



Memorandum

Date: 06.15.16 **RE:** Citizens Advisory Committee
June 22, 2016

To: Citizens Advisory Committee

From: Anna LaForte – Deputy Director for Policy and Programming *all*

Subject: **ACTION** – Adopt a Motion of Support for Allocation of \$45,417,062 in Prop K Funds and \$141,794 in Prop AA Funds, with Conditions, for Eleven Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules, and a Commitment to Allocate \$3,810,006 in Prop K funds

Summary

As summarized in Attachments 1 and 2, we have eleven requests totaling \$45,558,856 in Prop K and Prop AA funds to present to the Citizens Advisory Committee. The San Francisco Municipal Transportation Agency (SFMTA) has requested \$27.3 million in Prop K funds to leverage over \$258 million in federal, state, and local funds for construction of Van Ness Improvements including bus rapid transit (BRT). This project includes a suite of improvements to enable BRT service to start in spring 2019. The SFMTA is requesting \$4.1 million for a major rehabilitation of the light rail track and infrastructure in Muni's Twin Peaks Tunnel (Castro to West Portal Stations) which will improve travel time and reliability on the K, L, and M lines. The SFMTA is requesting the annual Prop K contribution for paratransit operations which is slightly higher than in past years due to the increased cost of services under a new contract. The SFMTA is requesting Prop K funds for four street improvement projects including: \$1.7 million for six new traffic signals and two flashing beacons, \$150,000 for bicycle facility maintenance, \$213,525 for evaluation of local traffic calming applications, and \$260,000 for the planning phase to identify preferred designs for the Bosworth/Arlington and Bosworth/Lyell intersections. The SFMTA is requesting \$100,000 in Neighborhood Transportation Improvement Program (NTIP) funds to study the potential reconfiguration of West Side transit routes including but not limited to the 66-Quintara line to improve access to transit hubs. Finally, the SFMTA is requesting \$1.4 million in Prop K and \$141,794 in Prop AA funds for traffic signals upgrades at seven locations on Webster Street. San Francisco Public Works is requesting \$5,278 in Prop K funds to match a federal grant for design of a multi-use trail on Great Highway between Sloat and Skyline and \$30,000 in NTIP funds for construction of South Park Traffic Calming.

BACKGROUND

We have received eleven requests for a total of \$45,417,062 in Prop K and Prop AA funds to present to the Citizens Advisory Committee (CAC) at its June 22, 2016 meeting, for potential Board approval on July 26, 2016. As shown in Attachment 1, the requests come from the following Prop K and Prop AA categories:

- Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network
- Guideways – SFMTA
- Paratransit
- Great Highway Erosion Repair

- New Signals & Signs
- Signals & Signs
- Pedestrian and Bicycle Facility Maintenance
- Traffic Calming
- Transportation/Land Use Coordination
- Prop AA Pedestrian Safety

Transportation Authority Board adoption of a Prop K or Prop AA 5-Year Prioritization Program (5YPP) is a prerequisite for allocation of funds from programmatic categories.

DISCUSSION

The purpose of this memorandum is to present eleven Prop K requests totaling \$45,417,062 and one Prop AA request for \$141,794 to the CAC and to seek a motion of support to allocate the funds as requested. Attachment 1 summarizes the requests, including information on proposed leveraging (i.e. stretching Prop K dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 provides a brief description of each project. A detailed scope, schedule, budget and funding plan for each project are included in the enclosed Allocation Request Forms.

Staff Recommendation: Attachment 3 summarizes the staff recommendations for the requests, highlighting special conditions and other items of interest.

Transportation Authority staff and project sponsors will attend the CAC meeting to provide brief presentations on some of the specific requests and to respond to any questions that the CAC may have.

ALTERNATIVES

1. Adopt a motion of support for the allocation of \$45,417,062 in Prop K Funds and \$141,794 in Prop AA funds, with conditions, for eleven requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, and a commitment to allocate \$3,550,887 in Prop K funds, as requested.
2. Adopt a motion of support for the allocation of \$45,417,062 in Prop K Funds and \$141,794 in Prop AA funds, with conditions, for eleven requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, and a commitment to allocate \$3,550,887 in Prop K funds, with modifications.
3. Defer action, pending additional information or further staff analysis.

FINANCIAL IMPACTS

This action would allocate \$45,417,062 in Fiscal Year (FY) 2016/17 Prop K sales tax funds and \$141,794 in FY 2016/17 Prop AA vehicle registration funds, with conditions, for eleven requests. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Attachment 4, Prop K/Prop AA Allocation Summaries – FY 2016/17, shows the total approved FY 2016/17 allocations and appropriations to date for both programs, with associated annual cash flow commitments as well as the recommended allocations and cash flows that are the subject of this memorandum. The impact of the proposed Prop K Strategic Plan amendment to advance funds for Paratransit for FYs 2016/17 through 2018/19 would be an estimated \$488,452 in additional financing

costs, less than 0.01% of projected financing costs over the 30-year life of the Expenditure Plan.

Sufficient funds are included in the adopted FY 2016/17 budget to accommodate the recommendation actions. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

RECOMMENDATION

Adopt a motion of support for the allocation of \$45,417,062 in Prop K Funds and \$141,794 in Prop AA funds, with conditions, for eleven requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, and a commitment to allocate \$3,550,887 in Prop K funds.

Attachments (5):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K Allocation Summary – FY 2016/17
5. Ocean Beach Master Plan Project Descriptions

Enclosure:

Prop K/Prop AA Allocation Request Forms (11)

Attachment 1: Summary of Applications Received

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District
							Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	1, 22M	SFMTA	Van Ness Improvements Including Bus Rapid Transit	\$ 27,257,930		\$ 285,459,151	79%	90%	Construction	2, 3, 5, 6
Prop K	22M	SFMTA	Twin Peaks Tunnel Trackway Improvements	\$ 4,149,113		\$ 48,576,567	78%	91%	Construction	8
Prop K	23	SFMTA	Paratransit	\$ 10,193,010		\$ 25,887,191	27%	61%	Operations	Citywide
Prop K	26	SFPW	South Ocean Beach Multi-Use Trail	\$ 5,278		\$ 326,810	86%	98%	Design	7
Prop K	31	SFMTA	New Traffic Signals Contract 63	\$ 1,700,000		\$ 2,056,000	26%	17%	Construction	1, 3, 6, 7, 8
Prop K, Prop AA	33, Ped	SFMTA	Webster Street Pedestrian Signals	\$ 1,358,206	\$ 141,794	\$ 1,500,000	41%	0%	Construction	2,5
Prop K	37	SFMTA	Bicycle Facility Maintenance	\$ 150,000		\$ 150,000	48%	0%	Construction	Citywide
Prop K	38	SFMTA	Local-Track Application-Based Traffic Calming Program	\$ 213,525		\$ 213,525	51%	0%	Planning	Citywide
Prop K	38	SFMTA	Glen Park Phase 2	\$ 260,000		\$ 260,000	51%	0%	Planning	8
Prop K	38	SFPW	South Park Traffic Calming [NTIP Capital]	\$ 30,000		\$ 2,950,000	51%	99%	Construction	6
Prop K	44	SFMTA	66-Quintara Reconfiguration Study [NTIP Planning]	\$ 100,000		\$ 100,000	40%	0%	Planning	4
TOTAL				\$ 45,417,062	\$ 141,794	\$ 367,479,244	74%	88%		

Footnotes

¹ "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2014 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2012 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit).

² Acronyms: SFMTA (San Francisco Municipal Transportation Agency), SFPW (San Francisco Public Works)

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

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

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
1, 22M	SFMTA	Van Ness Improvements Including Bus Rapid Transit	\$ 27,257,930	\$ -	<p>Prop K funds will leverage over \$258 million in federal, state and local funds to fully fund the construction phase of Van Ness Improvements. The project consists of several elements, including: Bus Rapid Transit (BRT) dedicated bus lanes, low floor boarding, consolidated transit stops, high-quality stations, fewer left-turn pockets, pedestrian safety enhancements, on platform fare payment, and improved streetscape and lighting (funded through this request); Overhead Contact System upgrade for trolley buses (funded through this request); SFgo traffic signal optimization and transit signal priority (funded through a prior Prop K request); Public Utilities Commission (PUC) sewer, water, lighting and green infrastructure; Auxiliary Water Supply System, street resurfacing, and Muni Forward-related pedestrian improvements. The project will be delivered using the Construction Manager/General Contractor (CMGC) delivery method. Van Ness BRT service is scheduled to open for use by March 2019.</p>
22M	SFMTA	Twin Peaks Tunnel Trackway Improvements	\$ 4,149,113	\$ -	<p>Requested funds will leverage over \$40 million in federal and other local funds for the construction phase to bring the light rail infrastructure in Muni's Twin Peaks Tunnel (Castro to West Portal Stations) into a state of good repair and improve on-time performance and reliability. The project will decrease travel time per passenger by 2.8 minutes for the 40,000 average daily passengers on the K, L, and M lines. Work will be performed at night over 21 weekends starting in Summer 2016. The tunnel will be closed on weekends when construction is scheduled, with MTA providing a bus bridge for affected stations. SFMTA anticipates the project will be complete by September 2017.</p>

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
23	SFMTA	Paratransit	\$ 10,193,010	\$ -	<p>Funds will provide over 39% of the cost of the Paratransit broker contract in FY 2016/17. The contract includes procuring and managing subcontracts with paratransit service providers, monitoring service quality and client interface, administering client eligibility, managing the sale of fare instruments, and acting as the principal customer service representative on behalf of the SFMTA. The FY 2016/17 Paratransit program budget represents a 15% cost increase over the previous year based on the new 5-year broker contract that includes increased salaries and benefits for service provider personnel, with additional future year increases. The contract also continues the higher level of service for group van passengers initiated in FY 2015/16.</p>
26	SFPW	South Ocean Beach Multi-Use Trail	\$ 5,278	\$ -	<p>Funds will provide the local match to a Federal Land Access Program grant for the design phase of a multi-use trail between on the Great Highway between Sloat and Skyline. The project will remove asphalt from the existing southbound lanes, except for a 12-foot section to be used for a shared-use path. The project also includes a 6-foot wide crusher fines (gravel) path, a 50-space parking lot, and revegetating the area with native plants. The project is being coordinated with SFPW's Great Highway Restoration project. The multi-use trail is expected to be open for use by March 2019.</p>
31	SFMTA	New Traffic Signals Contract 63	\$ 1,700,000	\$ -	<p>Funds will be used for the construction phase of six new traffic signals and two new flashing beacons at eight unsignalized intersections. The project includes pedestrian countdown signals and accessible (audible) pedestrian signals, controllers, conduit, wiring, poles, and curb ramps. Locations are shown on page 2 of the enclosed allocation request form. The SFMTA anticipates that construction will be complete by September 2017.</p>

Attachment 2: Brief Project Descriptions¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
33, Ped	SFMTA	Webster Street Pedestrian Signals	\$ 1,358,206	\$ 141,794	This project would upgrade existing traffic signals at 7 locations on Webster Street, a WalkFirst High-Injury Corridor. Intersections include Webster at McAllister, Golden Gate, Turk, Eddy, Post, Sutter, and California. The scope includes new poles, mast arms and larger signal heads to improve visibility of the vehicle signals, pedestrian countdown signals and accessible (audible) pedestrian signals. Construction would begin in early 2017 and be complete in Fall 2017.
37	SFMTA	Bicycle Facility Maintenance	\$ 150,000	\$ -	This project would maintain existing bicycle facilities, focusing on restriping, including green bike lanes and bike boxes, and replacing delineator posts. Potential locations include Market Street between 8th and 9th Streets, The Wiggle bike route, Monterey Boulevard, Cesar Chavez, and the 14th and Folsom Streets intersection. Construction would begin in Fall 2016 and be completed by early 2018.
38	SFMTA	Local-Track Application-Based Traffic Calming Program	\$ 213,525	\$ -	Funds will be used for the planning and conceptual engineering phase of the FY 2016/17 program, including community outreach, evaluation and prioritization of up to 100 applications; and conceptual design and project development for up to 50 locations including balloting, legislation, and public hearing to approve the devices. SFMTA anticipates evaluating applications following the August 1, 2016 deadline and notifying residents of the status by January 2017. Design of the recommended devices, most of which are anticipated to be speed humps, is expected to be completed by June 2017. The detail design of complex measures and construction phase would be funded through a future Prop K request and occur July-December 2017.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
38	SFMTA	Glen Park Phase 2	\$ 260,000	\$ -	Funds will be used for the planning phase of pedestrian and traffic calming improvements near the Glen Park BART Station, as recommended in the Glen Park Community Plan (2009). In April 2016, SFMTA completed Phase 1 of the recommended improvements, including bulb-outs, signalized left-turn pockets, a transit shelter, street lighting and landscaping at Bosworth/Diamond. For Phase 2, SFMTA will consider crossing safety improvements at Bosworth/Arlington and Bosworth/Lyell. This planning phase will include community outreach, feasibility analysis, and preliminary engineering, as well as a design survey to inform feasibility of potential solutions, with a goal to have preferred designs by late 2018 that can then move on to final design and construction.
38	SFPW	South Park Traffic Calming [NTIP Capital]	\$ 30,000	\$ -	Neighborhood Transportation Improvement Program (NTIP) funds will be used for construction of traffic calming elements of the South Park Improvements project, a major renovation of the park. Traffic calming improvements will include sidewalk bulb-outs and stamped asphalt at the crosswalks into the park. These features will provide visual and textural cues signifying the presence of the park's crosswalks to drivers, many of whom turn into South Park as a short cut to the Bay Bridge. SFPW expects to complete construction by December 31, 2016.
44	SFMTA	66-Quintara Reconfiguration Study [NTIP Planning]	\$ 100,000	\$ -	Requested fund will be used to evaluate viable reconfiguration options for the 66-Quintara, an underutilized Muni route on the West Side, and potentially other routes (23-Monterey, 48-Quintara, and the 57-Parkmerced) to improve route performance and strengthen the West Side's access to transit hubs. This study advances recommendations from the Transportation Authority's Westside Transit Access Study (2016). SFMTA will work closely with the district supervisor's offices and community stakeholders. The final report is expected to be complete by August 2017.
TOTAL			\$ 45,417,062	\$ 141,794	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendation
1, 22M	SFMTA	Van Ness Improvements Including Bus Rapid Transit	\$ 27,257,930	\$ -	The recommended allocation is contingent upon SFMTA providing certification of full funding for the project. As of 06.16.16, the estimated \$61 million in SFPUC funds are not yet committed to the project.
22M	SFMTA	Twin Peaks Tunnel Trackway Improvements	\$ 4,149,113	\$ -	Commitment to Allocate: The recommendation includes a commitment to allocate \$3,550,887 in FY 2017/18 Prop K funds. 5YPP Amendment: The recommended allocation is contingent upon a concurrent Muni Guideways 5YPP amendment to utilize placeholder funds for this project. See attached 5YPP amendment for details.
23	SFMTA	Paratransit	\$ 10,193,010	\$ -	Strategic Plan Amendment: The recommended allocation is contingent upon a Prop K Strategic Plan amendment to advance programming in the Paratransit category from FY 2025/26 to meet the higher annual cost of the new paratransit broker contract beginning July 1, 2016. This amendment would advance \$523,010 per year for the next three years (FYs 2016/17 - 2018/19) to provide the Prop K amount for the contract through the 2018 Strategic Plan update. See attached Strategic Plan amendment for details.
26	SFPW	South Ocean Beach Multi-Use Trail	\$ 5,278	\$ -	5YPP Amendment: The recommended allocation is contingent upon a 5YPP amendment to the Great Highway Erosion Repair category, to reprogram \$264,397 from the Great Highway Restoration to the subject project (\$5,278 for design and \$259,119 for construction). See attached 5YPP amendment for details. Commitment to Allocate: Recommendation includes a commitment to allocate Prop K funds to provide the local match to the federal grant for the construction phase of the project.
31	SFMTA	New Traffic Signals Contract 63	\$ 1,700,000	\$ -	5YPP Amendment: The recommended allocation is contingent upon a concurrent New Signals and Signs 5YPP amendment to reprogram \$200,000 from projects completed under budget. See attached 5YPP amendment for details.
33, Ped	SFMTA	Webster Street Pedestrian Signals	\$ 1,358,206	\$ 141,794	Prop K 5YPP and Prop AA Strategic Plan Amendments: Recommendation is contingent upon concurrent amendments to the Prop K 5YPP Signals and Signs category and the Prop AA Strategic Plan to reprogram a total of \$1.4 million in funds from projects completed under budget or with other funding sources, to the subject project. See attached 5YPP and Strategic Plan amendments for details.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendation
37	SFMTA	Bicycle Facility Maintenance	\$ 150,000	\$ -	
38	SFMTA	Local-Track Application-Based Traffic Calming Program	\$ 213,525	\$ -	
38	SFMTA	Glen Park Phase 2	\$ 260,000	\$ -	5YPP Amendment: The recommended allocation is contingent upon a concurrent 5YPP amendment to re-program \$260,000 in funds from Howard Streetscape Improvement to the subject project. See attached 5YPP amendment for details.
38	SFPW	South Park Traffic Calming [NTIP Capital]	\$ 30,000	\$ -	
44	SFMTA	66-Quintara Reconfiguration Study [NTIP Planning]	\$ 100,000	\$ -	
TOTAL			\$ 45,417,062	\$ 141,794	

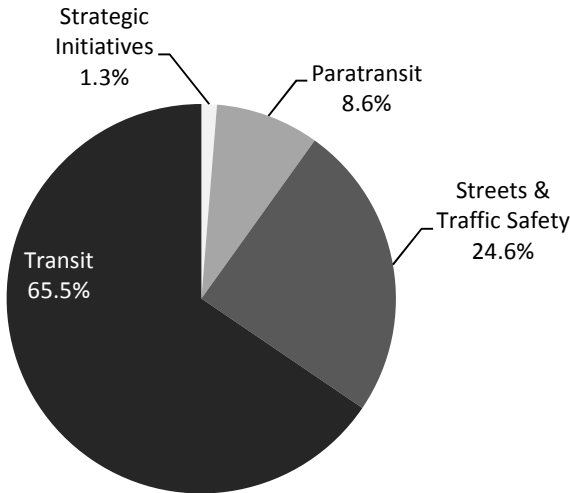
¹ See Attachment 1 for footnotes.

**Attachment 4.
Prop K Allocation Summary - FY 2016/17**

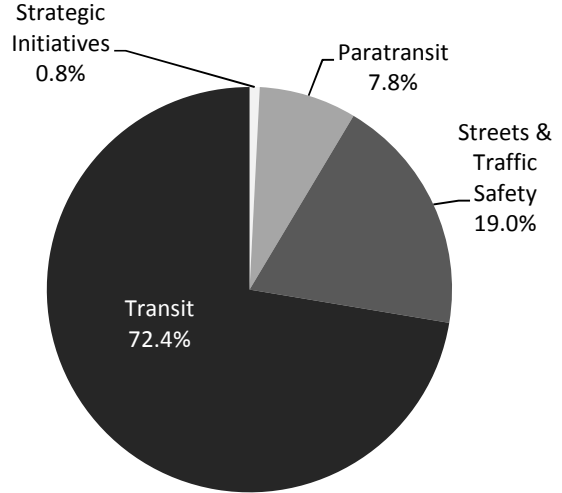
PROP K SALES TAX						
		CASH FLOW				
	Total	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21
Prior Allocations	\$ 6,079,645	\$ 4,610,189	\$ 1,469,456	\$ -	\$ -	\$ -
Current Request(s)	\$ 45,417,062	\$ 25,587,609	\$ 10,683,477	\$ 9,145,976	\$ -	\$ -
New Total Allocations	\$ 51,496,707	\$ 30,197,798	\$ 12,152,933	\$ 9,145,976	\$ -	\$ -

The above table shows maximum annual cash flow for all FY 2015/16 allocations approved to date, along with the current recommended

Investment Commitments, per Prop K Expenditure Plan



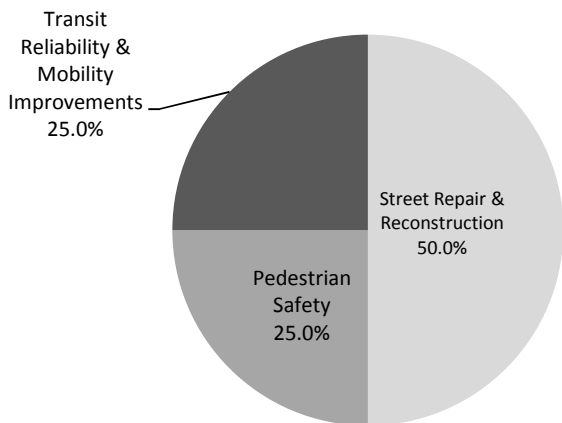
Prop K Investments To Date



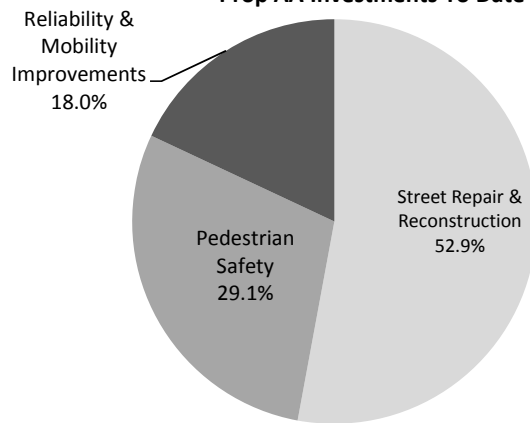
PROP AA VEHICLE REGISTRATION FEE						
	Total	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21
Prior Allocations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Current Request(s)	\$ 141,794	\$ 141,794	\$ -	\$ -	\$ -	\$ -
New Total Allocations	\$ 141,794	\$ 141,794	\$ -	\$ -	\$ -	\$ -

The above table shows total cash flow for all FY 2015/16 allocations approved to date, along with the current recommended allocation(s).

Investment Commitments, per Prop AA Expenditure Plan



Prop AA Investments To Date

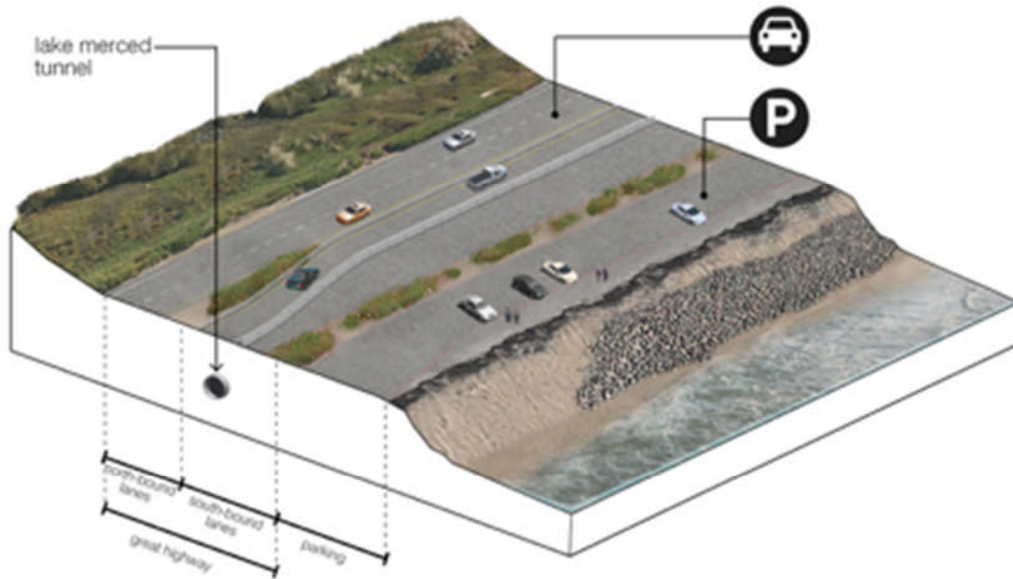


Ocean Beach Master Plan:

Introduction:

The narrowing and eventual closure of the Great Highway South of Sloat Boulevard is fundamental to implementing the long-term coastal adaptation strategies recommended in the Ocean Beach Master Plan ("Master Plan"). The Master Plan recommends a vision for adapting to chronic coastal erosion, which will increase with sea-level rise, while protecting critical wastewater infrastructure and enhancing coastal access and ecological functions.

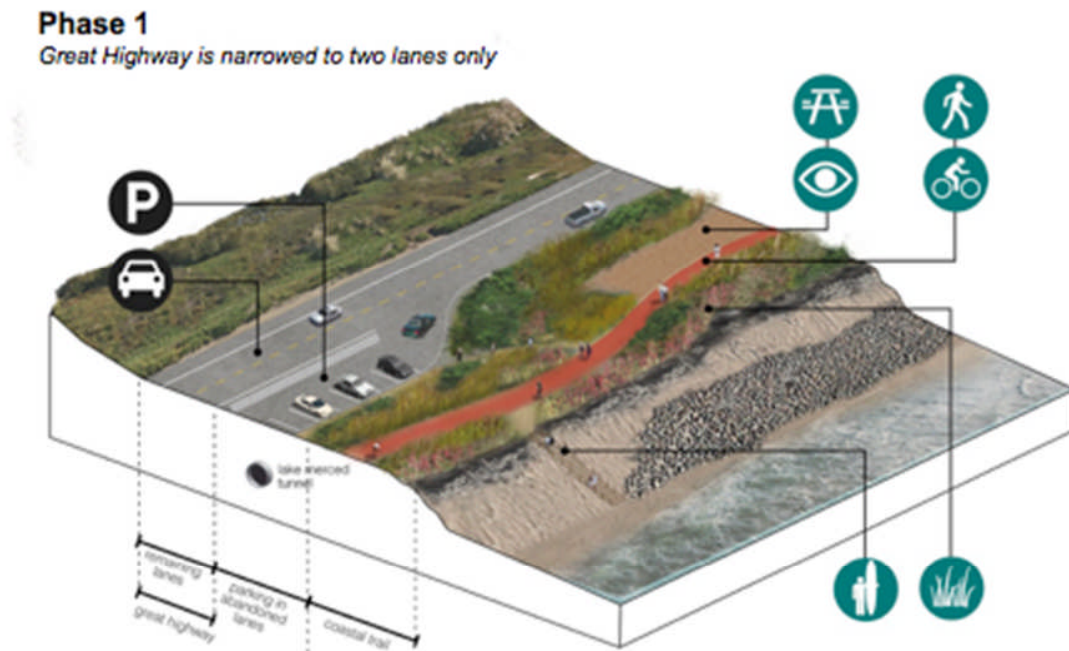
Current Condition



South Ocean Beach Plan:

Phase ONE (1)

Narrowing the Great Highway to two lanes ("Phase 1") will provide an interim condition with less exposure to coastal hazards. It maintains vehicular access but begins to shift auto circulation toward other facilities. It creates the space for safer coastal access parking and a multi-use pathway (already funded by a Federal grant) taking advantage of the vacated southbound lanes. The signalization of the Great Hwy/Skyline intersection will allow safe pedestrian and bicycle crossing to the Lake Merced trail system. These improvements will close a significant gap in the California Coastal trail, connect Fort Funston and Lake Merced into a continuous, connected park and trail network, and relocate coastal access facilities away from eroding bluffs.

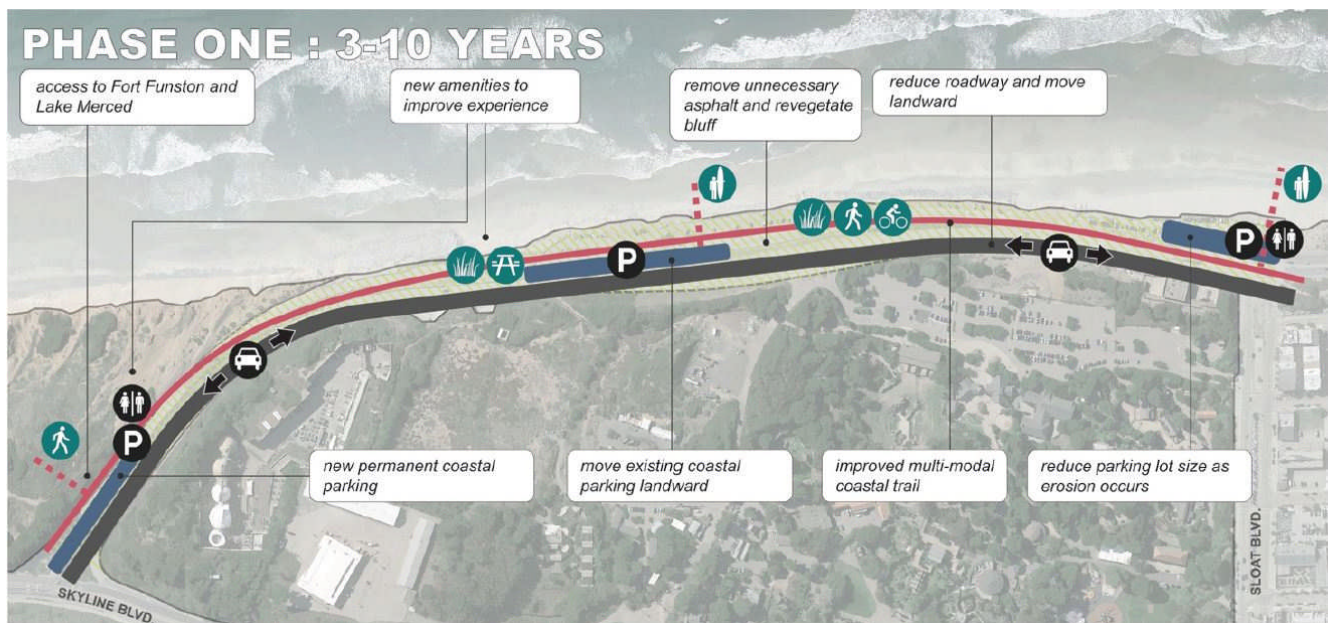


Phase ONE (1)

Driver: Recreation and Park (RPD) – multi-modal coastal trail
Public Works (DPW) – roadway narrowing

Primary Elements:

- Narrow roadway from 4 to 2 lanes from Sloat to Skyline including transition from 4 to 2 lanes north of Sloat.
- New signal for Skyline/Great Highway intersection.
- Intersection design at Skyline/Great Highway.
- Create new multi-use path along top of bluff between Sloat and Skyline.
- Add trail access to Fort Funston.
- Add new parking on Great Highway at Skyline. (needs further discussion)
- Reduce parking at North Parking Lot as erosion continues.

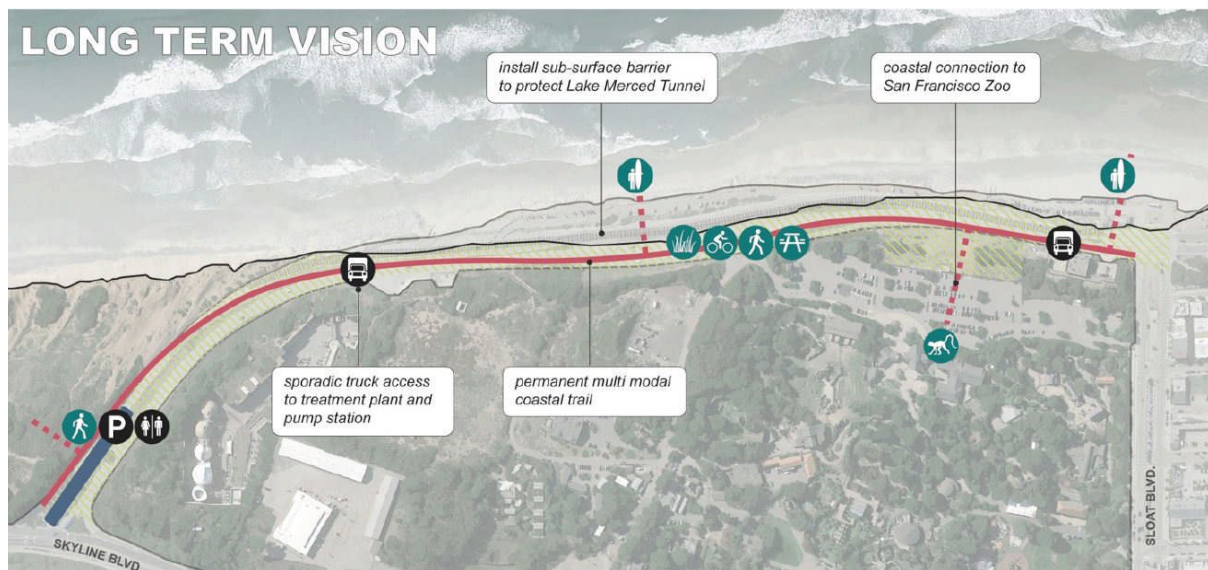


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South Ocean Beach Plan:

Phase TWO (2)

Phase two improvements will result in closure of Great Highway south of Sloat Boulevard, coordinated with 1) roadway and intersection improvements to Sloat and Skyline Boulevards, and 2) the implementation of shoreline protections to protect the Lake Merced Tunnel, a wastewater storage and transport facility under the Great Highway.



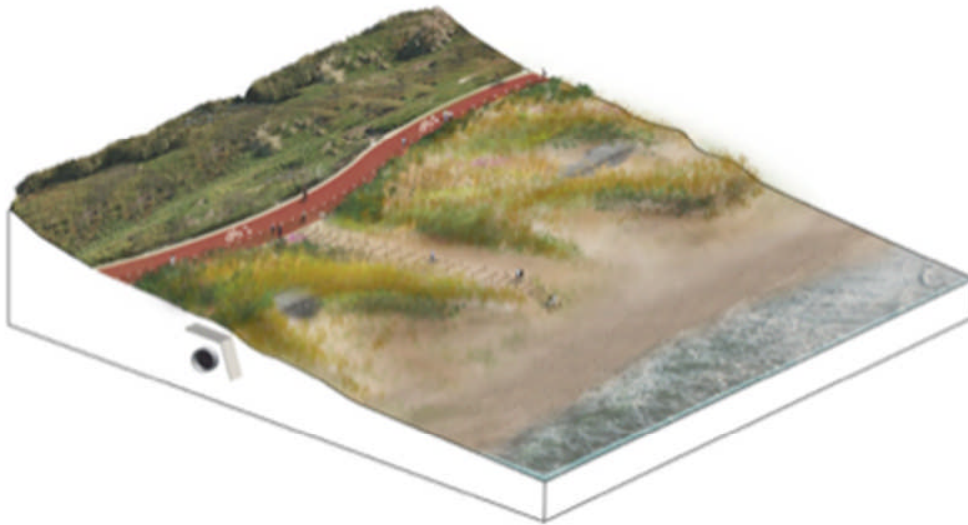
Phase TWO (2)

Driver: Public Utilities Commission (PUC)

Primary Elements:

- PUC fortifies coast between Lake Merced and Sloat with a subsurface barrier to protect Lake Merced Tunnel.
- Close remaining Great Highway vehicular lanes and reroute all north-south traffic to Skyline and Sloat.
- Skyline/Great Highway intersection redesigned as a simple signalized “T” intersection.
- Sloat/Skyline intersection redesigned as a roundabout.
- Great Highway/Sloat intersection redesigned to a turn.
- Create new multi-use path and utility road along bluff top between Sloat and Skyline after fortification completed.
- Remove south and north parking lots.
- Add new parking on Great Highway at Skyline.

phase 2+, road closed



South of Sloat (typical)

The roadway and intersection improvements will be developed, reviewed and implemented by SFMTA. The coastal protections are being developed by SFPUC in close consultation with the California Coastal Commission. They are part of an adaptive coastal management strategy, based on the Master Plan that includes a multi-objective combination of managed retreat, beach nourishment, and low-profile protective structures. Structures would be installed from above to limit disturbance, with a target construction date of 2021. The full closure of the Great Highway would correspond to the implementation of this project, allowing the restoration of ecologically beneficial surface conditions, the installation of a roadless coastal trail, and the removal of existing boulder revetments from the beach.

These actions, taken together, provide an adaptive, incremental process for the implementation of the Ocean Beach Master plan vision.