MTC Complete Streets Checklists - DRAFT Checklists for Projects Seeking Funding from San Francisco's One Bay Area Grant Cycle 4 County Program

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The full applications submitted are also available for public review on SFCTA's website at https://www.sfcta.org/funding/one-bay-area-grant-program#panel-open-call.

MTC Complete Streets Checklist - DRAFT

Section 1: Contact and Project Information

Contact Name:

Rachael Axelrod

Email Address:

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Contact Phone Number:

(510) 504-3793

Project Sponsor:

BART (Bay Area Rapid Transit)

County:

San Francisco

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

One Bay Area Grant Program (OBAG)

Project Name/Title:

16th Street Plaza Redesign Project

Project Location:

San Francisco

Project Description:

The project improves the north and south plazas at 16th Street Mission BART Station, located at the intersection of 16th Street and Mission Street in San Francisco's Mission District. The project encompasses plaza-level improvements to both the Northeast Plaza (16th Street frontage) and Southwest Plaza (Mission Street frontage), including paving, lighting, furnishings, ADA-compliant pathways, wayfinding signage, and activation infrastructure. The station is served by BART and nine Muni routes.

Project Phase(s):

Design Engineering (PSE)

Project Mode(s):

Non-Roadway Transit (heavy rail, ferries, etc.), Pedestrian, Bicycle

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?

No

Section 2: Pedestrian, Bicycle, and Transit Planning

Relevant plans this project helps to implement:

City/County General + Specific Area Plans, ADA Transition Plan, Transit Plan, Community-Based Transportation Plan

Details on plan recommendations affecting the project area (with adoption date):

The project supports the the goals of the Mission Action Plan 2030, SF General Plan - Mission Area Plan, Plan Bay Area 2050+ and the 16th Street Community Design Plan.

Does the project area contain segments of the regional Active Transportation (AT) Network?

Yes

If yes, describe how the project adheres to NACTO and/or PROWAG guidelines:

The project area includes segments of Mission Street and 16th Street, both of which are designated corridors on MTC's regional Active Transportation Network.

The plaza redesign adheres to both referenced design standards. All pedestrian improvements - including paving surfaces, pathways, curb treatments, and furnishing placement - will be designed in conformance with the U.S. Access Board's Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG, adopted July 2024), ensuring accessible routes of travel for people of all abilities throughout both plazas. The project also incorporates all-ages-and-abilities design principles consistent with NACTO's contextual guidance, with clearly defined pedestrian movement corridors, accessible seating, and lighting scaled to pedestrian-level comfort rather than vehicular speed. ADA compliance is a core deliverable of the 100% design phase, and design documents will be reviewed for conformance with PROWAG standards prior to finalization.

Is there a MTC Mobility Hub within the project area?

Yes

If yes, describe outreach to mobility providers and Hub-supportive elements:

Yes, a designated MTC Mobility Hub is located within the project area at 16th Street Mission BART Station. The station is one of the region's highest-activity mobility hubs, providing connections between BART, nine Muni routes, AC Transit, UCSF shuttle services, and active transportation options including Bay Wheels bike share docking stations on the surrounding blocks.

The plaza redesign incorporates several hub-supportive elements consistent with MTC's Mobility Hub Implementation Playbook Play 1. Improved lighting, ADA-compliant pathways, and clearly defined pedestrian movement corridors improve the safety and legibility of the hub environment for all users. Wayfinding signage enhancements will improve navigation between transit modes at this complex multimodal junction. Flexible programming zones created through moveable furnishings and durable surface treatments support activation and community use of the hub, consistent with the Playbook's emphasis on welcoming, people-centered hub design. The design phase will evaluate opportunities to further integrate hub-supportive elements - including potential accommodation of bike parking, micro-mobility staging areas, and real-time transit information displays - into the final construction documents.

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes?

Yes

Summary of traffic safety conditions and traffic safety countermeasures:

The 16th Street Station Plaza Redesign is located at the intersection of 16th Street and Mission Street, both of which are designated corridors on San Francisco's Vision Zero High Injury Network (HIN) - the 12% of streets accounting for 68% of the city's severe and fatal traffic injuries. The concentration of pedestrian activity at this intersection is among the highest in the city, with thousands of daily BART and Muni riders converging at a complex multimodal junction that also carries heavy vehicle traffic on two major arterials.

Citywide, 59% of all fatal and severe injury crashes occur in Equity Priority Neighborhoods, which are almost twice as likely to be on the High Injury Network, even though they contain only a third of city streets. The Mission District - an Equity Priority Community - exemplifies this pattern, and the 16th and Mission intersection sits at its center. 2024 was the worst year for traffic fatalities in San Francisco since 2007, with 41 deaths recorded.

Infrastructure elements included in this phase of the project:

Updated Crosswalk/Crosswalk Enhancements, Other: Improved lighting and paving at the station plazas

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

Yes

Census tract(s) designated as EPCs affected by this project:

020100

Will the project integrate green infrastructure?

No

Section 3: Compliance and Exception Review

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?

Yes

Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?

Yes

Did the transit agency notify you that they do NOT have service in your project area?

Yes

Have all potentially affected transit agencies had the opportunity to review this project?

Yes

Generated on: 6/16/2026

This is a DRAFT version - not yet submitted

MTC Complete Streets Checklist - DRAFT

Section 1: Contact and Project Information

Contact Name:

Darryl Yip

Email Address:

Darryl.Yip@sfmta.com

Contact Phone Number:

415-646-2725

Project Sponsor:

San Francisco Municipal Transportation Agency (SFMTA) / Muni

County:

San Francisco

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

One Bay Area Grant Program (OBAG)

Project Name/Title:
California Street Transit and Safety Project

Project Location:

San Francisco

Project Description:
This Muni Forward project on the 3.5-mile western segment of the Muni 1 California bus route on California St in San Francisco between Steiner St and 32nd Ave, plus parts of 32nd Ave, Geary Boulevard Inbound Terminal, and Clement St consists of delivering transit priority program improvements such as stop optimization, bulbs and signal timing upgrades to improve transit reliability, and improvements to pedestrian and traffic safety.

Project Phase(s):

Construction (CON)

Project Mode(s):

Pedestrian, Roadway Transit (bus, light rail, streetcar)

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?No

Section 2: Pedestrian, Bicycle, and Transit Planning

Relevant plans this project helps to implement:

City/County General + Specific Area Plans, Transit Plan, Vision Zero/Local Roadway Safety Plan/Systemic Safety Analysis Report/Comprehensive Safety Action Plan

Details on plan recommendations affecting the project area (with adoption date):

City/County General + Specific Area Plans: San Francisco Transportation Element of the General Plan, 1996 - Objective to establish public transit as the primary mode of transportation. The project area is listed as a “Transit Oriented” and “Secondary Transit Street”.
City/County General + Specific Area Plans: San Francisco Transportation Plan 2050, 2022 - This is a traffic safety and fatality reduction investment. Makes permanent changes that improve transit priority and reliability.
Transit Plan: Transit Effectiveness Project, 2014 (now called Muni Forward) - Implement transit priority treatments along the 22 Fillmore Muni route
Transit Plan: ConnectSF Transit Strategy, 2021 - San Francisco’s long-range transit plan, identifies California Street in its Five-Minute Network investment strategy for transit priority, street safety, and accessibility improvements.
Transit Plan: MTC Transit 2050+, 2026 - Shares goals of improving transit speed and reliability as well as reducing barriers to transit. The project has a higher benefit-cost ratio as a lower cost and less capital-intensive transit reliability project that can be planned, designed, and implemented using quick-build delivery.
Safety-Related Plans: San Francisco Vision Zero Action Strategy, 2021 - Safe Streets action to slow vehicle speeds and improve visibility & reduce conflicts for vulnerable road users, prioritizing the High Injury Network, which includes California Street. Plan is currently being updated as part of the Street Safety Initiative.

Does the project area contain segments of the regional Active Transportation (AT) Network?

Yes

If yes, describe how the project adheres to NACTO and/or PROWAG guidelines:

The SFMTA designs for “All Ages and Abilities” contextual guidance provided by the National Association of City Transportation Officials (NACTO) and ensures that all designs comply with the Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) (adopted July 2024) by the U.S. Access Board. While there are no bicycle facilities directly in the project area, the project will retain any bicycle facilities that intersect with the project area.

Is there a MTC Mobility Hub within the project area?

Yes

If yes, describe outreach to mobility providers and Hub-supportive elements:

Project team will work directly with Muni operations, Lyft bike share, taxi drivers, and internal bike and car parking/curb access teams. The project will support improved transit and inter-modal access.

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes?

Yes

Summary of traffic safety conditions and traffic safety countermeasures:

Within the project extent, California St between Laurel St and Broderick St is within the San Francisco High Injury Network. Based on extensive data analysis, the project scope includes pedestrian safety improvements such as higher-visibility crosswalks, corner bulbs and transit bulbs. The project also includes improved stop lighting at high-ridership stops with poor lighting. The project team will be reviewing traffic signal timing to ensure pedestrian signals are implemented at all feasible locations and include a leading pedestrian interval. The project is also considering a road diet on Presidio Street approaching California Street, to manage speeds on Presidio Street.

Infrastructure elements included in this phase of the project:

Sidewalk Widening, New Crosswalk, Updated Crosswalk/Crosswalk Enhancements, Curb Extensions (including Bus Bulbs), New Traffic Signal or Control Device, Upgrade to Existing Traffic Signal or Other Control Device, Other: Lane reconfiguration, turn restrictions

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

Yes

Census tract(s) designated as EPCs affected by this project:

042700

Will the project integrate green infrastructure?

No

Section 3: Compliance and Exception Review

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?

Yes

Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?

Yes

Transit agency (or agencies) serving the project community:

Muni (San Francisco Municipal Transportation Agency)

Did the transit agency notify you that they do NOT have service in your project area?

No

Description of transit routes/stations and measures to mitigate impacts:

The SFMTA is the only transit agency with service in the project extent, including the 1 California and 1X California Express. Several Muni lines intersect the project.

Have all potentially affected transit agencies had the opportunity to review this project?

Yes

Has a local BPAC reviewed this Checklist?

No

BPAC meeting date(s):

2026-08-06

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This is a DRAFT version - not yet submitted

MTC Complete Streets Checklist

Section 1: Contact and Project Information

Contact Name:

Darryl Yip

Email Address:

Darryl.Yip@sfmta.com

Contact Phone Number:

415-646-2725

Project Sponsor:

San Francisco Municipal Transportation Agency (SFMTA) / Muni

County:

San Francisco

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

One Bay Area Grant Program (OBAG)

Project Name/Title:
Traffic Signal Cabinet and Fiber Communications Upgrade Program

Project Location:

South San Francisco

Project Description:
The proposed upgrades will replace outdated traffic signal cabinets and network devices and transition communications from wireless radios to fiber to support modern traffic signal operations at various locations throughout the city on the High Injury Network and have transit.

Project Phase(s):

Construction (CON)

Project Mode(s):

Bicycle, Pedestrian, Roadway Transit (bus, light rail, streetcar)

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?No

Section 2: Pedestrian, Bicycle, and Transit Planning

Relevant plans this project helps to implement:

City/County General + Specific Area Plans, Transit Plan, Vision Zero/Local Roadway Safety Plan/Systemic Safety Analysis Report/Comprehensive Safety Action Plan

Details on plan recommendations affecting the project area (with adoption date):

City/County General + Specific Area Plans: San Francisco Transportation Element of the General Plan, 1996 - Objective to establish public transit as the primary mode of transportation

Transit Plan: Transit Effectiveness Project, 2014 (now called Muni Forward) - Implement transit priority treatments along the 22 Fillmore Muni route

Transit Plan: ConnectSF Transit Strategy, 2021 - San Francisco's long-range transit plan, identifies traffic signal infrastructure as key to increasing transit ridership and supporting growth in San Francisco

Transit Plan: MTC Transit 2050+, 2026 - Shares goals of improving transit speed and reliability as well as reducing barriers to transit

Safety-Related Plans: San Francisco Vision Zero Action Strategy, 2021 - Safe Streets action to upgrade signals to prioritize transit, walking, and bicycling, especially on the High Injury Network. Plan is currently being updated as part of the Street Safety Initiative.

Does the project area contain segments of the regional Active Transportation (AT) Network?

Yes

If yes, describe how the project adheres to NACTO and/or PROWAG guidelines:

Because this infrastructure upgrade is behind-the-scenes, the project does not affect bicycle and pedestrian facilities.

Is there a MTC Mobility Hub within the project area?

Yes

If yes, describe outreach to mobility providers and Hub-supportive elements:

Because this infrastructure upgrade is behind-the-scenes, there is no planned outreach to other mobility providers.

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes?

Yes

Summary of traffic safety conditions and traffic safety countermeasures:

Project locations were selected based on their locations on the High Injury Network and transit routes. The project is a pre-requisite to allow dispatched staff to respond and solve issues in a quicker and efficient manner, optimizing signal timing for transit and the pedestrian experience. The cloud-based system will reduce transit delay and ensure that transit signal priority requests and traffic signal responses occur quickly and consistently to maximize benefits of transit.

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

Yes

Census tract(s) designated as EPCs affected by this project:

026200, 012202, 012201, 015500, 010100, 010700, 010600, 016100, 026301, 015801, 017802

Will the project integrate green infrastructure?

No

Section 3: Compliance and Exception Review

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?

Yes

Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?

Yes

Transit agency (or agencies) serving the project community:

Muni (San Francisco Municipal Transportation Agency)

Did the transit agency notify you that they do NOT have service in your project area?

No

Description of transit routes/stations and measures to mitigate impacts:

Muni routes 1, 2, 5, 6, 7, 8, 12, 14/14R, 19, 22, 24, 31, 43, 54. The project will not affect other transit agencies and the benefits will be realized by only SFMTA buses.

Have all potentially affected transit agencies had the opportunity to review this project?

Yes

Has a local BPAC reviewed this Checklist?

No

BPAC meeting date(s):

2026-08-06

Generated on: 7/2/2026

MTC Complete Streets Checklist - Implementation of Resolution 4493

MTC Complete Streets Checklist - DRAFT

Section 1: Contact and Project Information

Contact Name:

Darryl Yip

Email Address:

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Contact Phone Number:

415-646-2725

Project Sponsor:

San Francisco Municipal Transportation Agency (SFMTA) / Muni

County:

San Francisco

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

One Bay Area Grant Program (OBAG)

Project Name/Title:
West Portal Horseshoe Improvement Project

Project Location:

San Francisco

Project Description:
Design and construct upgrades to the West Portal Station area to enhance safety and improve customer experience. Potential scope includes expanding sidewalks, fencing along the tracks, station wayfinding, and pedestrian bulb-outs.

Project Phase(s):

Design Engineering (PSE), Construction (CON)

Project Mode(s):

Bicycle, Pedestrian, Roadway Transit (bus, light rail, streetcar)

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?

No

Section 2: Pedestrian, Bicycle, and Transit Planning

Relevant plans this project helps to implement:

City/County General + Specific Area Plans, Transit Plan, Vision Zero/Local Roadway Safety Plan/Systemic Safety Analysis Report/Comprehensive Safety Action Plan

Details on plan recommendations affecting the project area (with adoption date):

This project builds on previously implemented improvements completed in Fall 2024 as a part of the West Portal Station Safety and Community Improvements Project (SFMTA.com/WestPortalProject), this therefore helps implement the vision that that project's planning phase created.

City/County General + Specific Area Plans: San Francisco Transportation Element of the General Plan, 1996 - Policy to prioritize public transit and other alternatives to the private automobile.

City/County General + Specific Area Plans: San Francisco Transportation Plan 2050, 2022 - This is a traffic safety and fatality reduction investment. Makes permanent changes that improve transit priority and reliability, improve West Portal Avenue and Ulloa streets as multimodal locations.

Transit Plan: Transit Effectiveness Project, 2014 (now called Muni Forward) - Implement transit priority treatments on Muni rapid lines, including Muni Metro, and other high-ridership routes.

Transit Plan: Muni Service Equity Strategy, updated 2026 - identifies the Muni Metro K Ingleside and M Ocean View lines as "Equity Routes", which means these routes are vital for San Francisco's Oceanview and Ingleside Equity Priority Communities. The proposed project aims to improve transit travel time and reliability for these lines as they pass through West Portal Station, providing benefits to riders of these lines.

Transit Plan: ConnectSF Transit Strategy, 2021 - San Francisco's long-range transit plan, identifies Muni Metro lines in its Five-Minute Network investment strategy for transit priority, street safety, and accessibility improvements.

Safety-Related Plans: San Francisco Vision Zero Action Strategy, 2021 - Safe Streets action to slow vehicle speeds and improve visibility & reduce conflicts for vulnerable road users. Plan is currently being updated as part of the Street Safety Initiative.

Does the project area contain segments of the regional Active Transportation (AT) Network?

Yes

If yes, describe how the project adheres to NACTO and/or PROWAG guidelines:

The SFMTA designs for "All Ages and Abilities" contextual guidance provided by the National Association of City Transportation Officials (NACTO) and ensures that all designs comply with the Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) (adopted July 2024) by the U.S. Access Board. While there are no bicycle facilities directly in the project area, the project retains bicycle facilities that intersect with the project area and enhances cycling in the area by increasing the attractiveness of West Portal Station as a multi-modal hub.

Is there a MTC Mobility Hub within the project area?

Yes

If yes, describe outreach to mobility providers and Hub-supportive elements:

Transit shelters, waiting areas, short-term bike parking, Micromobility bikeshare station with Baywheels, wayfinding elements. The SFMTA will coordinate with the bikeshare station operator, Lyft, on any adjustments to the bikeshare location that occur through the project.

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes?

No

Summary of traffic safety conditions and traffic safety countermeasures:

The project is not on a known HIN. However, there was a noteworthy fatal traffic collision in March 2024 at the intersection of Lenox Way and Ulloa Street resulting in four fatalities; this incident has drawn an increased focus on safety in this area.
The area receives high foot traffic as a transportation hub. With a transit station, public park and playground, library, and elementary school near the project area, this area benefits from extra attention to pedestrian safety. Potential safety measures to be studied include a bulb out at Ulloa and Lenox to decrease crossing distances and increase pedestrian visibility. In addition, treatments within the horseshoe such as widened sidewalks and potential fencing are intended to improve safety by separating pedestrian and rail movements.

Infrastructure elements included in this phase of the project:

Sidewalk Widening, Updated Crosswalk/Crosswalk Enhancements, Curb Extensions (including Bus Bulbs)

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

No

Will the project integrate green infrastructure?

No

Section 3: Compliance and Exception Review

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?

Yes

Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?

Yes

Transit agency (or agencies) serving the project community:

Muni (San Francisco Municipal Transportation Agency)

Did the transit agency notify you that they do NOT have service in your project area?

No

Description of transit routes/stations and measures to mitigate impacts:

The following SFMTA routes all serve West Portal Station: the K Ingleside, L Taraval, M Ocean View Muni light-rail lines, the 48 Quintara, 57 Parkmerced bus routes, in addition to late night/early morning bus service provided by the K Bus and 91 OWL. Transit-supportive design elements include enhanced pedestrian crossings, widened sidewalks to relieve crowded pinch points, barriers to protect pedestrians from rail traffic, and transit wayfinding signage.

Has a local BPAC reviewed this Checklist?

No

BPAC meeting date(s):

2026-08-06

MTC Complete Streets Checklist

Section 1: Contact and Project Information

Contact Name:

Darryl Yip

Email Address:

Darryl.Yip@sfmta.com

Contact Phone Number:

415-646-2725

Project Sponsor:

San Francisco Municipal Transportation Agency (SFMTA) / Muni

County:

San Francisco

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

One Bay Area Grant Program (OBAG)

Project Name/Title:
Digital Wayfinding and New Paratransit Software Procurement

Project Location:

San Francisco

Project Description:
The Digital Wayfinding and New Paratransit Software Procurement project supports the public transit and paratransit service in San Francisco through the installation of navigational wayfinding along key Muni routes and stations, and the procurement of software for the reimbursement of Non-Emergency Medical Transportation (NEMT) Paratransit trips.

Project Phase(s):

Preliminary Engineering (PE), Construction (CON)

Project Mode(s):

Roadway Transit (bus, light rail, streetcar)

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?

No

Section 2: Pedestrian, Bicycle, and Transit Planning

Relevant plans this project helps to implement:

Other

Details on plan recommendations affecting the project area (with adoption date):

MTC Coordinated Public Transit-Human Services Transportation Plan (December 2024)

Healthcare Access: The Plan identified transportation for dialysis patients and the lack of affordable non-emergency medical transportation options as critical needs. The needs assessment specifically calls out the commingling of paratransit and Medi-Cal-funded trips to healthcare as a potential solution, (pp. 61 and 72). This need will be addressed with the NEMT billing software.

Information Access: Stakeholders highlighted the need for available and reliable information that is ADA accessible, from bus timetables to cancelation notices, elevator issues, and route changes. (p. 61) Frank Welte with the San Francisco LightHouse for the Blind and Visually Impaired is quoted in the Coordinated Plan under the Needs Assessment Summary section Appendix F Page F.10 identifying what support services people could use: “Overall trends in the blind community are towards greater use of wayfinding technology. Transit agencies still have room for improvement in making their apps more accessible. For example, Washington DC Metro has good indoor mapping options such as Waymaps and Goodmaps.” This need will be addressed with the proposed wayfinding solutions.

SFMTA Accessible Transportation Needs Assessment (2024)

SFMTA conducted a 2024 Accessibility Needs Survey, receiving 1,300 responses from seniors, individuals with disabilities, community advocates, and members of the public to identify priority projects. Improved wayfinding while navigating the public transit system in San Francisco as identified as a priority. This need will be addressed with the proposed wayfinding solutions.

SFMTA Southeast San Francisco Mobility Hubs Plan (2026)

Wayfinding referenced throughout, with fragmented wayfinding between BART, Muni Metro, and bus stops, resulting in confusing transfers and unclear paths identified as a key issue, particularly in the Balboa Park area. This need will be addressed with the proposed wayfinding solutions.

Does the project area contain segments of the regional Active Transportation (AT) Network?

Yes

If yes, describe how the project adheres to NACTO and/or PROWAG guidelines:

The SFMTA designs for “All Ages and Abilities” contextual guidance provided by the National Association of City Transportation Officials (NACTO) and ensures that all designs comply with the Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) (adopted July 2024) by the U.S. Access Board.

Is there a MTC Mobility Hub within the project area?

Yes

If yes, describe outreach to mobility providers and Hub-supportive elements:

Project team will work directly with Muni operations, Bay Wheels bike share, taxi drivers, and internal bike and car parking/curb access teams. The project will support improved transit and inter-modal access.

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes?

Yes

Summary of traffic safety conditions and traffic safety countermeasures:

Non-Emergency Medical Transportation software and digital wayfinding helps planners continuously refine and execute local safety goals by providing information to users and staff on accessible infrastructure, enabling seniors and people with disabilities to navigate complex street environments safely.

Infrastructure elements included in this phase of the project:

Other: Digital wayfinding installed at existing transit stops

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

Yes

Census tract(s) designated as EPCs affected by this project:

011700, 012501, 012402, 017601, 020100, 011300, 061100, 017801

Will the project integrate green infrastructure?

No

Section 3: Compliance and Exception Review

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?

Yes

Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?

Yes

Transit agency (or agencies) serving the project community:

Muni (San Francisco Municipal Transportation Agency)

Did the transit agency notify you that they do NOT have service in your project area?

No

Description of transit routes/stations and measures to mitigate impacts:

Digital wayfinding will be installed at up to 12 underground Muni Metro Stations and at two to-be-determined Muni bus routes. There are no mitigation measures needed.

Have all potentially affected transit agencies had the opportunity to review this project?

Yes

Has a local BPAC reviewed this Checklist?

No

BPAC meeting date(s):

2026-08-06

MTC Complete Streets Checklist

Section 1: Contact and Project Information

Contact Name:

Darryl Yip

Email Address:

Darryl.Yip@sfmta.com

Contact Phone Number:

415-646-2725

Project Sponsor:

San Francisco Municipal Transportation Agency (SFMTA) / Muni

County:

San Francisco

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

One Bay Area Grant Program (OBAG)

Project Name/Title:
Chinatown Community-based Transportation Plan

Project Location:

San Francisco

Project Description:
The Chinatown Community-Based Transportation Plan is a comprehensive transportation plan developed through extensive outreach and analysis of its curb, circulation, safety, and transit conditions to improve mobility to and within the neighborhood.

Project Phase(s):

Planning (PLN)

Project Mode(s):
Bicycle, Pedestrian, Roadway Transit (bus, light rail, streetcar), Non-Roadway Transit (heavy rail, ferries, etc.), Driver/Automobile

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?

No

Section 2: Pedestrian, Bicycle, and Transit Planning

Relevant plans this project helps to implement:

City/County General + Specific Area Plans, Bicycle, Pedestrian and/or Active Transportation Plan(s), Vision Zero/Local Roadway Safety Plan/Systemic Safety Analysis Report/Comprehensive Safety Action Plan

Details on plan recommendations affecting the project area (with adoption date):

City/County General + Specific Area Plans: San Francisco Transportation Element of the General Plan, 1996 - Policy to prioritize public transit and other alternatives to the private automobile.

Bicycle, Pedestrian and/or Active Transportation Plan(s): San Francisco Bicycle Strategy, 2013; San Francisco Biking and Rolling Plan, 2025. The Bicycle Strategy developed a prioritization framework for bicycle infrastructure, and the Biking and Rolling Plan developed a map of the City's North Star bicycle network, recommending Chinatown have a separate Community-based Transportation Plan for biking and rolling.

Safety-Related Plans: San Francisco Vision Zero Action Strategy, 2021 - Safe Streets action to slow vehicle speeds and improve visibility & reduce conflicts for vulnerable road users.

Safety-Related Plans: Mayor's Street Safety Executive Directive, 2025 - recommends city continue implementing Biking and Rolling Plan to improve street safety.

Does the project area contain segments of the regional Active Transportation (AT) Network?

Yes

If yes, describe how the project adheres to NACTO and/or PROWAG guidelines:

The SFMTA designs for "All Ages and Abilities" contextual guidance provided by the National Association of City Transportation Officials (NACTO) and ensures that all designs comply with the Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) (adopted July 2024) by the U.S. Access Board.

Is there a MTC Mobility Hub within the project area?

Yes

If yes, describe outreach to mobility providers and Hub-supportive elements:

Project team will incorporate needs of Muni operations, Bay Wheels bike share, taxi drivers, and internal bike and car parking/curb access teams. The project will plan for improved transit and inter-modal access.

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes?

Yes

Summary of traffic safety conditions and traffic safety countermeasures:

Unknown; this planning project will help identify that

Infrastructure elements included in this phase of the project:

Other: Unknown; most of these options are on the table, and this planning project will help identify that.

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

Yes

Census tract(s) designated as EPCs affected by this project:

010700, 011300, 061100, 011800, 011700

Will the project integrate green infrastructure?

N/A

Section 3: Compliance and Exception Review

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?

Yes

Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?

Yes

Transit agency (or agencies) serving the project community:

Muni (San Francisco Municipal Transportation Agency), AC Transit (Alameda-Contra Costa Transit District), Golden Gate Transit (Golden Gate Bridge, Highway and Transportation District), SamTrans (San Mateo County Transit District)

Did the transit agency notify you that they do NOT have service in your project area?

No

Description of transit routes/stations and measures to mitigate impacts:

SFMTA is the only transit agency that has routes directly within the project area.

SFMTA, AC Transit, Golden Gate Transit, and SamTrans have surface bus lines within a half mile of the project extent.

Have all potentially affected transit agencies had the opportunity to review this project?

No

Has a local BPAC reviewed this Checklist?

No

BPAC meeting date(s):

2026-08-06

MTC Complete Streets Checklist - DRAFT

Section 1: Contact and Project Information

Contact Name:

Darryl Yip

Email Address:

Darryl.Yip@sfmta.com

Contact Phone Number:

415-646-2725

Project Sponsor:

San Francisco Municipal Transportation Agency (SFMTA) / Muni

County:

San Francisco

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

One Bay Area Grant Program (OBAG)

Project Name/Title:

Howard Streetscape Project

Project Location:

San Francisco

Project Description:

Howard Streetscape will improve the safety and efficiency of the San Francisco's regional transportation system and enhance mobility for the Equity Priority Community. The project will reduce vehicle lanes from three to two lanes, replace existing bicycle lane with two-way protected bikeway, install safety measures - including raised crosswalks, pedestrian bulb-outs, protected intersections, traffic signals with bicycle and vehicle phases, and placemaking elements.

Project Phase(s):

Construction (CON)

Project Mode(s):

Bicycle, Pedestrian

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?

No

Section 2: Pedestrian, Bicycle, and Transit Planning

Relevant plans this project helps to implement:

City/County General + Specific Area Plans, Bicycle, Pedestrian and/or Active Transportation Plan(s), Vision Zero/Local Roadway Safety Plan/Systemic Safety Analysis Report/Comprehensive Safety Action Plan

Details on plan recommendations affecting the project area (with adoption date):

City/County General + Specific Area Plans: San Francisco Transportation Element of the General Plan, 1996 - Policy to prioritize public transit and other alternatives to the private automobile.

City/County General + Specific Area Plans: Better Streets Plan, 2010, to illustrate best practices for and provide public guidance on improving the public right-of-way.

City/County General + Specific Area Plans: The 2009 Eastern Neighborhoods Plan and the 2011 Eastern Neighborhoods Transportation Implementation Planning Study (EN TRIPS) specifically articulate a vision for the project area and outline opportunities for increased improvements to the transportation network.

City/County General + Specific Area Plans: The project implements several of the 2018 Central SoMa Plan, primarily the transportation goals, policies and objectives, which refined the recommendations of the Eastern Neighborhoods transportation strategy (EN TRIPS) and examined potential growth to year 2040 in Central SoMa.

Bicycle, Pedestrian and/or Active Transportation Plan(s): San Francisco Bicycle Strategy, 2013; San Francisco Biking and Rolling Plan, 2025. The Bicycle Strategy developed a prioritization framework for bicycle infrastructure and the Biking and Rolling Plan developed a map of the City's North Star bicycle network, recommending Howard St as a two-way separated bikeway.

Safety-Related Plans: San Francisco Vision Zero Action Strategy, 2021 - Safe Streets action to slow vehicle speeds and improve visibility & reduce conflicts for vulnerable road users, highlighting Howard St on the City's High Injury Network.

Safety-Related Plans: Mayor's Street Safety Executive Directive, 2025 - recommends city continue implementing Biking and Rolling Plan to improve street safety.

Does the project area contain segments of the regional Active Transportation (AT) Network?

Yes

If yes, describe how the project adheres to NACTO and/or PROWAG guidelines:

The Howard Streetscape Project area contains segments of the regional Active Transportation Network. The Project will close a gap in the low stress bicycle network by converting the temporary existing bike lane on Howard Street to a permanent separated facility able to serve all ages and abilities. The Project also will close gaps by addressing inadequate and missing sidewalks, enhancing crossings, and providing ADA upgrades. The Project will dramatically improve the street design to better serve current residents while also accommodating future population growth and supporting affordable housing to curb displacement. The Project design ensures a safer bikeway for both directions, while utilizing enough space to install elements that greatly improve pedestrian safety, and while accommodating vehicle traffic, creating a multimodal Complete Street. Design standards include: (1) NACTO Urban Bikeway Design Guide; (2) AASHTO Guide for the Development of Bicycle Facilities; (3) CAMUTCD 3D.01, 3H.01, 31.01. Further, design considerations included: (1) Providing a bikeway operating width greater than preferred 10' minimum width), (2) Providing a bikeway buffer width greater than the minimum 3' width; (3) Installing bicycle signals with separated phasing for turning vehicles. Pedestrian mobility and connectivity will be addressed through infrastructure improvements, such as raised crosswalks, pedestrian bulb-outs, protected intersections, and pedestrian-scale lighting. Each element of the streetscape project will be designed to the latest ADA standards, reviewed by both the SFMTA and SF Public Work's Accessibility Coordinator.

Is there a MTC Mobility Hub within the project area?

Yes

If yes, describe outreach to mobility providers and Hub-supportive elements:

Project team will work directly with Muni operations, Bay Wheels bike share, taxi drivers, and internal bike and car parking/curb access teams. The project will support improved transit and inter-modal access.

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes?

Yes

Summary of traffic safety conditions and traffic safety countermeasures:

The Project also addresses dire safety issues on Howard Street, a corridor on San Francisco's Vision Zero High Injury Network (i.e., the 12 percent of San Francisco streets with 68 percent of severe and fatal traffic collisions). Between 2019 and 2023, one fatality occurred on the corridor along with 107 traffic crashes on Howard Street, with more than half of these involving people walking or biking. The project addresses traffic safety through the following elements: reduce vehicle lanes from three to two lanes, replace existing bicycle lane with two-way protected bikeway, install safety measures - including raised crosswalks, pedestrian bulb-outs, protected intersections, traffic signals with bicycle and vehicle phases, and placemaking elements.

Infrastructure elements included in this phase of the project:

Class 4 Separated Bikeway, New Crosswalk, Updated Crosswalk/Crosswalk Enhancements, Pedestrian Safety Island(s), Curb Extensions (including Bus Bulbs), New Traffic Signal or Control Device

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

Yes

Census tract(s) designated as EPCs affected by this project:

017601, 017802, 017801

Will the project integrate green infrastructure?

Yes

Section 3: Compliance and Exception Review

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?

Yes

Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?

Yes

Transit agency (or agencies) serving the project community:

Muni (San Francisco Municipal Transportation Agency), Golden Gate Transit (Golden Gate Bridge, Highway and Transportation District), SamTrans (San Mateo County Transit District), SolTrans (Solano County Transit)

Did the transit agency notify you that they do NOT have service in your project area?

No

Description of transit routes/stations and measures to mitigate impacts:

Project intersects multiple transit agency routes, including the SamTrans 713 SF Transit Center - San Francisco International, 292 SFO-Hillsdale, 397 Palo Alto Transit Center; Golden Gate Transit 114 Mill Valley, 132 San Anselmo, 154 Novato, 172 Santa Rosa

Has a local BPAC reviewed this Checklist?

No

BPAC meeting date(s):

2026-08-06

Generated on: 7/2/2026

This is a DRAFT version - not yet submitted

MTC Complete Streets Checklist - DRAFT

Section 1: Contact and Project Information

Contact Name:

Victoria Chan

Email Address:

victoria.w.chan@sfdpw.org

Contact Phone Number:

(628) 271-3132

Project Sponsor:

San Francisco Department of Public Works

County:

San Francisco

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

One Bay Area Grant Program (OBAG)

Project Name/Title:

Mission Street Safety Improvements Project

Project Location:

San Francisco

Project Description:

The Mission Street Safety Improvements Project will implement permanent, high quality transit oriented infrastructure along 0.6 miles of Mission Street between The Embarcadero and 3rd St to improve the safety and travel experience of all road users.
The project corridor includes the intersections of Mission Street with The Embarcadero, Beale St, Fremont St, 1st St, Anthony St, 2nd St, New Montgomery St, Annie St, and 3rd St. This project supports the goals of the large, neighborhood wide community planning initiative known as the South Downtown Design + Activation Plan (SODA) by improving pedestrian and bicycle safety, transit operations, vehicular circulation, and the experience of all users.
The project connects to the approved Mission SoMa Improvements and Pavement Renovation Project between 3rd and 11th Street. Completion of this pedestrian and transit oriented corridor will create a network spanning from The Embarcadero to Van Ness Ave, stretching nearly the entire length of SoMa District on Mission Street.

Project Phase(s):

Construction (CON)

Project Mode(s):

Pedestrian, Roadway Transit (bus, light rail, streetcar), Driver/Automobile

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?

No

Section 2: Pedestrian, Bicycle, and Transit Planning

Relevant plans this project helps to implement:

City/County General + Specific Area Plans, ADA Transition Plan, Vision Zero/Local Roadway Safety Plan/Systemic Safety Analysis Report/Comprehensive Safety Action Plan, Bicycle, Pedestrian and/or Active Transportation Plan(s), Community-Based Transportation Plan, Transit Plan

Details on plan recommendations affecting the project area (with adoption date):

The Mission Street Safety Improvements Project implements and advances recommendations from multiple adopted local, countywide, and regional plans. At the local level, the South Downtown Design + Activation (SODA) Plan (2023) identifies Mission Street as a priority corridor for pedestrian safety, transit reliability, lighting, and public realm improvements. The project also builds on the SFMTA Muni Forward Program (2014, ongoing updates), which designates the Mission Street 14/14R corridor as a high-ridership route requiring transit priority and reliability.
The project directly supports active transportation goals in the San Francisco Biking and Rolling Plan (2025), which prioritizes safer, more connected networks for people walking, rolling, and biking, including improvements to high-injury corridors and key downtown connections. Consistent with the plan's recommendations, this project delivers safer crossings, improved lighting, ADA-accessible facilities, and a more comfortable street environment for vulnerable users.
At the countywide level, the project is consistent with the San Francisco Transportation Plan 2050 (2022), which prioritizes investment in High Injury Network corridors and transit reliability improvements. The project also directly implements the San Francisco Vision Zero Action Strategy (2022), which identifies Mission Street as part of the High Injury Network and calls for systemic safety treatments such as signal upgrades, pedestrian improvements, and traffic calming. These plans collectively support Complete Streets, bicycle and pedestrian safety, transit priority, and Vision Zero goals identified in the application.
Regionally, the project aligns with Plan Bay Area 2050+ (2024) strategies to deliver complete streets, improve transit performance, reduce greenhouse gas emissions, and advance equity. The project also supports the City's ADA Transition Plan (2008) through reconstruction of curb ramps and accessible pedestrian facilities. By integrating transit-only lanes, signal upgrades, ADA improvements, and safety treatments, the project implements adopted policy guidance across multiple plan types, including citywide/specific plans, active transportation plans, transit plans, and comprehensive safety plans.

Does the project area contain segments of the regional Active Transportation (AT) Network?

Yes

If yes, describe how the project adheres to NACTO and/or PROWAG guidelines:

The Mission Street Safety Improvements Project is designed consistent with MTC's Complete Streets Policy by incorporating national best practices from both NACTO's Designing for All Ages & Abilities guidance and the U.S. Access Board's Public Rights-of-Way Accessibility Guidelines (PROWAG).
Consistent with NACTO's All Ages & Abilities guidance, the project prioritizes a low-stress, highly legible street environment that is safe and comfortable for users of all ages and abilities. While Mission Street is primarily a transit-priority corridor, the project supports high-comfort multimodal travel by reducing vehicle conflicts, calming traffic speeds, and improving predictability through measures such as transit-only lanes, bulbouts, upgraded signal timing, and enhanced lighting. These elements align with NACTO principles to create safer, more intuitive streets that prioritize vulnerable users and support walking, rolling, and connections to adjacent bicycle facilities and low-stress routes.
The project also adheres to PROWAG by incorporating accessible pedestrian design throughout the corridor. Improvements include installation and reconstruction of ADA-compliant curb ramps with detectable warning surfaces, improved crosswalk alignment, and reduced crossing distances. Sidewalk and intersection designs are being developed to meet current accessibility standards for slope, width, and clear paths of travel, ensuring usability for people with disabilities, including those using mobility devices or with visual impairments.
Together, these design approaches ensure the corridor reflects a Complete Streets framework grounded in equity, accessibility, and user safety, delivering a street environment that is comfortable, navigable, and accessible for all users while supporting regional policy requirements.

Is there a MTC Mobility Hub within the project area?

Yes

If yes, describe outreach to mobility providers and Hub-supportive elements:

The Mission Street Safety Improvements Project has included coordination and outreach with key mobility providers to ensure the corridor supports a seamless, integrated multimodal network consistent with the Mobility Hubs Playbook . Project development has involved close collaboration with the San Francisco Municipal Transportation Agency (SFMTA) and regional transit operators, gathering input on transit operations, stop accessibility, and maintaining service reliability during and after construction. The project team has also coordinated with local stakeholders, including Community Benefit Districts, to understand first-/last-mile needs and emerging shared mobility opportunities.
The project incorporates several Mobility Hub-supportive elements by enhancing access, visibility, and comfort for multimodal transfers along the corridor. Improvements such as wider and more accessible sidewalks, ADA-compliant curb ramps, improved lighting, and safer crossings strengthen connections between transit services and surrounding neighborhoods. Dedicated transit-only lanes and signal upgrades improve the performance of high-frequency bus routes, making transfers more reliable and predictable. Streetscape enhancements, including seating and wayfinding opportunities, support rider comfort and navigation, which are key components of successful Mobility Hubs.
In alignment with Play 1, the project helps create a coordinated, user-centered transportation environment by prioritizing transit, improving first- and last-mile connections, and designing a corridor that can accommodate evolving mobility services such as micromobility and shared transportation. By strengthening connections to major regional transit assets and improving the overall user experience, the project contributes to the development of a dense, accessible, and well-integrated mobility network in downtown San Francisco.

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes?

Yes

Summary of traffic safety conditions and traffic safety countermeasures:

Analysis of recent collision data along the Mission Street corridor demonstrates clear and consistent crash patterns that, absent intervention, are highly likely to continue or worsen. From 2019 to 2024, a total of 86 reported injury crashes resulted in 4 fatalities and 114 injuries, indicating a persistent and severe safety problem within the project limits. These findings confirm that the corridor represents a top safety priority for the agency, particularly as part of San Francisco's High Injury Network. The record indicates that collisions disproportionately impact vulnerable road users. Pedestrians and bicyclists account for the majority of victims, representing approximately 63% of fatalities and serious injuries. Six fatal and serious injury crashes involved pedestrians or bicyclists, with four pedestrians killed, four pedestrians seriously injured, and two bicyclists seriously injured in those five crashes alone. Without improvements, these trends suggest continued high rates of injury among individuals who rely on walking and biking, including disadvantaged community members, older adults, students, and people with disabilities.
Crash type analysis further reinforces the need for targeted safety improvements. Vehicle-pedestrian collisions are the most common crash type, occurring almost twice as often as the next highest crash type and accounting for 42% of all collisions. This indicates a persistent pattern of conflicts with vulnerable users at crossings and intersections. Sideswipe (23%) and broadside (19%) collisions are also prominent, pointing to turning conflicts, lane changes, and complex interactions along the corridor. If left unaddressed, these patterns are likely to continue due to the corridor's high traffic volumes and constrained right-of-way. In pedestrian-specific crashes, driver failure to yield to pedestrians in crosswalks accounts for half of all incidents, reinforcing that intersections are a critical area of concern. Notably, 60% of pedestrian crashes occurred while individuals
were legally crossing within crosswalks, demonstrating that even expected and appropriate pedestrian behavior is not currently protected by existing street design. A significant portion of crashes (30%) also occur in dark conditions with street lighting present, suggesting that existing lighting is insufficient for ensuring visibility and safety. Without upgrades, visibility-related risks, especially for pedestrians, are likely to persist.
The proposed project directly responds to these identified crash trends with targeted, context-sensitive improvements. Pedestrian bulbouts address the high rate of pedestrian collisions by shortening crossing distances, improving sightlines, and slowing turning vehicles to directly mitigate failure-to-yield and turning-related crashes. Enhanced signal timing and phasing reduce conflicts between pedestrians, bicyclists, and vehicles, addressing the high incidence of intersection-related collisions. Upgraded lighting improves visibility during nighttime or low-light conditions, directly responding to the substantial share of crashes occurring in dark environments. Dedicated transit-only lanes reduce weaving and lane-changing behavior, helping to address sideswipe and broadside collisions while improving overall corridor predictability. For bicyclists, conflict striping at intersections highlights areas of potential interaction with turning vehicles, improving awareness and reducing the risk of collision at key crossing points.
Collectively, these improvements prioritize the safety of vulnerable road users, who are disproportionately represented in the collision data. Absent these improvements, the existing pattern of pedestrian- and bicyclist-involved crashes driven by unsafe turning movements, failure to yield, and limited visibility would likely continue. The Mission Street Safety Improvements Project represents a high-priority, data-driven response that directly aligns proposed countermeasures with documented crash types and locations, significantly reducing the likelihood and severity of future collisions.

Infrastructure elements included in this phase of the project:

Updated Crosswalk/Crosswalk Enhancements, Curb Extensions (including Bus Bulbs), Upgrade to Existing Traffic Signal or Other Control Device

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

Yes

Census tract(s) designated as EPCs affected by this project:

011700, 017601, 017801

Will the project integrate green infrastructure?

No

Section 3: Compliance and Exception Review

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?

Yes

Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?

Yes

Transit agency (or agencies) serving the project community:

AC Transit (Alameda-Contra Costa Transit District), Golden Gate Transit (Golden Gate Bridge, Muni (San Francisco Municipal Transportation Agency), SamTrans (San Mateo County Transit District), SolTrans (Solano County Transit), WestCAT (Western Contra Costa Transit Authority)

Did the transit agency notify you that they do NOT have service in your project area?

No

Description of transit routes/stations and measures to mitigate impacts:

The Mission Street corridor is one of San Francisco's highest-ridership transit corridors and is served by multiple frequent local and regional routes. The project area includes the Muni 14 Mission and 14R Mission Rapid lines, which carry tens of thousands of daily riders, as well as the Muni routes 25 and 714. AC Transit operates the 800 Rich route on the project corridor, SamTrans operates the 292, 397, and 713, and Golden Gate Transit operates the 101, 114, 120, 132, 154, and 172 routes. The corridor provides direct access to major regional transit hubs, including the Salesforce Transit Center, Embarcadero BART/Muni Metro Station, Montgomery Street Station, and regional ferry service at the Ferry Building. These connections make the corridor a critical link between local neighborhoods and regional transit networks.
To support transit performance, the project incorporates transit-supportive design elements including dedicated red transit-only lanes in both directions, traffic signal upgrades and interconnects to improve progression, and corridor operational improvements that reduce delay and variability. Enhanced pedestrian infrastructure-such as ADA-compliant curb ramps, shorter crossings, improved lighting, and streetscape upgrades-strengthens first- and last-mile connections to transit stops and stations, improving accessibility for all users.
The project also includes measures to mitigate construction impacts to transit. Construction will be phased and coordinated closely with SFMTA to maintain transit operations and minimize service disruptions. This includes block-by-block sequencing, maintaining access to stops wherever feasible, providing temporary stop relocations as needed, and scheduling work to avoid peak travel periods where possible. Ongoing coordination and advance notice to transit operators and the public will ensure continuity of service and rider information throughout construction. Together, these strategies ensure the corridor remains functional during construction while delivering long-term improvements to transit reliability, accessibility, and connectivity.

Have all potentially affected transit agencies had the opportunity to review this project?

No

Has a local BPAC reviewed this Checklist?

No

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This is a DRAFT version - not yet submitted

MTC Complete Streets Checklist - DRAFT

Section 1: Contact and Project Information

Contact Name:

Victoria Chan

Email Address:

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Contact Phone Number:

(628) 271-3132

Project Sponsor:

San Francisco Department of Public Works

County:

San Francisco

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

One Bay Area Grant Program (OBAG)

Project Name/Title:

Access for All: Downtown Curb Ramp & Access Improvements

Project Location:

San Francisco

Project Description:

The project is focused on six key intersections in the Downtown San Francisco core, north of Market Street. These intersections include (from North to South): Clay Street and Montgomery Street, California Street and Montgomery Street, Bush Street and Grant Street, Powell Street and Sutter Street, Geary Street and Kearny Street, and Eddy Street and Mason Street. The project will upgrade 29 curb ramps to ADA compliance (targeted due to the presence of sub-sidewalk basements), add Accessible Pedestrian Signals (APS) push buttons at adjacent traffic signals, and restripe crosswalks (as warranted).

Project Phase(s):

Construction (CON)

Project Mode(s):

Bicycle, Pedestrian

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?

No

Section 2: Pedestrian, Bicycle, and Transit Planning

Relevant plans this project helps to implement:

ADA Transition Plan, Vision Zero/Local Roadway Safety Plan/Systemic Safety Analysis Report/Comprehensive Safety Action Plan, City/County General + Specific Area Plans

Details on plan recommendations affecting the project area (with adoption date):

ADA Transition Plan (2008): The City's latest ADA Transition Plan incorporates both a funding commitment and a prioritization matrix that seeks to remove barriers in the public right of way, and approaches sequencing with an equitable lens. The Plan's geospatial proximity priorities are in direct alignment with the project ramp locations, as these are locations with long-standing community requests for barrier removal (nearly 100 over the last three decades), those serving routes to government offices (including the National Park Service and US Securities and Exchange Commission), those serving public facilities (including multiple parks, schools, community centers, and senior centers), those serving transportation (multiple transit stations and Bay Wheels docking stations), and places of public accommodation/employers in a critical business district.

Vision Zero SF Action Strategy (2021): The project addresses locations on or near San Francisco's Vision Zero High Injury Network (HIN), with two of the six project intersections at the juncture of two HIN corridors and all remaining locations except for Sutter Street/Powell Street along an HIN roadway. The Vision Zero SF Action Strategy identifies older adults and people with disabilities as vulnerable populations disproportionately impacted by severe and fatal traffic injuries, noting seniors account for 25% of pedestrian deaths while comprising only 15% of the population. Curb ramp upgrades directly address accessibility needs for these priority populations. The project directly supports a "Safe Streets" action in the Vision Zero SF 2021 Action Strategy flagged in conjunction with SFMTA under "improving visibility & reducing conflicts for vulnerable road users" by contributing to the goal of upgrading 40% of signals on the HIN with APS.

Plan Bay Area 2050+ (2026): The project advances several key strategies in Plan Bay Area 2050+, particularly within the Transportation, Equity, and Climate frameworks. The project supports Strategy T9 (Build a Complete Streets Network) by improving pedestrian infrastructure through the construction of ADA-compliant curb ramps, enhancing connectivity for users of all ages and abilities. The project supports Strategy T2 (Advance Equity in Transportation Investments) by focusing on improvements within Equity Priority Communities (EPCs) and Priority Development Areas (PDAs). Project area neighborhoods, including the Tenderloin and Chinatown, contain high concentrations of residents who rely heavily on walking, transit, and accessible routes. By addressing long-standing accessibility barriers, the project reduces transportation access disparities. The project is consistent with the Plan's "fix-it-first" approach (Strategy T1: Maintain the Existing System), by upgrading non-compliant infrastructure to achieve a state of good repair, and coordinating with the City's Street Resurfacing Program to deliver intersection paving at three project locations. The project supports the Plan's goal of reducing greenhouse gas emissions through promoting mode shift (Strategy T3: Expand Transit Priority and Alternatives to Driving). By improving walking conditions, including access to transit, the project empowers residents to complete local trips without relying on personal vehicles.

San Francisco Transportation Plan 2050 (2022): Connects the dots between Vision Zero and the City's investment plan, underscoring an OBAG County Program consideration to maintain a state of good repair through the 2050 Plan's aim to "invest to maintain transportation infrastructure in overall good condition and reduce the maintenance backlog to improve safety and reliability." Project improvements directly respond to community-supported safety requests and provide upgrades along critical routes for residents of all ages and abilities to access services, transit, and daily destinations.

Does the project area contain segments of the regional Active Transportation (AT) Network?

Yes

If yes, describe how the project adheres to NACTO and/or PROWAG guidelines:

The Access for All: Downtown Curb Ramp & Access Improvements project implements design best practices from the Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) and the National Association of City Transportation Officials (NACTO)'s Designing for All Ages & Abilities guidance. Centered around curb ramp upgrades, which are a fundamental component of an accessible street network, this project will provide 29 upgraded ramps at six intersections to ensure ADA compliance and access for those of all ages and abilities.

PROWAG aligns directly with this project scope, given the focus on accessibility enhancements, including curb ramps, Accessible Pedestrian Signals (APS), and crosswalk restriping during intersection resurfacing. PROWAG states: "Curb ramps and detectable warning surfaces are required where a pedestrian circulation path meets a vehicular way." By upgrading the non-compliant curb ramps at six intersections, this project will ensure the accessibility of critical pedestrian circulation paths through the downtown core. In terms of APS, PROWAG states: "All new and altered pedestrian signal heads installed at crosswalks must include accessible pedestrian signals (APS), which have audible and vibrotactile features indicating the walk interval so that a pedestrian who is blind or has low vision will know when to cross the street." This project responds to PROWAG guidance by installing APS on traffic signals adjacent to the project intersections. Furthermore, PROWAG states: "Crosswalks have a pedestrian access route within them and are part of the continuous network of accessible pedestrian facilities required through public rights-of-way." By coordinating with three Resurfacing Program projects to pave the Bush/Grant, Eddy/Mason, and Powell/Sutter intersections in conjunction with this project's ramp-focused upgrades, the project will construct accessible and reconstructed intersections, including restriping crosswalks, as warranted, with overall cost savings.

NACTO's Designing for All Ages & Abilities contextual guidance, though primarily a bicycle facility design document, aligns with the project's emphasis on upgrading street design to serve a diverse user base as well. Curb ramps are a critical component of bicycle facility access, including where cyclists enter/exit the roadway or disembark to reach their final destination or transit stop. Though the project intersections are not on existing bike network facilities, both Sutter Street and California Street are both designated as bike routes, and cyclists, scooter riders, and people using mobility devices are all navigating the street network to access area destinations. NACTO's guide notes the importance of designing for seniors (who may have lower visual acuity), children (who are less visible to drivers), and people with disabilities, all of whom directly benefit from an accessible intersection environment.

Is there a MTC Mobility Hub within the project area?

No

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes?

Yes

Summary of traffic safety conditions and traffic safety countermeasures:

Of the six project locations, two are at the intersection of San Francisco Vision Zero High Injury Network (HIN) corridors, and all remaining locations, except for the Sutter Street/Powell Street intersection, are along an HIN roadway. An analysis of crash data at the project intersections between 2016 and 2025 reinforces the need for safety-focused interventions. Of the 60 injury crashes that occurred at the six project intersections, four were severe.

Crash data records indicate a concerning trend of both bicyclist and pedestrian-involved crashes. 21 of the 60 crashes (over 1/3) involved a pedestrian, and six (10%) involved a bicyclist, amounting to nearly half the crashes in total involving a vulnerable user. These findings reinforce the need for enhancements in the project area, compounded by the high density of activity generators. The majority of pedestrian-involved crashes occurred when the user was crossing in a crosswalk at an intersection, and two of these crashes resulted in severe injuries. Without improvements, those relying on walking and biking to reach their destinations continue to face risky conditions, even in places of perceived safety (such as within marked crosswalks. In the majority of vehicle-pedestrian crashes (72%), the driver was making either a right or left turn and failed to yield right-of-way at the crosswalk when they struck the pedestrian. In these unfortunate circumstances, pedestrians have nowhere to go and may be caught off guard by a vehicle turning into their path.

Overall, the project upgrades will address longstanding barriers and contribute to reducing crash risk by enhancing predictability and safety at high-priority locations identified through community input and data-driven prioritization. First, the project will upgrade non-compliant curb ramps to reduce a barrier to safe access for people with disabilities and those using mobility devices, ensuring baseline accessibility. Secondly, the project will refresh/restripe crosswalks at the three locations where the project team is partnering with the Resurfacing Program to meet the latest design standards and enhance visibility. Thirdly, the project will install APS at adjacent traffic signals, ensuring blind or sight-impaired pedestrians receive adequate audible queues to understand when it is safe to cross.

Infrastructure elements included in this phase of the project:

Updated Crosswalk/Crosswalk Enhancements, Upgrade to Existing Traffic Signal or Other Control Device, Other: Curb Ramp Upgrades, Drainage Upgrades

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

Yes

Census tract(s) designated as EPCs affected by this project:

012501, 011700, 061100

Will the project integrate green infrastructure?

No

Section 3: Compliance and Exception Review

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?

Yes

Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?

Yes

Transit agency (or agencies) serving the project community:

AC Transit (Alameda-Contra Costa Transit District), Golden Gate Transit (Golden Gate Bridge, Highway and Transportation District), Muni (San Francisco Municipal Transportation Agency), SamTrans (San Mateo County Transit District), SolTrans (Solano County Transit), WestCAT (Western Contra Costa Transit Authority)

Did the transit agency notify you that they do NOT have service in your project area?

No

Description of transit routes/stations and measures to mitigate impacts:

The project locations are in transit-rich areas and serve the PH, PM, and CA cable car routes, Muni routes 1, 2, 8, 8AX, 8BX, 30, 30X, 38, 38R, 45, 91, SF, and TBUS. This project supports the goals of SFMTA's Muni Forward program, particularly those related to improved connections to regional transit. The program prioritizes improvements along high-ridership transit corridors and relies on accessible pedestrian infrastructure to ensure equitable first/last mile access to transit.

By upgrading curb ramps and improving crossing accessibility, the project directly supports pedestrian access improvements that ensure that riders (including people with disabilities, seniors, and those with limited mobility) can safely reach transit stops along Rapid Network corridors, providing frequent, high-capacity service in the project area and forming part of the backbone of the Muni system.

The project also reinforces the effectiveness of existing transit-focused treatments by improving access to intersections equipped with transit signal priority and signal timing improvements, to help buses and trains move more efficiently and reduce travel times. By improving multimodal safety at priority corridor crossings, the project complements these investments and enhances transit stop accessibility.

In addition, the project supports connectivity to the broader regional transit network by improving first/last mile access to downtown transit hubs, including Powell Street BART/Muni Station and multiple high-frequency Muni routes, which together serve as a central transfer point for local and regional travel. Muni Forward emphasizes that transit accessibility depends not only on service improvements but also on safe and convenient access to and from transit stops. By removing accessibility barriers at intersections, the project strengthens the performance and usability of existing transit investments while expanding equitable access to the region's core transit network.

The project will include measures to mitigate construction impacts to transit. Construction will be phased and coordinated closely with SFMTA to maintain transit operations and minimize service disruptions. This includes maintaining access to stops wherever feasible (only two ramps per intersection will be upgraded at a time), providing temporary stop relocations if needed, and scheduling work to avoid peak travel periods where possible. Ongoing coordination and advance notice to transit operators and the public will ensure continuity of service and rider information throughout construction. Together, these strategies ensure the corridor remains functional during construction while delivering long-term improvements to transit reliability, accessibility, and connectivity.

Have all potentially affected transit agencies had the opportunity to review this project?

No

Has a local BPAC reviewed this Checklist?

No

Generated on: 7/2/2026

This is a DRAFT version - not yet submitted

MTC Complete Streets Checklist - DRAFT

Section 1: Contact and Project Information

Contact Name:

Andrew Heidel

Email Address:

andrew.heidel@sfcta.org

Contact Phone Number:

415-522-4836

Project Sponsor:

San Francisco County Transportation Authority (SFCTA)

County:

San Francisco

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

One Bay Area Grant Program (OBAG)

Project Name/Title:

Bayview Caltrain Station (Pre-Environmental Planning)

Project Location:

San Francisco

Project Description:

Advance pre-environmental work and PAED phase scoping for the infill Bayview Caltrain Station at Oakdale Avenue. This The station would be located on the existing Caltrain alignment in the Bayview neighborhood, roughly 1.4 miles south of the 22nd Street Station and 2.2 miles north of the Bayshore Station. This would be the new closest Caltrain station for most residents in the Bayview as well as other nearby neighborhoods like Hunters Point, Silver Terrace, and Portola. In coordination with Caltrain, this phase will deliver a Project Study Report that scopes the environmental phase.

Project Phase(s):

Planning (PLN)

Project Mode(s):

Non-Roadway Transit (heavy rail, ferries, etc.)

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

Yes

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?

Yes

Section 2: Pedestrian, Bicycle, and Transit Planning

Relevant plans this project helps to implement:

City/County General + Specific Area Plans, Community-Based Transportation Plan, Transit Plan

Details on plan recommendations affecting the project area (with adoption date):

At this stage of work, planning is not yet looking into station access considerations. The station itself will be on grade-separated right-of-way off of the local street and active transportation network.

The Bayview Caltrain Station has been studied in numerous plans including the Southeast Rail Station Study (2022), San Francisco Transportation Plan (2022), ConnectSF Transit Strategy (2021), Bayview Community Based Transportation Plan (2020), and Bayview-Oakdale Caltrain Station Study (2005).

Does the project area contain segments of the regional Active Transportation (AT) Network?

Yes

If yes, describe how the project adheres to NACTO and/or PROWAG guidelines:

The project is grade-separated and off of the local roadway, pedestrian, and bicycle network. In future phases, work will explore how to best link the station with the street network, in alignment with Caltrain customer access and NACTO standards

Is there a MTC Mobility Hub within the project area?

No

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes?

No

Summary of traffic safety conditions and traffic safety countermeasures:

The project will be on grade-separated right of way that is separate from local streets.

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

Yes

Census tract(s) designated as EPCs affected by this project:

061200, 023001, 023102, 023200, 023400, 023300, 023103, 980600, 025702

Will the project integrate green infrastructure?

N/A

Section 3: Compliance and Exception Review

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?

Seeks Exception

Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?

Seeks Exception

Transit agency (or agencies) serving the project community:

Muni (San Francisco Municipal Transportation Agency)

Did the transit agency notify you that they do NOT have service in your project area?

No

Description of transit routes/stations and measures to mitigate impacts:

23, 24, 44 travel on Palau one block from the Oakdale station entrances. However, the project is grade-separated and off of the local roadway, pedestrian, and bicycle network. In future phases, work will explore how to best link the station with the street network, including transit, in alignment with Caltrain customer access and NACTO standards

Have all potentially affected transit agencies had the opportunity to review this project?

No

Has a local BPAC reviewed this Checklist?

No

BPAC meeting date(s):

2026-08-06

Summary of BPAC meeting comments:

To be reviewed on 8/6

1. The affected roadway is legally prohibited for use by bicyclists and/or pedestrians:

Yes

If yes, cite language and agency citing prohibited use:

There is no affected roadway. The project will be on grade-separated Caltrain right-of-way that is designated for and restricted to trains

2. The costs of providing Complete Streets improvements are excessively disproportionate (>20% of total project cost):

No

3. There is a documented Alternative Plan to implement Complete Streets on a nearby parallel route:

No

4. Conditions exist in which policy requirements may not be able to be met:

Yes

Describe condition(s) that prohibit implementation:

The project will be on grade-separated Caltrain right-of-way that is designated for trains

Transit Agency did not review project within 20 business days:

No

Suggested transit-impact mitigations are infeasible along the roadway:

No