Funding & Implementation Plan
October 2022

Overview

The Funding & Implementation Plan for the Vis Valley & Portola Community Based Transportation Plan (CBTP) identifies prioritization and cost of projects for implementation and available funding sources for the delivery of projects.

The proposed projects and recommendations within this section are drawn from community input generated during two phases of outreach for the Vis Valley & Portola CBTP between Fall 2021 and Summer 2022. The projects will further enhance the safety of the transportation network, improve mobility options, and address community needs in the Vis Valley & Portola neighborhoods. The selection of proposed projects is discussed in detail in the Vis Valley & Portola CBTP Streetscape Plan and will be expanded on in the forthcoming Draft Plan.

Plan Implementation Cost Estimate

The universe of projects identified in the Streetscape Plan far outstrip the availability of funding. The table below identifies the value of projects identified in the Streetscape Plan. Costs have been estimated at the planning level, using unit-cost estimates provided by SFMTA and SFDPW. A comprehensive review was provided by SFMTA and DPW staff before estimates were finalized.

Table 1: Total project costs broken out by type

Total Corridor Costs	$ 19.0 million
Total Location Costs	$ 6.3 million
Total Project Costs	**$ 25.3 million**

Funding Availability

The Vis Valley & Portola CBTP is currently funded through partnerships between local and state agencies including Caltrans and San Francisco County Transportation Authority.

SFMTA's Capital Improvement Plan

The Capital Improvement Plan (CIP) is a fiscally constrained 5-year program of SFMTA's capital projects that operates as an implementation plan for regional, citywide, and agency-wide strategies and policy goals. The CIP documents and details the projects that the agency aims to implement over the subsequent five-year period and is based on city-wide planning initiatives & project-specific feedback.

SFMTA staff are working to identify funding sources and include Vis Valley & Portola CBTP projects in the CIP for future project implementation.

Potential funding sources

Proposition K - Project funding may come from a variety of funding sources, most notably the Prop K sales tax. Prop K is a half-cent sales tax administered by the SFCTA. It includes 21 programmatic categories such as street resurfacing, new signals and signs, and transit enhancements. Vis Valley & Portola CBTP funding is eligible through the Traffic Calming category, a program to improve neighborhood streets so they are safer for all users - pedestrians, cyclists, transit riders, and drivers. Eligible uses include projects and programs that reduce auto traffic speeds and improve pedestrian and bicyclist safety and circulation. Prop K is currently up for reauthorization under the name Proposition L on the current 2022 ballot. If this ballot measure does not pass, it could significantly impact the SFMTA's ability to implement plan recommendations in the VV/P CBTP.

There are a variety of possible funding sources outside of the Prop K sales tax that fund work carried out by the SFMTA, Public Works, and other city agencies. The SFMTA also pursues competitive funding sources and submits grant applications for specific projects and programs including those outlined below.

- *Proposition B* - Prop B was approved by San Francisco voters in 2014 requiring the city to increase General Fund contribution to the SFMTA by a percentage equal to the City's annual population increase, accounting for both daytime and nighttime populations.
- *General Obligation (GO) bond* - The $500 million Transportation and Road Improvement GO bond was approved by San Francisco voters in 2014 and funds critical capital investments to upgrade the transit system, improve service, enhance safety and accessibility, and renovate Muni's maintenance and storage facilities. This funding source is utilized by the SFMTA to supply its services to all of San Francisco.
- *Neighborhood Transportation Improvement Program (NTIP)* - As part of the Proposition K sales tax program, NTIP allows each member of the Board of Supervisors to set priorities for $100,000 per five years of planning funding and $600,000 per five years of capital funding for transportation projects within their districts.
- *Proposition AA* - Prop AA is a ten-dollar San Francisco Vehicle Registration Fee that generates about $5 million a year for transportation since it was approved by voters in 2010. Funds are administered by the San Francisco County Transportation Authority to local projects in three program areas: Street Repair and Reconstruction 50%, Pedestrian Safety 25%, and Transit Reliability and Mobility Improvements 25%.
- *Active Transportation Program (ATP)* - ATP is a statewide grant funding source for the construction of projects encouraging active transportation. This grant source is specifically interested in funding projects in disadvantaged communities that have been vetted by the community through thorough outreach processes.
- *Sustainable Transportation Equity Project (STEP) Grant* - The California Air Resource Board (CARB) STEP grant is a new transportation equity pilot that aims to reduce greenhouse gas emissions increase transportation access, and address community needs.
- *Proposition D* – Prop D was approved by San Francisco voters in 2020 requiring a 3.25% charge to rides on transportation network company (TNC) vehicles, such as Lyft or Uber. The tax generates between $30 to $35 million per year, with half of the funds dedicated to Muni transit operations and half of funds allocated to the SFCTA for transportation safety projects. Prop D funds could go towards Quick-Build implementation projects in the VV/P CBTP plan area.
- *Affordable Housing and Sustainable Communities (AHSC) Program* – The AHSC program, managed by the Strategic Growth Council, funds coordinated affordable housing and transportation improvement projects. Projects within the VV/P CBTP plan area, when paired with affordable housing development (such as the Sunnydale HOPESF site) could be eligible for future rounds of AHSC funding.

- *Development Agreements* – Major planned developments in the area, such as Schlage Lock, have the potential to provide additional funding for transportation & safety improvements within the VV/P CBTP plan area.

Project Types

The goal of projects proposed for the Vis Valley & Portola community is to improve safety and accessibility by funding top voted projects once identified in Phase 3. Most potential projects focus on pedestrian improvements with an emphasis on safety treatments, followed by transit service improvements.

Bicycle

Bike Lane Improvements
Vis Valley & Portola currently has limited bicycling facilities and those that are in place are generally unprotected, on-street sharrows (Class III). A variety of proposed projects include establishment of new bike routes, implementing new Class II bike lanes (some of which are proposed as uphill-only, given roadway constraints), and bicycle facilities that are separated from traffic by parked cars, safe-hit posts, transit islands or other physical barriers. Separated bike facilities largely focus on creating better connections between the Vis Valley & Portola community and other areas of San Francisco.

Pedestrian

Continental Crosswalks
Continental Crosswalks consist of a roughly two-foot-wide striped pattern at pedestrian crossings. The design helps to distinguish pedestrian crosswalks at intersections, thereby allowing for higher visibility of pedestrians by drivers.

Curb Ramp Improvements
Curb ramps are essential in providing an accessible path of travel on and off public sidewalks; older sidewalks in the Vis Valley & Portola area need to be adapted with ramped curbs when intersection crosswalks are upgraded. Curb ramps are crucial to a full transit network and to pedestrian safety. Without curb ramps in place, people with mobility disabilities are often forced to travel in the street with traffic.

Landscape Improvements
Landscape improvements such as installation of trees or public are as streetscape features reflect community identity, inviting more street usage and activation. Landscape improvements were a common request during community outreach.

Lighting Improvements
Street lighting specifically targeted towards illuminating the pedestrian environment. It provides a decorative, human-scale element in the streetscape, fostering neighborhood identity and improving the aesthetics of the urban environment. It also encourages walking and biking trips while improving perceived safety and comfort along corridors. Street lighting is particularly important in the Vis Valley & Portola, where residents frequently express concern for personal safety when walking or waiting for transit at night.

Pedestrian Islands
Pedestrian refuges are protected areas where people may safely pause or wait while crossing a street. A pedestrian refuge or traffic island is used at intersections and can also provide an opportunity for landscaping and visual enhancements.

Pedestrian Bulbs
Pedestrian bulbs are an extension of the sidewalk at an intersection expanding space where people may safely pause or wait while crossing a street. They increase pedestrian visibility and safety when crossing the street. Pedestrian bulbs may be expanded to include landscaping. A similar treatment to pedestrian bulbs is a pedestrian safety zone – a painted buffered curb-side space between the sidewalk and moving vehicles. Their footprint resembles a bulb out, helping to emphasize that the space should not be treated as part of the roadway. Painted safety zones are a low-cost, easily implemented treatment that enhance pedestrian safety.

Raised Crosswalks
Raised crosswalks are roadway crossing where pavement is raised to the level of the sidewalk. This street design channels pedestrians and promotes safety by slowing vehicles as they approach the crossing.

Rapid Rectangular Flashing Beacons
Rectangular Rapid Flashing Beacons are solar-powered lights at the side of a roadway that flash when activated by a person walking. RRFBs are treatments designed to increase motorist yielding to people walking in crosswalks at key locations.

Speed Cushions
Speed cushions are a traffic calming measure that is a rounded device across the roadway that causes vehicles to reduce their speed. Speed cushions can be designed to accommodate emergency vehicle access.

Transit

Bus Lighting
Bus lighting improvements to waiting areas and loading zones for transit passengers includes installation of pedestrian-level street lighting.

Bus Bulbs
Bus bulbs are curb extensions that align the bus stop with the parking lane, allowing buses to stop and board passengers without ever leaving the travel lane. Bus bulbs help buses move faster and more reliably by decreasing the amount of time lost when merging in and out of traffic. They can improve pedestrian conditions by locating the transit waiting area and transit shelter outside of the primary sidewalk.

Bus Shelters
Installation of bus shelters is a collaborative process between SFMTA and Clear Channel Outdoor. Bus shelters give transit users protected locations to wait for arriving buses. The locations identified for potential new bus shelters need to be reviewed for suitability, specifically ensuring sidewalks are wide enough to accommodate shelter installation. Planned shelters will include updated MUNI route maps and technology tools providing real-time arrival data and scheduling information.

Project Selection & Prioritization

The process to develop and prioritize plan projects is a multi-phase process with a high level of community input.

- *Phase 1, Nov 2021-Feb 2022*: Resident input on transportation needs & challenges; identification of high priority corridors and intersections.
- *Phase 2, May 2022-Aug 2022*: Resident scoring on slate of proposed projects and input on additional projects.
- *Phase 3, Nov 2022-Jan 2023*: Resident prioritization of final project list.

The final survey for Phase 3 will result in the ranking of 16 geographically grouped project packages, representing 46 individual projects at intersections and along corridors. Projects will be ranked and scored with adjustments based on direct resident input and partner project collaborators. The project team is hoping to leverage collected data and community input to advocate for funding opportunities and continued improvements.

Project List & Cost Estimates

Planning-level unit-cost estimates for proposed project treatments were developed in consultation with SFMTA project engineers. Unit costs were provided by SFMTA and SFDPW, with consultation on any necessary escalation of costs due to inflation. Additional cost estimations will be done with more detail added once the plan is adopted and to account for changes due to factors affecting final project costs

The following two tables show the extents, details, cost estimates, and prioritization of all proposed projects. One table lists all corridor-based projects, and the other tables lists all location-specific projects. Cost estimates have been rounded to the nearest $10,000.

Corridor Projects

Street	Corridor Extents	Project Detail	Cost Estimate
Bacon Street	San Bruno Ave to Bayshore Blvd	Pedestrian-scale lighting	$320,000
Bacon Street	San Bruno Ave to Bayshore Blvd	Raised crosswalk at Freeway Greenway crossing	$280,000
Barneveldt Avenue	Rickard St to Silver Ave	New neighborway bike routes	$10,000
Brussels Street stairway	Campbell Ave to San Bruno Ave	Build public stairway in existing public hillside ROW	$1,000,000
Girard Street	Silver Ave to Woolsey St	New neighborway bike routes	$40,000
Leland Street	Hahn St to Schwerin St	Speed cushions	$110,000
Mansell Street	Visitacion Ave to San Bruno Ave	Streetscape project	$15,000,000
Paul Avenue	San Bruno Ave to Bayshore Blvd	Pedestrian-scale lighting	$160,000
Rickard Street	San Bruno Ave to Barnveldt Ave	New neighborway bike routes	$10,000
San Bruno Avenue	Alemany Blvd to Rickard St	Separated Bikeway on west side of street	$1,200,000

San Bruno Avenue	Alemany Blvd to Silver Ave	Pedestrian-scale lighting	$960,000
San Bruno Avenue	Woolsey St to Paul Ave	New neighborway bike routes	$10,000
San Bruno Avenue	Paul Ave to Mansell St	Bike lanes accomplished via 3-to-2 road diet	$50,000
San Bruno Avenue	Campbell Ave to Bayshore Blvd	Uphill-only bike lane with some parking removal at curves to accommodate Muni bus movements	$80,000
Schwerin Street	Visitacion Ave to Sunnydale Ave	Speed cushions	$40,000
Sunnydale Avenue	Hahn St to Schwerin St	Uphill-only bike lane	$80,000
University Street	Silver Ave to Woolsey St	New neighborway bike routes	$40,000
Woolsey Street	University St to San Bruno Ave	New neighborway bike routes	$40,000

Intersection Improvements

Intersection	**Project Detail**	**Cost Estimate**
Arleta Avenue at Alpha Street	Pedestrian bulb-outs in southwest and northwest corners	$470,000
Arleta Avenue at Rutland Street	Pedestrian bulb-outs in southeast and northeast corners	$470,000
Arleta Avenue, mid-block between Rutland Street and Alpha Street	Concrete raised crosswalk with landscaped sidewalk extensions	$700,000
Bayshore Boulevard at Hester Avenue	Pedestrian bulb-outs on northeast and southeast corners	$470,000
Campbell Avenue at Rutland Street	Decorative intersection mural	$60,000
Dwight Street at Goettingen Street	High-visibility crosswalk and curb ramp upgrades in eastern leg of intersection	$30,000
Gambier Street at Burrows Street	High-visibility crosswalks in eastern and northern legs of intersection	$10,000
Gillette Avenue at Blanken Avenue	High-visibility crosswalks and curb ramp upgrades in all legs of intersection	$190,000
Peninsula Avenue at Blanken Avenue	High-visibility crosswalks and curb ramp upgrades in all legs of intersection	$190,000
Raymond Avenue at Delta Street	High-visibility crosswalks and curb ramp upgrades in all legs of intersection	$190,000
Raymond Avenue, mid-block between Rutland Street and Alpha Street	Concrete raised crosswalk with landscaped sidewalk extensions	$700,000
San Bruno Avenue at Brussels Street Stairway	RRFB at existing crosswalk	$250,000

San Bruno Avenue at Gaven Street	High-visibility crosswalk and curb ramp upgrades in western leg of intersection	$80,000
San Bruno Avenue at Hale Street	High-visibility crosswalk and curb ramp upgrades in western leg of intersection	$80,000
San Bruno Avenue at Rickard Street	High-visibility crosswalk and curb ramp upgrades in western leg of intersection	$80,000
Sunnydale Avenue at Hahn Street	During adjacent construction, find bus stop relocation site that can accommodate lighted bus shelter	$60,000
Teddy Avenue, mid-block between Rutland Street and Alpha Street	Concrete raised crosswalk with landscaped sidewalk extensions	$700,000
Tunnel Avenue at Blanken Avenue	High-visibility crosswalks and curb ramp upgrades in all legs of intersection	$190,000
University Street at Dwight Street	High visibility crosswalk in northern leg of intersection	$10,000
University Street at Woolsey Street	High-visbility crosswalks in eastern and northern legs of intersection	$10,000
Visitacion Avenue at Britton Street	High-visibility crosswalks and curb ramp upgrades in all legs of intersection	$190,000
Visitacion Avenue at Cora Street	Raised crosswalk in northern leg	$350,000
Visitacion Avenue at Hahn Street	Build concrete sidewalk pad into Coffman Pool landscaping to accommodate lighted bus shelter	$200,000
Visitacion Avenue at Loehr Street	High-visibility crosswalks and curb ramp upgrades in all legs of intersection	$190,000
Visitacion Avenue at Rey Street	High-visibility crosswalks and curb ramp upgrades in all legs of intersection	$190,000
Wayland Street at Princeton Street	High-visilibity croswalks in eastern, western, and northern legs of intersection	$10,000
Wheeler Avenue at Blanken Avenue	High-visibility crosswalks and curb ramp upgrades in all legs of intersection	$190,000