San Francisco OBAG 2 Application
Project Scope, Schedule, Cost

v.2 (REV 03.17.17)

Project Name	John Yehall Chin Elementary Safe Routes to School	
Sponsor Agency	San Francisco Public Works	
Sponsor Agency Contact Name	Project Manager: Marcia Camacho	Grant Manager: Rachel Alonso
Phone Number	415.558.4015	415.554.4139
Email	marcia.camacho@sfdpw.org	rachel.alonso@sfdpw.org
Partner Agencies and Staff Contacts (if applicable)	Not Applicable	
Project Location (including boundaries)	Intersections near John Yehall Chin Elementary School (350 Broadway Street)	
Supervisorial District(s)	3	
Brief Project Description for MyStreetSF (50 words max)	This project aims to improve the safety and convenience of walking, biking, and taking transit to John Yehall Chin Elementary School. The project will construct curb extensions and a raised crosswalk at intersections in the neighborhoods surrounding 350 Broadway Street.	
Detailed Scope (may attach Word document): Please describe the project scope and benefits, in particular how the project would meet the OBAG 2 program goal of supporting focused growth.	See attached scope.	
Attachments: Please list all attachments, e.g. letters of support; maps, drawings, photos; and any other materials to support understanding of the project	1) Scope and Community Outreach 2) Maps 3) SFMTA Safe Routes to School Prioritization 4) Letter of Support 5) Complete Streets Checklist	

Project Delivery Milestones	**Schedule**		**Cost**			**Work**
Phase	**Start (Mo/Yr)**	**End (Mo/Yr)**	**Phase Total ($1,000)**	**% of Construction**	**Source of Cost Estimate (e.g. % Design Complete)**	**In-house, Contracted, or Both**
Planning/Conceptual Engineering (typically 30% design)	7/14	6/15	$ 40	1%	Actual Cost	In-house
Environmental Studies (PA&ED)	09/15	09/17	$ 21	1%	Actual Cost	In-house
Design Engineering (PS&E)	01/16	5/18	$ 337	9%	35% Design	In-house
Right-of-way						
Construction	3/19	10/19	$ 3,802	N/A	35% Design	Contracted
		Total Cost ($1,000)	**$ 4,200**			

Is the project located in or near environmentally, historically, or culturally sensitive areas? yes ☑
Does the project location overlap with other jurisdictions' ROW or require ROW acquisition? yes ☐
Does the project require utility relocation? yes ☑
Does the project require any other agreements with other jurisdictions or regulatory agencies? yes ☑

If checked yes to any of the above, please describe possible impact on project delivery, and provide more detail on the status and steps identified/undertaken to address the issues below.

Additional Status/Schedule/Cost Information (see instructions for type of information requested)

The project received NEPA clearance in October 2015. CEQA clearance is expected to be obtained in the fall of 2017. The project is Cateorically Exempt from Environmental Review based on 23 CFR 771.117(c)(3): Construction of bicycle and pedestrian lanes, paths, and facilities. Minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities. This means that the project has been determined to not have a significant effect on the environment. The project involves some relocation of catch basins, but avoids all high-pressure fire hydrants and valves. Curb ramps at all intersections would be upgraded to meet standards. Excavation for the constuction of bulbs would be no deeper than 12 feet.

The project is not being proposed in conjunction with any programs for extensive replacement or installation of sidewalks, curbs, gutters, or sidewalk bulbs. At some of the locations, water valves may need to be relocated. The project is located within historically and culturally sensitive areas. The project drawings and specificatons will address this and maintain the significance of the area. Coordination between Public Works and the SF Public Utilities Commission (PUC) will be required to relocate catch basins for construction of the bulb-outs.

Public Works received a federal Active Transportation Program (ATP) Cycle 1 grant in 2013 for environmental clearance and detailed design. Construction funds were not included in that application due to concerns about project readiness. The ATP design grant expires in June 2018, by which point Public Works will be ready to advertise a construction contract.

Requested OBAG 2 Programming Year by Phase

Fund Source	FY 2017/18*	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	Total
OBAG 2 - Construction	$ -	$ 3,366	$ -	$ -	$ -	**$ 3,366**
					Project Total	**$ 3,366**

* If project has requested funding in FY 2017/18, please provide a justification for why the funds are needed in these early years of the program. Due to funding availability, MTC has indicated it will prioritize on-going projects but will also consider non-infrastructure projects (including plans) and preliminary engineering phases for Fiscal Year 2017/18.

San Francisco OBAG 2 Application
Funding Plan ($1,000)

		Project Phases [1]						
Source	**Status [2]**	**PLAN**	**ENV**	**PS&E**	**ROW**	**CON**	**Total by Fund Source**	**TOTAL PROJECT FUNDING**
OBAG 2	Planned					$3,366	$3,366	**$4,200**
ATP	Allocated		$21	$337			$358	
Proposition K (EP 38)	Allocated	$40					$40	*Total Cost Entered:*
Proposition K (EP 38)	Planned					$436	$436	**$4,200**
Total by Phase		**$40**	**$21**	**$337**		**$3,802**	**$4,200**	

Cost Entered by Phase ($1,000)		***$40***	***$21***	***$337***		***$3,802***

Please identify the responsible agency(ies) and funding sources for ongoing maintenance of the project, including but not limited to lighting and landscaping:

San Francisco Public Works maintains the bulb-outs, curb ramps, steam cleaning if requested, and street sweeping with annual operating and capital funds.

[1] Acronyms for project phases include: PLAN - Pre-environmental Planning, ENV - Environmental Studies, PS&E - Plans, Specifications & Estimates or Final Design, ROW- Right of Way, and CON - Construction.

[2] Allocated - funds have been approved for expenditure for the subject project by the funding authority; Programmed - funds have been assigned to the subject project but not yet approved for expenditure; Planned - funds have not yet been committed.

San Francisco OBAG 2 Application
Major Line Item Budget

General Instructions
Please provide budget detail for all phases through construction. Sponsor may use sample budget templates below or may attach budget details in another format that includes all required information.

Name: John Yehall Chin Elementary Safe Routes to School

ENGINEER'S COST ESTIMATE

Bid Item		Bid Item Description	Quantity	Unit	Unit Price	Extension	Total
STREETS & HIGHWAYS							
T-	1	Traffic Routing Work	1	LS	$260,000	$260,000	
R-	2	Asphalt Concrete	7,000	SF	$5	$35,000	
R-	3	Full Depth Planing Per 2-Inch Depth of Cut	3,200	SF	$2	$6,400	
R-	4	8-Inch Thick Concrete Base	6,200	SF	$22	$136,400	
R-	5	8-inch thick Concrete Pavement or Parking Strip	1,200	SF	$25	$30,000	
R-	6	Combined 6-Inch Wide Curb & 2-Foot Wide Gutter	440	LF	$70	$30,800	
R-	7	3 ½-Inch Thick Concrete Sidewalk	5,200	SF	$20	$104,000	
R-	8	Concrete Curb Ramp w/ Concrete Detectable Surface Tiles	12	EA	$4,500	$54,000	
R-	9	Adjust City-Owned Hydrant and Water main Valve Box	6	EA	$835	$5,010	
R-	10	Adjust City-Owned Manhole and Catch Basin Frame	8	EA	$626	$5,008	
R-	11	Pull Box "Type I" Replacement With Fiberyte Lid	8	EA	$625	$5,000	
R-	12	Pull Box "Type III" Replacement With Fiberyte Lid	8	EA	$625	$5,000	
					Subtotal Cost for Curb Ramp Work	$676,618	$676,618
STRUCTURAL							
ST-	0	Traffic Routing for Structural work	1	LS		$40,500	
ST-	1	Demolition	2,700	SF	$100	$270,000	
ST-	2	Structural Slab	2,700	SF	$120	$324,000	
ST-	3	Shoring	2,700	SF	$10	$27,000	
ST-	4	Site security	2,700	SF	$30	$81,000	
ST-	5	partition wall	3,600	SF	$5	$18,000	
ST-	6	Water proofing	2,700	SF	$30	$81,000	
					Subtotal Cost for Structural Work	*$841,500*	
		Mobilization				$84,150	
					Subtotal Cost for Structural Work	$925,650	$925,650
ELECTRICAL							
E	1	Repainting street light	-	LS		$12,000	
E	2	Relocate Fire Alarm	6	EA	$5,000	$30,000	
E	3	Relocate Traffic Signal Box	4	EA	$15,000	$60,000	
					Subtotal Cost for Electrical Work	$102,000	$102,000
SEWER							
SW-	0	Traffic Routing for Sewer Work	-	LS		$38,206	
SW-	1	Trench And Excavation Support for Drainage Work	-	LS		$6,000	
SW-	2	Concrete Catch Basin Without Curb Inlet And With New Frame And Grating Per SFDPW Standard Plan 87,188	8	EA	$6,000	$48,000	
SW-	3	Abandon Existing Catch Basin	4	EA	$1,000	$4,000	
SW-	4	6-inch or 8-Inch Diameter VCP Side Sewer or 10-inch VCP Culvert Repair, Replacement or Construction (Conditional Bid Item)	170	LF	$220	$37,400	

San Francisco OBAG 2 Application
Major Line Item Budget

SW-	5	6-inch, 8-Inch or 10-Inch Diameter Side Sewer or Culvert Connection to Concrete or Brick Sewer	4	EA	$1,000	$4,000	
SW-	6	Television Inspection Of Existing 6-Inch Or 8-Inch Diameter Side Sewers and 10-Inch Diameter Culverts Located within Project Limits	10	EA	$200	$2,000	
SW-	7	Post-Construction Television Inspection of Newly Constructed Side Sewers, Storm Pipes, and Culverts (Conditional Bid Item)	8	EA	$150	$1,200	
SW-	8	Post-Construction FELL Inspection of Newly Constructed Culverts (Conditional Bid Item)	170	LF	$70	$11,900	
SW-	9	Cast Iron Water Trap for Catch Basin Including Cleanout Cap per SFDPW Standard Plan 87,194 (Conditional Bid Item)	6	EA	$300	$1,800	
SW-	10	Exploratory Holes (Conditional Bid Item)	8	EA	$800	$6,400	
SW-	11	Allowance for Pre-Excavation Soil Sampling, Handling, Transportation and Disposal of Hazardous Excavated Materials and Soils Related to Sewer Drainage Work	2	AL	$55,000	$110,000	
SW-	12	Allowance for SAR inspection	2	AL	$6,000	$12,000	
SW-	13	Contingency Allowance to Perform Necessary Work Due to Unforeseen Conditions Related to Sewer Work	2	AL	$5,000	$10,000	
					Subtotal Cost for Sewer Work	$292,906	$292,906
WATER							
W	1	Relocate Low Pressure Fire Hydrant	1	EA	$40,000	$40,000	
W	2	Adjust SFWD Valves	6	EA	$1,500	$9,000	
					Subtotal Cost for Water Department Work	$49,000	$49,000
GENERAL							
G	1	Allowance for Partnering Requirements	1	LS	$10,000	$10,000	
G	2	Survey Monuments	12	EA	$3,100	$37,200	
					Subtotal Cost for General Work	$47,200	$47,200
SFMTA (FORCE ACCOUNT)							
SF	1	Roadway Striping	1	LS		$60,000	
ST-	2	MTA Traffic Signs	12	EA	$500	$6,000	
					Subtotal Cost for SFMTA (Force Account) Work	$66,000	$66,000
					Subtotal		$2,159,374
		Mobilization at 5%					$107,969
		Escalation (2 yrs at 5%)					$221,336
					Total Construction Estimate (Total of Bid Items)		**$2,488,679**

Contingency (10% of Construction)	$248,868
Construction + Contingency	$2,737,546

TOTAL CONSTRUCTION PROJECT COST	**$2,737,546**
15% Design Contingency	$410,632
Construction Management fees (all disciplines)	$653,074

TOTAL PROJECT COST	$3,801,252
TOTAL PROJECT COST ROUNDED	**$3,802,000**

San Francisco OBAG 2 Application
Screening Criteria

Project Name:
John Yehall Chin Elementary Safe Routes to School

Please check all tha apply, and fill in the blank as appropriate.

All Projects	
Project is a fully funded, stand-alone project that fits one of the following categories:	
Safe Routes to School (SRTS) project (capital or non-infrastructure)	☑
Capital project	☐
Plan	☐
Project scope is consistent with the intent of OBAG and its broad eligible uses.	☑
Sponsor has a Master Agreement with Caltrans with an expiration date of:	Does not expire
The OBAG funding request is at least $500,000.	☑
If less than $500,000 please provide justification (grant request must not be lower than $100,000):	
Project is consistent with 2013 Plan Bay Area and the San Francisco Transportation Plan.	☑
Check one that applies:	
Sponsor has identified the required 11.47% local match in committed or programmed funds.	☑
(For a capital project) Sponsor has secured local funds to fully fund the pre-construction phases (e.g. project development, environmental or design) and would like to claim toll credits in lieu of a match for the construction phase. Sponsor will still meet all federal requirements for the pre-construction phases.	☐
(For a non-infrastructure project) Sponsor has secured local funds to fund federally ineligible activities (comprising of at least 11.47% of the total project cost) and would like to claim toll credits in lieu of a match for the federally eligible scope.	☐
Sponsor has submitted MTC's Complete Streets Checklist.	☑

Street Resurfacing Only	
Project selected based on the analysis results from San Francisco's certified Pavement Management System.	☐
The project location's PCI is:	**N/A**
(For preventative maintenance) Project will extend the useful life of the facility by the following number of years:	**N/A**

Safe Routes to School (SRTS) Only	
Project is for non-infrastructure scope (e.g. education and outreach).	☐
Coordination with SRTS Coalition (check all that apply):	
Project has been prioritized by the Coalition.	☐
Project has a letter of support signed by all of the Coalition member agencies.	☐

San Francisco OBAG 2 Application
Prioritization Criteria

Project Name:
John Yehall Chin Elementary Safe Routes to School

See the Transportation Authority's OBAG 2 website (www.sfcta.org/obag2) for links to resources that correspond to the criteria below. Please check all that apply, and provide additional detail where requested.

Location-Specific Prioritization		
	In or through	Provides a proximate access to*
Priority Development Area (PDA) If checked, list PDA names: Downtown-Van Ness-Geary	☑	☐
High Impact Project Area	☐	☑
Community of Concern	☑	☐
Community Air Risk Evaluation (CARE) Community	☑	☐

*** For all areas checked for a proximate access, please explain how Project provides a proximate access, including geographical and/or policy justifications:**

John Yehall Chin Elementary School (JYC) is 3 blocks north (Washington Street and Montgomery Street) and 2.5 blocks west (Port/Pier 15 Area) of High Impact Project Areas. The approximate distances are 0.21 miles and 0.19 miles, respectively. Map 2 in Attachment 2 illustrates the geographic relationship between these locations and how they can be served by the John Yehall Chin Safe Routes to School (JYC SR2S) infrastructure improvements.

The High Impact Project Area 0.19 miles east of JYC SR2S, consisting of Pier 15, parts of Pier 27-29 and a mixture of job centers and residential units, is walking distance from the project area. The 82X Levi Plaza Express bus line runs along Sansome and Battery Streets and stops very close to the school. Based on school data, there are residents who live in the High Impact Project Area that can walk to and from JYC (*Attachment 2, Map 7*).

The 10-Townsend and 12-Folsom/Pacific MUNI bus lines travel to the intersection of Sansome Street and Washington Street, which is another High Impact Project Area, and continue south on Sansome Street to additional High Impact Project Areas (*Attachment 2, Map 5*).

Kearny Street and Jackson Street is located approximately 0.25 and 0.11 miles from High Impact Project Areas. The areas located directly south and to the southeast of this project location consist of high density mixed-use commercial buildings (office/retail). There is a high daily pedestrian traffic of over 40,000 according to a query of Transbase in these areas [http://transbasesf.org/transbase/]. The 8-San Bruno MUNI bus line also travels northbound on Kearny Street, making this street heavily used for multiple modes of travel.

Battery Street and Pacific Avenue and Battery Street and Washington Street are approximately 0.14 and 0.06 miles respectively from High Impact Project Areas. These areas to the east of Battery Street and Pacific Avenue and the area to the west of Washington Street and Pacific Street consist of high density mixed-use commercial buildings (office/retail).

Pacific Avenue and Stockton Street is approximately 0.28 miles northeast of a High Impact Project Area. This location is in Chinatown, a densely-populated neighborhood with a pedestrian volume of up to 40,000 people daily. Further west, the JYC SR2S project location of Broadway and Cyrus Place is approximately 0.09 miles north of a High Impact Project Area. These two final High Impact Project Areas are composed of residential buildings whose inhabitants can use the public transportation running along Powell Street, Sacramento/Clay Streets, and Leavenworth Street to access job centers.

Project near affordable housing development (with 75% or more affordable units) in PDA	☐ adjacent ☑ within 1/8 mile	☑ within 1/4 mile
Included in the Major Project List in the Transportation Investment Growth Strategy	☐	No
Included in MTC-funded PDA plan(s) If checked, list PDA plan(s): _____	☐	No

San Francisco OBAG 2 Application
Prioritization Criteria

Included in Muni Equity Strategy	☑	Develop capital project to improve transit and walking conditions on Kearny with respect to the 8-Bayshore bus line. Chinatown has benefited from improved service management, service increases, and schedule adjustments over the past year. Service has been increased on the 8AX, 8BX and 10 routes. The service hours were also extended on the 8AX and 8BX to address crowding in the late morning. In April 2016, service will be increased to 15 minutes on both the 10 Townsend and 12 Folsom/Pacific, creating a 7.5 minute shared segment on Pacific Avenue.

Planning for Healthy Places		If checked, list applicable strategies:
Project implements Transportation Demand Management (TDM) strategies.	☐	
Project implements traffic management strategies to reduce vehicle emissions (e.g. traffic circles or signal retiming).	☑	Creating a safer and improved walking environment will reduce vehicle dependency resulting in a decrease of vehicle emissions.
Project promotes the use of zero emission vehicles (e.g. installation of electric vehicle charging stations), as well as the uses of alternative fuels.	☐	

Safety		If checked, list applicable locations:
Project is located on the Vision Zero High Injury Network.	☑	The proposed improvements fall on four Vision Zero High Injury Network streets: - *Broadway Street:* JYC school is located at 350 Broadway St. Improvements proposed for intersection of Broadway/Cyrus Place. - *Kearny Street:* improvements proposed for intersections of Kearny/Jackson and Kearny/Bush. -*Battery Street:* improvements proposed for intersections of Battery/Pacific and Battery/Washington. - *Stockton Street:* improvements proposed for intersection of Stockton/Pacific.

San Francisco OBAG 2 Application
Prioritization Criteria

If not on the Vision Zero High Injury Network, project is located at high injury locations as supported by data. ☐
Data used: _____

Description of specific safety concerns and project features that address those concerns:

According to SWITRS data, between 2008-2012 there were a total of **322 injury collisions within a 1/4 mile of the school**. Of the 322 injury collisions, 61 involved pedestrians, 51 occurred during school hours, and 27 were of severe or fatal nature. Based on 2015 student demographics, 35% of the sudent population lives less than 1/2 mile from the school, making walking a viable choice for mode of transportation. Given the amount of students living close to the school, it is important to have walking routes as safe as possible.

One of the project locations, the intersection of Bush Street and Kearny Street, ranks within the top 1 percent of pedestrian volumes in the city of San Francisco based on the SFMTA pedestrian volume model. The intersection of Kearny and Jackson also ranks in the top 10 percent. Crowded corners at intersections can pose a barrier to pedestrian travel and **encourage unsafe pedestrian behavior such as walking in the street**. Field work at these locations confirmed that such behaviors do occur and this project will directly address and mitigate these issues.

Through the **construction of curb or sidewalk extensions (also known as bulb-outs) and a raised crosswalk**, the project seeks to improve safety for people who walk, bike, or take public transit to and from John Yehall Chin Elementary School. The construction of curb extensions will provide a larger area at the intersection for people to stand as they wait for signal lights. The bulbs also provide three other benefits:

1. Reduce crossing distance during which a pedestrian is exposed to vehicles
2. Increases visibility of and sight distance between pedestrians, motorists, and bicyclists
3. Reduces speed and/or volume of motor vehicles and bicycles around the bulbed corner in the proximity of non-motorized users

Describe how the proposed elements are consistent with Vision Zero policies:

John Yehall Chin SR2S is consistent with Vision Zero policies in that the project elements incorporate curb extensions and raised crosswalks, both of which have been reviewed by the WalkFirst project to assess their effectiveness at reducing pedestrian collisions and have been incorporated into Vision Zero policy. Given that this project includes improvements at several high-injury and high-pedestrian-volume locations, John Yehall Chin SR2S is a critical near-term improvement for this program and is a priority for the entire city. Funding this project will help the City meet its goal of elminating traffic-related fatalities by 2024.

San Francisco OBAG 2 Application
Prioritization Criteria

Multi-modal benefits		If checked, list mode-specific scope elements:
Project will bring benefits to the following mode:		
Pedestrians	☑	Curb extensions and a raised crosswalk
Bicyclists	☐	
Transit passengers	☐	
Motorists	☐	

Multiple Project Coordination

Public Works sees coordinating with other agencies as a potential opportunity, whether it be for design work, construction as a joint project, or at least timing considerations to minimize disruptions to the public. No major capital construction conflicts are known at this time. The John Yehall Chin Safe Routes to School project was initially developed by the SFMTA, which led a 2013 Walk Audit, funded the planning phase efforts with Proposition K Traffic Calming funds, and identified the intersections to be improved. As design advances, Public Works project management staff will engage with PG&E and/or SFMTA, if needed.

Community Support (may attach Word document or include as part of the Scope section on the first page)

Refer to Attachment #1: Scope and Community Support

Core Capacity		If checked, list applicable coridors:
Project is identified as a 1) Prerequisite Project or 2) Project Common to All Packages in Bay Area Core Capacity Transit Study (CCTS).	☐	**N/A**
Project is not identified in CCTS but located on Bay Area Core Corridors (i.e. Muni Metro and Rapid Network, Transbay and Peninsula travel corridors).	☐	**N/A**

If checked, please indicate base year for data purposes, provide base year data and anticipated increase in person throughput and/or reliability that will result from the project. Provide supporting data and/or explanations.

Project Sponsor Priority

If applicable, please identify the priority of this project relative to other OBAG 2 SF applications submitted by the same sponsor.

Given the small size of this grant, and the need to obtain federal construction funding in order to meet the obligations inherent in using federal funds for environmental clearance and detailed design, this is the department's first priority OBAG application.

PROJECT SCOPE

John Yehall Chin Elementary School is located at 350 Broadway Street, between Montgomery and Sansome Streets, in San Francisco's Telegraph Hill neighborhood. This area is within the Downtown-Van Ness-Geary Priority Development Area and has proximate access to High Impact Project Areas because of its dense residential and employment centers. The area around the school is also considered a community of concern as defined by the Metropolitan Transportation Commission because of its transportation challenges, either because of affordability, disability, or because of age-related mobility limitations.

Based on 2015 student demographics, 81 percent of students are eligible for free/reduced price meals with at least 52 percent of students living one mile or less from the school. Residential and employment density within the school neighborhood is among the highest in the city, with 52 percent of students living within one mile of the school, increasing to 65 percent within two miles. Even with the short distance to school, the travel mode for students commuting via a family vehicle has increased from 34 percent in fall 2014 to 38 percent in spring 2016 and travel mode by walking decreased from 38 percent to 33 percent in the same time frame. In addition, one third of students travel to Chin Elementary from more remote southeastern neighborhoods such as Visitacion Valley and Bayview, creating a need for more safety near bus stops.

The John Yehall Chin Safe Routes to School Project will provide pedestrian safety improvements to the vicinity this K-5 school and the surrounding neighborhood in northeastern San Francisco. The project would include significant pedestrian improvements at the following intersections:

Intersection	Countermeasure	Location Information
1) Kearny and Bush	Curb extension	Situated among many commercial establishments and office buildings, this intersection has some of the highest pedestrian volumes in San Francisco. At 9.5 blocks south, this location is furthest from the school site, but within the enrollment area. Based on information from SWITRS, from 2005-2015, 26 accidents have occurred with 11 involving pedestrians.
2) Kearny and Jackson	Curb extension	Situated 3.5 blocks southwest from the school among commercial establishments, a private preschool through 8th grade school, and a 12-15 story very-low-income senior housing development, this intersection also has high pedestrian volumes. Based on information from SWITRS, from 2005-2015, 19 accidents have occurred with 5 involving pedestrians.
3) Pacific and Stockton	Curb extension	Situated 4.5 blocks west and among many commercial establishments, 13% of the student body lives within 600 feet of this intersection. Based on information from SWITRS, 16 accidents occurred from 2005-2012, of which 12 involved pedestrians.
4) Battery and Pacific	Curb extension	This intersection is located 2.5 blocks southeast from the school. Battery Street is a high injury corridor that is situated among many commercial establishments and office buildings. Based on

		information from SWITRS, from 2005-2015, 12 accidents have occurred with 3 involving pedestrians.
5) Battery and Washington	Curb extension	This site is 4.5 blocks southeast of the school. Based on information from SWITRS, from 2005-2015, 29 accidents have occurred with 1 involving pedestrians.
6) Broadway and Cyrus Pl	Raised Crosswalk	This location is 8 blocks from the school, but the Safe Routes to School Enrollment Map shows students live along the route. Furthermore, the intersection is adjacent to the Broadway West Mini Park and close to another elementary school, Spring Valley.

Figure 1: Project Locations

The proposed safe routes to school infrastructure improvements for John Yehall Chin Elementary represent a substantial transportation priority not only for San Francisco Public Works but also for several agencies citywide. John Yehall Chin Elementary School is ranked as one of the schools with greatest need of safety improvements on the SFMTA Safe Routes to School prioritization list (*Attachment 4*). This prioritization was created to better select Safe Routes to School projects and includes criteria such as rates of free or reduced lunch, number of students enrolled living within one mile of the school, and high levels of collisions involving a pedestrian.

The project seeks to improve the safety and convenience of walking, bicycling, and taking transit for both students traveling to John Yehall Chin Elementary School and others living and working in the neighborhood. The curb extensions and raised crosswalk will reduce vehicle speeds, provide additional pedestrian space at corners, increase visibility, shorten crossing distances, and improve visibility for the 30 percent of the student population who currently walk to school. This will help to reduce conflicts between pedestrians and motor vehicles, as measured by collision data. It should also encourage additional students to walk to school.

The project locations were chosen based on how well they met these criteria:

- Potential to improve walking conditions
- Proximity to school
- Along a high injury street
- Relative difficulty of funding these projects from other sources
- Confidence that Public Works will be able to implement the improvements within the time and schedule provided by the One Bay Area Grant.

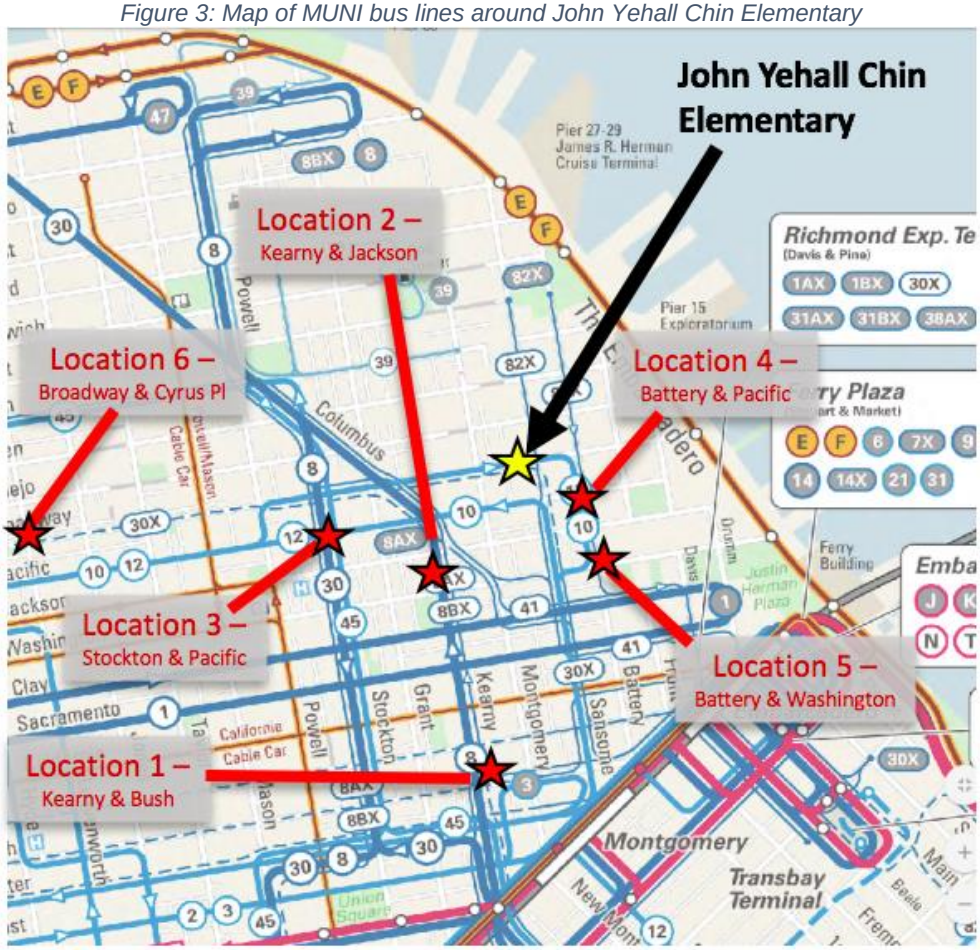
In addition to students, other users include people living and working in the Financial District. Although the intersection of Kearny and Bush Streets is located further from the school, it is still within the enrollment area, is a realistic walking distance (approximately a half mile to the south), and serves one of the highest pedestrian volumes in San Francisco. Kearny Street, a high injury corridor, has some of the largest office buildings in San Francisco and many street level restaurants and retail businesses. The intersections of Kearny at Bush and Kearny at Jackson, for example, have daily pedestrian estimates of 40,052 and 33,736 respectively (*Figure 2*).

Figure 2: The intersection of Kearny Street and Bush Street has higher pedestrian volumes than 95% of San Francisco's intersections

Based on SFMTA's pedestrian volume model, approximately 148,500 pedestrians use the selected intersections every day. There is also a very high density of transit routes in the area, with the Muni 10-

Townsend and 12-Folsom/Pacific running on Pacific Avenue and Broadway, the 8-San Bruno, 8AX, 8BX running on Kearny Street, and the 41-Union running on Columbus Avenue, in addition to several express routes on Bush Street (*Figure 3*). These transit lines serve neighborhoods and destinations as diverse as Visitacion Valley, San Francisco City College, Potrero Hill, San Francisco General Hospital, Pacific Heights, and the Marina.

Figure 3: Map of MUNI bus lines around John Yehall Chin Elementary



Although estimating the increase in users resulting from the construction of curb extensions is difficult given the lack of research available, Public Works expects to see an increase in pedestrian volumes. Studies have found a strong correlation between the walkability of a neighborhood and physical activity.[i] According to a 2004 report from the CDC, the second most commonly reported barrier to walking to school was traffic-related danger, cited by 30.4% of parents.[ii] This ranks behind only distance to school, a less significant factor for John Yehall Chin Elementary School given its small enrollment area and high population density. Therefore, improving the perception of traffic safety is the most effective strategy available for increasing the proportion of students walking to school.

GIS analysis was performed using data from the 2012 American Community Survey 5-year estimates and 2011 Longitudinal Employer-Housing Dynamics dataset. A weighted average of the census tracts located

within ¼ mile of the selected intersections show that the project area has a population density of approximately 31,000 people per square mile and employment density of 181,000 jobs per square mile. These are some of the highest residential and employment densities in the City. Based on this data and forecasted population growth in the area, SFMTA estimates an increase of 1,500 pedestrians after the first year and 7,500 pedestrians after five years. Here, high-quality pedestrian and transit facilities are crucial to the safety and livelihood of thousands of people.

This project is consistent with MTC's 2013 Plan Bay Area. It works directly towards Targets 4 and 9:

- Target 4: Reduce by 50 percent the number of injuries and fatalities from all collisions (including bike and pedestrian).
- Target 9: Increase non-auto mode share by 10 percentage points (to 26 percent of trips) and decrease automobile VMT per capita by 10 percent.

COMMUNITY SUPPORT

As part of the NEPA process, the project presented at a Parent-Teacher Association meeting in April 2015 and the attendees were supportive of the project. In addition to reaching out to the school community, the project team invited neighborhood members to a community meeting.

A Walk Audit was held at John Yehall Chin Elementary School in December 2013. Participants included representatives from the SFMTA, the Department of Public Health, and the school administration. The Walk Audit team observed students walking and bicycling to school as well as passenger drop-off. Following the observation, a number of improvements were discussed. Implementation has already begun on the most straightforward recommendations from the outreach meeting, such as increased enforcement and re-timing loading zone restrictions. A specific location was mentioned during a Walk Audit with the school community, including Sansome at Pacific. Other locations were selected based on their proximity to student paths of travel to the school, as identified during the community outreach process, location on the pedestrian high-injury network and proximity to significant pedestrian generators.

The SFMTA maintains a prioritized list of schools for infrastructure and non-infrastructure investments. The priority ranking is based on several factors, including the percentage of the school enrollment living within one mile (a proxy for the potential for walking and bicycling), the percentage of students receiving free or reduced price meals, the existing mode share, the number of collisions, and the severity of injury collisions in the school neighborhood. John Yehall Chin Elementary School ranked 6th of 73 schools for infrastructure investments.

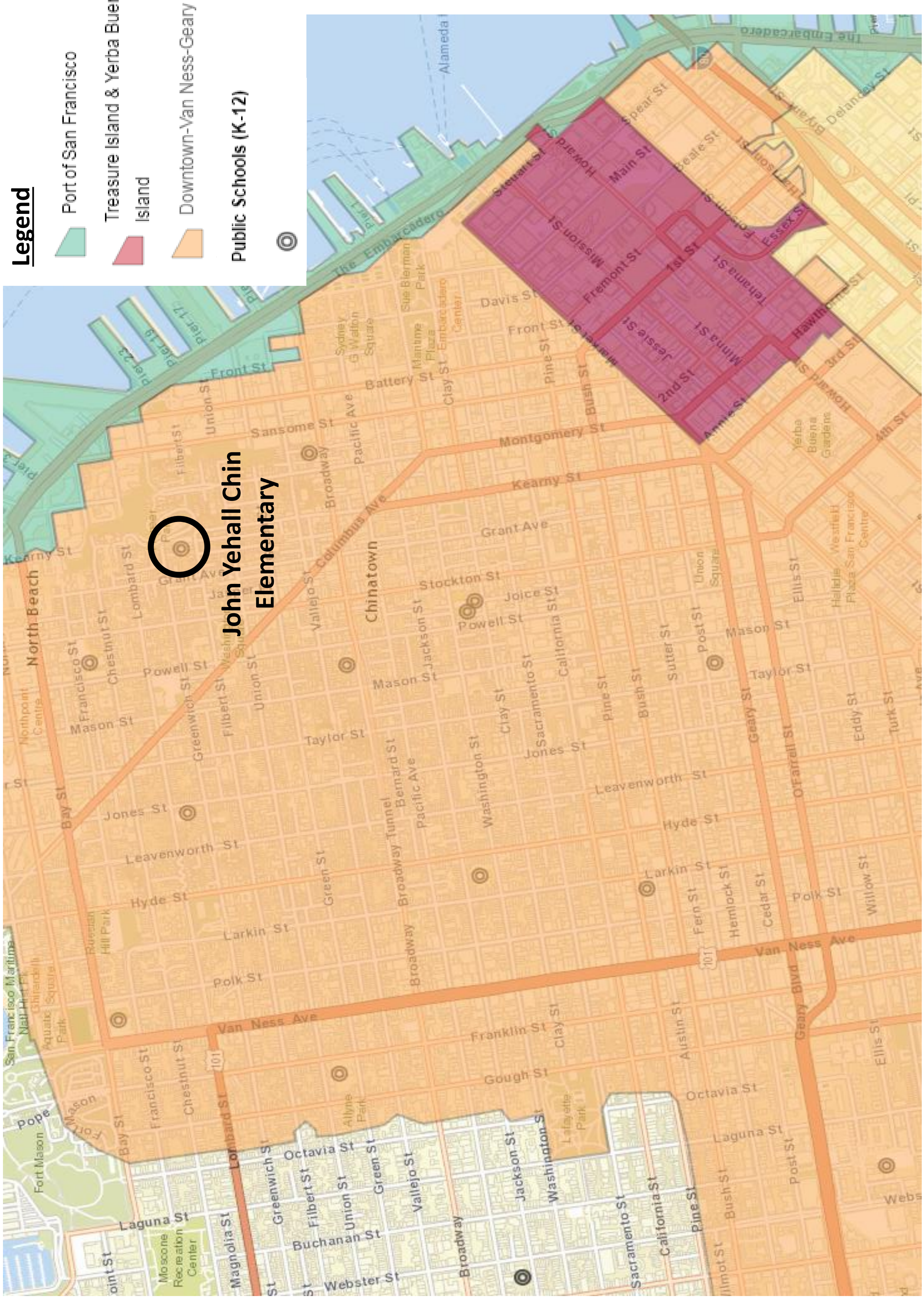
The WalkFirst Implementation Strategy relied upon two types of outreach. Between December 2013 and January 2014, a series of 10 focus groups were held at various locations in the city with different members of the community. Participants discussed the general strategy for pedestrian safety improvements, including the location where investments should be focused and the types of preferred improvements. Participants generally felt that pedestrian investments should be focused where safety improvements are most urgently needed, and curb extensions were a popular treatment type. Additional outreach included a web-based tool that informed the public about the types of available treatments and their costs, and information about the types of collisions that occur on the high-injury network. Participants were asked to select available treatments that they would like to see in San Francisco; curb extensions were among the treatments identified.

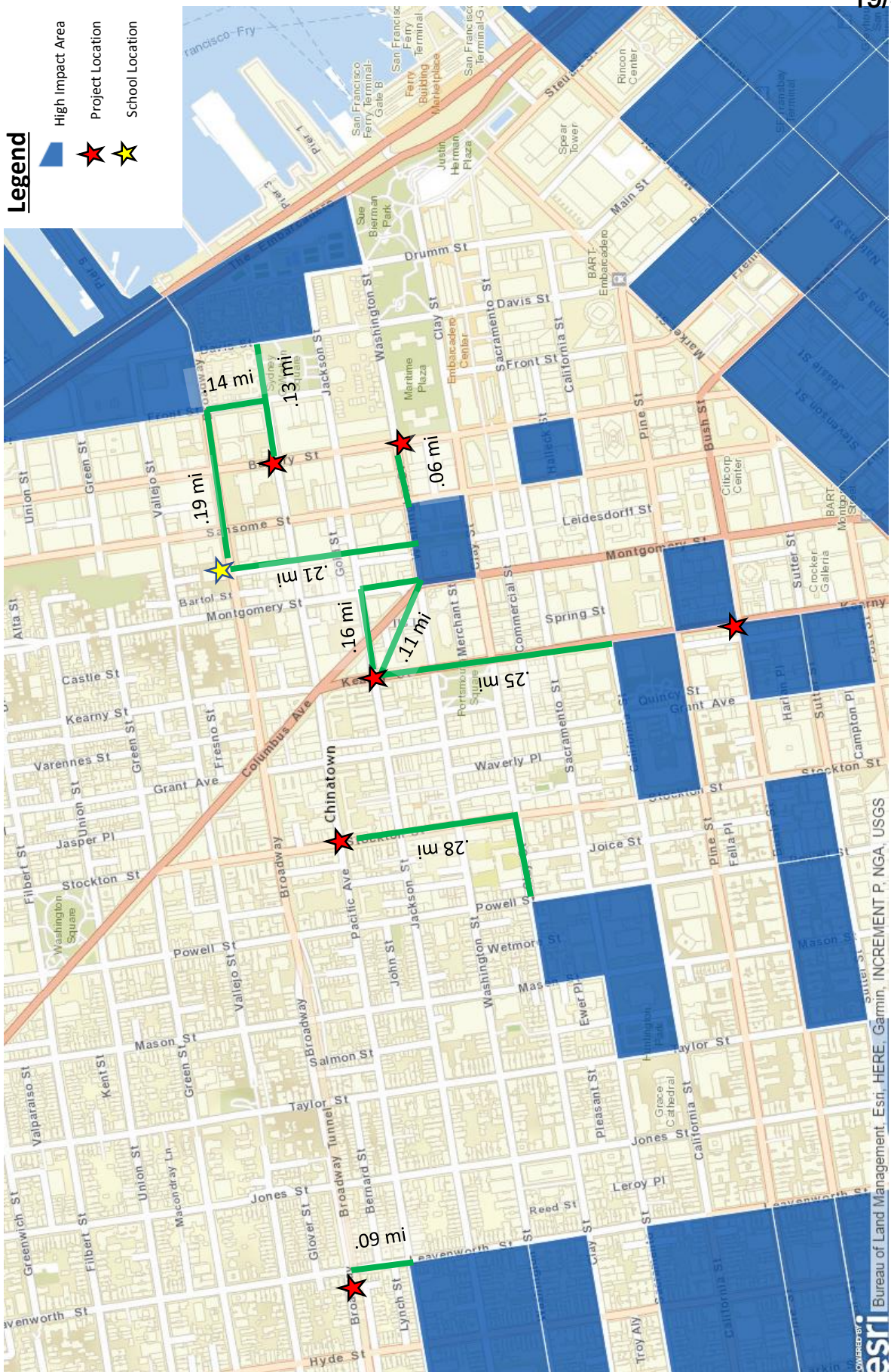
The Better Streets Plan Outreach consisted of 106 meetings between 2006 and 2010 that reached a broad cross section of the San Francisco community. The San Francisco Department of City Planning met with neighborhood groups, advocacy groups, the disabled community and countless other stakeholders in addition to hosting workshops with the general public. These meetings showed that the public was very

interested in reshaping San Francisco's streets to meet pedestrian needs, and showed general support for the types of improvements proposed in this grant application.

[i] Gallimore, Brown, and Werner, "Walking routes to school in new urban and suburban neighborhoods: An environmental walkability analysis of blocks and routes" (June 2011)
[ii] Centers for Disease Control, "Barriers to Children Walking to or from School" (September 2005)

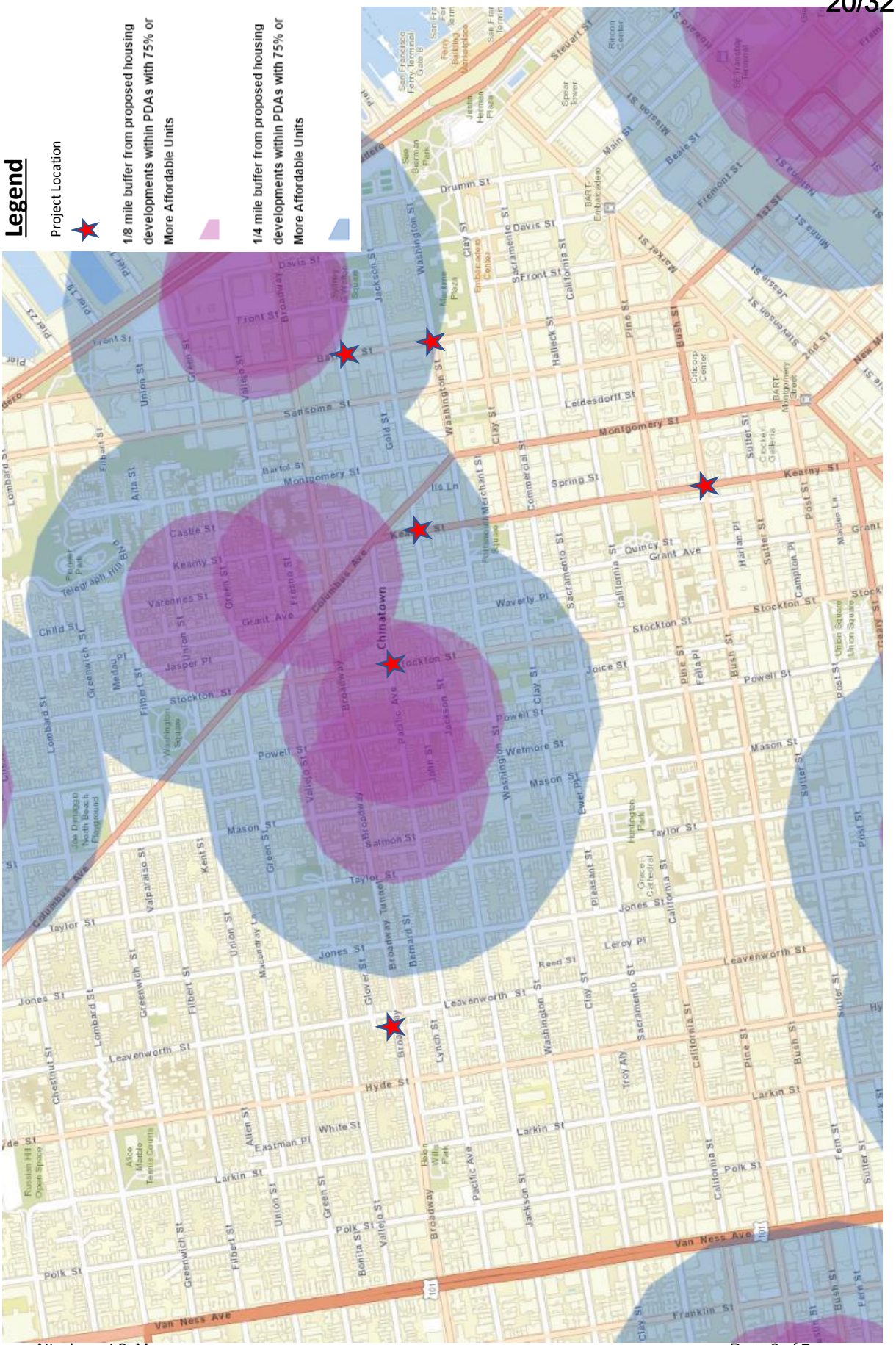
Map #1: Priority Development Area





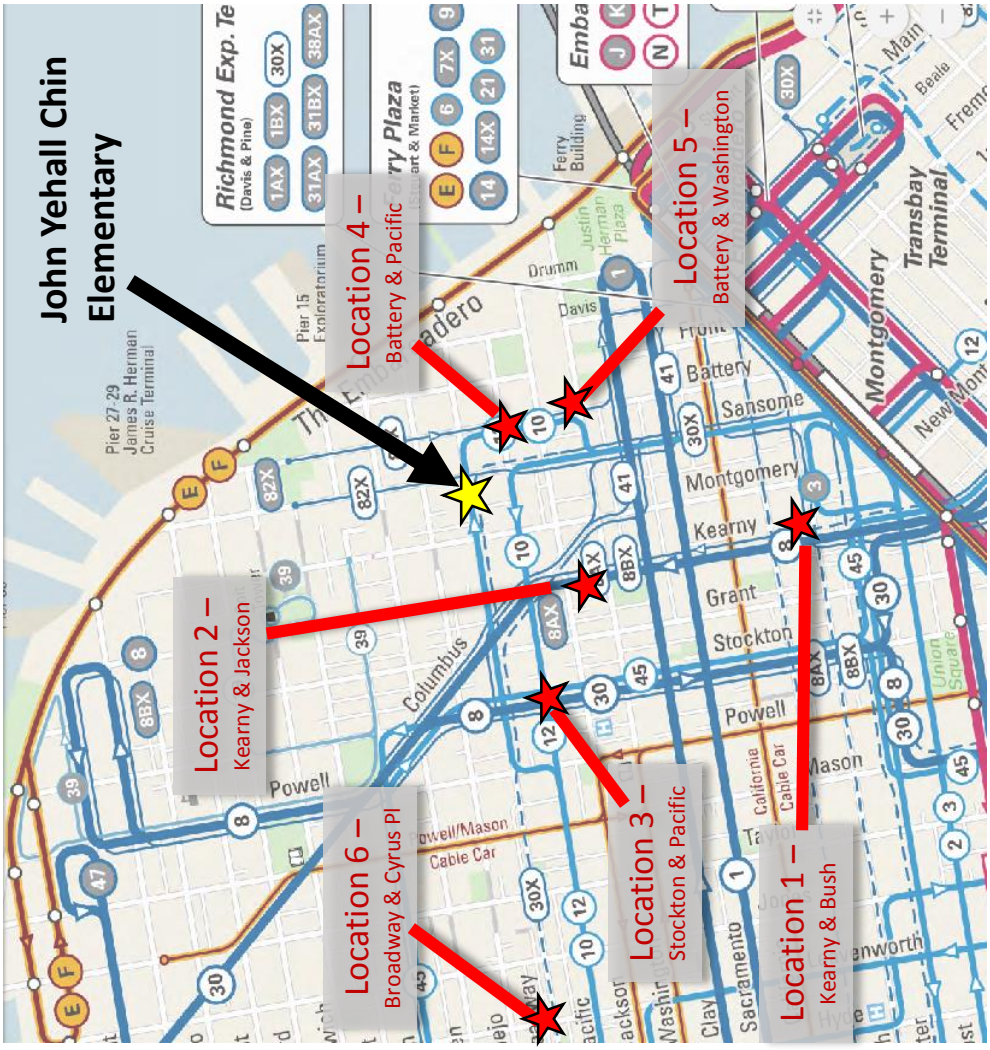
Map #2: High Impact Area (Proximate Access)

Map #3: Project within ¼ mile of affordable housing development

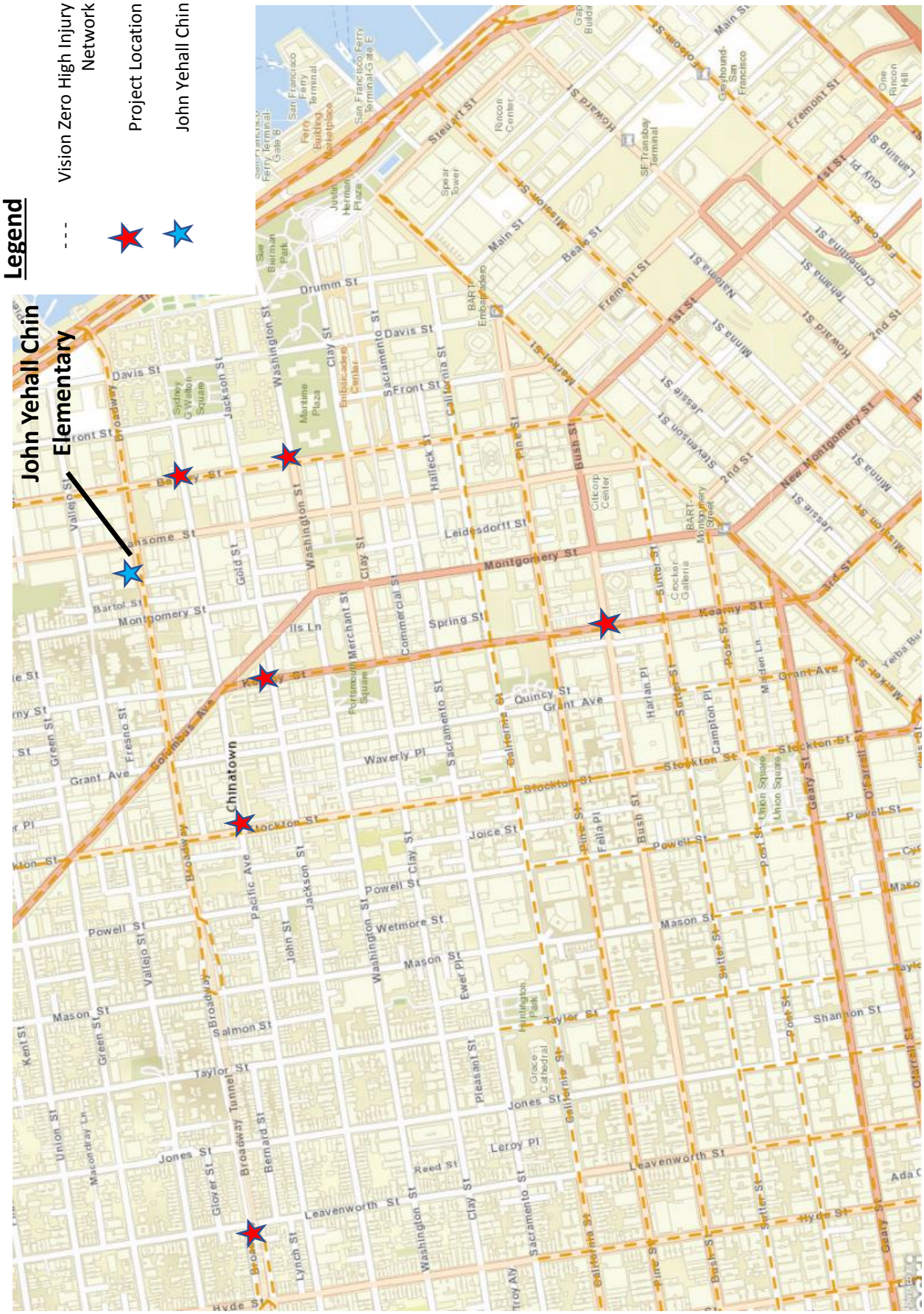


Map #4: Community Air Risk Evaluation (CARE Community)

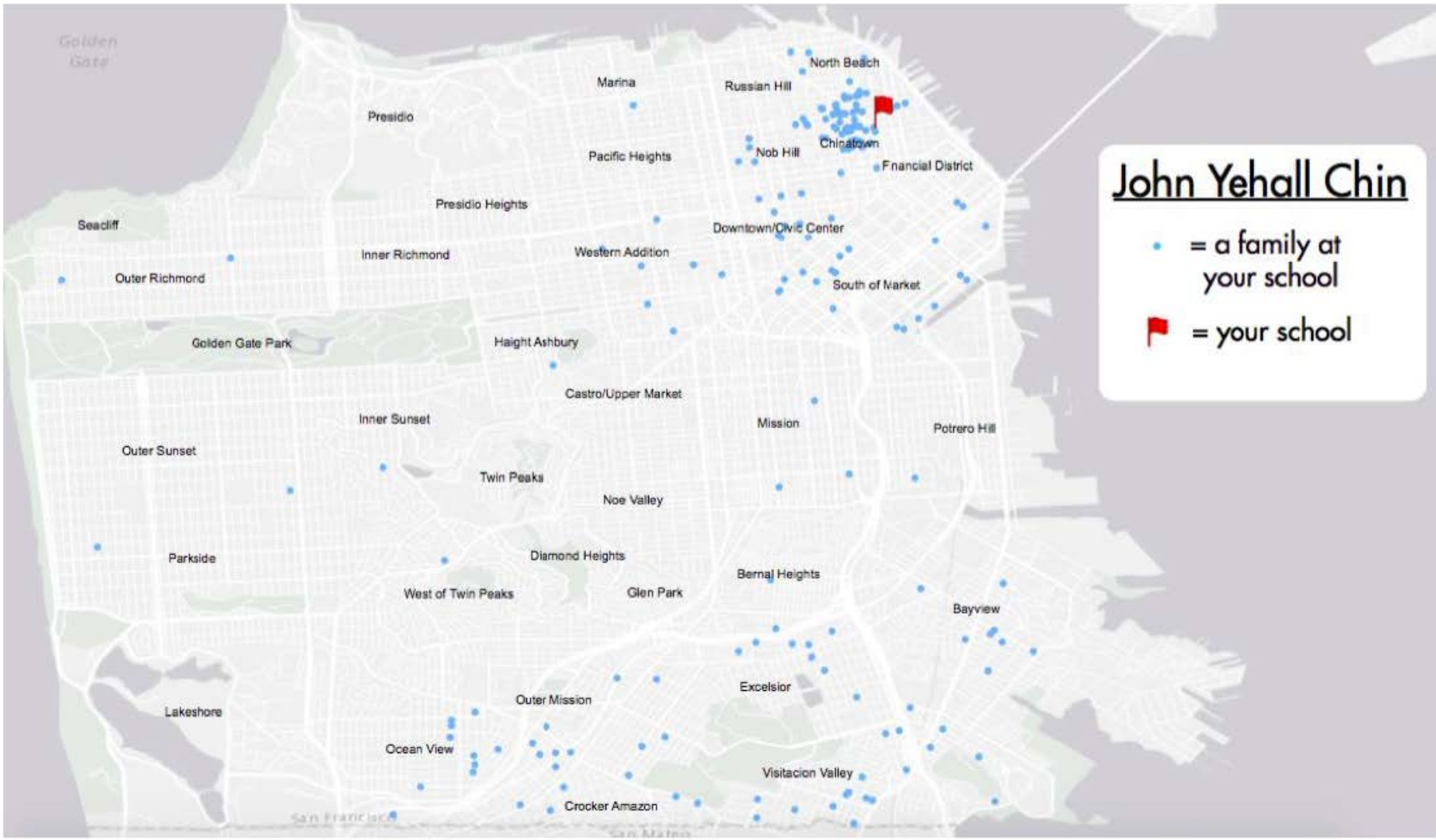
Map #5: Muni Transit Overlay



Map #6: Vision Zero High Injury Network with project locations



Map #7: John Yehall Chin Attendance Map (2017)



Source: San Francisco Safe Routes to School (http://sfsaferoutes.org/schools/john-yehall-chin/)

Table 2: SRTS Prioritization Ranking

SFMTA Safe Routes to School Prioritization Ranking for Infrastructure Projects

Tier calculation is the sum of the quartiles for the number of students who currently walk and the number of pedestrian-involved collisions *(data used is in highlighted columns)*
Within each tier, each school is ranked based on the sum of the quartiles for % students within one mile, % low-income students, % collisions with fatalities/severe injuries and % of collisions during school hours

			Demographic Data						TRAFFIC COLLISION HISTORY AROUND SCHOOLS									
Tier	Rank	School	Sup. District	Total School Enrollment (2010-2011)	% student enrollment living w/in 1 mile	Free/ Reduced Priced Meals	Walk Share	Total Walkers	Fatal Injury Collisions	Severe Injury Collisions	Fatal + Severe Injuries	Minor Injury Collisions	Total Injury Collisions	Pedestrian-Involved Collisions	during drop-off (7:30am-9:30am) or pickup (1:30pm-4pm)	% collisions that are fatal + severe	% collisions that involve peds	collisions during school hrs of all total injury collisions
1	1	Jean Parker	3	272	62.4%	83.3%	56.1%	153	5	17	22	160	204	107	48	11%	52%	24%
	2	Gordan Lau	3	662	54.9%	86.1%	41.5%	275	7	23	30	244	304	140	87	10%	46%	29%
	3	Redding	3	331	64.6%	83.7%	51.4%	170	5	27	32	362	426	119	96	8%	28%	23%
	4	Cesar Chavez	9	471	60.5%	77.9%	44.1%	208	4	10	14	167	195	54	43	7%	28%	22%
	5	Marshall	9	239	59.7%	83.6%	55.9%	134	0	24	24	350	398	72	99	6%	18%	25%
	6	John Yehall Chin	3	256	53.8%	87.3%	49.8%	129	2	14	16	160	192	62	48	8%	32%	25%
	7	Tenderloin	6	367	68.7%	84.3%	49.3%	161	3	31	34	452	520	99	133	7%	19%	26%
	8	Monroe	11	509	58.4%	67.9%	45.4%	231	0	6	6	85	97	36	30	6%	37%	31%
	9	Bessie Carmichael	6	480	42.9%	74.3%	31.0%	149	2	10	12	242	266	60	71	5%	23%	27%
2	1	ER Taylor	9	653	67.1%	75.4%	31.2%	204	2	4	6	42	54	21	23	11%	39%	43%
	2	George Moscone	9	331	64.1%	85.7%	44.5%	147	1	8	9	119	137	34	30	7%	25%	22%
	3	George Peabody	1	249	44.4%	45.1%	31.2%	78	1	13	14	101	129	41	37	11%	32%	29%
	4	Bryant‡	9	241	65.9%	87.4%	65.8%	159	0	5	5	105	115	32	29	4%	28%	25%
	5	Yick Wo	3	264	63.3%	63.3%	48.2%	127	0	7	7	73	87	25	14	8%	29%	16%
	6	Garfield	3	233	50.0%	72.8%	40.9%	95	1	10	11	75	97	49	18	11%	51%	19%
	7	Spring Valley	3	342	52.1%	82.9%	37.0%	127	2	10	12	157	181	46	39	7%	25%	22%
	8	Rosa Parks	5	395	43.5%	62.1%	21.9%	87	4	11	15	234	264	66	79	6%	25%	30%
	9	Alamo	1	516	54.8%	34.4%	32.4%	167	2	3	5	90	100	24	29	5%	24%	29%
3	1	Visitation Valley	10	432	75.7%	84.7%	37.4%	162	0	2	2	23	27	10	9	7%	37%	33%
	2	Guadalupe	11	475	64.7%	74.7%	26.7%	127	2	1	3	28	34	10	11	9%	29%	32%
	3	SF Community	11	192	62.1%	69.5%	25.0%	48	3	7	10	125	145	46	44	7%	32%	30%
	4	Leonard Flynn	9	478	51.0%	66.1%	26.0%	124	0	5	5	99	109	16	36	5%	15%	33%
	5	Lafayette	1	529	66.5%	31.0%	28.8%	152	0	5	5	41	51	14	11	10%	27%	22%
	6	Fairmount	8	368	36.2%	55.6%	30.8%	113	1	3	4	133	141	29	47	3%	21%	33%
	7	John Muir	5	222	43.9%	86.4%	32.2%	72	0	14	14	208	236	46	49	6%	19%	21%
	8	Sanchez	8	259	32.5%	81.7%	20.9%	54	2	11	13	211	237	62	58	5%	26%	24%
	9	Longfellow	11	601	65.0%	65.5%	38.4%	231	0	4	4	58	66	15	11	6%	23%	17%
	10	Buena Vista	9	394	23.4%	55.3%	19.1%	75	4	7	11	115	137	22	36	8%	16%	26%
	11	Jefferson	4	492	49.7%	41.3%	25.6%	126	2	5	7	185	199	34	49	4%	17%	25%
4	1	Cleveland	11	327	58.5%	72.9%	34.8%	114	0	4	4	17	25	8	9	16%	32%	36%
	2	Sheridan	11	217	67.6%	76.2%	29.7%	64	0	4	4	42	50	13	15	8%	26%	30%
	3	George Washington C.	10	279	74.5%	85.4%	21.7%	61	1	3	4	55	63	15	19	6%	24%	30%
	4	Chinese Ec Center	3	85	34.5%	95.3%	23.1%	20	5	20	25	270	320	116	86	8%	36%	27%
	5	Glen Park	8	340	32.7%	77.7%	16.7%	57	3	3	6	71	83	18	24	7%	22%	29%
	6	Sutro	1	247	43.7%	69.8%	23.6%	58	0	8	8	137	153	32	51	5%	21%	33%
	7	Bret Harte	10	237	46.5%	90.0%	33.2%	79	1	3	4	18	26	4	3	15%	15%	12%
	8	Starr King	10	349	25.0%	58.6%	22.4%	78	1	4	5	39	49	7	16	10%	14%	33%
	9	Junipero Serra	9	275	50.5%	82.7%	23.6%	65	0	3	3	54	60	12	17	5%	20%	28%
	10	Sunnyside	7	322	36.1%	53.1%	23.0%	74	0	1	1	28	30	11	10	3%	37%	33%
	11	RL Stevenson	4	475	43.1%	54.7%	17.2%	82	0	2	2	43	47	10	16	4%	21%	34%
	12	Sunset	4	391	43.9%	33.9%	13.7%	54	0	1	1	52	54	17	21	2%	31%	39%
	13	Dr. Charles Drew	10	268	51.3%	78.8%	10.8%	29	1	6	7	94	108	24	22	6%	22%	20%
	14	Francis Scott Key	4	527	48.0%	56.5%	21.8%	115	0	0	0	17	17	4	5	0%	24%	29%
	15	Paul Revere	9	329	27.6%	71.2%	14.6%	48	1	1	2	47	51	9	16	4%	18%	31%
	16	Dianne Feinstein	4	471	31.0%	22.7%	11.1%	52	0	2	2	18	22	11	8	9%	50%	36%
	17	Frank McCoppin	1	258	42.1%	68.0%	45.5%	117	0	3	3	72	78	15	22	4%	19%	28%
	18	Alvarado	8	521	25.9%	41.2%	20.9%	109	0	3	3	28	34	2	9	9%	6%	26%
	19	New Traditions	5	229	27.7%	49.7%	15.4%	35	0	16	16	157	189	28	43	8%	15%	23%
	20	Harvey Milk	8	245	17.1%	47.5%	8.6%	21	0	7	7	84	98	35	24	7%	36%	24%
	21	Argonne	1	423	45.3%	41.4%	24.2%	102	1	3	4	68	76	15	14	5%	20%	18%
	22	Dr. William Cobb	2	183	25.8%	74.0%	13.7%	25	0	10	10	139	169	23	39	6%	14%	25%
	23	Commadore Sloat	7	380	18.1%	39.4%	7.9%	30	0	4	4	99	107	19	34	4%	18%	32%
	24	Grattan	5	384	31.0%	20.6%	19.1%	73	0	3	3	30	36	8	9	8%	22%	25%
	25	McKinley	8	352	32.5%	47.9%	14.7%	52	0	5	5	71	81	14	20	6%	17%	25%
	26	Sherman	2	425	23.7%	52.7%	9.5%	40	0	8	8	205	221	31	57	4%	14%	26%
	27	West Portal	7	572	20.6%	38.0%	8.9%	51	0	4	4	48	56	13	12	7%	23%	21%

San Francisco Unified School District
John Yehall Chin Elementary School
350 Broadway
San Francisco, California 94133
(415) 291-7946
FAX: (415) 291-7943
Allen A. Lee, Principal

March 14, 2017

San Francisco County Transportation Authority (SFCTA)
1455 Market Street, 22nd Floor
San Francisco, CA 94103

To Whom It May Concern:

John Yehall Chin Elementary School serve students from Kindergarten through 5th grade, located between the Financial District, Chinatown, and the North Beach neighborhoods. The diverse school community includes many families who walk from the south and west of the school and others who travel from the Visitacion Valley and the Crocker-Amazon neighborhoods. John Yehall Chin Elementary School supports the San Francisco Public Works' (SFPW) application for an One Bay Area Grant so that program such as Safe Routes to School can continue flourish and be beneficial to our young students.

Our school has a strong history of students and their families walking to school, and many members of our community cross these busy streets every single day. These improvements would help all of us in addressing concerns about traffic speeds, traffic volumes, and lack of pedestrian space that pose barriers to students wishing and needing to walk to school. Further, thousands of San Franciscans live and work in our school neighborhood and these improvements would make walking safer and more convenient for them as well.

We strongly believe that the proposed curb extensions at these locations will not only increase the number of students walking in the area, but also provide a safer and more walkable community. We fully endorse this application and encourage you to fund this project. Thank you for your consideration of this application.

Sincerely,

Allen Lee
Principal
John Yehall Chin Elementary School
San Francisco Unified School District

Successfully submitted checklist.

Project:

(/checklists/1155/edit) (/checklists/1155)

John Yehall Chin Safe Routes to School (/projects/984)

Checklist:

John Yehall Chin Safe Routes to School

Name:
John Yehall Chin Safe Routes to School

Description:
Construct curb extensions and a raised crosswalk to improve pedestrian safety near John Yehall Chin Elementary School (350 Broadway Street).

Status:
In Progress

Project:
John Yehall Chin Safe Routes to School (/projects/984)

Location:
San Francisco

Contact Name:
Rachel Alonso

Contact Email:
rachel.alonso@sfdpw.org

Contact Phone:
4155544139

Contact Address:
1155 Market Street, 4th floor
San Francisco, CA 94102

1a: What bicycle and pedestrian accommodations are currently included on the facility or on facilities it intersects or crosses? Please check all that apply.

Class I bicycle paths
Class II bicycle lanes
Class III bicycle routes
Class IV bikeways
Bicycle boxes
Raised separated bikeways
Bicycle Boulevards
Bicycle parking
Sidewalks on one side or both sides of street
Marked crosswalks
Protected intersection
Painted conflict zones
Narrow unpaved path
Pedestrian-actuated traffic signals or routine pedestrian cycle
Bulb-outs
Bicycle actuated traffic signals or routine bicyclist cycle
High visibility crosswalks
Pedestrian-level lighting
ADA-compliant ramps
Traffic signal push buttons
Refuge islands on roadways
Transit shelter
Wide curb lanes
Right turn only lanes
Transit vehicle stops

Transit vehicle stops
Pedestrian countdown signals
Way-finding or directional signage
None

: Other

Frequent crosswalks

: Please provide specifics of any items checked above.

Current conditions include adequate pedestrian facilities according to current state and federal standards. Sidwalks are present throughout the project area on both sides of the street, often overflowing with pedestrians due to the high demand from people who live, work, and visit in the area. There are frequent crosswalks, mostly standard style demarcated with a single paid of parallel line without the up-to-date continental striping for better visibility. Most crossing are equipped with curb ramps and pedestrian count down signals, tho the ramps are not always up to current guidelines even if they meet minimum standards. High ridership transit lines service the area serving many peoples' mode of transportation to, from, and through the area. Transit stops and shelters are present throughout the area. Many of the corridors near or adjacent to project locations are pedestrian high injury corridors and are often heavily congested with pedestrians. This suggests a need for improvements that go beyond minimum standards in order to increase safety and comfort for pedestrians.

1b: If there are no existing pedestrian or bicycle facilities, how far from the proposed project are the closest parallel bikeways and walkways?

0-1/4 mile
1/4 mile to 1/2 mile
1/2 mile to 1 mile
1+ mile

1c: Please indicate needed pedestrian, bicycle, or transit improvements in the project area that staff or the public have identified

Improved lighting
sidewalks
Improve intersections
Mid-block crossings
Accommodations for the elderly or disabled or school age children
School age children
Transit shelters
ADA facilities
Widened curb lanes
Bicycle parking
Traffic signals responsive to bicycles
Shorter vehicular traffic signal cycles
Addressing choke points or gaps in pedestrian or bicycle
RR crossings
Bike racks on busses
Widened or better-lit under crossings
Removed slip lanes
Right turn only lanes
None

: Other

Choke Points

1d: Please describe the overall context of the project area:

The project area is located north of the Financial District of San Francisco. The residential and employment density within the school neighborhood is among the highest in the city with 54 percent of students living within a mile of the school, demonstrating that the school has high potential for walk and bicycling. In addition, one third of students travel to Chin Elementary from more remote southeastern neighborhoods of San Francisco. An express bus route, which accommodates many of these students, stops at Kearny Street and Nottingham Place, approximately 900 feet from the school.

1e: What existing challenges could the proposed project improve for bicycle, pedestrian, or transit travel in the vicinity of the proposed project?

Unresponsive signals to bicycles
Lack of bicycle parking
Freeway on-off ramps
Narrow curb lanes
Choke points
RR crossings
No bike racks on buses
Wide roadway crossings

Long signal cycles which require pedestrians to wait long periods of time
Short signal crossing times
Narrow undercrossings, overcrossings
Slip lanes
Sidewalk obstruction or missing sidewalk
Pedestrian-level lighting
Lack of ADA compliant facilities
Lack of Transit vehicle stops

: Other

2a: What trip generators (existing and future) are in the vicinity of the proposed project that might attract walking or bicycling customers, employees, students, visitors or others?

Educational institutions
Transit stations
Senior centers
High-density land uses
Downtowns
Shopping areas
Medical centers
Major public venues
Government buildings
Parks

: Other

3a: Have you considered collisions involving bicyclists and pedestrians along the route of the facility?

Yes

: If so, please provide the number of collisions and describe the outcomes of each:

According to SWITRS data, between 2008-2012 there were a total of 322 injury collisions within a 1/4 mile of the school. Of the 322 injury collisions, 61 involved pedestrians, 51 occurred during school hours and 27 injuries were of severe or fatal nature. Based on 2015 student demographics, 35% of the sudent population lives less than 1/2 mile from the school, making walking a viable choice for mode of transportation. Given the amount of students living close to the school, it is important to have walking routes as safe as possible. One of the project locations, the intersection of Bush Street and Kearny Street, ranks within the top 1 percent of pedestrian volumes in the city of San Francisco based on the SFMTA pedestrian volume model. The intersection of Kearny and Jackson also ranks in the top 10 percent. Crowded corners at intersections can pose a barrier to pedestrian travel and encourage unsafe pedestrian behavior such as walking in the street. Field work at these locations confirmed that such behaviors do occur and this project will directly address and mitigate these issues.

: If so, what resources have you consulted?

The project is designed upon a basis of robust data analyses from various sources. We have consulted the SF department of Public Health and SF Municipal Transportation Agency High-Injury Corridor Maps and Data, information the SF Pedestrian Safety Task Force, and have done detailed and thorough examinations of the data and what they suggest through other projects at the MTA such as WalkFirst in order to reach agency goals such as Vision Zero. Data and community input show that many improvements can be made to ensure a safer and more pedestrian friendly environment that can improve the quality of life for those who live, work, and visit the area. It is the hope that the improvements will create a vibrant pedestrian atmosphere and make the stress and sidewalks safer and more pleasant to walk on.

4a: Do any adopted plans call for the development of bicycle or pedestrian facilities on, crossing or adjacent to the proposed facility/project?

City or town bicycle plan
Countywide bicycle plan
City or town pedestrian plan
Countywide pedestrian plan
Combined bicycle and pedestrian plan
ADA transition plan
General plan
Specific plan
Regional transportation Plan
Sales tax expenditure plan
Station area access plan
No plans

: Other

: Is the proposed project consistent with these plans?

Yes

5a: Do any local, statewide or federal policies call for incorporating bicycle and/or pedestrian facilities into this project?

Caltrans Deputy Directive 64
Caltrans Highway Design Manual (Chapter 1000)
ACR 211
MUTCD 2003
MUTCD California supplement
Americans with Disabilities Act Accessibility Guidelines (ADAAG)
MTC Pedestrian Districts Study
None
more

: Other

SB 375: Sustainable Communities Assemble Bill 1358 (2008 Legislated Complete Streets Bill) SF Transit First Policy SF Vision Zero policy

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: If so, have the policies been followed?

Yes

5b: N/A

No

5c: If this project includes a bicycle and/or pedestrian facility, which applicable design standards or guidelines have been followed?

AASHTO bicycle and pedestrian design guides
Americans with Disabilities Act Accessibility Guidelines
Caltrans Design Information Bulletin 89
Caltrans Highway Design Manual
Caltrans California MUTCD
Caltrans Pedestrian and Bicycle Facilities in California
FHWA MUTCD
ITE Designing Urban Walkable Thoroughfares
NACTO Urban Bikeway Design Guide
N/A - no bicycle or pedestrian facilities included
None

6a: What comments have been made regarding bicycle and pedestrian accommodations at BPAC, stakeholder, or public meetings at which the proposed project has been discussed?

Public outreach efforts included meetings, workshops, discussions, and web-based tools with the Chin Elementary school community, neighborhood groups, advocacy groups, the disabled community and countless other stakeholders. Outreach comments and recommendations to the MTA included those such as a desire for increased enforcement and re-timing loading zone restriction. The community showed general support and enthusiasm for improving pedestrian facilities. Participants in 2014 focus group generally felt that pedestrian investments should be focused where safety improvements are most urgently needed, and curb extensions were a popular treatment type.

: How have you responded to comments received?

Based on the feedback, Public Works tried to choose intersections that either had a close proximity to the school, were on a high injury corridor, or located close to transit. Curb extensions or raised crosswalks are the treatments for the selected intersections SFMTA staff took a speed survey on Broadway and determined that speeding is occurring. Staff plan to use local funds to build a speed feedback sign that encourages drivers to slow. At the time of the comment regarding the construction schedule, construction was orginally slated for 2018, but will now be 2019. As for the project locations, the site constraints for locations nearest the school would render this project infeasible. City staff are exploring other pedestrian safety improvements closer to the school site that may be supported through local funds.

7a: What accommodations, if any, are included for bicyclists and pedestrians in the proposed project design?

Class I bicycle paths
Class II bicycle lanes
Class III bicycle routes
Class IV bikeways
Bicycle boxes
Raised separated bikeways
Bicycle Boulevards
Bicycle parking
Sidewalks on one side or both sides of street
Widened sidewalks
Marked crosswalks
Protected intersection
Painted conflict zones

Narrow unpaved path
Pedestrian-actuated traffic signals or routine pedestrian cycle
Bulb-out
Bicycle actuated traffic signals or routine bicyclist cycle
High visibility crosswalks
Pedestrian-level lighting
ADA-compliant ramps
Traffic signal push buttons
Refuge islands on roadways
Transit shelters
Wide curb lanes
Right turn only lanes
Transit vehicle stops
Pedestrian countdown signals
Way-finding or directional signage
None

: Other

Curb extensions and bus bulbs

8a: Will the proposed project remove an existing bicycle or pedestrian facility or block or hinder bicycle or pedestrian movement?

No

: If yes, please describe situation in detail.

8b: If the proposed project incorporates neither bicycle nor pedestrian facilities, or if the proposed project would hinder bicycle or pedestrian travel, list reasons why the project cannot be re-designed to accommodate these facilities.

: Was a road diet or car parking removal considered?

No

: What would be the cost of the added bicycle and/or pedestrian facility?

: If the proposed project incorporates bicycle or pedestrian improvements, what proportion is the bicycle and/or pedestrian facility of the total project cost?

100

: If right-of-way challenges are the reason for the hindrance, please explain the analysis that led to this conclusion.

N/A

9a: How will access for bicyclists and pedestrians be maintained during project construction?

Alternative signed bicycle route
Alternative signed pedestrian route
Separated pedestrian pathway
Other

: Other

10a: What agency will be responsible for ongoing maintenance of the facility?

San Francisco Public Works

10b: How will ongoing maintenance be budgeted?

Annual capital and operating budgets

Edit checklist (/checklists/1155/edit) Delete checklist (/checklists/1155)

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