

DRAFT 2014 PROPOSITION K
5-YEAR PRIORITIZATION PROGRAM

PEDESTRIAN CIRCULATION AND SAFETY

Approved: [DATE]

Prepared for the San Francisco County Transportation Authority

By San Francisco Municipal Transportation Agency

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



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Eligibility

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

“Pedestrian Circulation and Safety: Programmatic improvements to the safety and usability of city streets for pedestrians, prioritized as identified in the Pedestrian Master Plan. Includes flashing pavement reflectors on crosswalks, pedestrian islands in the medians of major thoroughfares, sidewalk bulb-outs, sidewalk widening, and improved pedestrian circulation around BART and Caltrain stations. Includes project development and capital costs. Sponsoring agencies: DPT, MUNI, DPW, BART, PCJPB. The first \$23.8 M is Priority 1. The next \$1.2 million is Priority 2, and the remainder is Priority 3. Total funding: \$69.7 million; Prop K: \$52.0 M.”

DPT stands for Department of Parking and Traffic, and MUNI for San Francisco Municipal Railway. DPT and MUNI are now under the San Francisco Municipal Transportation Agency (SFMTA). DPW stands for Department of Public Works, BART for Bay Area Rapid Transit, and PCJPB for Peninsula Corridor Joint Powers Board (Caltrain).

Prioritization Criteria

One of the key required elements of the 5YPPs is a transparent process for how projects get selected. Prop K requires at a minimum that each category include prioritization criteria that address project readiness, community support, and relative level of need or urgency. For this 5YPP update, the Citizens Advisory Committee requested that the Transportation Authority and project sponsors develop a user-friendly, transparent scoring table that could apply to all 5YPPs, and that the scoring prioritize safety and community input highly.

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

The Expenditure Plan also requires consideration of geographic equity in terms of project distribution that takes into account the various needs of San Francisco's neighborhoods.

The projects proposed for the 2014 5YPP are primarily focused on improving pedestrian safety. Most of the projects come from the WalkFirst Investment Strategy (WalkFirst). Based on a data-driven effort, an interagency team has produced a list of capital projects prioritized to achieve the goals of the City's Pedestrian Strategy. The goal is to reduce serious or fatal pedestrian injuries by 25% by 2016 and 50% by 2021, increasing walkability, and making all neighborhoods safer for pedestrians. WalkFirst further supports the Vision Zero, adopted by the Board of Supervisors, the SFMTA Board, and many other city agencies in 2014, to eliminate traffic deaths by 2024.

In order to invest resources where the problem injuries are most concentrated, WalkFirst focuses on the City's High Injury Network, which represents 6% of street miles but accounts for 60% of severe and fatal injuries. Because of the City's geographic inequities in the distribution of pedestrian injuries, the High Injury Network is concentrated in the Northeast quadrant of the City, mostly Districts 3 and 6, which have per mile rates of severe and fatal injuries over twice the citywide rate. However, investments in pedestrian safety improve conditions for all residents, visitors, and employees, and these two districts have the highest employment density in San Francisco. The Network also incorporated additional considerations for the geographic distribution of corridors across the City by increasing the number of miles in Communities of Concern, areas that face particular transportation challenges.

Stretching Your Prop K Sales Tax Dollars Farther

Leveraging Prop K funds against non-Prop K fund sources (e.g., federal, state, other local funds) is necessary to fully fund the Expenditure Plan projects and programs. For the Pedestrian Circulation and Safety category, the Prop K Expenditure Plan assumes that for every \$1 of every dollar of sales tax revenue spent, it would be leveraged by about \$0.34 in non-Prop K funds. The table below compares Prop K Expenditure Plan assumptions with proposed leveraging in the 2014 5-year project lists.

Table 1. Prop K Leveraging¹

Category	Expected Leveraging (Non-Prop K Funds)	Proposed Leveraging (Non-Prop K Funds)
Pedestrian Circulation and Safety	25%	52%

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

**Table 2. Project Delivery Snapshot
Pedestrian Circulation/Safety**

Table 2a. Prop K Funds Allocated

5-Year Prioritization Program (5YPP) Period	Programmed (Available for Allocation)	Total Allocated as of 3/31/2014	% Allocated
2005 5YPP (FY 2004/05-2008/09)	\$3,704,493	\$2,599,559	70%
2009 5YPP (FY 2009/10 -2013/14) *	\$5,464,862	\$3,862,800	71%
Total *		\$6,462,359	

* Funds programmed in the 2009 5YPP may include programmed but unallocated funds from the 2005 5YPP, as well as de-obligated funds.

Table 2b. Percent Complete

Tables show allocations and percent complete through March 31, 2014, based on project sponsors' progress reports.

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

Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Total Allocated as of 3/31/2014	% Complete as of 3/31/2014
SFMTA	2004/05	2005 5-Year Prioritization Program Development	Planning	\$ 92,000	100%
SFMTA	2004/05	Pedestrian Islands and Crosswalks Improvements	Design, Construction	\$ 211,707	100%
SFMTA	2004/05	Pedestrian Projects - Pedestrian Safe Curb Bulbs	Design	\$ 53,000	100%
BART	2005/06	Balboa Park Station Westside Entrance and Walkway	Design	\$ 25,000	100%
SFMTA	2005/06	Corridors: Market Street Crosswalk Restriping and Limit Lines	Construction	\$ 19,860	100%
SFMTA	2005/06	Median and Curb Ramp Accessibility	Design, Construction	\$ 54,941	100%
SFMTA	2005/06	Neighborhood - Phelan Avenue Crosswalk Improvements	Environmental, Design	\$ 35,075	100%
SFMTA	2005/06	Accessible Pedestrian Signals: Citywide Phase II	Environmental, Design, Construction	\$ 38,788	100%

**Table 2. Project Delivery Snapshot
Pedestrian Circulation/Safety**

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

Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Total Allocated as of 3/31/2014	% Complete as of 3/31/2014
SFMTA	2005/06	Pedestrian Countdown Signals-Divisadero & Hayes	Environmental, Design, Construction	\$ 17,082	100%
SFMTA	2005/06	Pedestrian Countdown Signals-Geary & Laguna	Environmental, Design, Construction	\$ 2,311	100%
SFMTA	2005/06	Pedestrian Countdown Signals-Van Ness	Environmental, Design, Construction	\$ 26,162	100%
SFMTA	2005/06	Pedestrian Master Plan	Environmental	\$ 115,854	100%
SFMTA	2005/06	Pedestrian Safety - Innovative Device Testing/Adjustments	Construction	\$ 130,776	100%
SFMTA	2005/06	Pedestrian Signals - 16th and Folsom Streets	Construction	\$ 20,816	100%
SFMTA	2005/06	PedSafe Curb Bulbs	Construction	\$ 1,403	100%
BART	2006/07	Balboa Park Station Westside Entrance and Walkway	Construction	\$ 217,000	100%
SFMTA	2006/07	3rd Street Light Rail Transit Accessible Pedestrian Signals	Environmental, Design, Construction	\$ 192,074	100%
SFMTA	2006/07	Phelan Avenue Pedestrian Improvements	Planning, Environmental, Design	\$ 18,653	100%
SFMTA	2006/07	Van Ness Ave. Pedestrian Countdown Signals	Construction	\$ 92,533	100%
SFMTA	2007/08	Accessible Pedestrian Signals	Environmental, Design	\$ 159,734	100%
SFMTA	2007/08	Ladder Crosswalks Maintenance	Construction	\$ 41,993	100%
SFMTA	2007/08	Local Match - Golden Gate Park Pedestrian and Bicycle Improvements	Environmental, Design	\$ 20,531	100%

**Table 2. Project Delivery Snapshot
Pedestrian Circulation/Safety**

Completed Projects/Project Phases (sorted by allocation year, then sponsor, then project name)					
Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Total Allocated as of 3/31/2014	% Complete as of 3/31/2014
SFMTA	2008/09	24th and Mission BART Station Area Curb Bulb-Outs	Planning, Design, Construction	\$ 130,000	100%
SFMTA	2008/09	Accessible Pedestrian Signals	Construction	\$ 770,202	100%
SFMTA	2008/09	Eddy and Ellis Sidewalk Bulbs	Construction	\$ 50,000	100%
SFMTA	2008/09	Ladder Crosswalks Maintenance	Construction	\$ 62,065	100%
SFMTA	2009/10	Converting Standard Crosswalks to Continental Crosswalks	Planning, Design, Construction	\$ 79,989	100%
SFMTA	2009/10	Duboce Avenue Pedestrian Improvements	Construction	\$ 173,000	100%
SFMTA	2009/10	Pedestrian Counting Project	Planning, Procurement	\$ 54,853	100%
SFMTA	2009/10	Red Visibility Curbs	Planning, Design, Construction	\$ 29,135	100%
SFMTA	2009/10	Re-opening Closed Crosswalks	Planning, Design, Construction	\$ 152,521	100%
SFMTA	2009/10	School Crosswalk Maintenance	Construction	\$ 74,560	100%
SFMTA	2010/11	Converting Standard Crosswalks to Continental Crosswalks	Design, Construction	\$ 89,529	100%
SFMTA	2010/11	Pedestrian Counting	Planning	\$ 25,000	100%
SFMTA	2010/11	Red Visibility Curbs	Design, Construction	\$ 29,743	100%
SFMTA	2010/11	School Crosswalk Maintenance	Planning, Construction	\$ 69,242	100%
SFMTA	2010/11	Marina/Buchanan Closed Crosswalk Opening	Construction	\$ -	100%
SFMTA	2010/11	New Pedestrian Signals	Design	\$ 156,784	100%
SFMTA	2010/11	New Pedestrian Signals	Environmental	\$ 41,658	100%
DPW	2011/12	Union Square Public Right-of-Way Accessibility Improvements	Construction	\$ 514,456	100%
SFMTA	2011/12	Crosswalk Maintenance	Construction	\$ 56,577	100%
SFMTA	2011/12	Crosswalk Maintenance	Environmental	\$ 14,397	100%

**Table 2. Project Delivery Snapshot
Pedestrian Circulation/Safety**

Completed Projects/Project Phases (sorted by allocation year, then sponsor, then project name)					
Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Total Allocated as of 3/31/2014	% Complete as of 3/31/2014
SFMTA	2011/12	Mission-Geneva Transit and Pedestrian Improvements	Construction	\$ 309,286	100%
SFMTA	2011/12	Pedestrian Refuge Islands	Design	\$ 22,149	100%
SFMTA	2012/13	Franklin Street Signal Upgrades	Design	\$ 112,095	100%
SFMTA	2012/13	Mansell Corridor Improvements	Planning	\$ 119,112	100%

Projects/Project Phases Underway (sorted by allocation year, then sponsor, then project name)					
Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Total Allocated as of 3/31/2014	% Complete as of 3/31/2014
DPW	2012/13	Sloat Boulevard Pedestrian Improvements	Design	\$ 33,552	90%
DPW	2013/14	Sloat Boulevard Pedestrian Improvements (EP 40)	Construction	\$ 96,825	0%
SFMTA	2012/13	2013 5-Year Prioritization Program Development	Environmental	\$ 19,000	90%
SFMTA	2012/13	Continental Crosswalks and Red Visibility Curbs	Construction	\$ 35,727	30%
SFMTA	2012/13	Continental Crosswalks	Design	\$ 95,500	25%
SFMTA	2012/13	Continental Crosswalks	Planning	\$ 19,500	90%
SFMTA	2012/13	New Pedestrian Signals	Construction	\$ 923,905	30%
SFMTA	2012/13	O'Shaughnessy & Del Vale Crosswalk	Construction	\$ 82,000	0%
SFMTA	2012/13	O'Shaughnessy & Del Vale Crosswalk	Design	\$ 54,000	95%
SFMTA	2012/13	Silver and Augusta Island and Bulb-out	Construction	\$ 153,747	10%
SFMTA	2013/14	6th Street Improvements	Planning	\$ 142,228	40%
SFMTA	2013/14	6th Street Improvements	Environmental	\$ 38,601	10%
SFMTA	2013/14	Mansell Corridor Improvement	Environmental	\$ 44,130	50%

For more information on Prop K and other Transportation Authority funded projects, visit <http://www.sfcta.org/mystreetsf-projects-map> to access an interactive map showing projects in your neighborhood and citywide.

Table 3 - Prioritization Criteria and Scoring Table
Pedestrian Circulation/Safety (EP 40)

	PROP K PROGRAM-WIDE CRITERIA			CATEGORY SPECIFIC CRITERIA				Total
	Project Readiness	Community Support	Time Sensitive Urgency	Safety	Provides Benefits to Multiple Users	High Injury Corridor	Leveraging	
Total Possible Score	4	3	3	3	3	2	2	20
Corridor Projects								
6th Street Improvements - PS&E	4	3	0	3	3	2	0	15
6th Street Improvements - CON	3	3	0	3	3	2	0	14
7th Street Streetscape	3	3	0	3	3	2	2	16
Follow-the-Paving								
Follow-the-Paving (Spot Improvements)	Locations will be scored at the time of allocation. See text and Project Information Form for more details.							
Citywide Pedestrian Safety & Circulation Improvements								
Active Transportation Program Local Match	Locations will be scored at the time of allocation. See text and Project Information Form for more details.							
WalkFirst Pedestrian Improvements	Locations will be scored at the time of allocation. See text and Project Information Form for more details.							
Neighborhood Transportation Improvement Program (NTIP)	Locations will be scored at the time of allocation. See text and Project Information Form for more details.							

Prioritization Criteria Definitions:

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

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

Three points for a project in an adopted community based plan with evidence of diverse community support.
Two points for a project with evidence of support from both neighborhood stakeholders and groups and citywide groups.
One point for a project with evidence of support from either neighborhood stakeholders and groups or citywide groups.

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

Safety: (One point for each): Addresses documented safety issue; reduces potential conflicts between modes; and increases security.

High Injury Corridor: Project is located on a WalkFirst Safety Streets corridor.

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

Leveraging: Project leverages non-Prop K funds.

Table 4 - Draft Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Pedestrian Circulation/Safety (EP 40)
Programming

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Corridor Projects									
SEMTA	6th Street Improvements (NTIP)	PS&E	Planned	\$700,000					\$700,000
SEMTA	6th Street Improvements (NTIP)	CON	Planned	\$3,000,000					\$3,000,000
SEMTA	7th Street Streetscape	PS&E	Planned	\$174,000					\$174,000
Follow-the-Paving									
SEMTA	Follow-the-Paving (Spot Improvements)	PS&E, CON	Planned		\$50,000				\$50,000
Citywide Pedestrian Safety & Circulation Improvements									
SEMTA	Active Transportation Program Local Match	PLAN/CER	Planned	\$10,000					\$10,000
SEMTA	Active Transportation Program Local Match	PS&E	Planned	\$80,000					\$80,000
SEMTA	Active Transportation Program Local Match	CON	Planned	\$594,893					\$594,893
SEMTA	Active Transportation Program Local Match	PS&E	Planned			\$300,000			\$300,000
SEMTA	Active Transportation Program Local Match	CON	Planned				\$300,000		\$300,000
SEMTA	WalkFirst	PLAN/CER	Planned	\$125,000					\$125,000
SEMTA	WalkFirst	PS&E	Planned	\$325,000					\$325,000
SEMTA	WalkFirst	CON	Planned	\$600,000					\$600,000
SEMTA	WalkFirst	PLAN/CER	Planned			\$53,996			\$53,996
SEMTA	WalkFirst	PS&E	Planned			\$110,000			\$110,000
SEMTA	WalkFirst	CON	Planned			\$65,000			\$65,000
SEMTA, Any eligible	Neighborhood Transportation Improvement Program (NTIP) placeholder	PS&E, CON	Planned	\$800,000					\$800,000
SEMTA, other eligible	Neighborhood Transportation Improvement Program (NTIP) placeholder	PS&E, CON	Planned		\$800,000				\$800,000
Total Programmed in 5YPP				\$6,408,893	\$850,000	\$228,996	\$300,000	\$300,000	\$8,087,889
Total Programmed in 2013 Strategic Plan Baseline				\$731,781	\$750,000	\$780,000	\$800,000	\$850,000	\$3,911,781
Cumulative Remaining Programming Capacity				(\$5,677,112)	(\$5,777,112)	(\$5,226,108)	(\$4,726,108)	(\$4,176,108)	(\$4,176,108)

Table 4 - Draft Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Pedestrian Circulation/Safety (EP 40)
Cash Flow (\$)

Project Name	Phase	Fiscal Year					Total
		2014/15	2015/16	2016/17	2017/18	2018/19	
Corridor Projects							
6th Street Improvements (NTIP)	PS&E	\$700,000					\$700,000
6th Street Improvements (NTIP)	CON	\$30,000	\$1,500,000	\$1,470,000			\$3,000,000
7th Street Streetscape	PS&E		\$174,000				\$174,000
Follow-the-Paving (Pedestrian Improvements)							
Follow-the-Paving (Spot Improvements)	PS&E, CON		\$50,000				\$50,000
Citywide Pedestrian Safety & Circulation Improvements							
Active Transportation Program Local Match	PLAN/CER	\$10,000					\$10,000
Active Transportation Program Local Match	PS&E	\$30,000	\$50,000				\$80,000
Active Transportation Program Local Match	CON	\$41,682	\$276,606	\$276,605			\$594,893
Active Transportation Program Local Match	PS&E			\$150,000		\$150,000	\$300,000
Active Transportation Program Local Match	CON					\$150,000	\$300,000
Walk First	PLAN/CER	\$125,000					\$125,000
Walk First	PS&E	\$162,500	\$162,500				\$325,000
Walk First	CON	\$300,000	\$300,000				\$600,000
Walk First	PLAN/CER			\$53,996			\$53,996
Walk First	PS&E			\$55,000		\$55,000	\$110,000
Walk First	CON			\$32,500		\$32,500	\$65,000
Neighborhood Transportation Improvement Program (NTIP) placeholder	PS&E, CON	\$400,000	\$400,000				\$800,000
Neighborhood Transportation Improvement Program (NTIP) placeholder	PS&E, CON		\$400,000	\$400,000			\$800,000
Total Cash Flow in 5YPP							
		\$1,799,182	\$3,313,106	\$2,288,101	\$237,500	\$300,000	\$8,087,889
Total Cash Flow in 2013 Strategic Plan Baseline							
		(\$1,799,182)	(\$5,112,288)	(\$7,400,389)	(\$7,637,889)	(\$7,937,889)	(\$8,087,889)
Cumulative Remaining Cash Flow Capacity							



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

Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iv. Bicycle and Pedestrian Improvements
Prop K EP Project/Program:	c. Pedestrian Circulation/Safety
EP Line (Primary):	40
Other EP Line Number/s:	
Fiscal Year of Allocation:	2014/15
Project Information	
Project Name:	6th Street Improvements [NTIP]
Project Location:	6th Street between Market and Howard
Project Supervisorial District(s):	6
Project Description:	This project will fund detailed design and construction of pedestrian safety improvements on 6th Street from Market to Howard Streets. The 6th Street corridor includes the three intersections (Market, Mission, and Howard) with the highest number of pedestrian collisions in the city between 2005 and 2009. The community's preferred street design option, selected through an extensive outreach process, includes sidewalk widening on both sides of 6th Street, vehicle travel lane reduction, "flex" zone and textured median with raised refuges, pedestrian scale lighting, new street furnishings and tree grates as well as signal retiming.
Purpose and Need:	This project will increase safety and comfort along the 6th Street corridor.
Community Engagement/Support:	SFMTA has worked with Supervisor Kim's office, WalkSF, other community organizations and business groups, and 6th Street residents to develop the community's preferred street design through two community walks, three community meetings, and two demonstration projects.
Implementing Agency:	San Francisco Municipal Transportation Agency (SFMTA)
Project Manager:	Adam Gubser
Phone Number:	701-4465
Email:	adam.gubser@sfmta.com
Environmental Clearance	
Type:	Categorically exempt
Status:	Underway
Completion Date (Actual or Anticipated):	TBD

Project Delivery Milestones	Status	Work	Start Date		End Date	
			Quarter	Year	Quarter	Year
Planning/Conceptual Engineering (30%)	100%	In-house	3	2013/14	4	2013/14
Environmental Studies (PA&ED)	10%	In-house	2	2014/15	2	2014/15
Design Engineering (PS&E)			3	2014/15	4	2014/15
R/W Activities/Acquisition						
Advertise Construction						
Start Construction (i.e. Award Contract)		tbd	4	2014/15		
End Construction (i.e. Open for Use)		tbd			4	2016/17
Start Procurement (e.g. rolling stock)						
Project Close-out						

Comments/Concerns

This is a NTIP capital project.



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

Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iv. Bicycle and Pedestrian Improvements
Prop K EP Project/Program:	c. Pedestrian Circulation/Safety
EP Line (Primary):	40
Other EP Line Number/s:	
Fiscal Year of Allocation:	2014/15

Project Information	
Project Name:	7th Street Streetscape
Project Location:	7th Street between Market and Harrison Streets
Project Supervisorial District(s):	6
Project Description:	This request is to implement bicycle and pedestrian improvements along 7th Street between Harrison and Market Streets aligned with the Eastern Neighborhood Transportation Implementing Planning Study (ENTRIPS) streetscape plan but without the higher costing capital improvements listed in the Study (new signals, corner bulbs). The scope will include new striping, a buffered bike lane, traffic lane reduction, safe hit posts and possibly a limited amount of paving. Planning work to refine the scope is underway.
Purpose and Need:	This project will increase pedestrian and bicyclist safety and comfort along the 7th Street corridor.
Community Engagement/Support:	<p>The segments of 7th and 8th Streets between Market and Harrison Streets have been prioritized for investment in ENTRIPS because this segment exemplifies many of the challenges that face other South of Market north-south arterials north of the freeways: high rates of pedestrian and bicycle injury collisions, a bare public realm, high volumes of traffic during peak periods, and high vehicle speeds during off-peak periods. Seventh and Eighth Streets were also prioritized for improvement in the Western SOMA Community Plan.</p> <p>While the community has expressed support for the currently proposed features through the ENTRIPS process, their actual implementation will bring significant changes to the residents and the businesses along the corridor; therefore, their informed support and understanding is essential to the project's success. Outreach to local community leaders and other stakeholders will include two informational meetings to help promote the proposed features in the plan.</p>
Implementing Agency:	San Francisco Municipal Transportation Agency (SFMTA)
Project Manager:	Maurice Growney
Phone Number:	701-4465
Email:	Maurice.growney@sfmta.com
Environmental Clearance	
Type:	Categorically exempt
Status:	Underway
Completion Date (Actual or Anticipated):	TBD

Project Delivery Milestones	Status	Work	Start Date		End Date	
			Quarter	Year	Quarter	Year
Planning/Conceptual Engineering (30%)	0%	In-house	4	2013/14	3	2014/15
Environmental Studies (PA&ED)	0%	In-house	3	2014/15	2	2015/16
Design Engineering (PS&E)	0%	In-house	2	2015/16	1	2016/17
R/W Activities/Acquisition						
Advertise Construction			2	2016/17	3	2016/17
Start Construction (i.e. Award Contract)	0%	Both	3	2016/17		
End Construction (i.e. Open for Use)	0%	Both			2	2017/18
Start Procurement (e.g. rolling stock)						
Project Close-out					3	2017/18

Comments/Concerns
 On May 20, 2014 (Res. 14-79), the Transportation Authority allocated \$180,000 in Prop K for Planning/Conceptual Engineering and Environmental Studies for the 7th and 8th Streetscape project.



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

Project Name: 7th Street Streetscape

Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
	Planning/Conceptual Engineering	\$ -	\$ -	\$ -
	Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
	Design Engineering (PS&E)	\$ 195,000	\$ 174,000	\$ 21,000
	R/W	\$ -	\$ -	\$ -
	Construction	\$ 1,125,750	\$ -	\$ 1,125,750
	Procurement (e.g. rolling stock)	\$ -	\$ -	\$ -
Total Project Cost		\$ 1,320,750	\$ 174,000	\$ 1,146,750
Percent of Total			13%	87%

Project Expenditures (Cash Flow) By Fiscal Year

Phase	Fund Source	Fund Source Status	Fiscal Year Funds Available	Enter Cash Flow Here					Total
				14/15	15/16	16/17	17/18	18/19	
Design Engineering (PS&E)	Prop K	Planned	14/15	\$ -	\$ 174,000				\$ 174,000
Design Engineering (PS&E)	IPIC	Planned	14/15	\$ -	\$ 21,000				\$ 21,000
Construction	SFMTA Revenue Bond	Programmed	15/16		\$ 1,125,750				\$ 1,125,750
									\$ -
									\$ -
									\$ -
									\$ -
Total By Fiscal Year				\$ -	\$ 1,320,750	\$ -	\$ -	\$ -	\$ 1,320,750

Comments/Concerns

SFMTA proposes to fund the design of the 8th Street Streetscape from the Prop K EP 38 Traffic Calming category.
IPIC: Interagency Plan Implementation Committee (development impact fees).



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

Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iv. Bicycle and Pedestrian Improvements
Prop K EP Project/Program:	c. Pedestrian Circulation/Safety
EP Line (Primary):	40
Other EP Line Number/s:	
Fiscal Year of Allocation:	2015/16
Project Information	
Project Name:	Follow-the-Paving (Spot Improvements)
Project Location:	TBD
Project Supervisorial District(s):	TBD
Project Description:	This project includes design and installation for spot treatments in coordination with paving projects. Candidate treatments include the painting of continental crosswalks at high priority locations, and implementing sight distance red zones, with primary focus in the Tenderloin and other high pedestrian injury areas. All construction will be done by SFMTA shops. Design will be concurrent with installations as work orders are prepared and sent to the shops through 2015.
Purpose and Need:	This project will enhance pedestrian comfort and safety and mitigate collisions.
Community Engagement/Support:	
Implementing Agency:	San Francisco Municipal Transportation Agency (SFMTA)
Project Manager:	Bridget Smith
Phone Number:	415-701-4491
Email:	bridget.smith@sfmta.com
Environmental Clearance	
Type:	
Status:	
Completion Date (Actual or Anticipated):	

Project Delivery Milestones	Status	Work	Start Date		End Date	
			Quarter	Year	Quarter	Year
Planning/Conceptual Engineering (30%)						
Environmental Studies (PA&ED)						
Design Engineering (PS&E)		In-house	1	2015/16	4	2015/16
R/W Activities/Acquisition						
Advertise Construction						
Start Construction (i.e. Award Contract)		In-house	1	2015/16	4	2015/16
End Construction (i.e. Open for Use)						
Start Procurement (e.g. rolling stock)						
Project Close-out						

Comments/Concerns



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

Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iv. Bicycle and Pedestrian Improvements
Prop K EP Project/Program:	c. Pedestrian Circulation/Safety
EP Line (Primary):	40
Other EP Line Number/s:	
Fiscal Year of Allocation:	2014/15
Project Information	
Project Name:	Active Transportation Program Local Match
Project Location:	TBD
Project Supervisorial District(s):	TBD
Project Description:	This category will serve as local match for pedestrian circulation and safety improvements to be implemented with Active Transportation Program (ATP) grants. MTA's current ATP application for the Vision Zero Safety project includes the following pedestrian project types: pedestrian lighting, bulbouts, visible colored pavement, and the tools needed to install these devices.
Purpose and Need:	The Active Transportation Program seeks to increase the proportion of trips accomplished by biking and walking, increase safety and mobility for nonmotorized users, and provide a broad spectrum of projects to benefit many types of active transportation users. Projects funded by this category are meant to improve the safety of streets for people walking and may include implementation of Vision Zero and WalkFirst initiatives.
Community Engagement/Support:	
Implementing Agency:	San Francisco Municipal Transportation Agency (SFMTA)
Project Manager:	Bridget Smith
Phone Number:	415-701-4491
Email:	bridget.smith@sfmta.com
Environmental Clearance	
Type:	
Status:	
Completion Date (Actual or Anticipated):	

Project Delivery Milestones	Status	Work	Start Date		End Date	
			Quarter	Year	Quarter	Year
Planning/Conceptual Engineering (30%)	% Complete	In-house - Contracted - Both				
Environmental Studies (PA&ED)						
Design Engineering (PS&E)						
R/W Activities/Acquisition						
Advertise Construction						
Start Construction (i.e. Award Contract)						
End Construction (i.e. Open for Use)						
Start Procurement (e.g. rolling stock)						
Project Close-out						

Comments/Concerns

These are placeholders for design/construction. Sufficient detail and scoring of proposed project(s) will be required when the allocation request is submitted.



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

Project Name: Active Transportation Program Local Match

Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
	Planning/Conceptual Engineering	\$ 10,000	\$ 10,000	\$ -
	Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
	Design Engineering (PS&E)	\$ 80,000	\$ 80,000	\$ -
	R/W	\$ -	\$ -	\$ -
	Construction	\$ 3,444,893	\$ 1,194,893	\$ 2,250,000
	Procurement (e.g. rolling stock)	\$ -	\$ -	\$ -
	Total Project Cost	\$ 3,534,893	\$ 1,284,893	\$ 2,250,000
	Percent of Total		36%	64%

This is a placeholder.

Project Expenditures (Cash Flow) By Fiscal Year	Phase	Fund Source	Fund Source Status	Fiscal Year Funds Available	Enter Cash Flow Here						Total	
					14/15	15/16	16/17	17/18	18/19	19/20		
	Planning/Conceptual Engineering	Prop K	Planned	14/15	\$ 10,000							\$ 10,000
	Design Engineering (PS&E)	Prop K	Planned	14/15	\$ 30,000	\$ 50,000						\$ 80,000
	Construction	Prop K	Planned	14/15	\$ 41,682	\$ 276,606	\$ 276,605					\$ 594,893
	Construction	ATP	Planned	14/15	\$ 89,447	\$ 357,654	\$ 302,900					\$ 750,000
	Construction	Prop K	Planned	17/18			\$ 150,000	\$ 150,000				\$ 300,000
	Construction	TBD	Planned	17/18			\$ 375,000	\$ 375,000				\$ 750,000
	Construction	Prop K	Planned	18/19				\$ 150,000	\$ 150,000	\$ 150,000		\$ 300,000
	Construction	TBD	Planned	18/19				\$ 375,000	\$ 375,000	\$ 375,000		\$ 750,000
	Total By Fiscal Year				\$ 171,129	\$ 684,260	\$ 579,505	\$ 525,000	\$ 1,050,000	\$ 525,000	\$ 3,534,893	

Comments/Concerns

This is a placeholder for design and/or construction local match to Active Transportation Program (ATP) grants (amount estimated based on the prior cycle). Allocation requests will need to demonstrate full funding plans and sufficient leveraging of Prop K funds.



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

Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iv. Bicycle and Pedestrian Improvements
Prop K EP Project/Program:	c. Pedestrian Circulation/Safety
EP Line (Primary):	40
Other EP Line Number/s:	
Fiscal Year of Allocation:	2014/15

Project Information	
Project Name:	WalkFirst Pedestrian Improvements
Project Location:	Citywide
Project Supervisorial District(s):	Citywide

Project Description:

Phase 1 improvements for WalkFirst, a comprehensive program to improve pedestrian safety, entails planning, design and construction for a suite of improvements, some of which are temporary in nature. These improvements may include (but are not limited to): Advanced stop or yield lines, temporary chokers, continental crosswalks, temporary bulbs, leading pedestrian intervals, red zones, temporary islands, pedestrian scrambles, protected left turns, reduced lane width, signal timing changes, speed humps, and turn prohibitions. Phase 2 improvements, which are not intended to be funded in this specific line item but are part of the larger WalkFirst effort, are more permanent in nature. They may include (but are not limited to): corner bulbs, chokers, pedestrian refuge islands, raised crosswalks, speed tables, traffic circles, flashing beacons, pedestrian countdown signals, roadway safety lighting, turn prohibitions, protected left turns, and leading pedestrian intervals. Both Phase 1 and 2 improvements will be installed at locations on the high injury network identified through the WalkFirst analysis.

See attached the draft list of prioritized Phase 1 and Phase 2 locations and a briefing booklet titled "San Francisco Pedestrian Safety Capital Improvement Program."

Purpose and Need:

WalkFirst is based on a data-driven analysis to determine the highest needs for pedestrian safety citywide. Implementing the improvements identified through the WalkFirst analysis will increase the safety of the streets for people walking.

Community Engagement/Support:

From mid-November 2013 through January 2014, the WalkFirst team engaged in a citywide public outreach process to gather feedback about pedestrian safety improvements. The primary method for feedback was the interactive online tool <walkfirst.sfplanning.org>. In addition, the WalkFirst team held a series of ten targeted focus groups to hear from populations and neighborhoods most impacted by pedestrian injuries and fatalities. Members of the public can continue to use the online tool to inform their safety priorities.

Implementing Agency:	SFMTA - Department of Parking and Traffic (DPT)
Project Manager:	Oliver Gajda
Phone Number:	701.4467
Email:	oliver.gajda@sfmta.com

Environmental Clearance	
Type:	Categorically exempt
Status:	Not yet started
Completion Date (Actual or Anticipated):	TBD

Project Delivery Milestones	Status	Work	Start Date		End Date	
			Quarter	Year	Quarter	Year
Phase	% Complete	In-house - Contracted - Both				
Planning/Conceptual Engineering (30%)	0%	In-house	1	2014/15	2	2014/15
Environmental Studies (PA&ED)	0%	In-house	1	2014/15	2	2014/15
Design Engineering (PS&E)	0%	In-house	2	2014/15	4	2014/15
R/W Activities/Acquisition						
Advertise Construction						
Start Construction (i.e. Award Contract)	0%	Both	4	2014/15		
End Construction (i.e. Open for Use)	0%	Both			4	2015/16
Start Procurement (e.g. rolling stock)						
Project Close-out						

Comments/Concerns

The above schedule is for the FY 14/15 allocation. The FY 16/17 allocation will follow a similar schedule.



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

Project Name: WalkFirst Pedestrian Improvements

Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
	Planning/Conceptual Engineering	\$ 218,996	\$ 178,996	\$ 40,000
	Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
	Design Engineering (PS&E)	\$ 935,000	\$ 435,000	\$ 500,000
	R/W	\$ -	\$ -	\$ -
	Construction	\$ 4,759,428	\$ 665,000	\$ 4,094,428
	Procurement (e.g. rolling stock)	\$ -	\$ -	\$ -
	Total Project Cost	\$ 5,913,424	\$ 1,278,996	\$ 4,634,428
	Percent of Total		22%	78%

Project Expenditures (Cash Flow) By Fiscal Year

Phase	Fund Source	Fund Source Status	Fiscal Year Funds Available	Enter Cash Flow Here					Total
				14/15	15/16	16/17	17/18	18/19	
Planning/Conceptual Engineering	MTA Operating	Allocated	14/15	\$ 40,000					\$ 40,000
Design Engineering (PS&E)	Prop K	Planned	14/15	\$ 162,500	\$ 162,500				\$ 325,000
Construction	Prop K	Planned	14/15	\$ 300,000	\$ 300,000				\$ 600,000
Planning/Conceptual Engineering	Prop K	Planned	14/15	\$ 125,000					\$ 125,000
Design Engineering (PS&E)	TBD	Planned	15/16		\$ 500,000				\$ 500,000
Construction	TBD	Planned	15/16		\$ 1,705,191				\$ 1,705,191
Planning/Conceptual Engineering	Prop K	Planned	16/17			\$ 53,996			\$ 53,996
Design Engineering (PS&E)	Prop K	Planned	16/17			\$ 55,000	\$ 55,000		\$ 110,000
Construction	Prop K	Planned	16/17			\$ 32,500	\$ 32,500		\$ 65,000
Construction	TBD	Planned	16/17			\$ 1,489,127	\$ 900,110		\$ 2,389,237
Total By Fiscal Year				\$ 627,500	\$ 2,667,691	\$ 1,630,623	\$ 987,610	\$ -	\$ 5,913,424

Comments/Concerns

WalkFirst is a comprehensive, multi-phased effort. As such, it will be funded through a variety of sources including: potential General Obligation Bonds and General Fund dollars as proposed from the Transportation Task Force, SFMTA State of Good Repair funds, California Pacific Medical Center funds, Prop AA Vehicle Registration Fee dollars, SFMTA Revenue Bonds, other SFMTA Operating dollars.



Walk First Intersection Improvements and Near-Term Vision Zero Capital Projects

Note: Not all near-term capital projects are intersection specific, and therefore some near-term capital projects that overlap with the intersections below may not be noted.

#	Street 1	Street 2	Quick / Cost Effective	Comprehensive / Long Term	District	On Vision Zero Near-Term Capital Projects List?
DISTRICT I						
1	30TH AV	GEARY BL	1	1	1	Geary Blvd Pedestrian Improvements
2	GEARY BL	ARGUELLO BL	1	1	1	Geary Blvd Pedestrian Improvements
3	GEARY BL	6TH AV	1	1	1	
4	GEARY BL	15TH AV	1	1	1	
5	GEARY BL	33RD AV	0	1	1	
6	POINT LOBOS AV	42ND AV	1	1	1	
7	TURK BLVD	MASONIC AV	1	1	1	
DISTRICT II						
1	BEACH ST	HYDE ST	1	1	2	
2	DIVISADERO ST	SUTTER ST	1	1	2	
3	DIVISADERO ST	LOMBARD ST	1	1	2	
4	FRANKLIN ST	GEARY BL	1	1	2	
5	FRANKLIN ST	BUSH ST	1	0	2	
6	FRANKLIN ST	PINE ST	1	0	2	
7	GEARY BL	ARGUELLO BL	1	1	2	Geary Blvd Pedestrian Improvements
8	LOMBARD ST	STEINER ST	1	1	2	
9	LOMBARD ST	SCOTT ST	0	1	2	
10	TURK BLVD	MASONIC AV	1	1	2	
11	VAN NESS AV	CALIFORNIA AV	1	1	2	
12	VAN NESS AV	BUSH ST	0	1	2	
13	VAN NESS AV	PINE ST	1	1	2	
14	VAN NESS AV	BROADWAY ST	1	1	2	
15	VAN NESS AV	POST ST	1	1	2	
16	VAN NESS AV	PACIFIC AV 1	1	0	2	
17	VAN NESS AV	JACKSON ST		0	2	
DISTRICT III						
1	5TH ST	MARKET ST	0	1	3	Market St Corridor Improvements; 5th St Green Sharrows
2	BAY ST	KEARNY ST	1	1	3	
3	BROADWAY ST	SANSOME ST	1	1	3	
4	BROADWAY ST	BATTERY ST	1	1	3	
5	BUSH ST	POLK ST	1	1	3	Polk Street Early Implementation

Walk First Intersection Improvements and Near-Term Vision Zero Capital Projects

Note: Not all near-term capital projects are intersection specific, and therefore some near-term capital projects that overlap with the intersections below may not be noted.

#	Street 1	Street 2	Quick / Cost		Term	District	On Vision Zero Near-Term Capital Projects List?	
			Effective	Comprehensive / Long				
6	BUSH ST	HYDE	1	0		3		
7	CALIFORNIA ST	HYDE ST	1	1		3		
8	CALIFORNIA ST	TAYLOR ST	1	0		3		
9	COLUMBUS AV	VALLEJO ST	1	1		3	Columbus Ave. Bulb Outs	
10	COLUMBUS AV	BROADWAY ST	1	0		3	Columbus Ave. Bulb Outs	
11	COLUMBUS ST	STOCKTON ST	0	1		3	Columbus Ave. Bulb Outs	
12	EDDY ST	MASON ST	1	1		3	Pedestrian Intersection Treatments	
13	GEARY ST	KEARNY	1	1		3	Kearny Street Pedestrian Improvements	
14	GEARY ST	LEAVENWORTH ST	1	1		3	Pedestrian Intersection Treatments	
15	GEARY ST	TAYLOR ST	1	0		3		
16	HYDE ST	PINE ST	1	0		3		
17	KEARNY ST	CLAY ST	1	1		3		
18	KEARNY ST	WASHINGTON ST	0	1		3	Kearny Street Pedestrian Improvements	
19	MARKET ST	4TH ST	0	1		3	Market St Corridor Improvements	
20	MARKET ST	2ND ST	0	1		3	2nd St. Road Diet	
21	OFARRELL ST	STOCKTON ST	0	1		3		
22	OFARRELL ST	POWELL ST	0	1		3		
23	POLK ST	PINE ST	1	1		3	Polk Street Early Implementation	
24	POLK ST	SUTTER ST	1	0		3	Polk Street Early Implementation	
25	POLK ST	HEMLOCK ST	1	1		3	Polk Street Early Implementation	
26	POLK ST	POST ST	1	1		3	Polk Street Early Implementation	
27	SACRAMENTO ST	KEARNY ST	1	1		3	Kearny Street Pedestrian Improvements	
28	STOCKTON ST	JACKSON	0	1		3		
29	STOCKTON ST	PACIFIC AV	0	1		3		
30	STOCKTON ST	POST ST	1	1		3		
31	STOCKTON ST	SUTTER ST	1	1		3		
32	STOCKTON ST	SACRAENTO ST	1	1		3		
33	STOCKTON ST	UNION ST	0	1		3		
34	SUTTER ST	LARKIN ST	1	0		3		
35	SUTTER ST	TAYLOR ST	1	0		3	Sutter Street Bulb Outs	
36	TAYLOR ST	NORTH POINT ST	1	0		3		
37	TAYLOR ST	PINE ST	1	0		3		
38	VAN NESS AV	CALIFORNIA AV	1	1		3		
39	VAN NESS AV	BUSH ST	1	1		3		
40	VAN NESS AV	PINE ST	0	1		3		

Walk First Intersection Improvements and Near-Term Vision Zero Capital Projects

Note: Not all near-term capital projects are intersection specific, and therefore some near-term capital projects that overlap with the intersections below may not be noted.

#	Street 1	Street 2	Quick / Cost		Term	District	On Vision Zero Near-Term Capital Projects List?
			Effective	Comprehensive / Long			
41	VAN NESS AV	BROADWAY ST	1	1	1	3	
42	VAN NESS AV	POST ST	1	1	1	3	
43	VAN NESS AV	PACIFIC AV	1	0	0	3	
44	VAN NESS AV	JACKSON ST	1	0	0	3	
DISTRICT IV							
1	19TH AV	ORTEGA ST	1	1	1	4	
2	19TH AV	NORIEGA ST	1	1	1	4	
3	19TH AV	JUDAH ST	1	1	1	4	
4	SUNSET BL	QUINTARA ST	1	1	1	4	Sunset Blvd. Speed Reduction
5	SUNSET BL	VICENTE ST	1	1	1	4	Sunset Blvd. Speed Reduction
6	TARAVAL ST	19TH AV	1	0	0	4	
DISTRICT V							
1	DIVISADERO ST	SUTTER ST	1	1	1	5	
2	DIVISADERO ST	GEARY BL	1	0	0	5	
3	FILLMORE ST	GEARY ST	1	1	1	5	
4	FRANKLIN ST	GEARY BL	1	1	1	5	
5	GEARY BL	WEBSTER ST	1	1	1	5	Webster Street Bicycle and Pedestrian
6	IRVING ST	7TH AV	1	1	1	5	Irving St. Intersections
7	MARKET ST	GOUGH ST	1	1	1	5	Market St. Cycletrack
8	MARKET ST	VANNESS ST	0	1	1	5	
9	MASONIC AVE	HAIGHT ST	1	0	0	5	
10	MCALLISTER ST	WEBSTER ST	1	1	1	5	Webster Street Bicycle and Pedestrian
11	MCALLISTER ST	VAN NESS AV	1	1	1	5	
12	OAK ST	MASONIC AV 1	1	0	0	5	
13	OCTAVIA ST	HAIGHT ST	1	1	1	5	
14	POST ST	WEBSTER ST	1	1	1	5	Webster Street Bicycle and Pedestrian
15	TURK BLVD	MASONIC AV	1	1	1	5	
16	TURK ST	WEBSTER ST	0	1	1	5	Webster Street Bicycle and Pedestrian
17	VAN NESS AV	POST ST	1	1	1	5	
18	VAN NESS AV	GEARY ST	0	1	1	5	
DISTRICT VI							
1	10TH ST	MISSION ST	1	1	1	6	
2	10TH ST	HOWARD ST	1	0	0	6	Howard Street Pilot Road Diet
3	2ND ST	BRYANT ST	1	0	0	6	
4	4TH ST	KING ST	1	1	1	6	4th & King Leading Pedestrian Interval
5	4TH ST	BRANNAN ST	1	0	0	6	

Walk First Intersection Improvements and Near-Term Vision Zero Capital Projects

Note: Not all near-term capital projects are intersection specific, and therefore some near-term capital projects that overlap with the intersections below may not be noted.

#	Street 1	Street 2	Quick / Cost		Term	District	On Vision Zero Near-Term Capital Projects List?	
			Effective	Comprehensive / Long			On Vision Zero	Near-Term Capital Projects List?
6	4TH ST	BRYANT	1	0	0	6		
7	5TH ST	MARKET ST	0	1	1	6	Market St Corridor Improvements; 5th St Green Sharrows	
8	6TH ST	HOWARD ST	1	1	1	6	Pedestrian Improvements; Howard Street Pilot Road Diet	
9	6TH ST	STEVENSON ST	0	1	1	6		
10	6TH ST	TEHAMA ST	0	1	1	6		
11	6TH ST	MISSION ST	0	1	1	6		
12	8TH ST	HOWARD ST	0	1	1	6	Howard Street Pilot Road Diet	
13	9TH ST	MARKET ST	0	1	1	6		
14	EDDY ST	POLK ST	1	1	1	6	Polk Street Early Implementation	
15	EDDY ST	MASON ST	1	1	1	6		
16	EDDY ST	JONES ST	1	0	0	6		
17	EMBARCADERO	SOUTH HOWARD ST	1	1	1	6		
18	FOLSOM ST	6TH ST	0	1	1	6		
19	GEARY ST	LEAVENWORTH ST	1	1	1	6		
20	GEARY ST	TAYLOR ST	1	0	0	6		
21	GEARY ST	LARKIN ST	0	1	1	6		
22	GOLDEN GATE AV	HYDE ST	1	1	1	6		
23	GOLDEN GATE AV	JONES ST	1	1	1	6	Golden Gate Road Diet	
24	GROVE ST	HYDE ST	0	1	1	6		
25	HARRISON ST	3RD ST	1	0	0	6		
26	HOWARD ST	9TH ST	1	0	0	6	Howard Street Pilot Road Diet	
27	HOWARD ST	5TH ST	1	0	0	6	Howard Street Pilot Road Diet; 5th St Green Sharrows	
28	HYDE ST	GEARY ST	1	0	0	6		
29	JONES ST	ELLIS ST	1	1	1	6		
30	JONES ST	TURK ST	0	1	1	6		
31	LARKIN ST	GOLDEN GATE	1	0	0	6		
32	LEAVENWORTH st	EDDY ST	1	0	0	6		
33	MARKET ST	GOLDEN GATE AV	0	1	1	6		
34	MARKET ST	GOUGH ST	1	1	1	6	Market St. Cycletrack	
35	MARKET ST	VANNESS ST	0	1	1	6		
36	MARKET ST	4TH ST	0	1	1	6	Market St Corridor Improvements	
37	MARKET ST	2ND ST	0	1	1	6	Market St Corridor Improvements; 2nd St. Road Diet	
38	MARKET ST	7TH ST	0	1	1	6	Market St Corridor Improvements	
39	MCALLISTER ST	VAN NESS AV	1	1	1	6		
40	MISSION ST	8TH ST	0	1	1	6	Mission St. Intersections	

Walk First Intersection Improvements and Near-Term Vision Zero Capital Projects

Note: Not all near-term capital projects are intersection specific, and therefore some near-term capital projects that overlap with the intersections below may not be noted.

#	Street 1	Street 2	Quick / Cost		Term	District	On Vision Zero	Near-Term Capital Projects List?
			Effective	Comprehensive / Long				
41	MISSION ST	1ST ST	1		1	6		
42	MISSION ST	MINT ST	0		1	6		
43	MISSION ST	9TH ST	1		0	6		
44	MISSION ST	11TH ST	1		0	6		
45	MISSION ST	DUBOCE AV	1		0	6		
46	MISSION ST	7TH ST	0		1	6		
47	MISSION ST	SOUTH VAN NESS	0		1	6		
48	MISSION ST	5TH ST	0		1	6	5th St Green Sharrows	
49	MISSION ST	NEW MONTGOMERY ST	1		0	6		
50	OFARRELL ST	JONES ST	1		1	6		
51	OFARRELL ST	POLK ST	1		1	6	Polk Street Early Implementation	
52	POLK ST	TURK ST	1		1	6	Polk Street Early Implementation	
53	POLK ST	GEARY ST	1		1	6	Polk Street Early Implementation	
54	POST ST	POLK ST	1		1	6	Polk Street Early Implementation	
55	TAYLOR ST	ELLIS ST	1		1	6		
56	TAYLOR ST	EDDY ST	1		0	6		
57	TURK ST	TAYLOR ST	1		0	6		
58	TURK ST	HYDE ST	0		1	6		
59	TURK ST	LEAVENWORTH ST	0		1	6		
60	VAN NESS AV	GEARY ST	0		1	6		
DISTRICT VII								
1	19TH AV	ORTEGA ST	1		1	7		
2	19TH AV	NORIEGA ST	1		1	7		
3	19TH AV	JUDAH ST	1		1	7		
4	19TH AV	JUNIPERO SERRA BL	0		1	7		
5	CIRCULAR AVE	BADEN ST	0		1	7		
6	OCEAN AV	PLYMOUTH AV	1		0	7		
7	OCEAN AV	MIRAMAR AV	1		1	7		
8	TARAVAL ST	19TH AV	1		0	7		
DISTRICT VIII								
1	16TH ST	GUERRERO ST	1		1	8		
2	18TH ST	GUERRERO ST	1		1	8		
3	BOSWORTH ST	DIAMOND ST	1		0	8		
4	CASTRO ST	18TH ST	1		0	8		
5	MARKET ST	14TH ST	1		0	8		

Walk First Intersection Improvements and Near-Term Vision Zero Capital Projects

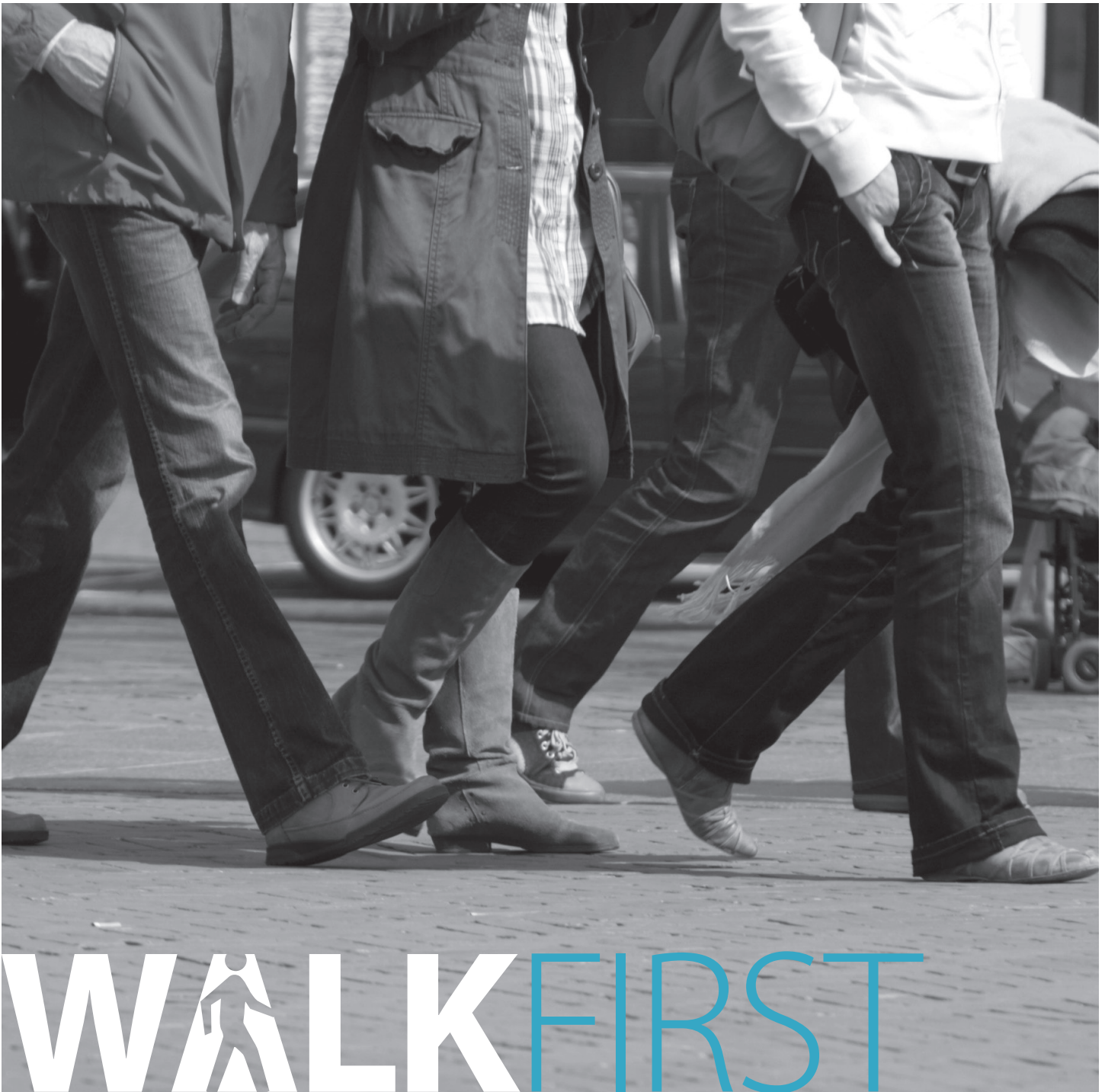
Note: Not all near-term capital projects are intersection specific, and therefore some near-term capital projects that overlap with the intersections below may not be noted.

#	Street 1	Street 2	Quick / Cost Effective	Comprehensive / Long Term	District	On Vision Zero Near-Term Capital Projects List?
6	MARKET ST	CHURCH ST	1	0	8	
DISTRICT IX						
1	16TH ST	HARRISON ST	1	1	9	
2	17TH ST	SOUTH VAN NESS	1	1	9	
3	22ND ST	SOUTH VAN NESS	1	1	9	
4	24TH ST	POTRERO AV	1	0	9	Potrero Ave. Streetscape
5	BACON ST	SAN BRUNO AV	1	1	9	
6	BAY SHORE BL	PAUL AV	1	1	9	
7	CESAR CHAVEZ ST	MISSION ST	1	1	9	
8	MISSION ST	23RD ST	1	1	9	Mission St. Intersections
9	MISSION ST	16TH ST	0	1	9	
10	MISSION ST	19TH ST	1	1	9	Mission St. Intersections
11	MISSION ST	VIRGINIA AV	1	1	9	
12	MISSION ST	22ND ST	1	1	9	Mission St. Intersections
13	MISSION ST	18TH ST	1	1	9	
14	MISSION ST	14TH ST	1	1	9	
15	MISSION ST	DUBOCE AV	1	0	9	
16	MISSION ST	29TH ST	1	0	9	
17	MISSION ST	21ST ST	0	1	9	
18	SAN BRUNO AV	SILVER AV	1	1	9	
19	SOUTH VAN NESS	16TH ST	1	1	9	
DISTRICT X						
1	24TH ST	POTRERO AV	1	0	10	Potrero Ave. Streetscape
2	3RD ST	PALOU AV	0	1	10	
3	BAY SHORE BL	PAUL AV	1	1	10	
4	BAY SHORE BLVD	BACON ST/EGBERT AVE	1	1	10	
5	BAYSHORE BL	SILVER AV	1	1	10	
6	BAYSHORE BL	ARLETA AV	1	1	10	
7	ESQUINA DR	GENEVA AV	1	1	10	
8	GENEVA AV	BROOKDALE AV	1	1	10	Pedestrian Intersection Treatments
9	WEST POINT RD	MIDDLE POINT RD	1	1	10	
10	WILLIAMS AV	3RD ST	1	1	10	
DISTRICT XI						
1	19TH AV	JUNIPERO SERRA BL	0	1	11	

Walk First Intersection Improvements and Near-Term Vision Zero Capital Projects

Note: Not all near-term capital projects are intersection specific, and therefore some near-term capital projects that overlap with the intersections below may not be noted.

#	Street 1	Street 2	Quick / Cost Effective	Comprehensive / Long Term	District	On Vision Zero Near-Term Capital Projects List?
2	ALEMANY BL	NIAGARA AV	0	1	11	
3	GENEVA AV	BROOKDALE AV	1	1	11	
4	GENEVA AV	MISSION ST	0	1	11	
5	MISSION ST	PERSIA AV	1	1	11	
6	MISSION ST	EXCELSIOR AV	1	1	11	
7	MISSION ST	SANTA ROSA AV	1	1	11	
8	MISSION ST	ACTON ST	1	1	11	
9	ST/SICKLES AVE	SAN JOSE AV	1	1	11	
10	SAN JOSE AV	FARALLONES ST	0	1	11	
11	SILVER AV	MISSION ST	1	0	11	Mission at Silver Transit Bulb



**San Francisco Pedestrian Safety
Capital Improvement Program:
A Step Towards Vision Zero**

March 5, 2014

The First Steps

IN APRIL 2013, MAYOR LEE ISSUED THE PEDESTRIAN STRATEGY WHICH DIRECTED CITY DEPARTMENTS TO IMPLEMENT SOLUTIONS THAT WOULD REDUCE SERIOUS OR FATAL PEDESTRIAN INJURIES BY 25 PERCENT BY 2016 AND BY 50 PERCENT BY 2021, INCREASE THE WALKABILITY OF SAN FRANCISCO AND MAKE ALL NEIGHBORHOODS SAFER FOR PEOPLE WALKING. AS PART OF THIS EFFORT, WALKFIRST WAS INITIATED TO PRIORITIZE CAPITAL IMPROVEMENTS NEEDED OVER THE NEXT 5 YEARS TO MAKE SAN FRANCISCO A SAFER PLACE TO WALK.

WalkFirst proposes this Pedestrian Safety Capital Improvement Program (CIP), a set of projects and programs that San Francisco will implement over the next five years to help achieve these goals. Projects address pedestrian safety issues on the City's High Injury Network, streets and intersections that represent just six percent of San Francisco's street miles but account for 60 percent of severe and fatal injuries. These programs and projects further support the recently San Francisco Municipal Transportation Agency-adopted "Vision Zero" – a vision of zero traffic deaths by 2024 which builds on the Mayor's commitment to build safer, more walkable streets for everyone.

The WalkFirst Pedestrian Safety CIP anticipates \$50 million of targeted funding over the next five fiscal years. This amount defines how many WalkFirst recommendations can be pursued, and estimates will evolve as new funding sources are made available or anticipated sources are not realized.

While \$50 million can fund many pedestrian improvements and will help the City achieve some of the Mayor's Pedestrian Strategy goals, this amount does not cover the entire set of projects identified through the WalkFirst planning process. The fiscally constrained WalkFirst CIP prioritizes projects at locations with a strong history of severe and fatal injuries and projects that can be implemented with available funding sources.

\$50M

**Estimated available
over next five fiscal years**

\$240M

**Needed to implement all
WalkFirst projects and programs**

Outreach Highlights

From November 2013 to February 2014, over 3,700 people visited the WalkFirst website and 400 more provided direct feedback through focus groups and an online survey to share their thoughts about the pedestrian improvements that they would like to see the City implement.

What We Heard from San Franciscans

San Franciscans told us to prioritize:



**Leading
Pedestrian
Intervals**



**Pedestrian
Countdown
Signals**



**Automated
Speed
Enforcement**

The vast majority of all WalkFirst participants want SFMTA to act quickly and implement temporary measures that are cost effective.

In general, San Franciscans want:

- Locations with seniors, children, and people with disabilities to be prioritized for safety improvements
- Solutions that recognize the diversity of neighborhoods and have community support
- Complex intersections to be made safer and less confusing for people who walk

80%

of respondents wanted SFMTA to first fix the intersections and corridors where the most collisions occurred

85%

of respondents think pedestrian safety is getting worse in the City

75%

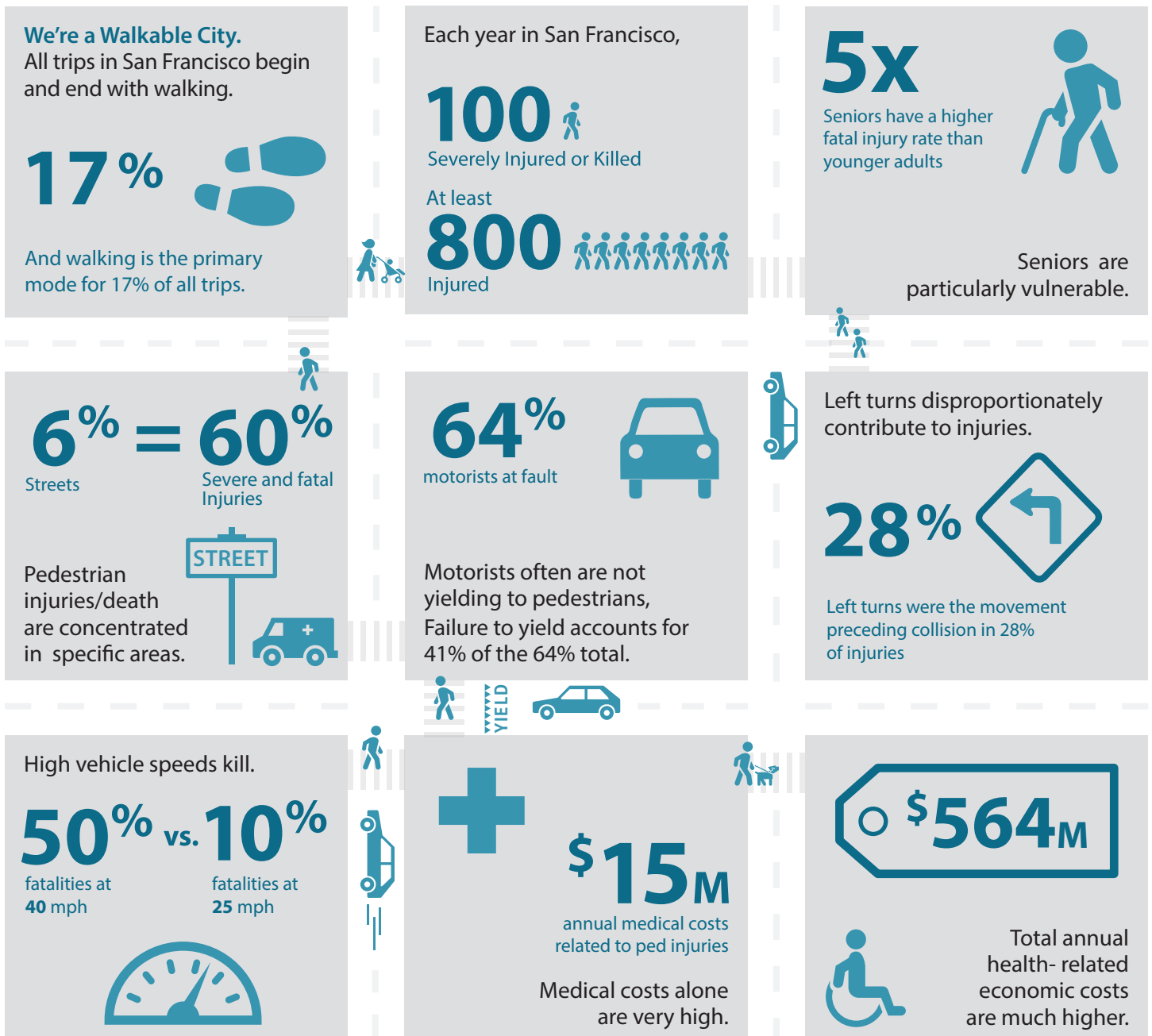
of respondents would support a ballot measure if it included increased funding for pedestrian safety

Data Analysis

Health researchers, planners and engineers looked at five years of police collision data, existing evidence, and surrounding land use and environmental data. These were used to develop profiles – patterns of frequently occurring collision types – to guide the recommendations for each intersection.

What we learned from pedestrian safety data

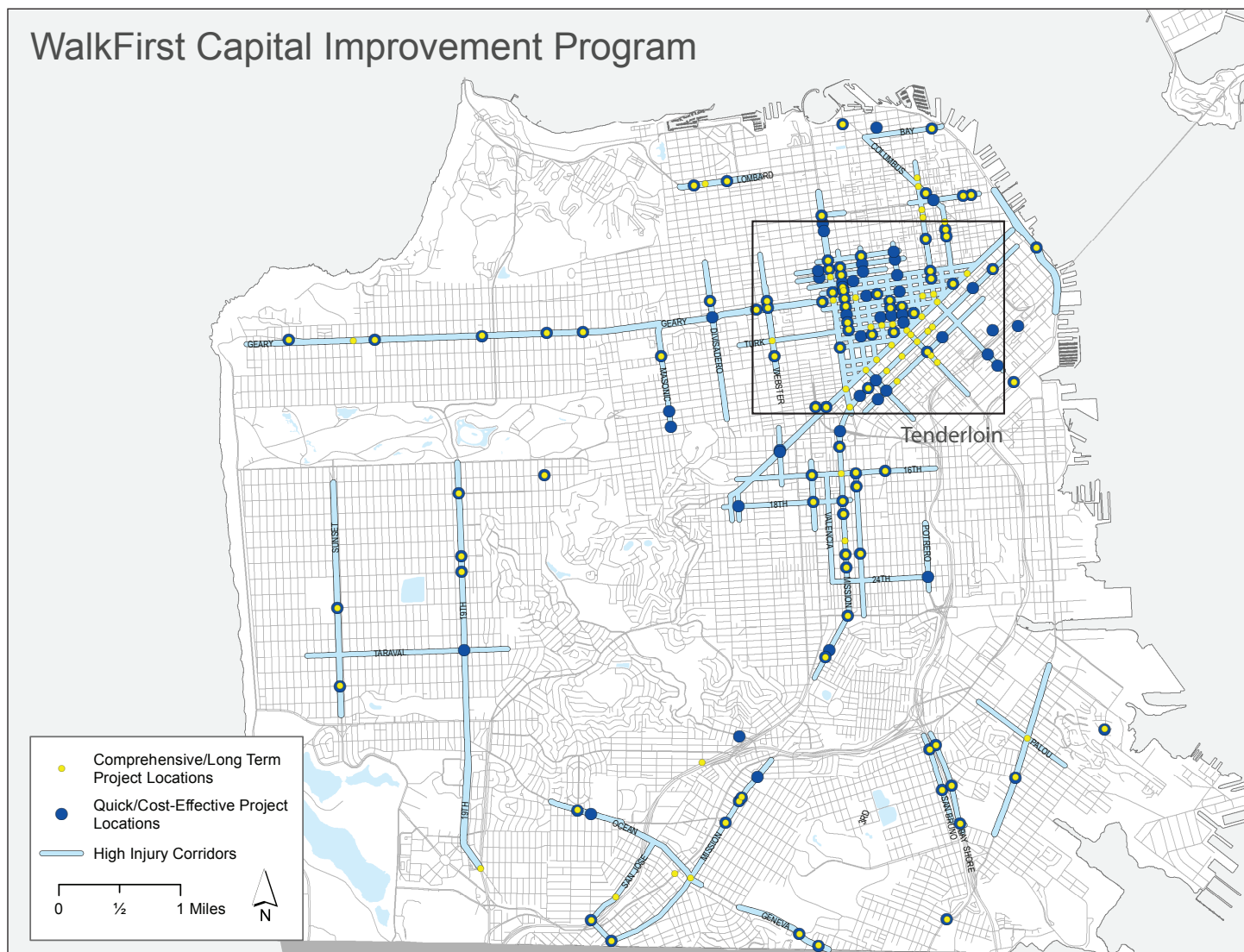
Findings showed that:



*Injury statistics based on analysis of California Highway Patrol SWITRS data, 2007-2011, by SFDPH.

WalkFirst Funded Projects

This map shows where pedestrian safety projects will be implemented over the next five years. Some of these are already underway or will be implemented through on-going related programs. Example locations are potential near-term projects that are informed by the data collection and analysis performed through WalkFirst. As previously stated, there is a far greater need than identified funding availability, with an additional \$50M needed to fully implement all recommended WalkFirst improvements.



EXAMPLE LOCATION
23rd Street at Mission Street

COLLISION PROFILES
Vehicle Red Light Running
Pedestrian Outside Crosswalk
Vehicle Unsafe Speed

POTENTIAL COUNTERMEASURES*
Enforcement
Radar Speed Display Signs
Speed Tables

EXAMPLE LOCATION
Mission Street at Excelsior Avenue

COLLISION PROFILES
Vehicle Right Turns
Vehicle Left Turns

POTENTIAL COUNTERMEASURES*
Leading Pedestrian Interval
Turn Prohibitions
Temporary Bulbouts

EXAMPLE LOCATION
Kearny Street at Sacramento Street

COLLISION PROFILES
Vehicle Right Turns

POTENTIAL COUNTERMEASURES*
Leading Pedestrian Interval
Temporary Bulbout

4 * This is the result of our preliminary analysis. As the design phase progresses, alternative measures may be implemented.



EFFECTIVENESS: 68%

of severe/fatal injuries on High Injury Network targeted by WalkFirst Pedestrian Safety CIP



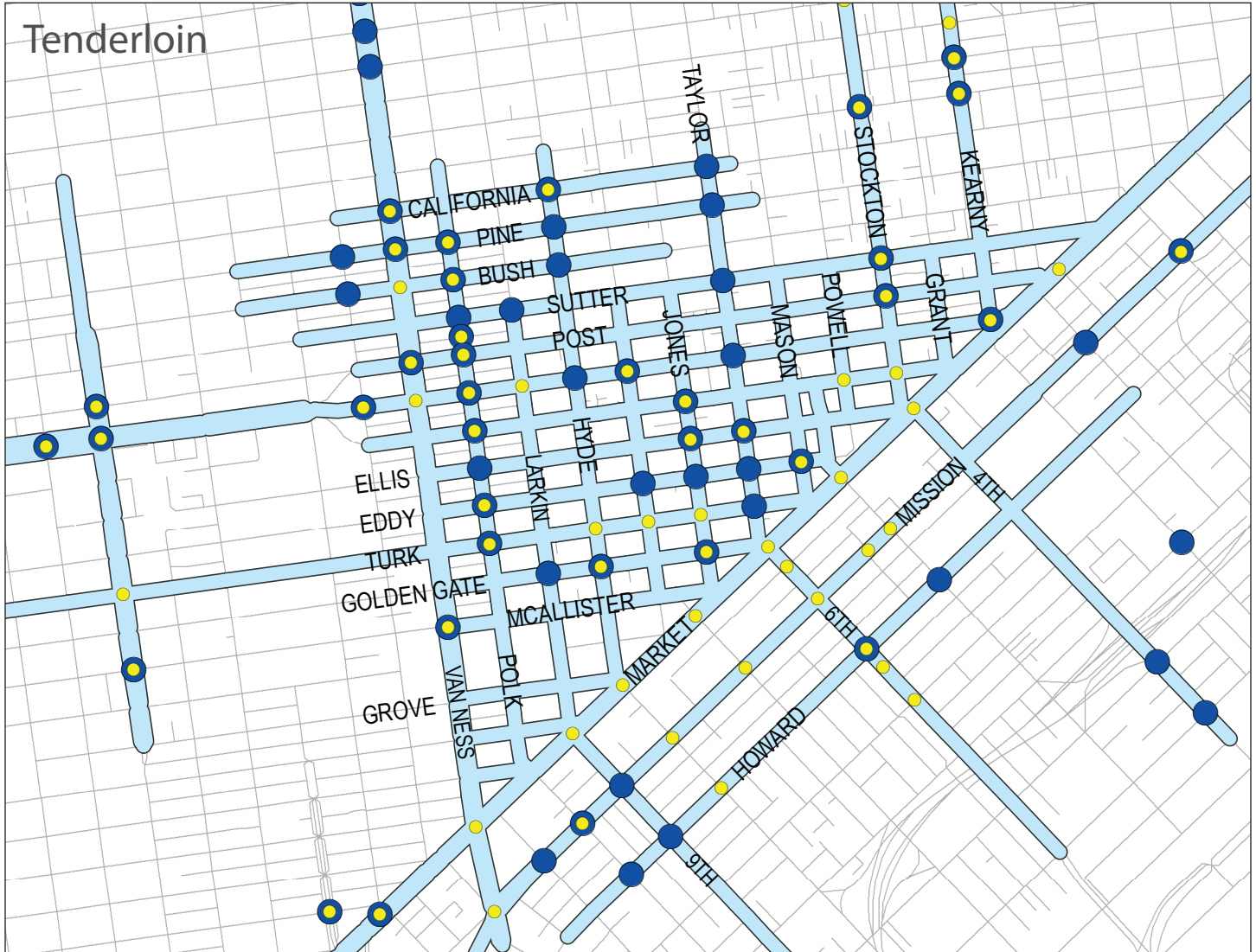
COST: \$50M

for implementation of WalkFirst Pedestrian Safety CIP



TIMEFRAME: Years 1–5

for implementation of WalkFirst Pedestrian Safety CIP



EXAMPLE LOCATION
19th Avenue at Judah Street

COLLISION PROFILES
Vehicle Right Turns
Vehicle Unsafe Speed

POTENTIAL COUNTERMEASURES*
No Right Turn on Red
Signal Timing Changes
Advance Stop Bars

EXAMPLE LOCATION
Golden Gate Avenue at Hyde Street

COLLISION PROFILES
Vehicle Left Turns
Seniors Involved in Collisions

POTENTIAL COUNTERMEASURES*
Turn Prohibitions
Signal Timing Changes
Leading Pedestrian Intervals

EXAMPLE LOCATION
30th Avenue at Geary Boulevard

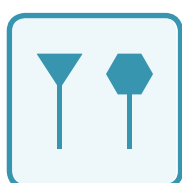
COLLISION PROFILES
Vehicle Unsafe Speed
Children Involved in Collisions

POTENTIAL COUNTERMEASURES*
Pedestrian Countdown Signals
Radar Speed Display Signs
Leading Pedestrian Interval

WalkFirst Countermeasures

Various pedestrian safety countermeasures will be installed to improve pedestrian safety. WalkFirst Countermeasures describe the proposed application and implementation for different engineering solutions for pedestrian safety. Below are potential solutions that will be implemented as part of the WalkFirst CIP projects, listed by most frequently proposed to be implemented.

Quick / Cost-Effective Improvements



**Advance Stop
or Yield Lines /
Red Visibility Curbs**



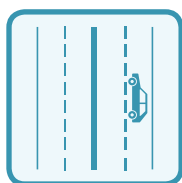
**Continental
Crosswalks**



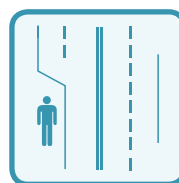
**Leading Pedestrian
Intervals**



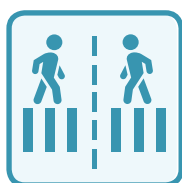
**Turn
Prohibitions**



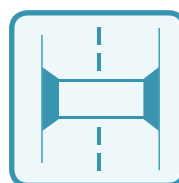
**Reduced
Lane Widths**



**Temporary
Corner Bulbs
& Chokers**



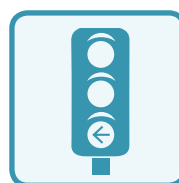
**Pedestrian
Scrambles**



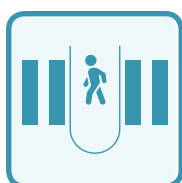
**Speed
Humps**



**Signal Timing
Changes**



**Protected
Left Turns**



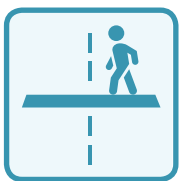
**Temporary Pedestrian
Refuge Islands**

FISCAL YEAR*	% OF WALKFIRST 5-YEAR CIP SPENT
Year 1: July 2014 – June 2015	12%
Year 2: July 2015 – June 2016	30%
Year 3: July 2016 – June 2017	24%
Year 4: July 2017 – June 2018	19%
Year 5: July 2018 – June 2019	15%

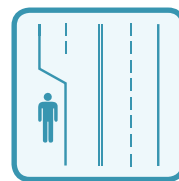
The WalkFirst Capital Improvement Program will be implemented over five years, starting with the quickest and most inexpensive improvements and progressing to more permanent solutions.

**Annual costs are based on estimated project start years, but some projects will take multiple years to implement*

Comprehensive / Longer-Term Improvements



Speed Tables & Raised Crosswalks



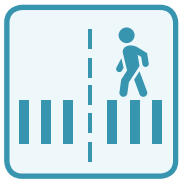
Corner Bulbs & Chokers



Pedestrian Detection



Radar Speed Display Signs / Portable Speed Trailers



Marking Unmarked Crosswalks



Pedestrian Warning Signs



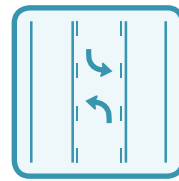
Pedestrian Countdown Signals



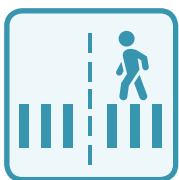
Flashing Beacons (RRFB's & HAWKs)



Roadway Safety Lighting



Road Diets



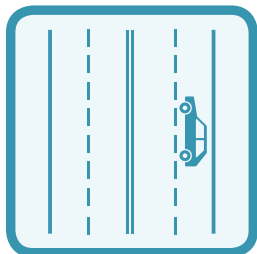
New Midblock Crosswalks



Pedestrian Refuge Islands

WalkFirst Programs

The WalkFirst Pedestrian Safety CIP will complement targeted infrastructure projects with a set of citywide pedestrian safety programs.



Selected Corridor Planning & Design

Study two corridors on the WalkFirst network for pedestrian safety improvements at a corridor level. In addition to intersection-specific treatments, recommendations may include corridor speed control measures, enhanced midblock crossings, and reallocation of street space to calm traffic and enhance pedestrian and bicycle access.

COST:
\$1.9M

TIMEFRAME:
Years 1-5



Enforcement

Increase enforcement to improve pedestrian safety, including establishment of citation diversion program, use of LIDAR speed enforcement, and installation of automated speed enforcement at 10 locations per year for five years (pending state legislation).

COST:
\$1.2M

TIMEFRAME:
Years 1-5



Automated Speed Enforcement Legislation

Research and analysis to inform the discussion of legislative change to permit the implementation of automated speed enforcement in California.

COST:
\$40K

TIMEFRAME:
Years 1-2



Education Campaigns

Roll out citywide pedestrian and motorist education campaign to increase effectiveness of WalkFirst infrastructure improvements, including awareness efforts and multimedia behavioral change program.

COST:
\$1.9M

TIMEFRAME:
Years 1-5

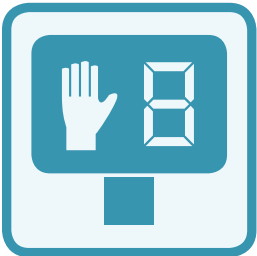


Radar Speed Display Signs

Install 15 radar speed display signs that will be deployed in the first year of the program. This item provides for the purchase and installation of 10 radar speed display signs each year thereafter.

\$ COST:
\$1.9M

🕒 TIMEFRAME:
Years 1-5



Signal Retiming Program

Adjust signal timing to accommodate slower walking speeds at 20 targeted locations per year for five years.

\$ COST:
\$550K

🕒 TIMEFRAME:
Years 1-5



Flashing Beacon Program

Install 15 flashing beacons (three per year for five years) at targeted locations throughout the city.

\$ COST:
\$300K

🕒 TIMEFRAME:
Years 1-5

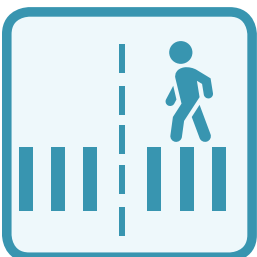


Daylighting Program

Prohibit parking in advance of crosswalks to increase pedestrian visibility (daylighting) at 25 targeted locations per year for five years.

\$ COST:
\$300K

🕒 TIMEFRAME:
Years 1-5



Pedestrian Detection Pilot

Implement pedestrian detection to extend crossing times at six targeted locations.

\$ COST:
\$40K

🕒 TIMEFRAME:
Year 1

WalkFirst is a collaborative effort of the Office of the Controller, the San Francisco Municipal Transportation Agency, the San Francisco Planning Department, and the San Francisco Department of Public Health. The project was funded by Prop K Sales Tax administered by the San Francisco County Transportation Authority. The Director's Working Group guided this effort and the team thanks them for their on-going support.

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

Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iv. Bicycle and Pedestrian Improvements
Prop K EP Project/Program:	c. Pedestrian Circulation/Safety
EP Line (Primary):	40
Other EP Line Number/s:	
Fiscal Year of Allocation:	2014/15
Project Information	
Project Name:	Neighborhood Transportation Improvement Program Placeholder
Project Location:	TBD
Project Supervisorial District(s):	TBD
Project Description:	The NTIP program came out of the San Francisco Transportation Plan's needs assessment that identified significant unmet demand for pedestrian and bicycle circulation projects and transit reliability initiatives. (See Purpose and Need below.) The NTIP has two components: a planning component to fund community-based planning efforts in each Supervisorial district; and a capital component to provide local matching funds for two neighborhood-scale projects in each district in the next five years. Examples of project types include pedestrian signals, bulbouts, and other measures to improve pedestrian and bicyclist safety. Capital placeholders like this project are included in various 5YPPs.
Purpose and Need:	The San Francisco Transportation Plan's needs assessment identified significant unmet demand for pedestrian and bicycle circulation projects and transit reliability initiatives, and concluded that meeting these transportation needs is an important way to improve mobility in neighborhoods and to address socioeconomic and geographic disparities in San Francisco. As a result of this finding and in response to public and Board input, the Transportation Authority developed the NTIP.
Community Engagement/Support:	NTIP projects are intended to fund projects that have been identified through community-based transportation planning efforts.
Implementing Agency:	San Francisco Municipal Transportation Agency (SFMTA) or other eligible sponsor
Project Manager:	TBD
Phone Number:	
Email:	
Environmental Clearance	
Type:	
Status:	
Completion Date (Actual or Anticipated):	

Project Delivery Milestones	Status	Work	Start Date		End Date	
			Quarter	Fiscal Year	Quarter	Fiscal Year
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering (30%)						
Environmental Studies (PA&ED)						
Design Engineering (PS&E)						
R/W Activities/Acquisition						
Advertise Construction						
Start Construction (i.e. Award Contract)						
End Construction (i.e. Open for Use)						
Start Procurement (e.g. rolling stock)						
Project Close-out						

Comments/Concerns

This is a placeholder. Schedule will be determined when projects are identified.

2009 Prop K 5YPP - Program of Projects
Pedestrian Circulation/Safety (EP 40)
Programming and Allocations To-date
 Last Update: March 30, 2010

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2009/10	2010/11	2011/12	2012/13	2013/14	
Citywide Pedestrian Safety & Circulation									
MTA	Citywide Safety and Circulation Improvements	TBD	Programmed		\$75,000				\$75,000
MTA	Citywide Safety and Circulation Improvements	TBD	Programmed			\$200,000			\$200,000
MTA	Citywide Safety and Circulation Improvements	TBD	Programmed				\$200,000		\$200,000
MTA	Citywide Safety and Circulation Improvements	TBD	Programmed					\$200,000	\$200,000
MTA	Converting Standard Crosswalks to Continental Crosswalks	PLAN/CER, PS&E, CON	Allocated	\$80,000					\$80,000
MTA	Converting Standard Crosswalks to Continental Crosswalks	CON	Programmed		\$55,000				\$55,000
MTA	Pedestrian Counting Project	PLAN / CER, PROC	Allocated	\$55,000					\$55,000
MTA	Pedestrian Counting Project	PROC	Programmed		\$25,000				\$25,000
MTA	Red Visibility Curbs	PLAN/CER, PS&E, CON	Allocated	\$30,000					\$30,000
MTA	Red Visibility Curbs	CER, PS&E, CON	Programmed		\$30,000				\$30,000
MTA	Re-Open Closed Crosswalks	PLAN/CER, PS&E, CON	Allocated	\$230,000					\$230,000
MTA	Re-opening Closed Crosswalks	CER, PS&E, CON	Programmed		\$100,000				\$100,000

2009 Prop K 5YPP - Program of Projects

Pedestrian Circulation/Safety (EP 40)

Programming and Allocations To-date

Last Update: March 30, 2010

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2009/10	2010/11	2011/12	2012/13	2013/14	
Corridor and Area-Specific Projects									
BART	BART Transit Connectivity at Regional Hubs (Embarcadero BART Station)	CON	Programmed	\$50,000					\$50,000
MTA	Better Streets Projects	CON	Programmed	\$200,000					\$200,000
MTA	Better Streets Projects	CON	Programmed			\$166,000			\$166,000
MTA	Better Streets Projects	CON	Programmed				\$234,000		\$234,000
MTA	Better Streets Projects	CON	Programmed					\$200,000	\$200,000
MTA	Golden Gate Park and Duboce Avenue Pedestrian Improvements: Golden Gate Park Pedestrian Improvements	CON	Allocated	\$93,000					\$93,000
MTA	Plan Implementation	PS&E, CON	Programmed		\$100,000				\$100,000
MTA	Plan Implementation	PS&E, CON	Programmed			\$100,000			\$100,000
MTA	Plan Implementation	PS&E, CON	Programmed				\$100,000		\$100,000
MTA	Plan Implementation	PS&E, CON	Programmed					\$100,000	\$100,000
MTA	Stockton Street Pedestrian Enhancements	PLAN/CER, PA&ED, PS&E	Programmed					\$100,000	\$100,000
Crosswalks									
MTA	Crosswalk Maintenance	CON	Programmed		\$75,000				\$75,000
MTA	Crosswalk Maintenance	CON	Programmed			\$75,000			\$75,000
MTA	Crosswalk Maintenance	CON	Programmed				\$75,000		\$75,000
MTA	Crosswalk Maintenance (School)	CON	Programmed					\$75,000	\$75,000
MTA	Crosswalk Maintenance (School)	CON	Allocated	\$75,000					\$75,000
Medians, Bulb-Outs & Sidewalk Widening									
MTA	14th/Market Curb Bulb	CON	Programmed		\$53,000				\$53,000
MTA	Duboce Avenue Pedestrian Improvements	CON	Allocated	\$173,000					\$173,000

2009 Prop K 5YPP - Program of Projects

Pedestrian Circulation/Safety (EP 40)

Programming and Allocations To-date

Last Update: March 30, 2010

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2009/10	2010/11	2011/12	2012/13	2013/14	
MTA	Golden Gate Park and Duboce Avenue Pedestrian Improvements: Duboce Avenue Curb Extensions	PS&E, CON	Allocated	\$47,000					\$47,000
MTA	Medians, Bulb-Outs & Sidewalk Widening	PS&E, CON	Programmed		\$125,000				\$125,000
MTA	Medians, Bulb-Outs & Sidewalk Widening	PS&E, CON	Programmed			\$175,000			\$175,000
MTA	Medians, Bulb-Outs & Sidewalk Widening	PS&E, CON	Programmed				\$200,000		\$200,000
MTA	Medians, Bulb-Outs & Sidewalk Widening	PS&E, CON	Programmed					\$200,000	\$200,000
Pedestrian Signals (Countdown & APS)									
MTA	Pedestrian Signals (including countdowns and APS)	PS&E, CON, PROC	Programmed		\$250,000				\$250,000
MTA	Pedestrian Signals (including countdowns and APS)	PS&E, CON, PROC	Programmed			\$1,000,000			\$1,000,000
MTA	Pedestrian Signals (including countdowns and APS)	PS&E, CON, PROC	Programmed					\$250,000	\$250,000
Total Programmed in 5YPP				\$833,000	\$1,088,000	\$1,716,000	\$809,000	\$1,105,000	\$5,551,000
Total Allocated				\$783,000	\$0	\$0	\$0	\$0	\$783,000
Total Unallocated				\$50,000	\$1,088,000	\$1,716,000	\$809,000	\$1,105,000	\$4,768,000
Total Programmed in Amended 2009 Strategic Plan*				\$833,000	\$1,088,000	\$1,716,000	\$809,000	\$1,105,000	\$5,551,000
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0	\$0

* The 2009 Strategic Plan was amended on March 30, 2010 through Res. 10-52.

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

**2009 Prop K 5YPP - Program of Projects
Pedestrian Circulation/Safety (EP 40)
Programming and Allocations To-date**

Last Update: 05.20.14

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2009/10	2010/11	2011/12	2012/13	2013/14	
Citywide Pedestrian Safety & Circulation Improvements									
SFMTA	Citywide Safety and Circulation Improvements ¹	TBD	Programmed		\$0				\$0
SFMTA	Citywide Safety and Circulation Improvements ^{5, 6, 10}	TBD	Programmed			\$0			\$0
SFMTA	Citywide Safety and Circulation Improvements ^{10, 11, 19}	TBD	Programmed				\$79,773		\$79,773
SFMTA	Citywide Safety and Circulation Improvements	TBD	Programmed				\$200,000		\$200,000
SFMTA	Converting Standard Crosswalks to Continental Crosswalks	PLAN/CER, PS&E, CON	Allocated	\$80,000					\$80,000
SFMTA	Converting Standard Crosswalks to Continental Crosswalks	PLAN/CER, PS&E, CON	Deobligated	(\$11)					(\$11)
SFMTA	Converting Standard Crosswalks to Continental Crosswalks ¹	CON	Allocated		\$130,000				\$130,000
SFMTA	Converting Standard Crosswalks to Continental Crosswalks ¹	CON	Deobligated		(\$40,471)				(\$40,471)
SFMTA	Continental Crosswalks and Red Visibility Curbs ⁵	CON	Allocated				\$35,727		\$35,727
SFMTA	Continental Crosswalks ¹⁰	PS&E	Allocated				\$115,000		\$115,000
SFMTA	2013 5YPP Development ¹¹	Plan	Allocated				\$19,000		\$19,000
SFMTA	Pedestrian Counting	PROC	Allocated	\$55,000					\$55,000
SFMTA	Pedestrian Counting	PROC	Deobligated	(\$147)					(\$147)
SFMTA	Pedestrian Counting	PROC	Allocated		\$25,000				\$25,000
SFMTA	Red Visibility Curbs	PS&E, CON	Allocated	\$30,000					\$30,000
SFMTA	Red Visibility Curbs	PLAN/CER, PS&E, CON	Deobligated	(\$865)					(\$865)
SFMTA	Red Visibility Curbs	CER, PS&E, CON	Allocated		\$30,000				\$30,000
SFMTA	Re-Open Closed Crosswalks	PLAN/CER, PS&E, CON	Allocated	\$230,000					\$230,000
SFMTA	Re-opening Closed Crosswalks at Marina / Buchannan	CON	Allocated		\$97,000				\$97,000
SFMTA	Re-opening Closed Crosswalks at Marina / Buchannan	CON	Deobligated		(\$97,000)				(\$97,000)
SFMTA	O'Shaughnessy / Del Vale New Crosswalk ⁶ Bicycle & Pedestrian Projects - Speed & Volume Surveys ¹⁹	PS&E, CON	Allocated				\$136,000		\$136,000
SFMTA	Re-opening Closed Crosswalks	PLAN CER, PS&E, CON	Allocated					\$21,500	\$21,500
SFMTA	Re-opening Closed Crosswalks	CON	Programmed		\$3,000				\$3,000

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2009/10	2010/11	2011/12	2012/13	2013/14	
Corridor and Area-Specific Projects									
BART	BART Transit Connectivity at Regional Hubs (Embarcadero BART Station)	CON	Programmed	\$50,000					\$50,000
SFMTA	Better Streets Projects ⁴	CON	Programmed		\$0				\$0
SFMTA	Better Streets Projects ^{4,14}	CON	Programmed			\$0			\$0
DPW	Union Square Public Right-of-Way Accessibility Improvements - Phase I ⁴	CON	Allocated			\$339,900			\$339,900
DPW	Union Square Public Right-of-Way Accessibility Improvements - Phase I	CON	Deobligated			(\$293)			(\$293)
SFMTA	Better Streets Projects ¹⁴	CON	Programmed				\$79,271		\$79,271
SFMTA	Better Streets Projects	CON	Programmed					\$200,000	\$200,000
SFMTA	6th Street Improvements ¹⁴	PLAN, PA&ED	Allocated					\$180,829	\$180,829
SFMTA	Golden Gate Park and Duboce Avenue Pedestrian Improvements: Golden Gate Park Pedestrian Improvements	CON	Allocated	\$93,000					\$93,000
SFMTA	Plan Implementation ³	PS&E, CON	Programmed		\$0				\$0
SFMTA	Plan Implementation ^{3,18}	PS&E, CON	Programmed			\$0			\$0
SFMTA	Mission-Geneva Transit and Pedestrian Improvements ³	CON	Allocated			\$168,000			\$168,000
SFMTA	Mission-Geneva Transit and Pedestrian Improvements ³	CON	Deobligated			(\$71,508)			(\$71,508)
SFMTA	Plan Implementation ¹⁸	PS&E, CON	Programmed				\$0		\$0
SFMTA	Plan Implementation ¹⁸	PS&E, CON	Programmed					\$81,183	\$81,183
SFMTA	7th and 8th Streetscape ¹⁸	ENV, PA&ED	Allocated					\$180,000	\$180,000
SFMTA	Stockton Street Pedestrian Enhancements	PLAN/CEIR, PA&ED, PS&E	Programmed					\$80,000	\$80,000
Crosswalks									
SFMTA	School Crosswalk Maintenance	CON	Allocated	\$75,000					\$75,000
SFMTA	School Crosswalk Maintenance	CON	Deobligated	(\$440)					(\$440)
SFMTA	School Crosswalk Maintenance	CON	Allocated		\$75,000				\$75,000
SFMTA	School Crosswalk Maintenance	CON	Deobligated		(\$5,758)				(\$5,758)
SFMTA	Crosswalk Maintenance	CON	Allocated			\$75,000			\$75,000
SFMTA	Crosswalk Maintenance	CON	Deobligated			(\$3,923)			(\$3,923)
SFMTA	Crosswalk Maintenance	CON	Programmed				\$75,000		\$75,000
SFMTA	Crosswalk Maintenance	CON	Programmed					\$75,000	\$75,000
Medians, Bulb-Outs & Sidewalk Widening									
SFMTA	Duboce Avenue Pedestrian Improvements	CON	Allocated	\$173,000					\$173,000
SFMTA	Golden Gate Park and Duboce Avenue Pedestrian Improvements: Duboce Avenue Curb Extensions	PS&E	Allocated	\$47,000					\$47,000
SFMTA	Golden Gate Park and Duboce Avenue Pedestrian Improvements: Duboce Avenue Curb Extensions	PS&E	Deobligated	(\$2,667)					(\$2,667)

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2009/10	2010/11	2011/12	2012/13	2013/14	
SFMTA	14th/Market Curb Bulb	CON	Programmed		\$53,000				\$53,000
SFMTA	Medians, Bulb-Outs & Sidewalk Widening ^{9,11}	PS&E, CON	Programmed		\$0				\$0
DPW	Sloat Boulevard Pedestrian Improvements ⁹	PS&E	Allocated				\$33,552		\$33,552
DPW	Sloat Boulevard Pedestrian Improvements ¹⁶	CON	Allocated					\$96,825	\$96,825
SFMTA	Pedestrian Refuge Islands ²	PS&E	Allocated			\$25,000			\$25,000
SFMTA	Pedestrian Refuge Islands ²	PS&E	Deobligated			(\$2,851)			(\$2,851)
SFMTA	Medians, Bulb-Outs & Sidewalk Widening ^{2, 11, 16}	PS&E, CON	Programmed			\$0			\$0
SFMTA	Silver and Augusta Island and Bulb-out ¹²	CON	Allocated				\$153,747		\$153,747
SFMTA	Medians, Bulb-Outs & Sidewalk Widening ^{16,}	PS&E, CON	Programmed				\$136,876		\$136,876
SFMTA	Pedestrian Refuge Islands ¹⁷	CON	Allocated					\$54,000	\$54,000
SFMTA	Medians, Bulb-Outs & Sidewalk Widening	PS&E, CON	Programmed					\$200,000	\$200,000
Pedestrian Signals (Countdown & APS)									
SFMTA	Pedestrian Signals (including countdowns and APS)	PS&E, CON	Allocated		\$214,000				\$214,000
SFMTA	Pedestrian Signals (including countdowns and APS)	PS&E, CON	Deobligated		(\$342)				(\$342)
SFMTA	Pedestrian Signals (including countdowns and APS)	PS&E, CON	Deobligated		(\$15,216)				(\$15,216)
SFMTA	Pedestrian Signals (including countdowns and APS) ⁷	PROC	Programmed		\$0				\$0
SFMTA	Pedestrian Signals (including countdowns and APS) ^{7, 12}	PROC	Programmed			\$0			\$0
SFMTA	New Pedestrian Signals ¹³	CON	Allocated				\$923,905		\$923,905
SFMTA	Franklin Street Signal Upgrades - Conduit ⁷	PS&E	Allocated				\$112,095		\$112,095
SFMTA	Franklin Street Signal Upgrades - Conduit ⁷	PS&E	Deobligated				(\$44,072)		(\$44,072)
SFMTA	Pedestrian Signals (including countdowns and APS)	PROC	Programmed					\$250,000	\$250,000
SFMTA	Mansell Corridor Improvements ⁸	PLAN	Allocated				\$119,112		\$119,112
SFMTA	Mansell Corridor Improvements ¹⁵	ENV	Allocated					\$44,130	\$44,130
Total Programmed in 5YPP				\$828,870	\$468,213	\$529,325	\$1,974,986	\$1,663,467	\$5,464,862
Total Allocated and Pending in 5YPP				\$783,000	\$571,000	\$607,900	\$1,648,138	\$577,284	\$4,187,322
Total Deobligated in 5YPP				(\$4,130)	(\$158,787)	(\$78,575)	(\$44,072)	\$0	(\$285,563)
Total Unallocated in 5YPP				\$50,000	\$56,000	\$0	\$370,920	\$1,086,183	\$1,563,103
Total Programmed in Amended 2009 Strategic Plan *				\$833,000	\$1,088,000	\$1,716,000	\$809,000	\$1,105,000	\$5,551,000
Deobligated from Prior 5YPP Cycles **				\$240,764					\$240,764
Cumulative Remaining Programming Capacity				\$244,894	\$864,681	\$2,051,355	\$885,369	\$326,902	\$326,902

Agency	Project Name	Phase	Status	Fiscal Year			Total
				2009/10	2010/11	2011/12	

* The 2009 Strategic Plan was amended on March 30, 2010 through Res. 10-52.

** "Deobligated from prior 5YPP cycles" includes deobligations from allocations approved prior to the current 5YPP period, as of August 22, 2013.

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

FOOTNOTES:

- ¹ \$75,000 in undesignated FY 2010/11 Citywide Safety and Circulation Improvements funds were added to \$55,000 in FY 2010/11 funds for the Converting Standard Crosswalks to Continental Crosswalks project for the total FY 2010/11 allocation of \$130,000 to the project.
- ² \$25,000 from \$175,000 programmed in FY 2011/12 Medians, Bulb-outs & Sidewalk Widening funds were allocated in FY 2011/12 for Pedestrian Refuge Islands.
- ³ 5YPP amendment to add the Mission-Geneva Transit and Pedestrian Improvements project and reprogram \$29,183 in FY 2005/06 Prop K funds deobligated from the Pedestrian Signals: 16th Street and Folsom Street project (Res. 06-34, 140.907011) (Res. 11-63, 06.28.11). The deobligation is included in the "Deobligated from prior 5YPP cycles." Mission-Geneva funding also includes \$100,000 and \$38,813 in FYs 2010/11 and 2011/12 Prop K funds, respectively from the Plan Implementation placeholder.
- ⁴ 5YPP amendment to add DPW's Union Square Public Right-of-Way Accessibility Improvements project using Prop K funds reprogrammed from Fiscal Years 2010/11 and 2011/12 SFMTA Better Streets Projects placeholders (Resolution 12-06, 07.19.11).
- ⁵ \$35,747 in undesignated FY 2011/12 Citywide Safety and Circulation Improvements funds were allocated in FY 2012/13 for Continental Crosswalks and Red Visibility Curbs.
- ⁶ \$134,000 in undesignated FY 2011/12 Citywide Safety and Circulation Improvements funds were allocated in FY 2012/13 for O'Shaughnessy / Del Vale New Crosswalk.
- ⁷ FY 2010/11 Pedestrian Signals funds decreased from \$36,000 to \$0, and FY 2011/12 Pedestrian Signals funds decreased from \$1,000,000 to \$923,905, and \$112,095 was redirected to FY 12/13 for the Franklin Street Signal Upgrades - Conduit project.
- ⁸ 5YPP amendment to add Mansell Corridor Improvements (Resolution 13-30, 01.29.2013)
- ⁹ Cumulative Remaining Programming Capacity: Reduced by \$119,112 in Fiscal Year 2012/13.
- ⁹ Mansell Corridor Improvements: Added project with \$119,112 in Fiscal Year 2012/13 funds for planning/conceptual engineering.
- ⁹ 5YPP amendment to add Sloat Boulevard Pedestrian Improvements (Resolution 13-43, 03.26.2013)
- ⁹ Medians, Bulb-outs & Sidewalk Widening: Reduced by \$33,552 in Fiscal Year 2010/11.
- ⁹ Sloat Boulevard Pedestrian Improvements: Added project with \$33,552 in Fiscal Year 2012/13.
- ¹⁰ Citywide Safety and Circulation Improvements funds from Fiscal Year 2011/12 (\$28,273) and Fiscal Year 2012/13 (\$86,727) were allocated to Continental Crosswalks.
- ¹¹ 5YPP amendment to add 2013 5YPP Development (Resolution 13-49, 04.23.2013).
- ¹¹ Citywide Safety and Circulation Improvements: Reduced programming by \$12,000 in Fiscal Year 2012/13.
- ¹¹ 2013 5YPP Development: Added project with \$12,000 in Fiscal Year 2012/13 planning funds.
- ¹² Medians, Bulb-outs & Sidewalk Widening funds from Fiscal Year 2010/11 (\$91,448) and Fiscal Year 2011/12 (\$62,299) were allocated to Silver and Augusta Island and Bulb-out.
- ¹³ Pedestrian Signals (including countdowns and APS) funds from Fiscal Year 2011/12 (\$923,905) were allocated to New Pedestrian Signals.
- ¹⁴ 5YPP amendment to add 6th Street Improvements (Resolution 14-05, 07.23.2013).
- ¹⁴ Better Streets Projects: Reduced by \$26,100 in Fiscal Year 2011/12.
- ¹⁴ Better Streets Projects: Reduced by \$154,729 in Fiscal Year 2012/13.
- ¹⁴ 6th Street Improvements: Added project with \$180,829 in Fiscal Year 2013/14 funds for planning/conceptual engineering and environmental review.
- ¹⁵ 5YPP amendment to add Mansell Corridor Improvements (Resolution 14-20, 09.24.2013)
- ¹⁵ Cumulative Remaining Programming Capacity: Reduced by \$44,130 in Fiscal Year 2013/14.
- ¹⁵ Mansell Corridor Improvements: Added project with \$44,130 in Fiscal Year 2013/14 funds for the environmental phase.
- ¹⁶ 5YPP amendment to add Sloat Boulevard Pedestrian Improvements (Resolution 14-48, 01.28.2014)
- ¹⁶ Medians, Bulb-outs & Sidewalk Widening: Reduced by \$87,701 in Fiscal Year 2011/12 and \$9,124 in Fiscal Year 2012/13.
- ¹⁶ Sloat Boulevard Pedestrian Improvements: Added project with \$96,825 in Fiscal Year 2013/14 construction funds.
- ¹⁷ \$54,000 from \$190,876 programmed in Fiscal Year 2012/13 Medians, Bulb-outs & Sidewalk Widening funds were allocated in FY 2013/14 for Pedestrian Refuge Islands in FY 2013/14.
- ¹⁸ Plan Implementation funds from Fiscal Year 2011/12 (\$61,183), 2012/13 (\$100,000), and 2013/14 (\$18,817) were allocated to 7th and 8th Streetscape.
- ¹⁹ 5YPP amendment to add Bicycle & Pedestrian Projects - Speed & Volume Surveys (Resolution 14-79, 05.20.2014)
- ¹⁹ Citywide Safety and Circulation Improvements: Reduced by \$21,500 in Fiscal Year 2012/13.
- ¹⁹ Bicycle & Pedestrian Projects - Speed & Volume Surveys: Added project with \$21,500 in Fiscal Year 2013/14 funds for the planning phase.