

## BICYCLE CIRCULATION AND SAFETY

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Prepared for the San Francisco County Transportation Authority

By San Francisco Municipal Transportation Agency

In Coordination with Bay Area Rapid Transit, Department of Public Works, and Peninsula  
Corridor Joint Powers Board



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## Eligibility

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

“Programmatic improvements to the transportation system to enhance its usability and safety for bicycles. Infrastructure improvements on the citywide bicycle network, such as new bike lanes and paths. Bicycle parking facilities such as bike racks and lockers. Support for bicycle outreach and education programs. Improvements must be consistent with the city’s bicycle plan. The first \$27.6M is Priority 1. The next \$2.4M is Priority 2 and the remainder is Priority 3. Includes project development and capital costs. Sponsoring Agencies: DPT, DPW, BART, PCJPB. Total Funding: \$77.6; Prop K: \$56.0M.”

DPT stands for Department of Parking and Traffic, DPW stands for Department of Public Works, and BART stands for Bay Area Rapid Transit. DPT is now under the San Francisco Municipal Transportation Agency (SFMTA).

## Prioritization Criteria

One of the key required elements of the 5YPPs is a transparent process for how projects get selected. Prop K requires at a minimum that each category include prioritization criteria that address project readiness, community support, and relative level of need or urgency. For the 2014 5YPP update, the Citizens Advisory Committee requested that the Transportation Authority and project sponsors develop a user-friendly, transparent scoring table that could apply to all 5YPPs, and that the scoring prioritize safety and

community input highly. For the 2019 5YPP update, the prioritization criteria and scoring are unchanged.

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

The Expenditure Plan also requires consideration of geographic equity in terms of project distribution that takes into account the various needs of San Francisco’s neighborhoods. The projects proposed for this category are primarily focused on infrastructure to improve bicycling safety and comfort on corridors across the city. The proposed project list also includes safety, education, and outreach projects that affect San Francisco citywide. The SFMTA will work to ensure geographic equity when selecting locations for these activities, including promotions and bike safety education classes. In addition, the SFMTA’s outreach campaigns will consider proactive outreach to communities of concern and other communities traditionally underrepresented in bicycling.

**Stretching Your Prop K Sales Tax Dollars Farther**

Leveraging Prop K funds against non-Prop K fund sources (e.g., federal, state, other local funds) is necessary to fully fund the Expenditure Plan projects and programs. For the Bicycle Circulation/ Safety category, the Prop K Expenditure Plan assumes that every \$1 of sales tax revenue spent would leverage about \$0.39 in non-Prop K funds. The table below compares Prop K Expenditure Plan assumptions with proposed leveraging in the 2019 5-year project lists.

**Table 1. Prop K Leveraging<sup>1</sup>**

Category	Expected Leveraging (Non-Prop K Funds)	Proposed Leveraging (Non-Prop K Funds)
Bicycle Circulation and Safety	28%	68%

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

This category includes a placeholder for NTIP projects that is not reflected in the proposed leveraging calculation. The actual leveraging will be known once NTIP projects are identified and prioritized for these funds. Prop K funding for this category is expected to run out in the 2019 5YPP period.

**Performance Measures**

Prop K requires the establishment of performance measures for each programmatic category in the Expenditure Plan. The intent is to demonstrate the system performance benefits of sales tax projects (e.g. reduced transit travel time), to ensure funds are being used cost effectively, and to inform allocation of Prop K funds and programming and

prioritization of other funds by the Transportation Authority (e.g. Transportation Fund for Clean Air, Prop AA Vehicle Registration Fee funds).

The goal of programming projects within this category is to enhance the usability and safety the transportation system for bicyclists. The performance measures that can be applied to completed projects in this category are as follows:

- Bicycle Ridership (manual and automated counts, change in mode share over time)
- Bicycle Safety (collisions/trip)
- Outreach and education projects must include evaluation components, including measures such as number of class participants and pre/post surveys to gauge information learned.
- Number of miles of safety treatments installed on the High Injury Network, or that provide alternatives to riding on specific High Injury Network streets.
- Percentage of safety treatment miles installed in Communities of Concern

**Table 2. Project Delivery Snapshot  
Bicycle Circulation and Safety**

5-Year Prioritization Program (5YPP) Period *	Programmed (Available for Allocation)	Total Allocated as of 7/24/2018	% Allocated
2005 5YPP (FY 2004/05-2008/09)	\$ 3,772,573	\$ 2,995,817	79%
2009 5YPP (FY 2009/10-2013/14)	\$ 5,414,419	\$ 4,731,821	87%
2014 5YPP (FYs 2014/15 - 2018/19) as of 7/24/2018	\$ 7,490,485	\$ 3,053,861	41%
<b>Total</b>		\$ 10,781,499	

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

Table below shows percent complete as reported by project sponsors in July 2018.

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

Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Allocated (as of July 2018)	% Complete (as July 2018)
SFMTA	2004/05	Bicycle Projects and Programs - Various Locations	Environmental	\$ 575,965	100%
SFMTA	2004/05	Market Street Bike Lanes Construction	Construction	\$ 17,971	100%
SFMTA	2005/06	Bicycle Projects and Programs - various locations	Environmental	\$ 314,586	100%
SFMTA	2005/06	2nd 5th Townsend Bike Lanes	Environmental	\$ 94,600	100%
SFMTA	2005/06	Bicycle Projects - Market Street	Construction	\$ 42,595	100%
SFMTA	2005/06	Bicycle Projects - The Wiggle	Construction	\$ 25,064	100%
SFMTA	2006/07	Geary Corridor Bicycle Network Review	Environmental	\$ 16,300	100%
SFMTA	2006/07	Bicycle Report Card	Environmental	\$ 126,218	100%
SFMTA	2006/07	Bicycle Safety Program	Construction	\$ 216,761	100%
SFMTA	2006/07	Bicycle Safety Outreach Program (7122R)	Construction	\$ 196,073	100%
SFMTA	2006/07	Point Lobos Ave, The Great Highway to El Camino Del Mar	Design	\$ 10,944	100%
SFMTA	2006/07	Improve Bicycle Access to 16th Street BART Station	Environmental	\$ 9,992	100%
SFMTA	2006/07	Illinois Street Bike Lane, 16th Street to Islais Creek	Design	\$ 4,217	100%
SFMTA	2006/07	Fremont Street Bike Lane, Folsom to Harrison Streets	Environmental	\$ 7,429	100%
SFMTA	2006/07	Market Street Bike Lane, Octavia Boulevard to 17th Street	Design	\$ 32,594	100%
SFMTA	2006/07	Buckingham Way / 19th Avenue Bikeway Improvements	Design	\$ 25,842	100%
SFMTA	2006/07	Laguna Honda Boulevard Bike Lane, Plaza to Dewey Boulevard	Design	\$ 23,676	100%

**Table 2. Project Delivery Snapshot  
Bicycle Circulation and Safety**

Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Allocated (as of July 2018)	% Complete (as July 2018)
SFMTA	2006/07	Geary Corridor Bicycle Network Review	Environmental	\$ 4,295	100%
PCJPB	2006/07	Caltrain 4th & King San Francisco Bicycle Storage Facility	Operations	\$ 38,182	100%
SFMTA	2007/08	Cesar Chavez Bicycle Improvements, Sanchez to US-101 (8118S)	Design	\$ 65,100	100%
SFMTA	2007/08	Division Street Bicycle Improvements, 9th to 11th	Design	\$ 9,439	100%
SFMTA	2007/08	Holloway Avenue Bike Boulevard, Lee Ave to Varela Ave	Design	\$ 13,122	100%
SFMTA	2007/08	Lee Avenue Bike Lanes, Holloway Ave to Ocean Ave	Design	\$ 16,629	100%
SFMTA	2007/08	Masonic Avenue Bike Lane, Fell St to Geary Blvd	Design	\$ 35,025	100%
SFMTA	2007/08	Portola Drive Bike Lanes, O'Shaughnessy Blvd to Sloat Blvd	Design	\$ 17,997	100%
SFMTA	2007/08	Potrero Avenue Bicycle Improvements, 17th to Division	Design	\$ 16,982	100%
SFMTA	2007/08	Sagamore and Sickles Streets Bike Lanes, Alemany to Brotherhood Way	Design	\$ 5,618	100%
SFMTA	2007/08	Bicycle Safety Program FY 2007/08	Construction	\$ 348,401	100%
SFMTA	2007/08	SF Bicycle Network Improvements-Local Match	Environmental	\$ 13,627	100%
DCP	2008/09	MEA Environmental Planner III Position	Environmental	\$ 152,949	100%
SFMTA	2008/09	Colored Bicycle Lane Experiment	Construction	\$ 188,351	100%
SFMTA	2008/09	Bike to Work Day 2009, 2010	Construction	\$ 153,739	100%
SFMTA	2008/09	Bicycle Safety Education Classes	Construction	\$ 111,573	100%
SFMTA	2008/09	Citywide Bicycle Counters	Construction	\$ 123,279	100%
SFMTA	2009/10	2nd Street Bike Lanes (\$15,000)	Planning	\$ 14,964	100%
SFMTA	2009/10	Phelan Avenue Bike Lanes (\$30,000)	Planning	\$ 30,000	100%
SFMTA	2009/10	Coordination (Glen Park, Marina and Innes)	Planning	\$ 14,337	100%
SFMTA	2009/10	Toolbox (\$86,000)	Planning	\$ 82,769	100%
SFMTA	2009/10	Green Wave and Back-in Angled Parking (\$14,000)	Construction	\$ 13,485	100%
SFMTA	2009/10	State of Cycling Report	Planning	\$ 131,325	100%
SFMTA	2010/11	Bicycle Safety Education Classes	Construction	\$ 33,217	100%
SFMTA	2010/11	Shared Roadway Bicycle Markings - Sharrow	Environmental	\$ 230,760	100%
SFMTA	2010/11	JFK Drive Parking-Buffered Bikeway	Construction	\$ 60,166	100%
SFMTA	2010/11	Bicycle Facility Implementation-John Muir Bike Lanes	Construction	\$ 115,079	100%
SFMTA	2010/11	Bicycle Facility Implementation-McCoppin Bikeway	Construction	\$ 24,579	100%

**Table 2. Project Delivery Snapshot  
Bicycle Circulation and Safety**

Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Allocated (as of July 2018)	% Complete (as July 2018)
SFMTA	2010/11	Bicycle Facility Implementation-Potrero Bike Lanes	Construction	\$ 29,903	100%
SFMTA	2010/11	Bicycle Safety, Education, and Outreach	Planning	\$ 71,278	100%
SFMTA	2010/11	Bike to Work Day 2011	Construction	\$ 79,912	100%
SFMTA	2010/11	Bicycle Facility Implementation 2-Alemany Boulevard Bike Lanes	Construction	\$ 47,223	100%
SFMTA	2010/11	Bicycle Facility Implementation 2-Portola Boulevard Bike Lanes	Construction	\$ 70,000	100%
SFMTA	2010/11	14th and Market Streets Curb Bulb	Design	\$ 25,527	100%
SFMTA	2010/11	23rd Street Bike Lanes Project	Construction	\$ 2,000	100%
SFMTA	2010/11	Bayshore Boulevard Bike Lanes Project	Construction	\$ 1,848	100%
SFMTA	2010/11	Holloway Avenue Bike Lanes Project	Construction	\$ 2,112	100%
SFMTA	2010/11	Portola Drive Bike Lanes Project	Construction	\$ 9,993	100%
SFMTA	2010/11	San Bruno Avenue Bike Lanes Project	Construction	\$ -	100%
SFPW	2010/11	Marina Green Bicycle Trail	Design	\$ 14,400	100%
BART	2011/12	Civic Center BART/Muni Bike Station	Design	\$ 66,083	100%
SFMTA	2011/12	Bicycle Parking	Environmental	\$ 121,150	100%
SFMTA	2011/12	Bicycle Safety Education Classes	Construction	\$ 130,000	100%
SFMTA	2011/12	Bike to Work Day 2012	Construction	\$ 100,000	100%
SFMTA	2011/12	Fell and Oak Bikeway Improvements - Planning and Environmental	Environmental	\$ 132,500	100%
SFMTA	2011/12	Fell and Oak Bikeway Improvements - Design	Design	\$ 32,499	100%
SFMTA	2011/12	Folsom Street Bicycle Lanes	Construction	\$ 27,000	100%
SFMTA	2011/12	JFK Drive Parking-Buffered Bikeway	Construction	\$ 354,972	100%
SFMTA	2011/12	Masonic Avenue Streetscape Improvements	Environmental	\$ 32,146	100%
SFMTA	2011/12	Cargo Way Cycletrack	Construction	\$ 94,000	100%
SFMTA	2011/12	Cesar Chavez St Bike Lanes, Kansas St to Pennsylvania St	Construction	\$ 107,304	100%
SFMTA	2011/12	Long-Term Bike Parking Storage Plan	Planning	\$ 45,000	100%
SFMTA	2011/12	2nd St Streetscape - Planning (EP 39 Bicycle Circulation/Safety)	Planning	\$ 20,000	100%
SFMTA	2011/12	2nd St Streetscape - Environmental	Environmental	\$ 28,127	100%



**Table 2. Project Delivery Snapshot  
Bicycle Circulation and Safety**

Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Allocated (as of July 2018)	% Complete (as July 2018)
SFMTA	2012/13	Regional Bicycle Share Pilot	Construction	\$ 200,000	100%
SFMTA	2012/13	Bicycle Green Wave - Planning	Planning	\$ 18,500	100%
SFMTA	2012/13	Bicycle Green Wave - Design Engineering	Design	\$ 52,600	100%
SFMTA	2012/13	Bike to Work Day 2013, 2014	Construction	\$ 162,000	100%
SFMTA	2012/13	Bicycle Safety & Outreach	Planning, Construct	\$ 128,007	100%
SFMTA	2012/13	Bicycle Safety Education Classes	Construction	\$ 175,000	100%
SFMTA	2012/13	Mansell Corridor Improvements (EP 39)	Planning	\$ 53,612	100%
SFMTA	2012/13	Bicycle Green Wave	Construction	\$ 52,340	100%
SFMTA	2012/13	Short-Term Bicycle Parking	Design	\$ 175,000	100%
SFMTA	2012/13	Polk Street Demonstration Project	Construction	\$ 65,000	100%
PCJPB	2012/13	SF Bicycle Parking Facility Capital Improvements	Construction	\$ 159,868	100%
BART	2013/14	Civic Center BART/Muni Bike Station	Construction	\$ 102,000	100%
SFMTA	2013/14	Automated Bicycle Counters Upgrade - Design	Design	\$ 12,100	100%
SFMTA	2013/14	Automated Bicycle Counters Upgrade - Construction	Construction	\$ 300,710	100%
SFMTA	2013/14	Citywide Bicycle Wayfinding Plan	Planning	\$ 32,000	100%
SFMTA	2013/14	Mansell Corridor Improvement Project - Environmental Studies - Bike Safety	Environmental	\$ 44,129	100%
SFMTA	2013/14	King Street Bicycle Lanes - Environmental	Environmental	\$ 4,924	100%
SFMTA	2013/14	King Street Bicycle Lanes - Design	Design	\$ 7,923	100%
SFMTA	2013/14	King Street Bicycle Lanes - Construction	Construction	\$ 16,574	100%
SFMTA	2013/14	Safe Streets Awareness & Communications Bridge Campaign - Planning	Planning	\$ 150,000	100%
SFMTA	2013/14	Bicycle & Pedestrian Projects - Speed & Volume Surveys (EP 39)	Planning	\$ 16,159	100%
SFMTA	2014/15	Shared Roadway Bicycle Markings (Sharrows) - Environmental, Design	Environmental, De	\$ 123,882	100%
SFMTA	2014/15	Shared Roadway Bicycle Markings (Sharrows) - Construction	Construction	\$ 126,251	100%
SFMTA	2014/15	Market Street Green Bike Lanes and Raised Cycletrack	Construction	\$ 758,400	100%
SFMTA	2014/15	Second Street Improvements [Vision Zero]	Construction	\$ 158,494	100%

**Table 2. Project Delivery Snapshot  
Bicycle Circulation and Safety**

Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Allocated (as of July 2018)	% Complete (as July 2018)
SFMTA	2014/15	5th Street Green Shared Roadway Markings (Sharrows) [Vision Zero]	Construction	\$ 72,390	100%
SFMTA	2014/15	7th Avenue and Lincoln Way Intersection Improvements (EP 39)	Construction	\$ 115,324	100%
SFMTA	2014/15	Bicycle Safety Education Classes	Construction	\$ 67,306	100%
SFMTA	2014/15	Bicycle Barometers	Design, Construction	\$ 79,492	100%
SFMTA	2014/15	Bike to Work Day 2015	Construction	\$ 65,000	100%
SFMTA	2014/15	Bike Strategy - Project Planning and Scoping	Planning	\$ 76,356	100%
SFMTA	2014/15	Bike Strategy - Conceptual Design	Planning	\$ 95,561	100%
SFMTA	2014/15	Cesar Chavez/Bayshore/Potrero Intersection Improvements [NTIP Capital] (EP 39)	Planning	\$ 44,686	100%
PCJPB	2014/15	San Francisco Bicycle Parking Facility Improvements - Supplemental Funds	Construction	\$ 13,136	100%
SFMTA	2015/16	Bicycle Wayfinding Signs	Design	\$ 173,000	100%
SFMTA	2015/16	Youth Bicycle Safety Education Classes	Construction	\$ 72,437	100%
SFMTA	2015/16	Golden Gate Avenue Buffered Bike Lane [NTIP Capital]	Construction	\$ 50,000	100%
SFMTA	2015/16	Arguello Boulevard Near-term Improvements [NTIP Capital] - Construction	Construction	\$ 78,310	100%
SFMTA	2016/17	Bike to Work Day 2017	Construction	\$ 38,475	100%
SFMTA	2017/18	Bike to Work Day 2018	Construction	\$ 38,475	100%
SFMTA	2017/18	Youth Bicycle Safety Education	Construction	\$ 117,243	100%

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

Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Allocated (as of July 2018)	% Complete (as July 2018)
SFMTA	2013/14	Safe Streets Awareness & Communications Bridge Campaign - Implementation	Construction	\$ 100,000	90%
SFMTA	2014/15	Twin Peaks Connectivity	Planning, Environment	\$ 23,000	60%
SFMTA	2015/16	Bicycle Wayfinding Signs	Construction	\$ 20,000	16%

**Table 2. Project Delivery Snapshot  
Bicycle Circulation and Safety**

Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Allocated (as of July 2018)	% Complete (as July 2018)
SFMTA	2015/16	Bicycle Safety Education and Outreach	Construction	\$ 170,000	75%
SFMTA	2016/17	Central Richmond Neighborhood	Planning	\$ 155,000	5%
SFPW	2016/17	Second Street Improvement - EP 39	Construction	\$ 110,000	65%
SFMTA	2017/18	Safe Streets Project Evaluation - Bicycle Safety	Planning	\$ 189,850	20%
SFMTA	2017/18	Valencia Street Bikeway Implementation Plan [NTIP Planning]	Planning	\$ 145,000	30%
SFPW	2017/18	Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection Improvements (The Hairball) [NTIP Capital] - EP-39	Construction	\$ 100,000	20%
SFMTA	2018/19	Arguello Boulevard Improvements [NTIP Capital]	Construction	\$ 70,700	0%

For more information about the projects funded by the Transportation Authority, as well as projects for which we help oversee in our role as the Congestion Management Agency for San Francisco, visit our interactive project map at [mystreetsf.sfta.org](http://mystreetsf.sfta.org).

Table 3 - Prioritization Criteria and Scoring Table  
Bicycle Circulation and Safety (EP 39)

	PROP K PROGRAM-WIDE CRITERIA			CATEGORY SPECIFIC CRITERIA				Total
	Project Readiness	Community Support	Time Sensitive Urgency	Safety	Provides Benefits to Multiple Users	Focus on Community of Concern	Leveraging	
<b>Total Possible Score</b>	4	3	3	3	3	2	2	20
<b>Bicycle Safety, Education and Outreach</b>								
Bike To Work Day Promotion	4	1	0	0	0	1	0	6
Bicycle Outreach and Education	4	2	0	2	0	2	0	10
<b>Total Possible Score</b>	4	3	3	3	3	2	2	20
<b>System Evaluation and Innovation</b>								
Safe Streets Evaluation	4	1	2	3	3	1	0	14
<b>Bicycle Network Expansion and Upgrades</b>								
Beale Street Bikeway	3	2	1	2	3	0	1	12
Cesar Chavez/Bayshore/Potrero Intersection Improvements (Hairball) Phase 2	4	3	3	3	2	2	2	19
Grove Street/Civic Center Improvements	2	2	0	2	3	2	1	12
Ocean Avenue Safety Improvements	1	3	0	2	3	2	2	13
Page Street Neighborhood (Webster to Stanyan)	2	2	0	2	3	1	1	11
The Embarcadero at Pier 39 / Fisherman's Wharf - Complete Street Improvements	3	2	0	2	3	2	2	14
Valencia Bikeway Improvements	2	2	1	2	2	2	2	13
Citywide Neighborhoods	<b>This is a placeholder. Project sponsor to score when a specific scope is identified.</b>							
<b>Bike Parking and Transit Access</b>								
Short-term Bike Parking	4	2	1	1	1	0	1	10
Caltrain Wayside Bike Parking Improvements	<b>This is a placeholder. Project sponsor to score when a specific scope is identified.</b>							

**Prioritization Criteria Definitions:**

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

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

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

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

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

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

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

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

**Focus on Community of Concern:** Project includes specific focus to target traditionally underrepresented groups in bicycling and communities of concern (e.g. multi-lingual materials/classes).

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

**Leveraging:** Project leverages non-Prop K funds.

**2019 Prop K 5-Year Prioritization Program - Program of Projects  
Bicycle Circulation and Safety Category (EP 39)  
Programming**

Agency	Project Name	Phase	Status	Total				
				2019/20	2020/21	2021/22	2022/23	2023/24
<b>Bicycle Safety, Education and Outreach</b>								
SFMTA	Bike To Work Day Promotion	CON	Planned	\$ 41,758				\$41,758
SFMTA	Bike To Work Day Promotion	CON	Planned	\$ 41,758				\$41,758
SFMTA	Bike To Work Day Promotion	CON	Planned			\$ 41,758		\$41,758
SFMTA	Bike To Work Day Promotion	CON	Planned				\$ 41,758	\$41,758
SFMTA	Bike To Work Day Promotion	CON	Planned					\$41,758
SFMTA	Bicycle Outreach and Education	CON	Planned	\$ 80,000				\$80,000
SFMTA	Bicycle Outreach and Education	CON	Planned	\$ 90,000				\$90,000
SFMTA	Bicycle Outreach and Education	CON	Planned			\$ 100,000		\$100,000
SFMTA	Bicycle Outreach and Education	CON	Planned				\$ 110,000	\$110,000
<b>System Evaluation and Innovation</b>								
SFMTA	Safe Streets Evaluation	PLAN/ CER	Planned	\$100,000				\$100,000
SFMTA	Safe Streets Evaluation	PLAN/ CER	Planned			\$100,000		\$100,000
<b>Bicycle Network Expansion and Upgrades</b>								
SFMTA	Beale Street Bikeway	CON	Planned	\$640,000				\$640,000
SFMTA	Cesar Chavez/ Bayshore/ Potrero Intersection Improvements (Hairball) Phase 2	PS&E	Planned	\$480,000				\$480,000
SFMTA	Grove Street/ Civic Center Improvements	PS&E	Planned	\$200,000				\$200,000
SFMTA	Grove Street/ Civic Center Improvements	CON	Planned			\$1,391,000		\$1,391,000
SFMTA	Ocean Avenue Safety Improvements	PS&E	Planned	\$900,000				\$900,000
SFMTA	Page Street Neighborhood (Webster to Stanyan)	PA&ED	Planned	\$110,000				\$110,000
SFMTA	Page Street Neighborhood (Webster to Stanyan)	PS&E	Planned		\$250,000			\$250,000
SFMTA	Page Street Neighborhood (Webster to Stanyan)	CON	Planned			\$1,210,000		\$1,210,000
SFMTA	The Embarcadero at Pier 39 / Fisherman's Wharf - Complete Street Improvements	PS&E	Planned		\$250,000			\$250,000
SFMTA	Valencia Street Protected Bike Lanes	PS&E	Planned		\$1,000,000			\$1,000,000
SFMTA	Citywide Neighborhoods	CON	Planned	\$750,000				\$750,000
SFMTA	Citywide Neighborhoods	CON	Planned		\$750,000			\$750,000
SFMTA	Citywide Neighborhoods	CON	Planned			\$750,000		\$750,000
SFMTA	Citywide Neighborhoods	CON	Planned				\$750,000	\$750,000
SFMTA	Citywide Neighborhoods	CON	Planned					\$750,000
SFMTA	Citywide Neighborhoods	CON	Planned					\$750,000
Any	NTIP Placeholder	ANY	Planned	\$1,000,000				\$1,000,000

Agency	Project Name	Phase	Status	Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
<b>Bike Parking and Transit Access</b>									
SFMTA	Short-term Bike Parking	PA&ED	Planned	\$398,000					\$398,000
SFMTA	Short-term Bike Parking	PA&ED	Planned		\$398,000				\$398,000
SFMTA	Short-term Bike Parking	PA&ED	Planned			\$398,000			\$398,000
SFMTA	Short-term Bike Parking	PA&ED	Planned				\$398,000		\$398,000
SFMTA	Short-term Bike Parking	PA&ED	Planned					\$398,000	\$398,000
PCJBP	Caltrain Wayside Bike Parking Improvements	PS&E	Planned	\$130,000					\$130,000
PCJBP	Caltrain Wayside Bike Parking Improvements	CON	Planned			\$670,000			\$670,000
<b>Funds Requested in 2019 5YPP</b>									
				\$4,829,758	\$2,779,758	\$4,660,758	\$1,299,758	\$1,189,758	\$14,759,790
<b>Funds Programmed in 2019 Strategic Plan Baseline</b>									
				\$770,000	\$1,017,109	\$1,059,925	\$1,102,105	\$1,145,134	\$5,094,273
<b>Cumulative Remaining Programming Capacity</b>									
				(\$4,230,045)	(\$5,992,694)	(\$9,593,527)	(\$9,791,180)	(\$9,835,804)	(\$9,835,804)

**2019 Prop K 5-Year Prioritization Program - Program of Projects  
Bicycle Circulation and Safety Category (EP 39)  
Cash Flow (Maximum Annual Reimbursement)**

Project Name	Phase	Year							Total
		2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	
<b>Bicycle Safety, Education and Outreach</b>									
Bike To Work Day Promotion	CON	\$41,758							\$41,758
Bike To Work Day Promotion	CON		\$41,758						\$41,758
Bike To Work Day Promotion	CON			\$41,758					\$41,758
Bike To Work Day Promotion	CON				\$41,758				\$41,758
Bike To Work Day Promotion	CON					\$41,758			\$41,758
Bicycle Outreach and Education	CON	\$80,000							\$80,000
Bicycle Outreach and Education	CON		\$90,000						\$90,000
Bicycle Outreach and Education	CON			\$100,000					\$100,000
Bicycle Outreach and Education	CON				\$110,000				\$110,000
<b>System Evaluation and Innovation</b>									
Safe Streets Evaluation	PLAN/ CER	\$ 50,000	\$ 50,000						\$100,000
Safe Streets Evaluation	PLAN/ CER			\$ 50,000	\$ 50,000				\$100,000
<b>Bicycle Network Expansion and Upgrades</b>									
Beale Street Bikeway	CON	\$320,000	\$320,000						\$640,000
Cesar Chavez/ Bayshore/Potrero Intersection Improvements (Hairball) Phase 2	PS&E	\$240,000		\$240,000					\$480,000
Grove Street/ Civic Center Improvements	PS&E	\$40,000	\$160,000						\$200,000
Grove Street/ Civic Center Improvements	CON			\$851,000	\$540,000				\$1,391,000
Ocean Avenue Safety Improvements	PS&E		\$700,000	\$200,000					\$900,000
Page Street Neighborhood (Webster to Stanyan)	PA&ED	\$ 10,000	\$ 100,000						\$110,000
Page Street Neighborhood (Webster to Stanyan)	PS&E		\$250,000						\$250,000
Page Street Neighborhood (Webster to Stanyan)	CON			\$1,210,000					\$1,210,000
The Embarcadero at Pier 39 / Fisherman's Wharf - Complete Street Improvements	PS&E		\$250,000						\$250,000
Valencia Street Protected Bike Lanes	PS&E	\$200,000	\$700,000	\$300,000					\$1,000,000
Citywide Neighborhoods	CON		\$550,000						\$750,000
Citywide Neighborhoods	CON			\$750,000					\$750,000
Citywide Neighborhoods	CON				\$750,000				\$750,000
Citywide Neighborhoods	CON					\$750,000			\$750,000
Citywide Neighborhoods	CON						\$750,000		\$750,000
NTTP Placcholder	ANY	\$500,000	\$500,000						\$1,000,000

Project Name	Phase	Total						
		2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
<b>Bike Parking and Transit Access</b>								
Short-term Bike Parking	PA&ED	\$398,000						\$398,000
Short-term Bike Parking	PA&ED		\$398,000					\$398,000
Short-term Bike Parking	PA&ED			\$398,000				\$398,000
Short-term Bike Parking	PA&ED				\$398,000			\$398,000
Short-term Bike Parking	PA&ED					\$398,000		\$398,000
Caltrain Wayside Bike Parking Improvements	PS&E	\$50,000	\$50,000	\$10,000	\$10,000	\$10,000		\$130,000
Caltrain Wayside Bike Parking Improvements	CON			\$70,000	\$200,000	\$200,000	\$200,000	\$670,000
<b>Cash Flow Requested in 2019 5YPP</b>								
		\$1,929,758	\$4,399,758	\$3,980,758	\$2,099,758	\$1,399,758	\$950,000	\$14,759,790
<b>Cash Flow in 2019 Strategic Plan Baseline<sup>1</sup></b>								
		\$995,028	\$1,017,109	\$1,059,925	\$1,102,105	\$1,145,134	\$0	\$5,319,301
<b>Cumulative Remaining Cash Flow Capacity</b>								
		(\$1,655,045)	(\$5,037,694)	(\$7,958,527)	(\$8,956,180)	(\$9,210,804)	(\$10,160,804)	(\$10,160,804)



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

<b>Prop K Project Information Form</b>	
<b>Project Name:</b>	Bike to Work Day
<b>Implementing Agency:</b>	San Francisco Municipal Transportation Agency
<b>Prop K Expenditure Plan Information</b>	
<b>Category:</b>	C. Street & Traffic Safety
<b>Subcategory:</b>	iv. Bicycle and Pedestrian Improvements
<b>EP Line (Primary):</b>	39-Bicycle Circulation/Safety
<b>Other EP Line Number/s:</b>	
<b>Fiscal Year of Allocation:</b>	2018/19, 2019/20, 2020/21, 2021/22, 2022/23, 2023/24
<b>Project Information</b>	
<b>Project Location:</b>	Citywide
<b>Supervisory District(s):</b>	Citywide
<b>Project Manager:</b>	John Knox White
<b>Phone Number:</b>	415.701.4473
<b>Email:</b>	<a href="mailto:John.KnoxWhite@sfmta.com">John.KnoxWhite@sfmta.com</a>
<b>Brief Project Description for MyStreetSF (80 words max):</b>	Bike to Work Day (BTWD) is an annual event that promotes cycling as a viable option for commuting to work. Prop K funds will be used for promotion of BTWD, as well as event-day services like energizer stations with educational materials and activities.
<b>Detailed Scope (may attach Word document):</b> Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>Bike to Work Day (BTWD) is an annual event that promotes cycling as a viable option for commuting to work or school. The event is held nationally on the third Friday of May, but is sponsored locally by public and private advocacy groups. In San Francisco, BTWD is often held on the second Thursday of May, with events being hosted by various groups to reward and celebrate participating bicycle commuters. Typical events include refreshment stations, bicycle repair clinics, and prize giveaways. The SFMTA's role has traditionally been to promote BTWD and to fund a contract to organize San Francisco's event.</p> <p>Prop K funds will be used to encourage increased bicycle ridership through the sponsorship of regional Bike To Work Day program in each year 2020 through 2024. SFMTA will work with the MTC's locally identified Bike To Work Day vendor to ensure that SFMTA and SFCTA are identified as major supporters of bicycling in San Francisco.</p>
<b>Prior Community Engagement/Support (may attach Word document):</b> 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).	
<b>Partner Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	
<b>Type of Environmental Clearance Required:</b>	
<b>Attachments:</b> Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	

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

**Comments/Concerns**



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

Project Name: Bike to Work Day

Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
	Planning/ Conceptual Engineering	\$ -	\$ -	\$ -
	Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
	Right of Way	\$ -	\$ -	\$ -
	Design Engineering (PS&E)	\$ -	\$ -	\$ -
	Construction	\$ 247,265	\$ 247,265	\$ -
	Operations (i.e. paratransit)	\$ -	\$ -	\$ -
	<b>Total Project Cost</b>	\$ 247,265	\$ 247,265	\$ -
	<b>Percent of Total</b>		<b>100%</b>	<b>0%</b>

Funding Plan - All Phases	Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)							
							Previous	2019/20	2020/21	2021/22	2022/23	2023/24	Cash Flow Total	
Prop K	39-Bicycle Circulation/Safety	Construction	Programmed	Previous	\$ 38,475	\$ 38,475	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 38,475
Prop K	39-Bicycle Circulation/Safety	Construction	Planned	2019/20	\$ 41,758	\$ -	\$ 41,758							\$ 41,758
Prop K	39-Bicycle Circulation/Safety	Construction	Planned	2020/21	\$ 41,758	\$ -	\$ 41,758							\$ 41,758
Prop K	39-Bicycle Circulation/Safety	Construction	Planned	2021/22	\$ 41,758	\$ -		\$ 41,758						\$ 41,758
Prop K	39-Bicycle Circulation/Safety	Construction	Planned	2022/23	\$ 41,758	\$ -			\$ 41,758					\$ 41,758
Prop K	39-Bicycle Circulation/Safety	Construction	Planned	2023/24	\$ 41,758	\$ -				\$ 41,758			\$ 41,758	\$ 41,758
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				<b>Total By Fiscal Year</b>	<b>\$ 247,265</b>	<b>\$ 38,475</b>	<b>\$ 41,758</b>	<b>\$ 41,758</b>	<b>\$ 41,758</b>	<b>\$ 41,758</b>	<b>\$ 41,758</b>	<b>\$ 41,758</b>	<b>\$ 41,758</b>	<b>\$ 247,265</b>

Comments

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

<b>Prop K Project Information Form</b>	
<b>Project Name:</b>	Bicycle Outreach and Education (e.g. classes and event tabling)
<b>Implementing Agency:</b>	San Francisco Municipal Transportation Agency
<b>Prop K Expenditure Plan Information</b>	
<b>Category:</b>	C. Street & Traffic Safety
<b>Subcategory:</b>	iv. Bicycle and Pedestrian Improvements
<b>EP Line (Primary):</b>	39-Bicycle Circulation/Safety
<b>Other EP Line Number/s:</b>	
<b>Fiscal Year of Allocation:</b>	2018/19, 2019/20, 2020/21, 2021/22, 2022/23, 2023/24
<b>Project Information</b>	
<b>Project Location:</b>	Citywide
<b>Supervisory District(s):</b>	Citywide
<b>Project Manager:</b>	John Knox White
<b>Phone Number:</b>	415.701.4473
<b>Email:</b>	<a href="mailto:John.KnoxWhite@sfmta.com">John.KnoxWhite@sfmta.com</a>
<b>Brief Project Description for MyStreetSF (80 words max):</b>	Provide encouragement and education in support of increasing the number of people who bicycle in San Francisco, and ensure the safe use of their apparatus
<b>Detailed Scope (may attach Word document):</b> Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	Provide encouragement and education in support of increasing the number of people who bicycle in San Francisco, and ensure the safe use of their apparatus. Based on the results of the evaluation of the current pilot program, continue implementation of the Bicycle Outreach and Education program outreach tabling activities at events and classes when the current pilot program ends in November 2018. Program focus and location selection will be based on the evaluation of the bicycle outreach and education pilot program. This program aims to increase the number of people bicycling in San Francisco and ensure that they are able to do so safely, both by understanding the rules of the road and expected bicycling behavior, but also with tips on how to keep themselves safe on streets with motor vehicles, even when they have the right-of-way. The outreach aspects of the program support the goal of supporting the use of bicycle facilities in the city and as a safety education program, this program directly supports Vision Zero.
<b>Prior Community Engagement/Support (may attach Word document):</b> 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).	
<b>Partner Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	
<b>Type of Environmental Clearance Required:</b>	
<b>Attachments:</b> Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No

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



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

**Comments/Concerns**

This is an annual program.



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

**Project Name:** Bicycle Outreach and Education (e.g. classes and event tabling)

Phase	Cost	Funding Source		
		Prop K	Other	
Planning/Conceptual Engineering	\$ -	\$ -	\$ -	\$ -
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -	\$ -
Design Engineering (PSS&H)	\$ -	\$ -	\$ -	\$ -
Construction	\$ 560,529	\$ 560,529	\$ -	\$ -
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	\$ -
<b>Total Project Cost</b>	\$ 560,529	\$ 560,529	\$ -	\$ -
<b>Percent of Total</b>		<b>100%</b>		<b>0%</b>

Funding Plan - All Phases											
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)					
						Previous	2019/20	2020/21	2021/22	2022/23	2023/24
Prop K	39-Bicycle Circulation/Safety	Construction	Allocated	Previous	\$ 90,529	\$ 90,529	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	39-Bicycle Circulation/Safety	Construction	Allocated	Previous	\$ 90,000	\$ 90,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	39-Bicycle Circulation/Safety	Construction	Planned	2019/20	\$ 80,000	\$ -	\$ 80,000	\$ -	\$ -	\$ -	\$ -
Prop K	39-Bicycle Circulation/Safety	Construction	Planned	2020/21	\$ 90,000	\$ -	\$ -	\$ 90,000	\$ -	\$ -	\$ -
Prop K	39-Bicycle Circulation/Safety	Construction	Planned	2021/22	\$ 100,000	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ -
Prop K	39-Bicycle Circulation/Safety	Construction	Planned	2022/23	\$ 110,000	\$ -	\$ -	\$ -	\$ -	\$ 110,000	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total By Fiscal Year</b>					\$ 560,529	\$ 180,529	\$ 80,000	\$ 90,000	\$ 100,000	\$ 110,000	\$ -

**Comments**

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



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

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

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

**Comments/Concerns**



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

**Project Name:** Safe Streets Evaluation

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

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

**Comments:**



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

<b>Prop K Project Information Form</b>	
<b>Project Name:</b>	Beale Street Bikeway
<b>Implementing Agency:</b>	San Francisco Municipal Transportation Agency
<b>Prop K Expenditure Plan Information</b>	
<b>Category:</b>	C. Street & Traffic Safety
<b>Subcategory:</b>	iv. Bicycle and Pedestrian Improvements
<b>EP Line (Primary):</b>	39-Bicycle Circulation/Safety
<b>Other EP Line Number/s:</b>	
<b>Fiscal Year of Allocation:</b>	2018/19, 2019/20
<b>Project Information</b>	
<b>Project Location:</b>	Beale Street adjacent to Transbay Transit Center
<b>Supervisory District(s):</b>	District 06
<b>Project Manager:</b>	Ian Trout/Mike Tamin
<b>Phone Number:</b>	701-4556
<b>Email:</b>	<a href="mailto:ian.trout@sfmta.com">ian.trout@sfmta.com</a>
<b>Brief Project Description for MyStreetSF (80 words max):</b>	Design and construct a two-way class IV bike facility between Market and Folsom Streets and Muni-only lane between Market and Natoma Streets. The project will also include dedicated southbound left turn pockets and signal phases at the intersections of Mission and Beale and Howard and Beale streets to facilitate the bike and pedestrian movements.
<b>Detailed Scope (may attach Word document):</b> Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	The project consists of parking and traffic modifications on Beale Street to construct a Muni-only lane between Market and Natoma Streets and a two-way class IV bike facility between Market and Folsom Streets. The project will also include dedicated southbound left turn pockets and signal phases at the intersections of Mission and Beale and Howard and Beale streets to facilitate the bike and pedestrian movements.
<b>Prior Community Engagement/Support (may attach Word document):</b> 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).	Corridor is included in improvements as outlined in the underway South Downtown Design and Activation Plan and completed Transit Center District Plan. The South Downtown Design and Activation Plan will provide a framework for designing, implementing and managing the public realm in the emergent neighborhood surrounding the Transbay Terminal and Rincon Hill. One of the opportunities of the South Downtown Design and Activation Plan is to design and implement modern bike facilities within the South Downtown.
<b>Partner Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	
<b>Type of Environmental Clearance Required:</b>	Categorically Exempt
<b>Attachments:</b> Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No



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

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

**Comments/Concerns**

Project includes combined Planning and PA&ED phases.



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

<b>Project Name:</b>	Beale Street Bikeway
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Project Cost Estimate	Phase	Cost	Funding Source		
			Prop K	Other	
	Planning/Conceptual Engineering	\$ -	\$ -	\$ -	-
	Environmental Studies (PA&ED)	\$ 370,000	\$ -	\$ 370,000	-
	Right of Way	\$ -	\$ -	\$ -	-
	Design Engineering (PS&E)	\$ 330,000	\$ 330,000	\$ -	-
	Construction	\$ 1,140,000	\$ 640,000	\$ 500,000	-
	Operations (i.e. paratransit)	\$ -	\$ -	\$ -	-
	<b>Total Project Cost</b>	\$ 1,840,000	\$ 970,000	\$ 870,000	
	<b>Percent of Total</b>		<b>53%</b>		<b>47%</b>

Funding Plan - All Phases		Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)									
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24
SFMTA Operating		Environmental Studies (PA&ED)	Allocated	Previous	\$ 30,000		\$ -	\$ -	\$ -	\$ -	\$ -
Prop A General Obligation Bond		Environmental Studies (PA&ED)	Programmed	Previous	\$ 340,000		\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	39-Bicycle Circulation/Safety	Design Engineering (PS&E)	Planned	Previous	\$ 330,000	\$ 66,000	\$ 264,000	\$ -	\$ -	\$ -	\$ -
Prop K	39-Bicycle Circulation/Safety	Construction	Planned	2019/20	\$ 640,000	\$ -	\$ 320,000	\$ 320,000	\$ -	\$ -	\$ -
State Transportation Development Act		Construction	Programmed	2019/20	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				<b>Total By Fiscal Year</b>	<b>\$ 1,840,000</b>	<b>\$ 66,000</b>	<b>\$ 584,000</b>	<b>\$ 320,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

<b>Comments</b>	
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**San Francisco County Transportation Authority  
Proposition K Sales Tax Program Project Information Form**



<b>Prop K Project Information Form</b>			
<b>Project Name:</b>	Cesar Chavez/Bayshore/Potrero Intersection Improvements (Hairball) Phase 2		
<b>Implementing Agency:</b>	San Francisco Municipal Transportation Agency		
<b>Prop K Expenditure Plan Information</b>			
<b>Category:</b>	C. Street & Traffic Safety		
<b>Subcategory:</b>	iv. Bicycle and Pedestrian Improvements		
<b>EP Line (Primary):</b>	39-Bicycle Circulation/Safety		
<b>Other EP Line Number/s:</b>			
<b>Fiscal Year of Allocation:</b>	2019/20		
<b>Project Information</b>			
<b>Project Location:</b>	Cesar Chavez/Potrero/Bayshore intersection.		
<b>Supervisory District(s):</b>	District 09, District 10		
<b>Project Manager:</b>	Thalia Leng		
<b>Phone Number:</b>	701-4762		
<b>Email:</b>	<a href="mailto:thalia.leng@sfmta.com">thalia.leng@sfmta.com</a>		
<b>Brief Project Description for MyStreetSF (80 words max):</b>	Improve existing limited circulation network for people walking and biking to create a continuous, accessible, and safe series of bicycle and pedestrians pathways that connect the surrounding areas and destinations.		
<b>Detailed Scope (may attach Word document):</b> Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>In the area known as “the Hairball”, Cesar Chavez Street, Bayshore Boulevard and Potrero Avenue change from city streets to a complex arrangement of bridges and ramps linking with Highway 101. The intersection is built in three levels, with pedestrian and bicycle circulation generally restricted to the middle and ground levels, while motor vehicles use all three levels. This series of pedestrian and bicycle pathways in the Hairball allow for connections between Cesar Chavez Street, Bayshore Boulevard and Potrero Avenue that are not possible by vehicle. However, the network has clear gaps where the bicycle and/or pedestrian facilities are limited or substandard. Certain portions of the network are not ADA accessible, poorly lit or missing lighting, and are in poor condition. Lastly, because of the many paths that intersect in this area, the interchange is challenging to navigate and there are points of high conflict between vehicles, pedestrians and bicycles.</p> <p>The Hairball Improvement Phase 2 will build on previous planning and near-term improvements and build on the existing limited circulation network to create a continuous, accessible, and safe series of bicycle and pedestrians pathways that connect the surrounding areas, providing a crucial link between residential neighborhoods and vital destinations such as regional transit stops, parks, hospitals, educational institutions and food markets. Project includes rebuilding and widening existing sidewalks and bicycle lanes as well as constructing new pedestrian pathways and bicycle lanes. The project will also include striping improvements, infrastructure upgrades to key crossings where bicycle and pedestrians currently conflict with vehicles, accessibility improvements, and upgraded or new lighting in coordination with PUC. Phase 2 scope is limited to Segments A, B, C, D, E, H, I, J, K, L as identified in the Key Segment Improvements document.</p>		
<b>Prior Community Engagement/Support (may attach Word document):</b> 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).	Project builds on earlier community engagement processes, including Cesar Chavez East Community Plan and the Prop K NTIP-funded Bayshore Boulevard/Cesar Chavez Street/Potrero Avenue Intersection (The Hairball): Key Segment Improvements planning and scoping effort.		
<b>Partner Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	SFPW - David Froehlich PUC - TBD		
<b>Type of Environmental Clearance Required:</b>	Negative Declaration		
<b>Attachments:</b> Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<table border="1" style="width: 100%;"> <tr> <td style="width: 30%; text-align: center;">Yes</td> <td>Key Segment Improvements</td> </tr> </table>	Yes	Key Segment Improvements
Yes	Key Segment Improvements		

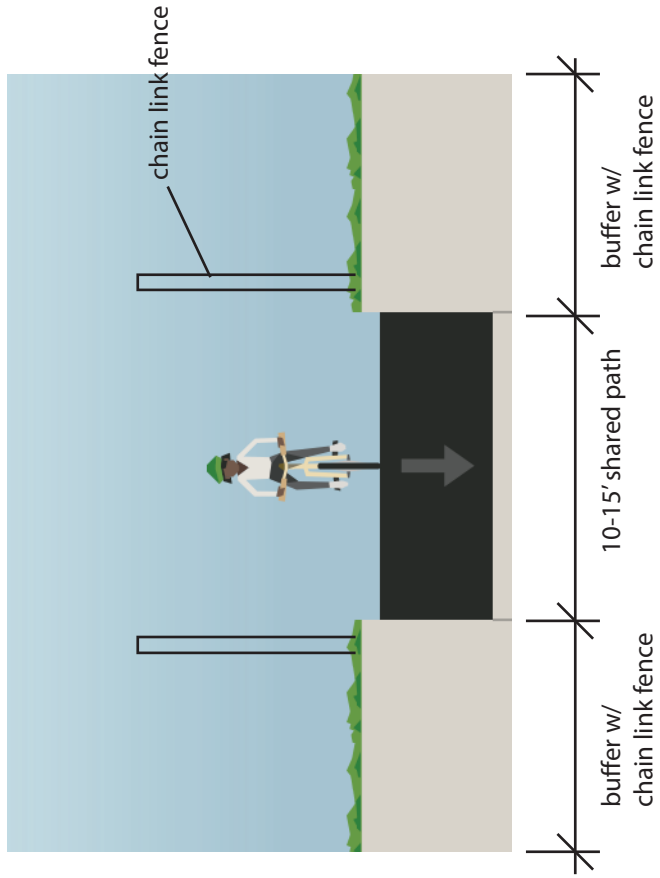
**San Francisco County Transportation Authority  
Proposition K Sales Tax Program Project Information Form**

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

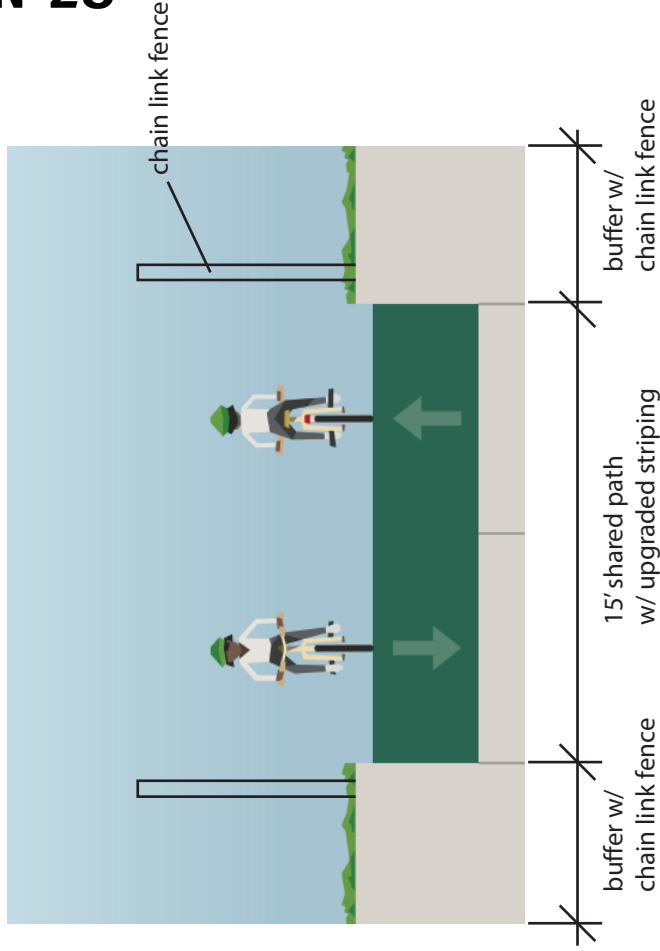
**Comments/Concerns**

## Typical Cross Sections

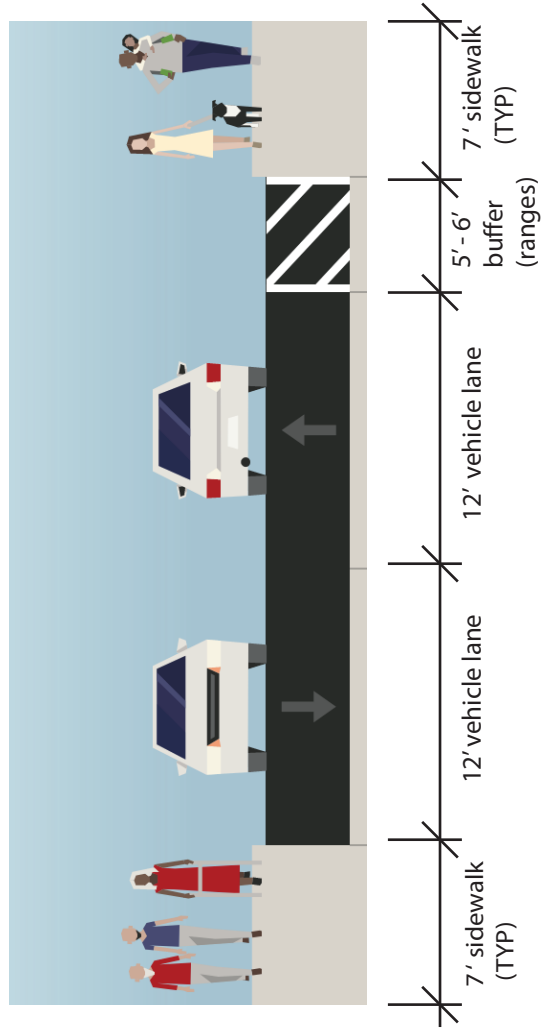
Existing - Shared Separated Pathway Condition (underneath overpass)



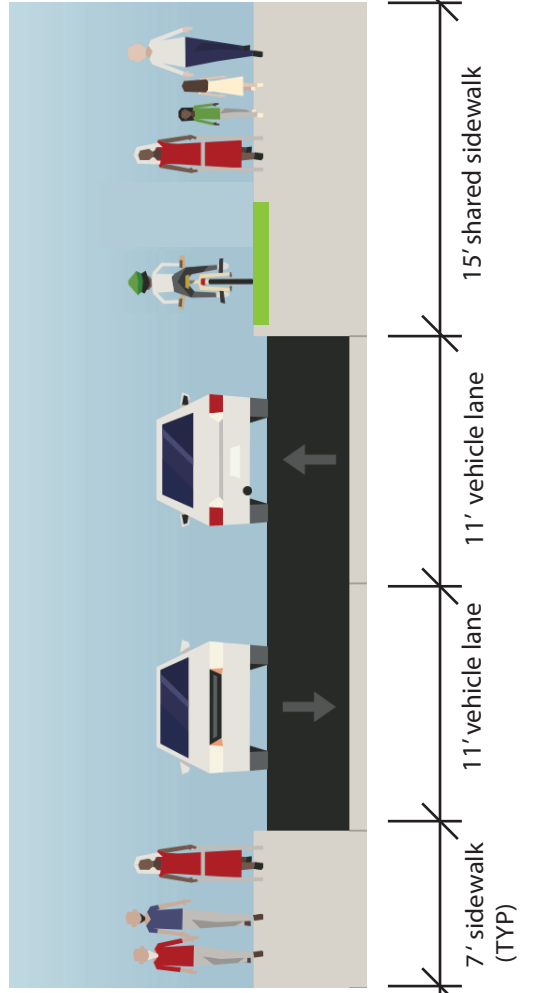
Proposed - Shared Separated Pathway Condition\*



Existing - Shared Sidewalk Condition



Proposed - Shared Sidewalk Condition\*



\*Note: Proposed designs are preliminary and may change during the planning and design phase of the project.

# Median Household Income

Bayshore, Cesar Chavez, Potrero Intersection  
San Francisco, CA



According to American Community Survey data, census block groups around Hairball have a median household income of \$94,585, 4.4% less than San Francisco overall (\$98,956).

Census Blocks adjacent to Hairball intersection	Average Median Household Income
City of San Francisco	\$94,585
	\$98,956

**Legend**

- Project Area
- Census Tract Boundary

**Median Household Income**

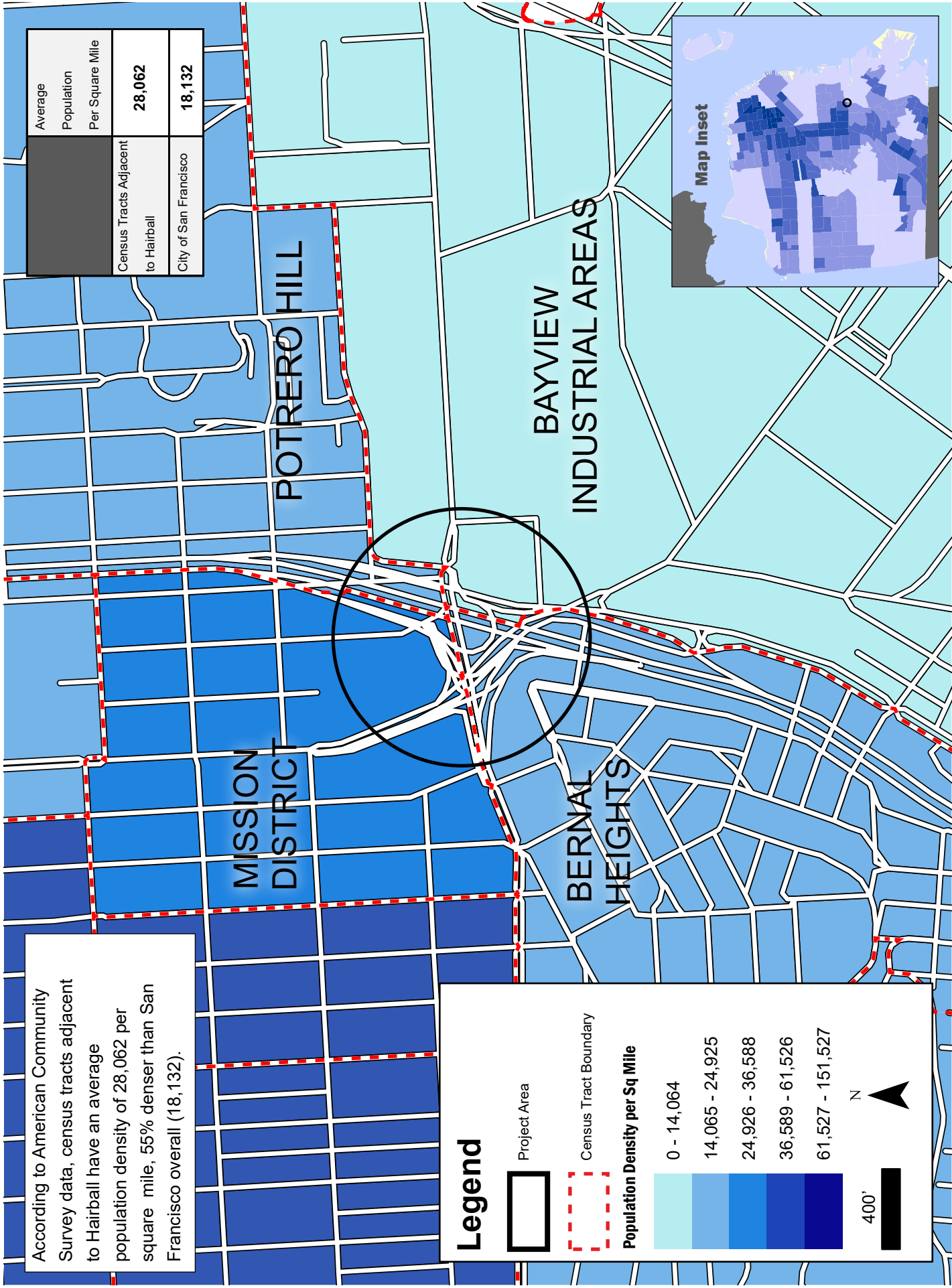
- \$11,971 - \$44,922
- \$44,922 - \$74,500
- \$74,500 - \$101,000
- \$101,000 - \$133,079
- \$133,079 - \$205,865

400' N

# Population Density

Bayshore, Cesar Chavez, Potrero Intersection  
San Francisco, CA

E10N-30



According to American Community Survey data, census tracts adjacent to Hairball have an average population density of 28,062 per square mile, 55% denser than San Francisco overall (18,132).

Census Tracts Adjacent to Hairball	Average Population Per Square Mile
City of San Francisco	28,062
	18,132

**Legend**

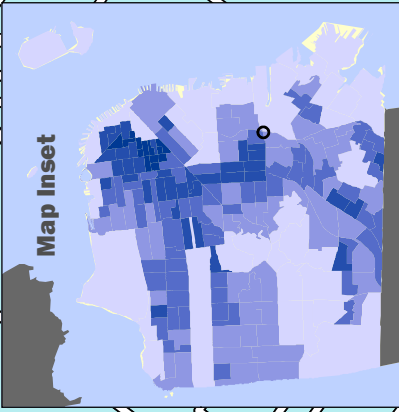
- Project Area
- Census Tract Boundary

**Population Density per Sq Mile**

- 0 - 14,064
- 14,065 - 24,925
- 24,926 - 36,588
- 36,589 - 61,526
- 61,527 - 151,527

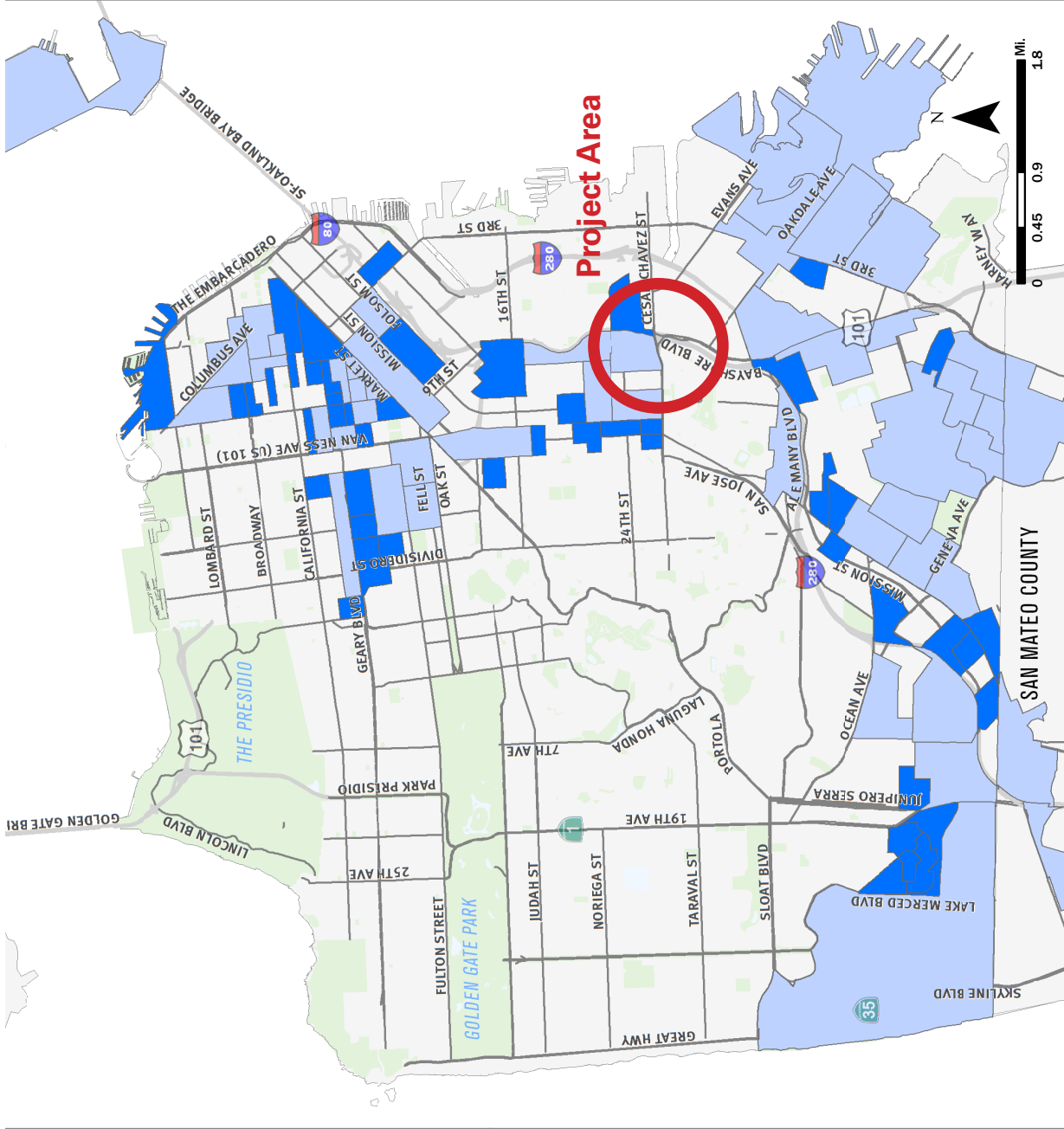
400'

N





# MTC's Communities of Concern 2017



## Proposed San Francisco Communities of Concern 2017

## The Hairball Existing Conditions: Segment Map and Photos (continued)



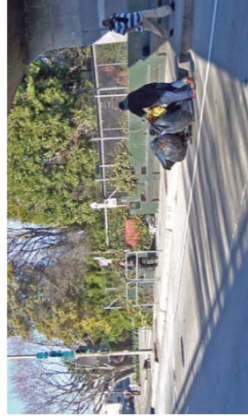
Segment A



Segment B



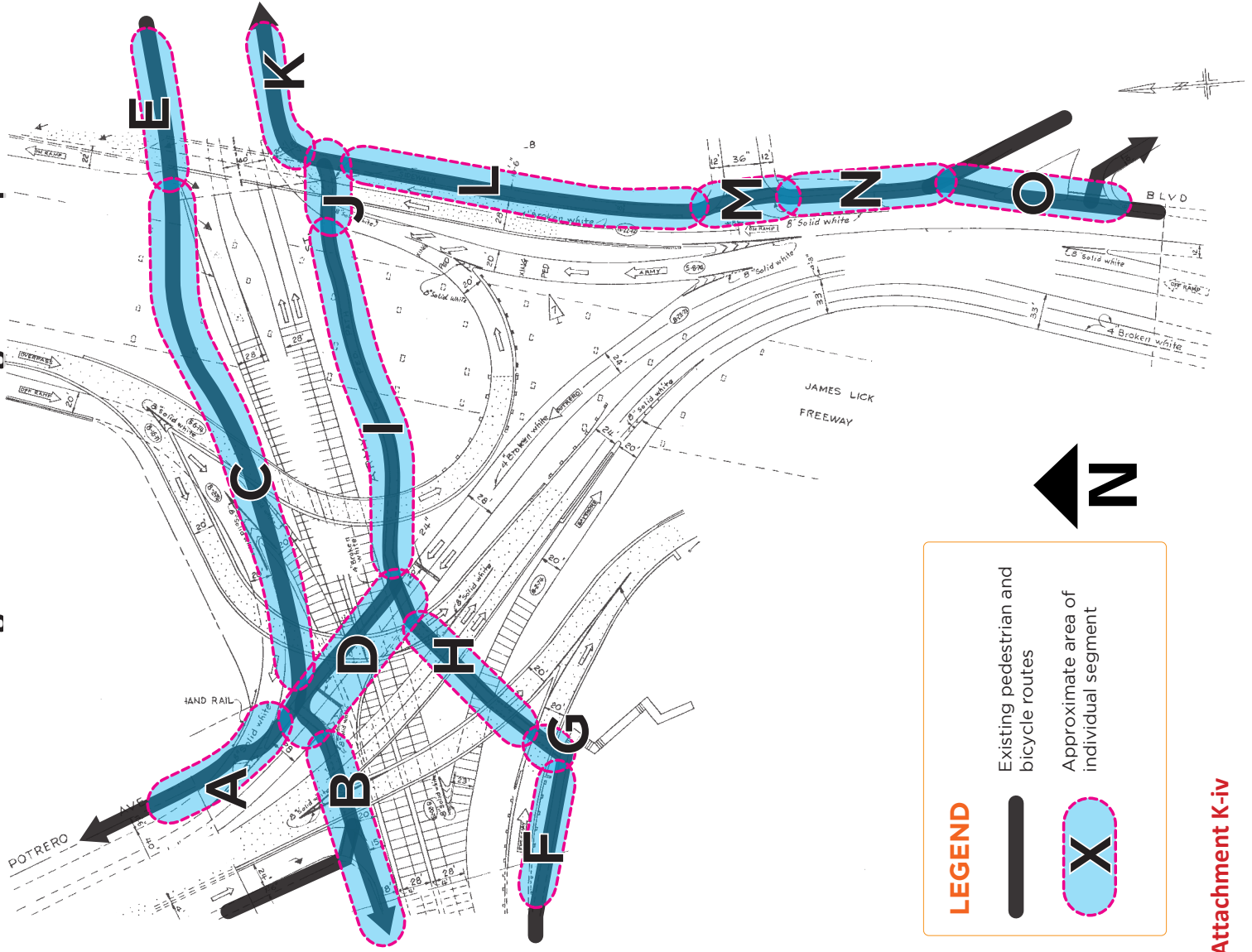
Segment A



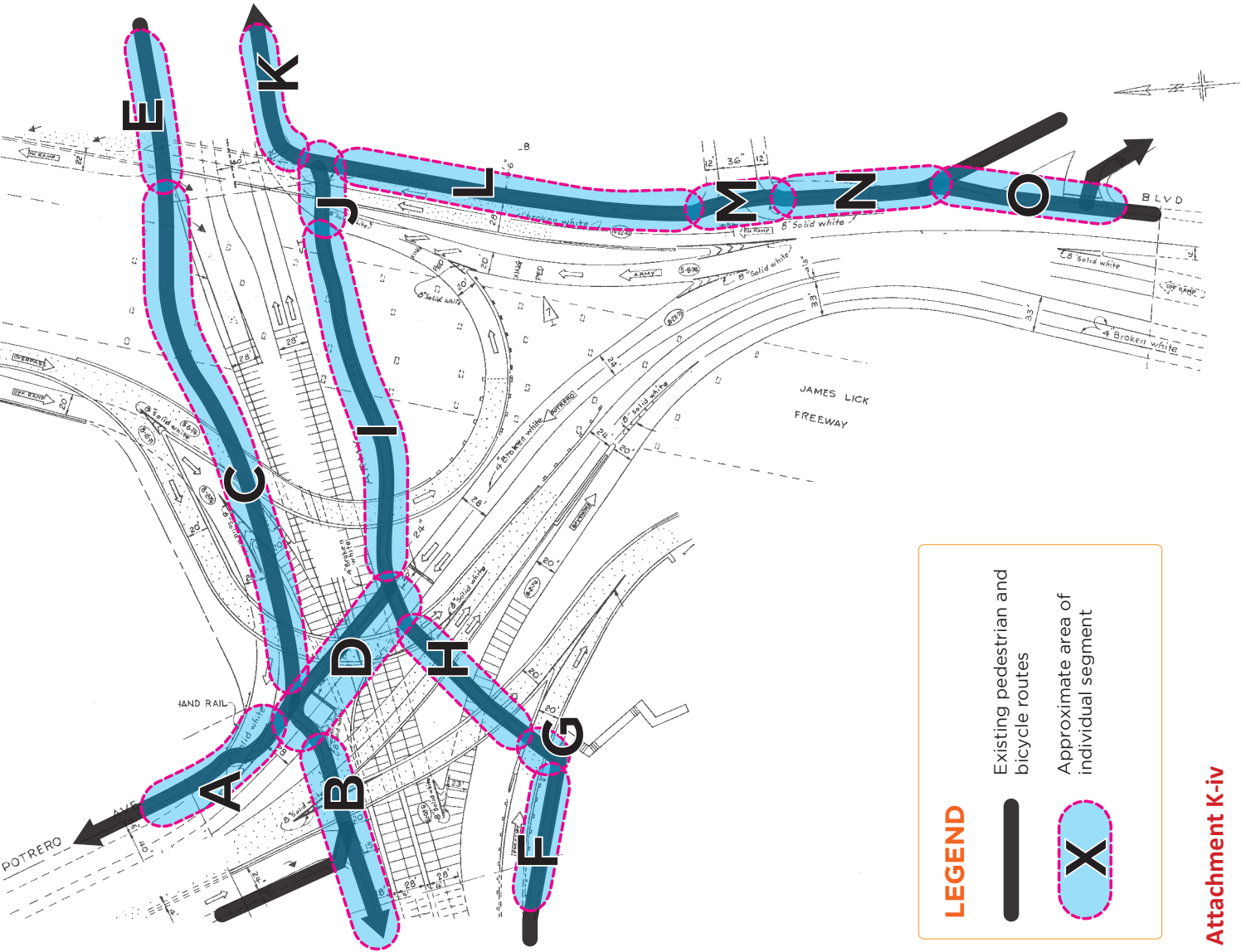
Segment D



Segment E



The Hairball Segment Map and Photos (continued)



Segment H



Segment I



Segment J



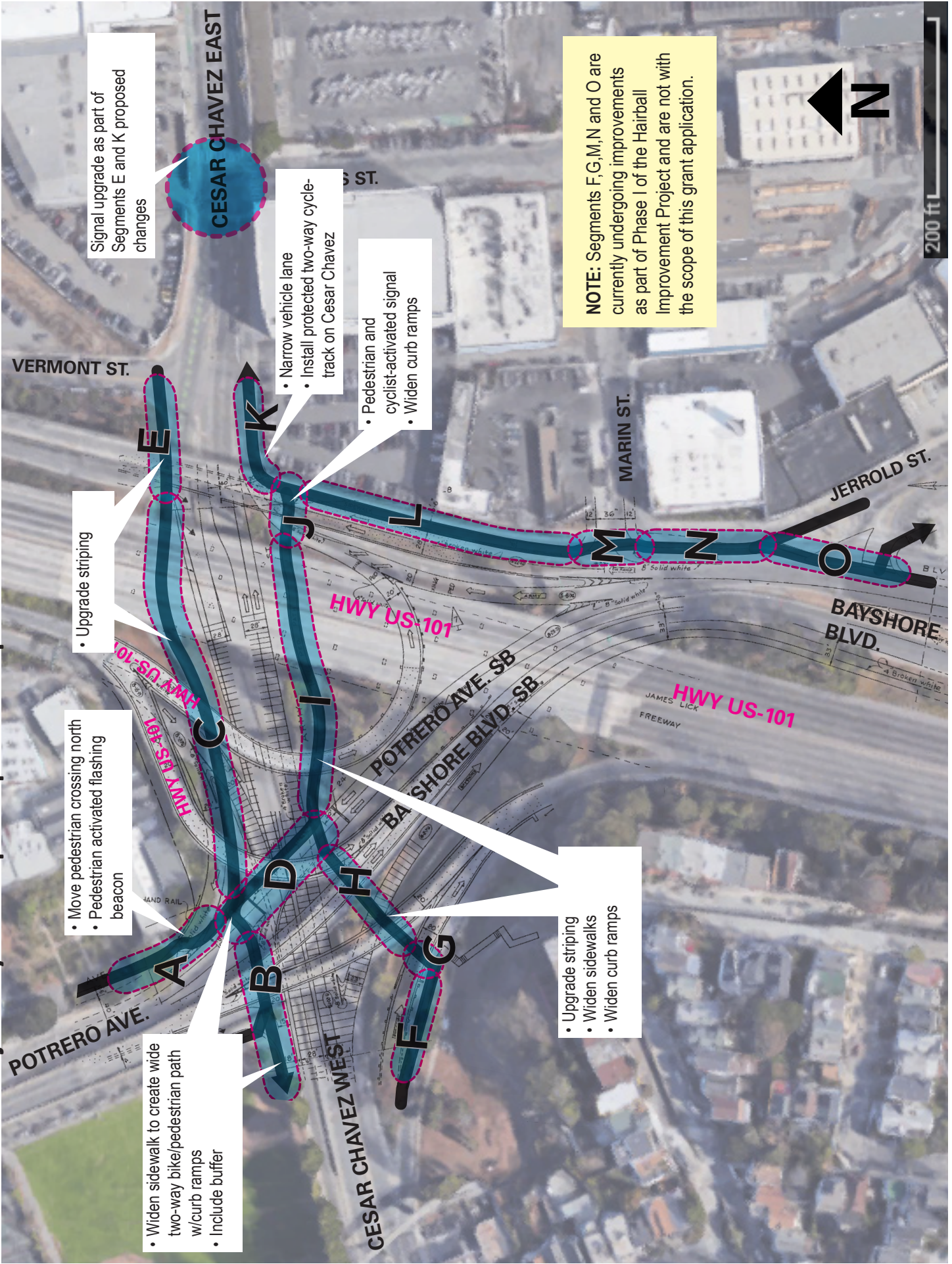
Segment K



Segment L



The Hairball Project Layout Map- Proposed Scope



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

<b>Prop K Project Information Form</b>	
<b>Project Name:</b>	Grove Street/Civic Center Improvements
<b>Implementing Agency:</b>	San Francisco Municipal Transportation Agency
<b>Prop K Expenditure Plan Information</b>	
<b>Category:</b>	C. Street & Traffic Safety
<b>Subcategory:</b>	iv. Bicycle and Pedestrian Improvements
<b>EP Line (Primary):</b>	39-Bicycle Circulation/Safety
<b>Other EP Line Number/s:</b>	40-Pedestrian Circulation/Safety
<b>Fiscal Year of Allocation:</b>	2019/20, 2021/22
<b>Project Information</b>	
<b>Project Location:</b>	Grove Street between Octavia Boulevard and Market Street.
<b>Supervisorial District(s):</b>	District 06, District 05
<b>Project Manager:</b>	Matt Lasky
<b>Phone Number:</b>	701-5228
<b>Email:</b>	<a href="mailto:matt.lasky@sfmta.com">matt.lasky@sfmta.com</a>
<b>Brief Project Description for MyStreetSF (80 words max):</b>	Design and construct bicycle and pedestrian improvements on Grove Street between Octavia Boulevard and Market Street.
<b>Detailed Scope (may attach Word document):</b> Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	Project will implement bicycle and pedestrian improvements on Grove Street between Octavia Boulevard and Market Street. Project includes street design and roadway changes that correlate with the circulation and collision patterns of the area, as well as data analysis, additional outreach, and preparation of conceptual designs for the final plan document. SFMTA will implement several near-term improvements based on analysis of key conflict areas and opportunities effective safety improvements. Following the environmental clearance of the project, SFMTA will work with Public Works to implement more detailed proposed changes.
<b>Prior Community Engagement/Support (may attach Word document):</b> 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).	Under the direction of SF Planning, the Civic Center Public Realm Plan will create recommended improvements in the City Hall/Civic Center area. Public engagement process, consists of two workshops, online survey, and mobile outreach station to date, and a final open house in Fall 2018. <a href="https://civiccentersf.org/about/outreach/">https://civiccentersf.org/about/outreach/</a>
<b>Partner Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	SFPW-John Dennis SF Planning-Nick Perry
<b>Type of Environmental Clearance Required:</b>	Categorically Exempt
<b>Attachments:</b> Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No

Project Delivery Milestones	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	60%	In-house	Q4-Apr-May-Jun	2016/17	Q4-Apr-May-Jun	2018/19
Environmental Studies (PA&ED)	60%	In-house	Q4-Apr-May-Jun	2016/17	Q1-Jul-Aug-Sep	2019/20
Right of Way						
Design Engineering (PS&E)	0%	In-house	Q2-Oct-Nov-Dec	2019/20	Q3-Jan-Feb-Mar	2020/21
Advertise Construction						
Start Construction (i.e. Award Contract)	0%	In-house and Contracted	Q1-Jul-Aug-Sep	2021/22		
Operations (i.e. paratransit)						
Open for Use					Q2-Oct-Nov-Dec	2022/23
Project Completion (means last eligible expenditure)					Q2-Oct-Nov-Dec	2023/24

**Comments/Concerns**



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

<b>Project Name:</b>	Grove Street/Civic Center Improvements
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Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
	Planning/Conceptual Engineering	\$ 220,000	\$ -	\$ 220,000
	Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
	Right of Way	\$ -	\$ -	\$ -
	Design Engineering (PS&E)	\$ 400,000	\$ 400,000	\$ -
	Construction	\$ 3,600,000	\$ 2,782,000	\$ 818,000
	Operations (i.e. paratransit)	\$ -	\$ -	\$ -
	<b>Total Project Cost</b>	<b>\$ 4,220,000</b>	<b>\$ 3,182,000</b>	<b>\$ 1,038,000</b>
	<b>Percent of Total</b>		<b>75%</b>	<b>25%</b>

Funding Plan - All Phases							Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)						
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24		
Prop B General Fund		Planning/Conceptual Engineering	Allocated	Previous	\$ 220,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Prop K	39-Bicycle Circulation/Safety	Design Engineering (PS&E)	Planned	2019/20	\$ 200,000	\$ -	\$ 40,000	\$ 160,000	\$ -	\$ -	\$ -		
Prop K	40-Pedestrian Circulation/Safety	Design Engineering (PS&E)	Planned	2019/20	\$ 200,000	\$ -	\$ 40,000	\$ 160,000	\$ -	\$ -	\$ -		
Prop K	39-Bicycle Circulation/Safety	Construction	Planned	2021/22	\$ 1,391,000	\$ -	\$ -	\$ -	\$ 851,000	\$ 540,000	\$ -		
Prop K	40-Pedestrian Circulation/Safety	Construction	Planned	2021/22	\$ 1,391,000	\$ -	\$ -	\$ -	\$ 851,000	\$ 540,000	\$ -		
Prop B General Fund		Construction	Programmed	2021/22	\$ 818,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				<b>Total By Fiscal Year</b>	<b>\$ 4,220,000</b>	<b>\$ -</b>	<b>\$ 80,000</b>	<b>\$ 320,000</b>	<b>\$ 1,702,000</b>	<b>\$ 1,080,000</b>	<b>\$ -</b>		

<b>Comments</b>	This project proposes programming in both EP 39 and EP 40.
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**San Francisco County Transportation Authority  
Proposition K Sales Tax Program Project Information Form**

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

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

**Comments/Concerns**

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

<b>Prop K Project Information Form</b>	
<b>Project Name:</b>	Page Street Neighborway (Webster to Stanyan)
<b>Implementing Agency:</b>	San Francisco Municipal Transportation Agency
<b>Prop K Expenditure Plan Information</b>	
<b>Category:</b>	C. Street & Traffic Safety
<b>Subcategory:</b>	iv. Bicycle and Pedestrian Improvements
<b>EP Line (Primary):</b>	39-Bicycle Circulation/Safety
<b>Other EP Line Number/s:</b>	
<b>Fiscal Year of Allocation:</b>	2019/20
<b>Project Information</b>	
<b>Project Location:</b>	Page Street from Webster Street to Stanyan Street
<b>Supervisorial District(s):</b>	District 05
<b>Project Manager:</b>	Mark Dreger
<b>Phone Number:</b>	415.646.2719
<b>Email:</b>	<a href="mailto:Mark.Dreger@sfmta.com">Mark.Dreger@sfmta.com</a>
<b>Brief Project Description for MyStreetSF (80 words max):</b>	Plan, design, and construct improvements for walking and bicycling on Page Street from Stanyan Street to Webster Street. This is a 'Neighborway' project and will use a variety of traffic calming and other measures to lower vehicle speeds and volumes, as well as address conflicts and collision patterns, thereby giving people walking and bicycling priority over vehicular traffic along this residential corridor.
<b>Detailed Scope (may attach Word document):</b> Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	Plan, design, and construct improvements for walking and bicycling on Page Street from Stanyan Street to Webster Street. This is a 'Neighborway' project and will use a variety of traffic calming and other measures lower vehicle speeds and volumes, as well as address conflicts and collision patterns, thereby giving people walking and bicycling priority over vehicular traffic along this residential corridor. Staff will investigate the corridor and relevant parallel or intersecting routes. Data collection and analysis of traffic volumes and speeds, conflict patterns, collision records, and other metrics will take place during the planning phase. The SFMTA will hold up to three community meetings to inform the public and solicit feedback on the project and proposals; additional outreach activities will include specialized outreach to schools, merchants and other key stakeholders. Mailers, email updates, and/or web postings will also be used to communicate with residents, merchants, and advocates. The project will include detailed design and construction of traffic calming and other preferred measures identified in the planning phase.
<b>Prior Community Engagement/Support (may attach Word document):</b> 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).	Page Street was identified through the Green Connections effort. The Green Connections planning process included a number of opportunities for community input, including more than twenty outreach events across the city. This effort helped the team understand stakeholders' vision for Green Connections and solicited feedback on the draft network, needs and opportunities in different neighborhoods, and potential design options for the routes.
<b>Partner Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	SFPW-
<b>Type of Environmental Clearance Required:</b>	Categorically Exempt
<b>Attachments:</b> Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Yes      Project summary, conceptual designs

Project Delivery Milestones	Status		Work		Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year		
Planning/Conceptual Engineering	10%	In-house	Q3-Jan-Feb-Mar	2017/18	Q4-Apr-May-Jun	2018/19		
Environmental Studies (PA&ED)	0%	In-house	Q1-Jul-Aug-Sep	2019/20	Q1-Jul-Aug-Sep	2020/21		
Right of Way								
Design Engineering (PS&E)	0%	In-house	Q1-Jul-Aug-Sep	2020/21	Q3-Jan-Feb-Mar	2020/21		
Advertise Construction								
Start Construction (i.e. Award Contract)	0%	TBD	Q1-Jul-Aug-Sep	2021/22				
Operations (i.e. paratransit)								
Open for Use					Q2-Oct-Nov-Dec	2021/22		
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2021/22		

**Comments/Concerns**

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

**Project Name:** Page Street Neighborhood (Webster to Stanyan)

Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
	Planning/Conceptual Engineering	\$ 245,000	\$ -	\$ 245,000
	Environmental Studies (PA&ED)	\$ 110,000	\$ 110,000	\$ -
	Right of Way	\$ -	\$ -	\$ -
	Design Engineering (PS&E)	\$ 250,000	\$ 250,000	\$ -
	Construction	\$ 1,210,000	\$ 1,210,000	\$ -
	Operations (i.e. paratransit)	\$ -	\$ -	\$ -
<b>Total Project Cost</b>		<b>\$ 1,815,000</b>	<b>\$ 1,570,000</b>	<b>\$ 245,000</b>
<b>Percent of Total</b>			<b>87%</b>	<b>13%</b>

**Funding Plan - All Phases**

Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)					
						Previous	2019/20	2020/21	2021/22	2022/23	2023/24
Prop B General Fund		Planning/Conceptual Engineering	Programmed	Previous	\$ 245,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	39-Bicycle Circulation/Safety	Environmental Studies (PA&ED)	Planned	2019/20	\$ 110,000	\$ 10,000	\$ 100,000	\$ -	\$ -	\$ -	\$ -
Prop K	39-Bicycle Circulation/Safety	Design Engineering (PS&E)	Planned	2020/21	\$ 250,000	\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ -
Prop K	39-Bicycle Circulation/Safety	Construction	Planned	2021/22	\$ 1,210,000	\$ -	\$ -	\$ 1,210,000	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				<b>Total By Fiscal Year</b>	<b>\$ 1,815,000</b>	<b>\$ -</b>	<b>\$ 350,000</b>	<b>\$ 1,210,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

**Comments**



SFMTA

# Page Street Neighborway

Phase One - Webster to Market Streets

Project Summary

E10N-41

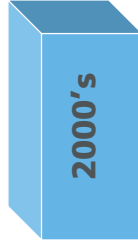
Sept 2018

# Project Timeline

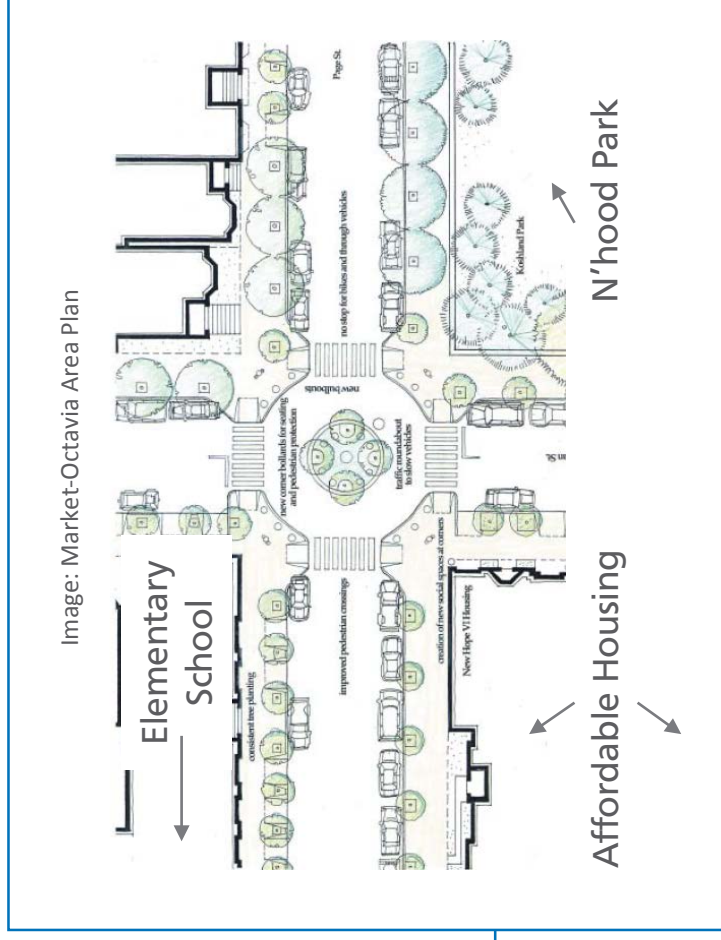
E10N-42

Market Octavia Plan

Planning & Outreach      Design      Construction



- Vision for walkable, bikeable, mixed-income neighborhood
- Established funding for improvements (impact fees)
- Page/Buchanan concept



# Project Timeline



Planning & Outreach      Design      Construction



## Issues

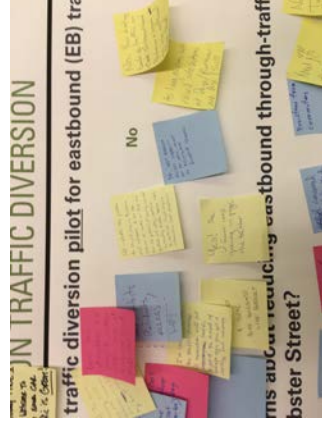
- Chronic congestion with cars accessing Octavia/freeway
- More bikes than cars in the morning peak hour (~300/hr)
- Page/Octavia on High-Injury Network (Vision Zero)

## Meetings & Outcomes

- Fall 2015 “Walk & Talk” led to near-term improving improvements (center-running bike lane)
- 2015 and 2016 open houses as part of Octavia Enhancement Project & Lower Haight Public Realm Plan

# Project Timeline

E10N-44



Planning & Outreach      Design      Construction



## Meetings & Outcomes

- Stakeholder meetings with John Muir Elementary, Zen Center, Market-Octavia CAC, Hayes Valley Neighborhood Association
- March 2017 combined open house with Lower Haight Public Realm Plan
- Clear support for improvements and pilot measure to “do something”



# Project Proposal

## WHAT IS A NEIGHBORWAY?

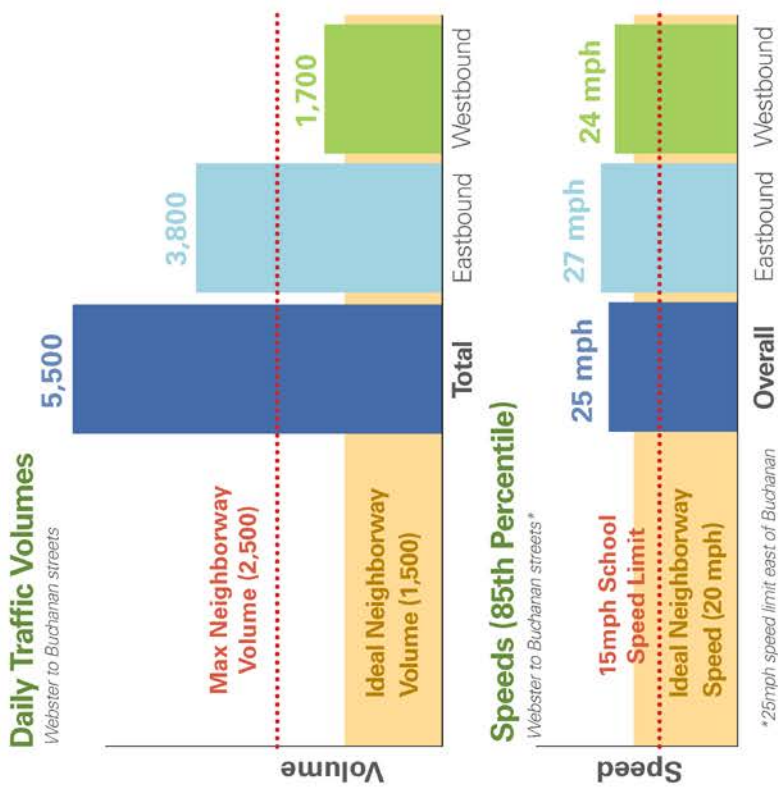
The SFMTA is hoping to apply the “neighborway” concept to Page Street to create a safe, pleasant east-west route for people walking and biking in the Hayes Valley and Haight neighborhoods. The neighborway isn’t a new idea, though. Neighborways are residential streets designed for low vehicle traffic and speeds, where children can play and people walking and biking are given priority. They’ve been implemented throughout the U.S. and Canada, including in cities like Seattle, Portland, and Chicago.

### Neighborways:

- **Serve as active transportation connections** between parks, schools, business districts, and where people live.
- **Use traffic calming measures** such as speed humps or raised crosswalks and traffic diversion to achieve the slower speeds and lower traffic volumes that make them a more pleasant place to walk and bike.
- **Provide connectivity** to the broader bicycle route network.
- **Ideally have street trees and other landscaping elements** to provide a sustainable, comfortable urban environment - especially if located along the City’s *Green Connections Network* ([www.sf-planning.org/green-connections](http://www.sf-planning.org/green-connections))



### Page Street Existing Speeds and Traffic Volumes



# Project Proposal

E10N-46

## HOW TO IMPROVE PAGE STREET?

### MEASURES CONSIDERED BUT DROPPED



**Parking / Physically Protected Bikeways** to separate people biking from moving traffic

- X *Too many driveways to complete corridor-wide*
- X *Not adequate for emergency vehicle access (EVA)*
- X *Requires too much parking loss for benefits*



**One-Way Conversion** to manage overall volumes and discourage cut-through traffic

- X *Not compatible with two-way bicycle traffic without significant parking restrictions / EVA impacts*
- X *Overly restrictive to local access compared to alternative diversion concepts*



**Traffic Islands & Circles** to encourage slow traffic & reduced conflicts at intersections

- X *Not adequate for emergency vehicle access, and/or*
- X *Requires too much parking loss for benefits*
- X *May impede flow of bicycles in traffic congestion*



**Speed Humps** to encourage slow & calm vehicle traffic midblock

- X *Does not benefit pedestrians crossing at intersections*
- X *Not appropriate for steep grades (>13%)*

-- *May be appropriate in future / compatible with project*  
 -- *Speeding addressed by other proposed measures*

### RECOMMENDED MEASURES



**Partial Traffic Diversion** to manage overall volumes and discourage cut-through traffic

- ✔ *Compatible with maintaining two-way local access and neighborhood character*
- ✔ *Allows two-way bicycle flow without parking loss*
- ✔ *Doubles as improved pedestrian infrastructure*



**Raised Intersections and Crosswalks** to promote safer, slower vehicle movements through intersections

- ✔ *Slows traffic where it's needed most, at pedestrian crossings; also improves accessibility*
- ✔ *Provides neighborhood "gateway" and urban design "showcase" opportunity*



**Corner Bulbouts** to slow turning vehicles and decrease pedestrian crossing distances. Larger bulbouts may also provide substantial greening opportunities, including raingardens

- ✔ *Supports numerous project and citywide goals, from traffic safety to placemaking and sustainability*
- ✔ *Possible in "Phase One" Neighborhood segment due to availability of developer impact fees*



*Bulbouts with raingardens help capture and treat stormwater, and can provide seating and other landscaping / habitat opportunities*

**Infill Street Trees** to be explored in conjunction with Public Works and Friends of the Urban Forest (FUF) in the project's detailed design phase



# Public Feedback Summary

## Documented Support

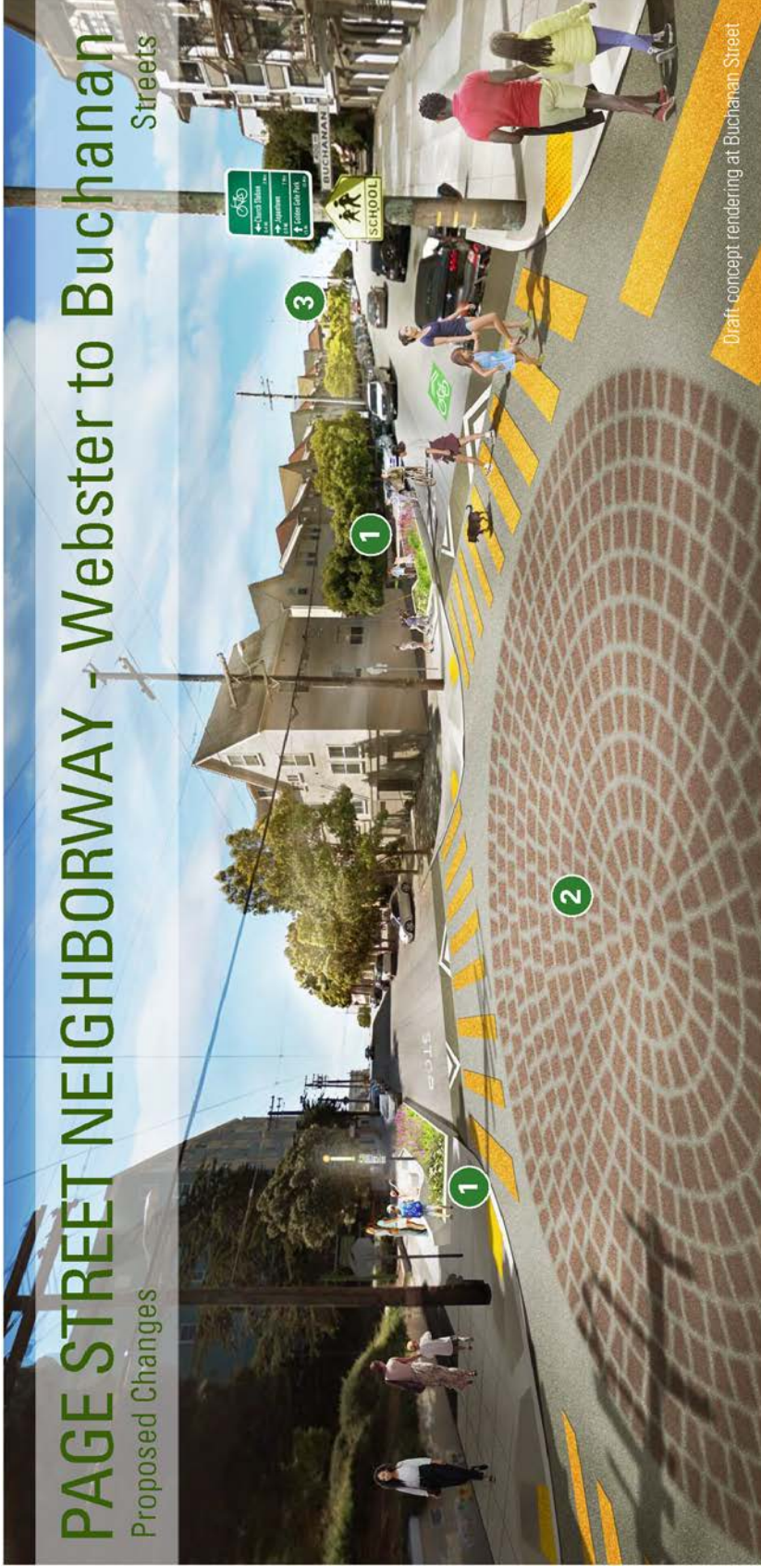
- Hayes Valley Neighborhood Association
- Market-Octavia CAC
- John Muir Elementary School
- Hayes Valley Apartments (focus group)
- WalkSF
- SF Bicycle Coalition
- 65+ email petitions (in support) from various individuals
- Previous open house comments/indications of support
- June 1 public hearing

## Known Concerns

- Impacts of diverter on:
  - Webster Street traffic
  - Page Street (upstream)
  - Access to parking on Page Street
  - Oak Street
  - Haight Street
- Parking loss in difficult “Area S” residential permit zone
- Bulbouts “won’t help” calm traffic
- Project “not enough” to make Page Street walkable/bikeable

# Project Proposal

E10N-48



## PAGE STREET NEIGHBORWAY - Webster to Buchanan Streets

Proposed Changes

Draft concept rendering at Buchanan Street



**Widened sidewalks at the corners** (called 'bulbouts') to help slow turning vehicles, improve walkability by shortening crossing distances, and provide room for landscaped raingardens and rest areas.

*Bulbouts with raingardens help capture and treat stormwater, and can provide seating and other landscaping habitat opportunities.*



**Traffic-calmed or 'raised' intersection** to slow vehicles and bicycles where it's most needed (at pedestrian crossings); also provides neighborhood gateway opportunity with special paving and other features.

*Raised intersections help calm traffic, prioritize pedestrians, and provide unique neighborhood character (Image: NACTO)*



**Eastbound traffic diverter** to force vehicles off Page Street at (or prior to) Webster Street, which would cut traffic volumes by more than half between Koshland Park and John Muir Elementary School – reducing noise, air pollution, and conflict while maintaining two-way circulation for parking and bicycles.

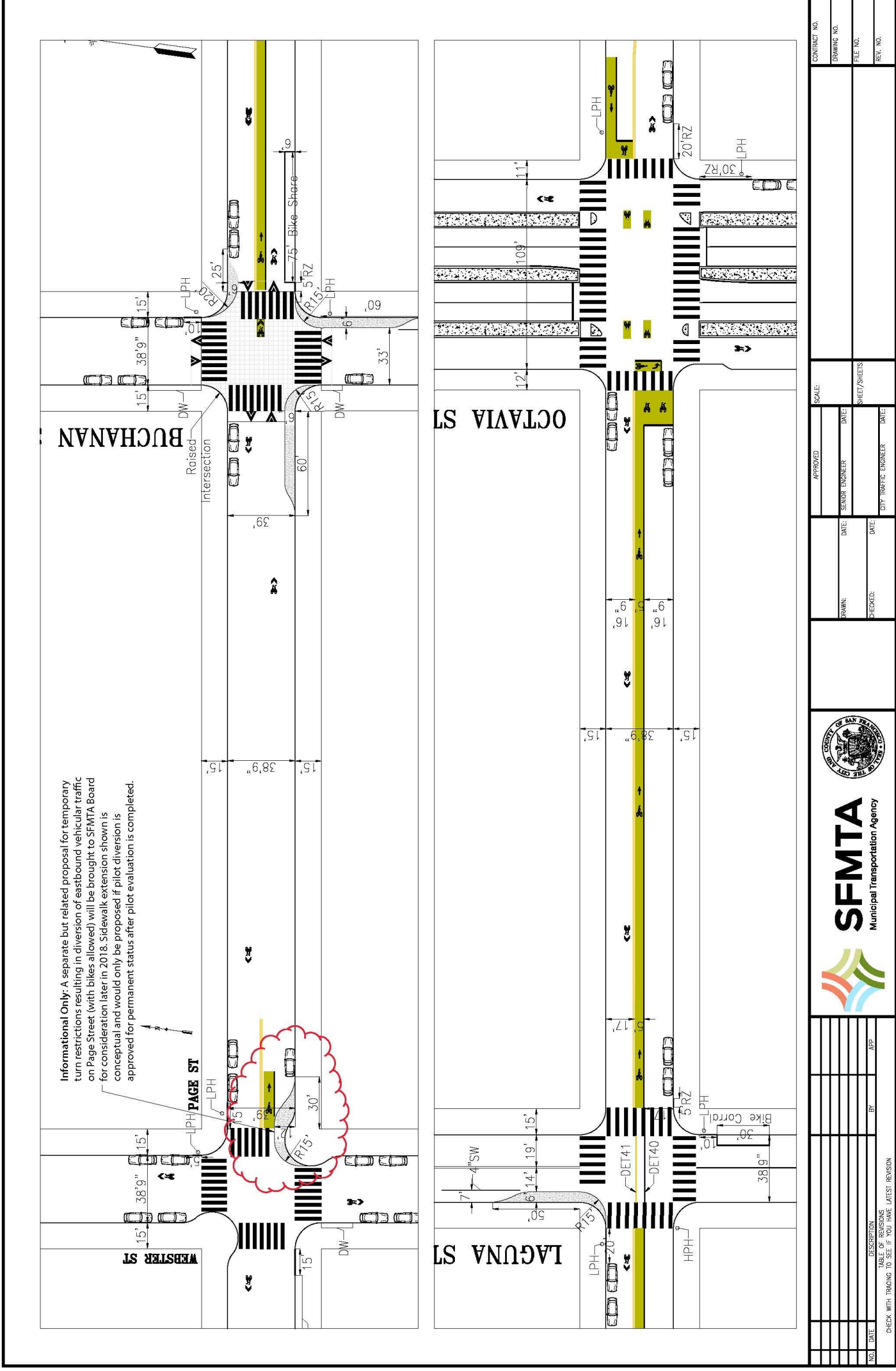


SFMTA  
Multimodal  
Transportation  
Agency



[www.sfmta.com/PageStreet](http://www.sfmta.com/PageStreet)

Enclosure 2 – Map of proposed project extent and elements





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

<b>Prop K Project Information Form</b>			
<b>Project Name:</b>	The Embarcadero at Pier 39 / Fisherman's Wharf - Complete Street Improvements		
<b>Implementing Agency:</b>	San Francisco Municipal Transportation Agency		
<b>Prop K Expenditure Plan Information</b>			
<b>Category:</b>	C. Street & Traffic Safety		
<b>Subcategory:</b>	iv. Bicycle and Pedestrian Improvements		
<b>EP Line (Primary):</b>	39-Bicycle Circulation/Safety		
<b>Other EP Line Number/s:</b>			
<b>Fiscal Year of Allocation:</b>	2018/19, 2020/21		
<b>Project Information</b>			
<b>Project Location:</b>	The Embarcadero between Jefferson and North Point streets; Beach Street between Embarcadero and Powell		
<b>Supervisory District(s):</b>	District 03		
<b>Project Manager:</b>	Casey Hildreth		
<b>Phone Number:</b>	701-4817		
<b>Email:</b>	<a href="mailto:casey.hildreth@sfmta.com">casey.hildreth@sfmta.com</a>		
<b>Brief Project Description for MyStreetSF (80 words max):</b>	Complete street improvements to The Embarcadero corridor between North Point and Jefferson/Powell Streets, which will include design of a protected bikeway on The Embarcadero as well as potential circulation and curbspace management changes to the Jefferson, Powell, and Beach intersections and adjacent related roadway approaches.		
<b>Detailed Scope (may attach Word document):</b> Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>Complete street improvements to The Embarcadero corridor between North Point and Jefferson/Powell Streets, which will include design of a protected bikeway on The Embarcadero as well as potential circulation and curbspace management changes to the Jefferson, Powell, and Beach intersections and adjacent related roadway approaches.</p> <p>Currently The Embarcadero north of Beach Street includes two northbound lanes and one southbound lane that originates from the Pier 39 parking garage. Northbound Embarcadero from North Point to Beach streets includes only one through travel lane and one left-turn lane onto Beach Street. Additional Pier 39 parking garage entrances are adjacent to Beach and Stockton streets, which is also close to the primary southbound F/E line streetcar stop. Sidewalk gaps in this area limit pedestrian comfort and safety.</p> <p>The current configuration of travel lanes, pedestrian pathways, and garage ingress/egress in the project area results in inefficient circulation, lack of opportunity for a protected bikeway, and overall poor pedestrian comfort and transit accessibility. By identifying optimized changes to roadway and parking garage circulation, this project will result in a recommended design that supports a two-way protected bikeway on The Embarcadero, improved passenger loading zones, more efficient traffic signal operations and use of existing public-right-of-way, and improved transit access.</p>		
<b>Prior Community Engagement/Support (may attach Word document):</b> 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).	The SFMTA, Port of San Francisco, San Francisco Planning Department and San Francisco Public Works are collaborating on the Embarcadero Enhancement planning project to increase safety and comfort of travel along The Embarcadero. Extensive public outreach during the planning phase identified the area north of North Point Street as a distinct area in need of more comprehensive analysis and ongoing stakeholder engagement. Through a separate ad hoc working group comprised of representatives from Fisherman's Wharf CBD, Fisherman's Wharf Restaurant Association, Pier 39, Port staff and others, the SFMTA developed and received feedback on preliminary circulation concepts during the planning phase. These concepts have a strong level of buy-in but require additional study in the environmental phase to confirm a recommended design.		
<b>Partner Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	PORT - Lindy Lowe, <a href="mailto:lindy.lowe@sfport.com">lindy.lowe@sfport.com</a> , 415-274-0621		
<b>Type of Environmental Clearance Required:</b>	Categorically Exempt		
<b>Attachments:</b> Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<table border="1" style="width: 100%;"> <tr> <td style="width: 30%; text-align: center;">Yes</td> <td>Conceptual Designs</td> </tr> </table>	Yes	Conceptual Designs
Yes	Conceptual Designs		

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



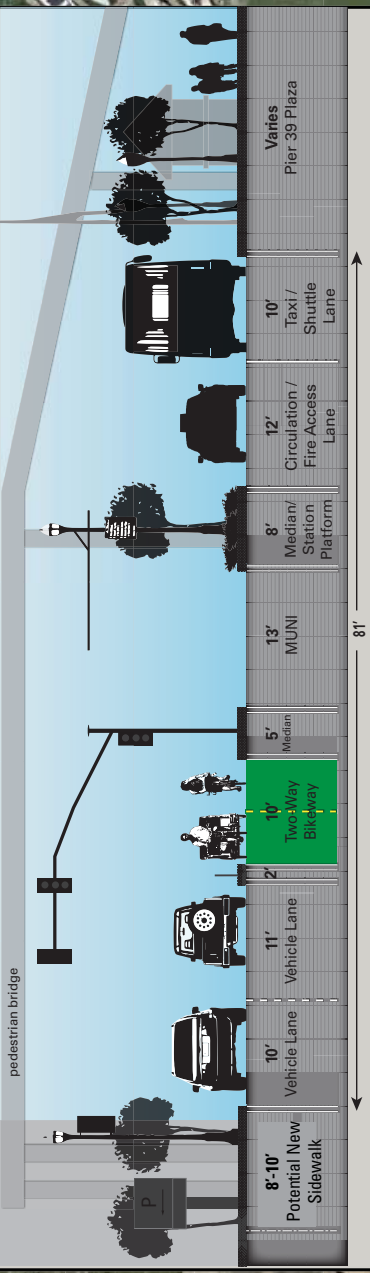
Project Delivery Milestones  Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	50%		Q3-Jan-Feb-Mar	2013/14	Q4-Apr-May-Jun	2018/19
Environmental Studies (PA&ED)	0%		Q4-Apr-May-Jun	2018/19	Q4-Apr-May-Jun	2019/20
Right of Way						
Design Engineering (PS&E)	0%		Q1-Jul-Aug-Sep	2020/21	Q4-Apr-May-Jun	2020/21
Advertise Construction						
Start Construction (i.e. Award Contract)	0%		Q2-Oct-Nov-Dec	2021/22		
Operations (i.e. paratransit)						
Open for Use					Q1-Jul-Aug-Sep	2022/23
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2022/23

**Comments/Concerns**



**Proposed Section - Embarcadero at Stockton looking north/west**

*Rendering of potential two-way, physically protected bikeway (highly conceptual, subject to change)*



**Pier 39**

Reverse Garage Access

Pier 39 Garage

Right-Turn Only Lane into Pier 39; Thru Lane widens to two lanes after intersection

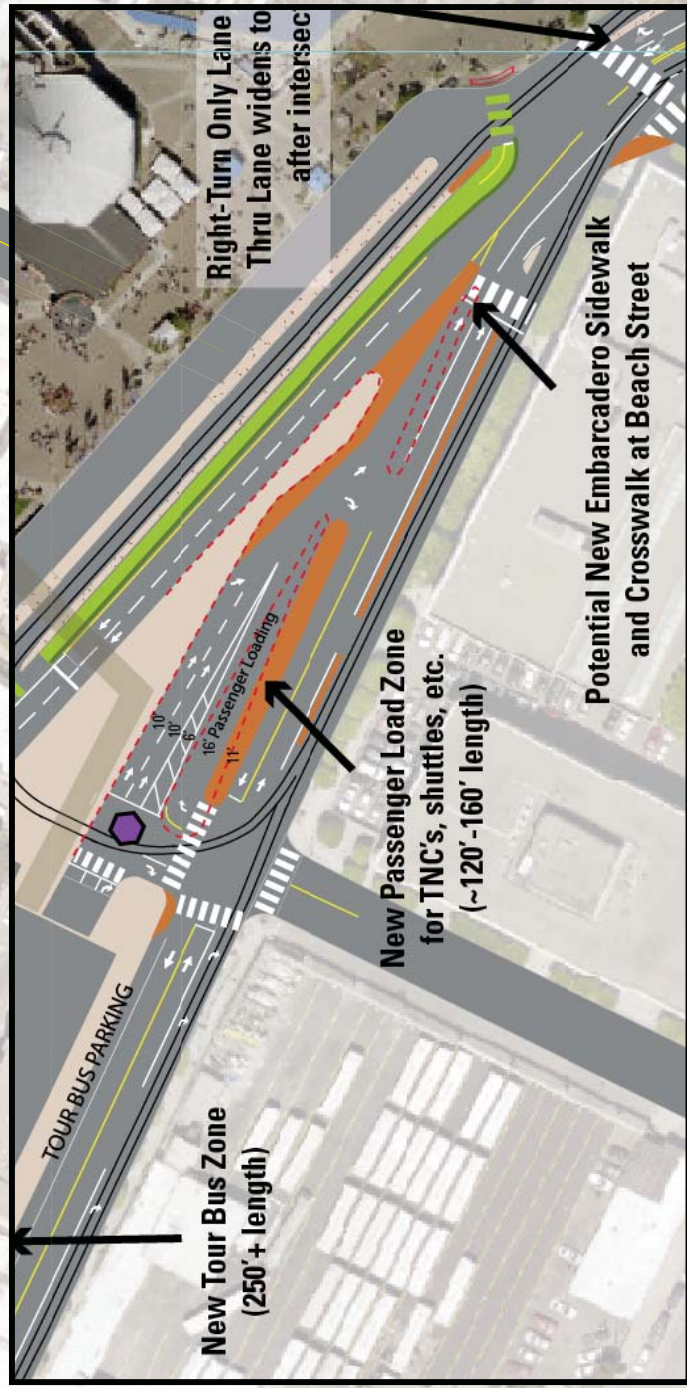
**LEGEND**

- Signal upgrades, pedestrian scramble to be studied
- Potential curb / sidewalk additions
- Existing curb (impacted)
- Two-way separated bikeway

New Passenger Load Zone for TNC's, shuttles, etc. (~120'-160' length)

Potential New Embarcadero Sidewalk and Crosswalk at Beach Street

**DETAIL**



Updated 11/2017 by CH



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

<b>Prop K Project Information Form</b>			
<b>Project Name:</b>	Valencia Bikeway Improvements		
<b>Implementing Agency:</b>	San Francisco Municipal Transportation Agency		
<b>Prop K Expenditure Plan Information</b>			
<b>Category:</b>	C. Street & Traffic Safety		
<b>Subcategory:</b>	iv. Bicycle and Pedestrian Improvements		
<b>EP Line (Primary):</b>	39-Bicycle Circulation/Safety		
<b>Other EP Line Number/s:</b>			
<b>Fiscal Year of Allocation:</b>	2020/21		
<b>Project Information</b>			
<b>Project Location:</b>	Valencia Street from Market to 15th Street.		
<b>Supervisory District(s):</b>	District 06, District 08, District 09		
<b>Project Manager:</b>	Kimberly Leung		
<b>Phone Number:</b>	701-4653		
<b>Email:</b>	<a href="mailto:kimberly.leung@sfmta.com">kimberly.leung@sfmta.com</a>		
<b>Brief Project Description for MyStreetSF (80 words max):</b>	This project will plan, design, and construct protected bikeways on Valencia Street from Market Street to Mission Street. This project will be informed by the Valencia Bikeway Implementation Plan [NTIP Planning]		
<b>Detailed Scope (may attach Word document):</b> Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>Project will implement safety improvements on Valencia Street between Market and Mission Streets. Valencia Street is a vibrant commercial corridor with a diverse set of restaurants, shops, bars and services. Valencia also serves as a major north-south bike route for those who live, work, visit and travel through the neighborhood. As the street has become more popular, the city has heard increasing community concern about traffic safety and congestion. Ride-hailing services and commercial vehicles are frequently double-parking in the bike lane, posing safety concerns.</p> <p>The Valencia Bikeway Improvements project will identify opportunities to upgrade the existing bike lanes given the high volume of cyclists on Valencia Street, history of bicycle-motor vehicle crashes, and evidence suggesting that illegal parking and loading within the bike lane is prevalent. The project will design protected bikeways in conjunction with community outreach, including extensive analysis of curb management and turn restrictions to ensure that Valencia St works for all users. The early phase of this effort includes the District 8 Neighborhood Transportation Improvement Program (NTIP)-funded Valencia Bikeway Implementation Plan, the results of which will inform subsequent phases. The project will also benefit from early implementation and evaluation of pilot improvements along the corridor, including the fall 2019/winter 2020 pilot from Market Street to 15th Street.</p> <p>Project goals include:</p> <ul style="list-style-type: none"> <li>-Improve safety for all who travel on Valencia Street</li> <li>-Provide an improved bikeway along the corridor</li> <li>-Improve passenger loading, commercial loading and curb management</li> <li>-Reduce the number of conflicts between those who walk, bike and drive on the corridor</li> </ul>		
<b>Prior Community Engagement/Support (may attach Word document):</b> Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	<p>Project will work with the community in developing near-and-long recommendations to improve safety on Valencia. The community engagement process will include outreach to local businesses, public meetings, workshops and other forums for community input. Since March 2018, the project team has spoken with close to 30 community organizations and reached out to over 200 local merchants on the corridor about the project. In parallel, the team has also had conversations about traffic safety with community members at neighborhood events and forums.</p> <p>Project will implement recommendations from the SF Planning Market Street Hub Plan.</p>		
<b>Partner Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	SFPW-TBD		
<b>Type of Environmental Clearance Required:</b>	Categorically Exempt		
<b>Attachments:</b> Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<table border="1"> <tr> <td>Yes</td> <td>Fact Sheet, <a href="https://www.sfmta.com/projects/valencia-bikeway-improvements">https://www.sfmta.com/projects/valencia-bikeway-improvements</a></td> </tr> </table>	Yes	Fact Sheet, <a href="https://www.sfmta.com/projects/valencia-bikeway-improvements">https://www.sfmta.com/projects/valencia-bikeway-improvements</a>
Yes	Fact Sheet, <a href="https://www.sfmta.com/projects/valencia-bikeway-improvements">https://www.sfmta.com/projects/valencia-bikeway-improvements</a>		

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



Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	5%	In-house and Contracted	Q3-Jan-Feb-Mar	2017/18	Q2-Oct-Nov-Dec	2019/20
Environmental Studies (PA&ED)	0%	In-house and Contracted	Q1-Jul-Aug-Sep	2020/21	Q2-Oct-Nov-Dec	2020/21
Right of Way						
Design Engineering (PS&E)	0%	In-house	Q3-Jan-Feb-Mar	2020/21	Q1-Jul-Aug-Sep	2021/22
Advertise Construction						
Start Construction (i.e. Award Contract)	0%	In-house and Contracted	Q2-Oct-Nov-Dec	2021/22		
Operations (i.e. paratransit)						
Open for Use					Q2-Oct-Nov-Dec	2022/23
Project Completion (means last eligible expenditure)					Q1-Jul-Aug-Sep	2023/24

**Comments/Concerns**

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

<b>Project Name:</b>	Valencia Bikeway Improvements
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Project Cost Estimate	Phase	Cost	Funding Source		
			Prop K	Other	
	Planning/Conceptual Engineering	\$ 346,000	\$ 145,000	\$ 201,000	
	Environmental Studies (PA&ED)	\$ 400,000	\$ -	\$ 400,000	
	Right of Way	\$ -	\$ -	\$ -	
	Design Engineering (PS&E)	\$ 2,776,000	\$ 1,000,000	\$ 1,776,000	
	Construction	\$ 10,700,000	\$ -	\$ 10,700,000	
	Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
	<b>Total Project Cost</b>	<b>\$ 14,222,000</b>	<b>\$ 1,145,000</b>	<b>\$ 13,077,000</b>	
	<b>Percent of Total</b>		<b>8%</b>	<b>92%</b>	

Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)							
						Previous	2019/20	2020/21	2021/22	2022/23	2023/24		
Prop K	39-Bicycle Circulation/Safety	Planning/Conceptual Engineering	Allocated	Previous	\$ 145,000	\$ 145,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CCSF-IPIC-Market-Octavia		Planning/Conceptual Engineering	Planned	2019/20	\$ 201,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop B General Fund		Environmental Studies (PA&ED)	Programmed	2019/20	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop B General Fund		Design Engineering (PS&E)	Programmed	2019/20	\$ 1,776,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	39-Bicycle Circulation/Safety	Design Engineering (PS&E)	Planned	2020/21	\$ 1,000,000	\$ -	\$ 700,000	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop B General Fund		Construction	Planned	2020/21	\$ 591,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop B General Fund		Construction	Planned	2020/21	\$ 1,319,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CCSF-IPIC-Market-Octavia		Construction	Programmed	2020/21	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TBD		Construction	Planned	2020/21	\$ 4,790,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				<b>Total By Fiscal Year</b>	<b>\$ 14,222,000</b>	<b>\$ 145,000</b>	<b>\$ -</b>	<b>\$ 700,000</b>	<b>\$ 300,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

**Comments**  
Potential sources for TBD funding include the Active Transportation Program, Highway Safety Improvement Program (HSIP), Affordable Housing and Sustainable Communities Program (AHSC), or new local revenues such as sales tax and TNC tax.



# Valencia Bikeway Improvements

Fact Sheet - February 2018

## PROJECT BACKGROUND



Valencia Street is a vibrant commercial corridor with a diverse set of restaurants, shops, bars and services. Valencia also serves as a major north-south bike route for those who live, work, visit and travel through the neighborhood. As the street has become more popular, the city has heard increasing community concern about traffic safety and congestion. Ride-hailing services and other vehicles are frequently double-parking in the bike lane, posing safety concerns for all traveling on Valencia Street.

Over the next nine months, the SFMTA will work with the community to assess and recommend safety improvements for Valencia Street between Market and Mission streets. The public engagement process will include outreach to local businesses, public meetings, design workshops and other forums for community input.

This planning process will result in:

- Proposed designs to upgrade the existing bike lanes
- An evaluation of enforcement and curb management needs
- Traffic flow and safety recommendations

## KEY FACTS

- Valencia Street is on the city's **High-Injury Network**, the 13 percent of city streets that account for 75 percent of severe and fatal collisions.
- **2100 cyclists commute** along Valencia on an average weekday.
- From January 2012 to December 2016, there were **204 people injured and 268 reported collisions**, of which one was fatal.
- **Dooring is the most frequent crash type** along the entire corridor.



S F M T A . C O M / V A L E N C I A

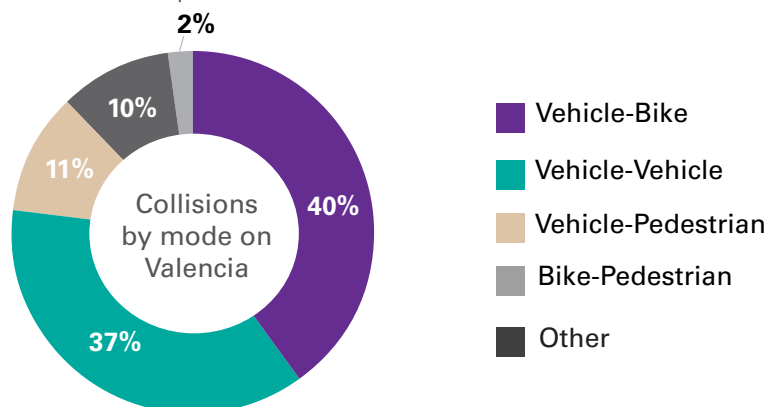


# Valencia Bikeway Improvements

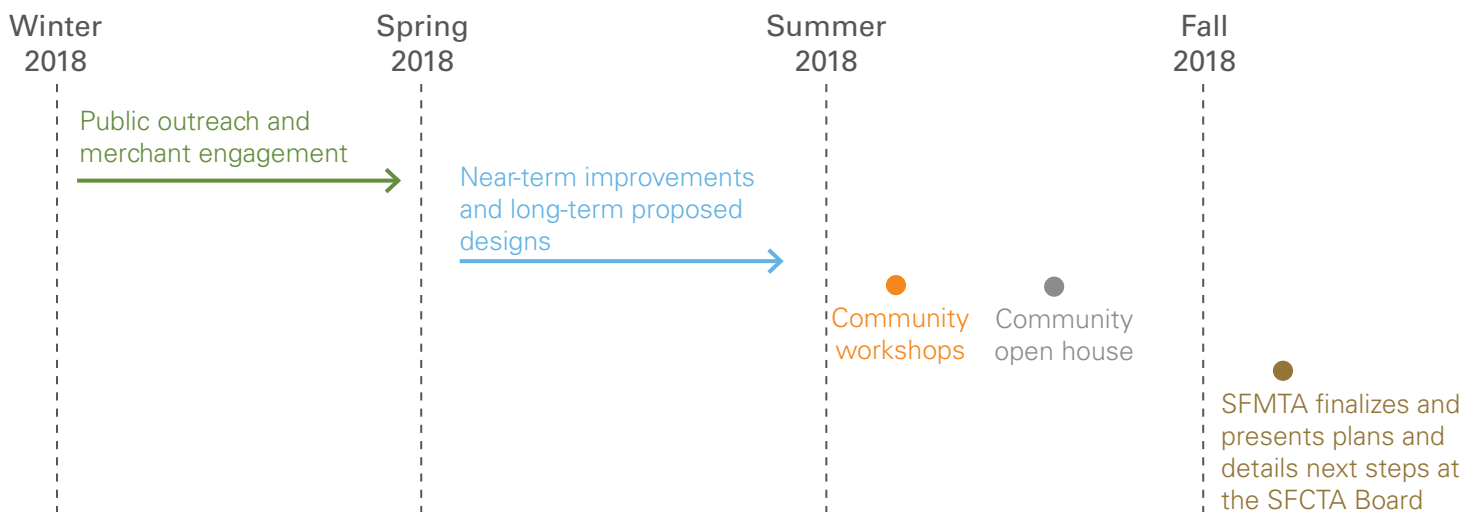
Fact Sheet - February 2018

## COLLISIONS AT A GLANCE

This pie graph represents the total reported collisions between 2012-2016, broken down by transportation mode.



## PROJECT TIMELINE



## PROJECT UPDATES

Visit the project webpage to learn more about the project and to sign up for project updates: [sfmta.com/Valencia](http://sfmta.com/Valencia)

You can also contact project manager, Kimberly Leung, at [Kimberly.Leung@sfmta.com](mailto:Kimberly.Leung@sfmta.com)

## PROJECT FUNDING

The implementation plan is funded by Prop K funds. The total amount for the Planning & Conceptual Engineering phase is \$145,000.

[SFMTA.COM/VALENCIA](http://SFMTA.COM/VALENCIA)

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



Prop K Project Information Form	
<b>Project Name:</b>	Citywide Neighborways
<b>Implementing Agency:</b>	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
<b>Category:</b>	C. Street & Traffic Safety
<b>Subcategory:</b>	iv. Bicycle and Pedestrian Improvements
<b>EP Line (Primary):</b>	39-Bicycle Circulation/Safety
<b>Other EP Line Number/s:</b>	
<b>Fiscal Year of Allocation:</b>	2019/20, 2020/21, 2021/22, 2022/23, 2023/24
Project Information	
<b>Project Location:</b>	TBD
<b>Supervisory District(s):</b>	TBD
<b>Project Manager:</b>	Nikki Nagaya
<b>Phone Number:</b>	415.646.2183
<b>Email:</b>	<a href="mailto:Nicole.Nagaya@sfmta.com">Nicole.Nagaya@sfmta.com</a>
<b>Brief Project Description for MyStreetSF (80 words max):</b>	Annual program to plan, design and construct improvements to create a safe and accessible network of Neighborways throughout San Francisco. Neighborways are local streets with low vehicle volumes and low speeds designed to facilitate safe and comfortable connections to local destinations for people walking and biking.
<b>Detailed Scope (may attach Word document):</b> Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	Annual program to plan, design and construct improvements to create a safe and accessible network of Neighborways throughout San Francisco. Neighborways are local streets with low vehicle volumes and low speeds designed to facilitate safe and comfortable connections to local destinations for people walking and biking. Neighborways are a cost effective tool for making bicycling accessible to a wider range of the population. The neighborway program will allow the SFMTA to be responsive to community priorities and more nimbly take advantage of coordination opportunities (e.g., green infrastructure projects). Community outreach and engagement activities will be conducted for individual corridors and could include public open houses, pop-up events, community walkthroughs, and online surveys. Following community outreach, the project team will follow through with conceptual design, legislation, and implementation of proposed measures.
<b>Prior Community Engagement/Support (may attach Word document):</b> 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).	Community outreach and engagement activities will be conducted for individual corridors and could include public open houses, pop-up events, community walkthroughs, and online surveys.
<b>Partner Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	SFPW-TBD
<b>Type of Environmental Clearance Required:</b>	Categorically Exempt
<b>Attachments:</b> Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No <a href="https://www.sfmta.com/blog/neighborways-new-type-project-create-calmer-more-livable-streets">https://www.sfmta.com/blog/neighborways-new-type-project-create-calmer-more-livable-streets</a>

Project Delivery Milestones	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	0%	In-house				
Environmental Studies (PA&ED)		In-house				
Right of Way						
Design Engineering (PS&E)		In-house				
Advertise Construction						
Start Construction (i.e. Award Contract)		TBD				
Operations (i.e. paratransit)						
Open for Use						
Project Completion (means last eligible expenditure)						

**Comments/Concerns**  
 Planning and PA&ED combined into singular phase for this program.  
 The SFMTA will develop individual project allocation requests, with prioritization, scope, outreach, schedule, budget, and full funding plan prior to allocation.



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

**Project Name:** Citywide Neighborhoods

Project Cost Estimate	Funding Source		
	Phase	Cost	Other
Planning/Conceptual Engineering	\$ 1,300,000	\$ -	\$ 1,300,000
Environmental Studies (PA&ED)	\$ 2,800,000	\$ -	\$ 2,800,000
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ -	\$ -	\$ -
Construction	\$ 8,500,000	\$ 3,750,000	\$ 4,750,000
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
<b>Total Project Cost</b>	<b>\$ 12,600,000</b>	<b>\$ 3,750,000</b>	<b>\$ 8,850,000</b>
<b>Percent of Total</b>		<b>30%</b>	<b>70%</b>

Funding Plan - All Phases		Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)										
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24	Cash Flow Total
Prop B General Fund		Planning/Conceptual Engineering	Programmed	2019/20	\$ 260,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop B General Fund		Design Engineering (PS&E)	Programmed	2019/20	\$ 560,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop B General Fund		Construction	Programmed	2019/20	\$ 950,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	39-Bicycle Circulation/Safety	Construction	Planned	2019/20	\$ 750,000	\$ -	\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ 750,000
Prop B General Fund		Planning/Conceptual Engineering	Planned	2020/21	\$ 260,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop B General Fund		Design Engineering (PS&E)	Planned	2020/21	\$ 560,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop B General Fund		Construction	Planned	2020/21	\$ 950,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	39-Bicycle Circulation/Safety	Construction	Planned	2020/21	\$ 750,000	\$ -	\$ -	\$ 750,000	\$ -	\$ -	\$ -	\$ 750,000
Prop B General Fund		Planning/Conceptual Engineering	Planned	2021/22	\$ 260,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop B General Fund		Design Engineering (PS&E)	Planned	2021/22	\$ 560,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop B General Fund		Construction	Planned	2021/22	\$ 950,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	39-Bicycle Circulation/Safety	Construction	Planned	2021/22	\$ 750,000	\$ -	\$ -	\$ -	\$ 750,000	\$ -	\$ -	\$ 750,000
Prop B General Fund		Planning/Conceptual Engineering	Planned	2022/23	\$ 260,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop B General Fund		Design Engineering (PS&E)	Planned	2022/23	\$ 560,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop B General Fund		Construction	Planned	2022/23	\$ 950,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	39-Bicycle Circulation/Safety	Construction	Planned	2022/23	\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ 750,000	\$ -	\$ 750,000
Prop B General Fund		Planning/Conceptual Engineering	Planned	2023/24	\$ 260,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop B General Fund		Design Engineering (PS&E)	Planned	2023/24	\$ 560,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop B General Fund		Construction	Planned	2023/24	\$ 950,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	39-Bicycle Circulation/Safety	Construction	Planned	2023/24	\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 750,000	\$ 750,000
<b>Total By Fiscal Year</b>					<b>\$ 12,600,000</b>	<b>\$ -</b>	<b>\$ 750,000</b>	<b>\$ 750,000</b>	<b>\$ 750,000</b>	<b>\$ 750,000</b>	<b>\$ 750,000</b>	<b>\$ 3,750,000</b>

**Comments**

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



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

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

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





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

**Project Name:** N/TIP Capital Placeholder

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

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

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

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



<b>Prop K Project Information Form</b>	
<b>Project Name:</b>	Short-term Bike Parking
<b>Implementing Agency:</b>	San Francisco Municipal Transportation Agency
<b>Prop K Expenditure Plan Information</b>	
<b>Category:</b>	C. Street & Traffic Safety
<b>Subcategory:</b>	iv. Bicycle and Pedestrian Improvements
<b>EP Line (Primary):</b>	39-Bicycle Circulation/Safety
<b>Other EP Line Number/s:</b>	
<b>Fiscal Year of Allocation:</b>	2019/20, 2020/21, 2021/22, 2022/23, 2023/24
<b>Project Information</b>	
<b>Project Location:</b>	TBD
<b>Supervisorial District(s):</b>	Citywide
<b>Project Manager:</b>	Jennifer Molina
<b>Phone Number:</b>	415.646.2526
<b>Email:</b>	<a href="mailto:jennifer.molina@sfmta.com">jennifer.molina@sfmta.com</a>
<b>Brief Project Description for MyStreetSF (80 words max):</b>	Site, legislate and install short-term bicycle racks throughout San Francisco, including responding to requests for racks as well as proactive siting of racks in under-served locations.
<b>Detailed Scope (may attach Word document):</b> Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>The project will site, legislate and install short-term bicycle racks throughout San Francisco, including responding to requests for racks as well as proactive siting of racks in under-served locations. Project will meet or exceed the SFMTA's goal of installing at least 600 new bicycle racks per year. Installation will be performed by SFMTA Shops using existing inventory of racks.</p> <p>Short-term bicycle parking is defined as simple bicycle rack fixtures for parking durations of two hours or less, according to the 2015 Association of Pedestrian and Bicycle Professionals' Bicycle Parking Guidelines. Short-term bicycle parking enables linked trips to multiple destinations (e.g., a trip from home, to the bank and to the grocery store). Additionally, bicycle racks provide a large quantity of bicycle storage in relation to the funding amount it costs to install them and they serve as a very cost-effective solution to support the increased usage of non-polluting transportation modes.</p> <p>SFMTA maintains a list of public requests for short-term bicycle parking locations. SFMTA currently receives 20-30 new bike rack requests each month via email, 311, and phone. These requests are for sites throughout the city, with the vast majority near San Francisco businesses and along transit routes. SFMTA staff knows anecdotally and from experience that there is a latent demand for bicycle infrastructure in San Francisco; there are more people who would ride a bicycle if the proper facilities were available to support their trip. Bicycle racks help meet this need by providing a secure parking location at trip destinations. In order to better serve businesses and people who bicycle throughout the city, the SFMTA has developed a proactive strategy for surveying and installing short-term bicycle parking. This citywide strategy focuses on commercial, retail and mixed use corridors where a lack of secure bicycle parking exists. By providing these parking facilities, SFMTA will increase bicycle trips and reduce motor vehicle trips and emissions.</p> <p>In addition to sidewalk locations, these funds may also be used for on-street bicycle parking corrals. Bicycle corrals consist of several bicycle racks placed in the parking lane of a roadway where demand for bike parking is higher than can be accommodated on the sidewalk. Eight to 12 bicycles can be parked in the space typically occupied by just one motor vehicle, making bike corrals a comparatively efficient use of roadway space.</p> <p>This application does not include a line item for bicycle rack procurement. In 2014, the SFMTA used \$541,000 in revenue bond funds to purchase 6,018 racks and fasteners to go with them. The SFMTA has an ample supply of circular steel bicycle racks that are zinc coated and approximately three feet tall by almost three feet wide. These racks provide two points of contact between the rack and a bicycle, the bicycle parking industry standard for optimal bicycle parking.</p>
<b>Prior Community Engagement/Support (may attach Word document):</b> 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).	SFMTA maintains a list of public requests for short-term bicycle parking locations. SFMTA currently receives 20-30 new bike rack requests each month via email, 311, and phone.
<b>Partner Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	

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

<b>Type of Environmental Clearance Required:</b>	Categorically Exempt	
<b>Attachments:</b> Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No	<a href="https://www.sfmta.com/getting-around/bike/bike-parking/request-bike-rack">https://www.sfmta.com/getting-around/bike/bike-parking/request-bike-rack</a>

Project Delivery Milestones  Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)			Q1-Jul-Aug-Sep	2019/20	Q1-Jul-Aug-Sep	2023/24
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (i.e. Award Contract)			Q1-Jul-Aug-Sep	2019/20		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2023/24
Project Completion (means last eligible expenditure)					Q2-Oct-Nov-Dec	2024/25

**Comments/Concerns**  
 This is an annual program. All programwide and site-specific outreach work is included in the PA&ED phase, including quality checks to ensure bike rack locations are marked correctly (e.g. marks are legible, not in construction zones, and that the site conditions have not changed since initial siting).



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

**Project Name:** Short-term Bike Parking

Project Cost Estimate	Funding Source		
	Phase	Cost	Other
Planning/Conceptual Engineering	\$ -	\$ -	\$ -
Environmental Studies (PA&ED)	\$ 2,560,000	\$ 1,990,000	\$ 570,000
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ -	\$ -	\$ -
Construction	\$ 930,000	\$ -	\$ 930,000
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
<b>Total Project Cost</b>	<b>\$ 3,490,000</b>	<b>\$ 1,990,000</b>	<b>\$ 1,500,000</b>
<b>Percent of Total</b>		<b>57%</b>	<b>43%</b>

Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)							Cash Flow Total		
						Previous	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25			
Transportation Fund for Clean Air (County Program Manager Fund)		Environmental Studies (PA&ED)	Planned	2019/20	\$ 114,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	39-Bicycle Circulation/Safety	Environmental Studies (PA&ED)	Planned	2019/20	\$ 398,000	\$ -	\$ 398,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 398,000
Transportation Fund for Clean Air (County Program Manager Fund)		Construction	Planned	2019/20	\$ 186,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transportation Fund for Clean Air (County Program Manager Fund)		Environmental Studies (PA&ED)	Planned	2020/21	\$ 114,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	39-Bicycle Circulation/Safety	Environmental Studies (PA&ED)	Planned	2020/21	\$ 398,000	\$ -	\$ 398,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 398,000
Transportation Fund for Clean Air (County Program Manager Fund)		Construction	Planned	2020/21	\$ 186,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transportation Fund for Clean Air (County Program Manager Fund)		Environmental Studies (PA&ED)	Planned	2021/22	\$ 114,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	39-Bicycle Circulation/Safety	Environmental Studies (PA&ED)	Planned	2021/22	\$ 398,000	\$ -	\$ -	\$ 398,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 398,000
Transportation Fund for Clean Air (County Program Manager Fund)		Construction	Planned	2021/22	\$ 186,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transportation Fund for Clean Air (County Program Manager Fund)		Environmental Studies (PA&ED)	Planned	2022/23	\$ 114,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	39-Bicycle Circulation/Safety	Environmental Studies (PA&ED)	Planned	2022/23	\$ 398,000	\$ -	\$ -	\$ -	\$ 398,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 398,000
Transportation Fund for Clean Air (County Program Manager Fund)		Construction	Planned	2022/23	\$ 186,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transportation Fund for Clean Air (County Program Manager Fund)		Environmental Studies (PA&ED)	Planned	2023/24	\$ 114,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	39-Bicycle Circulation/Safety	Environmental Studies (PA&ED)	Planned	2023/24	\$ 398,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 398,000	\$ -	\$ -	\$ -	\$ 398,000
Transportation Fund for Clean Air (County Program Manager Fund)		Construction	Planned	2023/24	\$ 186,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total By Fiscal Year</b>					<b>\$ 3,490,000</b>	<b>\$ -</b>	<b>\$ 398,000</b>	<b>\$ 398,000</b>	<b>\$ 398,000</b>	<b>\$ 398,000</b>	<b>\$ 398,000</b>	<b>\$ 398,000</b>	<b>\$ 398,000</b>	<b>\$ 1,990,000</b>	

**Comments**  
 Annual program

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

<b>Prop K Project Information Form</b>	
<b>Project Name:</b>	Caltrain Wayside Bike Parking Improvements
<b>Implementing Agency:</b>	Peninsula Corridor Joint Powers Board (Caltrain)
<b>Prop K Expenditure Plan Information</b>	
<b>Category:</b>	C. Street & Traffic Safety
<b>Subcategory:</b>	iv. Bicycle and Pedestrian Improvements
<b>EP Line (Primary):</b>	39-Bicycle Circulation/Safety
<b>Other EP Line Number/s:</b>	
<b>Fiscal Year of Allocation:</b>	2019/20, 2021/22
<b>Project Information</b>	
<b>Project Location:</b>	Caltrain stations in San Francisco (4th and King; 22nd Street)
<b>Supervisory District(s):</b>	District 06, District 10
<b>Project Manager:</b>	Peter Skinner
<b>Phone Number:</b>	650-622-7818
<b>Email:</b>	<a href="mailto:skinnerp@samtrans.com">skinnerp@samtrans.com</a>
<b>Brief Project Description for MyStreetSF (80 words max):</b>	This project will design, procure, install and maintain bicycle parking and access improvements at the 4th & King and 22nd Street Caltrain Stations.
<b>Detailed Scope (may attach Word document):</b> Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>The improvements are part of the JPB's efforts to implement the recommendations and standards outlined in the agency's 2018 Bicycle Parking Management Plan (BPMP). This plan identifies needed wayside bicycle parking improvements and recommended best practice standards throughout the Caltrain system. More specifically, this project will design, procure, install and maintain bicycle parking and access improvements at the 4th &amp; King and 22nd Street Caltrain Stations. Specific improvements may include, but are not limited to projects involving the following:</p> <ul style="list-style-type: none"> <li>• Parking improvements related to bicycle racks, electronic lockers and shared parking facilities.</li> <li>• Bicycle access improvements including relocation or modification of station amenities and installation of ramps and stair channels</li> <li>• Informational signage and striping.</li> <li>• Safety lighting and barriers</li> </ul>
<b>Prior Community Engagement/Support (may attach Word document):</b> 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).	Caltrain staff will work with Caltrain's Bicycle Advisory Committee to refine and prioritize capital improvements in the 2018 BPMP into a detailed guide for capital improvements. In developing 2018 BPMP, Caltrain sought extensive public comments from the public through a series of surveys, focus groups, community meetings with the Bicycle Advisory Committee, a number of technical advisory group meetings, as well as public comment periods. As specific improvements are proposed at either 22nd or 4th and King stations, Caltrain staff will engage the surrounding communities as well as other stakeholders within the City.
<b>Partner Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	SFMTA
<b>Type of Environmental Clearance Required:</b>	Categorically Exempt
<b>Attachments:</b> Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No

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

**Comments/Concerns**



**2014 Prop K 5-Year Project List (FY 2014/15 - 2018/19)  
Bicycle Circulation and Safety (EP 39)**

**Programming**

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
<b>Bicycle Safety, Education and Outreach</b>									
SFMTA	Bike To Work Day Promotion	CON	Planned	\$51,300					\$51,300
SFMTA	Bike To Work Day Promotion	CON	Planned		\$38,475				\$38,475
SFMTA	Bike To Work Day Promotion	CON	Planned			\$38,475			\$38,475
SFMTA	Bike To Work Day Promotion	CON	Planned				\$38,475		\$38,475
SFMTA	Bike To Work Day Promotion	CON	Planned					\$38,475	\$38,475
SFMTA	Bicycle Promotion	PLAN	Planned	\$50,000					\$50,000
SFMTA	Bicycle Promotion	CON	Planned		\$80,840				\$80,840
SFMTA	Bicycle Promotion	CON	Planned			\$31,198			\$31,198
SFMTA	Bicycle Promotion	CON	Planned					\$15,599	\$15,599
SFMTA	Bicycle Safety, Education & Outreach (e.g, Classes)	CON	Planned	\$120,400					\$120,400
SFMTA	Bicycle Safety, Education & Outreach (e.g, Classes)	CON	Planned		\$120,400				\$120,400
SFMTA	Bicycle Safety, Education & Outreach (e.g, Classes)	CON	Planned			\$117,258			\$117,258
SFMTA	Bicycle Safety, Education & Outreach (e.g, Classes)	CON	Planned				\$117,258		\$117,258
<b>System Performance and Innovation</b>									
SFMTA	Bicycle Counters & Barometers	DES/CON	Planned	\$100,000					\$100,000
SFMTA	Bicycle Counters & Barometers	DES/CON	Planned				\$51,615		\$51,615
SFMTA	Innovative Treatments	PLAN	Planned	\$104,618					\$104,618
SFMTA	Innovative Treatments	PLAN	Planned		\$5,600				\$5,600

2014 Prop K 5-Year Project List (FY 2014/15 - 2018/19)  
 Bicycle Circulation and Safety (EP 39)

Programming

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA	Innovative Treatments	PLAN	Planned			\$5,600			\$5,600
SFMTA	Innovative Treatments	PLAN	Planned				\$5,600		\$5,600
SFMTA	Innovative Treatments	PLAN	Planned					\$5,600	\$5,600
SFMTA	Innovative Treatments	DES	Planned	\$126,518					\$126,518
SFMTA	Innovative Treatments	DES	Planned		\$14,400				\$14,400
SFMTA	Innovative Treatments	DES	Planned			\$14,400			\$14,400
SFMTA	Innovative Treatments	DES	Planned				\$14,400		\$14,400
SFMTA	Innovative Treatments	DES	Planned					\$14,400	\$14,400
SFMTA	Innovative Treatments	CON	Planned	\$520,288					\$520,288
SFMTA	Innovative Treatments	CON	Planned		\$120,000				\$120,000
SFMTA	Innovative Treatments	CON	Planned			\$120,000			\$120,000
SFMTA	Innovative Treatments	CON	Planned				\$120,000		\$120,000
SFMTA	Innovative Treatments	CON	Planned					\$83,974	\$83,974
SFMTA	Spot Improvements	CON	Planned	\$200,000					\$200,000
SFMTA	Spot Improvements	CON	Planned		\$197,130				\$197,130
SFMTA	Spot Improvements	CON	Planned			\$150,000			\$150,000
SFMTA	Spot Improvements	CON	Planned				\$100,000		\$100,000
SFMTA	Spot Improvements	CON	Planned					\$20,000	\$20,000



**Table 4 - Prop K 5-Year Project List (FY 2014/15 - 2018/19)**  
**Bicycle Circulation and Safety (EP 39)**  
**Programming**

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
<b>Bicycle Network Expansion and Upgrades</b>									
SFMTA	Bicycle Network Expansion and Upgrades	PLAN	Planned	\$185,050					\$185,050
SFMTA	Bicycle Network Expansion and Upgrades	PLAN	Planned		\$135,050				\$135,050
SFMTA	Bicycle Network Expansion and Upgrades	DES	Planned	\$168,126					\$168,126
SFMTA	Bicycle Network Expansion and Upgrades	DES	Planned		\$168,126				\$168,126
SFMTA	Bicycle Network Expansion and Upgrades	CON	Planned	\$367,724					\$367,724
SFMTA	Bicycle Network Expansion and Upgrades	CON	Planned		\$282,970				\$282,970
SFMTA	Bicycle Network Expansion and Upgrades	ANY	Planned			\$450,500			\$450,500
SFMTA	Bicycle Network Expansion and Upgrades	ANY	Planned				\$450,500		\$450,500
SFMTA	Bicycle Network Expansion and Upgrades	ANY	Planned					\$450,057	\$450,057
SFMTA	Sharrows	PLAN/DES	Planned	\$118,000					\$118,000
SFMTA	Sharrows	CON	Planned		\$138,100				\$138,100
SFMTA	Western Addition - Downtown Bikeway Connector [NTIP]	ENV	Planned	\$62,000					\$62,000
SFMTA	Embarcadero Bikeway Enhancements [NTIP]	ENV	Planned	\$200,000					\$200,000
DPW	Second Street Streetscape Improvement (OneBayArea Grant match)	CON	Planned		\$110,000				\$110,000
SFMTA	Twin Peaks Connectivity	PLAN/ENV	Planned	\$23,000					\$23,000

Table 4 - Prop K 5-Year Project List (FY 2014/15 - 2018/19)  
 Bicycle Circulation and Safety (EP 39)  
 Programming

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA, or other eligible sponsor	NTIP Placeholder	ANY	Planned		\$436,000				\$436,000
<b>Transit Access</b>									
Caltrain	4th and King Bike Station Improvements	PLAN	Planned	\$20,000					\$20,000
Caltrain	Caltrain Bike Facility Improvements	DES/CON	Planned		\$20,000				\$20,000
Caltrain	Caltrain Bike Facility Improvements	DES/CON	Planned			\$20,000			\$20,000
Caltrain	Caltrain Bike Facility Improvements	CON	Planned		\$180,000				\$180,000
Caltrain	Caltrain Bike Facility Improvements	CON	Planned				\$180,000		\$180,000
BART	16th/Mission Bike Station [NTIP]	DES	Planned	\$151,000					\$151,000
BART	24th/Mission Bike Station [NTIP]	DES	Planned	\$151,000					\$151,000
BART	Glen Park Bike Station	DES	Planned	\$248,000					\$248,000
<b>Total Programmed in 5YPP</b>				\$2,967,024	\$2,047,091	\$927,431	\$1,097,848	\$628,105	\$7,667,498
<b>Total Programmed in 2013 Strategic Plan Baseline</b>				\$848,620	\$893,456	\$940,369	\$989,454	\$1,040,810	\$4,712,709
<b>Cumulative Remaining Programming Capacity</b>				(\$2,118,404)	(\$3,272,039)	(\$3,259,101)	(\$3,367,494)	(\$2,954,789)	(\$2,954,789)

**Table 4 - Prop K 5-Year Project List (FY 2014/15 - 2018/19)**  
**Bicycle Circulation and Safety (EP 39)**  
**Cash Flow**

Project Name	Phase	Fiscal Year							Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20		
<b>Bicycle Safety, Education and Outreach</b>									
Bike To Work Day Promotion	CON	\$51,300							\$51,300
Bike To Work Day Promotion	CON		\$38,475						\$38,475
Bike To Work Day Promotion	CON			\$38,475					\$38,475
Bike To Work Day Promotion	CON				\$38,475				\$38,475
Bike To Work Day Promotion	CON					\$38,475			\$38,475
Bicycle Promotion	PLAN	\$50,000							\$50,000
Bicycle Promotion	CON		\$80,840						\$80,840
Bicycle Promotion	CON			\$31,198					\$31,198
Bicycle Promotion	CON					\$15,599			\$15,599
Bicycle Safety, Education & Outreach (e.g., Classes)	CON	\$120,400							\$120,400
Bicycle Safety, Education & Outreach (e.g., Classes)	CON		\$120,400						\$120,400
Bicycle Safety, Education & Outreach (e.g., Classes)	CON			\$117,258					\$117,258
Bicycle Safety, Education & Outreach (e.g., Classes)	CON				\$117,258				\$117,258
<b>System Performance and Innovation</b>									
Bicycle Counters & Barometers	DES/CON	\$100,000							\$100,000
Bicycle Counters & Barometers	DES/CON				\$51,615				\$51,615
Innovative Treatments	PLAN	\$104,618	\$0	\$0	\$0	\$0	\$0	\$0	\$104,618
Innovative Treatments	PLAN	\$0	\$5,600	\$0	\$0	\$0	\$0	\$0	\$5,600

Table 4 - Prop K 5-Year Project List (FY 2014/15 - 2018/19)  
 Bicycle Circulation and Safety (EP 39)  
 Cash Flow

Project Name	Phase	Fiscal Year							Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20		
Innovative Treatments	PLAN	\$0	\$0	\$5,600	\$0	\$0	\$0	\$0	\$5,600
Innovative Treatments	PLAN	\$0	\$0	\$0	\$5,600	\$0	\$0	\$0	\$5,600
Innovative Treatments	PLAN	\$0	\$0	\$0	\$0	\$0	\$5,600	\$0	\$5,600
Innovative Treatments	DES	\$126,518	\$0	\$0	\$0	\$0	\$0	\$0	\$126,518
Innovative Treatments	DES	\$0	\$14,400	\$0	\$0	\$0	\$0	\$0	\$14,400
Innovative Treatments	DES	\$0	\$0	\$14,400	\$0	\$0	\$0	\$0	\$14,400
Innovative Treatments	DES	\$0	\$0	\$0	\$14,400	\$0	\$0	\$0	\$14,400
Innovative Treatments	DES	\$0	\$0	\$0	\$0	\$0	\$14,400	\$0	\$14,400
Innovative Treatments	CON	\$520,288	\$0	\$0	\$0	\$0	\$0	\$0	\$520,288
Innovative Treatments	CON	\$0	\$120,000	\$0	\$0	\$0	\$0	\$0	\$120,000
Innovative Treatments	CON	\$0	\$0	\$120,000	\$0	\$0	\$0	\$0	\$120,000
Innovative Treatments	CON	\$0	\$0	\$0	\$120,000	\$0	\$0	\$0	\$120,000
Innovative Treatments	CON	\$0	\$0	\$0	\$0	\$0	\$83,974	\$0	\$83,974
Spot Improvements	CON	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000
Spot Improvements	CON	\$0	\$197,130	\$0	\$0	\$0	\$0	\$0	\$197,130
Spot Improvements	CON	\$0	\$0	\$150,000	\$0	\$0	\$0	\$0	\$150,000
Spot Improvements	CON	\$0	\$0	\$0	\$100,000	\$0	\$0	\$0	\$100,000
Spot Improvements	CON	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$20,000

**Table 4 - Prop K 5-Year Project List (FY 2014/15 - 2018/19)**  
**Bicycle Circulation and Safety (EP 39)**  
**Cash Flow**

Project Name	Phase	Fiscal Year							Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20		
<b>Bicycle Network Expansion and Upgrades</b>									
Bicycle Network Expansion and Upgrades	PLAN	\$185,050	\$0	\$0	\$0	\$0	\$0	\$0	\$185,050
Bicycle Network Expansion and Upgrades	PLAN	\$0	\$135,050	\$0	\$0	\$0	\$0	\$0	\$135,050
Bicycle Network Expansion and Upgrades	DES	\$168,126	\$0	\$0	\$0	\$0	\$0	\$0	\$168,126
Bicycle Network Expansion and Upgrades	DES	\$0	\$168,126	\$0	\$0	\$0	\$0	\$0	\$168,126
Bicycle Network Expansion and Upgrades	CON	\$183,862	\$183,862	\$0	\$0	\$0	\$0	\$0	\$367,724
Bicycle Network Expansion and Upgrades	CON	\$0	\$282,970	\$0	\$0	\$0	\$0	\$0	\$282,970
Bicycle Network Expansion and Upgrades	ANY	\$0	\$0	\$225,250	\$225,250	\$0	\$0	\$0	\$450,500
Bicycle Network Expansion and Upgrades	ANY	\$0	\$0	\$0	\$225,250	\$0	\$225,250	\$225,250	\$450,500
Bicycle Network Expansion and Upgrades	ANY	\$0	\$0	\$0	\$0	\$0	\$0	\$225,029	\$450,057
Sharrows	PLAN/DES	\$41,285	\$76,715						\$118,000
Sharrows	CON		\$62,145	\$62,145	\$13,810				\$138,100
Western Addition - Downtown Bikeway Connector	ENV	\$62,000							\$62,000
Embarcadero Bikeway Enhancements [N'TIP]	ENV	\$10,000	\$90,000	\$100,000					\$200,000
Second Street Streetscape Improvement (OneBayArea Grant match)	CON		\$55,000	\$55,000					\$110,000
Twin Peaks Connectivity	PLAN/ENV	\$19,866	\$3,134						

Table 4 - Prop K 5-Year Project List (FY 2014/15 - 2018/19)  
 Bicycle Circulation and Safety (EP 39)  
 Cash Flow

Project Name	Phase	Fiscal Year					Total
		2014/15	2015/16	2016/17	2017/18	2018/19	
NTIP Placeholder	ANY		\$148,240	\$143,880	\$143,880		\$436,000
<b>Bicycle Network Expansion and Upgrades</b>							
4th and King Bike Station Improvements	PLAN	\$20,000					\$20,000
Caltrain Bike Facility Improvements	DES/CON		\$20,000				\$20,000
Caltrain Bike Facility Improvements	DES/CON				\$20,000		\$20,000
Caltrain Bike Facility Improvements	CON		\$90,000	\$90,000			\$180,000
Caltrain Bike Facility Improvements	CON				\$90,000	\$90,000	\$180,000
16th/Mission Bike Station [NTIP]	DES	\$75,500	\$75,500				\$151,000
24th/Mission Bike Station [NTIP]	DES	\$75,500	\$75,500				\$151,000
Glen Park Bike Station	DES	\$124,000	\$124,000				\$248,000
<b>Cash Flow Programmed in 5YPP</b>							
		\$2,238,313	\$2,167,087	\$1,153,206	\$1,165,538	\$718,327	\$7,667,498
<b>Cash Flow Programmed in 2013 Strategic Plan Baseline</b>							
		\$480,836	\$692,347	\$898,562	\$945,712	\$995,044	\$5,059,158
<b>Cumulative Remaining Cash Flow Capacity</b>							
		(\$1,757,477)	(\$3,232,217)	(\$3,486,861)	(\$3,706,686)	(\$3,429,969)	(\$2,608,340)

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

Bicycle Circulation and Safety (EP 39)  
Programming and Allocations to Date

Pending November 27, 2018 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Bicycle Safety, Education and Outreach									
SFMTA	Bike To Work Day 2015	CON	Allocated	\$76,000					\$76,000
SFMTA	Bike To Work Day 2015	CON	Deobligated	(\$11,000)					(\$11,000)
SFMTA	Bike To Work Day Promotion	CON	Programmed		\$0				\$0
SFMTA	Bike To Work Day Promotion	CON	Allocated			\$38,475			\$38,475
SFMTA	Bike To Work Day Promotion	CON	Allocated				\$38,475		\$38,475
SFMTA	Bike To Work Day Promotion	CON	Programmed					\$38,475	\$38,475
SFMTA	Bicycle Promotion	PLAN	Programmed	\$0					\$0
SFMTA	Bicycle Promotion	CON	Programmed		\$0				\$0
SFMTA	Bicycle Promotion	CON	Programmed			\$0		\$0	\$0
SFMTA	Bicycle Promotion	CON	Programmed					\$0	\$0
SFMTA	Bicycle Safety, Education & Outreach (e-g, Classes)	CON	Programmed	\$0					\$0
SFMTA	Bicycle Safety Education Classes	CON	Allocated	\$72,000					\$72,000
SFMTA	Bicycle Safety Education Classes	CON	Deobligated	(\$4,694)					(\$4,694)
SFMTA	Bicycle Safety Education and Outreach	CON	Allocated		\$170,000				\$170,000
SFMTA	Bicycle Safety, Education & Outreach (e-g, Classes)	CON	Programmed		\$0				\$0
SFMTA	Youth Bicycle Safety Education Classes	CON	Allocated		\$80,000				\$80,000
SFMTA	Youth Bicycle Safety Education Classes	CON	Deobligated		(\$7,563)				(\$7,563)
SFMTA	Bicycle Safety, Education & Outreach (e-g, Classes)	CON	Programmed			\$0			\$0
SFMTA	Youth Bicycle Safety Education Classes	CON	Allocated				\$117,243		\$117,243
SFMTA	Youth Bicycle Safety Education Classes	CON	Pending					\$90,000	\$90,000
SFMTA	Bicycle Safety Education and Outreach	CON	Pending					\$90,529	\$90,529
System Performance and Innovation									
SFMTA	Bicycle Counters & Barometers	DES/ CON	Programmed	\$0					\$0
SFMTA	Bicycle Counters & Barometers	CON	Allocated	\$97,500					\$97,500
SFMTA	Bicycle Counters & Barometers	CON	Deobligated				(\$18,008)		(\$18,008)
SFMTA	Bicycle Counters & Barometers	DES/ CON	Programmed				\$0		\$0
SFMTA	Market Street Green Bike Lanes and Raised Cycletrack	CON	Allocated	\$758,400					\$758,400
SFMTA	Innovative Treatments	PLAN	Programmed	\$0					\$0
SFMTA	Innovative Treatments	PLAN	Programmed		\$0				\$0

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA	Innovative Treatments	PLAN	Programmed			\$0			\$0
SFMTA	Innovative Treatments	PLAN	Programmed				\$0		\$0
SFMTA	Innovative Treatments	PLAN	Programmed					\$0	\$0
SFMTA	Innovative Treatments	DES	Programmed	\$0					\$0
SFMTA	Innovative Treatments	DES	Programmed		\$0				\$0
SFMTA	Innovative Treatments	DES	Programmed						\$0
SFMTA	Innovative Treatments	DES	Programmed				\$0		\$0
SFMTA	Innovative Treatments	DES	Programmed					\$0	\$0
SFMTA	Innovative Treatments	CON	Programmed	\$0					\$0
SFMTA	Innovative Treatments	CON	Programmed		\$0				\$0
SFMTA	Innovative Treatments	CON	Programmed			\$0			\$0
SFMTA	Innovative Treatments	CON	Programmed				\$0		\$0
SFMTA	Innovative Treatments	CON	Programmed					\$0	\$0
SFMTA	Spot Improvements	CON	Programmed	\$0					\$0
SFMTA	5th Street Green Shared Roadway Markings (Sharrows) [Vision Zero]	CON	Allocated	\$82,700					\$82,700
SFMTA	5th Street Green Shared Roadway Markings (Sharrows) [Vision Zero]	CON	Deobligated	(\$10,310)					(\$10,310)
SFMTA	7th Avenue and Lincoln Way Intersection Improvements	CON	Allocated	\$115,324					\$115,324
SFMTA	Spot Improvements	CON	Programmed		\$0				\$0
SFMTA	Spot Improvements	CON	Programmed			\$0			\$0
SFMTA	Spot Improvements	CON	Programmed				\$0		\$0
SFMTA	Spot Improvements	CON	Programmed					\$0	\$0
<b>Bicycle Network Expansion and Upgrades</b>									
SFMTA	Bike Strategy Project Planning and Scoping	PLAN	Allocated	\$76,356					\$76,356
SFMTA	Bike Strategy Conceptual Design	PLAN	Allocated	\$100,144					\$100,144
SFMTA	Bike Strategy Conceptual Design	PLAN	Deobligated	(\$4,583)					(\$4,583)
SFMTA	Bicycle Wayfinding Signs - Pilot	PLAN	Allocated		\$20,000				\$20,000
SFMTA	Bicycle Wayfinding Signs - Design	PLAN	Allocated		\$173,000				\$173,000
SFMTA	Bicycle Network Expansion and Upgrades	PLAN	Programmed	\$0					\$0
SFMTA	Bicycle Network Expansion and Upgrades	PLAN	Programmed		\$0				\$0
SFMTA	Central Richmond Neighborway	PLAN	Allocated			\$155,000			\$155,000
SFMTA	Bicycle Network Expansion and Upgrades	DES	Programmed	\$0					\$0
SFMTA	Bicycle Network Expansion and Upgrade	DES	Programmed		\$0				\$0
SFMTA	Bicycle Network Expansion and Upgrades	CON	Programmed	\$0					\$0
SFMTA	Bicycle Network Expansion and Upgrades	CON	Programmed		\$0				\$0
SFMTA	Bicycle Network Expansion and Upgrades	ANY	Programmed			\$0			\$0
SFMTA	Bicycle Network Expansion and Upgrades	ANY	Programmed				\$0		\$0
SFMTA	Bicycle Network Expansion and Upgrades	ANY	Programmed					\$0	\$0



Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFCTA, SFMTA	YBI Hillcrest Road/Treasure Island Road Bike Path	PLAN	Pending					\$250,000	\$250,000
SFMTA	Safe Streets Project Evaluation Program	PLAN	Allocated				\$189,850		\$189,850
SFMTA	Shared Roadway Bicycle Markings (Sharrows) - Environmental, Design	PA&ED, PS&E	Allocated	\$123,882					\$123,882
SFMTA	Shared Roadway Bicycle Markings (Sharrows) - Construction	CON	Allocated	\$132,218					\$132,218
SFMTA	Shared Roadway Bicycle Markings (Sharrows) - Construction	CON	Deobligated				(\$5,967)		(\$5,967)
SFMTA	Sharrows	CON	Programmed		\$0				\$0
SFMTA	Western Addition - Downtown Bikeway Connector [NTIP]	ENV	Programmed	\$0					\$0
SFMTA	Embarcadero Bikeway Enhancements [NTIP]	ENV	Programmed	\$0					\$0
SFMTA	Embarcadero Bikeway Enhancements [NTIP]	ENV	Programmed	\$0					\$0
SFMTA	Second Street Vision Zero Improvements [Vision Zero]	CON	Allocated	\$158,500					\$158,500
SFMTA	Second Street Vision Zero Improvements [Vision Zero]	CON	Deobligated	(\$6)					(\$6)
DPW	Second Street Improvement - EP 39	CON	Allocated			\$110,000			\$110,000
SFMTA	Twin Peaks Connectivity	PLAN, PA&ED	Allocated	\$23,000					\$23,000
Any	NTIP Placeholder	ANY	Programmed		\$0				\$0
SFMTA	Arguello Boulevard Near-term Improvements [NTIP Capital]	CON	Allocated		\$188,931				\$188,931
SFMTA	Arguello Boulevard Near-term Improvements [NTIP Capital]	CON	Deobligated				(\$110,621)		(\$110,621)
SFMTA	Arguello Boulevard Improvements	CON	Allocated					\$70,700	\$70,700
SFMTA	Golden Gate Avenue Buffered Bike Lane [NTIP Capital]	CON	Allocated		\$50,000				\$50,000
SFMTA	Cesar Chavez/Bayshore/ Potrero Intersection Improvements [NTIP Capital]	PLAN	Allocated	\$50,000					\$50,000
SFMTA	Cesar Chavez/Bayshore/ Potrero Intersection Improvements [NTIP Capital]	PLAN	Deobligated				(\$5,314)		(\$5,314)
SFMTA	Valencia Bikeway Implementation Plan [NTIP Planning]	PLAN	Allocated					\$145,000	\$145,000
SFPW	Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection Improvements (The Hairball) [NTIP Capital]	CON	Allocated					\$100,000	\$100,000
ANY	NTIP Placeholder	ANY	Planned					\$564,000	\$564,000
SFMTA	Beale Street Bikeway	PS&E	Planned					\$330,000	\$330,000
SFMTA	Ocean Avenue Safety Improvements	PLAN	Planned					\$400,000	\$400,000

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA	The Embarcadero Enhancements	PA&ED	Planned					\$550,000	\$550,000
SFMTA	The Embarcadero at Pier 39 / Fisherman's Wharf - Complete Street Improvements	PLAN/CER	Planned					\$200,000	\$200,000
SFMTA	20th Avenue Neighborhood	CON	Planned					\$560,000	\$560,000
<b>Transit Access</b>									
Caltrain	San Francisco Bicycle Parking Facility Improvements - Supplemental Funds	CON	Allocated	\$20,000					\$20,000
Caltrain	San Francisco Bicycle Parking Facility Improvements - Supplemental Funds	CON	Deobligated	(\$6,864)					(\$6,864)
Caltrain	Caltrain Bike Facility Improvements	DES/CON	Programmed		\$0				\$0
Caltrain	Caltrain Bike Facility Improvements	DES/CON	Programmed				\$0		\$0
Caltrain	Caltrain Bike Facility Improvements	CON	Programmed		\$0				\$0
Caltrain	Caltrain Bike Facility Improvements	CON	Programmed				\$0		\$0
BART	Station Bicycle Parking and Access Improvements	CON	Allocated					\$550,000	\$550,000
BART	16th/Mission Bike Station [NTIP]	DES	Programmed	\$0					\$0
BART	24th/Mission Bike Station [NTIP]	DES	Programmed	\$0					\$0
BART	Glen Park Bike Station	DES	Programmed	\$0					\$0
<b>Total Programmed in 5YPP</b>				\$1,848,567	\$674,368	\$298,161	\$455,972	\$3,693,704	\$6,970,773
<b>Total Programmed in 2014 Strategic Plan</b>				\$2,967,024	\$2,047,091	\$927,431	\$1,097,848	\$628,105	\$7,667,499
<b>Cumulative Remaining Programming Capacity</b>				\$1,318,668	\$2,691,391	\$3,320,661	\$3,962,537	\$896,938	\$896,938

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

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

**FOOTNOTES:**

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

Bicycle Promotion: Reduced from \$46,797 to \$0 in FY 16/17 and 18/19. Promotion activities conducted through Bike to Work Day Promotion and Bicycle Outreach and Education.

Bicycle Safety, Education & Outreach (e.g., Classes): Reduced from \$144 to \$0 in FY 16/17. Funds to be reprogrammed to bicycle education projects in 2019 5YPP.

Bicycle Counters & Barometers: Reduced from \$54,115 to \$0 in FY 14/15 and 17/18. SFMTA is not planning to install additional counters or barometers.

Innovative Treatments: Reduced from \$523,974 to \$0 in FY 14/15 - 18/19. Innovative treatments discontinued as a distinct project because they are installed as part of individual near and long term bicycle projects where feasible.

Spot Improvements: Reduced from \$467,130 to \$0 in FY 15/16 - 18/19. Project advanced with non-Prop K funds.

Bicycle Network Expansion and Upgrades: Reduced from \$1,481,453 to \$0 in FY 15/16 - 18/19. Projects advanced with non-Prop K funds.

Sharrows: Reduced from \$138,100 to \$0 in FY 15/16. Funds not required; sharrows have been installed on all Class 3 portions of the SF bike network.

Western Addition - Downtown Bikeway Connector [NTIP]: Reduced from \$62,000 to \$0 in FY 14/15. Project advancing through implementation of the Western Addition Community Based Transportation Plan [NTIP Planning] with Prop K funds in the 2019 5YPP period through the Citywide Neighborway Program and/or non-Prop K sources. NTIP programming amount incorporated into FY 18/19 placeholder.

Embarcadero Bikeway Enhancements [NTIP]: Reduced from \$200,000 to \$0 in FY 14/15 and 15/16. Updated project scope will advance with Prop K funds in FY 18/19 through The Embarcadero Enhancements project. NTIP programming amount incorporated into FY 18/19 placeholder.

Caltrain Bike Facility Improvements: Reduced from \$400,000 to \$0 in FY 15/16 and 17/18. Updated project scope will advance with Prop K funds in the 2019 5YPP.

NTIP Placeholder: Added placeholder with \$564,000 in FY 18/19.

Beale Street Bikeway: Added project with \$330,000 in FY 18/19 for design.

Ocean Avenue Safety Improvements: Added project with \$400,000 in FY 18/19 for planning.

The Embarcadero Enhancements: Added project with \$550,000 in FY 18/19 for planning.

The Embarcadero at Pier 39 / Fisherman's Wharf - Complete Street Improvements: Added project with \$200,000 in FY 18/19 for planning.

20th Avenue Neighborway: Added project with \$560,000 in FY 18/19 for construction.

2014 Prop K 5-Year Project List (FY 2014/15 - 2018/19)  
 Bicycle Circulation and Safety (EP 39)  
 Cash Flow (\$) Maximum Annual Reimbursement

Pending November 27, 2018 Board

Project Name	Phase	Fiscal Year							Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	
<b>Bicycle Safety, Education and Outreach</b>									
Bike To Work Day 2015	CON	\$38,000	\$38,000						\$76,000
Bike To Work Day 2015	CON		(\$11,000)						(\$11,000)
Bike To Work Day Promotion	CON		\$0						\$0
Bike To Work Day Promotion	CON			\$38,475					\$38,475
Bike To Work Day Promotion	CON				\$38,475				\$38,475
Bike To Work Day Promotion	CON					\$38,475			\$38,475
Bicycle Promotion	PLAN	\$0							\$0
Bicycle Promotion	CON		\$0						\$0
Bicycle Promotion	CON			\$0					\$0
Bicycle Promotion	CON					\$0			\$0
Bicycle Safety, Education & Outreach (e.g., Classes)	CON	\$0							\$0
Bicycle Safety Education Classes	CON	\$36,000	\$36,000						\$72,000
Bicycle Safety Education Classes	CON		(\$4,694)						(\$4,694)
Bicycle Safety Education and Outreach	CON		\$42,500	\$85,000	\$42,500				\$170,000
Bicycle Safety, Education & Outreach (e.g., Classes)	CON		\$0						\$0
Youth Bicycle Safety Education Classes	CON		\$80,000						\$80,000
Youth Bicycle Safety Education Classes	CON		(\$7,563)						(\$7,563)
Bicycle Safety, Education & Outreach (e.g., Classes)	CON			\$0					\$0
Youth Bicycle Safety Education Classes	CON				\$117,243				\$117,243
Youth Bicycle Safety Education Classes	CON							\$90,000	\$90,000
Bicycle Safety Education and Outreach	CON							\$45,529	\$90,529
<b>System Performance and Innovation</b>									
Bicycle Counters & Barometers	DES/ CON	\$0							\$0
Bicycle Counters & Barometers	CON	\$16,500	\$81,000						\$97,500
Bicycle Counters & Barometers	CON				(\$18,008)				(\$18,008)
Bicycle Counters & Barometers	DES/ CON				\$0				\$0
Market Street Green Bike Lanes and Raised Cycletrack	CON	\$500,544	\$257,856						\$758,400
Innovative Treatments	PLAN	\$0							\$0
Innovative Treatments	PLAN		\$0						\$0

Project Name	Phase	Fiscal Year									Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21			
Innovative Treatments	PLAN			\$0							\$0
Innovative Treatments	PLAN					\$0					\$0
Innovative Treatments	PLAN						\$0				\$0
Innovative Treatments	DES	\$0									\$0
Innovative Treatments	DES		\$0								\$0
Innovative Treatments	DES			\$0							\$0
Innovative Treatments	DES					\$0					\$0
Innovative Treatments	DES						\$0				\$0
Innovative Treatments	CON	\$0									\$0
Innovative Treatments	CON		\$0								\$0
Innovative Treatments	CON			\$0							\$0
Innovative Treatments	CON				\$0						\$0
Innovative Treatments	CON						\$0				\$0
Spot Improvements	CON	\$0									\$0
5th Street Green Shared Roadway Markings (Sharrows) [Vision Zero]	CON	\$41,350	\$41,350								\$82,700
5th Street Green Shared Roadway Markings (Sharrows) [Vision Zero]	CON		(\$10,310)								(\$10,310)
7th Avenue and Lincoln Way Intersection Improvements	CON		\$115,324								\$115,324
Spot Improvements	CON		\$0								\$0
Spot Improvements	CON			\$0							\$0
Spot Improvements	CON				\$0						\$0
Spot Improvements	CON						\$0				\$0
Spot Improvements	CON							\$0			\$0
<b>Bicycle Network Expansion and Upgrades</b>											
Bike Strategy Project Planning and Scoping	PLAN	\$60,000	\$16,356								\$76,356
Bike Strategy Conceptual Design	PLAN		\$100,144								\$100,144
Bike Strategy Conceptual Design	PLAN		(\$4,585)								(\$4,585)
Bicycle Wayfinding Signs - Pilot	PLAN		\$20,000								\$20,000
Bicycle Wayfinding Signs - Design	PLAN		\$24,714	\$49,429	\$49,429	\$49,428					\$173,000
Bicycle Network Expansion and Upgrades	PLAN	\$0									\$0
Bicycle Network Expansion and Upgrades	PLAN		\$0								\$0
Central Richmond Neighborhood	PLAN			\$28,750	\$126,250						\$155,000
Bicycle Network Expansion and Upgrades	DES	\$0									\$0
Bicycle Network Expansion and Upgrade	DES		\$0								\$0
Bicycle Network Expansion and Upgrades	CON	\$0	\$0								\$0
Bicycle Network Expansion and Upgrades	CON		\$0								\$0
Bicycle Network Expansion and Upgrades	ANY			\$0							\$0
Bicycle Network Expansion and Upgrades	ANY				\$0						\$0
Bicycle Network Expansion and Upgrades	ANY						\$0				\$0
Bicycle Network Expansion and Upgrades	ANY							\$0			\$0

Project Name	Phase	Fiscal Year								Total	
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21			
YBI Hillcrest Road/Treasure Island Road Bike Path	PLAN									\$250,000	\$250,000
Safe Streets Project Evaluation Program	PLAN				\$125,850		\$64,000				\$189,850
Shared Roadway Bicycle Markings (Sharrows) - Environmental, Design	PA&ED, PS&E	\$3,642	\$120,240								\$123,882
Shared Roadway Bicycle Markings (Sharrows) - Construction	CON	\$27,118	\$105,100								\$132,218
Shared Roadway Bicycle Markings (Sharrows) - Construction	CON				(\$5,967)						(\$5,967)
Sharrows	CON		\$0	\$0	\$0						\$0
Western Addition - Downtown Bikeway Connector	ENV	\$0									\$0
Embarcadero Bikeway Enhancements [NTIP]	ENV	\$0	\$0	\$0							\$0
Embarcadero Bikeway Enhancements [NTIP]	ENV		\$0								\$0
Second Street Vision Zero Improvements [Vision Zero]	CON	\$79,250	\$79,250								\$158,500
Second Street Vision Zero Improvements [Vision Zero]	CON		(\$6)								(\$6)
Second Street Improvement - EP 39	CON			\$110,000	\$0						\$110,000
Twin Peaks Connectivity	PLAN, PA&ED	\$19,866	\$3,134								\$23,000
NTIP Placeholder	ANY		\$0	\$0	\$0						\$0
Arguello Boulevard Near-term Improvements [NTIP Capital]	CON			\$188,931							\$188,931
Arguello Boulevard Near-term Improvements [NTIP Capital]	CON				(\$110,621)						(\$110,621)
Arguello Boulevard Improvements	CON						\$70,700				\$70,700
Golden Gate Avenue Buffered Bike Lane [NTIP Capital]	CON		\$50,000								\$50,000
Cesar Chavez/Bayshore/ Potrero Intersection Improvements [NTIP Capital]	PLAN	\$12,500	\$37,500								\$50,000
Cesar Chavez/Bayshore/ Potrero Intersection Improvements [NTIP Capital]	PLAN			(\$5,314)							(\$5,314)
Valencia Bikeway Implementation Plan [NTIP Planning]	PLAN						\$100,000			\$45,000	\$145,000
Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection Improvements (The Hairball) [NTIP Capital]	CON						\$100,000				\$100,000
NTIP Placeholder	ANY						\$112,800			\$451,200	\$564,000
Beale Street Bikeway	PS&E						\$66,000			\$264,000	\$330,000
Ocean Avenue Safety Improvements	PLAN									\$400,000	\$400,000

Project Name	Phase	Fiscal Year								Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21		
The Embarcadero Enhancements	PA&ED					\$55,000	\$495,000			\$550,000
The Embarcadero at Pier 39 / Fisherman's Wharf - Complete Street Improvements	PLAN/CER					\$20,000	\$180,000			\$200,000
20th Avenue Neighborhood	CON					\$112,000	\$448,000			\$560,000
<b>Bicycle Network Expansion and Upgrades</b>										
San Francisco Bicycle Parking Facility Improvements - Supplemental Funds	CON	\$20,000								\$20,000
San Francisco Bicycle Parking Facility Improvements - Supplemental Funds	CON	(\$6,864)								(\$6,864)
Caltrain Bike Facility Improvements	DES/CON		\$0							\$0
Caltrain Bike Facility Improvements	DES/CON				\$0					\$0
Caltrain Bike Facility Improvements	CON		\$0							\$0
Caltrain Bike Facility Improvements	CON			\$0						\$0
Station Bicycle Parking and Access Improvements	CON					\$50,000	\$500,000			\$550,000
16th/Mission Bike Station [NTIP]	DES									\$0
24th/Mission Bike Station [NTIP]	DES									\$0
Glen Park Bike Station	DES									\$0
<b>Cash Flow Programmed in 5YPP</b>										
		\$847,906	\$1,210,313	\$495,271	\$365,151	\$973,932	\$3,078,200	\$0	\$6,970,773	
<b>Cash Flow Programmed in 2014 Strategic Plan</b>										
		\$2,238,313	\$2,167,087	\$1,153,206	\$1,165,538	\$718,327	\$225,029	\$0	\$7,667,500	
<b>Cumulative Remaining Cash Flow Capacity</b>										
		\$1,590,619	\$2,547,393	\$3,205,328	\$4,005,715	\$3,750,110	\$896,939	\$896,939	\$896,939	

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

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



<b>Prop K Project Information Form</b>	
<b>Project Name:</b>	The Embarcadero Enhancements
<b>Implementing Agency:</b>	San Francisco Municipal Transportation Agency
<b>Prop K Expenditure Plan Information</b>	
<b>Category:</b>	C. Street & Traffic Safety
<b>Subcategory:</b>	iv. Bicycle and Pedestrian Improvements
<b>EP Line (Primary):</b>	39-Bicycle Circulation/Safety
<b>Other EP Line Number/s:</b>	
<b>Fiscal Year of Allocation:</b>	2018/19
<b>Project Information</b>	
<b>Project Location:</b>	The Embarcadero between North Point and Townsend Streets
<b>Supervisory District(s):</b>	District 03, District 06
<b>Project Manager:</b>	Casey Hildreth
<b>Phone Number:</b>	701-4817
<b>Email:</b>	<a href="mailto:casey.hildreth@sfmta.com">casey.hildreth@sfmta.com</a>
<b>Brief Project Description for MyStreetSF (80 words max):</b>	The Embarcadero Enhancement Project will improve safety, accessibility and comfort for all travelers between North Point Street near Pier 39 and Townsend Street at South Beach Park by building a physically protected (Class IV) bikeway and enhanced pedestrian crossings.
<b>Detailed Scope (may attach Word document):</b> Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>The Embarcadero multi-way boulevard carries tens of thousands of people each day along the city's northeast waterfront, supporting a wide variety of trip purposes and travel modes. It is an important arterial that supports connections to downtown and the regional freeway system; an essential route for ferry-goers and cruise ship passengers; a critical link in the city's multi-modal transit system; and an increasingly popular pedestrian and bicycle route for workers, residents, and visitors in San Francisco.</p> <p>Despite having fully signalized intersections, dedicated (Class II) bike lanes, and an off-street, shared use (Class I) pathway known as the Promenade, The Embarcadero is struggling to safely accommodate these various travel activities. Conflicts are on the rise both in the roadway and on the Promenade as measured by overall number of collisions, collisions resulting in injuries, police citations, and complaints of double-parking and pedestrian safety. Meanwhile, vehicle travel times and congestion are increasing as adjacent neighborhoods and job centers expand and ride hail services attract new vehicles and users.</p> <p>The Embarcadero Enhancement Project will improve safety, accessibility and comfort for all travelers between North Point Street near Pier 39 and Townsend Street at South Beach Park by building a physically protected (Class IV) bikeway to reduce conflicts between modes. Additionally, the project will enhance pedestrian crossings to meet current ADA standards and provide shorter crossing distances where feasible. A limited number of turn restrictions and circulation changes will be introduced both on and directly adjacent to The Embarcadero to simplify intersections and support the efficient movement of people and goods. Streetcar stops may be consolidated and/or removed, and allocations of curb space (for loading, parking, tow-away zones, and other uses) will be updated.</p> <p>Between Don Chee Way and Washington Street, the project may also result in a "big move" to consolidate vehicle through lanes on the city-side and expand public gathering space(s) and loading areas adjacent to the Ferry Building and Harry Bridge's Plaza.</p>
<b>Prior Community Engagement/Support (may attach Word document):</b> 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).	The SFMTA, Port of San Francisco, San Francisco Planning Department and San Francisco Public Works are collaborating on the Embarcadero Enhancement Project to increase safety and comfort of travel along The Embarcadero. The project planning phase has included extensive public participation to review and comment on conceptual designs, costs and trade-offs, with the goal of reaching a recommended design that is physically and financially viable, reflects public values, and enhances safety and the experience of travelers on foot, on bike, or in a vehicle along the project route. The project's goals and description have been referenced and integrated into other waterfront planning efforts such as the Port's Waterfront Land Use Plan Update as well as the Fisherman's Wharf/Pier 39 Complete Streets Study/Project.
<b>Partner Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	SFPW - Shannon Cairns, <a href="mailto:shannon.cairns@sfdpw.org">shannon.cairns@sfdpw.org</a> , 415-581-2576 PORT - Lindy Lowe, <a href="mailto:lindy.lowe@sfport.com">lindy.lowe@sfport.com</a> , 415-274-0621
<b>Type of Environmental Clearance Required:</b>	Negative Declaration



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

<b>Attachments:</b> Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Yes	2016 Open House Boards with existing conditions and bikeway design alternatives included
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Project Delivery Milestones		Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year	
Planning/Conceptual Engineering	95%	In-house	Q4-Apr-May-Jun	2013/14	Q4-Apr-May-Jun	2018/19	
Environmental Studies (PA&ED)	0%	In-house and Contracted	Q4-Apr-May-Jun	2018/19	Q4-Apr-May-Jun	2019/20	
Right of Way							
Design Engineering (PS&E)	0%	In-house	Q1-Jul-Aug-Sep	2020/21	Q4-Apr-May-Jun	2021/22	
Advertise Construction							
Start Construction (i.e. Award Contract)	0%	TBD	Q2-Oct-Nov-Dec	2022/23			
Operations (i.e. paratransit)							
Open for Use					Q2-Oct-Nov-Dec	2023/24	
Project Completion (means last eligible expenditure)					Q1-Jul-Aug-Sep	2024/25	

**Comments/Concerns**  
 PA&ED phase includes SFMTA legislation.



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

**Project Name:** The Embarcadero Enhancements

Phase	Cost	Funding Source		
		Prop K	Other	
Planning/Conceptual Engineering	\$ 570,000	\$ -	\$ 570,000	
Environmental Studies (PA&ED)	\$ 550,000	\$ 550,000	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PSS&E)	\$ 2,500,000	\$ -	\$ 2,500,000	
Construction	\$ 10,000,000	\$ -	\$ 10,000,000	
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
<b>Total Project Cost</b>	<b>\$ 13,620,000</b>	<b>\$ 550,000</b>	<b>\$ 13,070,000</b>	
<b>Percent of Total</b>		<b>4%</b>	<b>96%</b>	

Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)												
Funding Plan - All Phases	Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24
Prop B General Funds			Planning/Conceptual Engineering	Allocated	Previous	\$ 170,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5307			Planning/Conceptual Engineering	Allocated	Previous	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SEMTA Operating			Planning/Conceptual Engineering	Allocated	Previous	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	39-Bicycle Circulation/Safety		Environmental Studies (PA&ED)	Planned	Previous	\$ 550,000	\$ 55,000	\$ 495,000	\$ -	\$ -	\$ -	\$ -
Prop B General Funds			Design Engineering (PS&E)	Planned	2019/20	\$ 2,500,000	\$ -	\$ 500,000	\$ 1,000,000	\$ 1,000,000	\$ -	\$ -
TBD			Construction	Planned	2019/20	\$ 10,000,000	\$ -	\$ -	\$ -	\$ 5,000,000	\$ 5,000,000	\$ -
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# WHAT IS THE PURPOSE OF TONIGHT?

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**The purpose of tonight is to...**

- **Reintroduce The Embarcadero Enhancement Project**
- **Explain what a 'Complete Street' concept is and how its application to The Embarcadero will make it a safer, more comfortable space for all**
- **Present the two bikeway alignment alternatives, along with the benefits and challenges associated with each**
- **Collect your feedback on a preferred alignment and overall opportunities to improve The Embarcadero**



***Choosing a bikeway alignment is the next step in developing a larger Complete Street design for The Embarcadero.***

***A 'Complete Street' is one that is designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.***

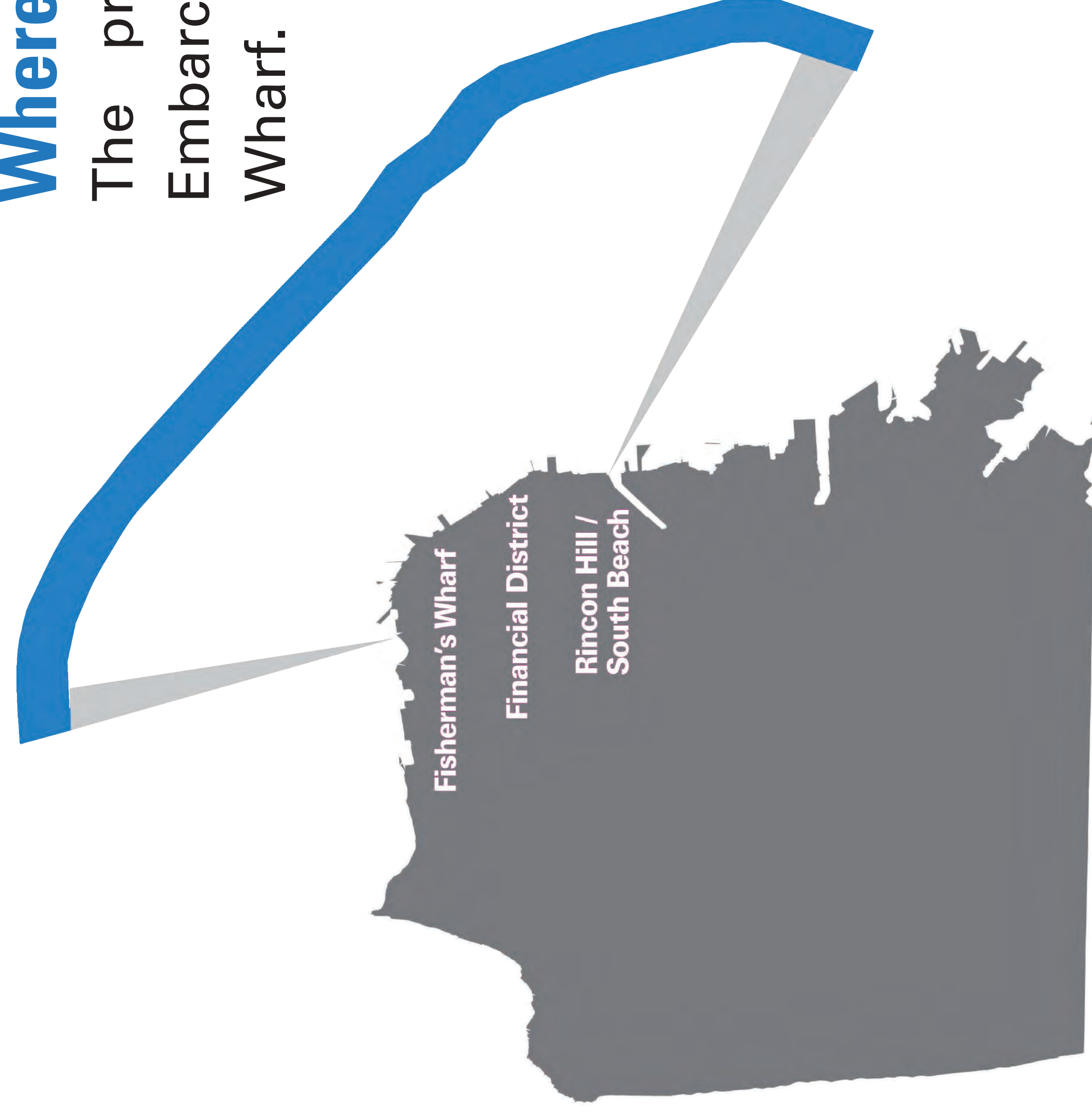
# PROJECT OVERVIEW

## What is the Project?

The Embarcadero Enhancement Project focuses on increasing safety, comfort and access for all users, and ensuring the corridor continues to serve adjacent businesses. Guided by the concept of 'Complete Streets,' the project will result in a **conceptual design** for an improved Embarcadero that gives each mode of travel its own dedicated space to accommodate growing demands.

## Where is the Project?

The project limits include 3 miles of The Embarcadero, from South Beach to Fisherman's Wharf.



## Supportive Projects (Partial List)

- Better Market Street
- Ferry Terminal Expansion Project
- Seawall Resiliency Program
- Transbay Terminal / Folsom Street
- SE Waterfront 'Blue Greenway'
- Jefferson Street Public Realm
- E Line Streetcar Service Expansion
- Bay Bridge West Span Pathway Study

### OPEN HOUSE November 2016

- Present bikeway alignment alternatives
- Feedback on preferred alignment & project trade-offs

### REFINE COMPLETE STREET CONCEPTS Winter 2016 / 2017

- Select preferred bikeway alignment
- NE Waterfront circulation study & concept design alternatives

### DESIGN WORKSHOPS Spring - Summer 2017

- Prepare 15% concept designs
- Update impacts analysis
- Gather public feedback on design details

### DESIGN APPROVAL 2017 / 2018

- Approval of conceptual design(s) for environmental review

### ENVIRONMENTAL REVIEW, DETAILED DESIGN & CONSTRUCTION To Be Determined (NOT FUNDED)

# VISION ZERO

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A large portion of The Embarcadero is on San Francisco's High Injury Network, representing the city's 12 percent of streets that account for 70 percent of traffic collisions

Between 2011 and 2016, **192** people were killed or injured on The Embarcadero including:

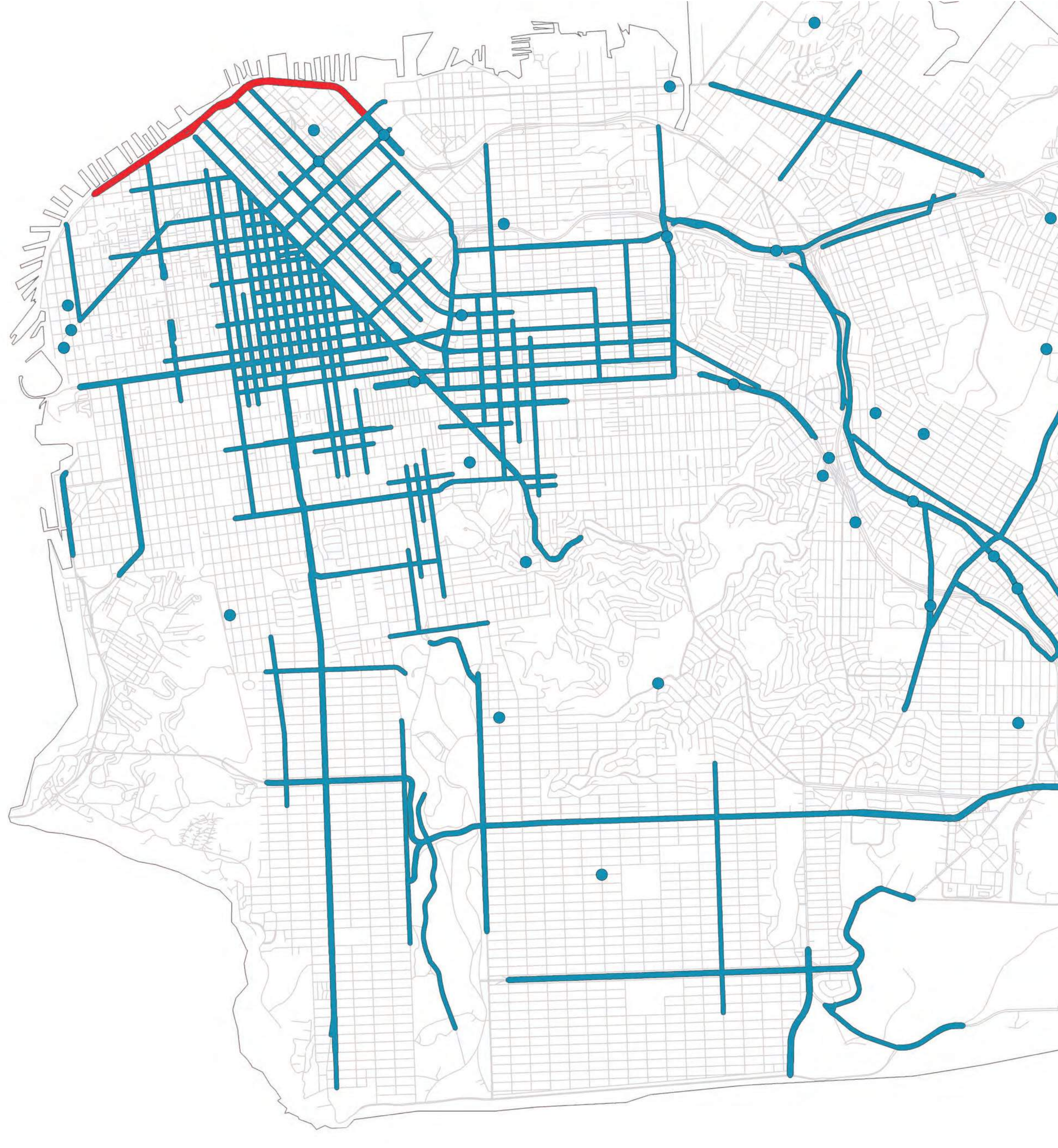
- **1 Pedestrian Fatality**
- **1 Motorist Fatality**
- **6 Pedestrians Severely Injured**
- **10 Bicyclists Severely Injured**
- **3 Motorists Severely Injured**

*Every year, 30 people are killed and 200 more are seriously injured in SF traffic crashes.*



*Our city's goal, Vision Zero, is to end all traffic deaths by 2024.*

## High-Injury Network



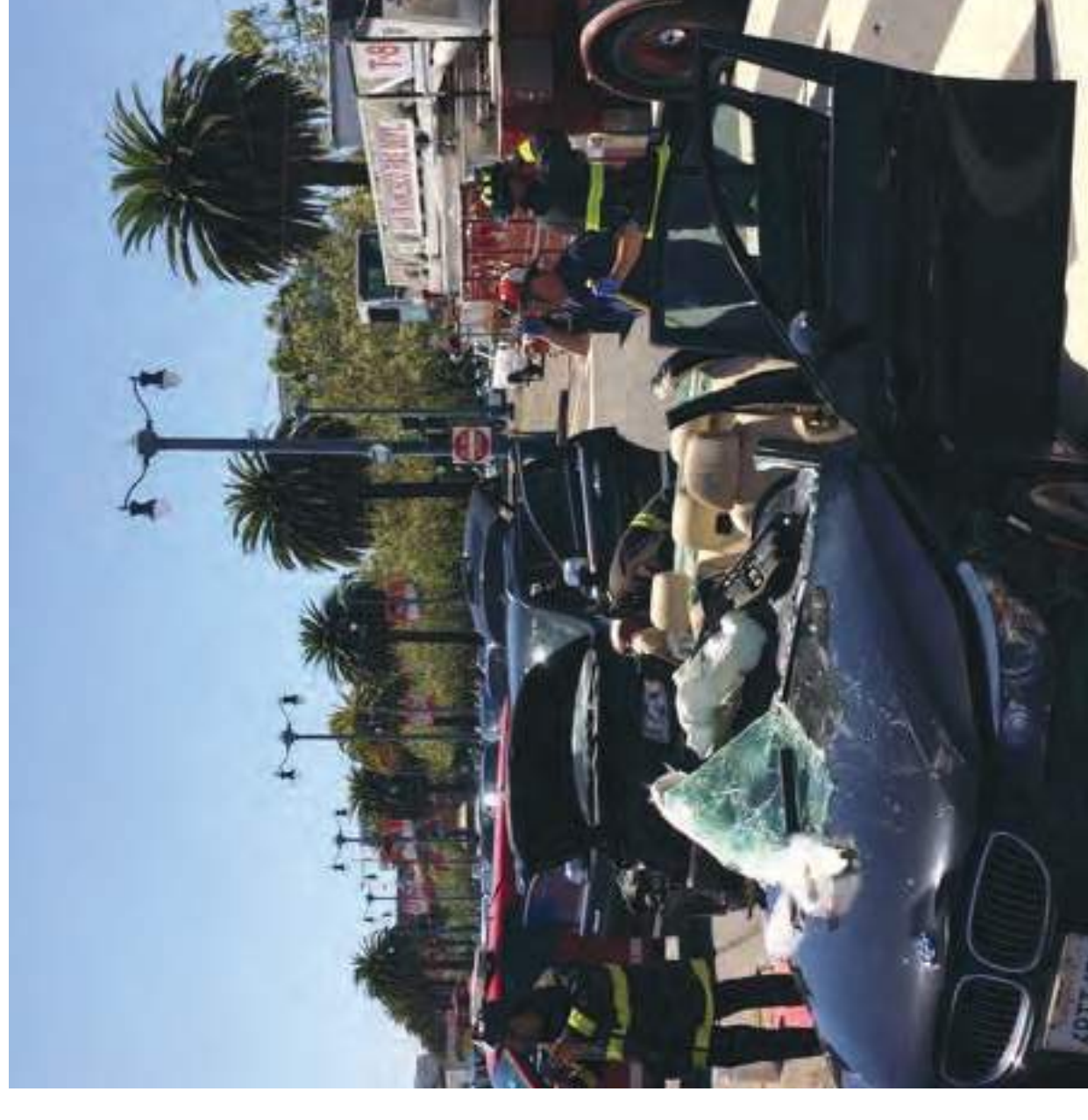
# TRAFFIC & CIRCULATION CONDITIONS

## Issues

- The Embarcadero remains an important arterial corridor for the movement of people and goods, including as a bypass around congestion in the Financial District
- Generally there are two travel lanes in each direction (excluding turn lanes), with a third lane (all-day or peak periods-only) between Broadway and Mission
- Average estimated corridor travel times between North Point and Townsend are 13 to 15 minutes, although congestion is highly variable depending on time of day and other factors (e.g., game days, cruise ship port-of-calls) and access can be restricted during special events

## Opportunities / Challenges

- Traffic volumes have remained steady or slightly decreased in the last 15 years despite significant local and regional housing and employment growth
- Variable lane transitions, double-parking, and bicyclists riding outside the bike lanes lead to additional driver stress, unnecessary congestion, and safety issues
- Most intersections currently allow U-turns in both directions, which promotes localized access at the expense of throughput travel time and capacity
- Improved wayfinding and real-time advisory signs could limit driver confusion and promote event detours



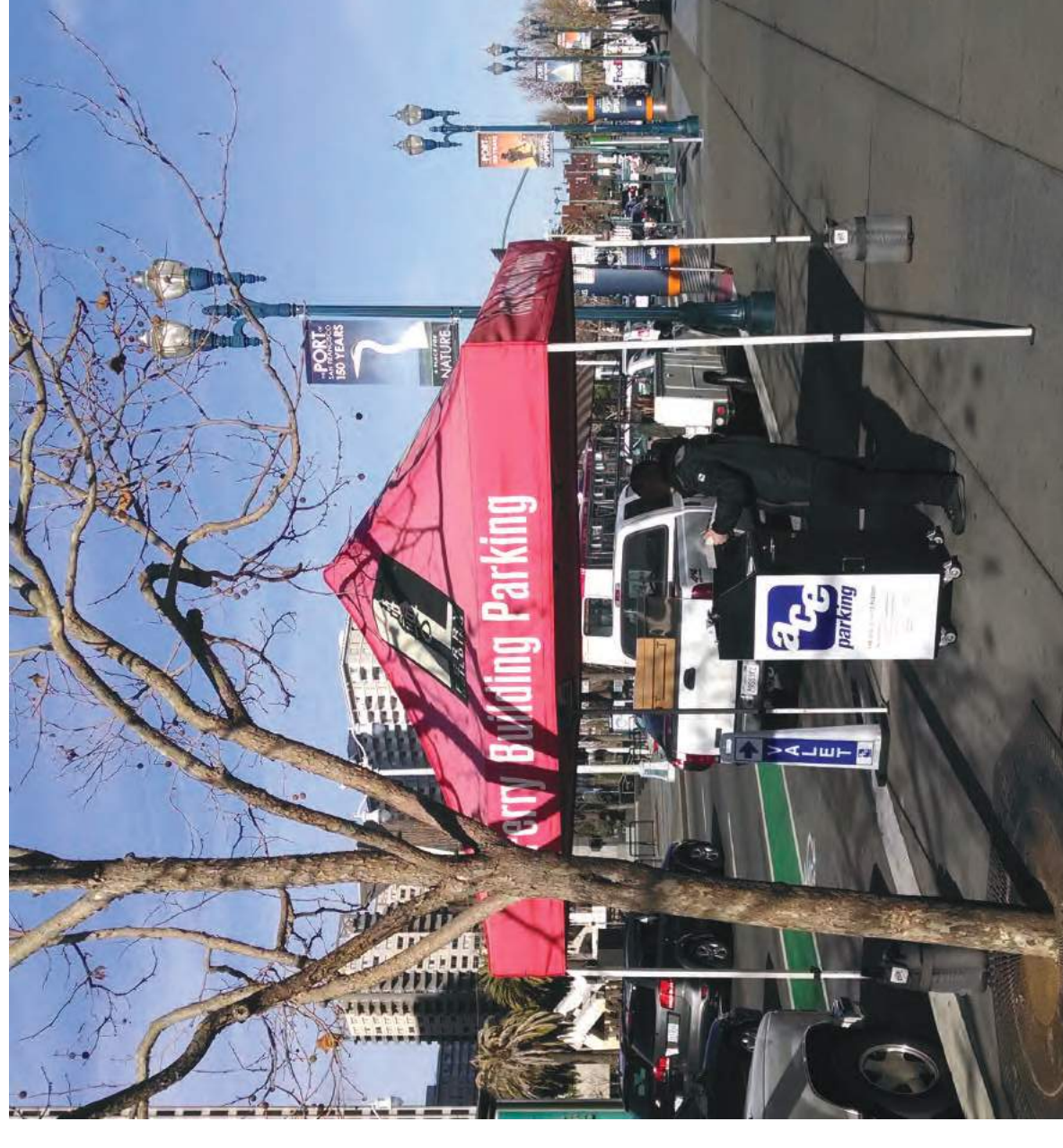
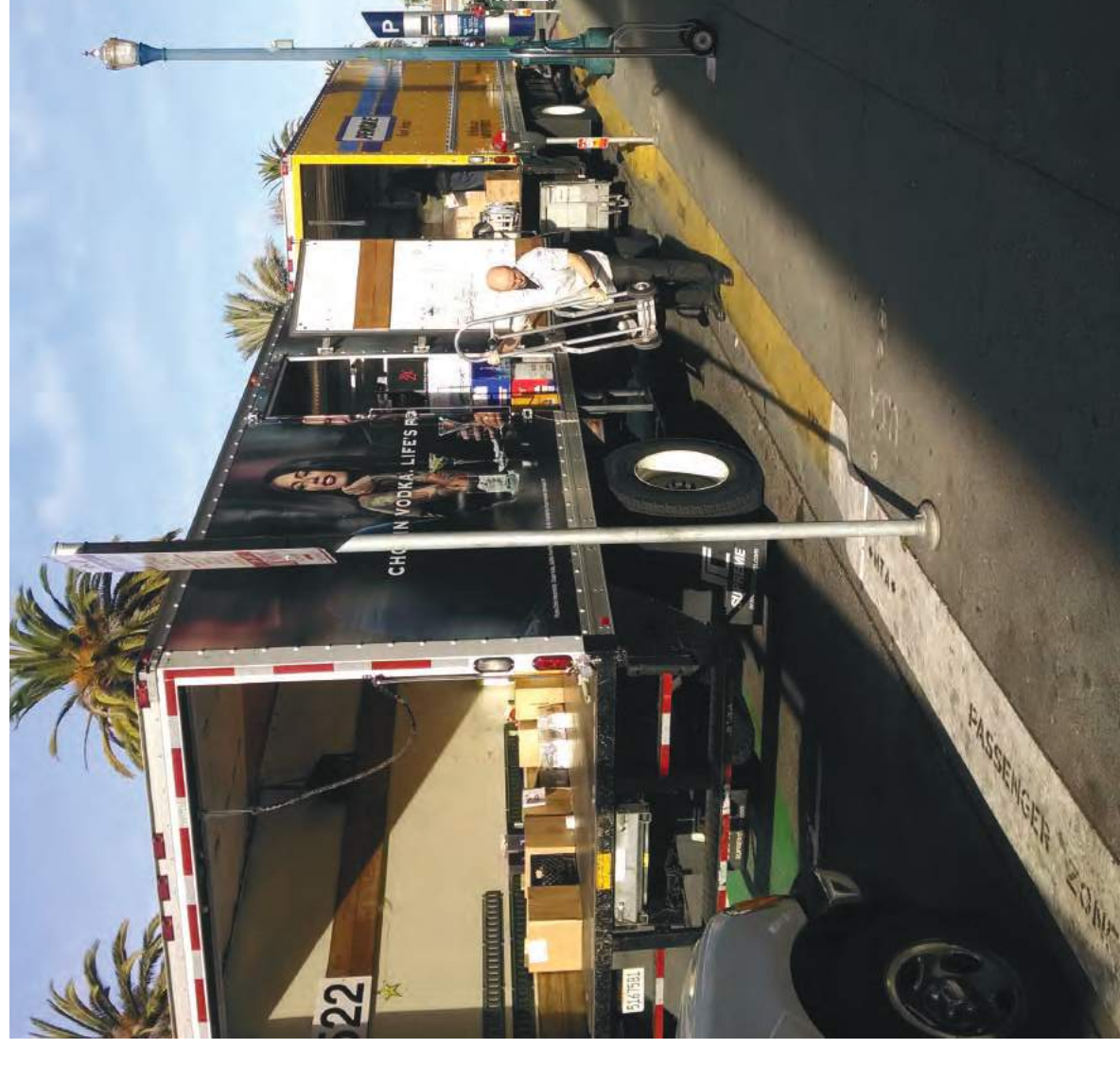
# PARKING & CURBSPACE ACCESS

## Issues

- Approximately 10% of the traffic volume along The Embarcadero is shuttles, buses, taxis, and delivery trucks
- Demand for curbspace loading is extremely high and varies from commercial distributors to valet parking, taxis and ride hail services, to hop-on/hop-off tour bus operations and public transit buses
- Existing loading zones may not be optimally sized, located, or managed - making it difficult for loading to occur safely in appropriate areas without impacting other roadway users, especially people riding in the bike lanes
- On-street private vehicle parking may not be the best use of space along the water's edge, given other competing needs and presence of nearby off-street garages and lots

## Opportunities / Challenges

- Providing a physically-separated bikeway could reduce conflicts between people on bicycles and loading activities, although on-street parking would be impacted
- The Embarcadero Enhancement Project provides a unique opportunity to address loading needs throughout the corridor, particularly as ride hail services such as Uber and Lyft have become more popular
- Improved wayfinding and promotion of existing off-street garages may help mitigate reduced on-street parking



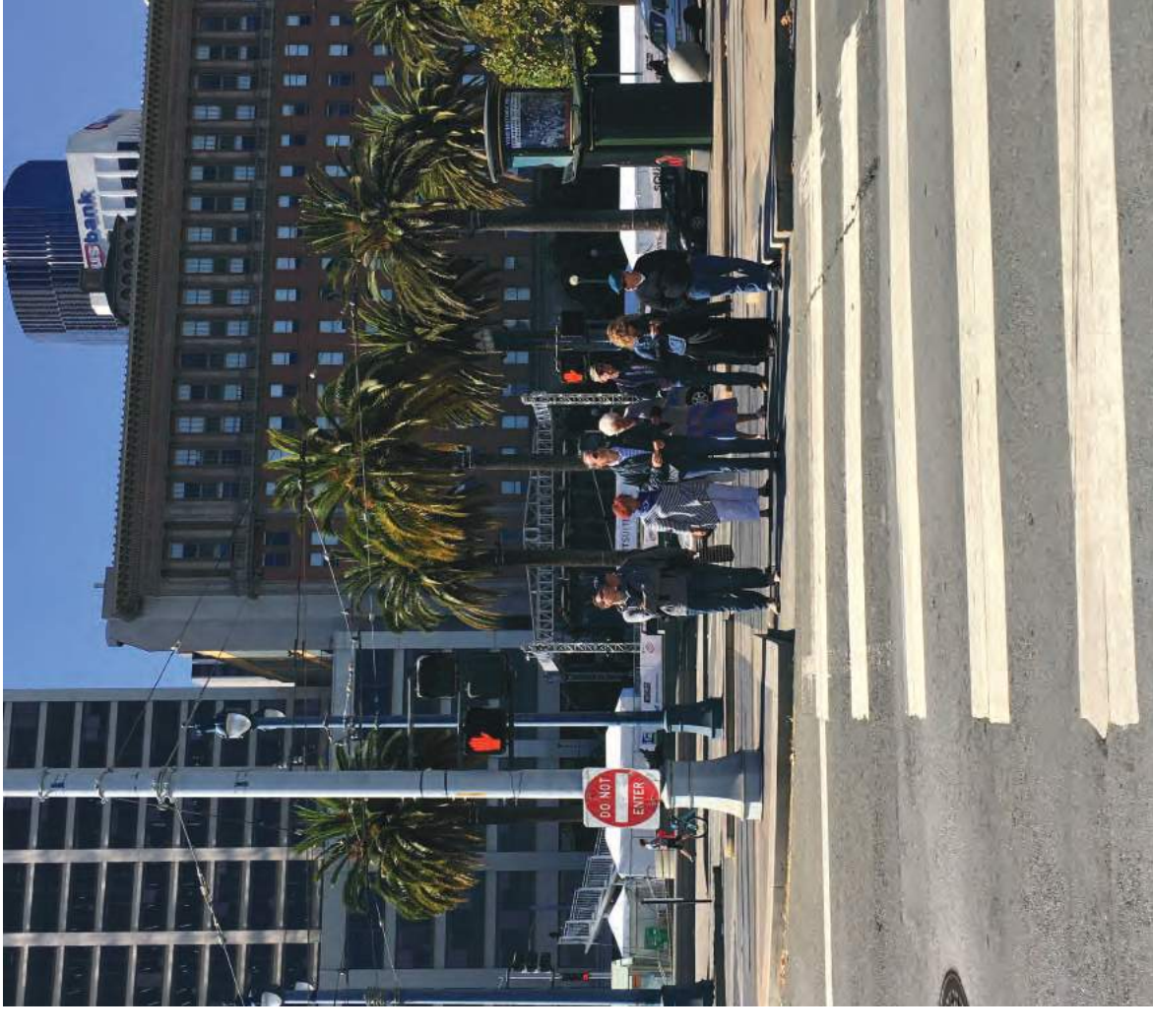
# WALKING CONDITIONS

## Issues

- The shared use Promenade pathway is oversubscribed with pedestrians competing for space with bicyclists, creating ongoing conflict
- Conflicts along the Promenade can be worsened by the proliferation of signs, artwork, seating, and other street furniture that otherwise contributes to a vibrant waterfront
- The size of The Embarcadero creates wide intersections and long crossings that can be difficult to use comfortably
- Curb ramps and refuge islands exist along the corridor, but most do not meet current ADA accessibility standards
- The City-side sidewalk is too narrow and/or underutilized

## Opportunities / Challenges

- Providing a physically-separated bikeway could reduce the attractiveness of the Promenade for bicyclists, thus reducing overall conflict
- Near-term upgrades to enhance comfort and safety include higher-visibility crosswalks and new pedestrian signal 'head starts' for all City-side side street crossings
- A Complete Streets approach to The Embarcadero would include ADA upgrades, more bulbouts and refuge islands, improved landscaping, better organization of the Promenade, and wider City-side sidewalks where feasible





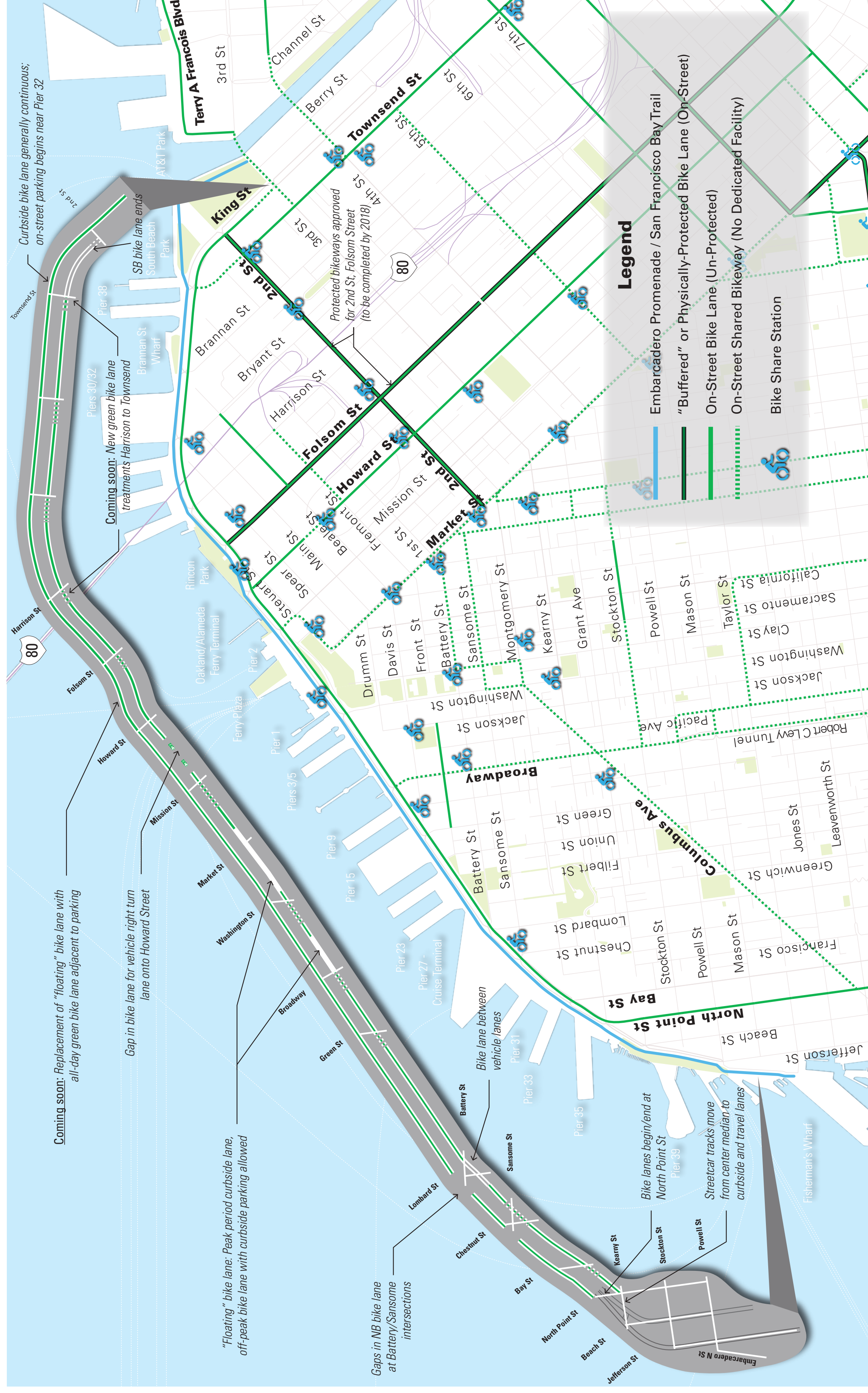
# BICYCLING CONDITIONS

## Issues

- The Embarcadero is one of the Bay Area's busiest bike corridors, with approx. 2,000 daily bicyclists near Alcatraz Landing at Bay Street (and nearly 1,000 bicyclists just in the afternoon commute period near the Ferry Building)
- Loading vehicles consistently block the bike lane, which along with high truck volumes forces many bicyclists onto the Promenade (increasing conflicts with pedestrians) and discourages others from riding altogether
- The SB bike lane has several gaps - leaving bicyclists more exposed to traffic, including many right-turning vehicles
- There are no dedicated bike facilities north of North Point St, and bicyclists tend to use the curbside streetcar lane or ride into Pier 39 where there are heavy pedestrian volumes

## Opportunities / Challenges

- The City soon will be enhancing existing bike lanes south of the Ferry Building and is planning for a bike signal at North Point to facilitate safer left-turns. Additional bike safety upgrades are generally not possible, however, without the Embarcadero Enhancement Project
- With an expanding regional bike share program and potential Bay Bridge West Span pathway (among other projects), continued significant growth in bicyclist volumes along the waterfront is expected



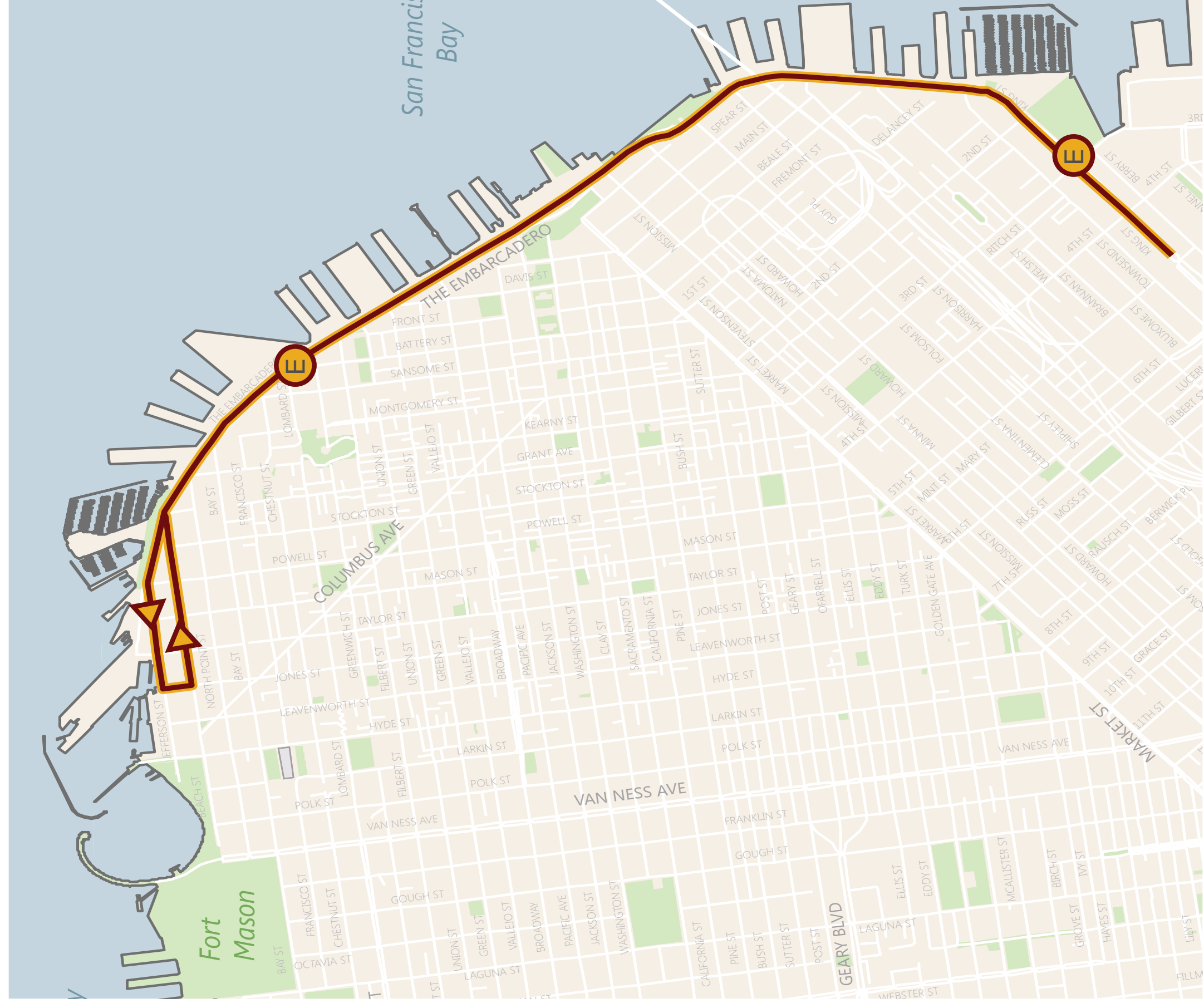
# PUBLIC TRANSIT CONDITIONS

## Issues

- The E Embarcadero line began service in 2015 and operates along the waterfront every 15 minutes between 10am and 7pm, seven days a week. The historic streetcar line makes the same stops as the N Judah and T Third between Caltrain and Folsom Street, and shares F Market stops from the Ferry Building to Fisherman's Wharf
- The Embarcadero corridor provides dedicated space for Muni streetcars, except for the block between Beach and Kearny where it operates in mixed southbound traffic
- To accommodate an expected tripling of ridership by 2035 (to 32,000 daily riders), the downtown Ferry Terminal is expanding to include two new gates and overwater berthing facilities, as well as supportive passenger facilities

## Opportunities / Challenges

- To support faster, more reliable streetcars, Muni is planning to enhance Transit Signal Priority (TSP) throughout the corridor in 2017. Other enhancements, such as potential consolidation of closely-spaced stops, will be explored as part of the Embarcadero Enhancement Project
- Additional ferry passengers will result in higher pedestrian and bicycle volumes near the Ferry Building during peak commute periods



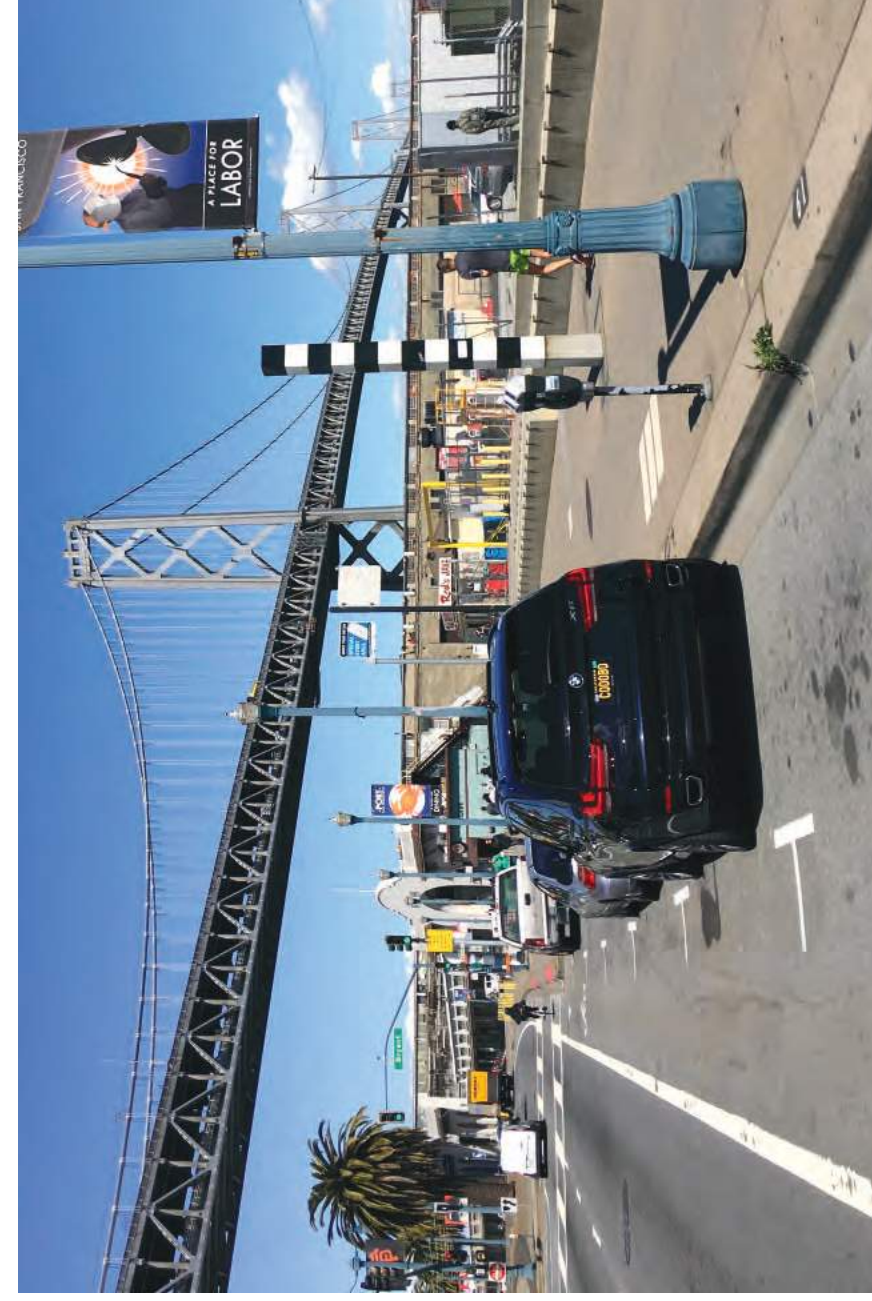
# WHAT WE HAVE HEARD SO FAR

Feedback thus far from residents, businesses and people who use and travel along the Embarcadero - which notably includes the 2014 design workshop series to identify values and trade-offs - is generally summarized by **seven key themes on how to enhance and complete The Embarcadero:**



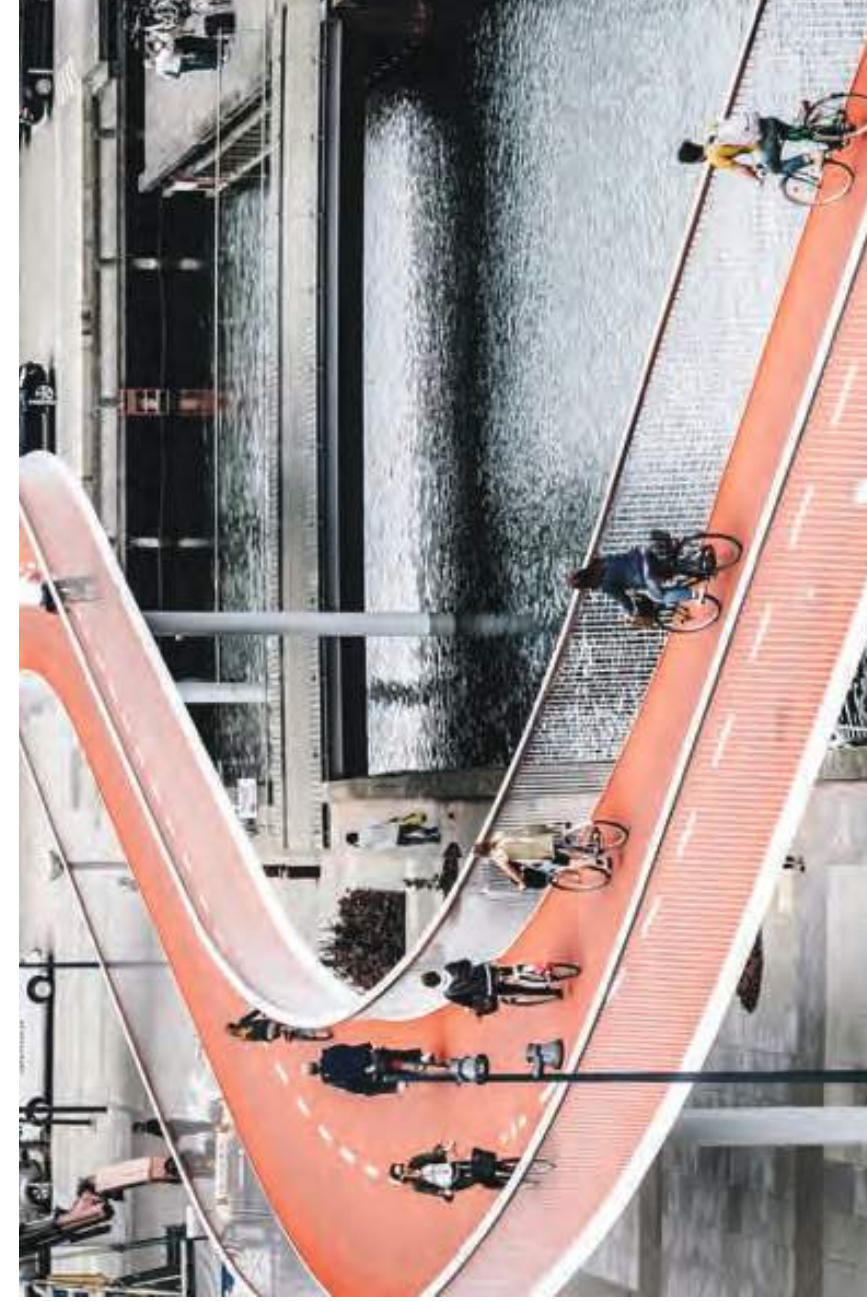
## RETAIN LOADING & UNLOADING FOR BUSINESSES

Virtually all 2014 design workshop participants stressed the importance of retaining access for business-related loading and unloading activities, including delivery trucks, tour buses and valet parking. Resolving how to accommodate loading activities along with a protected bikeway is a key focus and challenge of the Enhancement Project.



## ON-STREET PARKING VS. SAFER TRAVEL

Given high demand for a limited right-of-way, workshop participants and others have questioned the value of maintaining the current supply of on-street parking for private vehicles. These stakeholders point to the presence of parking lots and garages within a short walk of The Embarcadero, and have not made parking retention as high a priority as providing a protected bikeway or retaining a wide, welcoming Promenade.



## THINK BIG

A variety of commenters have emphasized the once-in-a-lifetime opportunity this project represents, whether it be focused on how the project relates to the sea wall and addresses climate change; provides a great user experience and avoids conflict; or expands people-oriented spaces in front of the Ferry Building and northern waterfront. These comments have generally encouraged the City to think 'big' or 'outside-the-box' when advancing the design.



## MAINTAIN APPROPRIATE VEHICLE CAPACITY

The Embarcadero remains a key arterial corridor for moving people and goods, and is the logical route for accessing the northern waterfront from the Bay Bridge and I-80. While supportive of enhancing safety, a number of stakeholders are concerned about increased traffic congestion and longer travel times that could result from this project.



## SEPARATION OF MODES

In order to reduce conflicts along the Promenade and support a truly 'Complete Street,' the majority of feedback has recognized the need to provide a physically-separated bikeway. Such a facility is seen as critical to accommodating all ages and abilities while also allowing for increased separation between pedestrians and vehicles.



## DESIGN DETAILS MATTER

Barriers, landscaping, differentiated grades and street trees between bicycles and other users were frequently emphasized as key aspects of the street designs proposed during the fall 2014 workshops - as were bikeway and vehicle lane widths. Stakeholders have also frequently underscored the desire for great urban design and to assure that pedestrians feel safe and separated from fast moving bicyclists and skaters.

## SUPPORT FLEXIBILITY

The theme of flexibility and adaptability emerged during the 2014 design workshop series as a response both to the busy calendar of special events and street/lane restrictions along The Embarcadero, as well as the desire to find creative solutions to potential time-of-day conflicts - e.g., when there are Farmer's Markets or peaks in user demands.

# EMBARCADERO COMPLETE STREETS DESIGN PROCESS

Selecting a preferred bikeway alignment is but one step in the process to develop and consider Complete Street improvements for all roadway users. Below is a diagram that outlines next steps in the design process once a preferred bikeway is identified

## Identify Preferred Bikeway Alignment



### **Next Steps: North Point to Townsend Street**

- Refine Load Zone Detail
- Adjust Bikeway Width and Buffer Assumptions As Necessary
- Explore Parking Mitigation Options
- Refine Circulation and Traffic Signal Concept
- Consider Alternative Uses to SB Bike Lane (if Two-Way Alignment is Selected)
- Consider Potential Streetcar Stop Consolidation(s)
- Explore 'Big Move' Concept at Ferry Building

The "Big Move" concept is the idea of shifting all through-traffic away from the Ferry Building to provide a larger, more flexible plaza space that supports bicycling, pedestrians, special events such as the Farmer's Market, and related loading/unloading activities.

More design analysis is needed to confirm if this concept is feasible prior to formally considering with this project.

### **Next Steps: Embarcadero North of North Point Street**

- Finalize Data Collection for Sub-Area Circulation Study
- Prepare Initial Circulation and Urban Design Concepts
- Conduct Stakeholder Meetings / Design Workshop(s)
- Refine Concepts & Summarize Findings

SPRING 2017

### **Agency Approvals to Proceed / Fund Environmental Review Phase**

2017 / 2018

### **Design Workshops to Present Draft Complete Street Concept(s)**

SUMMER 2017

**Ongoing: Coordination with the Port's Seawall Resiliency Program**  
[sfport.com/great-seawall-resiliency-program](http://sfport.com/great-seawall-resiliency-program)  
**& Waterfront Land Use Plan Update**  
[sfport.com/waterfront-plan-update](http://sfport.com/waterfront-plan-update)

# WHAT HAVE WE DONE SO FAR?



## Design Workshops (2014)

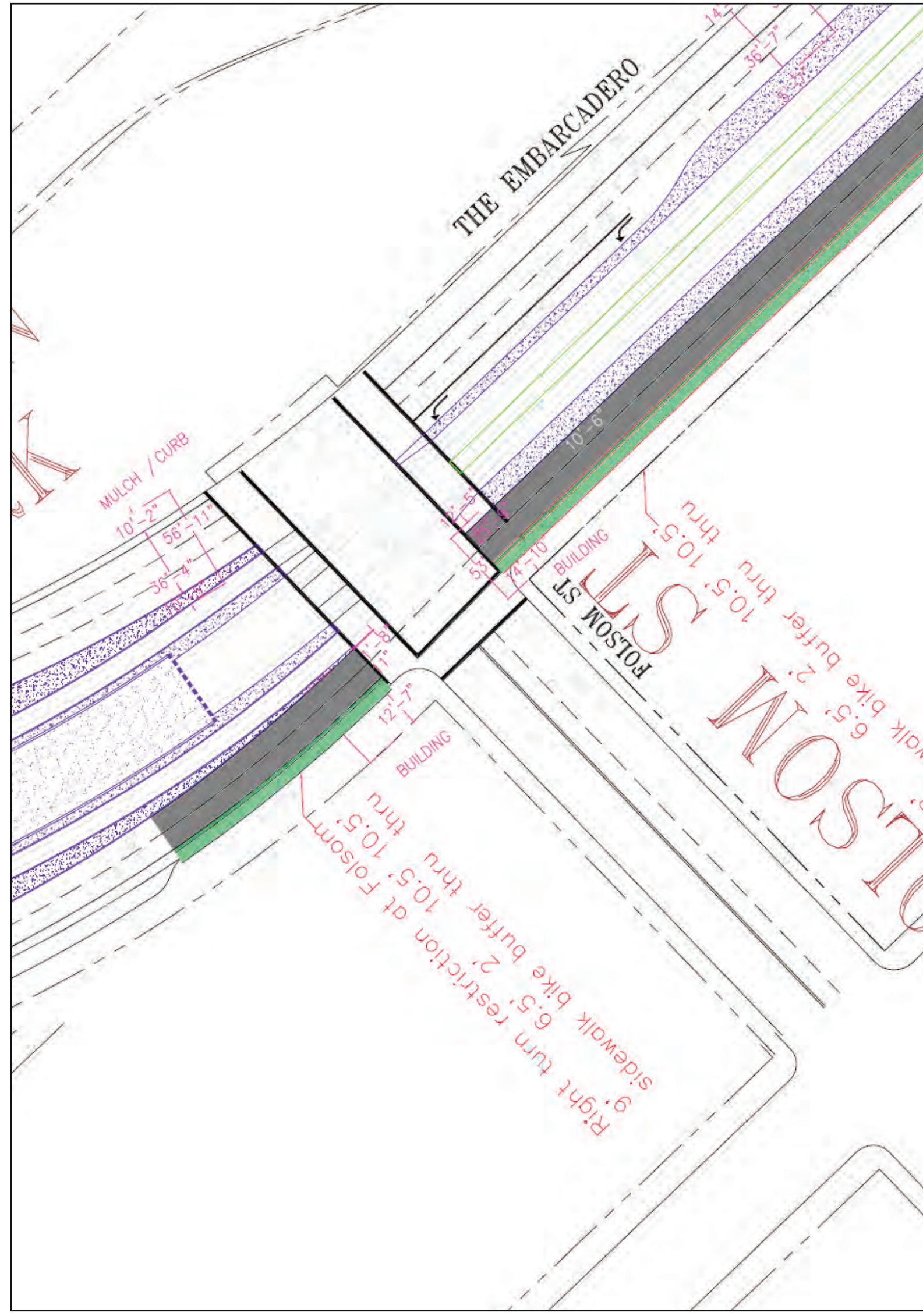
In the fall of 2014, the Project held a design workshop series to assess public values and transportation priorities along The Embarcadero, focusing on specific ‘pinchpoints.’ A detailed report summarizing workshop activities and input is available this evening and online.

## Draft Alignments (2015)

Based on public input, the Project team prepared high-level Complete Street design concepts for The Embarcadero (between North Point and Townsend streets), which include two potential bikeway alignments.

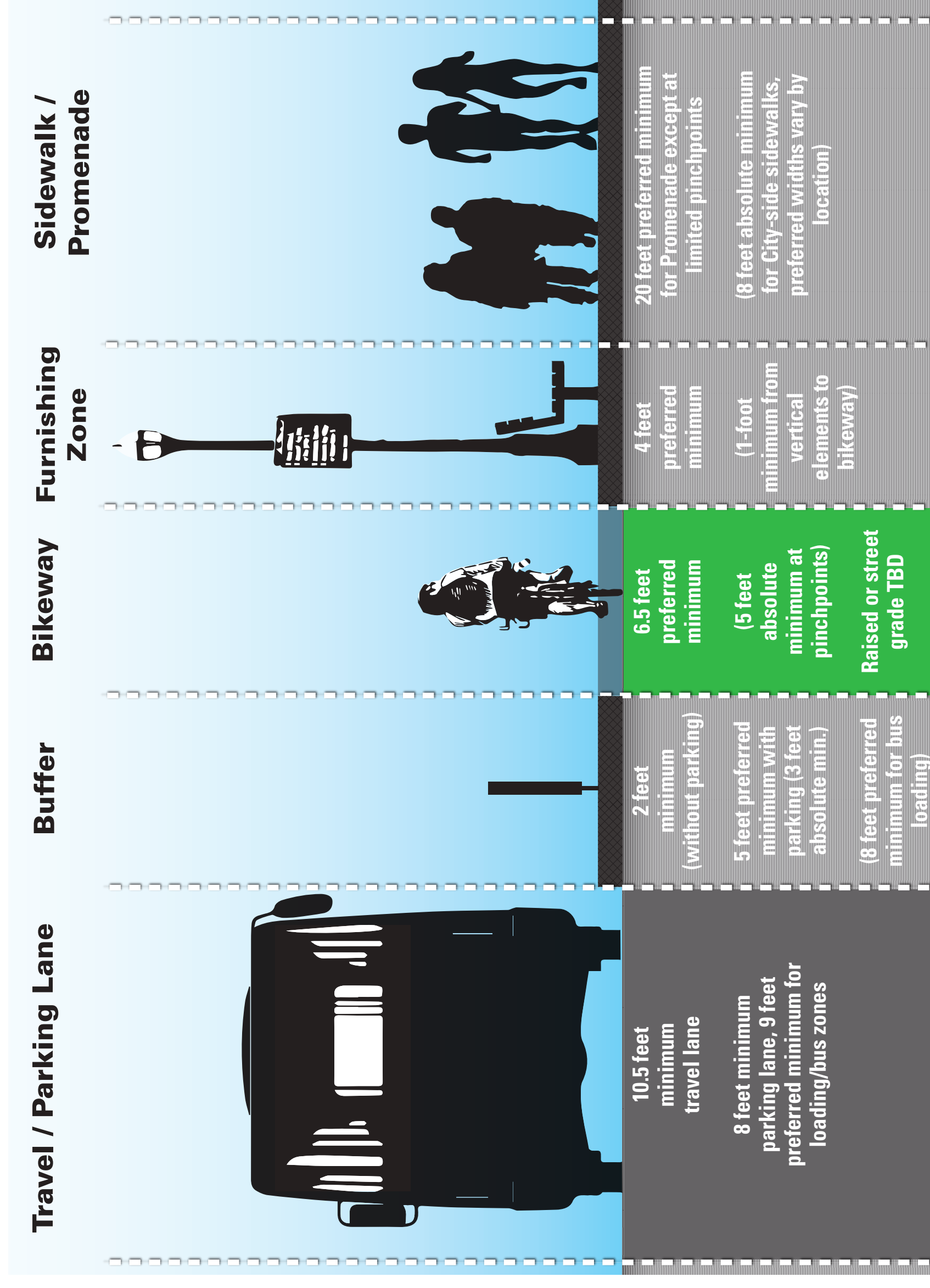
## Impact Analysis (2016)

The SFMTA updated traffic data and identified potential impacts of each bikeway alignment on seven project criteria / elements, which are available for review to help identify a preferred alignment alternative.



# ALIGNMENT ALTERNATIVE - ONE WAY CURBSIDE

## OVERVIEW



A one-way curbside bikeway alignment would upgrade existing bike lanes in both the northbound and southbound directions along The Embarcadero, providing a wider and more physically protected space for people to bike.

### Minimum Requirements

The project team assumed a standard width of 8.5 feet (including traffic buffer) and dedicated bike signal phasing at intersections (for southbound travel only) for assessing potential impacts.

To support adjacent parking or loading, the bikeway would need to be approximately 11.5 feet. For this reason, the northbound one-way alignment is generally assumed to have similar impacts as the two-way waterside alignment.

Dedicated bike signals for southbound travel were assumed as a minimum safety feature due to the volume of right-turning vehicles.

## BENEFITS/CHALLENGES



### Benefits

- Intuitive; similar to existing bike lane configuration
- Retains more design flexibility around constraints (i.e., can revert to standard bike lane or shared lane if necessary, which is more difficult to do with a two-way bikeway)
- Potentially requires less narrowing of the Promenade for northbound bikeway
- Easier to implement in phases than a two-way bikeway

### Challenges:

- Impacts both sides of the Embarcadero, including for construction
- Southbound bike signals to address vehicle right-turn conflicts require additional space for dedicated vehicle turn pockets, and would likely result in significant, unavoidable congestion
- Conflicts with desire for wider sidewalks on City-side; actually narrows existing sidewalks to potentially unacceptable widths
- Desire to be on the waterside may encourage southbound bicyclists to continue using Promenade
- Less opportunity for “real” separation from traffic compared to two-way alignment alternative
- Less bike capacity and opportunities for passing compared to the two-way alignment alternative
- One-way alignment does not appear feasible / practical north of North Point Street

## SUMMARY OF POTENTIAL IMPACTS

### TRAFFIC AND CIRCULATION

Maintains two travel lanes in each direction and NB double-left turns onto Washington, Broadway, and Bay streets. Due to required bike signal phases, substantial SB congestion is forecasted at Battery Street and at most intersections south of the Ferry Building. SB right-turns at Folsom and Harrison streets would be prohibited, and Lombard Street would potentially be closed to traffic at The Embarcadero.

### PARKING AND LOADING

Impacts approximately 314-330 parking spaces depending on final design. Mitigation/replacement efforts may reduce the number of parking spaces removed but options are limited. Existing load zones on the water-side would largely be retained, but City-side impacts include Chaya, Delancy Street restaurant loading/valet zones.

### PEDESTRIAN FACILITIES

Due to existing narrow sidewalks on the City-side, this alignment potentially results in unacceptable sidewalk widths (9 feet or less) from North Point to Battery, Howard to Harrison, and at Brannan Street. On the water-side, the width of the Promenade generally would be impacted less than the two-way alignment alternative.

### TREES/LANDSCAPE DESIGN

Since the one-way alignment would require sidewalk narrowing in many places, it would impact a significant number of street trees (approx. 62) and light poles (approx. 44) with limited options for replacement.

### TRANSIT/BUS OPERATIONS

Generally impacts transit operations more than the two-way alignment (particularly Golden Gate bus routes and Muni buses leaving the Kirkland Division Yard) due to the significant increase in SB congestion from dedicated bike signals.

### BIKEWAY QUALITY

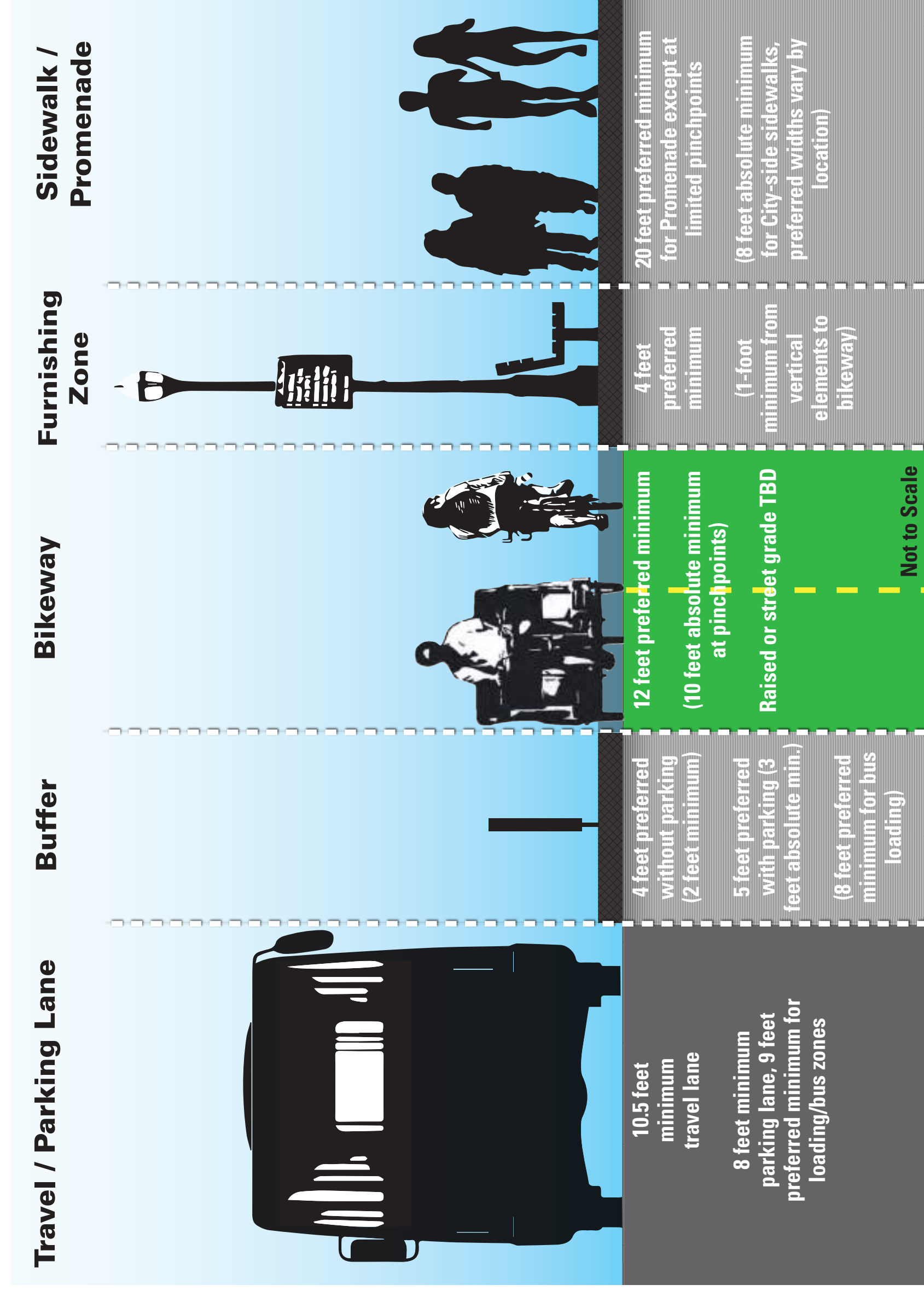
Widens the existing SB bike lanes and improves intersection safety at most locations with new dedicated bike signals or vehicle right-turn bans. Wider and physically-protected NB bike lanes are achievable, but opportunities for substantial separation from SB traffic are more limited.

### COST

While specific cost estimates are not yet available, the one-way alignment is generally expected to be double the cost of the two-way alignment due to having a much larger footprint.

# ALIGNMENT ALTERNATIVE - TWO WAY WATERSIDE

## OVERVIEW



This alignment proposes a two-way (bi-directional) bikeway adjacent to the Promenade (northbound or “waterside”) of The Embarcadero.

### Minimum Requirements

The project team assumed a standard width of 16 feet (including traffic buffer) for a two-way protected bikeway in order to assess potential impacts. Actual widths of the bikeway and buffer would vary, but this width generally allows for adjacent parking or loading with an accessible buffer zone, or a wider bikeway (and narrower buffer) where parking/loading is not adjacent.

While traffic signals would be upgraded as part of the two-way bikeway alignment, dedicated bike phases were not assumed since the Promenade is uninterrupted by major intersections or signals. In most cases bikes would use the same signal phases as northbound traffic, and in some locations the buffer could become a pedestrian waiting zone where bikes yield to pedestrians at crosswalks.

## BENEFITS/CHALLENGES



### Benefits

- Minimizes potential vehicular conflicts - fewer cross streets and more opportunities for physical separation than one-way alignment
- Higher bicycle capacity, easier passing (of pedicabs, for example), and more potential for social bike riding than one-way alternative
- Puts people on bikes closer to destinations, which should help result in higher compliance
- Generally limits traffic impacts / trade-offs to one side of The Embarcadero
- Focuses investment in most heavily-used pedestrian areas
- Allows for redundant southbound bike lane or repurposing into wider sidewalks

### Challenges:

- Higher complexity of design for transitions and intersections compared to the one-way alignment
- Less potential for phased implementation than one-way alternative
- Requires narrowing of existing Promenade in most locations and reduction in northbound vehicle capacity
- More interaction with loading/unloading activities than on City-side

## SUMMARY OF POTENTIAL IMPACTS

### TRAFFIC AND CIRCULATION

Maintains two travel lanes in each direction and NB double-left turns onto Washington, Broadway, and Bay streets. Prohibits NB left-turns at Folsom and potentially Chestnut streets, and repurposes a third NB travel lane between Howard and Pier 5 (approx. 4 blocks). A modest increase in NB congestion during peak periods is anticipated (about 2 to 4 minutes in additional delay), although SB congestion could decrease by 1 to 2 minutes due to signal timing efficiencies.

### PARKING AND LOADING

Impacts approximately 89 parking spaces, with up to 132 spaces potentially removed depending on alignment options. Mitigation/replacement would be explored to potentially reduce the number of parking spaces removed. Existing loading zones on the water-side would largely be retained and/or enhanced, although some spaces would need to be shifted.

### PEDESTRIAN FACILITIES

Varied impacts to the width of the Promenade. For most blocks it would require 0-4 feet for the bikeway, at some locations up to 14 feet would be required, and in a few locations the Promenade could be widened slightly. With few exceptions, a minimum Promenade width of 20 feet is expected to be retained, while ‘de-cluttering’ the Promenade and improving marginal wharf areas could result in more usable, people-oriented space.

### TREES/LANDSCAPE DESIGN

Requires removal of 6 palm trees where center medians would be narrowed/removed. Otherwise, this alignment provides opportunities for landscaping and urban design enhancements pending additional design.

### TRANSIT/BUS OPERATIONS

Minimal impacts to NB bus operations, but overall is less disruptive than the one-way alignment. Streetcar impacts from a potential ‘big move’ at the Ferry Building and possible stop consolidation require further study.

### BIKEWAY QUALITY

This alignment meets or exceeds the preferred minimum width in the vast majority of the corridor, provides good opportunities for traffic separation, avoids more signalized intersections than the one-way alignment, and is directly adjacent to waterfront destinations. If desirable, portions of the SB bike lane could also be maintained to provide an alternative facility.

### COST

While specific cost estimates are not yet available, this alignment is expected to be roughly half the cost of the one-way alternative.

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



Prop K Project Information Form	
<b>Project Name:</b>	20th Avenue Neighborway
<b>Implementing Agency:</b>	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
<b>Category:</b>	C. Street & Traffic Safety
<b>Subcategory:</b>	iv. Bicycle and Pedestrian Improvements
<b>EP Line (Primary):</b>	39-Bicycle Circulation/Safety
<b>Other EP Line Number/s:</b>	
<b>Fiscal Year of Allocation:</b>	2018/19
Project Information	
<b>Project Location:</b>	20th Avenue, from Lincoln Way to Wawona Street
<b>Supervisory District(s):</b>	District 04
<b>Project Manager:</b>	Matt Lasky
<b>Phone Number:</b>	701.5228
<b>Email:</b>	<a href="mailto:matt.lasky@sfmta.com">matt.lasky@sfmta.com</a>
<b>Brief Project Description for MyStreetSF (80 words max):</b>	Neighborway including lanes, sharrows, speed humps, and parking conversion on 20th Avenue from Lincoln Way to Wawona Street
<b>Detailed Scope (may attach Word document):</b> Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	Project will install bike lane in the uphill directions, speed humps, converting some angled parking to parallel parking (thereby removing some parking), and other measures to improve safety and comfort for bicyclists, pedestrians, and people driving along the 1.9 mile street segment of 20th Avenue between Lincoln and Wawona.
<b>Prior Community Engagement/Support (may attach Word document):</b> 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).	The SFMTA held two open houses in spring and summer 2018. Overall, community-members demonstrated strong support for proposed changes on 20th Avenue. At the second open house and via email, SFMTA staff received over 80 comments. Roughly 65% of responses were supportive of the proposed plan. In addition, during summer 2018, SFMTA staff conducted direct outreach in the vicinity of 20th Avenue at Irving Street to ensure businesses were aware of the proposal to change angled to parallel parking resulting in the loss of four parking spaces.
<b>Partner Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	
<b>Type of Environmental Clearance Required:</b>	Categorically Exempt
<b>Attachments:</b> Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No

Project Delivery Milestones	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	85%	In-house	Q2-Oct-Nov-Dec	2016/17	Q2-Oct-Nov-Dec	2018/19
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	0%	In-house	Q2-Oct-Nov-Dec	2018/19	Q1-Jul-Aug-Sep	2019/20
Advertise Construction						
Start Construction (i.e. Award Contract)	0%	TBD	Q3-Jan-Feb-Mar	2018/19		
Operations (i.e. paratransit)						
Open for Use					Q3-Jan-Feb-Mar	2019/20
Project Completion (means last eligible expenditure)					Q1-Jul-Aug-Sep	2020/21

**Comments/Concerns**  
Project includes combined Planning and PA&ED phases. Implementation of paint will begin in advance of completion of design for signal and curb work.





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

**Project Name:** 20th Avenue Neighborhood

Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
	Planning/Conceptual Engineering	\$ 120,000	\$ -	\$ 120,000
	Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
	Right of Way	\$ -	\$ -	\$ -
	Design Engineering (PS&E)	\$ 224,000	\$ -	\$ 224,000
	Construction	\$ 1,120,000	\$ 560,000	\$ 560,000
	Operations (i.e. paratransit)	\$ -	\$ -	\$ -
	<b>Total Project Cost</b>	\$ 1,464,000	\$ 560,000	\$ 904,000
	<b>Percent of Total</b>		<b>38%</b>	<b>62%</b>

Funding Plan - All Phases		Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)									
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24
Prop B General Fund		Planning/Conceptual Engineering	Allocated	Previous	\$ 120,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop B General Fund		Design Engineering (PS&E)	Planned	Previous	\$ 224,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop B General Fund		Construction	Planned	Previous	\$ 560,000	\$ 280,000	\$ 280,000	\$ -	\$ -	\$ -	\$ -
Prop K	39-Bicycle Circulation/Safety	Construction	Planned	Previous	\$ 560,000	\$ 112,000	\$ 448,000	\$ -	\$ -	\$ -	\$ -
				<b>Total By Fiscal Year</b>	<b>\$ 1,464,000</b>	<b>\$ 392,000</b>	<b>\$ 728,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

**Comments**