

File No. 101014

Committee Item No. 5

Board Item No. _____

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Sub-Committee: BUDGET AND FINANCE

Date: August 4, 2010

BOARD OF SUPERVISORS MEETING

Date: _____

Cmte Board

- | | | |
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| <input type="checkbox"/> | <input type="checkbox"/> | Motion |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Resolution |
| <input type="checkbox"/> | <input type="checkbox"/> | Ordinance |
| <input type="checkbox"/> | <input type="checkbox"/> | Legislative Digest |
| <input type="checkbox"/> | <input type="checkbox"/> | Budget Analyst Report |
| <input type="checkbox"/> | <input type="checkbox"/> | Legislative Analyst Report |
| <input type="checkbox"/> | <input type="checkbox"/> | Introduction Form (for hearings) |
| <input type="checkbox"/> | <input type="checkbox"/> | Department/Agency Cover Letter and/or Report |
| <input type="checkbox"/> | <input type="checkbox"/> | MOU |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Grant Information Form |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Grant Budget |
| <input type="checkbox"/> | <input type="checkbox"/> | Subcontract Budget |
| <input type="checkbox"/> | <input type="checkbox"/> | Contract/Agreement |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Award Letter |
| <input type="checkbox"/> | <input type="checkbox"/> | Application |
| <input type="checkbox"/> | <input type="checkbox"/> | Public Correspondence |

OTHER (Use back side if additional space is needed)

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Completed by: Andrea S. Ausberry

Date Thursday, July 29, 2010

Completed by: _____

Date _____

An asterisked item represents the cover sheet to a document that exceeds 25 pages. The complete document is in the file.

1 [Accept and Expend Grant - San Francisco Pedestrian Safety Project - \$200,000]

2
3 **Resolution authorizing the San Francisco Department of Public Health to accept and**
4 **expend a grant from the California Office of Traffic Safety in the amount of \$200,000, to**
5 **fund the San Francisco Pedestrian Safety Project for the period of October 1, 2010,**
6 **through September 30, 2011.**

7
8 WHEREAS, The California Office of Traffic Safety (OTS) awarded DPH funding for the
9 San Francisco Pedestrian Safety Project in the amount of \$200,000, for the period of October
10 1, 2010 through September 30, 2011; and,

11 WHEREAS, This funding will allow DPH to improve on pedestrian safety citywide,
12 through activities that include, but are not limited to, developing a network to identify and plan
13 for a system of key pedestrian streets and improving walking routes that connect to key
14 destinations; and,

15 WHEREAS, As a condition of receiving the grant funds, California OTS requires the
16 City to enter into an agreement (the "Agreement"), a copy of which is on file with the Clerk of
17 the Board of Supervisors in File No. 101014 ; which is hereby declared to be a part of this
18 resolution as if set forth fully herein; and,

19 WHEREAS, An ASO amendment is not required as the grant funding will be used to
20 provide partial reimbursement for a total of three existing positions at DPH and two other
21 Departments including: one Health Educator (Job Class #2822) at .25 FTE through DPH; one
22 Planner III (Job Class#5291) at .50 FTE through the Planning Department; and one Transit
23 Planner III (Job Class #5289) at .50 FTE through the Municipal Transportation Agency; all for
24 the period of October 1, 2010 through September 30, 2011; and,
25

1 WHEREAS, The grant budget includes a provision for indirect costs in the amount of
2 \$4,409; and, now, therefore, be it

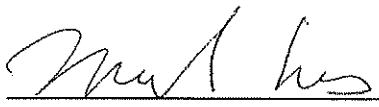
3 RESOLVED, That DPH is hereby authorized to accept and expend a grant in the
4 amount of \$200,000 from the California OTS; and, be it

5 FURTHER RESOLVED, That DPH is hereby authorized to accept and expend the
6 grant funds pursuant to San Francisco Administrative Code section 10.170-1; and, be it

7 FURTHER RESOLVED, That the Controller is directed to designate the positions
8 funded under this agreement as a "G" or grant-funded position which would terminate when
9 the agreement expires; and, be it

10 FURTHER RESOLVED, That the Director of Health is authorized to enter into the
11 agreement on behalf of the City.

12
13
14
15 RECOMMENDED:

16 
17 _____
18 Mitchell Katz, M.D.
19 Director of Health

APPROVED:

20 
21 _____
22 Office of the Mayor

23 
24 _____
25 Office of the Controller

File Number: 101014
(Provided by Clerk of Board of Supervisors)

Grant Information Form
(Effective March 2005)

Purpose: Accompanies proposed Board of Supervisors resolutions authorizing a Department to accept and expend grant funds.

The following describes the grant referred to in the accompanying resolution:

1. Grant Title: San Francisco Pedestrian Safety Project
2. Department: SF Department of Public Health – Community Health Prevention and Promotion Branch

3. Contact Person: Ana Validzic Telephone: (415) 581-2478

4. Grant Approval Status (check one):

Approved by funding agency Not yet approved

5. Amount of Grant Funding Approved or Applied for: \$200,000

- 6a. Matching Funds Required: none
- b. Source(s) of matching funds (if applicable):

- 7a. Grant Source Agency: California Office of Traffic Safety (OTS)
- b. Grant Pass-Through Agency (if applicable):

8. Proposed Grant Project Summary:
The San Francisco Pedestrian Safety Project will develop a citywide pedestrian network that will identify and plan for a system of key pedestrian streets throughout the City and improved walking routes that connect to key City destinations. The project will create a map of key pedestrian streets throughout the City, to prioritize capital pedestrian improvements that improve pedestrian safety and encourage walking.

The project will design select streets under each category for capital improvement, and result in a list of capital priorities to improve key walking streets, connections to open spaces and other destinations, and other pedestrian improvements. These capital projects, when built, would be expected to enhance pedestrian safety, encourage walking, and improve access to major city destinations.

Project tasks include inventory of existing conditions and data, stakeholder outreach, interagency coordination, development of route maps, design of key streets, and development of a capital priority list.

This project builds on the City's Better Streets Plan, a comprehensive set of pedestrian-oriented design guidelines and standards for public right-of-ways. The project will also lay the groundwork for an update of the Transportation Element of the San Francisco General Plan, which sets overall transportation policy for the City and County of San Francisco, including key networks for various travel modes. Work on the Transportation Element update is forecasted to begin in 3 to 5 years.

9. Grant Project Schedule, as allowed in approval documents, or as proposed:
Start-Date: 10/1/10 End-Date: 9/30/11

- 10a. Amount budgeted for contractual services: \$0
- b. Will contractual services be put out to bid?

c. If so, will contract services help to further the goals of the department's MBE/WBE requirements?

d. Is this likely to be a one-time or ongoing request for contracting out?

11a. Does the budget include indirect costs? Yes No

b1. If yes, how much? \$4,409

b2. How was the amount calculated? 15% of Personnel costs as mandated by granting agency

c. If no, why are indirect costs not included?

- Not allowed by granting agency To maximize use of grant funds on direct services
- Other (please explain):

12. Any other significant grant requirements or comments:

This is a multi-agency project. There are two workorders to two other CCSF agencies as follows:

1. SF Planning Department for \$95,000 which will reimburse the Planning Department for an existing 5291 Planner III at .50 FTE and \$30,000 for materials.
2. SF Municipal Transportation Agency for \$65,000 which will reimburse the MTA for an existing 5289 Transit Planner III at .50 FTE.

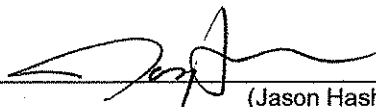
****Disability Access Checklist****

13. This Grant is intended for activities at (check all that apply):


- | | | |
|--|---|--|
| <input checked="" type="checkbox"/> Existing Site(s) | <input checked="" type="checkbox"/> Existing Structure(s) | <input type="checkbox"/> Existing Program(s) or Service(s) |
| <input type="checkbox"/> Rehabilitated Site(s) | <input type="checkbox"/> Rehabilitated Structure(s) | <input checked="" type="checkbox"/> New Program(s) or Service(s) |
| <input type="checkbox"/> New Site(s) | <input type="checkbox"/> New Structure(s) | |

14. The Departmental ADA Coordinator and/or the Mayor's Office on Disability have reviewed the proposal and concluded that the project as proposed will be in compliance with the Americans with Disabilities Act and all other Federal, State and local access laws and regulations and will allow the full inclusion of persons with disabilities, or will require unreasonable hardship exceptions, as described in the comments section:

Comments:

Departmental or Mayor's Office of Disability Reviewer:  _____
(Jason Hashimoto)

Date Reviewed: 7/20/10

Department Approval:  _____
(Mitch Katz, MD) (Director of Health)

SCHEDULE B
PAGE 1 of 2
DETAILED BUDGET ESTIMATE
GRANT NO. TBD

COST CATEGORY	FISCAL YEAR ESTIMATES			TOTAL COST TO GRANT
	FY-1 10/1/2010 thru 9/30/2011	FY-2 10/1/2011 thru 9/30/2012	FY-3 10/1/2012 thru 9/30/2013	
A. PERSONNEL COSTS				
<u>Positions and Salaries</u>				
1 Health Educator @ 26.10 biweekly pay periods @ \$3,387 @ 25% FTE	\$22,100.00	\$0.00	\$0.00	\$22,100.00
	0.00	0.00	\$0.00	0.00
	0.00	0.00	\$0.00	0.00
	0.00	0.00	\$0.00	0.00
	0.00	0.00	\$0.00	0.00
	0.00	0.00	\$0.00	0.00
	0.00	0.00	\$0.00	0.00
	0.00	0.00	\$0.00	0.00
	0.00	0.00	\$0.00	0.00
Employee Benefits - Health Educator @ 33%	7,293.00	0.00	\$0.00	7,293.00
Category Sub-Total	\$29,393.00	\$0.00	\$0.00	\$29,393.00
B. TRAVEL EXPENSE				
In State	\$3,000.00	\$0.00	\$0.00	\$3,000.00
Out of State	0.00	0.00	0.00	0.00
Category Sub-Total	\$3,000.00	\$0.00	\$0.00	\$3,000.00
C. CONTRACTUAL SERVICES				
Subcontract with SF Planning Dept	\$95,000.00	\$0.00	\$0.00	\$95,000.00
Subcontract with SF Municipal Transportation Agency	\$65,000.00	0.00	0.00	65,000.00
Subcontract with SF Police Department	0.00	0.00	0.00	0.00
Category Sub-Total	\$160,000.00	\$0.00	\$0.00	\$160,000.00

SCHEDULE B
PAGE 2 of 2
DETAILED BUDGET ESTIMATE
GRANT NO. TBD

COST CATEGORY	FISCAL YEAR ESTIMATES			TOTAL COST TO GRANT
	FY-1 10/1/2010 thru 9/30/2011	FY-2 10/1/2011 thru 9/30/2010	FY-3 10/1/2012 thru 9/30/2013	
D. EQUIPMENT				\$0.00
				0.00
				0.00
				0.00
				0.00
Category Sub-Total	\$0.00	\$0.00	\$0.00	\$0.00
E. OTHER DIRECT COSTS				
Printing and Duplication	\$3,198.00	\$0.00	0.00	\$3,198.00
	0.00	0.00	0.00	0.00
	0.00	0.00	0.00	0.00
	0.00	0.00	0.00	0.00
	0.00	0.00	0.00	0.00
	0.00	0.00	0.00	0.00
	0.00	0.00	0.00	0.00
	0.00	0.00	0.00	0.00
	0.00	0.00	0.00	0.00
	0.00	0.00	0.00	0.00
	0.00	0.00	0.00	0.00
Category Sub-Total	\$3,198.00	\$0.00	\$0.00	\$3,198.00
F. INDIRECT COSTS				
15% of Personnel	4,409.00	0.00	0.00	\$4,409.00
Category Sub-Total	\$4,409.00	\$0.00	\$0.00	\$4,409.00
GRANT TOTAL	\$200,000.00	\$0.00	\$0.00	\$200,000.00

SCHEDULE B-1

GRANT NO. TBD

BUDGET NARRATIVE

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CONTRACTUAL SERVICES[OTS3]

Subcontract with SF Planning Department – A subcontract with the SF Planning Department will be established for the development of a citywide pedestrian network. The subcontract covers \$65,000 in personnel costs and \$30,000 for materials.

One Planner III (50% time for 26.10 biweekly pay periods – \$3,715.00/pay period) will be responsible for the development of the citywide pedestrian network at the Planning Department. S/He will be responsible for working in collaboration with staff at MTA to develop the pedestrian network, including existing conditions analyses, framework development, designs of 3-5 selected streets, develop capital list of priority streets for improvement, develop final document describing the citywide pedestrian network, and develop draft policies and objectives for inclusion in the Transportation Element of the San Francisco General Plan.

Benefits Chart[OTS4] **for Planner III**

Full Time Benefits

Unemployment Insurance	.20%
Social Security/FICA	6.11%
Medicare	1.43%
Health Insurance	14.59%
Dental Insurance	1.61%
Retirement	9.50%
Long Term Disability	.55%
Total Benefit Rate	34.00%

Benefits associated with positions are estimated at 34% of salary for the Planner III position - the required Civil Service rates, approved by OTS. All COLAs and Step increases provided for are as required by the Civil Service system and the City and County of San Francisco personnel requirements and are included in the personnel line items.

Personnel assigned to the grant are conducting a new traffic safety program not previously funded with the city, county or State funding or were previously in a grant funded position.

Subcontract with SF Municipal Transportation Agency – A subcontract with the SF Municipal Transportation Agency will be established for the development of a citywide pedestrian network. The subcontract covers \$65,000 in personnel costs.

One Planner III (50% time for 26.10 biweekly pay periods – \$3,715.00/pay period) will be responsible for the development of the citywide pedestrian network at the Planning Department. S/He will be responsible for working in collaboration with staff at Planning Department to develop the pedestrian network, including existing conditions analyses, framework development, designs of 3-5 selected streets, develop capital list of priority streets for improvement, develop final document describing the citywide pedestrian network, and develop draft policies and objectives for inclusion in the Transportation Element of the San Francisco General Plan.

SCHEDULE B-1

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BUDGET NARRATIVE

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Benefits Chart [OTS5] for Planner III
Full Time Benefits

Unemployment Insurance	.20%
Social Security/FICA	6.11%
Medicare	1.43%
Health Insurance	14.59%
Dental Insurance	1.61%
Retirement	9.50%
Long Term Disability	.55%
Total Benefit Rate	34.00%

Benefits associated with positions are estimated at 34% of salary for the Planner III position - the required Civil Service rates, approved by OTS. All COLAs and Step increases provided for are as required by the Civil Service system and the City and County of San Francisco personnel requirements and are included in the personnel line items.

Personnel assigned to the grant are conducting a new traffic safety program not previously funded with the city, county or State funding or were previously in a grant funded position.

In compliance with OTS procedures, subcontracts will be initiated that detail the scope of work and expenditures.

EQUIPMENT (Items valued in excess of \$5K each):

None.

OTHER DIRECT COSTS [OTS6] (Items valued less than \$5K each):

Printing/Duplication - Costs may include paper, production, printing and/or duplication, of materials associated with daily grant operations. This may include program educational materials.

INDIRECT COSTS

Indirect costs are calculated at 15% of personnel costs. This standard SF County rate has been federally approved. It includes Personnel, Accounting and Payroll costs.

PROGRAM INCOME [OTS7]

There will be no program income generated as a result of this project.

[OTS8]

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GRANT DESCRIPTION

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PROBLEM STATEMENT

The City and County of San Francisco (CCSF) is a densely populated urban area of more than 798,000 residents living within 49 square miles; therefore, it has a population density of almost 17,000 people per square mile. Senior citizens over 65 years of age constitute 15% of the total population for 116,777 individuals.

According to OTS, San Francisco ranked **1st** in pedestrian-motor vehicle collisions for cities with populations over 250,000 in 2008. San Francisco ranks highest in pedestrian-motor vehicle collisions both by vehicle miles traveled **and** per 1,000 population. For the past 5 years, San Francisco has had a 1/13 ranking by OTS in pedestrian-motor vehicle collisions, ranking it the highest in pedestrian collisions among California's large cities. San Francisco's pedestrian fatalities have been approximately 50% of all motor vehicle traffic fatalities and 20% of all motor vehicle injuries. Unfortunately, San Francisco also ranks highest for pedestrian-motor vehicle collisions involving seniors both by vehicle miles traveled and per 1,000 population.

Using local data (not OTS Rankings or SWITRS), complete the table below.

Insert in the blank rows data that is relative to your request (i.e. Pedestrian fatalities/injuries).

Collision Type	2006				2007				2008			
	Collisions		Victims		Collisions		Victims		Collisions		Victims	
Fatal	29		32		40		41		26		26	
Injury	2844		3721		3016		3892		3,002		3,827	
	Fatal	Injury	Killed	Injured	Fatal	Injury	Killed	Injured	Fatal	Injury	Killed	Injured
Alcohol Involved	2	86	2	136	2	94	2	155	0	104	0	143
Hit & Run	7	355	9	431	6	320	6	372	4	343	4	408
Nighttime (2100-0259 hours)	8	514	8	687	14	522	14	686	7	500	7	651
Speed	7	632	7	833	10	601	10	789	6	580	6	808
Pedestrian	16	732	16	741	24	765	24	798	13	783	13	805

This is local San Francisco Police Department (SFPD) data. SFPD records show that from the 2004 to 2008 there were 163 motor vehicle-related fatalities and 19,889 non-fatal injuries in San Francisco. During that same period of time, there were 87 pedestrian fatalities accounting for 53% of the total number of fatalities and 3,832 pedestrian injuries accounting for 19% of the total injuries. In addition, the SF Municipal Transportation Agency reports that in 2008 approximately 25% of the non-fatal injury collisions and 50% of the fatal collisions involved pedestrians.

In 2009, these percentages remained the same with the San Francisco Police Department reporting:

- A. a total of **30 fatalities** from motor vehicle collisions;
- B. **17 pedestrian fatalities for 57% of the total number of fatalities**;
- C. a total of **3,676 injuries** in motor vehicle collisions; and
- D. **751 pedestrians injured for 20% of total number of injuries.**

Pedestrian Fatalities	2004	2005	2006	2007	2008	2009	6-yr Totals
Total Fatalities	37	27	32	41	26	30	193
Pedestrian Fatalities	20	14	16	24	13	17	104
% of all fatalities	54%	52%	50%	59%	50%	57	Average of 54%
Pedestrian Injuries	743	755	743	798	805	751	4,595

Source: SFPD Traffic Collision Data

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Seniors are particularly vulnerable to pedestrian injuries. Often their injuries are more serious than would be the case with younger pedestrians and their recovery time is longer. Older pedestrians represent 35% to 60% of all fatal pedestrian injuries resulting from traffic collisions, therefore bearing a disproportionate share of the injuries.

Pedestrian Fatalities Over 65 yrs old	2004	2005	2006	2007	2008	2009	6-yr Totals
Pedestrian Fatalities	20	14	16	24	13	17	104
Pedestrians over 65	7	5	2	13	5	10	42
% of all fatalities	35%	36%	13%	54%	38%	59%	Average of 39%

Source: SFPD Traffic Collision Data

The UCSF Injury Center reports that in 2008, 730 pedestrians injured in motor vehicle crashes were seen at San Francisco General Hospital, the only Level I Trauma Center for San Francisco. Of the 730 patients, 161 were admitted. **Of all admitted patients, 31% were ages 65 years or older** – further evidence of the disproportionate share of the burden of injury for senior pedestrians. Approximately 50% of admitted patients stayed at San Francisco General Hospital between 15-28 days. **In 2008, the total medical cost of pedestrian injuries at San Francisco General Hospital for 2008 was \$14,722,845.** Approximately 72% of total costs were charged to public funds (e.g., Medicare, Medical, etc) and did not include costs for ambulance runs. [Source: Dicker, R.A., Lopez, D., Knudson, M.M., Pepper, M., Max, W., Crane, I. (2010, March). *Cost-driven injury prevention: Creating an innovative plan to save lives with limited resources.* Scheduled presentation at the Western Trauma Association Annual Meeting, Telluride, CO.]

Most recently, Fehr and Peers completed the *City and County of San Francisco Pedestrian Safety Assessment* through the ITS Berkeley Tech Transfer Program funded by OTS. In the report, Fehr and Peers also state that San Francisco is ranked highest for pedestrian collisions in the state. As part of the report’s recommendations to improve pedestrian safety, the authors state that San Francisco should: (1) update the citywide pedestrian network as designated within the General Plan based on new policies in the SF Better Streets Plan (pg. 12); (2) develop a prioritized list of pedestrian infrastructure improvements to allow the City to proactively implement pedestrian enhancements (pg. 12); and 3) implement sustained enforcement efforts and use the media (pg. 18).

As a result, the San Francisco Pedestrian Safety Project proposes to address the pedestrian safety issue with both short-term and long-term strategies. **In the short-term, the SF Police Department (SFPD) will conduct traffic enforcement of the primary collision factors contributing to pedestrian collisions**, including but not limited to pedestrian right-of-way violations, speeding, red-light running, illegal right turns, and pedestrian violations. **In the long-term, the SF Planning Department and the SF Municipal Transportation Agency (MTA) staff will develop a citywide pedestrian network that will improve pedestrian safety and walking conditions in San Francisco.** Specifically, the development of a citywide pedestrian network will identify and plan for a system of key pedestrian streets throughout the City, and develop improved walking routes that connect to key City destinations. The citywide pedestrian network would create a map of key pedestrian streets throughout the City, which is necessary to prioritize capital pedestrian improvements that improve pedestrian safety and encourage walking. Without such a list, other transportation projects will continue to take priority over the pedestrian realm and negatively impact pedestrian safety. Ultimately, the pedestrian network will be a key feature in the development of a *sustainable* strategy to address pedestrian safety. This will also lay the groundwork for an update of the Transportation Element of the San Francisco General Plan, which sets overall transportation policy for the City and County of San Francisco.

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GRANT DESCRIPTION

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PERFORMANCE MEASURES

GRANT GOALS

The broad goal is to improve pedestrian safety in San Francisco with a special focus on seniors and people with disabilities by coordinating targeted community-based campaigns addressing pedestrian injury. Our specific goals are:

1. To reduce total pedestrian fatalities by 15% from the calendar 2008 base year total of 13 to 11 by September 30, 2011.
2. To reduce total pedestrian injuries by 10% from the calendar 2008 base year total of 795 to 715 by September 30, 2011.
3. To reduce fatalities to pedestrians over age 65 by 20% from the calendar 2008 base year total of 5 to 4 by September 30, 2011.

GRANT OBJECTIVES

1. To coordinate pedestrian - motor vehicle collision prevention activities of City Agency partners, including Planning, MTA, SFPD and others, with efforts of community members and community-based organizations involved in pedestrian safety throughout the project period, from October 2010 through September 2011;
2. To establish Geographical Information System (GIS) mapping capacity to map pedestrian collisions, fatalities, and injuries by December 31, 2010;
3. To make updated local neighborhood maps showing pedestrian injury locations available to City agency staff, community groups and neighborhood activists involved in pedestrian safety efforts, from January through September 2011;
4. To establish Memorandums of Understandings (MOUs) and workorders with SFPD, MTA and Planning Department by December 31, 2010;
5. To work with SFPD and MTA to select and prioritize intersections for targeted enforcement activities by December 31, 2010;
6. To provide targeted enforcement of primary collision factors contributing to pedestrian safety at a minimum of 10 locations throughout San Francisco by September 30, 2011.
7. To compile existing conditions data for the development of the citywide pedestrian network by December 31, 2010;
8. To develop criteria for prioritizing pedestrian improvements by March 30, 2011;
9. To develop draft framework map of key pedestrian streets based on priority criteria by March 30, 2011;
10. To develop initial designs for three to five key selected streets for improvement by June 30, 2011;
11. To develop draft capital list of priority streets for improvement by August 31, 2011;

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12. Develop final document, including policies, framework map, prioritization criteria, designs for selected streets, and capital project list by September 30, 2011; and
13. Develop draft policies and objectives for inclusion in the Transportation Element of the San Francisco General Plan by September 30, 2011.

Media Objectives

1. To issue a press release announcing the kick-off of the grant by November 15, 2010. The press releases and media advisories, alerts, and materials must be forwarded to the OTS Public Information Officer at pio@ots.ca.gov and the OTS Coordinator for approval 14 days prior to the issuance date of the release.
2. To use the following standard language in all press, media, and printed materials: "Funding for this program was provided by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration."
3. To email a draft of all grant-related media releases, media advisories, alerts and materials to the OTS Public Information Officer at pio@ots.ca.gov and copied to your OTS Coordinator for approval 14-days prior to the issuance date of the release (media communications reporting the results of grant activities such as checkpoints and saturation patrols are exempt from this requirement).

METHOD OF PROCEDURE

The San Francisco Pedestrian Safety Project will employ both short-term and long-term strategies to improve pedestrian safety in San Francisco. In the short-term, the SFPD will enforce traffic laws related to the top 5 primary collision factors cited in pedestrian collisions.

In the long-term, the SF Pedestrian Safety Project will develop a citywide pedestrian network that will identify and plan for a system of key pedestrian streets throughout the City and improved walking routes that connect to key City destinations. The project will create a map of key pedestrian streets throughout the City, to prioritize capital pedestrian improvements that improve pedestrian safety and encourage walking.

The project will design select streets under each category for capital improvement, and result in a list of capital priorities to improve key walking streets, connections to open spaces and other destinations, and other pedestrian improvements. These capital projects, when built, would be expected to enhance pedestrian safety, encourage walking, and improve access to major city destinations.

Project tasks include inventory of existing conditions and data, stakeholder outreach, interagency coordination, development of route maps, design of key streets, and development of a capital priority list.

This project builds on the City's Better Streets Plan, a comprehensive set of pedestrian-oriented design guidelines and standards for public right-of-ways. The Better Streets Plan Draft for Public Review was published in June 2008. The Plan is currently undergoing revisions and CEQA review, and is expected to be adopted in Spring 2010.

The project will also lay the groundwork for an update of the Transportation Element of the San Francisco General Plan, which sets overall transportation policy for the City and County of San Francisco, including key networks for various travel modes. Work on the Transportation Element update is forecasted to begin in 3 to 5 years.

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Phase 1 – Program Preparation (October 1, 2010 – December 31, 2010)

Staff will begin program activities as soon as the project approvals are received. A Health Educator will be identified to coordinate the project. A Data Analyst will be recruited from the Information Services division who has experience with GIS mapping and will map pedestrian injury data Countywide and for individual neighborhoods. A press release announcing the grant will be developed and released. Arrangements with project staff will be finalized and any equipment, software, and supply needs will be purchased and installed.

Memorandums of Understanding (MOUs) and workorders will be developed with the SF Planning Department, MTA, and SFPD and submitted to OTS for approval. DPH, SFPD and MTA will work cooperatively to identify and prioritize intersections for targeted enforcement operations. Planning and MTA staff will analyze existing conditions in order to develop citywide pedestrian network, including but not limited to: new and existing pedestrian counts, pedestrian collisions, sidewalk conditions, major land uses and pedestrian generators, existing and planned open spaces and GIS-based maps of pedestrian conditions.

Phase 2 – Program Operations (January 1, 2011– September 30, 2011)

Using the maps created by the Data Analyst, the Health Educator will work with City Agency staff, local community activists and neighborhood groups, to make data available and guide efforts to use data to develop and guide locally supported interventions. These will include local community education efforts, community support for needed enforcement efforts and advocacy to plan and implement engineering improvements. The Health Educator will work to ensure that data are provided in comprehensible formats and are accessible to non-technical users, and also to help residents request appropriate data as needed. These data and maps will be accessible through the SFDPH website. This sharing of updated data will continue throughout the project.

SFPD will enforce traffic laws related to the top 5 primary collision factors cited in pedestrian collisions –1) speeding, 2) pedestrian right-of-way violations, 3) stop sign violations, 4) red-light running, and 5) right turn safety. Implementation of the enforcement program will be accomplished on an overtime basis at the identified high collision intersections and/or corridors.

In order to develop the citywide pedestrian network, a framework must be developed first. Planning and MTA staff will develop criteria for prioritizing pedestrian improvements and develop a draft framework map of key pedestrian streets based on priority criteria. To build on the framework, Planning and MTA staff will develop initial designs for three to five key selected streets for improvement and develop a draft capital list of priority streets for improvement. Finally, Planning and MTA staff will develop final document describing the citywide pedestrian network, including policies, framework map, prioritization criteria, designs for selected streets, and capital project list. They will also develop draft policies and objectives for inclusion in the Transportation Element of the San Francisco General Plan, which is estimated to be updated in the next 3-5 years.

Phase 3 – Data Gathering & Reporting – (Throughout Grant Period)

Agencies are required to collect and report quarterly, appropriate data that support each of the goals and objectives progress.

Statistical data relating to the grant goals and objectives will be collected, analyzed, and incorporated in Quarterly Performance Reports (QPRs). QPRs for the quarter ending September 30 will include year to date comparisons of goals and objectives. If required the Quarterly Evaluation Data Form, Schedule C, will be completed each quarter and submitted as part of the QPR.

OFFICE OF TRAFFIC SAFETY

2208 KAUSEN DRIVE, SUITE 300
ELK GROVE, CA 95758
www.ots.ca.gov
(916) 509-3030
(800) 735-2929 (TT/TDD-Referral)
(916) 509-3055 (FAX)



June 25, 2010

Grant No. PS1108

Ana Validzic
Program Manager
San Francisco Department of Public Health
Community Health Promotion & Prevention
San Francisco County
30 Van Ness Avenue, Suite 2300
San Francisco, CA 94102

Dear Ms. Validzic:

Congratulations! Through a competitive process, the Office of Traffic Safety (OTS) has tentatively approved your funding request for the proposal titled "San Francisco Pedestrian Safety Project" in the amount of approximately \$200,000.00.

Your OTS Coordinator will contact you, to discuss your proposal and explain the Grant Agreement process, including a possible "Pre-Funding Assessment" meeting. In preparation, please visit our website, www.ots.ca.gov, at *Grants and Programs*, to view the Grant Program Manual, which gives instructions for completing a Grant Agreement. The following are timelines for development of your Grant Agreement:

Final Deadline for Draft Grant Agreement submitted to OTS

July 30, 2010

Final Deadline for Final Grant Agreement submitted to OTS

August 31, 2010

It is our goal to have all new grants start no later than October 1, 2010. **Failure to meet these deadlines will jeopardize your funding.** If approval from a City Council or the Board of Supervisors is required, you should begin that process now. Do not incur grant reimbursable costs prior to the receipt of your official approval packet from OTS or before your grant start date.

OTS will initiate a statewide media news release regarding 2011 proposals selected for funding. Your agency should not publically announce this tentative award until the grant agreement is fully negotiated and signed by OTS.

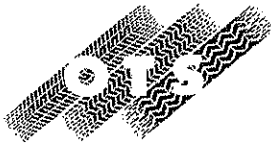
Again, congratulations on the success of your proposal. If you have any questions, please contact Lisa Dixon, Regional Coordinator, at (916) 509-3013 or e-mail at ldixon@ots.ca.gov.

Sincerely,

A handwritten signature in cursive script that reads "Chris Murphy".

CHRISTOPHER J. MURPHY
Director

LD:kn



State of California

GRANT NUMBER _____

**OFFICE OF TRAFFIC SAFETY
GRANT AGREEMENT**

PAGE 1 (To be completed by applicant Agency)

1. GRANT TITLE

SAN FRANCISCO PEDESTRIAN SAFETY PROJECT

2. NAME OF APPLICANT AGENCY

SAN FRANCISCO DEPARTMENT OF PUBLIC HEALTH

4. GRANT PERIOD

Month – Day - Year

3. AGENCY UNIT TO HANDLE GRANT

COMMUNITY HEALTH PROMOTION AND PREVENTION BRANCH

From: **10/1/10**

To: **9/30/11**

5. GRANT DESCRIPTION (Provide an overview of the grant activities that will address the problem statement, in approximately 100 words. Space is limited to six lines.)

San Francisco is ranked first in the state for pedestrian collisions. As a long-term strategy to improve pedestrian safety, the San Francisco Pedestrian Safety Project will improve pedestrian safety and walking conditions by identifying, prioritizing, and designing key pedestrian streets for necessary improvements through collaboration with the SF Planning Department and the SF Municipal Transportation Agency.

6. FEDERAL FUNDS ALLOCATED UNDER THIS AGREEMENT SHALL NOT EXCEED: \$ 200,000.00

7. APPROVAL SIGNATURES

A. GRANT DIRECTOR

B. AUTHORIZING OFFICIAL OF APPLICANT AGENCY

NAME: **Patricia Erwin** PHONE: (415) 581-2418
TITLE: Senior Health Educator FAX: (415) 581-2490
ADDRESS: DPH Community Health Promotion and Prevention
30 Van Ness Ave, Suite 2300
San Francisco, CA 94102
E-MAIL: **patricia.erwin@sfdph.org**

NAME: **Mitchell Katz, MD** PHONE: 415 554-2600
TITLE: Director of Health FAX:
ADDRESS: SF Department of Public Health
101 Grove Street, Suite 308
San Francisco CA 94102
E-MAIL: **Mitch.Katz@sfdph.org**

(Signature)

(Date)

(Signature)

(Date)

C. FISCAL OR ACCOUNTING OFFICIAL

D. OFFICE AUTHORIZED TO RECEIVE PAYMENTS

NAME: **Tristan Levardo** PHONE: 415 255 3455
TITLE: Financial Systems Supervisor FAX: 415 252 3047
ADDRESS: SF Department of Public Health
1380 Howard St, 4th floor
San Francisco CA 94103
E-MAIL: **tristan.levardo@sfdph.org**

NAME: **SF Dept of Public Health**
ADDRESS: 101 Grove Street, Suite 308
San Francisco CA 94102

(Signature)

(Date)

