



**2019 PROPOSITION K
5-YEAR PRIORITIZATION PROGRAM**

TRAFFIC CALMING

Approved: November 27, 2018

Prepared for the San Francisco County Transportation Authority

By San Francisco Municipal Transportation Agency

In Coordination with Bay Area Rapid Transit (BART), Department of Public Works, and
Peninsula Corridor Joint Powers Board (PCJPB or Caltrain)



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

1455 Market Street, 22nd Floor, San Francisco, CA 94103
TEL 415.522.4800 FAX 415.522.4829
EMAIL info@sfcta.org WEB www.sfcta.org



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Eligibility

Eligibility as identified in the voter approved Prop K Expenditure Plan is as follows:

“Traffic Calming: Programmatic improvements to neighborhood streets to make them more livable and safe to use for all users – pedestrians, cyclists, transit and autos. Includes strategies to reduce auto traffic speeds and improve pedestrian and bicyclist safety and circulation such as: improvements to bicycle and walking routes (e.g. sidewalk widening, streetscape upgrades including landscaping), speed humps, corner bulb-outs, chicanes and channelization (Priority 1). New or improved pedestrian safety measures such as ladder crosswalks and pedestrian signals (Priority 1). Development of neighborhood and school area safety plans citywide, including above-mentioned strategies and complementary outreach and education programs (Priority 1). New traffic circles, signals and signage including flashing beacons and vehicle speed radar signs (Priority 2). The first \$60.8M is Priority 1. The next \$7.2 M is Priority 2 and the remainder is Priority 3. Includes planning, project development and capital costs. Sponsoring agencies: MTA/DPT, SFPW. Total Funding: \$142.0M; Prop K: \$70.0M.”

DPT stands for Department of Parking and Traffic, and MUNI for San Francisco Municipal Railway. DPT and MUNI are now under the San Francisco Municipal Transportation Agency (SFMTA). DPW, now referred to as SFPW stands for Department of Public Works.

Prioritization Criteria

One of the key required elements of the 5YPPs is a transparent process for how projects get selected. Prop K requires at a minimum that each category include prioritization criteria that address project readiness, community support, and relative level of need or

urgency. For the 2014 5YPP update, the Citizens Advisory Committee requested that the Transportation Authority and project sponsors develop a user-friendly, transparent scoring table that could apply to all 5YPPs, and that the scoring prioritize safety and community input highly. For the 2019 5YPP update, the prioritization criteria and scoring are unchanged.

Table 3 shows the Prioritization Criteria and Scoring Table. Each project can receive a maximum of 20 points, with 10 points allocated programwide criteria and 10 points allocated for category specific criteria.

The Expenditure Plan also requires consideration of geographic equity in terms of project distribution that takes into account the various needs of San Francisco's neighborhoods. The Local Track Application-Based Program is triggered by community-initiated applications and thus relies on residents to identify candidate locations. To increase geographic equity, particularly for communities of concern who may be less likely to submit requests to SFMTA, the SFMTA is introducing the Advancing Equity through Safer Streets Program in the 2019 5YPP. Through this program the SFMTA will proactively implement targeted road safety measures on residential streets using data provided by the Department of Public Health, that will help to identify areas of the city where seniors and people with disabilities are most at risk. The Traffic Calming category also includes the Schools Engineering Program which includes street safety measures and traffic calming projects at schools across the city.

Stretching Your Prop K Sales Tax Dollars Farther

Leveraging Prop K funds against non-Prop K fund sources (e.g., federal, state, other local funds) is necessary to fully fund the Expenditure Plan projects and programs. For the Traffic Calming category, the Prop K Expenditure Plan assumes that for every \$1 of every dollar of sales tax revenue spent, it would be leveraged by about \$1 in non-Prop K funds. The table below compares Prop K Expenditure Plan assumptions with proposed leveraging in the 2019 5-year project lists.

Table 1. Prop K Leveraging¹

Category	Expected Leveraging (Non-Prop K Funds)	Proposed Leveraging (Non-Prop K Funds)
Traffic Calming	51%	51%

¹ This table compares the expected leveraging assumed in the Expenditure Plan with the proposed leveraging assumed in the 5-Year Project List.

This category includes a placeholder for NTIP projects that is not reflected in the proposed leveraging calculation. The actual leveraging will be known once NTIP projects are identified and prioritized for these funds.

Performance Measures

Prop K requires the establishment of performance measures for each programmatic category in the Expenditure Plan. The intent is to demonstrate the system performance benefits of sales tax projects (e.g. reduced transit travel time), to ensure funds are being used cost effectively, and to inform allocation of Prop K funds and programming and prioritization of other funds by the Transportation Authority (e.g. Transportation Fund for Clean Air, Prop AA Vehicle Registration Fee funds).

The goal of programming projects within this category is to improve neighborhood streets to make them more livable and safe to use for all users – pedestrians, cyclists, transit, and autos. Performance measure include the following:

Local/Neighborhood Program

1. Measures implemented (no. of speed humps, pedestrian refuge islands, etc.)
2. Measures implemented by district
3. Reduction in automobile speeds, relative to the speed limit

Schools Program

1. Number of schools receiving safety and traffic calming measures

Corridor Improvements

1. Number of miles of safety treatments installed on the High Injury Network
2. Percentage of safety treatment miles installed in Communities of Concern

**Table 2. Project Delivery Snapshot
Traffic Calming**

5-Year Prioritization Program (5YPP) Period *		Programmed (Available for Allocation)	Total Allocated	% Allocated
	2005 5YPP (FY 2004/05-2008/09)	\$ 8,038,800	\$ 5,662,629	27%
	2009 5YPP (FY 2009/10-2013/14)	\$ 12,452,524	\$ 6,177,545	30%
	2014 5YPP (FY's 2014/15 - 2018/19) as of 7/24/2018	\$ 15,909,582	\$ 8,814,428	43%
	Total		\$ 20,654,602	

*Unallocated funds are carried forward for programming in the following 5YPP period.

Tables show allocations and percent complete through June 30, 2018, based on project sponsors' progress reports.

All Projects/Project Phases (sorted by allocation year, then sponsor, then project name)

Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Total Allocated	% Complete
SFMTA	2004/05	5-Year Prioritization Program	Planning	\$ 96,800	100%
SFMTA	2004/05	Traffic Calming Program - Implementation Local Streets	Planning	\$ 712,579	100%
SFMTA	2004/05	Traffic Calming Program - Fell/Oak/Valencia Local Match	Planning	\$ 47,000	100%
SFMTA	2004/05	Traffic Calming Program - School Area Safety	Planning	\$ 194,000	100%
SFMTA	2005/06	Traffic Calming - Evaluation of Requests and Outreach	Planning	\$ 50,000	100%
SFMTA	2005/06	Traffic Calming - Implementation Arterials	Planning	\$ 450,577	100%
SFMTA	2005/06	Traffic Calming - Implementation Local Streets	Planning	\$ 220,455	100%
SFMTA	2005/06	Traffic Calming - Planning- Local Streets	Planning	\$ 679,783	100%
SFMTA	2005/06	Traffic Calming - Planning-Arterials	Planning	\$ 15,000	100%
SFMTA	2006/07	Traffic Calming - Kansas	Design	\$ 59,803	100%
SFMTA	2006/07	Traffic Calming - Kirkham	Design	\$ 18,635	100%
SFMTA	2006/07	Traffic Calming - Speed Humps & Traffic Islands	Design	\$ 514,454	100%
SFMTA	2006/07	Traffic Calming Program - Broadway, between Fillmore & Franklin Streets	Planning	\$ 38,299	100%
SFMTA	2006/07	Traffic Calming Program - Cerritos / Cedra Avenue	Planning	\$ 40,205	100%
SFMTA	2006/07	Traffic Calming Program - Evaluation of Requests / Outreach	Planning	\$ 45,415	100%

**Table 2. Project Delivery Snapshot
Traffic Calming**

All Projects/Project Phases (sorted by allocation year, then sponsor, then project name)

Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Total Allocated	% Complete
SFMTA	2006/07	Traffic Calming Program - Garfield / Holloway	Planning	\$ 39,812	100%
SFMTA	2006/07	Traffic Calming Program - Lake Street, between Arguello Blvd & 25th Avenue	Planning	\$ 39,304	100%
SFMTA	2006/07	Traffic Calming Program - North Potrero Hill	Planning	\$ 186,128	100%
SFMTA	2006/07	Traffic Calming Program - Park Presidio Bypass	Planning	\$ 185,661	100%
SFMTA	2006/07	Traffic Calming Project - Implementation - Arterials Cessar Chavez Bulb-Out	Design	\$ 61,061	100%
SFMTA	2006/07	Traffic Calming Project - Implementation - Arterials Clipper Street	Design	\$ 56,206	100%
SFMTA	2006/07	Traffic Calming Project - Implementation - Arterials Valencia Street	Design	\$ 9,354	100%
SFMTA	2007/08	Buena Vista Safe Routes to School	Planning	\$ 25,613	100%
SFMTA	2007/08	Marshall Safe Routes to School	Planning	\$ 32,000	100%
SFMTA	2007/08	SF Community/Monroe Safe Routes to School	Planning	\$ 38,132	100%
SFMTA	2007/08	Tenderloin Pedestrian Improvements	Planning	\$ 55,751	100%
SFMTA	2007/08	Traffic Calming - 24th Street, Church to Douglass Streets	Planning	\$ 15,149	100%
SFMTA	2007/08	Traffic Calming - Buena Vista Avenue - Site Specific	Planning	\$ 46,543	100%
SFMTA	2007/08	Traffic Calming - Bulbouts/Gateways	Planning	\$ 89,598	100%
SFMTA	2007/08	Traffic Calming - Cesar Chavez, Church to Hampshire Streets	Planning	\$ 62,128	100%
SFMTA	2007/08	Traffic Calming - Crestlake Site Specific	Planning	\$ 46,750	100%
SFMTA	2007/08	Traffic Calming - Divisadero Street	Planning	\$ 35,741	100%
SFMTA	2007/08	Traffic Calming - Fillmore/Grove Site Specific	Planning	\$ 15,682	100%
SFMTA	2007/08	Traffic Calming - Inner Sunset Pedestrian and Transit Enhancements	Planning	\$ 72,823	100%
SFMTA	2007/08	Traffic Calming - Landscaping Support	Planning	\$ 62,327	100%
SFMTA	2007/08	Traffic Calming - Ocean Avenue	Planning	\$ 7,079	100%
SFMTA	2007/08	Traffic Calming - Pilot Projects	Planning	\$ 35,974	100%
SFMTA	2007/08	Traffic Calming - San Jose Avenue	Planning	\$ 5,050	100%
SFMTA	2007/08	Traffic Calming - Speed Humps/Cushions	Planning	\$ 39,896	100%

**Table 2. Project Delivery Snapshot
Traffic Calming**

All Projects/Project Phases (sorted by allocation year, then sponsor, then project name)

Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Total Allocated	% Complete
SFMTA	2007/08	Traffic Calming - St Francis Wood Area-wide	Planning	\$ 58,072	100%
SFMTA	2007/08	Traffic Calming - Street Print	Planning	\$ 709	100%
SFMTA	2007/08	Traffic Calming - Sunnyside Area-wide	Planning	\$ 175,542	100%
SFMTA	2007/08	Traffic Calming - Traffic Islands/Chicanes	Planning	\$ 236,041	100%
SFMTA	2007/08	Traffic Calming Program- Evaluation of Projects	Planning	\$ 48,992	100%
SFMTA	2007/08	Traffic Calming Program- Outreach	Planning	\$ 15,861	100%
SFMTA	2008/09	24th and Mission BART Station Area Curb Bulb-Outs	Planning	\$ 111,204	100%
SFMTA	2008/09	Masonic Avenue Traffic Calming Plan	Planning	\$ 120,000	100%
SFMTA	2008/09	Tenderloin Pedestrian Improvements	Planning	\$ 449,444	100%
SFMTA	2009/10	Clarendon Alternative School Safe Routes to School	Design	\$ 1,947	100%
SFMTA	2009/10	Clarendon Alternative School Safe Routes to School	Construction	\$ 82,155	100%
SFMTA	2009/10	Folsom Street Traffic Calming Project	Planning	\$ 55,043	100%
SFMTA	2009/10	Minna/Natoma Traffic Calming Project	Planning	\$ 84,654	100%
SFMTA	2009/10	South Silver Terrace Traffic Calming Project	Planning	\$ 85,000	100%
SFMTA	2009/10	Traffic Calming Evaluation	Planning	\$ 50,000	100%
SFMTA	2009/10	Traffic Calming Implementation	Planning, Design, Construction	\$ 1,415,564	100%
SFMTA	2009/10	Traffic Calming Implementation - Early Implementation/Spot Improvements	Environmental	\$ 48,977	100%
SFMTA	2009/10	Traffic Calming Implementation - Sunset Traffic Circle	Environmental	\$ 42,537	100%
SFMTA	2009/10	Traffic Calming Outreach	Planning	\$ 17,924	100%
SFMTA	2010/11	Clayton Traffic Calming	Environmental	\$ 95,000	100%
SFMTA	2010/11	Dewey Traffic Calming	Environmental	\$ 94,795	100%
SFMTA	2010/11	Jordan Park/Laurel Hts Traffic Calming	Environmental	\$ 91,871	100%
SFMTA	2010/11	Traffic Calming - Evaluation	Environmental	\$ 49,567	100%
SFMTA	2010/11	Traffic Calming - Outreach and Education	Environmental	\$ 11,300	100%
SFMTA	2010/11	Visitation Valley Traffic Calming	Environmental	\$ 160,000	100%
SFMTA	2011/12	2nd St Streetscape	Planning	\$ 30,000	100%
SFMTA	2011/12	Geary Boulevard and Steiner Street Crosswalk Reopening	Construction	\$ 57,953	100%

**Table 2. Project Delivery Snapshot
Traffic Calming**

All Projects/Project Phases (sorted by allocation year, then sponsor, then project name)

Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Total Allocated	% Complete
SFMTA	2011/12	Minna/Natoma Home Zone Implementation	Construction	\$ 79,331	100%
SFMTA	2011/12	Sunset Elementary and AP Giannini Middle Safe Routes to School	Design	\$ 92,739	100%
SFMTA	2011/12	Traffic Calming - Corridor Speed Reduction	Planning	\$ 72,000	100%
SFMTA	2011/12	Traffic Calming Implementation	Planning, Design, Construction	\$ 1,691,178	100%
SFMTA	2011/12	Traffic Calming Implementation - Early Implementation / Spot Improvements	Planning, Design, Construction	\$ 101,274	100%
SFMTA	2011/12	Traffic Calming Implementation - Site-Specific	Planning, Design, Construction	\$ 245,039	100%
SFMTA	2011/12	Traffic Calming Program Revision - Develop Objectives and Methodology	Planning	\$ 116,286	100%
SFMTA	2011/12	Traffic Calming Program Revision - Project Rollout	Planning	\$ 47,939	100%
SFMTA	2011/12	West Portal Safe Routes to School	Design	\$ 9,000	100%
SFMTA	2011/12	West Portal Safe Routes to School	Planning	\$ 5,999	100%
SFMTA	2012/13	Balboa - Denman Middle School	Design	\$ 77,733	100%
SFMTA	2012/13	Bryant St. Calming and Greening	Construction	\$ 102,412	100%
SFMTA	2012/13	Redding Elementary School	Planning	\$ 21,529	100%
SFMTA	2012/13	Sunset Elementary and AP Giannini Middle School Safe Routes to School	Construction	\$ 80,693	100%
SFMTA	2012/13	Tenderloin Community Elementary School	Design	\$ 39,355	100%
SFMTA	2013/14	Cesar Chavez Elementary School Safe Routes to School	Planning	\$ 18,707	100%
SFMTA	2013/14	Cesar Chavez Elementary School Safe Routes to School	Construction	\$ 3,000	100%
SFMTA	2013/14	Chinatown Safe Routes to School	Construction	\$ 75,595	100%
SFMTA	2013/14	Jean Parker Elementary School Safe Routes to School	Design	\$ 6,965	100%
SFMTA	2013/14	Jefferson Elementary Safe Routes to School	Construction	\$ 36,196	100%
SFMTA	2013/14	Local-Track Application-Based Traffic Calming Program	Planning	\$ 295,615	100%
SFMTA	2013/14	West Portal Elementary School Safe Routes to School	Construction	\$ 45,473	100%
SFPW	2013/14	Bartlett Streetscape Improvements	Construction	\$ 400,000	100%

**Table 2. Project Delivery Snapshot
Traffic Calming**

Projects/Project Phases Underway (sorted by allocation year, then sponsor, then project name)

Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Total Allocated	% Complete
SFMTA	2014/15	John Yehall Chin Safe Routes to School	Planning	\$ 36,000	100%
SFPW	2014/15	San Jose Avenue Follow the Paving	Construction	\$ 250,900	100%
SFPW	2014/15	Traffic Calming Implementation (Prior Area-wide Plans)	Design	\$ 24,968	100%
SFMTA	2015/16	Local-Track Application-Based Traffic Calming Program	Planning	\$ 203,400	100%
SFMTA	2015/16	Lombard Street US-101 Corridor [NTIP Capital]	Design	\$ 138,586	100%
SFPW	2015/16	Sloat Boulevard Pedestrian Improvements	Construction	\$ 122,477	100%
SFMTA	2016/17	Local Track Application-Based Traffic Calming Program	Planning	\$ 213,525	100%
SFMTA	2017/18	Local Track Application-Based Traffic Calming Program	Design	\$ 80,918	100%
SFMTA	2017/18	Local Track Application-Based Traffic Calming Program	Construction	\$ 646,407	100%

**Table 2. Project Delivery Snapshot
Traffic Calming**

Projects/Project Phases Underway (sorted by allocation year, then sponsor, then project name)

Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Total Allocated	% Complete
SFMTA	2013/14	Jean Parker Elementary School Safe Routes to School	Construction	\$ 39,200	55%
SFMTA	2015/16	Lombard Street US-101 Corridor [NTIP Capital]	Construction	\$ 33,000	75%
SFMTA	2015/16	Taylor Street Safety Project	Planning	\$ 220,000	90%
SFMTA	2016/17	Glen Park Community Plan Implementation Phase 2	Planning	\$ 260,000	90%
SFMTA	2016/17	Sloat/Skyline Intersection Alternatives Analysis [NTIP Capital]	Planning	\$ 151,298	6%
SFMTA	2016/17	Traffic Calming Implementation (Prior Area-wide Plans)	Planning	\$ 180,733	75%
SFMTA	2016/17	Traffic Calming Implementation (Prior Area-wide Plans)	Construction	\$ 1,500,000	2%
SFMTA	2016/17	Traffic Calming Implementation (Prior Area-wide Plans)	Design	\$ 335,670	55%
SFMTA	2016/17	Traffic Calming Implementation (Prior Area-wide Plans)	Construction	\$ 1,272,597	40%
SFMTA	2016/17	WalkFirst Rectangular Rapid Flashing Beacons	Construction	\$ 399,000	40%
SFMTA	2016/17	Wiggle Neighborhood Green Corridor	Construction	\$ 224,900	25%
SFPW	2016/17	South Park Traffic Calming [NTIP Capital]	Construction	\$ 30,000	98%
SFMTA	2017/18	District 11 Near-Term Traffic Calming [NTIP Capital]	Construction	\$ 500,000	0%
SFMTA	2017/18	District 11 Near-Term Traffic Calming [NTIP Capital]	Design	\$ 100,000	5%
SFMTA	2017/18	Golden Gate Park Traffic Safety	Construction	\$ 414,947	15%
SFMTA	2017/18	Golden Gate Park Traffic Safety	Design	\$ 165,979	85%
SFMTA	2017/18	Local Track Application-Based Traffic Calming	Planning	\$ 213,525	90%
SFMTA	2017/18	Traffic Signal Upgrade Contract 34	Construction	\$ 845,599	1%
SFCTA	2018/19	Kearny Street Multimodal Implementation Plan - Traffic Analysis [NTIP Capital]	Planning	\$ 50,000	0%
SFMTA	2018/19	Local Track Application-Based Traffic Calming	Planning	\$ 200,000	0%

For more information about the projects funded by the Transportation Authority, as well as projects for which we help oversee in our role as the Congestion Management Agency for San Francisco, visit our interactive project map at mystreets.sfcta.org.

Table 3 - Prioritization Criteria and Scoring Table
Traffic Calming (EP 38)

	PROP K PROGRAM-WIDE CRITERIA			CATEGORY SPECIFIC CRITERIA					Total
	Project Readiness	Community Support	Time Sensitive Urgency	Safety	Provides Benefits to Multiple Users	High Injury Corridor	Leveraging		
<i>Total Possible Score</i>	4	3	3	3	3	2	2	20	
Local/Neighborhood Program									
Application-Based Local Streets Traffic Calming Program			Locations will be scored at the time of allocation. See text and Project Information Form for more details.						
Advancing Equity through Safer Streets			Locations will be scored at the time of allocation. See text and Project Information Form for more details.						
Speed Radar Sign Installation			Locations will be scored at the time of allocation. See text and Project Information Form for more details.						
Safe Streets Evaluation			Locations will be scored at the time of allocation. See text and Project Information Form for more details.						
NTIP Placemaker			Locations will be scored at the time of allocation. See text and Project Information Form for more details.						
Schools Program									
Schools Engineering Program			Locations will be scored at the time of allocation. See text and Project Information Form for more details.						
Corridor Improvements									
6th Street Safety Improvements	2	2	1	3	3	2	1	14	
Ocean Avenue Safety Improvements	1	3	0	3	3	2	2	14	
Bayview Community Based Transportation Plan Implementation			Locations will be scored at the time of allocation. See text and Project Information Form for more details.						
Bayview Community Based Transportation Plan Near Term Implementation			Locations will be scored at the time of allocation. See text and Project Information Form for more details.						
Excelsior Neighborhood Traffic Calming			Locations will be scored at the time of allocation. See text and Project Information Form for more details.						
Sloat Skyline Intersection Improvements	0	3	1	3	2	2	2	13	
Safer Taylor Street	2	3	2	3	3	2	2	17	

Prioritization Criteria Definitions:

Project Readiness: Project likely to need funding in fiscal year proposed. Factors to be considered include adequacy of scope, schedule, budget and funding plan relative to current project status (e.g. expect more detail and certainty for a project about to enter construction than design); whether prior project phases are completed or expected to be completed before beginning the next phase; and whether litigation, community opposition or other factors may significantly delay project.

Community Support: Project has clear and diverse community support and/or was it identified through a community-based planning process. An example of a community-based plan is a neighborhood transportation plan, but not a countywide plan or agency capital improvement program.

Three points for a project in an adopted community based plan with evidence of diverse community support.

Two points for a project with evidence of support from both neighborhood stakeholders and groups and citywide groups.

One point for a project with evidence of support from either neighborhood stakeholders and groups or citywide groups.

Time Sensitive Urgency: Project needs to proceed in proposed timeframe to enable construction coordination with another project (e.g. minimize costs and construction impacts), to support another funded or proposed project (e.g. new signal controllers need to be installed to support TEP implementation) or to meet timely use of funds deadlines associated with matching funds.

Safety: (One point for each): Project reduces vehicle speeds; addresses documented safety issue; and reduces potential conflicts between modes.

Provides Benefits to Multiple Users: Project receives one point each for addressing the needs of pedestrians, bicyclists, and/or transit users.

High Injury Corridor: Project is located on the 2017 Vision Zero High Injury Network.

Leveraging: Project leverages non-Prop K funds.

**Table 4 – 2019 Prop K 5-Year Prioritization Program - Program of Projects
Traffic Calming (EP 38)
Programming**

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
Local/Neighborhood Program									
Any	N/TIP Placeholder	PS&E, CON	Planned	\$2,850,000					\$2,850,000
SFMTA	Application-Based Local Streets Traffic Calming Program	Any	Planned	\$1,200,000					\$1,200,000
SFMTA	Application-Based Local Streets Traffic Calming Program	Any	Planned		\$1,200,000				\$1,200,000
SFMTA	Application-Based Local Streets Traffic Calming Program	Any	Planned			\$1,200,000			\$1,200,000
SFMTA	Application-Based Local Streets Traffic Calming Program	Any	Planned				\$1,200,000		\$1,200,000
SFMTA	Application-Based Local Streets Traffic Calming Program	Any	Planned					\$1,200,000	\$1,200,000
SFMTA	Advancing Equity through Safer Streets	Any	Planned	\$750,000					\$750,000
SFMTA	Advancing Equity through Safer Streets	Any	Planned		\$750,000				\$750,000
SFMTA	Advancing Equity through Safer Streets	Any	Planned			\$750,000			\$750,000
SFMTA	Advancing Equity through Safer Streets	Any	Planned				\$750,000		\$750,000
SFMTA	Speed Radar Sign Installation	Any	Planned	\$180,000					\$180,000
SFMTA	Speed Radar Sign Installation	Any	Planned		\$180,000				\$180,000
SFMTA	Speed Radar Sign Installation	Any	Planned				\$180,000		\$180,000
SFMTA	Speed Radar Sign Installation	Any	Planned					\$180,000	\$180,000
SFMTA	Safe Streets Evaluation	PLAN/ CER	Planned	\$100,000					\$100,000
SFMTA	Safe Streets Evaluation	PLAN/ CER	Planned			\$100,000			\$100,000
Schools Program									
SFMTA	Schools Engineering Program	Any	Planned	\$ 1,000,000					\$1,000,000
SFMTA	Schools Engineering Program	Any	Planned		\$ 1,000,000				\$1,000,000
SFMTA	Schools Engineering Program	Any	Planned			\$ 1,000,000			\$1,000,000
SFMTA	Schools Engineering Program	Any	Planned				\$ 1,000,000		\$1,000,000
Corridor Improvements									
SFMTA	6th Street Safety Improvements	CON	Planned	\$9,226,200					\$9,226,200
SFMTA	Ocean Avenue Safety Improvements	PS&E	Planned	\$900,000					\$900,000
SFMTA	Bayview Community Based Transportation Plan Implementation	PS&E	Planned		\$180,000				\$180,000
SFMTA	Bayview Community Based Transportation Plan Implementation	CON	Planned			\$2,280,000			\$2,280,000
SFMTA	Bayview Community Based Transportation Plan Near Term Implementation	CON	Planned	\$85,000					\$85,000
SFMTA	Excelsior Neighborhood Traffic Calming	CON	Planned		\$2,080,000				\$2,080,000

**Table 4 - 2019 Prop K 5-Year Prioritization Program - Program of Projects
Traffic Calming (EP 38)
Programming**

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
SFMTA	Sloat Skyline Intersection Improvements	PS&E	Planned	\$660,000					\$660,000
SFMTA	Safer Taylor Street	PS&E	Planned	\$2,407,250					\$2,407,250
SFMTA	Safer Taylor Street	CON	Planned		\$1,022,499				\$1,022,499
Funds Requested in 2019 5YPP				\$19,358,450	\$6,412,499	\$5,510,000	\$3,130,000	\$3,130,000	\$37,540,949
Funds Programmed in 2019 Strategic Plan Baseline				\$6,200,000	\$2,323,638	\$2,423,973	\$2,515,420	\$2,607,937	\$16,070,968
Cumulative Remaining Programming Capacity				(\$13,158,450)	(\$17,247,311)	(\$20,333,337)	(\$20,947,918)	(\$21,469,981)	(\$21,469,981)

**Table 4 - 2019 Prop K 5-Year Prioritization Program - Program of Projects
Traffic Calming (EP 38)
Cash Flow (Maximum Annual Reimbursement)**

Project Name	Phase	Fiscal Year					Total
		2019/20	2020/21	2021/22	2022/23	2023/24	
Local/Neighborhood Program							
NTTP Placeholder	PS&E, CON	\$1,425,000	\$1,425,000				\$2,850,000
Application-Based Local Streets Traffic Calming Program	Any	\$250,000	\$950,000				\$1,200,000
Application-Based Local Streets Traffic Calming Program	Any		\$250,000	\$950,000			\$1,200,000
Application-Based Local Streets Traffic Calming Program	Any			\$250,000	\$950,000		\$1,200,000
Application-Based Local Streets Traffic Calming Program	Any				\$250,000	\$950,000	\$1,200,000
Application-Based Local Streets Traffic Calming Program	Any					\$250,000	\$1,200,000
Advancing Equity through Safer Streets	Any	\$225,000	\$525,000				\$750,000
Advancing Equity through Safer Streets	Any		\$225,000	\$525,000			\$750,000
Advancing Equity through Safer Streets	Any			\$225,000	\$525,000		\$750,000
Advancing Equity through Safer Streets	Any				\$225,000	\$525,000	\$750,000
Advancing Equity through Safer Streets	Any	\$180,000				\$225,000	\$750,000
Speed Radar Sign Installation	Any		\$180,000				\$180,000
Speed Radar Sign Installation	Any			\$180,000			\$180,000
Speed Radar Sign Installation	Any				\$180,000		\$180,000
Speed Radar Sign Installation	Any					\$180,000	\$180,000
Safe Streets Evaluation	PLAN/ CER	\$50,000	\$50,000				\$100,000
Safe Streets Evaluation	PLAN/ CER			\$50,000	\$50,000		\$100,000
Schools Program							
Schools Engineering Program	Any	\$500,000	\$500,000				\$1,000,000
Schools Engineering Program	Any		\$500,000	\$500,000			\$1,000,000
Schools Engineering Program	Any			\$500,000	\$500,000		\$1,000,000
Schools Engineering Program	Any				\$500,000	\$500,000	\$1,000,000
Schools Engineering Program	Any					\$500,000	\$1,000,000
Corridor Improvements							
6th Street Safety Improvements	CON		\$1,383,930	\$3,229,170	\$4,613,100		\$9,226,200
Ocean Avenue Safety Improvements	PS&E		\$700,000	\$200,000			\$900,000
Bayview Community Based Transportation Plan Implementation	PS&E		\$180,000				\$180,000
Bayview Community Based Transportation Plan Implementation	CON			\$231,498	\$1,183,001	\$865,501	\$2,280,000
Bayview Community Based Transportation Plan Near Term Implementation	CON	\$45,000	\$40,000				\$85,000
Excelsior Neighborhood Traffic Calming	CON			\$1,800,000	\$280,000		\$2,080,000

**Table 4 - 2019 Prop K 5-Year Prioritization Program - Program of Projects
Traffic Calming (EP 38)
Cash Flow (Maximum Annual Reimbursement)**

Project Name	Phase	Fiscal Year						Total
		2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	
Sloat Skyline Intersection Improvements	PS&E	\$132,000	\$528,000					\$660,000
Safer Taylor Street	PS&E	\$ 2,000,000	\$407,250					\$2,407,250
Safer Taylor Street	CON	\$	150,000	\$872,499				\$1,022,499
Cash Flow Requested in 2019 5YPP								
		\$4,807,000	\$7,994,180	\$9,513,167	\$9,256,101	\$3,995,501	\$1,975,000	\$37,540,949
Cash Flow in 2019 Strategic Plan Baseline								
		\$6,200,000	\$2,223,638	\$2,423,973	\$2,515,420	\$2,607,937	\$0	\$16,070,968
Cumulative Remaining Cash Flow Capacity								
		\$1,393,000	(\$4,277,542)	(\$11,366,735)	(\$18,107,417)	(\$19,494,981)	(\$21,469,981)	(\$21,469,981)



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Prop K Project Information Form	
Project Name:	N'TIP Placeholder
Implementing Agency:	
Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iv. Bicycle and Pedestrian Improvements
EP Line (Primary):	38-Traffic Calming
Other EP Line Number/s:	30, 39, 40, 43, 44
Fiscal Year of Allocation:	
Project Information	
Project Location:	TBD
Supervisory District(s):	TBD
Project Manager:	
Phone Number:	
Email:	
Brief Project Description for MyStreetSF (80 words max):	The Transportation Authority's Neighborhood Transportation Improvement Program (NTIP) funds community-based neighborhood-scale transportation projects, especially in underserved neighborhoods and areas with vulnerable populations (e.g. seniors, children, and/or people with disabilities). The NTIP has two components: a planning component to fund community-based planning efforts in each Supervisory district; and a capital component to provide local matching funds for neighborhood-scale projects in each district. This placeholder is for capital funds.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	The Transportation Authority's Neighborhood Transportation Improvement Program (NTIP) funds community-based neighborhood-scale transportation projects, especially in underserved neighborhoods and areas with vulnerable populations (e.g. seniors, children, and/or people with disabilities). The NTIP program came out of the San Francisco Transportation Plan's needs assessment that identified significant unmet demand for pedestrian and bicycle circulation projects and transit reliability initiatives. The NTIP has two components: a planning component to fund community-based planning efforts in each Supervisory district (\$100,000 for each district over the next 5 years); and a capital component (\$600,000 for each district over the next 5 years) to provide local matching funds for about two neighborhood-scale projects in each district in the next five years. This is the second cycle of the NTIP program. This placeholder is for capital funds.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	NTIP program is specifically designed to be community-based, with priority given to projects in underserved neighborhoods and areas with vulnerable populations (e.g. seniors, children, and/or people with disabilities).
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	TBD
Type of Environmental Clearance Required:	TBD
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No

Project Delivery Milestones	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (i.e. Award Contract)						
Operations (i.e. paratransit)						
Open for Use						
Project Completion (means last eligible expenditure)						

Comments/Concerns
This is a placeholder. Schedule will be determined once a specific N'TIP plan proposal is developed. Sufficient detail will be required when the allocation request is submitted.



San Francisco County Transportation Authority
 Proposition K Sales Tax Program Project Information Form

Project Name:	NTIP Placeholder
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Project Cost Estimate	Phase	Cost	Funding Source		
			Prop K	Other	
	Planning/Conceptual Engineering	\$ -	\$ -	\$ -	
	Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
	Right of Way	\$ -	\$ -	\$ -	
	Design Engineering (PS&E)	\$ -	\$ -	\$ -	
	Construction	\$ 6,600,000	\$ 6,600,000	\$ -	
	Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
	Total Project Cost	\$ 6,600,000	\$ 6,600,000	\$ -	TBD
	Percent of Total		100%		

Funding Plan - All Phases		Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)											
		Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24	Fiscal Year of Allocation (Programming Year)	Fund Source Status	Phase	Prop K Expenditure Line	Fund Source
Prop K	30-Other Upgrades to Major Arterials	\$ 250,000		\$ 125,000	\$ 125,000				2019/20	Planned	Any		
Prop K	38-Traffic Calming	\$ 2,850,000		\$ 1,425,000	\$ 1,425,000				2019/20	Planned	Any		
Prop K	39-Bicycle Circulation/Safety	\$ 1,000,000		\$ 500,000	\$ 500,000				2019/20	Planned	Any		
Prop K	40-Pedestrian Circulation/Safety	\$ 1,100,000		\$ 550,000	\$ 550,000				2019/20	Planned	Any		
Prop K	43-Transportation Demand Mgmt	\$ 500,000		\$ 250,000	\$ 250,000				2019/20	Planned	Any		
Prop K	44-Transportation/Land Use Coordination	\$ 900,000		\$ 450,000	\$ 450,000				2019/20	Planned	Any		
		Total By Fiscal Year	\$ 6,600,000	\$ -	\$ 3,300,000	\$ 3,300,000	\$ -	\$ -	\$ -	\$ -	\$ -		

Comments
 The NTIP includes \$600,000 for each supervisory district over the next 5 years to implement capital projects. When NTIP capital projects are identified, they are expected to include appropriate leveraging.



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Prop K Project Information Form	
Project Name:	Application-Based Local Streets Traffic Calming Program
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iv. Bicycle and Pedestrian Improvements
EP Line (Primary):	38-Traffic Calming
Other EP Line Number/s:	
Fiscal Year of Allocation:	2019/20, 2020/21, 2021/22, 2022/23, 2023/24
Project Information	
Project Location:	TBD
Supervisorial District(s):	TBD
Project Manager:	Damon Curtis
Phone Number:	(415) 701-4674
Email:	damon.curtis@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	Annual program to evaluate and implement community-driven applications for traffic calming on various residential blocks across San Francisco. Improvements may include speed humps, speed cushions, traffic islands, and/or raised crosswalks.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	Annual program that evaluates community-driven applications for traffic calming on various residential blocks across San Francisco. Design and construct traffic calming projects on those blocks that have been accepted into the Traffic Calming Program based on evaluation criteria that includes speeds, collisions, volumes and adjacent land uses. A total of 80-100 applications are typically received by the SFMTA each year, and approximately 45-55 projects are typically accepted into the program and constructed annually. Improvements may include speed humps, speed cushions, traffic islands, and/or raised crosswalks.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	Outreach is done through a variety of efforts to make the public aware of this program. Visit https://www.sfmta.com/getting-around/walk/residential-traffic-calming-program for more details.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	SFPW
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No

Project Delivery Milestones	Status	Work	Start Date		End Date	
			Quarter	Fiscal Year	Quarter	Fiscal Year
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	0%	In-house	Q1-Jul-Aug-Sep	2019/20	Q4-Apr-May-Jun	2019/20
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	0%	In-house	Q1-Jul-Aug-Sep	2020/21	Q3-Jan-Feb-Mar	2020/21
Advertise Construction						
Start Construction (i.e. Award Contract)	0%	In-house and Contracted	Q2-Oct-Nov-Dec	2020/21		
Operations (i.e. paratransit)						
Open for Use					Q2-Oct-Nov-Dec	2021/22
Project Completion (means last eligible expenditure)					Q2-Oct-Nov-Dec	2021/22

Comments/Concerns
 This is an annual process and Prop K funds are proposed for planning, design and construction in each of the 5 years covered by the 2019 5YPP. The schedule milestones above are for the FY 2019/20 allocation. Similar schedules are anticipated for each subsequent allocation of funds for this program. Sufficient detail and list of scored and ranked locations will be required when the allocation request is submitted.



San Francisco County Transportation Authority
 Proposition K Sales Tax Program Project Information Form

Project Name: Application-Based Local Streets Traffic Calming Program

Project Cost Estimate	Phase	Cost	Funding Source		
			Prop K	Other	Other
	Planning/Conceptual Engineering	\$ 1,000,000	\$ 1,000,000	\$ -	-
	Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	-
	Right of Way	\$ -	\$ -	\$ -	-
	Design Engineering (PS&E)	\$ 750,000	\$ 750,000	\$ -	-
	Construction	\$ 4,250,000	\$ 4,250,000	\$ -	-
	Operations (i.e. paratransit)	\$ -	\$ -	\$ -	-
	Total Project Cost	\$ 6,000,000	\$ 6,000,000	\$ -	0%
	Percent of Total		100%		

Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)													
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
Prop K	38-Traffic Calming	Planning/Conceptual Engineering	Planned	2019/20	\$ 200,000		\$ 100,000	\$ 100,000					
Prop K	38-Traffic Calming	Design Engineering (PS&E)	Planned	2019/20	\$ 150,000		\$ 75,000	\$ 75,000					
Prop K	38-Traffic Calming	Construction	Planned	2019/20	\$ 850,000			\$ 425,000	\$ 425,000				
Prop K	38-Traffic Calming	Planning/Conceptual Engineering	Planned	2020/21	\$ 200,000			\$ 100,000	\$ 100,000				
Prop K	38-Traffic Calming	Design Engineering (PS&E)	Planned	2020/21	\$ 150,000			\$ 75,000	\$ 75,000				
Prop K	38-Traffic Calming	Construction	Planned	2020/21	\$ 850,000				\$ 425,000	\$ 425,000			
Prop K	38-Traffic Calming	Planning/Conceptual Engineering	Planned	2021/22	\$ 200,000				\$ 100,000	\$ 100,000			
Prop K	38-Traffic Calming	Design Engineering (PS&E)	Planned	2021/22	\$ 150,000				\$ 75,000	\$ 75,000			
Prop K	38-Traffic Calming	Construction	Planned	2021/22	\$ 850,000				\$ 425,000	\$ 425,000			
Prop K	38-Traffic Calming	Planning/Conceptual Engineering	Planned	2022/23	\$ 200,000				\$ 100,000	\$ 100,000			
Prop K	38-Traffic Calming	Design Engineering (PS&E)	Planned	2022/23	\$ 150,000				\$ 75,000	\$ 75,000			
Prop K	38-Traffic Calming	Construction	Planned	2022/23	\$ 850,000					\$ 425,000	\$ 425,000		
Prop K	38-Traffic Calming	Planning/Conceptual Engineering	Planned	2023/24	\$ 200,000				\$ 100,000	\$ 100,000			
Prop K	38-Traffic Calming	Design Engineering (PS&E)	Planned	2023/24	\$ 150,000				\$ 75,000	\$ 75,000			
Prop K	38-Traffic Calming	Construction	Planned	2023/24	\$ 850,000					\$ 425,000	\$ 425,000		
Total By Fiscal Year						\$ 6,000,000	\$ -	\$ 175,000	\$ 775,000	\$ 1,200,000	\$ 1,200,000	\$ 1,025,000	\$ 425,000

Comments



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Prop K Project Information Form			
Project Name:	Advancing Equity through Safer Streets		
Implementing Agency:	San Francisco Municipal Transportation Agency		
Prop K Expenditure Plan Information			
Category:	C. Street & Traffic Safety		
Subcategory:	iv. Bicycle and Pedestrian Improvements		
EP Line (Primary):	38-Traffic Calming		
Other EP Line Number/s:			
Fiscal Year of Allocation:	2019/20, 2020/21, 2021/22, 2022/23, 2023/24		
Project Information			
Project Location:	TBD		
Supervisorial District(s):	TBD		
Project Manager:	Mark Dreger		
Phone Number:	(415) 646-2719		
Email:	mark.dreger@sfmta.com		
Brief Project Description for MyStreetSF (80 words max):	Plan, design, and construct traffic calming measures in residential locations as identified by SFMTA staff in cooperation with the Department of Public Health. The goal of the program is to make streets safer for seniors and people with disabilities, decreasing traffic injuries and increasing their ability to safely and comfortably navigate neighborhood streets. Improvements may include speed humps, speed cushions, traffic islands, and/or raised crosswalks.		
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	Plan, design, and construct targeted road safety measures on residential streets using data provided by the Department of Public Health, that will help to identify areas of the city where seniors and people with disabilities are most at risk while walking. The goal of the program is to make streets safer for seniors and people with disabilities, decreasing traffic injuries and increasing their ability to safely and comfortably navigate neighborhood streets. Criteria for selecting projects will include the potential to improve safety in areas frequented by populations of need (e.g., seniors and people with disabilities). SFMTA staff will develop a prioritization framework for selecting project locations for each program year. One 'project area' will be selected for a planning effort each year. Similar to the Application-Based Traffic Calming Program, each year staff will conduct outreach, design, and construct safety measures including but not limited to speed humps, speed cushions, speed tables, raised crosswalks, raised intersections, traffic islands, traffic diverters, turn restrictions, signal timing upgrades, painted safety zones, road diets, traffic circles, signage and striping, and chicanes in prioritized locations.		
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	TBD as program is developed. Will present to the Vision Zero Committee with details.		
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	SFPW		
Type of Environmental Clearance Required:	Categorically Exempt		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<table border="1"> <tr> <td>Yes</td> <td>See Draft Advancing Equity Map</td> </tr> </table>	Yes	See Draft Advancing Equity Map
Yes	See Draft Advancing Equity Map		



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	0%	In-house	Q1-Jul-Aug-Sep	2019/20	Q4-Apr-May-Jun	2019/20
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	0%	In-house	Q3-Jan-Feb-Mar	2019/20	Q1-Jul-Aug-Sep	2020/21
Advertise Construction						
Start Construction (i.e. Award Contract)	0%	In-house	Q4-Apr-May-Jun	2019/20		
Operations (i.e. paratransit)						
Open for Use					Q3-Jan-Feb-Mar	2020/21
Project Completion (means last eligible expenditure)					Q2-Oct-Nov-Dec	2021/22

Comments/Concerns

This is an annual process and Prop K funds are proposed for planning, design and construction in each of the 5 years covered by the 2019 5YPP. The schedule milestones above are for the FY 2019/20 allocation. Similar schedules are anticipated for each subsequent allocation of funds for this program. Sufficient detail and list of scored and ranked locations will be required when the allocation request is submitted.



San Francisco County Transportation Authority
 Proposition K Sales Tax Program Project Information Form

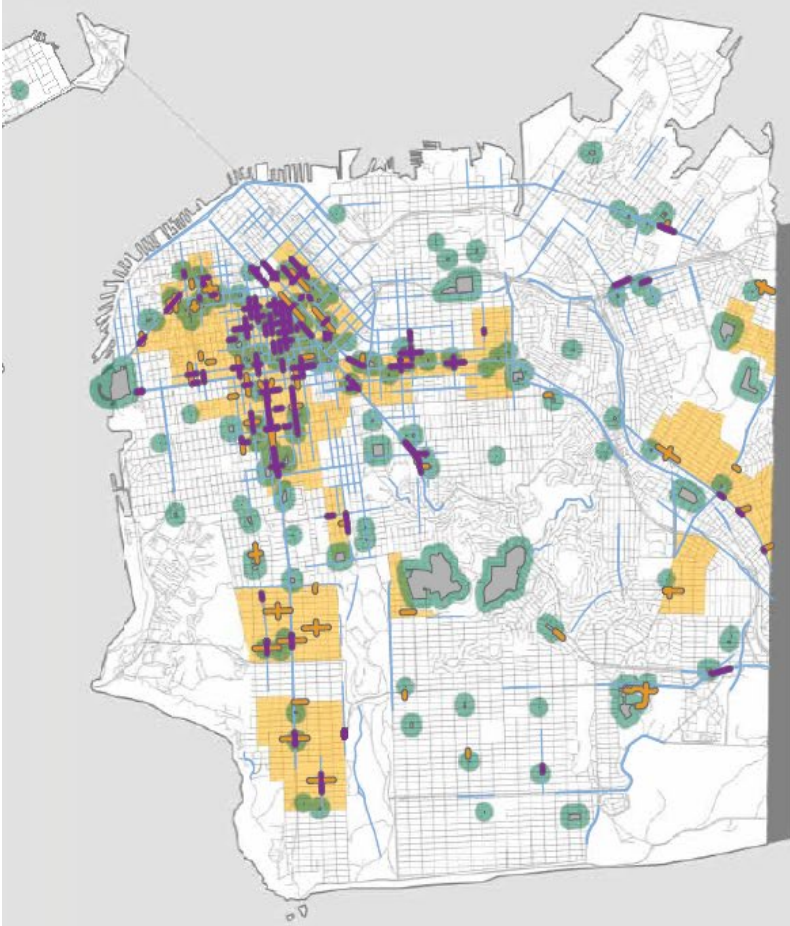
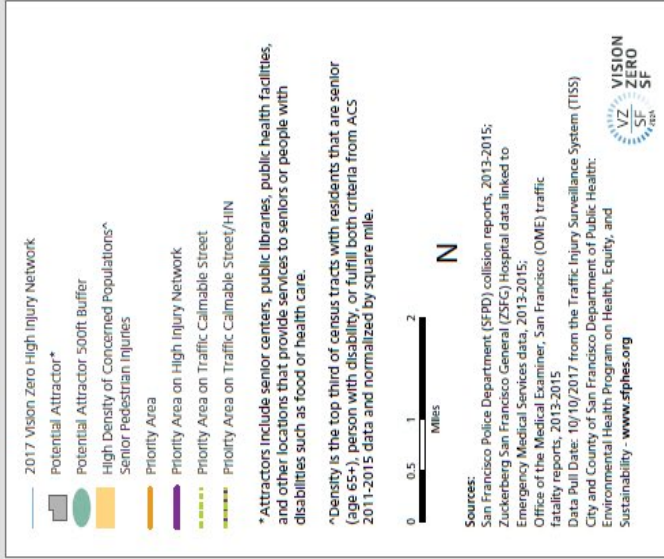
Project Name: Advancing Equity through Safer Streets

Phase	Cost	Funding Source		
		Prop K	Other	
Planning/Conceptual Engineering	\$ 1,500,000	\$ 1,500,000	\$ -	-
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	-
Right of Way	\$ -	\$ -	\$ -	-
Design Engineering (PS&E)	\$ 1,500,000	\$ 1,500,000	\$ -	-
Construction	\$ 750,000	\$ 750,000	\$ -	-
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	-
Total Project Cost	\$ 3,750,000	\$ 3,750,000	\$ -	0%
Percent of Total		100%		

Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)												
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
Prop K	38-Traffic Calming	Any	Planned	2019/20	\$ 750,000		\$ 225,000	\$ 525,000				
Prop K	38-Traffic Calming	Any	Planned	2020/21	\$ 750,000			\$ 225,000	\$ 525,000			
Prop K	38-Traffic Calming	Any	Planned	2021/22	\$ 750,000				\$ 225,000	\$ 525,000		
Prop K	38-Traffic Calming	Any	Planned	2022/23	\$ 750,000					\$ 225,000	\$ 525,000	
Prop K	38-Traffic Calming	Any	Planned	2023/24	\$ 750,000						\$ 225,000	\$ 525,000
				Total By Fiscal Year	\$ 3,750,000	\$ -	\$ 225,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 525,000

Comments
 Any allocations to this program will be contingent upon SFMTA presenting the prioritization framework for this program, including any planned outreach, to the Transportation Authority's Citizens Advisory Committee and Vision Zero Committee.

**Pedestrian Seniors or People with Disabilities:
Injuries and Attractor Areas**
Injuries Near Attractors (>=3 Weighted Injuries AND >=1 Attractors Within 500 ft
OR Within High Population Density Area)





**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Prop K Project Information Form	
Project Name:	Speed Radar Sign Installation
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iv. Bicycle and Pedestrian Improvements
EP Line (Primary):	38-Traffic Calming
Other EP Line Number/s:	
Fiscal Year of Allocation:	2019/20, 2020/21, 2021/22, 2022/23, 2023/24
Project Information	
Project Location:	TBD
Supervisorial District(s):	TBD
Project Manager:	Damon Curtis
Phone Number:	(415) 701-4674
Email:	damon.curtis@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	Annual program to install up to four Speed Radar Signs (i.e., Vehicle Speed Feedback Signs) citywide. Speed radar signs are intended to encourage drivers to reduce speed.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	Annual program to install up to four Speed Radar Signs (i.e. Vehicle Speed Feedback Signs) at various locations in San Francisco per year. Speed radar signs are used to reduce traffic speeds by making drivers aware of how fast they are moving relative to the speed limit and inducing them to adjust their speed accordingly. The approval and installation of a Speed Radar Sign will follow agency policies and processes that provide clear guidance on location selection and prioritization, in addition to placement guidelines and technical specifications. SFMTA will evaluate the effectiveness of speed radar signs as they are implemented. SFMTA currently has one potential location identified to study at Fulton St. west of Park Presidio Blvd. See additional scope for details.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	SFPW-TBD
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Yes Additional scope and photo

Project Delivery Milestones	Status		Work		Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year		
Planning/Conceptual Engineering								
Environmental Studies (PA&ED)	0%	In-house	Q1-Jul-Aug-Sep	2019/20	Q4-Apr-May-Jun	2019/20		
Right of Way								
Design Engineering (PS&E)	0%	In-house	Q1-Jul-Aug-Sep	2019/20	Q4-Apr-May-Jun	2019/20		
Advertise Construction								
Start Construction (i.e. Award Contract)	0%	In-house and Contracted	Q1-Jul-Aug-Sep	2019/20				
Operations (i.e. paratransit)								
Open for Use					Q4-Apr-May-Jun	2019/20		
Project Completion (means last eligible expenditure)					Q2-Oct-Nov-Dec	2020/21		

Comments/Concerns
 This is an annual process and Prop K funds are proposed for planning, design and construction in each of the 5 years covered by the 2019 5YPP. The schedule milestones above are for the FY 2019/20 allocation. Similar schedules are anticipated for each subsequent allocation of funds for this program. Sufficient detail and list of scored and ranked locations will be required when the allocation request is submitted.



San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form

Project Name: Speed Radar Sign Installation

Phase	Cost	Funding Source		
		Prop K	Other	
Planning/Conceptual Engineering	\$ -		\$ -	
Environmental Studies (PA&ED)	\$ 80,000	\$ 80,000	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ 80,000	\$ 80,000	\$ -	
Construction	\$ 740,000	\$ 740,000	\$ -	
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	\$ 900,000	\$ 900,000	\$ -	
Percent of Total		100%		0%

Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)					
							2019/20	2020/21	2021/22	2022/23	2023/24	
Prop K	38-Traffic Calming	Environmental Studies (PA&ED)	Planned	2019/20	\$ 16,000		\$ 16,000					
Prop K	38-Traffic Calming	Design Engineering (PS&E)	Planned	2019/20	\$ 16,000		\$ 16,000					
Prop K	38-Traffic Calming	Construction	Planned	2019/20	\$ 148,000		\$ 148,000					
Prop K	38-Traffic Calming	Environmental Studies (PA&ED)	Planned	2020/21	\$ 16,000		\$ 16,000					
Prop K	38-Traffic Calming	Design Engineering (PS&E)	Planned	2020/21	\$ 16,000		\$ 16,000					
Prop K	38-Traffic Calming	Construction	Planned	2020/21	\$ 148,000		\$ 148,000					
Prop K	38-Traffic Calming	Environmental Studies (PA&ED)	Planned	2021/22	\$ 16,000		\$ 16,000					
Prop K	38-Traffic Calming	Design Engineering (PS&E)	Planned	2021/22	\$ 16,000		\$ 16,000					
Prop K	38-Traffic Calming	Construction	Planned	2021/22	\$ 148,000		\$ 148,000					
Prop K	38-Traffic Calming	Environmental Studies (PA&ED)	Planned	2022/23	\$ 16,000		\$ 16,000		\$ 16,000			
Prop K	38-Traffic Calming	Design Engineering (PS&E)	Planned	2022/23	\$ 16,000		\$ 16,000		\$ 16,000			
Prop K	38-Traffic Calming	Construction	Planned	2022/23	\$ 148,000		\$ 148,000		\$ 148,000			
Prop K	38-Traffic Calming	Environmental Studies (PA&ED)	Planned	2023/24	\$ 16,000		\$ 16,000		\$ 16,000		\$ 16,000	
Prop K	38-Traffic Calming	Design Engineering (PS&E)	Planned	2023/24	\$ 16,000		\$ 16,000		\$ 16,000		\$ 16,000	
Prop K	38-Traffic Calming	Construction	Planned	2023/24	\$ 148,000		\$ 148,000		\$ 148,000		\$ 148,000	
Total By Fiscal Year					\$ 900,000	\$ -	\$ 180,000	\$ 180,000	\$ 180,000	\$ 180,000	\$ 180,000	\$ 180,000

Comments
SFMTA will provide prioritization scores with annual Prop K allocation requests as locations are identified.

4.0 Detailed Site Evaluation Guidelines and Prioritization Criteria

This section outlines a two-tiered approach to evaluate potential locations for Speed Radar Sign installation: (1) criteria to establish suitability of a Speed Radar Sign for a given site; and (2) guidelines to prioritize implementation after establishing that the guidelines are met. The first set of criteria include guidelines that establish the suitability of Speed Radar Signs for a proposed site in San Francisco. If a proposed site does not meet these criteria, the location is unsuitable. If a proposed site does meet these criteria, the second set of guidelines outlined in the document will provide criteria to prioritize implementation, although there is no minimum score required for proposed locations that meet the basic guidelines.

The purpose of the criteria is to avoid sign clutter and to ensure appropriate use of resources. Exceptions to the criteria can be granted by the City Traffic Engineer and the Livable Streets Director.

4.1 Minimum Site Evaluation Guidelines

The Livable Streets and Transportation Engineering divisions of the SFMTA have developed the following guidelines consistent with current best practices. These guidelines should be used when a Speed Radar Sign is requested to determine suitability. At a minimum, each street approach needs to meet these technical guidelines in order to be considered for further analysis and implementation:

- Street where Speed Radar Sign is to be placed is classified as “collector” or higher, as defined by the California Road System;

AND

- 85th percentile speeds are equal to or greater than 5 mph over the posted speed limit.

OR

- A location where there is a reduction in the posted speed limit of more than 10 mph (e.g., when a 35 mph zone transitions to a 25 mph zone);

AND

- An Average Daily Traffic (ADT) directional count of 5,000 vehicles or greater.

If sufficient data does not exist to determine eligibility for a requested location, a speed survey and/or traffic count should be conducted by staff within a reasonable timeframe.

In addition, a preliminary field inspection should meet the design and placement factors listed below in Table 1. If a street approach does not have a location for a Speed Radar Sign that meets the design and placement factors, an alternative countermeasure should be considered.

Table 1: Speed Radar Sign Design and Placement Factors

Existing Road Geometry and Topography
<ul style="list-style-type: none"> • In general, Speed Radar Signs should be placed in positions where they will convey their messages most effectively without restricting lateral clearance or sight distances.² • Topography constraints such as steep slopes and heavy vegetation should be considered when determining the appropriate location for the sign. However, as typical traffic calming measures may not be feasible at grades above 13%, Speed Radar Signs may be a preferred option. • A Speed Radar Sign may be considered in conjunction with other guidance where a curve speed warning advisory sign exists (high to low speed).³ • A Speed Radar Sign should not be installed within 200 feet of a condition such as a STOP sign, street termination, or traffic calming device such as a speed hump. Speed Radar Signs should be placed mid-block. • A Speed Radar Sign should not be placed in within ½ mile of another Speed Radar Sign. • A speed limit sign should be placed with a proposed Speed Radar Sign. • Speed Radar Signs are able to detect speeds more accurately on streets with one lane in each direction.
Solar Availability
<ul style="list-style-type: none"> • For solar powered radar signs, ensure the proposed sign location meets adequate light levels. A field check can verify if light levels generally appear adequate (no obstructions, etc.); however the Speed Radar Sign vendor will verify if solar specifications can be met.
Light Intrusion
<ul style="list-style-type: none"> • Light from radar signs can intrude into nearby residences. Signs should be placed at locations and heights that minimize light intrusion.⁴
Obstructions
<ul style="list-style-type: none"> • Large tree limbs and other signage can interfere with sign performance.
General Information
<ul style="list-style-type: none"> • Speed radar signs do not record personal information or images.

² National Cooperative Highway Research Program, Guidelines for Selection of Speed Reduction Treatments at High-Speed Intersections: Report 613, 2008.

³ CA MUTCD (2012), Section 2B.13 (Speed Limit Signs).

⁴ City of Bellevue Transportation Department, Stationary Sign 2009 Program Report, 2009.

Proposed locations that meet the minimum guidelines will be prioritized based on operational needs. Speed Radar Sign locations that don't have a funding source may also be prioritized and scored using the criteria shown in Table 2 below (request may not need to be prioritized or ranked if there are a small number of total requests). These criteria are to be used for prioritization; there is no minimum score required for proposed locations that meet the basic guidelines outlined in Section 4.1.

Table 2: Speed Radar Sign Prioritization Criteria

Traffic Speeds (85th Percentile) at the Street Approach	
10 – 15 mph above the posted speed limit for speed limits 25 MPH or under	1
15 or more mph above the posted speed limit for speed limits 25 MPH or under	2
10 – 15 mph above the posted speed limit for speed limits 30 MPH or over	3
15 mph or more above the posted speed limit for speed limits 30 MPH or over	4
Average Daily Traffic at the Street Approach	
5,001-7,500	1
7,501+	2
Proximity of School or Senior Center	
Street segment is in a California Vehicle Code defined school area or senior zone	1
Number of Travel Lanes at Street Approach	
There is a two lane approach to the proposed Speed Radar Sign location	1
There is a single lane approach to the proposed Speed Radar Sign location	2
Planned Engineering Improvements	
There are no planned safety engineering improvements at proposed location.	1
Collision/Accident History	
Location on the Vision Zero High Injury Network. Location can be on any of the three types of high injury corridors: pedestrian, cycling, or vehicle high injury corridors.	1
In five years, two or more reported injury crashes have been reported on the proposed block and were related to unsafe speed	2





**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Prop K Project Information Form	
Project Name:	Safe Streets Evaluation
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iv. Bicycle and Pedestrian Improvements
EP Line (Primary):	38-Traffic Calming
Other EP Line Number/s:	39-Bicycle Circulation/Safety
Fiscal Year of Allocation:	2019/20, 2021/22
Project Information	
Project Location:	TBD
Supervisorial District(s):	TBD
Project Manager:	Thalia Leng
Phone Number:	(415) 701-4762
Email:	thalia.leng@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	Ongoing evaluation of street design and engineering improvements on bicycle and pedestrian safety in support of the Vision Zero Safe Streets initiative. The evaluation program will continue to track trends over time and provide evidence-based recommendations to inform future project design by analyzing how upgraded street designs impact safety and comfort.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	The SFMTA is committed to understanding, evaluating and reporting on how projects affect neighborhoods. This work, through the the Safe Streets Evaluation Program, further bolsters the city and agency's commitment in achieving safer streets for all. Building on the initial FY17/18 Safe Streets Project Evaluation Program project, this ongoing program will help staff and stakeholders understand how street design projects can support San Francisco's Vision Zero goal to eliminate traffic fatalities by 2024. Future funding will be used to provide guidance and resources to ensure that the most important projects incorporate consistent, high quality evaluations. By using consistent metrics across projects, the program will illuminate how upgraded street designs impact safety and comfort, facilitate tracking trends over time, evaluate project performance, and improve the performance of future projects funded by Prop K dollars and other sources. With a robust evaluation framework, SFMTA will ensure that the projects developed have the best chance of success based on lessons from past efforts.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	SFPW-TBD
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No https://www.sfmta.com/safe-streets-evaluation-program



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	0%	In-house and Contracted	Q3-Jan-Feb-Mar	2019/20	Q2-Oct-Nov-Dec	2022/23
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (i.e. Award Contract)						
Operations (i.e. paratransit)						
Open for Use						
Project Completion (means last eligible expenditure)						

Comments/Concerns



San Francisco County Transportation Authority
 Proposition K Sales Tax Program Project Information Form

Project Name: Safe Streets Evaluation

Project Cost Estimate	Funding Source		
	Phase	Cost	Other
Planning/Conceptual Engineering	\$ 400,000	\$ 400,000	\$ -
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	\$ 400,000	\$ 400,000	\$ -
Percent of Total		100%	0%

Funding Plan - All Phases		Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)									
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24
Prop K	38-Traffic Calming	Planning/Conceptual Engineering	Planned	2019/20	\$ 100,000		\$ 50,000	\$ 50,000			
Prop K	39-Bicycle Circulation/Safety	Planning/Conceptual Engineering	Planned	2019/20	\$ 100,000		\$ 50,000	\$ 50,000			
Prop K	38-Traffic Calming	Planning/Conceptual Engineering	Planned	2021/22	\$ 100,000				\$ 50,000	\$ 50,000	
Prop K	39-Bicycle Circulation/Safety	Planning/Conceptual Engineering	Planned	2021/22	\$ 100,000				\$ 50,000	\$ 50,000	
Total By Fiscal Year					\$ 400,000	\$ -	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ -

Comments

**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**



Prop K Project Information Form	
Project Name:	Schools Engineering Program
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iv. Bicycle and Pedestrian Improvements
EP Line (Primary):	38-Traffic Calming
Other EP Line Number/s:	
Fiscal Year of Allocation:	2019/20, 2020/21, 2021/22, 2022/23, 2023/24
Project Information	
Project Location:	TBD
Supervisorial District(s):	TBD
Project Manager:	Damon Curtis
Phone Number:	(415) 701-4674
Email:	damon.curtis@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	Plan, design and implement street safety measures and traffic calming projects within school zones via three related engineering programs, including 1) Traffic Operations Program - new and upgraded signage and pavement markings at school sites citywide; 2) School Loading Zone Traffic Calming Program - traffic calming measures on loading zone streets; 3) School Walk Audit Program - safety improvements identified through a collaborative planning process.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>The scope of this annual program is focused on three distinct areas of work, focused on creating a safer on-street environment around schools, generally 500 feet from a school entrance. The sub-programs include Traffic Operations, School Walk Audits, and Schools Loading Zone Traffic Calming. Work delivered via this program will be both proactive and responsive. Proactive work will identify potential problem areas to address while engaging communities for added input and review, including students and families. The responsive work will follow a traditional approach of responding to community concerns as they are raised.</p> <p>The three focus areas that make up the Schools Engineering Program will be coordinated and cohesive in approach to meet the diverse needs of San Francisco's neighborhoods and private, parochial and charter schools. Under the management of the SFMTA's Livable Streets subdivision, this program will reintroduce school-area walk audits, where school communities can walk the neighborhood around a school with SFMTA staff, in order to collaboratively identify safety and traffic operations issues. Once issues are identified, a rapid response plan will be put into place for solutions that can be quickly implemented to address these concerns. Combined with the refreshed communications protocols as part of the SF-SRTS program, families at SF's schools will have extensive access to request safety assistance, provide input on planned transportation safety projects and actively participate in school site transportation planning.</p> <p>Prioritization will be based on factors such as collision and enrollment data, collaboration with the school communities, and assessments of existing road safety treatments in school zones.</p>
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	SFPW-TBD
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	0%	In-house	Q2-Oct-Nov-Dec	2019/20	Q4-Apr-May-Jun	2019/20
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	0%	In-house	Q2-Oct-Nov-Dec	2019/20	Q1-Jul-Aug-Sep	2020/21
Advertise Construction						
Start Construction (i.e. Award Contract)	0%	In-house	Q1-Jul-Aug-Sep	2020/21		
Operations (i.e. paratransit)						
Open for Use					Q2-Oct-Nov-Dec	2020/21
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2020/21

Comments/Concerns

This is an annual process and Prop K funds are proposed for planning, design and construction in each of the 5 years covered by the 2019 5YPP. The schedule milestones above are for the FY 2019/20 allocation. Similar schedules are anticipated for each subsequent allocation of funds for this program. Sufficient detail and list of scored and ranked locations will be required when the allocation request is submitted.



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Project Name:	Schools Engineering Program
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Project Cost Estimate	Phase	Cost	Funding Source		
			Prop K	Other	Other
	Planning/Conceptual Engineering	\$ 900,000	\$ 900,000	\$ -	-
	Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	-
	Right of Way	\$ -	\$ -	\$ -	-
	Design Engineering (PS&E)	\$ 500,000	\$ 500,000	\$ -	-
	Construction	\$ 3,600,000	\$ 3,600,000	\$ -	-
	Operations (i.e. paratransit)	\$ -	\$ -	\$ -	-
	Total Project Cost	\$ 5,000,000	\$ 5,000,000	\$ -	-
	Percent of Total		100%		0%

Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)													
Funding Plan - All Phases	Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
Prop K	38-Traffic Calming	38-Traffic Calming	Planning/Conceptual Engineering	Planned	2019/20	\$ 180,000		\$ 90,000	\$ 90,000				
Prop K	38-Traffic Calming	38-Traffic Calming	Design Engineering (PS&E)	Planned	2019/20	\$ 100,000		\$ 50,000	\$ 50,000				
Prop K	38-Traffic Calming	38-Traffic Calming	Construction	Planned	2019/20	\$ 720,000		\$ 360,000	\$ 360,000				
Prop K	38-Traffic Calming	38-Traffic Calming	Planning/Conceptual Engineering	Planned	2020/21	\$ 180,000			\$ 90,000	\$ 90,000			
Prop K	38-Traffic Calming	38-Traffic Calming	Design Engineering (PS&E)	Planned	2020/21	\$ 100,000			\$ 50,000	\$ 50,000			
Prop K	38-Traffic Calming	38-Traffic Calming	Construction	Planned	2020/21	\$ 720,000			\$ 360,000	\$ 360,000			
Prop K	38-Traffic Calming	38-Traffic Calming	Planning/Conceptual Engineering	Planned	2021/22	\$ 180,000				\$ 90,000	\$ 90,000		
Prop K	38-Traffic Calming	38-Traffic Calming	Design Engineering (PS&E)	Planned	2021/22	\$ 100,000				\$ 50,000	\$ 50,000		
Prop K	38-Traffic Calming	38-Traffic Calming	Construction	Planned	2021/22	\$ 720,000				\$ 360,000	\$ 360,000		
Prop K	38-Traffic Calming	38-Traffic Calming	Planning/Conceptual Engineering	Planned	2022/23	\$ 180,000					\$ 90,000	\$ 90,000	
Prop K	38-Traffic Calming	38-Traffic Calming	Design Engineering (PS&E)	Planned	2022/23	\$ 100,000					\$ 50,000	\$ 50,000	
Prop K	38-Traffic Calming	38-Traffic Calming	Construction	Planned	2022/23	\$ 720,000					\$ 360,000	\$ 360,000	
Prop K	38-Traffic Calming	38-Traffic Calming	Planning/Conceptual Engineering	Planned	2023/24	\$ 180,000						\$ 90,000	\$ 90,000
Prop K	38-Traffic Calming	38-Traffic Calming	Design Engineering (PS&E)	Planned	2023/24	\$ 100,000						\$ 50,000	\$ 50,000
Prop K	38-Traffic Calming	38-Traffic Calming	Construction	Planned	2023/24	\$ 720,000						\$ 360,000	\$ 360,000
					Total By Fiscal Year	\$ 5,000,000	\$ -	\$ 500,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 500,000

Comments



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Prop K Project Information Form	
Project Name:	6th Street Safety Improvements
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iv. Bicycle and Pedestrian Improvements
EP Line (Primary):	38-Traffic Calming
Other EP Line Number/s:	
Fiscal Year of Allocation:	2019/20
Project Information	
Project Location:	6th Street (Market Street to Harrison Street)
Supervisorial District(s):	District 06
Project Manager:	Kimberly Leung
Phone Number:	
Email:	kimberly.leung@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	In support of San Francisco's Vision Zero initiative, the 6th Street Safety Project aims to create a safe and inviting place for people to walk, bike, and drive by transforming 6th Street between Market Street and Harrison Street with wider sidewalks, new traffic signals, and streetscape improvements.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	The 6th Street corridor exhibits one of the highest concentrations of severe and fatal pedestrian collisions in San Francisco. 6th Street is classified as a High Injury Network street by the SFMTA and the San Francisco Department of Public Health. This is a key project in the City's focus on Vision Zero to reduce all traffic deaths to zero by 2024. The primary goals of the project are to reduce pedestrian collisions, improve pedestrian crossings at all intersections, calm motor vehicle traffic, reduce speed, and create a safe and inviting public space. The central component of this project is a suite of proposed pedestrian safety and streetscape improvements on 6th Street from Market to Harrison Streets. On 6th Street between Market and Howard streets, sidewalks on both sides of the street will be widened and corner bulb-outs will be constructed to shorten crossing distances for pedestrians. Additionally, people crossing the street will become more visible to motorists through additional traffic signals and painted crosswalks. The existing two lanes of vehicle traffic in each direction on 6th Street between Market and Howard streets will be reduced to one lane in the southbound direction and two lanes in the northbound direction. On 6th Street between Folsom and Harrison Streets, the project will remove peak-hour towaway lanes that restrict parking from 7am to 9am and 3pm to 7pm and restore full-time parking lanes. This project will also include streetscape amenities, such as landscaping improvements and pedestrian-scale lighting.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	This proposal is the result of a comprehensive community outreach process that began based on the recommendations of the WalkFirst pedestrian safety study, as well as a Prop-K funded planning and outreach phase. This project was planned alongside community stakeholders via a series of 5 public open house meetings series of workshops in 2013 and 2018. Working with District Supervisor Jane Kim and local community groups, such as the Central City SRO Collaborative and the 6th Street Consortium, the SFMTA designed a project proposal to meet the community's requests. The wider sidewalks were specifically identified as a key community amenity to benefit SRO residents who lack indoor space and to allow for people to move unobstructed along 6th Street. The community also identified the unsignalized alleyway crossings on 6th Street as a major conflict point, which directed a large part of the project design.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	SFPW - Kelli Rudnick
Type of Environmental Clearance Required:	Negative Declaration
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Yes Fact Sheet (PDF). More materials available at https://www.sfmta.com/projects/6th-street-pedestrian-safety-project



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	100%	In-house and Contracted	Q2-Oct-Nov-Dec	2014/15	Q4-Apr-May-Jun	2018/19
Environmental Studies (PA&ED)	100%	In-house and Contracted	Q1-Jul-Aug-Sep	2012/13	Q1-Jul-Aug-Sep	2017/18
Right of Way						
Design Engineering (PS&E)	0%	In-house	Q2-Oct-Nov-Dec	2018/19	Q2-Oct-Nov-Dec	2019/20
Advertise Construction						
Start Construction (i.e. Award Contract)	0%	In-house and Contracted	Q4-Apr-May-Jun	2019/20		
Operations (i.e. paratransit)						
Open for Use					Q2-Oct-Nov-Dec	2021/22
Project Completion (means last eligible expenditure)					Q2-Oct-Nov-Dec	2022/23

Comments/Concerns



SFMTA

6th Street Pedestrian Safety Project

Improving safety and livability for people walking and living on 6th Street from Market Street to Brannan Street
www.sfmta.com/6thSt

PROJECT OVERVIEW

6th Street between Market and Howard has one of the highest concentrations of pedestrian collisions, injuries, and fatalities in San Francisco. In support of San Francisco's Vision Zero initiative, the 6th Street Pedestrian Safety Project aims to create a safe and inviting place by transforming 6th Street with wider sidewalks, new traffic signals, corner bulbouts, pedestrian lighting, and streetscape improvements.

To allow for these safety upgrades, this project will remove one lane of southbound vehicle traffic from Market to Howard Street (where only one lane feeds southbound into 6th Street from Golden Gate Avenue).

WE NEED YOUR SUPPORT!

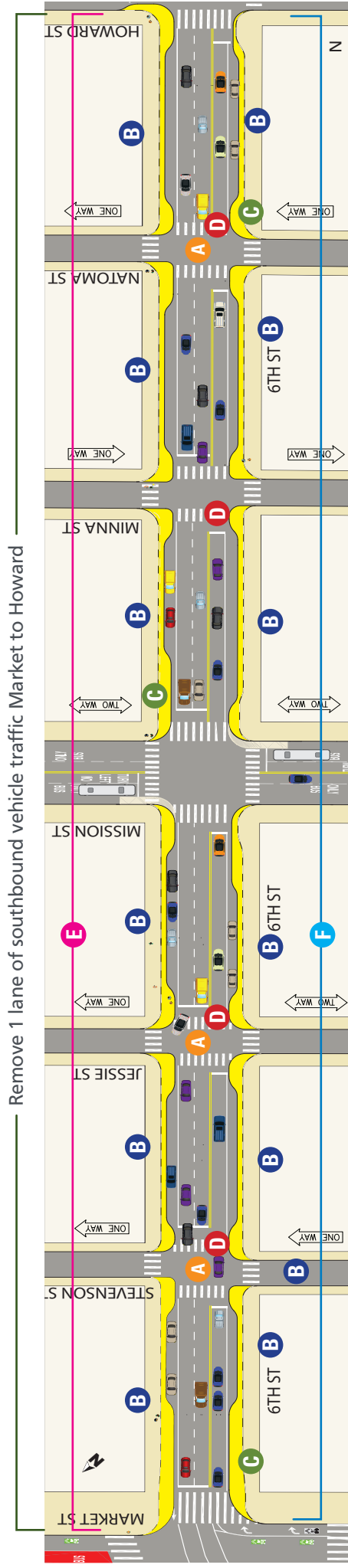
If you support the pedestrian safety elements of the 6th Street Project, or have other comments to share, please email the Project Manager at charlie.ream@sfmta.com and attend our Public Open House meeting on June 27, 2018. Your support and engagement is crucial to see that these vital safety improvements are approved for 6th Street residents and businesses!

STREETSCAPE OPEN HOUSE

June 27, 2018 - 6:30 PM - 8:00 PM

Gene Friend Rec Center - 270 6th Street

PROPOSED IMPROVEMENTS



A **INSTALL ALLEY TRAFFIC SIGNALS** at Stevenson St, Jessie St, and Natoma St (existing signal at Minna St)

B **NEW PEDESTRIAN-SCALE STREET LIGHTS** from Market Street to Folsom Street

C **CORNER BULBOUTS** to shorten crossing distances (in some cases by 20 feet!) for pedestrians along corridor (shown in yellow)

D **INSTALL NEW CROSSWALKS** at Stevenson St, Jessie St, Minna St, and Natoma St (with new signals)

E **STREETSCAPE IMPROVEMENTS** such as paving, upgraded sidewalks/tree wells, street furniture, and more (Market to Howard Street)

F **WIDEN SIDEWALKS** along the entire length of 6th St from Market St to Howard St (shown in yellow)



6th Street Pedestrian Safety Project

Improving safety and livability for people walking and living on 6th Street from Market Street to Brannan Street
www.sfmta.com/6thSt



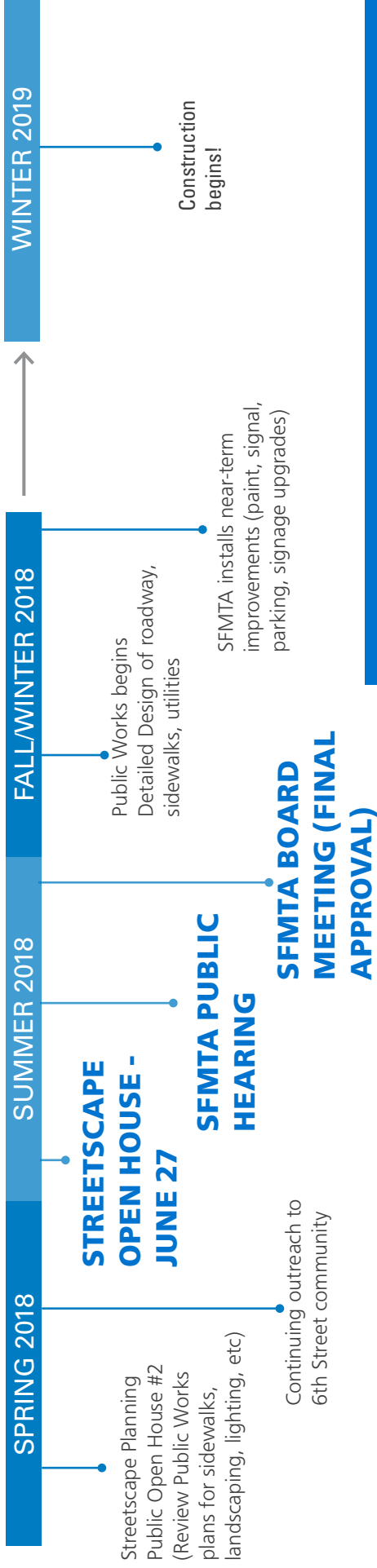
6TH STREET TODAY

- Four traffic lanes, wide crossings
- Narrow sidewalks
- High levels of pedestrian activity
- Unsignalized midblock crossings (alleyways)
- Congested and confusing traffic during rush hour
- High speeds at non-peak hour (late night)
- Poorly lit sidewalks

PAST OUTREACH AND SAFETY IMPROVEMENTS

- 2013**
 - » 3 Public Open House Meetings
 - » Public Community Walks with WalkSF, D6 Supervisor’s Office
 - » Painted Safety Zone installation
- 2014**
 - » Outreach to 6th Street community, Painted Safety Zone expansion
 - » New traffic signal installed at Minna Street, Mayoral event
- 2015**
 - » Environmental Review
 - » New continental crosswalks installed at Market Street and alleyway crossings
- 2016/2017**
 - » Ongoing outreach to 6th Street community
 - » Streetscape Open House #1
- 2018**
 - » **STREETSCAPE OPEN HOUSE - JUNE 27, 2018**
 - » **Public Hearing and SFMTA Board**

PROJECT TIMELINE





**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Prop K Project Information Form	
Project Name:	Ocean Avenue Safety Improvements
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iv. Bicycle and Pedestrian Improvements
EP Line (Primary):	39-Bicycle Circulation/Safety
Other EP Line Number/s:	38-Traffic Calming
Fiscal Year of Allocation:	2018/19, 2019/20
Project Information	
Project Location:	Ocean Avenue from Phelan Street to San Jose Avenue
Supervisory District(s):	District 07, District 11
Project Manager:	Jamie Parks
Phone Number:	(415) 646-2121
Email:	Jamie.Parks@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	Improve safety, accessibility, and comfort for people walking and biking on Ocean Avenue between Geneva Avenue/Phelan Avenue and San Jose Avenue. Project will develop and implement near-term, cost-effective measures, and develop an implementation plan for long-term improvements for a redesigned Ocean Avenue.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	This project is aimed at improving safety, accessibility, and comfort for people walking and biking on Ocean Avenue between Geneva Avenue/Phelan Avenue and San Jose Avenue. The Project will take the recommendations from the SF Planning Department's Ocean Avenue Corridor Design as a starting point for discussion and respect the community input that went into that past planning effort. The goal of this project will be two-fold. First will be to develop and implement a set of near-term improvements - cost-effective measures that can be quickly installed to immediately improve safety for people on Ocean Avenue. Second will be to design and approve a long-term vision for an Ocean Avenue redesign that can be coordinated with other ongoing projects or a future Muni re-rail project. Short term and long term improvements to be identified through the planning phase.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	Based on recommendations from the SF Planning Ocean Avenue Corridor Master Plan. May 2018, attended meetings with Ocean Avenue Association, Balboa Reservoir CAC, and City College stakeholders to continue outreach and project development process.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	City College-TBD, Caltrans-TBD, SFPW-TBD
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No https://www.sfmta.com/projects/ocean-avenue-safety-project

Project Delivery Milestones	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	5%	In-house and Contracted	Q4-Apr-May-Jun	2017/18	Q4-Apr-May-Jun	2019/20
Environmental Studies (PA&ED)	0%	In-house and Contracted	Q4-Apr-May-Jun	2018/19	Q4-Apr-May-Jun	2019/20
Right of Way						
Design Engineering (PS&E)	0%	In-house	Q4-Apr-May-Jun	2019/20	Q4-Apr-May-Jun	2020/21
Advertise Construction						
Start Construction (i.e. Award Contract)	0%	In-house and Contracted	Q2-Oct-Nov-Dec	2021/22		
Operations (i.e. paratransit)						
Open for Use					Q3-Jan-Feb-Mar	2022/23
Project Completion (means last eligible expenditure)					Q3-Jan-Feb-Mar	2023/24

Comments/Concerns

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San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form

Project Name:	Ocean Avenue Safety Improvements
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Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
	Planning/Conceptual Engineering	\$ 700,000	\$ 640,000	\$ 60,000
	Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
	Right of Way	\$ -	\$ -	\$ -
	Design Engineering (PS&E)	\$ 1,800,000	\$ 1,800,000	\$ -
	Construction	\$ 9,400,000	\$ -	\$ 9,400,000
	Operations (i.e. paratransit)	\$ -	\$ -	\$ -
	Total Project Cost	\$ 11,900,000	\$ 2,440,000	\$ 9,460,000
	Percent of Total		21%	79%

Funding Plan - All Phases				Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)							
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24
Prop K	39-Bicycle Circulation/Safety	Planning/Conceptual Engineering	Planned	Previous	\$ 400,000		\$ 400,000				
General Fund		Planning/Conceptual Engineering	Allocated	Previous	\$ 60,000						
Prop K	38-Traffic Calming	Planning/Conceptual Engineering	Planned	Previous	\$ 240,000	\$ 80,000	\$ 160,000				
Prop K	38-Traffic Calming	Design Engineering (PS&E)	Planned	2019/20	\$ 900,000			\$ 700,000	\$ 200,000		
Prop K	39-Bicycle Circulation/Safety	Design Engineering (PS&E)	Planned	2019/20	\$ 900,000			\$ 700,000	\$ 200,000		
TBD		Construction	Planned	2021/22	\$ 9,400,000						
				Total By Fiscal Year	\$ 11,900,000	\$ 80,000	\$ 560,000	\$ 1,400,000	\$ 400,000	\$ -	\$ -

Comments
<p>This project is requesting funds from both EP 38 and EP 39. Prop K would fund the planning/conceptual engineering and design engineering phases, which would position the project to be competitive for discretionary grant sources for construction, including the Active Transportation Program, Highway Safety Improvement Program (HSIP), and Affordable Housing and Sustainable Communities Program (AHSC). Other potential sources for TBD funds include new local revenue sources. Appropriate leveraging of Prop K funds is expected to be achieved by SFMTA successfully pursuing outside funds for the construction phase.</p>



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Prop K Project Information Form	
Project Name:	Bayview Community Based Transportation Plan Implementation
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iv. Bicycle and Pedestrian Improvements
EP Line (Primary):	38-Traffic Calming
Other EP Line Number/s:	40-Pedestrian Circulation/Safety
Fiscal Year of Allocation:	2020/21, 2021/22
Project Information	
Project Location:	Specific locations TBD, though will be in Bayview neighborhood.
Supervisory District(s):	District 10
Project Manager:	Ariel Ward
Phone Number:	
Email:	ariel.ward@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	This project will implement safety improvements recommended as part of the Bayview Community Based Transportation Plan effort. Potential improvements include: sidewalk or intersection improvements; bike lanes, neighborways, and bike parking; bus shelter and signal improvements; and new street trees, public art, and pedestrian plazas.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	Project will implement SFMTA's Bayview Community Based Transportation Plan (CBTP) recommendations. Potential improvements include: sidewalk and intersection improvements; bike lanes, neighborways, and bike parking; bus shelter and signal improvements; and new street trees, public art, and pedestrian plazas. The Bayview CBTP is a community-driven planning effort funded through a Caltrans Sustainable Planning Grant and Prop K. The Bayview District, one of San Francisco's traditionally African-American neighborhoods, is culturally rich and resilient - despite being isolated from the rest of San Francisco by transportation barriers like Highway 101. Home to greater proportions of low-income residents, people of color, and immigrants than the City at-large, the SFMTA recognizes that the members of the Bayview community are in need of a robust and diverse transportation network for access to economic and social opportunities - and are more vulnerable to the impacts of future development. There are many past, ongoing, and future infrastructure projects and studies across the Bayview, and this plan will bring them all together to create a clear picture of community priorities, City commitments, and future demands on the transportation network. Bringing together SFMTA technical expertise and local stakeholders, the plan will create a list of local projects for implementation that emphasize walking, biking, taking the bus, and improving access for transit-dependent groups like seniors and residents of public housing. The CBTP will include conceptual designs for transportation improvements, a prioritized implementation plan, and a funding plan to ensure the on-the-ground results for the community. The plan will include Participatory Budgeting, concurrent with the outreach schedule, to develop community-led projects qualifying for Lifeline Transportation Program funds.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	Planned community engagement as part of the Bayview CBTP during the two-year planning process includes partnering with residents and community groups to identify transportation priorities which reflect community values and support a growing and resilient Bayview. Through this plan, SFMTA hopes to foster a more collaborative and responsive relationship with the residents of the Bayview. The project team is partnering with four community-based organizations to lead community-centered outreach events between September of 2018 and Summer of 2019. One CBO, BMAGIC, will lead the Participatory Budgeting process.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	MTC: Judis Santos SFCTA: Aprile Smith BMAGIC: Lyslynn Lacoste Hunters Point Family: Roslyn Bell CYC: Michael Wong D&A Communications: Maitee Rossoukhi
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Yes Project fact sheet; https://www.sfmta.com/projects/bayview-community-based-transportation-plan



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)	0%	In-house	Q3-Jan-Feb-Mar	2019/20	Q1-Jul-Aug-Sep	2020/21
Right of Way						
Design Engineering (PS&E)	0%	In-house	Q2-Oct-Nov-Dec	2020/21	Q1-Jul-Aug-Sep	2021/22
Advertise Construction						
Start Construction (i.e. Award Contract)	0%	In-house and Contracted	Q4-Apr-May-Jun	2021/22		
Operations (i.e. paratransit)						
Open for Use					Q3-Jan-Feb-Mar	2022/23
Project Completion (means last eligible expenditure)					Q3-Jan-Feb-Mar	2023/24

Comments/Concerns

Sufficient detail and list of scored and ranked locations will be required when the allocation request is submitted.

BAYVIEW COMMUNITY BASED TRANSPORTATION PLAN

The Bayview Community Based Transportation Plan (BCBTP) is a community-driven, SFMTA-led planning effort funded through a Caltrans Sustainable Planning Grant. The BCBTP seeks to **improve mobility, safety, and opportunity** in the culturally rich and resilient Bayview community by identifying **transportation solutions tailored to the needs of residents, community-based organizations and businesses.**

The SFMTA is focused on delivering on-the-ground **transportation improvements to the Bayview within one to five years after completing the BCBTP.** Improvements could include:



Better sidewalks, curb extensions, or intersection treatments, like high visibility crosswalks



Protected bicycle lanes, neighborways, or bike parking

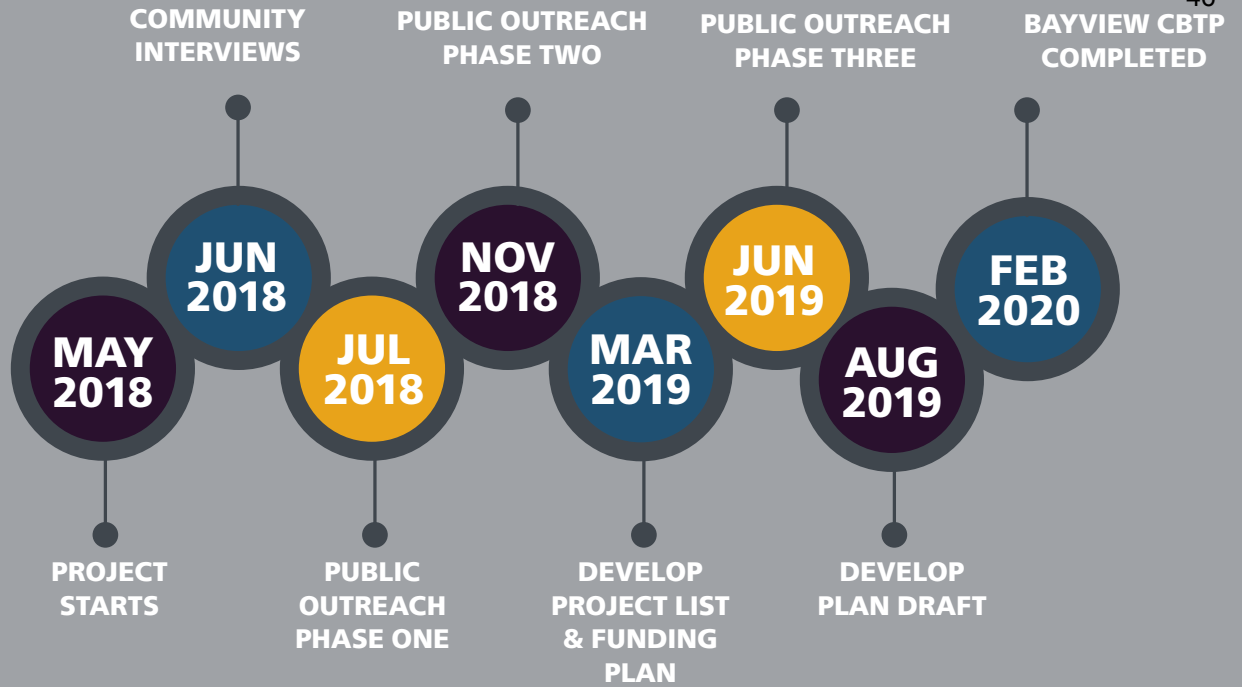


Bus bulbs or transit-related signal improvements



Landscaping, street trees, public art, or pedestrian-scale lighting

PROJECT TIMELINE



This project includes a robust community engagement strategy led by the San Francisco Municipal Transportation Authority (SFMTA), in collaboration with District 10 Supervisor’s office and multiple community-based organizations across the Bayview. At the end of each community outreach phase, the project team will present the results and how community input has informed all recommendations. The final plan will be presented to the Bayview community before being adopted by the SFMTA Board to ensure it reflects community values and priorities.


PARTICIPATORY BUDGETING

The BCBTP will include a Participatory Budgeting (PB) exercise, where Bayview residents come together and decide how to spend \$500,000 in Lifeline transportation funds. Residents come up with ideas, develop them into proposals, then the community gets to vote on where the money will go. These funds can be spent on infrastructure (like new bus stops or improved routes to transit) or on programs (like a community shuttle or more frequent night & weekend MUNI service).



To find out more about the Bayview Community Based Transportation Plan and find out about upcoming outreach events go to: **SFMTA.com/BayviewCommunityPlan**

For questions or comments, please contact:

Christopher Kidd
 christopher.kidd@sfmta.com
 **(415) 646-2852**



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Prop K Project Information Form	
Project Name:	Bayview Community Based Transportation Plan Near Term Implementation
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iv. Bicycle and Pedestrian Improvements
EP Line (Primary):	38-Traffic Calming
Other EP Line Number/s:	
Fiscal Year of Allocation:	2019/20
Project Information	
Project Location:	Specific locations TBD, though will be in Bayview neighborhood.
Supervisorial District(s):	District 10
Project Manager:	Ariel Ward
Phone Number:	
Email:	ariel.ward@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	Implementation of near term safety improvements recommended as part of the Bayview Community Based Transportation Plan effort. Potential near term improvements include: paint- and post-based improvements (e.g., painted safety zones, buffered bikeways) to improve safety and comfort for pedestrians and bicyclists, signal retiming and inclusion of leading pedestrian intervals, improved sidewalks, bike lanes, and increased bike parking.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	Project will implement near term recommendations from the SFMTA's Bayview Community Based Transportation Plan (CBTP). Potential near term improvements include: paint- and post-based improvements (e.g., painted safety zones, buffered bikeways) to improve safety and comfort for pedestrians and bicyclists, signal retiming and inclusion of leading pedestrian intervals, improved sidewalks, bike lanes, neighborways and increased bike parking. The Bayview CBTP is a community-driven planning effort funded through a Caltrans Sustainable Planning Grant and Prop K. The Bayview district, one of San Francisco's traditionally African-American neighborhoods, is culturally rich and resilient - despite being isolated from the rest of San Francisco by transportation barriers like Highway 101. Home to greater proportions of low-income residents, people of color, and immigrants than the City at-large, the SFMTA recognizes that the Bayview community is in need of a robust and diverse transportation network for access to economic and social opportunities – and is more vulnerable to the impacts of future development. There are many past, ongoing, and future infrastructure projects and studies across the Bayview, and this plan will bring them all together to create a clear picture of community priorities, City commitments, and future demands on the transportation network. Bringing together SFMTA technical expertise and local stakeholders, the plan will create a list of local projects for implementation that emphasize walking, biking, taking the bus, and improving access for transit-dependent groups like seniors and residents of public housing. The CBTP will include conceptual designs for transportation improvements, a prioritized implementation plan, and a funding plan to ensure the on-the-ground results for the community. The plan will include Participatory Budgeting, concurrent with the outreach schedule, to develop community-led projects qualifying for Lifeline Transportation Program funds.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	Planned community engagement as part of the Bayview CBTP during the two-year planning process includes partnering with residents and community groups to identify transportation priorities which reflect community values and support a growing and resilient Bayview. Through this plan, SFMTA hopes to foster a more collaborative and responsive relationship with the residents of the Bayview. The project team is partnering with four community-based organizations to lead community-centered outreach events between September of 2018 and Summer of 2019. One CBO, BMAGIC, will lead the Participatory Budgeting process.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	MTC: Judis Santos SFCTA: Aprile Smith BMAGIC: Lyslynn Lacoste Hunters Point Family: Roslyn Bell CYC: Michael Wong D&A Communications: Maitee Rossoukhi
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Yes Project fact sheet; https://www.sfmta.com/projects/bayview-community-based-transportation-plan



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)	0%	In-house	Q3-Jan-Feb-Mar	2018/19	Q1-Jul-Aug-Sep	2018/19
Right of Way						
Design Engineering (PS&E)	0%	In-house	Q1-Jul-Aug-Sep	2018/19	Q3-Jan-Feb-Mar	2019/20
Advertise Construction						
Start Construction (i.e. Award Contract)	0%	In-house	Q4-Apr-May-Jun	2019/20		
Operations (i.e. paratransit)						
Open for Use					Q1-Jul-Aug-Sep	2020/21
Project Completion (means last eligible expenditure)					Q2-Oct-Nov-Dec	2020/21

Comments/Concerns

Sufficient detail and list of scored and ranked locations will be required when the allocation request is submitted.

BAYVIEW COMMUNITY BASED TRANSPORTATION PLAN

The Bayview Community Based Transportation Plan (BCBTP) is a community-driven, SFMTA-led planning effort funded through a Caltrans Sustainable Planning Grant. The BCBTP seeks to **improve mobility, safety, and opportunity** in the culturally rich and resilient Bayview community by identifying **transportation solutions tailored to the needs of residents, community-based organizations and businesses.**

The SFMTA is focused on delivering on-the-ground **transportation improvements to the Bayview within one to five years after completing the BCBTP.** Improvements could include:



Better sidewalks, curb extensions, or intersection treatments, like high visibility crosswalks



Protected bicycle lanes, neighborways, or bike parking

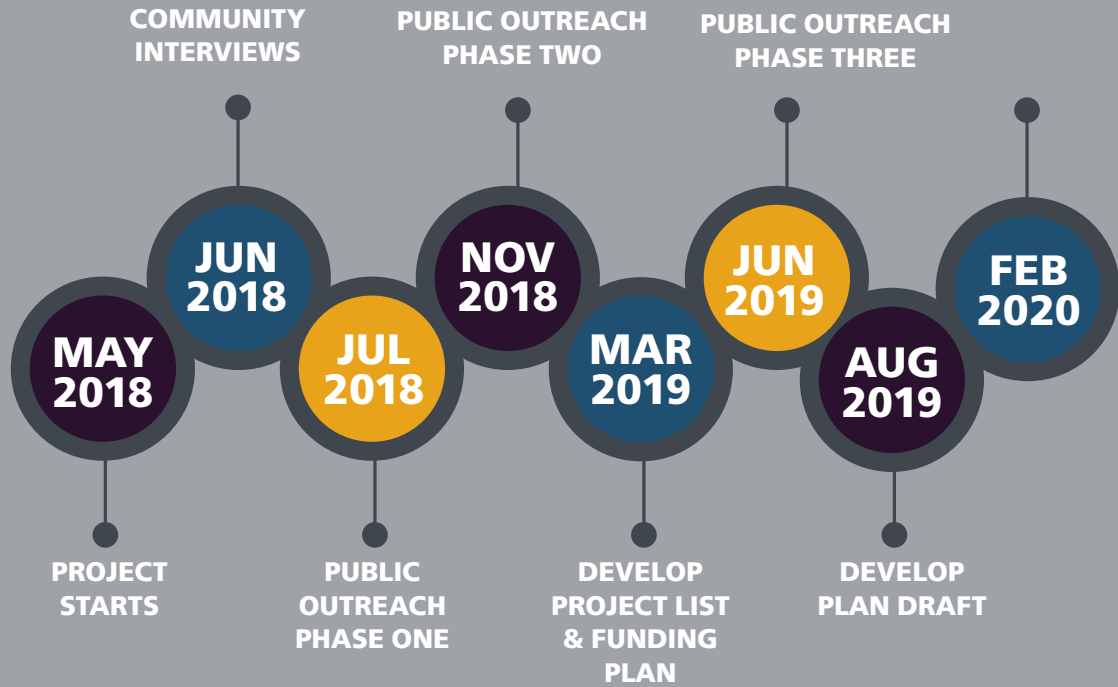


Bus bulbs or transit-related signal improvements



Landscaping, street trees, public art, or pedestrian-scale lighting

PROJECT TIMELINE



This project includes a robust community engagement strategy led by the San Francisco Municipal Transportation Authority (SFMTA), in collaboration with District 10 Supervisor's office and multiple community-based organizations across the Bayview. At the end of each community outreach phase, the project team will present the results and how community input has informed all recommendations. The final plan will be presented to the Bayview community before being adopted by the SFMTA Board to ensure it reflects community values and priorities.

PARTICIPATORY BUDGETING

The BCBTP will include a Participatory Budgeting (PB) exercise, where Bayview residents come together and decide how to spend \$500,000 in Lifeline transportation funds. Residents come up with ideas, develop them into proposals, then the community gets to vote on where the money will go. These funds can be spent on infrastructure (like new bus stops or improved routes to transit) or on programs (like a community shuttle or more frequent night & weekend MUNI service).



To find out more about the Bayview Community Based Transportation Plan and find out about upcoming outreach events go to: **SFMTA.com/BayviewCommunityPlan**

For questions or comments, please contact:

Christopher Kidd



christopher.kidd@sfmta.com
(415) 646-2852



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Prop K Project Information Form			
Project Name:	Excelsior Neighborhood Traffic Calming		
Implementing Agency:	San Francisco Municipal Transportation Agency		
Prop K Expenditure Plan Information			
Category:	C. Street & Traffic Safety		
Subcategory:	iv. Bicycle and Pedestrian Improvements		
EP Line (Primary):	38-Traffic Calming		
Other EP Line Number/s:			
Fiscal Year of Allocation:	2018/19, 2020/21		
Project Information			
Project Location:	Neighborhood-wide in Excelsior		
Supervisorial District(s):	District 11		
Project Manager:	Nick Carr		
Phone Number:	415.701.4468		
Email:	Nick.Carr@sfmta.com		
Brief Project Description for MyStreetSF (80 words max):	The project will design and implement traffic calming and promote local connectivity in the Excelsior and new Mission Terrace neighborhoods.		
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>The project will design and implement traffic calming and promote local connectivity in the Excelsior and new Mission Terrace neighborhoods. The planning process will develop neighborhood traffic calming designs that improve the livability and vitality of local streets, while providing better non-motorized links to local and regional transit, employment, education, recreation/open space, and health services. The planning effort will include a robust public participation process to empower residents and stakeholders from this ethnically diverse and historically car-dependent area of southern San Francisco. Requested funds would support the implementation of recommendations identified through the community planning process.</p> <p>The SFMTA will work with the community to identify neighborhood traffic challenges, including locations with excess speeding, “cut-through” traffic, and difficult walking and biking connections to local destinations. Through this community planning process, the SFMTA will also look into opportunities for safety improvements along residential streets. The outreach process will include several interactive pop-up events and workshops. Community participation will be used to develop a set of design recommendations that achieve neighborhood traffic safety goals.</p>		
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	See above.		
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	SFPW-TBD SF Planning (Excelsior Outer Mission Neighborhood Strategy)		
Type of Environmental Clearance Required:	Categorically Exempt		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<table border="1" style="width: 100%;"> <tr> <td style="width: 20%; text-align: center;">Yes</td> <td>See Draft corridors and fact sheet; https://www.sfmta.com/projects/excelsior-neighborhood-traffic-calming-project</td> </tr> </table>	Yes	See Draft corridors and fact sheet; https://www.sfmta.com/projects/excelsior-neighborhood-traffic-calming-project
Yes	See Draft corridors and fact sheet; https://www.sfmta.com/projects/excelsior-neighborhood-traffic-calming-project		



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	65%	In-house	Q4-Apr-May-Jun	2016/17	Q2-Oct-Nov-Dec	2018/19
Environmental Studies (PA&ED)	5%	In-house	Q1-Jul-Aug-Sep	2018/19	Q2-Oct-Nov-Dec	2018/19
Right of Way						
Design Engineering (PS&E)	0%	In-house	Q3-Jan-Feb-Mar	2018/19	Q4-Apr-May-Jun	2019/20
Advertise Construction			Q1-Jul-Aug-Sep	2020/21		
Start Construction (i.e. Award Contract)	0%	TBD	Q2-Oct-Nov-Dec	2020/21		
Operations (i.e. paratransit)						
Open for Use					Q2-Oct-Nov-Dec	2021/22
Project Completion (means last eligible expenditure)					Q2-Oct-Nov-Dec	2022/23

Comments/Concerns



San Francisco County Transportation Authority
 Proposition K Sales Tax Program Project Information Form

Project Name: Excessor Neighborhood Traffic Calming

Phase	Cost	Funding Source		
		Prop K	Other	
Planning/Conceptual Engineering	\$ 400,000	\$ 100,000	\$ 300,000	
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ 620,000	\$ 620,000		
Construction	\$ 4,660,000	\$ 2,580,000	\$ 2,080,000	
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	\$ 5,680,000	\$ 3,300,000	\$ 2,380,000	
Percent of Total		58%		42%

Funding Plan - All Phases							Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)				
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24
Caltrans Planning Grant		Planning/Conceptual Engineering	Allocated	Previous	\$ 300,000						
Prop K	44-Transportation/Land Use Coordination	Planning/Conceptual Engineering	Allocated	Previous	\$ 100,000	\$ 100,000					
Prop K NTIP	38-Traffic Calming	Design Engineering (PS&E)	Allocated	Previous	\$ 100,000	\$ 100,000					
Prop K NTIP	38-Traffic Calming	Construction	Allocated	Previous	\$ 500,000	\$ 500,000					
Prop K	38-Traffic Calming	Design Engineering (PS&E)	Planned	Previous	\$ 520,000		\$ 260,000				
Prop K	38-Traffic Calming	Construction	Planned	2020/21	\$ 2,080,000				\$ 1,800,000	\$ 280,000	
TBD	Construction	Construction	Planned	2020/21	\$ 2,080,000						
Total By Fiscal Year					\$ 5,680,000	\$ 700,000	\$ 260,000	\$ 260,000	\$ 1,800,000	\$ 280,000	\$ -

Comments

TBD sources may include ATP or new local revenue sources such as sales tax or general obligation bond funds.

Excelsior Neighborhood Traffic Calming DRAFT corridors

1. Persia Street, Mission to LaGrande (Dublin)
2. Naples Street, Silver to Rolph
3. Lisbon Street, Silver to Geneva
4. London Street, Geneva to Avalon
5. Russia Street, Mission to Moscow
6. Italy Street, Mission to Moscow
7. Amazon Street, from Mission to Moscow; Seneca Street, Mission to San Jose
8. Santa Ynez Street, Ocean to San Jose
9. Onondaga Street, Mission to Ocean
10. Avalon Street, Moscow to Mission
11. Cambridge, Silver to Stoneybrook Ave
12. Cayuga, Lyell to Naglee
13. Dublin/LaGrande, south of Russia to Brazil
14. Brazil, Mission to east of LaGrande
15. Rolph, South Hill Blvd to Mission



PROJECT OVERVIEW

Starting in the fall of 2017, the SFMTA will lead a collaborative community planning process in the Excelsior with the goal of creating safer and more comfortable neighborhood streets for people accessing schools, parks, transit, and nearby commercial corridors.

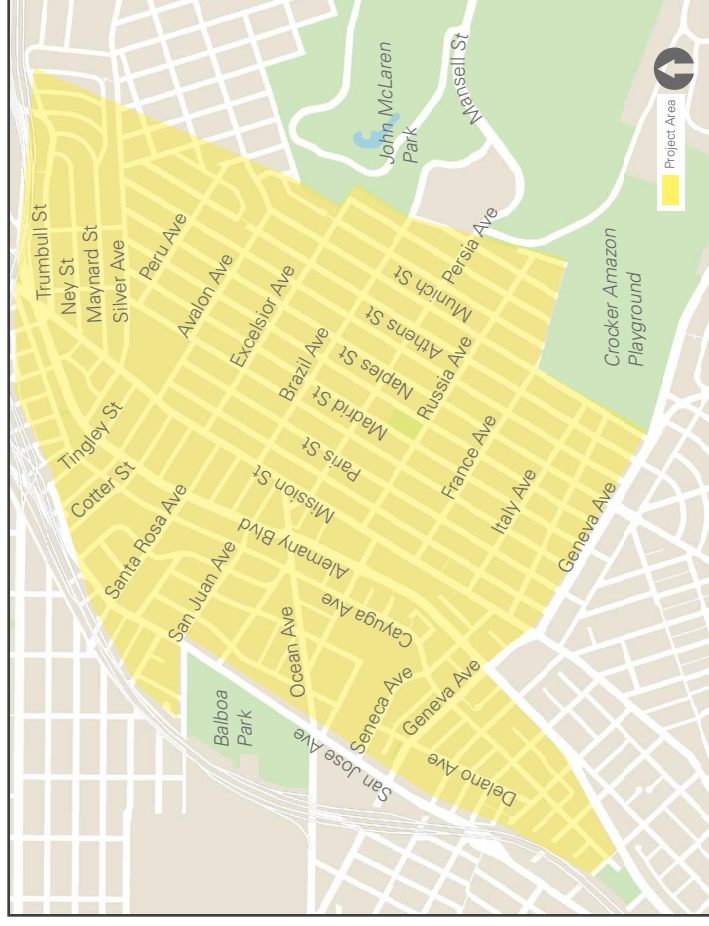
The SFMTA will work with the community to identify neighborhood traffic challenges, including locations with excess speeding, “cut-through” traffic, and difficult walking and biking connections to local destinations. Through community planning, the SFMTA will also look into opportunities for safety improvements along residential streets. The outreach process will include several interactive pop-up events and workshops. Community participation will be used to develop a set of design recommendations that achieve neighborhood traffic safety goals.

PROJECT TIMELINE

- » Community Outreach: Fall 2017, Winter/Spring 2018
- » Preliminary Engineering: Spring/Summer 2018
- » Environmental Review & Legislation: Fall 2018
- » Near Term Construction: Winter 2018
- » Detailed Design/Construction: 2019-2020

WHAT IS TRAFFIC CALMING?

Traffic calming slows traffic and creates safer and more comfortable streets. There are a variety of measures in the Traffic Calming Toolkit that can be applied together to address speeding, “cut-through” traffic, and generally improve neighborhood streets for local residents and visitors. Depending on the neighborhood, the design measure used may look and feel slightly different



For more information, please contact Nick Carr at Nick.Carr@sfmta.com



SFMTA
Municipal
Transportation
Agency

Excelsior Neighborhood Traffic Calming Project

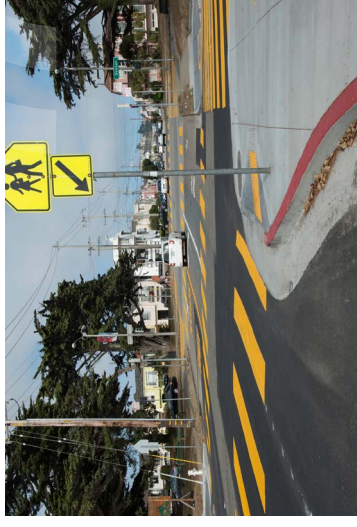
Creating Calmer, More Livable Streets

TRAFFIC CALMING MEASURES

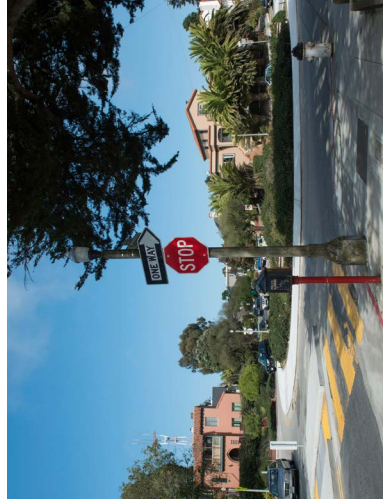
Speed Humps to encourage slow & calm vehicle traffic



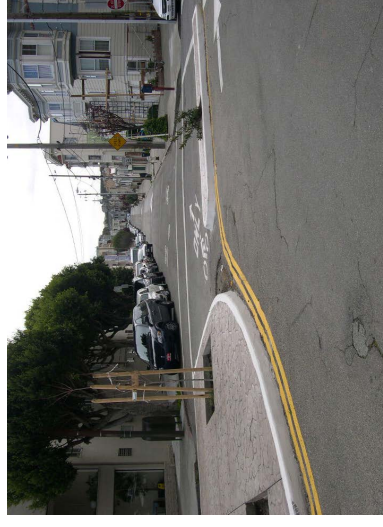
Corner Bulbouts to slow turning vehicles and decrease pedestrian crossing distances



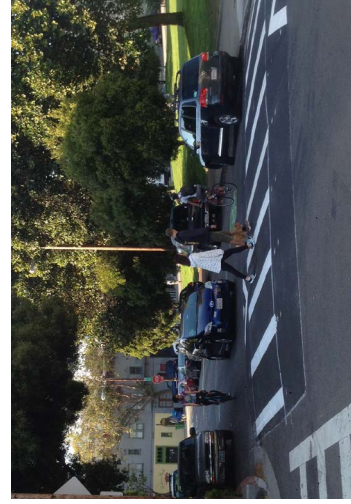
Traffic Circles to promote more efficient vehicle flow



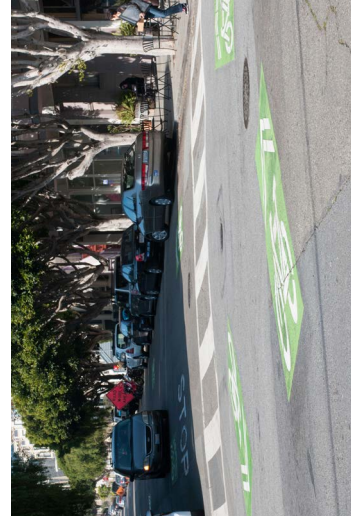
Traffic Diverters that allow bicycle through traffic and reduce vehicle "cut-through" traffic, thereby calming the street



Visible crosswalks and pedestrian islands to make crossing the street safer and more comfortable



Paint and Signs to serve as wayfinding for people walking and biking





**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Prop K Project Information Form			
Project Name:	Sloat Skyline Intersection Improvements		
Implementing Agency:	San Francisco Municipal Transportation Agency		
Prop K Expenditure Plan Information			
Category:	C. Street & Traffic Safety		
Subcategory:	i. Major Capital Projects (Streets)		
EP Line (Primary):	30-Other Upgrades to Major Arterials		
Other EP Line Number/s:	38-Traffic Calming		
Fiscal Year of Allocation:	2018/19, 2019/20, 2020/21		
Project Information			
Project Location:	Sloat Boulevard and Skyline Boulevard		
Supervisory District(s):	District 04, District 07		
Project Manager:	TBD		
Phone Number:	TBD		
Email:	TBD		
Brief Project Description for MyStreetSF (80 words max):	Redesign the intersection of Sloat Boulevard and Skyline Boulevard to improve traffic operations, enhance pedestrian safety and ease of access, and provide bicycle facilities. Preferred alternative is being identified and may include signaling the intersection, construction of a modern roundabout, or a low-build option that maintains current stop sign control with modifications to diverters, medians, and pedestrian and bicycle facilities.		
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	Plan and construct redesign of intersection of Sloat Boulevard and Skyline Boulevard to improve traffic operations, enhance pedestrian safety and ease of access, and provide bicycle facilities which integrate with the existing facilities on Sloat including bike lanes and sharrows. Configuration to be determined pending engineering feasibility study but may include signaling the intersection, constructing a modern roundabout, or a low-build option which maintains current stop sign control with modifications to diverters, medians, and pedestrian and bicycle facilities. The project area includes the intersection and sections of the approaching roadways (Sloat, Skyline, and 39th Ave) as significant realignment of the intersection may be required, including possible encroachment into the overflow parking lot of San Francisco Zoo. This project originated in the Ocean Beach Master Plan and will allow traffic to be redirected from the southern Great Highway once closed. Construction for this project would be coordinated with Vision Zero safety enhancements for western Sloat Boulevard and other changes coordinated with the Ocean Beach Master Plan.		
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	Since 2010, SPUR has led an extensive interagency and public process to develop the Ocean Beach Master Plan, a comprehensive vision to address sea level rise, protect infrastructure, restore coastal ecosystems and improve public access. The Ocean Beach Master Plan includes Key Move 1, which is rerouting the Great Highway via Sloat and Skyline Boulevards. This move calls for reconfiguring Sloat and key intersections to create a safer, more efficient Sloat Avenue.		
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	SFPW - Suzanne Suskind; Caltrans		
Type of Environmental Clearance Required:	TBD		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<table border="1" style="width: 100%;"> <tr> <td style="text-align: center;">Yes</td> <td>Project fact sheet</td> </tr> </table>	Yes	Project fact sheet
Yes	Project fact sheet		



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	5%	In-house and Contracted	Q1-Jul-Aug-Sep	2017/18	Q2-Oct-Nov-Dec	2018/19
Environmental Studies (PA&ED)	0%	In-house and Contracted	Q3-Jan-Feb-Mar	2018/19	Q2-Oct-Nov-Dec	2019/20
Right of Way						
Design Engineering (PS&E)	0%	In-house	Q3-Jan-Feb-Mar	2019/20	Q2-Oct-Nov-Dec	2020/21
Advertise Construction						
Start Construction (i.e. Award Contract)	0%	In-house and Contracted	Q3-Jan-Feb-Mar	2020/21		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2021/22
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2022/23

Comments/Concerns



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Project Name: Sloat Skyline Intersection Improvements

Project Cost Estimate	Funding Source		
	Phase	Cost	Other
Planning/Conceptual Engineering	\$ 399,365	\$ 399,365	\$ -
Environmental Studies (PA&ED)	\$ 379,000	\$ 379,000	\$ -
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 660,000	\$ 660,000	\$ -
Construction	\$ 3,475,000	\$ 250,000	\$ 3,225,000
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	\$ 4,913,365	\$ 1,688,365	\$ 3,225,000
Percent of Total		34%	66%

Funding Plan - All Phases	Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)							Cash Flow Total	
							Previous	2019/20	2020/21	2021/22	2022/23	2023/24			
Prop K	38-Traffic Calming	38-Traffic Calming	Planning/Conceptual Engineering	Allocated	Previous	\$ 151,298	\$ 151,298								\$ 151,298
Prop K	30-Other Upgrades to Major Arterials	30-Other Upgrades to Major Arterials	Planning/Conceptual Engineering	Allocated	Previous	\$ 248,397	\$ 248,397								\$ 248,397
Prop K	38-Traffic Calming	38-Traffic Calming	Environmental Studies (PA&ED)	Planned	Previous	\$ 379,000	\$ 75,800	\$ 303,200							\$ 379,000
Prop K	38-Traffic Calming	38-Traffic Calming	Design Engineering (PS&E)	Planned	2019/20	\$ 660,000		\$ 528,000							\$ 660,000
Prop B General Fund			Construction	Planned	2020/21	\$ 675,000									
Prop K	30-Other Upgrades to Major Arterials	30-Other Upgrades to Major Arterials	Construction	Planned	2020/21	\$ 250,000		\$ 150,000	\$ 100,000						\$ 250,000
TBD			Construction	Planned	2020/21	\$ 2,550,000									
					Total By Fiscal Year	\$ 4,913,695	\$ 475,495	\$ 435,200	\$ 678,000	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 1,688,695

Comments

TBD sources could include future ATP, HSIP, or new local revenue sources such as sales tax, general obligation bond funds or transportation network company (TNC) tax.

Project Description

The Sloat Skyline Intersection Alternatives Analysis looks to improve the overall safety where Sloat Blvd/HWY 35 intersects with Skyline Blvd and 39th Ave. Sloat Blvd serves as a major east-west connector from West Portal to Ocean Beach and is the unofficial southern border of the Outer Sunset. Furthermore, with the closure of the Great Highway between Sloat and Skyline beginning in 2024, the intersection will serve as a major north-south connector in San Francisco's west side.

Project Goals

- Improve safety for all road users
- Increase visibility for people walking and biking through the intersection
- Reduce intersection conflict points
- Improve transit circulation and increase vehicle circulation safety at the intersection
- Consider ways to showcase landscaping improvements, storm water management, or to beautify existing intersection conditions

Project Timeline

Community Outreach
Summer-Fall 2017



Alternatives Development
Spring-Winter 2018



Selection of Preferred
Alternative Winter 2018

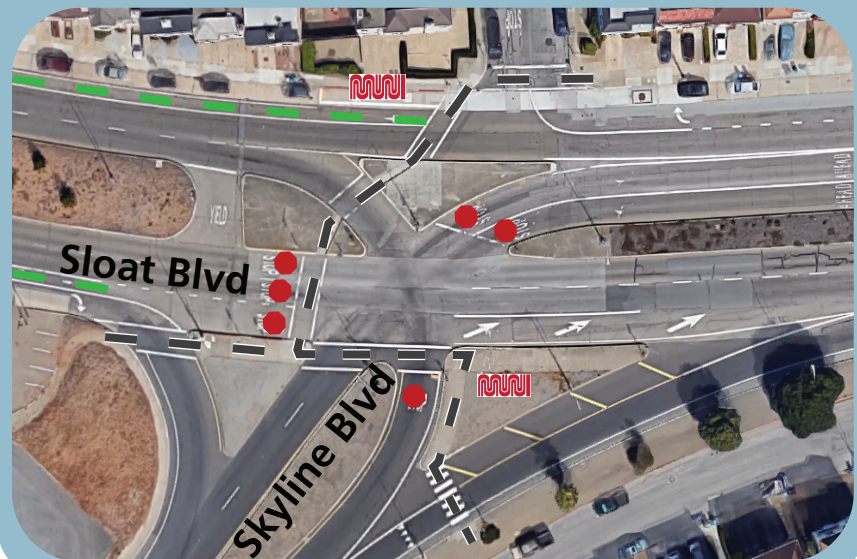
Construction
Winter 2019

Community Outreach - What We Heard

- Vehicle travel speed through the intersection is too high
- Lack of traffic controls for some intersection movements is dangerous
- The distance pedestrians need to cross are too great
- Current conditions do not meet accessibility needs for some intersection users
- Visibility of people using the intersection, especially pedestrians and bicyclists, is low
- Clear signage (signs, paint, vertical delineators, etc.) leading up to and at the intersection to facilitate the safe use of the intersection by all road users is needed
- There is a lack of streetscaping at the intersection
- Vehicle congestion on peak days – like on warm weather days or days in which the Great Highway is closed – is not mitigated enough
- General maintenance and upkeep of the intersection is low

Existing Sloat and Skyline Intersection

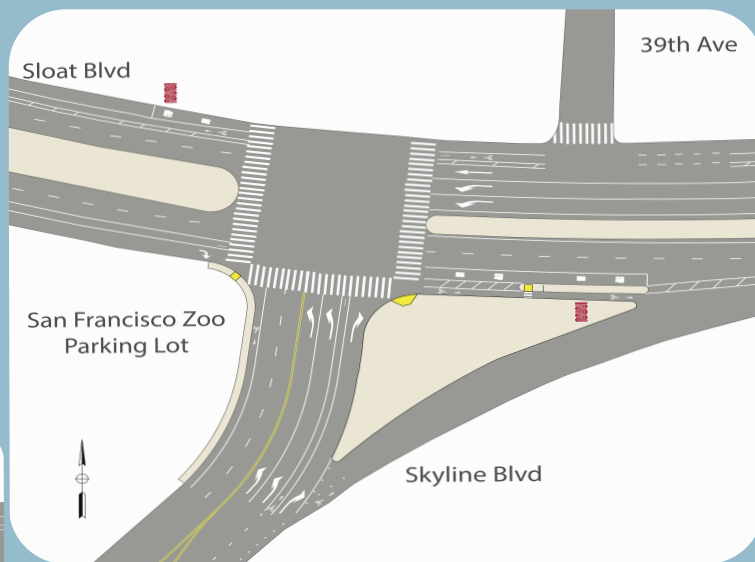
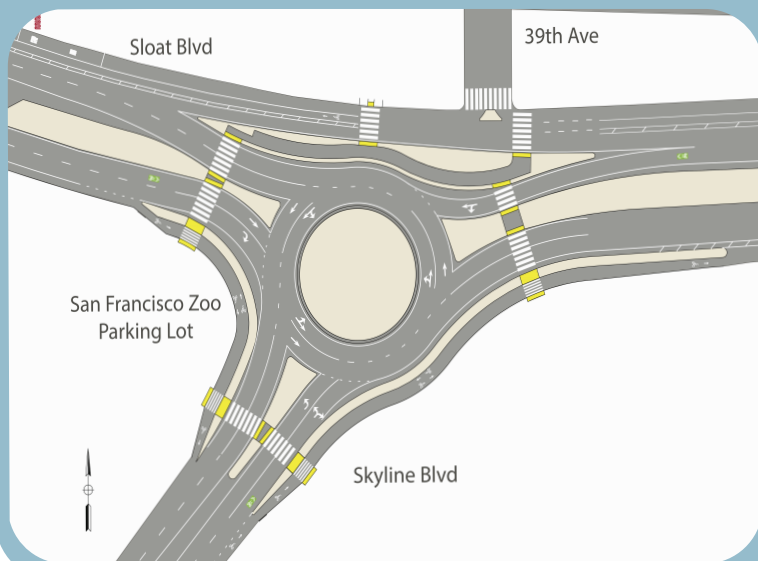
- Pedestrian Crossing
- Bicycle Path
- Stop Sign
- 🚏 Muni Bus Stop



ALTERNATIVES & TRADEOFFS

Signalized Alternative

- Low impact on parking
- Moderate maintenance costs
- Improved pedestrian visibility
- Intersection simplified and shifted west
- Dedicated time for each person using the intersection



Roundabout Alternative

- Low cost of maintenance
- Moderate impact on parking
- Separated pedestrian and bike facilities
- Bus stop relocation from intersection to mid-block
- Free flowing traffic circulation maintained by passive traffic control

Text to VOTE!

Vote on your preferred alternative!

To vote text SLOAT to (415) 991-8053



OR

Vote online at <http://bit.ly/SloatSkyline>

Outreach Events

-  Popup at the intersection of 45th & Sloat
Sat. 10/27 10am-12pm
-  Coffee chat at Peet's Coffee 1509 Sloat Blvd
Thurs. 11/1 5:30pm-7pm
- Coffee chat at Peet's Coffee 1509 Sloat Blvd
Thurs. 11/8 5:30pm-7pm

Contact Info

Visit the project webpage to learn more about the project and to sign up for project updates:
sfmta.com/sloatskyline

You can also contact the project manager **Fabian Gallardo** at Fabian.Gallardo@sfmta.com



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Prop K Project Information Form			
Project Name:	Safer Taylor Street		
Implementing Agency:	San Francisco Municipal Transportation Agency		
Prop K Expenditure Plan Information			
Category:	C. Street & Traffic Safety		
Subcategory:	iv. Bicycle and Pedestrian Improvements		
EP Line (Primary):	38-Traffic Calming		
Other EP Line Number/s:			
Fiscal Year of Allocation:	2019/20, 2020/21		
Project Information			
Project Location:	Taylor Street from Market Street to Sutter Street		
Supervisory District(s):	District 03, District 06		
Project Manager:	Gabe Ho		
Phone Number:	415.701.4456		
Email:	gabriel.ho@sfmta.com		
Brief Project Description for MyStreetSF (80 words max):	Streetscape improvements as identified through a Caltrans Planning Grant and Prop K funded planning phase to improve safety for all roadway users on Taylor Street between Market Street and Sutter Street. Improvements may include sidewalk widening, reduced traffic lanes, bulbouts and shorter pedestrian crossings, landscaping, art, neighborhood amenities, and improved loading zones and curb management.		
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>Working with Taylor Street residents, workers, local community groups and advocacy organizations, the planning phase for this project will develop a new vision for Taylor Street that meets the city's Vision Zero goals of ending traffic fatalities for all road users by 2024. The Safer Taylor Street Transportation Plan will immediately enter the design phase to ensure a smooth transition from planning to the implementation phase. This project will serve as a model on how to end traffic-related fatalities through streetscape improvements developed through robust community partnerships and rapid coordination with City agencies. Current proposed improvements include sidewalk widening, reduced traffic lanes, bulbouts and shorter pedestrian crossings, landscaping, art, neighborhood amenities, and improved loading zones and curb management.</p> <p>Specific improvements proposed through the planning and early preliminary engineering phases include:</p> <ul style="list-style-type: none"> •Wider sidewalks to create more public space for walking, shorter crosswalks, landscaping, art and neighborhood amenities. The proposed design widens sidewalks by 5 to 11 feet throughout Taylor Street on both sides. Together, more space and more amenities can lead to better public health outcomes for all. •Reducing the number of travel lanes providing critical roadway safety improvements with minimal impacts to traffic congestion most of the day. Taylor Street will be one lane with turn pockets south of Ellis Street, and expand to two lanes north of Ellis. This new design still accommodates existing traffic on Taylor Street while substantively improving public safety. People walking will have shorter crosswalks and more time to cross, while drivers will have dedicated turn signals separate from pedestrian crossings. •Improved loading zones with up to five foot buffers from travel lanes, allowing for safer pickup and dropoff for paratransit vans, mobile neighborhood services, tourist buses, and large event trucks. 		
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	<p>As part of the Caltrans and Transportation Authority-funded planning phase, key community leaders and residents continue to meet regularly with the SFMTA project team to learn about progress and make critical decisions collaboratively. Through more than 30 unique events and meetings, the project team has received input from more than 1,000 Tenderloin residents, workers and community leaders. The SFMTA has prioritized events that give the most vulnerable people a voice.</p> <p>The Tenderloin-Little Saigon Neighborhood Transportation Plan included general traffic calming recommendations for portions of Taylor Street.</p>		
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	SF Public Works, SF Department of Public Health		
Type of Environmental Clearance Required:	Categorically Exempt		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<table border="1" style="width: 100%;"> <tr> <td style="width: 50%; text-align: center;">Yes</td> <td>fact sheet; https://www.sfmata.com/projects/safer-taylor-street</td> </tr> </table>	Yes	fact sheet; https://www.sfmata.com/projects/safer-taylor-street
Yes	fact sheet; https://www.sfmata.com/projects/safer-taylor-street		



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	85%	In-house and Contracted	Q1-Jul-Aug-Sep	2016/17	Q4-Apr-May-Jun	2017/18
Environmental Studies (PA&ED)	10%	In-house and Contracted	Q3-Jan-Feb-Mar	2017/18	Q4-Apr-May-Jun	2018/19
Right of Way						
Design Engineering (PS&E)	0%	In-house	Q1-Jul-Aug-Sep	2019/20	Q4-Apr-May-Jun	2019/20
Advertise Construction			Q1-Jul-Aug-Sep	2020/21		
Start Construction (i.e. Award Contract)	0%	Contracted	Q3-Jan-Feb-Mar	2020/21		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2021/22
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2022/23

Comments/Concerns

SAFER TAYLOR STREET PROJECT

MAY 2018 PROJECT UPDATE

SFMTA.COM/SAFERTAYLOR

In strong collaboration with the Tenderloin community, the San Francisco Municipal Transportation Agency (SFMTA) is developing a new vision for Taylor Street between Market and Sutter streets that improves transportation safety and livability for all users of this corridor. The planning phase of this project uses the voice of the Tenderloin's residents, merchants, social services and advocacy groups to set a foundation for future implementation.



RECENT ACCOMPLISHMENTS

Design Proposal

The project team has refined preliminary design options to develop a single unified design proposal for Taylor Street, based on strong community input, technical analysis and national best practices.



Community Working Group

Key community leaders and residents continue to meet regularly with the SFMTA project team to learn about progress and make critical decisions collaboratively. This group is open for anyone to join.

Neighborhood Partnerships

Through more than 30 unique events and meetings, the project team has received input from more than 1,000 Tenderloin residents, workers and community leaders. The SFMTA has prioritized events that give the most vulnerable people a voice.



NEXT STEPS

Community Meeting (June 19, 2018 4-6 PM at Boeddeker Park)

All are invited to an upcoming open gallery to view the design proposal, unifying community and technical input. The team will introduce the next phase of the project focused on streetscape for Taylor Street. This will be presented alongside the PhotoVoice gallery, a collection of youth stories showcased through photographs and essays by Tenderloin youth, made possible by the Boys & Girls Club Tenderloin Clubhouse and 826 Valencia.

SFMTA Board of Directors Meeting (Fall 2018)

The project team will complete a final report and present the proposed design to the SFMTA Board of Directors for approval.

FOR MORE INFORMATION

Visit

sfmta.com/safertaylor

Contact

Shivam Vohra, Project Manager
Shivam.Vohra@sfmta.com

Jennifer Wong, Planner
Jennifer.Wong@sfmta.com

Gabriel Ho, Engineer
Gabriel.Ho@sfmta.com



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 wikang Filipino / การช่วยเหลือทาง ด้านภาษาโดยไม่เสียค่าใช้จ่าย
 خط المساعدة المجاني على الرقم

This project is funded by grants from Caltrans and the San Francisco County Transportation Authority.

SAFER TAYLOR STREET PROJECT

PROJECT PROPOSALS

SFMTA.COM/SAFERTAYLOR

A SPACE FOR ALL TO ENJOY

What we learned: Taylor Street is home to a vibrant, dense and diverse mix of residents and workers. The neighborhood has historically struggled with socio-economic and traffic safety issues. People hope to reclaim street space for safe and enjoyable walking.

What we propose: Wider sidewalks will create more public space for walking, shorter crosswalks, landscaping, art and neighborhood amenities. The proposed design widens sidewalks by 5 to 11 feet throughout Taylor Street on both sides. Together, more space and more amenities can lead to better public health outcomes for all.



TAILORED CURBSIDE ACCESS

What we learned: Improved passenger loading is critical for supporting residents and businesses on Taylor Street, especially for SROs, social service organizations, hotels and event venues. Pickup and dropoff is currently difficult and blocked travel lanes from double-parked cars is a common occurrence.

What we propose: The new design provides improved loading zones with up to five foot buffers from travel lanes, allowing for safer pickup and dropoff for tourist buses, large event trucks, mobile neighborhood services and paratransit vans.



SAFER STREETS THROUGH SAFER SPEEDS

What we learned: More than 50 percent of injury collisions along the corridor involved pedestrians, with most resulting from a driver failing to yield while turning. In addition, over half of auto collisions were caused by risky driver behaviors such as red light running and traveling at unsafe speeds.

What we propose: Widening the sidewalk, and in turn reducing the number of travel lanes, provides critical roadway safety improvements with minimal impacts to traffic congestion most of the day. Taylor Street will be one lane with turn pockets south of Ellis Street, and expand to two lanes north of Ellis. This new design still accommodates existing traffic on Taylor Street while substantively improving public safety. People walking will have shorter crosswalks and more time to cross, while drivers will have dedicated turn signals separate from pedestrian crossings.



We thank our project partners, who have provided us invaluable expertise throughout the planning phase: [SF Public Works](#), [SF Department of Public Health](#), [Fehr & Peers](#), [Tenderloin Safe Passage](#), [WalkSF](#), [Alfred Williams](#), [Hood Design Studio](#)

Table 4 - Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Traffic Calming (EP 38)

Programming
 Approved June 24, 2014

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Local/Neighborhood Track									
SFMTA	Local Track Application-Based Traffic Calming Program	CON	Planned	\$364,000					\$364,000
SFMTA	Local Track Application-Based Traffic Calming Program	PLAN/CER	Planned	\$320,000					\$320,000
SFMTA	Local Track Application-Based Traffic Calming Program	PS&E	Planned	\$41,000					\$41,000
SFMTA	Local Track Application-Based Traffic Calming Program	Any	Planned		\$600,000				\$600,000
SFMTA	Local Track Application-Based Traffic Calming Program	Any	Planned			\$600,000			\$600,000
SFMTA	Local Track Application-Based Traffic Calming Program	Any	Planned				\$600,000		\$600,000
SFMTA	Local Track Application-Based Traffic Calming Program	Any	Planned					\$600,000	\$600,000
SFMTA	Proactive Residential Traffic Calming Improvements	PLAN/CER	Planned	\$125,000					\$125,000
SFMTA	Proactive Residential Traffic Calming Improvements	Any	Planned		\$978,651				\$978,651
SFMTA	Proactive Residential Traffic Calming Improvements	Any	Planned			\$903,651			\$903,651
SFMTA	Proactive Residential Traffic Calming Improvements	PS&E, CON	Planned				\$853,651		\$853,651
SFMTA	Proactive Residential Traffic Calming Improvements	PS&E, CON	Planned					\$853,654	\$853,654
SFMTA	Traffic Calming Implementation (Prior Area-wide Plans)	CON	Planned	\$2,588,600					\$2,588,600
SFMTA, other eligible	Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON	Planned		\$1,000,000				\$1,000,000
Schools Track									
SFMTA	Schools Track Traffic Calming Program	PLAN/CER	Planned				\$44,000		\$44,000
SFMTA	Schools Track Traffic Calming Program	PS&E	Planned				\$50,000		\$50,000
SFMTA	Schools Track Traffic Calming Program	CON	Planned					\$110,000	\$110,000
SFMTA	Cesar Chavez Elementary Safe Routes to School	PS&E	Planned		\$59,885				\$59,885
SFMTA	Cesar Chavez Elementary Safe Routes to School	CON	Planned			\$37,365			\$37,365
SFMTA	Redding Elementary Safe Routes to School	PS&E	Planned	\$18,352					\$18,352
SFMTA	Redding Elementary Safe Routes to School	CON	Planned				\$91,760		\$91,760

Table 4 - Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Traffic Calming (EP 38)

Programming

Approved June 24, 2014

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA	Bessie Carmichael Safe Routes to School	PS&E	Planned	\$115,000					\$115,000
SFMTA	Bessie Carmichael Safe Routes to School	CON	Planned		\$68,820				\$68,820
SFMTA	John Yehall Chin Safe Routes to School	PLAN/CER	Planned	\$11,675					\$11,675
SFMTA	John Yehall Chin Safe Routes to School	PS&E	Planned	\$35,000					\$35,000
SFMTA	John Yehall Chin Safe Routes to School	CON	Planned			\$20,646			\$20,646
Arterials and Commercial Corridors Track									
SFMTA	Columbus Avenue Corridor Improvements	PS&E	Planned	\$150,000					\$150,000
SFMTA	Howard Street Streetscape	PLAN/CER	Planned		\$80,000				\$80,000
SFMTA	Howard Street Streetscape	PS&E	Planned			\$300,000			\$300,000
SFMTA	Howard Street Streetscape	CON	Planned				\$590,000		\$590,000
SFMTA	8th Street Streetscape	PS&E	Planned		\$645,960				\$645,960
SFMTA	Arterials Track Traffic Calming Program	PLAN/CER	Planned	\$100,000					\$100,000
SFMTA	Arterials Track Traffic Calming Program	PLAN/CER, PS&E	Planned		\$369,143				\$369,143
SFMTA	Arterials Track Traffic Calming Program	PLAN/CER, PS&E	Planned			\$93,600			\$93,600
Follow-the-Paving									
SFMTA	Follow-the-Paving: Spot Improvements	CON	Planned	\$100,000					\$100,000
SFMTA	Follow-the-Paving: Spot Improvements	CON	Planned			\$100,000			\$100,000
SFMTA	Follow-the-Paving: Spot Improvements	CON	Planned				\$100,000		\$100,000
SFMTA	Follow-the-Paving: Traffic Calming Major Corridors	CON	Planned	\$300,000					\$300,000
SFMTA	Follow-the-Paving: Traffic Calming Major Corridors	PS&E	Planned		\$75,000				\$75,000
SFMTA	Follow-the-Paving: Traffic Calming Major Corridors	CON	Planned			\$100,000			\$100,000
SFMTA	Follow-the-Paving: Traffic Calming Major Corridors	PS&E	Planned				\$75,000		\$75,000
SFMTA	Follow-the-Paving: Traffic Calming Major Corridors	CON	Planned					\$33,600	\$33,600
Total Programmed in 5YPP				\$4,268,627	\$3,877,459	\$2,247,022	\$2,212,651	\$1,697,254	\$14,303,013
Total Programmed in 2014 Strategic Plan				\$4,268,627	\$3,877,459	\$2,247,022	\$2,212,651	\$1,697,254	\$14,303,013
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0	\$0

Table 4 - Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Traffic Calming (EP 38)
Cash Flow (\$) Maximum Annual Reimbursement
 Approved June 24, 2014

Project Name	Phase	Fiscal Year						Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	
Local/Neighborhood Track								
Local Track Application-Based Traffic Calming Program	CON	\$364,000						\$364,000
Local Track Application-Based Traffic Calming Program	PLAN/CER	\$320,000						\$320,000
Local Track Application-Based Traffic Calming Program	PS&E	\$41,000						\$41,000
Local Track Application-Based Traffic Calming Program	Any		\$600,000					\$600,000
Local Track Application-Based Traffic Calming Program	Any			\$600,000				\$600,000
Local Track Application-Based Traffic Calming Program	Any				\$600,000			\$600,000
Local Track Application-Based Traffic Calming Program	Any					\$600,000		\$600,000
Proactive Residential Traffic Calming Improvements	PLAN/CER	\$100,000	\$25,000					\$125,000
Proactive Residential Traffic Calming Improvements	Any		\$978,651					\$978,651
Proactive Residential Traffic Calming Improvements	Any			\$903,651				\$903,651
Proactive Residential Traffic Calming Improvements	PS&E, CON				\$853,651			\$853,651
Proactive Residential Traffic Calming Improvements	PS&E, CON					\$853,654		\$853,654
Traffic Calming Implementation (Prior Area-wide Plans)	CON	\$1,294,300	\$1,294,300					\$2,588,600
Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON		\$340,000	\$330,000				\$1,000,000
Schools Track								
Schools Track Traffic Calming Program	PLAN/CER				\$22,000	\$22,000		\$44,000
Schools Track Traffic Calming Program	PS&E				\$25,000	\$25,000		\$50,000
Schools Track Traffic Calming Program	CON					\$110,000		\$110,000
Cesar Chavez Elementary Safe Routes to School	PS&E		\$59,885					\$59,885
Cesar Chavez Elementary Safe Routes to School	CON			\$5,000	\$32,365			\$37,365
Redding Elementary Safe Routes to School	PS&E	\$18,352						\$18,352
Redding Elementary Safe Routes to School	CON			\$45,880	\$45,880			\$91,760

Table 4 - Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Traffic Calming (EP 38)

Cash Flow (\$) Maximum Annual Reimbursement

Approved June 24, 2014

Project Name	Phase	Fiscal Year					Total	
		2014/15	2015/16	2016/17	2017/18	2018/19		2019/20
Bessie Carmichael Safe Routes to School	PS&E	\$115,000					\$115,000	
Bessie Carmichael Safe Routes to School	CON		\$34,410				\$68,820	
John Yehall Chin Safe Routes to School	PLAN/CER	\$11,675					\$11,675	
John Yehall Chin Safe Routes to School	PS&E	\$35,000					\$35,000	
John Yehall Chin Safe Routes to School	CON			\$20,646			\$20,646	
Arterials and Commercial Corridors Track								
Columbus Avenue Corridor Improvements	PS&E	\$150,000					\$150,000	
Howard Street Streetscape	PLAN/CER		\$40,000				\$80,000	
Howard Street Streetscape	PS&E			\$50,000	\$250,000		\$300,000	
Howard Street Streetscape	CON				\$50,000	\$540,000	\$590,000	
8th Street Streetscape	PS&E		\$645,960				\$645,960	
Arterials Track Traffic Calming Program	PLAN/CER	\$100,000					\$100,000	
Arterials Track Traffic Calming Program	PLAN/CER, PS&E		\$369,143				\$369,143	
Arterials Track Traffic Calming Program	PLAN/CER, PS&E			\$93,600			\$93,600	
Follow-the-Paving								
Follow-the-Paving: Spot Improvements	CON	\$50,000					\$100,000	
Follow-the-Paving: Spot Improvements	CON			\$50,000			\$100,000	
Follow-the-Paving: Spot Improvements	CON				\$50,000		\$100,000	
Follow-the-Paving: Traffic Calming Major Corridors	CON	\$150,000					\$300,000	
Follow-the-Paving: Traffic Calming Major Corridors	PS&E		\$37,500				\$75,000	
Follow-the-Paving: Traffic Calming Major Corridors	CON			\$50,000			\$100,000	
Follow-the-Paving: Traffic Calming Major Corridors	PS&E				\$37,500		\$75,000	
Follow-the-Paving: Traffic Calming Major Corridors	CON				\$37,500	\$37,500	\$75,000	
Follow-the-Paving: Traffic Calming Major Corridors	CON					\$33,600	\$33,600	
Total Cash Flow in 5YPP								
		\$2,749,327	\$4,624,849	\$2,260,687	\$2,346,396	\$2,271,754	\$50,000	\$14,303,013
Cash Flow Programmed in 2014 Strategic Plan		\$2,749,327	\$4,624,849	\$2,260,687	\$2,346,396	\$2,271,754	\$50,000	\$14,303,013
Cumulative Remaining Cash Flow Capacity		\$0	\$0	\$0	\$0	\$0	\$0	\$0

2014 Prop K 5-Year Project List (FY 2014/15 - 2018/19)

Traffic Calming (EP 38)

Programming and Allocations to Date

Pending November 27, 2018 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Local/Neighborhood Track									
SFMTA	Local Track Application-Based Traffic Calming	CON	Programmed	\$0					\$0
SFMTA	Local Track Application-Based Traffic Calming	CON	Allocated				\$646,407		\$646,407
SFMTA	Local Track Application-Based Traffic Calming	PLAN/ CER	Programmed	\$0					\$0
SFMTA	Local Track Application-Based Traffic Calming	PLAN/ CER	Allocated		\$203,400				\$203,400
SFMTA	Local Track Application-Based Traffic Calming	PS&E	Programmed	\$0					\$0
SFMTA	Local Track Application-Based Traffic Calming	PS&E	Allocated				\$80,918		\$80,918
SFMTA	Local Track Application-Based Traffic Calming	Any	Programmed		\$0				\$0
SFMTA	Local Track Application-Based Traffic Calming	PLAN/ CER	Allocated			\$213,525			\$213,525
SFMTA	Local Track Application-Based Traffic Calming	PLAN/ CER	Allocated				\$213,525		\$213,525
SFMTA	Local Track Application-Based Traffic Calming	PLAN/ CER	Allocated					\$200,000	\$200,000
SFMTA	Local Track Application-Based Traffic Calming	Any	Programmed			\$0			\$0
SFMTA	Local Track Application-Based Traffic Calming	Any	Programmed				\$0		\$0
SFMTA	Local Track Application-Based Traffic Calming	Any	Programmed					\$0	\$0
SFMTA	Local Track Application-Based Traffic Calming	PS&E, CON	Allocated					\$1,013,399	\$1,013,399
SFMTA	Proactive Residential Traffic Calming Improvements	PLAN/ CER	Programmed	\$0					\$0
SFMTA	Proactive Residential Traffic Calming Improvements	Any	Programmed		\$0				\$0
SFMTA	Proactive Residential Traffic Calming Improvements	Any	Programmed			\$0			\$0
SFMTA	Proactive Residential Traffic Calming Improvements	PS&E, CON	Programmed				\$0		\$0
SFMTA	Proactive Residential Traffic Calming Improvements	PS&E, CON	Programmed					\$0	\$0
SFMTA	Wiggle Neighborhood Green Corridor	CON	Allocated			\$224,900			\$224,900
SFMTA	Traffic Calming Implementation (Prior Area-wide Plans)	PLAN	Allocated			\$180,733			\$180,733
SFMTA	Traffic Calming Implementation (Prior Area-wide Plans)	PS&E	Allocated			\$335,670			\$335,670
SFMTA	Traffic Calming Implementation (Prior Area-wide Plans)	CON	Allocated			\$1,272,597			\$1,272,597

2014 Prop K 5-Year Project List (FY 2014/15 - 2018/19)

Traffic Calming (EP 38)

Programming and Allocations to Date

Pending November 27, 2018 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA	Traffic Calming Implementation (Prior Area-wide Plans)	CON	Allocated			\$1,500,000			\$1,500,000
SFMTA	Traffic Calming Implementation (Prior Area-wide Plans)	PS&E	Allocated	\$25,000					\$25,000
SFMTA	Traffic Calming Implementation (Prior Area-wide Plans)	PS&E	Deobligated	(\$32)					(\$32)
SFPW	Sloat Boulevard Pedestrian Improvements	CON	Allocated		\$122,477				\$122,477
SFMTA, other eligible	Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON	Programmed		\$0			\$320,000	\$320,000
SFCTA	Kearny Street Multimodal Implementation Plan - Traffic Analysis [NTIP Capital]	PLAN/ CER	Allocated					\$50,000	\$50,000
SFPW	South Park Traffic Calming [NTIP Capital]	CON	Allocated			\$30,000			\$30,000
SFMTA	District 11 Near-Term Traffic Calming [NTIP Capital]	PS&E	Allocated				\$100,000		\$100,000
SFMTA	District 11 Near-Term Traffic Calming [NTIP Capital]	CON	Allocated				\$500,000		\$500,000
Schools Track									
SFMTA	Schools Track Traffic Calming Program	PLAN/ CER	Programmed				\$0		\$0
SFMTA	Schools Track Traffic Calming Program	PS&E	Programmed				\$0		\$0
SFMTA	Schools Track Traffic Calming Program	CON	Programmed					\$0	\$0
SFMTA	School Engineering Program	PLAN/ CER, PS&E, CON	Allocated					\$1,087,775	\$1,087,775
SFMTA	Cesar Chavez Elementary Safe Routes to School	PS&E	Programmed		\$0				\$0
SFMTA	Cesar Chavez Elementary Safe Routes to School	CON	Programmed			\$0			\$0
SFMTA	Redding Elementary Safe Routes to School	PS&E	Programmed	\$0					\$0
SFMTA	Redding Elementary Safe Routes to School	CON	Programmed			\$0			\$0
SFMTA	Bessie Carmichael Safe Routes to School	PS&E	Programmed	\$0					\$0
SFMTA	Bessie Carmichael Safe Routes to School	CON	Programmed		\$0				\$0
SFMTA	John Yehall Chin Safe Routes to School	PLAN/ CER	Allocated	\$40,433					\$40,433
SFMTA	John Yehall Chin Safe Routes to School	PLAN/ CER	Deobligated	(\$4,433)					(\$4,433)
SFMTA	John Yehall Chin Safe Routes to School	PS&E	Programmed	\$0					\$0
SFMTA	John Yehall Chin Safe Routes to School	CON	Planned					\$436,000	\$436,000
Arterials and Commercial Corridors Track									
SFMTA	Columbus Avenue Corridor Improvements	PS&E	Programmed	\$0					\$0
SFMTA	Howard Street Streetscape	PLAN/ CER	Programmed		\$0				\$0
SFMTA	Howard Street Streetscape	PS&E	Programmed			\$0			\$0
SFMTA	Glen Park Phase 2	PLAN/ CER	Allocated			\$260,000			\$260,000
SFMTA	Howard Street Streetscape	CON	Programmed				\$0		\$0
SFMTA	8th Street Streetscape	PS&E	Programmed		\$0				\$0

2014 Prop K 5-Year Project List (FY 2014/15 - 2018/19)

Traffic Calming (EP 38)

Programming and Allocations to Date

Pending November 27, 2018 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA	Walk/First Rectangular Rapid Flashing Beacons	CON	Allocated			\$399,000			\$399,000
SFMTA	Arterials Track Traffic Calming Program	PLAN/ CER	Programmed	\$0					\$0
SFMTA	Arterials Track Traffic Calming Program	PLAN/ CER	Programmed		\$0				\$0
SFMTA	Taylor Street Safety Project	PLAN	Allocated		\$220,000				\$220,000
SFMTA	Lombard Street US-101 Corridor [NTP Capital]	PS&E	Allocated		\$138,586				\$138,586
SFMTA	Lombard Street US-101 Corridor [NTP Capital]	CON	Allocated		\$33,000				\$33,000
SFMTA	Sloat/Skyline Intersection Alternatives Analysis [NTP Capital]	PLAN/ CER	Allocated			\$151,298			\$151,298
SFMTA	Arterials Track Traffic Calming Program	PLAN/ CER, PS&E	Programmed			\$0			\$0
SFMTA	Golden Gate Park Traffic Safety	PS&E	Allocated				\$165,979		\$165,979
SFMTA	Golden Gate Park Traffic Safety	CON	Allocated				\$414,947		\$414,947
SFMTA	Traffic Signal Upgrade Contract 34	CON	Allocated				\$845,599		\$845,599
SFMTA	Ocean Avenue Safety Improvements	PLAN/ CER	Planned					\$240,000	\$240,000
SFMTA	Excelsior Neighborhood Traffic Calming	PS&E	Planned					\$520,000	\$520,000
SFMTA	Sloat Skyline Intersection Improvements	PA&EID	Planned					\$379,000	\$379,000
Follow-the-Paving									
SFMTA	Follow-the-Paving: Spot Improvements	CON	Programmed	\$0					\$0
SFMTA	Follow-the-Paving: Spot Improvements	CON	Programmed			\$0			\$0
SFMTA	Follow-the-Paving: Spot Improvements	CON	Programmed					\$0	\$0
SFMTA	Follow-the-Paving: Traffic Calming Major Corridors	CON	Programmed	\$0					\$0
SFPW	San Jose Avenue Follow the Paving	CON	Allocated	\$250,900					\$250,900
SFMTA	Follow-the-Paving: Traffic Calming Major Corridors	PS&E	Programmed		\$0				\$0
SFMTA	Follow-the-Paving: Traffic Calming Major Corridors	CON	Programmed			\$0			\$0
SFMTA	Follow-the-Paving: Traffic Calming Major Corridors	PS&E	Programmed				\$0		\$0
SFMTA	Follow-the-Paving: Traffic Calming Major Corridors	CON	Programmed					\$0	\$0
Total Programmed in 5YPP				\$311,868	\$717,463	\$4,567,723	\$2,967,375	\$4,246,174	\$12,810,602
Total Programmed in 2014 Strategic Plan				\$4,268,627	\$3,877,459	\$2,247,022	\$2,212,651	\$1,697,254	\$14,303,013
Cumulative Remaining Programming Capacity				\$5,262,327	\$8,422,323	\$6,101,622	\$5,346,898	\$2,797,978	\$2,797,978

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

FOOTNOTES:

Comprehensive 2014 5YPP amendment concurrent with 2019 5YPP adoption (Reso XX, approved YYY).

Local Track Application-Based Traffic Calming: Reduced from \$252,826 to \$0. Funds will be programmed to this placeholder in the 2019 5YPP.

Proactive Residential Traffic Calming Improvements: Reduced from \$2,605,932 to \$0. SFMTA will be advancing this new traffic calming program in the 2019 5YPP as Advancing Equity through Safer Streets.

NTPP Placeholder: Moved \$320,000 from FY 15/16 to FY 18/19, with corresponding cash flow adjustment.

Cesar Chavez Elementary Safe Routes to School: Moved \$59,885 from FY 15/16 and \$37,365 from FY 16/17 to John Yehall Chin Safe Routes to School FY 18/19. Project was funded through non-Prop K funds.

Redding Elementary Safe Routes to School: Reduced from \$110,112 to \$0. Project was funded with the Prop K funds from the Signal and Signs category and non-Prop K funds.

2014 Prop K 5-Year Project List (FY 2014/15 - 2018/19)

Traffic Calming (EP 38)

Programming and Allocations to Date

Pending November 27, 2018 Board

Agency	Project Name	Phase	Status	Fiscal Year				Total
				2014/15	2015/16	2016/17	2017/18	

Bessie Carmichael Safe Routes to School: Reduced from \$183,820 to \$0. Project was funded with the Prop K funds from Pedestrian Circulation and Safety category and non-Prop K funds.

John Yehall Chin Safe Routes to School: Moved \$26,888 from FY 14/15 and FY 16/17 to FY 18/19 for construction, with corresponding cash flow adjustment; added \$409,112 in FY 18/19 for construction.

Columbus Avenue Corridor Improvements: Reduced from \$150,000 to \$0. Project was funded through non-Prop K funds.

Howard Street Streetscape: Reduced from \$129,074 to \$0. Project was incorporated into the Folsom-Howard Streetscape project, which is advancing in the 2019 5YPP for the Pedestrian Circulation and Safety category.

8th Street Streetscape: Reduced from \$164,518 to \$0. Project was funded through non-Prop K funds.

Arterials Track Traffic Calming Program: Reduced from \$19,859 to \$0. Project was funded through non-Prop K funds.

Follow-the-Paving: Reduced from \$632,700 to \$0. Project was funded through non-Prop K funds.

Ocean Avenue Safety Improvements: Added project with \$240,000 in FY18/19 for planning. Funds needed to advance planning phase and prepare project for design in FY 19/20 as proposed 2019 5YPP.

Excelsior Neighborhood Traffic Calming: Added project with \$520,000 in FY18/19 for design. Funds needed to advance design phase and prepare project for construction in FY 20/21 as proposed 2019 5YPP.

Sloat Skyline Intersection Improvements: Added project with \$379,000 in FY18/19 for environmental. Funds needed to advance environmental phase and prepare project for design in FY 19/20 as proposed 2019 5YPP.

2014 Prop K 5-Year Project List (FY 2014/15 - 2018/19)

Traffic Calming (EP 38)

Cash Flow (\$) Maximum Annual Reimbursement

Pending November 27, 2018 Board

Project Name	Phase	Fiscal Year								Total	
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21			
Local/Neighborhood Track											
Local Track Application-Based Traffic Calming	CON	\$0									\$0
Local Track Application-Based Traffic Calming	CON				\$484,805	\$161,602					\$646,407
Local Track Application-Based Traffic Calming	PLAN/ CER	\$0									\$0
Local Track Application-Based Traffic Calming	PLAN/ CER		\$203,400								\$203,400
Local Track Application-Based Traffic Calming	PS&E	\$0									\$0
Local Track Application-Based Traffic Calming	PS&E				\$80,918						\$80,918
Local Track Application-Based Traffic Calming	Any		\$0								\$0
Local Track Application-Based Traffic Calming	PLAN/ CER			\$213,525							\$213,525
Local Track Application-Based Traffic Calming	PLAN/ CER				\$213,525						\$213,525
Local Track Application-Based Traffic Calming	PLAN/ CER					\$170,000			\$30,000		
Local Track Application-Based Traffic Calming	Any			\$0							\$0
Local Track Application-Based Traffic Calming	Any				\$0						\$0
Local Track Application-Based Traffic Calming	Any					\$0					\$0
Local Track Application-Based Traffic Calming	PS&E, CON					\$506,700			\$506,699		\$1,013,399
Proactive Residential Traffic Calming Improvements	PLAN/ CER	\$0	\$0								\$0
Proactive Residential Traffic Calming Improvements	Any		\$0								\$0
Proactive Residential Traffic Calming Improvements	Any										\$0
Proactive Residential Traffic Calming Improvements	PS&E, CON				\$0						\$0
Proactive Residential Traffic Calming Improvements	PS&E, CON					\$0					\$0
Wiggle Neighborhood Green Corridor	CON		\$0		\$224,900						\$224,900
Traffic Calming Implementation (Prior Area-wide Plans)	PLAN		\$135,550		\$45,183						\$180,733
Traffic Calming Implementation (Prior Area-wide Plans)	PS&E		\$167,835		\$167,835						\$335,670
Traffic Calming Implementation (Prior Area-wide Plans)	CON		\$212,100		\$424,199			\$424,199	\$212,100		\$1,272,598

2014 Prop K 5-Year Project List (FY 2014/15 - 2018/19)

Traffic Calming (EP 38)

Cash Flow (\$) Maximum Annual Reimbursement

Pending November 27, 2018 Board

Project Name	Phase	Fiscal Year							Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	
Traffic Calming Implementation (Prior Area-wide Plans)	CON			\$750,000	\$750,000				\$1,500,000
Traffic Calming Implementation (Prior Area-wide Plans)	PS&E	\$25,000							\$25,000
Traffic Calming Implementation (Prior Area-wide Plans)	PS&E			(\$32)					-\$32
Sloat Boulevard Pedestrian Improvements	PS&E		\$122,477						\$122,477
Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON		\$0	\$0	\$0	\$64,000		\$256,000	\$320,000
Kearny Street Multimodal Implementation Plan - Traffic Analysis [NTIP Capital]	CON					\$50,000			\$50,000
South Park Traffic Calming [NTIP Capital]	CON			\$30,000					\$30,000
District 11 Near-Term Traffic Calming [NTIP Capital]	PS&E				\$100,000				\$100,000
District 11 Near-Term Traffic Calming [NTIP Capital]	CON					\$500,000			\$500,000
Schools Track									
Schools Track Traffic Calming Program	PLAN/ CER				\$0	\$0			0
Schools Track Traffic Calming Program	PS&E				\$0	\$0			0
Schools Track Traffic Calming Program	CON					\$0			0
School Engineering Program	PLAN/CER, PS&E, CON					\$682,122	\$405,653		1,087,775
Cesar Chavez Elementary Safe Routes to School	PS&E		\$0						0
Cesar Chavez Elementary Safe Routes to School	CON			\$0					0
Redding Elementary Safe Routes to School	PS&E	\$0							0
Redding Elementary Safe Routes to School	CON			\$0					0
Bessie Carmichael Safe Routes to School	PS&E	\$0							0
Bessie Carmichael Safe Routes to School	CON		\$0						0
John Yehall Chin Safe Routes to School	PLAN/ CER	\$40,433							40,433
John Yehall Chin Safe Routes to School	PLAN/ CER	(\$4,433)							(4,433)
John Yehall Chin Safe Routes to School	PS&E	\$0							0
John Yehall Chin Safe Routes to School	CON			\$0			\$327,000	\$109,000	436,000
Arterials and Commercial Corridors Track									
Columbus Avenue Corridor Improvements	PS&E	\$0							\$0
Howard Street Streetscape	PLAN/ CER		\$0						\$0
Howard Street Streetscape	PS&E			\$0					\$0
Glen Park Phase 2	PLAN/ CER			\$90,000	\$110,000	\$60,000			\$260,000
Howard Street Streetscape	CON					\$0			\$0
8th Street Streetscape	PS&E		\$0						\$0

2014 Prop K 5-Year Project List (FY 2014/15 - 2018/19)

Traffic Calming (EP 38)

Cash Flow (\$) Maximum Annual Reimbursement

Pending November 27, 2018 Board

Project Name	Phase	Fiscal Year									Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21			
Walk/First Rectangular Rapid Flashing Beacons	CON			\$299,250	\$99,750						\$399,000
Arterials Track Traffic Calming Program	PLAN/ CER PS&E	\$0									\$0
Arterials Track Traffic Calming Program	PLAN		\$0								\$0
Taylor Street Safety Project	PS&E		\$26,368	\$72,672	\$78,972	\$41,988					\$220,000
Lombard Street US-101 Corridor [NTIP Capital]	PS&E		\$104,000	\$34,586							\$138,586
Lombard Street US-101 Corridor [NTIP Capital]	CON		\$33,000								\$33,000
Sloat/Skyline Intersection Alternatives Analysis [NTIP Capital]	PLAN/ CER				\$51,374	\$99,924					\$151,298
Arterials Track Traffic Calming Program	PLAN/ CER, PS&E			\$0							\$0
Golden Gate Park Traffic Safety	PS&E				\$165,979						\$165,979
Golden Gate Park Traffic Safety	CON				\$414,947						\$414,947
Traffic Signal Upgrade Contract 34	CON				\$150,000	\$695,599	\$80,000				\$845,599
Ocean Avenue Safety Improvements	PLAN/CON						\$160,000				\$240,000
Excelsior Neighborhood Traffic Calming	PS&E						\$260,000				\$520,000
Sloat Skyline Intersection Improvements	PA&ED						\$303,200				\$379,000
Follow-the-Paving											
Follow-the-Paving: Spot Improvements	CON	\$0	\$0								\$0
Follow-the-Paving: Spot Improvements	CON			\$0	\$0						\$0
Follow-the-Paving: Spot Improvements	CON						\$0				\$0
Follow-the-Paving: Traffic Calming Major Corridors	CON	\$0	\$0								\$0
San Jose Avenue Follow the Paving	CON		\$125,450	\$125,450							\$250,900
Follow-the-Paving: Traffic Calming Major Corridors	PS&E		\$0	\$0							\$0
Follow-the-Paving: Traffic Calming Major Corridors	CON		\$0	\$0			\$0				\$0
Follow-the-Paving: Traffic Calming Major Corridors	PS&E				\$0		\$0				\$0
Follow-the-Paving: Traffic Calming Major Corridors	CON				\$0		\$0				\$0
Total Cash Flow in 5YPP		\$61,000	\$614,695	\$2,130,936	\$3,562,386	\$3,611,934	\$2,460,652	\$369,000	\$12,810,603		
Cash Flow Programmed in 2014 Strategic Plan		\$2,749,327	\$4,624,849	\$2,260,687	\$2,346,396	\$2,271,754	\$50,000		\$14,303,013		
Cumulative Remaining Cash Flow Capacity		\$3,993,895	\$8,004,049	\$8,133,800	\$6,917,810	\$5,577,630	\$3,166,978	\$2,797,978	\$3,166,978		

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation