

BAYVIEW COMMUNITY BASED TRANSPORTATION PLAN



Streetscape Plan

Proposed Projects Summary

Following resident input during the first two phases of public outreach, stretching from the summer of 2018 to the spring of 2019, the Bayview CBTP assembled a proposed projects list consisting of 117 discreet projects. Every single proposed project is rooted directly in the input and comments of residents. Of the full list of 117 projects, they can be categorized as:

- 14 bicycle, or bicycle-supportive, projects
- 5 parking, or parking-supportive, projects
- 16 transit, or transit-supportive, projects
- 82 pedestrian, or pedestrian-supportive, projects

This mix of proposed projects is reflective of community priorities as expressed during phase 1 outreach, with pedestrian and transit access ranking highest. The results of our Phase 3 outreach will prioritize which of these 117 projects are included in the 5-year investment plan.

Proposed Project Development Process

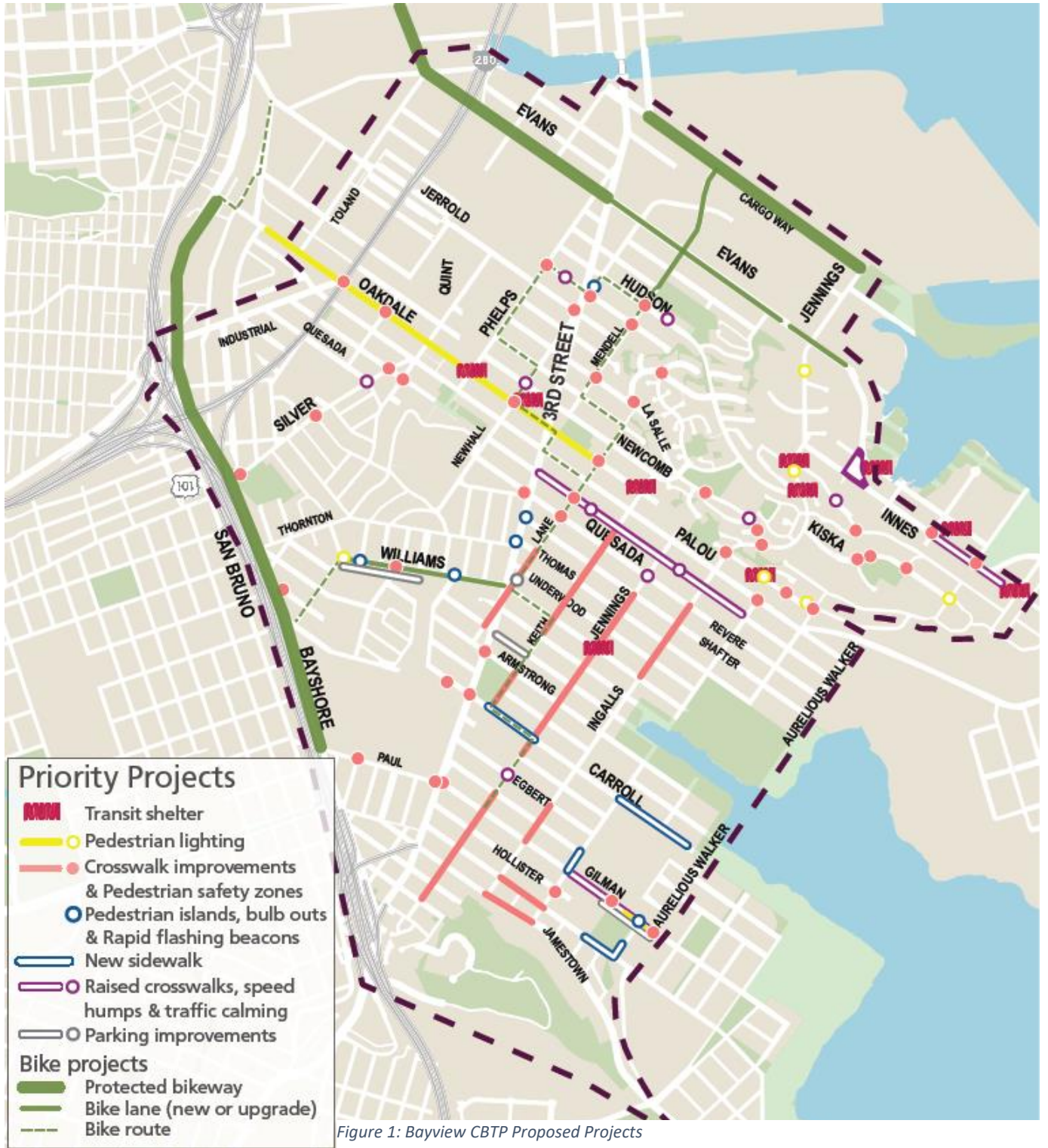
The process for developing the full list of projects started with our Phase 1 outreach during the summer/fall of 2018. This outreach consisted of validating community priorities for transportation investment as well as validation and identification of priority streets for the project team to focus their efforts on.

During the second phase of outreach, the project team developed multiple options for potential transportation projects on select priority streets. Both the types of investment and the locations selected reflected the input received during Phase 1. These options also displayed potential tradeoffs involved for community members, and residents ranked each option according to their preference. Also, during the second phase of outreach residents were asked to identify which groups in the Bayview face the greatest transportation challenges, leading to the creation of an Equity Index map.

The project team then developed a full list of 156 potential projects in the Bayview that were felt to represent resident input. This full list of proposed projects was further refined through a prioritization process that was inclusive both of historical input data as well as a scoring according to the Equity Index. The remaining 117 projects left after this refining process then represent both resident input and prioritization of investments for residents most vulnerable to transportation challenges.

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Project List Development

Project list development included a high level of community input at each planning and development stage. The project team prioritized the development of equitable and impactful projects; intentional efforts were made in the engagement process so that the demographic profile of resident input was reflective of the Bayview community as a whole. The project team worked to be responsive and transparent in the development and inclusion of equity metrics in the project development process.

Phase 1 Outreach

During Phase 1 outreach in summer/fall 2018, the project team sought to understand the transportation priorities of Bayview’s residents and to identify which streets in the Bayview needed the most focus & future investment. Over 1,500 residents were reached during Phase 1 and over 800 comments, worksheets, and prioritizations exercises were logged during this phase.

Plan Review Priorities	All Resident Priorities
1 More buses/trains	2.9 Safer to walk places
2 Less traffic	3.1 More buses/trains
3 New bus routes	3.3 Safety on transit
4 More/better sidewalks	3.4 Less traffic
5 More/better bike lanes	4.1 New bus routes
6 Easier to park	4.1 More/better sidewalks
7 Safety on transit	4.2 Easier to park
8 Safer to walk places	4.7 More travel options
9 More travel options	5.2 Safer to bike places
10 Safer to bike places	5.6 More/better bike lanes

Figure 2: Phase 1 Transportation Priorities Results

Phase 1: Validate Community Transportation Priorities

During the first phase of public outreach, the project team sought to validate resident priorities for transportation, first starting with the most frequently-referenced transportation priorities in our plan review of 20 transportation studies over the past 10 years. The project team took the top 10 themes from plan review and asked residents to reorder those themes to express their highest transportation priorities. As shown in Figure 2, resident priorities substantially differed from those documented during plan review, with pedestrian safety, transit safety, and transit access as the highest priorities.

Phase 1: Validate Community Priority Streets

Also during the first phase of public outreach, residents were asked to validate which streets were the highest priority for focusing future solutions & investment. This list was assembled from streets identified in past plans, the High Injury Network and community interviews. The project team identified 21 potential Priority Corridors for a worksheet exercise as part of Phase 1 outreach.

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Figure 3: Priority Corridors following Phase 1 input

Using data gathered from the Priority Corridors exercise in Phase 1, the project team filtered down to the top 10 streets to focus on for infrastructure solutions. These corridors were:

1. 3rd Street
2. Evans Ave/Hunters Point Blvd/Innes Ave
3. Oakdale Ave
4. Sliver Ave
5. Williams Ave
6. Quesada Ave
7. Carroll Ave
8. Hudson Ave/Kiska Rd
9. Phelps St
10. Jennings St

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Phase 2 Outreach

During Phase 2 outreach in winter/spring 2019, the project team created outreach materials where residents could weigh tradeoffs for certain types of projects on priority corridors. The team also sought to develop a community-driven definition of residents vulnerable to transportation challenges. Over 1,100 residents were reached during Phase 2 and over 750 comments, worksheets, and prioritizations exercises were logged during this phase.

Phase 2: Evaluate Potential Project Tradeoffs

In preparing for Phase 2, the project team divided all priority corridors into four street typologies, then developed a list of potential projects that could be applied broadly to any street with a given typology. In a Phase 2 worksheet, residents were asked to rank their preference for certain types of projects on identified priority corridors. Potential tradeoffs were listed with each project to allow residents to give informed input on their priorities. The types of projects offered in the worksheet fell into four general categories: "Crosswalks & traffic calming" (Pedestrian improvements), "Bus shelters & transit access", "More street lighting", and "Bike network improvements". The ranking of each option for priority corridors is shown below:

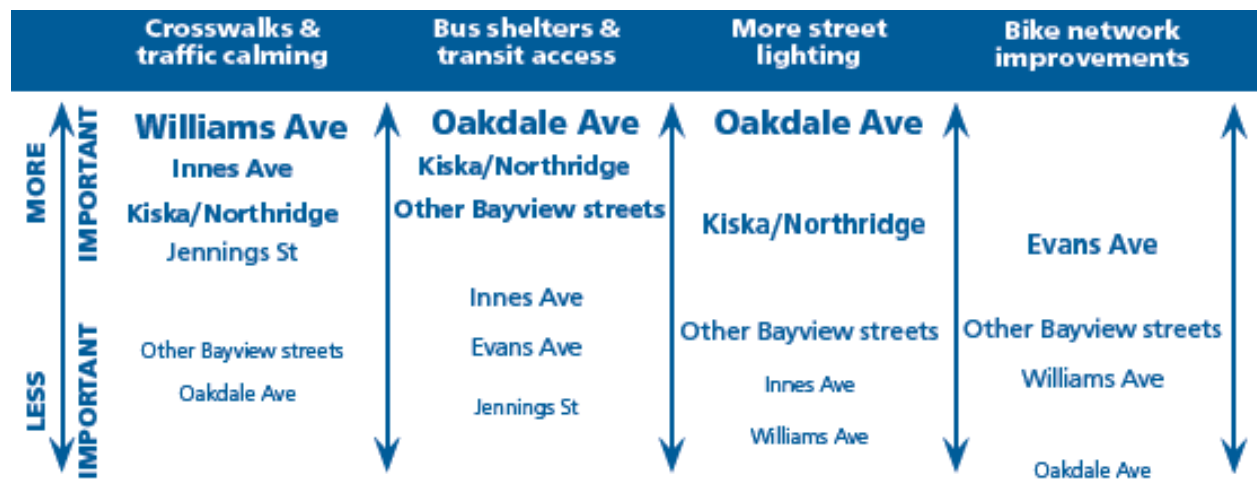


Figure 4: Resident project type preference following Phase 2 input

Phase 2: Community-Defined Equity Index

Equity Index Rationale

A founding tenet of the Bayview CBTP is that future investments must disproportionately benefit those most in need of transportation access, comfort, and safety. The public outreach plan for the Bayview CBTP was designed to seek out and raise up voices and concerns of the hardest-to-reach members of the community. Despite our intentionality to reach vulnerable populations, a

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review of demographic information for resident input revealed a profile that was whiter and more well-resourced than the Bayview community at-large.

To supplement the in-person input received, the Project Team embarked on the creation of an “Equity Index” – a map capturing the concentration of vulnerable residents across the Bayview. From a preliminary demographic analysis of the Bayview conducted in summer of 2018, it became apparent that social and economic disparities exist between different neighborhoods in the Bayview. The intent of the Equity Index is to prioritize the location and implementation of projects in areas with higher concentrations of vulnerable residents, thereby providing the most transportation benefits to those most in need.

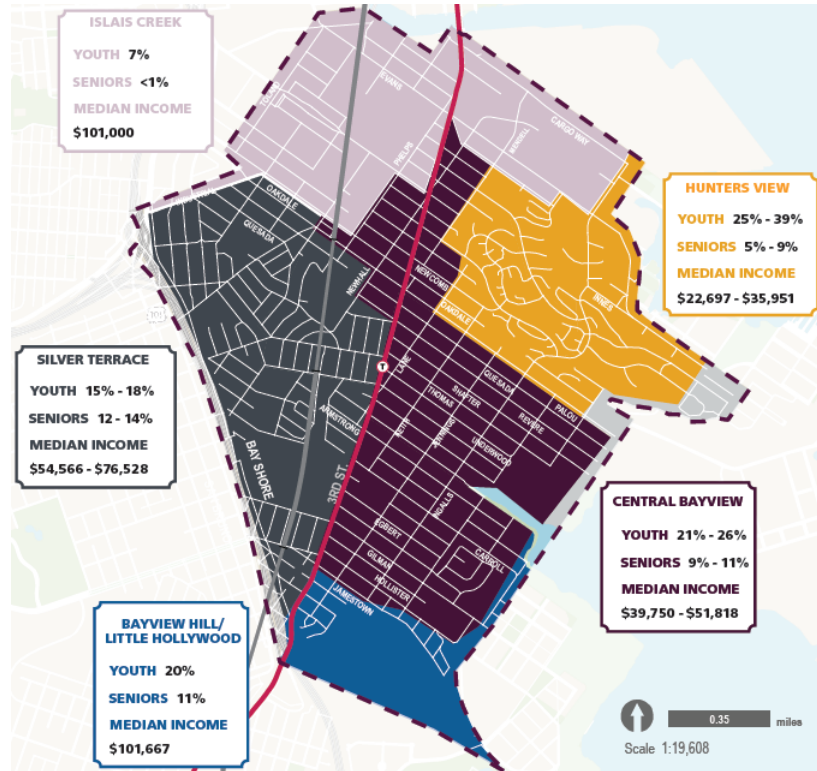


Figure 5: Analysis of socioeconomic differences across the Bayview

Equity Index Development

The Equity Index, detailed in the Phase 2 outreach report, is an analysis of the Bayview at the census tract level, measuring the concentration of residents vulnerable to transportation challenges. The Project Team started with the identified groups and data utilized in the Communities of Concern measurement created by the Metropolitan Transportation Commission. These groups are:

1. Residents of Color
2. Youth under 10 years of age
3. Youth aged 10-18
4. Seniors over 75 years
5. Single parent households
6. Households below the poverty level
7. Cost-burdened renters
8. Residents with a disability
9. Limited English (LEP) proficiency residents
10. Households with no vehicles

The original Equity Index provided equal weight to all ten categories, resulting in the following:

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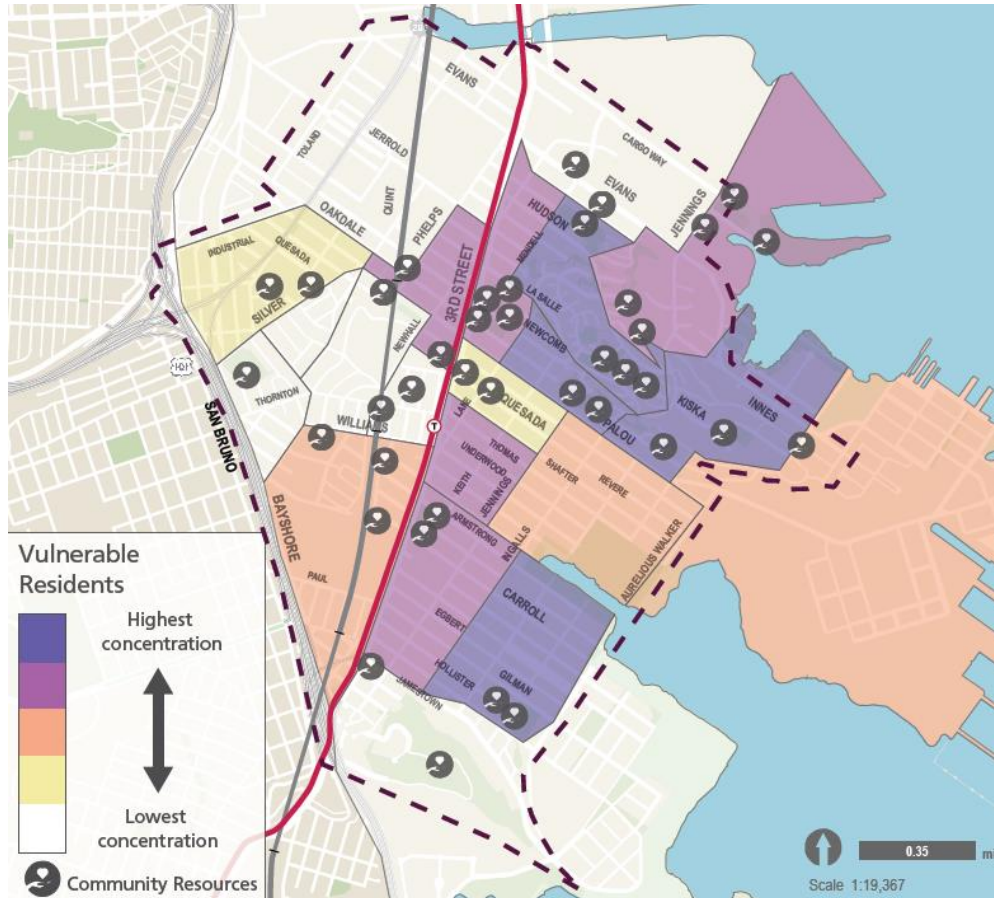


Figure 6: Preliminary Equity Index Map

Vulnerable Community Map Calibration

To equitably deliver projects within a disenfranchised community, it must be the community themselves that defines what “equity” means. During Phase 2 outreach, the Project Team asked residents to calibrate the Equity Index by identifying which of the 10 groups making up the Communities of Concern metric face the most transportation challenges in the Bayview. In total 251 responses were collected during outreach events.

On further analysis of input received in Phase 2, however, the demographic profile of respondents did not closely match the demographic profile of the Bayview community. Specifically, there was a high over-representation of Chinese-speaking residents in our Phase 2 dataset; prioritization from Chinese-speaking residents had substantial variations compared to prioritization from the remaining responses.

In the interests of creating a more representative dataset, the Project Team conducted targeted outreach with community organizations, community leaders, and under-represented groups.

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Based on prioritization input, each Community of Concern data source was then re-weighted to correspond with the level of importance assigned by the community.

The final Equity Index map is shown below. The most substantive changes to the Equity Index map are increased Equity Index scores in the western and eastern areas of the central Bayview.

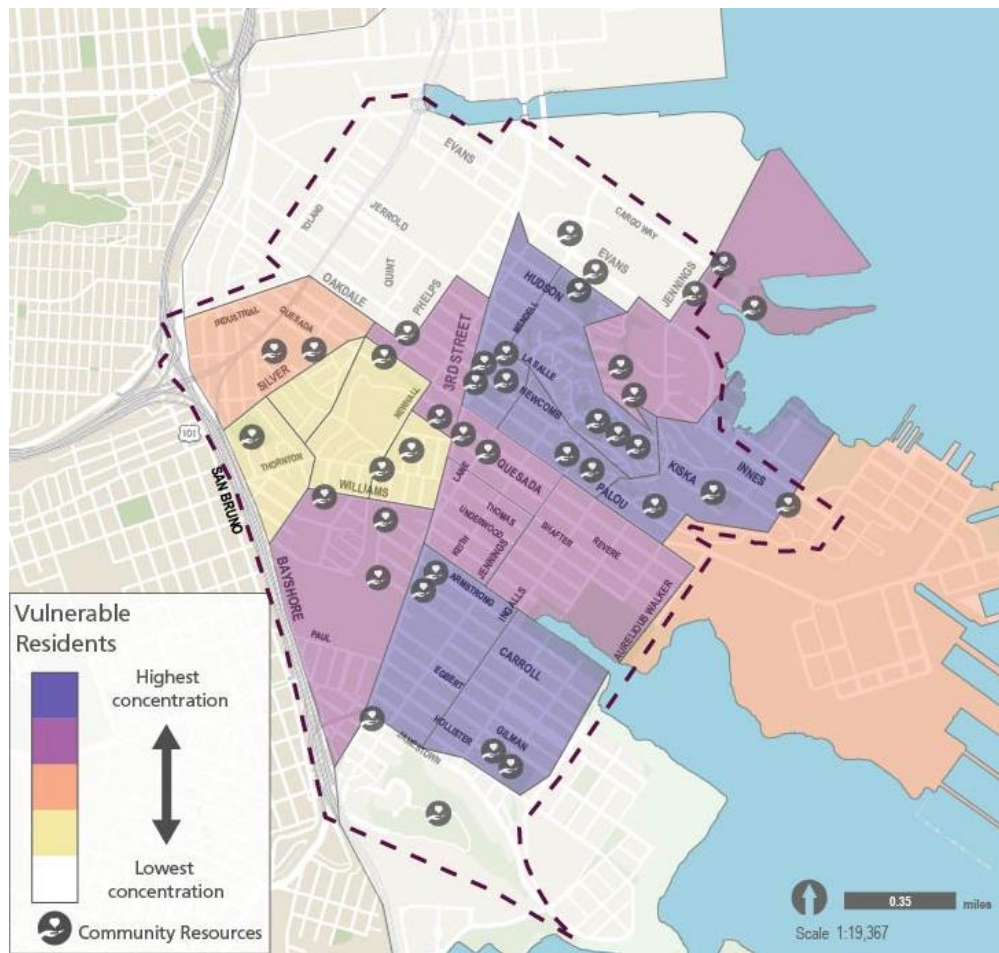


Figure 7: Community-defined Equity Index map

Project List Development & Filtering

Potential Project List Development

During the months of April and May 2019, the Project Team developed a map of 156 potential projects in the Bayview. These projects were based primarily on resident comments, requests, and input data from the first two phases of outreach. This was supplemented by multiple sites visits by staff to determine feasibility and find additional project opportunities. Many additional projects recommended by staff were for standard maintenance issues, such as restriping

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crosswalks and installing new or upgraded curb ramps at intersections. The following guidelines informed project identification:

- Pedestrian and transit-access projects are top community priorities
- On blocks with perpendicular parking, use painted safety zones to create visible space for pedestrians crossing the street
- Explore more robust safety treatments on the High Injury Network or at locations with a history of pedestrian collisions
- Attempt to limit parking removal as much as possible, especially in residential areas
- Recommendations for bus shelters must include enough street lighting
- Strengthen bike network connections between the Bayview and the rest of San Francisco
- Minimize the impact of bike network projects in the residential areas of central Bayview

The proposed projects map was developed on Google Maps and shared with the Technical Advisory Committee, the Community Steering Committee, and the Outreach Team for their review and comments.

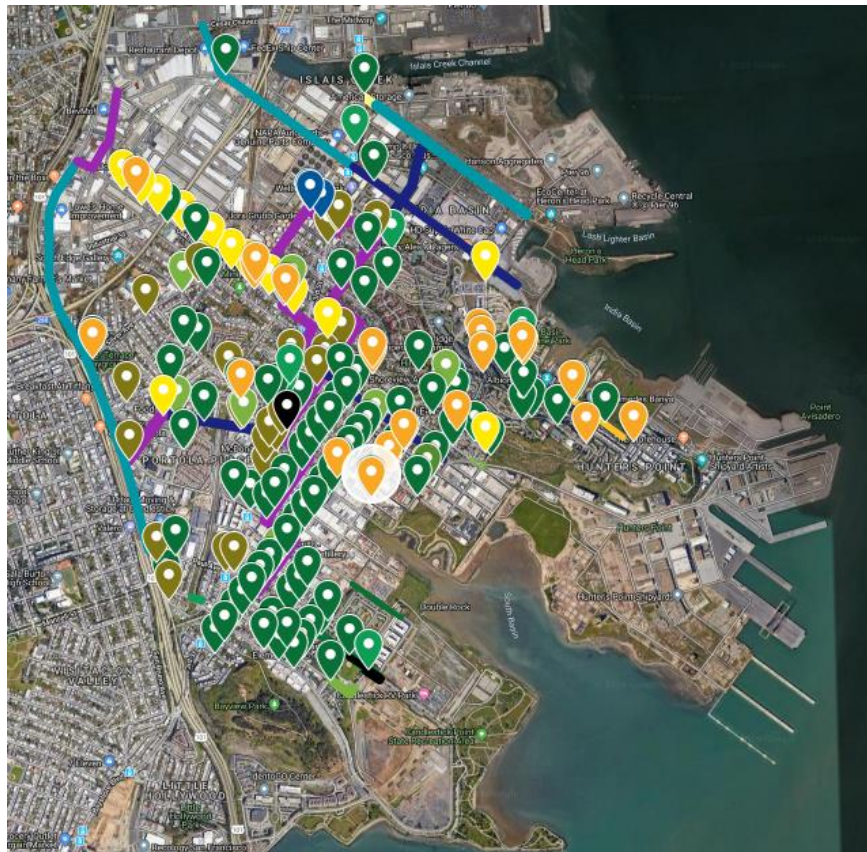


Figure 8: Bayview Potential Project List map

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Project List Filtering

Prior to finalizing the potential project list, the Project Team filtered the list using Phase 2 project preference data and Equity Index scoring. For Phase 2 data, each potential project was assigned a score based on:

- Is the project on a Priority Corridor?
- If on a priority corridor, what potential project from Phase 2 data does it most closely resemble?
- Project is assigned the corresponding score from Phase 2 data

For the Equity Index scoring, each census tract in the Bayview is awarded a score for its concentration of vulnerable residents. Every project was awarded the score for the census tract it is located in. For projects that span multiple census tracts, they are awarded the higher Equity Index score.

When calibrating the Equity Index during Phase 2 outreach, the Project Team asked community organizations, leaders and residents how much the Equity Index should be valued against direct community input. Based on that input, the scoring mix set is:

- 58% Equity Index score
- 42% Phase 2 direct community input score

Applying this scoring mix, all potential projects were then scored on a range from 0 to 1. Pedestrian and transit projects scoring higher than 0.50 were included in the final Proposed Projects map. The Project Team decided to include all bike network projects, as bike projects are more reliant upon the full proposed network to make sense and be effective.

Proposed Project List

The full proposed project list, including filtered-out projects and their corresponding scores, are included on the following pages. The list is divided between projects stretching along the length of a street or corridor and projects at specific locations or cross-streets. The "Project ID" corresponds to the order of the projects in modal category/map layer in Google Maps. Scores are ordered by their final score.

Corridor-based Projects (Page 2)

Project Mode	Project ID	Street	From	To	Project Detail	Resident Input Score	Equity Index Score	Final Score
Pedestrian	p-12	Ingalls St	Van Dyke Ave	Quesada Ave	Upgrade all crosswalks to continental	0.23	0.45	0.68
Bike	B-9	Quesada Ave	3rd St	Hawes	Outside lane striping (bike lane without stencil)	0.22	0.45	0.67
Bike	B-3	Evans Ave	Keith St	Hunters Point Blvd	Class II bike lanes to close existing bike network gap	0.22	0.44	0.66
Pedestrian	p-6	Hawes St	Gilman Ave	Fitzgerald Ave	Add sidewalk - would require removing parking or converting to parallel parking	0.00	0.54	0.54
Pedestrian	p-7	Ingerson Ave	Griffith Ave	Giants Dr	Widen & extend sidewalk around the perimeter of Gilman Park	0.00	0.54	0.54
Pedestrian	P-24	Ingerson Ave	Ingalls St	Hawes St	Upgrade all crosswalks to continental	0.00	0.54	0.54
Pedestrian	P-25	Jamestown Ave	Ingalls St	Hawes St	Upgrade all crosswalks to continental	0.00	0.54	0.54
Pedestrian	P-26	Hawes St	Ave	Hollister St	Upgrade all crosswalks to continental	0.00	0.54	0.54
Pedestrian	p-11	Jennings St	Le Conte Ave	Fitzgerald Ave	Upgrade all crosswalks to continental	0.00	0.52	0.52
Pedestrian	P-13	Ingalls St	Gilman Ave	Egbert Ave	Upgrade all crosswalks to continental	0.00	0.52	0.52
Bike	B-7	Williams Ave	Phelps St	3rd St	Road diet & Class II bike lanes	0.22	0.27	0.49
Bike	B-10	Phelps St	Bayshore Blvd	Williams Ave	Bike route (sharrows)	0.22	0.27	0.49
Bike	B-11	Bayshore Blvd	Paul Ave	Oakdale Ave	Convert northbound Class II bike lane to Class IV cycletrack	0.22	0.27	0.49
Pedestrian	p-3	Salinas Ave	Jamestown Ave	Carr St	Street closure (Salinas) to expand sidewalk & remove oblique intersection	0.00	0.45	0.45
Pedestrian	p-4	Wallace Ave	200' west of Jennings St	Jennings St	New sidewalk to close existing gap	0.00	0.44	0.44
Bike	B-1	Evans Ave	Cesar Chavez	3rd St	Class IV cycletrack	0.22	0.03	0.25
Bike	B-8	Cargo Way	Illinois St	Jennings St	Port of SF Streetscape Plan (Class IV)	0.22	0.03	0.25
Bike	B-12	Multiple	Bayshore & Oakdale	Jerrold & Barneveld	Upgrade existing bike route (sharrows)	0.22	0.03	0.25
Pedestrian	P-22	Cargo Way	3rd St	Illinois St	Add street lighting for pedestrians	0.19	0.03	0.22

Location-based Projects (Page 1)

Project Mode	Project ID	Cross street 1	Cross street 1	Project Detail	Resident Input Score	Equity Index Score	Final Score
Pedestrian	P-22	Paul Ave	3rd St	Painted Safety Zone on north side of Gilman @ 3rd	0.42	0.52	0.94
Pedestrian	P-24	Armstrong Ave	3rd St	Painted Safety Zones on west side of 3rd @ Armstrong	0.42	0.52	0.94
Transit	T-7	Keith St	Oakdale Ave	Bus shelter on southeast corner	0.35	0.58	0.94
Transit	T-19	Oakdale Ave	Keith St	Bus shelter in northwest corner	0.35	0.58	0.94
Pedestrian	P-7	Hudson Ave	mid-block	Speed-humps/traffic calming east of Mendell	0.32	0.56	0.88
Pedestrian	P-13	La Salle Ave	Osceola Ln	School zone continental crosswalks	0.32	0.56	0.88
Pedestrian	P-14	La Salle Ave	Whitfield Ct	Refresh crosswalks, update curb ramps	0.32	0.56	0.88
Pedestrian	P-15	La Salle Ave	Ingalls St	Refresh crosswalks	0.32	0.56	0.88
Pedestrian	P-74	Cashmere St	Whitney Young Cir	Update crosswalks & curb ramps	0.32	0.56	0.88
Pedestrian	P-117	Osceola Ln	La Salle Ave	Remove cul-de-sac barrier across Osceola Ln	0.32	0.56	0.87
Pedestrian	P-3	Williams Ave	Mendell	Painted Safety Zone on Mendell	0.42	0.45	0.87
Pedestrian	P-21	Paul Ave	3rd St	Painted Safety Zone on south side of Paul @ 3rd	0.42	0.45	0.87
Pedestrian	P-23	Carroll Ave	west of 3rd St	Mid-block crosswalk	0.42	0.45	0.87
Pedestrian	P-41	Yosemite Ave	3rd St	Neck-down/Painted Safety Zone east of 3rd St	0.42	0.45	0.87
Pedestrian	P-43	Wallace Ave	3rd St	Reconfigure Wallace west of 3rd St as 1-way	0.42	0.45	0.87
Pedestrian	P-55	Jerrold Ave	3rd St	Painted Safety Zone on west side of 3rd St	0.42	0.44	0.86
Pedestrian	P-58	Hudson Ave	Mendell St	Neck-down intersection	0.32	0.54	0.86
Pedestrian	P-94	La Salle Ave	Cashmere St	Continental crosswalks	0.32	0.54	0.86
Parking	V-1	Lane St	3rd St	Change street-sweeping times to be friendly to daytime businesses	0.42	0.44	0.86
Pedestrian	P-42	Wallace Ave	3rd St	Painted Safety Zone east of 3rd St	0.42	0.44	0.86
Pedestrian	P-44	Van Dyke Ave	3rd St	Painted Safety Zone/neckdown	0.42	0.44	0.86
Pedestrian	P-47	Thomas Ave	3rd St	Painted Safety Zone east of 3rd St	0.42	0.44	0.86
Transit	T-6	Oakdale Ave	Baldwin Ct	Bus shelter & lighting on south side of street	0.35	0.48	0.84
Pedestrian	P-54	Oakdale Ave	Griffith St	Ped lighting	0.35	0.48	0.84
Pedestrian	P-8	Innes Ave	Arelious Walker Dr	Crosswalk & potential RRFB	0.35	0.48	0.83
Pedestrian	P-38	Egbert Ave	Jennings St	Raised crosswalk on Egbert (west side)	0.29	0.52	0.81
Pedestrian	P-142	Oakdale Ave	Ingalls St	Upgrade substandard curb ramps	0.22	0.58	0.81
Pedestrian	P-31	Kiska Rd	Boys & Girls Club	Mid-block crossing to ballfield	0.32	0.48	0.81

Location-based Projects (Page 2)

Project Mode	Project ID	Cross street 1	Cross street 1	Project Detail	Resident Input Score	Equity Index Score	Final Score
Pedestrian	P-72	Kiska Rd	Dormitory Rd	Continental crosswalk	0.32	0.48	0.81
Pedestrian	P-146	Kiska Rd	Boys & Girls Club	Crosswalk	0.32	0.48	0.81
Pedestrian	P-147	Northridge Rd	Harbor Rd	Crosswalk	0.32	0.48	0.81
Pedestrian	P-73	Harbor Rd	mid-block	Remove cul-de-sac barrier	0.32	0.48	0.80
Transit	T-2	Oakdale Ave	Phelps St	Bus shelter & lighting in southeast corner	0.35	0.44	0.79
Transit	T-3	Newhall St	Oakdale Ave	Add nextbus sign at existing stop	0.35	0.44	0.79
Pedestrian	P-77	Gilman Ave	Griffith St	Painted Safety Zone/bulb-outs	0.23	0.54	0.77
Pedestrian	P-78	Gilman Ave	Hawes St	Traffic island at crosswalk	0.23	0.54	0.77
Pedestrian	P-79	Gilman Ave	Giant	Ped island/RRFB	0.23	0.54	0.77
Pedestrian	P-56	Innes Ave	Newhall St	mini-Painted Safety Zone approaching Innes	0.23	0.54	0.77
Pedestrian	P-57	Innes Ave	Newhall St	bulb-out, east side of Newhall	0.23	0.54	0.77
Pedestrian	P-76	Innes Ave	Mendell St	Continental crosswalks & curb ramps	0.23	0.54	0.77
Pedestrian	P-9	Oakdale Ave	Lane St	Painted Safety Zone/bulb-out	0.22	0.54	0.76
Pedestrian	P-93	La Salle Ave	Mendell St	Continental crosswalks & curb ramps	0.22	0.54	0.75
Pedestrian	P-32	Revere Ave	Jennings St	Raised crosswalk & curb ramps	0.29	0.45	0.74
Transit	T-22	Innes Ave	Arelious Walker Dr	Bus-bulb & shelter (would require in-lane loading)	0.25	0.48	0.73
Transit	T-23	Innes Ave	Hunters Point Blvd	Bus-bulb & shelter (would require larger intersection reconfiguration)	0.25	0.48	0.73
Transit	T-24	Innes Ave	Hunters Point Blvd	Bus-bulb & shelter (would require larger intersection reconfiguration)	0.25	0.48	0.73
Transit	T-4	Van Dyke Ave	Jennings St	Convert flag stop & add bus shelter (requires some parking removal)	0.29	0.44	0.73
Pedestrian	P-6	Oakdale Ave	mid-block	Mid-block crossing between Hunters Point West playground & youth center	0.23	0.48	0.71
Pedestrian	P-53	Oakdale Ave	Griffith St	Crosswalk	0.22	0.48	0.71
Transit	T-1	Phelps St	Williams Ave	Street lighting for 54 bus	0.26	0.45	0.70
Pedestrian	P-12	Innes Ave	Hunters Point Blvd	Square intersection approaching Hunters Point Blvd	0.22	0.48	0.70
Pedestrian	P-1	Williams Ave	Newhall St	Explore crosswalk upgrades as part of Williams road diet	0.42	0.26	0.68
Pedestrian	P-2	Williams Ave	Apollo St	RRFB & Pedestrian Island	0.42	0.26	0.68

Location-based Projects (Page 3)

Project Mode	Project ID	Cross street 1	Cross street 1	Project Detail	Resident Input Score	Equity Index Score	Final Score
Transit	T-10	Earl St	Kirkwood Ave	Bus shelter & lighting	0.20	0.48	0.68
Transit	T-12	Ingalls St	Harbor Rd	Bus shelter & lighting in southeast corner	0.20	0.48	0.68
Transit	T-13	Hudson Ave	Ingalls St	Bus shelter in southwest corner	0.20	0.48	0.68
Pedestrian	P-10	Quesada Ave	Lane St	Painted Safety Zone/bulb-out	0.23	0.45	0.68
Transit	T-21	Innes Ave	Donahue St	Bus shelter in northwest corner	0.25	0.43	0.68
Pedestrian	P-5	Carroll Ave	3rd St	Rail-fillers in crosswalks	0.23	0.45	0.67
Pedestrian	P-138	Paul Ave	Crane St	Upgrade uncontrolled crosswalk	0.23	0.45	0.67
Pedestrian	P-45	Underwood Ave	Lane St	Continental crosswalks	0.23	0.44	0.67
Pedestrian	P-46	Underwood Ave	Lane St	Painted Safety Zone on Underwood, northwest corner	0.23	0.44	0.67
Pedestrian	P-48	Thomas Ave	Lane St	Upgrade to continental crosswalks	0.23	0.44	0.67
Pedestrian	P-16	Revere Ave	Lane St	Painted Safety Zone/bulb-out	0.22	0.45	0.67
Pedestrian	P-105	Quesada Ave	east of Lane St	Remove traffic island, replace with speed humps	0.22	0.45	0.67
Pedestrian	P-120	Quesada Ave	east of Jennings St	Speed humps	0.22	0.45	0.66
Pedestrian	P-61	Oakdale Ave	Newhall St	Crosswalks	0.22	0.44	0.66
Pedestrian	P-11	Hawes St	Hunters Point Blvd	Close Hawes as part of intersection reconfiguration	0.22	0.44	0.66
Pedestrian	P-118	Newhall St	Newcomb Ave	Raised crosswalk, south leg	0.22	0.44	0.66
Pedestrian	P-102	Silver Ave	Topeka Ave	Painted Safety Zone, southwest corner	0.23	0.42	0.65
Pedestrian	P-103	Silver Ave	Revere Ave	Painted Safety Zone, northeast corner	0.23	0.42	0.65
Pedestrian	P-104	Silver Ave	Revere Ave	Raised crosswalk, western leg	0.23	0.42	0.65
Pedestrian	P-119	Silver Ave	Quesada Ave	Painted Safety Zones in west/east corners	0.23	0.42	0.65
Pedestrian	P-132	Silver Ave	Charter Oak Ave	Crosswalk	0.23	0.42	0.65
Pedestrian	P-68	Oakdale Ave	Industrial St	Continental crosswalks & ped lighting	0.22	0.42	0.64
Pedestrian	P-141	Oakdale Ave	Rankin St	Upgrade existing crosswalk to Continental	0.22	0.42	0.64
Transit	T-11	Ingalls St	Harbor Rd	Bus shelter in northwest corner	0.20	0.44	0.64
Transit	T-20	Acacia Ave	Middle Point Rd	Additional lighting at 19 Polk shelter	0.20	0.44	0.64
Pedestrian	P-4	Williams Ave	Mendell	Fully enclose pedestrian island on Williams	0.42	0.12	0.54
Pedestrian	P-30	Revere Ave	Bayview St	Painted Safety Zone	0.42	0.12	0.54
Pedestrian	P-49	Thomas Ave	3rd St	Bulb-out on west side of 3rd St	0.42	0.12	0.54

Location-based Projects (Page 3)

Project Mode	Project ID	Cross street 1	Cross street 1	Project Detail	Resident Input Score	Equity Index Score	Final Score
Pedestrian	P-52	Shafter Ave	3rd St	Bulb-out on west side of 3rd St	0.42	0.12	0.54
Pedestrian	P-99	Fitzgerald Ave	Hawes St	Crosswalks	0.00	0.54	0.54
Transit	T-14	Silver Ave	Bayshore Blvd	Bus-bulb & shelter (would require in-lane loading)	0.20	0.27	0.46
Pedestrian	P-81	Arthur Ave	3rd St	Add crosswalk to north leg of intersection	0.42	0.03	0.45
Transit	T-15	Van Dyke Ave	Ingalls St	Bus-bulb & shelter (would require removal parking)	0.00	0.45	0.45
Transit	T-16	Thomas Ave	Ingalls St	Bus-bulb & shelter in southeast corner	0.00	0.45	0.45
Transit	T-17	Thomas Ave	Ingalls St	Bus shelter in northwest corner	0.00	0.45	0.45
Transit	T-18	Revere Ave	Ingalls St	Bus shelter (requires reconstruction of driveway at converted garage)	0.00	0.45	0.45
Pedestrian	P-122	Revere Ave	Hawes St	Continental crosswalks	0.00	0.45	0.45
Pedestrian	P-123	Shafter Ave	Hawes St	Crosswalks	0.00	0.45	0.45
Pedestrian	P-124	Shafter Ave	Hawes St	Ped island on Shafter	0.00	0.45	0.45
Pedestrian	P-125	Thomas Ave	Hawes St	Crosswalks, curb ramps	0.00	0.45	0.45
Pedestrian	P-17	Bayshore Blvd	Crane St	Paint-striped neckdown on Crane	0.00	0.45	0.45
Pedestrian	P-18	Bayshore Blvd	Salinas Ave	Add crosswalk across Salinas Ave	0.00	0.45	0.45
Pedestrian	P-19	Bayshore Blvd	Key Ave	Painted Safety Zone on Key	0.00	0.45	0.45
Pedestrian	P-20	Bayshore Blvd	Wheat St	Painted Safety Zone on south side of Wheat	0.00	0.45	0.45
Pedestrian	P-137	Carroll Ave	Newhall St	Continental crosswalks	0.00	0.45	0.45
Pedestrian	P-133	Innes Ave	Earl St	Crosswalk, only in coordination with lane closure & pedestrian walkway on south side of Innes	0.00	0.43	0.43
Transit	T-8	Oakdale Ave	Phelps St	Bus shelter in northeast corner	0.35	0.03	0.39
Transit	T-9	Oakdale Ave	Toland St	Bus bulb-out & shelter	0.35	0.03	0.39
Pedestrian	P-28	Bayshore Blvd	Egbert Ave	Painted Safety Zone neckdown	0.00	0.27	0.27
Pedestrian	P-29	Thornton Ave	Quint St	Island and/or neckdown at 5-way intersection	0.00	0.27	0.27
Pedestrian	P-83	Innes Ave	Phelps St	New continental Crosswalks	0.23	0.03	0.26
Pedestrian	P-27	Thornton Ave	Scotia Ave	Continental crosswalks & new curb ramps	0.00	0.26	0.26
Pedestrian	P-121	Topeka Ave	Newhall St	Painted Safety Zone, split elongated oblique intersection into two separate intersections	0.00	0.26	0.26
Pedestrian	P-134	Topeka Ave	Bridgeview Dr	Crosswalks & curb ramps	0.00	0.26	0.26

Location-based Projects (Page 4)

Project Mode	Project ID	Cross street 1	Cross street 1	Project Detail	Resident Input Score	Equity Index Score	Final Score
Pedestrian	P-140	Topeka Ave	Maddux Ave	Continental crosswalks	0.00	0.26	0.26
Pedestrian	P-64	Oakdale Ave	Phelps St	Continental crosswalks	0.22	0.03	0.26
Bike	B-1	Innes Ave	mid-block	Speed hump - complements bike route	0.22	0.03	0.25
Bike	B-2	Innes Ave	Phelps St	Intersection neckdown - complements bike route	0.22	0.03	0.25
Pedestrian	P-82	Evans Ave	Newhall St	Add uncontrolled crosswalk	0.22	0.03	0.25
Pedestrian	P-139	Evans Ave	Napolean St	Update 5-way intersection; improve crosswalks, reduce crossing distances, upgrade curb ramps	0.22	0.03	0.25
Pedestrian	P-131	Quesada Ave	Quint St	Crosswalks	0.00	0.23	0.23
Pedestrian	P-50	Thornton Ave	Latoma St	Contintental school zone crosswalk	0.01	0.12	0.14
Pedestrian	P-51	Thornton Ave	Lucy St	Contintental school zone crosswalk	0.01	0.12	0.14
Transit	T-25	Thornton Ave	Reddy St	Bus shelter in southeast corner	0.00	0.12	0.12
Pedestrian	P-135	Thornton Ave	Reddy St	Continental crosswalks	0.00	0.12	0.12
Pedestrian	P-106	Ingerson Ave	Griffith St	Crosswalks	0.00	0.09	0.09
Pedestrian	P-80	Davidson Ave	3rd St	Reconfigure 5-way intersection with Phelps St	0.00	0.03	0.03