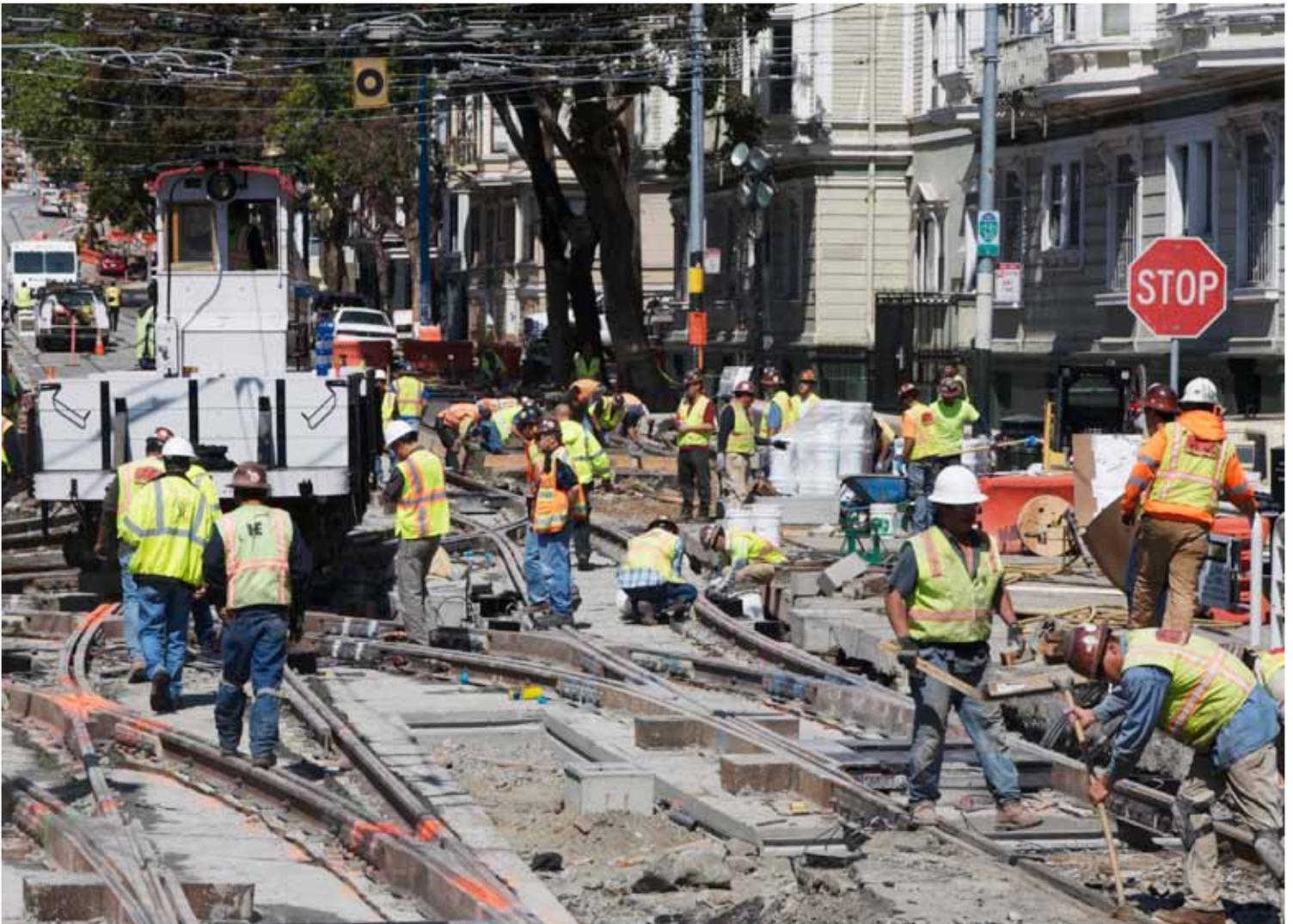


2014 GENERAL OBLIGATION BOND APPENDIX



APPENDIX A: REPRESENTATIVE PROJECTS

WHAT TYPES OF PROJECTS COULD BE BUILT WITH THESE FUNDS?

The project list in Appendix A provides example investments in San Francisco transportation infrastructure that could be partially or fully funded with the 2014 Transportation and Road Improvement Bond.

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HOW WILL THE TRANSPORTATION AND ROAD IMPROVEMENT BOND IMPROVE SAN FRANCISCO?

The goals of the Transportation and Road Improvement Bond (Bond) are to provide Improved Transit and Safer Streets for residents, workers, and visitors to San Francisco. Collectively, the initiatives provide funding to fix urgent infrastructure issues to maintain these assets in the years to come. The money from the Bond, if passed, could fund upgrading traffic signals, increasing Muni reliability, and reducing Muni travel times, and improving the safety for people walking and bicycling. The outcome of these investments will be increased transit reliability and significantly improved safety for all people getting around the city. The benefits of the Bond will be felt throughout every neighborhood in San Francisco.



Proposed Programs and Estimated Funding for the 2014 General Obligation Bond

Program	GO Bond
IMPROVED TRANSIT	
Provide faster and more reliable transit	\$230 million
Improve safety and accessibility at transit stops	\$30 million
Fix obsolete Muni facilities to create productive working conditions and improve vehicle maintenance	\$70 million
Invest in the development of critical capital projects along key transit corridors	\$28 million
SAFER STREETS	
Improve pedestrian safety through focused engineering efforts at high-injury locations	\$68 million
Install modern traffic signals to improve safety and mobility	\$22 million
Build "Complete Streets" that enable safe, convenient and comfortable travel for all users, including safer, well-defined bikeways	\$52 million
TOTALS	\$500 million

IMPROVED TRANSIT

Provide faster and more reliable transit

Developed through the extensive Transit Effectiveness Project planning effort which included several years of data collection, intensive assessment, and public outreach efforts, the Rapid Network Improvement projects will restructure transit service on Muni’s high ridership lines to improve efficiency and connectivity. This program consists of targeted engineering improvements designed to minimize transit service delays at key intersections and along the busiest transit corridors in the city. Street engineering tools that reduce travel time, ensure safer transit operations, and improve accessibility on the busiest transit routes include: lane modifications, traffic signal and stop sign changes, transit stop changes, parking and turn restrictions, and pedestrian improvements. These improvements will make Muni approximately 20% faster and significantly more reliable on its most heavily used corridors.

In addition to the Muni Forward Rapid Network Improvements listed below, the funding from Transportation 2030 may also be used to upgrade rail and tunnel infrastructure. These projects would be prioritized to address critical repairs first.



Representative Projects in FY 2015 - FY 2019

- » **10 Townsend:** Sansome Contraflow Signals
- » **28 19th Avenue:** 19th Ave Transit and Pedestrian Enhancements
- » **30 Stockton:** Eastern Segment Transit Enhancements
- » **5 Fulton:** Mid-Route Transit Enhancements
- » **71 Haight-Noriega:** Haight Street Transit and Streetscape Enhancements
- » **8X Bayshore Express:** Geneva Ave Transit Enhancements
- » **9 San Bruno:** 11th St and Bayshore Blvd Transit and Pedestrian Enhancements
- » **N Judah:** Transit Enhancements
- » **14 Mission:** Downtown Mission Transit and Streetscape Enhancements
- » **14 Mission:** Inner Mission Transit and Streetscape Enhancements
- » **14 Mission:** Outer Mission Transit and Streetscape Enhancements
- » **22 Fillmore:** 16th Street Transit and Streetscape Enhancements - Phase 1
- » **J Church:** Transit Enhancements
- » **L Taraval:** Transit and Streetscape Enhancements



Improve safety and accessibility at transit stops

People living in, working in, and visiting San Francisco may have limited mobility or other disabilities that can impede access to transit. The construction of new elevators and escalators will improve the safety and accessibility of transit stations and stops and allow for easy boarding of Muni trains. These improvements benefit a broad spectrum of people, including families traveling with small children in strollers and people who may be temporarily disabled as they recover from an injury.

Representative Projects in FY 2015 - FY 2019

Elevator and Escalator Upgrades

- » Improvements to transit system escalators and elevators
- » Construction of raised platforms at key stops as indicated in the Muni Forward program



Fix obsolete Muni facilities to create productive working conditions and improve vehicle maintenance

The SFMTA has 26 facilities that are used to maintain, clean, store, and operate transit maintenance and enforcement vehicles. After over 100 years in operation, many of SFMTA's transit facilities require significant renovation to bring them up to modern standards of construction and seismic safety. In 2013, the SFMTA's Real Estate and Facilities Vision established a plan and process to rehabilitate and reconfigure SFMTA's existing facilities to optimize operations and accommodate future operating and fleet needs.

Representative Projects in FY 2015 - FY 2019

Real Estate Vision

- » Islais Creek Construction - Phase 2
- » Construction of a Paint & Body Shop at Muni Metro East
- » Upgrades to the Woods Division



Invest in development of critical capital projects along key transit corridors

As the city continues to grow, congestion delays Muni and threatens the entire transportation system, making it difficult for everyone to get where they are going.

Major corridors such as 19th Avenue, Geary Boulevard, Lombard Street, Market Street, and The Embarcadero are major centers of economic activity even though, in many cases, the transportation infrastructure on these routes has remained the same for decades. Changing travel patterns, increased car traffic, and growing demand for trips by public transit, walking, and bicycling, requires evaluation and redesign of these critical streets.

The proposed Major Transit Corridor Improvement Program will address issues that lead to congestion for transit on the major streets so that they can serve as the anchor of the transit system.

Representative Projects in FY 2015 - FY 2019

- » Muni Customer First Improvements such as painted transit-only lanes, enhancements to transit stops, and other amenities to the riding experience
- » Transit network spot improvements such as bus bulbs to increase Muni reliability



SAFER STREETS

Improve pedestrian safety through focused engineering efforts at high-injury locations

Each year in San Francisco, approximately 100 people are severely injured or killed and 800 more are hurt in traffic collisions. Seventy miles, or six percent of the city's streets, account for 55 percent of the total injury collisions and 60 percent of the severe and fatal injury collisions that occurred from 2005 to 2011. The most common causes of the collisions on these high-injury corridors (shown in the map below) were vehicle speed, failure to yield, and left-turning vehicles. This program may fund the WalkFirst capital projects that will be designed and built to most effectively address the specific issues present at each intersection or corridor in San Francisco.

Representative projects for FY 2015 - FY 2019 are listed below. Improvements after FY 2019 will be implemented at high-injury intersections based on continual analysis of crash profiles and available counter-measures.

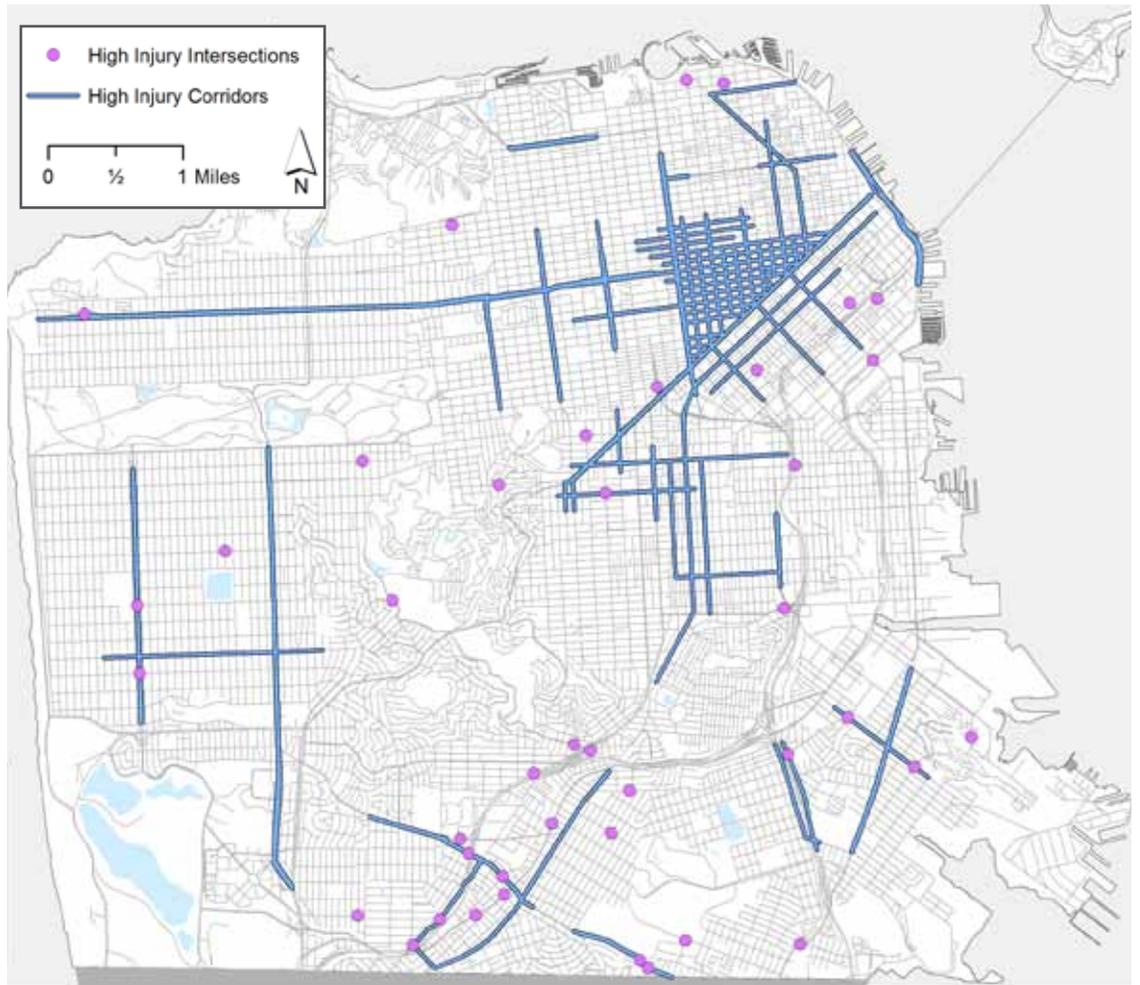


Representative Projects in FY 2015 - FY 2019

Pedestrian Strategy & Walk First

Improvements described above will be implemented at the number of locations defined below and on the map to the right:

- » **WalkFirst Phase 1:** Permanent intersection upgrades
- » **WalkFirst Phase 2:** Permanent intersection upgrades



Install modern traffic signals to improve safety and mobility

In order to more effectively manage traffic congestion in the city and improve the overall reliability of the transit system, the city must replace obsolete and deteriorating traffic signal infrastructure. The goal of this program is to update the traffic signals and operations to improve visibility of the signals and the overall safety and efficiency of the roadway.

The installation of pedestrian countdown signals (PCS) and audible pedestrian signals (APS) in conjunction with the upgraded traffic signals will dramatically improve safety for people walking in San Francisco.

Representative Projects in FY 2015 - FY 2019

SFMTA Traffic Signal Program

- » Modernize existing traffic signals and install pedestrian countdown signals
- » New signal installation along key transit corridors including pedestrian countdown signals



Build “Complete Streets” that enable safe, convenient and comfortable travel for all users and provide safer, well-defined bikeways

Streets make up approximately 25 percent of San Francisco’s public land area, more space than the city’s public parks. While road improvements to the driving surface are important to cars and transit, complementary improvements enhance the environment of those who get around on foot or bicycle.

These improvements include curb bulbs, raised crosswalks, and improved sidewalks at intersection corners, median islands, separated bikeways, and bicycle parking along corridors. This program could also include installing basic infrastructure to decrease the cost of future projects, such as underground signal conduit to be utilized for the future pedestrian countdown signals.

Representative Projects in FY 2015 - FY 2019

Better Streets Plan

- » Spot pedestrian or bicycle safety projects coordinated with paving projects

Bicycle Strategy Capital Projects

- » Up to 26 miles of Bicycle Network Upgrades

