



Agenda

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

DATE: Tuesday, September 10, 2024, 10:00 a.m.

LOCATION: Legislative Chamber, Room 250, City Hall

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PUBLIC COMMENT CALL-IN: 1-415-655-0001; Access Code: 2663 579 3764 # #

To make public comment on an item, when the item is called, dial '*3' to be added to the queue to speak. Do not press *3 again or you will be removed from the queue. When the system says your line is unmuted, the live operator will advise that you will be allowed 2 minutes to speak. When your 2 minutes are up, we will move on to the next caller. Calls will be taken in the order in which they are received.

COMMISSIONERS: Mandelman (Chair), Melgar (Vice Chair), Chan, Dorsey, Engardio, Peskin, Preston, Ronen, Safaí, Stefani, and Walton

CLERK: Amy Saeyang

Participation

Members of the public may attend the meeting to observe and provide public comment at the physical meeting location listed above or may watch SF Cable Channel 26 or 99 (depending on your provider) or may visit the SFGovTV website (www.sfgovtv.org) to stream the live meeting or may watch them on demand.

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

Written public comment may be submitted prior to the meeting by emailing the Clerk of the Transportation Authority at clerk@sfcta.org or sending written comments to Clerk of the Transportation Authority, 1455 Market Street, 22nd Floor, San Francisco, CA 94103. Written comments received by 5 p.m. on the day before the meeting will be distributed to Board members before the meeting begins.

- 1. Roll Call
- 2. Approve the Minutes of the July 23, 2024 Meeting – **ACTION*** **5**
- 3. Community Advisory Committee Report – **INFORMATION*** **9**



- | | | |
|------------|--|------------|
| 4. | State and Federal Legislative Update – INFORMATION* | 23 |
| 5. | Appoint Sharon Ng as the District 3 Representative to the Community Advisory Committee – ACTION* | 27 |
| 6. | [Final Approval on First Appearance] Authorize the Executive Director to Execute Master Agreements, Program Supplemental Agreements, Cooperative Agreements, Fund Transfer Agreements and Any Amendments Thereto with the California Department of Transportation for Receipt of State Funds for the Bayview Street Safety and Truck Relief Study in the Amount of \$525,110; and State Funds for Planning, Programming, and Monitoring in the Amount of \$199,000 – ACTION* | 33 |
| 7. | Allocate \$284,145 in Prop L Funds, with Conditions, and Allocate \$3,493,000 in Traffic Congestion Mitigation Tax Funds for Three Requests – ACTION* | 39 |
| | Projects: <u>Prop L</u> . SFMTA: Great Highway Gateway Study [NTP] (\$159,145). SFPW: Clement St/6 th Ave Intersection Improvements [NTP] (\$125,000). <u>TNC Tax</u> . Vision Zero Quick-Build Program Implementation FY25 (\$3,493,000) | |
| 8. | Amend Two Prop K Grants to Allow Cost Savings from the San Francisco Ferry Terminal Security Improvements (Design)(\$132,405) and Potrero Avenue Pavement Renovation (\$737,181) Projects to Fund, Respectively, San Francisco Ferry Terminal Security Improvements (Construction)(\$132,405) and De Long Street Pavement Renovation (\$350,000) and Sunset Boulevard Pavement Renovation (\$387,181) – ACTION* | 105 |
| | Projects: <u>Prop K</u> . GGBHTD: San Francisco Ferry Terminal Security Improvements (\$132,405, construction). SFPW: De Long Street Pavement Renovation (\$80,000 design, \$270,000 construction), and Sunset Boulevard Pavement Renovation (\$387,181 construction) | |
| 9. | Adopt I-280 Northbound Geneva Off-Ramp Study – ACTION* | 141 |
| 10. | SFMTA Quick Build Program Update – INFORMATION* | 173 |
| 11. | SFMTA What’s Next for Vision Zero – INFORMATION* | 181 |
| 12. | San Francisco Department of Public Health Vision Zero SF: Severe Injury and Fatalities Trends Update – INFORMATION* | 187 |

Other Items

- 13.** Introduction of New Items – **INFORMATION**

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

- 14.** Public Comment

- 15.** Adjournment

*Additional Materials



**San Francisco
County Transportation
Authority**

Board Meeting Notice – Agenda

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Items considered for final approval by the Board shall be noticed as such with **[Final Approval]** preceding the item title.

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If any materials related to an item on this agenda have been distributed to the Board after distribution of the meeting packet, those materials are available for public inspection at the Transportation Authority at 1455 Market Street, 22nd Floor, San Francisco, CA 94103, during normal office hours.

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San Francisco
County Transportation
Authority

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

MINUTES

San Francisco County Transportation Authority

Tuesday, July 23, 2024

1. Roll Call

Chair Mandelman called the meeting to order at 11:37 a.m.

Present at Roll Call: Commissioners Chan, Dorsey, Mandelman, Melgar, Peskin, Preston, Safai, Stefani, and Walton (9)

Absent at Roll Call: Commissioners Engardio and Ronen (2)

2. Chair's Report - INFORMATION

3. Executive Director's Report - INFORMATION

Due to time constraints, Chair Mandelman skipped items 2 and 3.

4. Approve the Minutes of the July 9, 2024 Meeting - ACTION

There was no public comment.

Commissioner Walton moved to approve the minutes, seconded by Commissioner Dorsey.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Chan, Dorsey, Mandelman, Melgar, Peskin, Preston, Safai, Stefani, and Walton (9)

Absent: Commissioners Engardio and Ronen (2)

Consent Agenda

5. **[Final Approval] Reappoint Sara Barz as the District 7 Representative to the Community Advisory Committee – ACTION**
6. **[Final Approval] Adopt the 2023 Prop L 5-Year Prioritization Programs for Next Generation Transit Investments, Equity Priority Transportation Program, Development Oriented Transportation, and Citywide/Modal Planning and Amend the Prop L Strategic Plan Baseline – ACTION***
7. **[Final Approval] Allocate \$15,006,000 and Appropriate \$800,000 in Prop L Funds, with Conditions, for Five Requests – ACTION**
8. **[Final Approval] Adopt the 2023 Prop L 5-Year Prioritization Program for Managed Lanes and Express Bus, Amend the Prop L Strategic Plan Baseline, and Appropriate \$1,000,000 in Prop L Funds, with Conditions, for the SF Freeway**



Network Management Study – ACTION

9. **[Final Approval] Authorize Borrowing of up to \$65,000,000 under the Revolving Credit Agreement with U.S. Bank National Association; the Extension of Such Agreement for up to Six Months; the Execution and Delivery of Related Legal Documents; and the Taking of All Other Actions Necessary or Desirable in Connection Therewith – ACTION**
10. **[Final Approval] Approve a New Declaration of Official Intent to Reimburse Certain Expenditures from the Proceeds of Indebtedness – ACTION**
11. **[Final Approval] Approve the Jane Warner Plaza [NTIP Planning] Final Report – ACTION***
12. **[Final Approval] Approve the Fiscal Year 2024/25 Transportation Fund for Clean Air Program of Projects – ACTION**

There was no public comment.

Commissioner Walton moved to approve the Consent Agenda, seconded by Commissioner Preston.

The Consent Agenda was approved without objection by the following vote:

Ayes: Commissioners Chan, Dorsey, Mandelman, Melgar, Peskin, Preston, Safai, Stefani, and Walton (9)

Absent: Commissioners Engardio and Ronen (2)

End of Consent Agenda

13. **SFMTA Quick-Build Program Update - INFORMATION**
14. **SFMTA: What's Next for Vision Zero - INFORMATION**
15. **San Francisco Department of Public Health Vision Zero SF: Severe Injury and Fatalities Trends Update - INFORMATION**
16. **Transit Recovery and Fiscal Cliff: SFMTA - INFORMATION**
17. **Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Nine Months Ending March 31, 2024 - INFORMATION**

Due to time constraints, Chair Mandelman continued items 13 through 17 to a future meeting.

Other Items

18. **Introduction of New Items - INFORMATION**

Commissioner Melgar requested a study on the feasibility of a gondola as a mode of transport from Forest Hill Station to the top of Laguna Honda Boulevard where a housing development is planned. She asked for a cost comparison to an electric shuttle as another option to help people get up and down the hill.

Commissioner Melgar also requested a traffic study for Monterey Boulevard, a major artery that runs through the Sunnyside neighborhood in District 7, noting that the



corridor is on the High Injury Network, that it carries cars coming off I-280 maintaining their (freeway) speed, and that it is a vibrant commercial corridor. She asked the Transportation Authority to conduct the study and to imagine the flow of traffic through Sunnyside to make it safer for pedestrians, cyclists, and drivers.

During public comment, a commenter stated the Board was rushing this meeting and the public did not have an opportunity to discuss each agenda item.

19. Public Comment

There was no public comment.

20. Adjournment

The meeting was adjourned at 11:52 a.m.

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

MINUTES

Community Advisory Committee

Wednesday, July 24, 2024

1. Committee Meeting Call to Order

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

CAC members present at Roll: Najuwanda Daniels, Phoebe Ford, Sean Kim, Jerry Levine, Venecia Margarita, Austin Milford-Rosales, Rachael Ortega, and Kat Siegal (8)

CAC Members Absent at Roll: Sara Barz (entered during Item 7), Rosa Chen, Mariko Davidson (3)

2. Chair's Report – INFORMATION

Chair Siegal said that there were updates on Vision Zero and Transit Recovery and Fiscal Cliff on the CAC agenda. She stated that these items were agendized for Transportation Authority Board meeting earlier in the week but were continued due to time constraints and SFMTA had requested the CAC defer the Transit Recovery and Fiscal Cliff item so that the SFMTA Board and Transportation Authority Board could be briefed first.

Chair Siegal reported that the Executive Director's Report was also not presented at the Board meeting given time constraints, but it was available on the agency's website at www.sfcta.org.

Chair Siegal reported that BART had resumed installation of new fare gates at Civic Center after installing one fare gate at the Civic Center platform elevator earlier this spring and that the new fare gates were designed to improve accessibility, reliability, and maintainability and to deter fare evasion. She said the 24th Street Mission station was next on deck with BART's goal to finish all SF stations by the end of the calendar year. She stated Prop L had provided \$12.5 million in matching funds for new fare gates at all San Francisco BART stations.

Chair Siegal reported the Geary/19th Avenue Subway and Regional Connections Study team began outreach this month to start discussions with community members about what it would take to deliver a new rail subway under Geary Boulevard and 19th Avenue. She noted the Geary/19th Ave subway was a key long-term recommendation of ConnectSF and the San Francisco Transportation Plan and the current study would lay the groundwork for advancing the project through future planning and project development. She stated the project team had hosted two virtual town hall events earlier this month and recordings were available on the agency website at sfcta.org/geary19th. She continued by saying that the study team would continue



outreach and engagement throughout the summer and community groups could request a presentation by emailing geary19@sfcta.org.

Chair Siegal recounted that the CAC had a lengthy discussion related to SFMTA's Curbside Electric Vehicle Charging Study and Pilot. She said that while the CAC ultimately recommended programming sales tax funds for this work, the CAC also asked SFMTA to return to the CAC to provide more context and detailed responses to questions and concerns raised by the members. Chair Siegal explained that after following up with the project team, staff agreed with SFMTA's request to agendaize this item for the September 25 CAC meeting when SFMTA would be further along with the feasibility study and able to provide more detailed responses to the CACs questions.

3. Approve the Minutes of the June 26, 2024 Meeting – ACTION

During public comment, Roland Lebrun stated that the draft June minutes had his last name misspelled.

Chair Siegal asked for Mr. Lebrun's name to be corrected and the Clerk stated the change would be made.

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

The item was approved by the following vote:

Ayes: Members Daniels, Ford, Kim, Levine, Margarita, Milford-Rosales, Ortega, and Siegal (8)

Absent: Members Barz, Chen, Davidson (3)

Consent Agenda

4. State and Federal Legislation Update – INFORMATION

There was no CAC member discussion on the Consent Agenda.

There was no public comment.

End of Consent Agenda

5. SFMTA Quick-Build Program Update – INFORMATION

Uyen Ngo, Vision Zero Program Coordinator at SFMTA, presented the item.

Member Milford-Rosales referred to the map of quick-build project locations and the green marker at the Fulton and Arguello intersection in the slide deck. He noted that there had been one or two fatalities at the intersection this year and asked if SFMTA was planning to install quick-build treatments at this location or if any treatments had been installed recently.

Ms. Ngo responded she would follow up with the project team on the specifics of the Fulton and Arguello intersection and get back to the CAC with information.



Chair Siegal asked if SFMTA was on track to complete installation of the quick-build toolkit on the entire High Injury Network by the end of 2024.

Ms. Ngo responded in the affirmative.

During public comment, Edward Mason asked about the total cost of the Quick-Build Program and the sources of funding for it. He asked about the breakdown of hard and soft costs, as well as the future cost of the program.

Chair Siegal asked about the funding sources for the Quick-Build Program.

Ms. Ngo said the funding was from a combination of TNC Tax, Prop K, and Prop B General Funds. She stated that she would follow up with more details on funding amounts by source.

6. SFMTA: What's Next for Vision Zero – INFORMATION

Uyen Ngo, Vision Zero Program Coordinator at SFMTA, presented the item.

Chair Siegal asked which peer cities had made the most progress towards Vision Zero.

Ms. Ngo responded that Washington DC had speed safety cameras longer than any other jurisdiction, and that Portland had recently reached its 10-year anniversary for Vision Zero and had renewed its policies including partnering among city agencies.

Chair Siegal clarified that she wanted to know if any cities had made significant progress toward zero fatalities.

Ms. Ngo responded that smaller cities such as Alexandria and Hoboken had made good progress, but peer cities such as Washington DC, New York, Los Angeles, and Portland were seeing similar trends as San Francisco with regard to fatalities. She added that SFMTA was looking closely at what was working and what policies could advance at the local state, and federal levels.

During public comment, Edward Mason commented that SFMTA should look to the VTA's public messaging with a bus wrap that conveyed it only takes a second for an incident to occur. He said he thought this was a good way to reach drivers.

7. San Francisco Department of Public Health Vision Zero SF: Severe Injury and Fatalities Trends Update – INFORMATION

Iris Tsui, Epidemiologist at the Department of Public Health (DPH), presented the item.

Member Levine asked if there was data on the causes of the occurrences leading to injuries and fatalities, such as speeding, illegal turns, driving under the influence, road conditions such as potholes, or any other specifics.

Ms. Tsui responded there was police data based on a standardized form for incidents. She said this form was filled out by the officer assigned to the case, and it included the California Motor Vehicle Code determination of the cause of the traffic incident

Member Ortega referred to the addendum slide and asked how DPH calculated the severity of injuries.

Ms. Tsui responded that the severity score was assigned from a clinical diagnosis by trauma staff. She added this was based on clinical expertise by medical staff.

Member Ortega asked for an example of a critical injury.



Ms. Tsui said that things like a broken arm were considered minor injuries, while injuries that required trauma staff such as blood loss and other life-threatening injuries were considered critical. She recognized there was a spectrum for injuries and added that severe injuries up to critical injuries warranted a Level 1 Trauma Center visit and not a standard emergency room visit.

Member Ortega asked about injuries that were not captured by this data.

Ms. Tsui stated DPH collected police report data, but that sometimes injuries, particularly minor injuries, were not treated by hospital staff so there would be no hospital data on the severity of the injury. She said that DPH had not prioritized gathering data on minor injuries because it had focused on fatalities and severe injuries to identify the High Injury Network, and that it does not have a standardized means of collecting such data. She said minor injuries data would need to be reliant on surveys, and there was not a citywide data collection system. She stated that the focus on the public health side was to use predictive analytics and to improve the speed and responsiveness related to how data was shared with the public. She added that collecting additional data would need to be built into their strategic planning processes.

Member Ortega asked if DPH knew how many "close calls" had occurred on San Francisco streets.

Ms. Tsui said this data did not exist.

Member Ford asked about the details regarding the contributing factors for fatalities and severe injuries.

Ms. Tsui responded that this information was available annually in the Fatality Report. She said the High Injury Network was based on combined hospital and Police Department data to help determine hot spots. She added that the High Injury Network map reflected a lag such that the 2022 High Injury Network map is based on 2017 to 2021 data. She said that when the High Injury Network map was next updated, DPH would like to augment the data with forward-looking predictive analytics.

Chair Siegal asked if there were any changes in the trends such as whether speed was an increasing factor or if driving under the influence had increased or decreased.

Ms. Tsui said that speed was a major contributing factor for fatalities in San Francisco. She said the data was volatile because there was not a large number of fatalities and there were 35 different codes for vehicle code violations. She noted that hit and runs increased in 2022 before decreasing in 2023. She said the fatality report had more details.

Chair Siegal asked if there was a way to look at trends in causes of severe injuries, not just fatalities. She asked if hospitals could provide data that would provide insights on trends and causes of severe injuries.

Ms. Tsui said the police reports would have data on the causes for the injury or fatality, but that the medical staff at the hospitals were focused on treating patients and that hospital data reflected diagnoses and service rendered.

Member Margarita commented that the undocumented community may be hesitant



to file police reports. She pondered if there could be a way to gather data from hospitals by partnering with community organizations and members of the communities. She stated the police report data likely did not include everyone.

During public comment, Edward Mason read an article about a 35 year old man who was hit by a truck in the Tenderloin. He stated this appeared in 2014 in a police summary report and had information of another person who was struck by a car on Van Ness Avenue and a police chase in Bayshore. He said he wanted to see statistics on the victims such as disabilities. He also added the need to establish educational efforts on how to use transit safely and be a good pedestrian.

Roland Lebrun said that every police report that reported a collision with another vehicle, bicycle, and pedestrian should break down the severity of an injury.

8. Transit Recovery and Fiscal Cliff: SFMTA – INFORMATION

Item 8 was continued. See Item 2 Chair's Report for more details.

Other Items

9. Introduction of New Business - INFORMATION

There was no public comment.

10. Public Comment

During public comment, Edward Mason stated some corporate commuter buses were still operating without permits and he opined there was little enforcement. Mr. Mason further encouraged CAC members to be wary and alert of such commuter buses.

11. Adjournment

The meeting was adjourned at 7:16 p.m.



MINUTES

Community Advisory Committee

Wednesday, September 04, 2024

1. Committee Meeting Call to Order

Chair Siegal called the meeting to order at 6:03 p.m.

CAC members present at Roll: Najuwanda Daniels, Sean Kim, Jerry Levine, Austin Milford-Rosales, Rachael Ortega, and Kat Siegal (6)

CAC Members Absent at Roll: Sara Barz (entered during item 2), Phoebe Ford (entered during item 5), Venecia Margarita (entered during item 3) (3)

2. Chair's Report - INFORMATION

Chair Siegal shared that September was Transit Month in the Bay Area and said there were ride contests, activities, and events that people could find on the Transit Month website at lu.ma/transitmonth2024.

Chair Siegal said that transit operators, including BART and Muni, were struggling financially because of changed travel behavior and greatly increased work from home, which had significantly reduced transit ridership and the revenues that support transit, such as, but not limited to fares. She stated that these factors were contributing to what was known as the 'fiscal cliff' facing transit as federal and state pandemic relief funds ran out. Chair Siegal reported that presentations from BART, Muni, and Caltrain on this topic were anticipated to be agendized at the September 24 Transportation Authority Board meeting, and she encouraged CAC members to watch.

Chair Siegal stated that the Metropolitan Transportation Commission continued to hold Transportation Revenue Measure Select Committee meetings to seek a strong consensus that would inform state authorizing legislation for a potential regional transportation revenue measure. She explained that this work followed Senators Weiner and Wahab pausing Senate Bill 1031 earlier in the legislative session.

Chair Siegal recounted that in July, the Transportation Authority had hosted two virtual town hall events to gather input on the Geary/19th Avenue Subway and Regional Connections Study. She had stated that the recordings were available at sfcta.org/Geary19th and that those interested could sign up for project updates. Additionally, she had said that the project team planned to have a survey up on the website later that month, offering another way for people to provide input who had missed the town halls or wanted to weigh in again.

Chair Siegal said that the Mission Bay School Access Plan project team would be presenting findings from the first round of outreach and the key barriers identified at the in-person Mission Bay Citizens Advisory Committee meeting on September 12 at



Generation Thrive at the Chase Center. She said that more information can be found on the project website at sfcta.org/projects/school-access-plan.

Chair Siegal concluded by acknowledging the resignations of CAC members Rosa Chen, who had represented District 3, and Mariko Davidson, who had represented District 11. She expressed her gratitude for their past service.

During public comment, Ed Mason stated that Caltrain had announced plans to launch its electrified service on the San Francisco to San Jose route on September 21. He stated that on that weekend there would be free fares and there was more information on the website.

3. Approve the Minutes of the July 24, 2024 Meeting - ACTION

There was no public comment on Item 3.

Member Levine moved to approve the item, seconded by Member Daniels.

The item was approved by the following vote:

Ayes: CAC Members Barz, Daniels, Kim, Levine, Milford-Rosales, Ortega, and Siegal (7)

Absent: CAC Member Ford (1)

Abstentions: CAC Member Margarita (1)

4. Adopt a Motion of Support to Authorize the Executive Director to Execute Master Agreements, Program Supplemental Agreements, Cooperative Agreements, Fund Transfer Agreements and Any Amendments Thereto with the California Department of Transportation for Receipt of State Funds for the Bayview Street Safety and Truck Relief Study in the Amount of \$525,110; and State Funds for Planning, Programming, and Monitoring in the Amount of \$199,000 – ACTION

Aliza Paz, Principal Transportation Planner, presented the item per the staff memorandum.

Vice Chair Daniels stated that she was a resident of the district and was pleased to see the study being implemented. She noted that residents had expressed concerns about emissions and other issues related to the frequent freight traffic through the district.

Member Ortega asked about the timeline for how long the study would take.

Ms. Paz explained it would take two years for the study to be completed under the Caltrans grant.

There was no public comment.

Member Margarita moved to approve the item, seconded by Member Daniels.

The item was approved by the following vote:

Ayes: CAC Members Barz, Daniels, Kim, Levine, Margarita, Milford-Rosales, Ortega,



and Siegal (8)

Absent: CAC Member Ford (1)

5. Adopt a Motion of Support to Allocate \$284,145 in Prop L Funds, with Conditions, and Allocate \$3,493,000 in Traffic Congestion Mitigation Tax Funds for Three Requests – ACTION Mike Pickford, Principal Transportation Planner, presented the item per the staff memorandum.

Member Levine inquired about the Clement St and 6th Av Intersection Improvement project, noting that the project would include new crosswalk striping and mentioning that he observed similar striping near UCSF that seemed to be glued down rather than painted. Member Levine expressed concern that these stripes were not adhering well and suggested that the City should revert to the traditional painting method.

Mr. Pickford stated that the proposed striping would be a thermoplastic material, which would be more durable.

Michelle Woo, Project Manager at SFPW, explained that the thermoplastic material was installed by SFMTA and generally adhered well. She added that the stripes taped to the ground were temporary stripes used during construction. She also mentioned that any issues with stripes peeling off should be reported via 311.

Member Levine stated that the striping at UCSF was not temporary and had already begun to peel off. He proposed that this issue be investigated as there might be other problems throughout the city. He suggested that this matter be addressed to prevent similar issues in future projects.

Member Kim asked for confirmation that the study area for the Great Highway Gateway Study encompassed the intersections of Lincoln Way with Upper Great Highway, Lower Great Highway, La Playa Street, and Martin Luther King Jr. Drive.

Mr. Pickford responded that was correct.

Member Kim asked if this project was included in a Prop L 5-Year Prioritization Program (5YPP).

Mr. Pickford responded the recommended funds were from a placeholder programmed in the Neighborhood Transportation Program (NTP) 5YPP and that NTP projects were identified in coordination with each district office.

Member Kim stated that the project was not a part of an Equity Priority Community and did not benefit disadvantaged communities and asked why it was being funded.

Mr. Pickford responded that those were not [eligibility] requirements for all projects and that that information was included in the request for transparency [as part of the project prioritization or scoring process].

Member Kim inquired if it was premature to commence the Great Highway Gateway Study, given the ongoing pilot project restricting automobile traffic on weekends and the uncertain outcome of the November election.

Chava Kronenberg, Project Manager for the Great Highway project at SFMTA



responded that the request had been moving forward to be ready if Proposition K passed. She said that if the proposition did not pass, they would reevaluate the scope and budget after the election.

Member Kim said that the current situation would persist under the pilot program if the proposition were approved. She added that there were no funds allocated for constructing a park, necessitating the search for a funding source.

Ms. Kronenberg responded that if this proposition passed, her understanding was that the legislation would supersede the pilot.

Member Kim inquired whether SFMTA would immediately close the street if Proposition K were to pass.

Ms. Kronenberg responded that plans for the roadway would require the Recreation and Parks Department to respond since it fell under their purview.

Member Kim asked for confirmation that SFMTA were unaware of a specific date for the Great Highway's closure but that this item was just about planning for the intersection prior to closure.

Ms. Kronenberg confirmed.

Member Milford-Rosales inquired about the specific type of concrete barriers that would be utilized to harden the bikeway as part of the Quick Build proposal. He asked whether these barriers would be cast in place or if they would be prefabricated.

Jen Wong, Quick-Build Program Manager at SFMTA, said they would be leveraging the ability to create concrete medians. She said that they would be consulting with partners at SFPW on site specific shapes in terms of width and length for suitability at specific locations.

Member Milford-Rosales asked if this would be similar to 3rd and Townsend as opposed to Valencia Street

Ms. Wong affirmed this was correct and offered 3rd St and Division Street between 10th and 11th as relevant examples.

Vice Chair Daniels asked if requests could be severed to vote on separately and Chief Deputy Director Maria Lombardo responded in the affirmative.

Chair Siegal said she was pleased to see daylighting, especially around schools. She inquired whether SFMTA intended to paint curbs at every intersection for daylighting and how enforcement would be managed at unpainted locations.

Ms. Wong responded that SFMTA had already completed daylighting projects at High Injury Network (HIN) intersections. She added that this allocation request would target additional locations, prioritizing those near schools. Ms. Wong noted that AB 413 applied to all intersections in California and that this was the initial step toward complying with the legislation. She also mentioned that beyond school locations, SFMTA needed to consider the next steps as there were numerous intersections throughout the city.



Chair Siegal said that SFMTA should endeavor to paint as many intersections as feasible, as individuals may not otherwise understand how to comply. She said she was glad to hear that SFMTA's focus extended beyond the HIN.

Member Barz said regarding the Great Highway Gateway study that she appreciated SFMTA staff planning ahead if Proposition K were to pass and asked for additional detail on what would happen if it didn't. She asked if there were problematic traffic conditions at this intersection today and if there were areas that need help regardless of what happens with Proposition K.

Ms. Kronenberg responded that the current configuration had two left turn lanes east bound and southbound, which was a configuration that SFMTA didn't prefer. She said that there were separate, previously approved signal upgrades at Great Highway and Lincoln and that there was a planned future request for a new signal at Lincoln and La Playa. She said that between signal upgrades and changing the current geometry, there were a lot of opportunities for improvements such as improving pedestrian crossing issues for those who were trying to go through the park and alleviating driver confusion about the flashing yellow sign as well.

Member Barz said that there was room for improvement for both pedestrians crossing and drivers. She asked if upgrading the traffic signals could potentially enhance driving conditions.

Ms. Kronenberg responded in the affirmative.

Member Ford asked if study should be deferred until January.

Ms. Kronenberg said the scope of the study would be revisited if Proposition K was not passed by voters.

Member Ford asked why this was being considered prior to the election.

Ms. LaForte said this was the District Supervisor's request.

Member Kim asked whether Great Highway Gateway Study could be voted on separately. He said there were other issues around Great Highway, such as sewage problems caused by heavy rain, that needed to be coordinated with other departments, like SFPW and SFPUC.

During public comment, Edward Mason said that while senior housing and a daycare would be built in the future near the intersection of Great Highway and Lincoln Way, he thought the proposed planning process was premature and that evaluation should occur before development. He said that it would be understandable to replace signal equipment that had reached the end of its life, but that the entire process required a review. Concerning Clement Street, he said it was unclear what the thermoplastic pavement markings would look like based on the information provided.

Eileen Boken urged the CAC to delay voting on the Great Highway Gateway Study. She expressed concern that voting in favor would be seen as an endorsement of Proposition K. Additionally, she inquired about the estimated costs for design, planning, and redesign.



Chair Siegal asked if Member Kim wanted to sever the Great Highway project and vote on it separately and the latter indicated that was the case.

Member Kim moved to approve the Clement Street and 6th Avenue Intersection Improvements [NTP] and Vision Zero Quick-Build Program Implementation FY25 projects, seconded by Member Milford-Rosales.

The item was approved by the following vote:

Ayes: CAC Members Barz, Daniels, Ford, Kim, Levine, Margarita, Milford-Rosales, Ortega, and Siegal (9)

Member Kim motioned to vote on the project Great Highway Gateway Study [NTP] (\$159,145), seconded by Member Barz.

The item was approved by the following vote:

Ayes: CAC Members Barz, Ford, Levine, Margarita, Milford-Rosales, Ortega, and Siegal (6)

Nays: CAC Member Daniels, Kim, Margarita (3)

6. Adopt a Motion of Support to Amend Two Prop K Grants to Allow Cost Savings from the San Francisco Ferry Terminal Security Improvements (Design)(\$132,405) and Potrero Avenue Pavement Renovation (\$737,181) Projects to Fund, Respectively, San Francisco Ferry Terminal Security Improvements (Construction)(\$132,405) and De Long Street Pavement Renovation (\$350,000) and Sunset Boulevard Pavement Renovation (\$387,181) – ACTION

Amelia Walley, Senior Program Analyst, presented the item per the staff memorandum.

Member Ortega asked for confirmation that the design of the San Francisco Ferry Terminal Security Improvements project had been completed under budget and that the remaining balance was requested to fund construction.

Ms. Walley confirmed that was correct.

Member Ortega asked if the Potrero Avenue Pavement Renovation project was completed.

Ms. Walley said it was completed in 2018.

Member Ortega asked why this amount had remained since 2018.

Ms. Walley said that when a project was completed, it goes through a period of financial close-out. She further explained that in this case, SFPW experienced delays in the close-out period and cited key staff turnover and the pandemic as two reasons why.

Member Milford-Rosales asked how the streets selected for paving were selected.

Ms. Laforte responded that there were more streets in need of paving than there was funding available for. She said that both paving projects recommended had



immediate funding needs, with one under construction and one ready to proceed to design right away.

Member Margarita asked where De Long Street was located.

Ms. Laforte responded that De Long Street was in the southern part of the city, near the Daly City BART station.

During public comment, Edward Mason noted that the addition of extra security fencing in the San Francisco Ferry Terminal Security Improvements project suggested that the initial design was flawed. He expressed concern that there might be a need for improvements to business and engineering processes.

Member Ortega moved to approve the item, seconded by Member Kim.

The item was approved by the following vote:

Ayes: CAC Members Barz, Daniels, Ford, Kim, Levine, Margarita, Milford-Rosales, Ortega, and Siegal (9)

7. Investment Report and Debt Expenditure Report for the Quarter Ended June 30, 2024 – INFORMATION

Cynthia Fong, Deputy Director for Finance and Administration, presented the item per the staff memorandum.

There was no public comment.

Other Items

8. Introduction of New Business - INFORMATION

Vice Chair Daniels asked for an update on the Valencia Street Bike Project. Additionally, she asked if there were recommendations from the Skateboard subcommittee and whether the subcommittee would be continued.

Member Ortega stated that she had received a flyer from the SFMTA about proposed changes to the J line transit stops and a new stop sign for 28th Street. The flyer invited residents to attend a public meeting on the topic, which she appreciated, but also expressed disappointment that the meeting was scheduled for Friday, September 6th at 10 a.m., which could conflict with the schedules of people who worked or were unable to attend at that time. She indicated that there were no other meetings listed on the flyer and requested information from the SFMTA on their public hearing and meeting procedures.

Member Ford inquired whether Transportation Authority funds were being utilized for the Better Market Street project. She expressed her opinion that the project's progress appeared to be slow and that the traffic diversions had not been adequately planned. She requested an update on the project's implementation and anticipated timeline.

Member Levine requested that the CAC members consider a motion of support for



the imposition of a gross receipts tax on ride-hailing companies.

9. Public Comment

During public comment, Edward Mason stated that his neighbor had needed to hire a tree maintenance service to prune a eucalyptus tree that had been growing on the street in front of his neighbor's home. Mr. Mason explained that his neighbor had sought a new insurance company to renew his home insurance, but the company had only been willing to provide coverage after the tree was pruned and met the insurance company's requirements. Mr. Mason stated that his point was that when CAC members voted to approve tree planting, they hadn't considered the long-term consequences. He noted that although the City had pruned the tree a year ago, they had only addressed the top branches to prevent them from touching the utility lines. Mr. Mason stated that despite the City's assertion that they maintained the trees, his neighbor had to pay out of pocket to have the remaining overhanging branches pruned. He concluded by asking CAC members to be cognizant of the impact their votes on tree planting would have on homeowners in the future.

Member Levine stated that if homeowners did any maintenance to trees, his understanding was that the City would disavow any future responsibility for those trees.

10. Adjournment

The meeting was adjourned at 7:23 p.m.

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AGENDA ITEM 4

State Legislation - September 2024

(Updated September 6, 2024)

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

Table 1 shows the status of active bills on which the Board has already taken a position or that staff has been monitoring as part of the Watch list.

August 31 was the final day for the Legislature to approve bills in the 2023-24 session and submit them to the Governor. The Governor has until September 30 to sign or veto bills or take no action, in which case the bill becomes law.

Table 1. Bill Status for Positions Taken in the 2023-24 Session

Below are updates for the two-year bills for which the Transportation Authority have taken a position or identified as a bill to watch. Updates to bills since the Board’s last state legislative update are italicized.

Adopted Positions / Monitoring Status	Bill # Author	Bill Title	Update to Bill Status ¹ (as of 09/03/2024)
Support	SB 915 Cortese D	Local government: autonomous vehicle service. Authorizes jurisdictions, as specified, to adopt a local ordinance governing the deployment of autonomous vehicles for commercial services within that jurisdiction.	Dead
	SB 960 Wiener D	Transportation: planning: complete streets facilities: transit priority projects. Strengthens requirements that state of good repair projects on the state highway system accommodate all road users and requires Caltrans to develop a transit priority policy.	<i>Enrolled</i>
Support and Seek Amendments	AB 1777 Ting D	Autonomous vehicles (AVs). Requires AV manufacturers to comply with the Vehicle Code and meet specific standards related to emergency incidents and interactions with first responders.	<i>Enrolled</i>
	AB 3061 Haney D	Vehicles: Autonomous vehicle incident reporting. Requires AV manufacturers to report to the California DMV on vehicle collisions, vehicle miles traveled, and other data during AV testing and deployment.	<i>Enrolled</i>



AGENDA ITEM 4

	SB 1031 Wiener, Wahab D	San Francisco Bay Area: local revenue measure: transportation improvements. Authorizes the MTC to place a regional revenue measure on the ballot as soon as November 2026, assigns duties and authorities to the MTC for regional transit network management, requires preparation of an assessment and report for consolidation of Bay Area transit agencies, and modifies existing statute related to the Bay Area commute benefits ordinance.	Dead
Watch	AB 6 Friedman D	Transportation planning: regional transportation plans: reduction of greenhouse gas emissions. Increases state involvement in regional Sustainable Communities Strategy (SCS) development and provides the state greater discretion over whether to accept or reject a region's SCS strategy.	Dead
	AB 7 Friedman D	Transportation: planning: project selection processes. Requires state transportation agencies to incorporate a wide range of principles into their project identification processes (including vision zero, resiliency, Zero-Emission Vehicle infrastructure, not increasing passenger Vehicle Miles Traveled) and requires the next update to the California Transportation Plan include a financial element.	Dead
	AB 930 Friedman D	Local government: infrastructure financing districts: Reinvestment in Infrastructure for a Sustainable and Equitable California (RISE) districts: housing development: restrictive covenants Allows the legislative bodies of two or more local governments with authority to levy a property tax (one must be a city or county) to form a RISE district which can utilize property, sales and use, and/or transient occupancy tax increment financing for projects including infill supportive infrastructure and affordable housing with the goal of supporting infill development.	Dead
	AB 1837 Papan D	San Francisco Bay area: public transit: Regional Network Management Council. Establishes an 11-member Regional Network Management Council to serve as an advisory body to MTC.	Dead
	AB 2813 Aguiar-Curry D	Government Investment Act. Details procedures and requirements for the implementation of ACA 1, if approved by voters.	Chaptered



AGENDA ITEM 4

	SB 532 Wiener D	<p>Parking Payment Zones.</p> <p>Authorizes (with conditions) the cities of Long Beach and Santa Monica and the City and County of San Francisco to require payment of parking fees by a mobile device on a pilot basis for five years or until 2033, whichever is sooner.</p>	<p><i>Enrolled</i></p>
	SB 961 Wiener D	<p>Vehicles: safety equipment.</p> <p>Starting with the 2030 model year, requires most new passenger vehicles and large trucks to be equipped with a speed monitoring device that would alert the driver each time the speed of the vehicle is more than 10 miles per hour over the speed limit.</p>	<p><i>Enrolled</i></p>

¹Under this column, "Chaptered" means the bill is now law, "Dead" means the bill is no longer viable this session, and "Enrolled" means it has passed both Houses of the Legislature. Bill status at a House's "Desk" means it is pending referral to a Committee.

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Memorandum

AGENDA ITEM 5

DATE: August 20, 2024

TO: Transportation Authority Board

FROM: Maria Lombardo - Chief Deputy Director

SUBJECT: 09/10/24 Board Meeting: Appoint Sharon Ng as the District 3 Representative to the Community Advisory Committee

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Per Section 5.2(a) of the Administrative Code, each Commissioner shall nominate one member to the Community Advisory Committee (CAC). Neither staff nor CAC members make recommendations regarding CAC appointments.</p> <p>SUMMARY</p> <p>There is an open seat on the 11-member CAC for District 3 as the result of the prior representative (Rosa Chen) resigning from the CAC. Commissioner Peskin has indicated his intent to nominate Sharon Ng to the District 3 seat and the Administrative Code requires Ms. Ng to appear before the Board to speak to her interests and qualifications for serving on the CAC. Members serve for a two-year term. There are no term limits. The current roster of CAC members is included in Attachment 1. The application for the CAC candidate is included in Attachment 2.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input checked="" type="checkbox"/> Other: CAC Appointment
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BACKGROUND

As described in the Transportation Authority’s Administrative Code, the CAC shall provide input to the Transportation Authority in:

1. Defining the mission of the Transportation Authority;
2. Reflecting community values in the development of the mission and program of the Transportation Authority, and channeling that mission and program back to the community;
3. Defining criteria and priorities for implementing the Expenditure Plan programs consistent with the intention of the half-cent sales tax funding purposes; and



4. Monitoring the Transportation Authority's programs and evaluating the sponsoring agencies' productivity and effectiveness.

DISCUSSION

The Board appoints 11 members to the CAC and each Commissioner nominates one member to the committee. Per Section 5.2(a) of the Administrative Code, the CAC:

"...shall include representatives from various segments of the community, such as public policy organizations, labor, business, seniors, people with disabilities, environmentalists, and neighborhoods, and reflect broad transportation interests. The committee is also intended to reflect the racial and gender diversity of San Francisco residents."

An applicant must be a San Francisco resident to be considered eligible for appointment. Applicants are asked to provide residential location and areas of interest but provide ethnicity and gender information on a voluntary basis. CAC applications are accepted on a continuous basis and can be submitted through the Transportation Authority's website at sfcta.org/cac.

All applicants are advised that they need to appear in person before the Board in order to be appointed unless they have previously appeared. If a candidate is unable to appear before the Board on the first appearance, they may appear at the following Board meeting in order to be eligible for appointment. Applicants who were previously CAC members, but whose membership was terminated due to missing four of the last 12 regularly scheduled meetings must appear before the Board to be reappointed.

FINANCIAL IMPACT

The requested action would not have an impact on the adopted Fiscal Year 2024/25 budget.

CAC POSITION

None. The CAC does not make recommendations on the appointment of CAC members.

SUPPLEMENTAL MATERIALS

- Attachment 1 - CAC Roster
- Attachment 2 - CAC Applications
- Attachment 3 - Resolution

ATTACHMENT 1

Community Advisory Committee Members

Name	Gender	Ethnicity*	District	Neighborhood	Affiliation / Interest	First Appointed	Term Expiration
VACANT			3				
VACANT			11				
Najuawanda Daniels	F	AA	10	NP	Social and racial justice; Labor; Neighborhood; Public Policy	September 2022	September 2024
Rachael Ortega	F	C	8	NP	Business; Environment; Social and racial justice; Neighborhood; Public Policy	October 2022	October 2024
Jerry Levine	M	C	2	Cow Hollow	Business; Neighborhood; Public policy	November 2018	November 2024
Sean Kim	M	A	1	Central Richmond	Business; Disabled; Environment; Social and racial justice; Labor; Neighborhood; Public Policy; Senior	May 2023	May 2025
Phoebe Ford	F	C	4	Central Sunset	Business; Environment; Neighborhood	September 2023	September 2025
Austin Milford-Rosales	M	C	6	Mission Bay/SOMA	Environment; Public Policy	October 2023	October 2025
Kat Siegal	F	C	5	Cole Valley / Haight Ashbury	Disabled; Environment; Social and racial justice ; Labor; Neighborhood; Public Policy; Senior; Other	February 2022	February 2026
Margarita Venecia	F	H/L	9	Portola	Business; Disabled; Environment; Social and racial justice; Labor; Neighborhood; Public Policy; Senior; Youth, undocumented communities	February 2024	February 2026

*A - Asian | AA - African American | AI - American Indian or Alaska Native | C - Caucasian

* H/L - Hispanic or Latino | NH - Native Hawaiian or Other Pacific Islander | ME - Middle Eastern | NP - Not Provided (Voluntary Information)



San Francisco County Transportation Authority

Application for Membership on the Community Advisory Committee

Sharon <small>FIRST NAME</small>	Ng <small>LAST NAME</small>	Female <small>GENDER (OPTIONAL)</small>	3 <small>WORK SUPERVISORIAL DISTRICT</small>
East Asian <small>ETHNICITY (OPTIONAL)</small>		No <small>IDENTIFY AS HISPANIC, LATINO, OR LATINX? (OPTIONAL)</small>	
District 7 <small>HOME SUPERVISORIAL DISTRICT</small>	Inner Sunset <small>NEIGHBORHOOD OF RESIDENCE</small>	[redacted] <small>HOME PHONE</small>	[redacted] <small>HOME EMAIL</small>
[redacted] <small>STREET ADDRESS OF HOME</small>	[redacted] <small>CITY</small>	[redacted] <small>STATE</small>	[redacted] <small>ZIP</small>

Statement of qualifications:

Some key qualifications and experiences that make me a strong fit for the position include: Community Engagement: I have over 5 years of community engagement experience through my planning curriculum, extracurriculars, and employment. By being part of several community groups myself, I know how to build relationships and bring people together. I also understand local knowledge is essential to planning that reflects the publics we serve. I've worked on projects in 4 different counties, and have found different ways to adapt to the specific needs of each one. Cultural Competency: I attended 75+ hours of trainings on diversity, equity, and inclusion over the past 4 years and strive to create empowering working and living environments for all. I approach planning through the lens of socioeconomic equity and teamwork. I've also held several leadership roles in which I was able to build community and teach others about these topics. Urban Planning: With a degree in City & Regional Planning and minors in Sustainable Environments, Political Science, and Ethnic Studies, I recognize how the physical form of places affects the social sustainability and livability of these environments. I've worked on projects of different scopes from General Plan Updates to designing educational garden spaces, and have always considered the unintended impacts of these projects. Whether seen or unseen, all projects and policies have a ripple effect on people's lived experiences. Additionally, as a long time transit rider, recent community planner, and current staff for Chinatown TRIP, I have tactile knowledge of existing transit conditions and insight on how potential projects may impact our communities. Though I reside on the west side, in D7, I'd like to represent D3 given my strong ties to community groups in the area.

Statement of objectives:

My objective is to uplift the voices of historically marginalized communities and ensure that a community driven process is at the center of all current and future projects. I want to champion a robust San Francisco transportation network created for and by the people who are part of it, where we actively address the historical ramifications that still persist while proactively laying the groundwork for a more equitable, sustainable future.

Please select all categories of affiliation or interest that apply to you:

Environment; Social and racial justice; Neighborhood; Public Policy; Senior

Can you commit to attending regular meetings (about once a month for the Transportation Authority CAC, or once every two to three months for project CACs):

Yes

By entering your name and date below, and submitting this form, you certify that all the information on this application is true and correct.

Sharon Ng

NAME OF APPLICANT

7/31/2024

DATE



San Francisco
County Transportation
Authority

BD091024

RESOLUTION NO. 25-XX

RESOLUTION APPOINTING SHARON NG AS THE DISTRICT 3 REPRESENTATIVE TO
THE COMMUNITY ADVISORY COMMITTEE OF THE SAN FRANCISCO COUNTY
TRANSPORTATION AUTHORITY

WHEREAS, Section 131265(d) of the California Public Utilities Code, as implemented by Section 5.2(a) of the Administrative Code of the San Francisco County Transportation Authority, requires the appointment of a Community Advisory Committee (CAC) consisting of 11 members; and

WHEREAS, There is currently a vacancy on the CAC for a District 3 representative since the prior representative has resigned from the CAC; and

WHEREAS, At its September 10, 2024 meeting, Sharon Ng spoke to their interest and qualifications for serving on the CAC; and

WHEREAS, The Board reviewed and considered the applicant's qualifications and experience; now therefore, be it

RESOLVED, That the Board hereby appoints Sharon Ng as the District 3 representative to serve on the CAC of the San Francisco County Transportation Authority for a two-year term; and be it further

RESOLVED, That the Executive Director is authorized to communicate this information to all interested parties.



Memorandum

AGENDA ITEM 6

DATE: September 5, 2024

TO: Transportation Authority Board

FROM: Rachel Hiatt - Deputy Director for Planning

SUBJECT: 10/08/24 Board Meeting: Authorize the Executive Director to Execute Master Agreements, Program Supplemental Agreements, Cooperative Agreements, Fund Transfer Agreements and Any Amendments Thereto with the California Department of Transportation for Receipt of State Funds for the Bayview Street Safety and Truck Relief Study in the Amount of \$525,110; and State Funds for Planning, Programming, and Monitoring in the Amount of \$199,000

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Authorize the Executive Director to execute master agreements, program supplemental agreements, cooperative agreements, fund transfer agreements and any amendments thereto with the California Department of Transportation (Caltrans) for receipt of state funds for the following projects:</p> <ul style="list-style-type: none"> • Bayview Street Safety and Truck Relief Study in the Amount of \$525,110 • Planning, Programming, and Monitoring in the amount of \$199,000 <p>SUMMARY</p> <p>We are seeking authorization for the Executive Director to execute funding agreements between the Transportation Authority and Caltrans for receipt of state funds for two grants that we anticipate receiving this year: the Bayview Street Safety and Truck Relief Study and Planning, Programming and Monitoring activities. Guidelines established by Caltrans require that certain funding agreements be signed by the project sponsor and returned to Caltrans. For some grants, project sponsors are also required to adopt a Board resolution. For instance, on July 9, 2024, we received a Sustainable Transportation Planning grant award notification from Caltrans for the Bayview Street Safety and Truck Relief Study. Caltrans requires us to adopt a resolution by</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input checked="" type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: <hr/>
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<p>September 13, 2024 to execute the grant agreement, which is why we are seeking final approval on first read for this item. This resolution must also identify the person(s) authorized to execute these funding agreements and the title of the grant. Caltrans may disencumber and/or de-obligate funds if the deadline is not met. The Board has previously adopted similar resolutions with the last one being Resolution 24-20 in November 2023. The California Transportation Commission allocated the State Transportation Improvement Program funds for Planning, Programming and Monitoring activities on August 16. Caltrans requires a board-adopted resolution in order for the Transportation Authority to receive these funds.</p>	
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BACKGROUND

We regularly receive federal and state transportation funds under ongoing grant programs and periodically receive congressional earmarks. These grant funds are typically administered by Caltrans, which requires that various types of funding agreements be executed between the project sponsor and Caltrans before the project sponsor can claim (e.g., encumber, seek reimbursement) the grant funds. Caltrans also requires an updated Board resolution identifying the person(s) authorized to execute these funding agreements and the title of the grant.

DISCUSSION

A brief description of the two projects for which we are recommending approval of the subject resolution are provided below along with information on the relevant state grant.

Bayview Street Safety and Truck Relief Study. The Bayview Street Safety and Truck Relief Study will develop a more complete understanding of freight activity and needs in the area, community impacts of existing freight activity, potential policies and infrastructure improvements to direct heavy truck traffic away from residential and commercial districts in the corridor, safety recommendations for key corridors to limit collision risks for people walking and biking, and strategies to increase the adoption of low or zero emissions freight/ delivery vehicles.

The study would produce a set of strategies that would guide implementation of recommendations in the study area and be a resource for other areas of San Francisco, the region, and state for how to plan and design for freight activity while supporting multimodal access and street safety. The study would identify strategies to prioritize or direct vehicles of different sizes, guidance for where treatments are



recommended along multimodal corridors, and policies to support project goals. Pulling from a larger set of potential strategies, the study would define recommended improvements for the study area including safety improvements to reduce conflicts between large vehicles and other road users, and policies and programs to reduce the use of large delivery vehicles by building on efforts to decarbonize deliveries and promote electric vehicle adoption. The study may also identify long-term roadway, circulation, and freeway access improvements to support freight circulation along preferred routes.

The Bayview Street Safety and Truck Relief Study advances draft recommendations from the Transportation Authority's Streets and Freeways Strategy. As noted in the memo summary, on July 9, 2024, we received a Sustainable Transportation Planning Grant award notification from Caltrans for the Bayview Street Safety and Truck Relief Study in the amount of \$525,110. Caltrans requires us to adopt a resolution by September 13 to execute the grant agreement to avoid losing the funds. The study is scheduled to begin as early as November 2024 and grant funds must be spent by June 2027.

In addition to this resolution which authorizes the Executive Director to execute funding agreements, the Transportation Authority is required to secure at least \$68,033 in local matching funds for the Bayview Street Safety and Truck Relief Study. We expect to bring a Prop L appropriation request to the Board for those matching funds in Fall 2024.

Planning, Programming and Monitoring. Guidelines established for the use of State Transportation Improvement Program (STIP) funds by the California Transportation Commission (CTC) allow us to program up to 5% of STIP county share funds for planning, programming, and monitoring activities. These activities are captured under our Congestion Management Agency function and are related to project planning, development, and oversight of state and federal-funded projects including timely use of funds and compliance with State law and CTC guidelines. In August, the CTC approved the allocation of \$199,000 in Fiscal Year 2024/25 Planning, Programming and Monitoring funds for the Transportation Authority. We have already received approval to seek reimbursement of these grant funds retroactively to July 1, 2024, pending approval of the subject Board resolution.



FINANCIAL IMPACT

Approval of the recommended action would facilitate compliance with Caltrans funding agreement deadlines (avoiding loss of grant revenues) and enable the Transportation Authority to seek reimbursement of state grant funds administered by Caltrans for the Bayview Street Safety and Truck Relief Study, and for Planning, Programming, and Monitoring activities. Anticipated revenues for the Planning, Programming, and Monitoring grant are included in the adopted Fiscal Year (FY) 2024/25 Budget and Work Program and the first year of anticipated revenues for the Bayview Street Safety and Truck Relief Study will be incorporated into the FY 2024/25 mid-year budget amendment. We will bring procurements to be funded by these grants, where applicable, to the Board for approval as part of future agenda items.

CAC POSITION

The Community Advisory Committee considered this item at its September 4, 2024, meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Resolution



**San Francisco
County Transportation
Authority**

BD091024

RESOLUTION NO. 25-XX

RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE MASTER AGREEMENTS, PROGRAM SUPPLEMENTAL AGREEMENTS, COOPERATIVE AGREEMENTS, FUND TRANSFER AGREEMENTS AND ANY AMENDMENTS THERETO WITH THE CALIFORNIA DEPARTMENT OF TRANSPORTATION FOR RECEIPT OF STATE FUNDS FOR THE BAYVIEW STREET SAFETY AND TRUCK RELIEF STUDY IN THE AMOUNT OF \$525,110; AND STATE FUNDS FOR PLANNING, PROGRAMMING, AND MONITORING IN THE AMOUNT OF \$199,000

WHEREAS, The Transportation Authority regularly receives federal and state transportation funds under ongoing grant programs and periodically receives congressional earmarks, and grant funds typically administered by the California Department of Transportation (Caltrans); and

WHEREAS, Some of these grants require execution of a grant agreement between the project sponsor and Caltrans, along with an updated Board resolution identifying the person(s) authorized to execute these funding agreements and the title of the grant, before the project sponsor can claim (e.g., encumber, seek reimbursement of) the grant funds; and

WHEREAS, In Fiscal Year 2024/25, the Transportation Authority anticipates receiving two state grants for the Bayview Street Safety and Truck Relief Study and for Planning, Programming and Monitoring activities; and

WHEREAS, on July 9, the Transportation Authority received a Sustainable Transportation Planning Grant award notification from Caltrans for the Bayview Street Safety and Truck Relief Study in the amount of \$525,110, which requires adoption of a Board resolution by September 13, 2024 to execute the grant agreement; and

WHEREAS, The Bayview Street Safety and Truck Relief Study would produce a set of strategies that would guide implementation of recommendations in the study area and be a resource for other areas of San Francisco, the region, and state for how



to plan and design for freight activity while supporting multimodal access and street safety; and

WHEREAS, Transportation Authority staff is seeking Board approval to execute a grant award of State Transportation Improvement Program (STIP) funds for Planning, Programming, and Monitoring activities through State Transportation Improvement Program (STIP) funds made available by the California Transportation Commission (CTC), which allows the Transportation Authority, as Congestion Management Agency for San Francisco, to program up to 5% of STIP county share, for activities related to project planning, development, and oversight of state and federal-funded projects including timely use of funds and compliance with State law and CTC guidelines; and

WHEREAS, Approval of the recommended action would facilitate compliance with Caltrans funding agreement requirements, avoiding loss of grant revenues, and enable the Transportation Authority to seek reimbursement of state grant funds administered by Caltrans for the Bayview Street Safety and Truck Relief Study and Planning, Programming, and Monitoring activities; and

WHEREAS, At its September 4, 2024, meeting, the Community Advisory Committee was briefed on the staff recommendation and unanimously adoption a motion of support; now, therefore, be it

RESOLVED, That the Transportation Authority hereby authorizes its Executive Director to execute master agreements, program supplemental agreements, cooperative agreements, fund transfer agreements, and any amendments thereto with Caltrans for receipt of state Sustainable Transportation Planning Grant in the amount of \$525,110 for the Bayview Street Safety and Truck Relief Study; and state funds for planning, programming, and monitoring in the amount of \$199,000; and be it further

RESOLVED, That the Executive Director is directed to submit this resolution to Caltrans and other relevant parties.



Memorandum

AGENDA ITEM 7

DATE: September 5, 2024

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 9/10/2024 Board Meeting: Allocate \$284,145 in Prop L Funds, with Conditions, and Allocate \$3,493,000 in Traffic Congestion Mitigation Tax Funds for Three Requests

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Allocate \$159,145 in Prop L funds, with conditions, to San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none"> Great Highway Gateway Study [NTP] (\$159,145) <p>Allocate \$125,000 in Prop L funds, with conditions, to San Francisco Public Works (SFPW) for:</p> <ol style="list-style-type: none"> Clement Street and 6th Avenue Intersection Improvements [NTP] (\$125,000) <p>Allocate \$3,493,000 in Traffic Congestion Mitigation Tax (TNC Tax) funds to SFMTA for:</p> <ol style="list-style-type: none"> Vision Zero Quick-Build Program Implementation FY25 (\$3,493,000) <p>SUMMARY</p> <p>Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides a brief description of the projects. Attachment 3 contains the staff recommendations. Project sponsors will attend the meeting to answer any questions the Board may have regarding these requests.</p>	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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DISCUSSION

Attachment 1 summarizes the subject requests, including information on proposed leveraging (i.e., stretching Prop L sales tax dollars further by matching them with



other fund sources) compared with the leveraging assumptions in the Prop L Expenditure Plan. Attachment 2 includes brief project descriptions. Attachment 3 summarizes the staff recommendations for these requests, highlighting special conditions and other items of interest. An Allocation Request Form for each project is attached, with more detailed information on scope, schedule, budget, funding, deliverables, and special conditions.

FINANCIAL IMPACT

The recommended action would allocate \$284,145 in Prop L funds and \$3,493,00 in TNC Tax funds. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

Attachment 4 shows the Prop L and TNC Tax Fiscal Year 2024/25 allocations and appropriations approved to date, with associated annual cash flow commitments as well as the recommended allocation and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the Transportation Authority's adopted FY 2024/25 budget. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distributions in those fiscal years.

CAC POSITION

The CAC considered this item at its September 4, 2024, meeting and approved the Great Highway Gateway Study request with six ayes and three votes in opposition. The remaining two requests were approved unanimously. With respect to the Great Highway Gateway Study, Member Kim said that with Proposition K on the ballot in November, the current pilot weekend automobile prohibition on Great Highway, and no funding secured to construct a potential park it was premature to allocate funds for the Great Highway Gateway Study. SFMTA staff responded that if Proposition K passed then the legislation would supersede the pilot and if it did not pass then the pilot program would continue, and SFMTA would re-evaluate the scope and budget accordingly, noting that there were opportunities for improvements in the study area. SFMTA staff added that it was common to plan in advance of changes, such as development and traffic changes.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Summary of Requests



- Attachment 2 - Project Descriptions
- Attachment 3 - Staff Recommendations
- Attachment 4 - Prop L and TNC Allocation Summaries - FY 2024/25
- Attachment 5 - Allocation Request Forms (3)
- Attachment 6 - Resolution

Attachment 1: Summary of Requests Received

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop L Request	Current TNC Tax Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
							Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop L	25	SFMTA	Great Highway Gateway Study [NTP]	\$ 159,145		\$ 159,145	78%	0%	Planning	4
Prop L	25	SFPW	Clement Street & 6th Avenue Intersection Improvements [NTP]	\$ 125,000		\$ 125,000	78%	0%	Design, Construction	1
TNC Tax	Quick-Builds	SFMTA	Vision Zero Quick-Build Program Implementation FY 25		\$ 3,493,000	\$ 3,493,000	NA	0%	Design, Construction	Citywide
TOTAL				\$ 284,145	\$ 3,493,000	\$ 3,777,145				

Footnotes

- ¹ "EP Line No./Category" is either the Prop L Expenditure Plan line number referenced in the 2023 Prop L Strategic Plan Baseline or the Traffic Congestion Mitigation Tax (TNC Tax) category referenced in the Program Guidelines..
- ² Acronym: SFMTA (San Francisco Municipal Transportation Agency), and SFPW (San Francisco Public Works)
- ³ "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop L funds expected to be available for a given Prop L Expenditure Plan line item by the total expected funding for that Prop L Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop L funds should cover 90% of the total costs for all projects in that program, and Prop L should cover only 10%.
- ⁴ "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop L, non-Prop AA, or non-TNC Tax funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop L dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Requested	TNC Tax Funds Requested	Project Description
25	SFMTA	Great Highway Gateway Study [NTP]	\$ 159,145	\$ -	Requested Neighborhood Program funds would be used for a study of the Lower and Upper Great Highway, Lincoln Way, La Playa Street, and MLK Jr. Drive intersections to create a more pleasant driving, biking, and walking environment. The study will consider geometric design improvements, traffic circulation and signal considerations, place-making features, and streetscape enhancements that improve multi-modal safety, wayfinding, navigation, and transit connectivity, SFMTA expects to complete the study by the end of 2025 and will present the final report to the Board for approval.
25	SFPW	Clement Street & 6th Avenue Intersection Improvements [NTP]	\$ 125,000	\$ -	Neighborhood Program funds would be used for design (\$25,000) and construction (\$100,000) of pavement marking improvements at the intersection of Clement Street and 6th Avenue, including new thermoplastic crosswalk designs. The proposed intersection improvements will help to improve safety, walkability and overall neighborhood awareness at this location, which is close to many businesses, shops, cafes, restaurants, homes and schools. SFPW expects the project to be open for use by June 2026.
Quick-Builds	SFMTA	Vision Zero Quick-Build Program Implementation FY 25	\$ -	\$ 3,493,000	The Vision Zero Quick-Build Program expedites the delivery of pedestrian safety, bicycle safety, transit, and traffic calming improvements citywide. Quick-build projects are comprised of reversible or adjustable traffic control, such as roadway and curb paint, signs, and parking and loading adjustments. This request is for funding to implement daylighting at approximately 300 intersections, speed limit reduction on approximately 70 safety corridors, and bikeway hardening for approximately 200 medians along existing bikeways as a hardened buffer. See the attached allocation request form with maps and lists of potential locations which are located throughout San Francisco and not limited to the Vision Zero High Injury Network. SFMTA expects to complete all of the work funded by this request by December 2026.
TOTAL			\$284,145	\$3,493,000	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

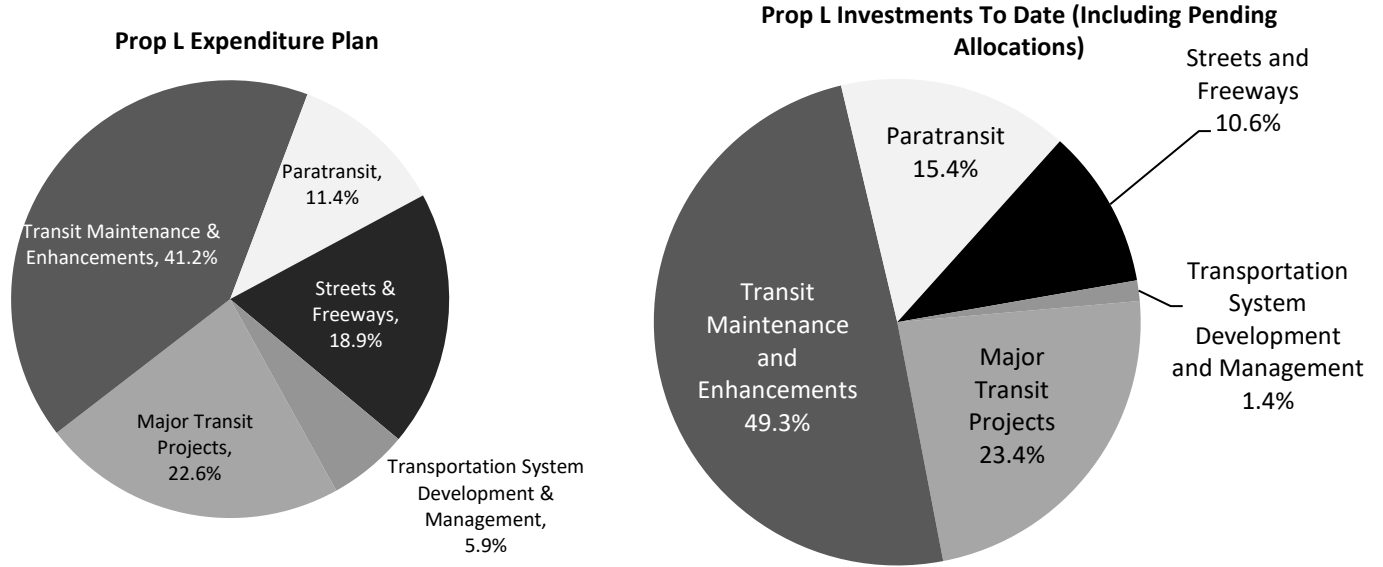
EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Recommended	TNC Tax Funds Recommended	Recommendations
25	SFMTA	Great Highway Gateway Study [NTP]	\$ 159,145		Deliverable: Upon completion of project, SFMTA shall present the final report to the Board for approval (anticipated December 2025).
25	SFPW	Clement Street & 6th Avenue Intersection Improvements [NTP]	\$ 125,000		Special Condition: The Transportation Authority will not reimburse SFPW for the construction phase until Transportation Authority staff releases the funds (\$100,000) pending receipt of evidence of completion of design (e.g. copy of certifications page or workorder, internal design completion documentation, or similar). Recommendation is for a multi-phase allocation for this Neighborhood Program project given the short duration of the construction phase (3 months) and with the concurrence of the District Supervisor.
Quick-Builds	SFMTA	Vision Zero Quick-Build Program Implementation FY 25		\$ 3,493,000	Recommendation is for a multi-phase allocation given short duration design phases for quick-build projects and overlapping design and construction phases as work is conducted at various locations. Improvements are expected to move quickly from design to construction, as they do not require major street reconstruction and will be implemented by city crews and/or on-call contractors.
TOTAL			\$ 284,145	\$ 3,493,000	

¹ See Attachment 1 for footnotes.

**Attachment 4.
Prop L Summary - FY2024/25**

PROP L SALES TAX						
FY 2024/25	Total	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29
Prior Allocations	\$ 66,917,637	\$ 13,965,500	\$ 32,642,819	\$ 17,504,318	\$ 2,805,000	\$ -
Current Request(s)	\$ 284,145	\$ 104,572	\$ 179,573	\$ -	\$ -	\$ -
New Total Allocations	\$ 67,201,782	\$ 14,070,072	\$ 32,822,392	\$ 17,504,318	\$ 2,805,000	\$ -

The above table shows maximum annual cash flow for all FY 2024/25 allocations and appropriations approved to date, along with the current recommended allocations.



TRAFFIC CONGESTION MITIGATION TAX (TNC Tax)						
FY2024/25	Total	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29
Prior Allocations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Current Request(s)	\$ 3,493,000	\$ 1,746,500	\$ 1,266,800	\$ 479,700	\$ -	\$ -
New Total Allocations	\$ 3,493,000	\$ 1,746,500	\$ 1,266,800	\$ 479,700	\$ -	\$ -

The above table shows total cash flow for all FY 2024/25 allocations approved to date, along with the current recommended allocation(s).

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Great Highway Gateway Study [NTP]
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Neighborhood Transportation Program
Current PROP L Request:	\$159,145
Supervisory District	District 04

REQUEST

Brief Project Description

This study will focus on the Lower and Upper Great Highway, Lincoln Way, La Playa Street, MLK Jr. Drive intersections and consider geometric design improvements, traffic circulation and signal considerations, place-making features, and streetscape enhancements that improve multi-modal safety, wayfinding, navigation, and transit connectivity, resulting in a more pleasant, driving, biking, and walking environment.

Detailed Scope, Project Benefits and Community Outreach

This planning effort is a focused study of the Lower and Upper Great Highway, Lincoln Way, La Playa Street, MLK Jr. Drive intersections that considers geometric design improvements, traffic circulation and signal considerations, place-making features, and streetscape enhancements that improve multi-modal safety, wayfinding, navigation, and transit connectivity, by creating a more pleasant, driving, biking, and walking environment. It would consider future known developments at 1234 Great Highway, and incorporate any additional developments. The study will include multi-modal counts, user observation and landscape design visioning.

Planning scope would anticipate and provide a welcoming entrance for a potential Great Highway promenade/park. This promenade/park project is conditional on an affirmative vote by San Franciscans to restrict vehicles on Great Highway; if the voters do not pass this initiative, the planning scope of work would be reconsidered and revised in consultation with Commissioner Engardio, MTA, and SFCTA staff.

Task 1 Project Initiation

- Secure funds and project codes
- Execute consultant task order for work
- Refine project scope

Deliverables: Executed consultant task order, updated project scope

Task 2 Mobility Analysis and Geometric Design

- Identify additional traffic counts and models needed to consider intersection design improvements based on prior data collection and modeling
- Perform multimodal traffic counts and data collection as needed to determine current/ future travel demand and patterns as needed
- Refine existing traffic models for MLK/ La Playa and Great Highway/ Lincoln based on future configuration and demand
- Develop geometric design concepts in the geographic area based on new intersection traffic needs and known infrastructure constraints (ie Lake Merced Tunnel underneath Great Highway) and considering upcoming investment (upgraded and new traffic signals)
- Could include both quick-build and major civil improvement design alternatives

Deliverables: Traffic counts (if needed), intersection model outputs (if needed), intersection design concepts

Task 3: Streetscape Visioning

- In concert with the geometric design concepts developed in Task 2, the develop gateway treatment concept or concepts that welcome multi-modal visitors to a promenade space that is context sensitive to the adjacent ecosystem and improves safety for all users

Deliverables: Concept design(s) for gateway treatment at Great Highway/ Lincoln and adjacent intersections

Task 4: Community Engagement

- Create outreach plan with District Supervisor
- Develop SFMTA landing page for project
- Host community webinar or in-person event on concept plans
- Perform pop-up project engagement on Great Highway during weekend closures
- Summarize community engagement on intersection design and gateway treatment design concepts in outreach summary memo

Deliverables: Outreach Plan memorandum; Communications materials; Summary of outreach

Task 5: Project Management

- Host bi-weekly team meetings
- Report in SFCTA portal

Deliverables: Bi-weekly meeting notes, SFCTA quarterly reports

Task 6: Final Report and Presentation to Transportation Authority Board

- Project team will summarize findings from analysis, visioning, and community outreach into a final report. Final report will be presented for approval by the Transportation Authority CAC and Board.

Deliverables: Final Report and Presentation

The Transportation Authority's Neighborhood Transportation Program (NTP) is intended to strengthen

project pipelines and advance the delivery of community supported neighborhood-scale projects, especially in Equity Priority Communities and other neighborhoods with high unmet needs.

Project Location

Great Highway at Lincoln, MLK at La Playa

Is this project in an Equity Priority Community?	No
Does this project benefit disadvantaged populations?	No

Project Phase(s)

Planning/Conceptual Engineering (PLAN)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Project Drawn from Placeholder
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
PROP L Amount	\$3,150,000.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Great Highway Gateway Study [NTP]
Primary Sponsor:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	N/A
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jan-Feb-Mar	2025	Jan-Feb-Mar	2026
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)				
Operations (OP)				
Open for Use				
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2026

SCHEDULE DETAILS

This study would coordinate with a planned project for a new traffic signal at La Playa/ MLK and an upgraded traffic signal at Great Highway/ Lincoln to ensure that if minor civil design changes are recommended for either signal, to be incorporated in the design phase. Community outreach would build off of work Great Highway Pilot and current Biking and Rolling Plan to engage local community groups in improving the entrance to a promenade.

- Task 1 - Project Initiation - Jan-Mar 2025
- Task 2 - Mobility Analysis and Geometric Design - Mar-Sep 2025
- Task 3 - Streetscape Visioning Apr - Nov 2025
- Task 4 - Community Engagement - May-December 2025
- Task 5 - Project Management - Feb-December 2025
- Task 6 - Final Report - December 2025

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Great Highway Gateway Study [NTP]
Primary Sponsor:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-225: Neighborhood Transportation Program	\$0	\$159,145	\$0	\$159,145
Phases In Current Request Total:	\$0	\$159,145	\$0	\$159,145

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$159,145	\$159,145	Based on recent past project work on Golden Gate Park, West Portal
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$0		
Operations	\$0		
Total:	\$159,145	\$159,145	

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

San Francisco County Transportation Authority

Prop L/Prop AA/Prop D TNC Allocation Request Form

MAJOR LINE ITEM BUDGET

BUDGET SUMMARY

Agency	Task 1 - Project Initiation	Task 2 - Mobility Analysis and Geometric Design	Task 3 - Streetscape Visioning	Task 4 - Community Engagement	Task 5 - Project Management	Total
SFMTA	\$ 2,400	\$ -	\$ -	\$ 22,145	\$ 9,600	\$ 34,145
SFPW	\$ -	\$ -	\$ 50,000	\$ -	\$ -	\$ 50,000
Consultant	\$ -	\$ 75,000	\$ -	\$ -	\$ -	\$ 75,000
Total	\$ 2,400	\$ 75,000	\$ 50,000	\$ 22,145	\$ 9,600	\$ 159,145

DETAILED LABOR COST ESTIMATE - BY AGENCY

SFMTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Manager V	50	\$ -	\$ -	\$ 239.10	0.02	\$ 11,955
Transportation Planner III	130	\$ -	\$ -	\$ 173.90	0.06	\$ 22,607
Total	180.00				0.09	\$ 34,562

SFPW	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Landscape Architect 2	100	\$ -	\$ -	\$ 225.06	0.05	\$ 22,506
Landscape Architect 1	140	\$ -	\$ -	\$ 193.41	0.07	\$ 27,077
Total	240.00				0.12	\$ 49,583

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Great Highway Gateway Study [NTP]
Primary Sponsor:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$159,145	Total PROP L Recommended	\$159,145

SGA Project Number:		Name:	Great Highway Gateway Study [NTP]
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	09/30/2026
Phase:	Planning/Conceptual Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	Total
PROP L EP-201	\$79,572	\$79,573	\$159,145

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete of the funded phase, % complete by task, work performed in the prior quarter including a summary of outreach performed and feedback received, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.

2. Upon completion of Task 2 (anticipated September 2025) provide memo and/or diagrams describing intersection design concepts.

3. For Task 4, SFMTA shall provide the Outreach Plan memorandum with the QPR following anticipated completion (May 2025). Upon completion of Task 4 (anticipated December 2025), SFMTA shall provide a summary of outreach performed, feedback received, and responses to the feedback.

4. Prior to completion, provide draft final report with sufficient time for Transportation Authority staff review and comment.

5. Upon completion of project (anticipated December 2025), SFMTA shall provide final report, including results of technical analysis and community engagement, recommendations, and a funding and implementation plan. SFMTA shall present the final report to the CAC and Board for approval or acceptance.

Notes

1. Progress reports will be shared with the District 4 Commissioner.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	0.0%

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - This Project	No PROP AA	No TNC TAX	0.0%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Great Highway Gateway Study [NTP]
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$159,145
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

CK

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Chava Kronenberg	Joel C Goldberg
Title:	Unknown	Grants Procurement Manager
Phone:	555-5555	555-5555
Email:	chava.kronenberg@sfmta.com	joel.goldberg@sfmta.com

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Clement Street & 6th Avenue Intersection Improvements [NTP]
Primary Sponsor:	Department of Public Works

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Neighborhood Transportation Program
Current PROP L Request:	\$125,000
Supervisory District	District 01

REQUEST

Brief Project Description

Design and implement pavement marking improvements to the intersection of Clement Street and 6th Avenue, including new thermoplastic crosswalk designs, to help improve safety, walkability and overall neighborhood awareness at this intersection which is close to many businesses, shops, cafes, restaurants, homes and schools.

Detailed Scope, Project Benefits and Community Outreach

At the request of District 1 Supervisor Connie Chan, Public Works is requesting Prop L Neighborhood Transportation Program (NTP) funds to design and construct intersection improvements on Clement Street / 6th Avenue. Located just north of Golden Gate Park and south of the Presidio, the Inner Richmond is surrounded by the busiest commercial and densely populated areas found in San Francisco. This Clement Street location is a great intersection of the urban and suburban for pedestrians and drivers — close to many businesses, shops, cafes, restaurants, homes and schools. The community has expressed interest in implementing thermoplastic asphalt treatment improvements at this intersection. Project location is within 1 mile from many neighborhood facilities, including George Peabody Elementary School, Roosevelt Middle School, Richmond Branch Library, and the Kaiser Permanente San Francisco Medical Center. The proposed intersection improvements would help to improve safety, walkability and overall neighborhood awareness.

The District 1 Supervisor's Office has already performed general outreach regarding this project. Public Works will work closely with Supervisor's Office to expedite public outreach process and the design phase, as well as expedite contract administration and construction of this project to implement onsite improvements as soon as possible per Supervisor request.

The Transportation Authority's Neighborhood Transportation Program is intended to strengthen project pipelines and advance the delivery of community supported neighborhood-scale projects, especially in Equity Priority Communities and other neighborhoods with high unmet needs.

Project Location

6th Avenue and Clement Street

Is this project in an Equity Priority Community?	No
Does this project benefit disadvantaged populations?	No

Project Phase(s)

Design Engineering (PS&E), Construction (CON)

Justification for Multi-phase Request

Recommendation is for a multi-phase allocation for this Neighborhood Program project given the short duration of the construction phase (3 months) and with the concurrence of the District Supervisor.

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	New Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
PROP L Amount	\$2,990,855.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Clement Street & 6th Avenue Intersection Improvements [NTP]
Primary Sponsor:	Department of Public Works

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Jan-Feb-Mar	2025	Oct-Nov-Dec	2025
Advertise Construction	Oct-Nov-Dec	2025		
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2025		
Operations (OP)				
Open for Use			Oct-Nov-Dec	2025
Project Completion (means last eligible expenditure)			Apr-May-Jun	2026

SCHEDULE DETAILS

Project kickoff: January 2025

Outreach and Community Feedback: February 2025 – July 2025

Design: August 2025 – October 2025

Construction/Implementation: November 2025 - December 2025

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Clement Street & 6th Avenue Intersection Improvements [NTP]
Primary Sponsor:	Department of Public Works

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-225: Neighborhood Transportation Program	\$0	\$125,000	\$0	\$125,000
Phases In Current Request Total:	\$0	\$125,000	\$0	\$125,000

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$25,000	\$25,000	Recent project estimates
Construction	\$100,000	\$100,000	Recent project estimates
Operations	\$0		
Total:	\$125,000	\$125,000	

% Complete of Design:	0.0%
As of Date:	07/19/2024
Expected Useful Life:	10 Years

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	Totals	% of phase
1. Total Labor	\$ 20,000	
2. Consultant		
3. Other Direct Costs *	\$ 3,000	
4. Contingency	\$ 2,000	9%
TOTAL PHASE	\$ 25,000	

TOTAL LABOR COST BY AGENCY	
SFMTA	\$ 2,000
SFPW	\$ 23,000
TOTAL	\$ 25,000

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)					
Budget Line Item	Totals	% of contract	SFPW	SFMTA	Contractor
1. Contract					
Task 1: Traffic Control	\$ 5,000				\$ 5,000
Task 2: Deco Asphalt	\$ 80,000				\$ 80,000
Subtotal	\$ 85,000				\$ 85,000
2. OCS Replacement	\$ -				
3. Construction Management/Support	\$ 12,500	15%	\$ 10,000	\$ 2,500	
4. Other Direct Costs *	\$ -				
5. Contingency	\$ 2,500	3%			\$ 2,500
TOTAL CONSTRUCTION PHASE	\$ 100,000		\$ 10,000	\$ 2,500	\$ 87,500

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Clement Street & 6th Avenue Intersection Improvements [NTP]
Primary Sponsor:	Department of Public Works

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$125,000	Total PROP L Recommended	\$125,000

SGA Project Number:		Name:	Clement Street & 6th Avenue Intersection Improvements [NTP]
Sponsor:	Department of Public Works	Expiration Date:	06/30/2026
Phase:	Design Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	Total
PROP L EP-201	\$25,000	\$25,000

Deliverables

1. Quarterly progress reports shall include % complete of the funded phase, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.
2. With the first quarterly progress report, Sponsor shall provide 2-3 photos of existing conditions.
3. Upon completion, Sponsor shall provide evidence of completion of 100% design (e.g., copy of certifications page, copy of workorder, internal design completion documentation, or similar).

Notes

1. Progress reports will be shared with the District 1 Commissioner.

SGA Project Number:		Name:	Clement Street & 6th Avenue Intersection Improvements [NTP]
Sponsor:	Department of Public Works	Expiration Date:	12/31/2026
Phase:	Construction	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2025/26	Total
PROP L EP-201	\$100,000	\$100,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, upcoming project milestones (e.g. ground-breaking, ribbon-cutting), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.

2. Upon completion of the project Sponsor shall provide 2-3 photos of completed work.

Special Conditions

1. The Transportation Authority will not reimburse SFPW for the construction phase until Transportation Authority staff releases the funds (\$100,000) pending receipt of evidence of completion of design (e.g. copy of certifications page or workorder, internal design completion documentation, or similar).

Notes

1. Progress reports will be shared with the District 1 Commissioner.

2. Reminder: All construction signage, project fact sheets, websites and other similar materials shall comply with the attribution requirements established in the Standard Grant Agreement.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	0.0%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	0.0%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Clement Street & 6th Avenue Intersection Improvements [NTP]
Primary Sponsor:	Department of Public Works

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$125,000
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

VC

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Michelle Woo	Victoria Chan
Title:	Streetscape Project Manager	Budget Manager
Phone:	(628) 271-2155	(415) 205-6316
Email:	michelle.woo@sfdpw.org	victoria.w.chan@sfdpw.org

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Vision Zero Quick-Build Implementation FY25
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

TNC TAX Expenditure Plans	Quick Builds
Current TNC TAX Request:	\$3,493,000
Supervisory District	Citywide

REQUEST

Brief Project Description

The Vision Zero Quick-Build Program expedites the delivery of pedestrian safety, bicycle safety, transit, and traffic calming improvements citywide. Quick-build projects are comprised of reversible or adjustable traffic control, such as roadway and curb paint, signs, and parking and loading adjustments. This request is for funding to implement daylighting at approximately 300 intersections, speed limit reduction on approximately 70 safety corridors, and bikeway hardening for approximately 200 medians along existing bikeways as a hardened buffer.

Detailed Scope, Project Benefits and Community Outreach

Quick-build projects are comprised of reversible or adjustable traffic control, such as roadway and curb paint, signs, traffic signal timing updates, traffic lane reconfigurations, and parking and loading adjustments. While quick-build improvements are limited in scope, they offer the opportunity to implement safety improvements more quickly than a typical design-bid-build process. Quick-build projects are primarily implemented entirely by City crews, rather than with contractors, and include paint, signs, minor signal modifications and timing updates, plastic delineators, meter placement, concrete islands, curb ramps, and minor pavement improvements.

To help expedite the delivery of safer streets, the SFMTA requests funding to continue implementing programmatic quick-build improvements. Specifically, planned safety improvements include daylighting, speed limit reduction, and bikeway hardening. This allocation request supports the implementation of the program as described below.

Daylighting:

The SFMTA is pursuing daylighting as a quick-build treatment at all intersections in accordance with Assembly Bill 413. Daylighting will enhance visibility at intersections by removing visual obstructions near crosswalks, thereby improving safety for all road users. This treatment typically involves restricting parking near intersections to create clearer sightlines, reducing the risk of collisions and enhancing overall street safety. Previously funded efforts for daylighting are focused on intersections along the 2022 Vision Zero High Injury Network and at a limited number of schools. This request would implement an additional 300 intersections approximately, with priority at intersections adjacent to schools. A total of 674 intersections may be eligible under this criteria. Staff will track locations as

implementation progresses and remaining locations near schools will be implemented as additional funding becomes available in the future.

Speed Limit Reduction:

Under the provision of Assembly Bill 43, the SFMTA will work on lowering the speed limit at additional eligible corridors. Previously funded speed management efforts include speed limit reduction on 17 corridors in the Tenderloin neighborhood and to 70 or more commercial corridors in business activity districts between 2022 and 2024 when AB 43 first came into effect. Beginning in July 2024, AB 43 also allows cities to lower speeds by 5 miles per hour on streets designated as safety corridors. This request would implement speed limit reduction to approximately 70 safety corridors. The locations are not yet determined and this request would support the analysis to identify those locations. Locations must be on the High Injury Network in order to qualify. The SFMTA will review each High Injury Network corridor to determine if further speed limit reductions could be established using this additional flexibility provided by AB 43 and install associated signage.

Bikeway Hardening:

Quick-build projects follow an iterative design process that may necessitate new changes after initial installation. The SFMTA will identify locations of previously installed protected bikeway projects that currently use plastic delineators in the bikeway buffer and are suitable for upgrading to concrete median buffers. The SFMTA has prior experience installing concrete medians as a feature of protected bikeways. Compared to plastic delineators, concrete medians offer more comfort and protection to bicyclists traveling in the bikeway. This request would implement approximately 200 medians along bikeways as a hardened buffer. Specific locations are not yet determined and this request would support the analysis to identify those locations. Approximately 22 miles of existing bikeways that currently feature plastic delineators may be eligible for upgrades to concrete medians. This program is aligned to the strong and consistent demand for immediate safety improvements on critical streets citywide, heard through the development of the Vision Zero Action Strategy and from past hearings on the Vision Zero Quick-Build program at the SFMTA Board and the Transportation Authority. The program will continue expanding on the initial work of the Vision Zero Quick-Build program to bring traffic safety improvements throughout the city. Projects will be developed and implemented with strong community engagement and work that can be primarily completed by in-house SFMTA and Public Works crews. As new projects emerge, they will be shared through quarterly progress updates to the Transportation Authority.

Outreach and Communications Support:

Community outreach and engagement is a crucial component of the Vision Zero Quick-Build Program. The low-cost, easily adjustable nature of quick-build improvements allows the SFMTA to be responsive and modify project designs based on public input without waiting on the implementation of larger streetscape elements. For previous corridor projects receiving additional upgrades, staff will leverage existing communications channels to update the community on further street changes. Outreach for street changes like intersection daylighting, bikeway hardening, and speed limit reduction will include public hearing notifications, educational materials, posters, mailers, palm cards, and presence at community events. Staff will communicate implementation progress through various outreach and engagement methods such as the SFMTA website, social media, community tabling events, business site visits, and other various methods of outreach and engagement. Materials will be translated into languages like Spanish, Chinese, Russian, Filipino, Arabic, and Vietnamese as needed.

Program Management and Administration:

This program is aligned to the strong and consistent demand for immediate safety improvements on critical streets citywide, heard through the development of the Vision Zero Action Strategy and from

past hearings on the Vision Zero Quick-Build program at the SFMTA Board and the Transportation Authority. The program will continue expanding on the initial work of the Vision Zero Quick-Build Program to bring traffic safety improvements throughout the city.

The scope of this project includes program management and administrative tasks, including providing regular programmatic updates to management and internal stakeholders, coordinating with other relevant internal programs (e.g. Safe Streets Evaluation Program, Vision Zero Action Strategy, Biking and Rolling Plan), creating and sharing project management resources across project teams, researching and presenting best practices with other agencies, and more. A central task of program management also involves managing a portfolio of quick-build projects and improvements by tracking the progress, status, and timeline of individual implementation projects, as well as scope, budgets, expenditures, staffing, outreach status, legislative status, and other project attributes.

Project Location

Various locations citywide.

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

Project Phase(s)

Design Engineering (PS&E), Construction (CON)

Justification for Multi-phase Request

Multi-phase allocation is recommended given short duration design phases for quick-build projects and overlapping design and construction phases as work is conducted at various locations. Improvements are expected to move quickly from design to construction, as they do not require major street reconstruction and will be implemented by city crews and/or on-call contractors.

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
TNC TAX Amount	\$3,493,000.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Vision Zero Quick-Build Implementation FY25
Primary Sponsor:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Oct-Nov-Dec	2024	Apr-May-Jun	2026
Advertise Construction				
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2024		
Operations (OP)				
Open for Use			Oct-Nov-Dec	2026
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2026

SCHEDULE DETAILS

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Vision Zero Quick-Build Implementation FY25
Primary Sponsor:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
Prop D: EP-601: Quick Builds	\$0	\$3,493,000	\$0	\$3,493,000
Phases In Current Request Total:	\$0	\$3,493,000	\$0	\$3,493,000

COST SUMMARY

Phase	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering	\$0	
Environmental Studies	\$0	
Right of Way	\$0	
Design Engineering	\$295,000	Prior experience with SFMTA labor
Construction	\$3,198,000	Prior experience with SFMTA labor and materials
Operations	\$0	
Total:	\$3,493,000	

% Complete of Design:	0.0%
As of Date:	07/18/2024
Expected Useful Life:	10 Years

Typical Unit Cost Estimates for Quick-Build Project Elements

Notes

- Unit costs do not include contingency. 20% contingency will be added to project construction cost estimates.
- Unit costs do not include escalation.
- Specific elements of individual project may be higher or lower than typical costs based on field conditions.
- Quick-build projects may include other elements not listed below. based on specific project needs.

Typical Unit Costs - SFMTA Paint Shop

ITEM #	DESCRIPTION	UNIT	Typical Unit Cost
1	12" Crosswalk Lines / Stop Bars	Lin Ft	\$8.96
2	4" Broken White or Yellow	Lin Ft	\$2.55
3	4" Solid White or Yellow	Lin Ft	\$4.49
4	6" Broken White	Lin Ft	\$3.69
5	6" Solid White	Lin Ft	\$5.61
6	8" Broken White or Yellow	Lin Ft	\$5.05
7	8" Solid White or Yellow	Lin Ft	\$6.57
8	24" Solid White or Yellow	Lin Ft	\$9.14
9	Double Yellow	Lin Ft	\$8.79
10	Two Way Left Turn Lanes (ea line)	Lin Ft	\$5.84
11	Raised Pavement Markers (White or Yellow)	Each	\$20.55
12	Per Block Fees	Each	\$1,421.06
13	Parking Stalls (Angle Stalls or "T"s)	Each	\$49.41
14	Bus Zones	Lin Ft	\$10.88
15	a. Ped Ramp Painting (inside Metro Dist.)	Int.	\$536.73
16	b. Ped Ramp Painting (outside Metro Dist.)	Int.	\$359.52
17	Color Curb Painting	Lin Ft	\$14.31
18	Wheel Stops (4" x 6" x 48" - Rubber)	Each	\$434.50
19	3.5" x 5.5" x 18" Pavement Bars (concrete)	Bar ft	\$86.90
20	4' turn restriction black & yellow raised bumps	Each	\$434.50
21	Green Sharrow Backing - thermoplastic	Sq Ft	\$22.43
22	Green Bike Lane - thermoplastic	Sq Ft	\$22.43
23	Bike box	Sq Ft	\$22.43
24	Khaki paint for Painted Safety Zones	Sq Ft	\$22.43
25	Flexible delineator posts	Each	\$150.00
26	Methacrylate pavement legends	Sq Ft	\$17.04

Typical Unit Costs - SFMTA Sign and Signal Shop

ITEM #	DESCRIPTION	UNIT	Typical Unit Cost
1	Street Name Signs	Each	\$ 300.00
2	Street Cleaning Signs	Each	\$ 300.00
3	TANSAT	Each	\$ 300.00
4	Blue Zone Signs	Each	\$ 300.00
5	Bike Lane Signs	Each	\$ 300.00
6	Lane Assignments	Each	\$ 300.00
7	Safe-Hit Posts	Each	\$ 100.00
8	Bike Rack	Each	\$ 370.00
9	Bike 8" Signals R/Y/G	Each	\$ 2,000.00
10	Extinguishable NTOR	Each	\$ 4,000.00

Typical Unit Costs - SFMTA Meter Shop

ITEM #	DESCRIPTION	UNIT	Typical Unit Cost
1	Parking Meter Relocation	Each	\$ 735.00
2	Parking Meter Removal	Each	\$ 115.00
3	Furnish New Ground Numbers	Each	\$ 68.00
4	Furnish New Pole, Sign, and Decal	Each	\$ 155.00
5	Furnish New Multi Space Meter Unit	Each	\$ 9,000.00

Typical Unit Costs - SFPW

ITEM #	DESCRIPTION	UNIT	Typical Unit Cost
1	Bikeway buffer median island	Lin Ft	\$65.00
1	Protected corner median island	Each	\$15,000.00



Quick-Build Tasks by Phase

		Funds Requested		
#	Vision Zero Quick-Build Task	Design	Construction	Total
1	Daylighting	\$ -	\$ 1,113,000	\$ 1,113,000
2	Speed Limit Reduction	\$ -	\$ 1,015,000	\$ 1,015,000
3	Bikeway Hardening	\$ -	\$ 1,070,000	\$ 1,070,000
4	Outreach & Communications Support	\$ 85,000	\$ -	\$ 85,000
5	Program Management & Administration	\$ 210,000	\$ -	\$ 210,000
		\$ 295,000	\$ 3,198,000	\$ 3,493,000
		Total DES	Total CON	Total



Quick-Build Tasks by Project

#	Name	Supervisorial District	Anticipated Scope Details	Estimated Quantity	Labor	Materials	Funds Requested
1	Daylighting	Various	Daylighting of intersections in accordance with AB 413	300 intersections	\$ 890,400	\$ 222,600	\$ 1,113,000
2	Speed Limit Reduction	Various	Signs displaying lower speed limits on High Injury Network streets as permitted by AB 43	70 corridors	\$ 812,000	\$ 203,000	\$ 1,015,000
3	Bikeway Hardening	Various	Upgrading plastic delineators installed on Class IV bikeways to concrete medians	200 medians	\$ 856,000	\$ 214,000	\$ 1,070,000
					\$ 2,558,400	\$ 639,600	\$ 3,198,000
					Total Labor	Total Materials	Total

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Vision Zero Quick-Build Implementation FY25
Primary Sponsor:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$0	Total PROP L Recommended	\$3,198,000
Total TNC TAX Requested:	\$3,493,000	Total TNC TAX Recommended	\$295,000

SGA Project Number:		Name:	Vision Zero Quick-Build Implementation FY25 design
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2026
Phase:	Design Engineering	Fundshare:	0.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	Total
TNC TAX EP-601	\$147,500	\$147,500	\$295,000

Deliverables

1. Quarterly progress reports shall include detailed updated information on the scope, schedule, budget, and expenditures for each corridor, as well as project delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery.
2. Upon completion, Sponsor shall provide evidence of completion of 100% design (e.g., copy of certifications page or copy of work order).

Notes

1. Recommendation is for a multi-phase allocation given short duration design phases for quick-build projects and overlapping design and construction phases as work is conducted at various locations. Improvements are expected to move quickly from design to construction, as they do not require major street reconstruction and will be implemented by city crews and/or on-call contractors.

SGA Project Number:		Name:	Vision Zero Quick-Build Implementation FY25 construction
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2027
Phase:	Construction	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	FY2026/27	Total

PROP L EP-201	\$1,599,000	\$1,119,300	\$479,700	\$3,198,000
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Deliverables

1. Quarterly progress reports shall include detailed updated information on the scope, schedule, budget, and expenditures for each corridor, as well as project delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery.

2. Prior to starting construction activities, provide 2-3 photos of typical before conditions for each corridor. For every quarter during which project construction activities are happening, provide 2-3 photos of work being performed and work completed.

3. SFMTA shall provide regular project evaluation updates. SFMTA's annual Safe Streets Evaluation report will be accepted to fulfill this deliverable, so long as it addresses the corridors included in this request.

Notes

1. In October 2020 through Resolution 23-42 the Board programmed \$9,493,883 million in TNC Tax funds to the FY 24 Vision Zero Quick-Build Program and has since allocated \$6,000,00 to FY24 quick-build projects. This recommendation would allocate a total of \$3,493,883 in funds programmed but unallocated to date.

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

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Vision Zero Quick-Build Implementation FY25
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current TNC TAX Request:	\$3,493,000
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

ML

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Jennifer Wong	Michael Lee
Title:	Transportation Planner	1823 - Senior Administrative Analyst
Phone:	(415) 701-4551	(415) 646-2175
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Potential Daylighting Scope

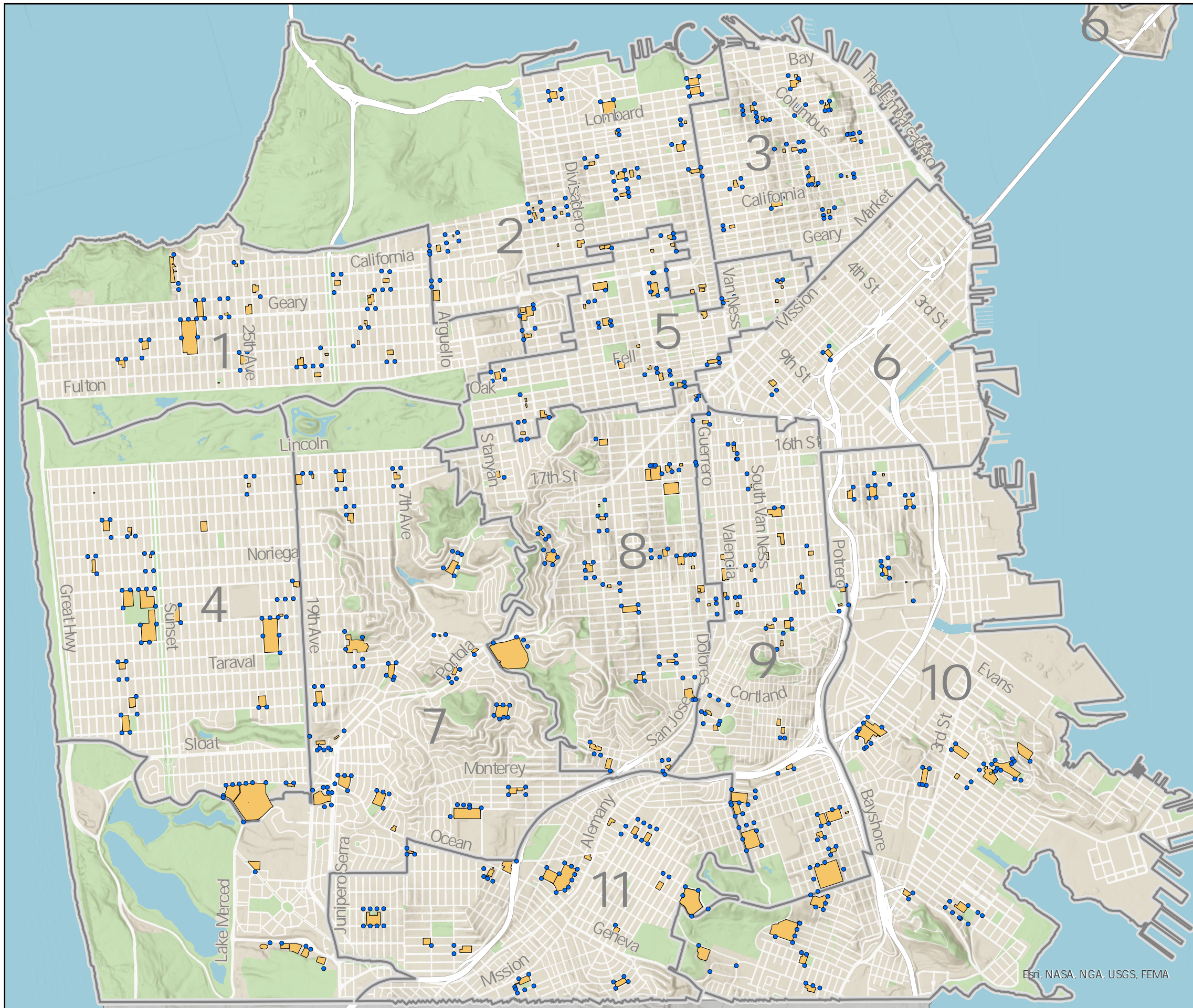
Eligible intersections near schools for potential daylighting

August 2024

Intersections within one block of public and private schools in San Francisco that may be eligible for potential daylighting using resources from this funding request. Intersections excluded include prior and ongoing daylighting work from other programs and projects.

Legend

- Eligible intersections (674)
- ▭ Schools
- ▭ Supervisor districts



0.2 miles

Scale 1:46,211

Date Saved: 8/23/2024

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Esri, NASA, NGA, USGS, FEMA



Potential Daylighting Locations

District	Street	Cross Street
1	CABRILLO ST	18TH AVE
1	ANZA ST	10TH AVE
1	MASONIC AVE	EWING TER
1	GEARY BLVD	8TH AVE
1	BALBOA ST	15TH AVE
1	GEARY BLVD	9TH AVE
1	GEARY BLVD	31ST AVE
1	CORNWALL ST	7TH AVE
1	LAKE ST	24TH AVE
1	GEARY BLVD	30TH AVE
1	BALBOA ST	40TH AVE
1	CABRILLO ST	15TH AVE
1	CABRILLO ST	24TH AVE
1	CABRILLO ST	6TH AVE
1	GEARY BLVD	27TH AVE
1	CABRILLO ST	25TH AVE
1	BALBOA ST	37TH AVE
1	CLEMENT ST	6TH AVE
1	CLEMENT ST	26TH AVE
1	CLEMENT ST	29TH AVE
1	LAKE ST	25TH AVE
1	ANZA ST	37TH AVE
1	BALBOA ST	11TH AVE
1	GEARY BLVD	26TH AVE
1	BALBOA ST	39TH AVE
1	ANZA ST	9TH AVE
1	FUNSTON AVE	CLEMENT ST
1	CALIFORNIA ST	12TH AVE
1	BALBOA ST	25TH AVE
1	CLEMENT ST	7TH AVE
1	GEARY BLVD	32ND AVE
1	BALBOA ST	24TH AVE
1	ANZA ST	36TH AVE
1	CLEMENT ST	30TH AVE
1	ANZA ST	30TH AVE
1	FUNSTON AVE	CALIFORNIA ST
1	ANZA ST	32ND AVE
1	CABRILLO ST	7TH AVE
1	GEARY BLVD	29TH AVE
1	CALIFORNIA ST	32ND AVE
1	CABRILLO ST	17TH AVE
1	MARVEL CT	32ND AVE
1	CLEMENT ST	8TH AVE
1	CLEMENT ST	27TH AVE
1	CLEMENT ST	22ND AVE

1	CORNWALL ST	6TH AVE
1	CABRILLO ST	16TH AVE
1	EL CAMINO DEL MAR	32ND AVE
2	UNION ST	GOUGH ST
2	MAPLE ST	CLAY ST
2	WASHINGTON ST	DIVISADERO ST
2	SCOTT ST	JACKSON ST
2	GREENWICH ST	FRANKLIN ST
2	LAKE ST	ARGUELLO BLVD
2	NORMANDIE TER	BROADWAY
2	PALM AVE	EUCLID AVE
2	WEBSTER ST	MOULTON ST
2	CLAY ST	ARGUELLO BLVD
2	WEBSTER ST	BROMLEY PL
2	WASHINGTON ST	BAKER ST
2	UNION ST	FRANKLIN ST
2	VAN NESS AVE	BAY ST
2	WEBSTER ST	CHESTNUT ST
2	UNION ST	STEINER ST
2	WEBSTER ST	BAY ST
2	WEBSTER ST	VALLEJO ST
2	WASHINGTON ST	LYON ST
2	WEBSTER ST	BROADWAY
2	WEBSTER ST	PACIFIC AVE
2	BUCHANAN ST	BROADWAY
2	TURK BLVD	MASONIC AVE
2	WASHINGTON ST	BRODERICK ST
2	PIERCE ST	GREEN ST
2	UNION ST	PIERCE ST
2	VAN NESS AVE	NORTH POINT ST
2	SCOTT ST	PACIFIC AVE
2	POLK ST	FRANCISCO ST
2	JACKSON ST	FILLMORE ST
2	FILLMORE ST	BAY ST
2	FRANKLIN ST	BROADWAY
2	PACIFIC AVE	BAKER ST
2	PACIFIC AVE	LYON ST
2	LAGUNA ST	GEARY BLVD
2	PACIFIC AVE	FILLMORE ST
2	SCOTT ST	BEACH ST
2	VALLEJO ST	BUCHANAN ST
2	SACRAMENTO ST	ARGUELLO BLVD
2	FILLMORE ST	CHESTNUT ST
2	JACKSON ST	BRODERICK ST
2	FILLMORE ST	BROADWAY
2	FRANKLIN ST	BLACKSTONE CT
2	WASHINGTON ST	MAPLE ST
2	WEBSTER ST	JACKSON ST

2	WASHINGTON ST	CHERRY ST
2	TURK BLVD	CENTRAL AVE
2	VALLEJO ST	FILLMORE ST
2	MASONIC AVE	GOLDEN GATE AVE
2	SCOTT ST	BROADWAY
2	CLAY ST	CHERRY ST
2	CLEMENT ST	ARGUELLO BLVD
2	EUCLID AVE	ARGUELLO BLVD
2	WEBSTER ST	GREENWICH ST
2	PACIFIC AVE	DIVISADERO ST
2	POLK ST	NORTH POINT ST
2	SACRAMENTO ST	CHERRY ST
2	JACKSON ST	BAKER ST
2	TERRA VISTA AVE	ANZAVISTA AVE
2	NORTH POINT ST	DIVISADERO ST
2	JACKSON ST	DIVISADERO ST
2	VAN NESS AVE	FRANCISCO ST
2	DIVISADERO ST	BEACH ST
2	OFARRELL ST	ANZAVISTA AVE
2	SCOTT ST	NORTH POINT ST
2	LYON ST	JACKSON ST
3	VALLEJO ST	BARTOL ST
3	STONE ST	JACKSON ST
3	VALLEJO ST	MONTGOMERY ST
3	REDFIELD ALY	FILBERT ST
3	VALLEJO ST	TURK MURPHY LN
3	POLK ST	AUSTIN ST
3	KEARNY ST	FILBERT ST
3	PINE ST	GRANT AVE
3	PARKHURST ALY	CLAY ST
3	VAN NESS AVE	BROADWAY
3	LOMBARD ST	LEAVENWORTH ST
3	STOCKTON ST	CLAY ST
3	VALPARAISO ST	JONES ST
3	STOCKTON ST	GREENWICH ST
3	SACRAMENTO ST	JONES ST
3	STOCKTON ST	EMMA ST
3	POLK ST	PINE ST
3	LURMONT TER	LEAVENWORTH ST
3	CHATHAM PL	BUSH ST
3	JONES ST	CALIFORNIA ST
3	GENOA PL	FILBERT ST
3	TAYLOR ST	FALLON PL
3	SANSOME ST	BROADWAY
3	GREENWICH ST	BRANT ALY
3	VALLEJO ST	MASON ST
3	VALLEJO ST	SANSOME ST
3	LOMBARD ST	JONES ST

3	KEARNY ST	GREENWICH ST
3	MONTGOMERY ST	MERCHANT ST
3	JACKSON ST	HYDE ST
3	VARENNE ST	FILBERT ST
3	WORDEN ST	FRANCISCO ST
3	ROBERT C LEVY TUNL	BROADWAY
3	MONTGOMERY ST	CLAY ST
3	VALLEJO ST	POWELL ST
3	VANDEWATER ST	POWELL ST
3	VAN NESS AVE	PACIFIC AVE
3	TURK MURPHY LN	BROADWAY
3	TAYLOR ST	SACRAMENTO ST
3	TAYLOR ST	FILBERT ST
3	POWELL ST	CHESTNUT ST
3	GREENWICH ST	CHILD ST
3	WASHINGTON ST	HYDE ST
3	STOCKTON ST	BUSH ST
3	LEAVENWORTH ST	GREENWICH ST
3	JOICE ST	CLAY ST
3	VALLEJO ST	HODGES ALY
3	WASHINGTON ST	STONE ST
3	WASHINGTON ST	LARKIN ST
3	JONES ST	GREENWICH ST
3	VALLEJO ST	PRESCOTT CT
3	POWELL ST	GREENWICH ST
3	POWELL ST	FILBERT ST
3	STOCKTON ST	PINE ST
3	JONES ST	FILBERT ST
3	MERCHANT ST	KEARNY ST
4	PACHECO ST	37TH AVE
4	MIDDLEFIELD DR	GELLERT DR
4	ORTEGA ST	40TH AVE
4	RIVERA ST	24TH AVE
4	VICENTE ST	40TH AVE
4	MORAGA ST	38TH AVE
4	RIVERA ST	38TH AVE
4	SANTIAGO ST	22ND AVE
4	MORAGA ST	37TH AVE
4	KIRKHAM ST	42ND AVE
4	PACHECO ST	21ST AVE
4	RIVERA ST	22ND AVE
4	MIDDLEFIELD DR	EUCALYPTUS DR
4	QUINTARA ST	22ND AVE
4	SANTIAGO ST	42ND AVE
4	ORTEGA ST	39TH AVE
4	FOREST VIEW DR	EUCALYPTUS DR
4	MEADOWBROOK DR	EUCALYPTUS DR
4	QUINTARA ST	34TH AVE

4	NORIEGA ST	37TH AVE
4	IRVING ST	25TH AVE
4	MELBA AVE	EUCALYPTUS DR
4	MIDDLEFIELD DR	LAKE MERCED BLVD
4	NORIEGA ST	44TH AVE
4	JUDAH ST	25TH AVE
4	LAWTON ST	39TH AVE
4	QUINTARA ST	35TH AVE
4	MORAGA ST	44TH AVE
4	QUINTARA ST	39TH AVE
4	EUCALYPTUS DR	22ND AVE
4	PACHECO ST	20TH AVE
4	VICENTE ST	24TH AVE
4	NORIEGA ST	38TH AVE
4	QUINTARA ST	23RD AVE
4	QUINTARA ST	24TH AVE
4	INVERNESS DR	EUCALYPTUS DR
4	TARAVAL ST	41ST AVE
4	WAWONA ST	42ND AVE
4	PACHECO ST	22ND AVE
4	LAWTON ST	40TH AVE
4	IRVING ST	24TH AVE
4	VICENTE ST	25TH AVE
4	ORTEGA ST	37TH AVE
4	PACHECO ST	35TH AVE
4	MORAGA ST	45TH AVE
4	RIVERA ST	39TH AVE
4	SYLVAN DR	EUCALYPTUS DR
4	TARAVAL ST	42ND AVE
4	WAWONA ST	41ST AVE
4	ULLOA ST	40TH AVE
4	ORTEGA ST	38TH AVE
4	QUINTARA ST	37TH AVE
4	VICENTE ST	42ND AVE
4	QUINTARA ST	21ST AVE
4	SANTIAGO ST	41ST AVE
4	KIRKHAM ST	43RD AVE
4	PACHECO ST	41ST AVE
4	EUCALYPTUS DR	25TH AVE
4	ORTEGA ST	41ST AVE
4	LAWTON ST	42ND AVE
4	ORTEGA ST	20TH AVE
4	PACHECO ST	34TH AVE
5	PIERCE ST	ELM ST
5	SCOTT ST	ELLIS ST
5	OAK ST	GOUGH ST
5	WEBSTER ST	OAK ST
5	ROSE ST	BUCHANAN ST

5	SCOTT ST	GOLDEN GATE AVE
5	WILMOT ST	STEINER ST
5	OFARRELL ST	HOLLIS ST
5	POLK ST	ELM ST
5	PIERCE ST	HAYES ST
5	WALLER ST	ASHBURY ST
5	PIERCE ST	OFARRELL ST
5	OAK ST	FILLMORE ST
5	GROVE ST	CLAYTON ST
5	OAK ST	BUCHANAN ST
5	SUTTER ST	OCTAVIA ST
5	EARL GAGE JR ST	BUCHANAN ST
5	HAYES ST	CLAYTON ST
5	LILY ST	BUCHANAN ST
5	VAN NESS AVE	ELM ST
5	ROSE ST	LAGUNA ST
5	PINE ST	OCTAVIA ST
5	SCOTT ST	ELM ST
5	TURK ST	POLK ST
5	HOLLIS ST	ELLIS ST
5	STEINER ST	HAYES ST
5	VAN NESS AVE	TURK ST
5	PINE ST	LAGUNA ST
5	ZAMPA LN	GEARY BLVD
5	OAK ST	ASHBURY ST
5	WALLER ST	DOWNEY ST
5	HAYES ST	COLE ST
5	JONES ST	EDDY ST
5	GEARY BLVD	BUCHANAN ST
5	WAGNER ALY	EDDY ST
5	GROVE ST	COLE ST
5	OCTAVIA ST	AUSTIN ST
5	QUICKSTEP LN	ELLIS ST
5	WEBSTER ST	HICKORY ST
5	ELLIS ST	BEIDEMAN ST
5	PIERCE ST	GOLDEN GATE AVE
6	HICKORY ST	FRANKLIN ST
6	FOLSOM ST	11TH ST
6	CLEVELAND ST	7TH ST
6	SHERMAN ST	CLEVELAND ST
6	AVENUE E	13TH TI ST
6	HARRISON ST	7TH ST
6	JUNIPER ST	FOLSOM ST
6	GATEVIEW AVE	13TH TI ST
6	OAK ST	FRANKLIN ST
7	LURLINE ST	FUNSTON AVE
7	WESTGATE DR	KENWOOD WAY
7	VERDUN WAY	CLAREMONT BLVD

7	VERDUN WAY	LENOX WAY
7	SAN FERNANDO WAY	DARIEN WAY
7	STONECREST DR	BROADMOOR DR
7	CHURCH PARKING LOT	CHURCH ACCESS RD
7	STERN GROVE CT	19TH AVE
7	ROSSMOOR DR	ELMHURST DR
7	MYRA WAY	AVOCA ALY
7	SEQUOIA WAY	BELLA VISTA WAY
7	GREENWOOD AVE	COLON AVE
7	WEST PORTAL AVE	15TH AVE
7	TARAVAL ST	12TH AVE
7	MAGELLAN AVE	12TH AVE
7	FOERSTER ST	FLOOD AVE
7	PANORAMA DR	CLARENDON AVE
7	WAITHMAN WAY	ULLOA ST
7	UNNAMED 124	CHURCH PARKING LOT
7	HEARST AVE	EDNA ST
7	MERCED AVE	LAGUNA HONDA BLVD
7	THOMAS MORE WAY	SAN FRANCISCO GOLF CLUB RD
7	JUDAH ST	14TH AVE
7	VICENTE ST	17TH AVE
7	ULLOA ST	LAGUNA HONDA BLVD
7	WILDWOOD WAY	PLYMOUTH AVE
7	OAK PARK DR	CLARENDON AVE
7	WOODSIDE AVE	VASQUEZ AVE
7	IRVING ST	18TH AVE
7	SAN RAFAEL WAY	DARIEN WAY
7	TARAVAL ST	CLAREMONT BLVD
7	SYDNEY WAY	FOWLER AVE
7	IRVING ST	6TH AVE
7	ULLOA ST	18TH AVE
7	12TH AVE	END: 1-49 BLOCK
7	WARREN DR	ASHWOOD LN
7	OCEAN AVE	EUCALYPTUS DR
7	SLOAT BLVD	CRANLEIGH DR
7	WINSTON DR	LAKE MERCED BLVD
7	ROCKDALE DR	OMAR WAY
7	HAZELWOOD AVE	GREENWOOD AVE
7	CLARENDON AVE	ASHWOOD LN
7	FLOOD AVE	EDNA ST
7	OMAR WAY	MYRA WAY
7	SEQUOIA WAY	OMAR WAY
7	UPLAND DR	APTOS AVE
7	GLADIOLUS LN	ELMHURST DR
7	WAITHMAN WAY	PORTOLA DR
7	SAN FERNANDO WAY	OCEAN AVE
7	RIVERA ST	14TH AVE
7	SLOAT BLVD	ARDENWOOD WAY

7	JUDAH ST	6TH AVE
7	VALDEZ AVE	GREENWOOD AVE
7	KIRKHAM ST	FUNSTON AVE
7	HEARST AVE	FOERSTER ST
7	SLOAT BLVD	BEACHMONT DR
7	JUNIPERO SERRA BLVD	DARIEN WAY
7	IRVING ST	14TH AVE
7	TARAVAL ST	FUNSTON AVE
7	JUDSON AVE	HAZELWOOD AVE
7	UPLAND DR	SAN ALESO AVE
7	SLOAT BLVD	AVON WAY
7	IRVING ST	17TH AVE
7	TARAVAL ST	LENOX WAY
7	ROSSMOOR DR	19TH AVE
7	ULLOA ST	17TH AVE
7	KIRKHAM ST	12TH AVE
7	TAPIA DR	ARBALLO DR
7	JOOST AVE	BROMPTON AVE
7	BELLA VISTA WAY	AVOCA ALY
7	IRVING ST	7TH AVE
7	WARREN DR	OAK PARK DR
7	CLAREMONT BLVD	ALLSTON WAY
7	CHURCH PARKING LOT	CHURCH ACCESS RD
7	CHURCH PARKING LOT	CHURCH ACCESS RD
7	SANTIAGO ST	14TH AVE
7	IRVING ST	FUNSTON AVE
7	VICENTE ST	18TH AVE
7	JUDAH ST	7TH AVE
7	JUDAH ST	FUNSTON AVE
7	ROSSMOOR DR	JUNIPERO SERRA BLVD
7	SLOAT BLVD	LAGUNITAS DR
7	PORTOLA DR	LAGUNA HONDA BLVD
7	ROSSMOOR DR	ELMHURST DR
7	WESTGATE DR	UPLAND DR
7	PORTOLA DR	DEL SUR AVE
7	OAK PARK DR	FOREST KNOLLS DR
7	DORCAS WAY	BELLA VISTA WAY
7	ULLOA ST	SYDNEY WAY
7	STONECREST DR	JUNIPERO SERRA BLVD
7	JUDSON AVE	FRIDA KAHLO WAY
8	HAMERTON AVE	BOSWORTH ST
8	NOE ST	30TH ST
8	VICKSBURG ST	22ND ST
8	COLE ST	ALMA ST
8	DOUGLASS ST	ALVARADO ST
8	NOE ST	DAY ST
8	DOUGLASS ST	22ND ST
8	SHRADER ST	GRATTAN ST

8	SANCHEZ ST	22ND ST
8	FREDERICK ST	ASHBURY ST
8	CUVIER ST	BOSWORTH ST
8	DIAMOND ST	20TH ST
8	SHARON ST	16TH ST
8	IRON ALY	CORBETT AVE
8	CHENERY ST	30TH ST
8	RANDALL ST	CHENERY ST
8	GRAYSTONE TER	COPPER ALY
8	DIXIE ALY	BURNETT AVE
8	ELIZABETH ST	CASTRO ST
8	SANCHEZ ST	29TH ST
8	TURQUOISE WAY	QUARTZ WAY
8	TWIN PEAKS BLVD	PORTOLA DR
8	PEARL ST	MARKET ST
8	CASTRO ST	25TH ST
8	EUREKA ST	23RD ST
8	CHILTON AVE	BOSWORTH ST
8	MIRANDO WAY	CUVIER ST
8	SANCHEZ ST	HILL ST
8	CASTRO ST	24TH ST
8	WALLER ST	CENTRAL AVE
8	CHENERY ST	BURNSIDE AVE
8	EUREKA ST	22ND ST
8	NOE ST	CLIPPER ST
8	COLLINGWOOD ST	20TH ST
8	RANDALL ST	ARLINGTON ST
8	FAIR OAKS ST	22ND ST
8	NOE ST	25TH ST
8	COLLINGWOOD ST	18TH ST
8	OCTAVIA ST	MARKET ST
8	FREDERICK ST	DOWNEY ST
8	ELIZABETH ST	DIAMOND ST
8	SAN JOSE AVE	26TH ST
8	HILL ST	CHURCH ST
8	DOLORES ST	CHULA LN
8	CHURCH ST	CHULA LN
8	SAN JOSE AVE	RANDALL ST
8	DIAMOND ST	19TH ST
8	TURQUOISE WAY	AMETHYST WAY
8	DOUGLASS ST	23RD ST
8	LAIDLEY ST	30TH ST
8	VALLEY ST	CHURCH ST
8	ROOSEVELT WAY	14TH ST
8	COLLINGWOOD ST	19TH ST
8	DOLORES ST	22ND ST
8	FAIR OAKS ST	25TH ST
8	CHULA LN	ABBAY ST

8	SAN JOSE AVE	JURI ST
8	PORTOLA DR	GLENVIEW DR
8	VALLEY ST	SANCHEZ ST
8	CHURCH ST	29TH ST
8	MORGAN ALY	CORBETT AVE
8	IRON ALY	GRAYSTONE TER
8	DOLORES ST	30TH ST
8	MARSILY ST	BOSWORTH ST
8	SAN JOSE AVE	25TH ST
8	CHATTANOOGA ST	22ND ST
8	HARLOW ST	16TH ST
8	ROMAIN ST	CORBETT AVE
8	GARDENSIDE DR	BURNETT AVE
8	DIXIE ALY	CORBETT AVE
8	CORBETT AVE	COPPER ALY
8	LAGUNA ST	HAIGHT ST
8	DEHON ST	16TH ST
8	GUERRERO ST	16TH ST
8	LANDERS ST	16TH ST
8	QUANE ST	22ND ST
9	GAVEN ST	BOYLSTON ST
9	WAYLAND ST	SOMERSET ST
9	SOUTH VAN NESS AVE	18TH ST
9	BRYANT ST	22ND ST
9	OGDEN AVE	BANKS ST
9	SILVER AVE	AMHERST ST
9	PATTON ST	HIGHLAND AVE
9	SANTA MARINA ST	GLADYS ST
9	WAYLAND ST	HOLYOKE ST
9	CAMBRIDGE ST	BACON ST
9	PATTON ST	APPLETON AVE
9	FLORIDA ST	25TH ST
9	SILLIMAN ST	CAMBRIDGE ST
9	WOOLSEY ST	GOETTINGEN ST
9	SHOTWELL ST	18TH ST
9	SANTA MARINA ST	ELSIE ST
9	MINNA ST	15TH ST
9	TREAT AVE	MISTRAL ST
9	SHOTWELL ST	23RD ST
9	TULANE ST	PRINCETON ST
9	FLORIDA ST	24TH ST
9	HWY 101 S OFF RAMP	ANDREW ST
9	SOMERSET ST	BACON ST
9	SANTA MARINA ST	PROSPECT AVE
9	CAPP ST	16TH ST
9	STONEMAN ST	FOLSOM ST
9	HOLYOKE ST	DWIGHT ST
9	VALENCIA ST	DUBOCE AVE

9	SHOTWELL ST	PRECITA AVE
9	HOLLY PARK CIR	APPLETON AVE
9	MISTRAL ST	HARRISON ST
9	WOOLSEY ST	SOMERSET ST
9	GAVEN ST	BOWDOIN ST
9	OSAGE ALY	25TH ST
9	CAPP ST	ADAIR ST
9	YALE ST	SILLIMAN ST
9	SILVER AVE	CAMBRIDGE ST
9	CAMBRIDGE ST	BURROWS ST
9	ALABAMA ST	25TH ST
9	YALE ST	SILVER AVE
9	FELTON ST	AMHERST ST
9	OSAGE ALY	26TH ST
9	MISSION ST	15TH ST
9	HOLLY PARK CIR	HIGHLAND AVE
9	HAMILTON ST	DWIGHT ST
9	GUERRERO ST	CLINTON PARK
9	GLADYS ST	APPLETON AVE
9	UTAH ST	25TH ST
9	HARRISON ST	CESAR CHAVEZ ST
9	SOMERSET ST	KAREN CT
9	HWY 101 S OFF RAMP	ANDREW ST
9	CAPP ST	23RD ST
9	GIRARD ST	BURROWS ST
9	TREAT AVE	PRECITA AVE
9	SOUTH VAN NESS AVE	23RD ST
9	ORANGE ALY	25TH ST
9	FELTON ST	CAMBRIDGE ST
9	VALENCIA ST	BROSNAN ST
9	SOUTH VAN NESS AVE	24TH ST
9	SOUTH VAN NESS AVE	17TH ST
9	OLMSTEAD ST	BOWDOIN ST
9	MISSION ST	26TH ST
9	BURROWS ST	AMHERST ST
9	BACON ST	AMHERST ST
9	PRENTISS ST	OGDEN AVE
9	PRECITA AVE	HARRISON ST
9	MANSELL ST	BOWDOIN ST
9	GOETTINGEN ST	BACON ST
9	CAPP ST	16TH ST
9	DWIGHT ST	BOWDOIN ST
9	BURROWS ST	BRUSSELS ST
9	YALE ST	FELTON ST
9	PIOCHE ST	CAMBRIDGE ST
9	MISSION ST	25TH ST
9	OLMSTEAD ST	GOETTINGEN ST
9	GAISER CT	START: 1-99 BLOCK

9	FOLSOM ST	CESAR CHAVEZ ST
9	SOMERSET ST	BURROWS ST
9	BARTLETT ST	23RD ST
9	BARTLETT ST	22ND ST
9	SWEENEY ST	PRINCETON ST
9	SWEENEY ST	CAMBRIDGE ST
10	TOMASO CT	CORA ST
10	ELLIOT ST	CAMPBELL AVE
10	SILVER AVE	CONKLING ST
10	INGERSON AVE	GILROY ST
10	WILLIE B KENNEDY DR	GARNETT TER
10	INGALLS ST	HARBOR RD
10	MANSELL ST	BRAZIL AVE
10	SHAFTER AVE	SELBY ST
10	WILDE AVE	DELTA ST
10	GILMAN AVE	ARELIIOUS WALKER DR
10	SAN BRUNO AVE	25TH ST
10	WISCONSIN ST	CAROLINA ST
10	RAYMOND AVE	ELLIOT ST
10	WISCONSIN ST	23RD ST
10	MISSOURI ST	19TH ST
10	POMONA ST	BAY VIEW ST
10	FLORA ST	BAY VIEW ST
10	SCHWERIN ST	LELAND AVE
10	SELBY ST	HELENA ST
10	SUNNYDALE AVE	SUNNYDALE AVE
10	NEWCOMB AVE	MENDELL ST
10	CORAL RD	CAROLINA ST
10	QUESADA AVE	KEITH ST
10	SAWYER ST	RAYMOND AVE
10	LELAND AVE	DELTA ST
10	YELLOW CAB ACCESS ROAD	MISSOURI ST
10	GILMAN AVE	GIANTS DR
10	SELBY ST	REVERE AVE
10	INGERSON AVE	GRIFFITH ST
10	TOPEKA AVE	SILVER AVE
10	SILVER AVE	SANTA FE AVE
10	SUNNYDALE AVE	RUTLAND ST
10	TEXAS ST	20TH ST
10	NEWCOMB AVE	KEITH ST
10	INGERSON AVE	HAWES ST
10	HOLLISTER AVE	HAWES ST
10	MISSOURI ST	20TH ST
10	CAROLINA ST	19TH ST
10	WATERVILLE ST	CONKLING ST
10	VISITACION AVE	DELTA ST
10	KANSAS ST	18TH ST
10	TEXAS ST	19TH ST

10	ARKANSAS ST	18TH ST
10	WILLIE B KENNEDY DR	HUDSON AVE
10	MARIPOSA ST	CAROLINA ST
10	JENNINGS ST	JAMESTOWN AVE
10	GARLINGTON CT	COMMER CT
10	THOMAS AVE	SELBY ST
10	OAKDALE AVE	MENDELL ST
10	OAKDALE AVE	KEITH ST
10	PERSIA AVE	MANSELL ST
10	WILDE AVE	ERVINE ST
10	OSCEOLA LN	LA SALLE AVE
10	CORAL RD	CAROLINA ST
10	SUNNYDALE AVE	PEABODY ST
10	WHITNEY YOUNG CIR	HUDSON AVE
10	DE HARO ST	19TH ST
10	SANTOS ST	BROOKDALE AVE
10	OSCEOLA LN	LA SALLE AVE
10	REVERE AVE	RANKIN ST
10	BROOKDALE AVE	BLYTHDALE AVE
10	HARKNESS AVE	DELTA ST
10	INGERSON AVE	GIANTS DR
10	DE HARO ST	18TH ST
10	NEWCOMB AVE	LA SALLE AVE
10	LILLIAN ST	BEATRICE LN
10	CAROLINA ST	CAROLINA ST
10	KANSAS ST	19TH ST
10	GRIFFITH ST	GILMAN AVE
10	REVERE AVE	KEITH ST
10	HAMILTON ST	DELTA ST
10	TEDDY AVE	ELLIOT ST
10	KEY AVE	JENNINGS ST
10	MANSELL ST	DARTMOUTH ST
10	THORNTON AVE	FLORA ST
10	LA SALLE AVE	GARLINGTON CT
10	THORNTON AVE	POMONA ST
10	ELLIOT ST	ARLETA AVE
10	WHITNEY YOUNG CIR	NEWCOMB AVE
10	CAMPBELL AVE	CAMPBELL AVE
10	THORNTON AVE	CERES ST
10	WISCONSIN ST	CONNECTICUT ST
10	INGERSON AVE	CORONADO ST
10	CAROLINA ST	18TH ST
11	ROEMER WAY	BRUNSWICK ST
11	FARALLONES ST	CAPITOL AVE
11	OTSEGO AVE	ONEIDA AVE
11	EDGAR AVE	BRUCE AVE
11	WINDING WAY	NAYLOR ST
11	SARGENT ST	ARCH ST

11	VICTORIA ST	SARGENT ST
11	WHITTIER ST	CASSANDRA CT
11	PARIS ST	AVALON AVE
11	MORSE ST	LOWELL ST
11	VERNON ST	SARGENT ST
11	ONEIDA AVE	CAYUGA AVE
11	LISBON ST	EXCELSIOR AVE
11	WHITTIER ST	BRUNSWICK ST
11	SARGENT ST	RAMSELL ST
11	LA GRANDE AVE	BRAZIL AVE
11	PRAGUE ST	NAYLOR ST
11	PLYMOUTH AVE	BROAD ST
11	SENECA AVE	DELANO AVE
11	MISSION ST	FRANCIS ST
11	ONONDAGA AVE	CAYUGA AVE
11	MOSCOW ST	BRAZIL AVE
11	LOWELL ST	BRUNSWICK ST
11	SANTA ROSA AVE	MISSION ST
11	WANDA ST	ONONDAGA AVE
11	VERNON ST	SHIELDS ST
11	VIENNA ST	AMAZON AVE
11	OTSEGO AVE	ONONDAGA AVE
11	MADRID ST	EXCELSIOR AVE
11	WHIPPLE ST	MORSE ST
11	DE MONTFORT AVE	ASHTON AVE
11	NIAGARA AVE	EDGAR AVE
11	CUVIER ST	CAYUGA AVE
11	TARA ST	START: 1-99 BLOCK
11	NIAGARA AVE	HOWTH ST
11	WINDING WAY	CORDOVA ST
11	WHITTIER ST	CRESCIO CT
11	PICO AVE	ASHTON AVE
11	JULES AVE	DE MONTFORT AVE
11	NAPLES ST	ITALY AVE
11	BRAZIL AVE	MID:BLOCK
11	BRAZIL AVE	ATHENS ST
11	SHIELDS ST	RAMSELL ST
11	NAPLES ST	AMAZON AVE
11	PLYMOUTH AVE	FARALLONES ST
11	WILLIAR AVE	NIAGARA AVE
11	ONEIDA AVE	DELANO AVE
11	CAYUGA AVE	BALHI CT
11	SHIELDS ST	ARCH ST
11	LISBON ST	AVALON AVE
11	MADRID ST	AVALON AVE
11	JUNIOR TER	CAYUGA AVE
11	PARIS ST	EXCELSIOR AVE
11	PRAGUE ST	CORDOVA ST

11	LONDON ST	AVALON AVE
11	LA GRANDE AVE	DUBLIN ST
11	VICTORIA ST	SHIELDS ST
11	SUNBEAM LN	CAYUGA AVE
11	SENECA AVE	CAYUGA AVE




Potential Speed Limit Reduction

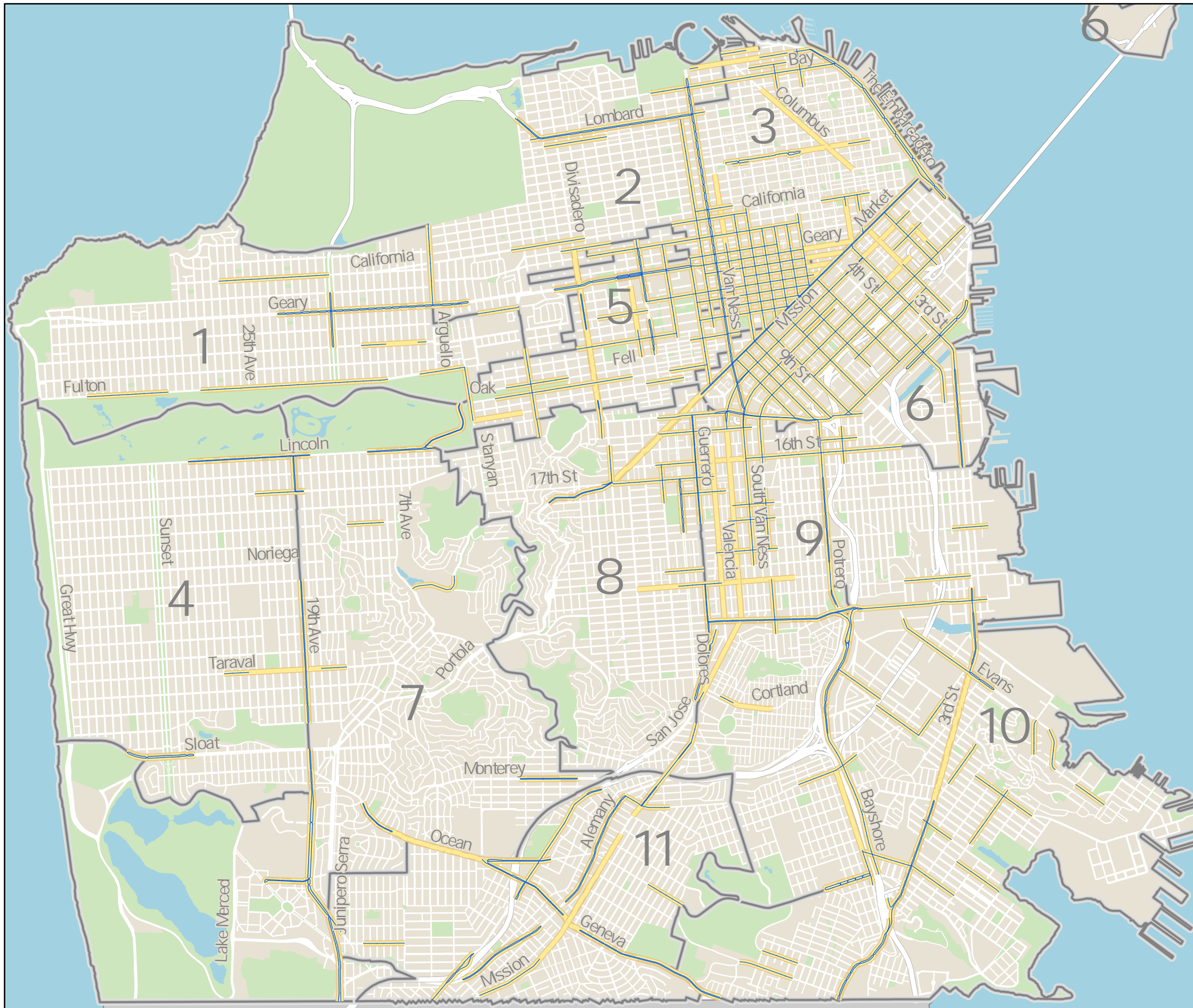
Eligible streets for potential speed limit reduction

August 2024

Street segments in San Francisco that may be eligible for potential speed limit reduction using resources from this funding request. Qualifying street segments are safety corridors, located on the Vision Zero High Injury Network. Street segments excluded include prior speed limit reduction in business activity districts.

LEGEND

-  Eligible speed safety corridors
-  Vision Zero High Injury Network
-  Supervisor districts



0.2 miles

Scale 1:46,211

Date Saved: 8/23/2024

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Potential Speed Limit Reduction Locations

District	Street Name	From	To
1	BALBOA ST	02ND AVE	03RD AVE
1	BALBOA ST	07TH AVE	10TH AVE
1	CALIFORNIA ST	PARK PRESIDIO BLVD	27TH AVE
1	FULTON ST	STANYAN ST	03RD AVE
1	FULTON ST	07TH AVE	30TH AVE
1	FULTON ST	34TH AVE	44TH AVE
1	GEARY BLVD	ARGUELLO BLVD	20TH AVE
1	PARK PRESIDIO BLVD	CLEMENT ST	BALBOA ST
1	STANYAN ST	FULTON ST	HAYES ST
1/2	ANZA ST	MASONIC AVE	SPRUCE ST
1/2	ARGUELLO BLVD	FINLEY RD	GEARY BLVD
1/2	MASONIC AVE	MCALLISTER ST	FULTON ST
1/5	STANYAN ST	HAYES ST	OAK ACCESS RD
2	BAY ST	HYDE ST	OCTAVIA ST
2	BEACH ST	POLK ST	BEACH ST
2	BUSH ST	VAN NESS AVE	GOUGH ST
2	CALIFORNIA ST	SCOTT ST	WALNUT ST
2	CALIFORNIA ST	VAN NESS AVE	OCTAVIA ST
2	EDDY ST	VAN NESS AVE	GOUGH ST
2	FRANKLIN ST	GOLDEN GATE AVE	BLACKSTONE CT
2	GEARY BLVD	PARKER AVE	ARGUELLO BLVD
2	GEARY BLVD	DIVISADERO ST	BAKER ST
2	GEARY ST	GEARY BLVD	GEARY BLVD
2	GOUGH ST	EDDY ST	POST ST
2	GREENWICH ST	FILLMORE ST	BRODERICK ST
2	LOMBARD ST	VAN NESS AVE	BAKER ST
2	OFARRELL ST	VAN NESS AVE	FRANKLIN ST
2	PINE ST	SCOTT ST	BRODERICK ST
2	POST ST	VAN NESS AVE	GOUGH ST
2	RICHARDSON AVE	LOMBARD ST	HWY 101 NORTHBOUND
2	SACRAMENTO ST	VAN NESS AVE	FRANKLIN ST
2	TURK ST	VAN NESS AVE	GOUGH ST
2	VAN NESS AVE	CHESTNUT ST	NORTH POINT ST
2/3	VAN NESS AVE	GEARY BLVD	CHESTNUT ST
2/5	BUSH ST	STEINER ST	SCOTT ST
2/5	BUSH ST	GOUGH ST	OCTAVIA ST
2/5	EDDY ST	GOUGH ST	LAGUNA ST
2/5	GOUGH ST	GOLDEN GATE AVE	EDDY ST
2/5	LAGUNA ST	EDDY ST	POST ST
2/5	PINE ST	STEINER ST	SCOTT ST
2/5	VAN NESS AVE	GOLDEN GATE AVE	GEARY BLVD
3	BAY ST	THE EMBARCADERO	HYDE ST
3	BEACH ST	GRANT AVE	TAYLOR ST
3	BROADWAY	POWELL ST	LARKIN ST
3	BROADWAY	BATTERY ST	MONTGOMERY ST

3	BUSH ST	MASON ST	VAN NESS AVE
3	CALIFORNIA ST	HYDE ST	VAN NESS AVE
3	CALIFORNIA ST	SANSOME ST	STOCKTON ST
3	EDDY ST	CYRIL MAGNIN ST	MASON ST
3	GEARY ST	MASON ST	TAYLOR ST
3	HYDE ST	GEARY ST	SACRAMENTO ST
3	JEFFERSON ST	JONES ST	HYDE ST
3	JONES ST	GEARY ST	BUSH ST
3	KEARNY ST	PINE ST	CALIFORNIA ST
3	LARKIN ST	GEARY ST	CALIFORNIA ST
3	LEAVENWORTH ST	GEARY ST	BUSH ST
3	LOMBARD ST	POLK ST	VAN NESS AVE
3	MASON ST	LOMBARD ST	NORTH POINT ST
3	MASON ST	OFARRELL ST	PINE ST
3	MONTGOMERY ST	MARKET ST	CALIFORNIA ST
3	NORTH POINT ST	POWELL ST	JONES ST
3	POLK ST	GEARY ST	SUTTER ST
3	POST ST	JONES ST	VAN NESS AVE
3	SACRAMENTO ST	LARKIN ST	VAN NESS AVE
3	STOCKTON ST	CHESTNUT ST	STOCKTON ST
3	TAYLOR ST	GEARY ST	BUSH ST
3	THE EMBARCADERO	MISSION ST	BEACH ST
3/5	GEARY ST	TAYLOR ST	GEARY BLVD
3/5	MASON ST	MARKET ST	ELLIS ST
3/5	OFARRELL ST	MASON ST	TAYLOR ST
3/5	TAYLOR ST	OFARRELL ST	GEARY ST
3/6	MARKET ST	STEUART ST	MASON ST
4	JUDAH ST	19TH AVE	24TH AVE
4	LINCOLN WAY	19TH AVE	32ND AVE
4	SLOAT BLVD	LAKESHORE PLZ	39TH AVE
4	TARAVAL ST	26TH AVE	29TH AVE
4/7	19TH AVE	CROSSOVER DR	JUDAH ST
4/7	19TH AVE	ORTEGA ST	WAWONA ST
4/7	19TH AVE	SLOAT BLVD	WINSTON DR
4/7	SLOAT BLVD	39TH AVE	41ST AVE
5	BUSH ST	OCTAVIA ST	STEINER ST
5	DIVISADERO ST	GOLDEN GATE AVE	OFARRELL ST
5	DIVISADERO ST	CASTRO ST	HAIGHT ST
5	EDDY ST	LAGUNA ST	WEBSTER ST
5	EDDY ST	MASON ST	VAN NESS AVE
5	ELLIS ST	MASON ST	LARKIN ST
5	FELL ST	BAKER ST	CLAYTON ST
5	FILLMORE ST	HAYES ST	MCALLISTER ST
5	FRANKLIN ST	FULTON ST	GOLDEN GATE AVE
5	FULTON ST	LAGUNA ST	BRODERICK ST
5	GEARY BLVD	LAGUNA ST	DIVISADERO ST
5	GOLDEN GATE AVE	06TH ST	POLK ST
5	GOUGH ST	LILY ST	GOLDEN GATE AVE

5	GROVE ST	DR CARLTON B GOODLETT PL	OCTAVIA ST
5	HYDE ST	08TH ST	GEARY ST
5	JONES ST	MARKET ST	GEARY ST
5	LAGUNA ST	POST ST	BUSH ST
5	LAGUNA ST	BIRCH ST	EDDY ST
5	LARKIN ST	GROVE ST	GEARY ST
5	LEAVENWORTH ST	UNITED NATIONS PLZ	GEARY ST
5	MASON ST	ELLIS ST	OFARRELL ST
5	MASONIC AVE	FULTON ST	WALLER ST
5	MCALLISTER ST	MARKET ST	GOUGH ST
5	OAK ST	STEINER ST	COLE ST
5	OAK ST	GOUGH ST	BUCHANAN ST
5	OFARRELL ST	TAYLOR ST	VAN NESS AVE
5	PAGE ST	LAGUNA ST	FILLMORE ST
5	POLK ST	DR CARLTON B GOODLETT PL	GEARY ST
5	STANYAN ST	OAK ACCESS RD	HAIGHT ST
5	TAYLOR ST	06TH ST	OFARRELL ST
5	VAN NESS AVE	GROVE ST	GOLDEN GATE AVE
5	WEBSTER ST	EDDY ST	PINE ST
5	WEBSTER ST	MARKET ST	GOLDEN GATE AVE
5/6	MARKET ST	TURK ST	08TH ST
5/6	VAN NESS AVE	FELL ST	GROVE ST
5/7	KEZAR DR	JOHN F KENNEDY DR	03RD AVE
5/7	LINCOLN WAY	02ND AVE	04TH AVE
5/8	MASONIC AVE	WALLER ST	FREDERICK ST
6	01ST ST	MARKET ST	01ST ST
6	02ND ST	FOLSOM ST	TOWNSEND ST
6	03RD ST	MARKET ST	MARIPOSA ST
6	04TH ST	CLEMENTINA ST	MISSION BAY BLVD NORTH
6	05TH ST	MARKET ST	TOWNSEND ST
6	06TH ST	MARKET ST	BRANNAN ST
6	07TH ST	MARKET ST	TOWNSEND ST
6	08TH ST	MARKET ST	DIVISADERO ST
6	09TH ST	MARKET ST	DIVISADERO ST
6	10TH ST	MARKET ST	BRANNAN ST
6	11TH ST	MARKET ST	BRYANT ST
6	13TH ST	BRYANT ST	HARRISON ST
6	15TH ST	RHODE ISLAND ST	POTRERO AVE
6	BRYANT ST	02ND ST	HARRIET ST
6	DIVISION ST	DE HARO ST	10TH ST
6	FOLSOM ST	03RD ST	MABINI ST
6	FOLSOM ST	04TH ST	HOWARD ST
6	FREMONT ST	FOLSOM ST	HARRISON ST
6	GOUGH ST	MARKET ST	LILY ST
6	HARRISON ST	THE EMBARCADERO	08TH ST
6	KING ST	THE EMBARCADERO	05TH ST
6	LARKIN ST	09TH ST	GROVE ST
6	MARKET ST	01ST ST	HWY 101 NORTHBOUND

6	MISSION ST	BEALE ST	01ST ST
6	MISSION ST	03RD ST	13TH ST
6	NATOMA ST	05TH ST	07TH ST
6	SOUTH VAN NESS AVE	MARKET ST	13TH ST
6	THE EMBARCADERO	HOWARD ST	MISSION ST
6	TOWNSEND ST	CLYDE ST	DIVISION ST
6	VAN NESS AVE	MARKET ST	FELL ST
6	VERMONT ST	ALAMEDA ST	16TH ST
6/10	16TH ST	MISSOURI ST	POTRERO AVE
6/9	13TH ST	HARRISON ST	OTIS ST
6/9	DIVISION ST	10TH ST	11TH ST
6/9	DUBOCE AVE	13TH ST	STEVENSON ST
6/9	POTRERO AVE	10TH ST	16TH ST
7	19TH AVE	WINSTON DR	JUNIPERO SERRA BLVD
7	CLARENDON AVE	ASHWOOD LN	LAGUNA HONDA BLVD
7	HOLLOWAY AVE	19TH AVE	FONT BLVD
7	JUDAH ST	18TH AVE	19TH AVE
7	JUNIPERO SERRA BLVD	JUNIPERO SERRA BLVD ON RAMP	JUNIPERO SERRA BLVD
7	LAWTON ST	AUTO DR	FUNSTON AVE
7	LINCOLN WAY	17TH AVE	19TH AVE
7	LINCOLN WAY	04TH AVE	10TH AVE
7	MONTEREY BLVD	BADEN ST	EDNA ST
7	OCEAN AVE	VICTORIA ST	SAN BENITO WAY
7	TARAVAL ST	14TH AVE	17TH AVE
7/11	JUNIPERO SERRA BLVD	19TH AVE	JUNIPERO SERRA BLVD OFF RAMP
7/11	OCEAN AVE	I-280 N ON RAMP	GENEVA AVE
8	14TH ST	GUERRERO ST	CHURCH ST
8	16TH ST	GUERRERO ST	HARLOW ST
8	17TH ST	GUERRERO ST	17TH ST
8	18TH ST	GUERRERO ST	DOLORES ST
8	23RD ST	GUERRERO ST	NELLIE ST
8	24TH ST	GUERRERO ST	CHATTANOOGA ST
8	CASTRO ST	HENRY ST	17TH ST
8	CHURCH ST	16TH ST	HANCOCK ST
8	DIVISADERO ST	14TH ST	CASTRO ST
8	DOLORES ST	17TH ST	LIBERTY ST
8	DUBOCE AVE	GUERRERO ST	CHURCH ST
8	GUERRERO ST	24TH ST	CESAR CHAVEZ ST
8	MARKET ST	17TH ST	DANVERS ST
8/9	24TH ST	VALENCIA ST	GUERRERO ST
8/9	CESAR CHAVEZ ST	VALENCIA ST	GUERRERO ST
8/9	DUBOCE AVE	VALENCIA ST	GUERRERO ST
8/9	GUERRERO ST	DUBOCE AVE	DUNCAN ST
8/9	MISSION ST	HIGHLAND AVE	TRUMBULL ST
8/9	SAN JOSE AVE	28TH ST	RANDALL ST
9	14TH ST	SHOTWELL ST	GUERRERO ST
9	15TH ST	POTRERO ST	15TH ST
9	16TH ST	POTRERO ST	SOUTH VAN NESS AVE

9	17TH ST	VALENCIA ST	GUERRERO ST
9	18TH ST	SAN CARLOS ST	GUERRERO ST
9	19TH ST	TREAT AVE	MISSION ST
9	20TH ST	TREAT AVE	SAN CARLOS ST
9	22ND ST	TREAT AVE	SAN JOSE AVE
9	BAY SHORE BLVD	CESAR CHAVEZ ST	HWY 101 S OFF RAMP
9	CESAR CHAVEZ ST	BAY SHORE BLVD	VALENCIA AST
9	CORTLAND AVE	PROSPECT AVE	BONVIEW ST
9	DUBOCE AVE	STEVENSON ST	VALENCIA AST
9	FOLSOM ST	13TH ST	ENTERPRISE ST
9	FOLSOM ST	18TH ST	22ND ST
9	FOLSOM ST	24TH ST	BESSIE ST
9	MISSION ST	13TH ST	14TH ST
9	MISSION ST	BROOK ST	RANDALL ST
9	POTRERO AVE	25TH ST	BAY SHORE BLVD ON RAMP
9	SAN JOSE AVE	27TH ST	28TH ST
9	SILVER AVE	BOYLSTON ST	BAY SHORE BLVD
9	SOUTH VAN NESS AVE	13TH ST	23RD ST
9/10	BAY SHORE BLVD	HWY 101 S OFF RAMP	BAY SHORE BLVD
9/10	MANSELL ST	SAN BRUNO AVE	HAMILTON ST
9/10	PAUL AVE	BAY SHORE BLVD	SAN BRUNO AVE
9/10	POTRERO AVE	16TH ST	25TH ST
9/10	SAN BRUNO AVE	DWIGHT ST	HWY 101 S OFF RAMP
10	03RD ST	26TH ST	EVANS AVE
10	03RD ST	WILLIAMS AVE	KEITH ST
10	22ND ST	22ND ST	MINNESOTA ST
10	25TH ST	03RD ST	CONNECTICUT
10	ARMSTRONG AVE	JENNINGS ST	LANE ST
10	BAY SHORE BLVD	PAUL AVE	CRANE ST
10	BAY SHORE BLVD	HWY 101 N ON RAMP	BAY SHORE BLVD
10	CARROLL AVE	ARELIIOUS WALKER DR	INGALLS ST
10	CESAR CHAVEZ ST	MICHIGAN ST	HWY 101 N ON RAMP
10	EVANS AVE	MENDELL ST	MARIN ST
10	GENEVA AVE	CARTER ST	CARRIZAL ST
10	GILMAN AVE	HAWES ST	03RD ST
10	HUNTERS POINT BLVD	INNES AVE	EVANS AVE
10	INGALLS ST	OAKDALE AVE	YOSEMITE AVE
10	INNES AVE	EARL ST	EARL ST
10	LANE ST	LANE ST	SHAFTER AVE
10	MIDDLE POINT RD	EVANS AVE	INGALLS ST
10	OAKDALE AVE	INDUSTRIAL ST	BAY SHORE BLVD
10	PALOU AVE	GRIFFITH ST	SELBY ST
10	PAUL AVE	03RD ST	BAY SHORE BLVD
10	PHELPS ST	HUDSON AVE	PALOU AVE
10	SAN BRUNO AVE	HWY 101 S OFF RAMP	ORDWAY ST
10	SILVER AVE	BAY SHORE BLVD	LEDYARD ST
10	SUNNYDALE AVE	SCHWERIN ST	SANTOS ST
10	VERMONT ST	16TH ST	17TH ST

10	VISITACION AVE	SCHWERIN ST	HAHN ST
10/11	GENEVA AVE	BROOKDALE AVE	CARTER ST
10/11	PERSIA AVE	DUBLIN ST	MANSELL ST
11	19TH AVE	JUNIPERO SERRA BLVD	MONTICELLO ST
11	ALEMANY BLVD	SILVER AVE	SILVER AVE
11	ALEMANY BLVD	MOUNT VERNON AVE	SICKLES AVE
11	GENEVA AVE	OCEAN AVE	GLORIA CT
11	GENEVA AVE	PARIS ST	BROOKDALE AVE
11	MISSION ST	TRUMBULL ST	ACTON ST
11	OCEAN AVE	DELANO AVE	SAN JOSE AVE
11	PERSIA AVE	VIENNA ST	DUBLIN ST
11	RANDOLPH ST	ORIZABA AVE	VERNON ST
11	SAN JOSE AVE	THERESA ST	SAN JOSE AVE
11	SAN JOSE AVE	BROAD ST	GOETHE ST
11	SILVER AVE	CAMELLIA AVE	CRAUT ST

Potential Bikeway Hardening

Eligible bikeways for potential hardening

August 2024

Locations along the San Francisco bicycle network where delineators are currently present and may be eligible for potential bikeway hardening upgrades using resources from this funding request. Locations excluded include bikeways that currently feature concrete medians, k-rail, and parking and loading.



Legend

- Protected bikeways currently using only delineators
- Bike network
- Supervisor Districts



0.2 miles

Scale 1:46,211

Date Saved: 8/23/2024

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



Potential Bikeway Hardening Locations

District	Street Name	From	To
1	GREAT HWY HWY	POINT LOBOS AV	BALBOA ST
1	POINT LOBOS AVE	MERRIE WY	GREAT HWY
1	JOHN F KENNEDY DR	UNNAMED #133	KEZAR DR
3	POLK ST	PINE ST	BUSH ST
3	POLK ST	FERN ST	GEARY ST
3	SANSOME ST	LOMBARD	THE EMBARCADERO
3	THE EMBARCADERO	KEARNY ST	BATTERY ST
3	THE EMBARCADERO	BROADWAY	MISSION ST
3	BUSH ST	BATTERY ST	MARKET ST
3	BATTERY ST	VALLEJO ST	BUSH ST
5	POLK ST	GEARY ST	ELM ST
5	POLK ST	GOLDEN GATE AVE	MC CALLISTER ST
5	GOLDEN GATE AVE	LARKIN ST	CONTINUUM ALY
5	GOLDEN GATE AVE	JONES ST	MARKET ST
5	PAGE ST	OCTAVIA ST	LAGUNA ST
5	TURK ST	LARKIN ST	MARKET ST
5	FELL ST	SHRADER ST	STANYAN ST
5	JOHN F KENNEDY DR	STANYAN ST	UNNAMED #133
5	HAYES ST	OCTAVIA BLVD NB	OCTAVIA BLVD SB
6	FOLSOM ST	11TH ST	NORFOLK ST
6	THE EMBARCADERO	HOWARD ST	MISSION ST
6	2ND ST	STEVENSON ST	HOWARD ST
6	2ND ST	TEHAMA ST	BRANNAN ST
6	FOLSOM ST	ESSEX ST	2ND ST
6	5TH ST	MARKET ST	WELSH ST
6	5TH ST	BRANNAN ST	TOWNSEND ST
6	TOWNSEND ST	4TH ST	5TH ST
6	BERRY ST	3RD ST	4TH ST
6	3RD ST	KING ST	BERRY ST
6	3RD ST	CHANNEL ST	TERRY FRANCOIS ST
6	4TH ST	MISSION BAY BLVD	MISSION BAY BLVD
6	7TH ST	STEVENSON ST	MINNA ST
6	HOWARD ST	MOSS ST	7TH ST
6	7TH ST	FOLSOM ST	CLEVELAND ST
6	TOWNSEND ST	7TH ST	8TH ST
6	7TH ST	TOWNSEND ST	CHANNEL ST
6	7TH ST	HOOPER ST	16TH ST
6	16TH ST	OWENS ST	3RD ST
6	DIVISION ST	SAN BRUNO AV	VERMONT ST
6	8TH ST	NATOMA ST	HOWARD ST
6	8TH ST	HERON ST	HARRISON ST
6	HOWARD ST	WASHBURN ST	DORE ST
6	POLK ST	GROVE ST	MARKET ST
6	FOLSOM ST	11TH ST	13TH ST
6	13TH ST	FOLSOM ST	HARRISON ST

6	VALENCIA ST	MARKET ST	MC COPPIN ST
6	PAGE ST	FRANKLIN ST	MARKET ST
6	MARKET ST	OCTAVIA BLVD	GOUGH ST
6	MARKET ST	GOUGH ST	SOUTH VAN NESS AV
6	MARKET ST	11TH ST	8TH ST
7	JOHN MUIR DR	SKYLINE BLVD	LAKE MERCED BLVD
7/11	BROTHERHOOD WAY	SAINT CHARLES	ORIZABA/BRIGHT
7	LAGUNA HONDA BLVD	7TH AVE	PLAZA ST
8	MARKET ST	VALENCIA ST	PEARL ST
8	MARKET ST	DUBOCE AV	DOLORES ST
8	OCTAVIA ST	MARKET ST	WALLER ST
8	PORTOLA DR	GLENVIEW DR	TWIN PEAKS BLVD
8	PORTOLA DR	MARKET ST	SUNVIEW
8	CLIPPER ST	CLIPPER TERR	PORTOLA/DUNCAN
8	BOSWORTH ST	ELK ST	BOSWORTH ST
8	SAN JOSE AVE ON RAMP	MONTEREY BLVD	SAINT MARYS AV
9	VALENCIA ST	DUBOCE AV	CLINTON PARK
9	13TH ST	FOLSOM ST	HARRISON ST
9	17TH ST	HAMPSHIRE ST	HARRISON ST
9	INDUSTRIAL ST/ALEMANY	I-280 CONNECTOR	101-ON-RAMP
9	SAN BRUNO AVE	ALEMANY BLVD	RICKARD ST
9	BAYSHORE BLVD	HELENA ST	AUGUSTA ST
9	ALEMANY BLVD	PUTNAM ST	INDUSTRIAL ST OFF RAMP
9/11	ALEMANY BLVD	ALEMANY BLVD	CONGDON ST
10	16TH ST	DAGGETT ST	MISSOURI ST
10	17TH ST	POTRERO AV	MISSISSIPPI ST
10	ILLINOIS ST	18TH ST	19TH ST
10	INDIANA ST	23RD ST	25TH ST
10	CESAR CHAVEZ	KANSAS ST	MISSISSIPPI ST
10	BAY SHORE BLVD	MARIN ST	JERROLD AVE
10	JERROLD AVE	JERROLD AVE	BAY SHORE BLVD
10	EVANS AVE	TOLAND ST	MARIN ST
10	EVANS AVE	QUINT ST	RANKIN ST
10	EVANS AVE	JENNINGS ST	KEITH ST
10	HUNTERS POINT BLVD	HUDSON AV	INNES AV
10	BAYSHORE BLVD	INDUSTRIAL ST	THORNTON AV
10	BAYSHORE BLVD	QUINT ST	DONNER AV
10	BAYSHORE BLVD	FITZGERALD AVE	PAUL AV
11	ALEMANY BLVD	ROUSSEAU ST	STONYBROOK AVE



**San Francisco
County Transportation
Authority**

BD091024

RESOLUTION NO. 25-XX

RESOLUTION ALLOCATING \$284,145 IN PROP L SALES TAX FUNDS, WITH CONDITIONS, AND ALLOCATING \$3,493,000 IN TRAFFIC CONGESTION MITIGATION TAX FUNDS, FOR THREE REQUESTS

WHEREAS, The Transportation Authority received three requests for a total of \$284,145 in Prop L transportation sales tax funds and \$3,493,000 in Traffic Congestion Mitigation or TNC Tax funds, as summarized in Attachments 1 and 2 and detailed in the attached allocation request forms; and

WHEREAS, The requests seek funds from the Neighborhood Transportation Program Prop L Expenditure Plan program; and from the Quick-Builds category of the TNC Tax Program Guidelines; and

WHEREAS, As required by the voter-approved Expenditure Plans, the Transportation Authority Board has adopted a 5-Year Prioritization Program (5YPP) for the aforementioned Prop L program; and

WHEREAS, All of the requests are consistent with the relevant 5YPP; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating \$284,145 in Prop L funds, with conditions, and \$3,493,000 in TNC Tax funds, for three requests, as described in Attachment 3 and detailed in the attached allocation request forms, which include staff recommendations for Prop L and TNC Tax allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedule; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's Fiscal Year 2024/25 annual budget to cover the proposed actions; and

WHEREAS, At its September 4, 2024, meeting, the Community Advisory Committee was briefed on the subject requests and after discussion adopted a motion of support for the staff recommendation; now, therefore, be it



RESOLVED, That the Transportation Authority hereby allocates \$284,145 in Prop L funds, with conditions, and \$3,493,000 in TNC Tax funds, for three requests as summarized in Attachment 3 and detailed in the attached allocation request forms; and be it further

RESOLVED, That the Transportation Authority finds the allocation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop L Expenditure Plans, the Prop L Strategic Plan Baseline, as amended, and the relevant 5YPPs, and the TNC Tax Program Guidelines; and be it further

RESOLVED, That the Transportation Authority hereby authorizes the actual expenditure (cash reimbursement) of funds for these activities to take place subject to the Fiscal Year Cash Flow Distribution Schedules detailed in the attached allocation request forms; and be it further

RESOLVED, That the Capital Expenditures line item for subsequent fiscal year (FY) annual budgets shall reflect the maximum reimbursement schedule amounts adopted, and the Transportation Authority does not guarantee reimbursement levels higher than those adopted; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the Executive Director shall impose such terms and conditions as are necessary for the project sponsors to comply with applicable law and adopted Transportation Authority policies and execute Standard Grant Agreements to that effect; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the project sponsors shall provide the Transportation Authority with any other information it may request regarding the use of the funds hereby authorized; and be it further

RESOLVED, That the Capital Improvement Program of the Congestion Management Program and the relevant 5YPPs are hereby amended, as appropriate.



Attachments:

1. Summary of Requests Received
2. Brief Project Descriptions
3. Staff Recommendations
4. Prop L and TNC Tax Allocation Summaries - FY 2024/25
5. Prop L and TNC Tax Allocation Request Forms (3)

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Memorandum

AGENDA ITEM 8

DATE: September 5, 2024

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 9/10/2024 Board Meeting: Amend Two Prop K Grants to Allow Cost Savings from the San Francisco Ferry Terminal Security Improvements (Design)(\$132,405) and Potrero Avenue Pavement Renovation (\$737,181) Projects to Fund, Respectively, San Francisco Ferry Terminal Security Improvements (Construction)(\$132,405) and De Long Street Pavement Renovation (\$350,000) and Sunset Boulevard Pavement Renovation (\$387,181)

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Amend the Prop K grant for San Francisco Ferry Terminal Security Improvements (Design) to allow the Golden Gate Bridge, Highway, and Transportation District (GGBHTD) to use \$132,405 in cost savings to fund:</p> <ol style="list-style-type: none"> San Francisco Ferry Terminal Security Improvements (Construction) (\$132,405) <p>Amend the Prop K grant for the Potrero Avenue Pavement Renovation to allow San Francisco Public Works (SFPW) to use \$737,181 in cost savings to fund:</p> <ol style="list-style-type: none"> De Long Street Pavement Renovation (\$80,000 for Design, \$270,000 for Construction) Sunset Boulevard Pavement Renovation (Construction) (\$387,181) <p>SUMMARY</p> <p>GGBHTD and SFPW have completed the aforementioned Prop K-funded projects and have cost savings totaling \$869,586. Consequently, they have requested amendment of their respective grant agreements to apply those cost savings to the projects listed above. The proposed new scope is eligible under the Prop K Expenditure Plan programs that</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input checked="" type="checkbox"/> Other: _Prop K SGA Amendment_
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<p>funded the original grants (i.e., ferry maintenance and street resurfacing), is closely related to the original scope, and is time sensitive because the projects are already under construction or ready to begin work this fall. Attachment 2 provides a brief description of the new project scope that GGBHTD and SFPW are requesting to fund with cost savings from the two completed projects. Project sponsors will attend the meeting to answer any questions the Board may have regarding these requests.</p>	
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BACKGROUND

When San Francisco voters approved Prop L in November 2022, the new Prop L Expenditure Plan superseded the Prop K Expenditure Plan (2003) and assumed Prop K financial liabilities including open Prop K grants with remaining balances. We continue to monitor these Prop K grants, closing them out and de-obligating remaining funds when projects are completed. De-obligated funds are treated as Prop L revenues and will be incorporated through Prop L Strategic Plan updates. Project sponsors may request amendment of Prop K grants with cost savings to apply those funds toward a later project phase of the same project (e.g. for construction, following completion of design) or to a new scope of work that is closely related to the original scope of work; eligible per the Prop K program from which the funds were allocated (e.g. street resurfacing); and, the project is ready to proceed in a timely fashion.

DISCUSSION

We are recommending amendment of two Prop K grants for completed projects with cost savings to allow remaining funds to be used for additional related scope, which is consistent with eligibility for the Prop K program from which the funds were originally allocated (e.g., ferry maintenance and street resurfacing). Attachment 1 summarizes the proposed amendment requests. Attachment 2 includes a brief description of the new project scope and a summary of the staff recommendation, highlighting special conditions and other items of interest. An Allocation Request Form for each project is attached, with more detailed information on scope, schedule, budget, funding, deliverables, and special conditions.



FINANCIAL IMPACT

The recommended action would amend the aforementioned Prop K Standard Grant Agreements to allow \$869,586 in cost savings from those grants to be applied to new project scopes as described above. The expenditure of those funds would be subject to the amended Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

Sufficient funds are included in the Transportation Authority's Fiscal Year 2024/25 budget. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distributions in those fiscal years.

CAC POSITION

The CAC considered this item at its September 4, 2024, meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Summary of Amendment Requests
- Attachment 2 - Descriptions of Projects
- Attachment 3 - Allocation Request Forms (3)
- Attachment 4 - Resolution

Attachment 1: Summary of Amendment Requests

Existing Prop K Grants with Cost Savings					New Scope Proposed to be Added, Funded by Cost Savings			
SGA Number ¹	Project Name (Sponsor) ²	Phase	Amount Allocated	Remaining Balance	Project Name (Sponsor)	Phase	Amount Requested	District(s)
109-909008	San Francisco Ferry Terminal Security Improvement (GGBHTD)	Design	\$ 347,000	\$ 132,405	San Francisco Ferry Terminal Security Improvement (GGBHTD)	Construction	\$ 132,405	3
134-908022	Potrero Avenue Pavement Renovation (SFPW)	Construction	\$ 4,413,014	\$ 737,181	De Long Street Pavement Renovation (SFPW)	Design	\$ 80,000	11
					De Long Street Pavement Renovation (SFPW)	Construction	\$ 270,000	11
					Sunset Blvd Pavement Renovation (SFPW)	Construction	\$ 387,181	4
Total Remaining Balance				\$ 869,586	Total Requested Funds			\$ 869,586

¹ SGA stands for Standard Grant Agreement

² Acronyms: GGBHTD (Golden Gate Bridge, Highway, and Transportation District), and SFPW (San Francisco Public Works)

**Attachment 2:
Descriptions of Projects**

Sponsor	Project Name	Amount Requested	Amendment Description
GGBHTD	San Francisco Ferry Terminal Security Improvement	\$ 132,405	<p>GGBHTD requests approval to use \$132,405 in Prop K funds previously allocated for design of this project for construction . Design was completed under budget; however, construction bids came in higher than the engineer's estimate. The \$132,405 in Prop K funds would fully fund the shortfall in the construction phase budget.</p> <p>Requested funds will be used to improve existing security fencing, construct additional security fencing and install improved terminal access controls at the Golden Gate Ferry's San Francisco Terminal to prevent unauthorized access to the terminal, passengers, and docked ferries. The project is currently under construction. GGBHTD expects the project will be open for use by December 2024.</p>
SFPW	De Long St Pavement Renovation	\$ 350,000	<p>SFPW requests approval to use a portion of the Prop K cost savings from the Potrero Pavement Renovation project for design (\$80,000) and construction (\$270,000) of the De Long Street Pavement Renovation project. This project will bring De Long Street between San Diego and Santa Cruz avenues into a state of good repair for final acceptance by the City for maintenance. The scope of work includes demolition, pavement renovation, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work. SFPW expects the project will be open for use by December 2025.</p> <p>Special Condition: Reimbursement of sales tax funds is conditioned upon the City's final acceptance of this segment of De Long for maintenance and including the street segment in SFPW's Pavement Management and Mapping System database. This may be demonstrated with the City Engineer's issuance of a Notice of Completion and a Public Works Order stating that the final steps for Board of Supervisors conditional acceptance for maintenance have been satisfied, along with approval of official documents like maps for official sidewalk width, street grade, and public right-of-way width. Consistent with Prop K and Prop L policy, only streets in SFPW's Pavement Management and Mapping System are eligible for sales tax funds.</p>
SFPW	Sunset Blvd Pavement Renovation	\$ 387,181	<p>SFPW requests approval to use a portion of the Prop K cost savings from the Potrero Pavement Renovation project for the construction phase of the Sunset Blvd Pavement Renovation, specifically to cover the cost of additional quantities of paving related scope (e.g., sidewalk, curb ramps, drainage) required to create accessible paths of travel between the new bus stops for the SFMTA's 29 Sunset Improvement Project and intersections in the paving project area (on Sunset Boulevard at Judah, Lawton, Noriega, Ortega, Quintara, Rivera, Taraval, Vicente, Yorba, and Ocean. In 2023, the Transportation Authority allocated \$3.1 million in Prop K funds for the Sunset Blvd. Pavement Renovation Project (Martin Luther King Jr. Drive to Lake Merced Blvd). Construction has started, and SFPW expects the project to be open for use by June 2026. SFPW is coordinating the paving on Sunset Boulevard with the 19th Avenue paving project which is scheduled to start in Summer 2025.</p>

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	San Francisco Ferry Terminal Security Improvements
Primary Sponsor:	Golden Gate Bridge, Highway, and Transportation District

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	Ferry Maintenance
Current PROP K Request:	\$132,405
Supervisory District	District 03

REQUEST

Brief Project Description

This project will implement additional security improvements at the San Francisco Ferry Terminal, including fencing and barriers to prevent unauthorized access to the terminal and docked ferries. Enhancement of existing security fencing, the construction of new security fencing and installation of additional improvements will help deter and prevent unauthorized entry that might result in an Active Threat incident.

Detailed Scope, Project Benefits and Community Outreach

In October 2022, the Transportation Authority allocated \$347,000 in Prop K funds for the design phase of the San Francisco Ferry Terminal Security Improvements project. The design phase was completed in January 2024 and cost less than the budget for that phase. In Spring 2024, the project progressed into the construction phase and was put out for bid. Based on the bids received, the construction cost estimate is higher than the original engineer's estimate and the project now has a funding gap.

This request is to use the \$132,405 in Prop K funds remaining on the design phase for the construction phase of the project. This amendment would ensure the project has full funding to do the work required. The scope includes improvements to existing security fencing, construction of additional security fencing and installation of improved terminal access controls at the Golden Gate Ferry's San Francisco Terminal to prevent unauthorized access to the terminal, passengers and docked ferries. Work will include replacement of concrete barrier and tubular steel fencing with concrete planter barriers, installation of overhead electric coil grille gates at the terminal ingress, addition of ballistic resistant aluminum curtain walls above the existing walls at the terminal east side to close the four feet opening, modification of the existing steel bollards, and relocation of existing benches and bicycle racks.

Enhancement of existing security fencing, the construction of new security fencing and installation of additional improvements will help deter and prevent unauthorized entry that might result in an Active Threat incident.

Project Location

SF Ferry Terminal

Is this project in an Equity Priority Community?	No
Does this project benefit disadvantaged populations?	No

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	
PROP K Amount	\$132,405.00

See scope for rationale for Prop K amendment request.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	San Francisco Ferry Terminal Security Improvements
Primary Sponsor:	Golden Gate Bridge, Highway, and Transportation District

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jul-Aug-Sep	2022	Apr-May-Jun	2023
Environmental Studies (PA&ED)	Oct-Nov-Dec	2023	Oct-Nov-Dec	2023
Right of Way				
Design Engineering (PS&E)	Apr-May-Jun	2023	Jan-Feb-Mar	2024
Advertise Construction	Jan-Feb-Mar	2024		
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2024		
Operations (OP)	Apr-May-Jun	2024	Oct-Nov-Dec	2024
Open for Use			Oct-Nov-Dec	2024
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2024

SCHEDULE DETAILS

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	San Francisco Ferry Terminal Security Improvements
Primary Sponsor:	Golden Gate Bridge, Highway, and Transportation District

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-109: Ferry Maintenance	\$132,405	\$0	\$0	\$132,405
District Tolls	\$0	\$0	\$153,000	\$153,000
Port Security Grant Program	\$0	\$0	\$1,000,000	\$1,000,000
Phases In Current Request Total:	\$132,405	\$0	\$1,153,000	\$1,285,405

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$132,405	\$0	\$214,595	\$347,000
District Tolls	\$0	\$0	\$153,000	\$153,000
Port Security Grant Program	\$0	\$0	\$1,000,000	\$1,000,000
Funding Plan for Entire Project Total:	\$132,405	\$0	\$1,367,595	\$1,500,000

COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$214,595		Actual cost
Construction	\$1,285,405	\$132,405	GGBHTD Engineering Dept, based on bid price plus supplemental budget for management
Operations	\$0		
Total:	\$1,500,000	\$132,405	

% Complete of Design:	100.0%
As of Date:	01/31/2024
Expected Useful Life:	7 Years

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)				
Budget Line Item	Totals	% of contract	GGBHTD	Contractor
1. Construction Contract	\$ 797,369			\$ 797,369
2. Construction Contract Contingency	\$ 119,605	15%		\$ 119,605
3. Construction Engineering (Electrical Consultant)	\$ 1,500			\$ 1,500
4. Construction Administration	\$ 231,500		\$ 231,500	
5. Indirect (ICAP) Costs	\$ 121,417		\$ 121,417	
6. General Project Expenditures	\$ 4,015		\$ 14,617	
7. Materials Testing Consultant	\$ 10,000			\$ 10,000
TOTAL CONSTRUCTION PHASE	\$ 1,285,406		\$ 367,534	\$ 928,474

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	San Francisco Ferry Terminal Security Improvements
Primary Sponsor:	Golden Gate Bridge, Highway, and Transportation District

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP K Requested:	\$132,405	Total PROP K Recommended	\$132,405

SGA Project Number:	109-909008	Name:	San Francisco Ferry Terminal Security Improvements
Sponsor:	Golden Gate Bridge, Highway, and Transportation District	Expiration Date:	12/31/2025
Phase:	Construction	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	Total
PROP K EP-109	\$132,405	\$132,405

Deliverables

1. Quarterly progress reports shall include % complete of the funded phase, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.
2. Upon completion of the project, Sponsor shall provide 2-3 photos of completed work.

Metric	PROP AA	TNC TAX	PROP K
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	89.7%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	76.87%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	San Francisco Ferry Terminal Security Improvements
Primary Sponsor:	Golden Gate Bridge, Highway, and Transportation District

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	\$132,405
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

JB

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Amy Frye	Jacob Brown
Title:	Director of Capital and Grant Programs	Analyst
Phone:	(415) 923-2062	(415) 923-2328
Email:	afrye@goldengate.org	jbrown@goldengate.org

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	De Long St Pavement Renovation
Primary Sponsor:	Department of Public Works

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	Street Resurfacing
Current PROP K Request:	\$350,000
Supervisory District	District 11

REQUEST

Brief Project Description

This project will bring De Long Street between San Diego and Santa Cruz avenues into a state of good repair for final acceptance by the City for maintenance. The scope includes demolition, pavement renovation, new sidewalk construction, curb ramp construction and retrofit.

Detailed Scope, Project Benefits and Community Outreach

SFPW requests approval to use a portion of the Prop K cost savings from the completed Potrero Pavement Renovation project for design (\$80,000) and construction (\$270,000) of the De Long Street Pavement Renovation project, as detailed in the scope below.

San Francisco Public Works (SFPW) inspects each of the City's blocks and assigns a Pavement Condition Index (PCI) score every two years. The PCI score ranges from a low of 0 to a high of 100. These scores assist SFPW with implementing the pavement management strategy of aiming to preserve streets by applying the right treatment to the right roadway at the right time. Streets are selected based on PCI scores as well as the presence of transit and bicycle routes, street clearance (i.e., coordination with utilities), and geographic equity.

The requested Prop K grant will fund the paving scope of work which includes demolition, pavement renovation of the block, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work within project limits De Long Street between San Diego Avenue to Santa Cruz Avenue. These modifications will allow Public Works to bring this unaccepted street up to state of good repair and ready for final acceptance for maintenance by the City. The cost of accepting the street for maintenance is estimated not to exceed \$75,000 and is not funded by the subject request.

The PCI for this block is 50. Streets with a PCI between 50 and 69 are considered "at-risk" and are quickly deteriorating and would require larger scale repair work if they are not treated soon. Residential streets make up two-thirds of San Francisco's street network. This work will be performed by City Operations and will not go through a formal contract schedule therefore no advertisement of the project will occur.

All candidates shown are subject to substitution and schedule changes pending , visual confirmation, utility clearances and coordination with other agencies. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the candidates to be postponed.

120

Project Location

De Long St between San Diego Ave to Santa Cruz Avenue

Is this project in an Equity Priority Community?	No
Does this project benefit disadvantaged populations?	Yes

Project Phase(s)

Design Engineering (PS&E), Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	
PROP K Amount	\$350,000.00

Justification for Necessary Amendment

The requested funds are cost savings from a completed Prop K paving project. SFPW is requesting to use a portion of the cost savings for another paving project, which is eligible for the Prop K program from which the funds were originally allocated. Further, the project is ready to advance to design this fall.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	De Long St Pavement Renovation
Primary Sponsor:	Department of Public Works

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Oct-Nov-Dec	2024	Jan-Feb-Mar	2025
Advertise Construction				
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2025		
Operations (OP)				
Open for Use			Oct-Nov-Dec	2026
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2027

SCHEDULE DETAILS

SFPW anticipates that construction will be completed by 12/2025, followed by the City's final acceptance of this segment of De Long for maintenance and including the street segment in SFPW's Pavement Management and Mapping System database (expected 12/2026). Conditional acceptance is expected in Fall 2024.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	De Long St Pavement Renovation
Primary Sponsor:	Department of Public Works

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-134: Street Resurfacing	\$350,000	\$0	\$0	\$350,000
BART funds	\$0	\$75,000	\$0	\$75,000
Phases In Current Request Total:	\$350,000	\$75,000	\$0	\$425,000

COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$80,000	\$80,000	Engineer's estimate
Construction	\$345,000	\$270,000	Engineer's estimate
Operations	\$0		
Total:	\$425,000	\$350,000	

% Complete of Design:	0.0%
As of Date:	08/22/2024
Expected Useful Life:	25 Years

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	Totals	% of phase
Design	\$ 60,000	75%
Project management	\$ 5,000	6%
Other*	\$ 15,000	19%
TOTAL PHASE	\$ 80,000	

TOTAL LABOR COST BY AGENCY	
SFPW	\$ 80,000
TOTAL	\$ 80,000

* e.g. Bureau of Street Use and Mapping fees, Regulatory Affairs/Disability Access Coordinator support fees, etc.

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

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)				
Budget Line Item	Totals	% of contract	SFPW	Contractor
1. Contract				
Traffic Control/Pavement Marking	\$ 25,000	9%		\$ 25,000
Paving	\$ 80,000	30%		\$ 80,000
Concrete Work	\$ 60,000	22%		\$ 60,000
Curb Ramp	\$ 10,000	4%		\$ 10,000
Speed Hump/Cushion	\$ 10,000	4%		\$ 10,000
Utility Castings/Boxes	\$ 5,000	2%		\$ 5,000
Mobilization/Demobilization	\$ 10,000	4%		\$ 10,000
2. Project and Construction Management	\$ 40,000	15%	\$ 40,000	
3. Contingency	\$ 30,000	11%	\$ 10,000	\$ 20,000
TOTAL CONSTRUCTION COST	\$ 270,000	100%	\$ 50,000	\$ 220,000
TOTAL COST OF ACCEPTING STREET FOR MAINTENANCE	\$ 75,000		\$ 75,000	
TOTAL COST	\$ 345,000			

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	De Long St Pavement Renovation
Primary Sponsor:	Department of Public Works

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP K Requested:	\$350,000	Total PROP K Recommended	\$350,000

SGA Project Number:	134-908022	Name:	De Long St Pavement Renovation
Sponsor:	Department of Public Works	Expiration Date:	12/31/2027
Phase:	Design Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2026/27	Total
PROP K EP-134	\$80,000	\$80,000

Deliverables

1. Quarterly progress reports shall include % complete of the funded phase, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.
2. With the first quarterly progress report, Sponsor shall provide 2-3 photos of existing conditions.
3. Upon completion, Sponsor shall provide evidence of completion of 100% design (e.g., copy of certifications page, copy of workorder, internal design completion documentation, or similar).

Special Conditions

1. Reimbursement of Prop K funds is conditioned upon the City's final acceptance of this segment of De Long for maintenance and including the street segment in SFPW's Pavement Management and Mapping System database. This may be demonstrated with the City Engineer's issuance of a Notice of Completion and a Public Works Order stating the final steps for Board of Supervisors conditional acceptance for maintenance have been satisfied, along with approval of official documents like maps for official sidewalk width, street grade, and public right-of-way width. Consistent with Prop K and Prop L policy, only streets in SFPW's Pavement Management and Mapping System are eligible for sales tax funds.

SGA Project Number:	134-908022	Name:	De Long St Pavement Renovation
Sponsor:	Department of Public Works	Expiration Date:	12/31/2027
Phase:	Construction	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2026/27	Total
PROP K EP-134	\$270,000	\$270,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, improvements completed at each location to date, upcoming project milestones (e.g. ground-breaking, ribbon-cutting), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.
2. Upon completion of the project, Sponsor shall provide 2-3 photos of completed work.

Special Conditions

1. Reimbursement of Prop K funds is conditioned upon the City's final acceptance of this segment of De Long for maintenance and including the street segment in SFPW's Pavement Management and Mapping System database. This may be demonstrated with the City Engineer's issuance of a Notice of Completion and a Public Works Order stating the final steps for Board of Supervisors conditional acceptance for maintenance have been satisfied, along with approval of official documents like maps for official sidewalk width, street grade, and public right-of-way width. Consistent with Prop K and Prop L policy, only streets in SFPW's Pavement Management and Mapping System are eligible for sales tax funds.

Metric	PROP AA	TNC TAX	PROP K
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	17.65%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	17.65%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	De Long St Pavement Renovation
Primary Sponsor:	Department of Public Works

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	\$350,000
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

JLY

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Edmund Lee	Victoria Chan
Title:	Project Manager	Budget Manager
Phone:	555-5555	(415) 205-6316
Email:	edmund.lee@sfdpw.org	victoria.w.chan@sfdpw.org

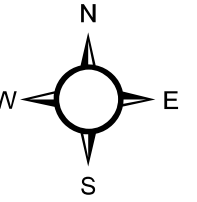
San Francisco County Transportation Authority Prop K/Prop AA Allocation Request Form

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)				
Budget Line Item	Totals	% of contract	SFPW	Contractor
1. Contract				
Traffic Control/Pavement Marking	\$ 25,000	9%		\$ 25,000
Paving	\$ 80,000	30%		\$ 80,000
Concrete Work	\$ 60,000	22%		\$ 60,000
Curb Ramp	\$ 10,000	4%		\$ 10,000
Speed Hump/Cushion	\$ 10,000	4%		\$ 10,000
Utility Castings/Boxes	\$ 5,000	2%		\$ 5,000
Mobilization/Demobilization	\$ 10,000	4%		\$ 10,000
2. Project and Construction Management	\$ 40,000	15%	\$ 40,000	
3. Contingency	\$ 30,000	11%	\$ 10,000	\$ 20,000
TOTAL CONSTRUCTION COST	\$ 270,000	100%	\$ 50,000	\$ 220,000
TOTAL COST OF ACCEPTING STREET FOR MAINTENANCE	\$ 75,000		\$ 75,000	
TOTAL COST	\$ 345,000			

De Long St Pavement Renovation

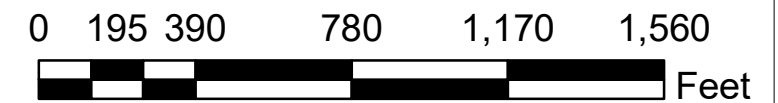
Attachment 1



Legend

 Project Block

Created July 2024



NOTES:

All Public Works Street Resurfacing Program candidates are subject to substitution and schedule changes pending available funding, visual confirmation, utility clearances and coordination with other agencies and are NOT guaranteed to be moved forward to construction. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the Public Works Street Resurfacing Program candidates to be postponed or dropped from consideration.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Sunset Blvd Pavement Renovation
Primary Sponsor:	Department of Public Works

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	Street Resurfacing
Current PROP K Request:	\$387,181
Supervisory District	District 04

REQUEST

Brief Project Description

Demolition and pavement renovation of 42 blocks, construction and retrofit of approximately 23 curb ramps, new sidewalk construction, traffic control, and all related and incidental work within project limits on Sunset Blvd from Martin Luther King Jr. Drive to Lake Merced Blvd. Prop K funds will cover change orders for additional quantities (e.g., sidewalk, curb ramps, etc.) that are required to connect new bus stops for the SFMTA's 29 Sunset Improvement Project to street corners for an accessible path of travel.

Detailed Scope, Project Benefits and Community Outreach

In March 2023, the Transportation Authority allocated \$3,100,000 for the Sunset Blvd. Pavement Renovation Project. The scope of the project originally included demolition and pavement renovation of 42 blocks, construction and retrofit of approximately 10 curb ramps, new sidewalk construction, traffic control, and all related and incidental work within project limits on Sunset Blvd from Martin Luther King Jr. Drive to Lake Merced Blvd. Construction started in early 2024. SFPW requests to use \$387,181 in Prop K funds from cost savings from the Potrero Avenue Pavement Renovation project to cover change orders for additional paving related costs for additional quantities (e.g., sidewalk, curb ramps, etc.) that are required to create an accessible path of travel between the new bus stops for the SFMTA's 29 Sunset Improvement Project to the corners of Sunset/Judah, Sunset/Lawton, Sunset/Noriega, Sunset/Ortega, Sunset/Quintara, Sunset/Rivera, Sunset/Taraval, Sunset/Vicente, Sunset/Yorba, and Sunset/Ocean.

SFPW inspects each of the City's blocks and assigns a Pavement Condition Index (PCI) score every two years. The PCI score ranges from a low of 0 to a high of 100. These scores assist SFPW with implementing the pavement management strategy of aiming to preserve streets by applying the right treatment to the right roadway at the right time. Streets are selected based on PCI scores as well as the presence of transit and bicycle routes, street clearance (i.e., coordination with utilities), and geographic equity. The average Pavement Condition Index (PCI) score within the project limits is in the 60's. Streets with a PCI between 50 and 69 are considered "at-risk" and are quickly deteriorating and would require larger scale repair work if they are not treated soon.

All candidates shown are subject to substitution and schedule changes pending, visual confirmation, utility clearances and coordination with other agencies. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the candidates to be postponed.

SFPW is coordinating with the SFMTA to construct a portion of the 29 Sunset Improvement Project within the Sunset Blvd. Pavement Renovation project area. The SFMTA scope includes the construction of concrete sidewalks at various stops, bus pads, and electrical infrastructure to support power connections for transit shelters, as well as lane line and crosswalks re-striping and other pavement delineations.

Project Location

Sunset Blvd from Martin Luther King Jr Dr to Lake Merced Blvd

Is this project in an Equity Priority Community?	No
Does this project benefit disadvantaged populations?	No

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	
PROP K Amount	\$387,181.00

Justification for Necessary Amendment

The requested funds are cost savings from a completed Prop K paving project. SFPW is requesting to use a portion of the cost savings for another paving project, which is eligible for the Prop K program from which the funds were originally allocated. Further, the project is currently advancing.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Sunset Blvd Pavement Renovation
Primary Sponsor:	Department of Public Works

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Jul-Aug-Sep	2021	Jan-Feb-Mar	2023
Advertise Construction	Jan-Feb-Mar	2023		
Start Construction (e.g. Award Contract)	Apr-May-Jun	2023		
Operations (OP)				
Open for Use			Apr-May-Jun	2026
Project Completion (means last eligible expenditure)			Apr-May-Jun	2027

SCHEDULE DETAILS

The project is being coordinated with SFMTA's 29 Sunset Improvement Project including concrete bus pads, sidewalk and transit shelter upgrades, lane and crosswalk re-striping, and other pavement delineations.

The project is also being coordinated with the 19th Avenue paving project, with 19th Avenue paving scheduled for Summer 2025.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Sunset Blvd Pavement Renovation
Primary Sponsor:	Department of Public Works

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-134: Street Resurfacing	\$387,181	\$0	\$0	\$387,181
SFMTA Funding Low Carbon Transit Operations Program (LCTOP)	\$122,819	\$0	\$0	\$122,819
Phases In Current Request Total:	\$510,000	\$0	\$0	\$510,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$387,181	\$0	\$0	\$387,181
HUTA	\$0	\$0	\$400,000	\$400,000
Prop K	\$0	\$0	\$3,100,000	\$3,100,000
RMRA	\$0	\$0	\$3,408,700	\$3,408,700
SFMTA Funding Low Carbon Transit Operations Program (LCTOP)	\$122,819	\$0	\$0	\$122,819
Funding Plan for Entire Project Total:	\$510,000	\$0	\$6,908,700	\$7,418,700

COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$400,000		Actual cost
Construction	\$510,000	\$387,181	Engineer's estimate and agreed costs from contractor
Operations	\$0		
Total:	\$910,000	\$387,181	

% Complete of Design:	100.0%
------------------------------	--------

As of Date:	03/31/2023
Expected Useful Life:	20 Years

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

MAJOR LINE ITEM BUDGET				
SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)				
Budget Line Item	Totals	% of Change Order	SFPW	SFMTA
1. Contract				
Traffic Control/Pavement Markings	\$ 80,000.00	16%	\$ 70,000.00	\$ 10,000.00
Asphalt	\$ 70,000.00	14%	\$ 65,000.00	\$ 5,000.00
Earthwork	\$ 50,000.00	10%	\$ 22,181.00	\$ 27,819.00
Concrete Base/Pavement	\$ 40,000.00	8%	\$ 35,000.00	\$ 5,000.00
Concrete Sidewalk	\$ 50,000.00	10%	\$ 50,000.00	\$ -
Concrete Curb	\$ 55,000.00	11%	\$ 55,000.00	\$ -
Curb Ramps	\$ 80,000.00	16%	\$ 80,000.00	\$ -
Mobilization/Demobilization	\$ 15,000.00	3%	\$ 10,000.00	\$ 5,000.00
Pedestrian Push Buttons	\$ 70,000.00	14%	\$ -	\$ 70,000.00
	\$ 510,000.00	100%	\$ 387,181.00	\$ 122,819.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Sunset Blvd Pavement Renovation
Primary Sponsor:	Department of Public Works

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP K Requested:	\$387,181	Total PROP K Recommended	\$510,000

SGA Project Number:	134-908022	Name:	Sunset Blvd Pavement Renovation (MLK to Lake Merced Blvd) Amendment
Sponsor:	Department of Public Works	Expiration Date:	06/30/2027
Phase:	Construction	Fundshare:	75.92%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	FY2026/27	Total
PROP K EP-134	\$127,500	\$255,000	\$127,500	\$510,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, improvements completed at each location to date, upcoming project milestones (e.g. ground-breaking, ribbon-cutting), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.
2. Upon completion of the project, Sponsor shall provide 2-3 photos of completed work.

Notes

1. Transportation Authority staff will update the fund expiration date for the original Prop K grant for Sunset Blvd. Pavement Renovation project to be consistent with this request.

Metric	PROP AA	TNC TAX	PROP K
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	24.08%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	94.78%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Sunset Blvd Pavement Renovation
Primary Sponsor:	Department of Public Works

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	\$387,181
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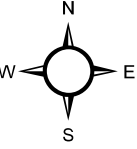
1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:
JLY

CONTACT INFORMATION

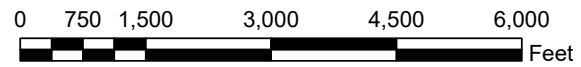
	Project Manager	Grants Manager
Name:	Paul Barradas	Victoria Chan
Title:	Project Manager	Budget Manager
Phone:	(415) 554-8249	(415) 205-6316
Email:	paul.barradas@sfdpw.org	victoria.w.chan@sfdpw.org

Sunset Blvd Pavement Renovation



Legend

- Blocks
- Intersections



NOTES:
Information as of January 2023.

All Public Works Street Resurfacing Program candidates are subject to substitution and schedule changes pending available funding, visual confirmation, utility clearances, and coordination with other agencies and are NOT guaranteed to be moved forward to construction. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the Public Works Street Resurfacing Program candidates to be postponed or dropped from consideration.



**San Francisco
County Transportation
Authority**

BD091024

RESOLUTION NO. 25-XX

RESOLUTION AMENDING TWO PROP K TRANSPORTATION SALES TAX GRANTS TO ALLOW COST SAVINGS FROM THE SAN FRANCISCO FERRY TERMINAL SECURITY IMPROVEMENTS (DESIGN)(\$132,405) AND POTRERO AVENUE PAVEMENT RENOVATION (\$737,181) PROJECTS TO FUND, RESPECTIVELY SAN FRANCISCO FERRY TERMINAL SECURITY IMPROVEMENTS (CONSTRUCTION)(\$132,405), AND DE LONG STREET PAVEMENT RENOVATION (\$350,000) AND SUNSET BOULEVARD PAVEMENT RENOVATION (\$387,181)

WHEREAS, The Transportation Authority received requests to amend two Prop K transportation sales tax Standard Grant Agreements (SGAs) to allow a total of \$869,586 in cost savings from completed projects to fund additional related scope; and

WHEREAS, The Golden Gate Bridge, Highway, and Transportation District (GGBHTD) requests use of \$132,405 in cost savings from the San Francisco Ferry Terminal Security Improvements (Design) SGA to close a funding gap for the project's construction phase since bids came in higher than the engineer's estimate; and

WHEREAS, San Francisco Public Works (SFPW) requests use of \$737,181 in cost savings from the Potrero Avenue Pavement Renovation SGA to fund the design (\$80,000) and construction (\$270,000) phases of the De Long Street Pavement Renovation project, and to fund the construction (\$387,181) phase of the Sunset Boulevard Pavement Renovation project; and

WHEREAS, The proposed amendments are summarized in Attachments 1 and 2 and the new scope is described in detail in the attached allocation request forms (Attachment 3), which includes staff recommendations for amendment amount, required deliverables, special conditions, and Fiscal Year Cash Flow Distribution Schedule; and



WHEREAS, The proposed additional scope for the two subject SGAs is eligible under the respective Prop K Expenditure Plan programs that funded the original grants, is closely related to the original grant scope, and is for work that is either already underway or ready to proceed; and

WHEREAS, At its September 4, 2024, meeting, the Community Advisory Committee was briefed on the subject requests and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop K SGAs for the San Francisco Ferry Terminal Security Improvements and Potrero Avenue Pavement Renovation projects allowing a total of \$869,586 in cost savings to be applied to additional project scope as summarized in Attachments 1 and 2 and detailed in the attached allocation request forms; and be it further

RESOLVED, That the Transportation Authority finds the amendment of these SGAs to be in conformance with the eligibility of the Prop K Expenditure Plan programs under which the grants were originally funded, and are hereby amended, as appropriate.

Attachments:

1. Summary of Amendment Requests
2. Descriptions of Projects
3. Allocation Request Forms (3)



Memorandum

AGENDA ITEM 9

DATE: September 5, 2024

TO: Transportation Authority Board

FROM: Carl Holmes - Deputy Director for Capital Projects

SUBJECT: 9/10/24 Board Meeting: Adopt I-280 Northbound Geneva Avenue Off-Ramp Study

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Adopt I-280 Northbound Geneva Avenue Off-Ramp Study</p> <p>SUMMARY</p> <p>The I-280 Northbound Geneva Avenue Off-Ramp Study (Study) explores potential safety and circulation improvements at the freeway ramp’s intersection with Geneva Avenue next to the Balboa Park Bay Area Rapid Transit (BART) station. The station also serves multiple Muni light rail and bus lines. As a result, the Geneva Avenue off-ramps experience high traffic volume which can lead to vehicle queues extending to the mainline freeway, resulting in collisions. Commissioner Safai requested the study to improve safety at the ramp and the intersection. This study analyzed the on- and off- ramp intersections to improve multimodal safety for pedestrians and vehicles, and address vehicle queuing, without negatively impacting BART and Muni facilities. The Transportation Authority-led project team developed the study in coordination with key stakeholders including Caltrans and the San Francisco Municipal Transportation Agency (SFMTA).</p> <p>The project team has already implemented a series of near-term signal phasing and timing change recommendations from the report which data later showed resulted in improvements at the Geneva Ave freeway ramps. Additional recommendations focus on upgrading signals, developing pedestrian safety, and lighting measures, as well as calling for a queue spillback study to evaluate lengthening/ straightening of the off-ramp exit lane and using motorist information systems solutions to address the safety impacts of the chronic queue spillback of the ramp onto the mainline freeway.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input checked="" type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other:
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BACKGROUND

The I-280 Northbound Geneva Avenue off-ramp is located next to the Balboa Park BART/Muni Station, the busiest station in San Francisco outside of the downtown area with morning and afternoon commuters. The multimodal facility is a major transfer point between BART, Muni light rail train (LRT) lines J, K, and M, and Muni bus lines 8, 29, 43, 49 and 54. The station area also experiences a high number of passenger drop-offs and pick-ups because of proximity to the I-280 freeway. The City College of San Francisco, Ocean Avenue business corridor, Lick Wilmerding High School, and Balboa High School are major trip attractors nearby, creating an environment with significant vehicle traffic and overall transportation demand (bus/rail transit, pedestrian, bicycle) at peak hours at the northbound Geneva Avenue off-ramp. This high travel demand often leads to traffic queues backing up to the mainline I-280 freeway, resulting in rear-end collisions, traffic blocking ramp intersections, vehicle-pedestrian crossing conflicts, and other safety issues. Balboa Park Station's current drop off and pick up area also lacks the capacity to handle the current traffic volume during rush hour periods which exacerbates the queue for freeway vehicular traffic exiting northbound Geneva Ave off-ramp.

DISCUSSION

Off-ramp Constraints and Safety Issues. The existing I-280 Geneva Avenue ramp intersection is a tight diamond interchange with the Geneva Avenue bridge, a legacy system that does not meet modern safety standards with regard to adequate shoulder width, ramp storage capacity, and bridge design. This interchange is bordered by BART train tracks and Balboa Park Station on the east side and Lick Wilmerding High School on the west side. The short overpass bridge, multi-modal functions and short length and design of the Geneva off-ramp limit capacity at this location, which results in chronic vehicle queues spilling back onto the mainline I-280 freeway. Furthermore, the San Jose Avenue bridge that crosses overhead just south of the off-ramp also affects visibility, and a freeway horizontal curve prior to the bridge limits sight distance for exiting vehicles.

Between 2016 and 2021, there were 31 crashes associated with the northbound off-ramp itself. The project team also examined crashes at the northbound off-ramp approach from the I-280 mainline and found there were 89 total crashes between 2016 and 2021. These collisions include 54 injury crashes and one fatal crash. The majority of collisions were from rear-end crashes (66%) and sideswipes (21%). The



primary collision factors were from unsafe speed (58%) and unsafe lane changes (29%) by drivers maneuvering to exit at the Geneva off-ramp.

Geneva Avenue also experienced a high collision rate. Between 2016 and 2021, there were 44 crashes in total between the I-280 ramp intersections and San Jose Avenue. There were 26 crashes associated with the I-280 ramp intersections. These crashes include 11 pedestrian-involved collisions including one severe injury, seven visible injury, and 27 complaints of pain crashes. The main collision factors involve drivers failing to observe traffic signals (34%), driving at an unsafe speed (16%), and failing to observe pedestrian right of way (14%).

The project team also observed various multimodal conflicts while developing this safety study. This congested condition often results in aggressive driver behavior. Balboa Park Station passengers at times use the off-ramp as a drop-off and pick-up area. The northbound off-ramp right-turn lane queues tended to form after light rail trains received signal pre-emption at the Geneva Avenue / San Jose Avenue intersection, or as pedestrians crossed Geneva Avenue at the off-ramp intersection crosswalk.

The northbound off-ramp left-turning vehicles were occasionally blocked by vehicles queued at the westbound left turn lane to the I-280 Geneva southbound on-ramp. There have also been community complaints and concerns about vehicle conflicts with pedestrians attempting to cross the I-280 southbound on-ramp as pedestrians contend with traffic from a permissive left turn from westbound Geneva Avenue and right turns from eastbound Geneva Avenue.

Analysis and Improvement Measures. After analyzing traffic circulation, pedestrian movements and transit operations in the area, the project team developed potential improvement measures that can be considered in the near-term to mid-term to address the operational and physical deficiencies of the project study area. These measures also vary in terms of implementation cost, approval time, right-of-way issues, and possible construction impacts. Caltrans operates the traffic signals at the ramp intersections while SFMTA operates traffic signals at the San Jose Avenue intersection to the east and the Howth Street intersection to the west. Any improvement implementation would need to be closely coordinated with both Caltrans and SFMTA.

A near-term improvement measure is modifying the signal phasing and timing at both Geneva ramp intersections. Programming a longer cycle time will increase the share of effective green-light time and enable more throughput to clear the northbound off-ramp and reduce queue lengths backing up to the mainline. However, this also needs



to be balanced with Geneva Avenue traffic flow and Muni bus performance as well as pedestrian safety. Modifying the traffic configuration to clear the Geneva Avenue overcrossing traffic and then simultaneously enacting a green-light phase for both northbound and southbound off-ramps traffic may be more promising in terms of efficiency, while accommodating pedestrian movements. Modifying the left-turn signal to I-280 southbound on-ramp from a leading left to a lagging left can also correct a pedestrian crossing conflict at that location. These signal timing changes were piloted with good initial results¹ and will continue to be refined by Caltrans and SFMTA.

A mid-term implementation recommended measure is upgrading the existing ramp intersections traffic signal system to add longer mast arms on existing mast arm poles for improved visibility, improve lighting levels particularly at night, and installing vehicle detection equipment to adjust traffic signals to vehicle demand. New traffic signals may include adaptive signals, elements of Intelligent Transportation Systems (ITS), and new traffic controller that adjusts the phase times to respond to road user demand. The project team also received input from the Transportation Authority's Community Advisory Committee (CAC) at its March 27 meeting to consider adding additional pedestrian safety improvements such as 'no-turn on red' signs at the right turn lanes onto I-280 on-ramps. The Transportation Authority's Vision Zero Ramps Phase 3 Study can study these ideas further. The project team, in cooperation with SFMTA and SFPUC, would also look into expanding the mid-term traffic signal recommendation to include new signage, reflective backplates on traffic signals, and curb extensions to slow traffic turning right to on- and off-ramps where possible. SFPUC will also perform a photometric study as part of the street light upgrades. These mid-term recommended measures would require the project team to initiate a Caltrans project study report to further scope the project and environmentally clear and approve the measures. A detailed design process, cost estimates and construction would follow.

¹ The project team, with the assistance of Caltrans and SFMTA, was able to implement near-term signal phasing and timing changes along Geneva Avenue in August and November 2023. Based on the results, it appears that the traffic signal and phasing changes implemented were successful in improving the capacity of the I-280 northbound off-ramp. The overall traffic circulation and safety appear to improve with smoother traffic flows, shorter ramp queues and the pedestrian crossing conflict at the southbound on-ramp was addressed.



A second mid-term recommendation is to conduct a queue spillback study to improve safety at the northbound Geneva off-ramp/freeway queue. This study would explore the feasibility of lengthening the off-ramp lane and/or straightening it to improve visibility for approaching motorists. Other potential strategies include driver information systems and advance warning signage to notify motorists of queues ahead and conveying messages about reducing speed. As noted above, the study would require collaboration with Caltrans.

Recommendations. The study has 3 main recommendations. A near-term recommendation to modify the traffic signal phasing and timing to improve traffic circulation and safety has been piloted and is undergoing refinement. In the mid-term, the study recommends modernizing the traffic signal system to replace the existing aging system as it reaches the end of its life cycle and to upgrade lighting and potentially add adaptive signaling capabilities and other pedestrian safety measures. A final mid-term recommendation is to initiate a queue spillback study to improve safety of the off-ramp and I-280 mainline. These mid-term measures will also include close cooperation with City departments, including SFMTA and San Francisco Public Works, as well as Caltrans on program funding and project approvals.

Community Advisory Committee (CAC) Input: The project team presented the report to the CAC at its March 27, 2024, meeting. CAC members engaged in a lengthy discussion focusing on pedestrian safety such as vehicles not yielding to pedestrians, safety perceptions at night, and bicyclists' safety along Geneva Avenue. CAC members requested additional pedestrian safety improvements along Geneva Avenue and not just the northbound off-ramp. These improvements included additional 'no turn on red' signs, better street lighting, prioritizing pedestrian safety, larger capital improvements, and improving nearby off-ramps such as southbound Ocean Avenue off-ramp.

Ultimately, the CAC adopted a motion of support to amend the staff recommendation to approve only the near-term recommendations, request to expedite the Vision Zero Ramps Phase 3 Study, and request that the Transportation Authority prioritize pedestrian safety.

In response to CAC feedback, the project team worked with the Vision Zero Ramps Phase 3 project team and conducted additional analysis to identify safety improvements for incorporation into the mid-term design. Safety improvements include curb extensions at on-ramps to slow vehicle speed while balancing truck turns, improved street lighting with a new photometric study by SFPUC, improving sight



lines, landscape changes, improving traffic signals, leading pedestrian intervals for crosswalks, reflective border backplates for traffic signals, additional yield to pedestrians and ‘no right turn on red’ signs to on-ramps. These improvements can be included in a potential new traffic signal upgrade project.

Implementation Strategy. The table below shows the planning level cost estimate and potential funding sources for the recommended improvement measures. The Board approved programming of \$500,000 in Prop L funds to implement recommendations to this study as part of the Vision Zero Ramps 5-Year Prioritization Program.

Improvement Measures	Estimated Cost	Potential Funding Sources
Near-term signal timing and phase changes	Completed as part of feasibility study	N/A
Mid-term traffic signal upgrades and pedestrian and lighting improvements	\$4 -\$5.5 million	<ul style="list-style-type: none"> - Caltrans State Highway Operation and Protection Program (SHOPP) - SB 1 Local Partnership Program formula - California Highway Safety Improvement Program (HSIP) - California Office of Traffic Safety (OTS) - Prop L, Prop AA - SFPUC
Mid-term queue spillback study	\$150,000-\$250,000	

FINANCIAL IMPACT

There is no impact on the agency’s adopted budget associated with the recommended action. Allocation or appropriation of funds to implement recommendations would be subject to future action by the Board.

CAC POSITION

The CAC considered this item at its March 27, 2024 meeting and adopted a motion of support which differed from the staff recommendation. See Discussion section above for details on the CAC discussion and action and on the staff response to CAC input.



SUPPLEMENTAL MATERIALS

- Attachment 1 - I-280 Northbound Geneva Avenue Off-Ramp Study
- Attachment 2 - Resolution

I-2 Northbound Geneva Avenue Off-Ramp Study



Acknowledgments

PROJECT TEAM

San Francisco County Transportation Authority

Carl Holmes, Deputy Director for Capital Projects
 Yana Waldman, Assistant Deputy Director for Capital Projects
 Mike Tan, Senior Engineer

San Francisco Municipal Transportation Agency

Manito Velasco, Senior Engineer

California Department of Transportation (Caltrans)

Min Y Lee, Branch Chief for Transportation Management System Support
 Elizabeth Pham, Transportation Engineer, Electrical
 Sonjia Duong, Transportation Engineer, Electrical

Parametrix

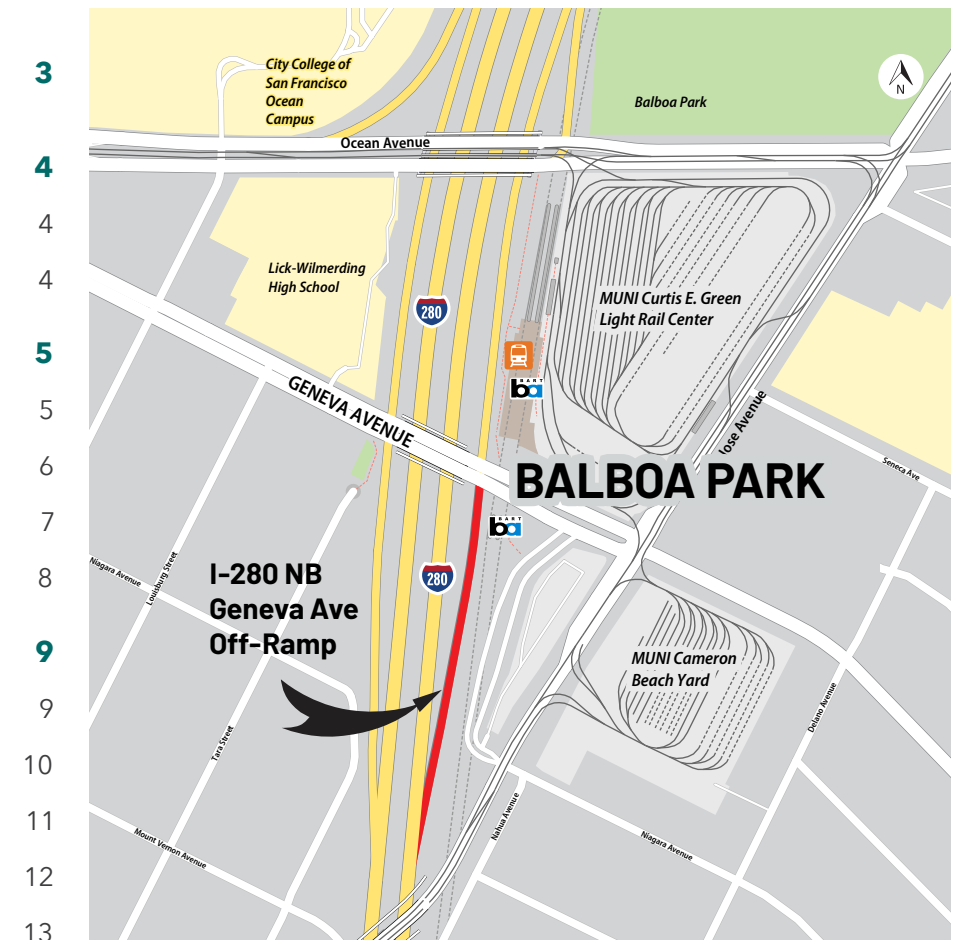
David Parisi, Principal
 Andrew Lee, Managing Consultant
 Maclean Grosel, Consultant
 Jeremy Thornton, Graphic Design

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Project Location Map

Map data from OpenStreetMap.



Project Vicinity Map



1. Introduction

Geneva Avenue is one of the Balboa Park neighborhood's principal east-west transportation corridors and the Balboa Park Station area is a major transportation hub for the City and County of San Francisco. The objective of this study was to find opportunities to improve multimodal safety and address vehicle queuing at the I-280 northbound off-ramp at Geneva Avenue, inclusive of the ramp intersections and freeway mainline, while maintaining essential transit and pedestrian movements in the area. This study was requested by District 11 Board member Ahsha Safai.

The combined BART/Muni Balboa Park Station is one of the busiest transit facilities in San Francisco and region. Intermodal facilities in this area include the Balboa Park BART station, the Muni Curtis E. Green light rail station (Green Yard), the Muni Cameron Beach Yard, several Muni bus lines, and the I-280 interchange. The station area experiences a high number of passenger drop-offs and pick-ups because of close proximity to the I-280 freeway. City College of San Francisco and Lick Wilmerding High School are two major trip attractors in the area and the Kapuso housing project just opened at the Balboa Park Station Upper Yard site.

Issues that should be addressed, as expressed by the community and discovered during this study, include:

- 1 I-280 northbound ramp queuing extending back onto mainline I-280 and related collisions.
- 2 Congested conditions and aggressive driver behavior at ramp intersections and their adverse effect on pedestrian safety.
- 3 Passenger drop-off and pick-up in prohibited locations, e.g., the freeway ramp shoulder and at bus stop areas.
- 4 Limited sight distance for motorists
- 5 Limited vehicle storage capacity as a result of terrain and high density location
- 6 Need for better coordination between Caltrans and local traffic signals

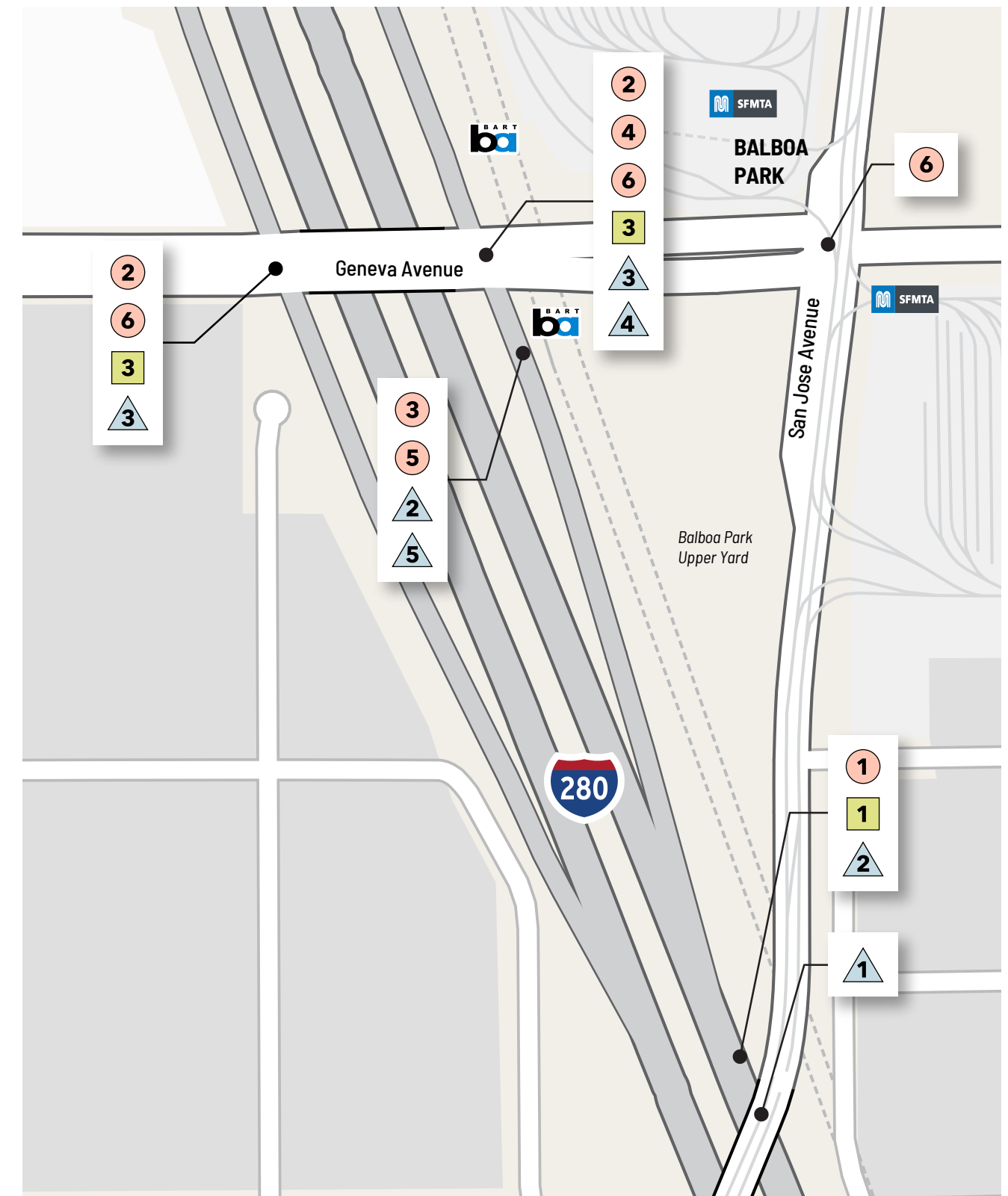
The desired outcomes of this study include:

- 1 Traffic operations and efficiency, including reducing ramp queuing and queue spillback on to US101 mainline.
- 2 Traffic safety, including reducing collisions at I-280 mainline.
- 3 Enhance pedestrian safety.

The primary physical and capital constraints in this area are:

- 1 The I-280 northbound mainline is width constrained by the San Jose Avenue overcrossing.
- 2 The northbound off-ramp to Geneva Avenue is constrained to the east by the BART station.
- 3 Existing traffic signal operations are limited by the existing equipment and need to coordinate with light rail vehicle movements at the Geneva Avenue - San Jose Avenue intersection.
- 4 The current design provides a single lane allowed to right turn to east-bound (EB) Geneva. SFMTA indicates that dual right turns lanes are discouraged at crosswalks. The non-perpendicular intersection alignment also makes potential dual right turns challenging.
- 5 The area does not have pick up/drop off areas for BART/Muni station near the freeway ramps.

Figure 1. Project Study Area Issues, Objectives and Constraints.



Map data from OpenStreetMap.

2. Background

2.1 PRIOR STUDIES

The following reports concerning the project study area have been completed in the last 10 years.

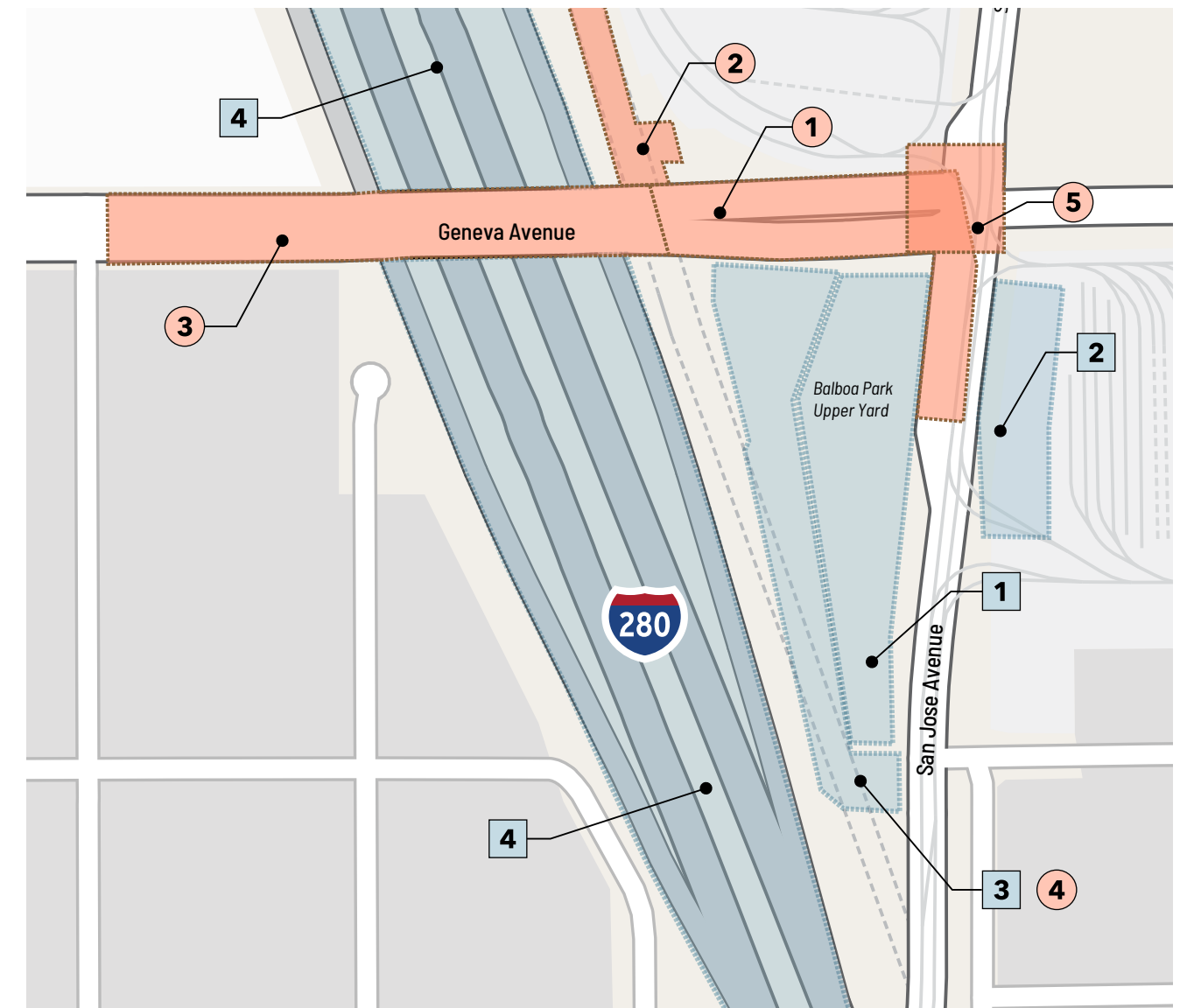
- 1 **The Balboa Park Station Capacity and Conceptual Engineering Study (October 2012)** developed designs for M Line boarding improvements and the reconfiguration of Geneva Avenue, in front of Balboa Park Station. These improvements included new directional curb ramps at all four corners and a realigned east crosswalk and pedestrian refuge, which were completed in 2016.
- 2 **The Balboa Park Circulation Study (April 2014)** evaluated multimodal transportation circulation in the Muni and BART Station Area and explored ways to improve freeway access, passenger loading areas and transit access. The study developed a concept that would close the northbound on-ramp from Geneva Avenue and replace it with a new northbound frontage road and BART kiss and ride area on the east side of I-280 between Geneva Avenue to Ocean Avenue. This concept is not currently an active project.
- 3 **The Ocean and Geneva Corridor Design Plan (March 2015)** developed a framework for public realm improvements along the Ocean Avenue corridor and a portion of Geneva Avenue.
- 4 **The Balboa Park Station Modernization Kiss-and-Ride Study (March 2017)** was developed by BART in parallel with the adjacent Kapuso housing project and BART Station Modernization projects. This concept developed in this study constructs a plaza fronting Geneva Avenue and moves the BART Patron/Passenger loading area to a cul de sac loop accessed from San Jose Avenue and Niagara Avenue; the project is currently under construction.
- 5 **The Geneva Avenue - San Jose Avenue Intersection Study (2020)** prepared conceptual designs for transit stop improvements at the San Jose Avenue - Niagara Avenue intersection to improve Muni M Line access. The study noted that the Geneva Avenue/San Jose Avenue intersection traffic signal is one of the more complicated signals in the City, serving multiple light rail vehicle (LRV) train movements and heavy pedestrian, bus and private vehicle traffic. SFMTA staff noted that many possible enhancements have been completed; further enhancements would require major equipment reconfiguration that would impact transit facilities. Staff noted that the Geneva Avenue/San Jose Avenue intersection does not fit the criteria for a pedestrian scramble phase due to the LRV movements through the intersection.

2.2 CONCURRENT PROJECTS

The Balboa Park station area has several projects in various stages of development.

- 1 **The Mayor's Office of Housing and Community Development's (MOHCD) Kapuso housing project** completed construction and resulted in 131 units.
- 2 **The San Francisco Recreation and Parks Department** completed Geneva Car Barn & Powerhouse Phase I Improvements.
- 3 **BART** completed patron drop-off loop to create a new plaza (see Balboa Park Station Modernization Kiss-and-Ride Study). Subject to available funding, BART has plans to modernize and renovate the existing elevator at the station.
- 4 **Caltrans's State Highway Operation and Protection Program (SHOPP)** has programmed \$105M for pavement repair and roadside safety projects on I-280 (EA #oQ120). The project initiated in March 2020, is scheduled for design through late 2023, and would initiate construction in mid-2024.
- 5 **The San Francisco Municipal Transportation Agency's Muni Forward** will improve M-line transit and safety between Junipero Serra Blvd and Balboa Park Station.

Figure 2. Project Study Area Issues, Objectives and Constraints. Map data from OpenStreetMap.



3. Existing Conditions & Issues

Geneva Avenue experiences heavy traffic congestion, and the congestion negatively impacts automobile movements, Muni bus operations, bicycle travel, and pedestrian activity. Occasionally congestion on Geneva Avenue results in backups on the NB off-ramp that extend back onto the freeway mainline. Due to the hilly topography adjacent to Geneva Avenue, it is the only primary east-west corridor in the region with few alternatives for parallel travel.

3.1 MULTIMODAL TRAFFIC DEMAND

Weekday AM and PM peak hour traffic counts were taken on December 1st and 2nd of 2021. The volumes shown in Figure 3 and Table 1 are the two-day averages. On average, approximately 13 cars arrive at the northbound off-ramp every minute or 20 vehicles arrive every 90-second signal cycle. Vehicle traffic tends to be heavier approaching the ramp intersections from the east, along westbound Geneva Avenue. The crosswalks are busier along the south side of Geneva in the morning and busier crossing Geneva at the Balboa Park station area in the afternoon.

Traffic volumes and traffic patterns appear to show lingering effects from the COVID-19 pandemic, particularly revolving around commute traffic and school trips, which may not be consistent over the long term. In comparison to 2017 counts at the San Jose Ave intersection, the 2021 traffic volumes recorded a higher amount of traffic westbound on Geneva, slightly less eastbound traffic, and slightly less northbound off-ramp traffic. There are also several Muni routes that are not active due to the pandemic.

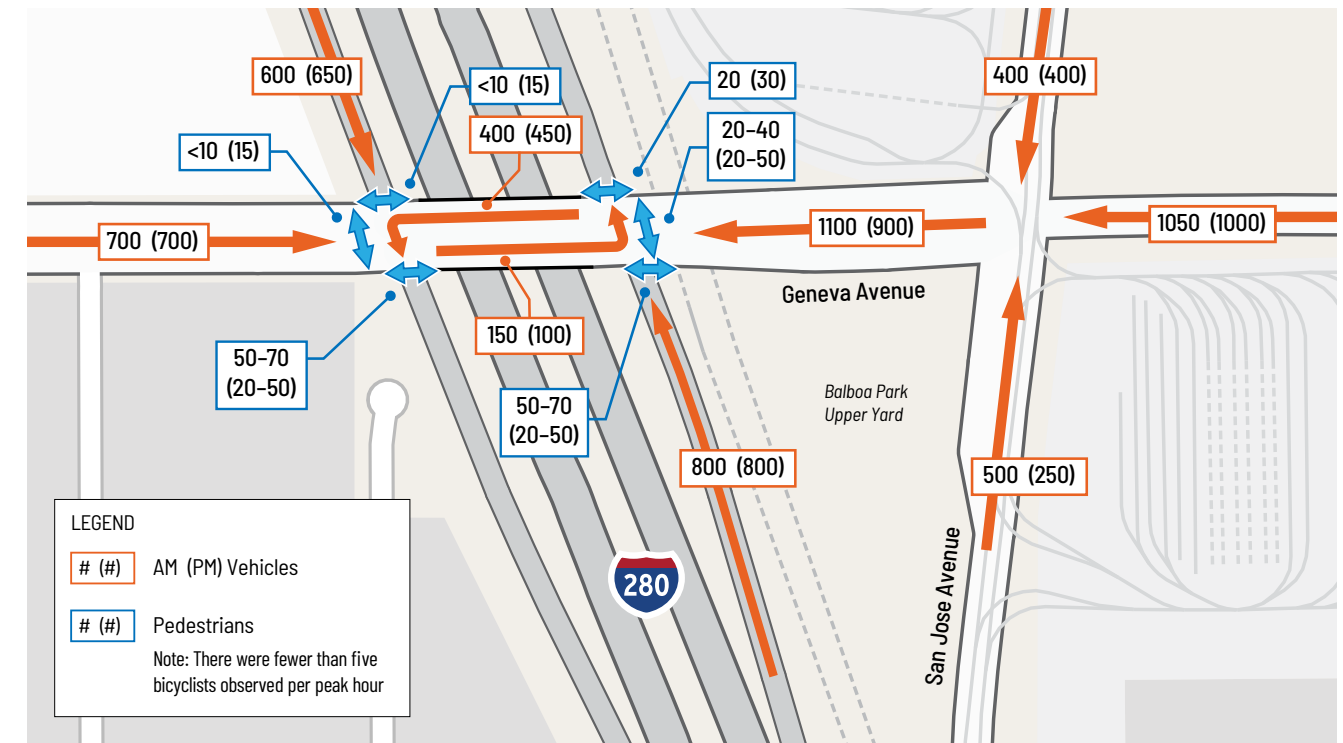
Based on the combined Muni bus frequency, (Table 2 and Figure 4) there is currently one bus every two to four minutes in each direction on average. The M Line Light Rail Transit (LRT) route passes through the Geneva Avenue / San Jose Avenue while the J and KT lines serve stops within the Green Yard. Trains serving other routes also move between yards for maintenance and storage purposes and enter/exit the yard at the beginning/end of service.

Table 1. Nov/Dec. 2021 Two-Day Average Peak Hour Counts

I-280 SB RAMPS / GENEVA AVENUE			I-280 NB RAMPS / GENEVA AVENUE		
MOVEMENT	VEHICLES	AVG VEH / CYCLE	MOVEMENT	VEHICLES	AVG VEH / CYCLE
AM Peak Hour					
EBT	339	8.5	EBL	168	4.2
EBR	395	9.9	EBT	515	12.9
WBL	421	10.5	WBT	694	17.4
WBT	662	16.6	WBR	363	9.1
SBL	345	8.6	NBL	394	9.9
SBR	283	7.1	NBR	429	10.7
PM Peak Hour					
EBT	380	9.5	EBL	84	2.1
EBR	330	8.3	EBT	707	17.7
WBL	438	11.0	WBT	650	16.3
WBT	575	14.4	WBR	283	7.1
SBL	435	10.9	NBL	367	9.2
SBR	224	5.6	NBR	459	11.5

Note: Volumes do not balance between ramp intersections due to residual queues. | 2021 Signal Cycles = 90s

Figure 3. Project Study Area Multimodal Traffic Counts: Geneva & I-280 Ramps, 2-day peak hour counts in Nov./Dec. 2021.



Map data from OpenStreetMap.

Table 2. Weekday Muni Service Frequencies

ROUTE	SERVICE FREQUENCIES (MINS)		
	MORNING	MIDDAY	EVENING
Geneva Avenue Routes			
8 Bayshore	8	8	12
8BX Bayshore Exp.	8	--	8
43 Masonic	12	12	15
54 Felton	20	20	30
LRT Routes			
J*	15	15	17
KT*	10	10	15
M**	10	10	15

Figure 4. Muni Service Map, Balboa Park Station Area



* J and KT routes do not require LRT preemption through the Geneva / San Jose intersection but do travel along San Jose Avenue into and out of the Green Yard.

** M Line Vehicles require signal preemption at the Geneva / San Jose intersection.

3.2 EXISTING VEHICLE QUEUING OBSERVATIONS

The presence and magnitude of vehicle queuing in the Geneva Avenue / I-280 interchange area reflects the asymmetrical design of the roadway network and the operations of signals and LRT stations.

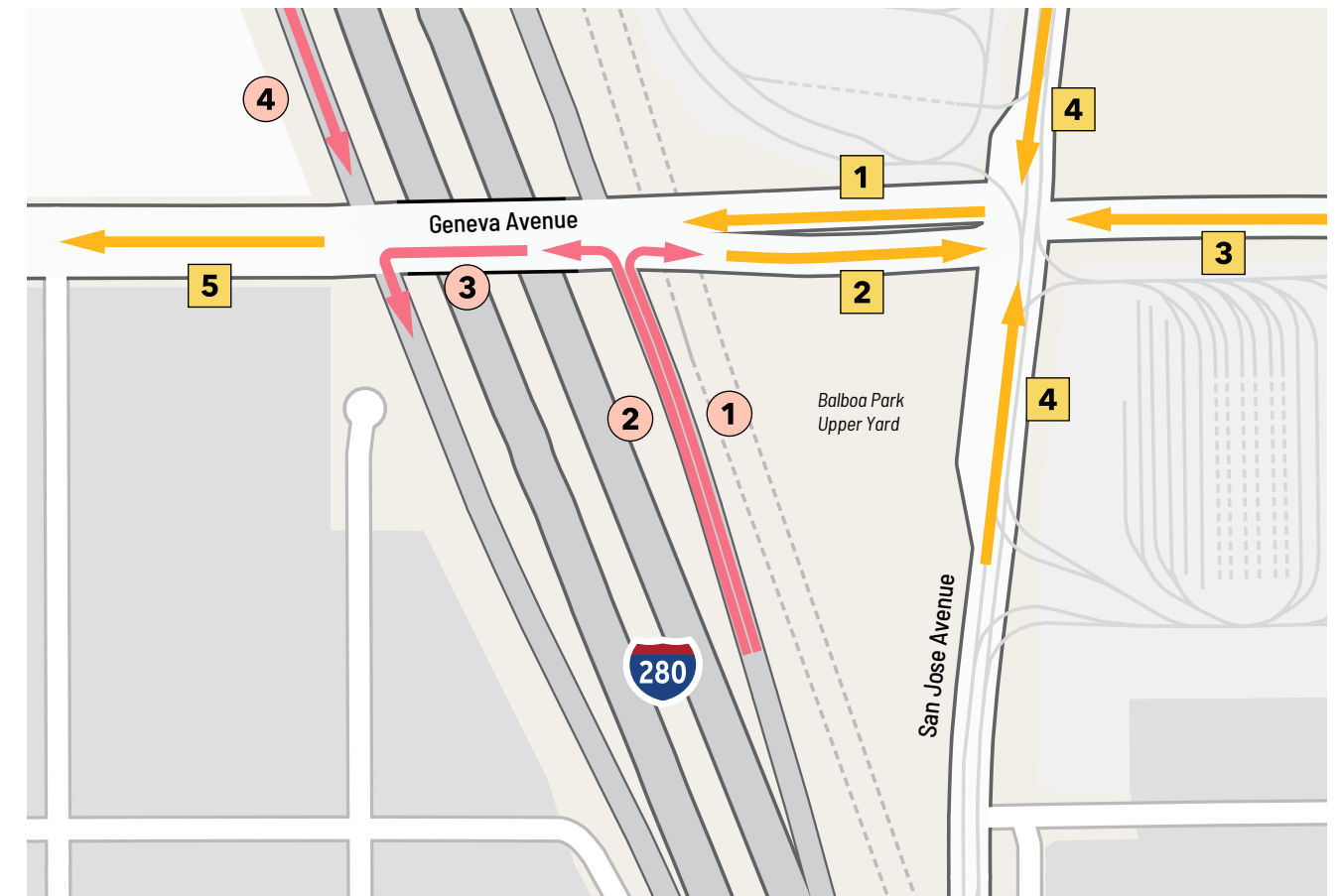
Freeway Queues

- 1 Queues were observed on the northbound off ramp right lane. This queue would reach the mainline I-280 during rush hours and block the rightmost lane, causing slow-downs in adjacent northbound freeway lanes. These queues tended to form after LRT preemption events at the Geneva Avenue / San Jose Avenue intersection and people crossing at the Geneva Avenue / northbound 280 ramp crosswalk (Section 3.3, Geneva Ave / I-280 Northbound Ramps).
- 2 Northbound left-turning vehicles were occasionally blocked by vehicles queued at the westbound left turn lane.
- 3 Queues at the westbound Geneva Ave left turn lane onto the southbound ramp intersection occasionally spill back to the northbound ramp intersection, which delays northbound off ramp left turn traffic. These queues were more frequent with a leading westbound left turn phase at the Geneva Avenue / southbound 280 ramp intersection (Section 3.3, Geneva Ave / I-280 Southbound Ramps).
- 4 Southbound off-ramp queues at Geneva Avenue rarely exceeded the storage capacity because of the longer ramp storage and second exit to Ocean Avenue.

Local Street Queues

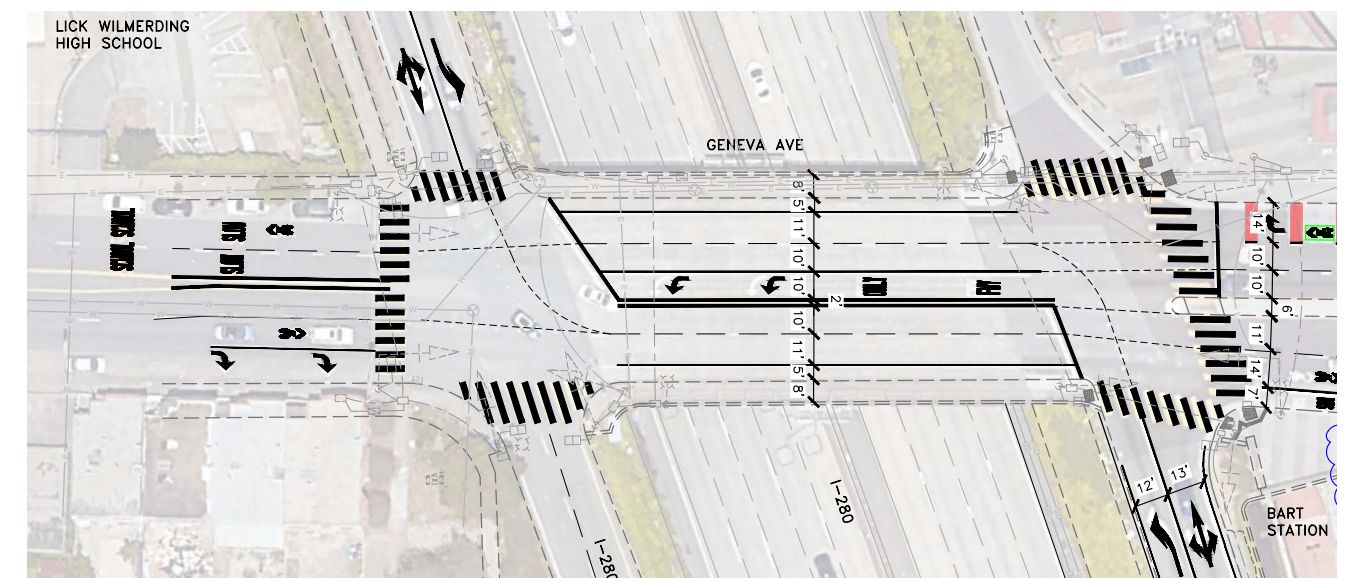
- 1 Queues on Geneva Avenue were more frequent approaching from the east. Westbound queues to enter southbound I-280 frequently extended back to San Jose Avenue. Passenger vehicles queued to enter northbound I-280 frequently conflicted with Muni buses at the right bus-only lane at the northbound ramp intersection.
- 2 Eastbound queues tended to occur following an LRT preemption event at the Geneva Avenue / San Jose Avenue intersection. During peak commute hours, LRT preemption events occurred between four to six times per hour.
- 3 Queues extending back from the Geneva Avenue / San Jose Avenue intersection are primarily a product of spillback queues from the I-280 northbound ramp intersection and, to a lesser extent, LRT preemption events.
- 4 Muni buses are able to bypass some queues on westbound Geneva Avenue using the bus-taxi-only lane. Queues on San Jose Avenue negatively affect Muni LRTs.
- 5 Westbound queues to the west of the I-280 ramps were occasionally observed at the Geneva Avenue / Howth Street intersection and may have been due to pick-up at Lick Wilmerding High School. These queues rarely extended back into the ramp intersections.

Figure 5. Vehicle Queuing Observations.



Map data from OpenStreetMap.

Figure 6. Traffic Striping



Source: Parisi, 2021

3.3 OBSERVED MULTIMODAL CONFLICTS

There are several locations and movements that represent the bulk of the intermodal conflict and safety issues in the Geneva Avenue interchange area.

Geneva Avenue / Southbound I-280 On-Ramp (Figure 7)

There have been community complaints and concerns about the safety of the southern crosswalk across the southbound I-280 on-ramp for pedestrians contending with permissive left and right turns. The safety issues concern the traffic signal operations that are in effect outside of the afternoon commute peak (See Section 4.5).

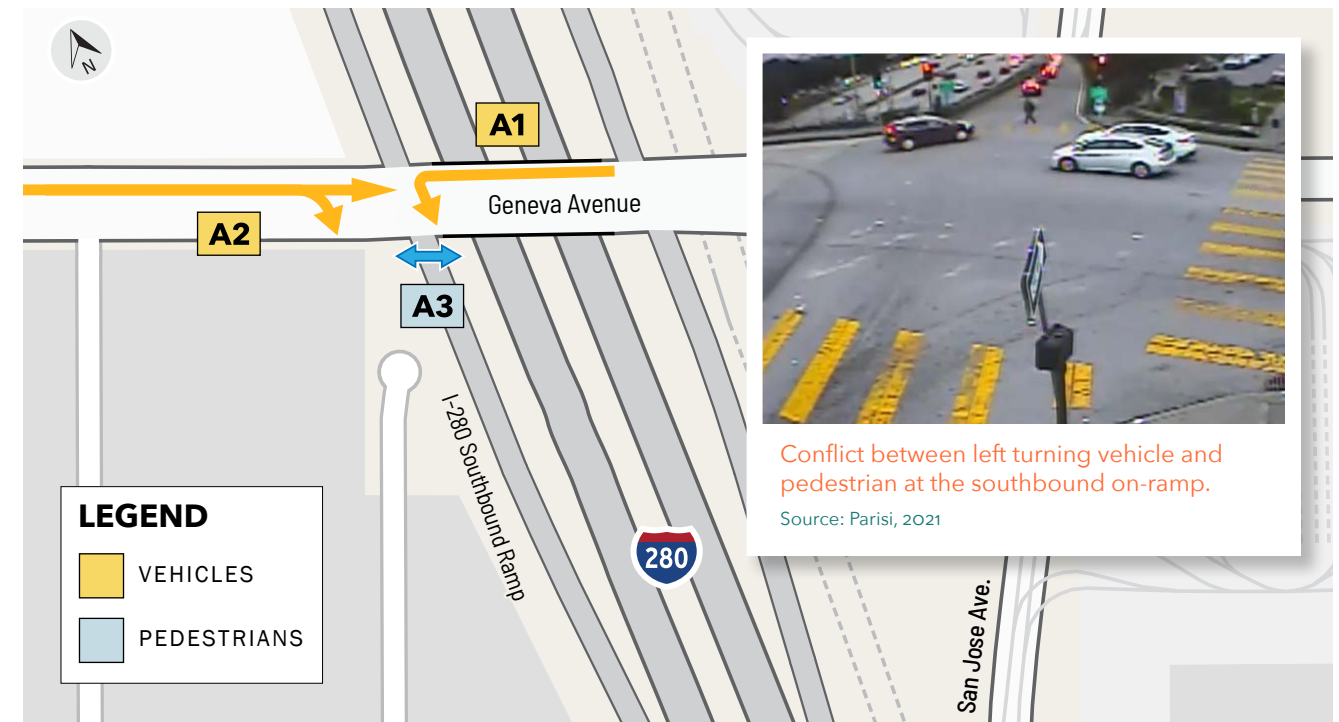
- Westbound left turning drivers [A1] receive a protected left turn (green arrow) phase simultaneous with westbound through traffic. When left turns receive priority before the through movements, this is referred to as a “leading” left turn. When the protected phase terminates, many left turning drivers continue to enter the intersection on the red light, tailgating the left-turning vehicle ahead to prevent eastbound drivers [A2] from initiating their movement.
- Left turning drivers [A1] entering the intersection on red also violate the right of way of pedestrians in the south crosswalk [A3] that have the Walk signal phase that is typically concurrent with eastbound through traffic [A2].
- After the protected left turn (green arrow) ends, westbound left turning drivers [A1] are allowed to make the turn on the permissive (green ball) phase; they are required to yield to eastbound vehicle traffic [A2] and people in the crosswalk [A3]. However, left-turning drivers were observed turning against oncoming traffic and not being aware of pedestrians when initiating the turn.
- Eastbound right turning drivers [A2] were observed failing to yield to pedestrians crossing in the south crosswalk [A3].

Geneva Avenue / Northbound I-280 Ramps & San Jose Avenue (Figure 8)

The right turn queues at the northbound I-280 off-ramp reflect downstream congestion that are associated with or that manifest as several issues:

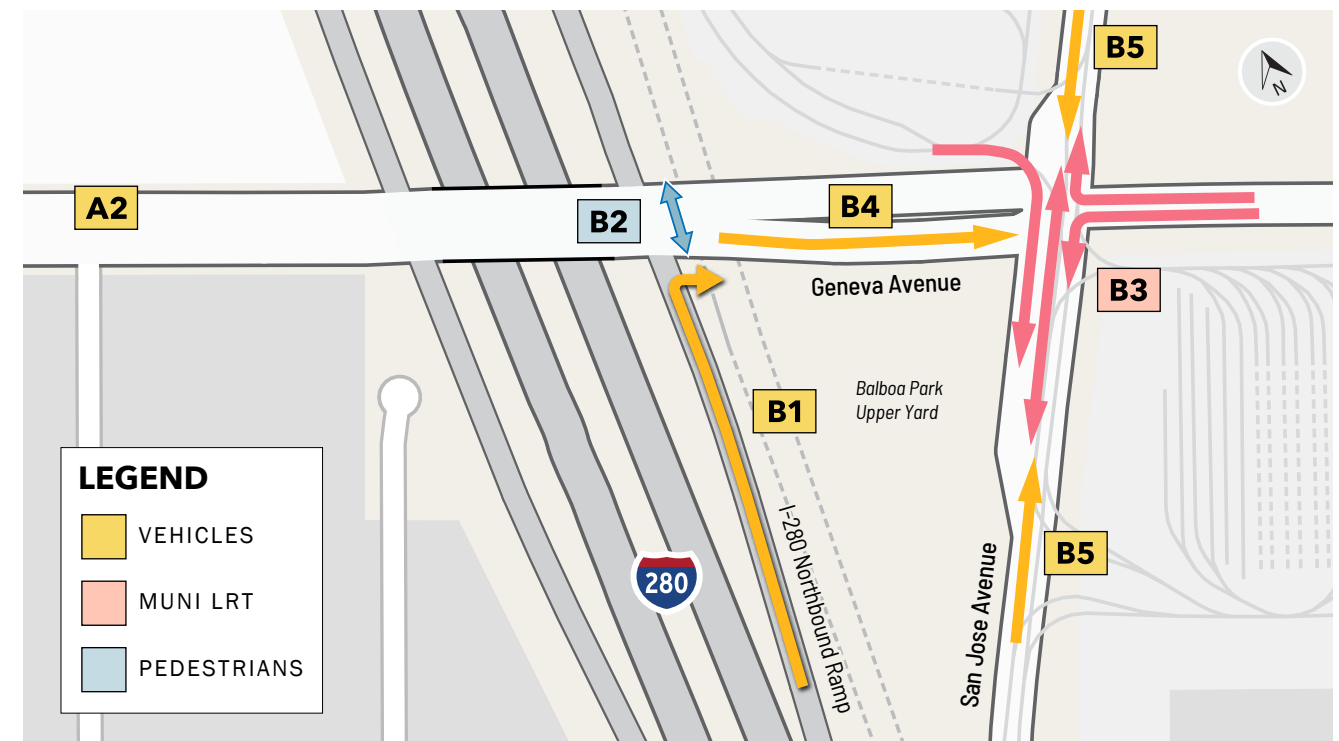
- Approximately 12 drivers can make the right turn [B1] every northbound green phase when there are no people crossing Geneva Avenue [B2] and no downstream congestion; this drops to 8 to 10 cars, and fewer trucks, every phase when there is a person crossing in one direction and even fewer when there are people crossing in both directions. There is usually at least one person on foot crossing Geneva Avenue every other cycle during the commute peak hours.
- Muni LRT preemption events [B3], where all vehicle traffic is stopped, occur 4 to 6 times during the commute peak hour. The LRT preemption typically follows the end of eastbound Geneva Avenue vehicle phase [B4] and lasts around 30 seconds each. LRT preemption is followed by the San Jose Avenue phase [B5], which services several Muni bus and LRT lines.
- Some drivers drop off passengers on the off-ramp [B1] when queued at a red light and then drive back onto northbound I-280 to avoid exiting onto Geneva Avenue. Some drivers drop off passengers on Geneva Avenue at the BART station [B4].

Figure 7. Westbound Left Turns.



Map data from OpenStreetMap.

Figure 8. Northbound Right Turns.



Map data from OpenStreetMap.

3.4 CRASH RECORDS

There were a total of 164 crashes in the project study that were recorded between 2016 and 2021.

Northbound I-280 Crashes

Between 2016 and 2021, there were 120 total northbound I-280 crashes near the Geneva Avenue interchange. Specifically, there were 89 total crashes on northbound I-280 within a quarter mile south of the Geneva Avenue overcrossing (PM R1.4 - R1.65) and 31 crashes associated with the northbound off-ramp.

Among the significant crash factors, there were:

- One fatal crash and 54 injury crashes
- Unsafe speed (58%) and unsafe lane changes (29%) were the main primary collision factors (PCFs).
- Rear-end crashes (66%) and sideswipes (21%) comprised most types of collisions.

The table below summarizes the calculated collisions rates against the statewide average for similar facilities. For both the mainline and ramp, the project study area has a fatal / injury collision rate higher than the statewide average but a total collision rate approximately 10% lower than the statewide average.

Table 3. TASAS Table B Crash Rates (January 1, 2016 – December 31, 2021)

LOCATION	TOTAL NO. OF CRASHES	ACTUAL I-280 RATES (PER MVM)			AVERAGE CALIFORNIA RATES (PER MVM)		
		FATAL	FAT. + INJURY	TOTAL	FATAL	FAT. + INJURY	TOTAL
SF-280-PM R1.4/R1.65 Northbound Mainline	89	0.01	0.46	1.0	0.004	0.35	1.09
Northbound Off-ramp to Geneva Avenue. PM R1.556	31	0.0	0.43	0.96	0.003	0.38	1.04

Source: Caltrans Traffic Accident Surveillance and Analysis System (TASAS), report generated 10/3/2022.

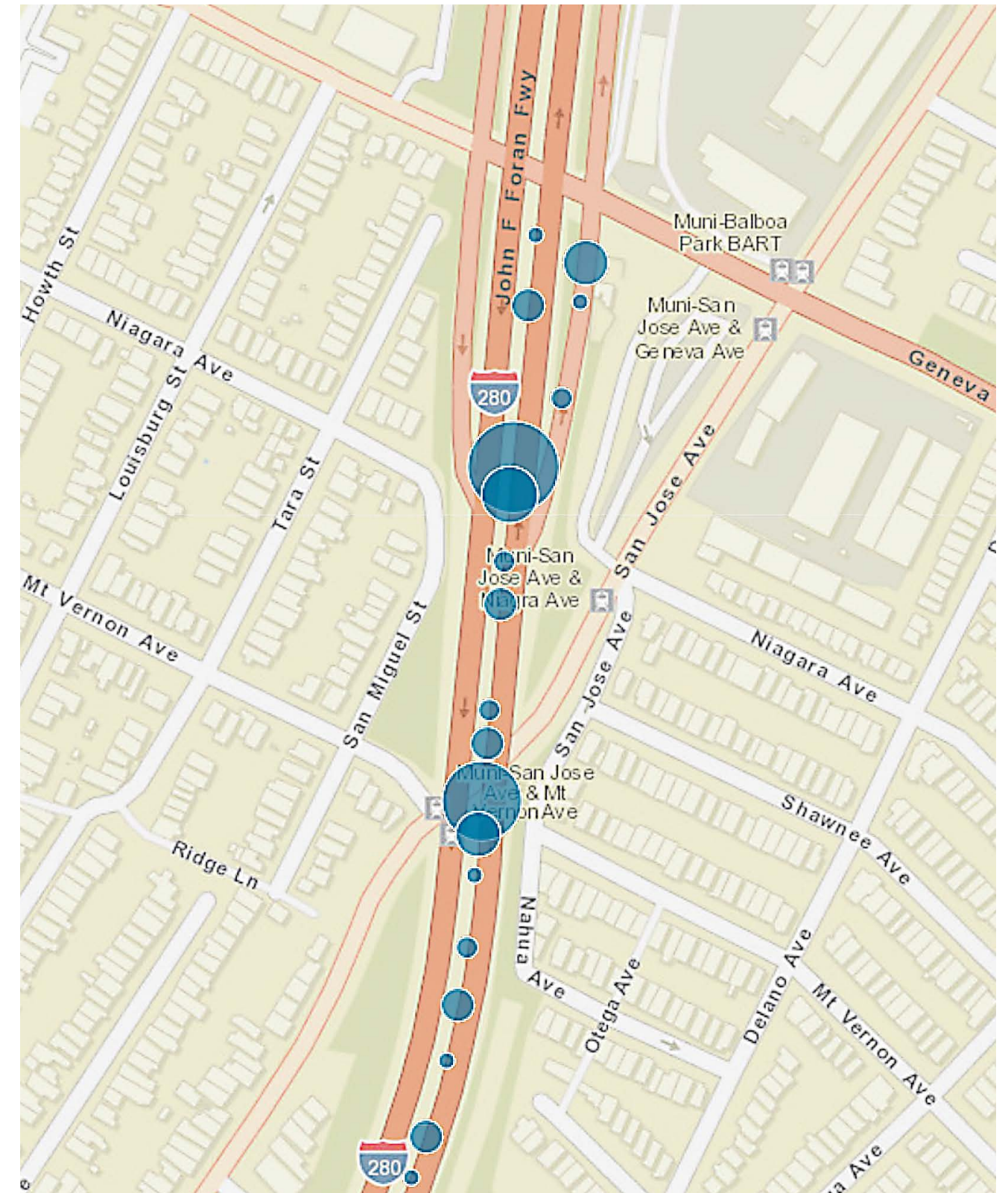
Geneva Avenue Crashes

Between 2016 and 2021, there were 44 crashes in total Geneva Avenue between the I-280 ramp intersections and San Jose Avenue. There were 26 crashes associated with the I-280 ramp intersections and 18 crashes west of or within the San Jose Avenue intersection.

Among the significant crash factors, there were:

- Eleven (11) pedestrian-involved collisions. Nine out of 11 crashes occurred when the pedestrian was in the crosswalk.
- One severe injury, seven visible injury, and 27 complaint of pain crashes.
- Drivers failing to observe traffic signals (34%), driving at an unsafe speed (16%), and failing to observe pedestrian right of way (14%) were the main PCFs.
- Broadside (41%), vehicle-pedestrian (20%), sideswipe (16%) and rear-end (14%) crashes were the most common collision types.

Figure 9. I-280 Northbound Collision Map, 2016 - 2021



Source: UC Berkeley SafeTREC Transportation Injury Mapping System (TIMS)

4. Project Area Deficiencies

This section summarizes some of the existing physical deficiencies leading to the operational and safety issues discussed in the prior section and references to current design standards in the current California Highway Design Manual (CA HDM 2020).

4.1 NORTHBOUND I-280 RAMP-INTERSECTION LAYOUT & CROSS-SECTION

The northbound off-ramp has two lanes, a left turn lane and a shared left-through-right lane. To the right of the off-ramp, a BART station wall is between 5 feet and 7.5 feet away from the curb. To the left of the off-ramp, there is a 5-foot level embankment that transitions into a steep slope down to meet the mainline freeway.

BART tunnels are assumed to run under the off ramp, with BART having a sub-surface easement reaching the middle of the off ramp. Height of cover between the ramp and the tunnels is assumed at minimum 20 feet according to BART standards, with variance along the length of the ramp.

Among the issues identified during this analysis, the existing design is inconsistent with current CA HDM standards for:

Lane & Shoulder Widths

- A** The existing ramp lanes meet the CA HDM boldface standard of 12 feet width (504.3(1)(b)). However, the right and left ramp shoulders are not marked and when accounting for a 12-foot-wide lane, the resulting differences in some sections fall below the typical ramp shoulder width of 4 feet on the left and 8 feet on the right (CA HDM 504.3(1)(c)).

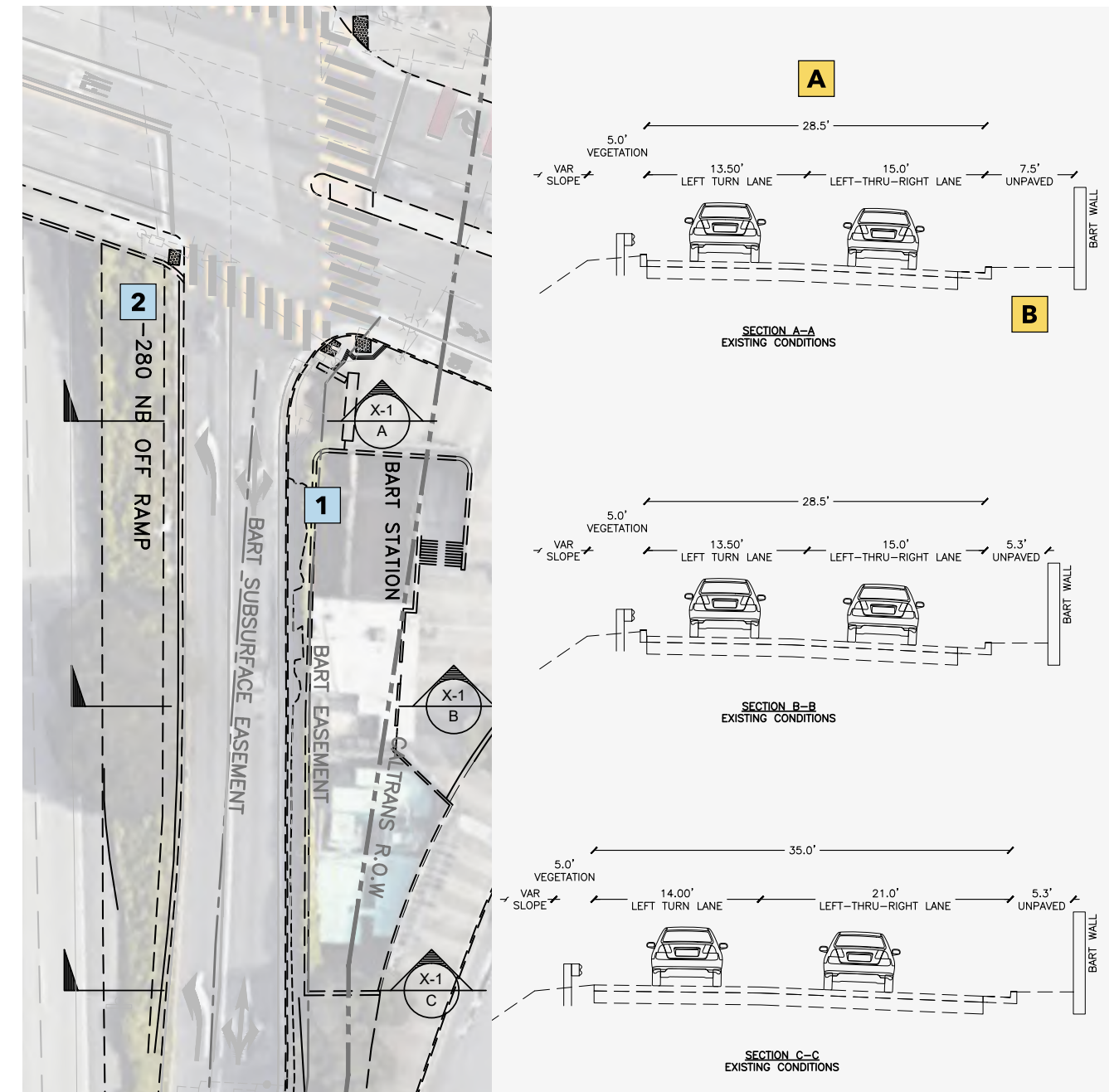
Curbs

- B** Curbs are generally discouraged at freeway ramps, with exceptions granted to provide separations from parallel local roads and to control drainage (504.3.(11)). The existing ramp curbs provide some protection from the crash barrier on the left and the BART station wall on the right.

Operational and behavioral issues associated with the existing design include:

- 1** The unpaved area between the curb and wall is regularly used by motorists dropping passengers off on the ramp.
- 2** The setback of the right lane at the Geneva Avenue approach combined with the bridge railing and overgrown ivy obstructs the visibility between eastbound vehicles and northbound right turning drivers, which reduces the efficiency of NB right turns on red. The SFCTA and SFMTA have reached out to Caltrans for landscape maintenance.

Figure 10. Existing Northbound I-280 Off-Ramp to Geneva Avenue Layout and Cross-Sections



Source: Parisi Transportation Consulting, 2022

4.2 NORTHBOUND I-280 MAINLINE-RAMP LAYOUT

The CA HDM recommends providing two-lane off-ramps when the estimated vehicle demand exceeds 1500 vehicles per hour (Section 504.3(6)). The existing northbound ramp vol is between 800 and 900 vehicles per hour (Figure 3), which suggests that there are design deficiencies and/or downstream impedances (e.g., congestion) that are resulting in the poor performance of the freeway ramp.

Among the issues identified during this analysis, the existing design does not meet the current CA HDM standards. Other ramps in San Francisco on I-280 similarly do not meet the current HDM standard due to the hilly terrain that results in compact designs like at Geneva Avenue.

Ramp Auxiliary Lanes

A According to CA HDM Section 504.3(6), two lane exits should be provided with an auxiliary lane approximately 1,300 feet long. The existing northbound I-280 / Geneva Avenue has no auxiliary lane (Figure 11). Instead, the ramp lanes transition directly into the I-280 northbound mainline lanes beneath the San Jose Avenue overcrossing where there are width and visibility constraints adjacent to the existing bridge abutment/wall.

As shown in Figure 12, CA HDM Figure 504.3K, the auxiliary lane allows for off-ramp queueing on a section parallel to the mainline highway. Drivers are afforded a distance to transition into the auxiliary lane if they wish to exit and traffic on the mainline lanes are able to recognize the queue and slow down to accommodate drivers making lane changes.

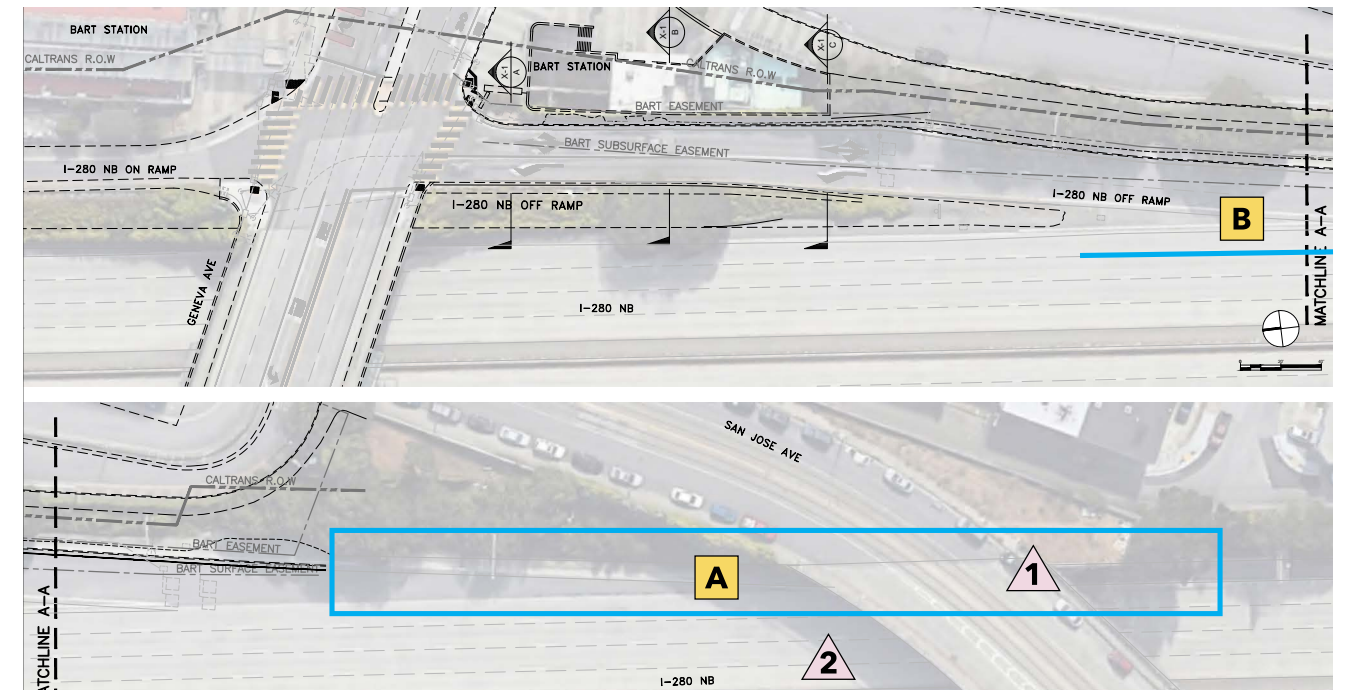
Under existing conditions without the auxiliary lane (Figure 11), the queue would extend directly into the mainline lanes and the likelihood of vehicle crashes would increase due to the abrupt change in vehicle speed and drivers needing to maneuver onto the ramp or away from the queue. The high share of rear-end crashes and sideswipe crashes in the ramp area appears to confirm this hypothesis (Section 3).

Ramp Diverge Length

B According to the CA HDM two-lane off-ramps should provide a paved gore section that is 270' long (Figure 12). The existing I-280 northbound off-ramp's paved gore section is shorter at approximately 180 feet long (Figure 11). Combined with the lack of an auxiliary lane, the short, paved gore section may also increase the likelihood of rear-end crashes and sideswipe crashes.

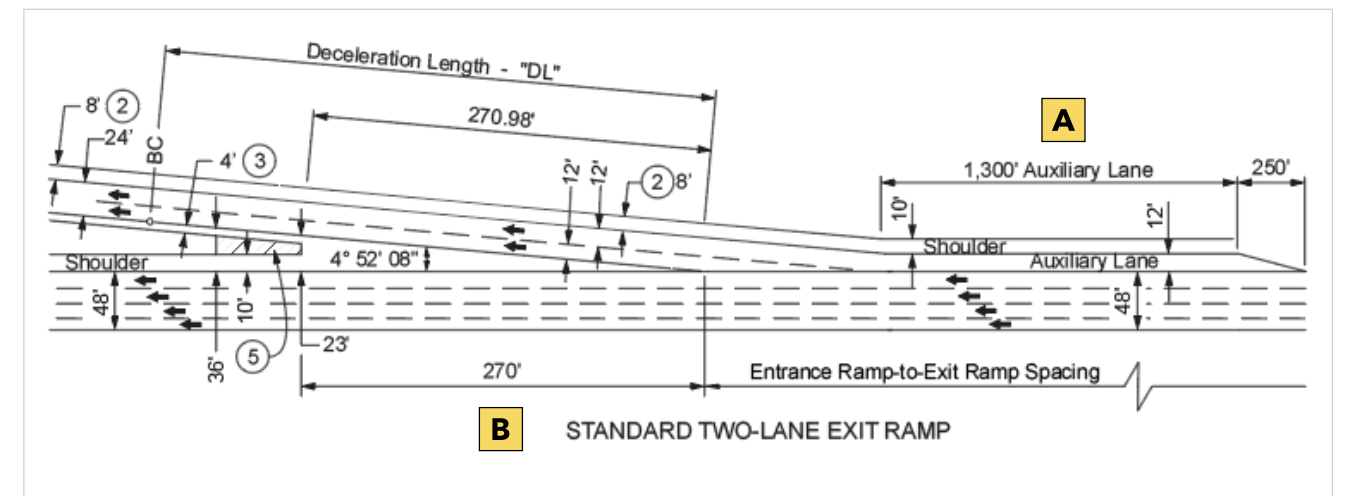
The existing physical constraints to adding an auxiliary lane and / or lengthening or widening the off-ramp are the retaining wall to the east (Figure 11, **A**), which contains the BART tunnel, and the highway barrier to the west (**B**). Narrowing the freeway lanes and shoulders to below the CA HDM standard of 12 feet and 8 feet wide, respectively, would be subject to Caltrans approval of a design exception but may increase the likelihood of sideswipe crashes and crashes into the freeway barrier.

Figure 11. Existing I-280 Northbound / Geneva Avenue Off-Ramp Layout



Source: Parisi Transportation Consulting, 2022

Figure 12. Standard Two-Lane Exit Ramp



Source: California Highway Design Manual (2020) Figure 504.3K.

4.3 RAMP INTERSECTION LAYOUT

The Geneva Avenue bridge was constructed in 1964 alongside the Ocean Avenue and San Jose Avenue bridges. The deck measures 150 feet long and 82 feet wide. Bridge as-built plans indicate existing electrical and water utility lines running along the north side of the bridge and electrical service running across the west side of the bridge (Figure 13).

The intersection striping plan (Figure 14) reflects changes to the intersection geometry made in the last several years.

- A** Prior to 2016, Geneva Avenue was configured with two lanes in each direction. A fifth lane was added in 2016 by restriping narrower lanes to create a dedicated westbound left turn lane onto the southbound I-280 on-ramp. The eastbound Geneva Avenue approach retained the shared through-left lane.
- B** The leftmost westbound Geneva Avenue west of San Jose Avenue leads directly into the left turn lane and tends to experience high traffic demand during commute peak hours.
- C** Striping updates on Geneva Avenue in 2016 included a shared bus-taxi only and vehicle right turn lane for westbound Geneva traffic onto the northbound on-ramp. Drivers making the westbound right turn frequently maneuver around Muni buses stopped at the curbside bus stop.
- D** A pedestrian median refuge across Geneva Avenue and upgraded curb ramps were constructed on all four corners of the northbound ramp intersection in 2016.
- E** Upgraded curb ramps at the southbound ramp intersection have not yet been constructed.
- F** There are marked shoulders but no dedicated bicycle facilities on the Geneva Avenue bridge. There are shared lane markings approaching the Geneva Avenue bridge but very few people were observed riding bicycles in the area.

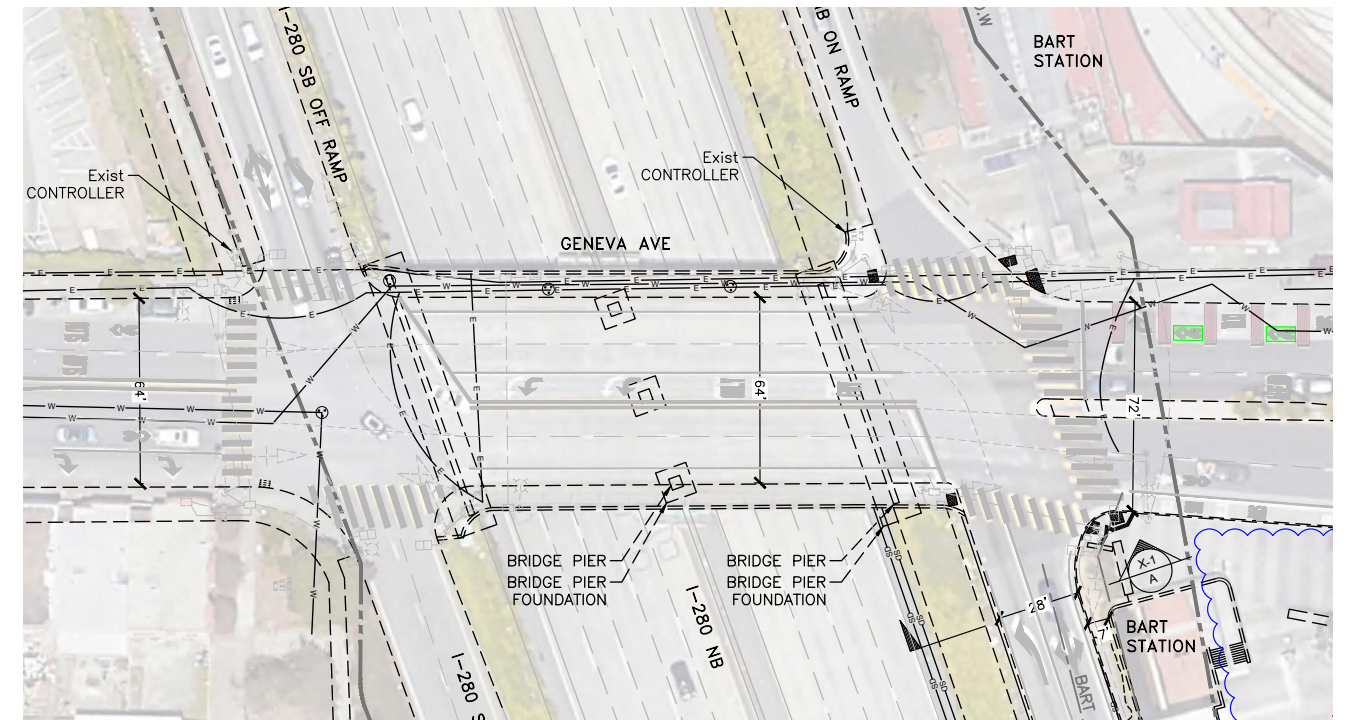
The distance between ramp intersections provides queuing space for between six and eight vehicles per lane. Queues on the bridge most typically occur for the westbound and eastbound left turn movements. When these queues extend back into the ramp intersection, they tend to obstruct left turns from the freeway ramp approaches; this situation can be mitigated by changes to the traffic signal phasing order (see next section 4.4).



Westbound queued vehicles block northbound off-ramp left turns.

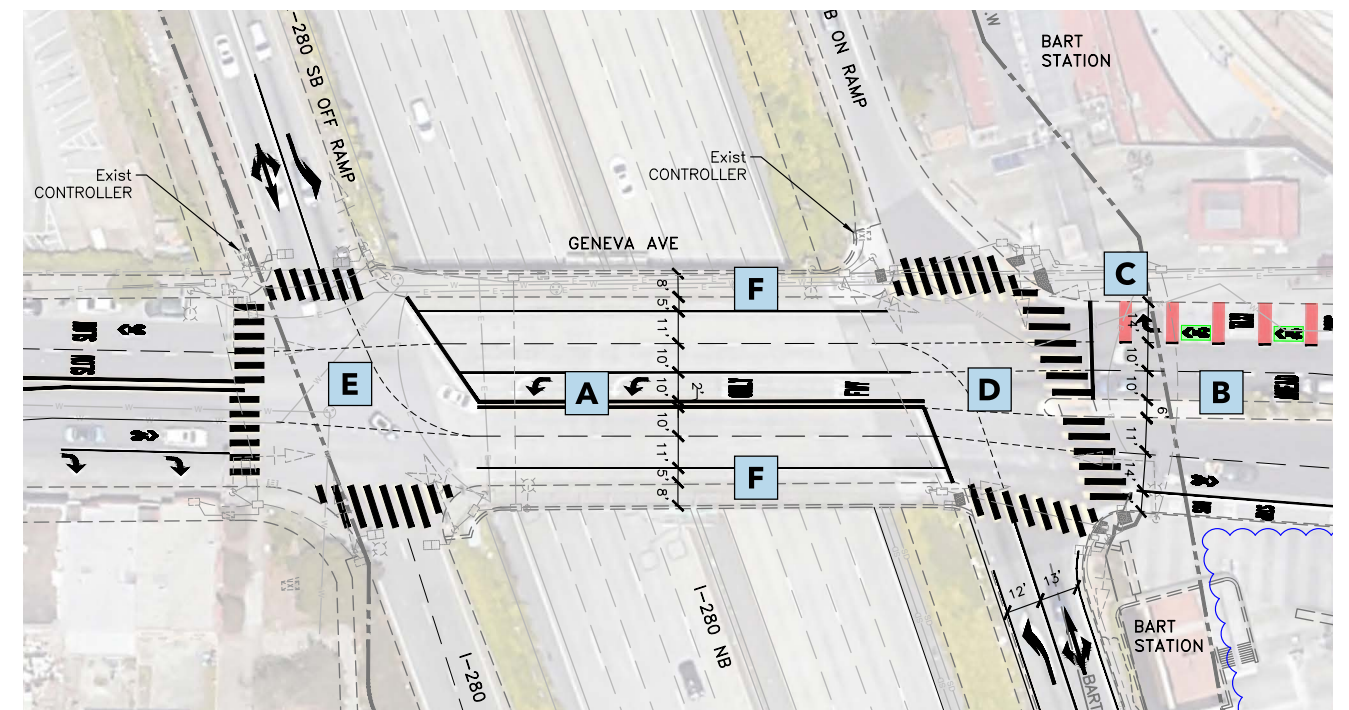
Source: SFCTA: 2021

Figure 13. Existing I-280 / Geneva Avenue Utility Plan



Source: Parisi Transportation Consulting, 2022; Caltrans as-built drawings

Figure 14. Existing I-280 / Geneva Avenue Pavement Delineation Plan



Source: Parisi Transportation Consulting, 2022

4.4 TRAFFIC SIGNAL SYSTEMS

Caltrans operates the existing traffic signal systems at the Geneva Avenue / northbound and southbound ramp intersections. Although they have two separate controllers, the signals are programmed to act as a cohesive system (i.e., the signals are coordinated). The nearby Geneva Avenue / San Jose Avenue intersection is operated by the SFMTA and uses a clock-based time offset to coordinate movements along Geneva Avenue.

The pedestrian signal equipment at the ramp intersections generally meets current design standards. Accessible pedestrian signals (APS) that include audible indicators and tactile push buttons were installed in 2022 at both intersections. The pedestrian signal heads are the standard countdown type.

However, there are several deficiencies at the ramp intersection signals that reduce the system efficiency. Areas where the signal systems fail to meet current design standards include:

A. Poor Signal Visibility

- A1** The left turn signals for westbound Geneva at the southbound ramp intersection and eastbound Geneva at the northbound ramp intersection should be upgraded to new, longer mast arm poles that would position one signal heads over the left turn lane.
- A2** The signals for eastbound Geneva at the southbound ramp intersection and westbound Geneva at the northbound ramp intersection should be upgraded from post-mounted poles to mast arm poles that would position at least one signal head in line with the approach lanes.
- A3** The signals for the I-280 off-ramp approaches should be upgraded to mast arm poles to provide better signal visibility due to the crest vertical curve at the intersection and obstructions by large vehicles.

B. Inadequate Lighting Coverage

Lighting coverage is a function of several factors that include luminaire position, mast arm length, height, and brightness.

- B1** The southbound ramp intersection appears to have adequate lighting coverage with luminaires on each of the four corners and across all three crosswalks.
- B2** The northbound ramp intersection appears to have inadequate lighting coverage with luminaires on only two of the corners and across one crosswalk.

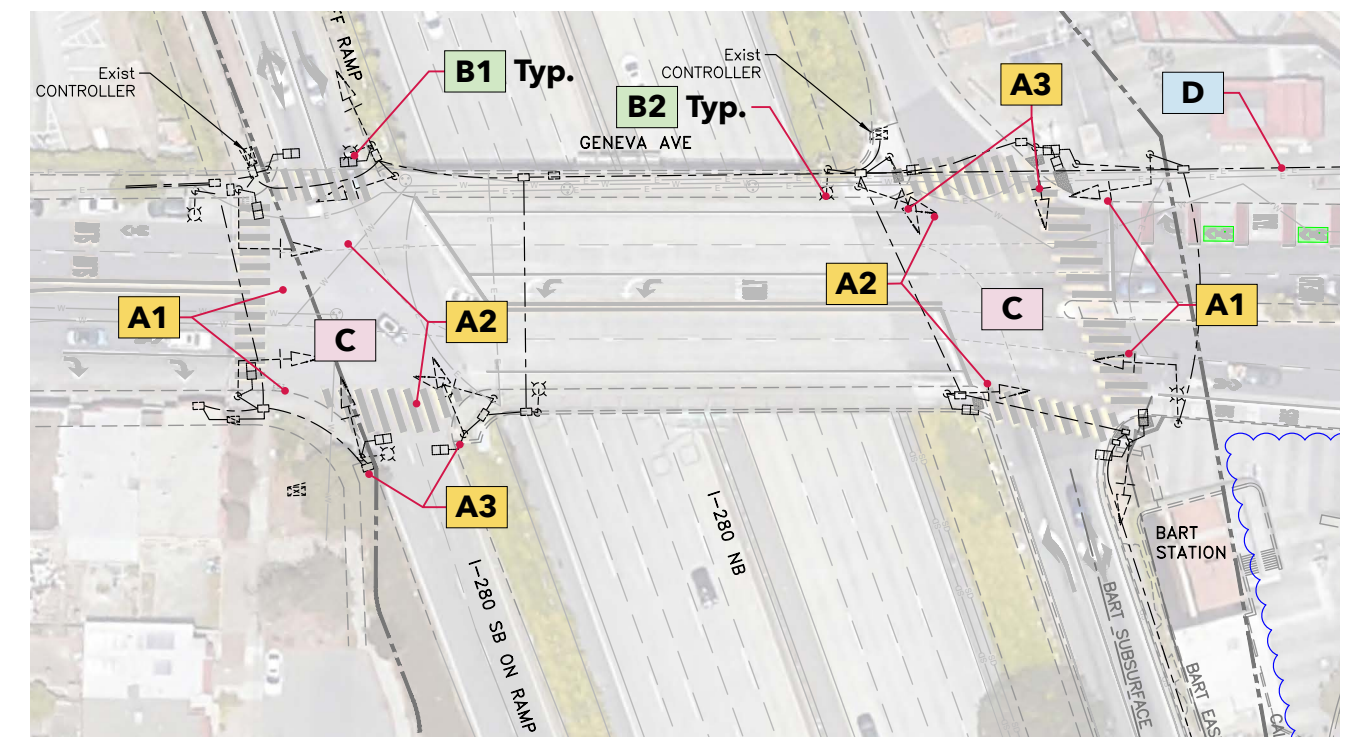
C. Lack of Vehicle Detection Equipment

- C** Both ramp intersection signals operate with pretimed signal timings (i.e., each approach receives a consistent length of green light every cycle), and the pedestrian signal phases are active every signal cycle (i.e., recall). The ramp intersection signal systems do not have active vehicle detection equipment, which are typically video cameras or inductive loops. Inductive loops in the northbound off-ramp lanes do not appear to be active. As such, the traffic signal is unable to reallocate signal time from low-demand movements to higher demand movements, resulting in some instances when there is no traffic passing through the intersection. The traffic demand on Geneva Avenue varies throughout the day and pretimed operations may result in system inefficiency.

D. Lack of Signal Controller Interconnect Equipment

- D** Modern signal controllers have the ability to modify their timings to account for traffic movements between multiple intersections and potential disruptions, e.g., LRT preemptions. A data connection, typically a wired or fiber-optic cable connection, allows for reliable communication, and will help coordinate signals, especially in instances of LRT preemption events. Maintenance responsibility for the interconnect equipment would be subject to a maintenance agreement between the SFMTA and Caltrans.

Figure 15. Existing I-280 / Geneva Avenue Traffic Signal System Plan



Source: Parisi Transportation Consulting, 2022

4.5 TRAFFIC SIGNAL OPERATIONS

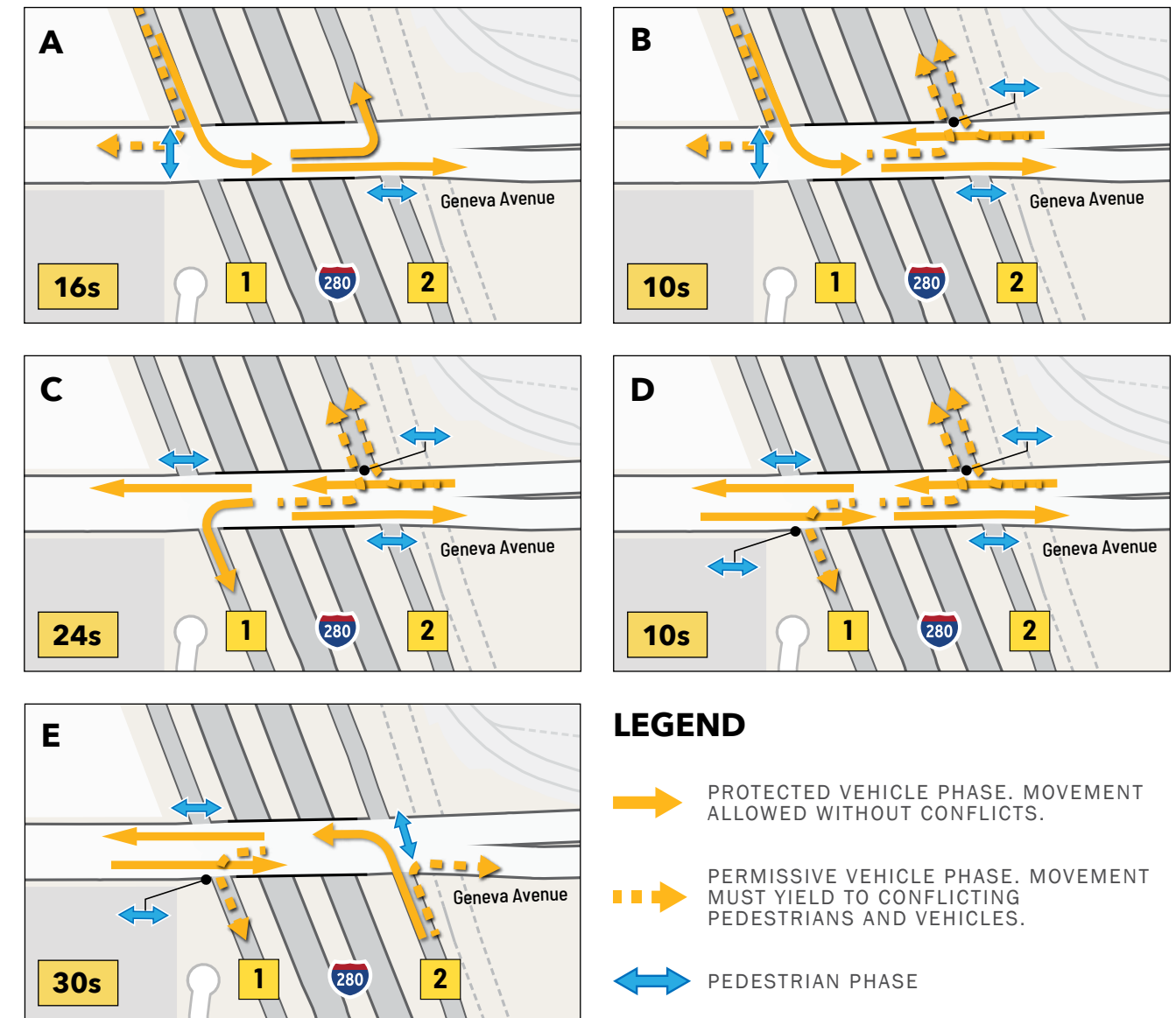
Prior to this study initiating in late 2021, the ramp intersection signals operated with one timing and phasing plan throughout the day. Caltrans has since implemented a modified signal phasing plan for the afternoon commute peak hour to address issues raised by this study. The following section contains a description of each plan and a discussion of the potential deficiencies and opportunities for improvement.

4.5.1 Existing AM, Midday and Off-Peak Signal Phasing Plan

This traffic signal phasing plan is currently in effect outside of the afternoon commute peak. Operational issues associated with this phasing and timing plan are noted in underline.

PH. 1 SOUTHBOUND RAMP INTERSECTION	2 NORTHBOUND RAMP INTERSECTION
A Off-ramp traffic gets the green phase	Eastbound left turn and through traffic gets the green phase.
B Off-ramp traffic continues	Eastbound left turn arrow terminates but is allowed as a permissive turn (green ball). Eastbound through traffic continues. Westbound through traffic gets the green phase.
C Westbound left turn and through traffic gets the green phase.	Eastbound and westbound through traffic continue.
D Westbound left turn arrow terminates but is allowed as a permissive turn (green ball). Westbound through traffic continues. Eastbound through traffic gets the green phase. <u>Westbound left turning traffic often enters on red and violate the pedestrian right of way.</u>	Eastbound and westbound through traffic continue. <u>This phase is too short to offer adequate progression for eastbound traffic to clear both intersections.</u>
E Eastbound and westbound through traffic continue. <u>Residual westbound left turn queues block traffic from the northbound ramp intersection.</u>	Off-ramp traffic gets the green phase. <u>Residual queues at the southbound ramp intersection block northbound left turns.</u>

Figure 16. Non-PM Peak Phasing Plan



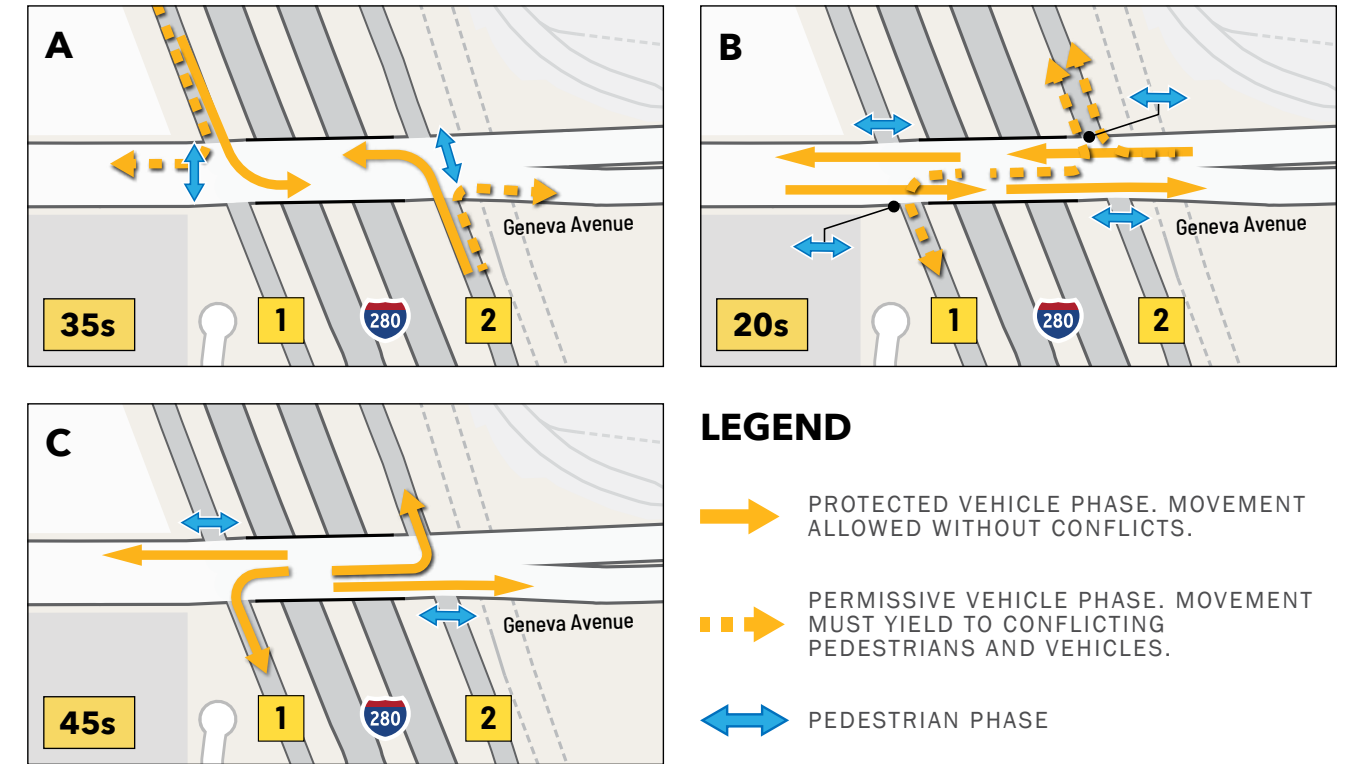
Map data from OpenStreetMap.

4.5.2 Existing PM Commute Peak Hour Signal Phasing Plan

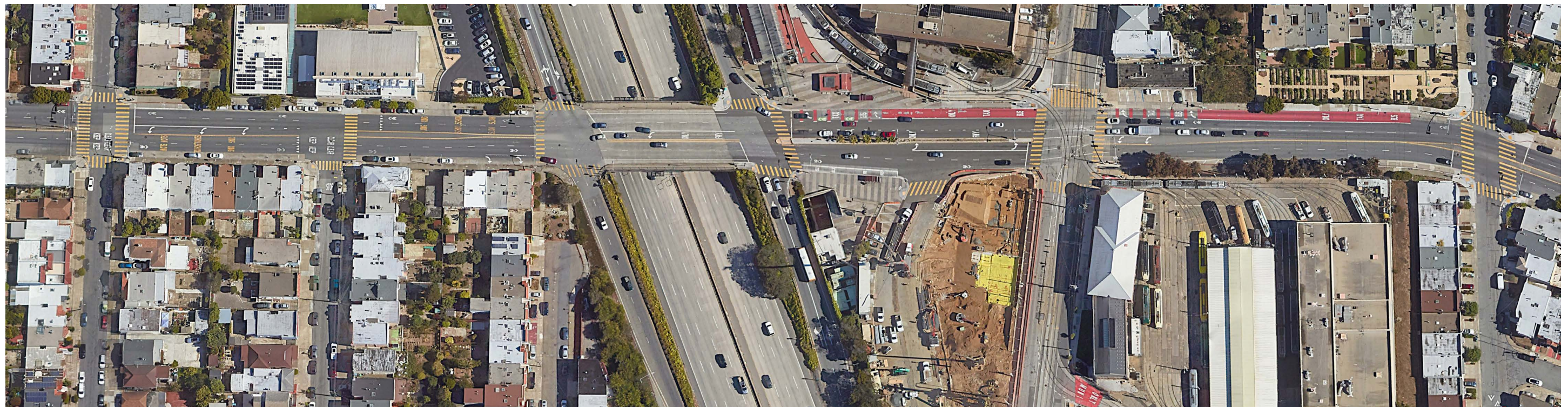
This traffic signal phasing plan was implemented by Caltrans during mid 2022 for the afternoon commute peak to address the intermodal conflict issues raised by this study (3.3). This phasing plan largely mitigates the issues identified for the non-PM peak signal phasing plan (4.5.1), as noted in underline. The project team, including Caltrans and SFMTA, implemented this phasing plan in August 2023 and took new traffic counts. Please see Appendix A for a post-implementation analysis. The new phasing plan improved pedestrian safety by changing a westbound leading left turn to a westbound lagging left turn to fix a pedestrian crossing conflict at the southbound on-ramp intersection.

PH. 1 SOUTHBOUND RAMP INTERSECTION	2 NORTHBOUND RAMP INTERSECTION
<p>A Off-ramp traffic gets the green phase. <u>Vehicles are able to queue in the empty lanes.</u></p>	<p>Off-ramp traffic gets the green phase. <u>Vehicles are able to queue in the empty lanes.</u></p>
<p>B Eastbound and westbound through traffic gets the green phase. Westbound left turns are allowed as a permissive turn (green ball). <u>Vehicles can clear both intersections.</u></p>	<p>Eastbound and westbound through traffic gets the green phase. Eastbound left turns are allowed as a permissive turn (green ball). <u>Vehicles can clear both NB off ramp and SB on ramp intersections.</u></p>
<p>C Westbound left turn and through traffic gets the green phase. <u>Queues between ramp intersections are cleared by the end of the signal phase.</u></p>	<p>Eastbound left turn and through traffic gets the green phase. <u>Queues between ramp intersections are cleared by the end of the signal phase.</u></p>

Figure 17. PM Peak Phasing Plan.



Map data from OpenStreetMap.



Geneva Avenue From Howth Street To Delano Avenue.

Source: Google Earth

5. Potential Improvement Measures

The following section presents near- and mid-term concepts that would address the operational and physical deficiencies of the project study area.

5.1 NEAR-TERM ACTIONS / AREAS FOR FURTHER STUDY

Improvements undertaken by Caltrans since this study's inception are (1) modified signal timing to lagging left on westbound Geneva Ave turn operations during the PM commute peak and (2) an outstanding request for landscape maintenance at the southwest corner of the northbound off-ramp intersection.

Other potential near-term changes under consideration are listed below along with a summary of the concept benefits, tradeoffs, fulfillment of project goals, and status. Near-term actions could be implemented within two years.

5.1.1 Modify the Signal Phasing & Timing to Provide Lagging Left Turns During Other Parts of the Day

- 1. Benefits:** Improves pedestrian safety, reduces driver red light violations, and improves intersection operations.
- 2. Tradeoffs:** If the relative share of signal time remains equal for each phase, there should be marginal negative effect on traffic operations.
- 3. Goals supported:** Pedestrian and traffic safety, improved intersection operations.
- 4. Status:** The project team, including Caltrans and SFMTA, implemented this phasing plan in August 2023 and took new traffic counts. Please see Appendix A for a post-implementation analysis.

5.1.2 Program a Much Longer Signal Cycle Time

- 1. Benefits:** Benefits major street (e.g., Geneva Avenue) traffic progression across long blocks.
- 2. Tradeoffs:** Improved major street operations are typically at the expense of the minor-streets (e.g., I-280 off-ramps). Long cycle times tend to result in larger vehicle headways, i.e., lower vehicle density, later in the phase, which undermines some of the efficiencies gained with less lost time.¹
- 3. Goals supported:** Improved arterial traffic operations along Geneva Avenue for Muni bus service.
- 4. Status:** Under evaluation by SFCTA and SFMTA.

Inset A on this page presents the model forecast results based on the actions described in Sections 5.1.1 and 5.1.2.

NOTE: Section 5.4 discusses other near-term concepts that were evaluated but not recommended for further consideration due to their significant tradeoffs or conflicts with existing Transit-First and Vision Zero policies. These include:

1. Constructing a dual northbound right turn lane,
2. Removing the crosswalk across Geneva Avenue at the northbound ramp intersection,
3. Programming a dedicated pedestrian-only crossing phase, and
4. Modifying the LRT preemption to prioritize Geneva Avenue traffic.

¹ National Cooperative Highway Research Program (NCHRP, 2015) Signal Timing Manual, 2nd Edition. Section 5.2.4.

Table 4. Summary of additional performance metrics for the near-term concepts under evaluation.

CRITERIA	CONCEPT	
	PROGRAM LAGGING LEFT TURN PHASE TO OTHER TIMES OF DAY	PROGRAM A LONGER SIGNAL CYCLE TIME
Conformance to design standards (CA HDM & CA MUTCD, SFMTA)	Conforms to standards.	Conforms to standards.
Impacts to Caltrans, BART and Muni facilities	Improved traffic progression and reduced queueing along Geneva Avenue.	Mild benefit to bus stops and delay on Geneva Ave.
Environmental, regulatory, and right of way impacts	No impacts.	No impacts.
Planning-level cost estimate	N/A – Part of agency operations.	N/A – Part of agency operations.
Construction feasibility and staging	No impacts.	No impacts.
Risks and issues / potential mitigation	Requires continued monitoring for traffic queues and delay.	Requires continued monitoring for traffic queues and delay.

INSET A: FORECAST MODEL RESULTS, MODIFIED SIGNAL PHASING AND TIMING (5.1.1/5.1.2)

This section presents a comparison between peak hour traffic models created in SimTraffic 11 software (Trafficware). The existing conditions model reflects the Nov/Dec 2021 traffic counts and the existing traffic signal phasing and timing. The "Existing plus Project" model uses the same traffic counts, lagging left turn signal phasing as described above (5.1.1), and a signal cycle time (existing 90s, modified 95s). The existing and "Existing plus Project" SimTraffic models simulate individual vehicle movements across one continuous hour; the results of three model runs are averaged to produce vehicle delay and queuing results.

The SimTraffic model forecasts the following changes to AM and PM peak hour delay and queuing:

DELAY	% CHANGE W/ PROJECT		AVG QUEUE	% CHANGE W/ PROJECT		95%ILE QUEUE	% CHANGE W/ PROJECT	
	AM	PM		AM	PM		AM	PM
280 NB Ramp	17%	-3%	280 NB Ramp	11%	-17%	280 NB Ramp	16%	-11%
280 SB Ramp	-50%	-81%	280 SB Ramp	-30%	-72%	280 SB Ramp	-28%	-73%
EB Geneva	-13%	29%	EB Geneva	-29%	6%	EB Geneva	-22%	-12%
WB Geneva	-62%	-60%	WB Geneva	-40%	-31%	WB Geneva	-5%	-11%
Network Avg	-41%	-54%						

According to the model, nearly all approaches will experience less delay and shorter queues with the modified signal phasing and timing. On average, delay will decrease by between 40 and 55% and average queues will decrease by between 35 and 70%. The two exceptions are the I-280 Northbound ramp during the AM peak hour and eastbound Geneva Avenue during the PM peak hour.

5.2 MID-TERM PROJECT CONCEPT – SIGNAL SYSTEM UPGRADE

Mid-term actions could be implemented within the next 5 - 10 years. The existing traffic signal system at the I-280/Geneva Avenue ramp intersections should be upgraded to add overhead signal heads mounted on mast arm poles and vehicle detection equipment to adjust to vehicle demand. The redesigned signal may include elements of Intelligent Transportation Systems (ITS) that allow the signal controller to adjust the phase times to respond to traffic demand.

A preliminary geotechnical analysis indicates that the subsoils in the area are dense sand. A more detailed geotechnical analysis would need to be conducted to determine the potential interactions between new traffic signal pole foundations and existing slope and retaining walls.

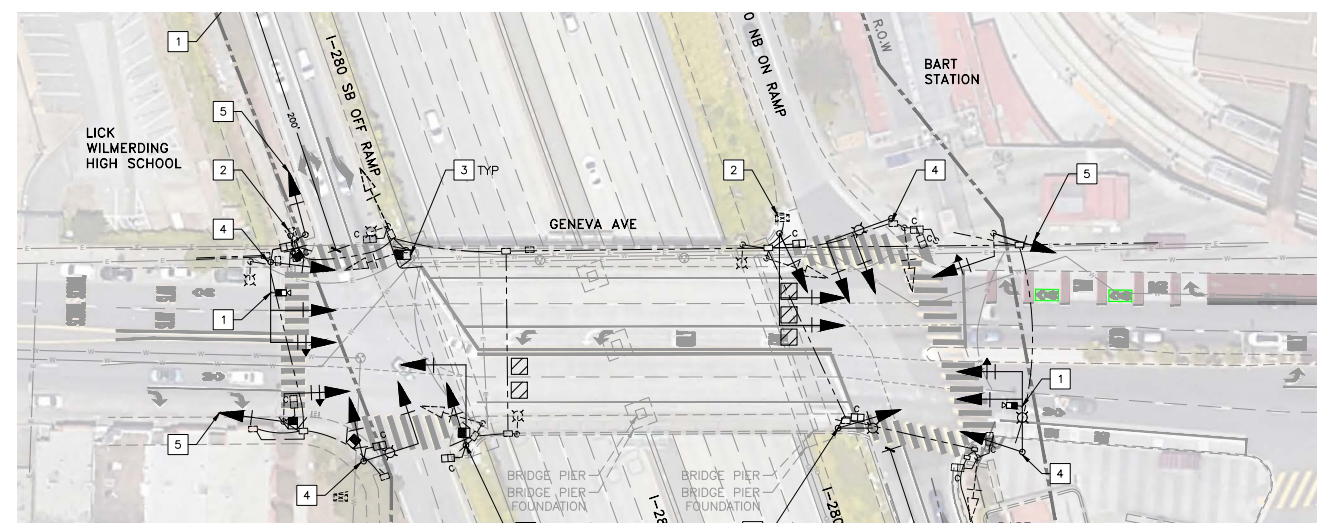
The list below summarizes the concept benefits, tradeoffs, fulfillment of project goals, and status.

1. **Benefits:** Improves visibility of traffic signals to drivers, improves nighttime lighting levels, and improves intersection operations by allowing actuated (i.e., demand responsive) signal operations.
2. **Tradeoffs:** Temporary adverse effects on operations during construction.
3. **Goals supported:** Pedestrian and driver safety, improved intersection operations, improved Muni transit operations.
4. **Status:** Requires initiating the project study report - project development support (PSR-PDS) project initiation document (PID) with Caltrans. The PSR-PDS is required by Caltrans to document the project purpose and need, scope, and schedule for the project. A detailed design process that produces plans, specifications, and cost estimates (PS&E) and finding funding would follow.

Additional considerations are summarized below.

CRITERIA	TRAFFIC SIGNAL SYSTEM UPGRADE
Traffic analysis results	Lowered delay and improved operations with actuated signal operations.
Conformance to design standards (CA HDM & CA MUTCD, SFMTA)	Traffic signal upgrades will bring the traffic signal system into conformance with current design standards.
Impacts to Caltrans, BART and Muni facilities	Work will occur solely within Caltrans right of way. Work may need to be coordinated with BART to identify and mitigate potential impact to BART underground facilities.
Environmental, regulatory, and right of way impacts	Signal work that is not capacity inducing may be categorically exempt from CEQA.
Planning-level cost estimate	\$175K for project study (PSR/PDS). \$500K for design (PS&E). \$3.5 - 5 million for construction depending on the number of traffic signals and street lights to be upgraded at both ramp intersections. Construction estimate includes 30% contingency.
Construction feasibility and staging	Traffic signal work will require traffic lane closures on Geneva Avenue. Work may be limited to nighttime hours to minimize negative impacts to Muni.
Risks and issues / potential mitigation	Future pole foundations will need geotechnical evaluation due to existing slopes and bridge abutment walls.

Figure 18. Improvement Concept, Upgrade Traffic Signal System
Solid arrows indicate new signal equipment.



Source: Parisi Transportation Consulting, 2022

Photo 1: Existing short mast-arm poles at Geneva Ave. / I-280 northbound Ramps. (Source: Parisi, 2022)



Photo 2: Example of signals on a mast-arm pole aligned to the vehicle lane. (Source: Parisi, 2022)



5.3 MID-TERM LANE QUEUE SPILLBACK STUDY

The project team is also considering a mid-term study focusing specifically on the lengthening/straightening of the off-ramp exit lane to provide additional storage capacity for vehicles exiting the I-280 northbound freeway. Lengthening/straightening the existing two-lane exit ramp would potentially reduce the frequency and severity of rear-end and sideswipe collisions in the project study area. The study can also examine how far south of Geneva Avenue to extend the exit lane, particularly with the San Jose Avenue Bridge as a pinch point. Lengthening/straightening can also be accomplished by using the shoulder and possibly be combined with narrowing the existing travel lanes on the mainline without affecting the existing highway barrier on the left and the retaining wall and BART tunnel to the right. Narrowing lanes would slow traffic speeds through the area, an identified crash factor. This proposal for non-standard travel lane and shoulder widths would be subject to a design exception from Caltrans headquarters.

The mid-term study can evaluate the potential to include dynamic highway ITS signage to manage speeds and notify motorists of queues ahead. The study can also address the mainline freeway’s various design deficiencies resulting from the hilly terrain, inadequate width, and horizontal curves that limit sight distances. Another factor is the BART tunnel right-of-way and how it may affect the project. The findings from this study can help prepare the project for the Caltrans preliminary engineering and environmental phase. This step is necessary before the project can receive Caltrans approval to proceed to design and construction phases.

The list below summarizes the benefits, tradeoffs, fulfillment of project goals, and status.

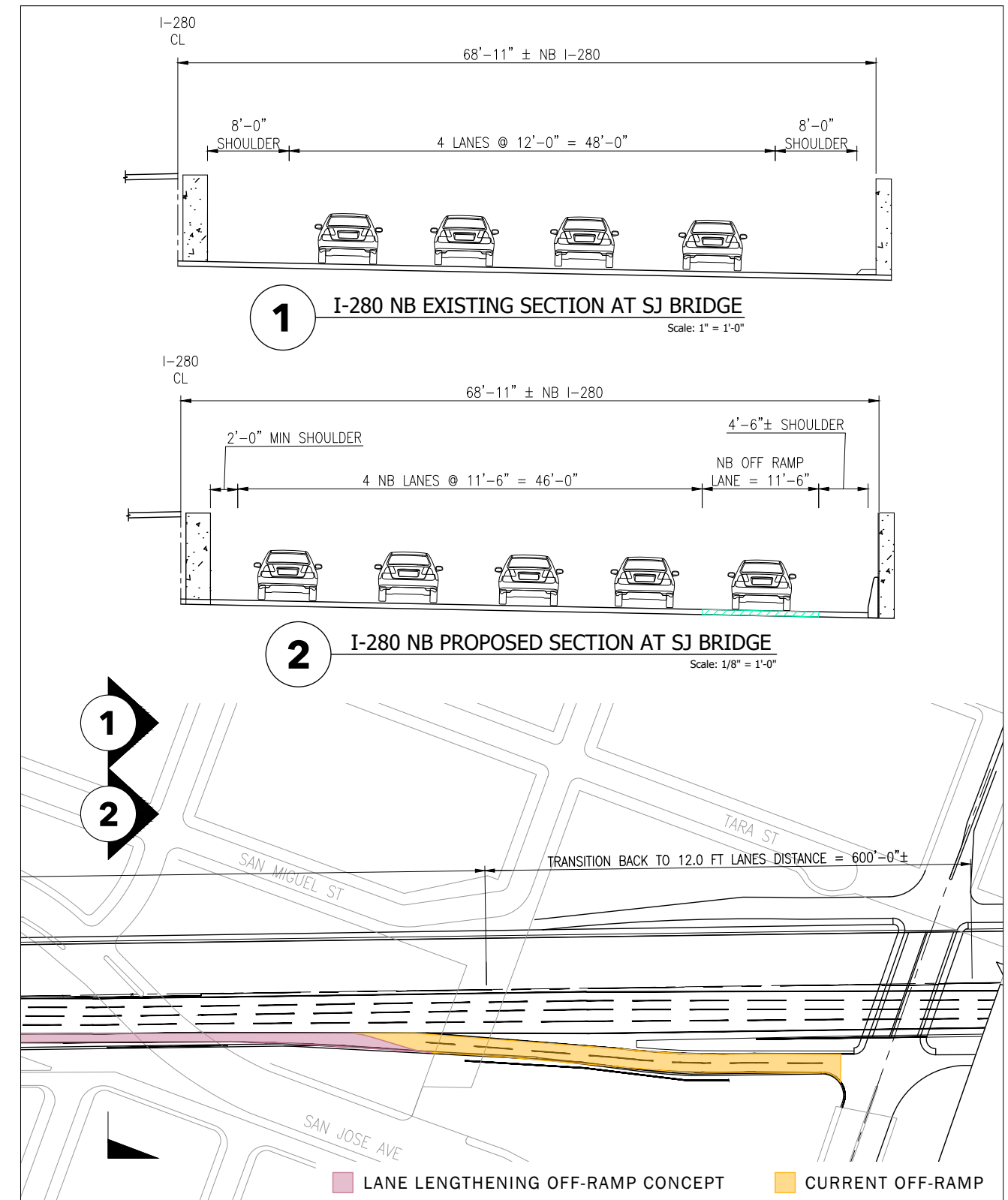
1. **Benefits:** Improves overall traffic safety / speed reduction and potentially reduces crash severity.
2. **Tradeoffs:** Potential increase in crashes associated with narrow traffic lanes, e.g., sideswipe crashes.
3. **Goals supported:** Traffic safety and improved operations.
4. **Status:** Requires initiating the PSR-PDS, PID, and Design Standard Decision Document (DSDD) with Caltrans. Requires identifying funding for the design and construction phase.

Additional considerations are summarized below.

CRITERIA	LENGTHEN NORTHBOUND I-280 EXIT LANE
Traffic analysis results	Subject to further study during the PSR-PDS process.
Conformance to design standards (CA HDM & CA MUTCD, SFMTA)	Require additional analysis for two-lane exit ramp lengthening. Narrowing lane would not conform to CA HDM standards for freeway lane widths (504.3(1)(b)).
Impacts to Caltrans, BART and Muni facilities	Operational impacts to the highway and ramp during construction. No effect on BART and Muni facilities.
Environmental, regulatory, and right of way impacts	Lengthening lanes less than one mile long are listed as a project type not likely to lead to a measurable and substantial increase in vehicle miles traveled (VMT). ²
Planning-level cost estimate	\$150K for mid-term study. \$275K for PSR/PDS
Risks and issues / potential mitigation	Design may not be approved by Caltrans HQ for a design exception. Issue to be addressed during the PSR/PDS process. Challenges with proximity to BART Right-of-Way.

² Office of Planning & Research, Technical Advisory on Evaluating Transportation Impacts in CEQA (Dec. 2018), 20-21.

Figure 19. Improvement Concept, Add an Auxiliary Lane to Northbound I-280 by Narrowing Lanes



Source: ConnectSF / MSA Design & Consulting, 2020.

5.4 CONCEPTS NOT RECOMMENDED FOR FURTHER CONSIDERATION

The list below summarizes project concepts raised during this study but that have significant tradeoffs or conflicts with existing plans and policies.

5.4.1 Construct a Dual Northbound Right Turn Lane

This proposal would allow right turns from the left and right lanes with the existing two-lane ramp or from the center and right lanes with a widened three lane northbound off-ramp (5.3.2). Drivers would be expected to yield if there are people in the crosswalk.

According to the CA HDM, "If there is a pedestrian crossing on the receiving leg of multiple right-turn-only lanes, the intersection should be controlled by a pedestrian signal head, or geometrically designed such that pedestrians cross only one turning lane at a time." (CA HDM 403.6). Although the crossing is controlled by a pedestrian signal, allowing right turns from two lanes is not recommended because this would create a multiple-threat situation without an exclusive pedestrian crossing phase

Current SFMTA direction does not allow dual right turns except in unique circumstances.

1. **Benefits:** Reduces northbound ramp delay and queues.
2. **Tradeoffs:** Worsens pedestrian safety.
3. **Goals supported:** Improved traffic operations from the northbound off-ramp.
4. **Status:** Not recommended for further study.

5.4.2 Remove The Crosswalk Across Geneva Avenue at the Northbound Ramp Intersection

This proposal would remove the marked crosswalk across Geneva Avenue at the NB off-ramp intersection. People walking would be directed to use the underground BART station to travel between the two sides of Geneva Avenue. Drivers would benefit from greater vehicle capacity during the northbound signal phase.

This proposal would increase the difficulty of crossing Geneva Avenue on foot for the benefit of drivers, which runs contrary to the City's Vision Zero and SFMTA Strategic Plan to increase the number of walking trips and build safer, better streets for people walking.

1. **Benefits:** Reduces northbound ramp delay and queues.
2. **Tradeoffs:** Worsens the pedestrian experience on Geneva Avenue. Increases the likelihood of people crossing on foot outside of a marked crosswalk.
3. **Goals supported:** Improved traffic operations from the northbound off-ramp.
4. **Status:** Not recommended for further study.

5.4.3 Program a Dedicated Pedestrian-Only Crossing Phase

1. **Benefits:** Improves pedestrian safety.
2. **Tradeoffs:** Increased (worsened) vehicle stops and delay. Evaluated and found to be unsuitable for the Geneva / San Jose intersection due to increased pedestrian delay, increased transit delay, and incompatibility with coordinated signal operations along Geneva Avenue.³

3. **Goals supported:** Pedestrian safety.
4. **Status:** Not recommended for further study.

5.4.4 Modify The LRT Preemption to Prioritize Geneva Avenue Traffic

This proposal would begin the LRT preemption event at the end of the eastbound and westbound Geneva Avenue signal phase, and then return to the eastbound and westbound Geneva signal phase. Geneva Avenue traffic, including Muni buses, would benefit from lower traffic delay. Traffic on San Jose Avenue, including Muni LRTs, would suffer from greater delay and increased queues.

1. **Benefits:** Reduces vehicle delay and queues along Geneva Avenue.
2. **Tradeoffs:** Increases vehicle delay and queues on San Jose Avenue. Worsens Muni LRT operations.
3. **Goals supported:** Improved traffic operations from the northbound off-ramp.
4. **Status:** Not recommended for further study.

5.5 TRAVEL DEMAND MANAGEMENT STRATEGIES

The list below summarizes management strategies to reduce vehicle demand at the Geneva Avenue ramp intersections.

5.5.1 Travel Demand Management at Major Vehicle Trip Generators

This proposal would implement travel demand management strategies at major trip generators in the study area, e.g., City College of San Francisco, Lick Wilmerding High School, and the Cow Palace, to reduce vehicle demand at peak times.

1. **Benefits:** Reduces vehicle demand during peak periods
2. **Tradeoffs:** Requires regular monitoring for to ensure effectiveness. Drivers may adjust their behavior to take advantage of the extra capacity.
3. **Goals supported:** Improved operations.
4. **Status:** May be included in travel demand management strategies when major trip generators are subject to revisions to their use permits.

5.5.2 Managed Drop-Off and Pick-Up Operations at BART and Muni Stations

This proposal would use traffic control officers or station area ambassadors to direct drivers to use designated drop-off and pick-up zones rather than curbside areas on the off-ramp and bus stop areas on Geneva Avenue.

1. **Benefits:** Improves Muni operations at curbside stops. Improves intersection operations.
2. **Tradeoffs:** Requires regular enforcement to ensure driver and passenger compliance.
3. **Goals supported:** Improved operations.
4. **Status:** May be incorporated into a Balboa Park Station area travel demand management strategy and operational plan.

³ SFMTA (2020) Geneva Avenue / San Jose Avenue Intersection Study, p. 17.

6. Preliminary Environmental Clearance Assessment

The table below lists the potential improvement measures presented in the prior chapter and a preliminary assessment of whether the concept is capacity-increasing project type likely to lead to an increase in VMT based on the CEQA checklist provided by Caltrans and the Governor’s Office of Planning and Research.⁴

#	CONCEPT	LIKELY TO LEAD TO INCREASED VMT?
5.1.1	Modify the signal phasing and timing to provide lagging left turns during other parts of the day.	Not likely – falls under category of “Timing of signals to optimize vehicle, bicycle, or pedestrian flow” (Caltrans, p. 13).
5.2	Signal system upgrade	Not likely – falls under category of “Rehabilitation, maintenance, replacement, safety, and repair projects designed to improve the condition of existing transportation assets (e.g., ...Transportation Management System field elements such as ...detection, or signals.” (Caltrans p. 13).
5.3.1	Lengthen NB 1-280 exit lane	Not likely – falls under category of “Addition of lane of less than one mile in length designed to improve roadway safety.” (Caltrans, p. 14).

⁴ Caltrans (2020) Transportation Analysis under CEQA, First Edition.; Governor’s Office of Planning and Research (2018) Technical Advisory on Evaluating Transportation Impacts in CEQA.





7. Recommendations & Next Steps

The issues and improvement measures identified in this study are the first steps in a longer-term process for improving Geneva Avenue in the Balboa Park station area. The foreseeable next steps in this process are:

- Implementing the recommended near-term signal phasing improvements with the Caltrans District 4 signal operations group and SFMTA and analyzing the operational and safety changes. The project team implemented this recommendation. Please see Appendix A for post-implementation analysis.
- Pursuing the recommended mid-term traffic signal system modernization to replace the current aging system as it reaches the end of its life cycle. Coordinate with SFCTA Vision Zero study team, SFMTA, SPUC, and Caltrans for Geneva Ave ramp intersection improvements. Identifying and programming funding by partner agencies for PSR-PDS PID of mid-term project concept environmental approval.
- Pursue funding to scope freeway queue spillback solutions with Caltrans.
- Share findings with neighborhood, business, City, and agency stakeholders (e.g., BART and Caltrans) ahead of next steps for each capital or study recommendation.
- Identifying opportunities to incorporate improvements planned by other agencies (e.g., BART and the SFMTA).
- Collecting detailed topographic survey, utility, structural, and geotechnical data to facilitate preliminary and detailed design.

Potential funding sources for the traffic signal system modernization, roadway lighting improvements, and PSR-PDS PID process for the I-280 corridor include State Highway Operation and Protection Program (SHOPP), Prop L, SF Public Utilities Commission, SB 1 Local Partnership Program formula funds, and other federal, state, and local sources.



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APPENDIX A:

I-280 / Geneva Avenue Ramp Near-Term Signal Phasing and Timing Change Post Implementation Analysis

New Signal Phasing and Timing Plan and Implementation

The project team started with the goal of analyzing the NB I-280 Geneva Ave off-ramp traffic flow and ramp intersections traffic circulation in order to develop recommendations for future improvements. In the course of the project, the team decided to move forward with implementing the near-term recommendation. This new traffic signal phasing and timing change plan was developed collectively with SFMTA and Caltrans District 4 staff to enhance traffic circulation and fix a pedestrian crossing conflict requested by the public. This plan improved the storage capacity of the Geneva Ave bridge in order for it to clear vehicles often blocking the ramp intersections, and to receive more traffic flow from the northbound off-ramp left lane. It also increased the total cycle time and synchronized the timing of off-ramp movement which helps the northbound off-ramp right lane movement. The 2023 phasing plan was implemented for both commute peak and off-peak periods in August 2023. The project team also took traffic counts to compare results before and after implementation.

Between 2021 and 2023, the total traffic handled by the ramp intersections tended to decrease by between three and seven percent, or between 30 and 200 vehicles per peak hour. Traffic volumes along Geneva Avenue tended to go down for most movements, as did most of the I-280 southbound off-ramp movements. The I-280 northbound ramp was the sole approach where the traffic volumes consistently increased, by between three and 24 percent.

Counts of people walking and biking showed little change between 2021 and 2023. Most people walking along Geneva Avenue tended to traverse the south side of the street and cross Geneva Avenue at the northbound ramp, near the Balboa Park BART and Muni station. There were more people observed walking in the morning than the afternoon (AM peak hour, 80 - 100+ pedestrians; PM peak hour, 70 - 90 pedestrians). There were fewer than 10 people observed on bikes in both 2021 and 2023.

OPERATIONAL NOTES

The modified traffic signal phasing and timing plan implemented in 2023 yielded these operational benefits.

Improved signal progression through the ramp intersections. Under the previous phasing and timing plan, some vehicles failed to clear (i.e., enter and exit) the second ramp intersection. The westbound Geneva Avenue left turn queue regularly blocked the subsequent northbound ramp left turn movement. With the 2023 modified phasing and timing, vehicles approaching from Geneva Avenue and the ramp intersections can clear both ramp intersections in a single signal cycle; the westbound Geneva Avenue left turn queue is cleared prior to the northbound ramp left turn.

Pedestrian and vehicle safety improvements. The lagging left turn phasing eliminated instances of Geneva Avenue vehicle left turn red light running and reduced instances of drivers turning left to the southbound on-ramp in conflict with people walking in the crosswalk.

VEHICLE FLOW RATE COMPARISON

The 2023 signal phasing and timing plan during the AM and PM peak hours changed the signal timing in the following ways:

- Reduced the protected eastbound and westbound Geneva Avenue left turn green time
- Kept equal or increased the Geneva Avenue through movement green time
- Increased the southbound ramp movement green time
- Kept equal the northbound ramp movement green time
- Increased the total cycle time from 90 seconds to 95 seconds.

FINDINGS

As indicated in Table 1, the traffic signal and phasing changes implemented by the project team were successful in improving the capacity of the I-280 northbound off-ramp. The vehicle flow rate, i.e., the vehicles serviced per second of phase time, increased for the northbound off-ramp movements. During the AM Peak Hour, the northbound off ramp left lane flow rate (vehicles/second) improved from 0.25 to 0.34, a 36% increase in flow and the right lane flow rate improved from 0.27 to 0.30, an 11% increase. During the PM Peak Hour, the northbound off ramp left lane flow rate (vehicles/second) improved from 0.23 to 0.28, a 22% increase in flow and the right lane flow rate improved from 0.29 to 0.35, a 21% increase. These results suggest that the project was successful in partially satisfying the goals and objectives of study, which were to improve:

1. Traffic operations and efficiency, including increasing off-ramp capacity (emphasis added).
2. Traffic safety, including reducing collisions at I-280 mainline.
3. Improving pedestrian safety at the ramp intersections.

The traffic flow also improved for Geneva Avenue westbound left turn onto I-280, and eastbound left turns onto I-280. These critical movements were also the movements observed experiencing safety issues related to red light running, queue spillback into the adjacent ramp intersection, and pedestrian conflicts. The potential drawback suggested by the traffic count sample is a decrease in the eastbound Geneva Ave overall vehicle traffic capacity of the ramp intersections.

NEXT STEPS

Based on the findings of this post-project assessment, signal operations and safety can be further improved with the following actions:

- Work with the SFMTA and Caltrans to install signal detection technology to allow actuated, i.e., demand-responsive, signal operations.
- Work with the SFMTA and Caltrans to secure funding for an overall traffic signal system upgrade.

Table 1. 2021 – 2023 Traffic Flowrate Comparison

I-280 NB OFF-RAMP / GENEVA AVENUE			
NB OFF-RAMP TRAFFIC MOVEMENT	FLOW RATE (VEH/S)		
	DEC 1 2021	NOV 8 2023	PERCENT CHANGE
AM Peak Hour (7:45 AM)			
Northbound Left Lane	0.25	0.34	36%
Northbound Right Lane	0.27	0.30	11%
PM Peak Hour (4:45 PM)			
Northbound Left Lane	0.23	0.28	22%
Northbound Right Lane	0.29	0.35	21%

1. NB - Northbound

Dec. 1/2, 2021 – 90s cycle = 40 cycles / peak hour

Nov. 8, 2023 – 95s cycle = 38 cycles / peak hour



RESOLUTION APPROVING THE I-280 NORTHBOUND GENEVA AVENUE OFF-RAMP
FEASIBILITY STUDY

WHEREAS, In June 2021, the Transportation Authority allocated \$250,000 in Prop K half-cent sales tax funds for the I-280 Northbound Geneva Avenue Off-Ramp Feasibility Study planning project at the request of Commissioner Ahsha Safai; and

WHEREAS, The I-280 Northbound Geneva Avenue Off-Ramp Feasibility Study planning project (Study) sought to analyze traffic congestion at the I-280 northbound Geneva Avenue off-ramp, coordinate with other agencies, and develop recommendations with a focus on improvements to the off-ramp to reduce vehicle collisions and improve safety for pedestrians and vehicles in this busy multi-modal node, without negatively impacting BART and Muni facilities; and

WHEREAS, The Transportation Authority led the Study and developed recommendations in consultation with the San Francisco Municipal Transportation Agency (SFMTA) and Caltrans; and

WHEREAS, The Study includes analyses of the northbound off-ramp's traffic circulation, traffic signal system, crash records, multimodal conflicts, and identifies off-ramp layout opportunities and constraints; and

WHEREAS, The Transportation Authority project team, working with Caltrans and SFMTA, identified and implemented near-term recommendation to modify the traffic signal phasing and timing improvements at the ramp intersections to improve traffic flow at the off-ramp, reduce overall congestion, and address a pedestrian crossing conflict at the I-280 southbound on-ramp; and

WHEREAS, The aforementioned signal timing changes were piloted with good initial results and will continue to be refined by Caltrans and SFMTA; and

WHEREAS, The final report also identifies two additional mid-term recommendations. The first mid-term recommendation focuses on upgrading signals which could include developing pedestrian safety and lighting measures. The second



mid-term recommendation is to initiate a queue spillback study to improve safety of the off-ramp and I-280 mainline freeway which would explore the feasibility of lengthening/straightening of the off-ramp exit lane to improve visibility for approaching motorists and using motorist information systems solutions such as advance warning signage notifications; and

WHEREAS, Recommended next steps for the Study also include sharing findings with neighborhood, business, and agency stakeholders (e.g. BART, Caltrans, SFMTA, San Francisco Public Utilities Commission) ahead of advancing next steps for each capital or study recommendations and working with partners to identify and secure funding for next steps that can leverage \$500,000 in Prop L sales tax funds that the Transportation Authority has programmed for recommendations stemming from this Study; and now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the attached I-280 Northbound Geneva Avenue Off-Ramp Feasibility Study.

Attachment:

1. I-280 Northbound Geneva Avenue Off-Ramp Feasibility Study

QUICK-BUILD PROGRAM UPDATE

SFCTA Board

September 10, 2024

Jen Wong, SFMTA

Item 10

RECENTLY COMPLETED



Frída Kahlo Way

- New two-way protected bikeway providing access to City College in time for new school year
- Bikeway features concrete islands and transit boarding islands for 43 Masonic



Guerrero Street

- Substantially complete with new painted safety zones, advanced limit lines, and turn calming treatments
- Walk San Francisco celebrated Field Operations in field

CORRIDOR PROJECTS – WELL UNDERWAY

#	PROJECT	PLANNING/DESIGN PHASE	CONSTRUCTION PHASE	CURRENT STATUS
1	Valencia St.	Mar 2022 – Apr 2023	Apr 2023 – Aug 2023	PILOT INSTALLED
2	Bayshore Blvd.	Oct 2021 – Mar 2023	Aug 2023 – Sep 2023	INSTALLED
3	Hyde St.	Sep 2022 – Oct 2023	Nov – Dec 2023	INSTALLED
4	Lake Merced Blvd.	Jul 2021 – Jan 2023	Sep 2023 – Fall 2024	Under Construction
5	Lincoln Way	Sep 2022 – May 2023	Jan – May 2024	INSTALLED
6	Sloat Blvd.	Sep 2022 – Jul 2023	Fall 2024	Preparing for construction
7	Guerrero St.	Jul 2023 – Sep 2023	Aug 2024	INSTALLED
8	17th St.	May 2022 – Mar 2024	Apr – Jun 2024	INSTALLED
9	3rd St.	Aug 2023 – Mar 2024	Mar 2024	INSTALLED
10	Frida Kahlo Way	Jan 2023 – May 2024	May - Aug 2024	INSTALLED

CORRIDOR PROJECTS – DESIGN/OUTREACH IN THE WORKS

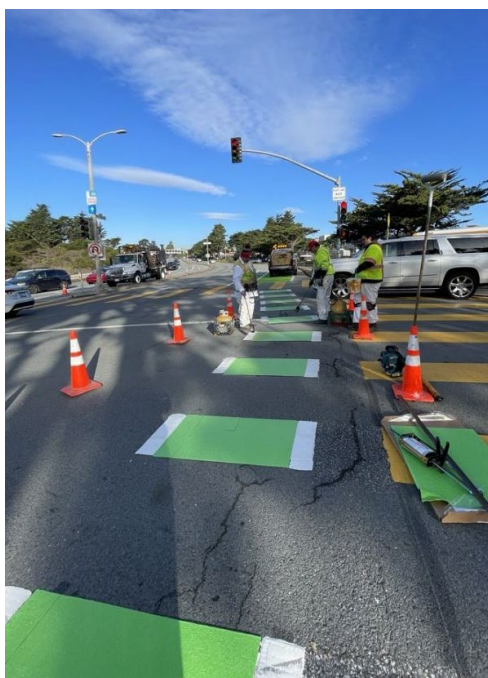
#	PROJECT	PLANNING/DESIGN PHASE	CONSTRUCTION PHASE	CURRENT STATUS
11	Oak St.	Aug 2023 – Fall 2024	Late 2024	Planning/design in progress
12	Sutter St.	Aug 2023 – Winter 2024	Early 2025	Planning/design in progress
13	Beach St.	Oct 2023 – Fall 2024	Early 2025	Planning/design in progress
14	Alemanly Blvd.	Jan 2024 – Fall 2024	Fall 2024	Planning/design in progress
15	Cesar Chavez St.	Jan 2024 – Fall 2024	Early 2025	Planning/design in progress
16	Larkin St.	April 2024 – Fall 2024	Following repaving	Planning/design in progress
17	Clarendon Ave.	Sep 2023 – Spring 2024	Following repaving	Planning/design in progress

PROJECTS TO DATE



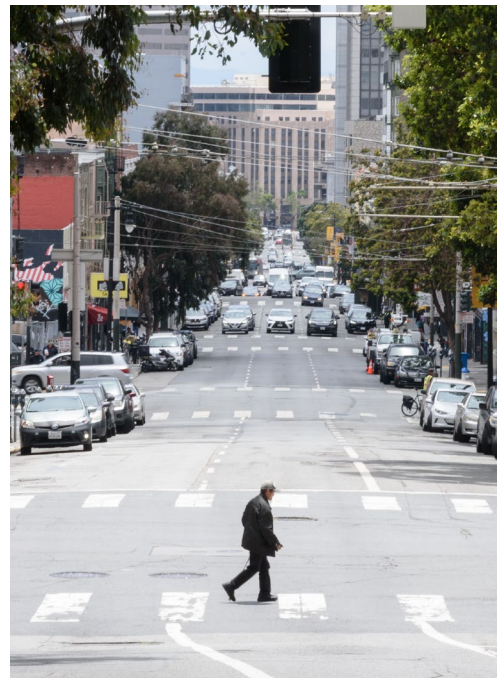
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Corridor projects completed



2

Construction phase projects

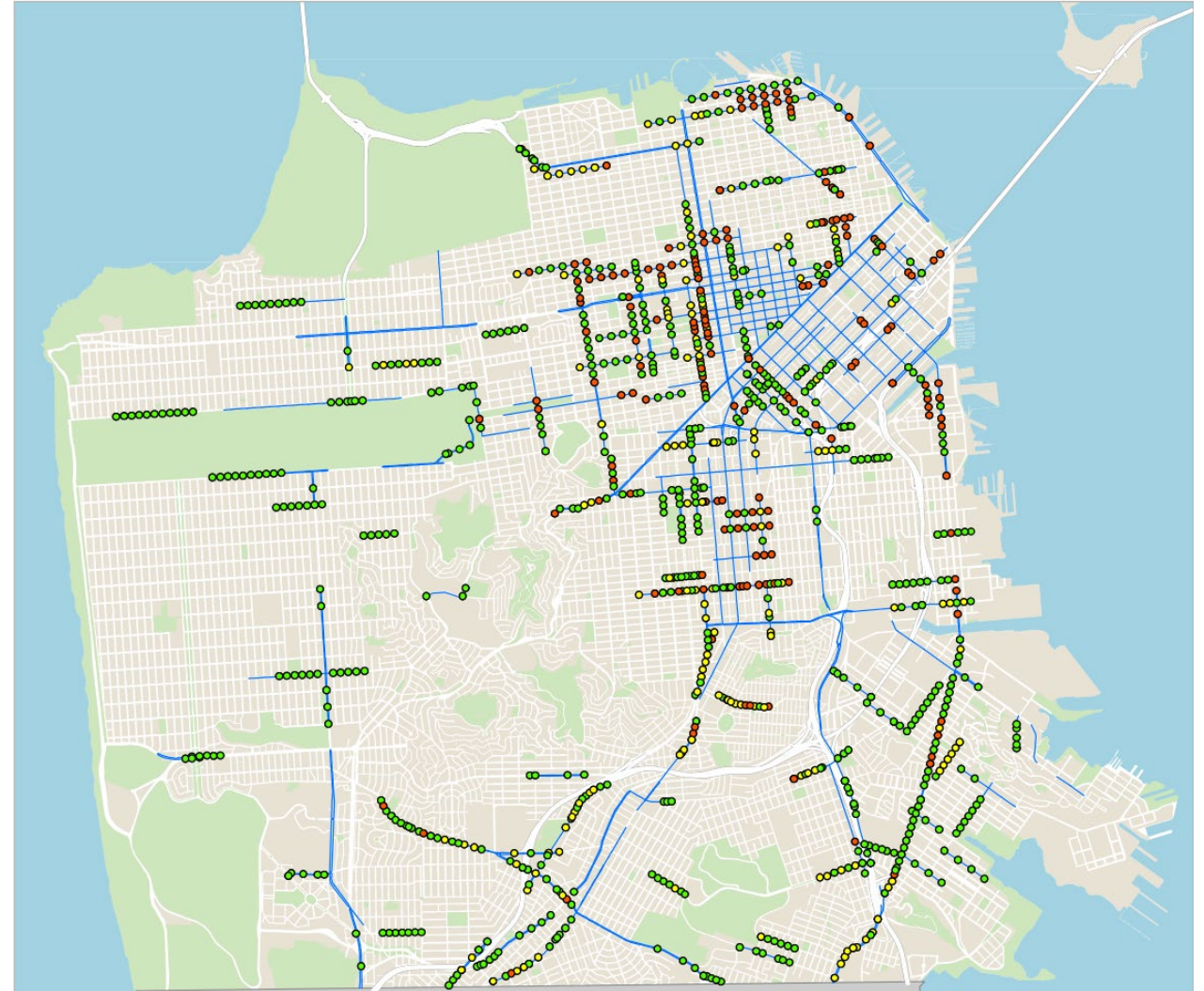
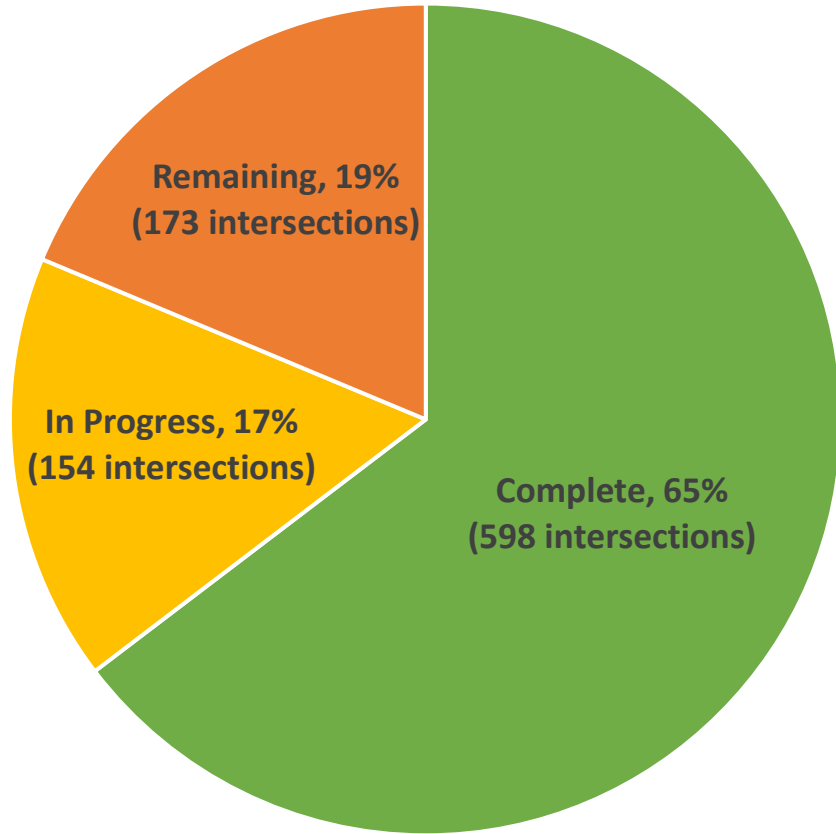


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Design phase projects

QUICK-BUILD TOOLKIT PROJECT

Progress through 8/21/2024



UPCOMING QUICK-BUILD EFFORTS



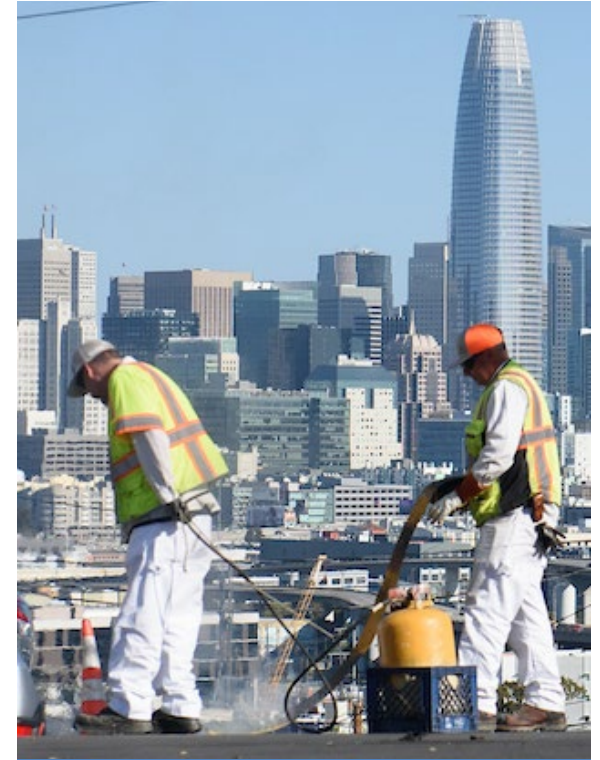
Daylighting



Lower Speed Limits



Bikeway Hardening



Corridor Projects

~\$3.5M

~\$5M

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WHAT'S NEXT FOR VISION ZERO

SFCTA Board

September 10, 2024

Shannon Hake, SFMTA

Item 11

SCOPE & TIMELINE



Confirm Existing Work

Apr – May 2024

- MTAB budget adoption
- Confirm existing work post-2024



Engagement

Jun – Aug 2024

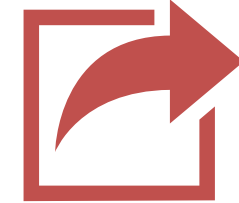
- Peer city interviews
- Internal group meetings
- City agency briefings
- Public engagement



Consolidate Input

Sep – Oct 2024

- Consolidate input
- Share progress
- Draft deliverables



Finalize Next Phase

Nov – Dec 2024

- Share final deliverables
- Continue street safety work

OUTREACH SINCE MAY 2024

Online Survey

- Link shared on website, press releases, email lists, District offices
- 669 responses
- Asked for feedback on prioritizing high-level goals

Vision Zero Listening Sessions

- August 13: Southeast Community Center
- August 15: Virtual Office Hours
- August 20: Virtual Office Hours
- August 22: 1 South Van Ness, Candlestick Room

Other Listening Sessions

- Biking & Rolling Plan meetings
- Supervisor staff meetings
- Attended several external meetings (Vision Zero Coalition, Families for Safe Streets, SFCTA CAC)

DRAFT POLICY THEMES



SLOW SPEEDS

Reduce speeding through speed safety cameras, reduced speed limits, and increased traffic enforcement



IMPROVE CHOICES

Improve the safety and reliability of walking, biking, and transit



PROTECT VULNERABLE PEOPLE

Eliminate design hazards for those walking, biking, and rolling on a citywide basis



ENSURE ACCOUNTABILITY

Measure and report progress towards safety improvements

Speed is the leading cause of severe and fatal crashes.

Reducing car dependence is critical to reaching zero fatalities.

Staff is developing a High Risk Network to augment the High Injury Network

Annual targets set, with goals and metrics reported on VZ Dashboard

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Through Vision Zero SF we commit to working together to prioritize street safety and eliminate traffic deaths in San Francisco.

VISION ZERO SF: SEVERE INJURY AND FATALITIES TRENDS UPDATE



POPULATION HEALTH DIVISION
SAN FRANCISCO DEPARTMENT OF PUBLIC HEALTH

Collaborators

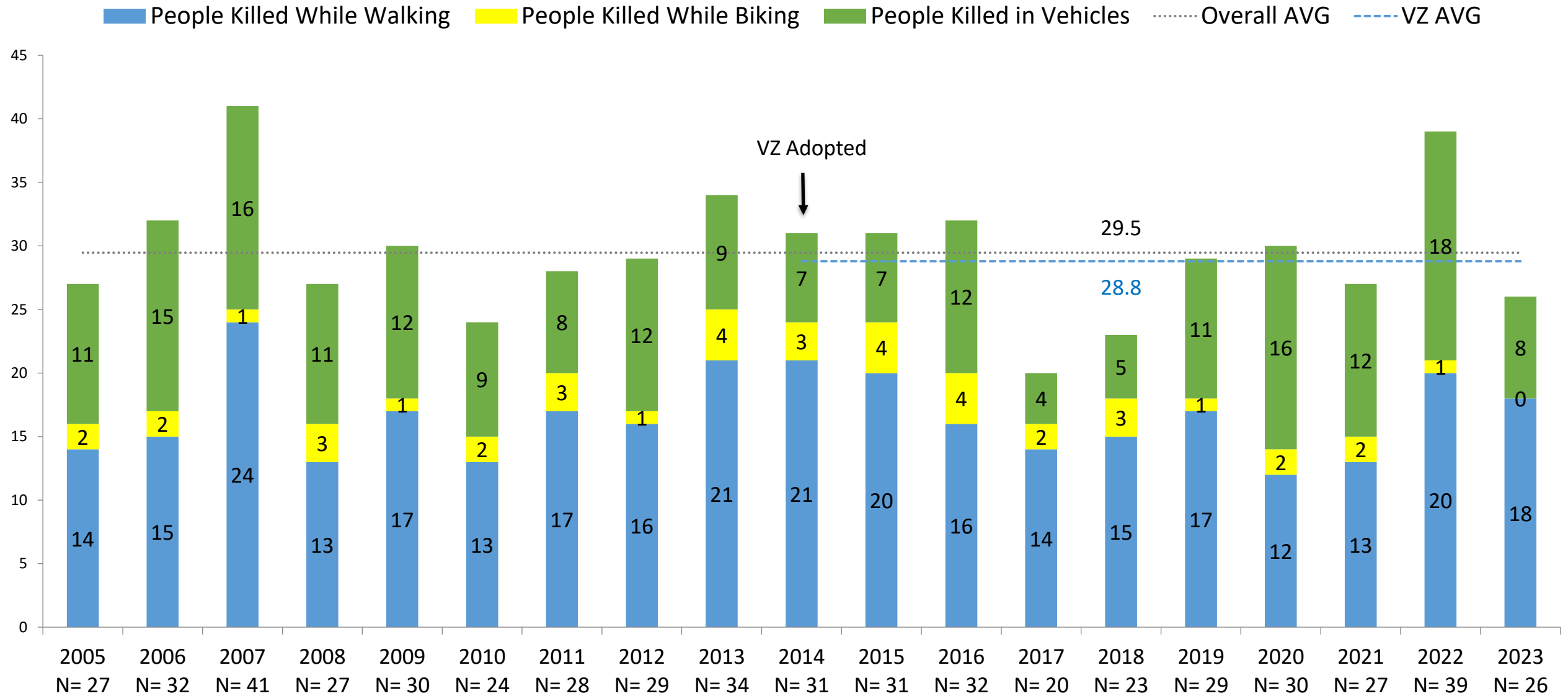


September 10, 2024
SF County Transportation Authority
Iris Tsui, MPH, San Francisco Dept. of Public Health
Item 12

FATALITY TRENDS

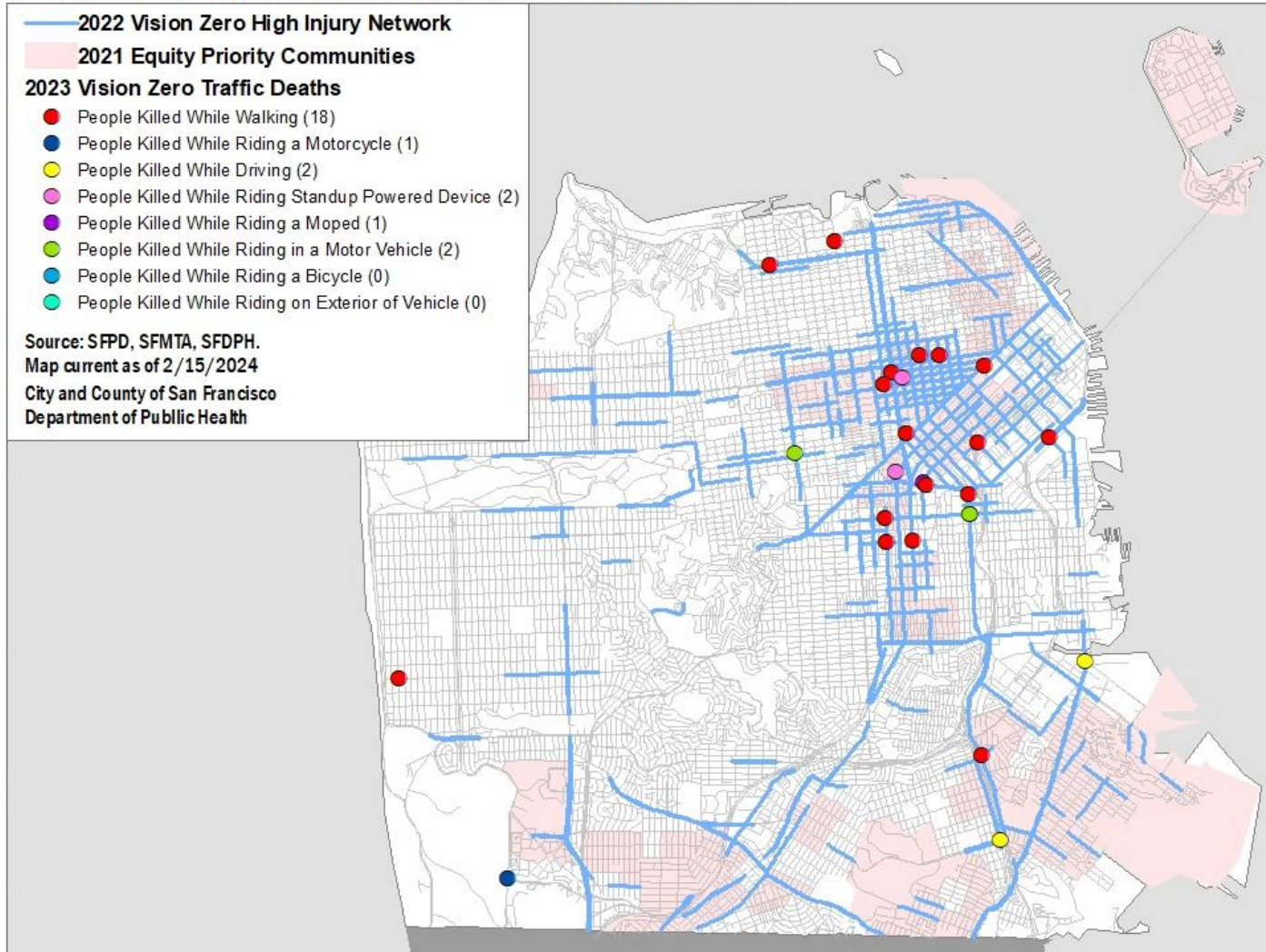


26 TRAFFIC-RELATED DEATHS IN 2023



VISION ZERO HIGH INJURY NETWORK

2023 Vision Zero Traffic Fatalities by Travel Mode: San Francisco, CA



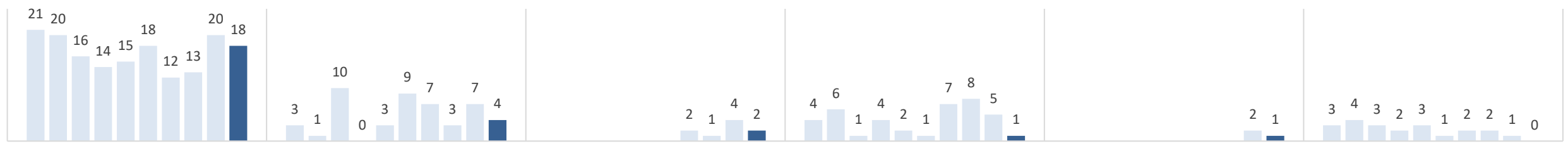
In 2023, 65% (n=17) of traffic fatalities occurred on the Vision Zero High Injury Network (VZHIN)

Almost half of fatalities (42%; n=11) occurred in an Equity Priority Community

5 of which (45%) were also on the VZHIN

FATALITIES BY TRAVEL MODE

2014-2022 2023



Pedestrians remain most vulnerable

Two drivers and two passengers

Includes e-scooters and e-unicycles

One person killed while riding a motorcycle

Lower-powered sit-down vehicles

No one killed while biking

69% of total fatalities

15%

8%

4%

4%

0%

Two fewer than last year

Three fewer than last year

Two fewer than last year

Lowest since 2019

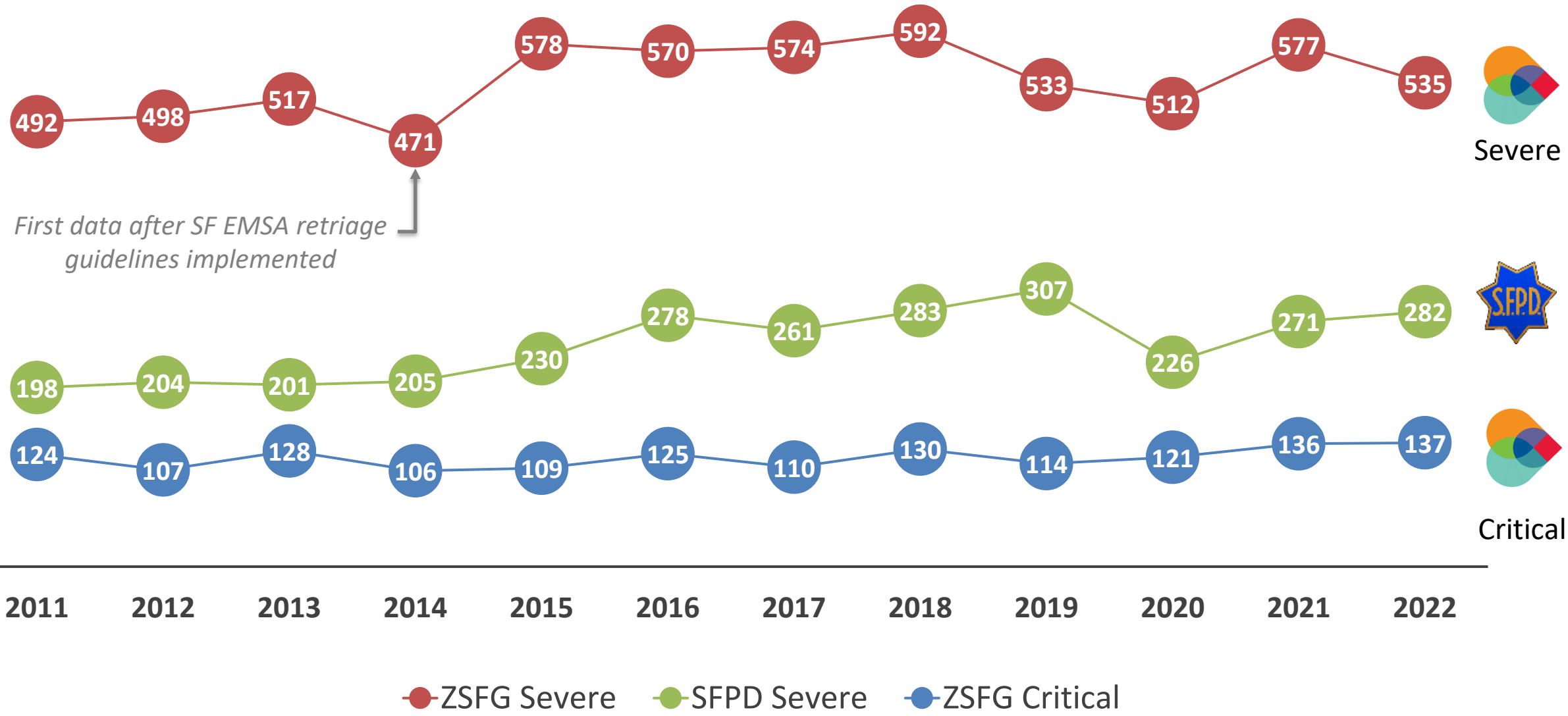
Separated from motorcycles

Major accomplishment

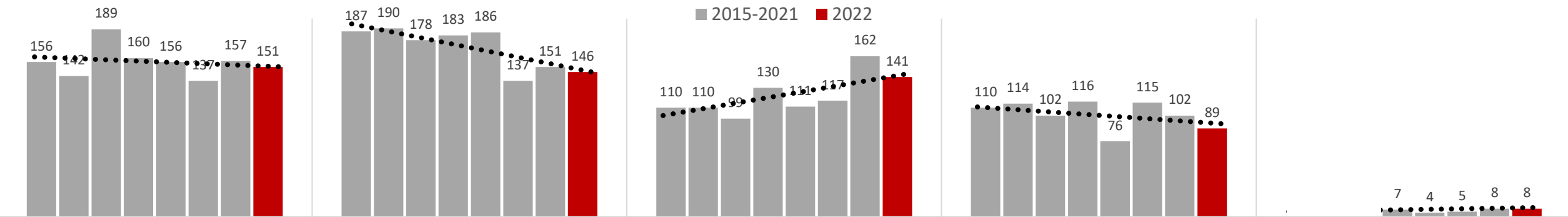
Note: Traffic fatality totals are susceptible to random variation. Year-to-year changes may thus be due to chance.

SEVERE INJURY TRENDS

PRELIMINARY SEVERE AND CRITICAL INJURY TRENDS



SEVERE INJURIES BY TRAVEL MODE



Motor Vehicle

Pedestrian

Motorcyclist

Bicyclist

Standing Powered Device Rider



Includes drivers and passengers

Pedestrians remain most vulnerable

Peaked in 2021 and lower in 2022

Injuries decreasing again since 2020

Records began in 2018

28% of total severe injuries

27%

26%

17%

1%

Relatively stable across years

Lower since 2020

Increasing since 2017

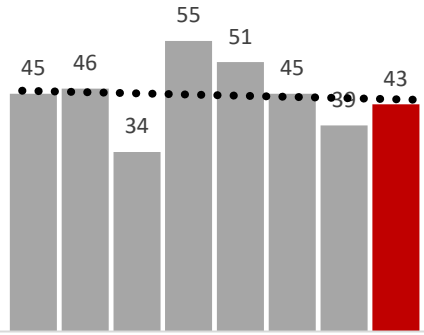
Overall trend decreasing

Trend stable since 2018

Note: Traffic fatality totals are susceptible to random variation. Year-to-year changes may thus be due to chance.

CRITICAL INJURIES BY TRAVEL MODE

■ 2015-2021 ■ 2022



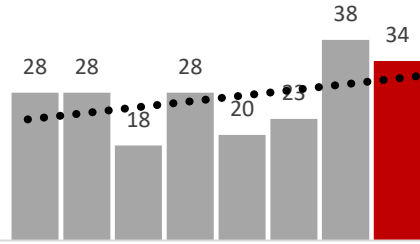
Pedestrian



Most vulnerable among critical injuries

31% of total critical injuries

2022 was higher than 2021



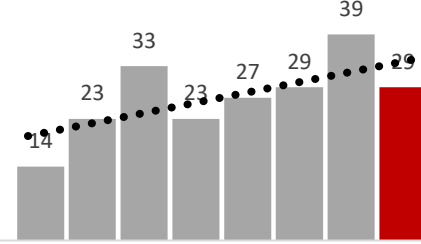
Motorcyclist



Overall trend increasing since 2017

25%

2022 was lower than 2021



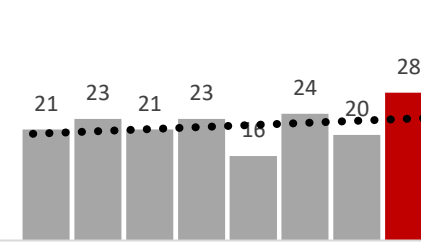
Motor Vehicle



Overall trend increasing since 2015

21%

2022 was lower than 2021



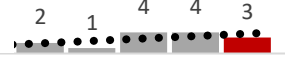
Bicyclist



Relatively stable trend

20%

2022 was higher than 2021



Standing Powered Device Rider



Records began in 2018

2%

Trend stable since 2018

Note: Traffic fatality totals are susceptible to random variation. Year-to-year changes may thus be due to chance.



Thank you!

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HOW SEVERE INJURIES ARE CALCULATED

- ZSFG Trauma Registry nursing staff send extracted severe-injury data to CDS.
- Severe injuries include all traffic-related injuries admitted to ZSFG that meet specific ICD-10 code criteria.
- Injury severity is rated using a clinical Injury Severity Scale (ISS) ranging from 1-75, as well as whether the individual required hospital admission for treatment.
 - **Critical** (ISS > 15)
 - **Severe** (all traffic injuries that result in hospital admission).
- The next Severe Injury Report is expected later this year that covers data up to 2022.
- The Severe Injury Report is typically a biennial report.