to the budget amounts presented in the Prop L Standard Grant Agreement for design phase funding (217-907001). For this allocation request, the construction phase total budget increased slightly from $16,941,605 to $16,942,284, made up of $3,389,000 in Prop L (20%) and $13,553,284 in federal SS4A funds (80%).

Added to the previously allocated $640K in SS4A grant funding for preliminary engineering phase and $200K in Prop L funds for the design phase (217-907001), the current construction phase Prop L allocation request of $3,389,000 meets the required 20% local match ($3,588,321) to the SS4A federal grant award amount ($14,353,284) for the signal scope.

Location Selection Criteria

The 16 intersections on the signal project located along the Turk, McAllister, Hayes, Divisadero, and Fillmore street corridors have been selected primarily due to community safety concerns identified through the Western Addition Community Based Transportation Plan.

Construction for the Western Addition Area Traffic Signal Upgrades Phase 1 project (funded by Prop K and Local Partnership Program grants) reached substantial completion in October 2025. The Phase 1 project is currently going through the closeout process. Scope for Phase 1 included intersections on the Golden Gate Avenue and Fulton Street corridors, Laguna/Sutter, Laguna/Turk, and Buchanan/Turk.

Implementation:

SFMTA's Sustainable Streets Division has been managing the scope of the detailed design. SFPW's Infrastructure Design and Construction (IDC) division will manage the issuance and administration of the contract for construction by a competitively bid contract.

Task:	Work Performed By:
• Construction Management	SFPW Infrastructure Construction Management
• Contract Support	SFPW Infrastructure Design and Construction
• Construction Support	SFMTA Sustainable Streets Division

Project Location

Various locations in Districts 2 and 5. See attached list and map of locations.

Is this project in an Equity Priority Community?	Yes
Does this project benefit disadvantaged populations?	Yes

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
PROP L Amount	$3,389,000.00

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Western Addition Area Signal Upgrades - Phase 2
Primary Sponsor:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	EIR/EIS

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)	Apr-May-Jun	2021	Oct-Nov-Dec	2026
Right of Way				
Design Engineering (PS&E)	Apr-May-Jun	2021	Oct-Nov-Dec	2026
Advertise Construction	Oct-Nov-Dec	2026		
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2027		
Operations (OP)				
Open for Use			Jan-Feb-Mar	2029
Project Completion (means last eligible expenditure)			Apr-May-Jun	2029

SCHEDULE DETAILS

The federal Safe Streets and Roads for All (SS4A) grant agreement was signed in May 2024 and there is a five-year deadline to spend SS4A funds, meaning that all SS4A funds must be expended by May 2029. The NEPA process for this project has taken longer than expected and the schedule of the advertising of the construction contract has been delayed. The SFMTA anticipates obtaining NEPA by November 2026 and the design to be complete by December 2026. The SFMTA team is working closely with the Caltrans Environmental Review team to complete the NEPA process so that the project can be advertised in Fall 2026 and be completed prior to the May 2029 expenditure deadline.

Note that the SS4A grant agreement with FHWA requires that NEPA be completed before the allocation of the following SS4A budgets: $160K for final design phase and $13,553,284 for construction. After NEPA is completed, SFMTA can proceed with the request to allocate the remaining SS4A funds.

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Western Addition Area Signal Upgrades - Phase 2
Primary Sponsor:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-217: Traffic Signs and Signals Maintenance	$0	$3,389,000	$0	$3,389,000
FHWA: Safe Streets and Roads for All (SS4A)	$0	$13,553,284	$0	$13,553,284
Phases In Current Request Total:	$0	$16,942,284	$0	$16,942,284

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP L	$0	$3,389,000	$200,000	$3,589,000
FHWA: Safe Streets and Roads for All (SS4A)	$0	$13,713,284	$640,000	$14,353,284
Funding Plan for Entire Project Total:	$0	$17,102,284	$840,000	$17,942,284

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	$0		
Environmental Studies	$0		
Right of Way	$0		
Design Engineering	$1,000,000		Actual cost plus cost to complete
Construction	$16,942,284	$3,389,000	Based on recent similar projects
Operations	$0		
Total:	$17,942,284	$3,389,000	

% Complete of Design:	95.0%
As of Date:	10/01/2026
Expected Useful Life:	30 Years

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

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)					
Budget Line Item	**Totals**	**% of contract**	**SFPW**	**SFMTA**	**Contractor**
1. Contract					
Task 1: Curb Ramps	$ 2,800,000				$ 2,800,000
Task 2: Signals /Mountings	$ 950,000				$ 950,000
Task 3: Poles	$ 980,000				$ 980,000
Task 4: Pullboxes/Conduits	$ 1,700,000				$ 1,700,000
Task 5: Wiring	$ 1,200,000				$ 1,200,000
Task 6: Traffic Routing	$ 900,000				$ 900,000
Task 7: Misc *	$ 2,700,000				$ 2,700,000
Contract Total	**$ 11,230,000**				
2. SFMTA-Provided Materials					
Controller Cabinets	$ 290,000			$ 290,000	
Accessible Ped Signals	$ 270,000			$ 270,000	
Ped Countdown Modules	$ 62,784			$ 62,784	
Subtotal	**$ 622,784**				
3. Construction Management/Support	**$ 3,400,000**	30%	$ 1,800,000	$ 1,600,000	
4. Other Direct Costs **	**$ 5,000**			$ 5,000	
5. Contingency	**$ 1,684,500**	15%			
TOTAL CONSTRUCTION PHASE	**$ 16,942,284**		**$ 1,800,000**	**$ 2,227,784**	**$ 11,230,000**

*Misc may include: removing old signal equipment, misc electrical work, exploratory excavation holes (potholing), temporary traffic signals or streetlighting, mobilization/demobilization, and various allowances for work related to PG&E service points, traffic control using SFMTA Parking Control Officers (PCOs), tree trimming, environmental work, unforeseen conditions, MTA transit support, Muni Overhead Cantenary Support (OCS) provided by Contractor, and Required Partnering.

** City Attorney review

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Western Addition Area Signal Upgrades - Phase 2
Primary Sponsor:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		**Resolution Date:**	
Total PROP L Requested:	$3,389,000	**Total PROP L Recommended**	$3,389,000

SGA Project Number:		**Name:**	Western Addition Area Signal Upgrades - Phase 2
Sponsor:	San Francisco Municipal Transportation Agency	**Expiration Date:**	03/31/2030
Phase:	Construction	**Fundshare:**	20.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2027/28	FY2028/29	FY2029/30	Total
PROP L EP-217	$1,800,000	$1,300,000	$289,000	$3,389,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, upcoming project milestones (e.g. ground-breaking, signal activations, ribbon-cutting), and delivery updates including work performed in the prior quarter (including counts of installed accessible pedestrian signals, pedestrian countdown signals, rectangular rapid flashing beacons, curb ramps), work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.

2. With the first QPR (January 2027) SFMTA shall provide 2-3 photos of typical before conditions; with the first quarterly report following initiation of fieldwork Sponsor shall provide a photo documenting compliance with the Prop L attribution requirements as described in the SGA; and on completion of the project SFMTA shall provide 2-3 photos of completed work.

Special Conditions

1. The Transportation Authority will not reimburse SFMTA for the construction phase until Transportation Authority staff releases the funds ($3,389,000) pending receipt of evidence of completion of design (e.g. copy of certifications page).

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	80.0%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	80.0%

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Western Addition Area Signal Upgrades - Phase 2
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	$3,389,000

1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:
EL

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Geraldine De Leon	Kathryn Studwell
Title:	Lead Engineer	Grant Administration Manager
Phone:	(415) 646-4557	(415) 517-7015
Email:	geraldine.deleon@sfmta.com	kathryn.studwell@sfmta.com

Table 1 - Western Addition Area Traffic Signal Upgrades Phase 2 Scope

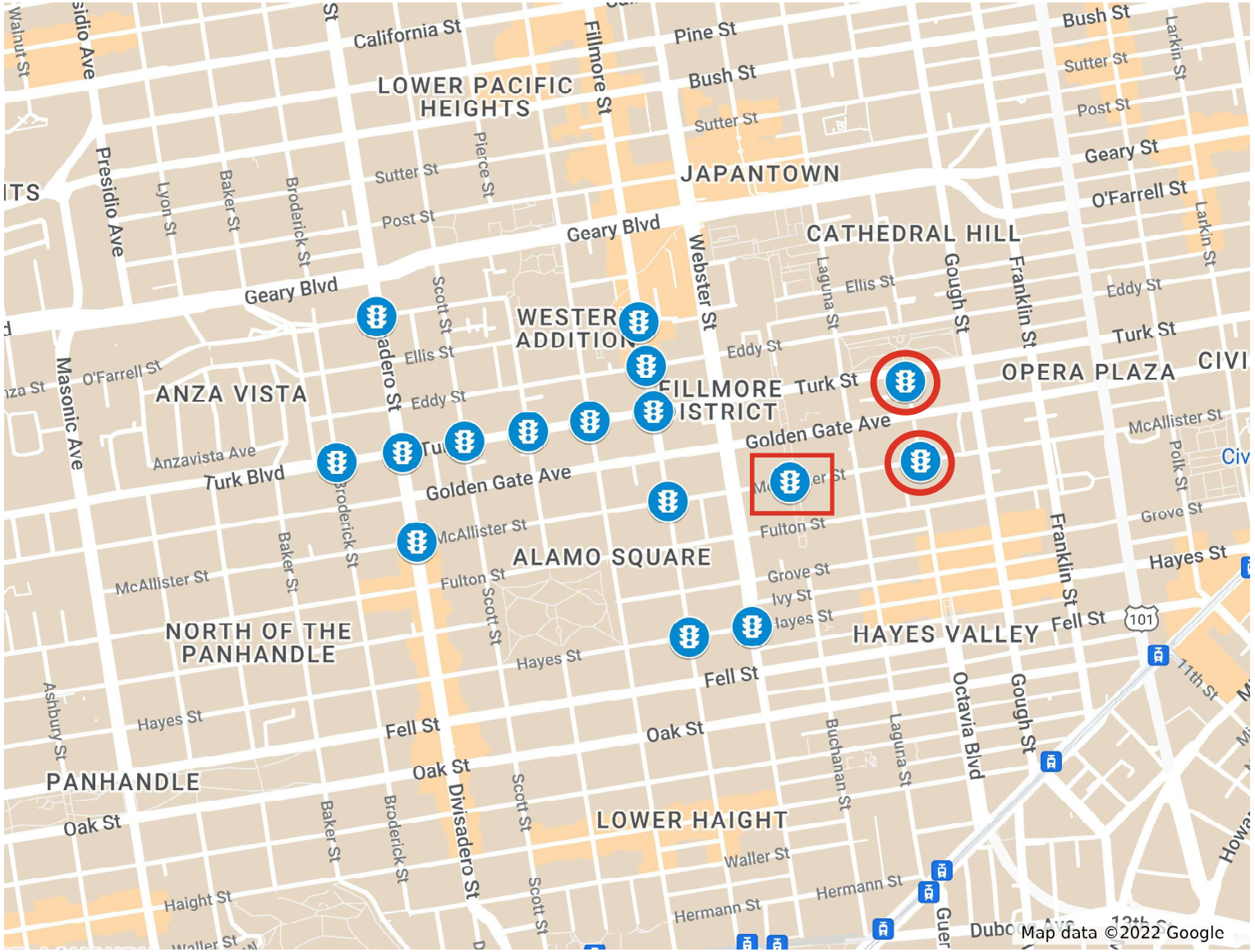
#	Street 1	Street 2	Vision Zero High Injury Network (2024)	Supervisor District	Full Signal Upgrade	Signal Modification Upgrade to add Mast Arm Pole	Accessible Pedestrian Signals	Pedestrian Countdown Signals	Updated Curb Ramps	Rectangular Rapid Flashing Beacons	Radar Speed Sign	Streetlighting
1	Broderick	Turk		2/5	X		X	X	X			X
2	Divisadero	Turk	X	5	X		X	X	X			X
3	Divisadero	O'Farrell	X	2/5	X		X	X	X			X
4	Divisadero	McAllister	X	5	X		X	X	X			X
5	Scott	Turk	X	5		X		Existing				X
6	Pierce	Turk	X	5	X		X	Existing	X			X
7	Steiner	Turk	X	5	X		X	X				X
8	Fillmore	Turk	X	5		X		Existing	X			X
9	Fillmore	Hayes	X	5	X		X	X	X			X
10	Fillmore	McAllister	X	5	X		X	X	X			
11	Eddy	Fillmore	X	5	X		X	X	X			X
12	Hayes	Webster	X	5	X		X	X	X			X
13	Buchanan	McAllister	X	5						Existing	X	
14	McAllister	midblock between Gough & Laguna (Octavia extension)	X*	5						X		X
15	Turk	midblock between Gough & Laguna (Octavia extension)	X	5	X		X	X				X
16	Ellis	Fillmore	X	5					X	X		X

* On the 2017 Vision Zero High Injury Network

Map 1 - Western Addition Area Traffic Signal Upgrades Phase 2

LEGEND

- Project Location
- New Flashing Beacon
- New Radar Speed Sign at Existing Flashing Beacon



San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	New and Upgraded Traffic Signals Contract 66
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Safer and Complete Streets, Traffic Signs and Signals Maintenance
Current PROP L Request:	$4,800,000
Supervisorial Districts	District 01, District 04, District 05, District 06, District 07, District 08, District 09, District 11

REQUEST

Brief Project Description

The SFMTA is requesting $4,800,000 in Prop L funds to fund construction of the New and Upgraded Traffic Signals Contract 66 project. The project will install new traffic signals at 11 intersections, full signal upgrade at 1 intersection, and replacement of temporary signals with permanent signals at 1 intersection. Signal and related intersection improvements at each location may include 12-inch signal heads, mast arms, poles, conduits, signal interconnect, pedestrian countdown signals, accessible (audible) pedestrian signals, updated signal timing such as leading pedestrian intervals.

Detailed Scope, Project Benefits and Community Outreach

See attached detailed scope.

Project Location

See attached list of locations in Table 1 and Map 1.

Is this project in an Equity Priority Community?	Yes
Does this project benefit disadvantaged populations?	Yes

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
PROP L Amount	$4,800,000.00

Justification for Necessary Amendment

This request includes an amendment to the Traffic Signs and Signals Maintenance 5YPP to add the subject project to be funded with $1,500,000 of the $3,000,000 programmed for the Great Highway Signals Upgrade. This request also includes an amendment to the Safer and Complete Streets 5YPP to change the project name from Contract 66 New Traffic Signals to New and Upgraded Traffic Signals Contract 66.

New and Upgraded Traffic Signal Contract 66 – Construction Phase

Detailed Scope & Project Benefits

The San Francisco Municipal Transportation Agency (SFMTA) is requesting allocation of $4,800,000 from Prop L Sales Tax to fund the construction phase of the New and Upgraded Traffic Signals Contract 66 project. The proposed allocations are from the Prop L Traffic Signs and Signal Maintenance program and the Safer and Complete Streets program.The project scope includes 13 locations (11 new traffic signals, 1 full signal upgrade, and 1 replacement of temporary signals with permanent signals).

Note that out of the 13 locations to be advertised and constructed under Contract 66, 1) 11 are new signal installations, 2) one is a full signal upgrade at Great Highway/Lincoln Way, and 3) one is a replacement of temporary signals with permanent signals at 41st Avenue/Chain of Lakes Drive/Lincoln Way.

The construction phase budget for the Contract 66 project will be funded through grants funding as follows:

- 45th Ave/Lincoln and La Playa/Lincoln Way/Martin Luther King Jr – these locations will be advertised and constructed as part of Contract 66, however they will be fully funded separately as part of SFMTA funds identified ($3.4 million in Prop B funds) for these two intersections. These intersections were added to Contract 66 for more efficient delivery of the construction scope.

- Great Highway/Lincoln – to be fully funded by Prop L funding

- Remaining 10 locations – to be funded through a mix of Prop L funding and Prop B General Fund Population Growth Based funds.

Signal and ancillary intersection improvements at each location will include installation of some or all of the following: pedestrian countdown signals, accessible (audible) pedestrian signals, 12-inch signal heads, mast arms, updated signal timing such as leading pedestrian intervals, curb ramps, additional streetlighting, poles, conduits, and signal interconnect.

10 of the 13 locations included on Contract 66 are on the 2024 Vision Zero High Injury Network. The remaining three locations are on the 2022 Vision Zero High Injury Network.

The specific scope for each signal project location is described in Table 1. The table also includes supervisorial districts and presence on the Vision Zero High Injury Network.

Map 1 shows the 13 project locations for Contract 66.

Planned improvements are intended to reduce injuries for pedestrians, cyclists, and motorists in addition to optimizing right-of-way allocation for all users.

Changes to Scope, Schedule, and Budget

Scope Changes

Here is a summary of the major scope changes compared to the scope presented in the Prop K/L Standard Grant Agreements for the original Contract 66 design phase budget request (131-907145) and additional design funds request (218-907018):

- 4th Street/Mission Rock – For faster implementation, the rapid flashing beacon scope for this location will be installed using SFMTA Signal Shop crews ahead of the Contract 66 project. Activation is estimated by the end of 2026. This intersection has been removed from Contract 66 and no longer needs to be advertised as part of the Contract 66 project.

- Great Highway/Lincoln – Great Highway/Lincoln was originally part of the Great Highway Signal Upgrade scope to implement signal upgrades at eight intersections along Upper Great Highway from Lincoln Way to Vicente Street (131-907042, 133-907065, and 133-907075). These signals were prone to corrosion due to their proximity to the ocean and salt air. Due to the passage of Proposition K in 2024, the only location that still required a full signal upgrade was Great Highway/Lincoln. Since Contract 66 was still under design, the decision was made to bundle Great Highway/Lincoln with the Contract 66 project locations for advertising for more efficient delivery of the construction scope under the new project name, New and Upgraded Traffic Signals Contract 66.

- Depending on the election results of Proposition G in November 2026, Great Highway/Lincoln may be removed from Contract 66 and repackaged for advertising with other Great Highway locations from the original scope of the Great Highway Signal Upgrade project.

- 45th Ave/Lincoln and La Playa/Lincoln/Martin Luther King Jr – The original plan was to design and construct these two signals as part of a standalone signal contract. For faster implementation, these two locations were added to Contract 66 to expedite their construction. Note that if ballot measure Proposition G passes, the current plan is to still proceed with the installation of new signals at these locations.

Schedule Changes

Per the Prop K/L Standard Grant Agreement amendments approved earlier this year for Contract 66 New Traffic Signals (131-907145 and 218-907018), Great Highway Signal Upgrades (131-907042, 133-907065, and 133-907075), and Lincoln Way Traffic Signals (225-907014), the schedule for Contract 66 was amended to set a goal of advertising a construction contract in January/February/March 2027. The amendments were requested by SFMTA to address the addition of Great Highway/Lincoln, 45th Avenue/Lincoln, and La Playa/Lincoln/Martin Luther King

Jr to the Contract 66 project. Contract 66 is currently on track to meet the goal of advertising a signal construction contract in early 2027.

Budget Changes

Significant budget changes were as follows compared to earlier Standard Grant Agreements:

- 4th Street/Mission Rock – As noted in the Prop K/L Standard Grant Agreements for Contract 66 design phase (131-907145 and 218-907018), the construction phase budget for this scope was originally planned to be funded with a mix of developer and other project funding including Prop K/L. Since the receipt of the Mission Bay developer funding was delayed, the construction phase budget for this location will be funded instead by General Obligation bonds. As noted in the Scope Changes section, this location will be removed from the Contract 66 project and flashing beacons will instead be installed using SFMTA Signal Shop crews.

- 4th Street/Long Bridge – As noted in the Prop K/L Standard Grant Agreements for Contract 66 design phase (131-907145 and 218-907018), this scope was also planned to be funded with a mix of developer and other funding sources. Since the receipt of the Mission Bay developer funding was delayed, the funding for the construction phase budget for this location will now be fully funded by a mix of Prop L and Prop B General Fund Population Growth Based funds. The timing of the implementation of these signals is subject to additional community conversations.

- 4th Avenue/Fulton, 10th Avenue/Lincoln Way, 28th Street/Guerrero, 39th Avenue/Fulton, 41st Avenue/Chain of Lakes/Lincoln Way, Alemany/Cotter, Castro/Divisadero/Waller, Cesar Chavez/Florida, and Mary/Mint/Mission – The updated budget plan is to fully fund the construction phase budget for these locations with a mix of 1) Prop L ($3.3M) from the Contract 66 New Traffic Signals project programming in the FY 24 to FY 28 Prop L 5-Year Prioritization Program for EP-218: Safer and Complete Streets program and 2) $3.715M in Prop B General Fund Population Growth Based funds.

- Great Highway/Lincoln – As part of this current Prop L allocation request, the construction phase budget for Great Highway/Lincoln is proposed to be fully funded with Prop L ($1.5M) from the Great Highway Signal project programming in the FY 24 to FY 28 Prop L 5-Year Prioritization Program for EP-217: Traffic Signs and Signals Maintenance program.

- 45th/Lincoln and La Playa/Lincoln/Martin Luther King Jr – These two locations were added to Contract 66 to expedite their construction for faster implementation. Per the design phase Standard Grant Agreement for Lincoln Way Signals (225-907014), the construction phase budget was originally programmed with federal Housing Incentive Pool (HIP) funding which would have required a potentially lengthy NEPA process. To help in expediting the construction of 45th Avenue/Lincoln and La Playa/Lincoln/MLK, SFMTA identified alternative non-federal (local) funds in the amount of $3.4M in Prop B General Fund Population Growth Based funds to fully fund the construction phase of these signals.

Implementation:

SFMTA's Sustainable Streets Division has been managing the scope of the detailed design. SFPW's Infrastructure Design and Construction (IDC) division will manage the issuance and administration of the contract for construction by a competitively bid contract.

Task:	Work Performed By:
• Construction Management	SFPW Infrastructure Construction Management
• Contract Support	SFPW Infrastructure Design and Construction
• Construction Support	SFMTA Sustainable Streets Division

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	New and Upgraded Traffic Signals Contract 66
Primary Sponsor:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)	Jul-Aug-Sep	2021	Jul-Aug-Sep	2031
Right of Way				
Design Engineering (PS&E)	Oct-Nov-Dec	2021	Oct-Nov-Dec	2026
Advertise Construction	Jan-Feb-Mar	2027		
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2027		
Operations (OP)				
Open for Use			Oct-Nov-Dec	2028
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2029

SCHEDULE DETAILS

SFMTA expects design to reach 95% by early November 2026. This project is currently on track to meet the goal of advertising a signal construction contract in early 2027 to meet the SFMTA's goal of advertising a construction contract in January 2027.

The timing of the implementation of the signals at 4th Street/Long Bridge Street is subject to additional community conversations.

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	New and Upgraded Traffic Signals Contract 66
Primary Sponsor:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-217: Traffic Signs and Signals Maintenance	$1,500,000	$0	$0	$1,500,000
EP-218: Safer and Complete Streets	$0	$3,300,000	$0	$3,300,000
Prop B: General Fund Population Based Growth	$0	$3,715,000	$0	$3,715,000
Phases In Current Request Total:	$1,500,000	$7,015,000	$0	$8,515,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP L: Prop L Sales Tax	$1,500,000	$3,300,000	$1,100,000	$5,900,000
Developer Contribution - 5M	$0	$0	$500,000	$500,000
Developer Contribution - Mission Rock	$0	$0	$250,000	$250,000
Prop B: General Fund Population Based Growth	$0	$3,715,000	$100,000	$3,815,000
Prop K: Prop K Sales Tax	$0	$0	$1,000,000	$1,000,000
SFMTA Funds	$0	$0	$250,000	$250,000
Funding Plan for Entire Project Total:	$1,500,000	$7,015,000	$3,200,000	$11,715,000

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	$0		
Environmental Studies	$0		
Right of Way	$0		
Design Engineering	$3,200,000		Actuals plus estimates based on similar projects, combined total for Contract 66 and Great Highway

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Construction	$8,515,000	$4,800,000	Based on similar projects, combined total for Contract 66 and Great Highway
Operations	$0		
Total:	$11,715,000	$4,800,000	

% Complete of Design:	90.0%
As of Date:	09/15/2026
Expected Useful Life:	30 Years

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

MAJOR LINE ITEM BUDGET- CONSTRUCTION

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)					
Budget Line Item	**Totals**	**% of contract**	**SFPW**	**SFMTA**	**Contractor**
1. Contract					
Task 1: Curb Ramps	$ 317,000				$ 317,000
Task 2: Signals /Mountings	$ 737,400				$ 737,400
Task 3: Poles	$ 1,196,000				$ 1,196,000
Task 4: Pullboxes/Conduits	$ 990,000				$ 990,000
Task 5: Wiring	$ 580,000				$ 580,000
Task 6: Traffic Routing	$ 550,000				$ 550,000
Task 7: Misc*	$ 820,000				$ 820,000
Contract Total	$ 5,190,400				
2. SFMTA-Provided Materials					
Controller Cabinets	$ 425,000			$ 425,000	
Accessible Ped Signals	$ 199,000			$ 199,000	
Ped Countdown Modules	$ 95,000			$ 95,000	
Subtotal	$ 719,000				
3. Construction Management/Support	$ 1,817,040	35%	$ 1,025,040	$ 792,000	
4. Other Direct Costs **	$ 10,000			$ 10,000	
5. Contingency	$ 778,560	15%			$ 778,560.00
TOTAL CONSTRUCTION PHASE	**$ 8,515,000**		**$ 1,025,040**	**$ 1,521,000**	**$ 5,968,960**

* Remove old signal equipment, misc electrical work, exploratory excavation holes (potholing), temporary traffic signals or streetlighting, mobilization/demobilization, and various allowances for work related to PG&E service points, traffic control using SFMTA Parking Control Officers (PCOs), tree trimming, environmental work, unforeseen conditions, MTA transit support, Muni Overhead Cantenary Support (OCS) provided by Contractor, and Required Partnering.

** City Attorney Review

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	New and Upgraded Traffic Signals Contract 66
Primary Sponsor:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		**Resolution Date:**	
Total PROP L Requested:	$4,800,000	**Total PROP L Recommended**	$4,800,000

SGA Project Number:		**Name:**	New and Upgraded Traffic Signals Contract 66
Sponsor:	San Francisco Municipal Transportation Agency	**Expiration Date:**	12/31/2029
Phase:	Construction	**Fundshare:**	56.37%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2027/28	FY2028/29	FY2029/30	Total
PROP L EP-217	$900,000	$500,000	$100,000	$1,500,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, upcoming project milestones (e.g. ground-breaking, signal activations, ribbon-cutting), and delivery updates including work performed in the prior quarter (including counts of installed accessible pedestrian signals, pedestrian countdown signals, rectangular rapid flashing beacons, curb ramps), work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.

2. With the first QPR (January 2027) SFMTA shall provide 2-3 photos of typical before conditions; with the first quarterly report following initiation of fieldwork Sponsor shall provide a photo documenting compliance with the Prop L attribution requirements as described in the SGA; and on completion of the project SFMTA shall provide 2-3 photos of completed work.

Special Conditions

1. The recommended allocation is contingent upon amendment of the Traffic Signs and Signals Maintenance 5YPP. See attached 5YPP amendment for details.

2. The Transportation Authority will not reimburse SFMTA for the construction phase until Transportation Authority staff releases the funds ($1,500,000 in Prop L Traffic Signs and Signals Maintenance program funds) pending receipt of evidence of completion of design (e.g. copy of certifications page).

SGA Project Number:		**Name:**	New and Upgraded Traffic Signals Contract 66
Sponsor:	San Francisco Municipal Transportation Agency	**Expiration Date:**	12/31/2029

Phase:	Construction	Fundshare:	56.37%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2027/28	FY2028/29	FY2029/30	Total
PROP L EP-218	$1,980,000	$1,100,000	$220,000	$3,300,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, upcoming project milestones (e.g. ground-breaking, signal activations, ribbon-cutting), and delivery updates including work performed in the prior quarter (including counts of installed accessible pedestrian signals, pedestrian countdown signals, rectangular rapid flashing beacons, curb ramps), work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.

2. With the first QPR (January 2027) SFMTA shall provide 2-3 photos of typical before conditions; with the first quarterly report following initiation of fieldwork Sponsor shall provide a photo documenting compliance with the Prop L attribution requirements as described in the SGA; and on completion of the project SFMTA shall provide 2-3 photos of completed work.

Special Conditions

1. The recommended allocation is contingent upon amendment of the Safer and Complete Streets 5YPP. See attached 5YPP amendment for details.

2. The Transportation Authority will not reimburse SFMTA for the construction phase until Transportation Authority staff releases the funds ($3,300,000 in Prop L Safer and Complete Streets program funds) pending receipt of evidence of completion of design (e.g. copy of certifications page).

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	43.63%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	49.64%

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	New and Upgraded Traffic Signals Contract 66
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

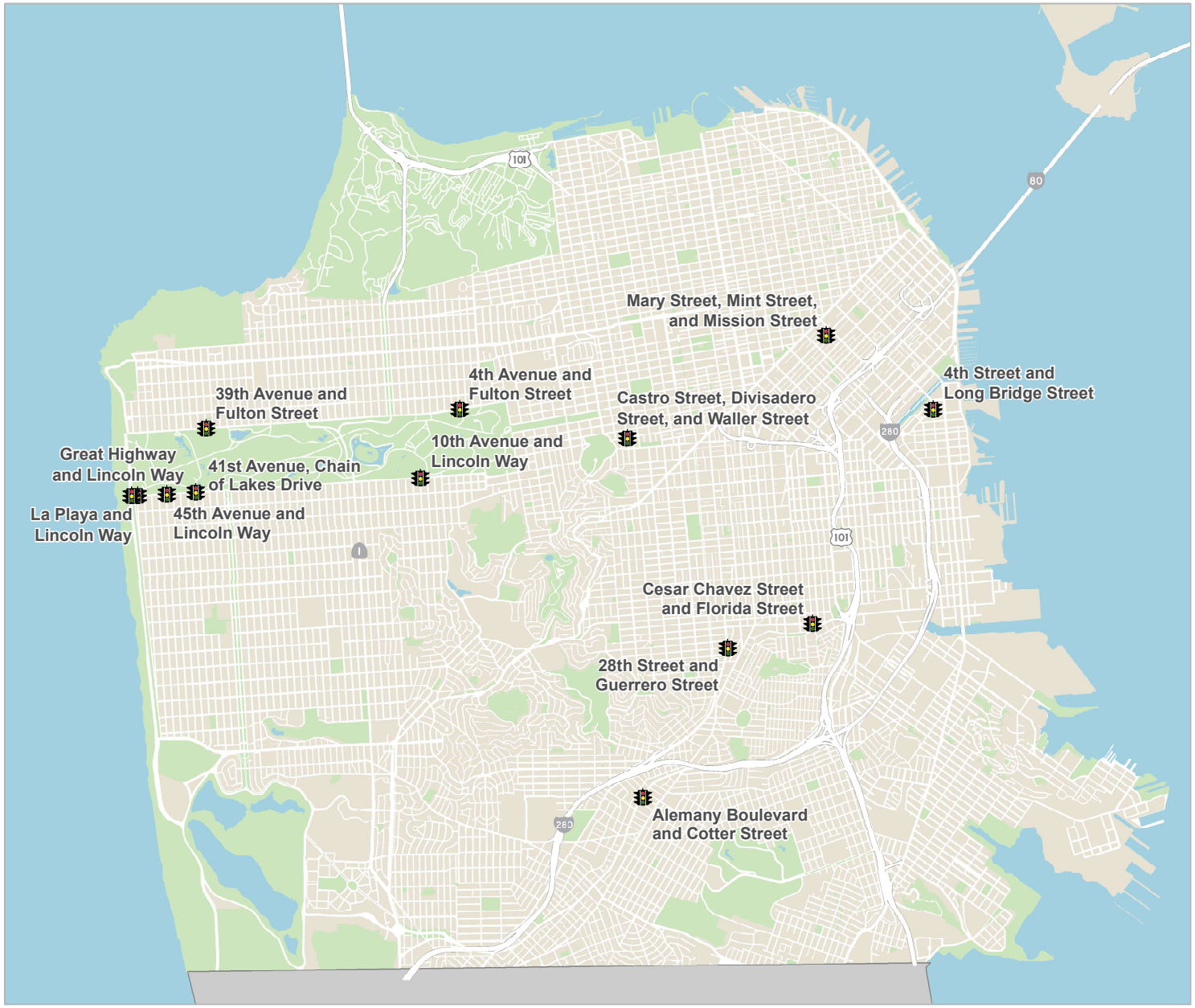
Current PROP L Request:	$4,800,000

1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Geraldine De Leon	Kathryn Studwell
Title:	Lead Engineer	Grant Administration Manager
Phone:	(415) 646-4557	(415) 517-7015
Email:	geraldine.deleon@sfmta.com	kathryn.studwell@sfmta.com



Contract 66

Project Locations

August 2026

This map shows the location of 13 project locations (12 new traffic signals and 1 full upgrade) proposed for constuction as part of the SFMTA Contract 66 - New Traffic Signals project.

LEGEND

Project Location

1 miles

Scale 1:51,284

Date Saved: 8/21/2026

For reference contact: Jarrett.Hornbostel@sfmta.com

By downloading this map, you are agreeing to the following disclaimer: "The City and County of San Francisco ("City") provides the following data as a public record and no rights of any kind are granted to any person by the City's provision of this data. The City and County of San Francisco ("City") makes no representation regarding and does not guarantee or otherwise warrant the accuracy or completeness of this data. Anyone who uses this data for any purpose whatsoever does so entirely at their own risk. The City shall not be liable or otherwise responsible for any loss, harm, claim or action of any kind from any person arising from the use of this data. By accessing this data, the person accessing it acknowledges that she or he has read and does so under the condition that she or he agrees to the contents and terms of this disclaimer."

SFMTA

Document Path: G:\01_Projects\TE_SpecialProjects_StreetUse\Signals\04_MXD\Contract 66 Locations.mxd
User Name: jhombos

Table 1 - New and Upgraded Traffic Signal Contract 66 Scope

#	Intersection	Vision Zero High Injury Network (2024)	Supervisor District	Accessible Pedestrian Signals	Pedestrian Countdown Signals	Updated Curb Ramps
1	4th Avenue and Fulton Street	X	7	X	X	X
2	4th Street and Long Bridge Street	X[3]	6	X	X	Existing
3	10th Avenue and Lincoln Way Avenue	X	7	X	X	X
4	28th Street and Guerrero Street	X[3]	8/9	X	X	X[4]
5	39th Avenue and Fulton Street	X[3]	1	X	X	Existing
6	41st Avenue, Chain of Lakes Drive, and Lincoln Way[1]	X	4	X	X	Existing
7	Alemany Boulevard and Cotter Street	X	11	X	X	Existing
8	Castro Street, Divisadero Street, and Waller Street	X	5/8	X	X	X
9	Cesar Chavez Street and Florida Street	X	9	X	X	X
10	Mary Street, Mint Street, and Mission Street	X	6	X	X	X
11	Great Highway and Lincoln Way	X	4	X	X	X
12	45th Avenue and Lincoln Way[2]	X	4	X	X	Existing
13	La Playa, Lincoln Way, and Martin Luther King Jr. Drive[2]	X	4	X	X	X

[1] Contract 66 wil replace temporary signals activated in February 2025 with permanent signals

[2] Construction phase budget to be fully funded through a separate Prop B General Fund Population Growth Based allocation for Lincoln Way Traffic Signals project

[3]On the 2022 Vision Zero High Injury Network

[4] Updated curb ramps to be constructed through the Guerrero Plaza project

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)
Traffic Signs and Signals Maintenance (EP 17)
Programming and Allocations to Date
Pending November 2026 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
SFMTA	Bus Transit Signal Priority	CON	Allocated		$1,149,000				$1,149,000
SFMTA	Bus Transit Signal Priority	CON	Programmed			$1,099,000			$1,099,000
SFMTA	Bus Transit Signal Priority	CON	Programmed				$1,099,000		$1,099,000
SFMTA	Bus Transit Signal Priority	CON	Programmed					$1,099,000	$1,099,000
SFMTA	City Coordination Opportunities: Traffic Signals Conduit Program	CON	Programmed			$400,000			$400,000
SFMTA	City Coordination Opportunities: Traffic Signals Conduit Program	CON	Programmed				$400,000		$400,000
SFMTA	City Coordination Opportunities: Traffic Signals Conduit Program	CON	Programmed					$400,000	$400,000
SFMTA	Great Highway Signals Upgrade [2]	CON	Pending	$1,500,000					$1,500,000
SFMTA	New and Upgraded Traffic Signals Contract 66 [2]	CON	Pending				$1,500,000		$1,500,000
SFMTA	Tenderloin Signal Upgrade	CON	Programmed		$2,032,000				$2,032,000
SFMTA	Traffic Sign Replacement Program	CON	Programmed		$405,000				$405,000
SFMTA	Traffic Sign Replacement Program	CON	Programmed			$405,000			$405,000
SFMTA	Traffic Sign Replacement Program	CON	Programmed				$405,000		$405,000
SFMTA	Traffic Sign Replacement Program	CON	Programmed					$405,000	$405,000
SFMTA	Traffic Signal Hardware Replacement Program FY24	CON	Allocated	$500,000					$500,000
SFMTA	Traffic Signal Hardware Replacement Program FY25-28	CON	Allocated		$500,000				$500,000
SFMTA	Traffic Signal Hardware Replacement Program FY25-28	CON	Allocated			$500,000			$500,000
SFMTA	Traffic Signal Hardware Replacement Program FY25-28	CON	Programmed				$500,000		$500,000
SFMTA	Traffic Signal Hardware Replacement Program FY25-28	CON	Programmed					$500,000	$500,000
SFMTA	Traffic Signal Upgrade Contract 35 [1]	CON	Allocated	$5,345,363					$5,345,363
SFMTA	Traffic Signal Upgrade Contract 36 - Additional Funds [1]	CON	Allocated		$1,758,637				$1,758,637
SFMTA	Traffic Signal Visibility Upgrades Program FY24	CON	Allocated	$400,000					$400,000
SFMTA	Traffic Signal Visibility Upgrades Program FY25-28	CON	Programmed		$400,000				$400,000
SFMTA	Traffic Signal Visibility Upgrades Program FY25-28	CON	Programmed			$400,000			$400,000
SFMTA	Traffic Signal Visibility Upgrades Program FY25-28	CON	Programmed				$400,000		$400,000
SFMTA	Traffic Signal Visibility Upgrades Program FY25-28	CON	Programmed					$400,000	$400,000
SFMTA	Western Addition Area Traffic Signal Upgrades Phase 2	PS&E	Allocated	$200,000					$200,000
SFMTA	Western Addition Area Traffic Signal Upgrades Phase 2	CON	Pending		$3,389,000				$3,389,000

Total Programmed in 2023 5YPP	$7,945,363	$9,633,637	$2,804,000	$4,304,000	$2,804,000	$27,491,000
Total Allocated and Pending	$7,945,363	$6,796,637	$500,000	$1,500,000	$0	$16,742,000
Total Unallocated	$0	$2,837,000	$2,304,000	$2,804,000	$2,804,000	$10,749,000
Total Programmed in 2023 Strategic Plan	$11,204,000	$7,875,000	$2,804,000	$2,804,000	$2,804,000	$27,491,000
Deobligated Funds	$0	$0	$0	$0	$0	$0
Cumulative Remaining Programming Capacity	$3,258,637	$1,500,000	$1,500,000	$0	$0	$0

Pending Allocation/Appropriation

Board Approved Allocation/Appropriation

FOOTNOTES:

[1] 5YPP amendment to accommodate allocation of $1,758,637 for Traffic Signal Upgrade Contract 36 - Additional Funds (2024-46, 6/25/24):
Traffic Signal Upgrade Contract 35: Reduced from $7,104,000 to $5,345,363 in FY24.
Traffic Signal Upgrade Contract 36 - Additional Funds: Added project with $1,758,637 for construction in FY25.

[2] 5YPP amendment to fund the New and Upgraded Traffic Signals Contract 66 (2027-XX, 11/17/26):
Great Highway Signals Upgrade: Reduced from $3,000,000 to $1,500,000 in FY24.
New and Upgraded Traffic Signals Contract 66: Added project with $1,500,000 for construction in FY27.

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)
Safer and Complete Streets (EP 18)
Programming and Allocations to Date
Pending November 2026 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
Subprogram: Capital Projects									
SFMTA	5th Street Corridor Improvements	CON	Programmed		$1,000,000				$1,000,000
SFMTA	7th Ave Bikeway [9]	PS&E	Programmed		$0				$0
SFMTA	7th Ave Bikeway [9]	CON	Programmed			$0			$0
SFMTA	Active Communities Plan Implementation [4,5]	TBD	Programmed		$1,256,000				$1,256,000
SFMTA	Active Communities Plan Implementation [5]	TBD	Programmed			$3,750,000			$3,750,000
SFMTA	Active Communities Plan Implementation	TBD	Programmed				$3,750,000		$3,750,000
SFMTA	Active Communities Plan Implementation	TBD	Programmed					$3,750,000	$3,750,000
SFMTA	13th Street Safety Project [4]	CON	Allocated		$2,350,000				$2,350,000
SFMTA	Northern Embarcadero and Jefferson Quick-Builds [5]	PS&E	Allocated		$284,000				$284,000
SFMTA	Northern Embarcadero and Jefferson Quick-Builds [5]	CON	Allocated		$460,000				$460,000
SFMTA	Central Embarcadero Enhancement (OBAG Match)	PS&E	Allocated	$200,000					$200,000
SFMTA	District 4 Street Improvements [3]	CON	Programmed	$268,000					$268,000
SFMTA	District 4 Street Improvements - Kirkham Street [3]	CON	Allocated		$352,000				$352,000
SFMTA	District 4 Street Improvements - 41st Avenue [3]	PS&E	Allocated		$80,000				$80,000
SFMTA	Golden Gate Greenway (Tenderloin) [1]	PS&E	Allocated	$140,000					$140,000
SFMTA	Golden Gate Greenway (Tenderloin) [1]	CON	Programmed		$960,000				$960,000
SFMTA	Howard Streetscape	CON	Programmed		$2,000,000				$2,000,000
SFPW	Market Octavia Living Alleys Phase 1B	CON	Programmed			$700,000			$700,000
SFMTA	Page Slow Street	PS&E	Pending		$407,000				$407,000
SFMTA	Page Slow Street	CON	Pending			$593,000			$593,000
SFMTA	Safe Streets Evaluation Program	PLAN	Allocated		$450,000				$450,000
SFMTA	Safe Streets Evaluation Program	PLAN	Allocated				$400,000		$400,000
SFMTA	School Traffic Calming Program [2]	PS&E	Programmed	$0					$0
SFMTA	School Traffic Calming Program [2]	PLAN	Allocated	$220,000					$220,000
SFMTA	School Traffic Calming Program [2]	CON	Allocated	$1,780,000					$1,780,000
SFMTA	School Traffic Calming Program FY26 [8]	PS&E	Allocated			$246,354			$246,354
SFMTA	School Traffic Calming Program FY26 [8]	CON	Allocated			$1,753,646			$1,753,646
SFMTA	School Traffic Calming Program FY27	PS&E	Programmed			$220,000			$220,000
SFMTA	School Traffic Calming Program FY27	CON	Programmed			$1,780,000			$1,780,000
SFMTA	School Traffic Calming Program	PS&E	Programmed				$220,000		$220,000
SFMTA	School Traffic Calming Program	CON	Programmed				$1,780,000		$1,780,000

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)
Safer and Complete Streets (EP 18)
Programming and Allocations to Date
Pending November 2026 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
SFMTA	School Traffic Calming Program	PS&E	Programmed					$220,000	$220,000
SFMTA	School Traffic Calming Program	CON	Programmed					$1,780,000	$1,780,000
SFPW	Sickles Avenue Streetscape	CON	Programmed		$1,300,000				$1,300,000
SFMTA	Slow Streets Implementation [1, 7]	CON	Programmed		$0				$0
SFMTA	Slow Streets Implementation [7]	CON	Programmed		$0				$0
SFMTA	Slow Streets Implementation [7]	CON	Programmed			$0			$0
SFMTA	Slow Streets Implementation [7]	PS&E	Allocated			$600,000			$600,000
SFMTA	Slow Streets Implementation	CON	Programmed				$200,000		$200,000
SFMTA	Slow Streets Implementation	CON	Programmed					$200,000	$200,000
SFMTA	SoMa Arterial Traffic Calming	CON	Programmed		$1,000,000				$1,000,000
SFMTA	Tenderloin Protected Intersections	CON	Programmed			$250,000			$250,000
SFMTA	Valencia Street Bikeway Improvements	CON	Programmed				$1,000,000		$1,000,000
SFMTA	Vision Zero Left Turn Reduction Program	CON	Allocated	$100,000					$100,000
SFMTA	Vision Zero Left Turn Reduction Program	CON	Programmed		$100,000				$100,000
SFMTA	Vision Zero Speed Limit Reduction	CON	Allocated	$100,000					$100,000
SFMTA	Vision Zero Speed Limit Reduction	CON	Programmed			$100,000			$100,000
SFMTA	Vision Zero Speed Limit Reduction	CON	Programmed					$100,000	$100,000
SFCTA	Yerba Buena Island Multi-Use Path	CON	Appropriated			$1,000,000			$1,000,000
SFMTA	Inner Sunset Bike Connection [9]	PLAN	Allocated				$125,000		$125,000
SFMTA	Inner Sunset Bike Connection [9]	PS&E	Allocated				$25,000		$25,000
Subprogram: Outreach and Education Projects									
SFMTA	Bicycle Education and Outreach	CON	Allocated	$200,000					$200,000
SFMTA	Bicycle Education and Outreach	CON	Allocated		$200,000				$200,000
SFE	Bicycle Education and Outreach [12]	CON	Pending			$200,000			$200,000
SFMTA	Bicycle Education and Outreach	CON	Programmed				$200,000		$200,000
SFMTA	Bicycle Education and Outreach	CON	Programmed					$200,000	$200,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Allocated	$230,000					$230,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Allocated		$236,000				$236,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Allocated			$243,000			$243,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Programmed				$251,000		$251,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Programmed					$258,000	$258,000

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)

Safer and Complete Streets (EP 18)

Programming and Allocations to Date

Pending November 2026 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
SFMTA	Vision Zero Education and Communications: Speed Safety Cameras FY24	CON	Allocated	$150,000					$150,000
SFMTA	Vision Zero Education and Communications FY25-28	CON	Programmed		$200,000				$200,000
SFMTA	Vision Zero Education and Communications FY25-28	CON	Programmed				$200,000		$200,000
Subprogram: New Traffic Signals									
SFMTA	~~Contract 66 New Traffic Signals~~ New and Upgraded Traffic Signals Contract 66 [5, 11]	CON	Pending	$3,300,000					$3,300,000
SFMTA	Contract 67 New Traffic Signals [6]	PS&E	Programmed		$0				$0
SFMTA	Skyline and Sloat Intersection Improvements	CON	Allocated	$800,000					$800,000
SFMTA	New Traffic Signal Contract 66 - Additional Funds [6]	PS&E	Allocated			$1,100,000			$1,100,000
			Total Programmed in 2023 5YPP	$7,488,000	$12,635,000	$12,536,000	$8,151,000	$6,508,000	$47,318,000
			Total Allocated and Pending	$7,220,000	$4,819,000	$5,736,000	$550,000	$0	$18,325,000
			Total Unallocated	$268,000	$7,816,000	$6,800,000	$7,601,000	$6,508,000	$28,993,000
			Total Programmed in 2023 Strategic Plan	$8,080,000	$15,593,000	$9,136,000	$8,001,000	$6,508,000	$47,318,000
			Deobligated Funds	$0	$0	$0	$6,711	$0	$6,711
			Cumulative Remaining Programming Capacity	$592,000	$3,550,000	$150,000	$6,711	$6,711	$6,711

Pending Allocation/Appropriation

Board Approved Allocation/Appropriation

FOOTNOTES:

[1] 5YPP amendment to fund Golden Gate Greenway (Tenderloin) with $140,000 in FY2023/24 for design (Resolution 2024-041, 5/21/2024):

Slow Streets Implementation: Reduced from $200,000 to $0 in Fiscal Year 2023/24 for design and increased from $0 to $200,000 in FY24/25 for design.

Golden Gate Greenway (Tenderloin): Reduced from $1,000,000 to $960,000 in FY2024/25 for construction.

Golden Gate Greenway (Tenderloin): Increased from $100,000 to $140,000 in FY2023/24 for design.

[2] 5YPP amendment to fund School Traffic Calming Program with $220,000 in FY2023/24 for planning and update cash flow in School Traffic Calming Program construction in FY23/24 (Resolution 2024-046, 6/25/2024):

School Traffic Calming, FY2023/24 Design: Reduced from $220,000 to $0 in FY23/24.

School Traffic Calming, FY2023/24 Planning: Added project with $220,000 in FY23/24. Delayed $30,000 cash flow from FY24/25 to FY25/26.

School Traffic Calming, FY2023/24 Construction: Advanced $30,000 in FY24/25 cash flow and reduced FY25/26 cash flow from $700,000 to $670,000.

[3] 5YPP amendment to fund District 4 Street Improvements (Resolution 2025-015, 10/22/2024)

District 4 Street Improvements: Reduced placeholder FY2023/24 programming line from $700,000 to $268,000

District 4 Street Improvements - Kirkham Street: Added project in FY2024/25 programming line for $352,000 for construction

District 4 Street Improvements - 41st Avenue: Added project in FY2024/25 programming line for $80,000 for design

[4] 5YPP amendment to fund 13th Street Safety Project (Resolution 2025-021, 11/19/2024)

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)

Safer and Complete Streets (EP 18)

Programming and Allocations to Date

Pending November 2026 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	

Active Communities Plan Implementation (FY25): Reduced from $4,350,000 to $2,000,000 in FY2024/25

13th Street Safety Project: Added project with $2,350,000 in FY2024/25 for construction.

[5] 5YPP amendment to fund Northern Embarcadero and Jefferson Quick-Builds (Resolution 2025-046, 5/20/2025)

Active Communities Plan Implementation (FY25): Reduced programming from $2,000,000 to $1,256,000 in FY2024/25.

Northern Embarcadero and Jefferson Quick-Builds: Added project in FY2024/25 with $744,000 in programming ($284,000 design, $460,000 construction). Cash flow capacity made available through a cost-neutral cash flow exchange with Contract 66 New Traffic Signals and Active Communities Plan Implementation FY25 and FY26 placeholders as described below:

Contract 66 New Traffic Signals: Reduced cash flow from $1,100,000 to $356,000 in FY 2024/25 and increased from $0 to $744,000 in FY 2027/28.

Active Communities Plan Implementation (FY26): Reduced cash flow from $750,000 to $6,000 in FY2027/28; increased from $1,000,000 to $1,744,000 in FY2028/29.

Active Communities Plan Implementation (FY25): Increased cash flow from $0 to $744,000 in FY2027/28; reduced from $1,000,000 to $256,000 in FY2028/29.

[6] 5YPP amendment to fund New Signal Contract 66 - Additional Funds (Resolution 2026-012, 9/30/2025)

Contract 67 New Traffic Signals: Reduced from $1,100,000 to $0 in FY2024/25 for design.

New Traffic Signal Contract 66 - Additional Funds: Added project with $1,100,000 in FY2025/26 for design.

[7] 5YPP amendment to fund design of Slow Streets Implementation in FY2025/26 (Resolution 2026-012, 9/30/2025)

Slow Streets Implementation: Reduced construction in FY2024/25 and FY2025/26 by $400,000 and $200,000, respectively, to $0. Added $600,000 in FY2025/26 for design.

[8] 5YPP amendment to fully fund design of School Traffic Calming Program FY26 (Resolution 2026-023, 11/18/2025)

School Traffic Calming Program FY26: Reduced construction funds in FY2024/25 by $26,354 to $1,753,646. Added $26,354 in design funds in FY2024/25 for a total of $246,354.

TA Note: We are recommending allocation of FY2024/25 in FY2025/26 for the School Traffic Calming Program FY26.

[9] 5YPP amendment to fund Inner Sunset Bike Connection (Resolution 2026-060, 6/23/2026)

7th Ave Bikeway: Reduced from $50,000 to $0 in FY2024/25 for design and $100,000 to $0 in FY2025/26 for construction.

Inner Sunset Bike Connection: Added project with $125,000 in FY2026/27 for planning.

Inner Sunset Bike Connection: Added project with $25,000 in FY2026/27 for design.

[11] 5YPP amendment to update name of Contract 66 New Traffic Signals to New and Upgraded Traffic Signals Contract 66 (Resolution 2027-XX, 11/17/2025)

[12] 5YPP amendment to update sponsor of Bicycle Education and Outreach from SFMTA to San Francisco Environment Department (SFE) with $200,000 in FY2025/26 (Resolution 2027-XX, 11/17/2025)

ATTACHMENT 5

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Bicycle Safety Education and Outreach
Primary Sponsor:	Department of the Environment

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Safer and Complete Streets
Current PROP L Request:	$200,000
Supervisorial District	Citywide

REQUEST

Brief Project Description

Support the safe use of San Francisco streets by providing at least 64 bicycle safety classes as well as monthly bicycle safety outreach engaging over 12,000 people across the city in multiple languages and in a culturally competent manner.

Detailed Scope, Project Benefits and Community Outreach

Provide education and encouragement in support of increasing the number of people who bicycle in SF and ensure the safe use of their apparatus through a series of classes aimed at teaching new riders how to ride a bike and the basics of safe urban riding, and through on-bicycle education for more advanced riders to expand their ability and their comfort through deeper learning with league certified instructors.

This program aims to increase the number of people bicycling in San Francisco and ensure that they are able to do so safely, both by understanding the rules of the road and expected bicycling behavior, but also with tips on how to keep themselves safe on streets with motor vehicles, even when they have the right-of-way. The outreach aspects of the program support the goal of supporting the use of bicycle facilities in the city and as a safety education program, this program directly supports Vision Zero and San Francisco's climate goals.

The SFMTA entered into a multi-year contract approved by the SFMTA Board (MTAB) in July 2024 and is in the process of transferring the contract and project to the San Francisco Environment Department (SFE). This contract includes the proposed work covered in this ARF and will be used to fund the third year of implementation. Work funded by this request is anticipated to include at least 64 bicycle classes. The selected contractor is responsible for conducting these classes, with the final number determined by task orders issued under the executed agreement.

Summary of Tasks from Request for Proposals for Multi-year Consultant Contract

1. Summary of Bicycle Safety Education and Outreach Program Tasks

Task 1: Bicycle Education Outreach

- Reach 12,000 people through outreach interactions from 12/1/2026-1/31/2028
- Evaluation of outreach outcomes

Task 2: Bicycle Safety Education Classes

- Conduct 50 adult bicycle safety education classes from 12/1/2026-1/31/2028
- Conduct 14 youth bicycle safety education classes from 12/1/2026-1/31/2028

- Evaluation of the classes via pre- and post-course surveys to understand changes in behaviors, attitudes, and perceptions among class attendees, including their actual gains in bicycle knowledge
- Collection and reporting of demographic information about class sign-ups and actual attendance to allow SFE to identify potential opportunities and program changes to best reach communities throughout San Francisco

Task 3: Reporting

- Regular reporting on progress, attendance, outreach metrics, and evaluation results

Outreach

The selected Contractor shall provide information at pre-determined and mutually agreed upon fairs, festivals, farmers markets, open streets events, or other SFE-approved outreach events and activities during the contract period. The Contractor shall be responsible for handling all logistics, including booking tables at the events, set-up, clean-up, and staffing. The Contractor shall be responsible for the production and distribution of all promotional materials, including banners, interactive displays, talking points, flyers to be distributed at the event, and flyers advertising their presence at the event. All materials shall be offered in four languages: Spanish, Chinese, Filipino, and English.

In addition to the promotional materials, all communications, including blog posts, press releases, and websites, that reference the activities conducted under this contract shall acknowledge the classes as offerings of the SFE through the selected Contractor and, where appropriate based on funding, may also be required to acknowledge additional funding sources. Outreach shall be conducted by the Contractor to the widest possible audience feasible and should vigorously target underserved communities within San Francisco to the satisfaction of SFE. Bicycle education and safety outreach events and courses shall be held across all four quadrants (northwest, northeast, southwest, and southeast) of the City and County of San Francisco. Charging for any of the project programs shall be prohibited. Certain programs and materials shall be offered in Spanish, Chinese, and Filipino as well as English, and shall be specified in a final contract.

The Contractor shall reach a minimum average of 3,000 people each quarter for bicycle outreach and shall reach a total of 12,000 people for bicycle outreach over the course of each year.

For the purposes of the Program, reaching a person is defined as:

1. A 10-second conversation between an event attendee and a Contractor representative;
2. Event attendee interacting with an interactive display; OR
3. Another form of engagement approved by SFE, prior to that engagement

Evaluation Plan on Outreach

The Contractor will prepare an evaluation plan to be reviewed and approved by the SFE project manager. The evaluation plan shall focus on outreach outcomes to determine which audiences are being successfully engaged and attracted to bicycle education activities. On an annual basis, within two months of the end of each contract year, the Contractor shall provide SFE with all data collected from the evaluations up to that point. SFE may provide suggestions for class and program design improvement during the course of the contract. Additionally, SFE may attend events where the Contractor is present in order to assess effectiveness of engagement activities relative to the goals of the program.

Evaluation Plan on Classes

The Contractor shall conduct an evaluation to assess class participant understanding of bicycle safety concepts and comfort and confidence while bicycling. The Contractor shall prepare an evaluation plan, which includes the pre-course and post-course surveys to be administered to participants, to be reviewed and approved by SFE. The Contractor shall conduct pre-course and post-course surveys to understand change in behaviors, attitudes, and perceptions among class attendees, as well as their actual gains in bicycle knowledge.

Reporting

The Contractor shall submit monthly reports, a summary at 12 months and every 12 months that follow, and a final report to the SFE project manager as directed by SFE. These reports shall contain, but need not be limited to, the following information:

1. **Outreach/Tabling Activities:** location, date, and time of outreach/tabling; the names of participating staff; number of people reached; number of people who signed up to receive more information; outreach activities; key statistics and information from the evaluations; any issues of note for the period; and any other information agreed upon between SFE and Contractor.
2. **Bicycle Safety Education Classes:** attendance; basic demographic information and baseline bicycling statistics collected via pre-course survey; outreach activities; number of RSVPs; and any issues of note for the period.

Project Location

Is this project in an Equity Priority Community?	Yes
Does this project benefit disadvantaged populations?	Yes

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
PROP L Amount	$200,000.00

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Bicycle Safety Education and Outreach
Primary Sponsor:	Department of the Environment

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2026		
Operations (OP)				
Open for Use				
Project Completion (means last eligible expenditure)			Jan-Feb-Mar	2028

SCHEDULE DETAILS

Contractor will conduct outreach throughout the project to raise awareness about the bicycle classes. Interested parties may register for the classes at outreach events. Depending where classes will be held, SFE staff will coordinate with projects that are in the same area. Due to the program being well-established, SFE anticipates the Contractor to begin outreach and classes soon after the Notice to Proceed. Classes funded by this request will start approximately December 2026 and run through a 12-month period. SFE has intentionally built in extra time to this request in case needed for administrative processes in order to support a full 12-month implementation.

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Bicycle Safety Education and Outreach
Primary Sponsor:	Department of the Environment

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-218: Safer and Complete Streets	$0	$200,000	$0	$200,000
General Fund	$0	$28,080	$0	$28,080
Phases In Current Request Total:	$0	$228,080	$0	$228,080

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	$0		
Environmental Studies	$0		
Right of Way	$0		
Design Engineering	$0		
Construction	$228,080	$200,000	Based on past budgets
Operations	$0		
Total:	$228,080	$200,000	

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

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

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)

Budget Line Item	Item (Quant)	Item (Rate)	Totals	% of contract	SFE	Contractor
Task 1: Bicycle Education Outreach						
Materials & Promotion	1	$ 4,000	$ 4,000	2%		$ 4,000
Translation Services	1	$ 2,000	$ 2,000	1%		$ 2,000
Outreach	16	$ 2,079	$ 33,263	17%		$ 33,263
Evaluation Cost	16	$ 73	$ 1,165	1%		$ 1,165
Task 1 Subtotal			***$ 40,428***	20%		**$ 40,428**
Task 2: Bicycle Safety Education Classes						
Materials & Promotion	1	$ 6,000	$ 6,000	3%		$ 6,000
Translation Services	1	$ 1,500	$ 1,500	1%		$ 1,500
Evaluation Cost	64	$ 109	$ 6,991	3%		$ 6,991
Adult Learn-to-Ride	14	$ 2,908	$ 40,708	20%		$ 40,708
Smart City Cycling 1: Classroom	14	$ 1,841	$ 25,776	13%		$ 25,776
Smart City Cycling 2: Maneuvering	5	$ 2,652	$ 13,261	7%		$ 13,261
Smart City Cycling 3: Road Practice	3	$ 2,210	$ 6,630	3%		$ 6,630
Night and All-Weather Biking	3	$ 1,710	$ 5,129	3%		$ 5,129
On-Bike Practice	6	$ 3,093	$ 18,559	9%		$ 18,559
Contractor Proposed Classes: Introduction to E-bikes	5	$ 1,629	$ 8,143	4%		$ 8,143
Freedom From Training Wheels	14	$ 1,745	$ 24,429	12%		$ 24,429
Task 2 Subtotal			***$ 157,126***	79%		**$ 157,126**
Task 3: Reporting						
Monthly and Final Reporting	60	$ 36	$ 2,185	1%		$ 2,185
Task 3 Subtotal			***$ 2,185***	1%		**$ 2,185**
Contract Subtotal			**$ 199,738**	100%		**$ 199,738**
SFE Staff Support (Contract Award and Oversight)	208	$ 136	$ 28,352		$ 28,352	
TOTAL CONSTRUCTION PHASE			**$ 228,090**		**$ 28,352**	**$ 199,738**

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Bicycle Safety Education and Outreach
Primary Sponsor:	Department of the Environment

SFCTA RECOMMENDATION

Resolution Number:		**Resolution Date:**	
Total PROP L Requested:	$200,000	**Total PROP L Recommended**	$200,000

SGA Project Number:		**Name:**	Bicycle Safety Education and Outreach
Sponsor:	Department of the Environment	**Expiration Date:**	06/30/2028
Phase:	Construction	**Fundshare:**	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2026/27	FY2027/28	Total
PROP L EP-218	$100,000	$100,000	$200,000

Deliverables

1. Quarterly Progress Reports (QPRs) shall provide percent complete of the scope of work; description of outreach activities performed that quarter (including those intended to engage traditionally under-represented bicycle communities); and data on the number of classes held, including class type, location, number of registrants, and number of attendees; in addition to the requirements described in the Standard Grant Agreement (SGA). See SGA for definitions. QPRs shall also include samples of outreach and class materials.

2. Upon SFE's approval of contractor outreach plan, including specific dates and locations, SFE shall submit the outreach plan.

3. Upon project completion (anticipated March 2028), provide copy of program evaluation.

Special Conditions

1. The recommended allocation is contingent upon amendment of the Safer and Complete Streets 5-Year Prioritization Program (5YPP) to update sponsor of Bicycle Education and Outreach from SFMTA to San Francisco Environment Department (SFE) with $200,000 in FY2025/26.

2. Reimbursement is conditioned upon SFE acquiring from the contractor detailed records for each expenditure line item to ensure that Prop L funds were used for eligible expenditures. SFE shall attach these receipts to any invoices submitted to SFCTA and certify that funds were used for eligible expenses.

3. The program evaluation shall include demographic information to ensure that outreach and classes are reaching the many, varied communities across the city, as well as on program outcomes, increases in bicycling in SF among program participants, and increases in safety knowledge for people who have participated in trainings and classes.

Notes

1. SFMTA supports allocation of Prop L funds for the SFMTA's Bicycle Safety Education and Outreach program directly to SFE, which is administering the program on SFMTA's behalf as of Fall 2026.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	12.31%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	12.31%

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Bicycle Safety Education and Outreach
Primary Sponsor:	Department of the Environment

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	$200,000

1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Nicole Appenzeller	Cyndy Comerford
Title:	Senior Clean Transportation Specialist	Climate Program Manager
Phone:		(415) 518-0091
Email:	nicole.appenzeller@sfgov.org	cyndy.comerford@sfgov.org

Daniel Lurie, Mayor

Janet Tarlov, Chair
Stephanie Cajina, Vice Chair
Alfonso Felder, Director
Steve Heminger, Director
Dominica Henderson, Director
Fiona Hinze, Director

Julie Kirschbaum, Director of Transportation

Mike Pickford
Principal Transportation Planner
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Mr. Pickford,

Pursuant to our discussions, the SFMTA supports the allocation of Prop L – EP 18 Funds to SFE to implement Bicycler Safety Education Classes and Outreach efforts.

If you have any further questions, please don't hesitate to contact me. Thank you, as always, for your assistance with this program.

Respectfully,

John Knox White
Planning Team Manager

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)
Safer and Complete Streets (EP 18)
Programming and Allocations to Date
Pending November 2026 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
Subprogram: Capital Projects									
SFMTA	5th Street Corridor Improvements	CON	Programmed		$1,000,000				$1,000,000
SFMTA	7th Ave Bikeway [9]	PS&E	Programmed		$0				$0
SFMTA	7th Ave Bikeway [9]	CON	Programmed			$0			$0
SFMTA	Active Communities Plan Implementation [4,5]	TBD	Programmed		$1,256,000				$1,256,000
SFMTA	Active Communities Plan Implementation [5]	TBD	Programmed			$3,750,000			$3,750,000
SFMTA	Active Communities Plan Implementation	TBD	Programmed				$3,750,000		$3,750,000
SFMTA	Active Communities Plan Implementation	TBD	Programmed					$3,750,000	$3,750,000
SFMTA	13th Street Safety Project [4]	CON	Allocated		$2,350,000				$2,350,000
SFMTA	Northern Embarcadero and Jefferson Quick-Builds [5]	PS&E	Allocated		$284,000				$284,000
SFMTA	Northern Embarcadero and Jefferson Quick-Builds [5]	CON	Allocated		$460,000				$460,000
SFMTA	Central Embarcadero Enhancement (OBAG Match)	PS&E	Allocated	$200,000					$200,000
SFMTA	District 4 Street Improvements [3]	CON	Programmed	$268,000					$268,000
SFMTA	District 4 Street Improvements - Kirkham Street [3]	CON	Allocated		$352,000				$352,000
SFMTA	District 4 Street Improvements - 41st Avenue [3]	PS&E	Allocated		$80,000				$80,000
SFMTA	Golden Gate Greenway (Tenderloin) [1]	PS&E	Allocated	$140,000					$140,000
SFMTA	Golden Gate Greenway (Tenderloin) [1]	CON	Programmed		$960,000				$960,000
SFMTA	Howard Streetscape	CON	Programmed		$2,000,000				$2,000,000
SFPW	Market Octavia Living Alleys Phase 1B	CON	Programmed			$700,000			$700,000
SFMTA	Page Slow Street	PS&E	Pending		$407,000				$407,000
SFMTA	Page Slow Street	CON	Pending			$593,000			$593,000
SFMTA	Safe Streets Evaluation Program	PLAN	Allocated		$450,000				$450,000
SFMTA	Safe Streets Evaluation Program	PLAN	Allocated				$400,000		$400,000
SFMTA	School Traffic Calming Program [2]	PS&E	Programmed	$0					$0
SFMTA	School Traffic Calming Program [2]	PLAN	Allocated	$220,000					$220,000
SFMTA	School Traffic Calming Program [2]	CON	Allocated	$1,780,000					$1,780,000
SFMTA	School Traffic Calming Program FY26 [8]	PS&E	Allocated			$246,354			$246,354
SFMTA	School Traffic Calming Program FY26 [8]	CON	Allocated			$1,753,646			$1,753,646
SFMTA	School Traffic Calming Program FY27	PS&E	Programmed			$220,000			$220,000
SFMTA	School Traffic Calming Program FY27	CON	Programmed			$1,780,000			$1,780,000
SFMTA	School Traffic Calming Program	PS&E	Programmed				$220,000		$220,000
SFMTA	School Traffic Calming Program	CON	Programmed				$1,780,000		$1,780,000

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)
Safer and Complete Streets (EP 18)
Programming and Allocations to Date
Pending November 2026 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
SFMTA	School Traffic Calming Program	PS&E	Programmed					$220,000	$220,000
SFMTA	School Traffic Calming Program	CON	Programmed					$1,780,000	$1,780,000
SFPW	Sickles Avenue Streetscape	CON	Programmed		$1,300,000				$1,300,000
SFMTA	Slow Streets Implementation [1, 7]	CON	Programmed		$0				$0
SFMTA	Slow Streets Implementation [7]	CON	Programmed		$0				$0
SFMTA	Slow Streets Implementation [7]	CON	Programmed			$0			$0
SFMTA	Slow Streets Implementation [7]	PS&E	Allocated			$600,000			$600,000
SFMTA	Slow Streets Implementation	CON	Programmed				$200,000		$200,000
SFMTA	Slow Streets Implementation	CON	Programmed					$200,000	$200,000
SFMTA	SoMa Arterial Traffic Calming	CON	Programmed		$1,000,000				$1,000,000
SFMTA	Tenderloin Protected Intersections	CON	Programmed			$250,000			$250,000
SFMTA	Valencia Street Bikeway Improvements	CON	Programmed				$1,000,000		$1,000,000
SFMTA	Vision Zero Left Turn Reduction Program	CON	Allocated	$100,000					$100,000
SFMTA	Vision Zero Left Turn Reduction Program	CON	Programmed		$100,000				$100,000
SFMTA	Vision Zero Speed Limit Reduction	CON	Allocated	$100,000					$100,000
SFMTA	Vision Zero Speed Limit Reduction	CON	Programmed			$100,000			$100,000
SFMTA	Vision Zero Speed Limit Reduction	CON	Programmed					$100,000	$100,000
SFCTA	Yerba Buena Island Multi-Use Path	CON	Appropriated			$1,000,000			$1,000,000
SFMTA	Inner Sunset Bike Connection [9]	PLAN	Allocated				$125,000		$125,000
SFMTA	Inner Sunset Bike Connection [9]	PS&E	Allocated				$25,000		$25,000
Subprogram: Outreach and Education Projects									
SFMTA	Bicycle Education and Outreach	CON	Allocated	$200,000					$200,000
SFMTA	Bicycle Education and Outreach	CON	Allocated		$200,000				$200,000
SFE	Bicycle Education and Outreach [12]	CON	Pending			$200,000			$200,000
SFMTA	Bicycle Education and Outreach	CON	Programmed				$200,000		$200,000
SFMTA	Bicycle Education and Outreach	CON	Programmed					$200,000	$200,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Allocated	$230,000					$230,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Allocated		$236,000				$236,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Allocated			$243,000			$243,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Programmed				$251,000		$251,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Programmed					$258,000	$258,000

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)

Safer and Complete Streets (EP 18)

Programming and Allocations to Date

Pending November 2026 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
SFMTA	Vision Zero Education and Communications: Speed Safety Cameras FY24	CON	Allocated	$150,000					$150,000
SFMTA	Vision Zero Education and Communications FY25-28	CON	Programmed		$200,000				$200,000
SFMTA	Vision Zero Education and Communications FY25-28	CON	Programmed				$200,000		$200,000
Subprogram: New Traffic Signals									
SFMTA	~~Contract 66 New Traffic Signals~~ New and Upgraded Traffic Signals Contract 66 [5, 11]	CON	Pending	$3,300,000					$3,300,000
SFMTA	Contract 67 New Traffic Signals [6]	PS&E	Programmed		$0				$0
SFMTA	Skyline and Sloat Intersection Improvements	CON	Allocated	$800,000					$800,000
SFMTA	New Traffic Signal Contract 66 - Additional Funds [6]	PS&E	Allocated			$1,100,000			$1,100,000
			Total Programmed in 2023 5YPP	$7,488,000	$12,635,000	$12,536,000	$8,151,000	$6,508,000	$47,318,000
			Total Allocated and Pending	$7,220,000	$4,819,000	$5,736,000	$550,000	$0	$18,325,000
			Total Unallocated	$268,000	$7,816,000	$6,800,000	$7,601,000	$6,508,000	$28,993,000
			Total Programmed in 2023 Strategic Plan	$8,080,000	$15,593,000	$9,136,000	$8,001,000	$6,508,000	$47,318,000
			Deobligated Funds	$0	$0	$0	$6,711	$0	$6,711
			Cumulative Remaining Programming Capacity	$592,000	$3,550,000	$150,000	$6,711	$6,711	$6,711

Pending Allocation/Appropriation

Board Approved Allocation/Appropriation

FOOTNOTES:

[1] 5YPP amendment to fund Golden Gate Greenway (Tenderloin) with $140,000 in FY2023/24 for design (Resolution 2024-041, 5/21/2024):

Slow Streets Implementation: Reduced from $200,000 to $0 in Fiscal Year 2023/24 for design and increased from $0 to $200,000 in FY24/25 for design.

Golden Gate Greenway (Tenderloin): Reduced from $1,000,000 to $960,000 in FY2024/25 for construction.

Golden Gate Greenway (Tenderloin): Increased from $100,000 to $140,000 in FY2023/24 for design.

[2] 5YPP amendment to fund School Traffic Calming Program with $220,000 in FY2023/24 for planning and update cash flow in School Traffic Calming Program construction in FY23/24 (Resolution 2024-046, 6/25/2024):

School Traffic Calming, FY2023/24 Design: Reduced from $220,000 to $0 in FY23/24.

School Traffic Calming, FY2023/24 Planning: Added project with $220,000 in FY23/24. Delayed $30,000 cash flow from FY24/25 to FY25/26.

School Traffic Calming, FY2023/24 Construction: Advanced $30,000 in FY24/25 cash flow and reduced FY25/26 cash flow from $700,000 to $670,000.

[3] 5YPP amendment to fund District 4 Street Improvements (Resolution 2025-015, 10/22/2024)

District 4 Street Improvements: Reduced placeholder FY2023/24 programming line from $700,000 to $268,000

District 4 Street Improvements - Kirkham Street: Added project in FY2024/25 programming line for $352,000 for construction

District 4 Street Improvements - 41st Avenue: Added project in FY2024/25 programming line for $80,000 for design

[4] 5YPP amendment to fund 13th Street Safety Project (Resolution 2025-021, 11/19/2024)

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)

Safer and Complete Streets (EP 18)

Programming and Allocations to Date

Pending November 2026 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	

Active Communities Plan Implementation (FY25): Reduced from $4,350,000 to $2,000,000 in FY2024/25

13th Street Safety Project: Added project with $2,350,000 in FY2024/25 for construction.

[5] 5YPP amendment to fund Northern Embarcadero and Jefferson Quick-Builds (Resolution 2025-046, 5/20/2025)

Active Communities Plan Implementation (FY25): Reduced programming from $2,000,000 to $1,256,000 in FY2024/25.

Northern Embarcadero and Jefferson Quick-Builds: Added project in FY2024/25 with $744,000 in programming ($284,000 design, $460,000 construction). Cash flow capacity made available through a cost-neutral cash flow exchange with Contract 66 New Traffic Signals and Active Communities Plan Implementation FY25 and FY26 placeholders as described below:

Contract 66 New Traffic Signals: Reduced cash flow from $1,100,000 to $356,000 in FY 2024/25 and increased from $0 to $744,000 in FY 2027/28.

Active Communities Plan Implementation (FY26): Reduced cash flow from $750,000 to $6,000 in FY2027/28; increased from $1,000,000 to $1,744,000 in FY2028/29.

Active Communities Plan Implementation (FY25): Increased cash flow from $0 to $744,000 in FY2027/28; reduced from $1,000,000 to $256,000 in FY2028/29.

[6] 5YPP amendment to fund New Signal Contract 66 - Additional Funds (Resolution 2026-012, 9/30/2025)

Contract 67 New Traffic Signals: Reduced from $1,100,000 to $0 in FY2024/25 for design.

New Traffic Signal Contract 66 - Additional Funds: Added project with $1,100,000 in FY2025/26 for design.

[7] 5YPP amendment to fund design of Slow Streets Implementation in FY2025/26 (Resolution 2026-012, 9/30/2025)

Slow Streets Implementation: Reduced construction in FY2024/25 and FY2025/26 by $400,000 and $200,000, respectively, to $0. Added $600,000 in FY2025/26 for design.

[8] 5YPP amendment to fully fund design of School Traffic Calming Program FY26 (Resolution 2026-023, 11/18/2025)

School Traffic Calming Program FY26: Reduced construction funds in FY2024/25 by $26,354 to $1,753,646. Added $26,354 in design funds in FY2024/25 for a total of $246,354.

TA Note: We are recommending allocation of FY2024/25 in FY2025/26 for the School Traffic Calming Program FY26.

[9] 5YPP amendment to fund Inner Sunset Bike Connection (Resolution 2026-060, 6/23/2026)

7th Ave Bikeway: Reduced from $50,000 to $0 in FY2024/25 for design and $100,000 to $0 in FY2025/26 for construction.

Inner Sunset Bike Connection: Added project with $125,000 in FY2026/27 for planning.

Inner Sunset Bike Connection: Added project with $25,000 in FY2026/27 for design.

[11] 5YPP amendment to update name of Contract 66 New Traffic Signals to New and Upgraded Traffic Signals Contract 66 (Resolution 2027-XX, 11/17/2025)

[12] 5YPP amendment to update sponsor of Bicycle Education and Outreach from SFMTA to San Francisco Environment Department (SFE) with $200,000 in FY2025/26 (Resolution 2027-XX, 11/17/2025)

ATTACHMENT 5

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Tree Planting and Establishment
Primary Sponsor:	Department of Public Works

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Tree Planting
Current PROP L Request:	$1,160,000
Supervisorial Districts	Citywide, District 01, District 03, District 05, District 06, District 07

REQUEST

Brief Project Description

San Francisco Public Works will plant and establish approximately 407 street trees. Public Works will prioritize planting in Equity Priority Communities (EPCs) in Supervisor Districts 1, 3, 5, 6, and 7, while also planting a portion of trees citywide. When identifying planting sites in other locations, Public Works will consider the presence of EPCs and whether the areas are currently being served by other funds, such as Inflation Reduction Act grant. Trees will receive weekly watering for a period of three years, followed by lifetime maintenance through StreetTreeSF's funding program.

Detailed Scope, Project Benefits and Community Outreach

In 2027, Public Works will plant and establish approximately 407 street trees in 15-gallon containers using the requested Prop L Tree Planting funds. Public Works will prioritize planting in Equity Priority Communities (EPCs) in Supervisor Districts 1, 3, 5, 6, and 7, with an emphasis on areas with lower tree canopy and greater environmental and socioeconomic burdens. Prop L funds may also support eligible planting locations citywide to provide the operational flexibility needed to meet planting goals. When identifying planting sites in other locations, Public Works will consider the presence of EPCs and whether the areas are currently being served through dedicated funding sources, such as the department's Inflation Reduction Act (IRA) grant.

The attached map and target planting list illustrate the types and approximate distribution of sites targeted for planting, which are focused on EPCs. Actual planting locations will vary based on field verification, utility conflicts, site readiness, differences between available data and on-the-ground conditions, and other operational considerations.

The project will expand San Francisco's urban forest while directing investment toward communities with greater need for tree canopy. New trees will provide long-term benefits including shade and heat mitigation, improved air quality, stormwater management, and enhanced neighborhood livability. Public Works anticipates partnering with local nonprofit organizations and/or contractors to implement planting and establishment activities and coordinate with residents and other stakeholders as appropriate.

In addition to the trees to be planted with Prop L funds, Public Works has budgeted more than $3 million in federal Inflation Reduction Act funding and $250,000 in Capital Improvement Program funds for tree planting for a total of up to 1,250 trees in FY27.

Project Location

Planting prioritized in Districts 1, 3, 5, 6, and 7.

Is this project in an Equity Priority Community?	Yes
Does this project benefit disadvantaged populations?	Yes

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
PROP L Amount	$1,160,000.00

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Tree Planting and Establishment
Primary Sponsor:	Department of Public Works

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2027		
Operations (OP)				
Open for Use			Oct-Nov-Dec	2027
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2028

SCHEDULE DETAILS

Work will begin upon receipt of Prop L funds. The typical process from site selection to planting takes approximately two months and includes utility clearance (USA), community outreach and notification, site preparation, and planting. Site identification, preparation, and planting will occur on a rolling basis throughout the project period. Final timing will depend on contracting, site readiness, utility conflicts, and other field conditions.

Public Works anticipates continuing to work with non-profit partners including Friends of the Urban Forest and San Francisco Clean City Coalition to coordinate tree planting and watering as well as conduct community planting events, participate in community meetings and coordinate with District Supervisor offices to notify residents of upcoming tree planting projects. Operational plans may change, and Public Works may ultimately perform some or all of the work internally or seek another nonprofit organization or private contractor, as appropriate.

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Tree Planting and Establishment
Primary Sponsor:	Department of Public Works

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-220: Tree Planting	$0	$1,160,000	$0	$1,160,000
2027 Capital Improvement Program	$0	$0	$250,000	$250,000
USDA Inflation Reduction Act Grant	$0	$0	$3,000,000	$3,000,000
Phases In Current Request Total:	$0	$1,160,000	$3,250,000	$4,410,000

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	$0		
Environmental Studies	$0		
Right of Way	$0		
Design Engineering	$0		
Construction	$4,410,000	$1,160,000	Prior work
Operations	$0		
Total:	$4,410,000	$1,160,000	

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

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

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM

Budget Line Item	Number of Trees	Unit Cost	Total Cost	Description
SFPW Labor - Tree Planting and Establishment	407	$ 2,714	1,104,633	Planting (new and replacement) and establish trees
Tree Planting materials and supplies	407	$ 136	55,367	Tree, stakes, ties, mulch, watering bags, etc.
TOTAL CONSTRUCTION PHASE	**407**	**$ 2,850**	**$ 1,160,000**	

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Tree Planting and Establishment
Primary Sponsor:	Department of Public Works

SFCTA RECOMMENDATION

Resolution Number:		**Resolution Date:**	
Total PROP L Requested:	$1,160,000	**Total PROP L Recommended**	$1,160,000

SGA Project Number:		**Name:**	Tree Planting and Establishment
Sponsor:	Department of Public Works	**Expiration Date:**	12/31/2028
Phase:	Construction	**Fundshare:**	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2026/27	FY2027/28	Total
PROP L EP-220	$290,000	$870,000	$1,160,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, number and location of trees planted and established to date, and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	0%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	73.7%

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Tree Planting and Establishment
Primary Sponsor:	Department of Public Works

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	$1,160,000

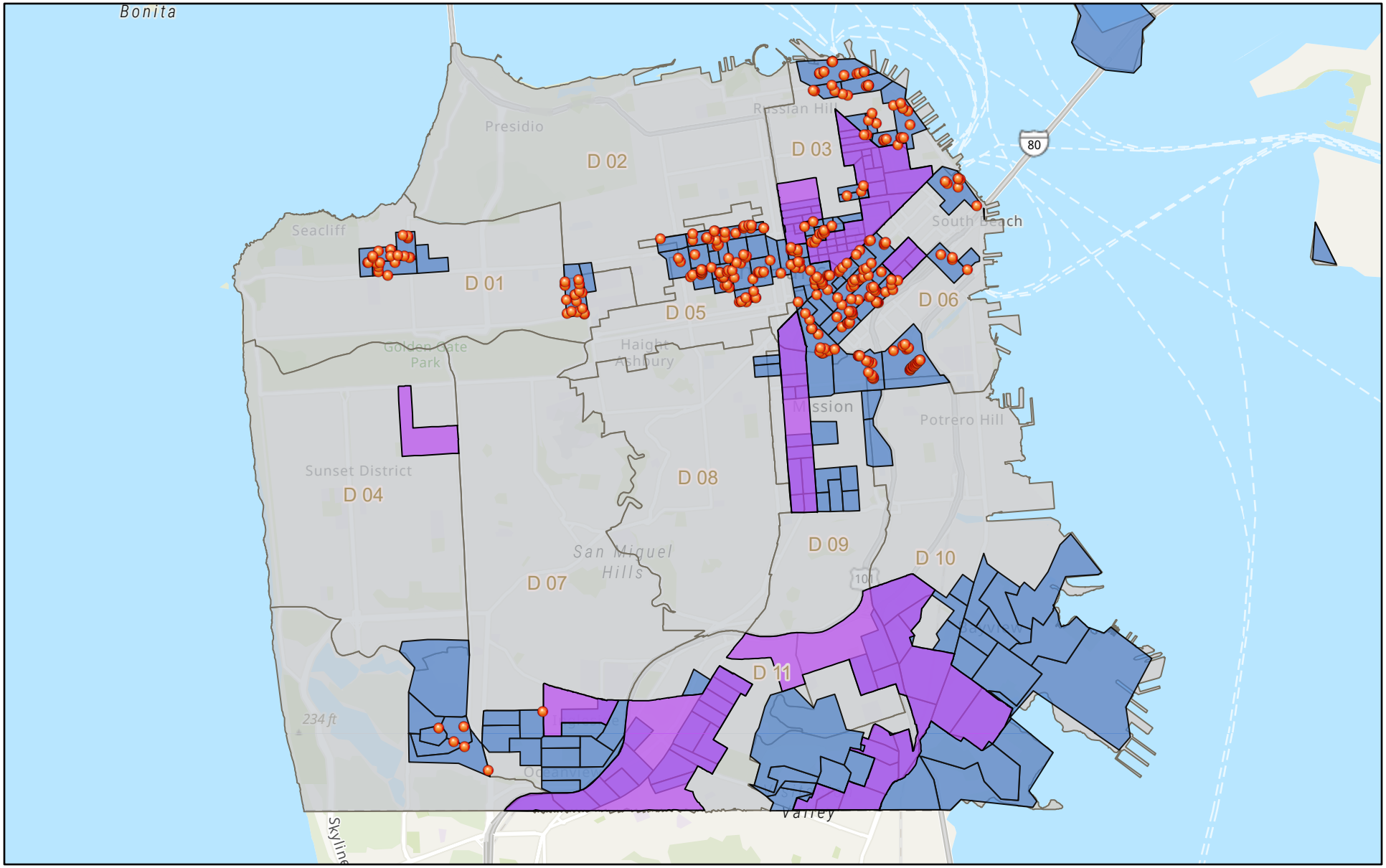
1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:
AC

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	David Moore	Victoria Chan
Title:	Superintendent, Bureau of Urban Forestry	Budget Manager
Phone:	(415) 695-2097	(415) 205-6316
Email:	david.moore@sfdpw.org	victoria.w.chan@sfdpw.org

FY26-27 Proposition L Allocation – Target Tree Planting Sites



9/25/2026

- Target Planting Sites
- IRA Grant Boundary, which overlaps with many EPCs
- Equity Priority Communities (EPCs)
- Supervisorial District Boundaries

1:102,224

0 0.5 1 2 mi

0 1 2 4 km

DataSF

City and County of San Francisco, Sources: Esri, TomTom, Garmin, FAO,

FY2026-27 Target Tree Planting List - Empty Basins

District	Address and Tree Number	In EPC?
1	51 Parsons St | Tree 2	Yes
1	818 Arguello Blvd | Tree 2	Yes
1	51 Parsons St | Tree 3	Yes
1	321 Willard St North | Tree 1	Yes
1	2761 McAllister St | Tree 1	Yes
1	2644 McAllister St | Tree 1	Yes
1	145 Willard St North | Tree 2	Yes
1	716 Arguello Blvd | Tree 1	Yes
1	3098 Turk Blvd | Tree 2	Yes
1	3098 Turk Blvd | Tree 3	Yes
1	3010 Turk Blvd | Tree 1	Yes
1	75 Rossi Ave | Tree 1	Yes
1	600 Arguello Blvd | Tree 7	Yes
1	38 Rossi Ave | Tree 1	Yes
1	600 Arguello Blvd | Tree 13	Yes
1	12 Rossi Ave | Tree 1	Yes
1	6442 Geary Blvd | Tree 2	Yes
1	467 30th Ave | Tree 1	Yes
1	423 30th Ave | Tree 1	Yes
1	2913 Clement St | Tree 1	Yes
1	2801 Clement St | Tree 1	Yes
1	3032 Clement St | Tree 2	Yes
1	3032 Clement St | Tree 1	Yes
1	2621 Clement St | Tree 1	Yes
1	382 25th Ave | Tree 3	Yes
1	379 25th Ave | Tree 1	Yes
1	340 31st Ave | Tree 1	Yes
1	370 26th Ave | Tree 1	Yes
1	340 31st Ave | Tree 2	Yes
1	363 28th Ave | Tree 1	Yes
1	354 27th Ave | Tree 1	Yes
1	318 30th Ave | Tree 1	Yes
1	300 28th Ave | Tree 1	Yes
1	300 28th Ave | Tree 2	Yes
1	235 25th Ave | Tree 1	Yes
1	223 25th Ave | Tree 2	Yes
1	223 25th Ave | Tree 1	Yes
1	212 26th Ave | Tree 2	Yes
1	458 40th Ave | Tree 3	No
1	607 29TH AVE | Tree 5	No
1	699 07TH AVE | Tree 1	No
1	7800 Geary Blvd | Tree 1	No
1	435 42nd Ave | Tree 1	No

1	479 40th Ave | Tree 1	No
1	425 39th Ave | Tree 1	No
1	431 38th Ave | Tree 1	No
1	640 39th Ave | Tree 1	No
1	620 39th Ave | Tree 2	No
1	878 41st Ave | Tree 1	No
1	831 40th Ave | Tree 1	No
1	6432 Fulton St | Tree 1	No
1	1250 Cabrillo St | Tree 1	No
1	162 09th Ave | Tree 2	No
1	400 06th Ave | Tree 11	No
1	751 03rd Ave | Tree 1	No
1	2840 Fulton St | Tree 1	No
1	2844 Fulton St | Tree 1	No
1	142 05th Ave | Tree 1	No
1	448 Balboa St | Tree 1	No
1	1551 Anza St | Tree 2	No
1	201 Funston Ave | Tree 2	No
1	1201 Lake St | Tree 1	No
1	4700 Geary Blvd | Tree 1	No
1	1201 Cabrillo St | Tree 2	No
1	2144 Lake St | Tree 1	No
1	46 HEMWAY TER | Tree 1	No
1	2 05th Ave | Tree 2	No
1	676 Funston Ave | Tree 1	No
1	690 22nd Ave | Tree 1	No
1	5445 Anza St | Tree 1	No
1	772 47th Ave | Tree 1	No
1	279 09th Ave | Tree 1	No
1	811 26th Ave | Tree 1	No
1	162 09th Ave | Tree 1	No
1	499 36th Ave | Tree 1	No
1	499 37th Ave | Tree 1	No
1	552 47th Ave | Tree 1	No
1	722 44th Ave | Tree 1	No
1	738 23rd Ave | Tree 1	No
1	526 44th Ave | Tree 1	No
1	660 18th Ave | Tree 1	No
1	4031 Balboa St | Tree 1	No
1	698 48th Ave | Tree 3	No
1	670 46th Ave | Tree 1	No
1	550 46th Ave | Tree 1	No
1	530 47th Ave | Tree 1	No
1	855 La Playa | Tree 6	No

1	742 48th Ave | Tree 1	No
1	527 44th Ave | Tree 1	No
1	547 45th Ave | Tree 1	No
1	585 45th Ave | Tree 1	No
1	738 La Playa | Tree 3	No
1	6700 Geary Blvd | Tree 5	No
1	500 30th Ave | Tree 2	No
1	796 30th Ave | Tree 1	No
1	183 24th Ave | Tree 2	No
1	191 24th Ave | Tree 1	No
1	144 23rd Ave | Tree 1	No
1	46 West Clay St | Tree 1	No
1	60 West Clay St | Tree 1	No
1	80 West Clay St | Tree 1	No
1	447 22nd Ave | Tree 1	No
1	37 West Clay St | Tree 1	No
1	70 22nd Ave | Tree 2	No
1	272 16th Ave | Tree 1	No
1	498 15th Ave | Tree 1	No
1	119 17th Ave | Tree 2	No
1	625 14th Ave | Tree 2	No
1	625 14th Ave | Tree 3	No
1	471 37th Ave | Tree 1	No
1	425 36th Ave | Tree 4	No
1	481 36th Ave | Tree 1	No
1	3433 Balboa St | Tree 1	No
1	3425 Balboa St | Tree 1	No
1	3319 Balboa St | Tree 2	No
1	554 35th Ave | Tree 1	No
1	5429 Anza St | Tree 1	No
1	8300 Geary Blvd | Tree 2	No
1	500 Point Lobos Ave | Tree 2	No
1	506 48th Ave | Tree 1	No
1	582 48th Ave | Tree 1	No
1	8045 Geary Blvd | Tree 2	No
1	7949 Geary Blvd | Tree 2	No
1	7935 Geary Blvd | Tree 2	No
1	625 Arguello Blvd | Tree 1	No
1	199 Cabrillo St | Tree 5	No
1	199 Cabrillo St | Tree 1	No
1	279 29th Ave | Tree 1	No
1	5600 Geary Blvd | Tree 4	No
1	144 Balboa St | Tree 3	No
1	700 La Playa | Tree 9	No

1	700 La Playa | Tree 13	No
1	790 14TH AVE | TREE1	No
1	3516 Balboa St | Tree 3	No
1	2162 GROVE ST | Tree 1	No
1	674 23rd Ave | Tree 1	No
1	562 38th Ave | Tree 1	No
1	4600 Geary Blvd | Tree 3	No
1	3000 Anza St | Tree 1	No
1	3836 Anza St | Tree 1	No
1	4949 Anza St | Tree 1	No
1	5145 Geary Blvd | Tree 1	No
1	3300 Cabrillo St | Tree 1	No
1	3400 Cabrillo St | Tree 2	No
1	3500 Cabrillo St | Tree 2	No
1	4525 Cabrillo St | Tree 1	No
1	566 29th Ave | Tree 1	No
3	926 Larkin St | Tree 1	Yes
3	650 Hyde St | Tree 2	Yes
3	927 Pine St | Tree 1	Yes
3	762 Pine St | Tree 1	Yes
3	845 California St | Tree 2	Yes
3	400 Pacific Ave | Tree 2	Yes
3	447 Broadway | Tree 3	Yes
3	438 Broadway | Tree 1	Yes
3	432 Broadway | Tree 1	Yes
3	412 Broadway | Tree 1	Yes
3	251 Broadway | Tree 5	Yes
3	251 Broadway | Tree 6	Yes
3	251 Broadway | Tree 12	Yes
3	620 Vallejo St | Tree 3	Yes
3	408 Columbus Ave | Tree 1	Yes
3	945 FRONT ST | Tree 2	Yes
3	1339 KEARNY ST | Tree 1	Yes
3	470 Union St | Tree 1	Yes
3	417 Filbert St | Tree 1	Yes
3	1077 Front St | Tree 10	Yes
3	12 Filbert St | Tree 8	Yes
3	12 Filbert St | Tree 7	Yes
3	1300 Sansome St | Tree 8	Yes
3	1200 Battery St | Tree 7	Yes
3	450 Chestnut St | Tree 2	Yes
3	2100 POWELL ST | Tree 7	Yes
3	475 Francisco St | Tree 1	Yes
3	1150 COLUMBUS AVE | Tree 4	Yes

3	1150 COLUMBUS AVE | Tree 6	Yes
3	155 Francisco St | Tree 1	Yes
3	155 Francisco St | Tree 2	Yes
3	155 Francisco St | Tree 3	Yes
3	2390 Mason St | Tree 5	Yes
3	150 Francisco St | Tree 5	Yes
3	150 Francisco St | Tree 4	Yes
3	245 North Point St | Tree 8	Yes
3	2618 Taylor St | Tree 9	Yes
3	101 North Point St | Tree 3	Yes
3	99 North Point St | Tree 1	Yes
3	2618 Taylor St | Tree 10	Yes
3	2618 Taylor St | Tree 11	Yes
3	99 North Point St | Tree 18	Yes
3	99 North Point St | Tree 19	Yes
3	415 Beach St | Tree 6	Yes
3	415 Beach St | Tree 7	Yes
3	1415 The Embarcadero | Tree 14	Yes
3	1415 The Embarcadero | Tree 12	Yes
3	1415 The Embarcadero | Tree 11	Yes
3	1135 Green St | Tree 2	No
3	1100 Polk St | Tree 3	No
3	1631 GRANT AVE | Tree 1	No
3	585 BUSH ST | Tree 6	No
3	391 Geary St | Tree 1	No
3	633 Taylor St | Tree 2	No
3	1563 Hyde St | Tree 2	No
3	1655 Hyde St | Tree 1	No
3	700 TAYLOR ST | Tree 3	No
3	235 GEARY ST | Tree 1	No
3	1101 Clay St | Tree 2	No
3	1325 LARKIN ST | Tree 2	No
3	801 Greenwich St | Tree 1	No
3	519 Powell St | Tree 5	No
3	1175 Columbus Ave | Tree 2	No
3	463 Jackson St | Tree 1	No
3	1373 Clay St | Tree 1	No
3	401 Sacramento St | Tree 1	No
3	300 Mason St | Tree 3	No
3	705 Sansome St | Tree 2	No
3	1502 Washington St | Tree 1	No
3	1628 Clay St | Tree 1	No
3	2 Market St | Tree 22	No
3	2 Market St | Tree 26	No

3	380 Market St | Tree 7	No
3	232 Drumm St | Tree 3	No
3	1480 Broadway | Tree 2	No
3	12 Frank Norris St | Tree 3	No
3	550 Davis St | Tree 2	No
3	1529 Pine St | Tree 1	No
3	162 Bernard St | Tree 1	No
3	1237 Robert C Levy Tunl | Tree 7	No
3	1237 Robert C Levy Tunl | Tree 8	No
3	1237 Robert C Levy Tunl | Tree 11	No
3	1237 Robert C Levy Tunl | Tree 15	No
3	1680 Taylor St | Tree 3	No
3	1541 Vallejo St | Tree 3	No
3	2642 Leavenworth St | Tree 3	No
3	2642 Leavenworth St | Tree 4	No
3	956 Vallejo St | Tree 3	No
3	2671 Leavenworth St | Tree 5	No
3	50 Washington St | Tree 5	No
3	1039 Vallejo St | Tree 1	No
3	644 Taylor St | Tree 3	No
3	877 Francisco St | Tree 1	No
3	2431 Jones St | Tree 7	No
3	556 Pine St | Tree 5	No
3	556 Pine St | Tree 7	No
3	400 FILBERT ST | Tree 2	No
3	400 FILBERT ST | Tree 3	No
3	2027 POWELL ST | Tree 2	No
3	1631 GRANT AVE | Tree 1	No
3	2048 Polk St | Tree 1	No
3	9 WALTER U LUM PL | Tree 1	No
3	1 Walter U Lum Pl | Tree 2	No
3	1306 Montgomery St | Tree 16	No
3	1306 Montgomery St | Tree 10	No
3	519 Powell St | Tree 1	No
3	1153 Bush St | Tree 1	No
3	1274 Vallejo St | Tree 1	No
3	529 Powell St | Tree 1	No
3	535 Powell St | Tree 1	No
3	545 Powell St | Tree 2	No
3	2750 Van Ness Ave | Tree 2	No
3	2750 Van Ness Ave | Tree 5	No
3	1720 Clay St | Tree 1	No
3	1300 Van Ness Ave | Tree 3	No
3	235 Geary St | Tree 6	No

3	2701 Leavenworth St | Tree 1	No
3	20 Alta St | Tree 1	No
3	20 Alta St | Tree 2	No
3	1257 Chestnut St | Tree 1	No
3	1711 Powell St | Tree 2	No
3	1721 Taylor St | Tree 3	No
3	962 Union St | Tree 1	No
3	1254 Montgomery St | Tree 2	No
3	1254 Montgomery St | Tree 3	No
3	340 Green St | Tree 1	No
3	340 Green St | Tree 2	No
3	1364 Filbert St | Tree 3	No
3	405 Sansome St | Tree 2	No
3	2240 Van Ness Ave | Tree 1	No
3	1751 Hyde St | Tree 1	No
3	736 Filbert St | Tree 1	No
3	2 Market St | Tree 29	No
3	2 Market St | Tree 30	No
3	947 Bush St | Tree 3	No
3	1101 Clay St | Tree 1	No
3	1175 Columbus Ave | Tree 2	No
3	750 Kearny St | Tree 2	No
3	1540 Polk St | Tree 1	No
3	1359 Pine St | Tree 1	No
3	1731 Mason St | Tree 1	No
3	737 Hyde St | Tree 1	No
3	1557 Sacramento St | Tree 1	No
3	1069 Pine St | Tree 2	No
3	1069 Pine St | Tree 1	No
3	1001 Polk St | Tree 1	No
3	800 Montgomery St | Tree 1	No
3	471 Greenwich St | Tree 1	No
3	1545 Broadway | Tree 3	No
3	81 Frank Norris St | Tree 4	No
5	704 BUCHANAN ST | Tree 2	Yes
5	667 IVY ST | Tree 2	Yes
5	600 Ivy St | Tree 2	Yes
5	600 Ivy St | Tree 3	Yes
5	600 Ivy St | Tree 4	Yes
5	500 Ivy St | Tree 9	Yes
5	500 Ivy St | Tree 17	Yes
5	745 Buchanan St | Tree 4	Yes
5	739 Laguna St | Tree 1	Yes
5	50 FRIENDSHIP CT | Tree 4	Yes

5	1195 McAllister St | Tree 2	Yes
5	30 Grove St | Tree 12	Yes
5	1140 McAllister St | Tree 3	Yes
5	30 Grove St | Tree 1	Yes
5	11 Hyde St | Tree 9	Yes
5	11 Hyde St | Tree 5	Yes
5	199 Fulton St | Tree 1	Yes
5	197 Fulton St | Tree 4	Yes
5	905 Laguna St | Tree 3	Yes
5	1290 Golden Gate Ave | Tree 3	Yes
5	900 Webster St | Tree 10	Yes
5	1101 Fillmore St | Tree 2	Yes
5	1101 Fillmore St | Tree 3	Yes
5	100 Fulton St | Tree 11	Yes
5	1100 Fillmore St | Tree 2	Yes
5	1724 Turk St | Tree 1	Yes
5	43 United Nations Plz | Tree 7	Yes
5	43 United Nations Plz | Tree 5	Yes
5	43 United Nations Plz | Tree 3	Yes
5	43 United Nations Plz | Tree 1	Yes
5	1620 Turk St | Tree 1	Yes
5	1102 SCOTT ST | Tree 1	Yes
5	1150 PIERCE ST | Tree 1	Yes
5	633 Franklin St | Tree 2	Yes
5	887 GOLDEN GATE AVE | Tree 1	Yes
5	1499 Turk St | Tree 11	Yes
5	1499 Turk St | Tree 12	Yes
5	1499 Turk St | Tree 13	Yes
5	900 GOLDEN GATE AVE | Tree 7	Yes
5	1150 PIERCE ST | Tree 5	Yes
5	900 GOLDEN GATE AVE | Tree 3	Yes
5	900 GOLDEN GATE AVE | Tree 2	Yes
5	1101 Pierce St | Tree 2	Yes
5	1101 Pierce St | Tree 3	Yes
5	1345 Turk St | Tree 7	Yes
5	800 Golden Gate Ave | Tree 13	Yes
5	1150 PIERCE ST | Tree 7	Yes
5	301 Larkin St | Tree 5	Yes
5	1330 TURK ST | Tree 2	Yes
5	1100 Webster St | Tree 7	Yes
5	1150 PIERCE ST | Tree 8	Yes
5	1181 Pierce St | Tree 3	Yes
5	481 Polk St | Tree 3	Yes
5	481 Polk St | Tree 2	Yes

5	545 Golden Gate Ave | Tree 1	Yes
5	481 Polk St | Tree 1	Yes
5	1200 Steiner St | Tree 8	Yes
5	527 Golden Gate Ave | Tree 1	Yes
5	600 Van Ness Ave | Tree 4	Yes
5	1288 BUCHANAN ST | Tree 1	Yes
5	1355 EDDY ST | Tree 3	Yes
5	1308 DIVISADERO ST | Tree 1	Yes
5	555 Polk St | Tree 2	Yes
5	555 POLK ST | Tree 4	Yes
5	901 Gough St | Tree 9	Yes
5	1363 Divisadero St | Tree 2	Yes
5	1223 WEBSTER ST | Tree 3	Yes
5	600 EARL GAGE JR ST | Tree 6	Yes
5	600 EARL GAGE JR ST | Tree 4	Yes
5	1355 Ellis St | Tree 4	Yes
5	1920 O'Farrell St | Tree 5	Yes
5	700 Eddy St | Tree 1	Yes
5	729 Polk St | Tree 1	Yes
5	849 Ellis St | Tree 1	Yes
5	1561 FILLMORE ST | Tree 1	Yes
5	1795 Geary Blvd | Tree 2	Yes
5	646 Ellis St | Tree 1	Yes
5	600 Ellis St | Tree 3	Yes
5	2130 POST ST | Tree 5	Yes
5	1699 FILLMORE ST | Tree 3	Yes
5	430 Hyde St | Tree 1	Yes
5	2557 SUTTER ST | Tree 1	Yes
5	1975 POST ST | Tree 5	Yes
5	1700 STEINER ST | Tree 1	Yes
5	1970 Post St | Tree 1	Yes
5	1581 Webster St | Tree 3	Yes
5	2209 Sutter St | Tree 1	Yes
5	656 O'Farrell St | Tree 2	Yes
5	620 Ofarrell St | Tree 1	Yes
5	620 Ofarrell St | Tree 1	Yes
5	1737 Buchanan St | Tree 1	Yes
5	1600 Webster St | Tree 5	Yes
5	500 Leavenworth St | Tree 4	Yes
5	1750 Fillmore St | Tree 1	Yes
5	1749 FILLMORE ST | Tree 1	Yes
5	545 LEAVENWORTH ST | Tree 3	Yes
5	1691 Laguna St | Tree 5	Yes
5	1401 Gough St | Tree 2	Yes

5	1645 Sutter St | Tree 1	Yes
5	1649 Sutter St | Tree 1	Yes
5	1657 Sutter St | Tree 2	Yes
5	1691 Laguna St | Tree 4	Yes
5	1401 Gough St | Tree 1	Yes
5	1691 Laguna St | Tree 2	Yes
5	639 Geary St | Tree 4	Yes
5	1698 Sutter St | Tree 1	Yes
5	1615 Sutter St | Tree 4	Yes
5	1615 SUTTER ST | Tree 12	Yes
5	450 Baker St | Tree 5	No
5	418 Larkin St | Tree 1	No
5	333 Haight St | Tree 1	No
5	739 Haight St | Tree 1	No
5	1632 Haight St | Tree 1	No
5	254 CENTRAL AVE | Tree 3	No
5	201 Turk St | Tree 9	No
5	201 Turk St | Tree 10	No
5	355 Leavenworth St | Tree 3	No
5	1 Jones St | Tree 5	No
5	664 Larkin St | Tree 3	No
5	90 Myrtle St | Tree 2	No
5	86 McAllister St | Tree 1	No
5	618 Buchanan St | Tree 1	No
5	300 Fulton St | Tree 2	No
5	11 SEYMOUR ST | Tree 1	No
5	11 Seymour St | Tree 2	No
5	1901 FILLMORE ST | Tree 6	No
5	964 HAYES ST | Tree 1	No
5	461 Octavia St | Tree 5	No
5	429 Octavia St | Tree 1	No
5	421 octavia	No
5	501 GROVE ST | Tree 2	No
5	850 Scott St | Tree 1	No
5	852 Scott St | Tree 2	No
5	556 SCOTT ST | Tree 2	No
5	1010 FELL ST | Tree 2	No
5	1499 Hayes St | Tree 1	No
5	490 Baker St | Tree 6	No
5	550 LINDEN ST | Tree 2	No
5	38 Baker St | Tree 1	No
5	77 Central Ave | Tree 1	No
5	550 Frederick St | Tree 3	No
5	11 Buena Vista Ave East | Tree 1	No

5	1015 Masonic Ave | Tree 1	No
5	408 Ashbury St | Tree 2	No
5	1025 Oak St | Tree 1	No
5	995 Page St | Tree 1	No
5	899 Oak St | Tree 3	No
5	714 Ashbury St | Tree 2	No
5	718 Ashbury St | Tree 1	No
5	718 Ashbury St | Tree 2	No
5	1810 Buchanan St | Tree 2	No
5	479 Steiner St | Tree 2	No
5	590 Baker St | Tree 2	No
5	123 Eddy St | Tree 3	No
5	403 BRODERICK ST | TREE2	No
5	699 Polk St | Tree 3	No
5	340 Oak St | Tree 5	No
5	960 Market St | Tree 14	No
5	201 Turk St | Tree 7	No
5	354 Haight St | Tree 1	No
5	1708 Fell St | Tree 1	No
5	843 Polk St | Tree 1	No
5	1620 HAYES ST | Tree 1	No
5	327 LINDEN ST | TREE 1	No
5	341 LINDEN ST | TREE 1	No
5	790 Ellis St | Tree 6	No
5	677 Ellis St | Tree 1	No
5	60 Leavenworth St | Tree 1	No
5	2 Seymour St | Tree 1	No
5	300 Golden Gate Ave | Tree 3	No
5	220 Divisadero St | Tree 1	No
5	793 Divisadero St | Tree 2	No
5	930 Divisadero St | Tree 1	No
5	943 Steiner St | Tree 1	No
5	523 Octavia St | Tree 1	No
5	540 Fell St | Tree 1	No
5	809 Fell St | Tree 1	No
5	1300 Fell St | Tree 2	No
5	1377 Fell St | Tree 1	No
5	422 Lyon St | Tree 1	No
5	1702 Fell St | Tree 2	No
5	322 Linden St | Tree 1	No
5	337 Fulton St | Tree 1	No
5	345 Fulton St | Tree 1	No
5	875 Fulton St | Tree 1	No
5	1341 McAllister St | Tree 1	No

5	500 Oak St | Tree 1	No
5	333 Turk St | Tree 1	No
5	1955 Pine St | Tree 1	No
5	1688 Sutter St | Tree 2	No
5	1776 Sutter St | Tree 1	No
5	1776 Sutter St | Tree 4	No
5	50 Webster St | Tree 2	No
5	282 Hermann St | Tree 2	No
5	404 Oak St | Tree 1	No
5	529 Buchanan St | Tree 3	No
5	439 Lily St | Tree 2	No
5	97 Webster St | Tree 1	No
5	504 Oak St | Tree 2	No
5	0 Cole St | Tree 1	No
5	1504 Haight St | Tree 1	No
5	620 Waller St | Tree 1	No
5	620 Waller St | Tree 2	No
5	335 Waller St | Tree 1	No
5	20 Germania St | Tree 1	No
5	1484 Page St | Tree 2	No
5	1 Baker St | Tree 1	No
5	1387 Oak St | Tree 3	No
5	136 Baker St | Tree 1	No
5	233 Central Ave | Tree 1	No
5	62 Baker St | Tree 1	No
6	201 Utah St | Tree 3	Yes
6	201 Utah St | Tree 5	Yes
6	201 Utah St | Tree 7	Yes
6	201 Utah St | Tree 8	Yes
6	201 Utah St | Tree 13	Yes
6	601 15th St | Tree 3	Yes
6	185 Hooper St | Tree 1	Yes
6	185 Hooper St | Tree 2	Yes
6	185 Hooper St | Tree 3	Yes
6	185 Hooper St | Tree 4	Yes
6	185 Hooper St | Tree 5	Yes
6	185 Hooper St | Tree 6	Yes
6	185 Hooper St | Tree 7	Yes
6	185 Hooper St | Tree 8	Yes
6	185 Hooper St | Tree 9	Yes
6	185 Hooper St | Tree 10	Yes
6	185 Hooper St | Tree 11	Yes
6	185 Hooper St | Tree 12	Yes
6	2199 Alameda St | Tree 1	Yes

6	185 Hooper St | Tree 13	Yes
6	2200 Alameda St | Tree 5	Yes
6	2200 Alameda St | Tree 4	Yes
6	185 Hooper St | Tree 14	Yes
6	55 Potrero Ave | Tree 2	Yes
6	185 Hooper St | Tree 15	Yes
6	185 Hooper St | Tree 16	Yes
6	185 Hooper St | Tree 17	Yes
6	332 Division St | Tree 3	Yes
6	300 Division St | Tree 6	Yes
6	300 Division St | Tree 5	Yes
6	300 Division St | Tree 3	Yes
6	300 Division St | Tree 1	Yes
6	80 13th St | Tree 1	Yes
6	80 13th St | Tree 2	Yes
6	70 13th St | Tree 2	Yes
6	70 13th St | Tree 1	Yes
6	70 13th St | Tree 4	Yes
6	70 13th St | Tree 3	Yes
6	1690 Folsom St | Tree 4	Yes
6	24 Bernice St | Tree 2	Yes
6	701 Division St | Tree 8	Yes
6	500 Berry St | Tree 7	Yes
6	399 12th St | Tree 2	Yes
6	40 Isis St | Tree 1	Yes
6	500 Berry St | Tree 4	Yes
6	500 Berry St | Tree 3	Yes
6	1690 Folsom St | Tree 3	Yes
6	625 King St | Tree 15	Yes
6	625 King St | Tree 20	Yes
6	101 KISSLING ST | Tree 1	Yes
6	63 Lafayette St | Tree 1	Yes
6	1042 Natoma St | Tree 3	Yes
6	63 Lafayette St | Tree 2	Yes
6	1042 Natoma St | Tree 2	Yes
6	1042 Natoma St | Tree 1	Yes
6	123 Dore St | Tree 1	Yes
6	82 RINGOLD ST | Tree 1	Yes
6	71 RINGOLD ST | Tree 1	Yes
6	65 RINGOLD ST | Tree 3	Yes
6	1517 Mission St | Tree 2	Yes
6	234 09th St | Tree 1	Yes
6	1211 Folsom St | Tree 1	Yes
6	2 Ringold St | Tree 1	Yes

6	98 11th St | Tree 6	Yes
6	1198 Folsom St | Tree 2	Yes
6	1198 Folsom St | Tree 1	Yes
6	289 08th St | Tree 1	Yes
6	290 08th St | Tree 1	Yes
6	1201 Howard St | Tree 1	Yes
6	55 Sherman St | Tree 2	Yes
6	55 Sherman St | Tree 3	Yes
6	55 Sherman St | Tree 4	Yes
6	55 Sherman St | Tree 5	Yes
6	60 Fell St | Tree 11	Yes
6	55 Sherman St | Tree 7	Yes
6	55 Sherman St | Tree 8	Yes
6	55 Sherman St | Tree 9	Yes
6	68 Langton St | Tree 1	Yes
6	22 Rausch St | Tree 2	Yes
6	143 08th St | Tree 1	Yes
6	1067 Folsom St | Tree 1	Yes
6	1061 Folsom St | Tree 4	Yes
6	35 09th St | Tree 2	Yes
6	380 Clara St | Tree 4	Yes
6	1035 Folsom St | Tree 5	Yes
6	1026 Folsom St | Tree 1	Yes
6	38 08th St | Tree 1	Yes
6	950 Harrison St | Tree 6	Yes
6	68 Harriet St | Tree 1	Yes
6	89 Harriet St | Tree 4	Yes
6	150 07th St | Tree 1	Yes
6	594 Natoma St | Tree 1	Yes
6	250 Clara St | Tree 2	Yes
6	570 Minna St | Tree 1	Yes
6	374 05th St | Tree 2	Yes
6	546 Natoma St | Tree 1	Yes
6	201 Shipley St | Tree 1	Yes
6	563 Minna St | Tree 1	Yes
6	522 Natoma St | Tree 1	Yes
6	520 Natoma St | Tree 1	Yes
6	185 06th St | Tree 3	Yes
6	1095 Market St | Tree 1	Yes
6	423 Tehama St | Tree 2	Yes
6	1091 Market St | Tree 2	Yes
6	131 06th St | Tree 1	Yes
6	88 Townsend St | Tree 5	Yes
6	481 Minna St | Tree 1	Yes

6	1063 Market St | Tree 2	Yes
6	1025 Market St | Tree 2	Yes
6	435 Minna St | Tree 2	Yes
6	1 South Park | Tree 2	Yes
6	8 South Park | Tree 2	Yes
6	35 Stillman St | Tree 1	Yes
6	951 Market St | Tree 3	Yes
6	929 Market St | Tree 2	Yes
6	173 WILLOW ST | Tree 1	Yes
6	173 WILLOW ST | Tree 2	Yes
6	173 WILLOW ST | Tree 3	Yes
6	173 WILLOW ST | Tree 4	Yes
6	807 Mission St | Tree 14	Yes
6	806 Mission St | Tree 2	Yes
6	88 04th St | Tree 5	Yes
6	835 Market St | Tree 2	Yes
6	835 Market St | Tree 4	Yes
6	80 Harrison St | Tree 2	Yes
6	88 Howard St | Tree 3	Yes
6	122 Spear St | Tree 2	Yes
6	60 Spear St | Tree 6	Yes
6	150 The Embarcadero | Tree 6	Yes
6	150 The Embarcadero | Tree 2	Yes
6	150 The Embarcadero | Tree 1	Yes
6	750 Terry A Francois Blvd | Tree 3	No
6	750 Terry A Francois Blvd | Tree 4	No
6	750 Terry A Francois Blvd | Tree 5	No
6	750 Terry A Francois Blvd | Tree 6	No
6	750 Terry A Francois Blvd | Tree 7	No
6	750 Terry A Francois Blvd | Tree 8	No
6	750 Terry A Francois Blvd | Tree 9	No
6	750 Terry A Francois Blvd | Tree 1(	No
6	300 Spear St | Tree 15	No
6	700 Folsom St | Tree 16	No
6	300 Beale St | Tree 10	No
6	300 Beale St | Tree 11	No
6	300 Division St | Tree 6	No
6	300 Division St | Tree 7	No
6	568 Howard St | Tree 1	No
6	2 Page St | Tree 2	No
6	147 Valencia St | Tree 1	No
6	12 12TH ST | Tree 12	No
6	1 McCoppin St | Tree 2	No
6	150 Octavia St | Tree 3	No

6	55 Haight St | Tree 1	No
6	98 12th St | Tree 2	No
6	10 12th St | Tree 1	No
6	20 Octavia St | Tree 3	No
6	1600 Market St | Tree 2	No
6	1576 Market St | Tree 1	No
6	91 Welsh St | Tree 8	No
6	61 Haight St | Tree 1	No
6	29 Guy Pl | Tree 1	No
6	1000 Brannan St | Tree 4	No
6	555 Market St | Tree 1	No
6	575 Market St | Tree 4	No
6	575 Market St | Tree 3	No
6	1621 Market St | Tree 1	No
6	1629 Market St | Tree 1	No
6	1680 Mission St | Tree 7	No
6	68 Haight St | Tree 1	No
6	30 Otis St | Tree 8	No
6	100 Bryant St | Tree 2	No
6	167 Jessie St | Tree 3	No
6	139 Welsh St | Tree 3	No
6	100 Bryant St | Tree 4	No
6	40 Bluxome St | Tree 8	No
6	100 Bryant St | Tree 5	No
6	100 Bryant St | Tree 6	No
6	143 Townsend St | Tree 5	No
6	100 Bryant St | Tree 7	No
6	1 Harrison St | Tree 12	No
6	1599 Market St | Tree 2	No
6	352 TEHAMA ST | Tree 4	No
6	455 09th St | Tree 3	No
6	28 Beale St | Tree 1	No
6	175 Bluxome St | Tree 4	No
6	475 04th St | Tree 1	No
6	131 Fell St | Tree 1	No
6	29 Guy Pl | Tree 4	No
6	728 Brannan St | Tree 4	No
6	1625 Owen St | Tree 8	No
6	15 Langton St | Tree 1	No
6	37 Tehama St | Tree 4	No
6	690 Clementina St | Tree 8	No
6	155 Brannan St | Tree 1	No
6	690 Clementina St | Tree 5	No
6	403 Main St | Tree 15	No

6	1225 Mission Bay Blvd South | Tre	No
6	87 Townsend St | Tree 1	No
6	700 King St | Tree 15	No
6	700 King St | Tree 16	No
6	700 King St | Tree 17	No
6	1699 Owen St | Tree 8	No
6	1625 Owen St | Tree 2	No
6	20 Haight St | Tree 2	No
6	403 Main St | Tree 6	No
6	280 King St | Tree 13	No
6	700 King St | Tree 8	No
6	455 09th St | Tree 2	No
6	525 05th St | Tree 5	No
6	408 China Basin St | Tree 1	No
6	401 Mission Rock St | Tree 11	No
6	401 Mission Rock St | Tree 12	No
6	401 Mission Rock St | Tree 13	No
6	402 Mission Rock St | Tree 1	No
6	210 Channel | Tree 6	No
6	210 Channel | Tree 24	No
6	1200 04th St | Tree 14	No
6	687 China Basin St | Tree 1	No
6	210 Nelson Rising Ln | Tree 3	No
6	577 Nelson Rising Ln | Tree 1	No
6	500 Illinois St | Tree 19	No
6	500 Illinois St | Tree 15	No
6	500 Illinois St | Tree 16	No
6	500 Illinois St | Tree 9	No
6	500 Illinois St | Tree 4	No
6	300 Division St | Tree 1	No
6	300 Division St | Tree 2	No
6	400 Mariposa St | Tree 5	No
6	400 Mariposa St | Tree 6	No
6	750 Terry A Francois Blvd | Tree 1	No
6	750 Terry A Francois Blvd | Tree 2	No
7	1400 Junipero Serra Blvd | Tree 1	Yes
7	0 Gonzalez Dr | Tree 1	Yes
7	0 Juan Bautista Cir | Tree 3	Yes
7	300 Serrano Dr | Tree 1	Yes
7	0 Crespi Dr | Tree 3	Yes
7	900 Holloway Ave | Tree 3	Yes
7	300 Marietta Dr | Tree 27	No
7	50 Santa Rita Ave | Tree 12	No
7	50 Santa Rita Ave | Tree 13	No

7	621 Irving St | Tree 1	No
7	1801 17th Ave | Tree 1	No
7	1801 17th Ave | Tree 4	No
7	2067 16th Ave | Tree 1	No
7	700 Junipero Serra Blvd | Tree 133	No
7	1390 Kirkham St | Tree 1	No
7	150 Hearst Ave | Tree 1	No
7	747 Monterey Blvd | Tree 1	No
7	160 Monterey Blvd | Tree 3	No
7	81 Marcela Ave | Tree 1	No
7	81 Marcela Ave | Tree 2	No
7	950 Portola Dr | Tree 2	No
7	301 Flood Ave | Tree 3	No
7	281 Flood Ave | Tree 2	No
7	152 Judson Ave | Tree 1	No
7	100 Kirkham St | Tree 3	No
7	2160 09th Ave | Tree 4	No
7	181 Staples Ave | Tree 3	No
7	1786 17th Ave | Tree 1	No
7	2038 16th Ave | Tree 1	No
7	2010 16th Ave | Tree 1	No
7	19 Forest Side Ave | Tree 2	No
7	1704 Irving St | Tree 1	No
7	1385 07th Ave | Tree 1	No
7	469 Lansdale Ave | Tree 1	No
7	45 Saint Francis Blvd | Tree 2	No
7	600 Saint Francis Blvd | Tree 2	No
7	531 Saint Francis Blvd | Tree 2	No
7	1606 18th Ave | Tree 1	No
7	1750 17th Ave | Tree 1	No
7	1884 16th Ave | Tree 1	No
7	1954 17th Ave | Tree 1	No
7	1501 16th Ave | Tree 1	No
7	1221 Funston Ave | Tree 2	No
7	1620 09th Ave | Tree 1	No
7	1690 09th Ave | Tree 2	No
7	145 Manor Dr | Tree 1	No
7	535 Teresita Blvd | Tree 1	No
7	558 Teresita Blvd | Tree 1	No
7	144 Miraloma Dr | Tree 1	No
7	733 Rockdale Dr | Tree 1	No
7	681 Rockdale Dr | Tree 1	No
7	670 Reposa Way | Tree 2	No
7	1245 Monterey Blvd | Tree 1	No

7	315 Ulloa St | Tree 1	No
7	402 Wawona St | Tree 2	No
7	75 Forest Side Ave | Tree 1	No
7	263 Hearst Ave | Tree 1	No
7	2683 16th Ave | Tree 1	No
7	2127 12th Ave | Tree 1	No
7	2428 Funston Ave | Tree 1	No
7	2452 Funston Ave | Tree 1	No
7	2 Lurline St | Tree 6	No
7	2460 Funston Ave | Tree 1	No
7	2130 09th Ave | Tree 5	No
7	2079 15th Ave | Tree 1	No
7	224 Congo St | Tree 1	No
7	140 Bella Vista Way | Tree 2	No
7	227 Congo St | Tree 1	No
7	524 Edna St | Tree 1	No
7	124 Sloat Blvd | Tree 1	No
7	151 Sloat Blvd | Tree 2	No
7	2 Sloat Blvd | Tree 1	No
7	1400 Portola Dr | Tree 22	No
7	179 San Felipe Ave | Tree 1	No
7	45 Sequoia Way | Tree 1	No
7	75 Arroyo Way | Tree 1	No
7	10 Arroyo Way | Tree 3	No
7	34 Arroyo Way | Tree 1	No
7	441 Colon Ave | Tree 1	No
7	447 Colon Ave | Tree 1	No
7	71 Wawona St | Tree 1	No
7	340 Valdez Ave | Tree 1	No
7	110 El Verano Way | Tree 2	No
7	543 Flood Ave | Tree 1	No
7	658 Rockdale Dr | Tree 1	No
7	1355 Monterey Blvd | Tree 2	No
7	119 Forest Side Ave | Tree 1	No
7	600 Portola Dr | Tree 6	No
7	163 Forest Side Ave | Tree 1	No
7	1 Garcia Ave | Tree 2	No
7	2164 17th Ave | Tree 1	No
7	2178 17th Ave | Tree 1	No
7	325 Kensington Way | Tree 1	No
7	300 Santa Ana Ave | Tree 1	No
7	316 Santa Ana Ave | Tree 1	No
7	681 Hearst Ave | Tree 2	No
7	2686 15th Ave | Tree 1	No

7	50 Stanford Heights Ave | Tree 1	No
7	90 Verna St | Tree 2	No
7	751 Junipero Serra Blvd | Tree 20	No
7	559 Lincoln Way | Tree 1	No
7	1383 05th Ave | Tree 1	No
7	1690 12th Ave | Tree 3	No
7	1925 15th Ave | Tree 2	No
7	126 Quintara St | Tree 1	No
7	110 Aloha Ave | Tree 2	No
7	1590 15th Ave | Tree 2	No
7	1590 15th Ave | Tree 1	No
7	2101 15th Ave | Tree 2	No
7	2115 15th Ave | Tree 2	No
7	179 Eucalyptus Dr | Tree 3	No
7	1663 09th Ave | Tree 1	No
7	1100 Portola Dr | Tree 2	No
7	1900 Ocean Ave | Tree 2	No
7	1942 Ocean Ave | Tree 1	No
7	2400 Ocean Ave | Tree 5	No
7	1150 Ocean Ave | Tree 10	No
7	2189 Funston Ave | Tree 10	No

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San Francisco
County Transportation
Authority

1455 Market Street, 22ND Floor, San Francisco, California 94103 415-522-4800 info@sfcta.org www.sfcta.org

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

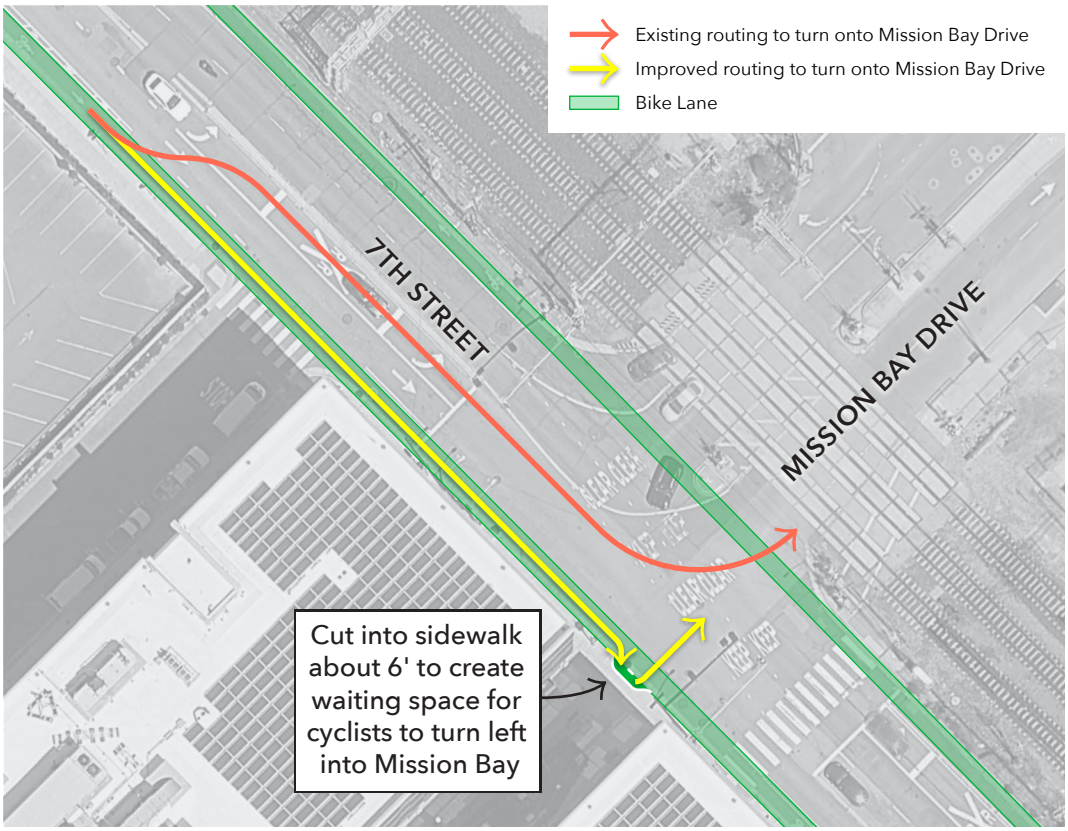


Figure 1-3. New Roundabout Design

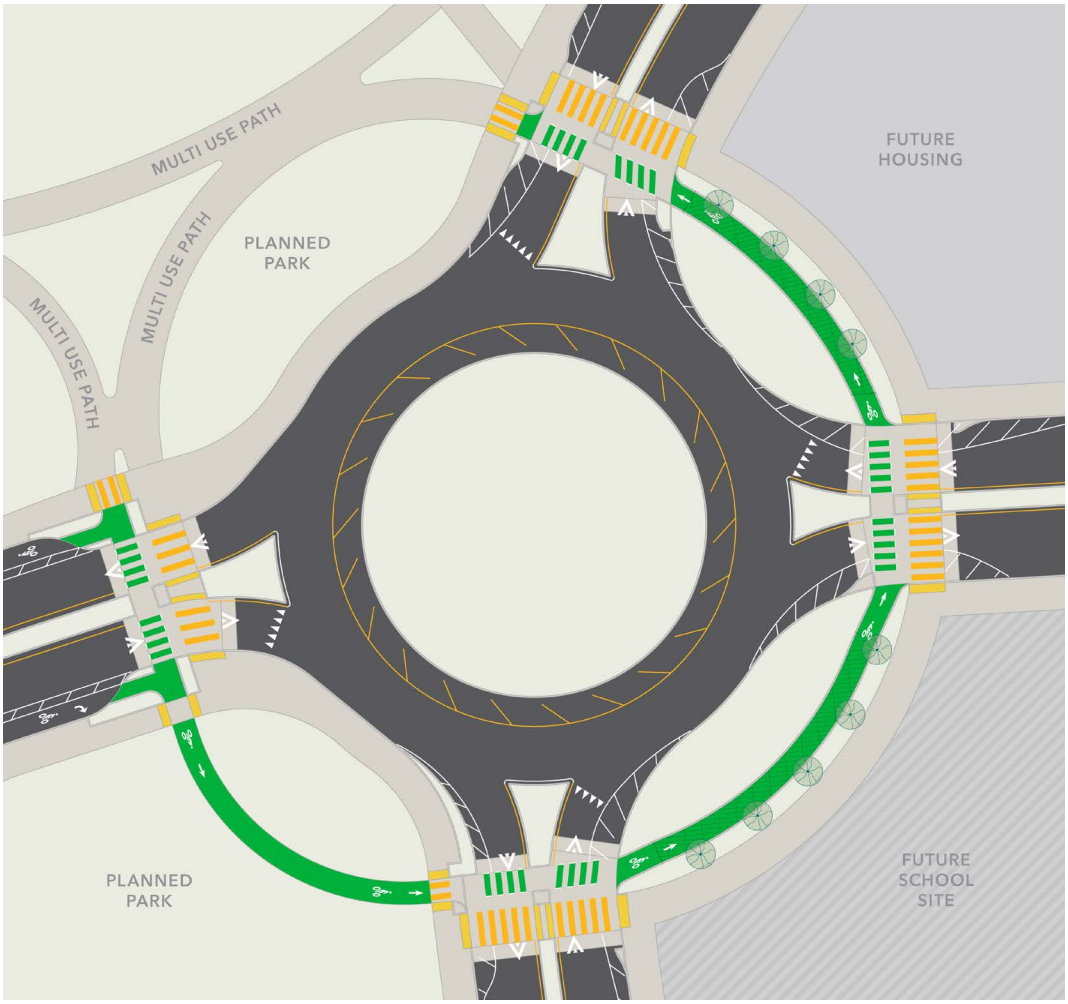
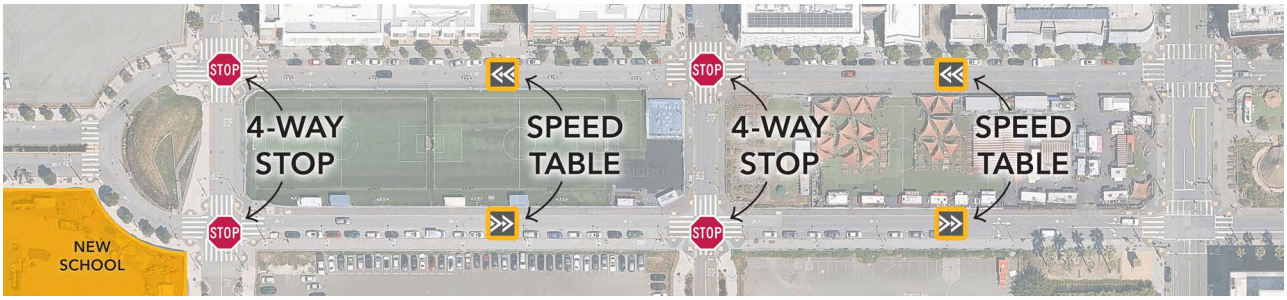


Figure 1-4. Recommendations for Mission Bay Boulevard North and South

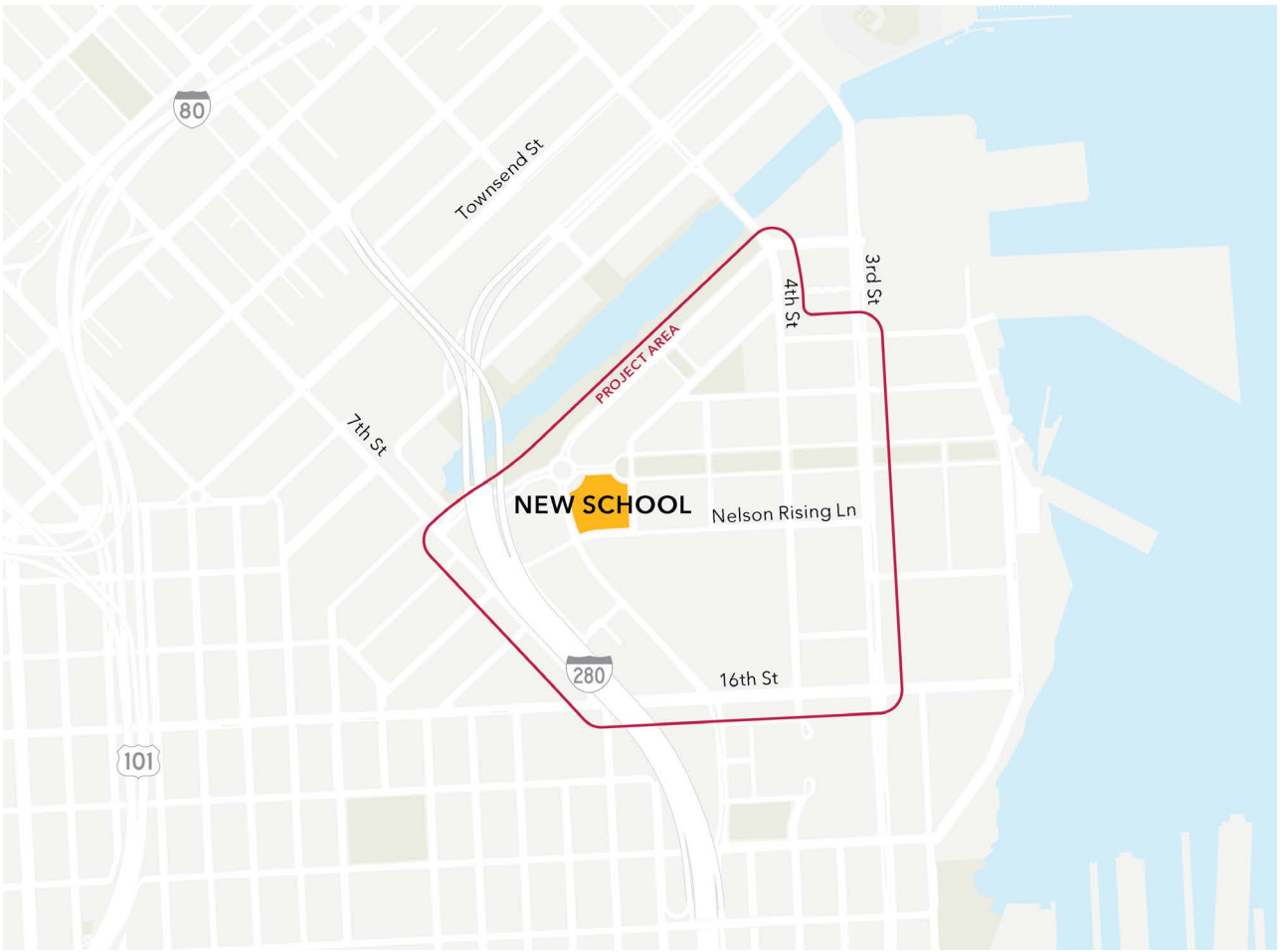


2. Study Overview

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.

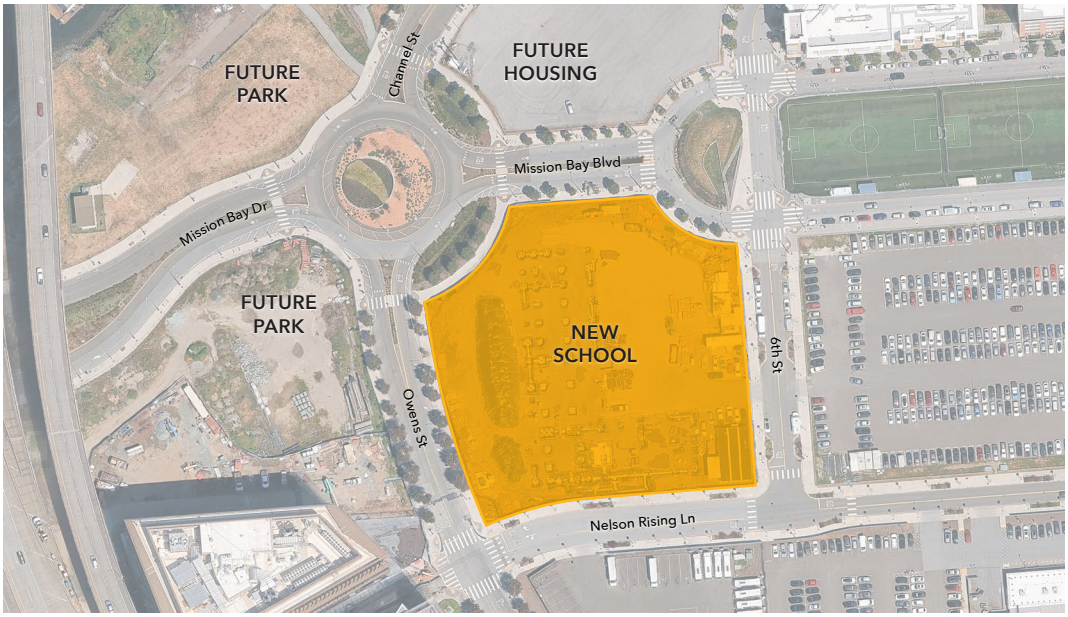
Mission Bay is also an employment hub. According to the Mission Bay Development Group, there are around 30,000 jobs in Mission Bay. Many of these jobs are in healthcare, supported by the large University of California, San Francisco campus as well as other medical facilities from providers like Kaiser 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

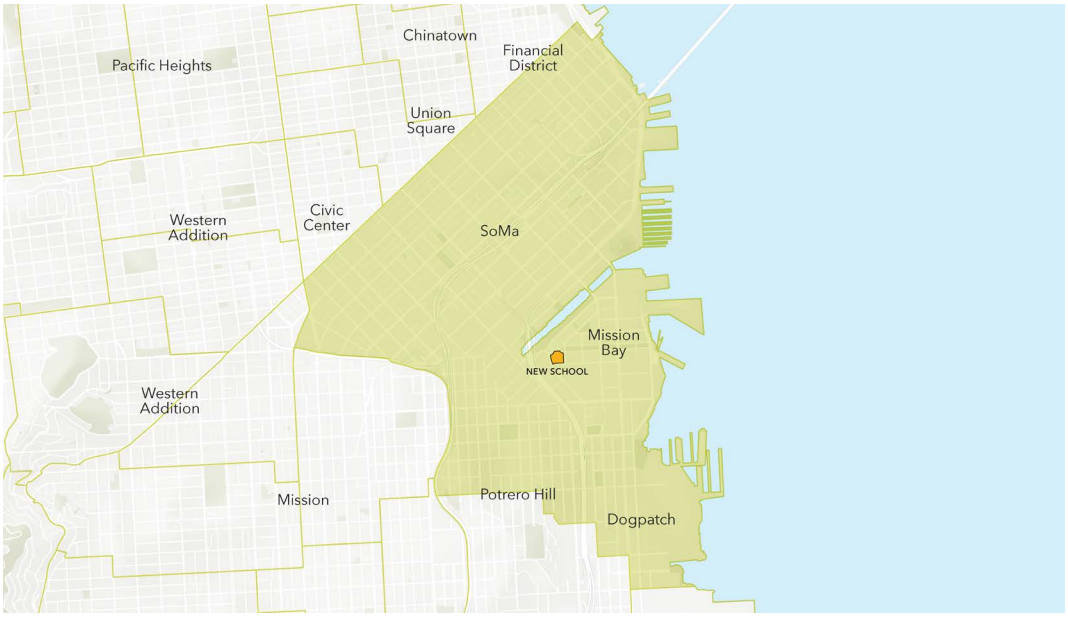
southeast quadrant of the roundabout that connects Mission Bay Drive, Owens Street, Mission Bay Boulevard, and Channel Street.

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.

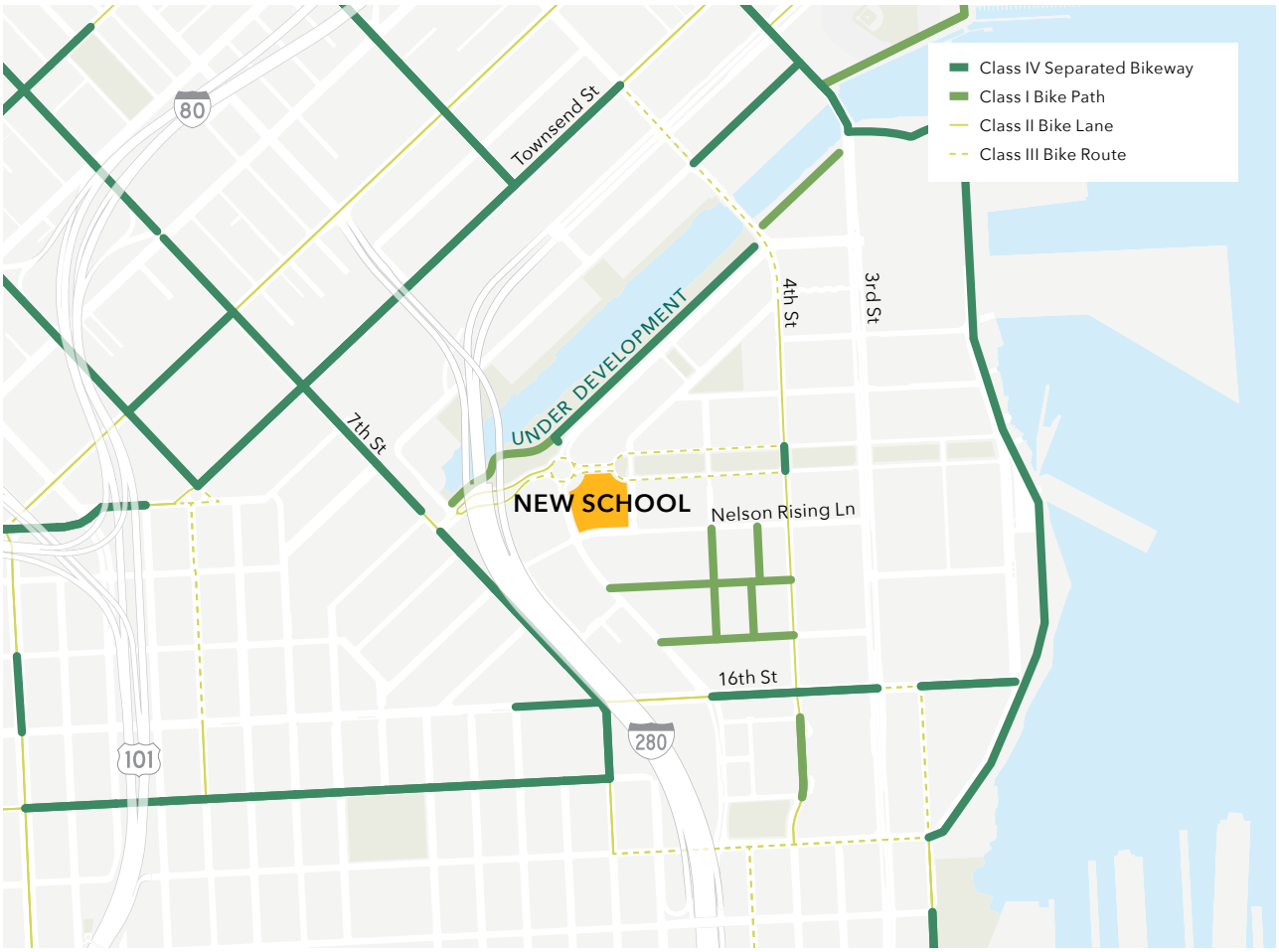
Figure 2-5. Bike lane gap on Mission Bay Drive Approaching the roundabout



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.

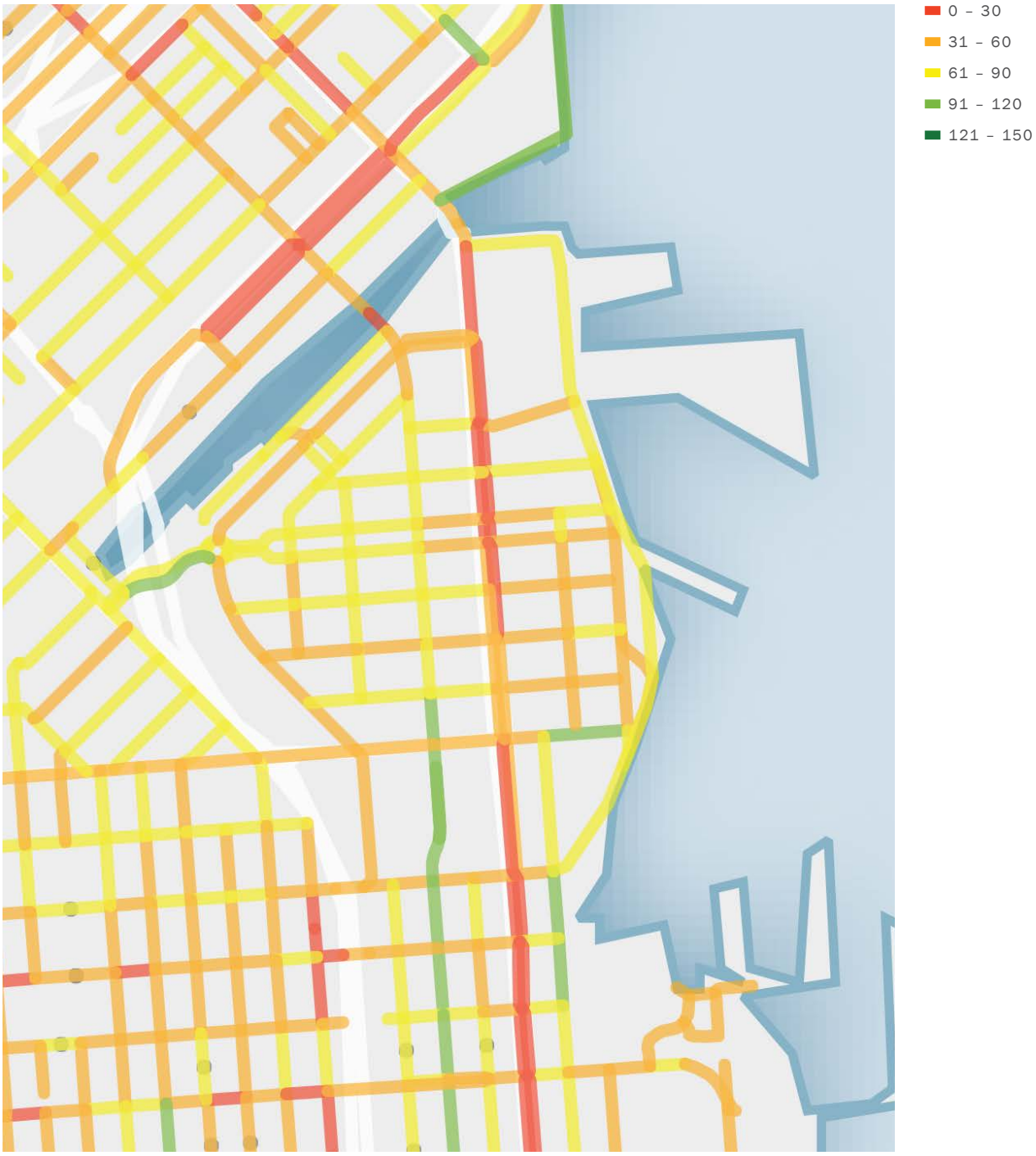
Figure 2-6. Existing Bike Network around Mission Bay Elementary



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.

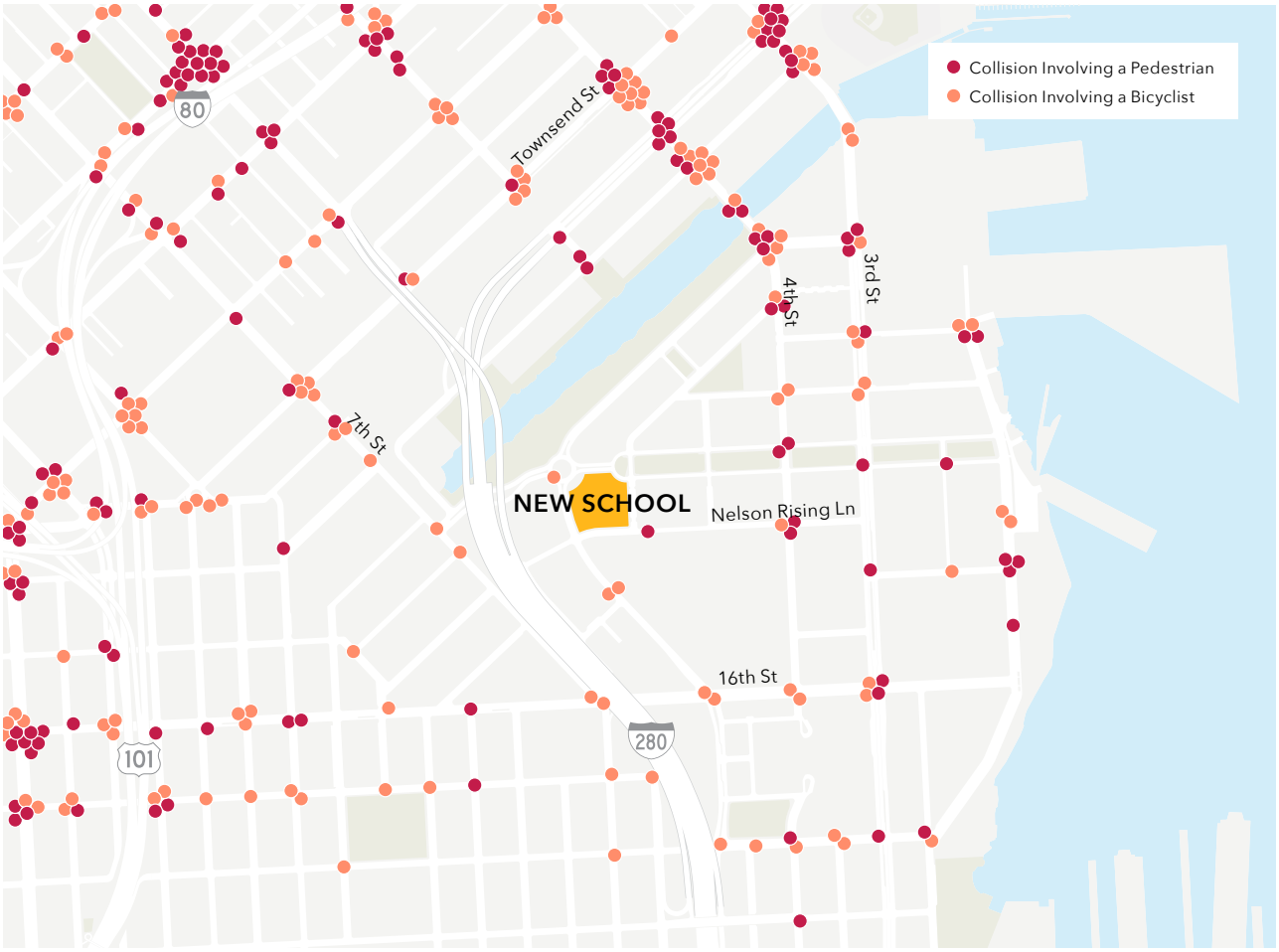
Caltrain's rail alignment runs along Pennsylvania Avenue, at the western border of Mission Bay. There are no Caltrain stops in Mission Bay, but the 4th and King Station is a 0.6 mile walk from the school site.

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)

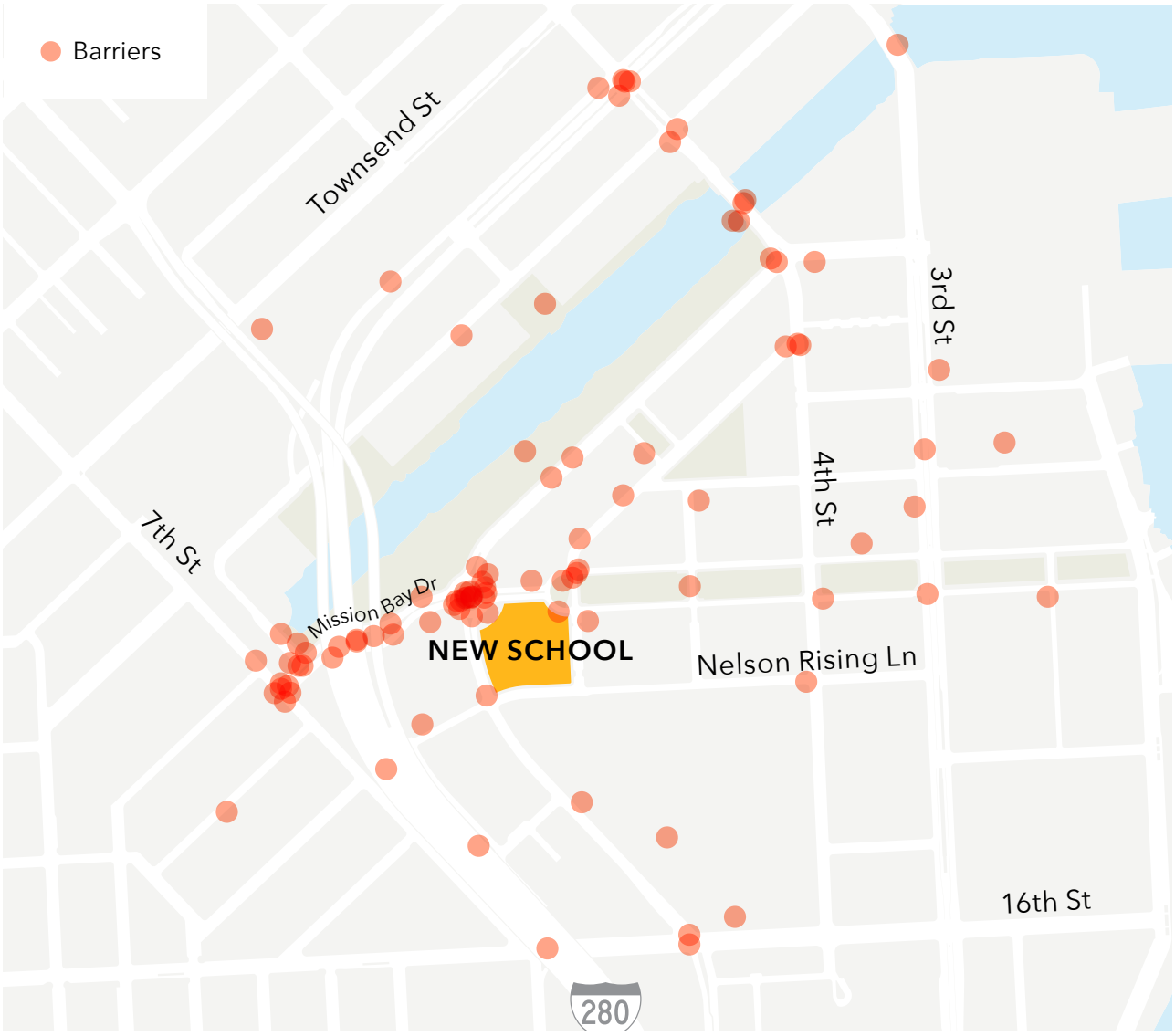
- Using your own experience and this information, please share locations where you would like to see improvements for people walking and bicycling.

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

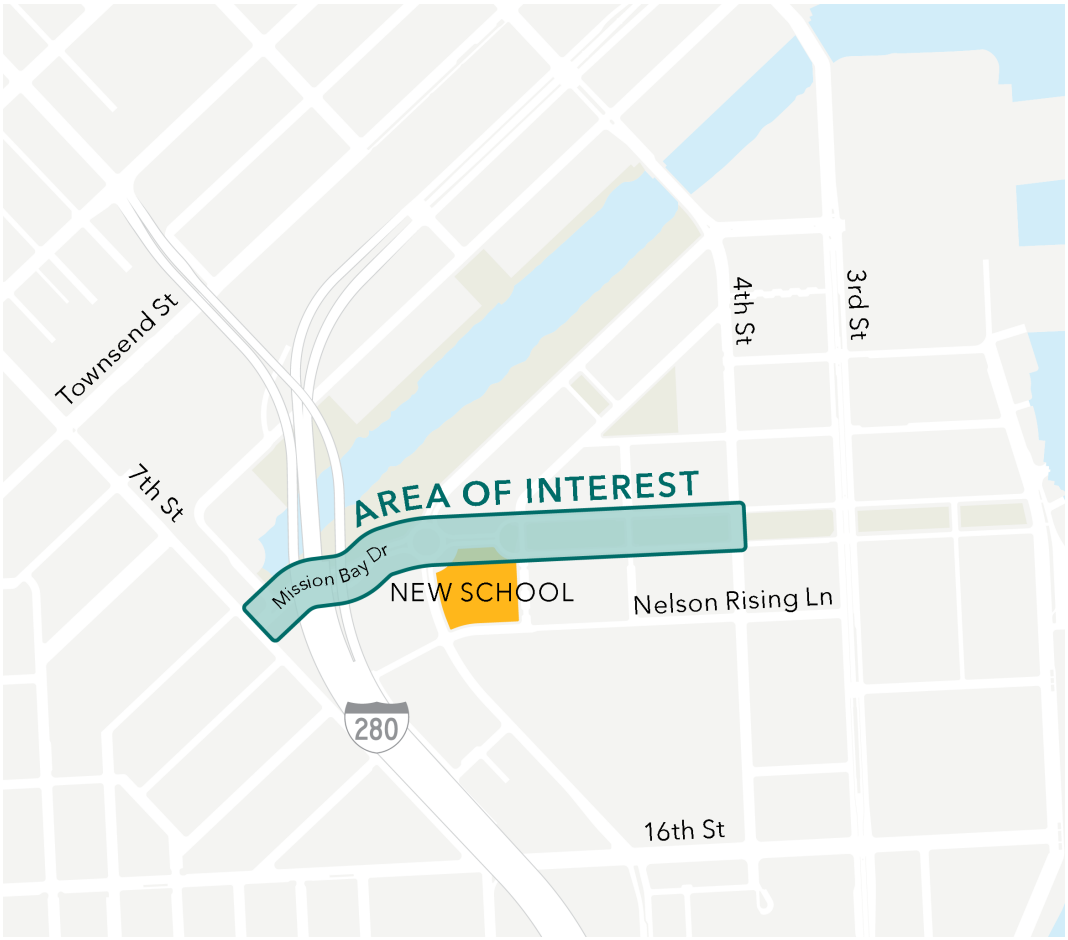
	DESCRIPTION	COLLISION HISTORY	EXISTING FACILITY COMFORT	CONNECTIVITY NEED	PROXIMITY TO SCHOOL SITE	COMMUNITY INPUT	PRELIMINARY FEASIBILITY
A	**4th/Channel**	High Need	High Need	Medium	Low	<Med>	Light-rail present and limited right-of-way
B	**Roundabout**	Medium	High Need	High Need	High Need	<High>	Likely 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



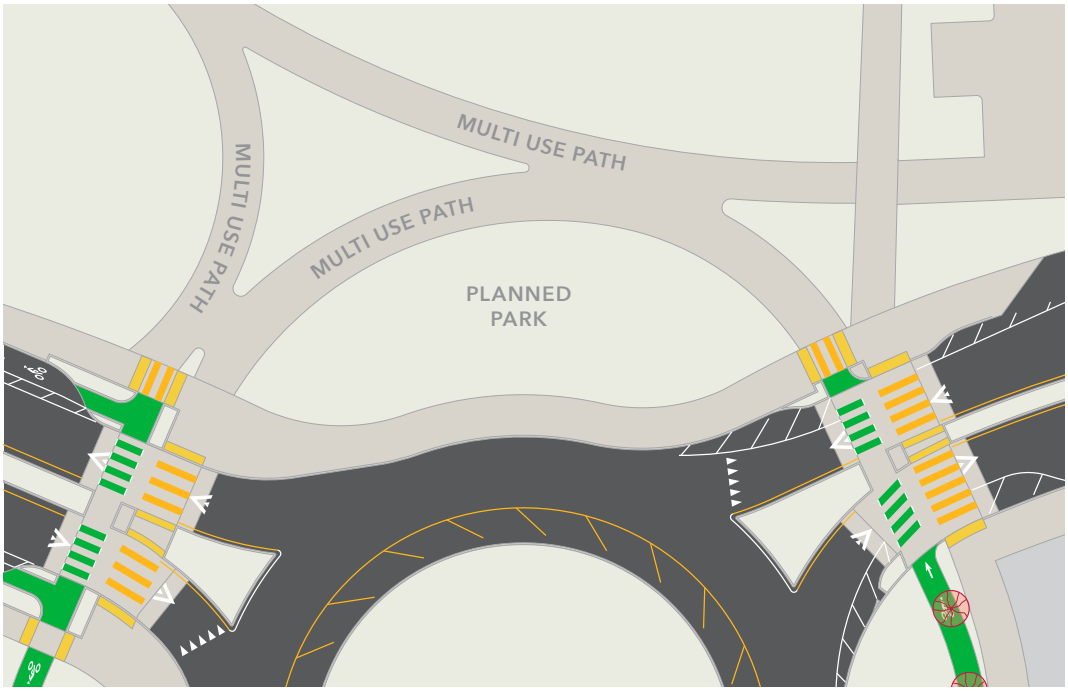
The Study Team considered three alternatives at the roundabout, as described in Table 4-2. In each alternative, the multiuse path being implemented by the Mission Bay Development Group as a part of the Mission Creek Park South Extension Project would provide connectivity around the northwest portion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

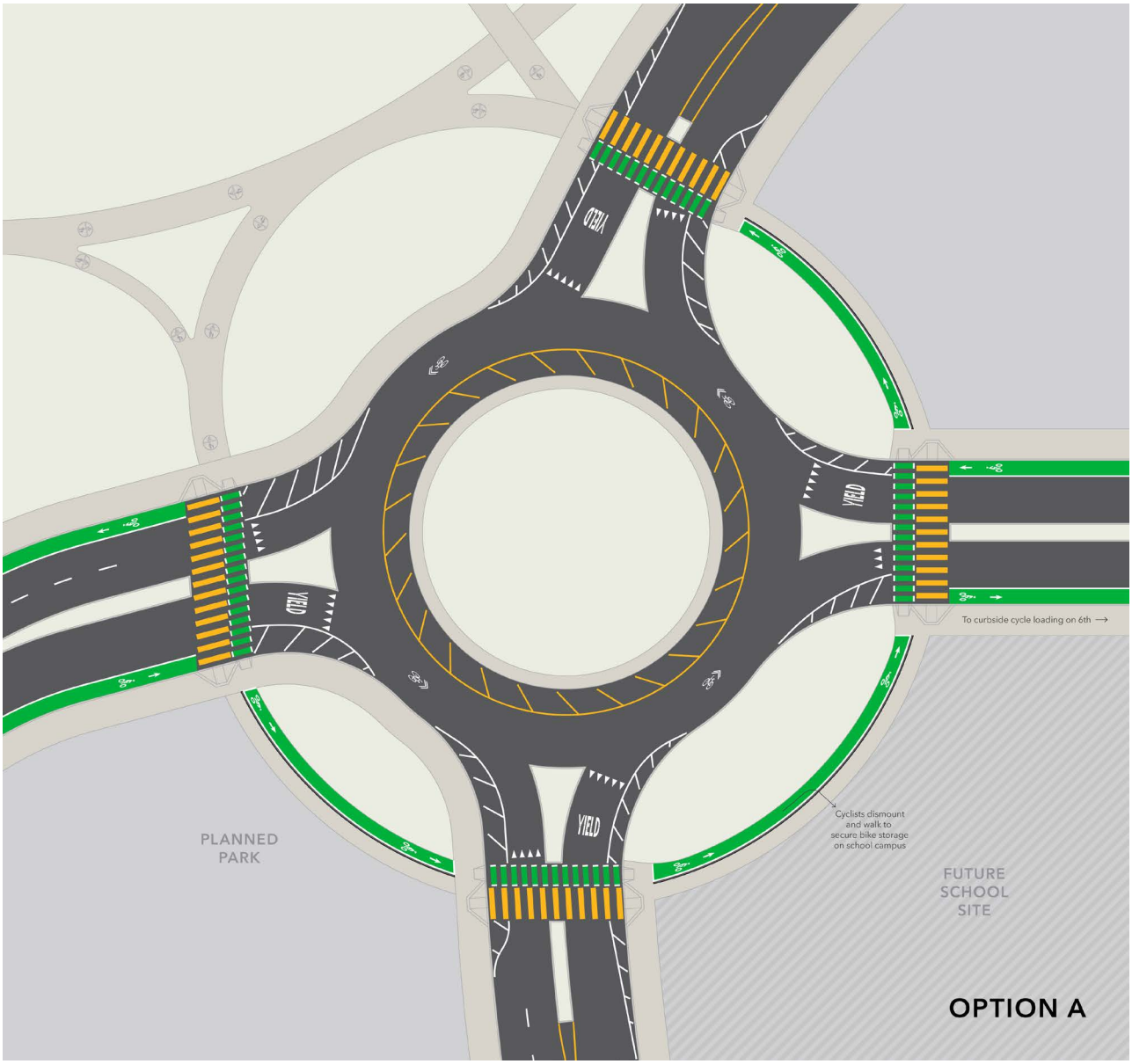


Figure 4-4. Roundabout Alternative B

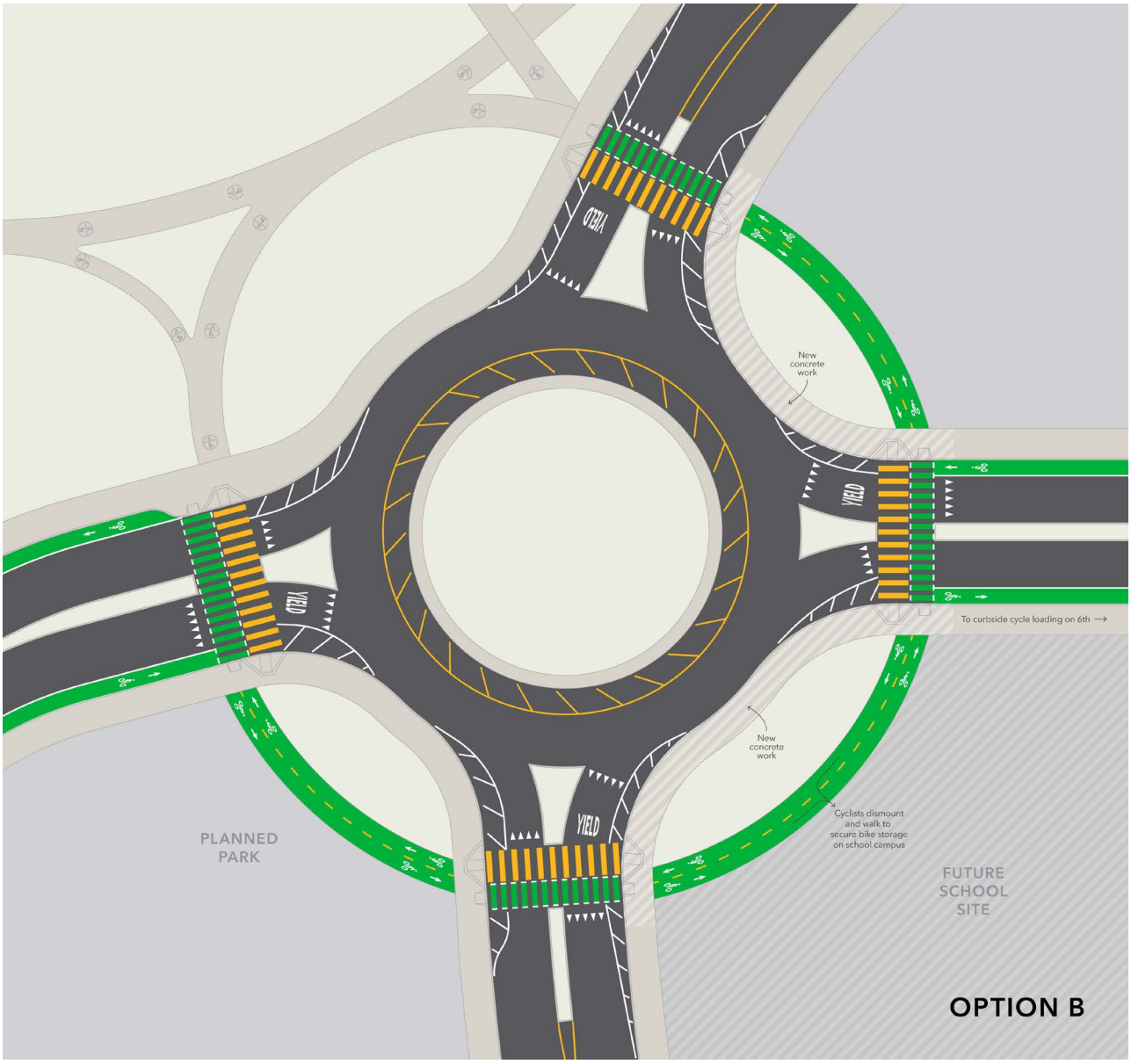


Figure 4-5. Roundabout Alternative C

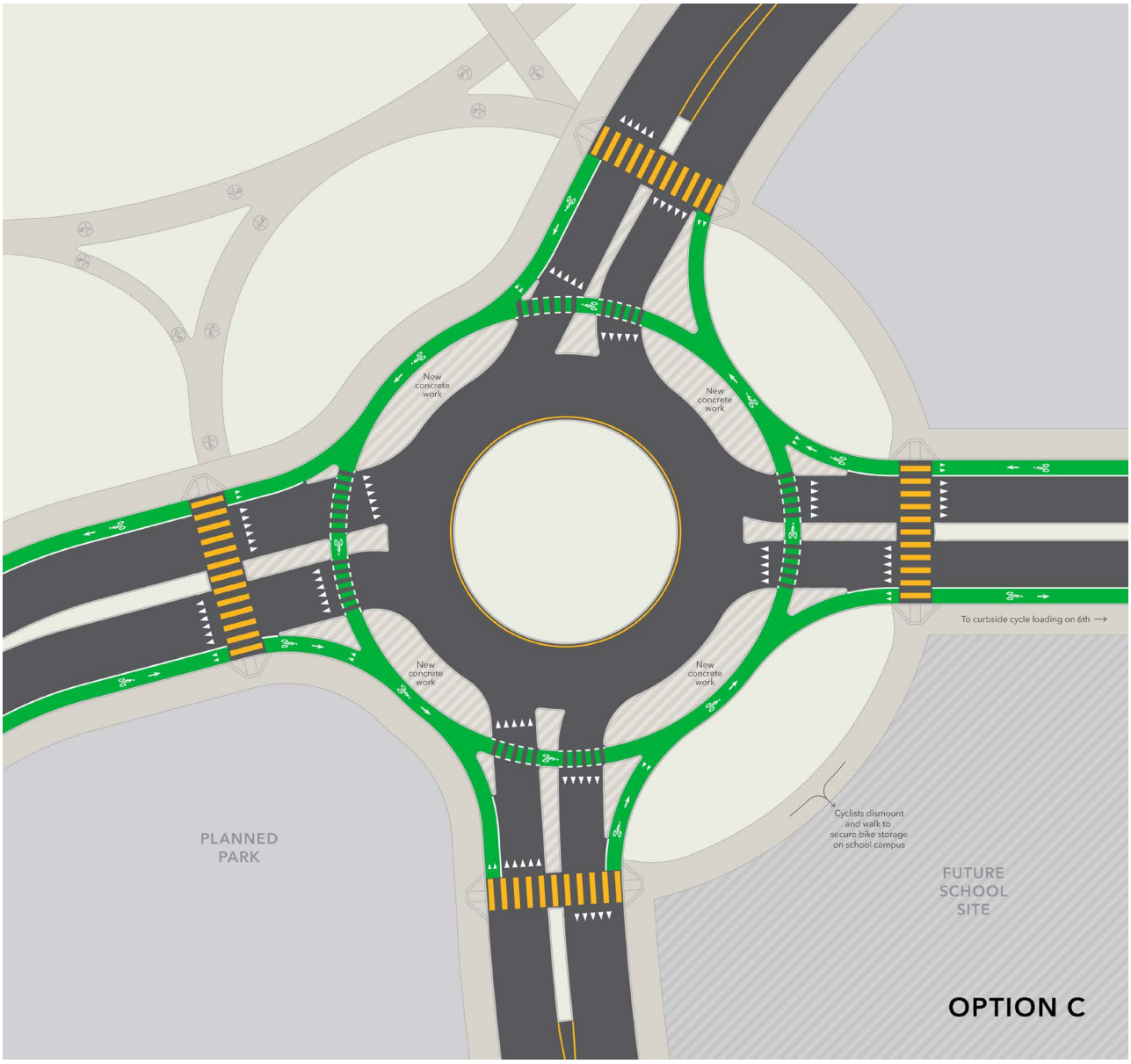


Table 4-3. Roundabout Alternatives Evaluation

	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.

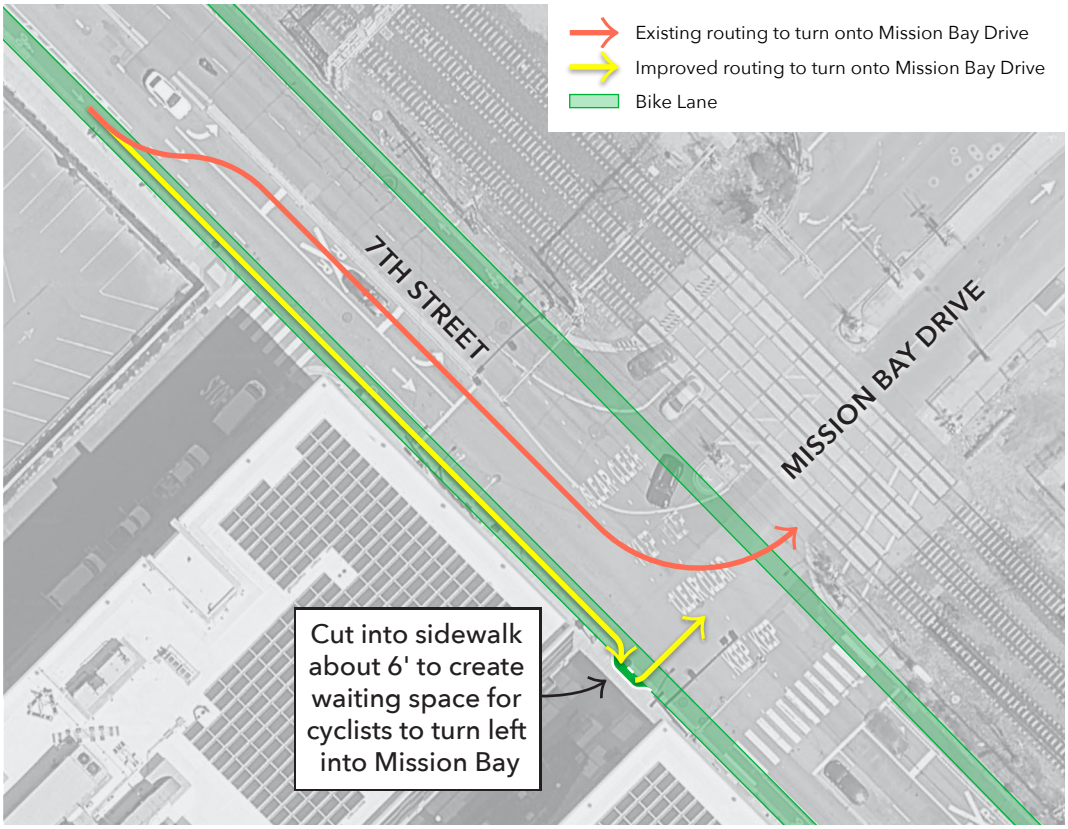
4.3 7TH/MISSION BAY DRIVE

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

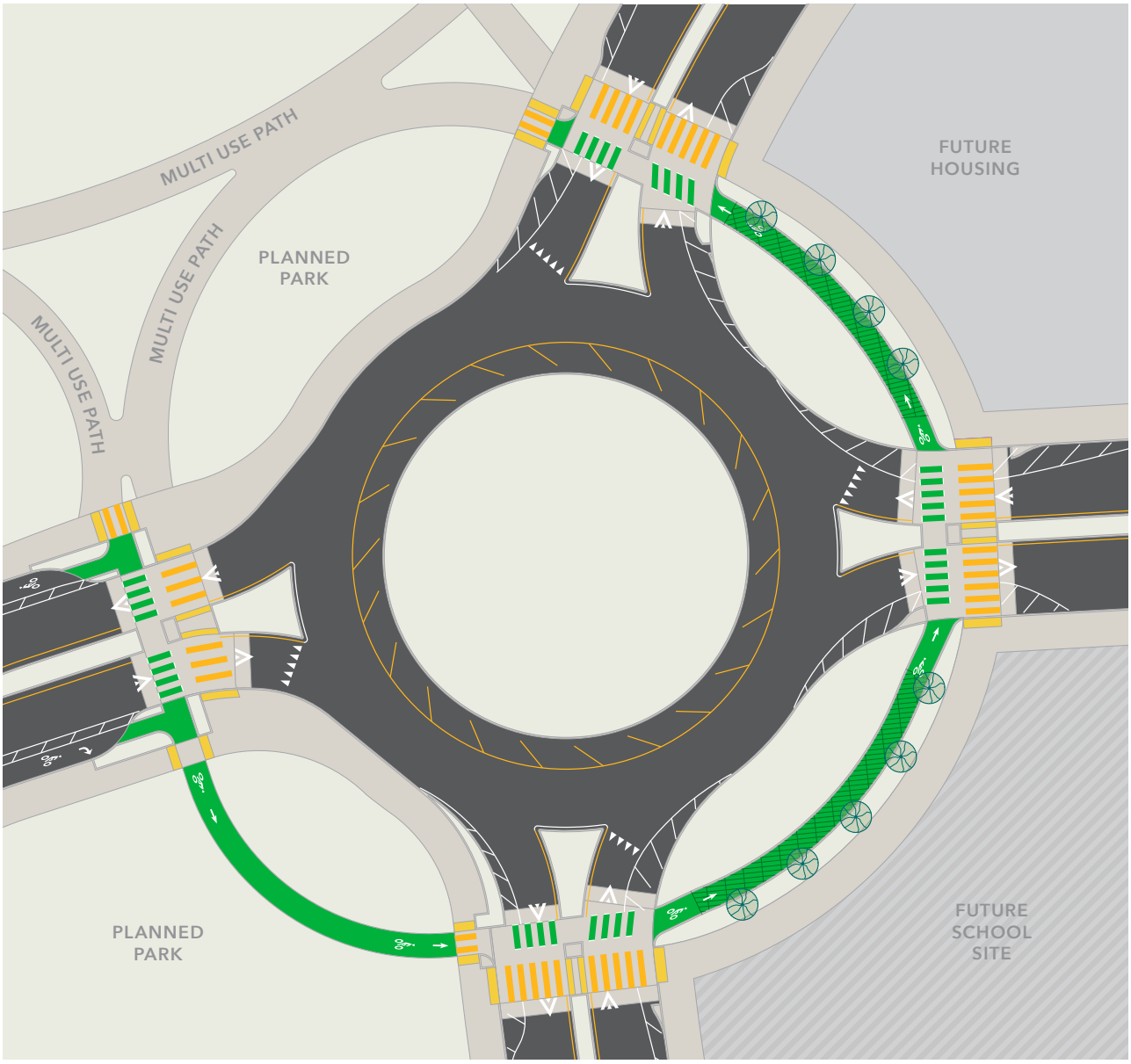
5.1 ROUNDABOUT

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

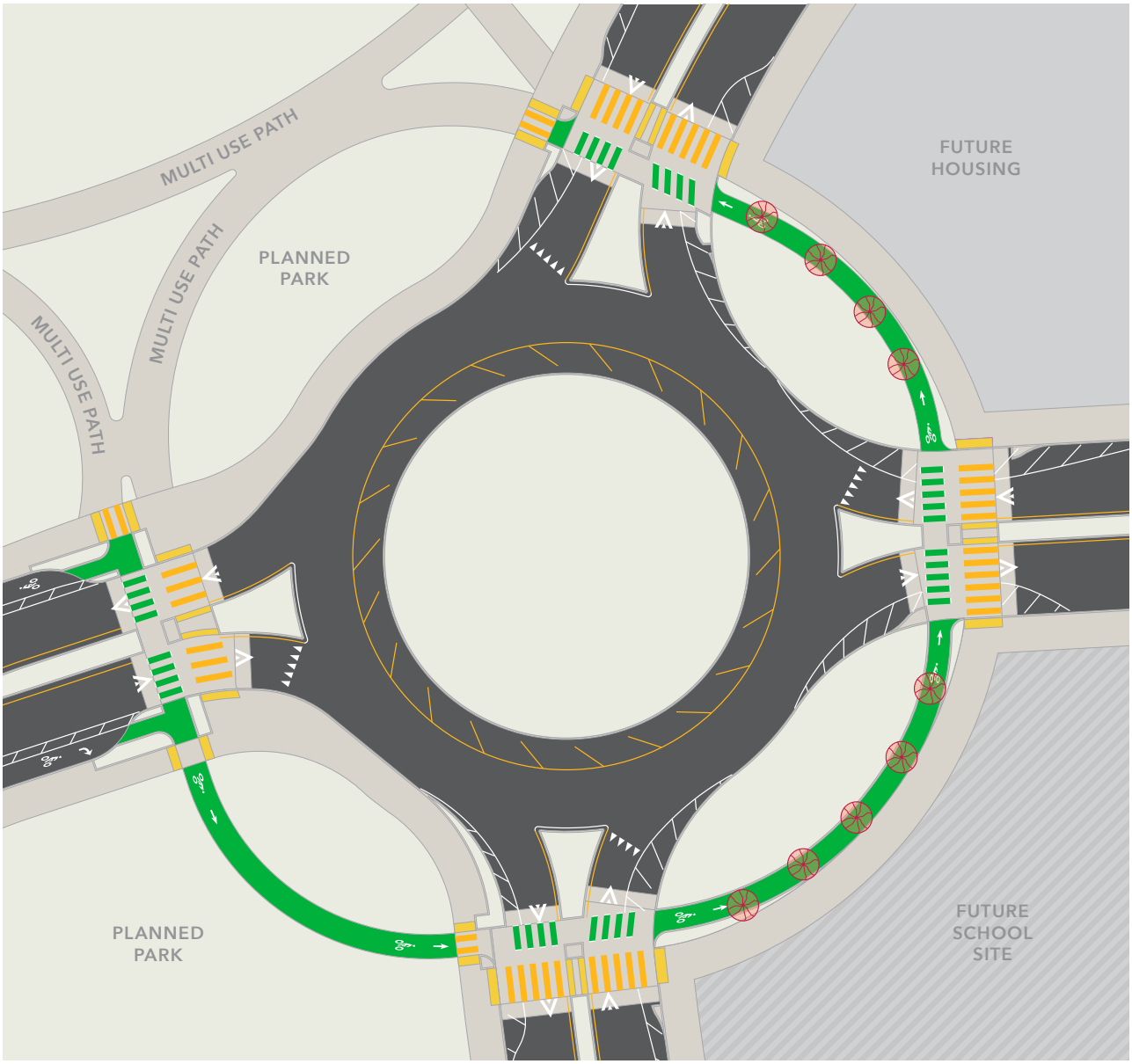


Table 5-1 compares the evaluation of the three Roundabout options.

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.

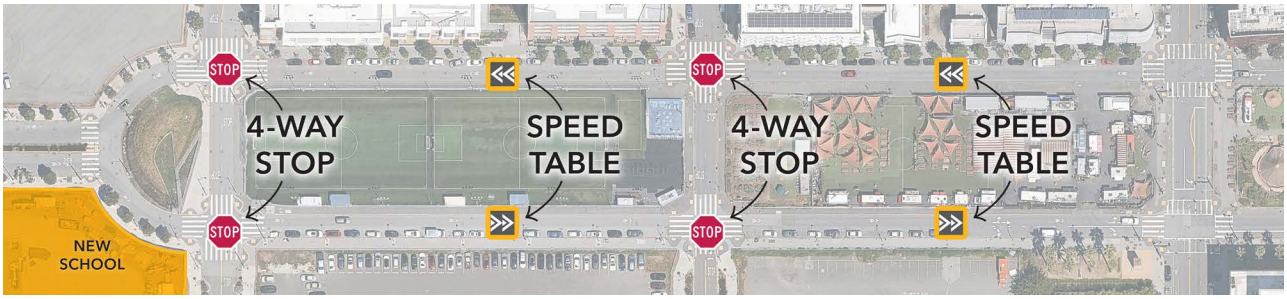
Among these new alternatives, the Boardwalk alternative was presented as the preferred option because it preserves the existing wide sidewalk, has a lower cost than the Path alternative, and does not involve removing mature trees.

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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San Francisco County Transportation Authority
Neighborhood program



Hayes Valley Public Life Study

Community Advisory Committee
Agenda Item 6
October 28, 2026

SITELAB urban studio Fehr & Peers

Last Updated: 10/22/26

Agenda

- Overview
- Project Roadmap and Progress
- Initial Findings
  I. Public Life
  II. Transportation
  III. Business Survey
- Next Steps
- Supplementary Data

Overview

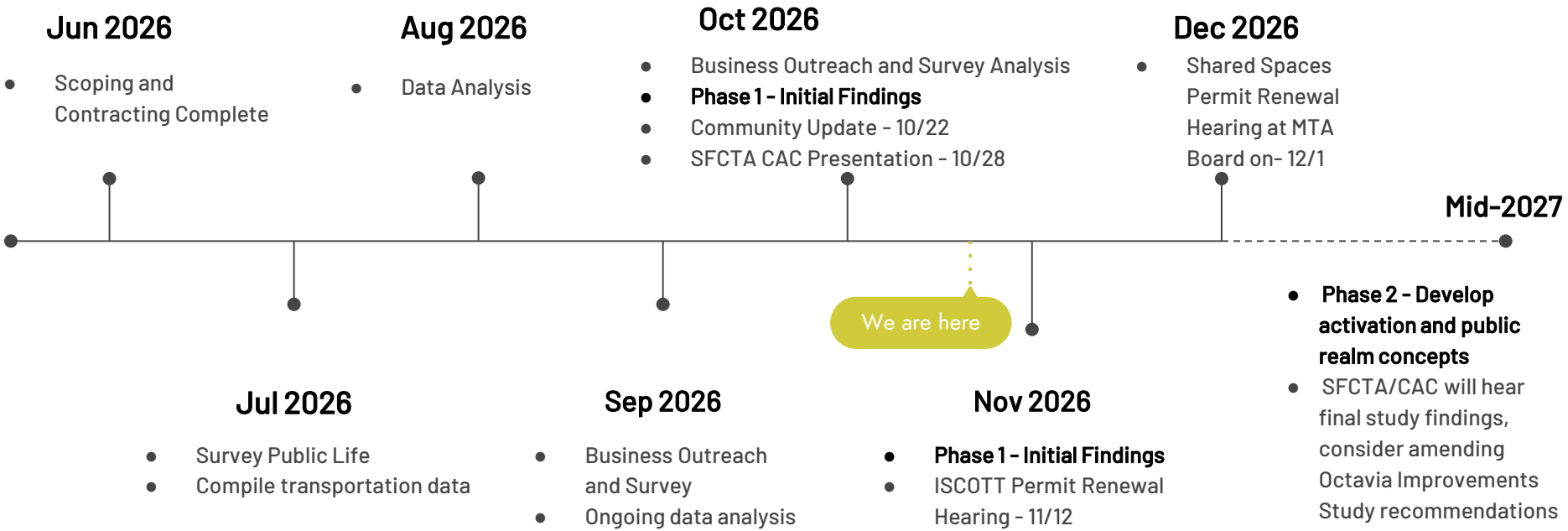
- **Purpose:** Understand the impacts of the Hayes Street Shared Space on Public Life, Transportation, and Business Activity
- **Goal:** Inform Hayes St Shared Spaces permit renewal and future neighborhood concepts
- **Phase 1:** Analyze public life, transportation, business input
- **Phase 2:** Develop concepts for activation, open space and pedestrian improvements



Funded by Octavia Special Fund

154

Project Roadmap and Progress



Initial Findings

I. Public Life
II. Transportation
III. Business Survey

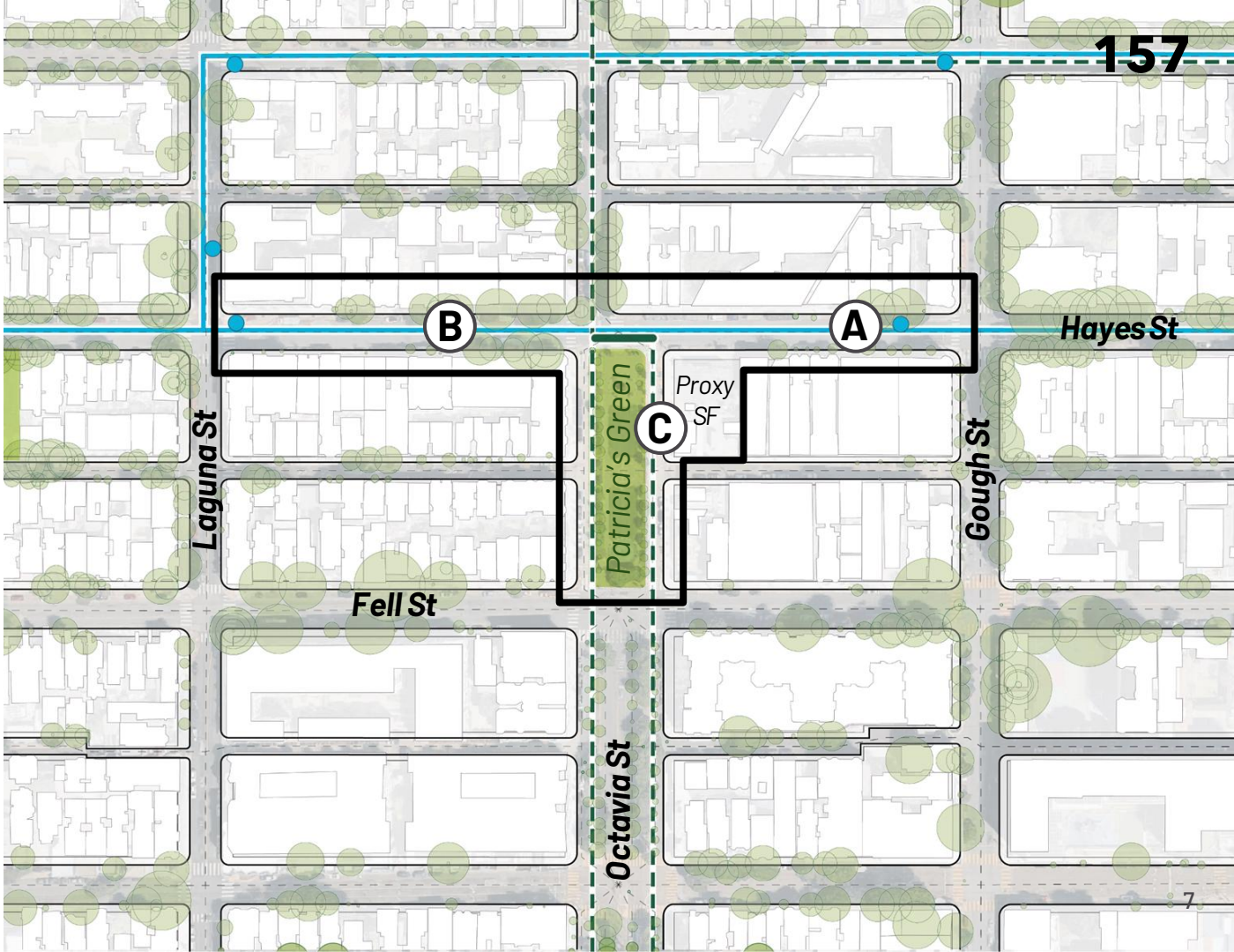
Public Life

Public Life Study Area

A Hayes St between Gough St and Octavia St (Shared Space block)

B Hayes St between Octavia St and Laguna St

C Patricia's Green / Proxy SF



158 Public Life Key Findings

KEY FINDING 1

Across all blocks Ⓐ Ⓑ &Ⓒ **Saturdays drew about 70-80% more people than** Wednesdays.

Hard to separate the draw of shared space vs. weekends generally.

KEY FINDING 2

Of the three areas, Patricia's Green and Proxy SF Ⓒ have the **most stationary activity**.

Emphasizing its role as a neighborhood anchor, around the clock.

KEY FINDING 3

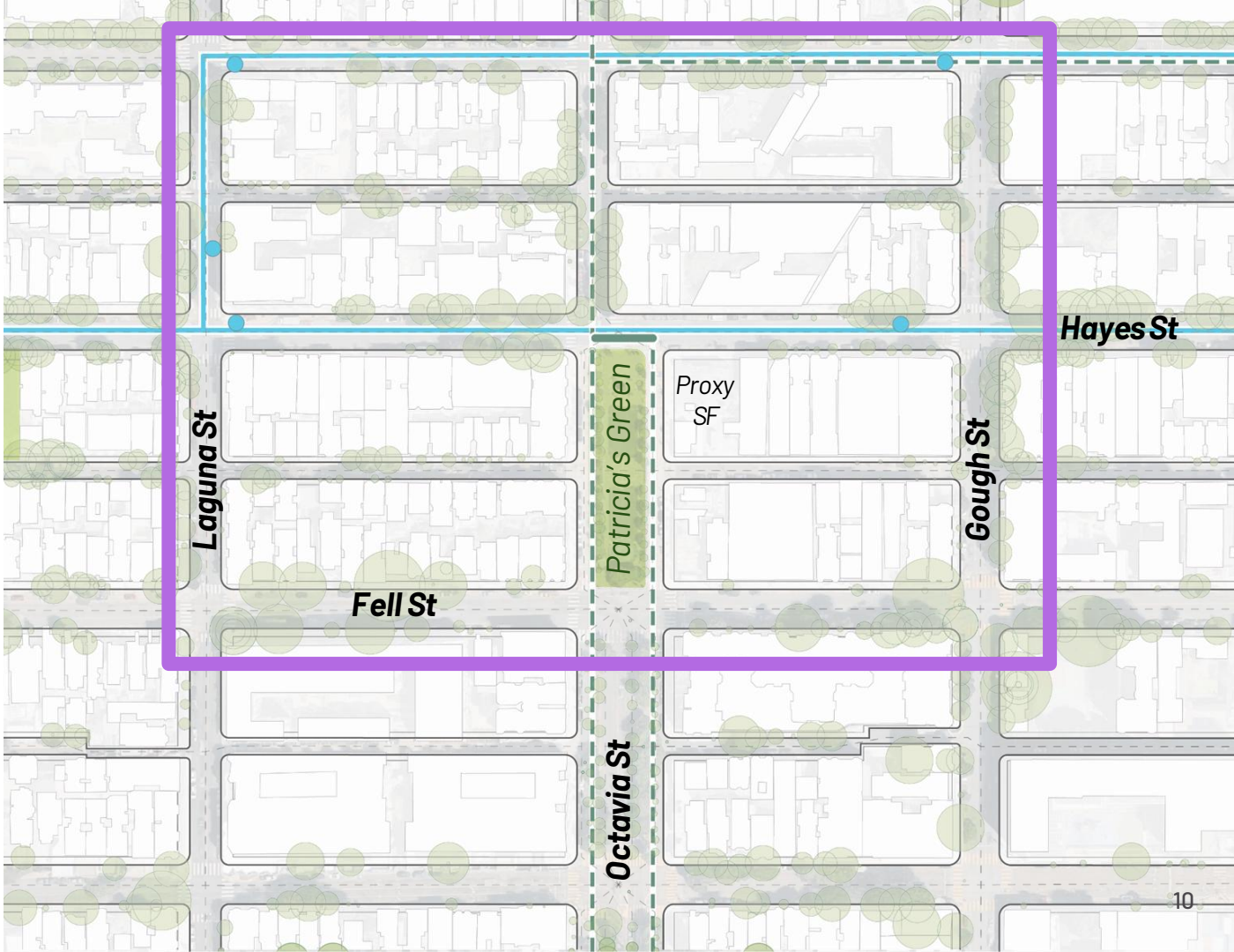
Of the three areas, Hayes Street from Gough to Octavia Ⓐ attracts **39–54% more passersby**.

Suggesting its role as a gateway / entry point into the corridor



Transportation

Transportation Study Area



- Block outline
- Street centerlines
- Building footprint
- Open Space
- MUNI route
- MUNI bus stop
- Dedicated bike lane
- Shared bike lane

0 50 100 200ft

How Mobility Changes During the Shared Space Program

Transit is slower:

Outbound 6 Hayes/Parnassus, **median bus speeds are lower on Saturdays than Wednesdays** to a greater degree than comparable routes.



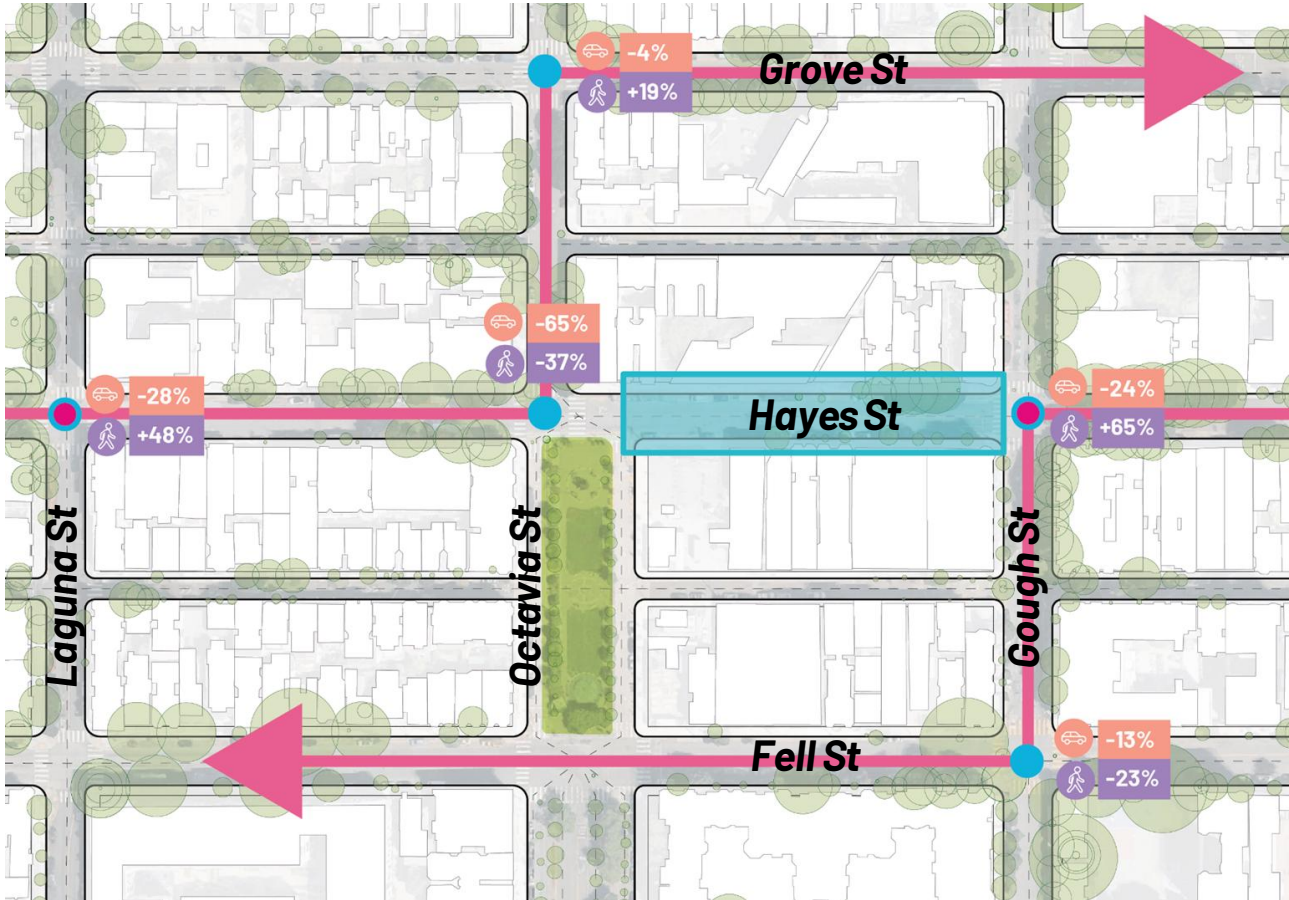
Source: SFMTA, January - July 2026, 10am - 10pm

How Mobility Changes During the Shared Space Program

Travel Modes Shift:

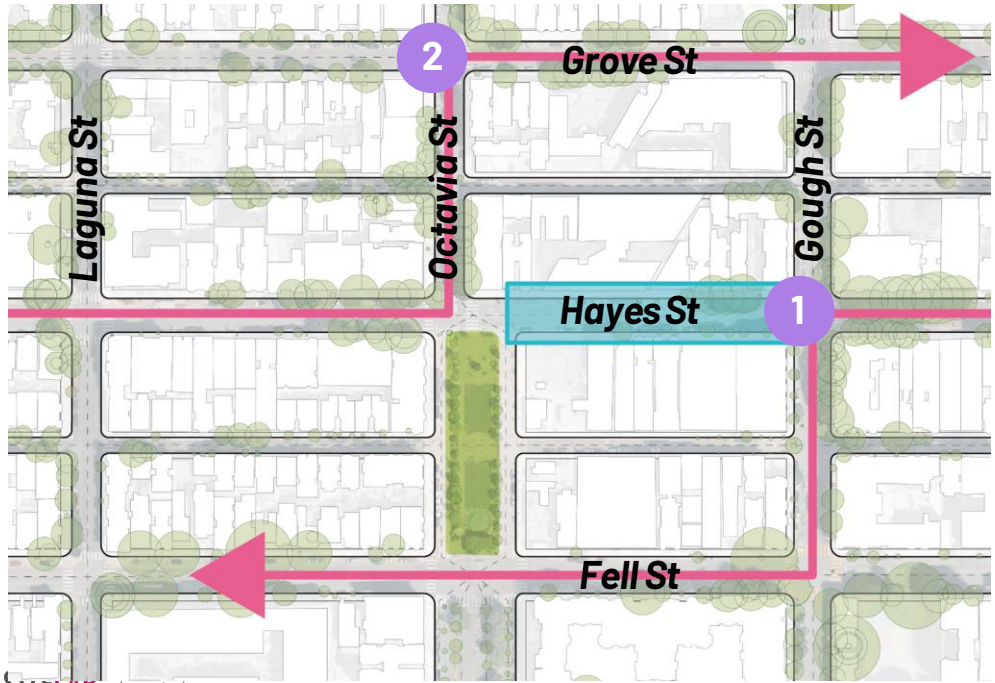
There is **lower vehicle activity** and **higher pedestrian activity** across the study intersections on Saturday.

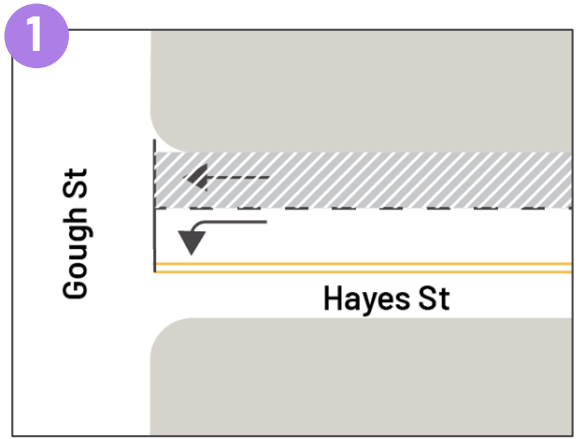
- Shared space block
- Study intersections
- Vehicle volume change (Wed to Sat)
- Pedestrian volume change (Wed to Sat)
- Vehicle re-routing



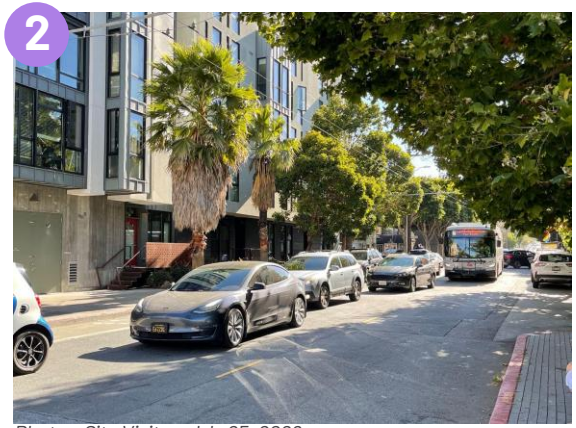
How Mobility Changes During the Shared Space Program

Vehicle Volumes Increase: Increase on re-route segments 1 and 2.





Despite overall reduction of vehicles at Hayes St/Gough St, the westbound left turn sees a 30% increase on average **on Saturday.**



Photos: Site Visit on July 25, 2026

Overall, Grove St/Octavia St does not see an increase in vehicle volumes on Saturday, but the northbound **right turn** increases on average by 80%.

How Mobility is Stable During the Shared Space Program

Parking is Typical

On-street **parking occupancy is consistently high** across the study area, regardless of street closure.



Source: SFMTA, January-July 2026

Safety is Unchanged

Collisions generally remain the same between street closure and non-street closure days



https://assets.sfstandard.com/image/994911177489/image_fp7g31435523v2j3cj5dftsi5t/-S828x552-FWEBP

Source: SFMTA, 2024-2026

Business Survey

Business Surveys and Interviews

80+ Businesses Contacted

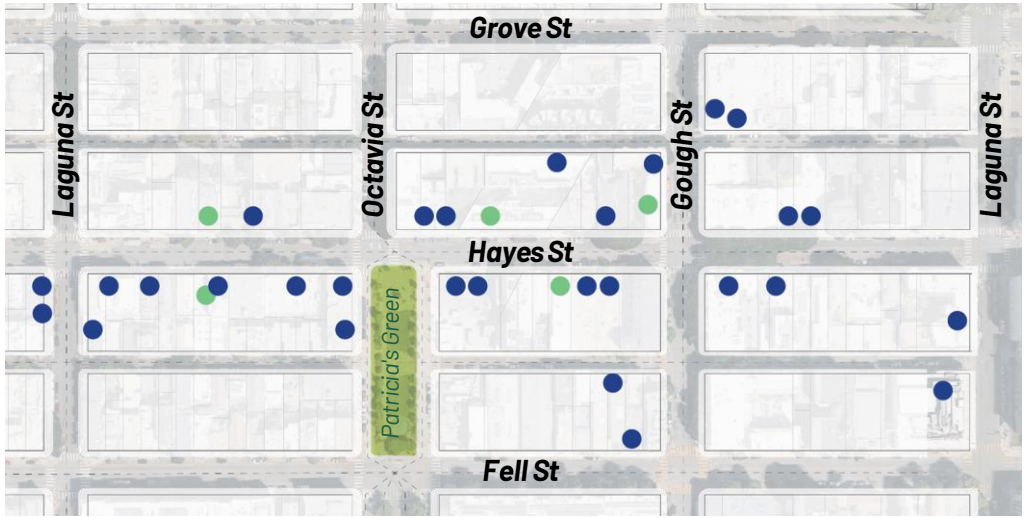
32 Businesses Responded to Survey

- 16 - Retail
- 10 - Food/Beverage (restaurants/cafes/bars)
- 1 - Grocery
- 3 - Gym / Personal Service
- 2 - Arts and Recreation

5 Businesses Interviewed

High Level Trends

- Top sales days are Fridays (82%) and Saturdays (85%).
- The most common sales peak window is early evening 5 to 7 pm (72%).
- Most sales come from walk-ins (overall 62%, 79% for Food/Bev)
- Most businesses say at least some customers need nearby parking.



Business Feedback on Shared Space

Most say Shared Space **improves the public realm.**

- *67% say strongly improves pedestrian activity*
- *55% say strongly improves street atmosphere*

Impacts to individual businesses are **divided**.

- *41% see a negative*
- *37% a positive*
- *22% see no impact*

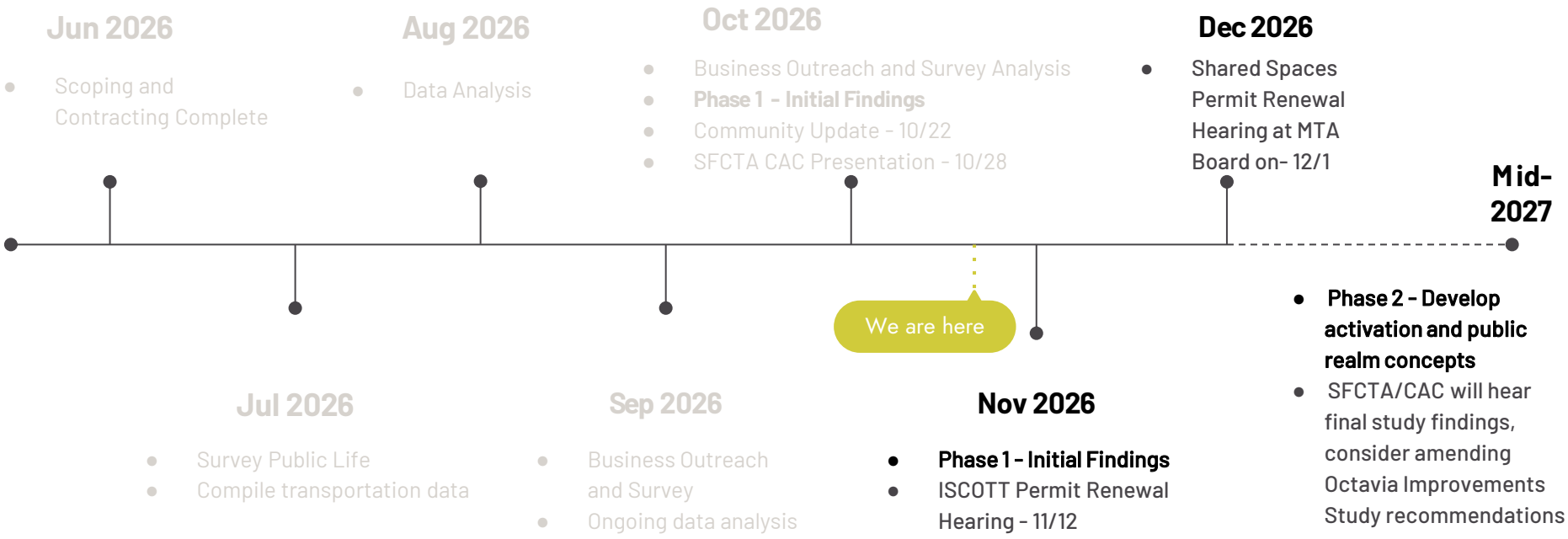
Most want **some form** of Shared Space to continue.

- *31% support current operations*
- *28% favor scaling back the closure*
- *13% support expanding operations*



Next Steps

Next Steps


Jun 2026
Scoping and Contracting Complete
Aug 2026
Data Analysis
Oct 2026
Business Outreach and Survey Analysis
Phase 1 - Initial Findings
Community Update - 10/22
SFCTA CAC Presentation - 10/28
Dec 2026
Shared Spaces Permit Renewal Hearing at MTA Board on- 12/1
Mid-2027
We are here
Jul 2026
Survey Public Life
Compile transportation data
Sep 2026
Business Outreach and Survey
Ongoing data analysis
Nov 2026
Phase 1 - Initial Findings
ISCOTT Permit Renewal Hearing - 11/12
Phase 2 - Develop activation and public realm concepts
SFCTA/CAC will hear final study findings, consider amending Octavia Improvements Study recommendations

Project Webpage:

Thank You.

Contact Information:

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Casey.Hildreth@sfmta.com

Jeremy Shaw, SF Planning
jeremy.shaw@sfgov.org

Supplementary Data

Public Life

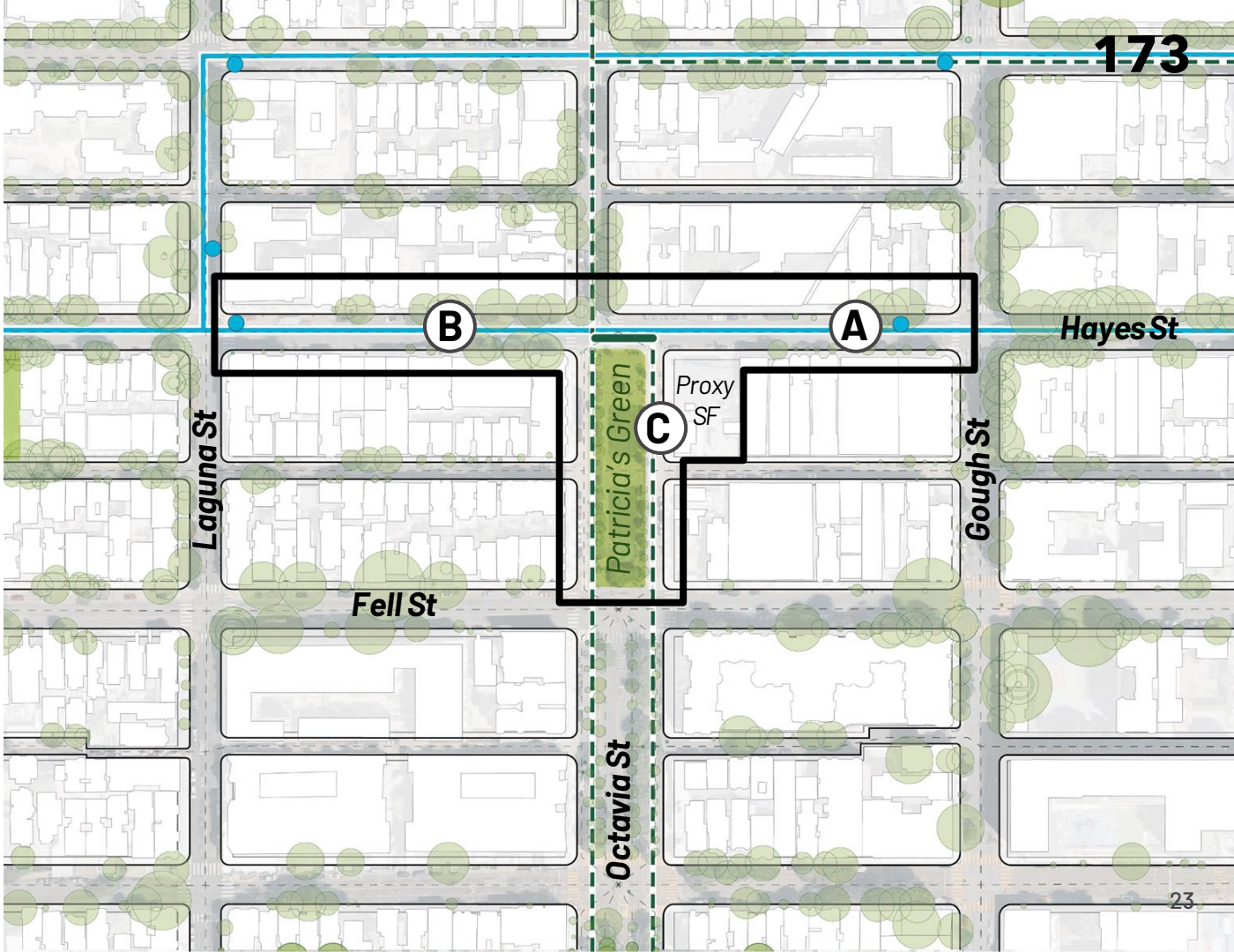
- Survey Methodology
- Data & Initial Findings

Public Life Study Area

A Hayes St between Gough St and Octavia St (Shared Space block)

B Hayes St between Octavia St and Laguna St

C Patricia's Green / Proxy SF



Block outline
Street centerlines
Building footprint
Open Space
MUNI route
MUNI bus stop
Dedicated bike lane
Shared bike lane

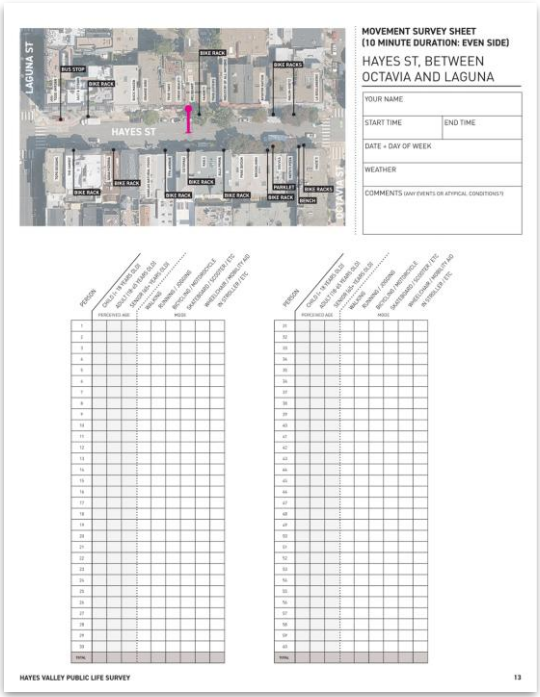
0 50 100 200ft

Survey Dates: Variety of Activities, Good Weather

Date	Shared Space in effect	Scheduled events	Weather conditions
Sat, July 11th	Yes	• 10am-2pm: Hayes Valley Farmers' Market • 2pm: Show at SF Conservatory of Music Concert Call • 4-6pm: Live Music on Hayes Promenade	64°F high, Partly Cloudy Estimated 60°F real feel 15 mph avg wind speed
Wed, July 15th	No	• 6pm: Show @ SF Jazz • 8:30pm: Show @ SF Jazz	68°F high, Partly Cloudy/Foggy Estimated 65°F real feel 16mph avg wind speed
Wed, July 22nd	No	• None	69°F high, Partly Cloudy Estimated 65°F real feel 18mph avg wind speed
Sat, July 25th	Yes	• 10am-2pm: Hayes Valley Farmers' Market • 3-6pm: Live Music on Hayes Promenade • 6pm: Show @ SF Jazz • 7:30pm: Show @ SF Jazz • 7:30pm: Show @ SF Symphony Additionally, Entertainment Zone in effect (12-10pm)	70°F high, Partly Cloudy Estimated 67°F real feel 15 mph avg wind speed

Survey Tools - Movement Survey





Perceived Age

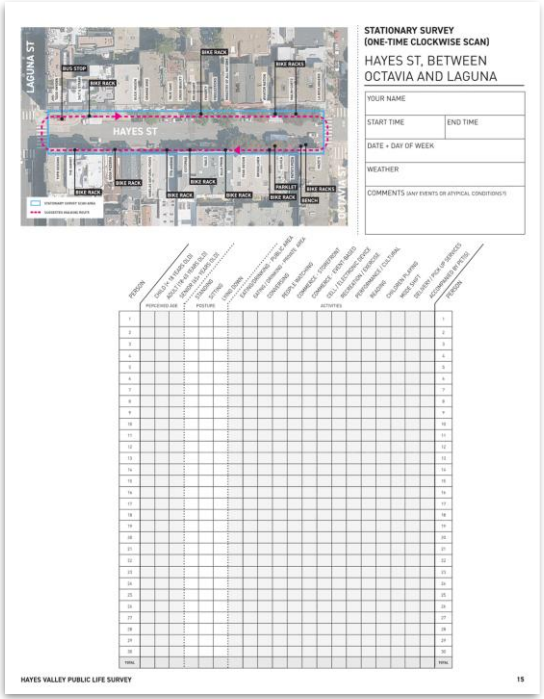
- ❑ Child (< 18 years old)
- ❑ Adult (18–65 years old)
- ❑ Senior (65+ years old)

➡ **Mode of Travel**

- ❑ Walking
- ❑ Running / Jogging
- ❑ Bicycling / Motorcycle
- ❑ Skateboard / Scooter / ETC
- ❑ Wheelchair / Mobility Aid
- ❑ In Stroller / ETC

groups are counted by circling groups of people together *

Survey Tools - Stationary Survey



Perceived Age
- ❑ Child (< 18 years old)
- ❑ Adult (18–65 years old)
- ❑ Senior (65+ years old)

Posture
- ❑ Standing
- ❑ Sitting
- ❑ Lying Down

Activity
- ❑ Eating/Drinking *Public Area*
- ❑ Eating/Drinking *Private Area*
- ❑ Conversing
- ❑ People Watching
- ❑ Commerce - Storefront
- ❑ Commerce - Event-Based
- ❑ Cell / Electronic Device
- ❑ Recreation / Exercise
- ❑ Performance / Cultural
- ❑ Reading
- ❑ Children Playing
- ❑ Mode Shift
- ❑ Delivery / Pickup Services
- ❑ Accompanied by Pets

groups are counted by circling groups of people together *

Public Life Key Findings

KEY FINDING 1

Across all blocks Ⓐ Ⓑ &Ⓒ **Saturdays drew about 70-80% more people than** Wednesdays.

Hard to separate the draw of shared space vs. weekends generally.

KEY FINDING 2

Of the three areas, Patricia's Green and Proxy SF Ⓒ have the **most stationary activity**.

Emphasizing its role as a neighborhood anchor, around the clock.

KEY FINDING 3

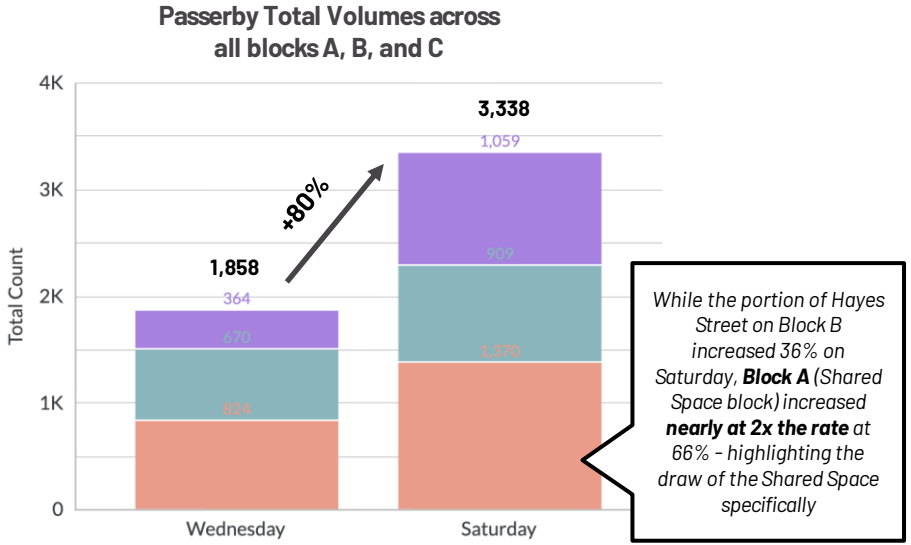
Of the three areas, Hayes Street from Gough to Octavia Ⓐ attracts **39–54% more passersby**.

Suggesting its role as a gateway / entry point into the corridor

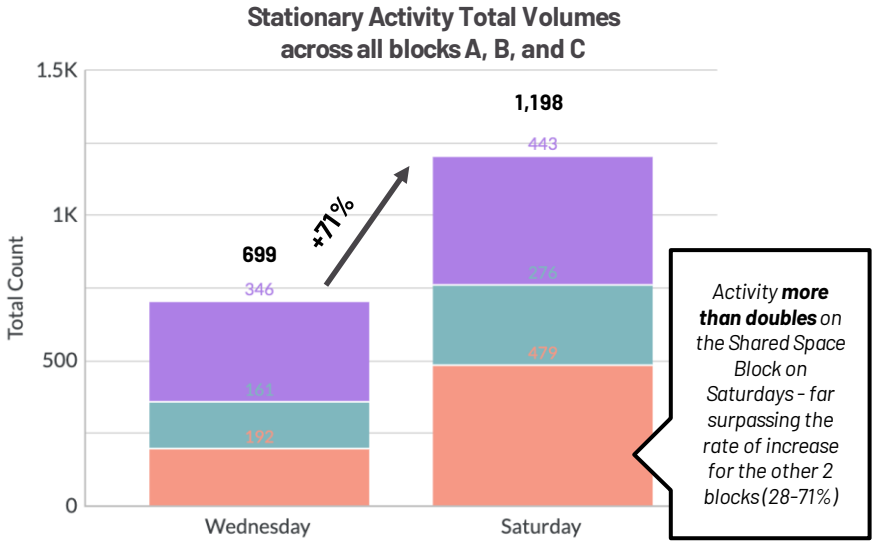


178

People passing through the study area and staying increase **70-80% on Saturdays** vs Wednesdays, with particular draw to the Shared Space block Ⓐ



Source: Movement Survey



Source: Stationary Survey

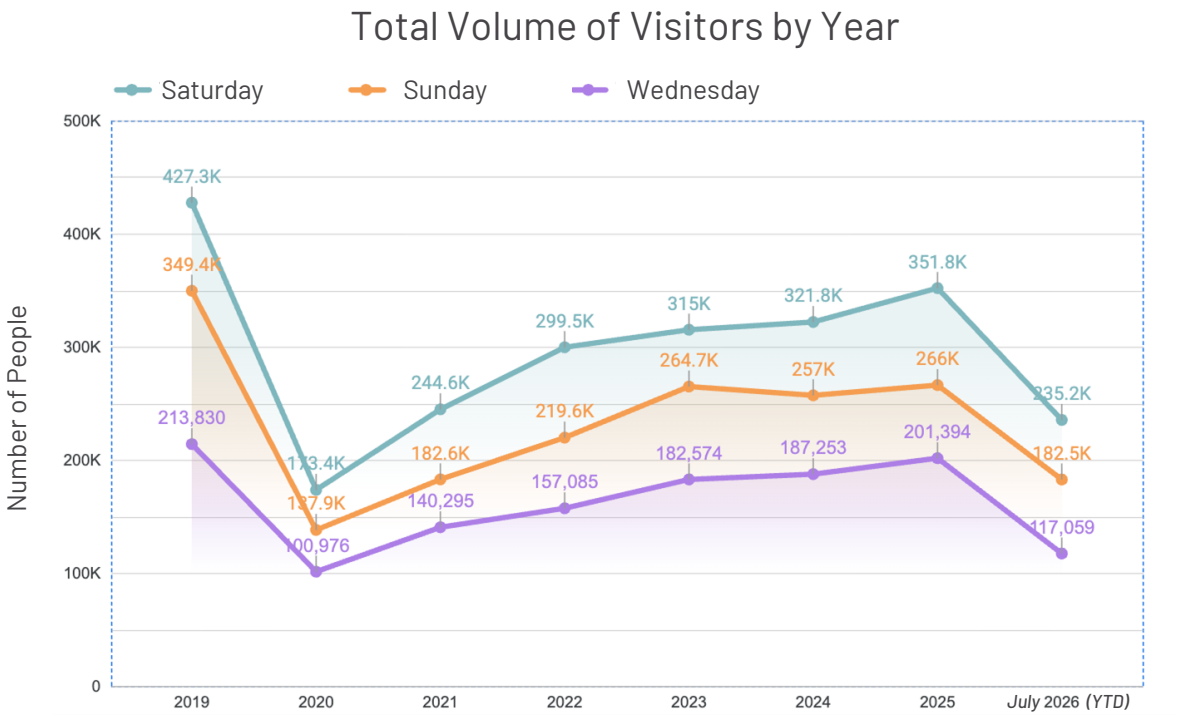
A: Hayes St: Gough St to Octavia St (Shared Space Block)
B: Hayes St: Octavia St to Laguna St
C: Patricia's Green / Proxy SF

Historic Trends

Hard to isolate impact of Shared Space vs. weekends generally.

- Weekends were already higher than weekdays before any Shared Space effect.
- Saturday visits have been, on average, 80% greater than Wednesdays over last 6 yrs.

Note: Wednesday visitation has recovered to ~94% of 2019 levels, while Saturday and Sunday aren't rebounding as fast.

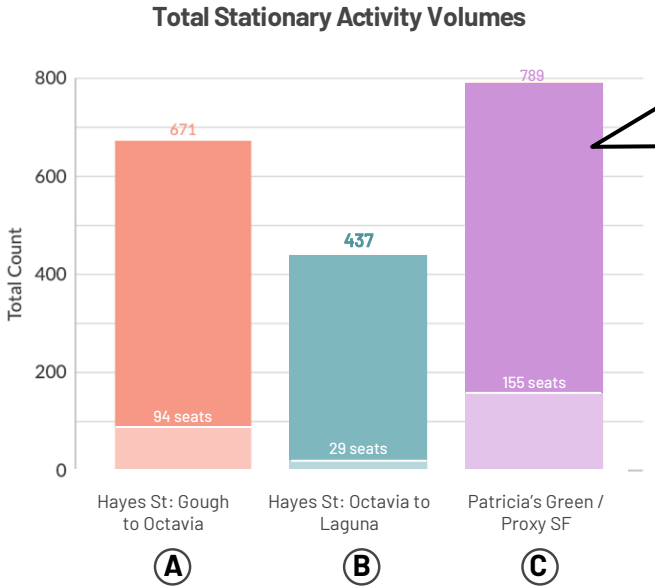


Source: Placer AI data

***Note**: 2026 has lower numbers since it only accounts for data upto July.*

180

Patricia's Green / Proxy SF Ⓒ had the **most stationary people**.



*The blocks with **more seating** correspond with **more staying activity***



"People tend to sit where there are places to sit" – William Whyte

Source: Stationary Survey

TOTAL: ~155 seats
(including informal seats on planters)







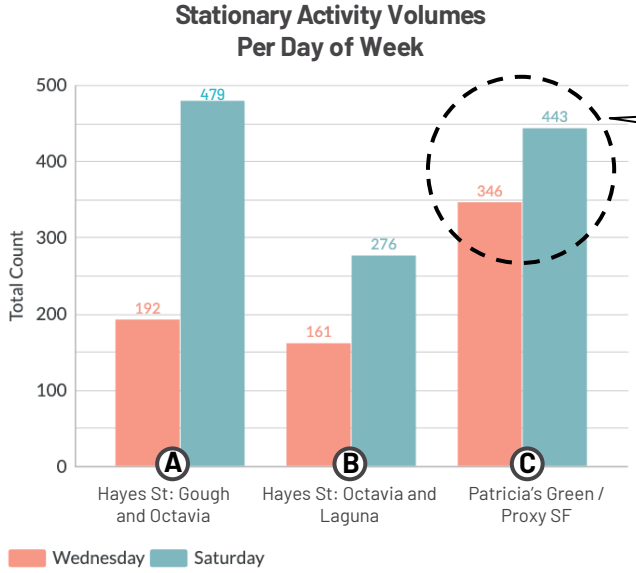


- **Parklets**
  8 private seats (Hazie's Parklet)
- **Movable chairs (daytime only)**
  ~22 seats (Proxy SF area)
- **Public Benches**
  ~80 public seats (park benches)
- **Dedicated Bike Lane**
- **Shared Bike Lane**

0 25 50 100ft

182

Staying activity **remained steadily high** at Patricia's Green / Proxy SF, no matter the day of the week.

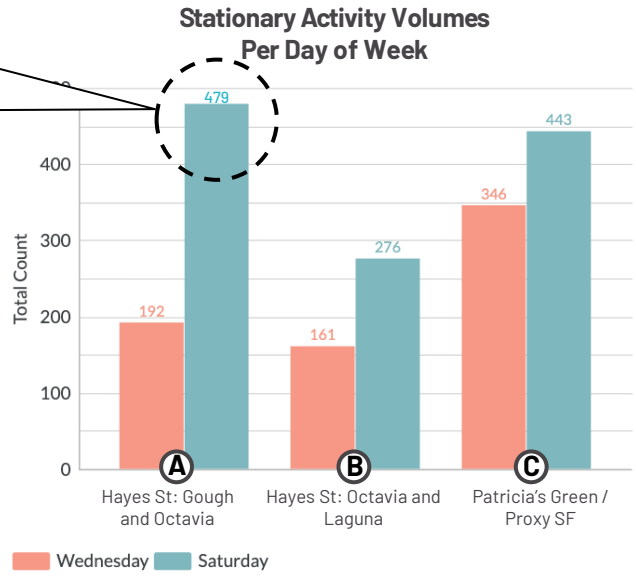


Wednesday and Saturday: Stationary activity in Patricia's Green/Proxy is steadily high

Source: Stationary Survey

Whereas Shared Space block Ⓐ sees a **surge in staying activity** on Saturday, which includes the farmers market

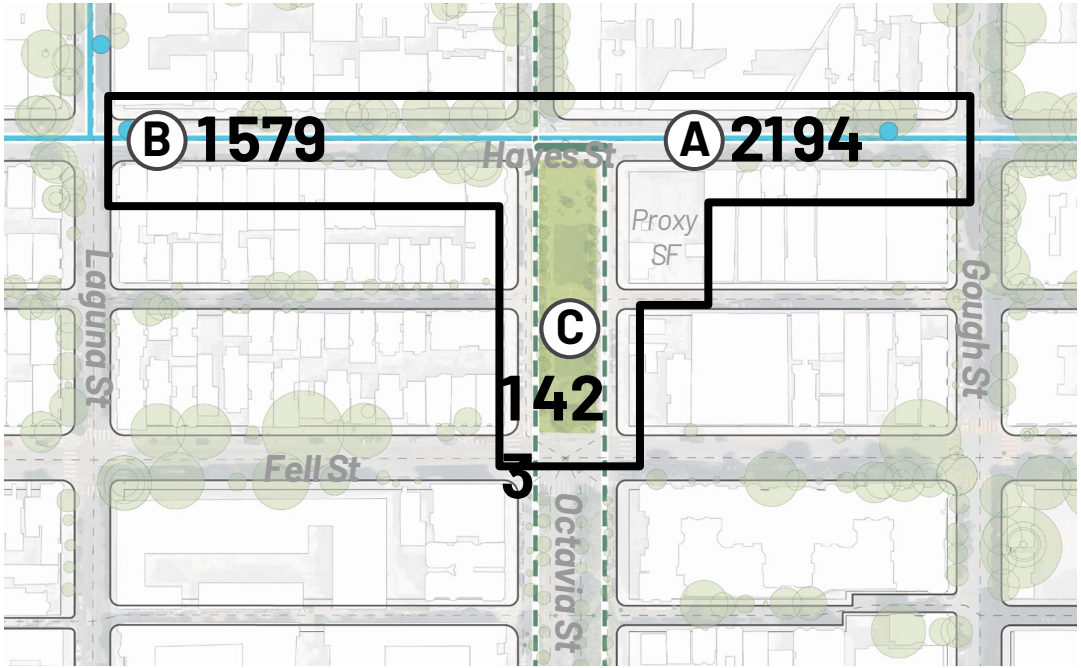
Surge of stationary activity during Saturday farmers market

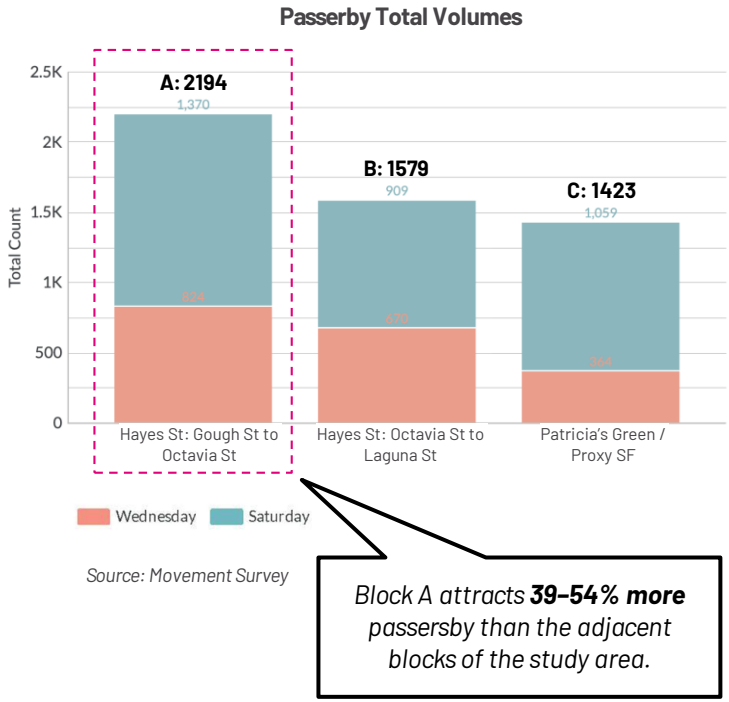


Source: Stationary Survey

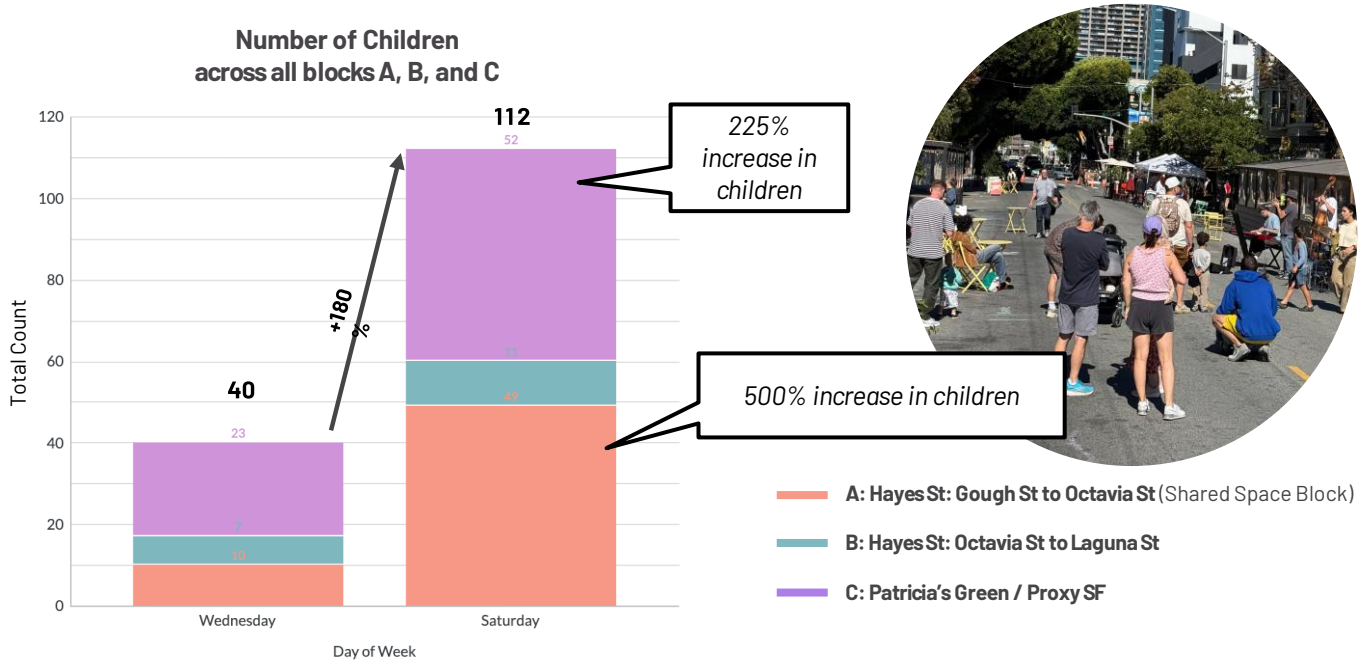
184

Overall *and* by weekday/weekend, the Shared Space block Ⓐ is the **most passed** through block of the 3 blocks.



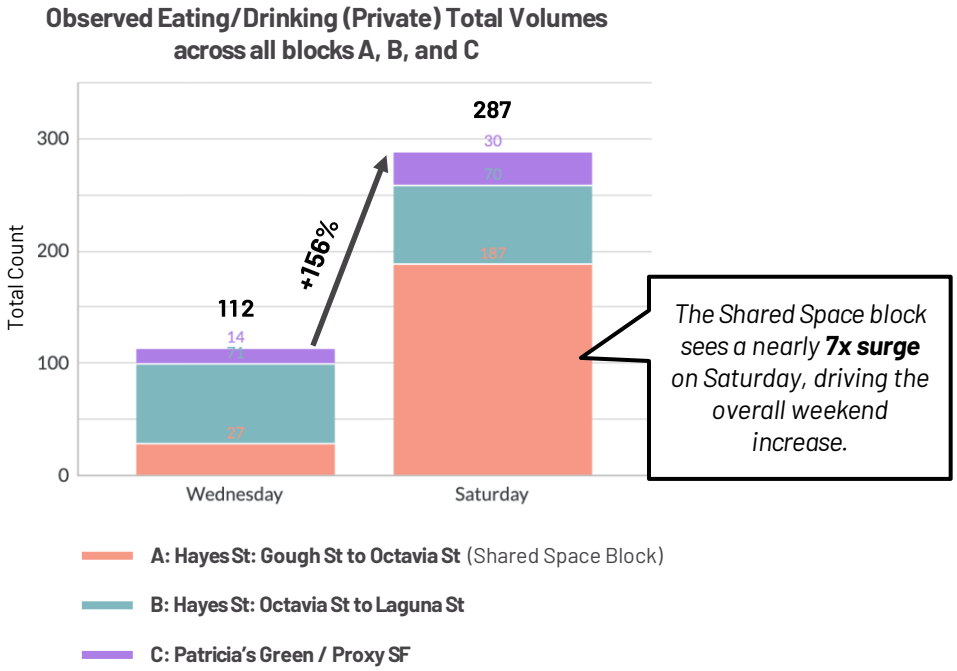


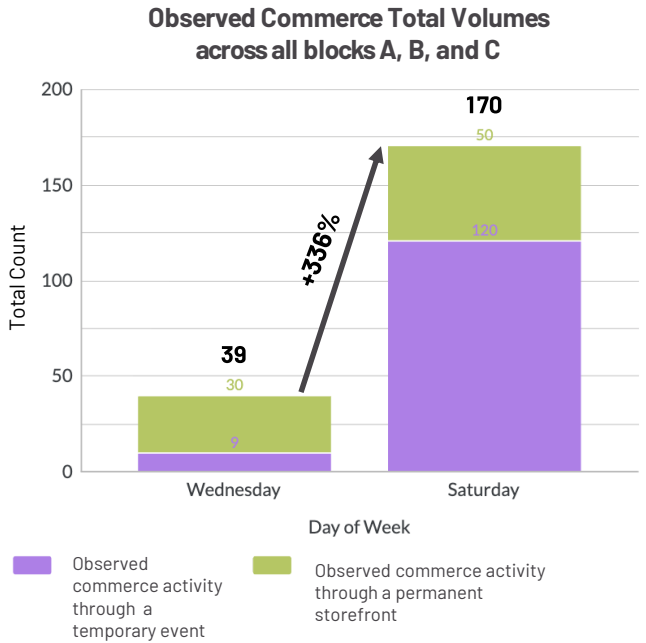
The observed number of children spending time **nearly triples on Saturdays**, with the biggest increase on the Shared Space block Ⓐ Saturdays, Blocks Ⓐ & Ⓒ have roughly the same total number # of kids.



Source: Stationary Survey

Observations of **private dining doubled** and **commerce quadrupled** on the weekends, highlighting the weekend's vital role in supporting local businesses.





Source: Stationary Survey

Transportation

How Mobility Changes During the Shared Space Program

1. Outbound 6 Hayes/Parnassus, **median bus speeds are lower on Saturdays than Wednesdays** to a greater degree than comparable routes.

2. There is **lower vehicle activity** and **higher pedestrian activity** across the study intersections on Saturday.

3. **Hayes St sees higher pedestrian activity** on Saturday, while other streets that serve as key vehicle corridors see fewer pedestrians.

4. There are **increases in vehicle volumes on street segments** that are part of the vehicle re-route.

5. There is **limited signage** about the bus stop relocation.

How SFMTA 6 Hayes/Parnassus Moves During the Closure

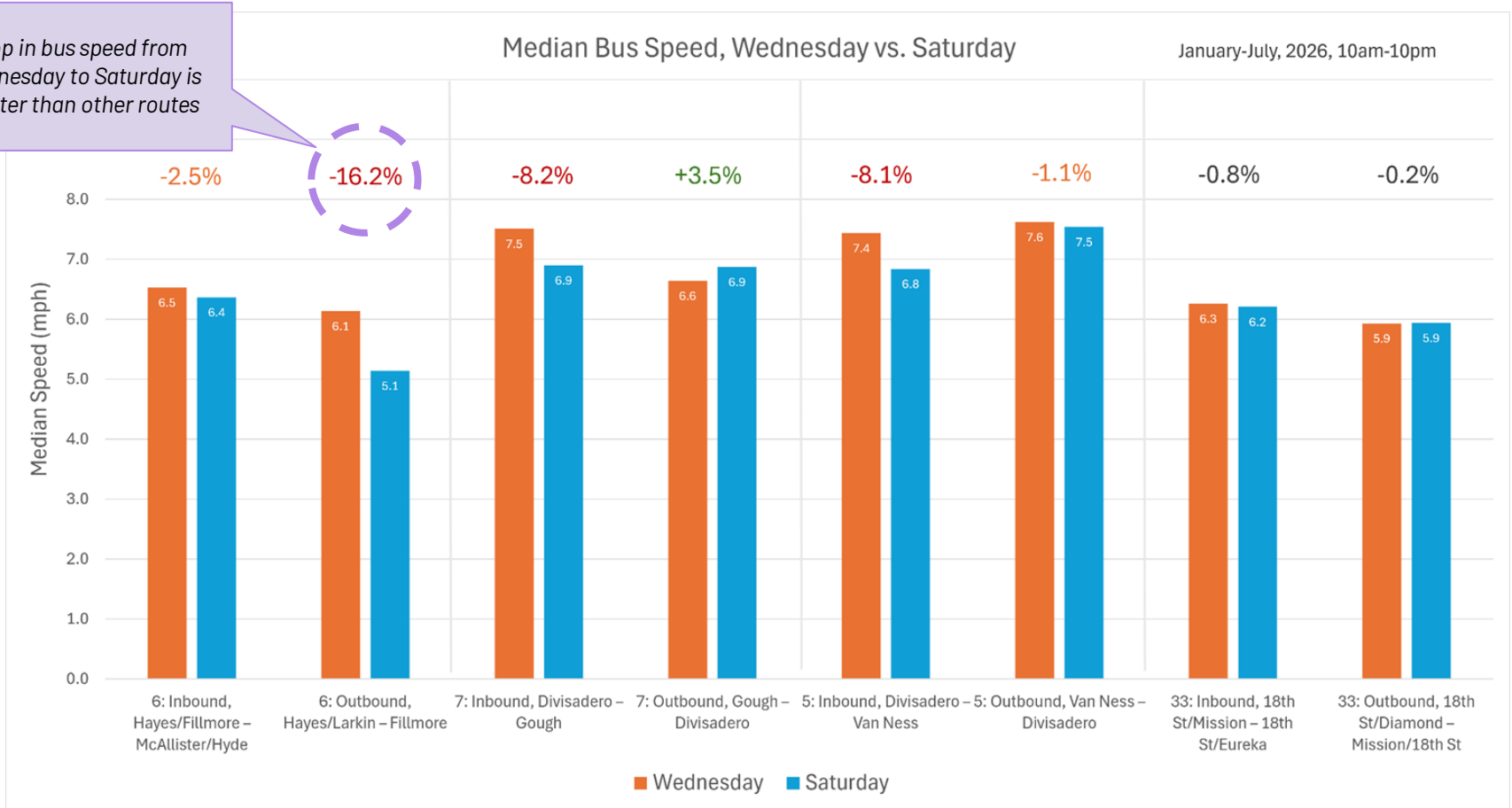
Westbound is rerouted during the street closure period.

Eastbound experiences no service changes.



Comparison of Median Bus Speeds

Drop in bus speed from Wednesday to Saturday is greater than other routes

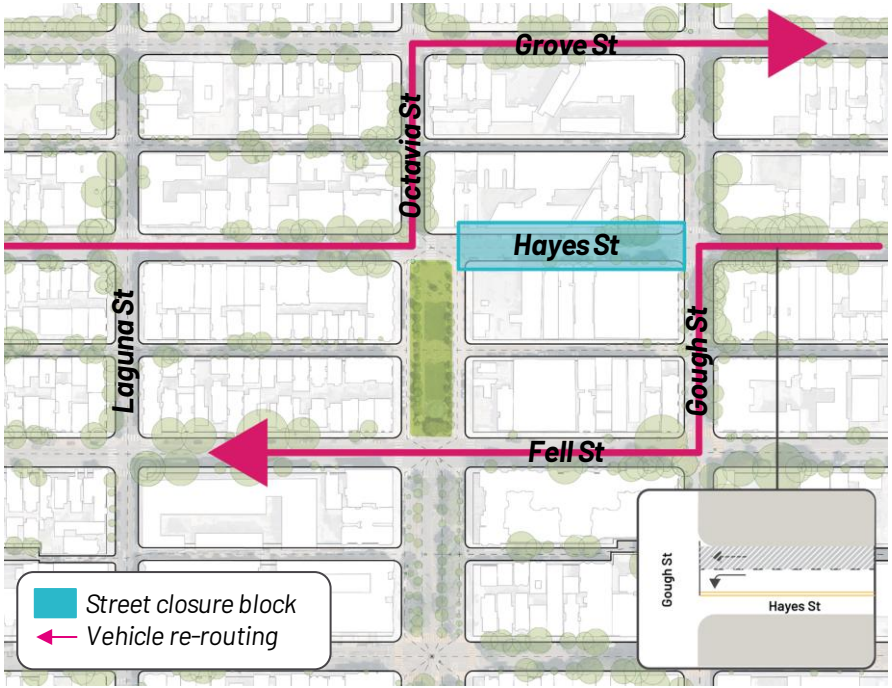


How Vehicles Move During the Closure

During the street closure, traffic approaching from the east and west is redirected to nearby streets.

From the west: At Hayes and Octavia, eastbound vehicles are required to turn left onto Octavia St.

From the east: At Hayes and Gough, the through travel lane is closed and westbound vehicles are required to turn left.



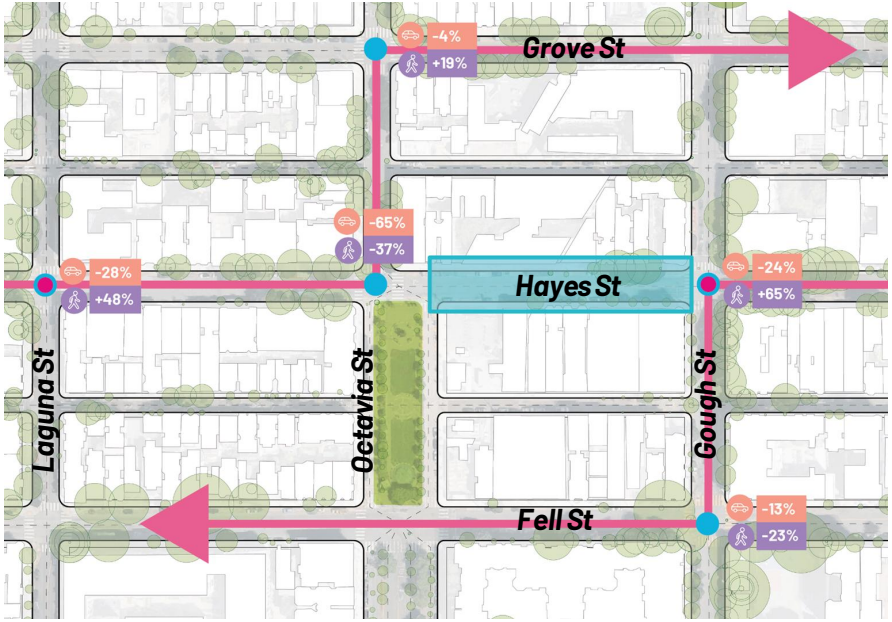
Source: SFMTA and Quality Counts, July 2026

Lower vehicle activity and higher pedestrian activity across study intersections on Saturday

Across the study intersections, on average there is 30% fewer vehicles on Saturday than on Wednesday,[1] compared to the citywide difference of 15%.[2]

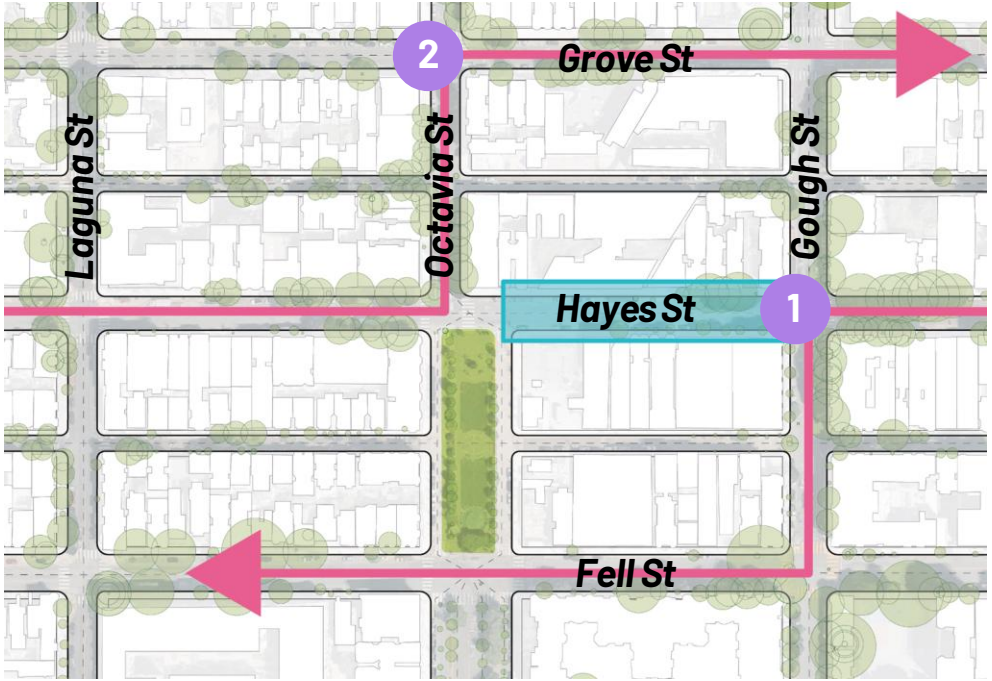
Pedestrian volumes at Hayes St/Gough St and Hayes St/Laguna St, gateways to the Hayes Street Shared Space, increase by 50-70% from Wednesday to Saturday

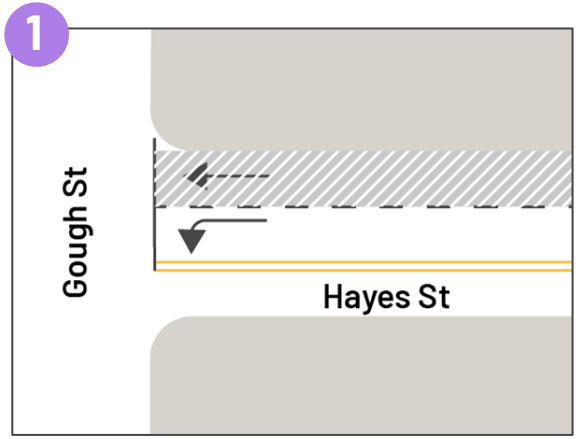
[1] *Vehicle volumes collected in July 2026*
[2] *Citywide vehicle volumes were collected through Replica using private auto, taxi/TNC, and commercial freight vehicle trips that started, ended, or passed through the city during an average weekday or weekend in spring 2026.*



Source: SFMTA and Quality Counts, July 2026

Increase in vehicle volumes on re-route segments.





Despite overall reduction of vehicles at Hayes St/Gough St, the westbound left turn sees a 30% increase on average **on Saturday.**



Overall, Grove St/Octavia St does not see an increase in vehicle volumes on Saturday, but the northbound **right turn** increases on average by 80%.

Photos: Site Visit on July 25, 2026

How Mobility is Stable During the Shared Space Program

A. Parking

On-street **parking occupancy is consistently high** across the study area, **regardless of street closure.**

- Most blocks are 75-100% occupied on both Wednesday and Saturday
- On-street parking occupancy varies the most on blocks along or adjacent to Gough St

Source: SFMTA, January-July 2026

B. Safety

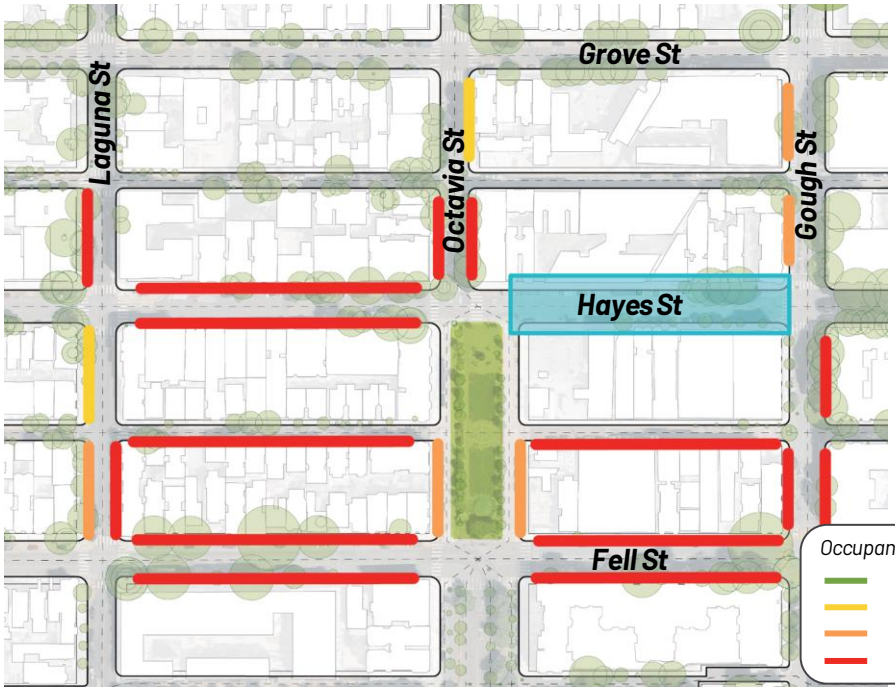
The street closure **does not create additional safety challenges** on surrounding roadways.

- Collisions generally remain the same between street closure and non-street closure days
- Share of collisions involving pedestrians or bicyclists, or collisions leading to a fatal or severe injury, slightly decrease on street closure days
- Intersections along re-route see fewer collisions on street closure days, except for Fell St/Gough St

Source: SFMTA, 2024-2026

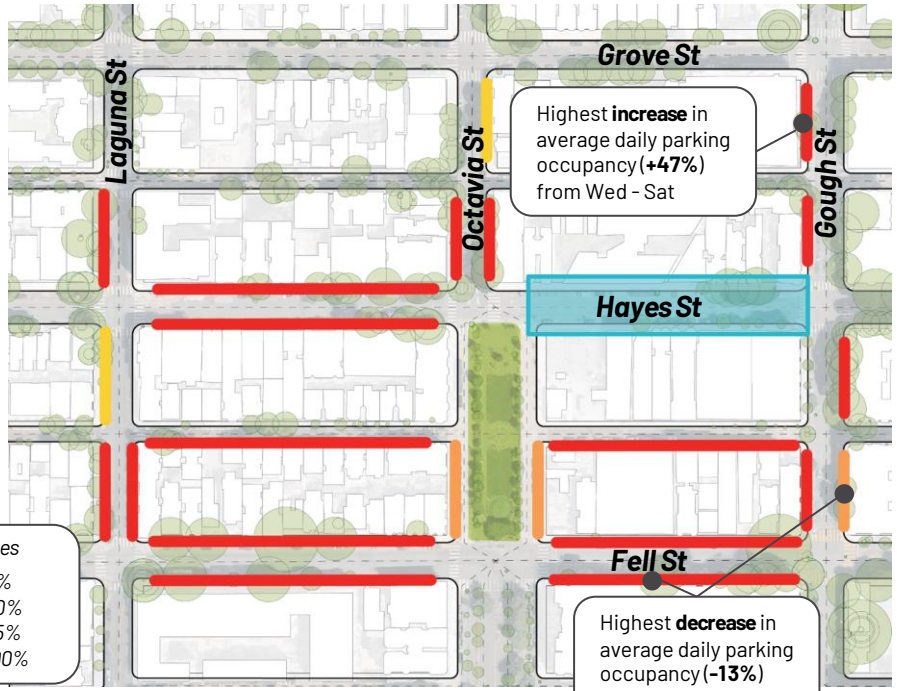
A. On-street parking occupancy varies the most on blocks along or adjacent to Gough St. There is not much variation throughout the study area.

During Non-Street Closure



Source: SFMTA, January - July 2026

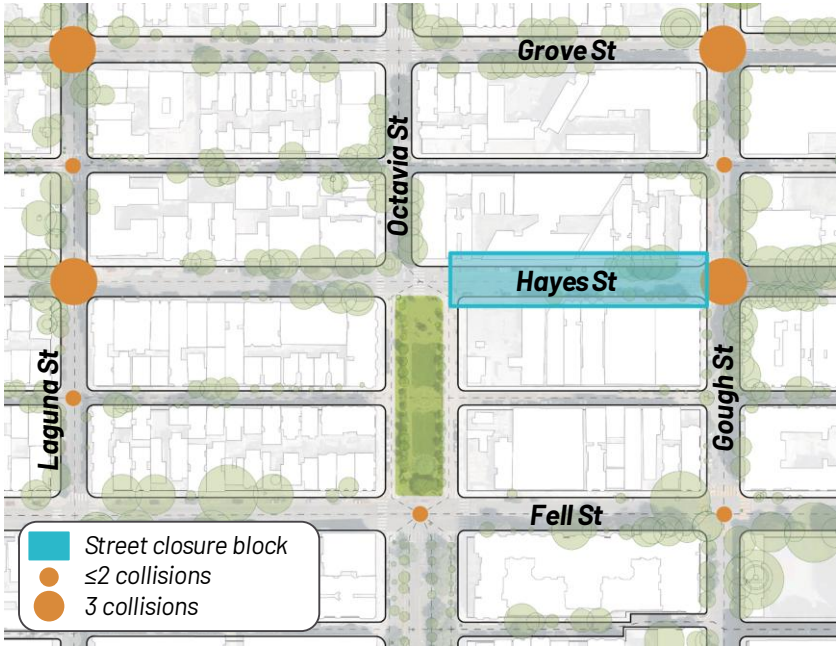
During Street Closure



Source: SFMTA, January - July 2026

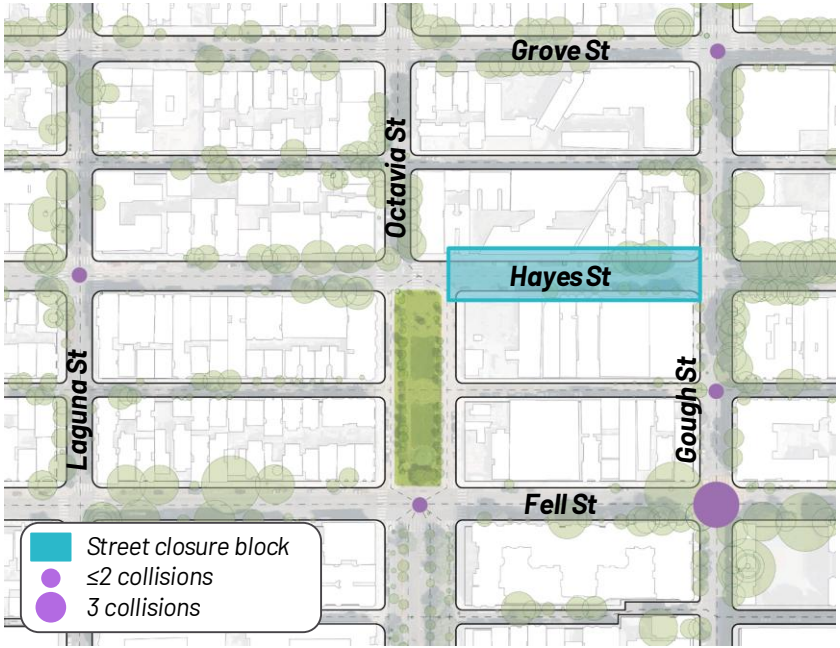
B. Safety: Despite more vehicle movements at Hayes and Gough, no reported collisions occurred during study period (2024-2026)

During Non-Street Closure



Source: SFMTA, 2024-2026

During Street Closure



Source: SFMTA, 2024-2026

Limited wayfinding information was provided to riders about the rerouted Route 6 bus stop during the study period



Re-routed bus stop at northwest corner of Hayes and Gough did not have any detour signage.

Photos: Site Visit on July 25, 2026



Re-routed bus stop at northeast corner of Hayes and Laguna did have detour signage, but some people still waited there and did not notice the signage.

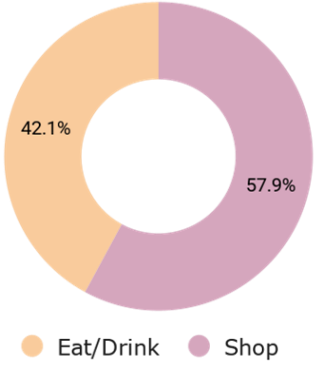


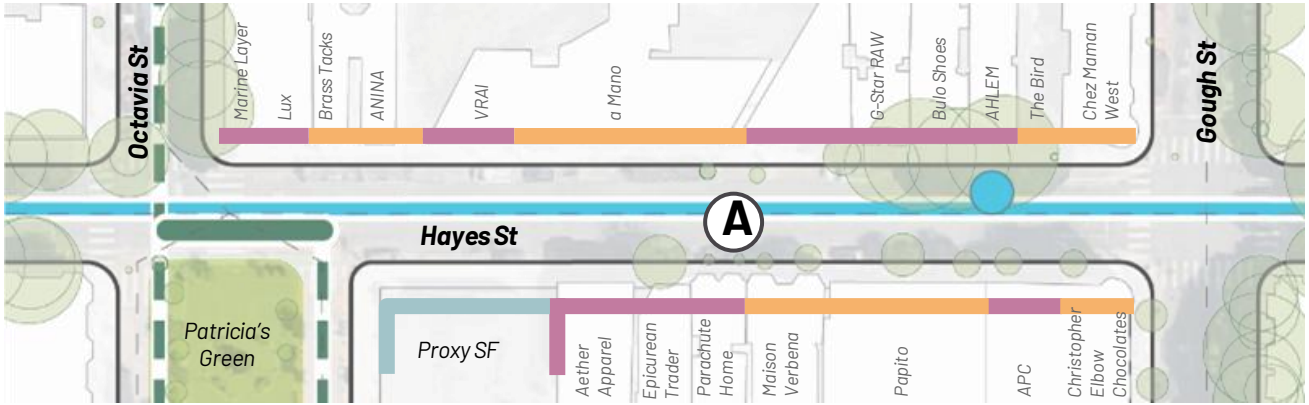
Newly located bus stop at northeast corner of Grove and Laguna did not have any signage at all.

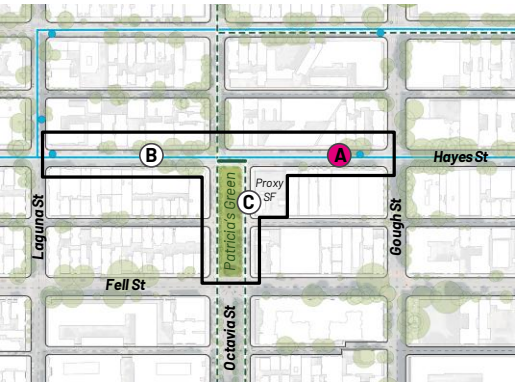
Business Activity

- Retail Environment
- Survey and Interview Takeaways

Block Ⓐ Hayes St between Gough and Octavia has a balance of retail stores and food/drink options.

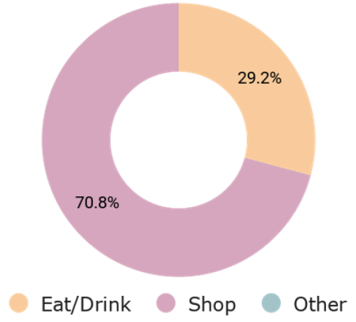


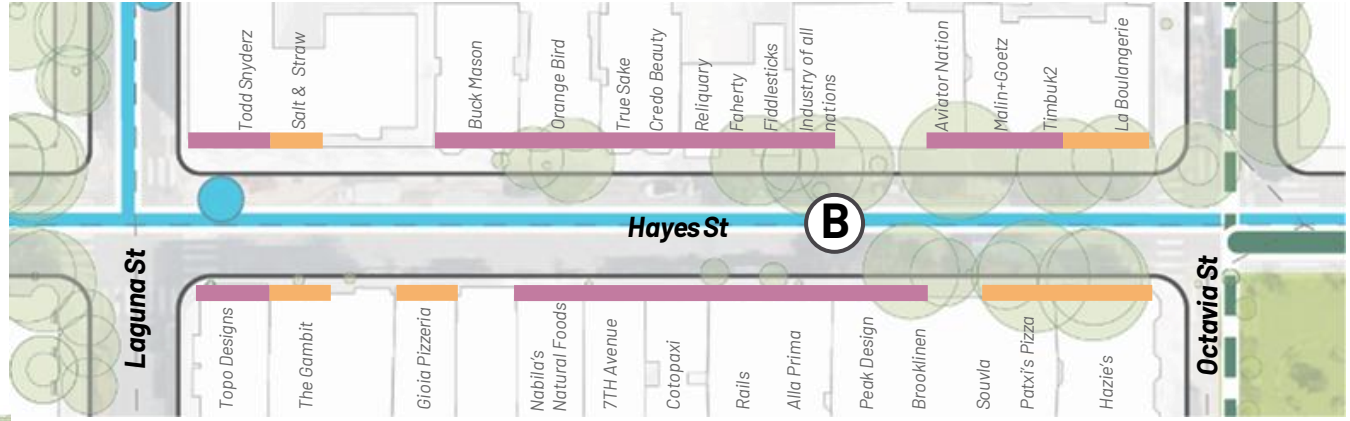


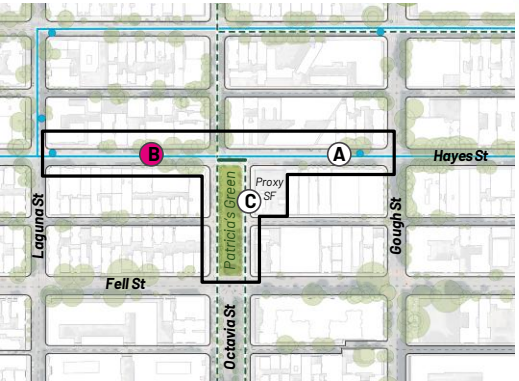


- Eat/Drink Frontage
- Shopping Frontage
- MUNI Bus Stop
- MUNI route
- Dedicated bike lane
- Shared bike lane

Block Ⓑ Hayes St between Octavia and Laguna is the most retail-heavy.

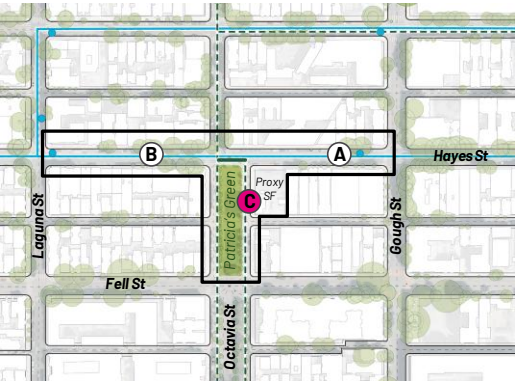


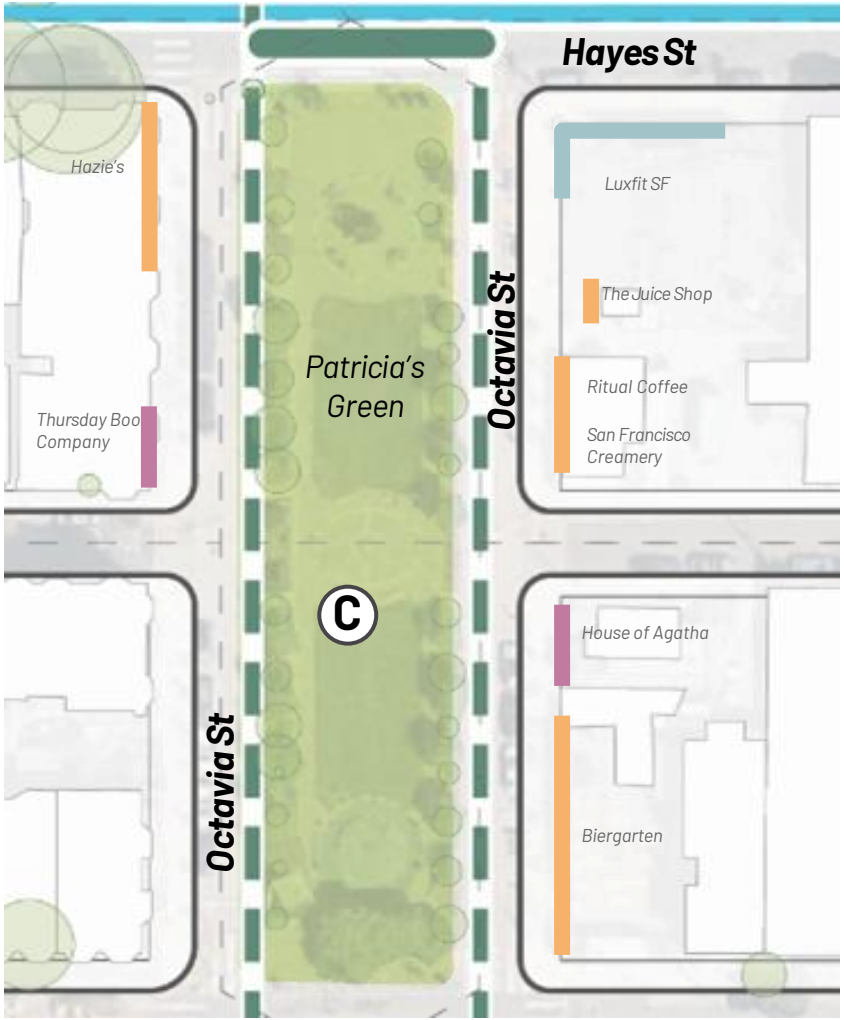




Eat/Drink Frontage
Shopping Frontage
MUNI Bus Stop
MUNI route
Dedicated Bike Lane
Shared bike lane

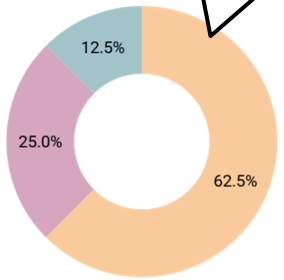
Patricia's Green / PROXY SF Ⓒ is anchored by food and beverage uses





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Majority of stores are food and beverages



Eat/Drink Frontage
Shopping Frontage
MUNI route
Dedicated Bike Lane
Shared bike lane

0 25 50 100ft

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High Level Trends

- Top sales days are Fridays (82%) and Saturdays (85%).
- The most common sales peak window is early evening 5 to 7 pm (72%).
- Most sales come from walk-ins (overall 62%, 79% for Food/Bev)
- Most businesses say at least some customers need nearby parking.

The closure hrs and days overlap with peak sales time.



Most businesses rely on walk-in customers vs deliveries and perceive the need for customer parking.

Business Feedback on Shared Space

Most say Shared Space **improves the public realm.**

- *67% say strongly improves pedestrian activity*
- *55% say strongly improves street atmosphere*

Impacts to individual businesses are **divided**.

- *41% see a negative*
- *37% a positive*
- *22% see no impact*

Most want **some form** of Shared Space to continue.

- *31% support current operations*
- *28% favor scaling back the closure*
- *13% support expanding operations*



Public Engagement

Ongoing Stakeholder Engagement

- Early outreach to community groups to invite input on outreach and analysis
  - Meetings or dialogue with Hayes Valley Neighborhood Association, HV Merchants' Council, Proxy and HV Safe
  - Community groups helped get the word out and connect with businesses
- Reached out to over 80 businesses
- Community priorities inform the study, outreach and future concepts

Input at Farmers Market (July 18, 2026), Past Hearings

- 80% of respondents said the **street closure encourages them to spend time** on Hayes St.
- Top things people appreciate about the Shared Space are the **atmosphere/environment**, **events**, and **safety**.
- From most to least selected, people spend time **walking**, **dining**, and **shopping** on Hayes Street.
- People particularly **enjoy the Farmers' Market and live music**, while desiring more seating, more programming, more kids activities, more generous dining space, and better wayfinding.
- Community members express concern about traffic management and signage during the street closure *



* Input from Market Octavia CAC, MTA hearings

SFMTA's School Traffic Calming Program Progress Update

San Francisco
County Transportation
Authority

Community Advisory Committee - Agenda Item 7
October 28, 2026

SFMTA's School Traffic Calming Program – Introduction to Progress Update

In November 2025, the Transportation Authority allocated $2 million to SFMTA for School Traffic Calming FY26

- $300,000 to conduct walk audits
- $1.7 million in implementation funds placed on reserve, to be released by the Board pending:
  - Completion of 10 school walk audits
  - Identification of measures to be implemented
  - Presentation demonstrating progress in delivering on the backlog of measures for the school traffic calming program

This presentation fulfills this special condition to release funds on reserve.

SFMTA's School Traffic Calming Program – Upcoming Items

November 17 – Street Safety Initiative annual hearing at Transportation Authority Board meeting, including update on new residential traffic calming program with a school area focus

December 8 – Transportation Authority Board meeting, with anticipated SFMTA Prop L requests for:

- Release of reserved $1.7 million in FY26 implementation funds
- Allocation of $2 million for FY27 program

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SFMTA

School Traffic Calming Program: Progress Update

Transportation Authority Board CAC

October 28, 2026

Program History

Schools Engineering Program – 5 walk audits per year (Prop K)

- 2019-20 School Year – Walk audits completed at 5 schools
- 2021-22 School Year – Walk audits completed at 5 schools
- 2022-23 School Year – Walk audits completed at 7 schools

School Traffic Calming Program – 10 walk audits per year (Prop L)

- 2024-25 School Year – Walk audits completed at 10 schools
- 2025-26 School Year – Walk audits completed at 11 schools
- 2026-27 School Year – Walk audits planned at 11 schools

Schools Engineering Program cycles included three components:

1. Traffic Operations - New and Upgraded Signs and Markings
2. Loading Zone Traffic Calming
3. Walk Audits (5 per year)

School Traffic Calming Program cycles include only Walk Audits (10 per year)

*2020-21 Cycle skipped due to COVID

*2023-24 Cycle skipped during transition from Prop K to Prop L and program revisions

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2019-20 School Year – Walk Audits Status Update

No	School	Supervisor District	Notes/Updates
1	Galileo HS	2	Walk audit on 7/20/20; Final report distributed. All recommended improvements complete **(15 of 15).**
2	Rosa Parks ES	5	Walk audit on 3/5/20; Final report distributed. All recommended improvements complete **(38 of 38).**
3	Tenderloin ES	6	Walk audit on 3/20/20; Final report distributed. All recommended improvements complete **(13 of 13).**
4	Mission HS	8	Walk audit on 12/4/19; Final report distributed. All recommended improvements complete **(16 of 16).**
5	Martin Luther King Jr MS	9	Walk audit on 2/18/20; Final report distributed. All recommended improvements complete **(20 of 20).**

2019-20 School Year – Other Sub-Programs Status Update

Signs and Markings

- 69 recommended improvements at 41 school locations – **All work complete**

Loading Zone Traffic Calming

- 29 recommended improvements at 20 school locations – **All work complete**

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2021-22 School Year – Walk Audits Status Update

No	School	Supervisor District	Notes/Updates
1	Lawton Alternative ES	4	Walk Audit conducted 3/10/22; Final report distributed. All recommended improvements complete **(17 of 17).**
2	Chinese Immersion School at DeAvila ES	5	Walk Audit conducted 5/17/22; Final report distributed. All recommended improvements complete **(18 of 18).**
3	Aptos MS	7	Walk Audit conducted 5/13/22; Final report distributed. Implementation of recommended improvements is in progress **(14 of 15 complete).** Remaining improvements pending installation by SFPW Operations
4	Paul Revere ES	9	Walk Audit conducted 4/27/22; Final report distributed. Implementation of recommended improvements is in progress **(21 of 23 complete)**. Remaining improvements pending installation by SFPW Operations
5	Mission Preparatory ES	10	Walk Audit conducted 3/24/22; Final report distributed. All recommended improvements complete **(21 of 21).**

2021-22 School Year – Other Sub-Programs Status Update

Signs and Markings

- 50 recommended improvements at 45 school locations – **All work complete**

Loading Zone Traffic Calming

- 37 recommended improvements at 26 school locations – **33 of 37 complete**

Remaining improvements pending installation by SFPW Operations

2022-23 School Year – Walk Audits Status Update

No	School	Supervisor District	Notes/Updates
1	New Traditions ES	5	Walk Audit conducted 3/20/23; Final report distributed. Implementation of recommended improvements is in progress (9 of 10 complete). Remaining improvements pending installation by SFPW Operations
2	Immaculate Conception Academy HS	8	Walk Audit conducted 3/30/23; Final report distributed. Implementation of recommended improvements is in progress (17 of 18 complete). Remaining improvements pending installation by SFPW Operations
	Joint Walk Audit		
3	Saint James Catholic School	8	
4	Everett MS	8	Walk Audit conducted 4/5/23; Final report distributed. All recommended improvements complete (31 of 31).
	Joint Walk Audit		
5	Sanchez ES	8	
6	Thomas Starr King ES	10	Walk Audit conducted 4/6/23; Final report distributed. Implementation of recommended improvements is in progress (23 of 24 complete). Remaining improvements pending installation by SFPW Operations
7	Drew HS	2	Walk Audit conducted 4/24/23; Final report distributed. All recommended improvements complete (18 of 18).

2022-23 School Year – Other Sub-Programs Status Update

Signs and Markings

- 67 recommended improvements at 46 school locations – **All work complete**

Loading Zone Traffic Calming

- 29 recommended improvements at 21 school locations – **0 of 29 complete**

  Scope was postponed due to ongoing backlog at SFPW. All recommended improvements are in final design/approval by SFMTA with anticipated completion in Dec 2026. Construction delivery method to be determined in early 2027 and may shift to a JOC contract if SFPW production capacity remains unchanged.

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2024-25 School Year – Walk Audits Status Update

No	School	Supervisor District	Notes/Updates
1	Cesar Chavez ES	9	Walk Audit conducted 3/20/25; Final report distributed. All recommended improvements complete (21 of 21).
2	Dr. Charles Drew ES	10	Walk Audit conducted 3/24/25; Final report distributed. Implementation of recommended improvements is in progress (18 of 22 complete). Remaining improvements pending final design/approval by SFMTA
3	Commodore Sloat ES	7	Walk Audit conducted 4/7/25; Final report distributed. All recommended improvements complete (21 of 21).
4	Alvarado ES	8	Walk Audit conducted 4/9/25; Final report distributed. Implementation of recommended improvements is in progress (14 of 23 complete). Remaining improvements pending final design/approval by SFMTA
5	Dianne Feinstein ES	4	Walk Audit conducted 4/11/25Final report distributed. Implementation of recommended improvements is in progress (13 of 16 complete). Remaining improvements pending final design/approval by SFMTA
6	Argonne ES	1	Walk Audit conducted 4/18/25; Final report distributed. Implementation of recommended improvements is in progress (16 of 17 complete). Remaining improvements pending final design/approval by SFMTA
7	Redding ES	3	Walk Audit conducted 4/22/25; Final report distributed. Implementation of recommended improvements is in progress (12 of 14 complete). Remaining improvements pending final design/approval by SFMTA
8	Monroe ES	11	Walk Audit conducted 4/23/25; Final report distributed. Implementation of recommended improvements is in progress (12 of 16 complete). Remaining improvements pending final design/approval by SFMTA
9	Claire Lilienthal (Madison Campus) ES	2	Walk Audit conducted 5/8/25; Final report distributed. Implementation of recommended improvements is in progress (13 of 16 complete). Remaining improvements pending final design/approval by SFMTA
10	Bessie Carmichael K-5 Filipino Education Center ES	6	Walk Audit conducted 5/12/25; Final report distributed. Implementation of recommended improvements is in progress (9 of 11 complete). Remaining improvements pending final design/approval by SFMTA

2025-26 School Year – Walk Audits Status Update

No	School	Supervisor District	Notes/Updates
1	Abraham Lincoln HS	4	Walk Audit conducted 3/25/2026. Draft recommended traffic calming measures include 12 devices on 7 blocks.
2	Dolores Huerta ES	8	Walk Audit conducted 3/25/2026. Draft recommended traffic calming measures include 7 devices on 5 blocks.
3	Balboa HS	11	Walk Audit conducted 4/7/2026. Draft recommended traffic calming measures include 6 devices on 4 blocks.
4	James Denman MS/Leadership Charter HS Joint Walk Audit	11	
5	Saint Brigid ES/MS	2	Walk Audit conducted 4/15/2026. School closed permanently in late June 2026.
6	Bryant ES	9	Walk Audit conducted 4/17/2026. Draft recommended traffic calming measures include 8 devices on 6 blocks.
7	Presidio MS	1	Walk Audit conducted 5/4/2026. Draft recommended traffic calming measures include 5 devices on 3 blocks.
8	Gordon J. Lau ES	3	Walk Audit conducted 5/20/2026. Draft recommended traffic calming measures include 1 device (RRFB) on Washington St.
9	Chinese American International ES/MS	7	Walk Audit conducted 5/28/2026. Draft recommended traffic calming measures include 13 devices on 6 blocks.
10	Junipero Serra ES	9	Walk Audit conducted 5/29/2026. Draft recommended traffic calming measures include 8 devices on 5 blocks.
11	John O'Connell HS	9	Walk Audit conducted 6/3/2026. Draft recommended traffic calming measures include 4 devices on 4 blocks.

220 Traffic Calming Details

Draft Recommended Traffic Calming Devices – 62 Total Measures*

No.	School	Supervisor District	Location	Device Type	Device Detail	Quantity	Street Width (ft)
1	Abraham Lincoln HS	4	Quintara St, 22nd Ave to 23rd Ave (1300 block)	Speed Hump	n/a	1	50
2	Abraham Lincoln HS	4	Quintara St, 23rd Ave to 24th Ave (1400 block)	Speed Hump	n/a	1	50
3	Abraham Lincoln HS	4	22nd Ave, Quintara St to Rivera St (2100 block)	Speed Hump	n/a	2	40
4	Abraham Lincoln HS	4	22nd Ave, Rivera St to Santiago St (2200 block)	Speed Hump	n/a	2	40
5	Abraham Lincoln HS	4	22nd Ave, Santiago St to Taraval St (2300 block)	Speed Hump	n/a	2	40
6	Abraham Lincoln HS	4	24th Ave , Rivera St to Santiago St (2200 block)	Speed Hump	n/a	2	40
7	Abraham Lincoln HS	4	24th Ave , Santiago St to Taraval St (2300 block)	Speed Hump	n/a	2	40
8	Dolores Huerta ES	8	Chenery St, Randall St to Fairmont St (100 block)	Speed Hump	n/a	1	36
9	Dolores Huerta ES	8	Church St, 30th St to Randall St (1800 block)	Speed Table	n/a	2	30
10	Dolores Huerta ES	8	Arlington St, Randall St to Fairmont St (Unit block)	Speed Table	n/a	1	36
11	Dolores Huerta ES	8	Fairmount St, Arlington St to Chenery St (Unit block)	Speed Table	n/a	1	30
12	Dolores Huerta ES	8	Fairmount St, Chenery St to Whitney St (100 block)	Speed Table	n/a	2	30
13	Balboa HS & James Denman MS/Leadership Charter HS	11	Delano Ave, Ocean Ave to Oneida Ave (400 block)	Speed Table	n/a	1	30
14	Balboa HS & James Denman MS/Leadership Charter HS	11	Delano Ave, Seneca Ave to Geneva Ave (600 block)	Speed Table	n/a	2	30
15	Balboa HS & James Denman MS/Leadership Charter HS	11	Cayuga Ave, Jr Terr to Seneca Ave (1100 block)	Speed Hump	n/a	1	40
16	Balboa HS & James Denman MS/Leadership Charter HS	11	Oneida Ave, Otsego Ave to Delano Ave (200 block)	Speed Hump	n/a	2	30
17	Bryant ES	9	25th St, Vermont St to San Bruno Ave (2500 block)	Speed Table	n/a	1	40
18	Bryant ES	9	25th St, San Bruno Ave to Utah St (2600 block)	Speed Hump	n/a	1	40
19	Bryant ES	9	25th St, Utah St to Potrero Ave (2700 block)	Speed Hump	n/a	1	40
20	Bryant ES	9	San Bruno Ave, 24th St to 25th St (1300 block)	Speed Table	n/a	1	40
21	Bryant ES	9	San Bruno Ave, 25th St to END (1400 block)	Speed Hump	n/a	3	50
22	Bryant ES	9	Utah St, 24th St to 25th St (1300 block)	Speed Table	n/a	1	50
23	Presidio MS	1	Clement St, 29th Ave to 30th Ave (2800 block)	Speed Cushion	3-lump	1	50
24	Presidio MS	1	29th Ave, Clement St to Geary Blvd (400 block)	Speed Hump	n/a	2	40
25	Presidio MS	1	30th Ave, Clement St to Geary Blvd (400 block)	Speed Hump	n/a	2	40
26	Gordon J. Lau ES	3	Washington St at Stone St	RRFB	n/a	1	n/a
27	Chinese American International ES/MS	7	Rossmoor Dr at 19th Ave	Raised Crosswalk	n/a	1	26
28	Chinese American International ES/MS	7	Rossmoor Dr at Elmhurst Dr	Speed Table	n/a	2	26
29	Chinese American International ES/MS	7	Junipero Serra Blvd (frontage road), Rossmoor Dr to Stonecrest Dr (400 block)	Speed Hump	n/a	2	26
30	Chinese American International ES/MS	7	Junipero Serra Blvd (frontage road), Stonecrest Dr to Winston Dr (500 block)	Speed Table	n/a	2	26
31	Chinese American International ES/MS	7	Stonecrest Dr, Junipero Serra Blvd (frontage road) to Winston Dr (Unit-100 blocks)	Speed Table	n/a	4	26
32	Chinese American International ES/MS	7	Broadmoor Dr, Stonecrest Dr to Winston Dr (Unit block)	Speed Table	n/a	2	26
33	Junipero Serra ES	9	Appleton Ave, Mission St to Holly Park Cir (100 block)	Speed Hump	n/a	3	36
34	Junipero Serra ES	9	Appleton Ave at Patton St	Raised Crosswalk	n/a	1	36
35	Junipero Serra ES	9	Patton St, Appleton Ave to Highland Ave (Unit block; One-Way NB)	Speed Hump	n/a	2	20
36	John O'Connell HS	9	19th St, Harrison St to Folsom St (3100 block)	Speed Table	n/a	2	34
37	John O'Connell HS	9	20th St, Harrison St to Folsom St (3200 block)	Speed Table	n/a	2	34
n/a	Saint Brigid ES/MS	2	n/a	n/a	n/a	n/a	n/a

*** Final locations, device types, and quantities are subject to change during detailed design and require review/approval by SFFD (and Muni where applicable).**

2026-27 School Year – Walk Audits Selected Schools

No	School	Supervisor District	Notes/Updates
1	Frank McCoppin ES	1	Walk Audit awaiting scheduling in spring 2027
2	Zion Lutheran ES	1	Walk Audit awaiting scheduling in spring 2027
3	San Francisco Waldorf School (K-12)	2	Walk Audit awaiting scheduling in spring 2027.
4	Cathedral School for Boys (K-8)	4	Walk Audit awaiting scheduling in spring 2027
5	Robert Louis Stevenson ES	4	Walk Audit awaiting scheduling in spring 2027
6	Independence HS	7	Walk Audit awaiting scheduling in spring 2027
7	George R. Moscone ES	9	Walk Audit awaiting scheduling in spring 2027
8	Leonard R. Flynn ES	9	Walk Audit awaiting scheduling in spring 2027
9	St. Anthony-Immaculate Conception (K-8)	9	Walk Audit awaiting scheduling in spring 2027
10	Guadalupe ES	11	Walk Audit awaiting scheduling in spring 2027
11	Stratford School of San Francisco MS	11	Walk Audit awaiting scheduling in spring 2027

Joint Walk Audit

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2026-27 Walk Audits - Timeline

July – October 2026

- Update ranking/prioritization and select walk audit schools

January – June 2027

- Schedule and conduct walk audits

July 2027 – September 2027

- Circulate draft walk audit reports and recommended improvements for feedback/comment

October 2027 – December 2027

- Finalize walk audit reports and recommended improvements

July 2027 – June 2028

- Implement recommended improvements that do not require legislation (e.g., painting crosswalks, installing warning signs, modifying loading zones), and complete referrals of requested improvements to other City agencies and SFMTA divisions/programs with subject-matter jurisdiction (e.g., Muni service changes, crossing guards, new STOP signs and traffic signals, and transit service changes)

January – December 2028

- Implement recommended improvements that require interagency review, legislation and coordination (e.g., speed humps and traffic islands)

San Francisco
County Transportation
Authority

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AGENDA ITEM 8

STATE AND FEDERAL LEGISLATION – NOVEMBER 2026

(Updated October 16, 2026)

To view documents associated with the bill, click the bill number link.

The 2025-2026 state legislative session has concluded. The State Legislature recessed on August 31, 2026 and Governor Newsom had until September 30, 2026 to sign or veto bills or let them become law. The 2027-2028 state legislative session will begin in December 2026.

On the federal side, while Congress is still meeting, activity is light at the moment due to a focus on the mid-term elections. Legislative work will likely pick back up again after November 3 during the lame duck session.

Table 1 shows the final outcomes of state and federal bills for which the Transportation Authority has taken a position or identified as a bill to watch in Year 2 of the legislative session. Updates to bills since the Board's last legislative update are italicized.

Table 1. Bill Status for 2025-26 State and Federal Legislative Sessions

State Bills

Adopted Positions / Monitoring Status	Bill # Author	Bill Title and Description	Update to Bill Status[1] (as of 10/1/2026)
Support	AB 1421 Wilson D Co-authors: Aguiar-Curry D	**Vehicles: Road Usage Charge Technical Advisory Committee.** Requires the California Transportation Commission and California State Transportation Agency to prepare research and recommendations related to a mileage-based road user charge system by January 1, 2027.	Dead

	AB 1837 Gonzalez D Co-authors: Arreguín D Hoover R McKinnor D Nguyen D	**Video imaging of parking violations.** Extends the authorization for public transit operators to use camera enforcement technology on buses to enforce parking violations in transit-only lanes and at transit stops to January 1, 2034. SFMTA is not subject to the provisions in this bill because it has an independent statute permanently granting this authorization.	*Chaptered*
	AB 2308 Haney D	**Redevelopment: successor agency debt: City and County of San Francisco.** Authorizes extension of Net Tax Increment (NTI) pledge for formerly state-owned parcels around the Salesforce Transit Center. If San Francisco extends the NTI it could result in additional funding to support The Portal.	*Chaptered*
	SB 1167 Blakespear D Co-authors: Boerner D Connolly D Davies R Dahle R Dixon R Gonzalez D Grayson D Menjivar D Richardson D Sharp-Collins D Strickland R Wicks D Wiener D	**Vehicles: electric bicycles.** This bill would clarify and revise definitions for electric bicycles and other devices and make it unlawful to sell devices labeled as e-bikes if they do not meet that definition.	*Chaptered*

Support and Seek Amendments	SB 1246 Cortese D	**Autonomous vehicles.** This bill would implement an array of requirements for commercial autonomous vehicle (AV) operators related to remote driving and emergency response. These include requiring sufficient responses to requests from emergency response officials or 911 dispatch centers and quarterly reporting on response times and other responses to these requests.	*Chaptered*
Support if Amended	AB 2276 Soria D Co-authors: Blanca Rubio D Gipson D Schiavo D Wiener D	**Vehicles: active intelligent speed assistance devices.** Establishes a 5-year pilot program in seven counties requiring drivers convicted of severe speeding-related offenses to install active Intelligent Speed Assistance (ISA) devices in their vehicles.	Dead
On Watch List	SB 1216 Laird D	**Budget Act of 2026** Contains provisions of the FY 2026/27 state budget trailer bill.	Dead
	SB 1411 Stern D Co-authors: Allen D Durazo D Gonzalez D	**Greenhouse Gas Reduction Fund: funding conditions: high-speed rail.** Allows the use of cap-and-invest funds for early works and projects developed through public and public-private partnership agreements outside the initial Merced to Bakersfield segment for activities that maximize the efficiency of delivering the California High-Speed Rail project.	Dead

[1]Under this column, "Chaptered" means the bill is now law, "Dead" means the bill is no longer viable this session, and "Enrolled" means it has passed both Houses of the Legislature. Bill status at a House's "Desk" means it is pending referral to a Committee, and "Two Year Bill" means the bill didn't meet its statutory deadlines but is eligible to proceed in the second year of the two-year session.

Federal Bills

Adopted Positions / Monitoring Status	Bill # Author	Bill Title and Description	Update to Bill Status (as of 10/16/2026)
Support	H.R. 4376 Mullin (CA-15)	**AV Data Safety Act.** Requires the National Highway Traffic Safety Administration (NHTSA) to mandate the reporting of AV vehicle miles traveled, unplanned stoppages, and injuries involving human drivers, pedestrians, and bicyclists by AVs.	House Committee on Energy and Commerce
	S. 3742 Markey (MA)	**AV Data Safety Act.** Requires NHTSA to mandate the reporting of AV vehicle miles traveled, unplanned stoppages, and injuries involving human drivers, pedestrians, and bicyclists by AVs.	Senate Committee on Commerce, Science, and Transportation
	H.R. 10033 Mullin (CA-15)	**Autonomous Vehicle (AV) Emergency Response Coordination Act.** Requires AV companies and NHTSA to develop standards and protocols for emergency response interactions and creates processes for public officials to communicate with AV companies and issue geofence notices for AVs to avoid certain areas when there is an ongoing safety hazard or emergency.	House Committee on Transportation and Infrastructure; House Committee on Energy and Commerce