

## PEDESTRIAN CIRCULATION AND SAFETY

Approved: November 27, 2018

Prepared for the San Francisco County Transportation Authority

By San Francisco Municipal Transportation Agency

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



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

1455 Market Street, 22nd Floor, San Francisco, CA 94103  
TEL 415.522.4800 FAX 415.522.4829  
EMAIL [info@sfcta.org](mailto:info@sfcta.org) WEB [www.sfcta.org](http://www.sfcta.org)



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## Eligibility

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

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

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

## Prioritization Criteria

One of the key required elements of the 5YPPs is a transparent process for how projects get selected. Prop K requires at a minimum that each category include prioritization criteria that address project readiness, community support, and relative level of need or urgency. For 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 for programwide criteria and 10 points allocated for category specific criteria.

The Expenditure Plan also requires consideration of geographic equity in terms of project distribution that takes into account the various needs of San Francisco’s neighborhoods. In the 2019 5YPP for this category, SFMTA is proposing to use Prop K funds on projects improving safety on the Vision Zero High Injury Network throughout the City. Vision Zero is San Francisco’s policy to eliminate traffic fatalities by 2024. In order to invest resources where injuries are most concentrated, Vision Zero focuses on the City’s High Injury Network, which represents 12.8% of street miles and accounts for 61% of severe and fatal injuries.

Stretching Your Prop K Sales Tax Dollars Farther

Leveraging Prop K funds against non-Prop K fund sources (e.g., federal, state, other local funds) is necessary to fully fund the Expenditure Plan projects and programs. For the Pedestrian Circulation and Safety category, the Prop K Expenditure Plan assumes that for every \$1 of every dollar of sales tax revenue spent, it would be leveraged by about \$0.34 in non-Prop K funds. The table below compares Prop K Expenditure Plan assumptions with proposed leveraging in the 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)
Pedestrian Circulation and Safety	25%	84.8%

<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.

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 goals of the projects within this category are to improve walking safety, accessibility, convenience, and comfort. In order to monitor progress toward achieving these goals, the

SFMTA has developed performance measures as part of the Vision Zero Two-Year Action Strategy. The following performance measures enumerate actual infrastructure installed for improving safety.

1. Number of miles of safety treatments installed on the High Injury Network
2. Percentage of safety treatment miles installed in Communities of Concern
3. Number of intersections improved with accessible (audible) pedestrian signals
4. Number and percent of signalized intersections with pedestrian countdown signals

In addition to the pedestrian facility improvements funded through Prop K, there are many other factors that influence safety and circulation. For example, pedestrian circulation is largely linked to land use patterns, and pedestrian safety is impacted by traffic volumes, enforcement actions, and outreach/education programs that are outside of the scope of this Prop K funding category.

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

5-Year Prioritization Program (5YPP) Period *		Programmed (Available for Allocation)	Total Allocated	% Allocated
	2005 5YPP (FY 2004/05-2008/09)	\$ 3,704,493	\$ 2,310,995	18%
	2009 5YPP (FY 2009/10-2013/14)	\$ 5,464,862	\$ 3,691,465	29%
	2014 5YPP (FYs 2014/15 - 2018/19) as of 7/24/2018	\$ 8,328,058	\$ 6,916,974	54%
<b>Total</b>			\$ 12,919,434	

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

Tables show allocations and percent complete through June 30, 2018, based on project sponsors' progress reports.  
**All Projects/Project Phases** (sorted by allocation year, then sponsor, then project name)

Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Total Allocated	% Complete
SFMTA	2004/05	5-Year Prioritization Program	Environmental	\$ 92,000	100%
SFMTA	2004/05	Pedestrian Islands and Crosswalks Improvements	Design	\$ 211,707	100%
SFMTA	2004/05	Pedestrian Projects - Pedestrian Safe Curb Bulbs	Design	\$ 53,000	100%
BART	2005/06	Balboa Park Station Westside Entrance and Walkway	Design	\$ 25,000	100%
SFMTA	2005/06	Accessible Pedestrian Signals: Citywide Phase II	Environmental	\$ 38,788	100%
SFMTA	2005/06	Corridors: Market Street Crosswalk Resurfacing and Limit Lines	Construction	\$ 19,860	100%
SFMTA	2005/06	Innovative Device Testing/Adjustments	Construction	\$ 130,776	100%
SFMTA	2005/06	Median and Curb Ramp Accessibility	Design	\$ 54,941	100%
SFMTA	2005/06	Neighborhood - Phelan Avenue Crosswalk Improvements	Environmental	\$ 35,065	100%
SFMTA	2005/06	Pedestrian Countdowns-Divisadero Street & Hayes Street	Environmental	\$ 17,082	100%
SFMTA	2005/06	Pedestrian Countdowns-Geary Boulevard & Laguna Street	Environmental	\$ 2,311	100%
SFMTA	2005/06	Pedestrian Countdowns-Van Ness Avenue	Environmental	\$ 26,162	100%
SFMTA	2005/06	Pedestrian Signals - 16th and Folsom Streets	Construction	\$ 20,816	100%
SFMTA	2005/06	Pedsafe Curb Bulbs	Construction	\$ 1,403	100%
BART	2006/07	Balboa Park Station Westside Entrance and Walkway	Construction	\$ 217,000	100%
SFMTA	2006/07	3rd Street LRT Accessible Pedestrian Signals	Environmental	\$ 192,074	100%

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

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

Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Total Allocated	% Complete
SFMTA	2006/07	Phelan Avenue Pedestrian Improvements	Construction	\$ 18,653	100%
SFMTA	2006/07	Van Ness Avenue Pedestrian Countdown Signals	Construction	\$ 92,533	100%
SFMTA	2007/08	Accessible Pedestrian Signals Selection & Design	Environmental	\$ 159,734	100%
SFMTA	2007/08	Golden Gate Park Pedestrian and Bicycle Improvements	Environmental	\$ 20,531	100%
SFMTA	2007/08	Ladder Crosswalks Maintenance	Construction	\$ 41,993	100%
SFMTA	2008/09	Accessible Pedestrian Signals	Construction	\$ 727,502	100%
SFMTA	2008/09	Eddy and Ellis Sidewalk Bulbs	Construction	\$ 50,000	100%
SFMTA	2008/09	Ladder Crosswalks Maintenance	Construction	\$ 62,065	100%
SFMTA	2009/10	Converting Standard Crosswalks to Continental Crosswalks	Planning	\$ 79,989	100%
SFMTA	2009/10	Duboce Avenue Curb Extensions	Design	\$ 44,333	100%
SFMTA	2009/10	Duboce Avenue Pedestrian Improvements	Construction	\$ 173,000	100%
SFMTA	2009/10	Pedestrian Counting Project	Construction	\$ 54,853	100%
SFMTA	2009/10	Red Visibility Curbs	Planning	\$ 29,135	100%
SFMTA	2009/10	Re-opening Closed Crosswalks	Planning	\$ 193,321	100%
SFMTA	2009/10	School Crosswalk Maintenance	Construction	\$ 74,560	100%
SFMTA	2010/11	Converting Standard Crosswalks to Continental Crosswalks	Design	\$ 89,529	100%
SFMTA	2010/11	New Pedestrian Signals	Design	\$ 156,784	100%
SFMTA	2010/11	New Pedestrian Signals	Environmental	\$ 41,658	100%
SFMTA	2010/11	Pedestrian Counting	Planning	\$ 25,000	100%
SFMTA	2010/11	Red Visibility Curbs	Design	\$ 29,743	100%
SFMTA	2010/11	School Crosswalk Maintenance	Planning	\$ 69,242	100%
SFMTA	2011/12	Crosswalk Maintenance	Construction	\$ 56,577	100%
SFMTA	2011/12	Crosswalk Maintenance	Environmental	\$ 14,397	100%
SFMTA	2011/12	Mission-Geneva Transit and Pedestrian Improvements	Construction	\$ 96,492	100%

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

All Projects/Project Phases (sorted by allocation year, then sponsor, then project name)						
Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Total Allocated	% Complete	
SFMTA	2011/12	Pedestrian Refuge Islands	Design	\$ 22,149	100%	
SFPW	2011/12	Union Square Public Right-of-Way Accessibility Improvements	Construction	\$ 514,456	100%	
SFMTA	2012/13	2014 5YPP Development	Environmental	\$ 19,000	100%	
SFMTA	2012/13	Continental Crosswalks and Red Visibility Curbs	Construction	\$ 33,285	100%	
SFMTA	2012/13	Continental Crosswalks	Planning	\$ 19,393	100%	
SFMTA	2012/13	Continental Crosswalks	Design	\$ 62,730	100%	
SFMTA	2012/13	Franklin Street Signal Upgrades	Design	\$ 68,023	100%	
SFMTA	2012/13	Mansell Corridor Improvements	Planning	\$ 119,112	100%	
SFMTA	2012/13	New Pedestrian Signals	Construction	\$ 864,077	100%	
SFMTA	2012/13	O'Shaughnessy & Del Vale Crosswalk	Construction	\$ 76,026	100%	
SFMTA	2012/13	O'Shaughnessy & Del Vale Crosswalk	Design	\$ 27,992	100%	
SFMTA	2012/13	Silver and Augusta Island and Bulb-out	Construction	\$ 57,342	100%	
SFPW	2012/13	Sloat Boulevard Pedestrian Improvements	Design	\$ 33,552	100%	
SFMTA	2013/14	6th Street Improvements	Environmental	\$ 38,601	100%	
SFMTA	2013/14	6th Street Improvements	Planning	\$ 123,451	100%	
SFMTA	2013/14	7th & 8th Streets Streetscape	Environmental	\$ 66,071	100%	
SFMTA	2013/14	7th & 8th Streets Streetscape	Planning	\$ 113,929	100%	
SFMTA	2013/14	Bicycle & Pedestrian Projects - Speed & Volume Surveys	Planning	\$ 21,500	100%	
SFMTA	2013/14	Mansell Corridor Improvements	Environmental	\$ 44,130	100%	
SFMTA	2013/14	Pedestrian Refuge Islands	Construction	\$ 41,210	100%	
SFPW	2013/14	Sloat Boulevard Pedestrian Improvements	Construction	\$ 96,825	100%	
SFMTA	2014/15	Cesar Chavez/Bayshore/Potrero Intersection Improvements [NTIP Capital]	Planning	\$ 44,686	100%	



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

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

Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Total Allocated	% Complete
SFMTA	2014/15	Golden Gate Avenue Road Diet [Vision Zero]	Construction	\$ 120,000	100%
SFMTA	2014/15	WalkFirst Continental Crosswalks	Construction	\$ 278,854	100%
SFMTA	2014/15	WalkFirst Phase 1 Pedestrian Safety Implementation [Vision Zero]	Construction	\$ 800,000	100%
SFMTA	2014/15	WalkFirst Phase 1 Pedestrian Safety Implementation [Vision Zero]	Design	\$ 200,000	100%
SFMTA	2014/15	WalkFirst Rectangular Rapid Flashing Beacons	Planning	\$ 17,100	100%
SFMTA	2014/15	WalkFirst Rectangular Rapid Flashing Beacons	Design	\$ 47,400	100%
SFPW	2014/15	ER Taylor Elementary School Safe Routes to School	Construction	\$ 6,575	100%
SFPW	2014/15	Longfellow Elementary School Safe Routes to School	Construction	\$ 64,578	100%
SFMTA	2015/16	Bessie Carmichael Crosswalk [NTIP Capital]	Design	\$ 3,795	100%
SFMTA	2015/16	Bessie Carmichael Crosswalk [NTIP Capital]	Construction	\$ 11,072	100%
SFMTA	2015/16	Bessie Carmichael Crosswalk [NTIP Capital]	Planning	\$ 6,525	100%
SFMTA	2016/17	Wiggle Neighborhood Green Corridor	Construction	\$ 572,100	100%
SFPW	2016/17	Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) [NTIP Capital]	Design	\$ 80,000	100%

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

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

Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Total Allocated	% Complete
SFMTA	2014/15	WalkFirst Rectangular Rapid Flashing Beacons	Construction	\$ 158,400	20%
SFMTA	2015/16	6th Street Pedestrian Safety Improvement	Environmental	\$ 2,012,000	75%
SFMTA	2016/17	Elk Street at Sussex Street Pedestrian Safety Improvements [NTIP Capital]	Design	\$ 80,000	65%
SFMTA	2017/18	Lower Great Highway Pedestrian Improvements [NTIP Capital]	Design	\$ 70,500	75%
SFMTA	2017/18	Lower Great Highway Pedestrian Improvements [NTIP Capital]	Construction	\$ 179,500	0%
SFMTA	2017/18	Safe Streets Project Evaluation	Planning	\$ 130,150	35%
SFPW	2017/18	Alemany Interchange Improvement Phase 2 [NTIP Capital]	Environmental	\$ 20,000	50%
SFPW	2017/18	Alemany Interchange Improvement Phase 2 [NTIP Capital]	Design	\$ 380,000	0%
SFPW	2017/18	Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection Improvements (The Hairball) [NTIP Capital]	Construction	\$ 220,000	20%
SFPW	2018/19	Jefferson Street Improvements Phase 2 [NTIP Capital]	Construction	\$ 1,413,740	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.sfcta.org](http://mystreetsf.sfcta.org).

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

	PROP K PROGRAM-WIDE CRITERIA			CATEGORY SPECIFIC CRITERIA				Total
	Project Readiness	Community Support	Time Sensitive Urgency	Safety	Provides Benefits to Multiple Users	High Injury Corridor	Leveraging	
<b>Total Possible Score</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>20</b>
<b>Corridor Projects</b>								
Grove Street/Civic Center Improvements	2	3	0	2	3	2	2	14
Folsom-Howard Streetscape	3	3	1	3	3	2	2	17
Lake Merced Pedestrian Safety	1	0	0	2	2	2	1	8
Leavenworth Livable Street	1	3	0	3	2	2	2	13
Mission Street Excelsior Safety	3	2	0	3	3	2	2	15
Monterey Street Safety Improvements	1	0	0	2	3	2	2	10
<b>Citywide Pedestrian Safety and Circulation Improvements</b>								
Vision Zero Improvements Placcholder	Locations will be scored at the time of allocation. See text and Project Information Form for more details.							
Neighborhood Transportation Improvement Program (NITIP) Placcholder	Locations will be scored at the time of allocation. See text and Project Information Form for more details.							
<b>Prioritization Criteria Definitions:</b>								
<b>Project Readiness:</b> 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.								
<b>Community Support:</b> 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.								
<b>Time Sensitive Urgency:</b> Project needs to proceed in proposed timeframe to enable construction coordination with another project (e.g. minimize costs and construction impacts), to support another funded or proposed project (e.g. new signal controllers need to be installed to support TEP implementation) or to meet timely use of funds deadlines associated with matching funds.								
<b>Safety:</b> (One point for each): Project addresses documented safety issue; reduces potential conflicts between modes; and increases security.								
<b>High Injury Corridor:</b> Project is located on the 2017 Vision Zero High Injury Network.								
<b>Provides Benefits to Multiple Users:</b> Project receives one point each for addressing the needs of bicyclists, motorists and/or transit users.								
<b>Leveraging:</b> Project leverages non-Prop K funds.								

**Prioritization Criteria Definitions:**

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

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

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

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

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

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

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

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

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

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

Table 4 - 2019 Prop K 5-Year Prioritization Program - Program of Projects  
 Pedestrian Circulation and Safety Category (EP 40)  
 Programming

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
<b>Corridor Projects</b>									
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	Folsom-Howard Streetscape	CON	Planned		\$900,963				\$900,963
SFMTA	Lake Merced Pedestrian Safety	PS&E	Planned	\$80,000					\$80,000
SFMTA	Lake Merced Pedestrian Safety	CON	Planned			\$400,000			\$400,000
SFMTA	Leavenworth Livable Street	PLAN/ CER	Planned		\$750,000				\$750,000
SFMTA	Mission Street Excelsior Safety	PS&E	Planned	\$1,000,000					\$1,000,000
SFMTA	Monterey Street Safety Improvements	PS&E	Planned	\$245,000					\$245,000
<b>Citywide Pedestrian Safety &amp; Circulation Improvements</b>									
SFMTA	Vision Zero Improvements placeholder	CON	Planned				\$1,000,000		\$1,000,000
SFMTA	Vision Zero Improvements placeholder	CON	Planned					\$1,000,000	\$1,000,000
Any Eligible	Neighborhood Transportation Improvement Program (NTIP) placeholder	Any	Planned	\$1,100,000					\$1,100,000
				<b>Funds Requested in 2019 5YPP</b>					
				\$2,625,000	\$1,650,963	\$1,791,000	\$1,000,000	\$1,000,000	\$8,066,963
<b>Funds Programmed in 2019 Strategic Plan Baseline</b>				\$625,674	\$743,733	\$783,857	\$823,867	\$865,795	\$3,842,926
<b>Cumulative Remaining Programming Capacity</b>				<b>(\$1,999,326)</b>	<b>(\$2,906,556)</b>	<b>(\$3,913,699)</b>	<b>(\$4,089,832)</b>	<b>(\$4,224,037)</b>	<b>(\$4,224,037)</b>

Table 4 - 2019 Prop K 5-Year Prioritization Program - Program of Projects  
 Pedestrian Circulation and Safety Category (EP 40)  
 Cash Flow (Maximum Annual Reimbursement)

Project Name	Phase	Fiscal Year						Total
		2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	
<b>Corridor Projects</b>								
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
Folsom-Howard Streetscape	CON				\$900,963			\$900,963
Lake Merced Pedestrian Safety	PS&E	\$20,000	\$60,000					\$80,000
Lake Merced Pedestrian Safety	CON			\$200,000	\$200,000			\$400,000
Leavenworth Livable Street	PLAN/ CER		\$375,000	\$375,000				\$750,000
Mission Street Excelsior Safety	PS&E	\$500,000	\$500,000					\$1,000,000
Monterey Street Safety Improvements	PS&E	\$10,000	\$235,000					\$245,000
<b>Citywide Pedestrian Safety &amp; Circulation Improvements</b>								
Vision Zero Improvements placeholder	CON				\$500,000	\$500,000		\$1,000,000
Vision Zero Improvements placeholder	CON					\$500,000	\$500,000	\$1,000,000
Neighborhood Transportation Improvement Program (NTIP) placeholder	Any	\$550,000	\$550,000					\$1,100,000
<b>Cash Flow Requested in 2019 5YPP</b>								
		\$1,120,000	\$1,880,000	\$1,426,000	\$2,140,963	\$1,000,000	\$500,000	\$8,066,963
<b>Cash Flow in 2019 Strategic Plan Baseline</b>		\$625,674	\$743,733	\$783,857	\$823,867	\$865,795	\$0	\$3,842,926
<b>Cumulative Remaining Cash Flow Capacity</b>		(\$494,326)	(\$1,630,593)	(\$2,272,736)	(\$3,589,832)	(\$3,724,037)	(\$4,224,037)	(\$4,224,037)

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



Prop K Project Information Form	
<b>Project Name:</b>	Grove Street/Civic Center Improvements
<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>	40-Pedestrian Circulation/Safety
<b>Fiscal Year of Allocation:</b>	2019/20, 2021/22
Project Information	
<b>Project Location:</b>	Grove Street between Octavia Boulevard and Market Street.
<b>Supervisory 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://civiccenters.org/about/outreach/">https://civiccenters.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



Prop K Project Information Form			
<b>Project Name:</b>	Folsom-Howard Streetscape		
<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>	40-Pedestrian Circulation/Safety		
<b>Other EP Line Number/s:</b>			
<b>Fiscal Year of Allocation:</b>	2020/21		
Project Information			
<b>Project Location:</b>	Howard between 3rd Street and 11th Street & Folsom between 2nd Street and 11th Street.		
<b>Supervisorial District(s):</b>	District 06		
<b>Project Manager:</b>	Paul Stanis		
<b>Phone Number:</b>	415.701.5396		
<b>Email:</b>	<a href="mailto:Paul.Stanis@sfmta.com">Paul.Stanis@sfmta.com</a>		
<b>Brief Project Description for MyStreetSF (80 words max):</b>	Implementation of better, safer streets on Howard Street between 3rd Street and 11th Street and on Folsom Street between 2nd Street and 11th Street, including improvements to bicycle, pedestrian and transit facilities, upgrades to traffic signals, traffic circulation modifications, and changes to parking and loading.		
<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).	Implementation of better, safer streets on Howard Street between 3rd Street and 11th Street and on Folsom Street between 2nd Street and 11th Street, including improvements to bicycle, pedestrian and transit facilities, upgrades to traffic signals, traffic circulation modifications, and changes to parking and loading. Project will redesign street couplets that are the cornerstone of the growing SoMa neighborhood. Improvements will include protected bicycle facilities; new corner bulbs and transit islands at intersections reducing pedestrian crossing distances and improving Muni service; transit-only lanes; new signals at midblock locations or alleyways; and construction of raised crosswalks at alleyways.		
<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>The EN TRIPS effort and the Central Corridor/Central Soma Plan, included robust community outreach and led to recommendations in the project area. While outreach for the project is ongoing, it has already been some of the most extensive ever done on an SFMTA streetscape project. For both the long-term and near-term components, three series of open houses were held comprising six total public meetings attended by over 300 people. Together with online responses and in-person outreach in conjunction with community groups, those efforts generated 1,300 survey responses, many of which were collected in Filipino. The team canvassed the corridor's local businesses, knocking on all 165 doors that were identified as business locations. The team has met with over 75 businesses and 20 different community groups since the beginning of the project.</p> <p>The SFMTA has performed concentrated, in-depth outreach to relevant stakeholders to allow the SFMTA to work directly with community-based organizations to obtain further community input from within the SoMa Youth and Family Zone to explore how the Folsom and Howard re-designs can best address pedestrian safety and access to the community assets (e.g. schools, recreation centers, etc.) within the Zone. Tasks from this Prop K NTIP-funded effort include initial stakeholder interviews with Youth and Family Zone leadership, public open houses, and follow-up meetings with stakeholders.</p>		
<b>Partner Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	SFPW - Kelli Rudnick		
<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: 20%; text-align: center;">Yes</td> <td>Fact sheet; <a href="https://www.sfmta.com/projects/folsom-howard-streetscape-project">https://www.sfmta.com/projects/folsom-howard-streetscape-project</a></td> </tr> </table>	Yes	Fact sheet; <a href="https://www.sfmta.com/projects/folsom-howard-streetscape-project">https://www.sfmta.com/projects/folsom-howard-streetscape-project</a>
Yes	Fact sheet; <a href="https://www.sfmta.com/projects/folsom-howard-streetscape-project">https://www.sfmta.com/projects/folsom-howard-streetscape-project</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	100%	In-house and Contracted	Q2-Oct-Nov-Dec	2015/16	Q3-Jan-Feb-Mar	2016/17
Environmental Studies (PA&ED)	90%	In-house and Contracted	Q2-Oct-Nov-Dec	2016/17	Q2-Oct-Nov-Dec	2018/19
Right of Way						
Design Engineering (PS&E)	0%	In-house	Q2-Oct-Nov-Dec	2018/19	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					Q4-Apr-May-Jun	2022/23
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:** Folsom-Howard Streetscape

Project Cost Estimate	Funding Source		
	Phase	Cost	Other
Planning/Conceptual Engineering	\$ 421,751	\$ 218,751	\$ 203,000
Environmental Studies (PA&ED)	\$ 1,097,000	\$ -	\$ 1,097,000
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 6,217,800	\$ -	\$ 6,217,800
Construction	\$ 27,299,037	\$ 900,963	\$ 26,398,074
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
<b>Total Project Cost</b>	\$ 35,035,588	\$ 1,119,714	\$ 33,915,874
<b>Percent of Total</b>		<b>3%</b>	<b>97%</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
IPIC - Eastern Neighborhoods	44-Transportation/Land Use Coordination	Planning/Conceptual Engineering	Allocated	Previous	\$ 203,000						
Prop K		Planning/Conceptual Engineering	Allocated	Previous	\$ 218,751	\$ 218,751					
IPIC - Eastern Neighborhoods		Environmental Studies (PA&ED)	Allocated	Previous	\$ 1,097,000						
IPIC - Eastern Neighborhoods		Design Engineering (PS&E)	Allocated	Previous	\$ 6,217,800						
IPIC - Eastern Neighborhoods		Construction	Programmed	2020/21	\$ 15,202,200						
Prop A GO Bond		Construction	Programmed	2020/21	\$ 5,215,800						
TBD		Construction	Planned	2020/21	\$ 5,980,074						
Prop K	40-Pedestrian Circulation/Safety	Construction	Planned	2020/21	\$ 900,963					\$ 900,963	
<b>Total By Fiscal Year</b>					<b>\$ 35,035,588</b>	<b>\$ 218,751</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 900,963</b>	<b>\$ -</b>

**Comments**  
 IPIC - Interagency Plan Implementation Committee (development impact fees).  
 TBD sources may include ATP, HISIP, AHISG, non-IPIC developer fees, or new local revenue sources such as sales tax, general obligation bond funds, or transportation network company (TNC) tax.

# FOLSOM-HOWARD STREETScape PROJECT

Streetscape Project Factsheet (Winter 2018)

SFMTA.COM/FOLSOMHOWARD



## Why Improve Folsom and Howard Streets?

Folsom and Howard are a part of the High Injury Network, the 12 percent of city streets with 70 percent of the severe and fatal collisions.

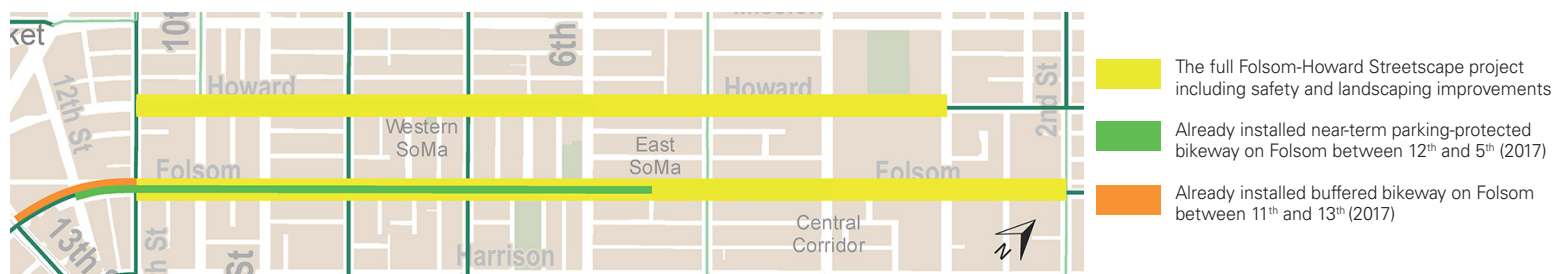
**Over the last 5 years, 3 people were killed and 308 people were injured on Folsom and Howard streets including:**

- 1 Pedestrian fatality on Howard
- 1 Bicyclist fatality on Folsom
- 1 Bicyclist fatality on Howard

## What Will The Project Do?

The Folsom-Howard Streetscape Project will make SoMa more livable by making it safer and more pleasant to walk, bike, shop and live along Folsom St. from 11<sup>th</sup> to 2<sup>nd</sup> and Howard St. from 11<sup>th</sup> to 3<sup>rd</sup>. The project will:

- Improve safety for all users of the corridor
- Make biking and walking in SoMa a more comfortable experience
- Improve loading for local businesses
- Give transit services priority and elevate their use on the corridor



## Near-Term Safety Improvements We Have Already Made

While we design long-term changes, we installed parking-protected bikeways, daylighted intersections, and added transit boarding islands on Folsom from 11<sup>th</sup> to 5<sup>th</sup> to improve safety.

These improvements **support San Francisco's Vision Zero goal of eliminating traffic fatalities**. These changes will improve transit, protect pedestrians and bicyclists by **shorten crossing distances and provide more visibility for pedestrians and provide dedicated, protected space for bicyclists**.

SFMTA Board approved the changes in October 2017. Construction began in Fall 2017 and will finish in January 2018.



**SFMTA**  
Municipal  
Transportation  
Agency

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Libreng tulong para sa wikang Tagalog / การช่วยเหลือทาง ด้านภาษาโดยไม่เสียค่าใช้จ่าย / خط المساعدة المجاني على الرقم

### Changes To Improve Pedestrian, Bicycling and Transit Infrastructure, Comfort and Safety

The proposals for the streets **prioritize people by making it safer and more pleasant to walk, bicycle, and take transit on Folsom and Howard.** The project will also provide opportunities for greening and public space improvements.

Changes that will **improve San Franciscan’s ability to walk comfortably** on this commercial corridor include:

- Sidewalks widening from 8th to 4th on Folsom’s north side
- 3 new mid-block crossings on Howard and 4 on Folsom
- Adding daylighting, bulb-outs, pedestrian head-starts

Bike improvements build on the parking-protected bikeway just installed on Folsom, **adding barriers, improving intersections and increase connectivity.** Changes include:

- New parking-protected bikeway on Howard
- Two-way biking on Folsom between 8<sup>th</sup> and 11<sup>th</sup> connecting riders with bike routes in the Mission
- New traffic signals that separate turning vehicles and bikes

We will bring a **transit only lane to Folsom**, that coupled with increased service, will **decrease travel times for riders** and provide **better transit connections throughout SoMa.**

These changes require reducing parking by 33% on Folsom and Howard but only **reduce parking by 9% in a one block radius.**



### Working with Local Business on Loading

**Folsom and Howard only work if they work for local businesses.** After meeting with more than 75 business, we have heard significant concerns about loading. To address these concerns, **near-term improvements doubled the number of loading zones on Folsom Street** to respond to businesses needs for additional space.

**We will continue to work with the business community for the long-term project** to try to improve loading along both Folsom and Howard.

### Next Steps:

- Near-term Improvements Completed - Winter 2018
- Public Outreach and Open Houses - Winter and Spring 2018
- Planning Certifies Central SoMa EIR - Summer 2018 (tentative)
- SFMTA Board of Directors Approval - Summer 2018 (tentative)
- Detailed Design - 2018 to 2019 (tentative)
- Construction - 2020 -2023 (tentative)

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

Prop K Project Information Form	
<b>Project Name:</b>	Lake Merced Pedestrian Safety
<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>	40-Pedestrian Circulation/Safety
<b>Other EP Line Number/s:</b>	
<b>Fiscal Year of Allocation:</b>	2019/20, 2021/22
Project Information	
<b>Project Location:</b>	Lake Merced Boulevard between Font Boulevard and Sunset Boulevard
<b>Supervisorial District(s):</b>	District 07
<b>Project Manager:</b>	Chava Kronenberg
<b>Phone Number:</b>	
<b>Email:</b>	<a href="mailto:chava.kronenberg@sfmta.com">chava.kronenberg@sfmta.com</a>
<b>Brief Project Description for MyStreetSF (80 words max):</b>	Improve safety for pedestrians crossing Lake Merced Boulevard between Font and Sunset Boulevards. Recommendations to be identified through a community based transportation planning process could include new traffic signals or beacons, enhanced crosswalks, pedestrian visibility improvements and transit stop amenities focused on safety.
<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>Improve pedestrian crossings across Lake Merced Boulevard between Font and Sunset Boulevards. This segment is part of the Vision Zero High Injury Network, and would improve access to a major recreational site. Scope of the planning phase will include community outreach to understand current walking patterns and barriers, as well as collision and traffic patterns and an assessment of requirements to update the transit stops up to or beyond minimum standards. Recommendations from the planning phase could include new traffic beacons, enhanced crosswalks, pedestrian visibility improvements and transit stop amenities focused on safety.</p> <p>As required by Community Based Transportation Plan guidelines, the planning phase includes the formation of a community steering committee, outreach activities focused on the communities of concern that are served by the project area, establishing baseline conditions, performing a needs assessment, and developing a prioritized list of projects and implementation plan.</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).	As required by Community Based Transportation Plan guidelines, the planning phase includes the formation of a community steering committee and outreach activities focused on the communities of concern that are served by the project area.
<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	0%	In-house	Q3-Jan-Feb-Mar	2018/19	Q4-Apr-May-Jun	2018/19
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	0%	In-house	Q1-Jul-Aug-Sep	2019/20	Q3-Jan-Feb-Mar	2020/21
Advertise Construction						
Start Construction (i.e. Award Contract)	0%	TBD	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)					Q2-Oct-Nov-Dec	2023/24

**Comments/Concerns**

Legislation and environmental determination included in planning phase. This work is ineligible for reimbursement by the \$50,000 in CBTP funds or the required \$6,000 local match, but may be reimbursed with other local funding above the required local match.



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

Project Name: Lake Merced Pedestrian Safety

Project Cost Estimate	Funding Source		
	Phase	Cost	Other
Planning/Conceptual Engineering	70,000 \$	-	70,000
Environmental Studies (PA&ED)	-	-	-
Right of Way	-	-	-
Design Engineering (PS&E)	80,000 \$	80,000 \$	-
Construction	400,000 \$	400,000 \$	-
Operations (i.e. paratransit)	-	-	-
<b>Total Project Cost</b>	<b>550,000 \$</b>	<b>480,000 \$</b>	<b>70,000</b>
<b>Percent of Total</b>		<b>87%</b>	<b>13%</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	Planned	Previous	\$ 20,000						
Prop K	40-Pedestrian Circulation/Safety	Design Engineering (PS&E)	Planned	2019/20	\$ 80,000		\$ 20,000	\$ 60,000			
Prop K	40-Pedestrian Circulation/Safety	Construction	Planned	2021/22	\$ 400,000				\$ 200,000	\$ 200,000	
Community Based Transportation Program - Transportation Authority		Planning/Conceptual Engineering	Programmed	Previous	\$ 50,000						
<b>Total By Fiscal Year</b>					<b>\$ 550,000</b>	<b>\$ -</b>	<b>\$ 20,000</b>	<b>\$ 60,000</b>	<b>\$ 200,000</b>	<b>\$ 200,000</b>	<b>\$ -</b>

**Comments**

As Congestion Management Agency for San Francisco, the Transportation Authority periodically receives community-based transportation planning (CBTP) funds from the Metropolitan Transportation Commission. The CBTP funds are for community based planning efforts focused in Communities of Concern or that primarily benefit Communities of Concern to help improve mobility options in those communities. The proposed project area is in a newly identified Community of Concern since the last cycle of CBTP funding. As a condition of receipt of the CBTP funds, SFMTA will need to comply with all of MTC's requirements for this grant program.

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



Prop K Project Information Form	
<b>Project Name:</b>	Leavenworth Livable Street
<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>	40-Pedestrian Circulation/Safety
<b>Other EP Line Number/s:</b>	44-Transportation/Land Use Coordination
<b>Fiscal Year of Allocation:</b>	2020/21
Project Information	
<b>Project Location:</b>	Leavenworth Street from McAllister to Post Streets
<b>Supervisory District(s):</b>	District 03, District 06
<b>Project Manager:</b>	Chava Kronenberg
<b>Phone Number:</b>	
<b>Email:</b>	<a href="mailto:chava.kronenberg@sfmta.com">chava.kronenberg@sfmta.com</a>
<b>Brief Project Description for MyStreetSF (80 words max):</b>	Implement complete street and safety improvements on Leavenworth from McAllister to Post Streets. Countermeasures may include sidewalk widening, bulbs, crosswalk upgrades, signal upgrades, accessibility upgrades, a new bikeway, and landscaping.
<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 implement complete street and safety improvements on Leavenworth from McAllister to Post Streets. Project includes robust community engagement process, and will implement recommended safety countermeasures along the corridor, including near-term (paint and sign) and long-term (constructed) improvements, with a focus on safety and livability. Countermeasures may include sidewalk widening, bulbs, crosswalk upgrades, signal upgrades, accessibility upgrades, a new bikeway, and landscaping.
<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 Tenderloin-Little Saigon Neighborhood Transportation Plan with recommended traffic circulation and pedestrian safety improvements.
<b>Partner Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	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

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 and Contracted	Q2-Oct-Nov-Dec	2019/20	Q4-Apr-May-Jun	2021/22
Environmental Studies (PA&ED)	0%	In-house and Contracted	Q4-Apr-May-Jun	2019/20	Q4-Apr-May-Jun	2021/22
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: Leavenworth Livable Street

Project Cost Estimate	Phase	Cost	Funding Source		
			Prop K	Other	
	Planning/Conceptual Engineering	\$ 1,350,000	\$ 750,000	\$ 600,000	
	Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
	Right of Way	\$ -	\$ -	\$ -	
	Design Engineering (PS&E)	\$ -	\$ -	\$ -	
	Construction	\$ -	\$ -	\$ -	
	Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
<b>Total Project Cost</b>		<b>\$ 1,350,000</b>	<b>\$ 750,000</b>	<b>\$ 600,000</b>	
<b>Percent of Total</b>			<b>56%</b>		<b>44%</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
Caltrans Planning Grant		Planning/Conceptual Engineering	Planned	2019/20	\$ 200,000						
TBD		Planning/Conceptual Engineering	Planned	2019/20	\$ 400,000						
Prop K	40-Pedestrian Circulation/Safety	Planning/Conceptual Engineering	Planned	2020/21	\$ 750,000			\$ 375,000	\$ 375,000		
<b>Total By Fiscal Year</b>					<b>\$ 1,350,000</b>			<b>\$ 375,000</b>	<b>\$ 375,000</b>		<b>\$ -</b>

**Comments**  
 Planned FY 2019/2020 Caltrans Planning Grant application. We would consider a request for local match to a Caltrans Planning Grant from the Prop K Transportation/Land Use Coordination and/or another Prop K category should SFMTA be successful in its grant application. Per Caltrans, earliest start date is October 2019.  
 TBD sources may include ATP, HSIP, AHSC, or new local revenue sources such as sales tax or general obligation bond funds.

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



Prop K Project Information Form	
<b>Project Name:</b>	Mission Street Excelsior Safety
<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>	40-Pedestrian Circulation/Safety
<b>Other EP Line Number/s:</b>	
<b>Fiscal Year of Allocation:</b>	2019/20
Project Information	
<b>Project Location:</b>	Mission Street from Geneva Avenue to Alemany Boulevard and along Geneva Avenue from Mission Street to Moscow Street
<b>Supervisory District(s):</b>	District 11
<b>Project Manager:</b>	Dan Provence
<b>Phone Number:</b>	701-4448
<b>Email:</b>	<a href="mailto:Dan.Provence@sfmta.com">Dan.Provence@sfmta.com</a>
<b>Brief Project Description for MyStreetSF (80 words max):</b>	Improve pedestrian safety and transit reliability on Mission Street from Geneva Avenue to Alemany Boulevard and along Geneva Avenue from Mission Street to Moscow Street. Potential improvements may include signals, corner bulbs, transit bulbs, boarding islands, spot bike improvements, loading zone/parking changes.
<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>Coordinate with the Planning Department-led Outer Mission/Excelsior Strategy to develop feasible plans to improve pedestrian safety and transit reliability on Mission Street from Geneva Avenue to Alemany Boulevard and along Geneva Avenue from Mission Street to Moscow Street. Project will implement pedestrian safety, Muni reliability, and business enhancements based on a robust community engagement process. Potential improvements may include signals, corner bulbs, transit bulbs, boarding islands, spot bike improvements, loading zone/parking changes.</p> <p>Through near-term and long-term improvements, the project will make it safer and more pleasant to walk, shop, and live along these corridors. This project includes some scope elements previously included in the 14 Mission Outer Mission Muni Forward project.</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).	<p>Project will build on previous TEP and MuniForward planning efforts on the Mission and Geneva corridors.</p> <p>Between August 2017 and May 2018, the Mission Street Excelsior Safety Project team held nine one-on-one stakeholder interviews, gathered feedback at four neighborhood group monthly meetings and one PTA meeting, participated in three neighborhood walkthroughs with community groups and residents, represented the project at four Excelsior &amp; Outer Mission Neighborhood Strategy Mobility subgroup meetings and held six meetings with interagency partners. Additionally, the team conducted door-to-door loading surveying between November 2017 and January 2018 and tabled the October 2017 Excelsior Sunday Streets.</p>
<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.	<div style="display: flex; justify-content: space-between;"> <span>No</span> <span><a href="https://www.sfmta.com/projects/mission-street-excelsior-safety-project">https://www.sfmta.com/projects/mission-street-excelsior-safety-project</a></span> </div>

**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	30%	In-house and Contracted	Q1-Jul-Aug-Sep	2017/18	Q4-Apr-May-Jun	2018/19
Environmental Studies (PA&ED)	30%	In-house and Contracted	Q1-Jul-Aug-Sep	2017/18	Q4-Apr-May-Jun	2018/19
Right of Way						
Design Engineering (PS&E)	0%	In-house	Q1-Jul-Aug-Sep	2019/20	Q4-Apr-May-Jun	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					Q4-Apr-May-Jun	2022/23
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2023/24

**Comments/Concerns**

Planning and PA&ED phases included in single phase for the Cost and Funding Plan.



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

Prop K Project Information Form	
<b>Project Name:</b>	Monterey Street Safety Improvements
<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>	40-Pedestrian Circulation/Safety
<b>Other EP Line Number/s:</b>	
<b>Fiscal Year of Allocation:</b>	2019/20
Project Information	
<b>Project Location:</b>	Monterey Boulevard between Miramar Avenue and I-280.
<b>Supervisorial District(s):</b>	District 07, District 08
<b>Project Manager:</b>	Chava Kronenberg
<b>Phone Number:</b>	
<b>Email:</b>	<a href="mailto:chava.kronenberg@sfmta.com">chava.kronenberg@sfmta.com</a>
<b>Brief Project Description for MyStreetSF (80 words max):</b>	Plan, design and construct safety improvements on Monterey Boulevard from Miramar Avenue to I-280. Monterey Boulevard is on the City's High Injury Network and serves as an important bicycle connection. Improvements will respond to specific crash factors on the corridor and may include paint- and post-based improvements to improve safety for pedestrians and bicyclists, as well as curb extensions to reduce crossing distances. Specific improvements will be developed during the planning process.
<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 will plan, design and construct safety improvements to Monterey Boulevard, which is on the City's High Injury Network and serves as an important bicycle connection. The project will use an extensive community-based planning process to determine context-appropriate safety treatments for the corridor and may include both near-term and long-term recommendations. Improvements installed will respond to specific crash factors on Monterey Boulevard, specifically the portion of Monterey that is on the Vision Zero High Injury Network, and may include paint- and post-based improvements to improve safety for people on bikes and crossing Monterey, as well as curb extensions to reduce crossing distances. Specific improvements will be developed during the planning process.
<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.	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

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	Q2-Oct-Nov-Dec	2018/19	Q3-Jan-Feb-Mar	2019/20
Environmental Studies (PA&ED)	0%	In-house	Q2-Oct-Nov-Dec	2018/19	Q3-Jan-Feb-Mar	2019/20
Right of Way						
Design Engineering (PS&E)	0%	In-house	Q4-Apr-May-Jun	2019/20	Q2-Oct-Nov-Dec	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					Q4-Apr-May-Jun	2021/22
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2022/23

Comments/Concerns



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

**Project Name:** Monterey Street Safety Improvements

Project Cost Estimate	Funding Source		
	Phase	Cost	Other
Planning/Conceptual Engineering	\$ 175,000	\$ -	\$ 175,000
Environmental Studies (PA&ED)	\$ 75,000	\$ -	\$ 75,000
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 245,000	\$ 245,000	\$ -
Construction	\$ 1,550,000	\$ -	\$ 1,550,000
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
<b>Total Project Cost</b>	<b>\$ 2,045,000</b>	<b>\$ 245,000</b>	<b>\$ 1,800,000</b>
<b>Percent of Total</b>		<b>12%</b>	<b>88%</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
TSF		Planning/Conceptual Engineering	Programmed	Previous	\$ 175,000						
TSF		Environmental Studies (PA&ED)	Programmed	Previous	\$ 75,000						
Prop K	40-Pedestrian Circulation/Safety	Design Engineering (PS&E)	Planned	2019/20	\$ 245,000	\$ 10,000	\$ 235,000				
TBD		Construction	Planned	2021/22	\$ 1,550,000						
				<b>Total By Fiscal Year</b>	<b>\$ 2,045,000</b>	<b>\$ -</b>	<b>\$ 10,000</b>	<b>\$ 235,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

**Comments**

TSF - Transportation Sustainability Fee  
TBD sources may include ATP, HSIP or new local revenue sources such as sales tax or general obligation bond funds.

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

Prop K Project Information Form	
<b>Project Name:</b>	Vision Zero Improvements Placeholder
<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>	40-Pedestrian Circulation/Safety
<b>Other EP Line Number/s:</b>	
<b>Fiscal Year of Allocation:</b>	2022/23, 2023/24
Project Information	
<b>Project Location:</b>	TBD
<b>Supervisorial District(s):</b>	TBD
<b>Project Manager:</b>	Chava Kronenberg
<b>Phone Number:</b>	415.701.4451
<b>Email:</b>	<a href="mailto:chava.kronenberg@sfmta.com">chava.kronenberg@sfmta.com</a>
<b>Brief Project Description for MyStreetSF (80 words max):</b>	Programmatic funds for future projects that are key in the City's focus on Vision Zero, the City's goal to reduce all traffic deaths to zero by 2024.
<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).	Every year about 30 people in San Francisco lose their lives to traffic crashes, and an additional 500 people are severely injured. 61% of these injuries and fatalities occur on 12.8% of San Francisco streets. San Francisco adopted Vision Zero as a policy in 2014 to eliminate traffic fatalities and reduce severe injuries by 2024. Through Vision Zero, San Francisco is committing to build better and safer streets, educate the public on traffic safety, better enforce traffic laws, and adopt policy changes that save lives. Capital investments in pedestrian safety at SFMTA are outlined through the agency's Capital Improvement Program (CIP). Planned capital improvements in the CIP focused on pedestrian safety include both programmatic lines for quick and effective capital work and traffic calming programs, as well as corridor projects such as the 6th Street Pedestrian Safety Improvements project and the Folsom-Howard Streetscape Improvements. This programmatic placeholder would likely be used to advance corridor projects.
<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).	TBD
<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**  
 Project is placeholder for capital improvements on the San Francisco Vision Zero High Injury Network. The SFMTA will develop individual project allocation requests, with prioritization, scope, outreach, schedule, budget, and a full funding plan prior to support allocation of Prop K funds.



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

Project Name: Vision Zero Improvements 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	\$ 2,000,000	\$ 2,000,000	\$ -
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
<b>Total Project Cost</b>	\$ 2,000,000	\$ 2,000,000	\$ -
<b>Percent of Total</b>		100%	0%

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	2024/25	
Prop K	40-Pedestrian Circulation/Safety	Construction	Planned	2022/23	\$ 1,000,000					\$ 500,000	\$ 500,000		
Prop K	40-Pedestrian Circulation/Safety	Construction	Planned	2023/24	\$ 1,000,000						\$ 500,000	\$ 500,000	
<b>Total By Fiscal Year</b>					<b>\$ 2,000,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 500,000</b>	<b>\$ 1,000,000</b>	<b>\$ 500,000</b>	

Comments  
 Appropriate leveraging expected at time of allocation.



**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

<b>Project Name:</b>	NTIP Capital Placeholder
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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 NTIP includes \$600,000 for each supervisory district over the next 5 years to implement capital projects. When NTIP capital projects are identified, they are expected to include appropriate leveraging.





**2014 Prop K 5-Year Project List (FY 2014/15 - 2018/19)**  
**Pedestrian Circulation/Safety (EP 40)**  
**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	
<b>Corridor Projects</b>									
SFMTA	6th Street Improvements (NTIP)	PS&E	Programmed	\$0					\$0
SFMTA	6th Street Improvements (NTIP)	CON	Programmed	\$0					\$0
SFMTA	6th Street Pedestrian Safety Improvement	PA&ED	Allocated		\$2,012,000				\$2,012,000
SFMTA	Wiggle Neighborhood Green Corridor	CON	Allocated			\$572,100			\$572,100
SFMTA	7th Street Streetscape	PS&E	Programmed	\$0					\$0
<b>Follow-the-Paving</b>									
SFMTA	Follow-the-Paving (Spot Improvements)	PS&E, CON	Programmed		\$0				\$0
<b>Citywide Pedestrian Safety &amp; Circulation Improvements</b>									
SFMTA	Active Transportation Program Local Match	PLAN/CER	Programmed	\$0					\$0
SFMTA	Active Transportation Program Local Match	PS&E	Programmed	\$0					\$0
SFMTA	Active Transportation Program Local Match	CON	Programmed	\$0					\$0
SFPW	ER Taylor Elementary School Safe Routes to School	CON	Allocated	\$6,575					\$6,575
SFPW	Longfellow Elementary School Safe Routes to School	CON	Allocated	\$64,578					\$64,578
SFMTA	Active Transportation Program Local Match	PS&E	Programmed						\$0
SFMTA	Active Transportation Program Local Match	CON	Programmed			\$0			\$0
SFMTA	Jefferson Street Improvements Phase 2 [NTIP Capital]	CON	Allocated					\$1,413,740	\$1,413,740
SFMTA	WalkFirst	PLAN/CER	Programmed	\$0					\$0
SFMTA	WalkFirst	PS&E	Programmed	\$0					\$0
SFMTA	WalkFirst	CON	Programmed	\$0					\$0
SFMTA	WalkFirst Continental Crosswalks	CON	Allocated	\$423,000					\$423,000
SFMTA	WalkFirst Rectangular Rapid Flashing Beacons	PLAN	Allocated	\$17,100					\$17,100
SFMTA	WalkFirst Rectangular Rapid Flashing Beacons	PS&E	Allocated	\$47,400					\$47,400
SFMTA	WalkFirst Rectangular Rapid Flashing Beacons	CON	Allocated	\$158,400					\$158,400
SFMTA	Golden Gate Road Diet [Vision Zero]	CON	Allocated	\$120,000					\$120,000
SFMTA	WalkFirst Phase 1 Pedestrian Safety Implementation [Vision Zero]	PS&E	Allocated	\$200,000					\$200,000
SFMTA	WalkFirst Phase 1 Pedestrian Safety Implementation [Vision Zero]	CON	Allocated	\$800,000					\$800,000
SFMTA	WalkFirst Phase 1 Pedestrian Safety Implementation [Vision Zero]	Deobligated	Deobligated			(\$144,146)			(\$144,146)
SFMTA	WalkFirst	PLAN/CER	Programmed			\$0			\$0
SFMTA	WalkFirst	PS&E	Programmed			\$0			\$0
SFMTA	WalkFirst	CON	Programmed			\$0			\$0
SFMTA	Safe Streets Project Evaluation Program	PLAN	Allocated				\$130,150		\$130,150
SFMTA	Bessie Carmichael Crosswalk [NTIP Capital]	PLAN	Allocated		\$7,500				\$7,500
SFMTA	Bessie Carmichael Crosswalk [NTIP Capital]	PLAN	Deobligated				(\$975)		(\$975)
SFMTA	Bessie Carmichael Crosswalk [NTIP Capital]	PS&E	Allocated		\$6,000				\$6,000
SFMTA	Bessie Carmichael Crosswalk [NTIP Capital]	PS&E	Deobligated				(\$2,205)		(\$2,205)
SFMTA	Bessie Carmichael Crosswalk [NTIP Capital]	CON	Allocated		\$14,500				\$14,500

**2014 Prop K 5-Year Project List (FY 2014/15 - 2018/19)**  
**Pedestrian Circulation/Safety (EP 40)**  
**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	
SFMTA	Bessie Carmichael Crosswalk [NTIP Capital]	CON	Deobligated				(\$3,428)		(\$3,428)
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, Any eligible	Neighborhood Transportation Improvement Program (NTIP) Placeholder	PS&E, CON	Programmed	\$0				\$0	\$0
SFPW	Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) [NTIP Capital]	PS&E	Allocated			\$80,000			\$80,000
SFMTA	Elk Street at Sussex Street Pedestrian Safety Improvements [NTIP Capital]	PS&E	Allocated			\$80,000			\$80,000
SFMTA	Arguello Boulevard Near-term Improvements [NTIP Capital]	PS&E	Allocated		\$10,520				\$10,520
SFMTA	Arguello Boulevard Near-term Improvements [NTIP Capital]	PS&E	Deobligated		(\$10,520)				(\$10,520)
SFMTA	Lower Great Highway Pedestrian Improvements [NTIP Capital]	PS&E	Allocated				\$70,500		\$70,500
SFMTA	Lower Great Highway Pedestrian Improvements [NTIP Capital]	CON	Allocated				\$179,500		\$179,500
SFPW	Alemany Interchange Improvements - Phase 2 [NTIP Capital]	PA&ED	Allocated				\$20,000		\$20,000
SFPW	Alemany Interchange Improvements - Phase 2 [NTIP Capital]	PS&E	Allocated				\$380,000		\$380,000
SFPW	Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection Improvements (The Hairball - Segments F & G) [NTIP Capital]	CON	Allocated				\$220,000		\$220,000
SFMTA, Any eligible	Neighborhood Transportation Improvement Program (NTIP) Placeholder	PS&E, CON	Programmed		\$0			\$558,088	\$558,088
<b>Total Programmed in 5YPP</b>				\$1,887,053	\$2,040,000	\$582,640	\$993,541	\$1,971,828	\$7,475,062
<b>Total Programmed in 2014 Strategic Plan</b>				\$6,408,893	\$850,000	\$228,996	\$300,000	\$300,000	\$8,087,889
<b>Cumulative Remaining Programming Capacity</b>				\$4,813,622	\$3,623,622	\$3,269,978	\$2,576,436	\$904,608	\$904,608

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

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

**FOOTNOTES:**

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

6th Street Improvements (NTIP): Reduced from \$400,000 to \$0. Project will advance in the 2019 5YPP for the Traffic Calming category.

7th Street Streetscape: Reduced from \$174,000 to \$0. Project was funded through non-Prop K funds.

Follow-the-Paving (Spot Improvements): Reduced \$50,000 to \$0. Project was funded through non-Prop K funds.

WalkFirst: Reduced \$228,996 to \$0. Project was funded through non-Prop K funds.

Neighborhood Transportation Improvement Program (NTIP) Placeholder: Moved \$558,088 from FY 14/15 and FY 15/16 to FY 18/19, with corresponding cash flow adjustment.

SFMTA likely to request \$325,000 in FY 18/19 for construction phase of the Elk Street at Sussex Street Pedestrian Safety Improvements [NTIP Capital], fulfilling the commitment to allocate approved by the Board in November 2016.

2014 Prop K 5-Year Project List (FY 2014/15 - 2018/19)  
 Pedestrian Circulation/Safety (EP 40)  
 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>Corridor Projects</b>									
6th Street Improvements (NTIP)	PS&E	\$0							\$0
6th Street Improvements (NTIP)	CON	\$0	\$0	\$0					\$0
6th Street Pedestrian Safety Improvement	PA&ED	\$0	\$365,818	\$731,636	\$731,636	\$182,910			\$2,012,000
Wiggle Neighborhood Green Corridor	CON			\$323,500	\$248,600				\$572,100
7th Street Streetscape	PS&E		\$0						\$0
<b>Follow-the-Paving (Pedestrian Improvements)</b>									
Follow-the-Paving (Spot Improvements)	PS&E, CON		\$0						\$0
<b>Citywide Pedestrian Safety &amp; Circulation Improvements</b>									
Active Transportation Program Local Match	PLAN/CER	\$0							\$0
Active Transportation Program Local Match	PS&E	\$0	\$0						\$0
Active Transportation Program Local Match	CON	\$0	\$0	\$0					\$0
ER Taylor Elementary School Safe Routes to School	CON	\$6,575							\$6,575
Longfellow Elementary School Safe Routes to School	CON	\$12,663	\$51,915						\$64,578
Active Transportation Program Local Match	PS&E				\$0	\$0			\$0
Active Transportation Program Local Match	CON					\$0			\$0
Jefferson Street Improvements Phase 2 [NTIP Capital]	CON					\$329,496	\$1,070,167	\$14,077	\$1,413,740
WalkFirst	PLAN/CER	\$0							\$0
WalkFirst	PS&E	\$0	\$0						\$0
WalkFirst	CON	\$0	\$0						\$0
WalkFirst Continental Crosswalks	CON	\$211,500	\$211,500						\$423,000
WalkFirst Rectangular Rapid Flashing Beacons	PLAN	\$17,100							\$17,100
WalkFirst Rectangular Rapid Flashing Beacons	PS&E	\$47,400							\$47,400
WalkFirst Rectangular Rapid Flashing Beacons	CON		\$79,200	\$79,200					\$158,400
Golden Gate Road Diet [Vision Zero]	CON	\$40,000	\$80,000						\$120,000
WalkFirst Phase 1 Pedestrian Safety Implementation [Vision Zero]	PS&E	\$100,000	\$100,000						\$200,000
WalkFirst Phase 1 Pedestrian Safety Implementation [Vision Zero]	CON		\$600,000	\$200,000					\$800,000
WalkFirst Phase 1 Pedestrian Safety Implementation [Vision Zero]	Deobligated			(\$144,146)					(\$144,146)
WalkFirst	PLAN/CER			\$0					\$0
WalkFirst	PS&E			\$0					\$0
WalkFirst	CON			\$0					\$0
Safe Streets Project Evaluation Program	PLAN				\$130,150				\$130,150
Bessie Carmichael Crosswalk [NTIP Capital]	PLAN			\$7,500					\$7,500
Bessie Carmichael Crosswalk [NTIP Capital]	PLAN			(\$975)					(\$975)
Bessie Carmichael Crosswalk [NTIP Capital]	PS&E			\$6,000					\$6,000
Bessie Carmichael Crosswalk [NTIP Capital]	PS&E			(\$2,205)					(\$2,205)
Bessie Carmichael Crosswalk [NTIP Capital]	CON			\$3,000	\$11,500				\$14,500



**2014 Prop K 5-Year Project List (FY 2014/15 - 2018/19)**  
**Pedestrian Circulation/Safety (EP 40)**  
**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		
Bessie Carmichael Crosswalk [NTIP Capital]	CON			(\$3,428)						(\$3,428)
Cesar Chavez/Potrero Intersection Improvements [NTIP Capital]	PLAN	\$12,500	\$37,500							\$50,000
Cesar Chavez/Potrero Intersection Improvements [NTIP Capital]	PLAN			(\$5,314)						(\$5,314)
Neighborhood Transportation Improvement Program (NTIP) Placeholder	PS&E, CON	\$0	\$0							\$0
Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) [NTIP Capital]	PS&E			\$40,000	\$40,000					\$80,000
Elk Street at Sussex Street Pedestrian Safety Improvements [NTIP Capital]	PS&E			\$80,000						\$80,000
Arguello Boulevard Near-term Improvements [NTIP Capital]	PS&E			\$10,520						\$10,520
Arguello Boulevard Near-term Improvements [NTIP Capital]	PS&E			(\$10,520)						(\$10,520)
Lower Great Highway Pedestrian Improvements [NTIP Capital]	PS&E				\$40,500	\$30,000				\$70,500
Lower Great Highway Pedestrian Improvements [NTIP Capital]	CON				\$90,000	\$89,500				\$179,500
Alemany Interchange Improvements - Phase 2 [NTIP Capital]	PA&EID				\$10,000	\$10,000				\$20,000
Alemany Interchange Improvements - Phase 2 [NTIP Capital]	PS&E				\$150,000	\$230,000				\$380,000
Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection Improvements (The Hairball - Segments F & G) [NTIP Capital]	CON					\$220,000				\$220,000
Neighborhood Transportation Improvement Program (NTIP) Placeholder	PS&E, CON		\$0			\$111,618		\$446,470		\$558,088
<b>Total Cash Flow in 5YPP</b>		\$447,738	\$1,525,933	\$1,314,767	\$1,452,386	\$1,203,524	\$1,516,637	\$14,077		\$7,475,062
<b>Total Programmed in 2014 Strategic Plan</b>		\$1,811,845	\$3,300,443	\$2,288,101	\$237,500	\$300,000	\$150,000			\$8,087,889
<b>Cumulative Remaining Cash Flow Capacity</b>		\$1,655,889	\$3,430,399	\$4,403,732	\$3,188,846	\$2,285,323	\$918,685	\$904,608		\$904,608

Programmed  
 Pending Allocation/Appropriation  
 Board Approved Allocation/Appropriation