

Draft 2017 Prop AA Strategic Plan
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Prop AA Vehicle Registration Fee Strategic Plan Policies (Adopted 10.25.16)

The Strategic Plan policies and procedures provide guidance to both Transportation Authority staff and project sponsors on the various aspects of managing the Prop AA program. The Strategic Plan policies and procedures highlighted here address the allocation and expenditure of funds, in the policy context of the Transportation Authority's overall revenue structure, as well as clarifying the Transportation Authority's expectations of sponsors to deliver their projects. We have written the policies based on the experience of the Prop K program, but tailored to the smaller size of the program and to reflect the guiding principles that were used to develop the Expenditure Plan.

This Expenditure Plan identifies eligible expenditures for three programmatic categories: Street Repair and Reconstruction; Pedestrian Safety; and Transit Reliability and Mobility Improvements.

The Prop AA policies are detailed below.

Project Readiness

- Prop AA funds will be allocated to phases of a project based on demonstrated readiness to begin the work and ability to complete the product. Any impediments to completing the project phase will be taken into consideration, including, but not limited to, failure to provide evidence of necessary inter- and/or intra-agency coordination, or any pending or threatened litigation.
- Allocations of Prop AA funds for specific project phases will be contingent on the prerequisite milestones shown in Table 1 (found at the end of this attachment). Exceptions will be considered on a case-by-case basis. Allocation requests will be made prior to advertising for services or initiating procurements which will utilize Prop AA funds.
- Projects with complementary funds from other sources will be given priority for allocation if there are timely use of funds requirements outside of the Transportation Authority's jurisdiction applied to the other fund sources.
- The sponsor will provide certification at the time of an allocation request that all complementary fund sources are committed to the project. Funding is considered committed if it is included specifically in a programming document adopted by the governing board or council responsible for the administration of the funding and recognized by the Transportation Authority as available for the phase at the time the funds are needed.

Programming

- The Expenditure Plan assigns the percentage allocation of vehicle registration fee revenues over its 30-year life to each category is as follows: Street Repair and Reconstruction – 50%, Pedestrian Safety– 25%, and Transit Reliability and Mobility Improvements – 25%. The Strategic Plan reserves the flexibility to assign annual Prop AA revenues across the three categories with considerations including project readiness and policy direction (e.g., focus on pedestrian safety). As a part of Strategic Plan updates, the amount programmed and allocated to each category will be reconciled to ensure the program is on-track to allocate funds in the proportions prescribed by the Expenditure Plan.
- Prop AA funds will be programmed and allocated to phases of projects emphasizing the leveraging of other fund sources.

- In establishing priorities in the Strategic Plan updates, the Transportation Authority will take into consideration the need for Prop AA funds to be available for matching federal, state, or regional fund sources for the project or program requesting the allocation or for other projects in the Expenditure Plan.
- On the occasion of each Strategic Plan update or major amendment, envisioned no less frequently than every four years, the ability of sponsors to deliver their committed projects and programs and comply with timely-use-of-funds requirements will be taken into consideration when updating the programming of funds.

Project Delivery and Timely Use of Funds Requirements

- To support timely and cost-effective project delivery, Prop AA funds will be allocated one project phase at a time, except for smaller, less complex projects, where the Transportation Authority may consider exceptions to approve multi-phase allocations. Phases eligible for an allocation:
 - Design Engineering (PS&E)¹
 - Construction, including procurement (e.g. accessible pedestrian signals)
- Project phases for which Prop AA funds will be allocated will be expected to result in a complete work product or deliverable. Table 2 located in the following section demonstrates the products expected to accompany allocations.
- Implementation of project phase must occur within 12 months of date of allocation. Implementation includes issuance of a purchase order to secure project components, award of a contract, or encumbrance of staff labor charges by project sponsor. Any project that does not begin implementation within 12 months of the date of allocation may have its sponsor request a new timely-use-of-funds deadline with a new project schedule, subject to the approval of the Transportation Authority. If denied, the sponsor may request that the Transportation Authority Board determine if funds should be deobligated to be included in a competitive call for projects. Sponsors will have the opportunity to reapply for funds through these competitive calls, but will not be guaranteed any priority if other eligible, ready-to-go project applications are received.
- Prop AA final reimbursement requests and project closeout requests must be submitted within 12 months of project completion. Exceptions will be considered on a case-by-case basis.
- It is imperative to the success of the Prop AA program that project sponsors of Prop AA-funded projects work with Transportation Authority representatives in a cooperative process. It is the project sponsor's responsibility to keep the Transportation Authority apprised of significant issues affecting project delivery and costs. Ongoing communication resolves issues, facilitates compliance with Transportation Authority policies and contributes greatly toward ensuring that adequate funds will be available when they are needed.

¹ As defined in the Code of Federal Regulations (23 CFR §636.103), final design means any design activities following preliminary design and expressly includes the preparation of final construction plans and detailed specifications for the performance of construction work, and other activities constituting final design include final plans, project site plan, final quantities, and final engineer's estimate for construction.

- Timely-use-of-funds requirements will be applied to all Prop AA allocations to help avoid situations where Prop AA funds sit unused for prolonged periods of time given Prop AA's focus on delivering tangible benefits in the short term.² Any project programmed within the Prop AA Strategic Plan that does not request allocation of funds in the year of programming may, at the discretion of the Transportation Authority Board, have its funding deobligated and reprogrammed to other projects through a competitive calls for Prop AA projects. Sponsors will have the opportunity to reapply for funds through these competitive calls, but will not be guaranteed any priority if other eligible, ready-to-go project applications are received.

Project Performance

- The Transportation Authority and project sponsors shall identify appropriate performance measures, milestone targets, and a timeline for achieving them, to ensure that progress is made in meeting the goals and objectives of the project or program. These performance measures shall be consistent with the Transportation Authority's Congestion Management Program requirements and shall be used to inform future Strategic Plan amendments and updates.
- Performance and project delivery reports of Prop AA-funded projects will be brought to the Transportation Authority Board on a regular basis to highlight the delivery of open projects.

Administration

- Prior to allocation of any Prop AA funds to projects, projects must be programmed in the 5-Year Prioritization Program (5YPP)/Strategic Plan. To become programmed, projects may either be submitted by project sponsors for Transportation Authority review at the time of Strategic Plan adoption, periodic update, or through periodic competitive calls for projects that will be amended into the 5YPP/Strategic Plan.
- Within the Strategic Plan, 5YPPs shall establish a clear set of criteria for prioritizing or ranking projects, and include clearly defined budgets, scopes and schedules for individual projects within the program, consistent with the Strategic Plan, for review and adoption by the Transportation Authority Board as provided for in the Expenditure Plan. Allocations may be made simultaneous to approval of the 5YPPs/Strategic Plan.
- Allocations of Prop AA funds will be based on an application package prepared and submitted by the lead agency for the project. The package will be in accordance with application guidelines and formats as outlined in the Transportation Authority's allocation request procedures, with the final application submittal to include sufficient detail and supporting documentation to facilitate a determination that the applicable conditions of these policies have been satisfied.
- Under the approved Transportation Authority Fiscal Policy, Cash Flow Distribution Schedules are adopted simultaneous to the allocation action. The allocation resolution will spell out the maximum reimbursement level per year, and only the reimbursement amount

² One of the six guiding principles in the Prop AA Expenditure Plan calls for the Prop AA program to focus on smaller, high-impact projects that provide tangible benefits in the short-term.

authorized in the year of allocation will count against the Capital Expenditures line item for that budget year. The Capital Expenditures line item for subsequent year annual budgets will reflect the maximum reimbursement schedule amounts committed through the original and any subsequent allocation actions. The Transportation Authority will not guarantee reimbursement levels higher than those adopted in the original and any subsequent allocation actions.

- Prop AA funds will be spent down at a rate proportional to the Prop AA share of the total funds programmed to that project phase or program. The Transportation Authority will consider exceptions on a case-by-case basis (e.g. another fund source is not immediately available or cannot be used to cover certain expenses). Project sponsors should notify the Transportation Authority of the desire for an exception to this policy when requesting allocation of funds.
- Unexpended portions of allocated amounts remaining after final reimbursement for that phase will be returned to the project's programmed balance if the project is not yet completed and has future funds programmed in the Strategic Plan.
- Upon completion of the project, including any expected work product shown in Table 2, the Transportation Authority will deem that any remaining programmed balance for the project is available for programming with first priority to another project within the same category as listed in the Expenditure Plan or second priority, to any other ready-to-go Prop AA projects. Final project selection will be determined through a competitive call for projects.
- Retroactive expenses are ineligible. No expenses will be reimbursed that are incurred prior to Board approval of the allocation for a particular project or program. The Transportation Authority will not reimburse expenses incurred prior to fully executing a Standard Grant Agreement (SGA).
- Indirect expenses are ineligible. Reimbursable expenses will include only those expenses directly attributable to the delivery of the products for that phase of the project or program receiving a Prop AA allocation.
- Projects shall be consistent with the Regional Transportation Plan (RTP).

Table 1**Prerequisite Milestones for Allocation**

Allocations of Prop AA funds for specific project phases will be contingent on the prerequisite milestones shown in the table below. Exceptions will be considered on a case-by-case basis. Allocation requests will be made prior to advertising for services which will utilize Prop AA funds.

| Phase | Prerequisite Milestone(s) for Allocation |
|--|--|
| Design Engineering (PS&E) | <ul style="list-style-type: none"> • Inclusion in 5YPP/Strategic Plan • Conceptual Engineering Report, if applicable • Approved environmental document • Capital construction funding in adopted plan, including RTP |
| Construction, including procurement (e.g. accessible pedestrian signals) | <ul style="list-style-type: none"> • Inclusion in 5YPP /Strategic Plan • Approved environmental document • Right of way certification (if appropriate) • 100% PS&E |

Table 2**Expected Work Products/Deliverables by Phase**

The phase for which Prop AA funds are allocated is expected to result in a complete work product or deliverable. The expected work product for each phase is described in the table below. Upon approval of a request for allocation, the Transportation Authority on a case-by-case basis may approve a work product/deliverable other than that shown in the table below (e.g. for Transportation Demand Management projects).

| Phase | Expected Work Product/Deliverable¹ |
|-------------------------------------|---|
| Design Engineering (PS&E) | Final design package including contract documents |
| Construction, including procurement | Constructed improvement or minimum operating segment, or equipment in service |

¹The Transportation Authority will specify required deliverables for an allocation in the Allocation Request Form, typically requiring evidence of completion of the above work products/deliverables such as a copy of the signed certifications page as evidence of completion of PS&E or digital photos of a completed construction project.



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Prop AA Vehicle Registration Fee Strategic Plan Screening and Prioritization Criteria (Adopted 10.25.16)

The Prop AA Expenditure Plan requires that the Strategic Plan include a prioritization mechanism to rank projects within each of the three programmatic categories. The intent of this requirement is to provide the Transportation Authority Board, the public, and Prop AA project sponsors with a clear understanding of how projects are prioritized for funding within program. Having a transparent and well-documented prioritization methodology in place allows for an open, inclusive and predictable project development process, intended to result in a steady stream of projects that are ready to compete for Prop AA, Prop K, and other discretionary (i.e., competitive) fund sources for implementation. In addition, a robust prioritization methodology helps to ensure that projects programmed for Prop AA funds can deliver near-term, tangible benefits to the public as intended by the Expenditure Plan. Finally, it allows project sponsors to better take advantage of coordination opportunities with other transportation projects funded by Prop AA and other funding sources that should result in efficiencies and minimize disruption caused by construction activities.

I. SCREENING

Projects must meet all screening criteria in order to be considered further for Prop AA funding. The screening criteria focus on meeting the eligibility requirements for Prop AA funds and include, but are not limited to, the following factors:

- Project sponsor is an eligible administering agency per the Prop AA Expenditure Plan guidelines.
- Project is eligible for funding from one or more of Prop AA's three programmatic categories.
- Project is seeking Prop AA funds for design or construction phases only.
- Project is consistent with the regional transportation plan.
- Project is consistent with agency adopted plans; existing and planned land uses; and adopted standards for urban design and for the provision of pedestrian amenities; and supportive of planned growth in transit friendly housing, employment and services.

II. GENERAL PRIORITIZATION

Projects that meet all of the Prop AA screening criteria will be prioritized for Prop AA funding based on, but not limited to the factors listed below. Neither the general prioritization criteria listed below nor category-specific criteria listed in Section III are in any particular order nor are they weighted. In general, the more criteria a project satisfies and the better it meets them, the higher a project will be ranked.

- **Project Readiness:** Priority shall be given to projects that can implement the funded phase(s) within twelve months of allocation. Implementation includes issuance of a purchase order to secure project components, awarding a contract, or encumbrance of staff labor charges by project sponsor.
- **Time Sensitivity:** Priority shall be given to projects that are trying to take advantage of time sensitive construction coordination opportunities and whether the project would leverage other funding sources with timely use of funds requirements.

- **Community Engagement/Support:** Priority shall be given to projects with clear and diverse community support and/or developed out of a community-based planning process (e.g., community based transportation plan, the Neighborhood Transportation Improvement Program, corridor improvement study, campus master plan, station area plans, etc.).
- **Fund Leveraging:** Priority shall be given to projects that can demonstrate leveraging of Prop AA funds, or that can justify why they are ineligible, have very limited eligibility, or compete poorly to receive Prop K or other discretionary funds.
- **Geographic Equity:** Prop AA programming will reflect fair geographic distribution that takes into account the various needs of San Francisco's neighborhoods. This factor will be applied program-wide and to individual projects, as appropriate.
- **Project Sponsor Priority:** For project sponsors that submit multiple Prop AA applications, the Transportation Authority will consider the project sponsor's relative priority for its applications.
- **Project Delivery Track Record:** The Transportation Authority will consider the project sponsor(s)' past project delivery track record of prior Prop AA and other Transportation Authority-programmed funds when prioritizing potential Prop AA projects. For sponsors that have not previously received Transportation Authority-funds, the Transportation Authority will consider the sponsors' project delivery track record for capital projects funded by other means.

III. PROGRAMMATIC CATEGORY PRIORITIZATION

In addition to the general prioritization criteria detailed in Section II, listed below are prioritization criteria specific to each programmatic category.

Street Repair and Reconstruction

- Priority will be given to projects based on an industry-standard pavement management system designed to inform cost effective roadway maintenance.
- Priority will be given to streets located on San Francisco's bicycle and transit networks.
- Priority will be given to projects that include complete streets elements. Specifically, priority will be given to projects that include at least a minimal level of enhancement over previous conditions and that directly benefit multiple system users regardless of fund source (e.g. Street Repair and Reconstruction category, other Prop AA category or non-Prop AA fund source). Enhancements include complete streets elements for pedestrians, cyclists, or transit passengers that are improvements above and beyond those triggered by the street repair and reconstruction work (e.g. ADA compliant curb ramps required because of the street repair and reconstruction work).

Pedestrian Safety

- Priority will be given to projects that shorten crossing distances, minimize conflicts with other modes, and reduce pedestrian hazards.
- Priority will be given to projects on corridors that are identified through or are consistent with WalkFirst, Vision Zero, or successor efforts (e.g. pedestrian master

plan).

- Priority will be given to infrastructure projects that improve access to transit and/or schools.

Transit Reliability and Mobility Improvements

- Priority will be given to projects that support existing or proposed rapid transit, including projects identified in transit performance plans or programs such as the San Francisco Municipal Transportation Agency's Muni Forward program and Rapid Network initiative.
- Priority will be given to projects that increase transit accessibility, reliability, and connectivity (e.g. stop improvements, transit stop consolidation and relocation, transit signal priority, traffic signal upgrades, travel information improvements, wayfinding signs, bicycle parking, and improved connections to regional transit).
- Priority will be given to travel demand management projects that aim to reduce congestion and transit crowding and are aligned with San Francisco's citywide travel demand management goals.
- Priority will be given to projects that address documented safety issues.



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Attachment 5.
Draft Prop AA Strategic Plan
Proposed Programming

| Project Name | Phase | Sponsor | Fiscal Year 2017/18 | Fiscal Year 2018/19 | Fiscal Year 2019/20 | Fiscal Year 2020/21 | Fiscal Year 2021/22 | 5-Year Total |
|--------------|-------|---------|---------------------|---------------------|---------------------|---------------------|---------------------|--------------|
|--------------|-------|---------|---------------------|---------------------|---------------------|---------------------|---------------------|--------------|

Street Repair and Reconstruction

| Funds Available in Category | | \$ 2,474,281 | \$ 2,377,841 | \$ 2,377,841 | \$ 2,377,841 | \$ 2,377,841 | \$ 2,377,841 | \$ 11,985,643 |
|---|--------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| Geary Boulevard Pavement Renovation | Construction | \$ 2,397,129 | | | | | | \$ 2,397,129 |
| 23rd St, Dolores St, York St and Hampshire St Pavement Renovation | Construction | | \$ 2,397,129 | | | | | \$ 2,397,129 |
| Mission Street Transit and Pavement Improvement | Construction | | | | | | | \$ 2,397,129 |
| Fillmore Street Pavement Renovation | Construction | | | | \$ 2,397,129 | | | \$ 2,397,129 |
| Subtotal Programmed to Category (Over)/Under | 46% | \$ 2,397,129 | \$ 2,397,129 | \$ - | \$ 2,397,129 | \$ 2,397,129 | \$ 2,397,129 | \$ 9,588,516 |
| Cumulative Remaining | | \$ 77,152 | \$ (19,288) | \$ 2,377,841 | \$ (19,288) | \$ 2,416,416 | \$ (19,288) | \$ 2,397,127 |
| | | \$ 77,152 | \$ 57,864 | \$ 2,435,704 | \$ 2,416,416 | \$ 2,397,127 | \$ 2,397,127 | \$ 2,397,127 |

Pedestrian Safety

| Funds Available in Category | | \$ 1,067,710 | \$ 1,026,094 | \$ 1,026,094 | \$ 1,026,094 | \$ 1,026,094 | \$ 1,026,094 | \$ 5,172,085 |
|--|--------------|-----------------------|-----------------------|-----------------------|-----------------------|---------------------|---------------------|---------------------|
| Haight Street Streetscape (Pedestrian Lighting) | Construction | \$ 2,052,000 | | | | | | \$ 2,052,000 |
| Potrero Gateway Loop (Pedestrian Safety Improvements) | Construction | \$ 300,000 | | | | | | \$ 300,000 |
| Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements) | Construction | \$ 700,000 | | | | | | \$ 700,000 |
| Arguello Boulevard Traffic Signal Upgrade | Construction | | \$ 655,000 | | | | | \$ 655,000 |
| Bulb-outs at WalkFirst Locations | Design | | \$ 500,000 | | | | | \$ 500,000 |
| Western Addition Transportation Plan Implementation (Pedestrian Lighting) | Construction | | \$ 986,928 | | | | | \$ 986,928 |
| Subtotal Programmed to Category (Over)/Under | 25% | \$ 3,052,000 | \$ 2,141,928 | \$ - | \$ - | \$ - | \$ - | \$ 5,193,928 |
| Cumulative Remaining | | \$ (1,984,290) | \$ (1,115,834) | \$ 1,026,094 | \$ 1,026,094 | \$ 1,026,094 | \$ 1,026,094 | \$ (21,843) |
| | | \$ (1,984,290) | \$ (3,100,124) | \$ (2,074,030) | \$ (1,047,937) | \$ (21,843) | \$ (21,843) | \$ (21,843) |

Transit Reliability and Mobility Improvements

| Funds Available in Category | | \$ 1,236,611 | \$ 1,188,412 | \$ 1,188,412 | \$ 1,188,412 | \$ 1,188,412 | \$ 1,188,412 | \$ 5,990,258 |
|---|--------------|-----------------------|-----------------------|-----------------------|-----------------------|---------------------|---------------------|----------------------|
| Muni Metro Station Enhancements - Phase 1 | Construction | \$ 2,465,316 | | | | | | \$ 2,465,316 |
| Muni Metro Station Enhancements - Phase 2 | Construction | | | \$ 3,503,099 | | | | \$ 3,503,099 |
| Subtotal Programmed to Category (Over)/Under | 29% | \$ 2,465,316 | \$ - | \$ 3,503,099 | \$ - | \$ - | \$ - | \$ 5,968,415 |
| Cumulative Remaining | | \$ (1,228,705) | \$ 1,188,412 | \$ (2,314,687) | \$ 1,188,412 | \$ 1,188,412 | \$ 1,188,412 | \$ 21,843 |
| | | \$ (1,228,705) | \$ (40,293) | \$ (2,354,980) | \$ (1,166,568) | \$ 21,843 | \$ 21,843 | \$ 21,843 |
| Total Programmed (Over)/Under | | \$ 7,914,445 | \$ 4,539,057 | \$ 3,503,099 | \$ 2,397,129 | \$ 2,397,129 | \$ 2,397,129 | \$ 20,750,859 |
| Cumulative | | \$ (3,135,843) | \$ 53,289 | \$ 1,089,247 | \$ 2,195,217 | \$ 2,195,217 | \$ 2,195,217 | \$ 2,397,128 |
| | | \$ (3,135,843) | \$ (3,082,553) | \$ (1,993,306) | \$ 201,911 | \$ 2,397,128 | \$ 2,397,128 | \$ 2,397,128 |

Total Available Funds

| | | | | | | | | |
|--|--|--------------|--------------|--------------|--------------|--------------|--------------|---------------|
| | | \$ 4,778,602 | \$ 4,592,346 | \$ 4,592,346 | \$ 4,592,346 | \$ 4,592,346 | \$ 4,592,346 | \$ 23,147,987 |
|--|--|--------------|--------------|--------------|--------------|--------------|--------------|---------------|

Attachment 5.
Draft Prop AA Strategic Plan
Proposed Cash Flow

| Project Name | Phase | Sponsor | Fiscal Year 2017/18 | Fiscal Year 2018/19 | Fiscal Year 2019/20 | Fiscal Year 2020/21 | Fiscal Year 2021/22 | 5-Year Total |
|---|--------------|---------|------------------------|------------------------|------------------------|------------------------|------------------------|----------------------|
| Street Repair and Reconstruction | | | | | | | | |
| Funds Available in Category | | | \$ 2,474,281 | \$ 2,377,841 | \$ 2,377,841 | \$ 2,377,841 | \$ 2,377,841 | \$ 11,985,643 |
| Geary Boulevard Pavement Renovation | Construction | SFPW | \$ 479,426 | \$ 958,852 | \$ 958,852 | \$ 2,377,841 | \$ | \$ 2,397,129 |
| 23rd St, Dolores St, York St and Hampshire St Pavement Renovation | Construction | SFPW | \$ | \$ 791,053 | \$ 1,606,076 | \$ | \$ | \$ 2,397,129 |
| Mission Street Transit and Pavement Improvement | Construction | SFPW | \$ | \$ | \$ | \$ 1,198,565 | \$ 1,198,565 | \$ 2,397,129 |
| Fillmore Street Pavement Renovation | Construction | SFPW | \$ | \$ | \$ | \$ | \$ 2,397,129 | \$ 2,397,129 |
| Subtotal Programmed to Category | | | \$ 479,426 | \$ 1,749,904 | \$ 2,564,928 | \$ 1,198,565 | \$ 3,595,694 | \$ 9,588,516 |
| (Over)/Under | | | \$ 1,994,855 | \$ 627,936 | \$ (187,087) | \$ 1,179,276 | \$ (1,217,853) | \$ 2,397,127 |
| Cumulative Remaining | | | \$ 1,994,855 | \$ 2,622,792 | \$ 2,435,704 | \$ 3,614,980 | \$ 2,397,127 | \$ 2,397,127 |

| | | | | | | | | |
|--|--------------|-------|---------------------|-----------------------|-----------------------|-----------------------|---------------------|---------------------|
| Pedestrian Safety | | | | | | | | |
| Funds Available in Category | | | \$ 1,067,710 | \$ 1,026,094 | \$ 1,026,094 | \$ 1,026,094 | \$ 1,026,094 | \$ 5,172,085 |
| Haight Street Streetscape (Pedestrian Lighting) | Construction | SFPW | \$ 500,000 | \$ 1,050,000 | \$ 502,000 | \$ | \$ | \$ 2,052,000 |
| Potrero Gateway Loop (Pedestrian Safety Improvements) | Construction | SFPW | \$ 80,000 | \$ 145,000 | \$ 75,000 | \$ | \$ | \$ 300,000 |
| Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements) | Construction | SFPW | \$ 175,000 | \$ 475,000 | \$ 50,000 | \$ | \$ | \$ 700,000 |
| Arguello Boulevard Traffic Signal Upgrade | Construction | SFMTA | \$ | \$ 327,500 | \$ 327,500 | \$ | \$ | \$ 655,000 |
| Bulb-outs at WalkFirst Locations | Design | SFMTA | \$ | \$ 250,000 | \$ 250,000 | \$ | \$ | \$ 500,000 |
| Western Addition Transportation Plan Implementation (Pedestrian Lighting) | Construction | SFMTA | \$ | \$ 141,864 | \$ 378,303 | \$ 466,761 | \$ | \$ 986,928 |
| Subtotal Programmed to Category | | | \$ 755,000 | \$ 2,389,364 | \$ 1,582,803 | \$ 466,761 | \$ - | \$ 5,193,928 |
| (Over)/Under | | | \$ 312,710 | \$ (1,363,270) | \$ (556,709) | \$ 559,333 | \$ 1,026,094 | \$ (21,843) |
| Cumulative Remaining | | | \$ 312,710 | \$ (1,050,560) | \$ (1,607,262) | \$ (1,047,927) | \$ (21,843) | \$ (21,843) |

| | | | | | | | | |
|--|--------------|-------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|
| Transit Reliability and Mobility Improvements | | | | | | | | |
| Funds Available in Category | | | \$ 1,236,611 | \$ 1,188,412 | \$ 1,188,412 | \$ 1,188,412 | \$ 1,188,412 | \$ 5,990,258 |
| Muni Metro Station Enhancements - Phase 1 | Construction | SFMTA | \$ 1,232,658 | \$ 1,232,658 | \$ | \$ | \$ | \$ 2,465,316 |
| Muni Metro Station Enhancements - Phase 2 | Construction | SFMTA | \$ | \$ | \$ 600,000 | \$ 1,650,000 | \$ 1,253,099 | \$ 3,503,099 |
| Subtotal Programmed to Category | | | \$ 1,232,658 | \$ 1,232,658 | \$ 600,000 | \$ 1,650,000 | \$ 1,253,099 | \$ 5,968,415 |
| (Over)/Under | | | \$ 3,953 | \$ (44,246) | \$ 588,412 | \$ (461,588) | \$ (64,687) | \$ 21,843 |
| Cumulative Remaining | | | \$ 3,953 | \$ (40,293) | \$ 548,119 | \$ 86,531 | \$ 21,843 | \$ 21,843 |
| Total Programmed | | | \$ 2,467,084 | \$ 5,371,926 | \$ 4,747,731 | \$ 3,315,326 | \$ 4,848,793 | \$ 20,750,859 |
| (Over)/Under | | | \$ 2,311,519 | \$ (779,580) | \$ (155,385) | \$ 1,277,021 | \$ (256,446) | \$ 2,397,128 |
| Cumulative | | | \$ 2,311,519 | \$ 1,531,938 | \$ 1,376,554 | \$ 2,653,574 | \$ 2,397,128 | \$ |
| Total Available Funds | | | \$ 4,778,602 | \$ 4,592,346 | \$ 4,592,346 | \$ 4,592,346 | \$ 4,592,346 | \$ 23,147,987 |



**Prop AA Vehicle Registration Fee
Project Information Form**

| | |
|--|--|
| Project Name: | Geary Boulevard Pavement Renovation |
| Implementing Agency: | SFMTA |
| Project Location: | Geary Boulevard from Van Ness Avenue to Masonic Avenue |
| Supervisory District(s): | District 2 and District 5 |
| Project Manager: | Paul Barradas |
| Phone Number: | 415-554-8249 |
| Email: | paul.barradas@sfdpw.org |
| Brief Project Description for MyStreetSF (50 words max): | This project includes demolition, pavement renovation, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work along Geary Blvd, from Van Ness Ave to Masonic Ave. The average Pavement Condition Index (PCI) score within the project limits is low 50's. |
| Detailed Scope (may attach Word document): Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Please describe how this project was prioritized. Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project. | <p>The paving scope is planning to join the SFMTA Bus Rapid Transit (BRT) improvements along this corridor.</p> <p>Geary Boulevard is one of the busiest bus corridors west of the Mississippi. Over 52,000 people rely on the 38-Geary local, rapid, and express routes to get where they need to go. However, uneven wait times, overcrowded buses, and inconsistent travel times are a daily reality. These issues persist despite increased service frequency provided by longer 60-foot buses scheduled to run every 2.5 minutes during rush hour and near-term upgrades to bus lanes implemented recently under Muni Forward.</p> <p>To break the cycle and manage crowding, wait times, and traffic congestion, the Geary Bus Rapid Transit (BRT) project proposes upgrades to street design, more accessible bus stops with boarding islands, sidewalk extensions, and traffic signals to make travelling for everyone on the corridor more efficient, safe, and vibrant. There will also be upgrades to water and sewer infrastructure.</p> <p>The requested Prop AA grant will fund the paving scope of work which includes demolition, pavement renovation of 28 blocks, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work along Geary Boulevard from Van Ness Avenue to Masonic Avenue.</p> |
| Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans, etc.). | <p>City agencies have engaged residents, community leaders, advocates and merchants all along the corridor throughout design. The Geary BRT Citizens Advisory Committee (GCAC) typically meets every two to three months to advise the Transportation Authority throughout the environmental analysis. The GCAC consists of thirteen members, representing corridor and at-large interests. It provides input on refining BRT alternatives, considers project benefits and tradeoffs for all users of the corridor, and has helped to identify a preferred project alternative. GCAC meetings are open to the public.</p> <p>As the project moves closer to implementation, the Transportation Authority and SF Municipal Transportation Agency are partnering with the Office of Economic and Workforce Development on five key construction strategies: Pre-construction survey; Business and community advisory committees; Accessibility, way-finding and advertisement; Notifications and project resources; Business technical assistance and support.</p> |
| Partner Agencies: Please list partner agencies and identify a staff contact at each agency. | <p>San Francisco County Transportation Authority (SFCTA): Colin Dentel-Post San Francisco Municipal Transportation Agency (SFMTA): Daniel Mackowski San Francisco Public Utilities Commission (SFPUC) Water: Napoleon Calimlim San Francisco Public Utilities Commission (SFPUC) Sewer: Carol Huang</p> |
| Type of Environmental Clearance Required: | Categorically Exempt |

Prop AA Vehicle Registration Fee Project Information Form



| Project Delivery Milestones Phase* | Status | Work | Start Date | | End Date | |
|---|------------|-------------------------------------|------------|---------------|----------|---------------|
| | % Complete | In-house, Contracted, or Both | Quarter | Calendar Year | Quarter | Calendar Year |
| Planning/Conceptual Engineering (typically 30% design) | | | | | | |
| Environmental Studies (PA&ED) | | | | | | |
| Design Engineering (PS&E) | 30% | In-House | Oct-Dec | 2015 | Jul-Sep | 2017 |
| Right-of-way | | | | | | |
| Advertise Construction | 0% | N/A | Jul-Sep | 2017 | N/A | N/A |
| Start Construction (e.g. Award Contract) | 0% | Contracted | Jan-Mar | 2018 | N/A | N/A |
| Open for Use | N/A | N/A | N/A | N/A | Apr-Jun | 2020 |

*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

Comments



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**Prop AA Vehicle Registration Fee
Project Information Form**

| | |
|--|--|
| Project Name: | Mission Street Transit and Pavement Improvement |
| Implementing Agency: | SFPW |
| Project Location: | On Mission St from Brook St/Santa Marina St to Geneva Ave |
| Supervisorial District(s): | 8, 9, 11 |
| Project Manager: | Paul Barradas |
| Phone Number: | 415-554-8249 |
| Email: | paul.barradas@sfdpw.org |
| Brief Project Description for MyStreetSF (50 words max): | Demolition, pavement renovation of 68 blocks, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work along Mission St from Brook St/Santa Marina to Geneva Avenue. The average Pavement Condition Index (PCI) score within the project limits is low 60's. |
| Detailed Scope (may attach Word document): Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Please describe how this project was prioritized. Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project. | <p>The Street Resurfacing Program is planning to join the MUNI Forward 14 Mission Rapid Project improvements along this corridor.</p> <p>Over 57,000 people rely on the local, rapid and express routes to get where they need to go on the 14 Mission corridor. However, slow and unreliable Muni service results from frequent bus stopping, bus bunching, conflicts between buses and parking cars, and difficulty boarding buses. Some transportation challenges also include conflicts between pedestrians and vehicles, and high volume of people walking.</p> <p>The project goals are to improve safety along the project corridor for people walking and bicycling, eliminate pedestrian and vehicle conflicts, support Vision Zero goals, improve reliability and travel time to the 14, 14R/14X, and 49 bus routes, and improve access via MUNI for local residents to get to work, school, appointments, or shopping.</p> <p>The requested Prop AA grant will fund the paving scope of this transit project. Scope includes demolition, pavement renovation of 68 blocks, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work along Mission St from Brook St/Santa Marina to Geneva Avenue.</p> |
| Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans, etc.). | SFMTA hosted outreach meetings in 2012 to inform the community that this corridor would be included in the TEP Environmental Impact Report and to get feedback. In 2016, SFMTA participated in a walking audit of the Excelsior segment of Mission Street together with WalkSF and local stakeholders. SFMTA also participated at an SFOMMRA meeting to provide a brief update on some goals for transit improvement and to get resident feedback. |
| Partner Agencies: Please list partner agencies and identify a staff contact at each agency. | San Francisco Municipal Transportation Agency (SFMTA): Felipe Robles (SFMTA) Jorge Rivas (OEWD) |
| Type of Environmental Clearance Required: | Categorically Exempt |

Prop AA Vehicle Registration Fee Project Information Form



| Project Delivery Milestones | Status | Work | Start Date | | End Date | |
|--|------------|-------------------------------|------------|---------------|----------|---------------|
| | % Complete | In-house, Contracted, or Both | Quarter | Calendar Year | Quarter | Calendar Year |
| Planning/Conceptual Engineering (typically 30% design) | | | | | | |
| Environmental Studies (PA&ED) | | | | | | |
| Design Engineering (PS&E) | 0% | In-House | Jan-Mar | 2018 | Jan-Mar | 2020 |
| Right-of-way | | | | | | |
| Advertise Construction | 0% | N/A | Apr-Jun | 2020 | N/A | N/A |
| Start Construction (e.g. Award Contract) | 0% | Contracted | Jan-Mar | 2021 | N/A | N/A |
| Open for Use | N/A | N/A | N/A | N/A | Apr-Jun | 2022 |

*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

Comments

Public Works paving and the SFMTA MUNI Forward improvement would be constructed through the same contract.



**Prop AA Vehicle Registration Fee
Project Information Form**

| | |
|----------------------|---|
| Project Name: | Mission Street Transit and Pavement Improvement |
|----------------------|---|

| PROJECT COST ESTIMATE | Funding Source by Phase | | | | | |
|---------------------------------|-------------------------|--------------------|------------|------------|--------------------|--|
| | Phase | Cost | Prop AA | Prop K | Other | Source of Cost Estimate |
| Planning/Conceptual Engineering | \$0 | N/A | | | | |
| Environmental Studies (PA&ED) | \$0 | N/A | | | | |
| Design Engineering (PS&E) | \$600,000 | | | | \$600,000 | 10% of Construction Cost |
| Right-of-way | \$0 | N/A | | | | |
| Construction | \$6,000,000 | \$2,397,129 | | | \$3,602,871 | Early Planning Magnitude of Order Estimate |
| TOTAL PROJECT COST | \$6,600,000 | \$2,397,129 | \$0 | \$0 | \$4,202,871 | |

Percent of Total 36% 0% 64%

PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)*

| | 17/18 | 18/19 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24 | Total |
|-----------------------------|------------|------------|------------|--------------------|--------------------|------------|------------|--------------------|
| Design Engineering (PS&E) | | | | | | | | \$0 |
| Construction | | | | \$1,198,565 | \$1,198,565 | | | \$2,397,129 |
| TOTAL BY FISCAL YEAR | \$0 | \$0 | \$0 | \$1,198,565 | \$1,198,565 | \$0 | \$0 | \$2,397,129 |

*The 2017 Strategic Plan will program funds in FYs 2017/18 to 2021/22. Cash flow can extend beyond this period.

FUNDING PLAN FOR DESIGN AND CONSTRUCTION PHASES - ALL SOURCES

| Funding Source | Planned | Programmed | Allocated | TOTAL |
|----------------|--------------------|------------|------------|--------------------|
| Prop AA | \$2,397,129 | | | \$2,397,129 |
| General Fund | \$4,202,871 | | | \$4,202,871 |
| | | | | \$0 |
| TOTAL | \$6,600,000 | \$0 | \$0 | \$6,600,000 |

| | |
|---|---------------------|
| Desired Prop AA Programming Year | |
| | Fiscal Year 2020/21 |

Comments/Concerns

Costs are for the street resurfacing component of the larger project.



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**Prop AA Vehicle Registration Fee
Project Information Form**

| | |
|--|---|
| Project Name: | 23rd St, Dolores St, York St, and Hampshire St Pavement Renovation |
| Implementing Agency: | San Francisco Public Works |
| Project Location: | On 22nd St from Potrero Ave to Harrison St On 23rd St from Folsom St to Capp St On Cesar Chavez on Ramp from 25th St to Potrero Ave to Hampshire St On Dolores St from Cesar Chavez St to 29th St On Hampshire St from 17th St to Cesar Chavez on Ramp On York St from Mariposa St to 26th St |
| Supervisorial District(s): | 8, 9, 10 |
| Project Manager: | Ramon Kong |
| Phone Number: | 415-554-8249 |
| Email: | ramon.kong@sfdpw.org |
| Brief Project Description for MyStreetSF (50 words max): | This street resurfacing project includes demolition, pavement renovation of 37 blocks, new sidewalk constructions, curb ramp construction, traffic control, and all related and incidental work. The average Pavement Condition Index (PCI) score within the project limits is in the mid 50's. |
| Detailed Scope (may attach Word document): Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Please describe how this project was prioritized. Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project. | <p>Public Works requests a Prop AA grant in Fiscal Year 2018/2019 to fund construction of the Dolores St, Hampshire St, 23rd St, and York St Pavement Renovation. The proposed project limits are:</p> <ul style="list-style-type: none"> On 22nd St from Potrero Ave to Harrison St On 23rd St from Folsom St to Capp St On Cesar Chavez on Ramp from 25th St to Potrero Ave to Hampshire St On Dolores St from Cesar Chavez St to 29th St On Hampshire St from 17th St to Cesar Chavez on Ramp On York St from Mariposa St to 26th St <p>This project was coordinated and set to be completed after the multi-agency Potrero Streetscape project. This is phase II of the street resurfacing around the Potrero area. The paving scope includes demolition, pavement renovation of 37 blocks, new sidewalk constructions, curb ramp construction, traffic control, and all related and incidental work.</p> |
| Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans, etc.). | This project was coordinated and set to be completed after the multi-agency Potrero Streetscape project. This is phase II of the street resurfacing around the Potrero area. |
| Partner Agencies: Please list partner agencies and identify a staff contact at each agency. | San Francisco Public Utilities Commission (SFPUC) Sewer: Johnny Wong (415.554.1520); San Francisco Municipal Transportation Agency (SFMTA): Rob Malone (415.701.2430) |
| Type of Environmental Clearance Required: | Categorically Exempt |

Prop AA Vehicle Registration Fee Project Information Form



| Project Delivery Milestones Phase* | Status | Work | Start Date | | End Date | |
|---|------------|-------------------------------------|------------|---------------|----------|---------------|
| | % Complete | In-house, Contracted, or Both | Quarter | Calendar Year | Quarter | Calendar Year |
| Planning/Conceptual Engineering (typically 30% design) | | | | | | |
| Environmental Studies (PA&ED) | | | | | | |
| Design Engineering (PS&E) | 0% | In-house | Oct-Dec | 2017 | Apr-Jun | 2018 |
| Right-of-way | | | | | | |
| Advertise Construction | 0% | N/A | Jul-Sep | 2018 | N/A | N/A |
| Start Construction (e.g. Award Contract) | 0% | Contracted | Jan-Mar | 2019 | N/A | N/A |
| Open for Use | N/A | N/A | N/A | N/A | Apr-Jun | 2020 |

*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

Comments



Prop AA Vehicle Registration Fee Project Information Form

Project Name: 23rd St, Dolores St, York St, and Hampshire St Pavement Renovation

| PROJECT COST ESTIMATE | | Funding Source by Phase | | | |
|---------------------------------|--------------------|-------------------------|------------|--------------------|--|
| Phase | Cost | Prop AA | Prop K | Other | Source of Cost Estimate |
| Planning/Conceptual Engineering | \$0 | N/A | | | |
| Environmental Studies (PA&ED) | \$0 | N/A | | | |
| Design Engineering (PS&E) | \$400,000 | | | \$400,000 | 10% of Construction Cost |
| Right-of-way | \$0 | N/A | | | |
| Construction | \$4,000,000 | \$2,397,129 | | \$1,602,871 | Early Planning Magnitude of Order Estimate |
| TOTAL PROJECT COST | \$4,400,000 | \$2,397,129 | \$0 | \$2,002,871 | |

Percent of Total: 54% 0% 46%

PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)*

| | 17/18 | 18/19 | 19/20 | 20/21 | 21/22 | Total |
|-----------------------------|------------|------------------|--------------------|------------|------------|--------------------|
| Design Engineering (PS&E) | | | | | | \$0 |
| Construction | | \$791,053 | \$1,606,076 | | | \$2,397,129 |
| TOTAL BY FISCAL YEAR | \$0 | \$791,053 | \$1,606,076 | \$0 | \$0 | \$2,397,129 |

*The 2017 Strategic Plan will program funds in FYs 2017/18 to 2021/22. Cash flow can extend beyond this period.

FUNDING PLAN FOR DESIGN AND CONSTRUCTION PHASES - ALL SOURCES

| Funding Source | Planned | Programmed | Allocated | TOTAL |
|----------------|--------------------|------------|------------|--------------------|
| Prop AA | \$2,397,129 | | | \$2,397,129 |
| General Fund | \$2,002,871 | | \$0 | \$2,002,871 |
| | | | | \$0 |
| TOTAL | \$4,400,000 | \$0 | \$0 | \$4,400,000 |

| |
|---|
| Desired Prop AA Programming Year |
| Fiscal Year 2018/19 |

Comments/Concerns



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**Prop AA Vehicle Registration Fee
Project Information Form**

| | |
|--|--|
| Project Name: | Fillmore Street Pavement Renovation |
| Implementing Agency: | SFPW |
| Project Location: | On Fillmore St from Duboce Ave to Marina Blvd On Laussat St from Fillmore St to Steiner St |
| Supervisory District(s): | 2, 5, 8 |
| Project Manager: | Ramon Kong |
| Phone Number: | 415-554-8249 |
| Email: | ramon.kong@sfdpw.org |
| Brief Project Description for MyStreetSF (50 words max): | Demolition, pavement renovation of 46 blocks, new sidewalk constructions, curb ramp construction, traffic control, and all related and incidental work. The average Pavement Condition Index (PCI) score within the project limits is low 60's. |
| Detailed Scope (may attach Word document): Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Please describe how this project was prioritized. Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project. | Public Works requests a Prop AA grant to fund construction of the Fillmore St Pavement Renovation project. The proposed project limits are; On Fillmore St from Duboce Ave to Marina Blvd On Laussat St from Fillmore St to Steiner St The Prop AA grant would fund the paving scope of work which includes demolition, pavement renovation of 46 blocks, new sidewalk constructions, curb ramp construction, traffic control, and all related and incidental work. |
| Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans, etc.). | This project will be coordinated with the SFMTA's MUNI Forward project on Fillmore Street. Public engagement for the MUNI Forward project, which will be led by SFMTA, is not anticipated to start until 2020. |
| Partner Agencies: Please list partner agencies and identify a staff contact at each agency. | San Francisco Municipal Transportation Agency (SFMTA): Ken Kwong (415.701.4575) |
| Type of Environmental Clearance Required: | Categorically Exempt |

| Project Delivery Milestones | Status | | Work | | Start Date | | End Date | |
|--|------------|-------------------------------|---------|---------------|------------|---------------|----------|--|
| | % Complete | In-house, Contracted, or Both | Quarter | Calendar Year | Quarter | Calendar Year | | |
| Planning/Conceptual Engineering (typically 30% design) | | | | | | | | |
| Environmental Studies (PA&ED) | | | | | | | | |
| Design Engineering (PS&E) | 0% | In-House | Jan-Mar | 2021 | Jul-Sep | 2021 | | |
| Right-of-way | | | | | | | | |
| Advertise Construction | 0% | N/A | Jul-Sep | 2021 | N/A | N/A | | |
| Start Construction (e.g. Award Contract) | 0% | Contracted | Jan-Mar | 2022 | N/A | N/A | | |
| Open for Use | N/A | N/A | N/A | N/A | Apr-Jun | 2023 | | |

*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

Comments



**Prop AA Vehicle Registration Fee
Project Information Form**

Project Name: Fillmore Street Pavement Renovation

PROJECT COST ESTIMATE

| Phase | Cost | Funding Source by Phase | | | |
|---------------------------------|--------------------|-------------------------|------------|--------------------|--|
| | | Prop AA | Prop K | Other | Source of Cost Estimate |
| Planning/Conceptual Engineering | \$0 | N/A | | | |
| Environmental Studies (PA&ED) | \$0 | N/A | | | |
| Design Engineering (PS&E) | \$390,910 | | | \$390,910 | Engineer's Estimate |
| Right-of-way | \$0 | N/A | | | |
| Construction | \$3,909,090 | \$2,397,129 | | \$1,511,961 | Early Planning Order of Magnitude Estimate |
| TOTAL PROJECT COST | \$4,300,000 | \$2,397,129 | \$0 | \$1,902,871 | |

Percent of Total: 56% 0% 44%

PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)*

| | 17/18 | 18/19 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24 | Total |
|-----------------------------|------------|------------|------------|------------|--------------------|------------|------------|--------------------|
| Design Engineering (PS&E) | | | | | | | | \$0 |
| Construction | | | | | \$2,397,129 | | | \$2,397,129 |
| TOTAL BY FISCAL YEAR | \$0 | \$0 | \$0 | \$0 | \$2,397,129 | \$0 | \$0 | \$2,397,129 |

*The 2017 Strategic Plan will program funds in FYs 2017/18 to 2021/22. Cash flow can extend beyond this period.

FUNDING PLAN FOR DESIGN AND CONSTRUCTION PHASES - ALL SOURCES

| Funding Source | Planned | Programmed | Allocated | TOTAL |
|----------------|--------------------|------------|------------|--------------------|
| Prop AA | \$2,397,129 | | | \$2,397,129 |
| General Fund | \$1,902,871 | | | \$1,902,871 |
| | | | \$0 | \$0 |
| TOTAL | \$4,300,000 | \$0 | \$0 | \$4,300,000 |

Desired Prop AA Programming Year
Fiscal Year 2021/22

Comments/Concerns



**Prop AA Vehicle Registration Fee
Project Information Form**

Project Name: Fillmore Street Pavement Renovation

PROJECT COST ESTIMATE

| Phase | Cost | Funding Source by Phase | | | |
|---------------------------------|--------------------|-------------------------|------------|--------------------|--|
| | | Prop AA | Prop K | Other | Source of Cost Estimate |
| Planning/Conceptual Engineering | \$0 | N/A | | | |
| Environmental Studies (PA&ED) | \$0 | N/A | | | |
| Design Engineering (PS&E) | \$390,910 | | | \$390,910 | Engineer's Estimate |
| Right-of-way | \$0 | N/A | | | |
| Construction | \$3,909,090 | \$2,397,129 | | \$1,511,961 | Early Planning Order of Magnitude Estimate |
| TOTAL PROJECT COST | \$4,300,000 | \$2,397,129 | \$0 | \$1,902,871 | |

Percent of Total: 56% 0% 44%

PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)*

| | 17/18 | 18/19 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24 | Total |
|-----------------------------|------------|------------|------------|------------|--------------------|------------|------------|--------------------|
| Design Engineering (PS&E) | | | | | | | | \$0 |
| Construction | | | | | \$2,397,129 | | | \$2,397,129 |
| TOTAL BY FISCAL YEAR | \$0 | \$0 | \$0 | \$0 | \$2,397,129 | \$0 | \$0 | \$2,397,129 |

*The 2017 Strategic Plan will program funds in FYs 2017/18 to 2021/22. Cash flow can extend beyond this period.

FUNDING PLAN FOR DESIGN AND CONSTRUCTION PHASES - ALL SOURCES

| Funding Source | Planned | Programmed | Allocated | TOTAL |
|----------------|--------------------|------------|------------|--------------------|
| Prop AA | \$2,397,129 | | | \$2,397,129 |
| General Fund | \$1,902,871 | | | \$1,902,871 |
| | | | \$0 | \$0 |
| TOTAL | \$4,300,000 | \$0 | \$0 | \$4,300,000 |

| |
|---|
| Desired Prop AA Programming Year |
| Fiscal Year 2021/22 |

Comments / Concerns



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**Prop AA Vehicle Registration Fee
Project Information Form**

| | |
|--|---|
| Project Name: | Haight Street Streetscape (Pedestrian Lighting) |
| Implementing Agency: | San Francisco Public Works |
| Project Location: | Stanyan Street to Central Street along Haight Street |
| Supervisory District(s): | District 5 |
| Project Manager: | Amy Lam |
| Phone Number: | 415-558-4541 |
| Email: | amy.lam@sfdpw.org |
| Brief Project Description for MyStreetSF (50 words max): | Install pedestrian lighting from Stanyan Street to Central Street along Haight Street, per recommendation of the Upper Haight Public Realm Plan. Project will be delivered in conjunction with a larger coordinated project that includes transit, paving, sewer, and fiber conduit components. |
| Detailed Scope (may attach Word document): Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Please describe how this project was prioritized. Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project. | See word document attached. |
| Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans, etc.). | See word document attached. |
| Partner Agencies: Please list partner agencies and identify a staff contact at each agency. | SFMTA- Cheryl Liu SFPUC Sewer- Johnny Wong Department of Technology- Brian Roberts |
| Type of Environmental Clearance Required: | Supplemental EIR |

| Project Delivery Milestones | Status | Work | Start Date | | End Date | |
|--|------------|-------------------------------|------------|---------------|----------|---------------|
| | % Complete | In-house, Contracted, or Both | Quarter | Calendar Year | Quarter | Calendar Year |
| Planning/Conceptual Engineering (typically 30% design) | 100% | In House | Jan-Mar | 2015 | Jul-Sep | 2015 |
| Environmental Studies (PA&ED) | 100% | In House | Jan-Mar | 2016 | Jan-Mar | 2016 |
| Design Engineering (PS&E) | 65% | In House | Jul-Sep | 2015 | Apr-Jun | 2017 |
| Right-of-way | N/A | N/A | | | | |
| Advertise Construction | 0% | N/A | Jul-Sep | 2017 | N/A | N/A |
| Start Construction (e.g. Award Contract) | 0% | Contracted | Jan-Mar | 2018 | N/A | N/A |
| Open for Use | N/A | N/A | N/A | N/A | Jul-Sep | 2019 |

*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

Comments

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| |
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**Prop AA Vehicle Registration Fee
Project Information Form**

| | |
|----------------------|---|
| Project Name: | Haight Street Streetscape (Pedestrian Lighting) |
|----------------------|---|

| PROJECT COST ESTIMATE | Funding Source by Phase | | | | | |
|---------------------------------|-------------------------|--------------------|------------|------------|--------------------|-------------------------------------|
| | Phase | Cost | Prop AA | Prop K | Other | Source of Cost Estimate |
| Planning/Conceptual Engineering | \$0 | N/A | | | | |
| Environmental Studies (PA&ED) | \$0 | N/A | | | | |
| Design Engineering (PS&E) | \$1,294,395 | \$0 | | | \$1,294,395 | Actual plus cost to complete design |
| Right-of-way | \$0 | N/A | | | | |
| Construction | \$9,472,073 | \$2,052,000 | \$0 | \$0 | \$7,420,073 | Engineer's estimate @ 65% Design |
| TOTAL PROJECT COST | \$10,766,468 | \$2,052,000 | \$0 | \$0 | \$8,714,468 | |

Percent of Total 19% 0% 81%

PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)*

| | 17/18 | 18/19 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24 | Total |
|-----------------------------|------------------|--------------------|------------------|------------|------------|------------|------------|--------------------|
| Design Engineering (PS&E) | | | | | | | | \$0 |
| Construction | \$500,000 | \$1,050,000 | \$502,000 | | | | | \$2,052,000 |
| TOTAL BY FISCAL YEAR | \$500,000 | \$1,050,000 | \$502,000 | \$0 | \$0 | \$0 | \$0 | \$2,052,000 |

*The 2017 Strategic Plan will program funds in FYs 2017/18 to 2021/22. Cash flow can extend beyond this period.

FUNDING PLAN FOR DESIGN AND CONSTRUCTION PHASES - ALL SOURCES

| Funding Source | Planned | Programmed | Allocated | TOTAL |
|--|--------------------|--------------------|--------------------|---------------------|
| Prop AA | \$2,052,000 | | | \$2,052,000 |
| General Fund | \$48,000 | | \$600,000 | \$648,000 |
| General Fund D5 addback | | | \$375,000 | \$375,000 |
| MTA Transportation General Obligation Bond | | | \$6,443,217 | \$6,443,217 |
| Prop K Street Resurfacing | | \$1,248,251 | | \$1,248,251 |
| TOTAL | \$2,100,000 | \$1,248,251 | \$7,418,217 | \$10,766,468 |

| | |
|---|---------------------|
| Desired Prop AA Programming Year | Fiscal Year 2017/18 |
|---|---------------------|

Comments / Concerns

Prop AA funds are needed in FY 2017/18 so pedestrian lights can be installed as a part of a larger, coordinated construction project. Cost estimates assume savings associated with construction coordination; to install the lights as part of a separate contract would likely be cost prohibitive.

Upper Haight Pedestrian Lighting

PROJECT SCOPE

The six-block stretch of Haight Street from Stanyan to Clayton is the heart of the Haight Ashbury neighborhood. This vibrant commercial corridor has shops, restaurants, bars, cafes, and more. The neighborhood was the epicenter of the 1967 Summer of Love and remains a tourist destination for those curious about hippie subculture. For more than half a century it has also been a hub of social and healthcare services for homeless and transient populations. The streets and sidewalks were never designed to support the volumes of vehicles or the numbers of pedestrians that now come to the corridor. The sidewalks are often crowded and the street is clogged with traffic. Crowded corners at intersections can be a barrier to pedestrian travel and encourage unsafe pedestrian behavior such as walking in the street.

This project will improve links to and connections with transportation-related and community amenities, including social service, medical centers, and visitor destinations. San Francisco seeks Prop AA to implement pedestrian-scale lighting along with transit improvements and utility replacement to this corridor, including:

- Pedestrian scale lighting, adding 73 new ped lights between Stanyan and Central
- Pedestrian bulbs on NE & SW corners of Haight at Shrader
- Large pedestrian bulb at north-side of “T-intersection” of Haight and Cole (West)
- Large pedestrian bulb at south-side of “T-intersection” of Haight and Cole (East)
- Pedestrian bulb on NW corner of Haight at Cole (East)
- Large pedestrian bulb at north-side of “T-intersection” of Haight and Belvedere
- Pedestrian bulbs on SW & SE corners of Haight and Belvedere
- Wraparound Pedestrian bulbs at NW, NE & SE corners of Haight and Ashbury
- Combined pedestrian and transit bulb on SE corner of Haight at Stanyan
- Transit bulb mid-block on north-side of Haight between Stanyan and Shrader
- Combined pedestrian and transit bulb on NW corner of Haight at Masonic
- Bus stop removal at Cole

E5-32

- Stop relocation at Clayton (nearside to far side)
- Right turn pocket from WB Haight to Stanyan
- Possible right turn lane (WB and EB) at Masonic
- Left turn restriction at Masonic (EB and WB)
- Signals, including pedestrian countdown signals and audio pedestrian signals at Shradler, Clayton, and Central Streets
- Continental crosswalks at every intersection Advanced stop bars in all four directions at Haight and Ashbury
- Curb ramps to complete the path of travel at every intersection
- Main sewage work replacement
- Fiber optics conduits installation

The typical sidewalk extension achieved by the pedestrian and transit bulbs will be 7' – with the exception of the three wraparound bulbs at Haight and Ashbury which will extend the sidewalk 6' into Ashbury Street and on the NE corner only 6' into Haight Street. These bulbs will provide significant additional sidewalk space for pedestrians at these corners and will shorten crossing distances, slow vehicular turns, and increase visibility.

COORDINATION

The Pedestrian Lighting Project will be coordinated with San Francisco's Municipal Transportation Agency (MTA), Public Utilities Commission (PUC), and Department of Technology (DT) to address urgent funding gaps. If awarded, Prop AA would leverage significant local investments in repairing the core transit network, improving efficiency and effectiveness of the transportation system by funding projects beyond the core network, and speeding up delivery to meet growing demands. While SF's 2014 General Obligation Transportation and Road Improvement Bond provides \$500 million, it does not fully meet all of the City's transportation improvement needs, leaving many communities waiting until additional revenues are available. In addition, the Bond does not pay for non-infrastructure programs such as citywide outreach and education activities.

COMMUNITY ENGAGEMENT & SUPPORT

In 2011, the Haight Ashbury Merchants Association (HAMA) developed a list of physical public realm improvements for the Haight Ashbury neighborhood. The recommendations became the basis for a public engagement process to create a Public Realm Plan, which was produced by San Francisco’s Planning Department with input from the Municipal Transportation Agency (SFMTA) and San Francisco Public Works (DPW).

Conversations with neighbors and business owners helped build a vision for the neighborhood’s streets, sidewalks, and public spaces. Engagement included hundreds of online survey responses, visitors to event booths, 80 people at larger public meetings, and focus conversations with 4-10 people on specific topics. Engaging the public at all scales in many different ways captured a breadth and depth of public experience and comments. Although the planning process is complete, neighbors and the City will continue to work together as Public Works begins implementation.

| Stakeholders involved: | |
|---|------------------------------------|
| <u>Public</u> | <u>SF government:</u> |
| • Haight Ashbury Merchants Association (HAMA) | • Board of Supervisors: District 5 |
| • Haight Ashbury Improvement Association (HAIA) | • Planning Department |
| • Haight Ashbury Neighborhood Council (HANC) | • Municipal Transportation Agency |
| • Cole Valley Improvement Association (CVIA) | • Public Works |
| • Other merchants, business owners and tenants | • Public Utilities Commission |
| • Residents, property owners, and neighbors | • Recreation and Parks Department |

This proposed project builds on two significant efforts. In February 2015, the City produced the Haight Ashbury Public Realm Plan, the result of a three-year collaboration between the City and neighbors to identify and design pedestrian improvements. The Plan describes specific site designs, vetted through a community planning process, to add amenities that enhance the safety and experience of the street. The second effort is Muni Forward, a citywide initiative to make transit faster, more reliable, and more efficient. In the Haight Ashbury neighborhood, a multimillion investment of City funds will improve transit with stop

consolidation, intersection signalization, and transit bulbs for faster boarding/alighting. Implementing pedestrian improvements in concert with the transit upgrades will be more cost effective and less disruptive to the neighborhood.

Community members and merchants were engaged via a robust three-year process consisting of four large (iterative) public meetings, several focused working groups, street fairs, farmer's markets, informal office hours, merchant group meetings, and direct interaction on site.

For each engagement event, City staff developed immersive activities designed to refine community vision and inform public space designs. We inquired into what people wanted to see on Haight Street and in the Public Realm Plan. Participants brainstormed neighborhood goals, reacted to draft design alternatives, and worked through design challenges, including whether focusing on the benefits of Haight Street improvements was worth dropping further exploration of Stanyan Street and Masonic Avenue. Public meetings and events were publicized through direct mailings, project website notices, email blasts, direct communication with neighborhood groups, and flyers posted in the neighborhood.

The four large public meetings were held in the project area at the Park Branch Library and the Urban School of San Francisco between October 2012 and February 2015. Smaller events were held at Park Branch Library, various merchant businesses, merchant residences, and other neighborhood locations during the same time period. Informational tables at street fairs and farmer's markets, and public office hours at Second Act Marketplace, were also offered.

All public meetings were held in accessible venues proximate to public transportation. Translation services for materials presented at meetings were provided by Language Line and facilitated by the City. Public meetings were held in the evening and materials were available online. Street fairs, farmers markets, and merchant outreach were held on weekends and weekdays throughout the morning, afternoon, and evening, as well as on an appointment basis.

The four neighborhood associations participated in smaller focus groups closed to the public that vetted and refined concepts prior to larger public events. All engagement summaries and feedback were posted online and made available upon request. The project website is: <http://haightashbury.sfplanning.org>.

Feedback received through the planning process developed a comprehensive vision for

the neighborhood's streets, sidewalks, and public spaces. Each community engagement event elicited feedback ranging from overall visioning for the neighborhood to specific design recommendations. This included written comments, surveys, interactive exercises, and conversations on site. At the culmination of each event, results were posted and used to inform subsequent events. Over the course of the community outreach process, the project evolved from a broad community vision to a focused streetscape improvement plan.

Design alternatives for Masonic Ave and Stanyan Street were initially explored and later dropped due to lack of community and merchant support, allowing the focus to shift to Haight Street. ***One common desire of each neighborhood association was for pedestrian-scale lighting. This was also the top community priority.***

Sidewalk extensions were more contentious, given the 8% parking loss. However, the majority of community members and merchant groups ultimately did support these curb changes at the cost of parking. These supporters understand the importance of a vital public realm and agree that parking loss in the name of increasing pedestrian comfort and safety is an acceptable tradeoff. The goal of bringing more people into the neighborhood by modes other than the private automobile is further reinforced by SFMTA's Muni Forward transit improvements that were developed in conjunction with the Public Realm Plan.

With the project moving into implementation, Public Works will manage the next phase of engagement. They will engage stakeholders during both design and construction of the project. At key milestones in the design process, they have and will continue to meet with a small group of community stakeholders, including the District 5 Supervisor and her staff as well as community groups involved in the Haight Ashbury Public Realm Plan planning process. These groups include the Haight Ashbury Merchants Association (HAMA), Haight Ashbury Improvement Association (HAIA), Haight Ashbury Neighborhood Council (HANC) and Cole Valley Improvement Association (CVIA). The purpose of these meetings is to engage interested parties as Public Works implements the plan developed with the community's input—this will ensure ongoing community buy-in and support for the improvements. Public Works will work with the same community stakeholders before and during construction to ensure that the logistics and phasing of the construction work produces the least disruption to the commercial corridor.

UPPER HAIGHT STREETSCAPE
Overall Project Layout Plan



100 0 100 200
SCALE: 1"=100'-0"

LEGEND

- New Sidewalk Paving
- New Curb Ramp
- New Transit Bulb
- New Pedestrian Bulb
- New Decorative Ped. Bulb Treatment
- New Decorative Intersection Treatment
- Existing Street Tree
- New Infill Street Tree
- Continental Crosswalk
- New Street Lighting Fixture
- New Pedestrian Lighting
- New Catenary Lighting (See Plan Enlarg.)

ATTACHMENT E

UPPER HAIGHT STREETSCAPE

Plan Enlargement



- New Curb Ramps
- New Decorative Pedestrian Bulb Treatment at Haight/Ashbury Intersection
- Continental Crosswalks
- New Decorative Intersection Treatment
- New Sidewalk Paving Throughout
- New Pedestrian Lighting
- New Catenary Lighting
- New Street Lighting Fixtures
- New Infill Street Trees

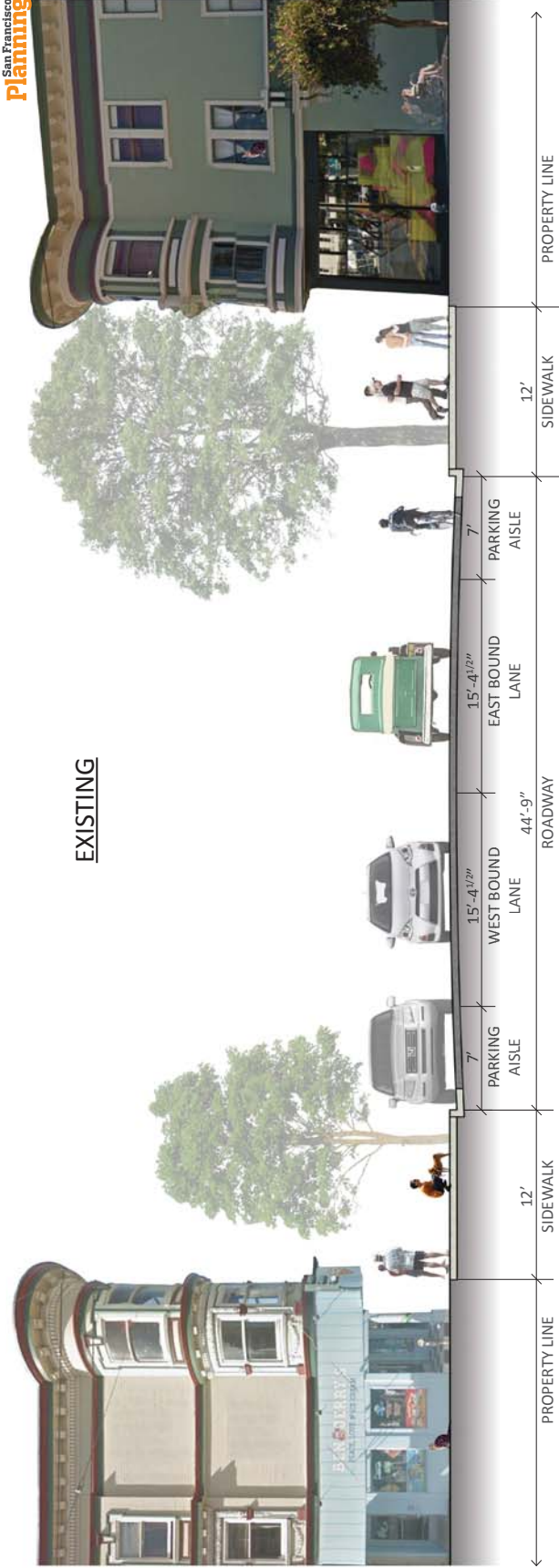
40 0 40 80
SCALE: 1"=40'-0"

LEGEND

- New Sidewalk Paving
- New Curb Ramp
- New Transit Bulb
- New Pedestrian Bulb
- New Decorative Ped. Bulb Treatment
- New Decorative Intersection Treatment
- Existing Street Tree
- New Infill Street Tree
- Continental Crosswalk
- New Street Lighting Fixture
- New Pedestrian Lighting
- New Catenary Lighting (See Plan Enlarg.)



UPPER HAIGHT STREETSCAPE
Typical Section



**President, Board of Supervisors
District 5**



City and County of San Francisco

LONDON N. BREED

January 17, 2017

Tilly Chang
Executive Director of the San Francisco County Transportation Authority
San Francisco County Transportation Authority
1455 Market St, San Francisco, CA 94103

Dear Director Chang,

I am pleased to offer my support of the Upper Haight Street application to use Proposition AA funds. The grant would support a transformation of the pedestrian environment along the City's iconic Haight-Ashbury commercial corridor, including new crosswalk signals, and pedestrian-scale lighting. This will increase safety and quality of life for both residents and the thousands of tourists who visit this beloved, historic neighborhood.

The Haight Street project builds on three significant efforts: In February 2015, the City produced the Haight-Ashbury Public Realm Plan, the result of a three-year collaboration between the City and Haight-Ashbury neighbors to identify and design pedestrian improvements. The Plan describes specific site designs – vetted through a detailed community planning process – to enhance the safety and experience of the street.

The second effort is Muni Forward, the citywide initiative to improve transit service and delivery. A multi-million dollar investment of City funds in the Haight-Ashbury will improve transit for everyone on the corridor.

The third effort is Vision Zero. This Project's proposed crosswalks, signals, traffic changes, bulb-outs, and increased lighting support Vision Zero by making streets safer for everyone. And implementing the pedestrian improvements in concert with the transit upgrades will be more cost-effective and less disruptive to the neighborhood.

I am pleased support these much-needed improvements. An investment of Prop AA funds would help us make the Upper Haight a safer, more attractive place for the many pedestrians, bicyclists, motorists, and tourists who enjoy this legendary corridor.

Sincerely,

A handwritten signature in cursive script that reads "London Breed".

President London Breed
Board of Supervisors
City & County of San Francisco

E5-40



Haight Ashbury Merchants Association (HAMA)

1388 Haight St., #151, San Francisco, 94117-2909

Email: hama94117@gmail.com

January 12, 2017

To: Tilly Chang,
Executive Director of the San Francisco County Transportation Authority
San Francisco County Transportation Authority
1455 Market St, San Francisco, CA 94103

Dear Ms Chang,

On behalf of the Haight Ashbury Merchants Association (HAMA), I am pleased to support San Francisco's application to Prop AA for infrastructure improvements to the Haight Ashbury public realm. Prop AA funds would support sidewalk safety and pedestrian scale lighting on five blocks of one of San Francisco's most iconic commercial corridors.

This project builds on two significant efforts. In February 2015, the City produced the Haight Ashbury Public Realm Plan, the result of a three-year collaboration between the City and Haight Ashbury neighbors to identify and design pedestrian improvements. The Plan describes specific site designs, vetted through a community planning process, to add amenities that enhance the safety and experience of the street. The second effort is Muni Forward, a citywide initiative to improve transit with stop consolidation, intersection signalization, and transit bulbs for faster boarding/alighting. Implementing pedestrian improvements in concert with the transit upgrades will be more cost effective and less disruptive to the neighborhood.

The Haight Ashbury Merchants Association (HAMA) looks forward to continuing to work with the City to implement much needed pedestrian improvements in our neighborhood. An investment of Prop AA funds would make our streets safer for our children, families and neighbors.

Sincerely,
Christin Evans
Board Member, The Haight Ashbury Merchants Association (HAMA)
Owner, Booksmith
christin@booksmith.com



**Prop AA Vehicle Registration Fee
Project Information Form**

| | |
|--|--|
| Project Name: | Vision Zero Coordinated Pedestrian Safety Improvements: Bulbs & Basements |
| Implementing Agency: | San Francisco Public Works |
| Project Location: | Various |
| Supervisory District(s): | 6 |
| Project Manager: | Marci Camacho |
| Phone Number: | 415-558-4015 |
| Email: | marcia.camacho@sfdpw.org |
| Brief Project Description for MyStreetSF (50 words max): | Adding curb ramps on or adjacent to sub-sidewalk basements using bulbouts as a method to mitigate the costly sub-sidewalk basement conflicts. Includes intersections in District 6: Jones and Ellis (2 bulbouts), and 8th and Minna (1 raised crosswalk). Bulbouts at Taylor and Turk (3 bulbouts) would be added pending coordination with the Safer Taylor Street project (non-Prop AA funded). |
| Detailed Scope (may attach Word document): Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Please describe how this project was prioritized. Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project. | <p>Accessibility improvements coordinated with planned construction projects in the right-of-way to maximize efficiency and minimize disturbances to neighborhoods. Emphasis on improvements on the high-injury Vision Zero network. Locations will be at corners with sub-sidewalk basements with requests from people with disabilities as listed in the Transition Plan Prioritization. Supervisor Kim is in strong support of this work.</p> <p>Bulbouts are a method to shorten pedestrian crossing distances and enable the installation of curb ramps without touching costly sub-sidewalk basements. A raised crosswalk is another method to slow traffic for pedestrians, used in lieu of a curb ramp, and also enables construction without touching a sub-sidewalk basement. Sub-sidewalk basements occur all over the city and structural conditions vary greatly. Additionally, some roofs of a subsidewalk basement may double as the sidewalk. This means curb ramp installation on a sub-sidewalk basement may necessitate expensive structural work, waterproofing, and unknown expenses related to the basements' being private property.</p> <p>This project achieves two important citywide goals: it improves accessibility at locations with requests from people with disabilities and reduces the likelihood of additional pedestrian collisions along the Vision Zero high-injury network. Without the bulbout and crosswalk solution, curb ramps alone may be cost prohibitive at these intersections. Public Works has been making great strides towards reaching full saturation of accessible, up-to-date curb ramps citywide. However, as more ramps are constructed throughout the City, the more difficult locations remain, which increases the average cost.</p> |
| Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans, etc.). | <p>Met with Tenderloin neighborhood group, Central City SRO Collaborative at 48 Turk Street, and Supervisor Kim in 2015 to identify locations. This project will also fall within the City and County of San Francisco's Americans with Disabilities Act (ADA) Transition Plan for Curb Ramps and Sidewalks, the goal of which is to ensure that the City creates accessible paths of travel in the public right of way for people with disabilities.</p> <p>The City & County of San Francisco has made a significant and long-term commitment to improving the accessibility of the public right of way. The Department of Public Works has been the primary leader in these efforts, with collaboration and funding from the Mayor's Office on Disability (MOD) in prioritizing and funding curb ramp construction under the ADA Transition Plan for Curb Ramps and Sidewalks. This Transition Plan describes CCSF's existing policies and programs to enhance accessibility in the public right of way. There is a yearly prioritizing process which reviews requests for curb ramps. In FY 2016/17, the list primarily included locations identified through citizen complaints and requests, locations identified during Federal Transit Administration audits of Muni Key stations, and other locations vital to transit access identified by Muni.</p> |
| Partner Agencies: Please list partner agencies and identify a staff contact at each agency. | San Francisco Municipal Transportation Agency (SFMTA): Damon Curtis; San Francisco Mayor's Office on Disability (MOD): Arfaraz Khambatta |
| Type of Environmental Clearance Required: | Categorical Exclusion (CE). |

Prop AA Vehicle Registration Fee Project Information Form



| Project Delivery Milestones Phase* | Status | Work | Start Date | | End Date | |
|---|------------|-------------------------------------|------------|---------------|----------|---------------|
| | % Complete | In-house, Contracted, or Both | Quarter | Calendar Year | Quarter | Calendar Year |
| Planning/Conceptual Engineering (typically 30% design) | 100% | In-house | Jan-Mar | 2015 | Apr-Jun | 2016 |
| Environmental Studies (PA&ED) | 25% | In-house | Apr-Jun | 2016 | Apr-Jun | 2017 |
| Design Engineering (PS&E) | 60% | In-house | Apr-Jun | 2016 | Apr-Jun | 2017 |
| Right-of-way | 0% | N/A | | N/A | | N/A |
| Advertise Construction | 0% | In-house | Apr-Jun | 2017 | Oct-Dec | 2017 |
| Start Construction (e.g. Award Contract) | 0% | Contracted | Oct-Dec | 2017 | N/A | N/A |
| Open for Use | N/A | N/A | N/A | N/A | Oct-Dec | 2018 |

*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

Comments



**Prop AA Vehicle Registration Fee
Project Information Form**

Project Name: Vision Zero Coordinated Pedestrian Safety Improvements: Bulbs & Basements

| PROJECT COST ESTIMATE | Funding Source by Phase | | | | |
|---------------------------------|-------------------------|------------------|------------|--------------------|-----------------------------|
| | Phase | Cost | Prop AA | Prop K | Other |
| Planning/Conceptual Engineering | \$50,000 | N/A | | \$50,000 | Engineer's estimate |
| Environmental Studies (PA&ED) | \$20,000 | N/A | | \$20,000 | Regulatory Affairs estimate |
| Design Engineering (PS&E) | \$300,000 | \$0 | | \$300,000 | Engineer's estimate |
| Right-of-way | \$0 | N/A | | | |
| Construction | \$2,050,000 | \$700,000 | | \$1,350,000 | Engineer's estimate |
| TOTAL PROJECT COST | \$2,420,000 | \$700,000 | \$0 | \$1,720,000 | |

Percent of Total: 29% 0% 71%

PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)*

| | 17/18 | 18/19 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24 | Total |
|-----------------------------|------------------|------------------|-----------------|------------|------------|------------|------------|------------------|
| Design Engineering (PS&E) | \$0 | | | | | | | \$0 |
| Construction | \$175,000 | \$475,000 | \$50,000 | | | | | \$700,000 |
| TOTAL BY FISCAL YEAR | \$175,000 | \$475,000 | \$50,000 | \$0 | \$0 | \$0 | \$0 | \$700,000 |

*The 2017 Strategic Plan will program funds in FYs 2017/18 to 2021/22. Cash flow can extend beyond this period.

FUNDING PLAN FOR DESIGN AND CONSTRUCTION PHASES - ALL SOURCES

| Funding Source | Planned | Programmed | Allocated | TOTAL |
|-----------------|--------------------|------------|------------------|--------------------|
| Prop AA | \$700,000 | | | \$700,000 |
| General Fund | | | \$820,000 | \$820,000 |
| TBD (See below) | \$900,000 | | | \$900,000 |
| TOTAL | \$1,600,000 | \$0 | \$820,000 | \$2,420,000 |

| |
|---|
| Desired Prop AA Programming Year |
| Fiscal Year 2017/18 |

Comments/Concerns

The Transportation Authority will work with SFMTA and SFPW to fully fund the Taylor and Turk bulbs with Prop K or other SFMTA controlled funding sources when they are ready to advance.

**Mayor's Office
on Disability**

City and County of San Francisco

Edwin M. Lee
Mayor**Naomi Kelly**

City Administrator

Arfaraz Khambatta, CASp.

Interim Director

January 12, 2017

Tilly Chang, Executive Director
San Francisco County Transportation Authority
1455 Market St., 22nd Floor
San Francisco CA 94103

To Whom It May Concern:

On behalf of the residents of San Francisco's District 6 and the City as a whole, the Mayor's Office on Disability is pleased to support this application for Prop AA funding to further the City's Vision Zero Coordinated Pedestrian Safety Improvements: Bulbs at Basements. This requested grant would support a transformation of the pedestrian environment in the historic Tenderloin neighborhood.

Specifically, Prop AA funds would help with the installation of new curb ramps, bulb-outs, and a raised crosswalk. Bulb-outs are being used to shorten pedestrian crossing distance, which enables the installation of curb ramps without affecting the existing sub sidewalk basements, while improving visibility of pedestrians by motorists. A raised crosswalk is effective for traffic calming, while allowing for an accessible street crossing without necessitating the retrofitting of a sub sidewalk basement.

The locations selected were a collaboration between the City, Tenderloin neighborhood group (Central City SRO Collaborative), and Supervisor Kim in 2015. The locations are in the high injury corridors listed in Vision Zero, which is the City's commitment to achieve zero traffic fatalities by 2024 by changing the design of our streets to calm traffic, increase visibility, shorten crossing distances, and reduce dangerous conflicts. These improvements in the Tenderloin will support our collective goal to reduce traffic-related deaths and injuries in one of the City's highest density pedestrian areas.

Additionally these locations were prioritized based on requests received from community members. San Francisco City government has made a significant and long-term commitment to improving the accessibility within the public rights-of-way. San Francisco Public Works has been leading these efforts, in collaboration with the Mayor's Office on Disability in prioritizing and funding curb ramp construction under the ADA Transition Plan, which describes City's policies and programs to enhance accessibility in the public rights-of-way.

An investment of Prop AA funds would allow the City to realize this comprehensive vision for the Tenderloin neighborhood, while making it a safer pedestrian environment for its residents. To this end, I support these much-needed improvements.

Sincerely,

Arfaraz Khambatta, Interim Director
Mayor's Office on Disability



**Prop AA Vehicle Registration Fee
Project Information Form**

| | |
|--|--|
| Project Name: | Arguello Boulevard Traffic Signal Upgrade |
| Implementing Agency: | SFMTA |
| Project Location: | Arguello Boulevard between Lake and Turk Streets |
| Supervisory District(s): | 1, 2 |
| Project Manager: | Geraldine De Leon |
| Phone Number: | 415-701-4675 |
| Email: | Geraldine.DeLeon@sfmta.com |
| Brief Project Description for MyStreetSF (50 words max): | Upgrade existing traffic signals to add pedestrian countdown signals where missing, and improve signal visibility through the installation of new upgraded signal and related poles. |
| Detailed Scope (may attach Word document): Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Please describe how this project was prioritized. Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project. | See attached map and supplemental sheets |
| Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans, etc.). | See attached supplemental sheets |
| Partner Agencies: Please list partner agencies and identify a staff contact at each agency. | Steven T. Lee - SF Public Works for electrical design review, contract advertising and contract support 415-558-5226 |
| Type of Environmental Clearance Required: | Environmental approval involves obtaining a categorical exemption from the Planning Department, which typically takes about two months. |

| Project Delivery Milestones | Status | | Work | | Start Date | | End Date | |
|--|------------|-------------------------------|---------|---------------|------------|---------------|----------|--|
| | % Complete | In-house, Contracted, or Both | Quarter | Calendar Year | Quarter | Calendar Year | | |
| Planning/Conceptual Engineering (typically 30% design) | | | | | | | | |
| Environmental Studies (PA&ED) | 0% | In House | Apr-Jun | 2017 | Jul-Sep | 2017 | | |
| Design Engineering (PS&E) | 0% | In House | Apr-Jun | 2017 | Jan-Mar | 2018 | | |
| Right-of-way | | | | | | | | |
| Advertise Construction | 0% | | Apr-Jun | 2018 | | | | |
| Start Construction (e.g. Award Contract) | 0% | Both | Jul-Sep | 2018 | | | | |
| Open for Use | | | | | Jul-Sep | 2019 | | |

*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

Comments

| |
|--|
| |
|--|

**San Francisco County Transportation Authority
Prop AA Call for Projects**

Arguello Boulevard Traffic Signal Upgrade project (SFMTA)

I. Scope

The SFMTA requests that \$655,000 in Prop AA funds be programmed to fund the construction phase of the Arguello Boulevard Traffic Signal Upgrade project. The project will be implemented on Arguello Boulevard along a 0.7 mile stretch, between Lake and Turk Streets. Arguello Boulevard is a wide (60 feet) two lane street, with one traffic lane going north and south and includes bike lanes with painted buffers and parking lanes. The project would involve upgrading signal hardware intended to enhance pedestrian safety at six intersections along Arguello Boulevard.

The locations of this project are as follows:

| ID | Intersection | Vision Zero High-Injury Network | PCS upgrades | APS Upgrades | Signal Visibility Upgrades | Muni Lines | Supervisory District |
|-----------|-----------------------------|--|---------------------------------------|---------------------|-------------------------------------|-------------------|-----------------------------|
| 1 | Lake/Sacramento at Arguello | Y | -- | Y | New Mast Arms | 33 | 2 |
| 2 | California/Arguello | Y | -- | Y | New Mast Arms | 1, 2, 33 | 1, 2 |
| 3 | Euclid/Arguello | Y | -- | Y | New Mast Arms | 2, 33 | 1, 2 |
| 4 | Clement/Arguello | Y | -- | Y | New Mast Arms | 2, 33 | 1, 2 |
| 5 | Anza/Arguello | Y | PCS for all crossings to be installed | Y | New Mast Arms & Larger Signal Heads | 33 | 1 |
| 6 | Turk/Balboa/Arguello | Y | PCS for two crossings to be installed | Y | New Mast Arms & Larger Signal Heads | 31, 33 | 1 |

Pedestrian Countdown Signals (PCS) will be installed at two locations where they are currently missing. The existing signal hardware at four of the proposed six locations is approaching the end of its useful life and does not have the capability to accommodate PCS or additional signals because it lacks the underground conduits required for installation. The corridor lacks Accessible Pedestrian Signals (APS). Therefore, APS would be installed at all six project locations to assist persons with visual impairments to cross the street. Other improvements included in this project are installing new poles, signals, controllers, conduit, wiring, and improved street lighting,

**San Francisco County Transportation Authority
Prop AA Call for Projects**

II. Project Benefits

The proposed project in Supervisorial Districts 1 and 2 includes the Vision Zero High Injury Network corridor of Arguello Boulevard as determined by the Citywide Vision Zero Task Force. Vision Zero High Injury Corridors are targeted for improvements because they comprise only 6% of San Francisco streets but contribute to 60% of the total severe and fatal injuries in the City.

At the locations without a PCS, people who walk may find it difficult to determine if there is enough time to finish crossing the street. In such cases, some people who walk may remain in the crosswalk while the green light indication has been given to vehicular traffic. By law, drivers are required to yield to pedestrians. However, pedestrians may be reluctant to finish crossing the street in such a dangerous situation. In addition, all six project intersections will receive APS on all the corners to help the visually impaired receive pedestrian signal indications.

In addition to the installation of PCS, this project will improve the visibility of the vehicular signals within the project area through the installation of new poles, mast arms, and larger signal heads. Arguello Boulevard is a multimodal street that connects pedestrians, bicycle riders, and transit riders to popular destinations including: Rossi Playground, Roosevelt Middle School, Geary Boulevard, the Presidio, and Golden Gate Park. Improved signal visibility will help reduce potential for collisions across all modes, including pedestrians and bicycle riders.

This project will improve safety for the 33 Muni transit line that runs along Arguello Boulevard as well as the transit lines that cross Arguello Boulevard: the 1-California line at California, the 2-Clement at Clement and Euclid, and the 31-Balboa line at Turk/Balboa. The proposed project will also benefit transit riders who use the 38-Geary line where it crosses Arguello one block north of Anza.

The proposed project will build upon previous safety enhancements installed in 2016 as part of SFMTA's Arguello Boulevard Bike Safety Project that installed painted buffered bike lanes, daylighting, continental crosswalks, and pedestrian refuge islands. Moreover, the repaving of Arguello Boulevard in late 2017 as part of San Francisco Public Works' Various Locations Pavement Renovation Project will install a concrete median at McAllister and Cabrillo Streets, an expanded bus boarding island at Balboa Street, and extension of the bike lane on westbound Turk Street approaching Arguello Boulevard. With the existing coordination efforts and the proposed programming of Prop AA funds to the Arguello Boulevard Traffic Signal Upgrade Project, the City can go beyond a repaving project and deliver a Complete Streets Project to improve the safety of people who walk, take transit, bicycle and drive on a corridor that has been identified as having a high number of collisions.

**San Francisco County Transportation Authority
Prop AA Call for Projects**

III. Evaluation Criteria

A. Screening Criteria:

1. The SFMTA is an eligible project sponsor for Prop AA funds.
2. The Arguello Boulevard Traffic Signal Upgrade Project is eligible for funding under the Pedestrian Safety programmatic category.
3. Prop AA funds are being requested for the Construction Phase of the project.
4. The proposed project is consistent with the Regional Transportation Plan (RTP) in the Metropolitan Transportation Commission's *Plan Bay Area* adopted in 2013.
5. The proposed project is consistent with San Francisco Pedestrian Strategy Plan that was adopted by the Mayor's Pedestrian Safety Task Force in April 2013. The task force is an interagency collaboration among the Department of Public Health, the SFMTA, the Department of Public Works, Police Department, the Planning Department, District Attorney's Office and the San Francisco County Transportation Authority.

B. General Prioritization Criteria:

1. Project Readiness: The Arguello Boulevard Traffic Signal Upgrade project will be ready to start the detailed design phase by May 2017. Advertising the contract is expected in May 2018, with construction anticipated to start in August 2018. Prior to the signal upgrade project, the curb ramps and much of the traffic signal conduit work at the six proposed project locations will be installed in advance by the Various Locations Pavement Renovation # 34 project, which will start construction later this year. The proposed Prop AA-funded project takes advantage of the paving coordination opportunity, and puts the signal conduits to use soon after installation.
2. Level of Urgency: The Arguello Boulevard Traffic Signal Upgrade project will address safety issues for people who walk and bike along a Vision Zero High Injury Network corridor. The High Injury Network corridors are designated due to their disproportionately high number of pedestrian and bicycle rider safety concerns. The PCS will reduce conflicts for people who walk as they access the neighborhood facilities such as schools, supermarkets, transit, playgrounds, and religious centers. The proposed signal improvements increase signal visibility and reduce the incidents of vehicular and bicycle collisions.
3. Community Engagement/Support: The proposed project is consistent with San Francisco Pedestrian Strategy Plan that was adopted by the Mayor's Pedestrian Task Force in April 2013. The task force included community stakeholders including Walk San Francisco, members of the Pedestrian Safety Advisory Committee, and Senior Action Network. The task force is also an interagency collaboration between the Department of Public Health, SFMTA, Public Works, Police Department, Planning Department, District Attorney's Office and the San Francisco County Transportation Authority.
4. Fund Leveraging: The Construction Phase is only about 40% funded by Prop AA with the remaining 60% covered by Prop K and SFMTA Operating Funds. Additionally, the cost of new curb ramps on Arguello is covered under SFPW's Arguello Paving Project instead of this signal upgrade project because we are coordinating this project with SFPW.

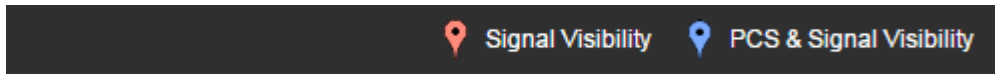
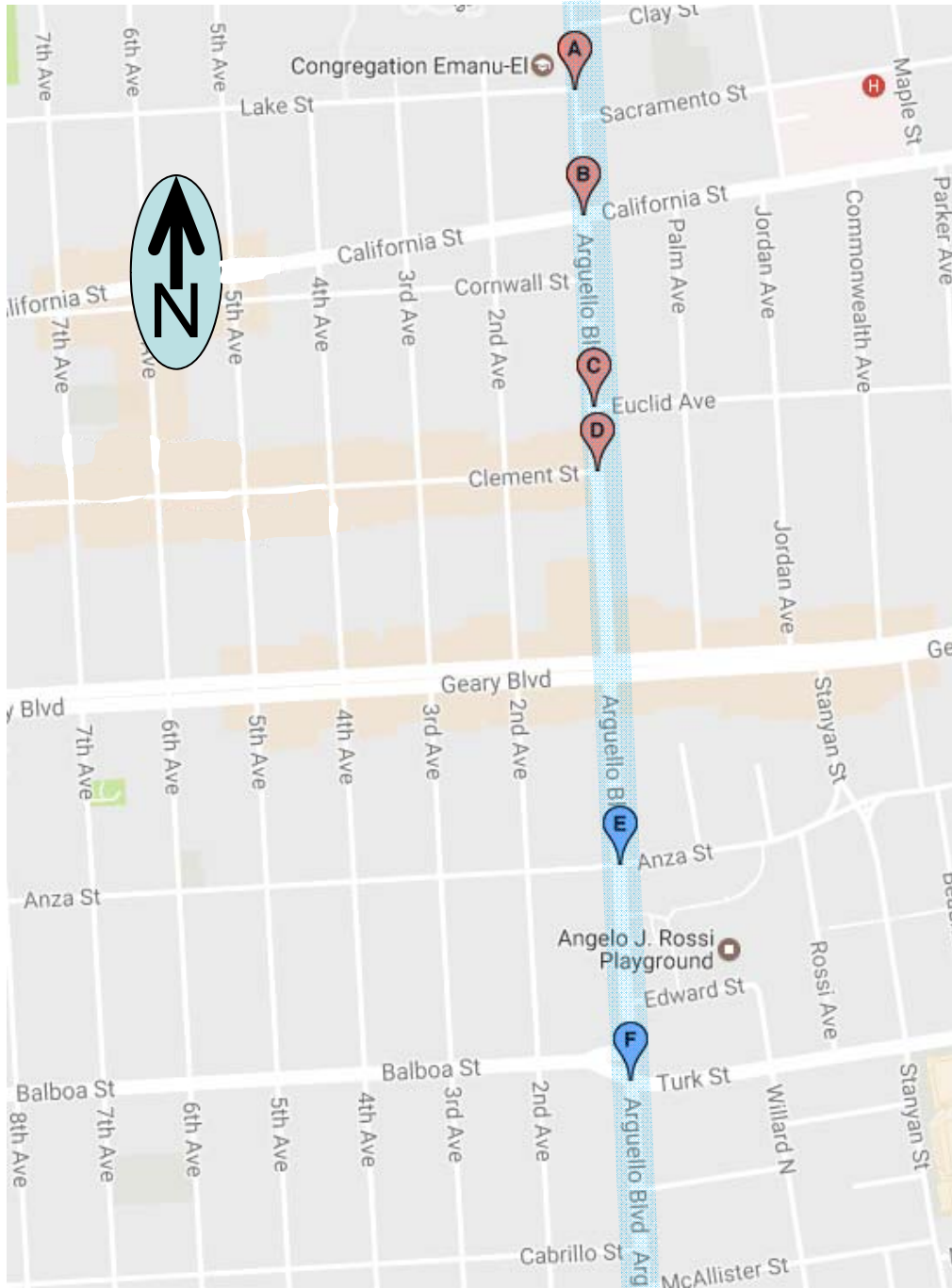
**San Francisco County Transportation Authority
Prop AA Call for Projects**

5. Geographic Equity: This application provides improvements to Supervisorial Districts 1 and 2. We are also submitting 2 other pedestrian safety signal improvement applications under this Prop AA Call for Projects that provides improvements in Supervisorial Districts 5 and 11.
6. Project Delivery Track Record: SFMTA currently has several Prop AA funded traffic signal projects under design or construction. For example, The Webster Pedestrian Countdown Signals Project recently received bids in December 2016, while the Gough Street Traffic Signal Upgrade Project is at the 25% design stage as of December 2016. Additionally, we have completed Prop AA projects that includes the Construction Phase for both the Franklin Street Pedestrian Signal Countdown Signals Project (finished construction in 2016), as well as the Contract 62 New Traffic Signal Project (finished in mid-2016). Other Prop AA completed projects include the Construction Phase of the Pedestrian Countdown Signals Contract #1 in 2014. SFMTA and SPW are jointly implementing an array of similar Vision Zero projects with the intent of reducing traffic fatalities to 0 by 2024.

C. Programmatic Category Prioritization – Pedestrian Safety

1. Conflict Reduction: The proposed project will improve pedestrian safety by reducing conflicts for both pedestrians and vehicles in an area that has been documented to have a disproportionate amount of collisions. People who walk will be able to better determine whether there is enough time to safely cross the street and reduce the frequency where they remain in the crosswalk when the light turns red. People who drive or ride bicycles will also have improved safety with better signal visibility so that they can prepare to stop for signal changes earlier.
2. Consistency with Vision Zero Efforts: All six project intersections are on the Vision Zero High Injury Network.
3. Improved Access to Schools and Transit: The Arguello Boulevard Traffic Signal Upgrade Project is ideally located to improve pedestrian access to schools and transit. The 33 line runs along Arguello Boulevard for the length of the project area, and the 1-California at the California intersection, the 2-Clement at the Clement and Euclid intersections, and the 31-Balboa at the Balboa/Turk intersection. The proposed project will also improve access to the Roosevelt Middle School and Claire Lilienthal Elementary School which are both within one block of the project locations. Beyond schools and transit, the implementation of the project will improve access to the CPMC California Campus, Rossi Playground, Clement and Geary shopping, St Johns Presbyterian Church and Congregation Emanu-El, and improves access to Golden Gate Park and the Presidio.

Arguello Boulevard Traffic Signal Upgrade – Project Map



= Vision Zero High Injury Corridor

| | |
|---|--|
| A | Arguello Boulevard & Lake/Sacramento Streets |
| B | Arguello Boulevard & California Street |
| C | Arguello Boulevard & Euclid Avenue |
| D | Arguello Boulevard & Clement Street |
| E | Arguello Boulevard & Anza Street |
| F | Arguello Boulevard & Balboa/Turk Streets |



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**Prop AA Vehicle Registration Fee
Project Information Form**

| | |
|--|--|
| Project Name: | Bulb-outs at WalkFirst Locations |
| Implementing Agency: | SFMTA |
| Project Location: | Citywide |
| Supervisory District(s): | Multiple. To be determined. |
| Project Manager: | Chava Kronenberg |
| Phone Number: | 701-4451 |
| Email: | chava.kronenberg@sfmta.com |
| Brief Project Description for MyStreetSF (50 words max): | This project will continue to construct full bulb-outs on existing temporary curb extensions (painted safety zones) on the City's Vision Zero network - the highest need streets prioritized for pedestrian safety improvements. |
| Detailed Scope (may attach Word document): Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Please describe how this project was prioritized. Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project. | As additional high injury corridors and communities are considered for pedestrian safety improvements, the SFMTA anticipates additional painted safety zones to be installed as temporary safety improvements. This project would provide funding for detailed design of up to 25 painted safety zones for upgrade to permanent bulb-outs (see attached list). Painted safety zones with the highest priority collision patterns that warrant permanent bulb-outs will be considered for upgrade. These bulb-outs will improve pedestrian safety at intersections by reducing the crossing distance, providing increased visibility for pedestrians, and reducing the speed of turning vehicles through crosswalks. All of the potential bulb-outs emerged out of the WalkFirst planning process. WalkFirst is a data-driven planning process that identified the six percent of San Francisco's streets that account for 60 percent of pedestrian collisions. To improve pedestrian safety on these high injury corridors, the WalkFirst Investment Strategy identified a suite of countermeasures that comprise quick, inexpensive, and effective tools, including the countermeasures proposed in this project. The installation of these improvements will also work toward City and County of San Francisco's Vision Zero goal. This project also supports Plan Bay Area's Goal 3 to reduce adverse health impacts associated with air quality, road safety, and physical activity. |
| Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans, etc.). | This project anticipates future planning efforts that will determine the locations of temporary sidewalk extensions. Examples of types of projects that may lead to temporary curb extension that will be designed in this phase include the 2016 SFCTA-led Vision Zero ramps study or the 2016 Western Addition Community Based Transportation Plan. Each project should have robust community outreach to ensure the bulb is a context sensitive solution in the neighborhood. |
| Partner Agencies: Please list partner agencies and identify a staff contact at each agency. | None identified to date. |
| Type of Environmental Clearance Required: | Existing painted safety zones likely need no further environmental review, but this decision is made on a case-by-case basis pending final design for each permanent bulbout. If required, the type would likely be Categorical Exemption. |

| Project Delivery Milestones | Status | | Work | | Start Date | | End Date | |
|--|------------|-------------------------------|---------|---------------|------------|---------------|----------|--|
| | % Complete | In-house, Contracted, or Both | Quarter | Calendar Year | Quarter | Calendar Year | | |
| Planning/Conceptual Engineering (typically 30% design) | 100% | In-house | | | | | | |
| Environmental Studies (PA&ED) | 100% | In-house | | | | | | |
| Design Engineering (PS&E) | 10% | In-house | Jul-Sep | 2016 | Apr-Jun | 2020 | | |
| Right-of-way | | | | | | | | |
| Advertise Construction | | N/A | Jan-Mar | 2018 | N/A | N/A | | |
| Start Construction (e.g. Award Contract) | 0% | Both | Jul-Sep | 2018 | N/A | N/A | | |
| Open for Use | N/A | N/A | N/A | N/A | Apr-Jun | 2021 | | |

*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

Comments

Design schedule reflects earlier allocation of Prop AA funds to design phase of Bulb-outs at WalkFirst Locations. Requested funds are for future design phase planned to begin in FY18/19.



**Prop AA Vehicle Registration Fee
Project Information Form**

| | |
|----------------------|----------------------------------|
| Project Name: | Bulb-outs at WalkFirst Locations |
|----------------------|----------------------------------|

| PROJECT COST ESTIMATE | Funding Source by Phase | | | | | |
|---------------------------------|-------------------------|------------------|------------|--------------------|------------|--|
| | Phase | Cost | Prop AA | Prop K | Other | Source of Cost Estimate |
| Planning/Conceptual Engineering | \$0 | N/A | \$0 | \$0 | \$0 | Actual |
| Environmental Studies (PA&ED) | \$10,000 | N/A | \$0 | \$0 | \$10,000 | Actual |
| Design Engineering (PS&E) | \$991,757 | \$991,757 | \$0 | \$0 | \$0 | 30% design estimate (cost here reflects 2016 Prop AA allocation to design phase) |
| Right-of-way | \$0 | N/A | \$0 | \$0 | \$0 | |
| Construction | \$1,374,000 | \$0 | \$0 | \$1,374,000 | \$0 | Current budgeted amount. SFMTA anticipates that implementation of locations prioritized during design phase not included in this cost would be funded by other capital projects. |
| TOTAL PROJECT COST | \$2,375,757 | \$991,757 | \$0 | \$1,384,000 | \$0 | |

Percent of Total 42% 0% 58%

PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)*

| | 17/18 | 18/19 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24 | Total |
|-----------------------------|------------|------------------|------------------|------------|------------|------------|------------|------------------|
| Design Engineering (PS&E) | | \$250,000 | \$250,000 | | | | | \$500,000 |
| Construction | | | | | | | | \$0 |
| TOTAL BY FISCAL YEAR | \$0 | \$250,000 | \$250,000 | \$0 | \$0 | \$0 | \$0 | \$500,000 |

*The 2017 Strategic Plan will program funds in FYs 2017/18 to 2021/22. Cash flow can extend beyond this period.

FUNDING PLAN FOR DESIGN AND CONSTRUCTION PHASES - ALL SOURCES

| Funding Source | Planned | Programmed | Allocated | TOTAL |
|----------------|------------------|--------------------|------------------|--------------------|
| Prop AA | \$500,000 | | \$491,757 | \$991,757 |
| Prop B | | | \$10,000 | \$10,000 |
| Prop A GO Bond | | \$1,374,000 | | \$1,374,000 |
| TOTAL | \$500,000 | \$1,374,000 | \$501,757 | \$2,375,757 |

| |
|---|
| Desired Prop AA Programming Year |
| Fiscal Year 2018/19 |

Comments / Concerns

Permanent Painted Safety Zones 2

Draft list of locations for consideration

- McAllister and Webster
- Jackson and Stockton
- Acton and Mission
- 22nd St and South Van Ness
- Eddy and Taylor
- 21st and South Van Ness
- 20th and South Van Ness
- 19th and South Van Ness
- 18th and South Van Ness

- Other locations on Vision Zero High Injury Network that may emerge

Permanent Painted Safety Zones 2

Typical Before – Painted Safety Zone



Typical After – Bulb-out





**Prop AA Vehicle Registration Fee
Project Information Form**

| | |
|--|---|
| Project Name: | Western Addition Transportation Plan Implementation (Pedestrian Lighting) |
| Implementing Agency: | SFMTA |
| Project Location: | May include Webster, McAllister, Eddy, Golden Gate and Laguna streets in the Western Addition. |
| Supervisory District(s): | District 5 |
| Project Manager: | Chava Kronenberg |
| Phone Number: | 701-4451 |
| Email: | chava.kronenberg@sfmta.com |
| Brief Project Description for MyStreetSF (50 words max): | This project will improve pedestrian safety, enhance community connections to recreational spaces and the overall walkability of community-identified priority streets in the Western Addition. Project improvements include pedestrian lighting to promote greater walking and biking in the Western Addition. |
| Detailed Scope (may attach Word document): Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Please describe how this project was prioritized. Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project. | <p>This project proposes pedestrian safety and walkability improvements to community-identified priority streets in the Western Addition neighborhood. Beyond the scope of nearer-term improvements, the Western Addition Community-Based Transportation Plan (CBTP) specifically calls out to pedestrian lighting to address the community's pedestrian safety and security concerns as well as provide a decorative, human-scale element in the streetscape, fostering neighborhood identity and improving neighborhood aesthetics. Pedestrian lighting will promote greater walking and biking throughout the Western Addition. The network was developed using pedestrian path of travel results from community outreach, reported pedestrian collisions, crime data and Muni routes. This network will connect community members to major community destinations like Safeway, Ella Hill Hutch Community Center and the Fillmore Street commercial district. The pedestrian lighting network will facilitate safe connections to Muni service provided by the 5/5R-Fulton/Rapid, 22-Fillmore, 24-Divisadero, 31-Balboa, 38/38R-Geary Rapid, 47-Van Ness and 49-Mission. Proposed network locations are:</p> <ul style="list-style-type: none"> • Laguna, between Eddy and McAllister • Webster Street between O'Farrell and Grove • McAllister Street between Fillmore and Gough • Eddy Street between Scott and Webster Street • Golden Gate Avenue between Fillmore and Gough <p>Prop AA funds will be used to implement pedestrian lighting along one or more of these corridors. Corridors will be prioritized based on feasibility, community input, and availability of funding. The proposal excludes walking connections proposed under the Buchanan Mall Community Connections projects.</p> |
| Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans, etc.). | This project is recommended as part of the Western Addition CBTP (funded in part with District 5 Neighborhood Transportation Improvement Program (NTIP) planning funds), and was developed based on the plan's year-long community outreach process. Ten community meetings were conducted by the SFMTA and community-based organization, Mo'MAGIC. As part of the outreach process, community members developed transportation goals, identified issue locations and assessed streetscape designs. |
| Partner Agencies: Please list partner agencies and identify a staff contact at each agency. | SF Public Utilities Commission, SF Recreation and Parks Department (RPD) |
| Type of Environmental Clearance Required: | CEQA |

Prop AA Vehicle Registration Fee Project Information Form



| Project Delivery Milestones Phase* | Status | Work | Start Date | | End Date | |
|---|------------|-------------------------------------|------------|---------------|----------|---------------|
| | % Complete | In-house, Contracted, or Both | Quarter | Calendar Year | Quarter | Calendar Year |
| Planning/Conceptual Engineering (typically 30% design) | 95% | In-house | Oct-Dec | 2014 | Jan-Mar | 2017 |
| Environmental Studies (PA&ED) | 0% | In-house | Apr-Jun | 2017 | Apr-Jun | 2018 |
| Design Engineering (PS&E) | 0% | In-house | Jul-Sep | 2018 | Oct-Dec | 2019 |
| Right-of-way | | | | | | |
| Advertise Construction | | N/A | Jul-Sep | 2019 | N/A | N/A |
| Start Construction (e.g. Award Contract) | 0% | Contracted | Jan-Mar | 2020 | N/A | N/A |
| Open for Use | N/A | N/A | N/A | N/A | Jul-Sep | 2022 |

*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

Comments

SFMTA will coordinate closely with the SFPUC to determine the most appropriate agency to implement this project (i.e., SFMTA or SFPUC).



**Prop AA Vehicle Registration Fee
Project Information Form**

| | |
|----------------------|---|
| Project Name: | Western Addition Transportation Plan Implementation (Pedestrian Lighting) |
|----------------------|---|

PROJECT COST ESTIMATE

| Phase | Cost | Funding Source by Phase | | | | Source of Cost Estimate |
|---------------------------------|---------------------|-------------------------|-------------------|------------------|---------------------|-------------------------|
| | | Prop AA | Prop K | Other | | |
| Planning/Conceptual Engineering | \$ 300,000 | N/A | \$ 240,000 | \$ 60,000 | Actual | |
| Environmental Studies (PA&ED) | \$ - | N/A | \$ - | \$ - | | |
| Design Engineering (PS&E) | \$ - | \$ - | \$ - | \$ - | 30% design estimate | |
| Right-of-way | \$ - | N/A | \$ - | \$ - | | |
| Construction | \$ 945,757 | \$ 945,757 | \$ - | \$ - | 30% design estimate | |
| TOTAL PROJECT COST | \$ 1,245,757 | \$ 945,757 | \$ 240,000 | \$ 60,000 | | |

Percent of Total: 76% 19% 5%

PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)*

| | 17/18 | 18/19 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24 | Total |
|--|-------------|-------------------|-------------------|-------------------|-------------|-------------|-------------|-------------------|
| Design Engineering (PS&E)/Construction | | \$ 141,864 | \$ 378,303 | \$ 425,591 | | | | \$ 945,757 |
| TOTAL BY FISCAL YEAR | \$ 0 | \$ 141,864 | \$ 378,303 | \$ 425,591 | \$ 0 | \$ 0 | \$ 0 | \$ 945,757 |

*The 2017 Strategic Plan will program funds in FYs 2017/18 to 2021/22. Cash flow can extend beyond this period.

FUNDING PLAN FOR DESIGN AND CONSTRUCTION PHASES - ALL SOURCES

| Funding Source | Planned | Programmed | Allocated | TOTAL |
|----------------|-------------------|-------------|-------------------|---------------------|
| Prop AA | \$ 945,757 | | | \$ 945,757 |
| MTC CBTP | | | \$ 60,000 | \$ 60,000 |
| Prop K | | | \$ 240,000 | \$ 240,000 |
| TOTAL | \$ 945,757 | \$ - | \$ 300,000 | \$ 1,245,757 |

| |
|---|
| Desired Prop AA Programming Year |
| Fiscal Year 2018/19 |

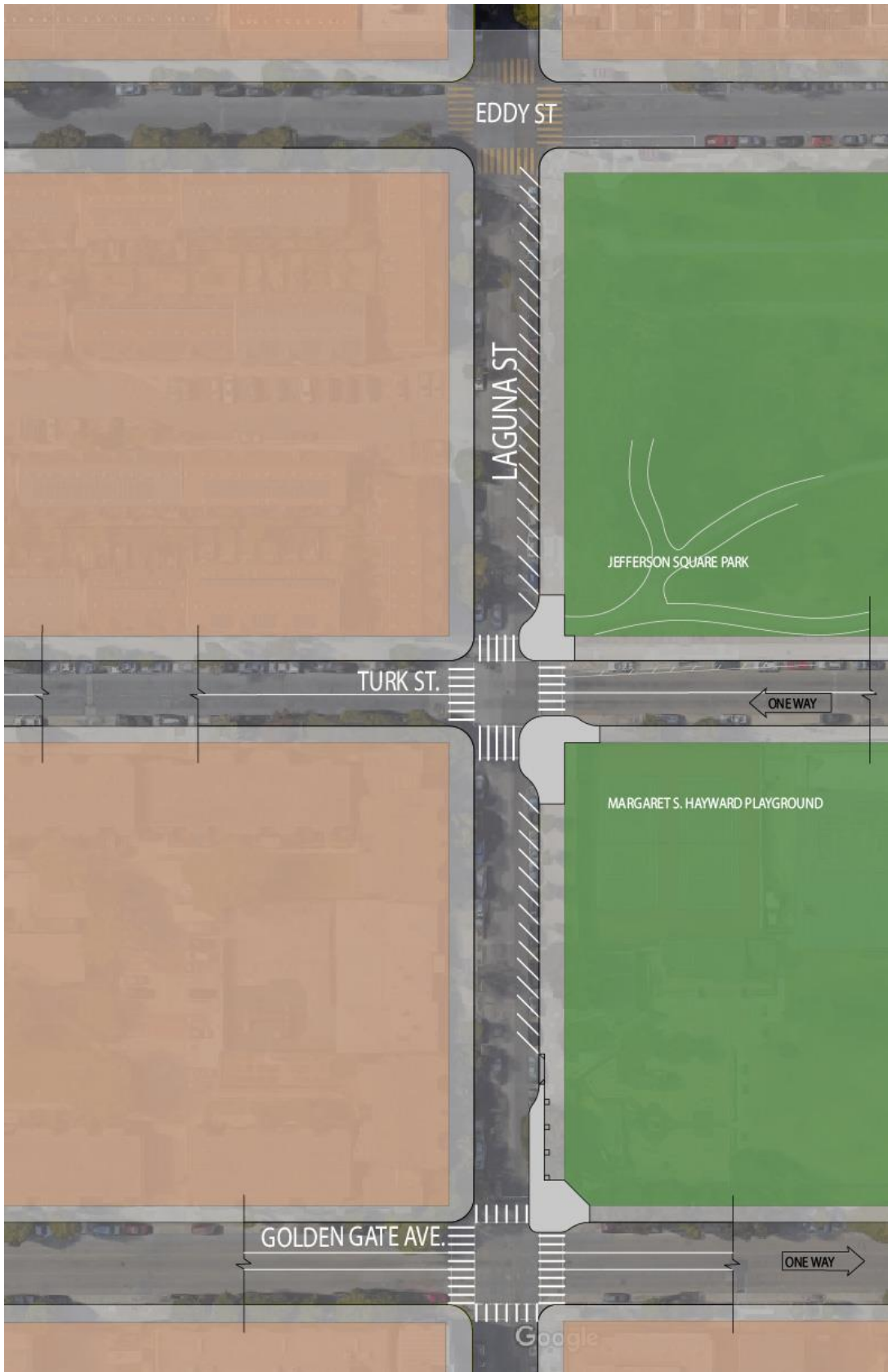
Comments/Concerns

The SFMTA will finalize the budget for the design and construction phases upon final selection of the project corridor and the corresponding number of pedestrian lights to be installed.

This project will be coordinated with implementation of streetscape improvements on Laguna Street between Eddy and McAllister, as recommended in the Western Addition Community Based Transportation Plan. The Laguna Streetscape project will likely advance as a District 5 Prop K Neighborhood Transportation Improvement Program (NTIP) capital project, with other project funds to be provided by Prop A General Obligation bonds.

Western Addition Transportation Plan Implementation

Draft Project Overview – Laguna Connections



Western Addition Community-Based Transportation Plan

Recommendation Phase 3 Walkable Western Addition

- Reported Night Collisions**
- △ Ped and Bike Collisions at Night
- Reported Incidents of Violent Night Crime**
- 1 - 2
 - 3 - 5
 - 6 - 8
 - 9 - 11
- Pedestrian Lighting Corridors**
- Existing Pedestrian Lighting
 - Proposed Pedestrian Lighting
 - Muni Transit Network
 - Parks
 - Western Addition CBTP Study Area

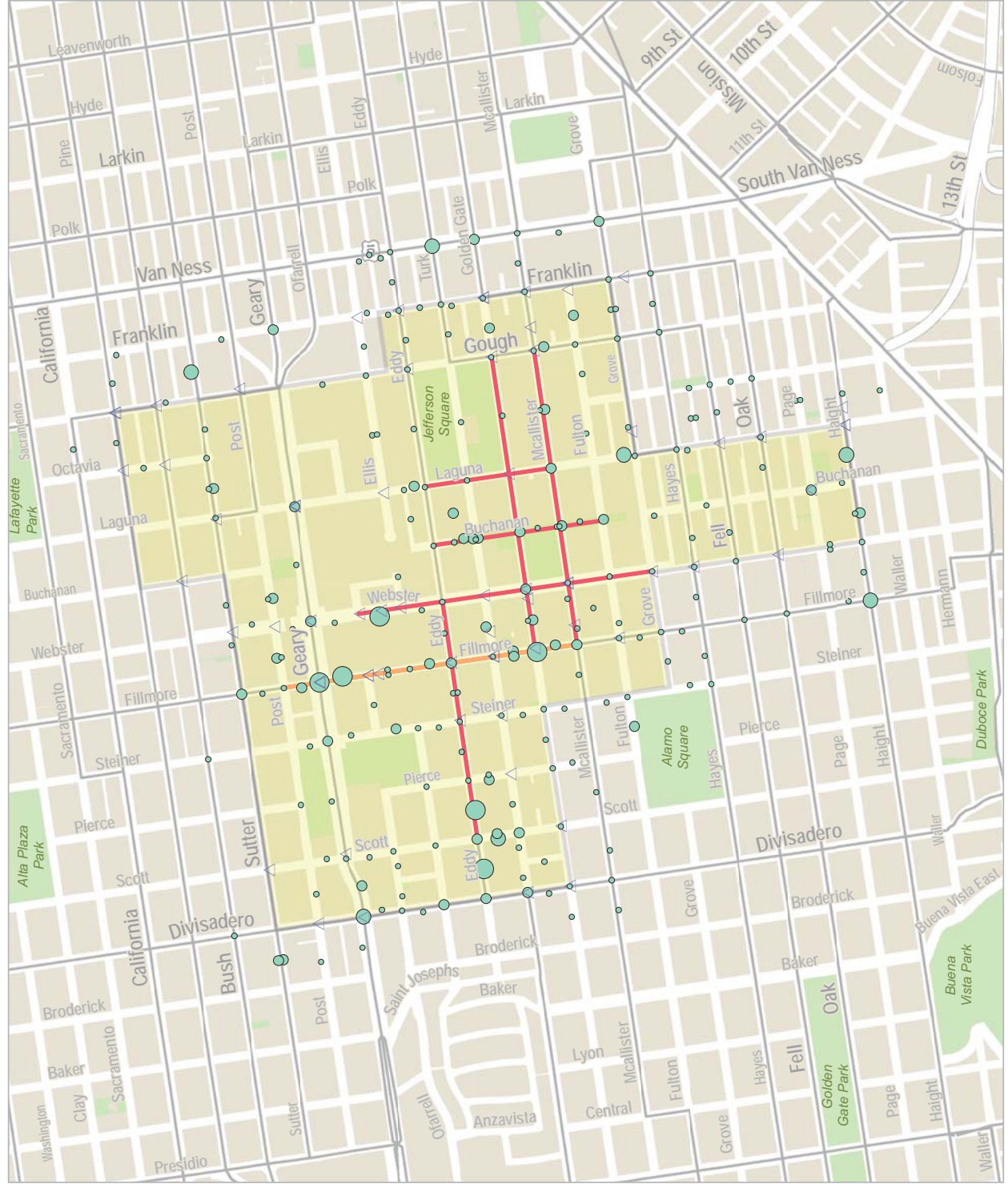
0.15 miles

Scale 1:9,677

Date Saved: 12/22/2016

For reference contact: Danielle.Harris@sfmta.com

By downloading this map, you are agreeing to the following disclaimer: "The City and County of San Francisco ("City") provides the following data as a public record and no rights of any kind are granted to any person by the City's provision of this data. The City and County of San Francisco ("City") makes no representation regarding the accuracy or completeness of the data. The City and County of San Francisco ("City") does not warrant the accuracy or completeness of the data. The City and County of San Francisco ("City") is not 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."





THE Mo'MAGIC COLLABORATIVE

These groups represent the community stakeholders working to engage, enrich, and support Western Addition children, youth, and families who are most in need.

African American Art & Culture Complex

AfroSolo

Booker T. Washington Community Service Center

Boys & Girls Club of San Francisco | Don Fisher Clubhouse

Buchanan YMCA

Community Grows

Friendship Village

Gateway High School

Hamilton Recreation Center

Handful Players

Hayward Rec Connect

Hayes Valley Neighborhood Association

Japanese Community Youth Council (JCYC)

Jewish Community High School of the Bay

Magic Zone

Prince Hall Computer Learning Center

San Francisco Youth Commission

Street Soccer USA

Truancy Assessment & Referral Center (TARC)

Up on Top Afterschool & Summer Program

University of San Francisco

Urban Services YMCA | Western Addition Family Resource Center

The Village Project

Western Addition Beacon Center

Westside Community Services

Women's Community Clinic



101 Montgomery St.
Suite 900
San Francisco, CA
94104
t: 415.495.4014
f: 415.495.4103

tpl.org

January 13, 2017

To Whom It May Concern:

I am writing to express my support for San Francisco Municipal Transportation Agency's (SFMTA) Prop AA Grant application to implement recommendations from the Western Addition Community-Based Transportation Plan (CBTP).

The Trust for Public Land is a national nonprofit, founded in San Francisco, that works to protect the places people care about and to create close-to-home parks—particularly in and near cities, where 80 percent of Americans live. Our goal is to ensure that every child has easy access to a safe place to play in nature. Research shows that parks promote public health, connect people to nature, build community, and have positive economic impacts on neighborhoods.

For the past two years, The Trust for Public Land has partnered with the San Francisco Recreation and Park Department, Citizen Film and Green Streets to revitalize the Buchanan Mall. With these partners we've engaged the community in the development of a Vision Plan for future capital improvements of the Mall. Improved safety has been identified as a top priority by the community, with specific attention placed on the pedestrian crossing between blocks.

If funded, the pedestrian safety improvements for the Western Addition community will enhance neighborhood walkability and improve access to and within the Buchanan Street Mall. The Trust for Public Land supports the use of Prop AA funds for this neighborhood.

Sincerely,

A handwritten signature in black ink, appearing to read "Philip Vitale, Jr.", written over a light blue horizontal line.

Philip Vitale, Jr.

Sr. Program Manager, The Trust for Public Land Parks for People – Bay Area



Edwin M. Lee, Mayor
Philip A. Ginsburg, General Manager

Ed Reiskin, Director of Transportation
San Francisco Municipal Transportation Agency
1 South Van Ness, 7th Floor
San Francisco, CA 94103

Dear Director Reiskin,

We would like to express our strong support for the San Francisco Municipal Transportation Agency's (SFMTA) Prop AA Grant application to implement recommendations from the Western Addition Community-Based Transportation Plan (CBTP). If funded, the pedestrian safety improvements for the Western Addition community will enhance neighborhood walkability, support San Francisco's Vision Zero commitment, and improve access to two Recreation and Park Department (RPD) parks: the Buchanan Street Mall and Margaret Hayward.

Over the past two years RPD has been working with the Western Addition community to reimagine both of these parks. For the Buchanan Mall, we partnered with Citizen Film, Green Streets, the Trust for Public Land, and the Exploratorium to implement the park Activation Project in late 2015, which included the installation by the Exploratorium of temporary design elements to the park. The Activation has been a great success, creating a more inviting, beautiful environment and drawing new users to the park. Building on this success, we are nearing completion of a Vision Plan for the reimaged Buchanan Street Mall with a new playground, community garden, and basketball court.

One design feature that came from our community process is the desire for decorative street crossings at the four intersections of the Mall. These busy intersections create a disjointed park user experience, and we feel some beautification of the street will both promote a sense of place and also improve safety for park users by signaling to drivers that this is a special place. Likewise, the blub-outs, continental crosswalks, and flashing beacons will significantly improve the safety for park users and pedestrians passing through to the major community institutions in the area: including Ella Hill Hutch Community Center, the African American Culture Complex, Rosa Parks Senior Center, and Rosa Parks Elementary.

Margaret Hayward park provides a playground, sports field and basketball court. Renovation plans for the park are underway funded by the 2012 Park Bond. One site access to the park facilities will be improved with the park project. The proposed crossing improvements included in the CBTP on Laguna Street will capitalize on these RPD investments by increasing safety and access to the park as well as extending the park feel with new sidewalk landscaping.

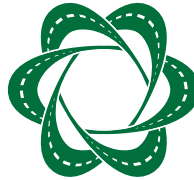
SFMTA's Western Addition Community-Based Transportation Plan recommendation will bring the Western Addition closer to reaching the community's vision as a safe and livable neighborhood. With great enthusiasm, we look forward to Prop AA funding for this project.

Best,

Phil Ginsburg, General Manager
San Francisco Recreation and Park Department



Tilly Chang, Executive Director
 San Francisco County
 Transportation Authority
 1455 Market St, 22nd Floor
 San Francisco, CA 94103



**GREEN
STREETS**



CITIZEN FILM
 1426 Fillmore Street #201
 San Francisco CA 94110
 415-206-1880
greenstreets.citizenfilm.org

Dear Director Chang,

We would like to express our strong support for the San Francisco Municipal Transportation Agency's (SFMTA) Prop AA Grant application to implement recommendations from the Western Addition Community-Based Transportation Plan (CBTP). After two years of extensive community outreach around the Buchanan Street Mall, pedestrian safety has emerged as a leading concern among residents. If funded, the proposed pedestrian safety improvements will enhance neighborhood walkability and cohesion by improving access to two Recreation and Park Department (RPD) parks: the Buchanan Street Mall and Margaret Hayward Park.

Citizen Film and Green Streets have worked closely on documentary storytelling and community engagement projects in the Western Addition since 2010. Buchanan Street Mall is a connective tissue of the neighborhood, transecting seven public housing developments and three important anchor institutions that serve youth and seniors. Due to recent, rapid gentrification and longstanding patterns of discrimination, turf conflict, and unemployment, the Mall has become a nexus of violence and a place pervaded by fear. For the past two years, we have partnered with SFRPD, the Trust for Public Land, the Exploratorium and the community itself to reimagine the Buchanan Mall and implement a park Activation Project. This included the installation of design features such as new lighting, audio domes, and community gardens. In addition, each intersection has new park signage including banners, colorful markers, and photomurals depicting the neighborhood's history and unique character. The lighting and intersection signage have been praised by the neighbors for making the pedestrian boulevard safer and more noticeable.

One feature that has emerged from our community process is the desire for safer street crossings at the four intersections of the Mall. Both lighting and pedestrian protection play an enormous role in the community's sense of cohesion and safety. These busy intersections create a disjointed park user experience, and the community feels that beautification of the street will welcome pedestrians, beautify the park, and also remind drivers that there are people walking through. The Buchanan Street Mall is also home to several major community anchor institutions, including Ella Hill Hutch Community Center, the African American Art & Culture Complex, Rosa Parks Senior Center, and Rosa Parks Elementary. It is crucial that these institutions be as accessible as possible to all community members.

We know from our extensive community outreach in the neighborhood surrounding Buchanan Street Mall that residents strongly desire safety and security when accessing their park on foot. SFMTA's Western Addition Community-Based Transportation Plan recommendation will bring the Western Addition closer to reaching the community's vision of a safe, walkable neighborhood with a cohesive identity. With great enthusiasm, we look forward to Prop AA funding for this project.

Best,

Sophie Constantinou
 Director, Citizen Film

Tyrone Mullins
 Executive Director, Green Streets

COLLECTIVE  IMPACT

MO  MAGIC

January 10, 2017

Mr. Edward Reiskin
Director of Transportation
San Francisco Municipal Transportation Agency
1 South Van Ness Avenue, 7th Floor
San Francisco, CA 94103

Dear Director Reiskin,

We are writing in strong support of the SFMTA's Proposition AA Grant application, to implement recommendations from the Western Addition Community-Based Transportation Plan. As close community partners within the work of the WACBTP, we would be heartened to see funding in place for these recommended pedestrian safety improvements. If funded, these updates would enhance the "walkability" of our neighborhood and go a long way in eliminating traffic deaths and other dangers to residents.

The Walkable Western Addition, Buchanan Mall, and Laguna Street Community Connections projects are consistent with community-identified priorities and improvement areas. As you know, these projects were developed in collaboration with the Western Addition community during a one-year engagement process, and our organizations were glad to serve as SFMTA partners in those efforts. We are encouraged to see this project moving forward in the historically underserved Western Addition community; improving neighborhood lighting and pedestrian safety will demonstrate a commitment by the City to promoting equity and improving community trust.

We believe the SFMTA's WACBTP recommendation will bring our community closer to the safe and livable conditions every neighborhood deserves, and we look forward to the Prop AA funding for this project.

Sincerely yours,



E'rika Chambers
Executive Director, Collective Impact



Kimiah Tucker, MSW
Director, Mo'MAGIC

1050 McAllister Street San Francisco, CA 94115

415-567-0400 (ph) 415-567-0450 (fax)

the collective impact family of programs ~ magic zone | mo'magic | ella hill hutch community center



**Prop AA Vehicle Registration Fee
Project Information Form**

| | |
|--|--|
| Project Name: | Potrero Gateway Loop (Pedestrian Safety Improvements) |
| Implementing Agency: | Public Works |
| Project Location: | 17th St, Vermont St, San Bruno Ave. adjacent to the 101 freeway |
| Supervisorial District(s): | 10 |
| Project Manager: | Kelli Rudnick |
| Phone Number: | 415.558.4489 |
| Email: | kelli.rudnick@sfdpw.org |
| Brief Project Description for MyStreetSF (50 words max): | A collection of continuous open spaces along the 101-freeway on Potrero Hill between 17th and 18th Streets, project goals include improving pedestrian and bicycle circulation between neighborhoods, below, and around the freeway; promoting public health, safety, and welfare through creation of open spaces, accessibility improvements, and freeway-adjacent maintenance. Prop AA will fund pedestrian safety improvements at 17th Street & Vermont Street, which is a high-injury location. |
| Detailed Scope (may attach Word document): Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Please describe how this project was prioritized. Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project. | See word document attached. |
| Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans, etc.). | <p>The proposal was initiated by the Potrero Gateway Loop Steering Committee who engaged a landscape architecture firm to lead a 6-month community planning process. In 2013, the neighborhood formed a committee to create a park out of public right-of-way land. After putting out an RFP and interviewing landscape architects, the committee chose Bionic Landscape to work with the community and design the park.</p> <p>The neighborhood church opened its auditorium so that the neighborhood could hold four design meetings in 2014, attended by over 100 people. After conceptual design was completed in 2015, the community held a fundraiser, the proceeds of which were used to hire firm to provide a construction cost estimate; contacted the D10 Supervisor; and received a Program Manager from Public Works to assist the steering committee.</p> <p>Project sponsors have met five times with Caltrans engineers to provide a high-level review of the concept design and determine which parts of the project would be approved by Caltrans. The landscape team, Steering Committee and Public Works collaborated to obtain funding from the Complete Neighborhoods Grant Program (\$200,000) and the Eastern Neighborhoods Public Benefit Fund (\$1.75M).</p> |
| Partner Agencies: Please list partner agencies and identify a staff contact at each agency. | District 10 Supervisor Cohen: Yoyo Chan (yoyo.chan@sfgov.gov); Caltrans: Al Lee (al.b.lee@dot.ca.gov); Mayor's Office of Housing and Community Development: Stephen Ford (stephen.ford@sfgov.org) |
| Type of Environmental Clearance Required: | Community Plan Exemption under an existing Mitigated Negative Declaration |

Prop AA Vehicle Registration Fee Project Information Form



| Project Delivery Milestones Phase* | Status | Work | Start Date | | End Date | |
|---|------------|-------------------------------------|------------|---------------|----------|---------------|
| | % Complete | In-house, Contracted, or Both | Quarter | Calendar Year | Quarter | Calendar Year |
| Planning/Conceptual Engineering (typically 30% design) | 100% | n/a | | | | |
| Environmental Studies (PA&ED) | 10% | in-house | Jan-Mar | 2017 | Jan-Mar | 2017 |
| Design Engineering (PS&E) | 30% | contracted | Apr-Jun | 2017 | Oct-Dec | 2017 |
| Right-of-way | | | | | | |
| Advertise Construction | 0% | N/A | Oct-Dec | 2017 | N/A | N/A |
| Start Construction (e.g. Award Contract) | 0% | contracted | Apr-Jun | 2018 | N/A | N/A |
| Open for Use | N/A | N/A | N/A | N/A | Apr-Jun | 2019 |

*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

Comments



**Prop AA Vehicle Registration Fee
Project Information Form**

| | |
|----------------------|---|
| Project Name: | Potrero Gateway Loop (Pedestrian Safety Improvements) |
|----------------------|---|

| PROJECT COST ESTIMATE | Funding Source by Phase | | | | | |
|---------------------------------|-------------------------|------------------|------------|------------|--------------------|--|
| | Phase | Cost | Prop AA | Prop K | Other | Source of Cost Estimate |
| Planning/Conceptual Engineering | \$0 | N/A | | | | |
| Environmental Studies (PA&ED) | \$10,000 | N/A | | | \$10,000 | Public Works & SF Planning |
| Design Engineering (PS&E) | \$640,000 | \$80,000 | | | \$560,000 | Christine Kiesling Cost Estimating, reviewed by San Francisco Public Works |
| Right-of-way | \$0 | N/A | | | | |
| Construction | \$1,850,000 | \$220,000 | | | \$1,630,000 | Christine Kiesling Cost Estimating, reviewed by San Francisco Public Works |
| TOTAL PROJECT COST | \$2,500,000 | \$300,000 | \$0 | \$0 | \$2,200,000 | |

Percent of Total 12% 0% 88%

PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)*

| | 17/18 | 18/19 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24 | Total |
|-----------------------------|-----------------|------------------|-----------------|------------|------------|------------|------------|------------------|
| Design Engineering (PS&E) | | \$0 | | | | | | \$0 |
| Construction | \$80,000 | \$145,000 | \$75,000 | | | | | \$300,000 |
| TOTAL BY FISCAL YEAR | \$80,000 | \$145,000 | \$75,000 | \$0 | \$0 | \$0 | \$0 | \$300,000 |

*The 2017 Strategic Plan will program funds in FYs 2017/18 to 2021/22. Cash flow can extend beyond this period.

FUNDING PLAN FOR DESIGN AND CONSTRUCTION PHASES - ALL SOURCES

| Funding Source | Planned | Programmed | Allocated | TOTAL |
|--|------------------|--------------------|------------------|--------------------|
| Prop AA | \$300,000 | | | \$300,000 |
| <i>Eastern Neighborhoods Impact Fees</i> | | \$1,450,000 | \$300,000 | \$1,750,000 |
| <i>Complete Neighborhoods Grant</i> | | \$200,000 | | \$200,000 |
| <i>General Fund D10 addback</i> | | | \$50,000 | \$50,000 |
| <i>Other Sources</i> | \$200,000 | | | \$200,000 |
| TOTAL | \$500,000 | \$1,650,000 | \$350,000 | \$2,500,000 |

| | |
|---|--|
| Desired Prop AA Programming Year | |
| Fiscal Year 2017/18 | |

Comments/Concerns

Project Description Potrero Gateway Loop: Pedestrian Safety Enhancements Phase I Scope

Public Works seeks Prop AA funds to widen sidewalks on Vermont Ave, leveraging improvements to be funded by other sources. The six components of the overall project scope are described below.

A. San Bruno

San Bruno Avenue from 17th Street to Mariposa. The eastern sidewalk only goes half the length of the street while the distance from the sidewalk to the freeway shortens as you travel southward. The right-of-way originally contained many trees which are now gone because of fires and lack of tree maintenance. Once opened, this area can provide additional pathways to the Loop. Elements include:

Landscape:

- Living fence separating sidewalk and freeway
- Planted terraces
- Flat terrace plaza at the corner of San Bruno and 17th Street
- Street trees

Hardscape:

- Bulbouts at San Bruno
- Widen sidewalk
- New sidewalk
- Associated parking changes
- Maintenance path

B. Beneath the Freeway/17th

In an effort to reconnect the neighborhood that was separated by 101 Freeway, and to provide an attractive, safe passageway under a currently dark freeway underpass, the Loop project will widen the sidewalks, remove parking and enhance the bicycle lanes. Additionally the project will add an art program and lighting. The elements of this area are:

Landscape:

- Street trees
- Planted seating area

Hardscape:

- New fence
-
- Bulb-outs at San Bruno and Vermont streets
- Sidewalk widening and associated parking removal

Project Description
Potrero Gateway Loop: Pedestrian Safety Enhancements
Phase I Scope

- 17th Street striped bike lane/Green Connector/SFBC route
- Widened sidewalk
- Box out space between existing columns, paint and create terrace
- Stadium steps, terrace
- ADA accessible path
- Iconic stair to high point
- Maintenance storage shed
- Art program
- New lighting

C. Vermont

The Vermont street right-of-way is separated from the freeway by a sound wall that reduces sound in lower area considerably, due to its being on top of a hill. This area, with great views of the city, offers significant open space. The project will also install bulbouts and sidewalk widening to increase safety and the intersection of Vermont and 17th streets, a high collision intersection. Project elements are:

Landscape:

- New street trees
- Grassland meadow
- California wildflowers
- Sensory Art Installation
- Flat terrace

Hardscape:

- ADA accessible path
- Informal hiking trail
- Widened sidewalk along Vermont
- Corner bulbouts
- New fence between freeway and park
- Trail benches
- Steps to terrace

Member, Board of Supervisors
District 10



City and County of San
Francisco

MALIA COHEN
馬莉亞郭嫻

January 17, 2017

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

Mr. Pickford:

I am writing to express my support for the Potrero Gateway Loop's Prop AA grant application.

The Potrero Gateway Loop Project is a tremendous project that will create much-needed open space and pedestrian improvements in the Potrero Hill neighborhood.

Specifically, the project will widen and improve existing sidewalks, install corner bulb-outs and convert Caltrans right-of-way land into a public plaza and open space to benefit pedestrian connectivity between the Mission District and Potrero Hill community.

The concept for this park was designed with three main goals in mind:

- Improve pedestrian and bicycle circulation above, below, and around the freeway.
- Promote public health, safety, and welfare by creating open spaces, improving accessibility, and providing maintenance around the freeway.
- Provide a range of program, park amenities, and recreation spaces for the neighborhood and the city.

This project, initiated by the Potrero Gateway Loop Steering Committee of MUNA (Mariposa-Utah-18th Neighborhood Association) went through a robust public process in 2014 involving four community meetings led by the neighborhood in partnership with the Bionic Landscape Company, hired by the Steering Committee. The result was a conceptual design which forms the basis of this request.

I understand the application is for \$300,000, which will supplement existing privately raised funding, a Complete Neighborhoods Grant and an Eastern Neighborhood Benefit Fund award, to fund the entire phase of the project, which will cost an estimated \$2.5 million.

I am pleased to be joining a coalition of neighbors, neighborhood organizations, San Francisco Public Works and Caltrans in supporting the Prop AA grant request for the Potrero Gateway Loop Project.

Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink that reads "Malia". The signature is written in a cursive, flowing style.

Malia Cohen
Member, Board of Supervisors



Dogpatch & Northwest Potrero Hill
Green Benefit District

January 17, 2017

Mike Pickford, Transportation Planner
The Transportation Authority
1455 Market Street,
San Francisco, CA 94103.

Dear Mr. Pickford:

The Dogpatch & NW Potrero Hill Green Benefit District strongly supports funding of the Potrero Gateway Loop project through the San Francisco County Transportation Authority's PropAA program.

The Potrero Gateway Loop Project will provide many of the public amenities the Green Benefit District was created to promote:

- Wider and improved sidewalks
- Conversion of Caltrans rights-of-way from eyesores and security and maintenance problems into public amenities
- Improved pedestrian connectivity.
- Improve pedestrian and bicycle circulation above, below, and around the freeway.
- A range of program, park amenities, and recreation spaces for the neighborhood and the city.

We support the project as envisioned by the Potrero Gateway Loop Steering Committee of MUNA (Mariposa-Utah-18th Neighborhood Association).

This application for \$300K in funding from the Prop AA Fund will help close the gap between the \$2 million raised to date and the \$2.5M needed for this phase of the project. We are pleased to be joining a coalition of neighbors, neighborhood organizations, San Francisco Public Works, Caltrans and Bionic Landscape Company in supporting the grant request of \$300 for the Potrero Gateway Loop Project.

Thank you,

A handwritten signature in black ink, appearing to read "Julie Christensen". The signature is fluid and cursive, with a long horizontal line extending to the right.

Julie Christensen
Executive Director

POTRERO BOOSTERS
NEIGHBORHOOD ASSOCIATION
SERVING THE HILL SINCE 1926

January 16, 2017

Mike Pickford, Transportation Planner
1455 Market Street,
San Francisco, CA 94103

Dear Mr. Pickford:

The Potrero Boosters Neighborhood Association is pleased to support the Potrero Gateway Loop Project's (the "Gateway Loop's") application to the San Francisco County Transportation Authorities' Prop AA for funding.

The Gateway Loop will widen and improve existing sidewalks, install corner bulb-outs and convert Caltrans right-of-way land into a public plaza and open space to benefit pedestrian connectivity between the Mission District and Potrero communities. This project, initiated by the Gateway Loop Steering Committee of MUNA (Mariposa-Utah-18th Neighborhood Association), went through a public planning process in 2014 involving four community meetings led by Bionic Landscape, the landscape architect hired by the Steering Committee. The result was the conceptual design which forms the basis of Gateway Loop's application, which will help in completing the first phase of the project.

Our neighborhoods are experiencing an exceptionally high level of residential growth and are in dire need of both additional open space and programming to improve pedestrian and bicycle safety. The concept for the Gateway Loop was designed with three main goals in mind, to:

- Improve pedestrian and bicycle circulation above, below, and around the freeway;
- Promote public health, safety, and welfare by creating open spaces, improving accessibility, and providing maintenance around the freeway; and
- Provide a range of program, park amenities, and recreation spaces for the adjacent neighborhoods and the City.

This phase of the Gateway Loop project has a cost estimate of \$2.5 million. The Steering Committee, working with San Francisco's Department of Public Works and Bionic Landscape has raised an aggregate of \$1.95 million from a Complete Neighborhoods Grant and an Eastern Neighborhoods Benefit Fund Award. This application for \$300,000 in funding from the Prop AA Fund will help close the gap and get the Gateway Loop closer to the \$2.5 million needed to complete this phase of the project.

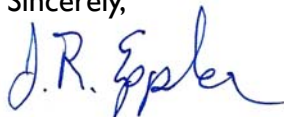
January 16, 2017

- 2 -

We have long advocated for this project, and are pleased to be joining a coalition of neighbors, neighborhood organizations, San Francisco Public Works, Caltrans and Bionic Landscape in supporting the funding application for the Potrero Gateway Loop Project.

Should you have any questions, please do not hesitate to contact me at president@potreroboosters.org or at 415-574-0775.

Sincerely,

A handwritten signature in blue ink that reads "J.R. Eppler". The signature is fluid and cursive, with the first letters of each name being capitalized and prominent.

J.R. Eppler
President

January 16, 2017

Mike Pickford, Transportation Planner
San Francisco County Transportation Authority
1455 Market Street,
San Francisco, CA 94103

Dear Mr. Pickford:

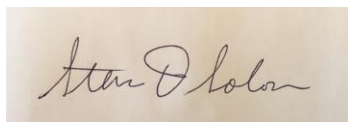
The Potrero Gateway Loop Steering Committee would like to express its support for the grant request for Proposition AA funding for the Potrero Gateway Loop project.

Through community outreach and work with landscape design firm Bionic we have developed conceptual designs for our vision of this new urban park. This includes improving and widening sidewalks, adding bulb-outs, improving bicycle lanes, and converting unused and blighted Caltrans land to usable public open space, walking paths, plazas, and public art installations. Among our goals is increasing pedestrian and bicycle transit in this connection zone between the Mission District, Potrero Hill and Mission Bay. Creating a cleaner, safer, and well lighted underpass at 17th Street is a key part of achieving this goal.

The Dogpatch- Northwest Potrero Green Benefits District will contribute to the ongoing maintenance of this urban amenity through its local property tax assessment.

We have pledges of \$1.95 million to date on our way to \$2.5 million needed for Phase One of the project. As the fundraising chair of the Steering Committee I would like to express our strong support for this grant request from our project partner, the San Francisco Public Works Department.

With sincere thanks for your consideration,

A rectangular area containing a handwritten signature in cursive script, which appears to read "Steven Solomon".

Steven Solomon
Fundraising Chair
Potrero Gateway Loop Steering Committee.

January 16, 2017

Mike Pickford, Transportation Planner

The Transportation Authority

1455 Market Street

San Francisco, CA 94103

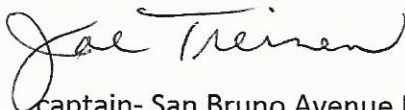
Dear Mr. Pickford,

The San Bruno Avenue Neighborhood Association proudly supports funding for the Potrero Gateway Loop Project through the SF County Transportation Authorities Prop AA.

Because this project improves sidewalks, bulbouts, open spaces and liveability in our neighborhoods, we support the Loop Project. Limited existing open spaces and places to walk or bicycle safely in our neighborhood make this project an important step to expand greenery, recreation and beauty in our area with increasing pressures on city infrastructure with denser building and population.

The San Bruno Avenue Neighborhood Association is fully supportive of the organized effort to improve our neighborhood with the Potrero Gateway Loop Project and we are fully behind the funding request of \$300,000 to start the project.

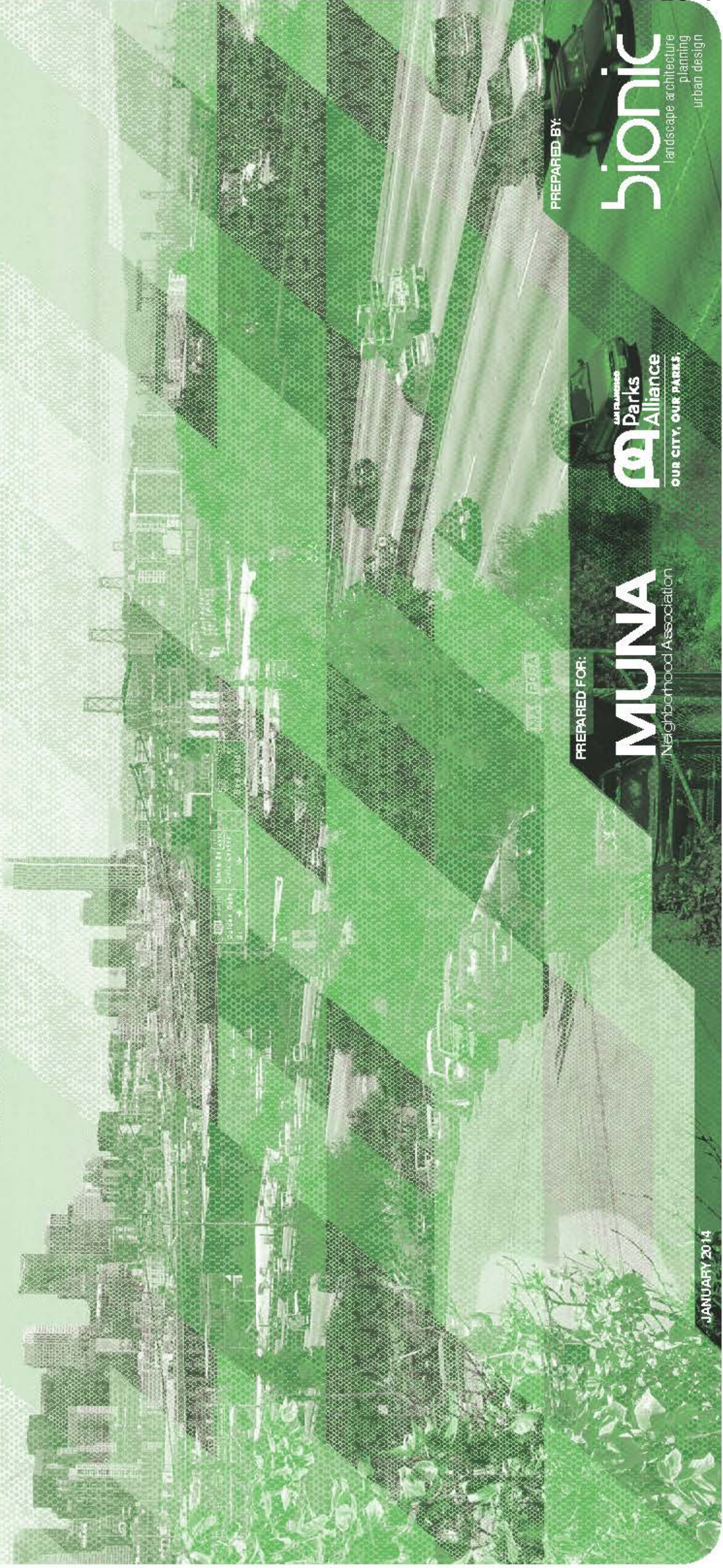
Joe Treinen

A handwritten signature in cursive script that reads "Joe Treinen".

Captain- San Bruno Avenue Neighborhood Association

THE LOOP

The Community Vision for the Potrero Gateway
is the open spaces around Highway-101.



PREPARED FOR:

MUNA
Neighborhood Association

San Francisco Parks Alliance
OUR CITY, OUR PARKS.

PREPARED BY:

bionic
landscape architecture
planning
urban design

1957 -

50,000
CARS/DAY

THE HISTORY OF THE BAYSHORE FREEWAY

The Bayshore Freeway was completed in 1957 to bring rapid motor transit to the City of San Francisco. Constructed during an era of urban growth, the freeway was promised as a grand parkway that would bring prosperity to the City.

The freeway was designed to carry 50,000 vehicles per day and was envisioned as a landscaped and maintained experience.

Today, the freeway is over capacity and under-maintained. Usage has increased almost 10 fold over the last 60 years with 450,000 vehicles traveling HWY-101 daily.

Embankments receive little maintenance and attention. They are fenced off, secluded, dark, littered, and inaccessible. Vegetation is dense, awkward, and invasive. Illegal activities, encampments, fires, and dangerous and unsightly conditions are present throughout these spaces. The primary concern is public health and safety.

Today the Bayshore Freeway exists as a broken promise. The Loop presents opportunities to redefine the identity of Highway-101.

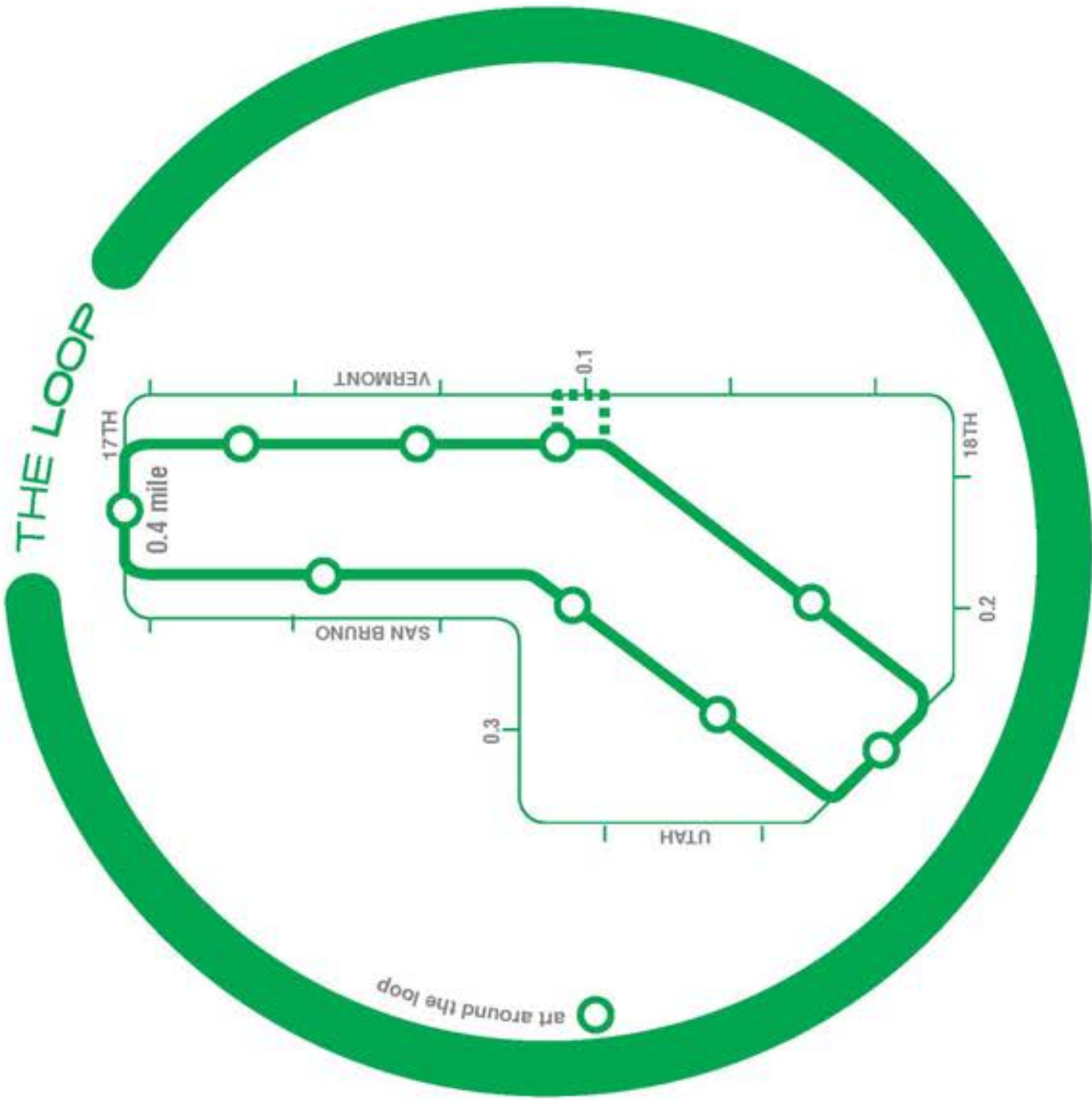
Sources:

1. *California on the Edge of the Bayshore Freeway*, 1957, Edim Publications, CA.

2. *Bay Area Vehicle Counts*, 2010.

2010 -

425,000
CARS/DAY



Existing Conditions



THE LOOP

bionic

January 2013

Today overgrown areas are prone to brush fires and dangerous for surrounding properties.

2 fires were documented in 2013 by July.





2003



July 2013





Existing Conditions



Existing Conditions



LANDSCAPE TODAY

STEEP SLOPES /
LIMBED SOIL



ROCK
OUTCROPS

LANDSCAPE TODAY

AWKWARD



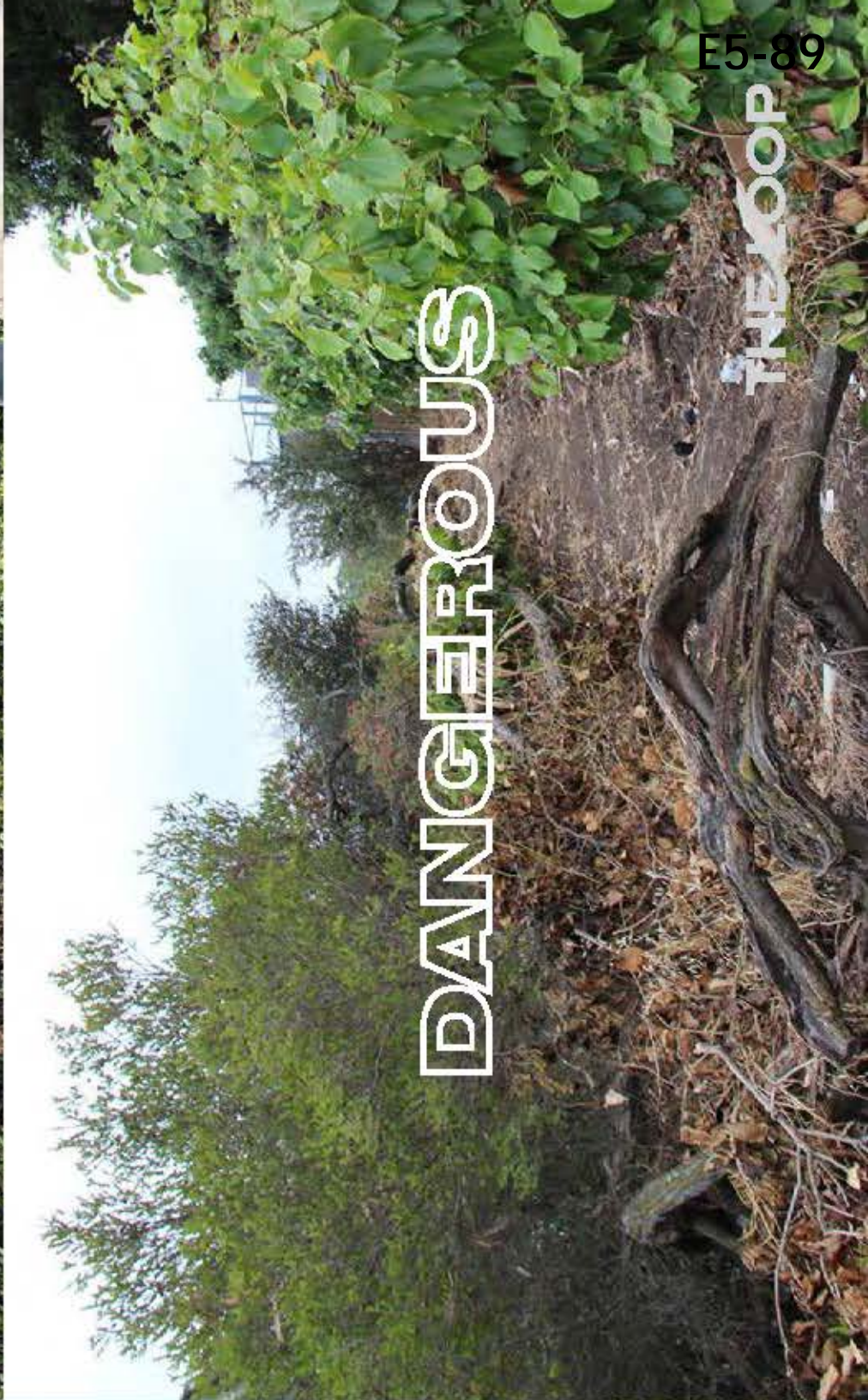
INVASIVES



UGLY



DANGEROUS

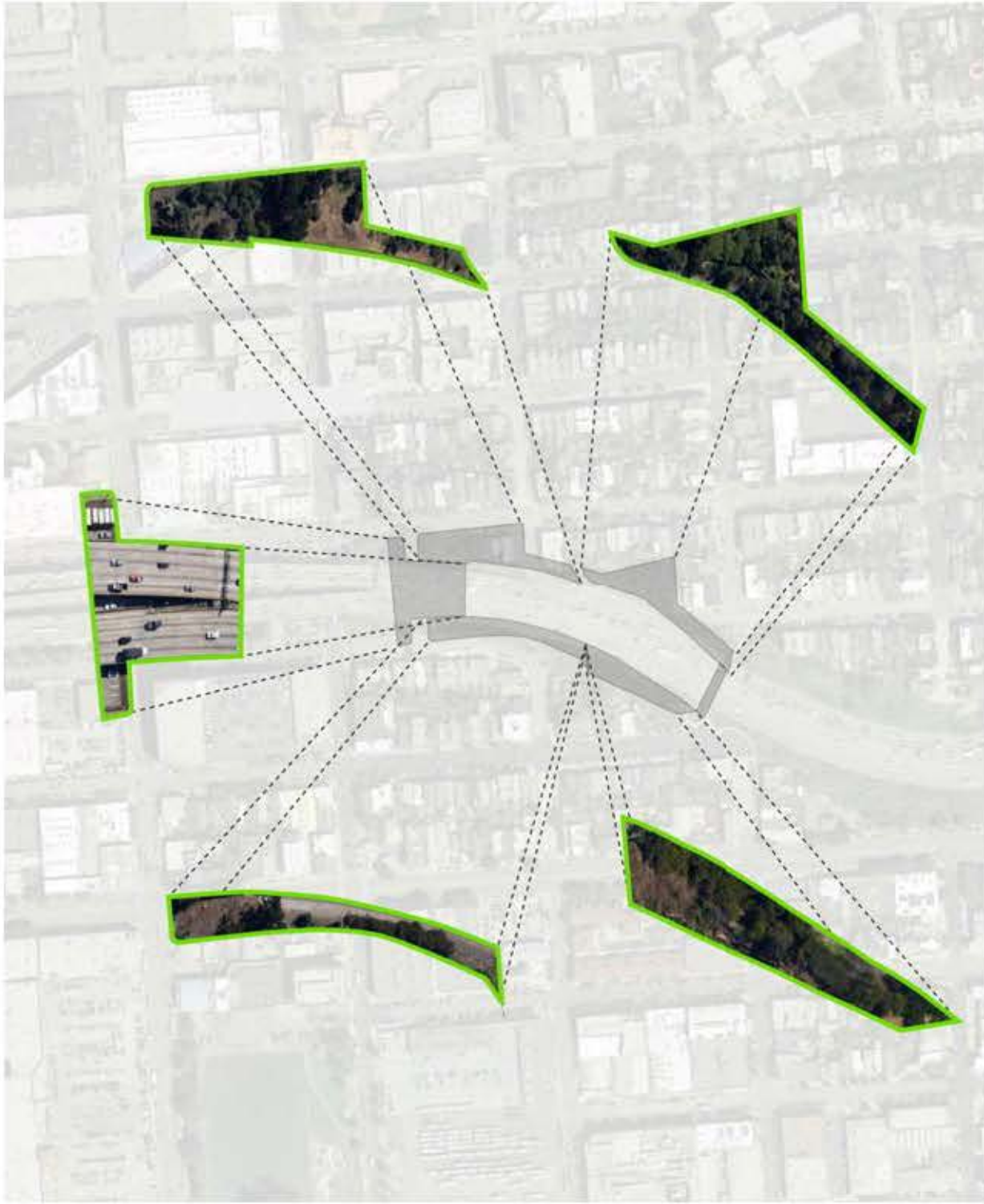


SITE CONTEXT & PROJECT ZONES

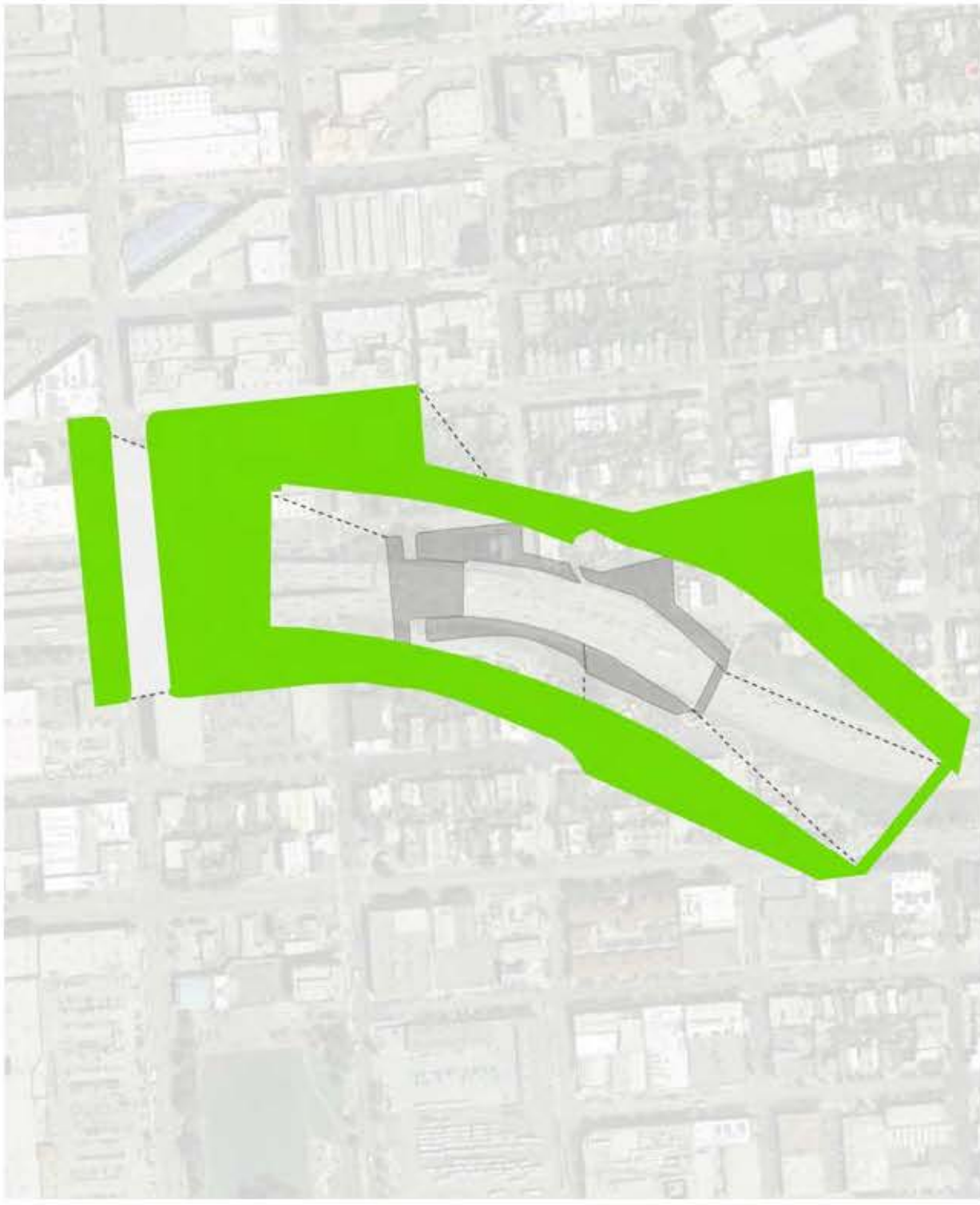
The 2 acre site is located at the base of Potrero Hill along the freeway embankment of HWY-101. The property is owned and maintained by Caltrans. Defined by the freeway structure and surrounding topography, the project area consists of varied slopes, safety concerns, and challenging site conditions.

Analysis of existing conditions and stakeholders suggested 6 individual project zones. Program for each zone was developed to align with community recommendations and site conditions. Alternatives were considered for each zone. (Included in the appendix.) Combined with existing community-led projects - The Benches and Fallen Bridge Park - the 6 zones create a continuous Loop of open space above, around, and below the freeway.





5 Project Areas



The Loop

Ownership

Caltrans
DPW

Commercial/Retail/Institutional
Mixed-Use
Residential/Private

- A - RPD & Caltrans: Fallen Bridge Park
- B - Joe Treinen & Caltrans: encroachment permit/private garden
- C - Caltrans & San Bruno Neighborhood Group: Benches Community Garden

Source: Right-of-Way Record Maps
Caltrans
and the Sanborn Maps



ROW Maps: provided by Caltrans



Map R300006

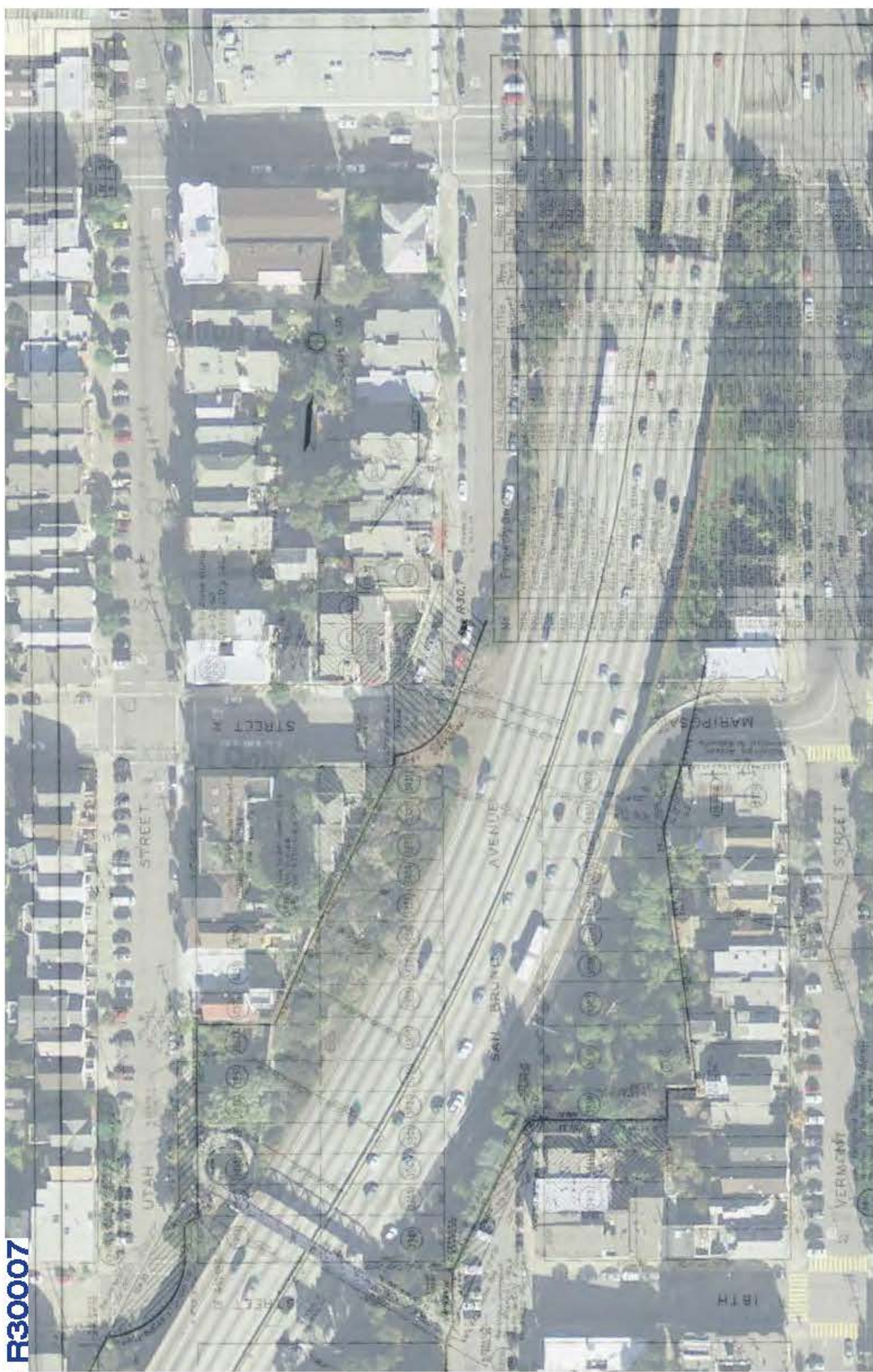


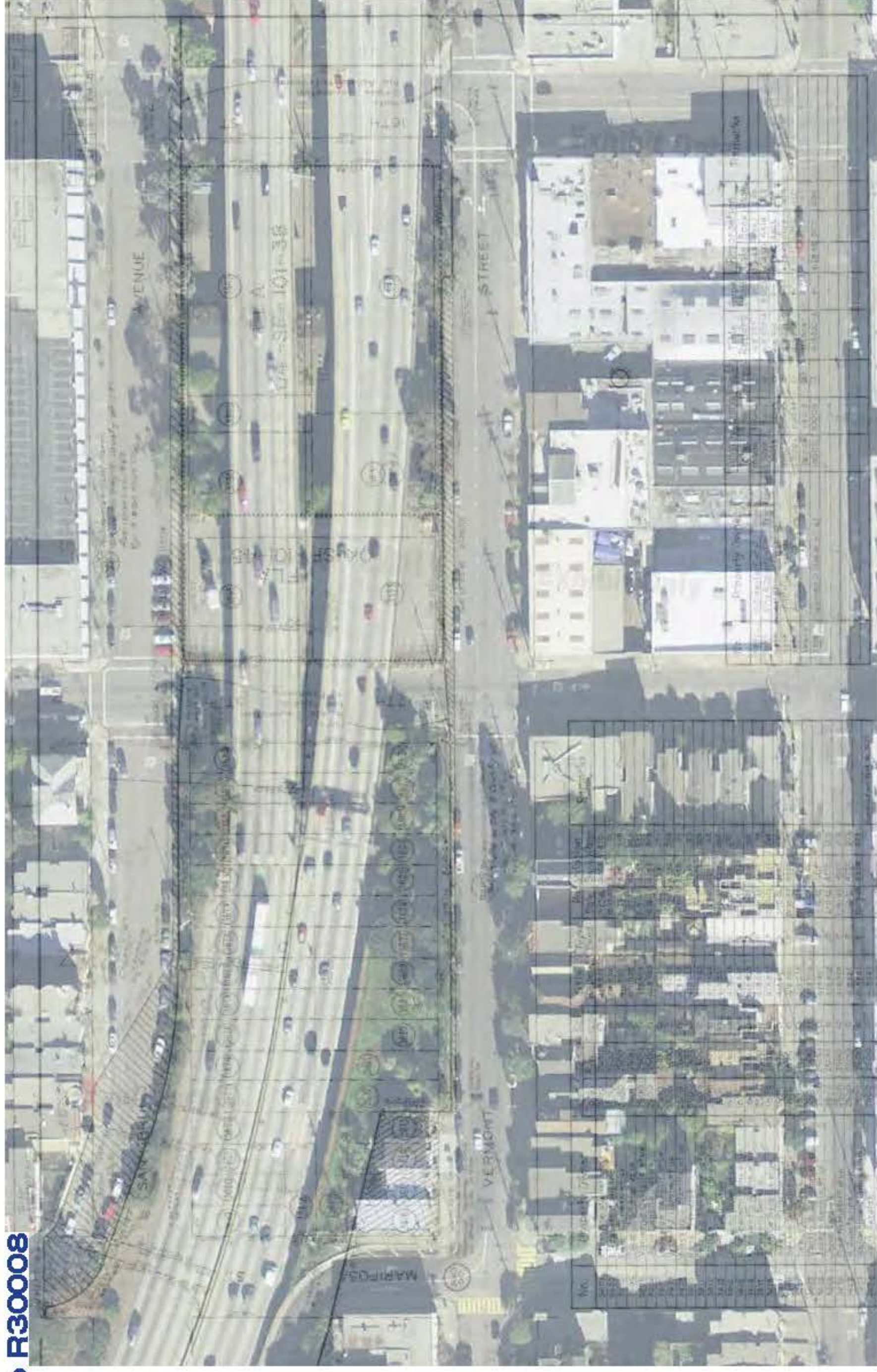
Map R300007



Map R300008

Map R300007





Project Zones



SAN BRUNO



MARIPOSA HILLSIDE



GREEN STREETS



17TH



BENEATH FREEWAY



VERMONT



VERMONT EXIT



OPEN SPACE VISION

The complete vision proposes a continuous Loop of open space that will promote public health, safety, and welfare through site improvements and new program.

The complete Loop of open spaces creates a distinct landscape at the gateway to the City. Varied program and planting strategies provide a range of experiences and habitats across the 2 acre site. Continuity allows for increased circulation, access, and maintenance. Each zone maintains unique characteristics and program. Art installations throughout the Loop contribute to a new identity and destination program of sensory and data driven experiences.



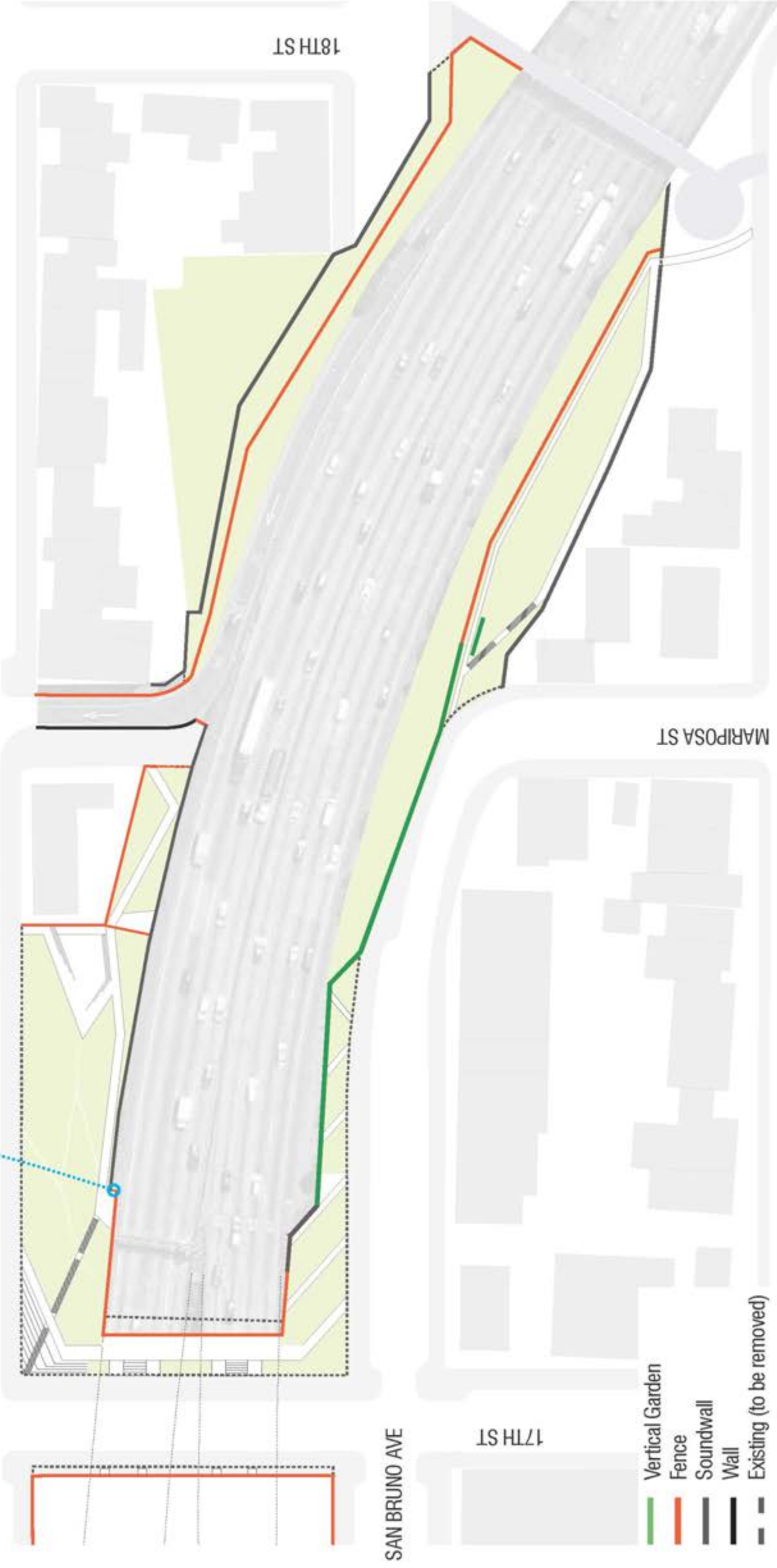
Composite Plan



17th Street Plan

Proposed Boundary

• art installation

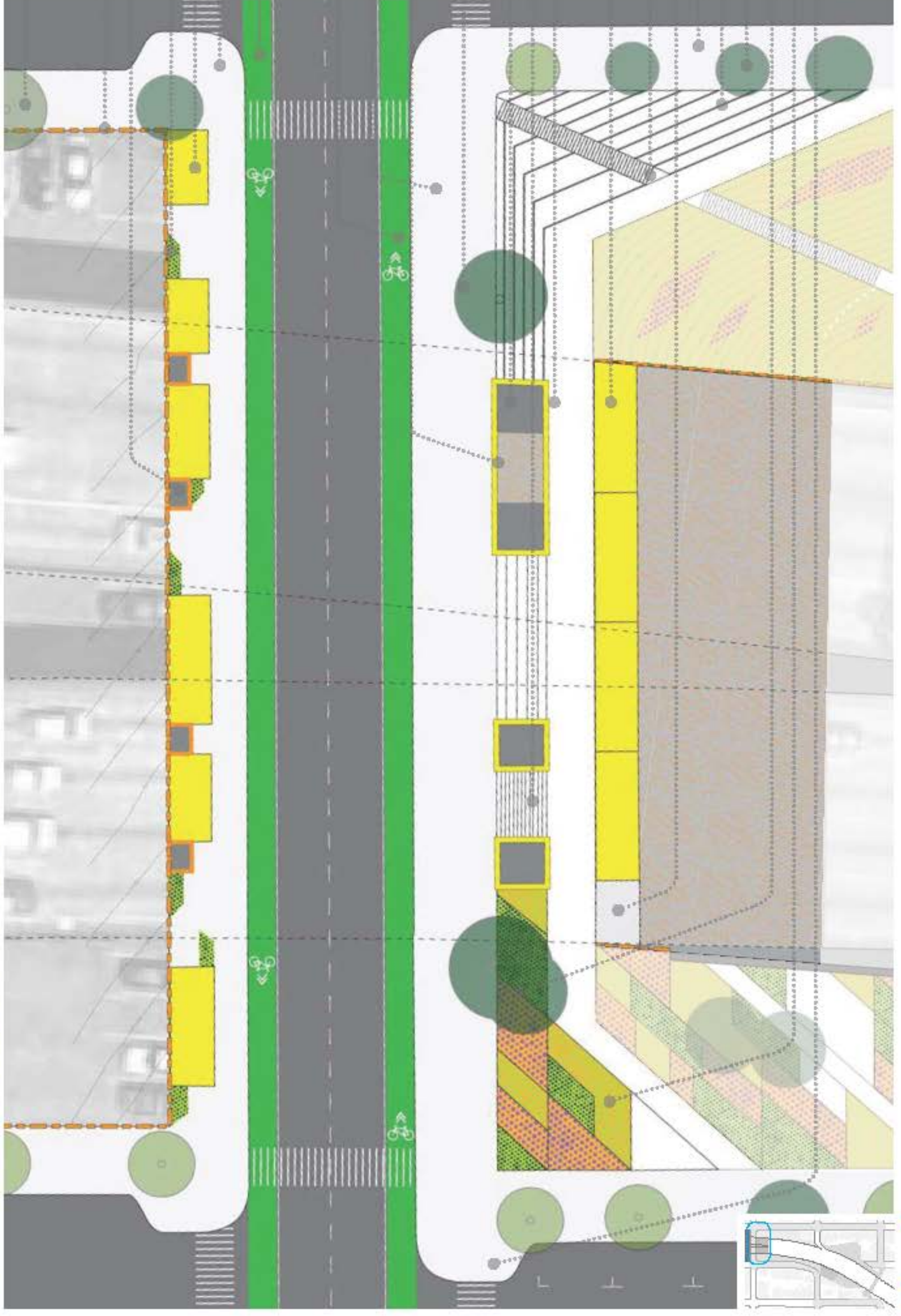


- Vertical Garden
- Fence
- Soundwall
- Wall
- Existing (to be removed)

ELEMENTS: Beneath Freeway & 17th Street

| 17 th Street | 17 th & Vermont Corner | Caltrans Land |
|---|---|---------------|
| New Fence | Box out space between Ex. | Caltrans Land |
| Iconic fence & lighting box out Ex columns | Columns, paint & create terrace | Caltrans Land |
| Planted & Seating area | Stadium Steps / Terrace | Caltrans Land |
| Shipping Container businesses | Steps to upper pathway | Caltrans Land |
| Bulbout | ADA accessible path | Caltrans Land |
| 17 th St bike lane: Green Connector/SFBC route | Upper Terrace Shipping container micro-businesses | Caltrans Land |
| New Street Trees | Maintenance Storage Shed | Caltrans Land |
| | Planted Terraces | Caltrans Land |

Beneath Freeway / 17th Street



- New street trees
- New fence
- Iconic fence & lighting box out Ex. columns
- Planted & seating area
- Shipping containers: businesses
- Bulb out
- 17th Street: striped bike lane Green Connector/SFBC Route

- 17th Street: striped bike lane Green Connector/SFBC Route

- Widened sidewalk: additional 10'

- Box out space between Ex. columns, paint & create terrace

- Retain Ex. Redwood

- Stadium steps/terraces
- Steps to upper pathway
- ADA accessible path

- Upper terrace shipping containers: micro-businesses
- Iconic stair to high point
- Maintenance storage shed
- Widened sidewalk: additional 10'

- Stadium steps
- New street trees
- Retain Ex. Redwoods
- Planted terraces
- Bulb out



Beneath Freeway: Program



activity



bike rental



food trucks



eyes on the street



RETAIL



cafe

Beneath Freeway: Program



FOOD



vendors

local makers

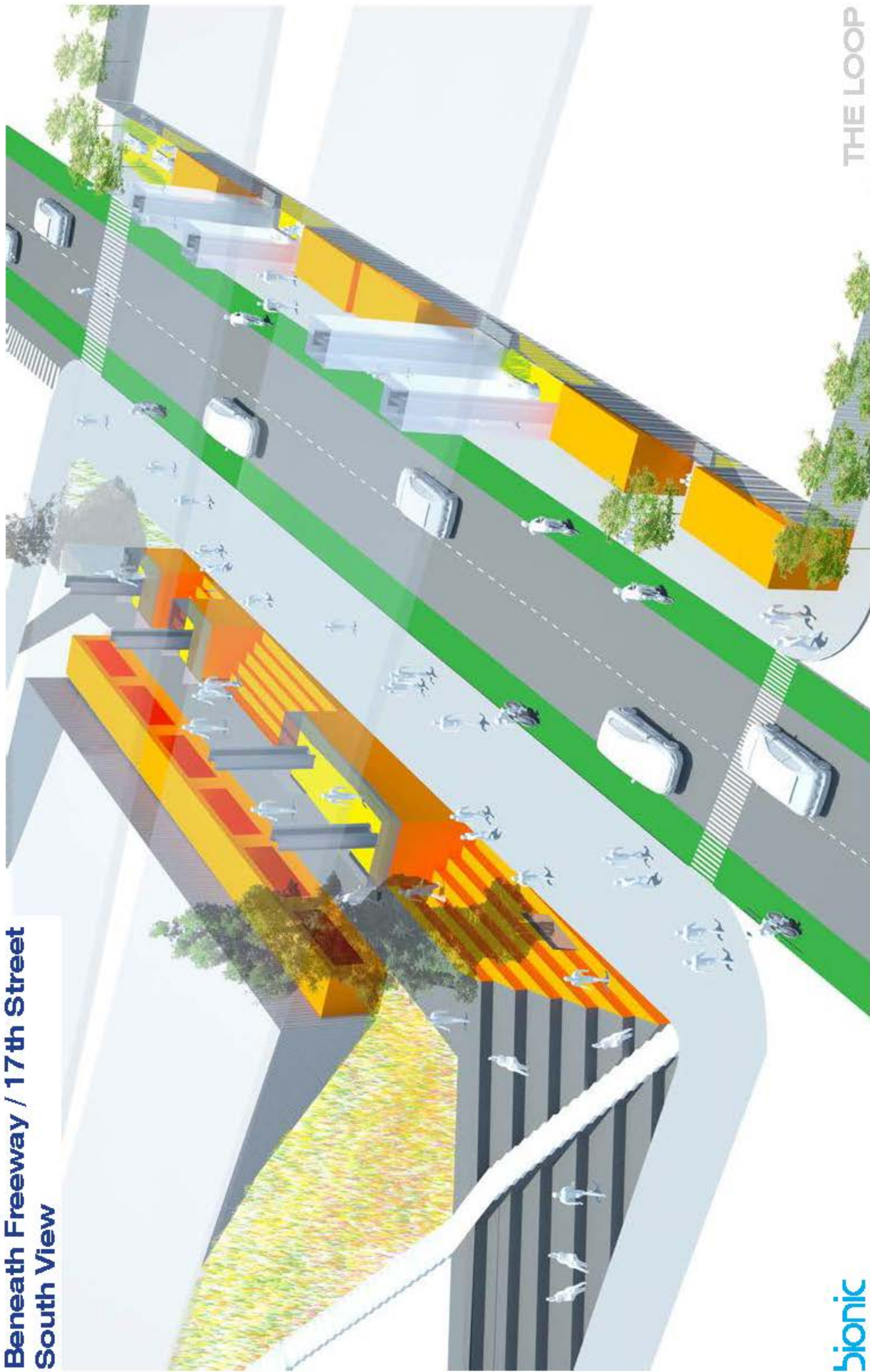


artisans

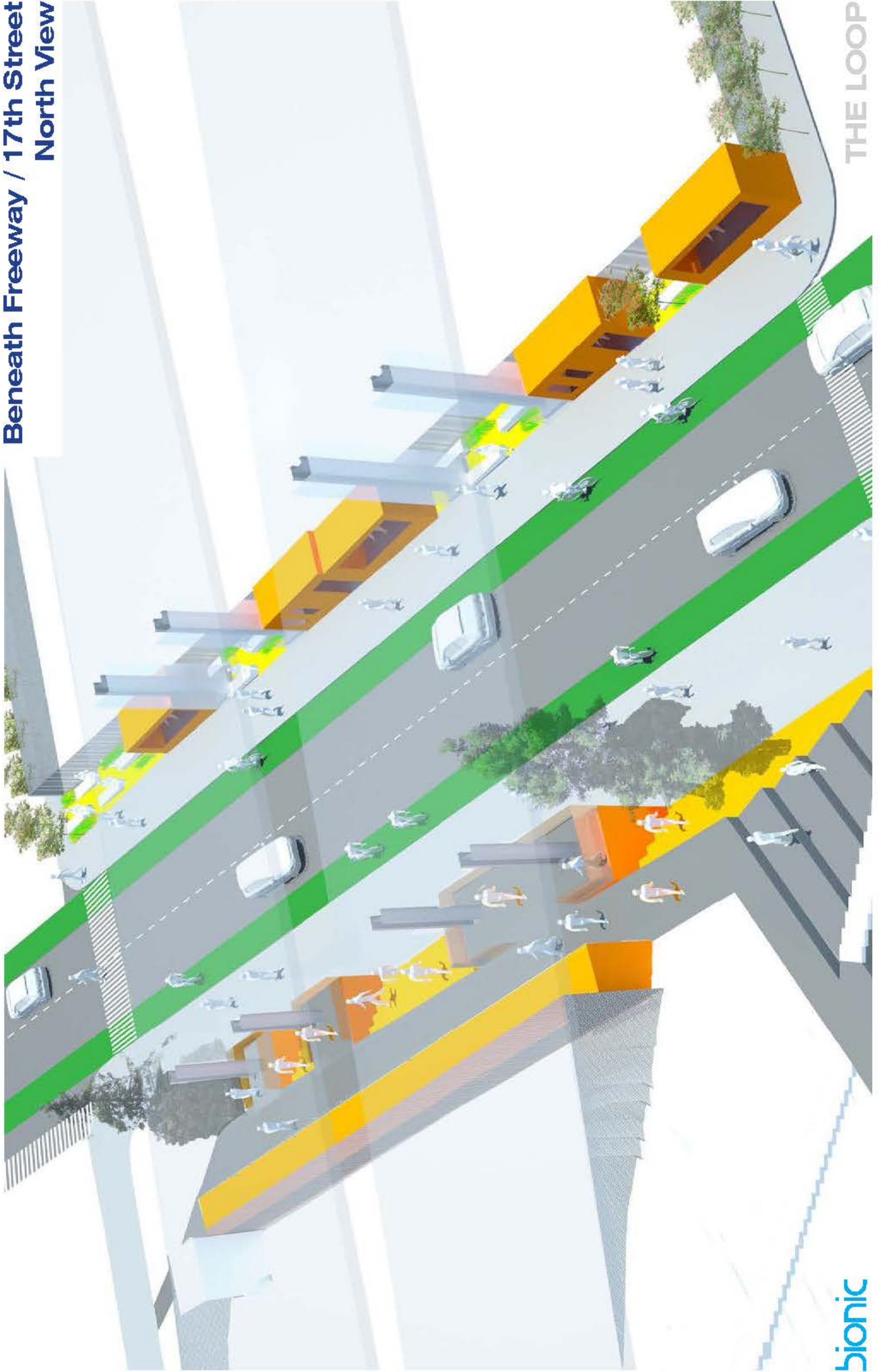


MICRO-BUSINESSES

**Beneath Freeway / 17th Street
South View**



**Beneath Freeway / 17th Street
North View**



Materials & Lighting

ART FENCE



Light



bionic

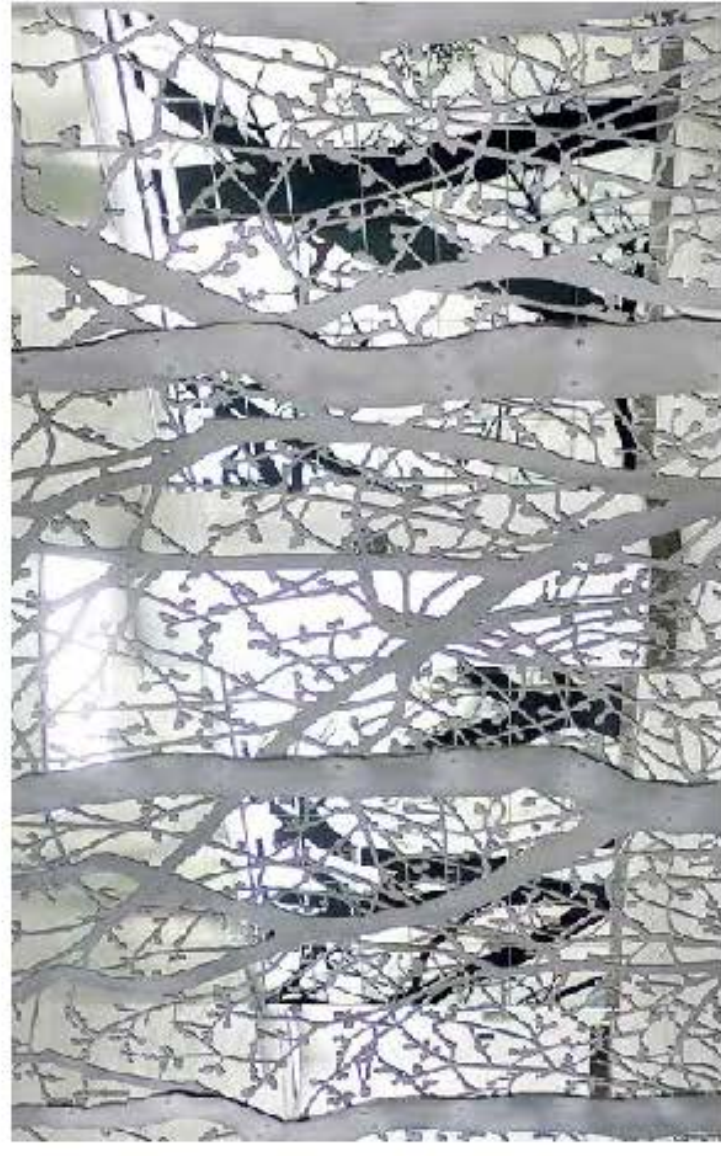
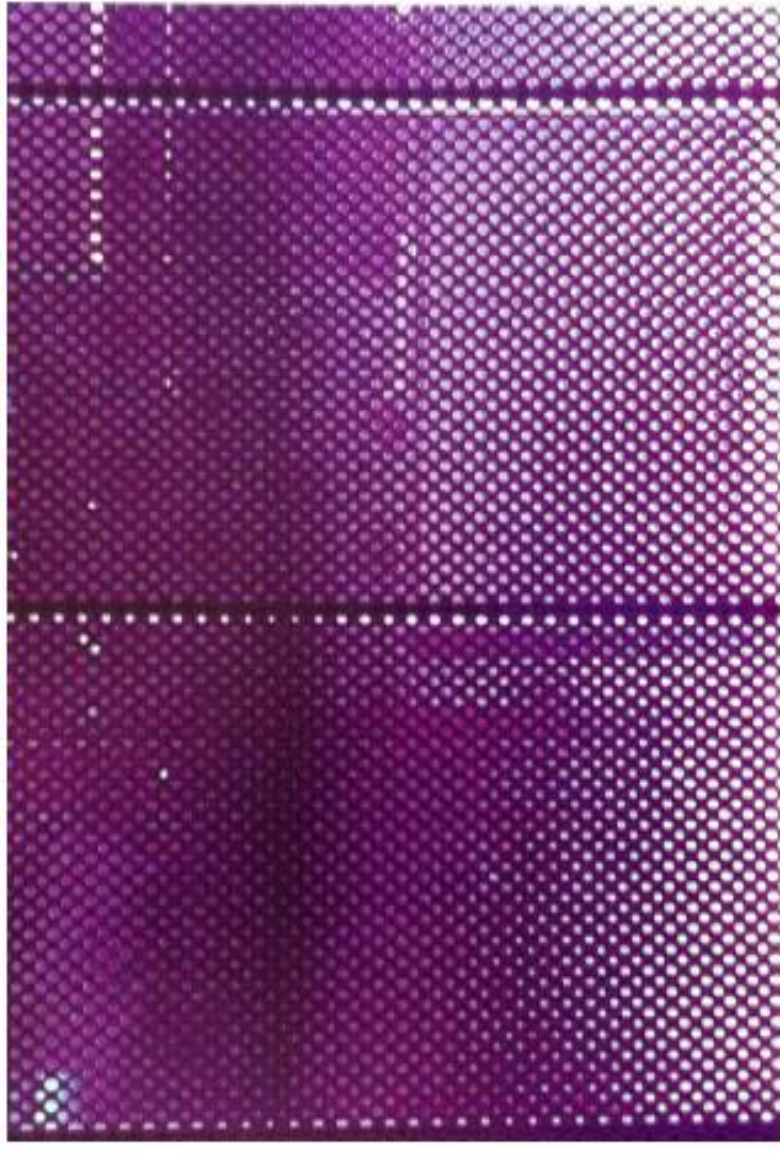


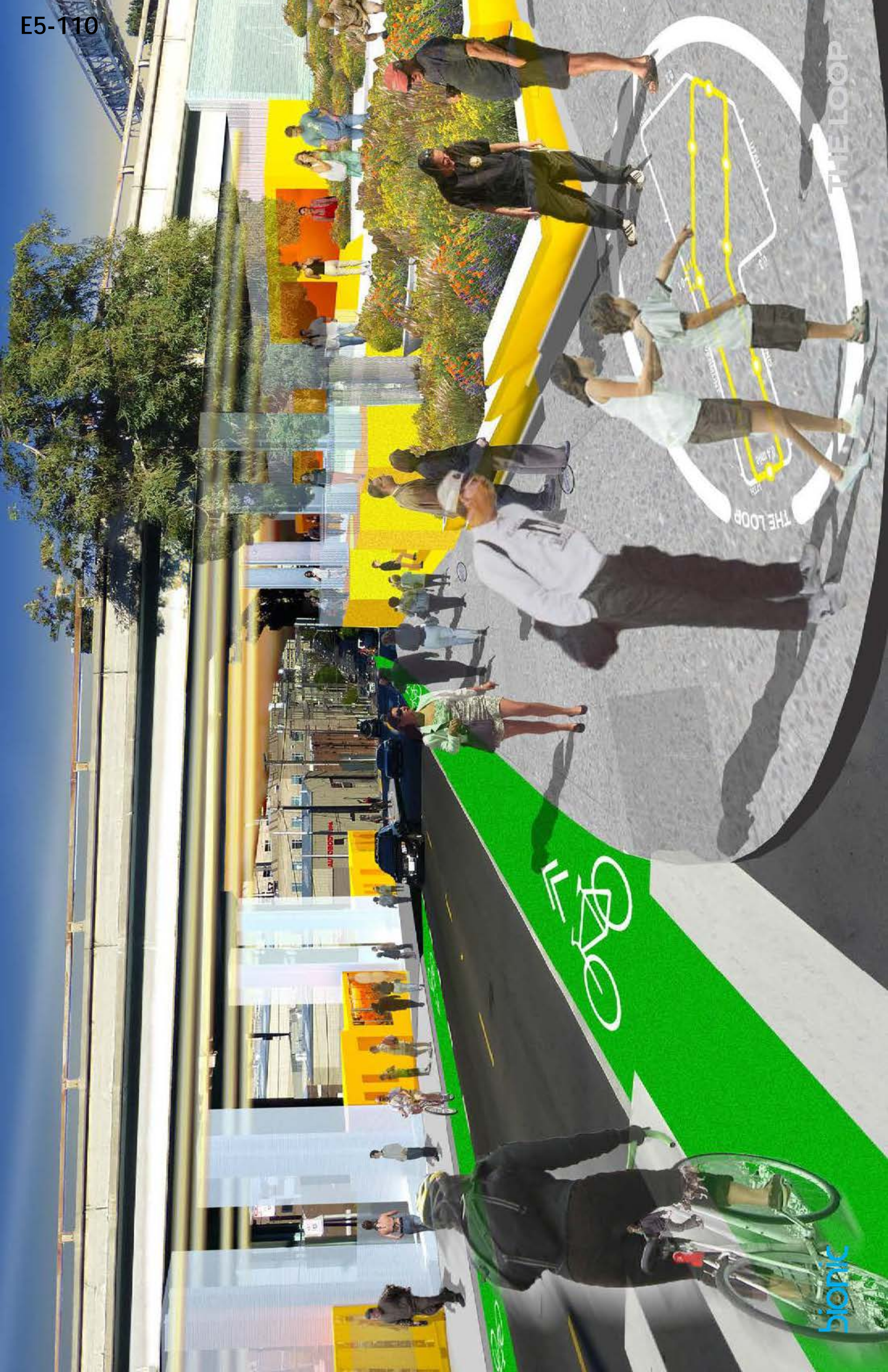
THE LOOP

New Fence

- identity
- incorporate with lighting
- graffiti resistant
- attractive during daytime and at night

MATERIAL





ELEMENTS: Vermont Street

| Potrero Gateway Park | |
|--------------------------------------|---------------------|
| ADA accessible path to San Bruno Ave | Caltrans Land |
| Iconic steps to high point | Caltrans Land |
| Grassland meadow | Caltrans Land |
| New Fence between fwy and park | Caltrans Land |
| High point Terrace | Caltrans Land |
| Sensory Art Installation | Caltrans Land |
| Trail Marker | Caltrans Land |
| Informal hiking Path | Caltrans Land |
| ADA accessible path | Caltrans Land |
| Widened Sidewalk – to 10' | City & County of SF |
| Widened Sidewalk | City & County of SF |

| At Vermont Offramp | |
|----------------------|---------------------|
| Low Wall | Caltrans Land |
| New Baracade | Caltrans Land |
| Rumble Strips | Caltrans Road |
| Single Lane Off Ramp | Caltrans Road |
| Bulbout | City & County of SF |
| New Trees | City & County of SF |
| Extended Sidewalk | City & County of SF |

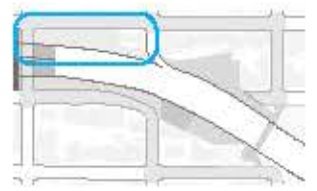


- 17th Street striped bike lane
- Widened sidewalk
- Retain Ex. Redwood
- Stadium steps
- ADA accessible pathway to San Bruno Avenue
- Widened sidewalk: additional 10'
- Iconic stair to high point
- New street trees
- Grassland Meadow
- California wildflowers
- New fence between freeway and park
- High point terrace
- Sensory art installation
- Trail marker
- Retain Ex. Pine trees
- Informal hiking path
- Trail benches
- ADA accessible path
- Ex. sound wall
- Meadow
- Flat terrace
- Steps to terrace
- Tree screen
- Fence surrounding dog run
- ADA accessible pad
- Dog run
- Bulb out
- Low wall
- New trees
- Extended sidewalk
- New barricade
- Runble strips
- Single lane off-ramp



15 30 60
scale (feet)

THE LOOP



Vermont Program

staircases



serpentine
meadow



dog run

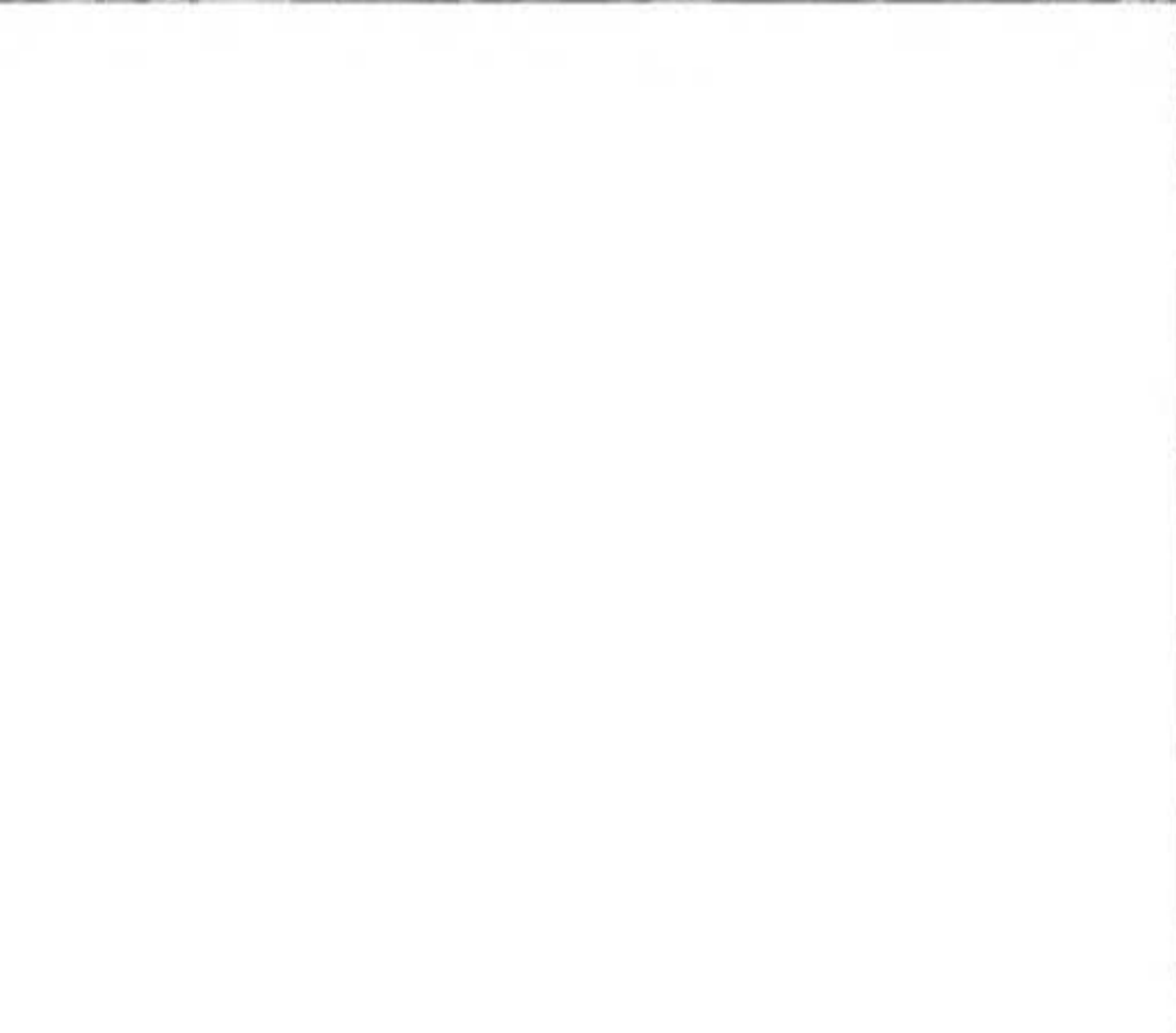


hiking



bionic

THE LOOP



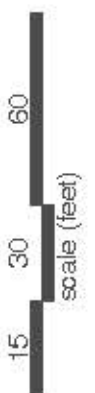
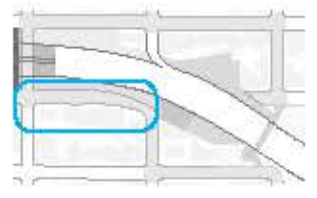
ELEMENTS: San Bruno Avenue

| San Bruno and corner of 17 th & San Bruno | |
|--|---------------------|
| ADA accessible path to Vermont St (crosses under overpass) | Caltrans land |
| Planted Terraces | Caltrans land |
| Flat Terraces for small gatherings | Caltrans land |
| Solid Sound Wall (short section for ease of maintenance) | Caltrans land |
| Maintenance Path | Caltrans land |
| Concrete Jersey Barrier facing freeway for safety | Caltrans land |
| Vertical garden | Caltrans land |
| Planting: Low water, low maintenance | Caltrans land |
| Striped Bike Lane | City & County of SF |
| Bulbout | City & County of SF |
| Widen Sidewalk – additional 10' | City & County of SF |
| New Street Trees | City & County of SF |
| Speed Bump | City & County of SF |
| Limit Parking | City & County of SF |

San Bruno



- 17th Street striped bike lane
- Bulb out
- Widen sidewalk: additional 10'
- New street trees
- ADA accessible pathway to Vermont Street
- Planted terraces
- Flat terraces for small gatherings
- Widen sidewalk: additional 10'
- Parallel parking shifted west
- Narrow street: retain two travel lanes
- Solid wall
- Maintenance path
- Concrete barrier for safety
- Vertical garden
- Ex freeway shoulder
- New street trees
- Widen sidewalk
- Speed bump
- Remove parking
- Succulent planting



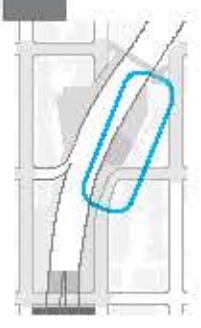
San Bruno at 17th



ELEMENTS: Mariposa Hillside

| Steep hillside behind homes and extended sidewalk needed | | |
|---|--|---------------|
| Vertical Garden | | Caltrans Land |
| Maintenance Path | | Caltrans Land |
| Stair to Vista and Art Installation | | Caltrans Land |
| New Fence | | Caltrans Land |
| Iconic Succulent Planting | | Caltrans Land |
| ADA accessible path from installation to Fallen bridge Park | | Caltrans Land |
| Break in Existing Soundwall to Fallen Bridge Park | | Caltrans Land |

Mariposa Hillside



Iconic Freeway Planting



AGAVE/SUCCULENTS

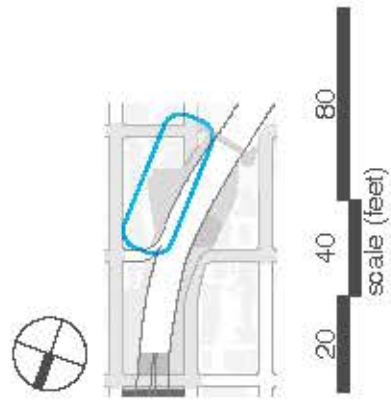
- low to ground
- spines
- low maintenance
- drought tolerant
- iconic

ELEMENTS: Vermont Street Exit

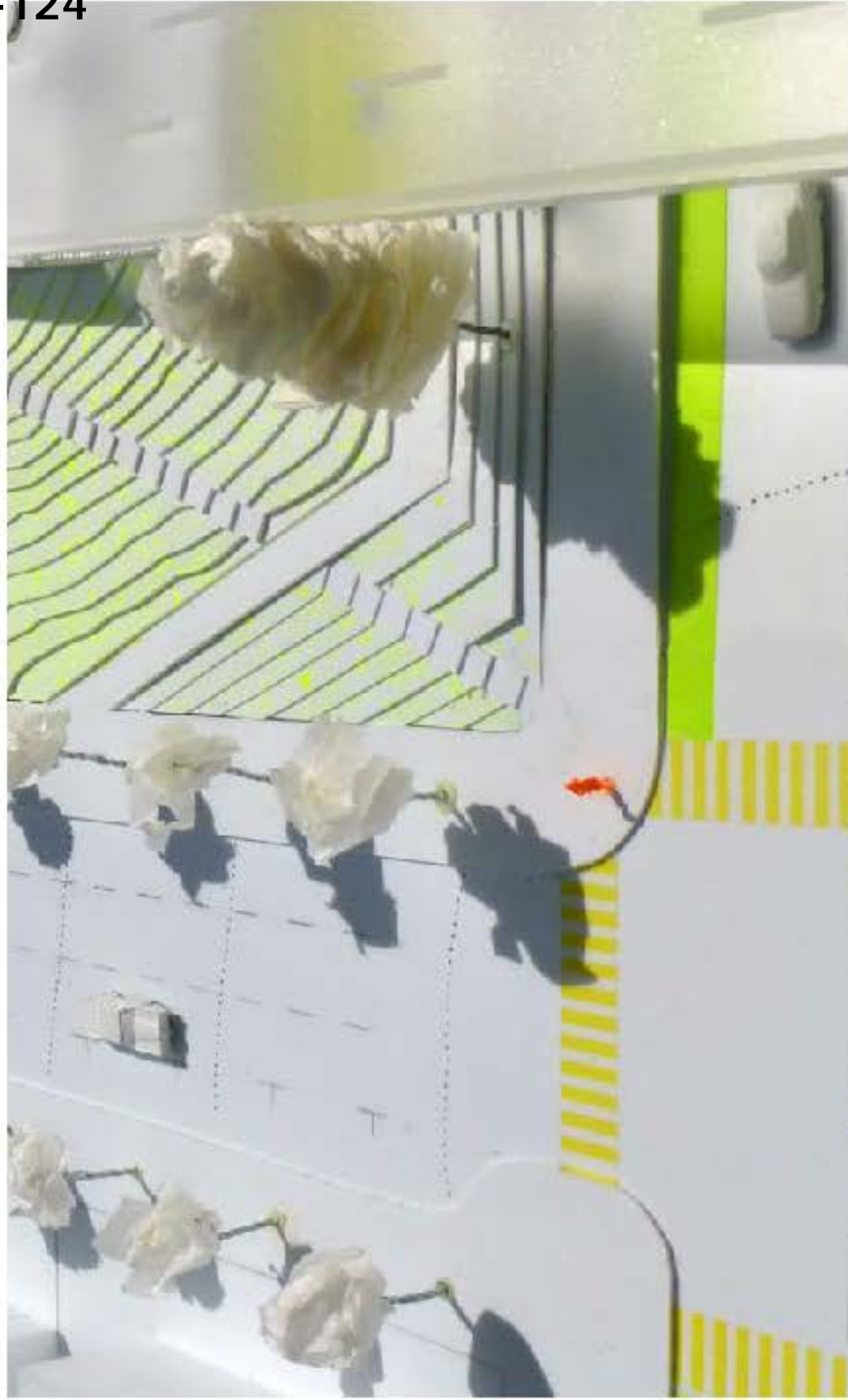
| Exit and hillside to freeway | |
|--|-----------------------|
| New Path | Caltrans Land |
| New Continuous Fence | Caltrans Land |
| Continuous Path at top of bank | Caltrans Land |
| Rumble Strips | Caltrans Road |
| Hardy, Drought Tolerant Succulent Planting | Caltrans Land |
| Robust New Street Trees | City & County of SF |
| Community Garden | Currently Adopt-A-Hwy |

Vermont Exit

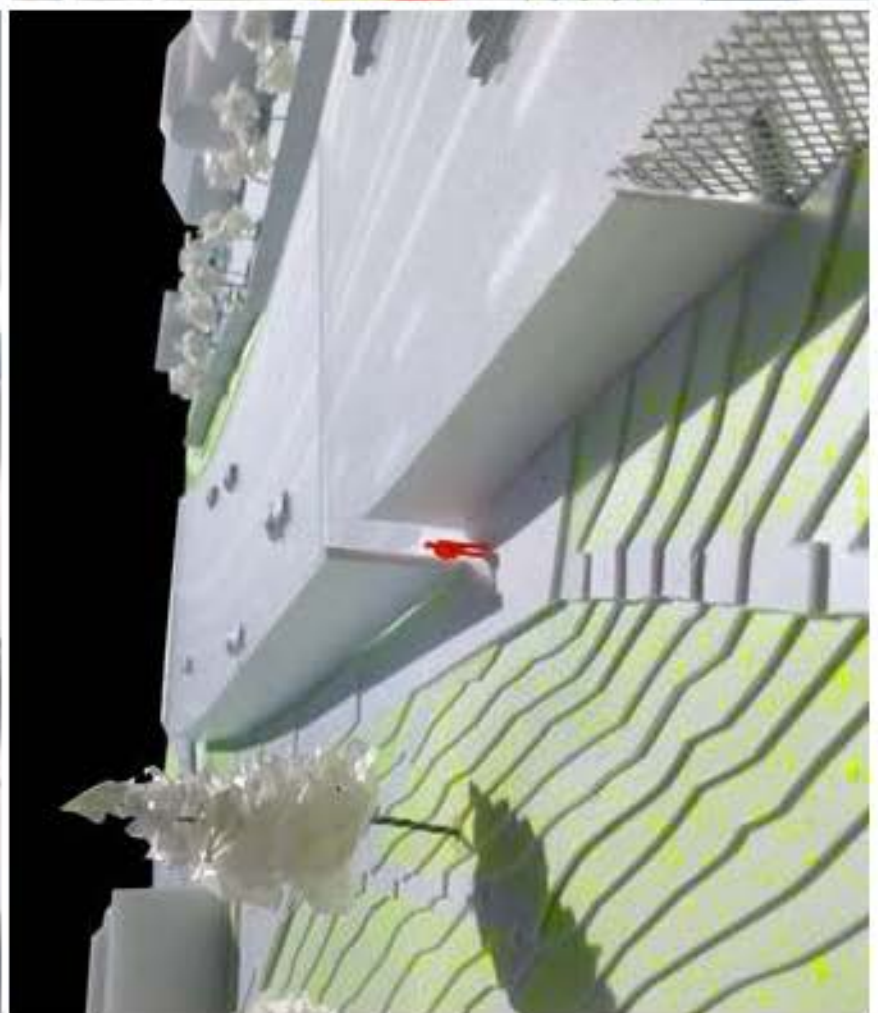
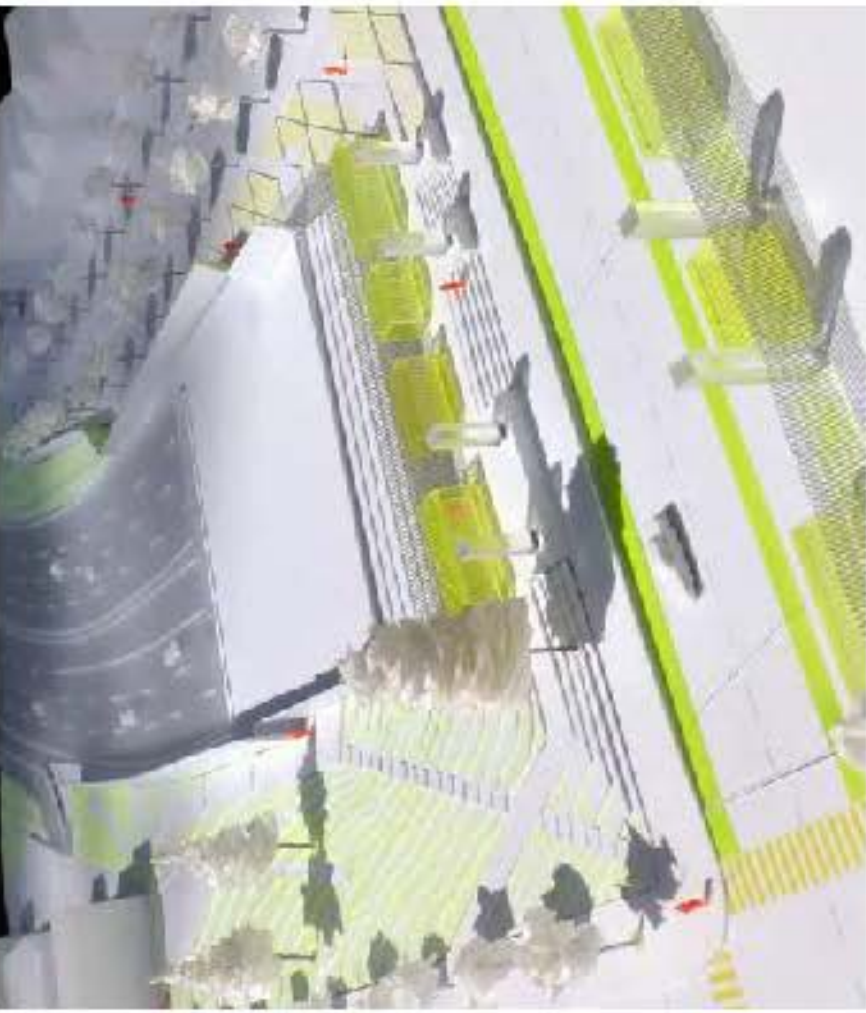
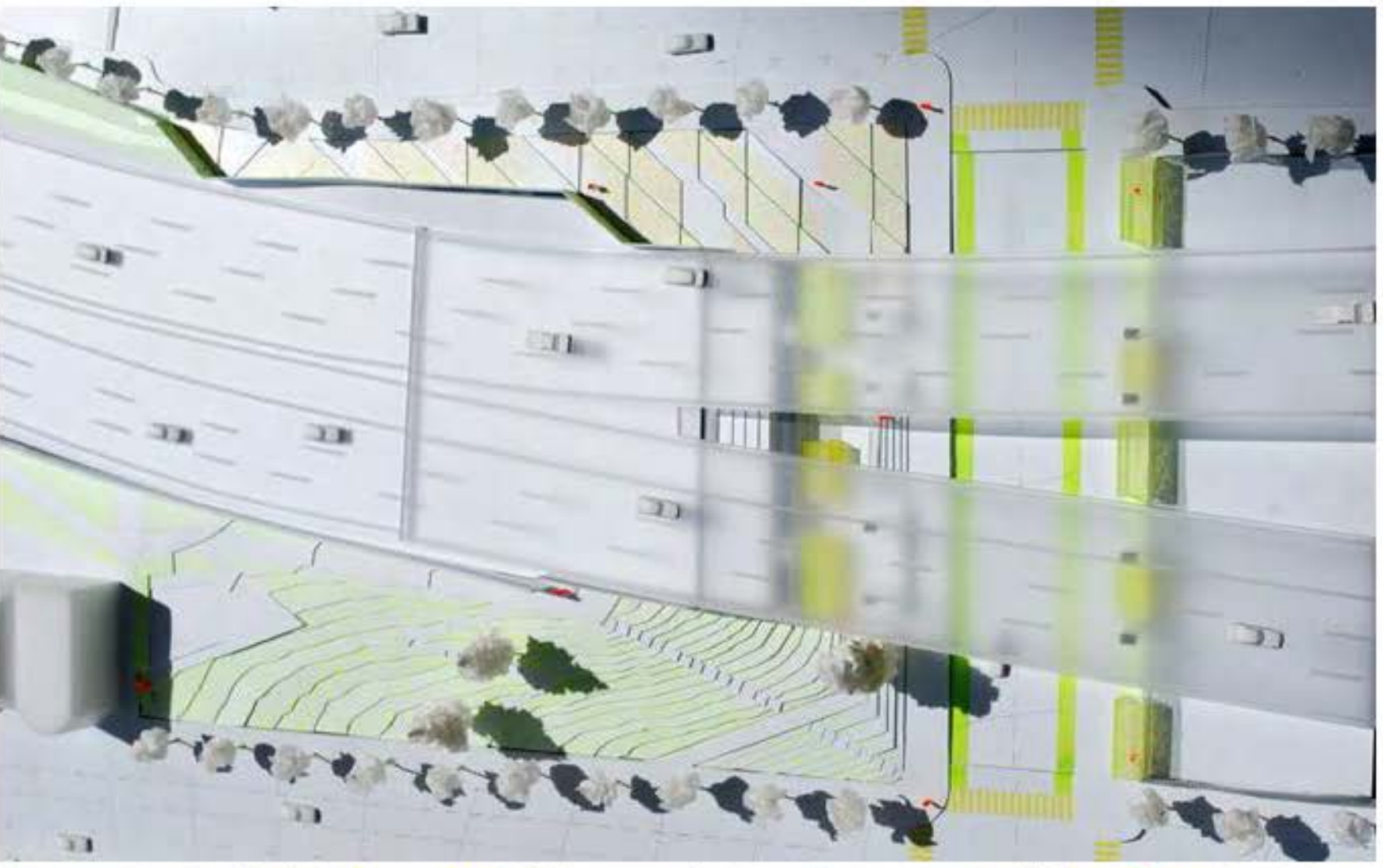
- New Street Trees
- Ex. Sidewalk
- Ex. Fence
- New Path
- New Fence
- Ex. Soundwall with door to Secret Garden
- Continuous Path at top of Bank
- Secret Garden for Community
- Rubble Strips
- Iconic Succulent Planting







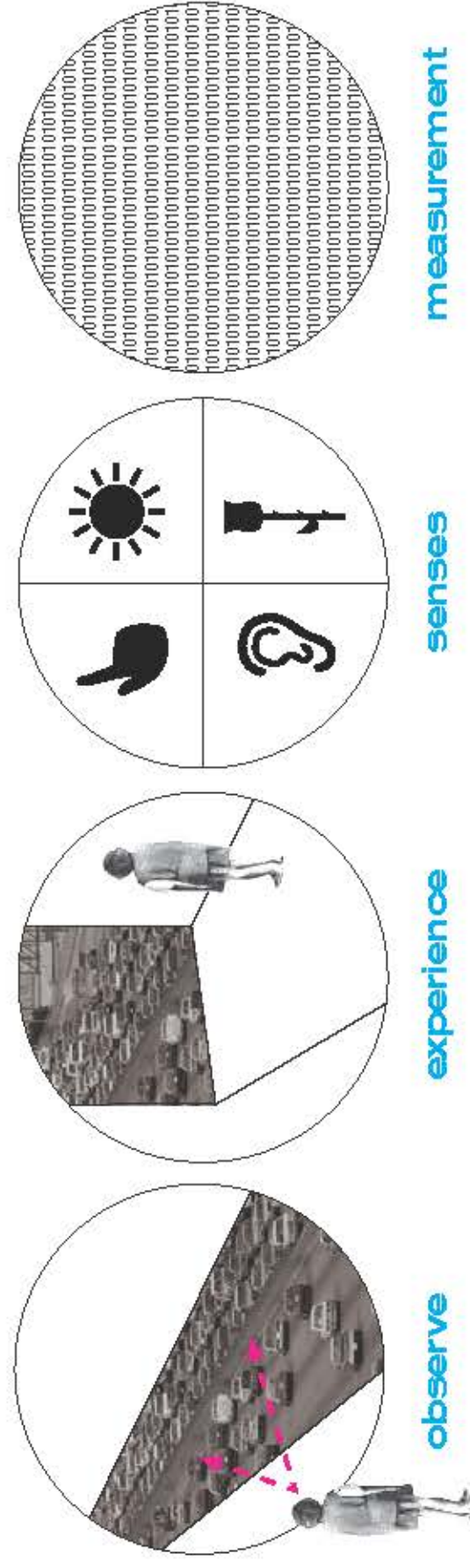
Site Model



ART & THE LOOP

We see the potential for art, installation, and exhibition to occur around the Loop as a set of experiences and informative installations that engage the freeway in a dialog with the park. This type of sensory and data-driven program derive from the ubiquitous presence of the freeway and would promote a distinct park identity and attract a range of visitors beyond neighborhood residents.

Based on unique existing conditions at the interface between freeway and park, a range of installations would provide opportunities for sensory and data-driven experiences. We have identified opportune locations and functions for a set of installations. Installations could be the work of multiple artists to enhance the diversity of experiences provided.



Experiential + Informative
create a dialog between the freeway and the park

Unique Existing Conditions

There are unique existing conditions throughout the Loop that present opportunities for art, installation, and exhibition. We see the potential for a loop of installations based on the existing conditions.



EXPOSED EDGE



DOWNTOWN VIEW



EXISTING OVERPASS



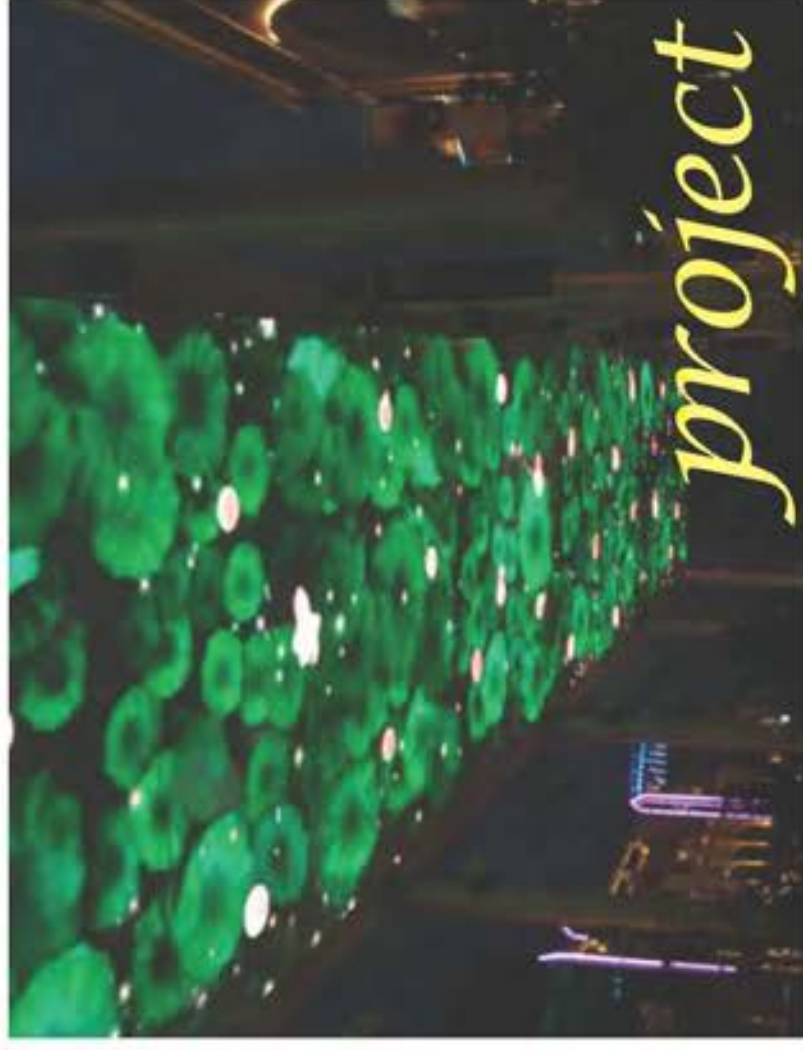
DARK AREAS



DANGEROUS AREAS



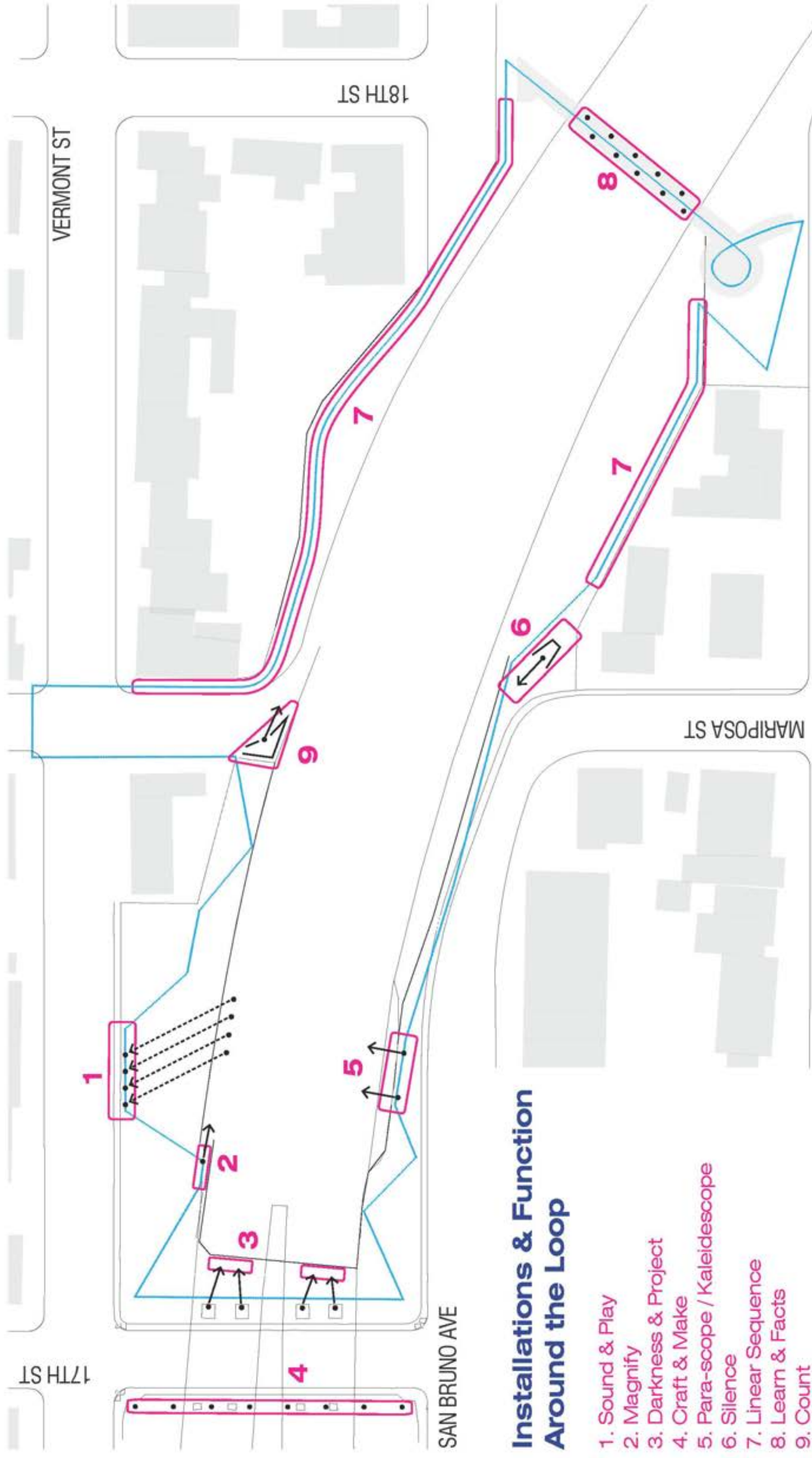
NOISE, SPEED, EMISSIONS



Art, Installation, & Exhibition

There are examples of low- and high-tech options to create a range of unique experiences.





Installations & Function Around the Loop

- 1. Sound & Play
- 2. Magnify
- 3. Darkness & Project
- 4. Craft & Make
- 5. Para-scope / Kaleidoscope
- 6. Silence
- 7. Linear Sequence
- 8. Learn & Facts
- 9. Count

ESTABLISHING A PERIMETER

Safety is a primary concern between the freeway and park. A continuous perimeter creates a secure boundary between the two. Gaps in the existing perimeter were identified and new boundaries are proposed. The boundary would include various types including soundwalls, fences, walls, installations, and a vertical garden.

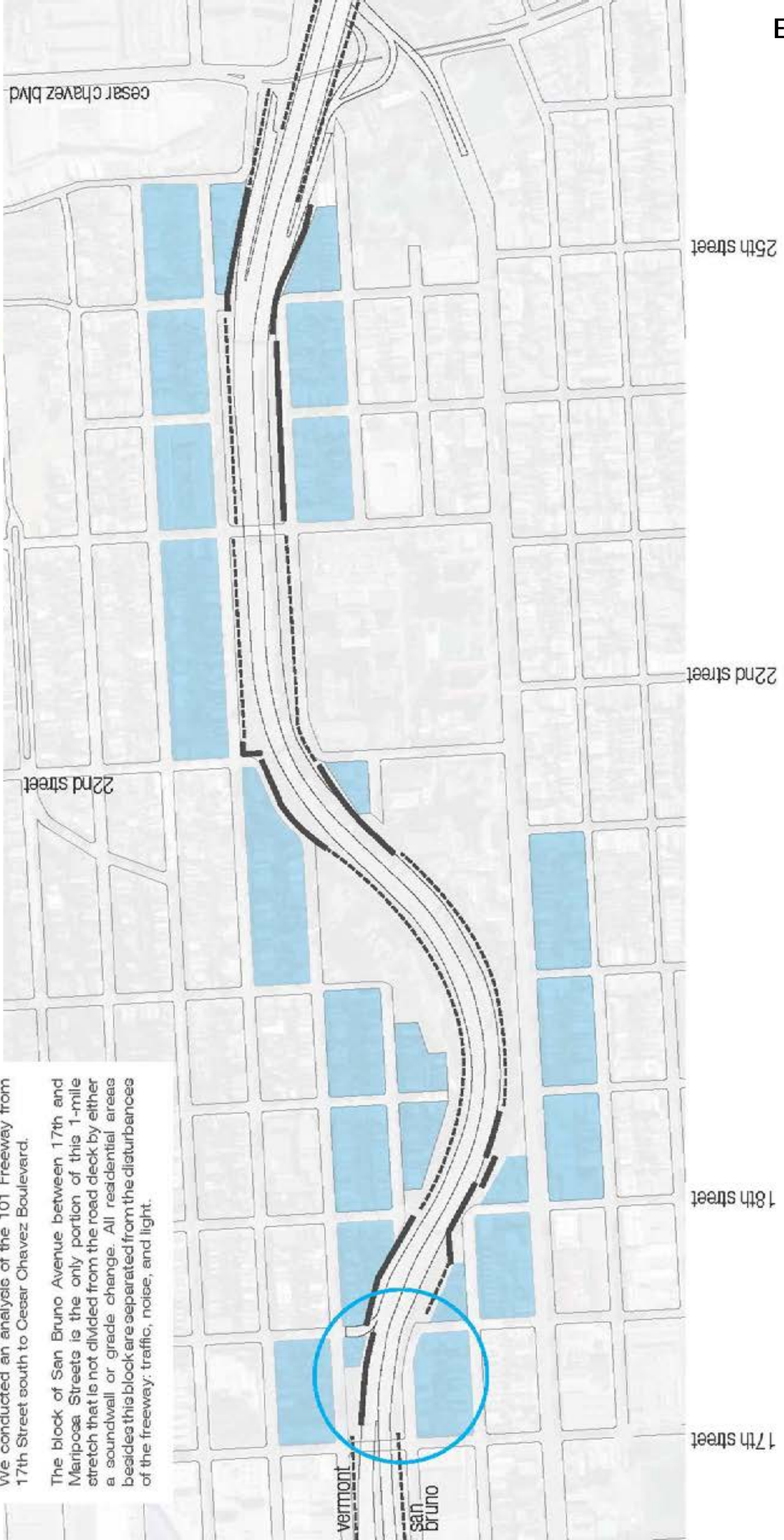


101 Freeway Dividers

We conducted an analysis of the 101 Freeway from 17th Street south to Cesar Chavez Boulevard.

The block of San Bruno Avenue between 17th and Mariposa Streets is the only portion of this 1-mile stretch that is not divided from the road deck by either a soundwall or grade change. All residential areas besides this block are separated from the disturbances of the freeway: traffic, noise, and light.

- soundwall
- - - grade change
- residential areas adjacent to freeway



Divider Between San Bruno Avenue & the Freeway

The community desires a divider between the freeway and San Bruno Avenue from 17th Street to Mariposa Street. Analysis of freeway dividers and a divider focus group session suggested the height, shape, and location of such a divider. The focus group session identified 3 primary goals for the divider:

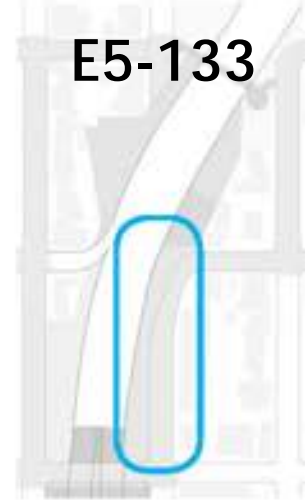
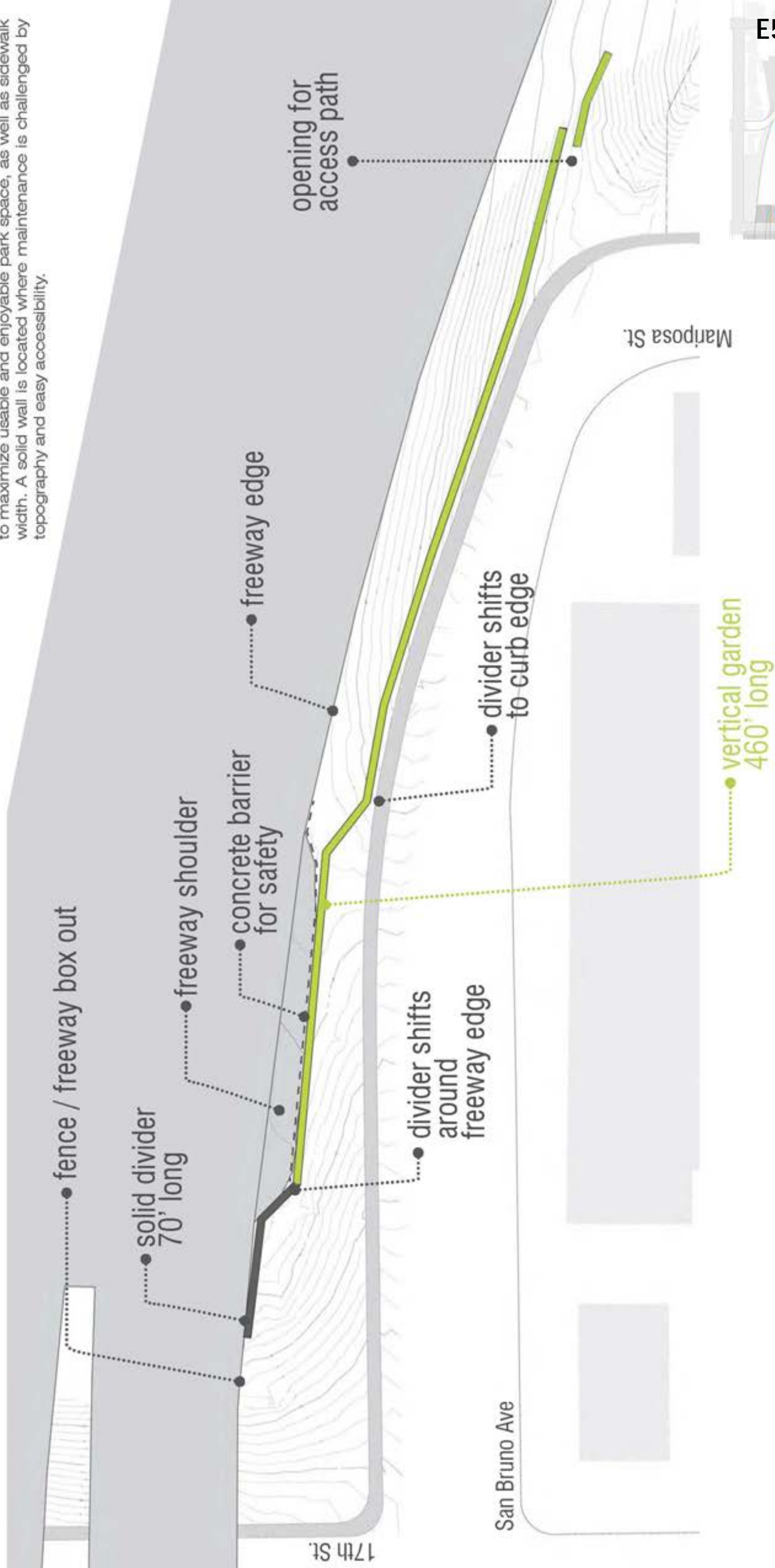
- 1) **Preserve the downtown view.**
- 2) **Block freeway traffic.**
- 3) **The existing foliage height is good for a future divider.**

(Illustrations from the focus group session are included in the appendix.) A **vertical garden** is proposed as the divider between the park and freeway. It would maximize usable and enjoyable park space, create habitat for pollinator species, and create an opportunity for community involvement through planting.



Divider Placement & Type

The identified divider placement would maximize usable park space. It shifts around the existing freeway shoulder and to the curb edge to fit into the site topography. The divider would be a combination of a Vertical Garden and a Solid Wall. The vertical garden is located to maximize usable and enjoyable park space, as well as sidewalk width. A solid wall is located where maintenance is challenged by topography and easy accessibility.



Alternative Vertical Garden: materials

A vertical garden has characteristics more conducive to creating an enjoyable and usable park. These include flexibility, pier footings, diverse plantings, spray paint deterrent, coconut husk/geotextile, unique, aesthetically attractive, pollinator habitat, community planting opportunity, and sound absorption.



2' wide



9' tall

Alternative Vertical Garden: planted

A vertical garden has characteristics more conducive to creating an enjoyable and usable park. These include flexibility, pier footings, diverse plantings, spray paint deterrent, coconut husk/geotextile, unique, aesthetically attractive, pollinator habitat, community planting opportunity, and sound absorption.



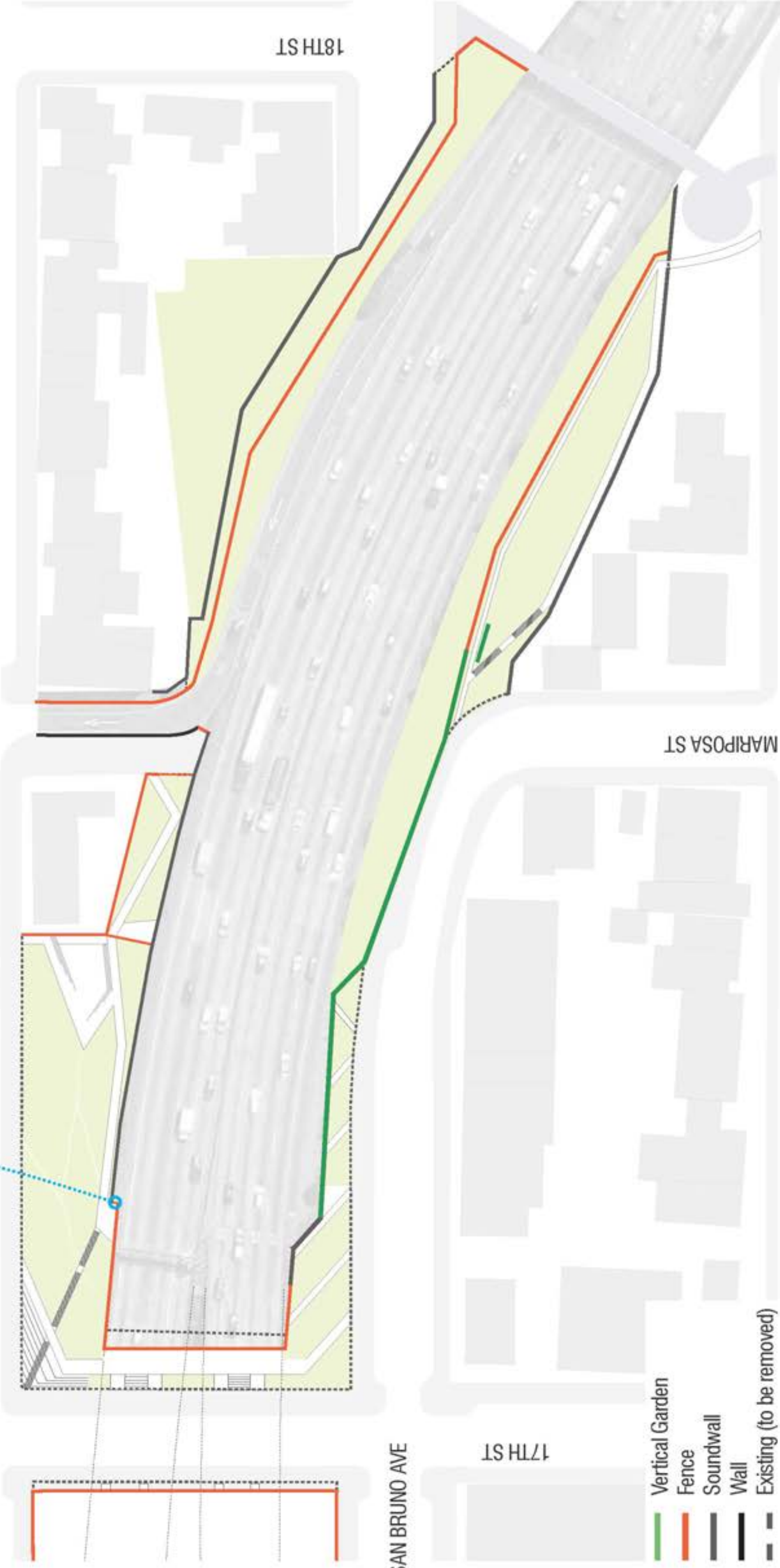
Vertical Garden



Proposed Boundary

VERMONT ST

• art installation



18TH ST

MARIPOSA ST

SAN BRUNO AVE

17TH ST

UTAH ST

- Vertical Garden
- Fence
- Soundwall
- Wall
- Existing (to be removed)



THE LOOP



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**Prop AA Vehicle Registration Fee
Project Information Form**

| | |
|--|---|
| Project Name: | Muni Metro Station Enhancements Phase 1 & 2 |
| Implementing Agency: | San Francisco Municipal Transportation Agency |
| Project Location: | SFMTA Muni Metro Stations: Embarcadero, Montgomery, Powell, Civic Center, Van Ness, Church, Castro, Forest Hill and West Portal |
| Supervisory District(s): | Districts 6, 7 and 8 |
| Project Manager: | Roger Nguyen |
| Phone Number: | 415-701-4312 |
| Email: | Roger.Nguyen@sfmta.com |
| Brief Project Description for MyStreetSF (50 words max): | The Muni Metro Station Enhancements project will improve existing station amenities such as lighting, signage, seating and accessibility improvements in order to improve safety, customer comfort and the quality of the passenger experience at the nine major Metro stations. This grant request is to finance signage improvements and upgrade architectural and lighting amenities at all nine Metro stations. |
| Detailed Scope (may attach Word document): Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Please describe how this project was prioritized. Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project. | <p>The project will be implemented in two phases:</p> <ul style="list-style-type: none"> -Phase 1 is the initial implementation of wayfinding signage throughout all nine stations and architectural/lighting upgrades at two stations. -Phase 2 will complete architectural/lighting upgrades for the remaining seven stations. <p>See attached Word document for more details</p> |
| Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans, etc.). | SFMTA is continually receiving and evaluating customer feedback on vehicle and station needs and improvements. The 2016 Muni Ridership Survey showed that the fourth highest concern of respondents was better vehicle and station cleanliness. One of the top customer complaints is the lack of seating at Muni stops and stations, which this project will address. Feedback and leveraging from MTC and BART's extensive outreach for wayfinding signage standards will be used as a basis to do additional outreach on signage content and seating design. |
| Partner Agencies: Please list partner agencies and identify a staff contact at each agency. | Not Applicable |
| Type of Environmental Clearance Required: | CEQA CE |

| Project Delivery Milestones | Status | Work | Start Date | | End Date | |
|--|------------|-------------------------------|------------|---------------|----------|---------------|
| | % Complete | In-house, Contracted, or Both | Quarter | Calendar Year | Quarter | Calendar Year |
| Planning/Conceptual Engineering (typically 30% design) | 50% | Both | Oct-Dec | 2016 | Jan-Mar | 2017 |
| Environmental Studies (PA&ED) | 0% | In-House | Oct-Dec | 2016 | Jan-Mar | 2017 |
| Design Engineering (PS&E) | 0% | Both | Apr-Jun | 2017 | Oct-Dec | 2017 |
| Right-of-way | | | | | | |
| Advertise Construction | 0% | | Jan-Mar | 2018 | | |
| Start Construction (e.g. Award Contract) | 0% | Both | Jan-Mar | 2018 | | |
| Open for Use (Phase 1) | | | | | Oct-Dec | 2019 |
| Open for Use (Phase 2) | | | | | TBD | 2022 |

*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.



**Prop AA Vehicle Registration Fee
Project Information Form**

Project Name: Muni Metro Station Enhancements Phase 1 & 2

| PROJECT COST ESTIMATE | Funding Source by Phase | | | | | |
|---------------------------------|-------------------------|---------------------|--------------------|------------|--------------------|-------------------------|
| | Phase | Cost | Prop AA | Prop K | Other | Source of Cost Estimate |
| Planning/Conceptual Engineering | | \$287,000 | N/A | | \$287,000 | SFMTA |
| Environmental Studies (PA&ED) | | \$0 | N/A | | | |
| Design Engineering (PS&E) | | \$1,807,582 | \$715,316 | | \$1,092,266 | SFMTA |
| Right-of-way | | \$0 | N/A | | | |
| Construction | | \$13,274,425 | \$5,253,099 | | \$8,021,326 | SFMTA |
| TOTAL PROJECT COST | | \$15,369,007 | \$5,968,415 | \$0 | \$9,400,592 | |

Percent of Total 39% 0% 61%

PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)*

| | 17/18 | 18/19 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24 | Total |
|-----------------------------|--------------------|--------------------|------------------|--------------------|--------------------|------------|------------|--------------------|
| Design Engineering (PS&E) | | | | | | | | \$0 |
| Construction | \$1,232,658 | \$1,232,658 | \$600,000 | \$1,650,000 | \$1,253,099 | | | \$5,968,415 |
| TOTAL BY FISCAL YEAR | \$1,232,658 | \$1,232,658 | \$600,000 | \$1,650,000 | \$1,253,099 | \$0 | \$0 | \$5,968,415 |

*The 2017 Strategic Plan will program funds in FYs 2017/18 to 2021/22. Cash flow can extend beyond this period.

FUNDING PLAN FOR DESIGN AND CONSTRUCTION PHASES - ALL SOURCES

| Funding Source | Planned | Programmed | Allocated | TOTAL |
|----------------------------------|---------------------|--------------------|------------------|---------------------|
| Prop AA | \$5,968,415 | | | \$5,968,415 |
| Caltrans-PTMISEA (IBond)-FY14 | | | \$287,000 | \$287,000 |
| CCSF-IPIC (Market Octavia)-FY 19 | | \$2,448,670 | | \$2,448,670 |
| TBD | \$6,664,922 | | | \$6,664,922 |
| TOTAL | \$12,633,337 | \$2,448,670 | \$287,000 | \$15,369,007 |

| Desired Prop AA Programming Year |
|----------------------------------|
| Fiscal Year 2017/18 |

Comments/Concerns

TBD fund sources may include: developer funding from the HUB project, SFMTA Revenue Bonds, Prop B General Fund Setaside, Prop A GO Bond (2014).

Muni Metro Station Enhancements Scope Prop AA FY17-22 Application

Contents

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| 4. Seating..... | 5 |
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| Prop AA’s Screening and Prioritization Criteria | 10 |



Background

The San Francisco Municipal Transportation Agency's (SFMTA) Muni transit system consists of a dense, multi-modal network of train, bus and streetcar service that connects San Francisco's diverse neighborhoods. Muni's 24-hour transit system has over 725,000 daily boardings. With an average weekday ridership of more than 170,000 boardings on fixed route transit in 2016, Muni Metro is the United States' third-busiest light rail system after Boston and Los Angeles, operating a fleet of 149 light rail vehicles (LRVs).

One of the SFMTA's key initiatives, Muni Forward, is focused on investing in lines that carry over 70% of customers. These lines form the backbone of the Muni system and are known as the Rapid Network. Muni's Rapid Network is prioritized for enhancements that focus on making it easier, safer and more comfortable for San Franciscans to get around the city. With over 170,000 people relying on our Muni Metro service every day, these lines are a critical component of the Rapid Network and each Metro line is slated for major capital investments that will improve travel time and reliability.

The light-rail system connects to the city's nine major Muni Metro stations from downtown to West Portal. The nine Muni Metro stations serve as the city's highest ridership corridor, welcoming over 87,000 people daily, approximately 12% of the daily ridership.

With the exception of Forest Hill Station, the Muni Metro subway system was built in 1980 and consists of nine subway stations: Embarcadero, Montgomery, Powell, Civic Center, Van Ness, Church, Castro, Forest Hill and West Portal. Four downtown stations (Embarcadero, Montgomery, Powell and Civic Center) are shared with BART.

Existing Conditions

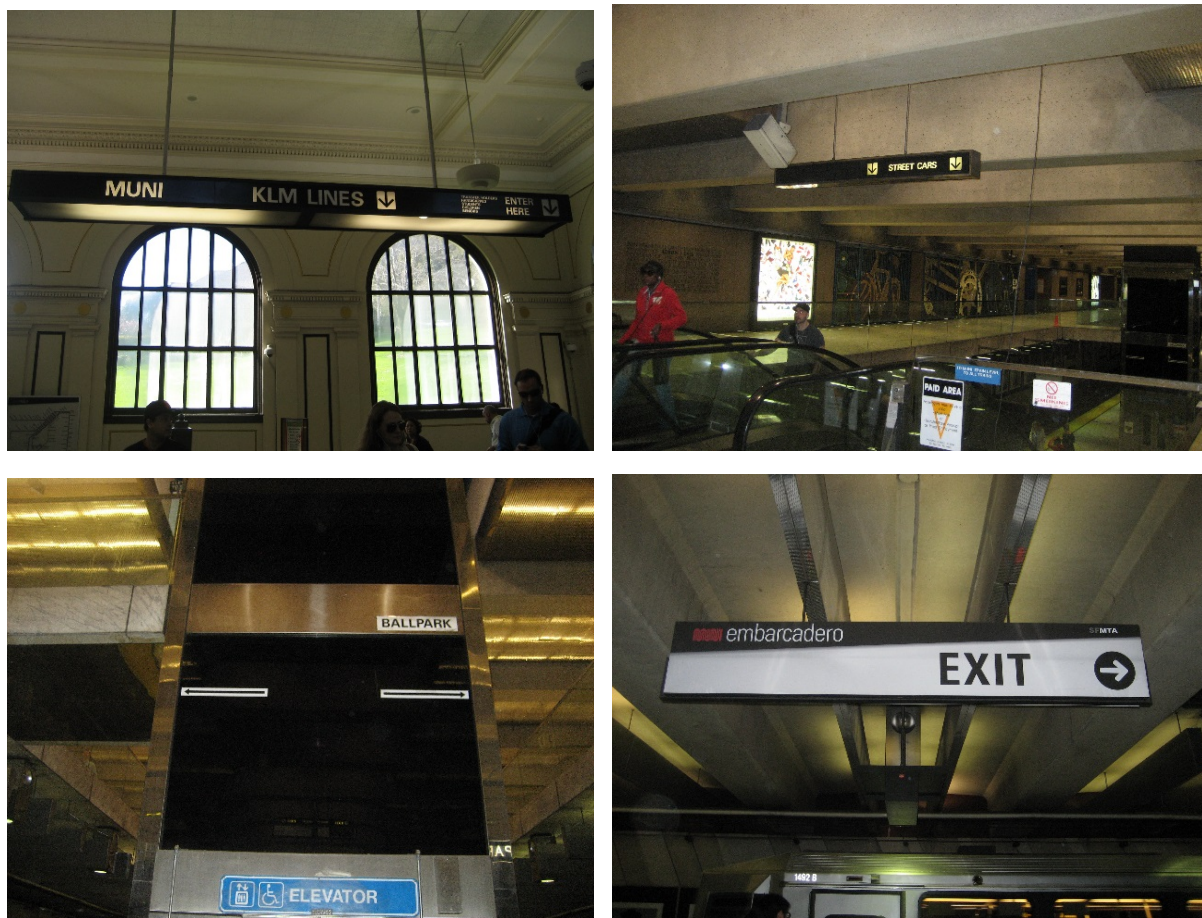
Basic amenities at the stations include digital voice announcement systems, vehicle arrival times, limited platform seating, limited lighting and accessible elevators from platform to street level.

Few capital improvements to improve customer amenities have been made since the stations opened nearly 40 years ago. The proposed project will improve customer experience through improved station amenities such as improved travel information, wayfinding, cleanliness and safety. Project improvements will include station signage, lighting, station state of good repair, seating and accessibility.

1. Station Signage

87,000 daily customers rely on wayfinding and customer information at stations to plan the next trip decision. However, SFMTA has only been able to make very limited investments in station signage at these Muni Metro stations. Old and outdated station signage has been accumulating for decades leaving stations with cluttered and incorrect information. Signage content is also not consistent at these stations and does not conform to current MTC Wayfinding Signage standards. Finally, station wayfinding is limited and does not provide destination information at decision points.

Figure 1: Examples of Various Signs, Signage Materials



2. Lighting

Subway platforms are dark and many fixtures are not in a state of good repair. Lighting levels and fixtures also vary too widely at each station.

Figure 2: Examples of Low Lighting, Old Fixtures



3. State of Good Repair Upgrades

Each station has a unique design and varying materials for flooring, walls and acoustics. Acoustic panels are placed intermittently between lighting fixtures and these panels are past their useful lives and need to be replaced.

Figure 3: Examples of Acoustic Panels, Lack of Cleanliness



4. Seating

Adequate platform seating is lacking at several stations, particularly at the five stations west of Civic Center. Additional seating at transit stops is one of the top requests from our customers. Adding new seating will greatly improve the customer experience while waiting for trains.

Project Scope

The 2016 Muni Ridership Survey revealed that over 70% of customers are satisfied with service and is the highest satisfaction rating in agency history. However, the survey also revealed that customers want Muni to prioritize vehicle and station cleanliness. This is a result of very limited investments in customer amenities since these stations opened in 1980.

The Muni Metro Station Enhancement Project will address customer survey responses as well as SFMTA’s customer comfort initiative to greatly improve customer experience by providing better travel information, improved wayfinding, cleaner stations and safety improvements. This project will also provide tangible and highly visible benefits for our passengers. These improvements are detailed in the table below that lists the various treatments for each station.

Additionally, these enhancements will compliment other ongoing work in the subway including the track replacement project between the Castro and West Portal stations as well as the train communication improvement projects.

Table 1: Project Scope by Station

| Station | Level | Signage | Lighting | State of Good Repair Upgrades | Seating | Accessibility |
|--------------|---------------------|---------|----------|-------------------------------|---------|---------------|
| Embarcadero | Platform | X | X | X | | |
| Montgomery | Platform | X | X | X | | X |
| Powell | Platform | X | X | X | | X |
| Civic Center | Platform | X | X | X | | X |
| Van Ness | Mezzanine, Platform | X | X | X | X | X |
| Church | Mezzanine, Platform | X | X | X | X | |
| Castro | Mezzanine, Platform | X | X | X | X | X |
| Forest Hill | Mezzanine, Platform | X | X | X | X | X |
| West Portal | Platform | X | X | X | X | |

Project Scope Categories

Table 2 lists the scope of each category.

Table 2: Category Details

| | |
|----------------------|---|
| Signage | Upgrade and replace existing station signage. In recent years, BART implemented new signage using the MTC Signage Standards and has improved its customer information on the mezzanine and platforms. This project will leverage BART's efforts and will also use MTC standards to implement new signage. The new signs are back-lit, legible and provide helpful destination information for customers at key decision points within stations. |
| Lighting | Upgrade existing ceiling lights to energy-efficient LED fixtures that improve visibility and safety and also add directional lighting for advertisement panels on perimeter walls. |
| State of Good Repair | Repair and replace wall and floor tiles and acoustical panels to improve safety and cleanliness. |
| Seating | Add additional platform seating. |
| Accessibility | Update handrails to required standards. |

Project Scope Timeline

The project will be implemented in two phases:

Phase 1 is the initial implementation of wayfinding signage throughout all nine stations and architectural/lighting upgrades at two stations.

Phase 2 will complete architectural/lighting upgrades for the remaining seven stations.

With improved wayfinding and customer comfort, these enhancements will greatly increase the general safety of the stations as well as the customer's travel experience while using Muni Metro services.

The following are examples of how some stations may look with improved signage and lighting. These examples demonstrate how signage will appear at the platforms and indicate direction and exit guidance as well as the destinations of stairs and escalators.

Figure 4: Mock-Up of Platform Signage, Improved Lighting



Figure 5: Mock-Up of Platform Exit Wayfinding Signage



Figure 6: Mock-Up of Station Legibility at Platform



Prop AA's Project Scope and Screening Criteria

Total project cost is approximately \$15.2 million. Requested Prop AA funds will support Phase 1 that includes the installation of wayfinding signage at all metro stations and lighting and architectural upgrades at two stations.

We are currently working on Conceptual Engineering and will be completed during the first quarter of 2017. The current CE work will also determine which two stations will be scheduled for lighting and architectural improvements during Phase 1. These two stations will likely be one shared BART-Muni station and one Muni-only station. Determining factors for station selection will include relative need, constructability, and customer service impacts.

The Conceptual Design Team is also concurrently completing the environmental review process and is requesting a categorical exemption due to the limited scope of the project. Community outreach is also planned during the Conceptual Design Stage to obtain preliminary feedback on signage content and seating designs.

Coordination with Other City Projects in Area

The Muni Metro Station Enhancements Project (MMSEP) leverages State of Good Repair upgrades concurrent with Twin Peaks Tunnel Project construction times to do more work while trains are out of service. Down time for additional capital and planning projects like the Market Street Hub Project at the Van Ness Station will also be used to complete project work. The project will also supplement and build on \$2.5 million of Development Impact Fees being used to fund Muni Forward improvements at the Church and Van Ness Stations. Finally, the MMSEP will complement and enhance previous changes BART has made to wayfinding signage at the Mezzanine Levels at the Montgomery, Powell, and Civic Center stations.

Prop AA's Screening and Prioritization Criteria

The Muni Metro Station Enhancements Project addresses the criteria for the Transit Reliability & Mobility Improvements Category in the following ways:

- Includes improvements that promote transportation system connectivity, reliability, and accessibility;
- Focuses on the highest ridership corridor (all Muni Metro stations);
- Implements capital improvements at transit stations and improves travel information, and wayfinding;
- Focuses funding strictly on detailed design and construction;
- Invests in Muni Metro stations that are the heart of the Muni Forward Rapid Network.