



Memorandum

Date: 03.12.15 **RE:** Plans and Programs Committee
March 17, 2015

To: Plans and Programs Committee: Commissioners Tang (Chair), Christensen (Vice Chair), Breed, Farrell, Yee and Wiener (Ex Officio)

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

Through: Tilly Chang – Executive Director *TCC*

Subject: **ACTION** – Recommend Allocation of \$1,824,502 in Prop K Funds, with Conditions, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

Summary

As summarized in Attachments 1 and 2, we have seven requests totaling \$1,824,502 in Prop K funds to present to the Plans and Programs Committee. Attachment 3 summarizes our recommendations. The San Francisco Municipal Transportation Agency (SFMTA) has requested Prop K funds for three projects. They include design and construction of WalkFirst Phase 1 Pedestrian Safety Implementation (\$1,000,000), which addresses up to 45 intersections on Pedestrian High Injury Corridors; construction of bicycle and pedestrian signal upgrades and curb ramps at the intersection of 7th Avenue and Lincoln Way (\$210,800); and \$72,000 to extend the existing Bicycle Safety Education Classes contract by nine months. The latter request was held over one month as directed by the Plans and Programs Committee. SFMTA staff will attend the March meeting to address questions raised by the Committee in February. San Francisco Public Works has requested Prop K funds for four projects: planning and environmental review for the Great Highway & Skyline Roundabout (\$207,535), which will improve traffic flow and safety of the existing intersection, and for the Great Highway Reroute Project (Permanent Restoration) (\$58,267) to ensure the long-term functionality of the road; design of elements from previously completed areawide traffic calming plans (such as curb bulb-outs and a raised crosswalk (\$25,000); and San Jose Avenue Follow the Paving (\$250,900), which would construct a protected bike lane from Randall to Arlington Streets and other pedestrian crossing improvements at Randall and Dolores. **We are seeking a recommendation to allocate \$1,824,502 in Prop K funds, with conditions, for seven requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules.**

BACKGROUND

We have received eight requests for a combined total of \$1,824,502 in Prop K funds to present to the Plans and Programs Committee at the March 17, 2015, meeting, for potential Board approval on March 24, 2015. As shown in Attachment 1, the requests come from the following Prop K categories:

- Great Highway Erosion Repair
- Signals and Signs
- Traffic Calming
- Prop K Bicycle Circulation/Safety
- Prop K Pedestrian Circulation/Safety

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

DISCUSSION

The purpose of this memorandum is to present seven Prop K requests to the Plans and Programs

Committee and to seek a recommendation to allocate these funds, with conditions. Attachment 1 summarizes the seven requests, including information on proposed leveraging (i.e. stretching Prop K dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 provides a brief description of each project. A detailed scope, schedule, budget and funding plan for each project are included in the enclosed Allocation Request Forms.

Attachment 3 summarizes the staff recommendations for the requests, highlighting special conditions, 5YPP amendments and other items of interest.

Bicycle Safety Education Classes: The \$72,000 request for the San Francisco Municipal Transportation Agency's (SFMTA) Bicycle Safety Education Classes project was held over by one month as directed by the Plans and Programs Committee. SFMTA staff will attend the March meeting to address questions raised by the Committee at the February meeting. SFMTA's current contractor for this work, the San Francisco Bicycle Coalition, has provided a summary of the Bicycle Safety Education Classes for 2014 (see Attachment 4). Questions asked by the Committee included how SFMTA reaches out to current cyclists who are not exhibiting safe cycling behavior to educate them about how to ride safely in San Francisco; the relative priority of using funds to reach new cyclists versus other bicycle education and outreach needs; and cost for the various types of classes.

ALTERNATIVES

1. Recommend allocation of \$1,824,502 in Prop K funds, with conditions, for seven requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as requested.
2. Recommend allocation of \$1,824,502 in Prop K funds, with conditions, for seven requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC was briefed on the Bicycle Safety Education Classes project at its January 28 meeting and adopted a motion of support for the staff recommendation, with one member abstaining. The CAC was briefed on the other six requests included in this item at its February 25 meeting and adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

This action would allocate \$1,824,502 in Fiscal Year 2014/15 Prop K funds, with conditions, for seven requests. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

The Prop K Capital Budget (Attachment 5) shows the recommended cash flow distribution schedules for the subject requests. Attachment 6 contains a cash-flow-based summary table including the Prop K Fiscal Year 2014/15 allocations to date and the subject Prop K requests.

Sufficient funds are included in the adopted Fiscal Year 2014/15 budget to accommodate the recommendation actions. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

RECOMMENDATION

Recommend allocation of \$1,824,502 in Prop K funds, with conditions, for seven requests, subject to the attached Fiscal Year Cash Flow Distribution Schedule.

Attachments (6):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Bicycle Safety Education Program: Summary of 2014 Outreach and Successes
5. Prop K Capital Budget 2014/15
6. Prop K 2014/15 Fiscal Year Cash Flow Distribution – Summary Table

Enclosure:

1. Prop K Allocation Request Forms (7)

Attachment 1: Summary of Applications Received

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Prop K Leveraging		Phase(s) Requested	District
							Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	26	SFPW	Great Highway & Skyline Roundabout	\$ 207,535		\$ 207,535	86%	0%	Planning, Environmental	7
Prop K	26	SFPW	Great Highway Reroute Project (Permanent Restoration)	\$ 58,267		\$ 557,596	86%	90%	Planning, Environmental	4, 7
Prop K	33, 39	SFMTA	7th Avenue and Lincoln Way Intersection Improvements	\$ 210,800		\$ 370,800	34%	43%	Construction	5
Prop K	38	SFPW	San Jose Avenue Follow the Paving	\$ 250,900		\$ 4,450,900	51%	94%	Construction	8, 9
Prop K	38	SFPW	Traffic Calming Implementation (Prior Areawide Plans)	\$ 25,000		\$ 25,000	51%	0%	Design	5, 7, 8
Prop K	39	SFMTA	Bicycle Safety Education Classes	\$ 72,000	\$ -	\$ 377,000	28%	0%	Construction	Citywide
Prop K	40	SFMTA	WalkFirst Phase 1 Pedestrian Safety Implementation	\$ 1,000,000		\$ 1,350,000	25%	26%	Design, Construction	Citywide
TOTAL				\$ 1,824,502	\$ -	\$ 7,338,831	48%	71%		

Footnotes

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

² Acronyms include SFMTA (San Francisco Municipal Transportation Agency) and SFPW (San Francisco Public Works).

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

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

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
26	SFPW	Great Highway & Skyline Roundabout	\$ 207,535		SFPW will use Prop K funds for planning and environmental review for a new roundabout to improve pedestrian and cyclist safety at the Great Highway and Skyline Boulevard intersection. Developed as part of the Ocean Beach Master Plan, the roundabout will result in safer, shorter crossings for people walking and riding bikes at the complex intersection by reducing conflict points with moving vehicles and reducing vehicular speeds. The roundabout will maintain constant traffic flow, which is not possible with continued signalization of the intersection. SFPW will perform community outreach targeting stakeholders and hold a public meeting as part of the project planning phase. Planning is anticipated to be completed by December 2015 with environmental review completed by June 2016. SFPW anticipates that the roundabout will be open for use by late 2017, about 6 months after completion of the Great Highway Reroute Project.
26	SFPW	Great Highway Reroute Project (Permanent Restoration)	\$ 58,267		Prop K funds will match federal funds for additional planning/conceptual engineering (surveys and traffic review in coordination with SFMTA) and environmental work to further develop the scope, budget, and timeline of the preferred, permanent restoration project for the Great Highway south of Sloat Boulevard. The preferred option will preserve the roadway's function while restoring the roadway to its pre-disaster condition, and will convert the 2 existing northbound lanes into a single northbound and a single southbound travel lane. The project is supported by SPUR, the California Coastal Commission, National Park Services, and the City's Traffic Engineer. SFPW will conduct outreach to key neighborhood and community groups and residents. Planning is anticipated to be completed by June 2015 with environmental review completed by March 2016. SFPW anticipates that the Great Highway will be open for use in its new configuration by early 2017.
33, 39	SFMTA	7th Avenue and Lincoln Way Intersection Improvements	\$ 210,800		Prop K will leverage \$160,000 in Bicycle Transportation Account funds and be used for construction of bicycle, pedestrian and traffic signal improvements at the intersection of 7th Avenue and Lincoln Way. Improvements include a new signal phase for bicycles crossing Lincoln Way, pedestrian countdown signals, accessible (audible) pedestrian signals, mast-arm mounted signal heads, curb ramps, and an improved median refuge area for pedestrians. Construction is scheduled to begin by December 2015 and be complete by March 2016.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
38	SFPW	San Jose Avenue Follow the Paving	\$ 250,900		Prop K funds will be used to construct a concrete barrier separating the southbound bicycle lane on San Jose Avenue between Randall Street and Arlington Street from vehicle traffic. The project will also upgrade a pedestrian island at the intersection of Randall Street and San Jose Avenue, and extend a sidewalk at the intersection of Dolores Street and San Jose Avenue. These improvements are outlined in San Francisco Planning Department's Mission Streetscape Plan. This project will be implemented through a paving project set to begin construction in Fall 2015.
38	SFPW	Traffic Calming Implementation (Prior Areawide Plans)	\$ 25,000		Prop K will be used for detailed design for 7 curb bulb-outs, 1 raised crosswalk, and accompanying curb ramps at the intersections of 6th Avenue and Judah Street, Tiffany Street and 29th Street, Roosevelt Way at 15th Street, and 9th Avenue at Pacheco Street. Design will be completed by June 2015 with construction anticipated Fall 2015 to Spring 2016. Pending information from SFMTA on the cost estimate and potential source(s) of funding for construction. These improvements originated in the Traffic Calming Areawide Planning process and are part of SFMTA's backlog of Traffic Calming projects.
39	SFMTA	Bicycle Safety Education Classes	\$ 72,000	\$ -	The SFMTA will use Prop K funds for a nine-month extension to an existing three-year bike safety education contract. The extension (from February 2015 through November 2015) will provide continuity in classes (adding 39 more classes) and also allow time for an evaluation of bike safety education and potential improvements to the program in advance of a new contract. Outreach and promotion for the classes will target underserved communities within San Francisco including promotion in Chinese, Spanish and English, and groups historically underrepresented in the cycling community such as ethnic minorities and women.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
40	SFMTA	WalkFirst Phase 1 Pedestrian Safety Implementation	\$ 1,000,000		SFMTA will design and construct pedestrian safety improvements at up to 45 locations on Pedestrian High Injury Corridors identified through the WalkFirst Investment Strategy (see candidate locations in allocation request form). WalkFirst is a data-driven planning process that identified the 6% of streets that account for 60% of pedestrian collisions, as well as a suite of quick, inexpensive, and effective countermeasures to address collision profiles at those locations. Improvements such as advance stop or yield lines, painted pedestrian medians, and continental crosswalks will be implemented on a rolling basis at stand-alone intersections, along corridors, or through coordination with other projects. Construction should start April-June 2015 and end by 2016.
TOTAL			\$ 1,824,502	\$ -	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Recommendation
26	SFPW	Great Highway & Skyline Roundabout	\$ 207,535		<p>5-Year Prioritization Program (5YPP) Amendment: Our recommendation is contingent upon a concurrent amendment of the New and Upgraded Streets 5YPP to reprogram \$207,537 in FY 2014/15 funds from the design phase of the Great Highway Reroute Project (Permanent Restoration), which will be fully funded with Prop K and Federal Highway Administration Emergency Relief funds, to the subject project. Note there is ~\$1 million in TBD funds to fully fund construction. Potential sources include other Prop K categories, Prop AA vehicle registration fee, and Active Transportation Program funds.</p> <p>Multi-Phase Allocation: We are recommending a multi-phase allocation given the concurrent nature of the planning and environmental work.</p>
26	SFPW	Great Highway Reroute Project (Permanent Restoration)	\$ 58,267		<p>Multi-Phase Allocation: We are recommending a multi-phase allocation given the short duration of the remaining planning work.</p>
33, 39	SFMTA	7th Avenue and Lincoln Way Intersection Improvements	\$ 210,800		<p>5YPP Amendment: Our recommendation is contingent upon a concurrent amendment of the Signals and Signs 5YPP to re-program \$95,476 in design funds from Traffic Signal Upgrades (15 Locations) to the subject project.</p>
38	SFPW	San Jose Avenue Follow the Paving	\$ 250,900		<p>Transportation Authority staff approved SFPW's request to advertise the project at risk (i.e., in advance of Board allocation of funds) so that it could be advertised as part of a larger paving project.</p>
38	SFPW	Traffic Calming Implementation (Prior Areawide Plans)	\$ 25,000		<p>5YPP Amendment: Our recommendation is contingent upon a concurrent amendment to the Traffic Calming 5YPP to reprogram \$25,000 from the construction phase to the design phase of the subject project.</p>
39	SFMTA	Bicycle Safety Education Classes	\$ 72,000	\$ -	

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Recommendation
40	SFMTA	WalkFirst Phase 1 Pedestrian Safety Implementation	\$ 1,000,000		<p>5YPP Amendment: Our recommendation is contingent upon a concurrent amendment to the Pedestrian Safety and Circulation 5YPP to reprogram \$715,900 in FY 14/15 funds currently programmed to the 6th Street Improvements (NTIP) construction to the subject project. For 6th Street Improvements, SFMTA is planning on requesting \$1 million in Prop K funds for the environmental phase, through which it will determine costs and a funding plan for design and construction.</p> <p>Our recommendation is for a multi-phase allocation given the relatively short duration of design for site specific improvements, straight forward nature of the improvements, and desire of SFMTA to expedite construction of Phase 1 WalkFirst improvements.</p>
TOTAL			\$ 1,824,502	\$ -	

¹ See Attachment 1 for footnotes.

Bicycle Safety Education Program: Summary of 2014 Outreach & Successes

The San Francisco Bicycle Coalition is proud to be the leading resource for bicycle safety education in San Francisco.

Every year, we reach tens of thousands of people with our street safety classes and resources. Through funding from the SFCTA and SFMTA, we are able to offer a variety of classes, including: Adult Learn to Ride, Traffic Skills 101 Classroom and On-road course, Intro to Urban Bicycling, Middle School PE courses and Freedom From Training Wheels. In 2014, over 1,500 youth and adults attended one of nearly 70 events to learn about the rules of the road, and how to safely bicycle on the streets of San Francisco. All of the bicycle safety classes are free and open to the public, welcoming for all skill levels.

We strive to provide this resource to residents all across the city; which is why we provide classes in diverse neighborhoods throughout the year. We partner with established community groups and community centers to host our classes, helping to reach a broad audience. One example of our collaborative approach is our work with the Bayview YMCA and POWER through our Community Bike Build program, which provided free bikes to low-income residents in the Bayview (funding for the bikes comes from a different, non-Prop K source).

The following is a list of Community Organizations we partnered with in 2014:

Bayview YMCA, POWER, PODER, Chinatown CDC, Catholic Charities Mission and 10th Housing, EAH Housing Buchanan Park Apartments, African American Arts and Culture Complex, Burton High School Bike Club, Magnet, Recology, Environmental Defense Fund, Honey Hive Gallery, Salvation Army, North of the Panhandle Neighborhood Association, The Women's Building, Harvey Milk Center, City of Dreams, Dolores Street Community Services and the Day Laborers Center, St. John's, SF Public Library, and SF Police District Stations.

We explicitly reach out to non-English populations with these bicycle safety opportunities. We have translated our education flyers and the Rules of the Road materials and safety materials into Chinese and Spanish, and schedule classes in both Cantonese and Spanish at centers that primarily serve these populations. Promotional materials in all languages are attached. We also host specialized classes that offer tailored information for older adults (50+); welcoming environments for women, transgendered and female-identified individuals; as well as LGBTQ-focused events.

Throughout the past year of the of the contract to date, the San Francisco Bicycle Coalition has educated in-person over 1,500 individuals about the rules of the road and how to bicycle safely, confidently, respectfully and legally. In addition, the SF Bicycle Coalition's website has a wealth of resources on bicycle law, safety and locking practices. In 2014, the SF Bicycle Coalition launched a Rules of the Road video in conjunction with funding from SF Department of the Environment and in 2015 plans to translate this content into several languages. This video can be viewed at: <http://www.sfbike.org/resources/bicycle-law/rules-of-the-road/>

The demand for bicycle safety courses continues to grow, both for the in-classroom and

Attachment 4.

on-road courses and we appreciate the partnership opportunity to help more people ride safely and responsibly in SF in order to help the City meet its goals of more clean, healthy, safe and affordable transportation options.

Course Summary

All of the courses offered through the bicycle education program cover the following areas, as well as other safety priorities:

- California Vehicle Code including: Stopping at red lights and stop signs, not blocking the crosswalk, using lights and night and in the rain, and not riding on sidewalks if you are over the age of 13
- Safe turning around cars, large vehicles and blind spots
- Pedestrian right of way, respecting senior citizens and people with disabilities, as well as sharing the road safely and respectfully with other people walking and driving
- How to lock and secure a bicycle
- Choosing a comfortable and safe route when biking
- Integrating biking with transit options (Muni, Bart, Caltrain, etc)

The courses offered through the contract include: Intro to Urban Bicycling, Traffic Skills 101: Classroom and On-Road, Adult Learn to Ride, Freedom From Training Wheels, and Middle School PE.

Summary of 2014 Attendance by Course

Course	No. of Classes	Total Attendees	Av. Attendees per Class
Intro to Urban Bicycling	24	417	17
Freedom From Training Wheels	9	312	35
Middle School PE	8	744	93
TS 101-1 Classroom	14	181	13
Traffic Skills 101-2 On-Road	6	62	10
Adult Learn to Ride	7	131	19
Total	68	1,847	n/a

Testimonials from Participants

"It's been super liberating to learn how to ride a bike. Not only is it great to accomplish something you didn't think you could, it makes me think about what other activities I could take up that I never thought possible before. Working my way up to biking on

Attachment 4.

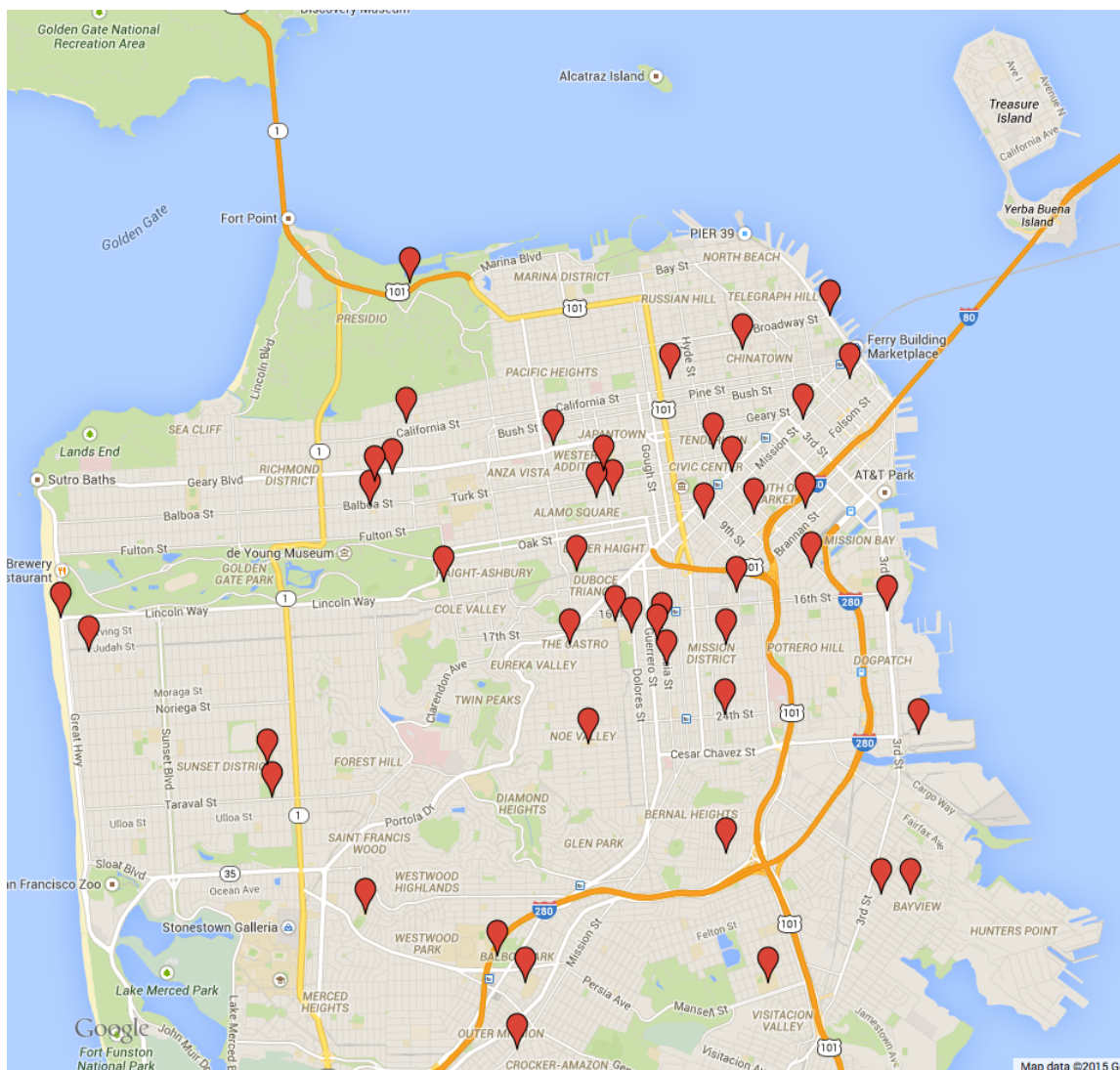
busier roads, is something I didn't think I would ever do.” — Christopher Abreu, Adult Learn to Ride, Intro to Urban Bicycling, and Traffic Skills 101 participant

“It still feels a little bit magical to me. The Adult Learn to Ride class was definitely a great way to start off. They got me pedaling in less than an hour, although I didn't always succeed at making turns. Nevertheless, I was very excited and ordered a bicycle the minute I got home.” — Ciaee Ching, Adult Learn to Ride Participant

“How we got to ride on the streets. I also liked how they taught us how to be safe while bike riding. The bike program was fun and I'd like to do it again next year.” — Student from Middle School PE class

“Something that I learned from bike PE is that I learned the signals. Something else I learned is how to ride a bike. Also I learned how to go one-handed, do proper gears, check [the] bike properly and know the parts of the bike. I learned what yield means and I learned the fundamentals of riding a bike and biking.” — Student from Middle School PE class

Map of 2014 Locations



Sample Outreach Materials

 BICYCLE RULES OF THE ROAD 	 REGlamento de Tránsito para Bicicletas	 自行車道路安全規則 
 Pedestrians Have the Right of Way. In the crosswalk or not, bike riders and drivers are required to yield to pedestrians. (CVC 21954.8)	 Los peatones tienen el paso. Fuera o dentro del paso de peatones, los ciclistas y los conductores deben ceder el paso a los peatones. (CVC 21954.8)	 行人路權有先權。 不論是否在斑馬線，從自行車和駕駛人士均須先讓行人。 (CVC 21954.8)
 Stop Behind the Crosswalk. Leave crosswalks free and clear for pedestrians. Always stop behind the line. (CVC 21960, 21489)	 Detente detrás del paso de peatones. Mantén el paso de peatones libre y despejado para los peatones. Siempre detente detrás de la línea. (CVC 21960, 21489)	 停留在斑馬線的後面。 保持斑馬線清晰方便行人。 駕駛停車在斑馬線的後面。 (CVC 21960, 21489)
 Mind the Signs and Lights. Stop at stop signs and obey red lights, just like all other vehicles. (CVC 21200)	 Pon atención a las señales y las luces. Detente ante las señales de "Stop" y obedezca las luces rojas, como cualquier otro vehículo. (CVC 21200)	 留意交通標誌和交通燈。 和其他車輛一樣，遵守紅燈和停車標誌的規定停車。 (CVC 21200)
 Stay on the Streets. It is illegal to ride on the sidewalk if you are over the age of 13. (SF TRANSPORTATION CODE SEC. 7.2.12)	 Transita por las calles. Es legal andar en bicicleta en la banqueta si tienes más de 13 años. (CÓDIGO DE TRANSPORTE DE SF SEC. 7.2.12)	 在馬路上騎車。 如果你年滿十三歲，在行人道上騎車是合法的。(三藩市交通法第7.2.12條)
 Go with the Flow. Ride the same direction as traffic. Walk your bike on the sidewalk if traveling the other direction on a one-way street. (CVC 21662)	 Sigue la corriente. Sigue la misma dirección que el tráfico. Camina con tu bicicleta en la acera si debes ir en el sentido contrario en una calle de un solo sentido. (CVC 21662)	 與汽車同一方向行車。 與汽車同一方向行車，如果你在單程路上相反方向騎車，請在行人道上用手推單車行車。 (CVC 21662)
 Take the Lane. If you're next to parked cars or you're riding in a narrow lane, you can take the lane and ride outside the door zone. (CVC 21302)	 Usa los carriles de los autos. Si te encuentras junto a automóviles estacionados o en un carril angosto y te sientes inseguro, usa los carriles para automóviles y buses, y aléjate de los vehículos con las puertas abiertas. (CVC 21302)	 佔據行車道。 無論你在停泊的汽車側邊或在窄道內騎車，如你被鎖匙或命令警員警告安全，你可以在車門外側外騎車。(CVC 21302)
 It's OK to Leave the Bike Lane. If you feel safer outside the bike lane, you can ride in other vehicle travel lanes. Merge when safe and signal when changing lanes. (CVC 21268)	 Se puede abandonar el carril para bicicletas. Si te sientes más seguro fuera del carril para bicicletas, puedes utilizar los carriles para los demás vehículos. Incorporate al tránsito cuando sea seguro y señale cuando cambies de carril. (CVC 21268)	 離開單車道是可以的。 當你認為在單車道外行車較安全的話，你可以在其他車輛的行車道騎車。在安全前再進入該道，並在轉頭時打信號。(CVC 21268)
 Light up the Night! Reflectors and a front white light are required by law. We recommend you to use a rear light as well. (CVC 21209)	 ¡Ilumina la noche! La ley exige el uso de reflectores y luces delanteras. Recomendamos también utilizar una luz trasera. (CVC 21209)	 晚上亮燈。 法規規定自行車必須要有反光燈和前後白燈。我們建議你同時使用後燈。(CVC 21209)
 Keep an Ear Clear. Even when using hands-free devices, bike riders and drivers are required to keep one ear free of headphones. (CVC 21909)	 Mantén un oído despejado. Aun si utilizan dispositivos de manos libres, los ciclistas y los conductores deben llevar audífonos en un solo oído y mantener el otro oído despejado. (CVC 21909)	 保持耳朵清晰沒有任何障礙。 即使使用無耳繩聽筒，單車騎士和駕駛人士都只能有一隻耳可聽上耳機。(CVC 21909)
 Be a Friend to Disabled Neighbors. Paratransit vehicles (including taxis) may have to enter bikeways to pick-up or drop off passengers. Be a good neighbor and give them room. (SFMTA POLICY)	 Se amable con los vecinos discapacitados. Los transportes para discapacitados a veces necesitan ingresar a las ciclovías para que los pasajeros puedan subir o descender. Sé un buen vecino y déjales lugar. (POLÍTICA DE LA SFMTA)	 帶點慈悲心。 有些殘障人士需要進用自行車道來上落客。請留一各好位置，禮讓他們。(SFMTA 政策)
 Learn more about the San Francisco Bicycle Coalition's extensive street safety and education work at: sfbike.org/safety	 Para saber más sobre lo que la Coalición de Bicicletas de San Francisco está haciendo para mejorar la seguridad en las calles de San Francisco, visita: sfbike.org/safety	 請參閱三藩市單車聯盟的網頁，了解更多單車及三藩市街道安全的工作： SFBIKE.ORG/SAFETY



免費城市騎自行車講習會

三藩市自行車聯盟主持一系列的免費騎自行車教育班，幫助人們(年齡14+)在市內騎車感到安全、自在、和有信心。

- 安全騎車入門：在三藩市騎自行車的一小時課程
- 交能技能101：安全騎車能力和技術的四小時課程
- 路上騎車入門：練習在市內街道騎車的操縱能力
- 學習騎車成人班：個別教導如何平衡、轉彎、和踏車

請上網 sfbike.org/edu 登記

HOSTED BY:  sfbike.org

SPONSORED BY:  SFMTA | Municipal Transportation Agency




免費家庭騎自行車班


加入我們任何或所有合共四課的家庭騎車班

- 第一課：懷孕時騎自行車
- 第二課：和你的嬰孩或幼兒騎車
- 第三課：騎自行車載你孩子上學
- 第四課：無輔助輪下自由騎車

請看看我們精編的新版家庭騎車指南—這是一本全面和免費的說明手冊，適合任何家庭騎車階段使用。

請在網頁 sfbike.org/family 下載指南

 sfbike.org





Talleres Gratuitos de Ciclismo en la Ciudad


Una serie de clases educativas gratuitas para andar en bicicleta que ofrece la Coalición de Bicicletas de San Francisco para ayudar a que las personas (mayores de 14 años) se sientan protegidas, cómodas y seguras cuando andan en bicicleta en la ciudad.

- Introducción al uso seguro de la bicicleta:** Cursos de una hora para aprender a andar en bicicleta en San Francisco
- Conocimientos básicos para manejarse en el tránsito:** Curso de cuatro horas sobre conocimientos y técnicas para andar seguro en bicicleta
- Maniobras elementales para la calle:** Practique las maniobras necesarias para andar en bicicleta en la calle
- Aprenda a andar en bicicleta, para adultos:** Instrucción personalizada sobre cómo mantener el equilibrio, doblar y pedalear

Inscríbese en sfbike.org/edu

HOSTED BY:  sfbike.org

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Clases Gratuitas de Ciclismo en Familia

Únase a cualquiera de las cuatro partes o a todo nuestro programa de ciclismo en familia.

- Parte 1: Andar en bicicleta estando embarazada
- Parte 2: Andar en bicicleta con su bebé o niño pequeño
- Parte 3: Llevar a su niño a la escuela en bicicleta
- Parte 4: Cómo liberarse de las ruedas de apoyo

Consulte nuestra sensacional nueva "Guía Para Andar en Bicicleta en Familia," un manual completo y gratuito para todas las etapas del andar en bicicleta en familia.

Inscríbese en sfbike.org/family
 Descargue la guía en sfbike.org/family

 sfbike.org

Attachment 5.
Prop K FY 2014/15 Capital Budget¹

EP #	Sponsor	Project Name	Total	Cash Flow Distribution					FYs 2019/20 - 2027/2028 ²
				FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	
TRANSIT									
1	SFMTA	Van Ness Bus Rapid Transit	\$ 1,594,280	\$ 1,275,424	\$ 318,856				
1	SFMTA	Geary Bus Rapid Transit	\$ 872,859	\$ 872,859					
5	TJPA	Transbay Transit Center and Downtown Extension	\$ 43,046,950	\$ 34,128,950	\$ 4,693,000	\$ 4,225,000			
5	TJPA	Downtown Extension	\$ 1,219,000	\$ 632,400	\$ 586,600				
6	PCJPB	Caltrain Early Investment Program	\$ 7,470,000	\$ 7,470,000					
7	PCJPB	Railroad Bridge Load Rating	\$ 382,347	\$ 191,174	\$ 191,173				
7	PCJPB	Rail Grinding	\$ 620,400	\$ 310,200	\$ 310,200				
8	BART	Balboa Park Station Eastside Connections	\$ 2,030,000			\$ 2,030,000			
13	SFCTA	I-280 Interchange Improvements at Balboa Park	\$ 750,000	\$ 250,000	\$ 500,000				
13	SFMTA	Balboa Park Station Area and Plaza Improvements	\$ 1,773,993		\$1,773,993				
14	SFCTA	Quint-Jerrold Connector Road Contracting and Workforce Development Strategy	\$ 89,000	\$ 89,000					
15	SFMTA	Light Rail Vehicle Procurement	\$ 4,592,490			\$ 3,092,490	\$ 1,500,000		
17M	SFMTA	Light Rail Vehicle Procurement	\$ 60,116,310	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,116,310
17M	SFMTA	Replace 60 New Flyer 60-Foot Trolley Coaches	\$ 20,831,776	\$ 2,100,000	\$ 12,800,000	\$ 5,931,776			
17P	PCJPB	F40 Locomotive Mid-Life Overhaul	\$ 1,042,857	\$ 521,429	\$ 521,428				
17U	SFMTA	Light Rail Vehicle Procurement	\$ 66,444,342	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 66,444,342
20M	SFMTA	Muni Metro East (MME) Phase 2	\$2,598,500	\$ 998,500	\$ 1,600,000				
20M	SFMTA	Fall Protection Systems	\$2,160,777	\$ 400,000	\$1,760,777				
20P	PCJPB	Systemwide Station Improvements	\$ 210,989	\$ 105,495	\$ 105,494				
22B	BART	Transbay Tube Cross-Passage Doors Replacement	\$ 250,000	\$ 250,000					
22P	PCJPB	Quint Street Bridge Replacement	\$ 303,066	\$ 303,066					
22P	PCJPB	Systemwide Track Rehabilitation	\$ 1,243,407	\$ 621,704	\$ 621,703				
Transit Subtotal			\$ 219,643,343	\$ 50,520,201	\$ 25,783,224	\$ 15,279,266	\$ 1,500,000	\$ -	\$ 126,560,652
PARATRANSIT									
23	SFMTA	Paratransit	\$ 9,670,000	\$ 9,670,000					
Paratransit Subtotal			\$ 9,670,000	\$ 9,670,000	\$ -	\$ -	\$ -	\$ -	\$ -
VISITACION VALLEY WATERSHED									
27	SFMTA	Bayshore Multimodal Station Location Study	\$ 14,415	\$ 9,665	\$ 4,750				
27	SFCTA	Bayshore Multimodal Station Location Study	\$ 14,415	\$ 9,665	\$ 4,750				
27	SFMTA	Geneva-Harney BRT Feasibility/Pre-Environmental Study	\$ 200,000	\$ 112,866	\$ 87,134				
Visitacion Valley Watershed Subtotal			\$ 228,830	\$ 132,196	\$ 96,634	\$ -	\$ -	\$ -	\$ -

Attachment 5.
Prop K FY 2014/15 Capital Budget¹

EP #	Sponsor	Project Name	Total	Cash Flow Distribution					FYs 2019/20 - 2027/2028 ²
				FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	
STREET AND TRAFFIC SAFETY									
26	SFPW	Great Highway Reroute (Permanent Restoration)	\$ 58,267	\$ 47,715	\$ 10,552				
26	SFPW	Great Highway & Skyline Roundabout	\$ 207,535	\$ 92,238	\$ 115,297				
31	SFMTA	Contract 62	\$ 150,000	\$ 50,000	\$ 100,000				
33	SFMTA	7th Avenue and Lincoln Way Intersection Improvements	\$ 95,476	\$ -	\$ 95,476				
34	SFPW	West Portal Ave and Quintara St. Pavement Renovation	\$ 3,002,785	\$ 2,402,228	\$ 600,557				
35	SFPW	Street Repair and Cleaning Equipment	\$ 701,034	\$ 350,517	\$ 350,517				
37	SFPW	Public Sidewalk Repair	\$ 492,200	\$ 492,200					
38	SFMTA	John Yehall Chin Safe Routes to School	\$ 40,433	\$ 40,433					
38	SFPW	San Jose Avenue Follow the Paving	\$ 250,900		\$ 125,450	\$ 125,450			
38	SFMTA	Traffic Calming Implementation (Prior Areawide Plans)	\$ 25,000	\$ 25,000					
39	SFMTA	Twin Peaks Connectivity	\$ 23,000	\$ 19,866	\$ 3,134				
39	SFMTA	Shared Roadway Bicycle Markings (Sharrows)	\$ 256,100	\$ 151,000	\$ 105,100				
39	PCJPB	San Francisco Bicycle Parking Facility Improvements - Supplemental Funds	\$ 20,000	\$ 20,000					
39	SFMTA	Market Street Green Bike Lanes and Raised Cycletrack	\$ 758,400	\$ 500,544	\$ 257,856				
39	SFMTA	2nd Street Vision Zero Improvements	\$ 158,500	\$ 79,250	\$ 79,250				
39	SFMTA	5th Street Green Shared Roadway Markings (Sharrows)	\$ 82,700	\$ 41,350	\$ 41,350				
39	SFMTA	Bicycle Safety Education Classes	\$ 72,000	\$ 36,000	\$ 36,000				
39	SFMTA	7th Avenue and Lincoln Way Intersection Improvements	\$ 115,324	\$ -	\$ 115,324				
40	SFMTA	WalkFirst Continental Crosswalks	\$ 423,000	\$ 211,500	\$ 211,500				
40	Public Works	ER Taylor Elementary School Safe Routes to School	\$ 6,575	\$ 6,575					
40	Public Works	Longfellow Elementary School Safe Routes to School	\$ 64,578	\$ 12,663	\$ 51,915				
40	SFMTA	WalkFirst Rectangular Rapid Flashing Beacons	\$ 222,900	\$ 64,500	\$ 79,200	\$ 79,200			
40	SFMTA	Golden Gate Avenue Road Diet [Vision Zero]	\$ 120,000	\$ 40,000	\$ 80,000				
40	SFMTA	WalkFirst Phase 1 Pedestrian Safety Implementation [Vision Zero]	\$ 1,000,000	\$ 100,000	\$ 700,000	\$ 200,000			
41	Public Works	Curb Ramps	\$ 725,632	\$ 21,769	\$ 633,863	\$ 70,000			
42	SFPW	Tree Planting and Maintenance	\$ 1,000,000	\$ 1,000,000					
Streets and Traffic Safety Subtotal			\$ 10,072,339	\$ 5,805,348	\$ 3,792,341	\$ 474,650	\$ -	\$ -	\$ -

Attachment 5.
Prop K FY 2014/15 Capital Budget¹

EP #	Sponsor	Project Name	Total	Cash Flow Distribution					FYs 2019/20 - 2027/2028 ²
				FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	
TSM/STRATEGIC INITIATIVES									
43	SFE	Commuter Benefits Ordinance Employer Outreach	\$ 77,546	\$ 77,546					
43	SFCTA	Bay Area Transit Core Capacity Study	\$ 450,000	\$ 315,000	\$ 135,000				
43	SFCTA	San Francisco Corridor Management Study	\$ 300,000	\$ 75,000	\$ 125,000	\$ 100,000			
43	SFCTA	Treasure Island Mobility Management Program	\$ 150,000	\$ 150,000					
43	SFMTA	Comprehensive TDM Program	\$ 100,000		\$ 100,000				
44	SFMTA	Persia Triangle	\$ 200,685	\$ 100,343	\$ 100,342				
44	SFCTA	NTIP Predevelopment/Program Support	\$ 75,000	\$ 75,000					
44	SFMTA	NTIP Predevelopment/Program Support	\$ 75,000	\$ 75,000					
44	SFMTA	Western Addition Community-Based Transportation Plan [NTIP]	\$ 240,000	\$ 96,000	\$ 96,000	\$ 48,000			
44	SF Public Works	Chinatown Broadway Phase IV	\$ 701,886	\$ 175,471	\$ 526,415				
44	Public Works	ER Taylor Elementary School Safe Routes to School	\$ 47,140	\$ -	\$ 47,140				
44	Public Works	Longfellow Elementary School Safe Routes to School	\$ 61,865	\$ -	\$ 61,865				
44	SFMTA	Mansell Corridor Improvement	\$ 572,754	\$ -	\$ 472,754	\$ 100,000			
44	SFMTA	District 1 NTIP [NTIP Planning]	\$100,000	\$ 60,000	\$ 40,000				
TSM/Strategic Initiatives Subtotal			\$ 3,151,876	\$ 1,199,360	\$ 1,704,516	\$ 248,000	\$ -	\$ -	\$ -
TOTAL			\$ 242,766,388	\$ 67,327,105	\$ 31,376,715	\$ 16,001,916	\$ 1,500,000	\$ -	\$ 126,560,652

¹ This table shows Cash Flow Distribution Schedules for all FY 2014/15 allocations approved to date, along with the current recommended allocation(s).

² Light Rail Vehicle Procurement. See Resolution 15-12 for cash flow details.

Shaded lines indicate allocations/appropriations that are part of the current action.

Attachment 6.
Prop K FY 2014/15 Cash Flow Distribution
Summary Table¹

	Total	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	FYs 2019/20 - 2027/28²
Prior Allocations	\$ 240,941,886	\$ 67,026,152	\$ 30,178,616	\$ 15,676,466	\$ 1,500,000	\$ -	\$ 126,560,652
Current Request(s)	\$ 1,824,502	\$ 300,953	\$ 1,198,099	\$ 325,450	\$ -	\$ -	\$ -
New Total Allocations	\$ 242,766,388	\$ 67,327,105	\$ 31,376,715	\$ 16,001,916	\$ 1,500,000	\$ -	\$ 126,560,652

¹ This table shows total cash flow for all FY 2014/15 allocations approved to date, along with the current recommended allocation(s).

² Light Rail Vehicle Procurement. See Resolution 15-12 for cash flow details.