

File No. 130754

Committee Item No. 19

Board Item No. 43

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee: Budget and Finance Committee

Date: 07/24/2013

Board of Supervisors Meeting

Date: July 30, 2013

Cmte Board

- | | | |
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| <input type="checkbox"/> | <input type="checkbox"/> | Motion |
| <input checked="" type="checkbox"/> | <input checked="" 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 and Legislative Analyst Report |
| <input type="checkbox"/> | <input type="checkbox"/> | Legislative Analyst Report |
| <input type="checkbox"/> | <input type="checkbox"/> | Youth Commission Report |
| <input type="checkbox"/> | <input type="checkbox"/> | Introduction Form |
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | Department/Agency Cover Letter and/or Report |
| <input type="checkbox"/> | <input type="checkbox"/> | MOU |
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | Grant Information Form |
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | Grant Budget |
| <input type="checkbox"/> | <input type="checkbox"/> | Subcontract Budget |
| <input type="checkbox"/> | <input type="checkbox"/> | Contract/Agreement |
| <input type="checkbox"/> | <input type="checkbox"/> | Form 126 – Ethics Commission |
| <input type="checkbox"/> | <input type="checkbox"/> | Award Letter |
| <input checked="" type="checkbox"/> | <input checked="" 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: Victor Young Date July 19, 2013

Completed by: Victor Young Date _____

1 [Accept and Expend Grant - OneBayArea Grant Program - \$17,026,221]

2
3 **Resolution authorizing the filing of an application for funding assigned to the**
4 **Metropolitan Transportation Commission (MTC); committing any necessary matching**
5 **funds; stating assurance to complete the projects; and authorizing the Department of**
6 **Public Works to accept and expend \$17,026,221 in OneBayArea Grant Program funds**
7 **awarded through the MTC for the period of December 1, 2013, through December 30,**
8 **2016.**

9 WHEREAS, The Department of Public Works (DPW) is submitting an application to the
10 Metropolitan Transportation Commission (MTC) for \$17,026,221 in funding assigned to MTC
11 for programming discretion, including but not limited to federal funding administered by the
12 Federal Highway Administration (FHWA) such as Surface Transportation Program (STP)
13 funding, Congestion Mitigation and Air Quality Improvement (CMAQ) funding and/or
14 Transportation Alternatives (TA) funding (herein collectively referred to as REGIONAL
15 DISCRETIONARY FUNDING) for the

- 16 1. Longfellow Safe Routes to School Project;
- 17 2. ER Taylor Safe Routes to School Project;
- 18 3. Chinatown Broadway Phase IV Street Design Project;
- 19 4. Second Street Streetscape Improvement Project;

20 (herein referred to as PROJECTS) for the OneBayArea Grant Program (herein referred
21 to as PROGRAM); and

22 WHEREAS, The Moving Ahead for Progress in the 21st Century Act (Public Law 112-
23 141, July 6, 2012) and any extensions or successor legislation for continued funding
24 (collectively, MAP 21) authorize various federal funding programs including, but not limited to
25 the Surface Transportation Program (STP) (23 U.S.C. § 133), the Congestion Mitigation and

1 Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149) and the Transportation
2 Alternatives Program (TA) (23 U.S.C. § 213); and

3 WHEREAS, State statutes, including California Streets and Highways Code 182.6 and
4 182.7 provide various funding programs for the programming discretion of the Metropolitan
5 Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

6 WHEREAS, Pursuant to MAP-21, and any regulations promulgated thereunder, eligible
7 project sponsors wishing to receive federal funds for a project shall submit an application first
8 with the appropriate MPO for review and inclusion in the MPO's Transportation Improvement
9 Program (TIP); and

10 WHEREAS, MTC is the MPO and RTPA for the nine counties of the San Francisco Bay
11 region; and

12 WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC
13 Resolution No. 3606, revised) that sets out procedures governing the application and use of
14 federal funds; and

15 WHEREAS, MTC Resolution No. 4035 established the OneBayArea Grant (OBAG)
16 Program as the MTC's framework for programming federal surface transportation funds,
17 which delegated program management and project selection to the county congestion
18 management agencies (CMAs) for OBAG program projects for Bicycle and Pedestrian
19 Improvements, Local Streets and Roads Preservation, Safe Routes to Schools, and
20 Transportation of Livable Communities; and

21 WHEREAS, DPW is an eligible sponsor for REGIONAL DISCRETIONARY FUNDING;
22 and

23 WHEREAS, The San Francisco County Transportation Agency (SFCTA), which is the
24 CMA for San Francisco County, solicited applications for \$35,016,000 in federal funds under
25 the OBAG program; and

1. WHEREAS, The Department of Public Works (DPW) has applied to the SFCTA and
2 received approval for four projects to receive \$17,026,221 in federal funds under the OBAG
3 program:

- 4 1. Longfellow Safe Routes to School Project (\$670,307);
- 5 2. ER Taylor Safe Routes to School Project (\$519,631);
- 6 3. Chinatown Broadway Phase IV Street Design Project (\$5,320,537);
- 7 4. Second Street Streetscape Improvement Project (\$10,515,746); and

8 WHEREAS, Each of the projects requires a local match, which DPW plans to program
9 as follows:

- 10 1. Longfellow Safe Routes to School Project (\$86,846 in Prop K sales tax funds);
- 11 2. ER Taylor Safe Routes to School Project (\$67,324 in Prop K sales tax funds);
- 12 3. Chinatown Broadway Phase IV Street Design Project (\$701,886 in Prop K sales
13 tax funds and \$650,000 in Prop AA funds);
- 14 4. Second Street Streetscape Improvement Project (\$758,427 in Prop K sales tax
15 funds and \$604,000 in Prop K/Regional Bicycle and Pedestrian Program Swap
16 funds); and

17 WHEREAS, As part of the application for REGIONAL DISCRETIONARY FUNDING,
18 MTC requires a resolution adopted by the responsible implementing agency stating the
19 following:

- 20 1. the commitment of any required matching funds; and
- 21 2. that the sponsor understands that the REGIONAL DISCRETIONARY FUNDING
22 is fixed at the programmed amount, and therefore any cost increase cannot be
23 expected to be funded with additional REGIONAL DISCRETIONARY FUNDING;
24 and

- 1 3. that the project will comply with the procedures, delivery milestones and funding
2 deadlines specified in the Regional Project Funding Delivery Policy (MTC
3 Resolution No. 3606, revised); and
- 4 4. the assurance of the sponsor to complete the project as described in the
5 application, subject to environmental clearance, and if approved, as included in
6 MTC's federal Transportation Improvement Program (TIP); and
- 7 5. that the project will comply with all project-specific requirements as set forth in
8 the PROGRAM; and

9 WHEREAS, The grants do not require an ASO amendment; and

10 WHEREAS, The grant budgets include provision for indirect costs totaling \$3,186,781;
11 now, therefore, be it

12 RESOLVED, That DPW is authorized to execute and file an application for funding for
13 the PROJECTS for REGIONAL DISCRETIONARY FUNDING under MAP-21 for continued
14 funding; and, be it

15 FURTHER RESOLVED, That DPW by adopting this resolution does hereby state that:

- 16 1. DPW will provide \$2,868,482 in non-federal matching funds; and
- 17 2. DPW understands that the REGIONAL DISCRETIONARY FUNDING for these
18 projects is fixed at the MTC-approved amount, and that any cost increases must
19 be funded by DPW from other funds, and that DPW does not expect any cost

20 increases to be funded with additional REGIONAL DISCRETIONARY
21 FUNDING;

- 22 3. DPW understands the funding deadlines associated with these funds and will
23 comply with the provisions and requirements of the Regional Project Funding
24 Delivery Policy (MTC Resolution No. 3606, as revised) and DPW has, and will
25 retain the expertise, knowledge, and resources necessary to deliver federally-

1 funded transportation projects, and has assigned, and will maintain a single
2 point of contact for all FHWA-funded transportation projects to coordinate within
3 the agency and with the respective Congestion Management Agency (CMA),
4 MTC, Caltrans, and FHWA on all communications, inquiries, or issues that may
5 arise during the federal programming and delivery process for all FHWA-funded
6 transportation projects implemented by DPW;

7 4. PROJECTS will be implemented as described in the complete application and in
8 this resolution, subject to environmental clearance, and, if approved, for the
9 amount approved by MTC and programmed in the federal TIP;

10 5. DPW and the PROJECTS will comply with the requirements set forth in MTC
11 programming guidelines and project selection procedures for the PROGRAM;
12 and, be it

13 FURTHER RESOLVED, That DPW is an eligible sponsor of REGIONAL
14 DISCRETIONARY FUNDING-funded projects; and, be it

15 FURTHER RESOLVED, That DPW is authorized to submit an application for
16 REGIONAL DISCRETIONARY FUNDING for the PROJECTS; and, be it

17 FURTHER RESOLVED, That there is no legal impediment to DPW making applications
18 for the funds; and, be it

19 FURTHER RESOLVED, That there is no pending or threatened litigation that might in
20 any way adversely affect the proposed PROJECTS, or the ability of DPW to deliver such
21 PROJECTS; and, be it

22 FURTHER RESOLVED, That DPW authorizes its Director or his or her designee to
23 execute and file an application REGIONAL DISCRETIONARY FUNDING for the PROJECTS
24 as referenced in this resolution; and, be it
25

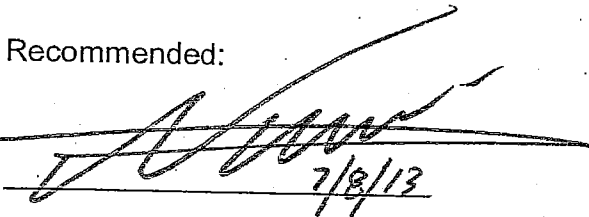
1 FURTHER RESOLVED, That a copy of this resolution will be transmitted to the MTC in
2 conjunction with the filing of the application; and, be it

3 FURTHER RESOLVED, That MTC is requested to support the PROJECTS described
4 herein and to include the PROJECTS, if approved, in MTC's federal TIP; and, be it

5 FURTHER RESOLVED, That DPW is authorized to accept and expend \$17,026,221
6 through the MTC's OneBayArea Grant (OBAG) Program; and, be it

7 FURTHER RESOLVED, That the Director of Public Works or his or her designee is
8 authorized to execute all documents pertaining to the project with Caltrans.

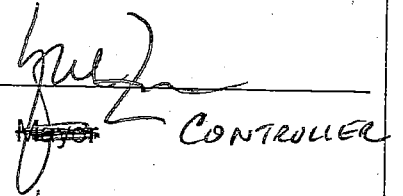
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12 Recommended:


7/8/13

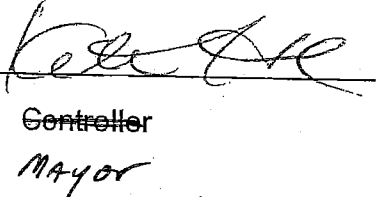
13
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15 Mohammed Nuru

16 Director of Public Works

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Approved:


~~Mayor~~ CONTROLLER

Approved:


Controller
MAYOR



Edwin M. Lee, Mayor
Mohammed Nuru, Director

Office of the Director
1 Dr. Carlton B. Goodlett Place, City Hall, Room 348
San Francisco, CA 94102
(415) 554-6920 ■ www.sfdpw.org



TO: Angela Calvillo, Clerk of the Board of Supervisors
FROM: Mohammed Nuru, Director of Public Works
DATE: July 9, 2013
SUBJECT: Accept and Expend Federal Grant
GRANT TITLE: OneBayArea Grant

Attached please find the original and 4 copies of each of the following:

- Proposed grant resolution; original signed by DPW
- Grant information form, including disability checklist
- Grant budgets
- Grant applications
- San Francisco County Transportation Authority Resolution approving grant applications

Special Timeline Requirements: The funding agency has requested a statement of local support for the grants be completed by July 30, 2013.

Departmental representative to receive a copy of the adopted resolution:

Name: Ananda Hirsch (ananda.hirsch@sfdpw.org) Phone: 415-558-4034

Interoffice Mail Address: DPW, IDC 30 Van Ness Ave, 5th Floor

Certified copy required Yes No



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

Grant Ordinance Information Form
(Effective May 2011)

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

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

1. Grant Title: OneBayArea Grant
2. Department: Public Works
3. Contact Person: Ananda Hirsch Telephone: 415.558.4034
4. Grant Approval Status (check one):
 Approved by funding agency Not yet approved
5. Amount of Grant Funding Approved or Applied for: \$17,026,221
Grant Codes:

Grant Code	Project
PWHB29 1331FD	Longfellow Elementary SRTS
PWHB30 1330FD	ER Taylor Safe Routes to Schools
PWHB31 1375FD	Chinatown Broadway Streetscape Improvements
PWHB32 1364FD	2 nd Street Streetscape Improvements

- 6a. Matching Funds Required: \$ 2,868,482
b. Source(s) of matching funds (if applicable): Proposition K (Local Sales Tax), Proposition AA (Vehicle Registration Fee)

- 7a. Grant Source Agency: Metropolitan Transportation Commission
b. Grant Pass-Through Agency (if applicable): San Francisco Transportation Authority

8. Proposed Grant Project Summary:

~~Longfellow Safe Routes to School Project (\$670,307): To improve pedestrian safety around the school.~~

~~ER Taylor Safe Routes to School Project (\$519,631): To improve pedestrian safety around the school.~~

~~Chinatown Broadway Phase IV Street Design Project (\$5,320,537): To extend the streetscape improvements along Broadway implemented in phases one through three, between Powell and the Broadway Tunnel, including pedestrian safety enhancements around Jean Parker Elementary School and greening.~~

~~Second Street Streetscape Improvement Project (\$10,515,746): To improve pedestrian and bicycle safety, add landscaping and street furnishings, and improve the pavement condition.~~

9. Grant Project Schedule, as allowed in approval documents, or as proposed:

Start-Date: 12/1/2013

End-Date: 12/30/2016

10. Number of new positions created and funded: 0

11. Explain the disposition of employees once the grant ends? N/A

12a. Amount budgeted for contractual services: \$15,589,502

b. Will contractual services be put out to bid? Yes.

c. If so, will contract services help to further the goals of the Department's Local Business Enterprise (LBE) requirements? No, because of restrictions on use of these Federal grant funds.

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

13a. Does the budget include indirect costs? Yes No

b1. If yes, how much? \$3,186,781

b2. How was the amount calculated? Using DPW's overhead rate

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):

c2. If no indirect costs are included, what would have been the indirect costs?

14. Any other significant grant requirements or comments: A resolution of local support for the projects has been requested by July 31. These grant requests were approved by the San Francisco Transportation Authority on June 25, 2013.

****Disability Access Checklist****

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

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

16. The Departmental ADA Coordinator 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 ADA Coordinator or Mayor's Office of Disability Reviewer:

Kevin Jensen Margaret (Peg) Dine for
(Name)

Disability Access Coordinator
(Title)

Date Reviewed: 7/2/13

Margaret (Peg) Dine
(Signature Required)

Overall Department Head or Designee Approval:

Mohammed Nuru
(Name)

Director, Department of Public Works
(Title)

Date Reviewed: 7/9/13

(Signature Required)



RESOLUTION ADOPTING SAN FRANCISCO'S PROGRAM OF PROJECTS FOR
\$35,016,000 IN ONEBAYAREA GRANT FUNDS

WHEREAS, In May 2012, through Resolution 4035, the Metropolitan Transportation Commission (MTC) adopted the OneBayArea Program (OBAG) as its framework for programming federal surface transportation funds anticipated in the yet-to-be developed surface transportation act; and

WHEREAS, The policy impetus behind OBAG is an effort to better integrate the region's federal transportation program with California's climate law (Senate Bill 375, Steinberg, 2008) and the Sustainable Communities Strategy (SCS); and

WHEREAS, The OBAG program accomplishes this integration by using transportation dollars to reward jurisdictions that accept housing allocations through the Regional Housing Need Allocation process and that have historically produced housing, by supporting the SCS for the Bay Area by promoting transportation investments in Priority Development Areas (PDAs), and by providing a higher proportion of funding to Congestion Management Agencies (CMAs) and additional investment flexibility by eliminating required program targets; and

WHEREAS, MTC's guidelines allow for a CMA to prioritize projects that are eligible for the ~~Transportation for Livable Communities program, the Local Streets and Roads program, and the~~ Safe Routes to School program, as well as bicycle and pedestrian improvements and CMA planning activities; and

WHEREAS, San Francisco's estimated share of OBAG funds is \$38.8 million, with funds available primarily in Fiscal Years 2013/14 to 2015/16; and

WHEREAS, As CMA for San Francisco, in September 2012, the Authority Board adopted Resolution 13-11, establishing the funding framework (Attachment 1), schedule (Attachment 2), and



screening and prioritization criteria (Attachment 3) for San Francisco's OBAG program; and

WHEREAS, The Authority's funding framework set aside \$3.5 million for CMA Planning activities over the four-year programming cycle and dedicated \$35 million for OBAG projects; and

WHEREAS, The OBAG funding framework follows MTC's guidelines requiring that a minimum of 70% of the OBAG funds be spent on projects within or that provide proximate access to PDAs, and it establishes a small targeted program intended to incentivize Safe Routes to School infrastructure projects; and

WHEREAS, In recognition of the challenges of meeting strict timely-of-funds requirements associated with federal funds, the Authority's OBAG schedule establishes a two-part call for projects intended to provide time for the Authority to work with sponsors to advance project development and build community support for a final set of OBAG projects for which there is a high level of confidence that they will be able to meet the strict timely-use-of-funds deadlines; and

WHEREAS, The adopted OBAG screening and prioritization criteria includes all of MTC's required screening and prioritization criteria as well as San Francisco-specific criteria focused on prioritizing project readiness, multi-modal/complete streets projects, and projects that address safety issues on high-collision pedestrian and bicycle corridors; and

WHEREAS, On September 27, 2012, the Authority issued a call for projects for OBAG in accordance with the guidelines established by MTC through Resolution 4035; and

WHEREAS, On October 26, 2012, the Authority received 12 applications requesting a total of \$62.7 million in available OBAG funds; and

WHEREAS, In December, through Resolution 13-25, the Authority Board approved the initial pool of candidate OBAG projects, and advanced 10 projects to the second part of the OBAG call for projects; and

WHEREAS, From January to April 2013, project sponsors continued to develop the



candidate OBAG projects through refined conceptual engineering and cost estimation, and public outreach; and

WHEREAS, On April 29, 2013 the Authority received 9 updated applications requesting a total of \$44.5 million in available OBAG funds; and

WHEREAS, The San Francisco Municipal Transportation Agency withdrew the Balboa Station Area and Plaza Improvements: Shelter Canopies project from consideration since it has identified other existing fund sources that will enable a portion of the project to be delivered potentially faster than OBAG would allow; and

WHEREAS, Authority staff worked with project applicants to clarify project information, re-evaluate projects based on the adopted scoring criteria, and identify other funding sources or funding strategies to fully fund projects recommended for OBAG funds, as well as for projects not recommended for this cycle of OBAG programming; and

WHEREAS, Attachment 4, which shows the recommended OBAG Program of Projects, also provides a brief project description, total cost, amount requested, and final priority ranking; Attachment 5 contains a map of the recommended projects and San Francisco's PDAs; Attachment 6 demonstrates that the Authority's recommendation satisfies MTC's requirement to direct at least 70% of OBAG funds toward projects located within PDAs or which provide proximate access to PDAs; and Attachments 7 and 8 summarize the project schedules and funding plans, respectively, for the recommended OBAG projects; and

WHEREAS, Since May 2012, Authority staff has sought input on the OBAG program from the Plans and Programs Committee, the Citizens Advisory Committee, the Authority's Technical Working Group, the Bicycle Advisory Committee, and the Pedestrian Safety Advisory Committee; and has also posted OBAG information on the Authority's website and Facebook page, done outreach through the Authority's contact lists, Authority Board Members' offices, and the Mayor's



Office of Neighborhood Services; and

WHEREAS, At its May 22, 2013 meeting, the Citizens Advisory Committee unanimously adopted a motion supporting the staff recommendation; and

WHEREAS, At its June 18, 2013 meeting, the Plans and Programs Committee reviewed and unanimously recommended approval of the staff recommendation; now, therefore, be it

RESOLVED, That the Authority hereby adopts San Francisco's Program of Projects for \$35,016,000 in OBAG funds, as shown in Attachments 4 through 8; and be it further

RESOLVED, The Executive Director is authorized to submit the San Francisco's Program of Projects for \$35,016,000 in OBAG funds to MTC; and be it further

RESOLVED, That the Capital Improvement Program of the Congestion Management Program is hereby amended, as appropriate.

Attachments:

1. Funding Framework
2. Call for Projects Schedule (Updated: February 2013)
3. Screening and Prioritization Criteria
4. Program of Projects
5. Program of Projects and Priority Development Area Map
6. Program of Projects and Priority Development Area Target
7. Project Schedule
8. Funding Plans

San Francisco Department of Public Works
 OneBayArea Grant Program Budgets

7/9/2013

Chinatown Broadway Phase IV Street Design Project		
OneBayArea Program Grant Budget		
	<u>Sources</u>	<u>Amount</u>
OneBayArea Grant Program	\$	5,320,537
Prop K Sales Tax	\$	701,886
Prop AA	\$	650,000
State Safe Routes to School	\$	387,058
SFMTA Operating	\$	43,006
TOTAL COST	\$	7,102,487
	<u>Uses</u>	<u>Amount</u>
Environmental	\$	30,000
Design	\$	910,851
Construction Phase & Contingency	\$	6,161,638
TOTAL COST	\$	7,102,487

Second Street Streetscape Improvement Project		
OneBayArea Program Grant Budget		
	<u>Sources</u>	<u>Amount</u>
OneBayArea Grant Program	\$	10,515,746
Prop K Sales Tax	\$	758,427
Prop K/Regional Bicycle and Pedestrian Program Swap	\$	604,000
TOTAL COST	\$	11,878,173
	<u>Uses</u>	<u>Amount</u>
Environmental	\$	20,045
Design	\$	1,486,865
Construction Phase & Contingency	\$	10,371,263
TOTAL COST	\$	11,878,173

San Francisco Department of Public Works
 OneBayArea Grant Program Budgets

7/9/2013

Longfellow Safe Routes to School Project		
OneBayArea Program Grant Budget		
	<u>Sources</u>	<u>Amount</u>
OneBayArea Grant Program	\$	670,307
Prop K Sales Tax	\$	86,846
SFMTA Operating	\$	17,483
TOTAL COST	\$	774,636
	<u>Uses</u>	<u>Amount</u>
Planning/Conceptual Engineering	\$	17,483
Environmental	\$	7,976
Design	\$	209,817
Construction Phase & Contingency	\$	539,360
TOTAL COST	\$	774,636

ER Taylor Safe Routes to School Project		
OneBayArea Program Grant Budget		
	<u>Sources</u>	<u>Amount</u>
OneBayArea Grant Program	\$	519,631
Prop K Sales Tax	\$	67,324
SFMTA Operating	\$	17,618
TOTAL COST	\$	604,573
	<u>Uses</u>	<u>Amount</u>
Planning/Conceptual Engineering	\$	17,618
Environmental	\$	7,976
Design	\$	167,994
Construction Phase & Contingency	\$	410,985
TOTAL COST	\$	604,573

OneBayArea Grant Application

ER Taylor Elementary School
Safe Routes to School Project

Submitted by the San Francisco Department of Public Works
To the San Francisco County Transportation Authority
April 29, 2013

Second application round, featuring updates since October 2012





2012 San Francisco OneBayArea Grant (OBAG) Application
 Due: 4:00 pm, Friday, October 26, 2012
 Revised April 29, 2013

A. PROJECT INFORMATION

Project name: ER Taylor Elementary School Safe Routes to School Project

Sponsor agency: Department of Public Works

Brief Description of Project (a short paragraph or about 50 words)

This project will construct a total of four pedestrian bulbs at the intersection of Bacon and Goettingen for ER Taylor Elementary School. The need for the bulb-outs was identified in a Safe Routes to Schools Walking Audit. The total project cost is \$604,573, with \$519,631 proposed in OBAG funding.

B. PROJECT ELIGIBILITY (Check all that apply, and fill in the blanks as applicable.)

Program Type	
Transportation for Livable Communities	<input type="checkbox"/>
Bicycle and Pedestrian Improvements	<input type="checkbox"/>
Local Streets and Roads	<input type="checkbox"/>
Safe Routes to School	<input checked="" type="checkbox"/>
All Programs	
The project is a fully funded stand-alone capital project with a usable segment.	<input checked="" type="checkbox"/>
Sponsor has a Master Agreement with Caltrans with an expiration date of:	Agreement dated 8/28/2007 - no expiration date.
The OBAG funding request is at least \$500,000.	<input checked="" type="checkbox"/>
The project is consistent with the adopted Regional Transportation Plan and the Countywide Transportation Plan.	<input checked="" type="checkbox"/>
Sponsor will receive construction E-76 from Caltrans by March 31 of:	2014 <input type="checkbox"/> 2015 <input checked="" type="checkbox"/> 2016 <input type="checkbox"/>
Local Streets and Roads Only	
The project is on the Federal-Aid system.	<input type="checkbox"/>
The project selection is based on the analysis results from San Francisco's certified (i.e. DPW's) Pavement Management System.	<input type="checkbox"/>
(For pavement rehabilitation) The project location's PCI is: _____	
(For preventative maintenance) The project will extend the useful life of the facility by the following number of years:	
Safe Routes to School Only	
The project is coordinated with San Francisco SR2S Coalition and has a signed letter of support from a school administrator from the selected school.	<input checked="" type="checkbox"/>

For each unchecked item, please justify the project's eligibility: The project is not in a PDA, but is in close proximity to PDA C and close to Muni lines that connect PDAs from Balboa Park BART to downtown. (See Attachment 4 for more details.)

C. PROJECT PRIORITIZATION (Check all that apply, or fill in the blanks as applicable.)

See the Authority's OBAG website (www.sfcta.org/obag) for links to resources that correspond to the criteria below.

High Priority Location	Area name
Priority Development Area (PDA)	<input type="checkbox"/>
Project is not within PDA but provides a proximate access.	<input checked="" type="checkbox"/> [See attachment 4
Community of Concern	<input checked="" type="checkbox"/> Bayview/Hunters Point
CARE Community	<input checked="" type="checkbox"/> Eastern San Francisco
High Impact Project Area	<input checked="" type="checkbox"/> Jobs & Transit Access High Impact Area
Complete Streets and Safety	Location name/number (street/intersection/route)
Key Walking Street	<input type="checkbox"/> 3 blocks away from key walking streets of San Bruno Ave and Silver Ave
Pedestrian High Injury Corridor	<input type="checkbox"/> No, but is 3 blocks away from San Bruno Ave (40.8~51.5)
Weighted high injury score for each street segment:	2 ped. injuries at this intersection
Better Streets Plan typology of the project location:	Neighborhood Residential
The project complies with the Better Streets Plan guidelines.	<input checked="" type="checkbox"/>
Bicycle Route Network	<input type="checkbox"/>
Bicycle High Collision Intersection	<input type="checkbox"/>
Number of bicycle collisions at each intersection in 2009 – 2011	
Transit Route(s)	<input checked="" type="checkbox"/> Muni-54 Felton; 3 blocks from Muni 9 San Bruno
Operator, route number and name (e.g. Muni 14-Mission)	
Muni Rapid Network	<input checked="" type="checkbox"/> 3 blocks away from Muni 8X San Bruno
Agency Priority	
The SFMTA has ranked all elementary schools for Safe Routes to School projects, and ER Taylor Elementary is in the 2 nd priority tier, out of 5 tiers.	
Planning and Community Support	
The project has clear and diverse community support as evidenced in:	

Letters of support (check if attached)	<input checked="" type="checkbox"/>	SRTS Coalition, school principal
Adopted plans (specify plan title and page number)	<input type="checkbox"/>	
Walking audits (for SR2S; specify school and date)	<input checked="" type="checkbox"/>	ER Taylor Elementary School, January 25, 2011
The conceptual design has been reviewed by the public at the following community meeting (date and place)	<input type="checkbox"/>	Walking audit participants informed of plan for bulbs after audit.

Project Readiness

Please describe coordination with other independent projects that may impact the proposed project schedule (e.g. sewer replacement), if any.

Coordination between SFDPW and SFPUC will be required to relocate several catch basins for construction of the bulb-outs.

Please provide a description of the CEQA and NEPA clearance strategies for the project, including the dates that each clearance was received or is anticipated to be received.

As per the revised funding plan, we will use OBAG and Prop K local match for the environmental phase of this project. For that reason work will commence in January 2014 and be completed in June 2014. We anticipate that the project be categorically exempt/ categorically excluded.

If the project has an impact on city landmarks, historic districts, and/or conservation districts, please describe what steps sponsor has taken to ensure the project's compliance with historical district requirements:

N/A

If the project will generate a significant traffic and parking impact (e.g. parking removal), please provide an impact analysis (if completed) or a plan for conducting the analysis:

The bulb-outs will remove parking near this intersection. However, the impact will be minimal and will not need an impact analysis.

D. IMPLEMENTATION STRATEGY

1. Please provide the following information for all involved agencies.

Phase	Agency	Brief Scope / Responsibility	Phase Lead?	Contractor Use?
Pre-Development/Planning	SFMTA	Develop and plan the project	<input checked="" type="checkbox"/>	<input type="checkbox"/>
PE Environmental	SFMTA	Obtain environmental clearance-CEQA and NEPA	<input checked="" type="checkbox"/>	<input type="checkbox"/>
PE Environmental	DPW	Lead on Caltrans paperwork submissions.	<input type="checkbox"/>	<input type="checkbox"/>
PE Design	SFMTA	Conceptual design of bulbs- overall dimensions, parking impacts, legislation, etc.	<input type="checkbox"/>	<input type="checkbox"/>
PE Design	DPW	Detailed design of bulbs. Caltrans paperwork. Securing Prop K funding.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
CON Construction	SFMTA	Perform any necessary sign and paint work. Assist with any needed community outreach.	<input type="checkbox"/>	<input type="checkbox"/>
CON Construction	DPW	Hire and oversee contractor. Caltrans paperwork and Prop K funding request.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

2. Describe project development activities planned between the Part One and Part Two calls for projects, including likely schedule and approach for the required community meeting. Indicate how project development will be funded, including proposed Prop K amounts and categories, as appropriate and needed for this purpose.

The pre-development phase occurred between December 2012 and April 2013. This phase cost \$17,618, funded by SFMTA. We spoke to the residents immediately adjacent to the intersection on the phone, and met with the library manager (adjacent to the intersection) and school principal and staff (also adjacent to the intersection). The residents have requested to be kept informed as DPW develops designs for the bulbs.

3. Describe the funding plan and identify the responsible agency for ongoing maintenance of the project, including but not limited to lighting and landscaping.

The Planning phase was funded by MTA. We are requesting \$519,631 in OBAG funding for the environmental, design, and construction phases, which would be matched with \$67,324 in local funds, likely from Prop K. DPW will maintain the bulb-outs after project completion. Maintenance requirements will be minimal.

E. PROJECT SCHEDULE

Project Phase	Start Date (Month, Year)	End Date (Month, Year)
Planning/Conceptual Engineering	December 2012	March 2013
Environmental Studies	January 2014	June 2014
ROW Activities/Acquisition		June 2014
Design Engineering	March 2014	September 2014
Advertise Construction	---	January 2015
Award Construction Contract	---	March 2015
Construction	April 2015	August 2015
Project Closeout	---	August 2016

F. BUDGET

Please separate out the budget for each involved agency. Only include budget information for project costs following selection of initial OBAG project list.

Planning / Conceptual Engineering (project dev. phase, December 2012 - April 2013)						
Agency: SFMTA						
Position (Title and Classification)	Hours	Hourly Base Salary	Overhead Rate	Hourly Fully Burdened	FTE	Cost
5203 Assistant Engineer	33	\$45.325	2.83	\$128.31	0.0159	\$4,251
5207 Associate Engineer	30	\$52.725	2.79	\$146.93	0.0144	\$4,408
Agency: DPW						
5203 Assistant Engineer	75	\$45.325	2.64	\$119.45	0.03606	\$ 8,959
Planning / Conceptual Engineering Total					0.0664	\$17,618
Environmental						
Agency: SFMTA						
Position (Title and Classification)	Hours	Hourly Base Salary	Overhead Rate	Hourly Fully Burdened	FTE	Cost
5203 Assistant Engineer	53	\$45.325	2.83	\$128.31	0.0255	\$6,800
5207 Associate Engineer	8	\$52.725	2.79	\$146.93	0.0038	\$1,175
Environmental Total					0.0293	\$7,976
Design Phase						
Position (Title and Classification)	Hours	Hourly Base Salary	Overhead Rate	Hourly Fully Burdened	FTE	Cost
Agency: SFMTA						
5203 Assistant Engineer	74	\$45.325	2.83	\$128.27	0.0358	\$9,549
5207 Associate Engineer	180	\$52.725	2.79	\$147.10	0.0865	\$26,478
Agency: DPW						
5211 Senior Engineer	35	\$70.650	2.64	\$186.19	0.0168	\$6,517
5241 Full Engineer	145	\$61.025	2.64	\$160.83	0.0697	\$23,320
5203 Assistant Engineer	855	\$45.325	2.64	\$119.45	0.4111	\$102,129
Design Total						\$167,994

Construction Phase Hard Costs (by scope item)				
Item	Unit	Quantity	Unit Price	Cost
Traffic Routing Work	-	LS	-	\$ 28,055
Temporary Striping	100		1	\$ 100
Asphalt Concrete (Type A, 1/2-Inch Maximum With	100	TON	130	\$ 13,000
Full Depth Planing Per 2-Inch Depth of Cut	4,000	SF	1	\$ 2,640
8-Inch Thick Concrete Base	3,500	SF	10	\$ 35,000
Combined 6-Inch Wide Concrete Curb and 2-Foot	350	LF	45	\$ 15,750
3 1/2-Inch Thick Concrete Sidewalk	3,880	SF	10	\$ 38,800
Concrete Curb Ramp With Concrete Detectable	8	EA	2,500	\$ 20,000
Mobilization	-	LS	-	\$ 9,985
Trench and Excavation Support Work	-	LS	-	\$ 4,000
Catch Basin	5	EA	8,240	\$ 41,200
Manhole	2	EA	5,150	\$ 10,300
Abandoning Existing Catchbasin	3	EA	400	\$ 1,200
Exploratory Holes	1	EA	1,000	\$ 1,000
Valve Relocation	-	LS	45,000	\$ 45,000
Excavation Permit Fee	-	LS	10,000	\$ 10,000
Office	-	LS	1,000	\$ 1,000
Project Signs	-	LS	2,000	\$ 2,000
Subtotal				\$279,030
Contingency (20%)				\$55,806
Construction Hard Costs Total				\$334,836

Construction Phase Labor Costs (Construction Management and Support)						
Position (Title and Classification)	Hours	Hourly Base Salary	Overhead Rate	Hourly Fully Burdened	FTE	Cost
Agency: DPW						
5211 Senior Engineer	51	\$70.650	2.64	\$186.19	0.0245	\$9,496
6318 Construction Inspector	350	\$45.763	2.64	\$120.60	0.1683	\$42,211
1408 Principal Clerk	106	\$33.400	2.64	\$88.02	0.0510	\$9,330
5203 Assistant Engineer	32	\$45.325	2.64	\$119.45	0.0154	\$3,822
5207 Associate Engineer	10	\$52.725	2.64	\$138.95	0.0048	\$1,390
Agency: SFMTA						
5203 Assistant Engineer	16	\$45.325	2.83	\$128.31	0.0077	\$2,053
5207 Associate Engineer	16	\$52.725	2.79	\$146.93	0.0077	\$2,351
7346 Painter	36	\$35.925	2.93	\$105.11	0.0173	\$3,784
7457 Sign Worker	19	\$30.525	2.95	\$90.11	0.0091	\$1,712
Construction Labor Costs Total						\$76,149
Construction Total						\$410,985
TOTAL						\$604,573

G. FUNDING PLAN

Source	Status*	Fiscal Year	Planning/CE	Env.	Design	Construction	Total
MTA	Secured	12/13	\$ 17,618				\$ 17,618
OBAG	Planned	13/14		\$ 7,061	\$ 148,725		\$ 155,786
OBAG	Planned	14/15				\$ 363,845	\$ 363,845
Match Prop K	Planned	13/14		\$ 915	\$ 19,269		\$ 20,184
Match Prop K	Planned	14/15				\$ 47,140	\$ 47,140
Total			\$ 17,618	\$ 7,976	\$ 167,994	\$ 410,985	\$ 604,573

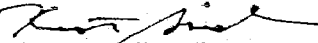
H. ATTACHMENTS

Please include the following required attachments, and other attachments as applicable.


1. Scope narrative that identifies project goals and benefits, describes project elements that benefit each mode (bike, walking, transit, auto), and highlights any creative elements that integrate benefits for multiple users
2. Maps, charts, drawings or other materials that are necessary to show the detail and context of the project
3. Letters of support
4. Justification for proximate access to a PDA

I. CONTACT AND SIGNATURE

Sponsor Agency – Project Manager

Agency Department of Public Works
 Name, title Ken Spielman, Project Manager
 E-mail Kenneth.Spielman@sfdpw.org
 Telephone (415) 437-7002 Fax _____
 Signature  Date 4/29/13

Sponsor Agency – Grant Manager

Name, title Ananda Hirsch, Transportation Finance Analyst
 E-mail Ananda.hirsch@sfdpw.org
 Telephone 415.558.4034 Fax _____
 Signature  PARTIAL ANANDA FOR ANANDA HIRSCH Date 4/29/13

Other Partner Agencies

Agency	Design leads (name, title)	Telephone	Email
<u>SFMTA</u>	<u>Laura Stonehill, Asst Engineer</u>	<u>415.701-4789</u>	<u>laura.stonehill@sfmta.com</u>

Attachments

- Scope
- Maps and Drawings
- ER Taylor Elementary Letter of Support (October 2012)
- Safe Routes to School SF Letter of Support (October 2012)
- Justification for proximate access to a PDA



Attachment 1

Scope

This project will construct pedestrian bulbs at the intersection of Bacon and Goettingen streets for ER Taylor Elementary School (the Portola branch of the San Francisco Public Library is also at this corner). The proposed bulb outs would increase the safety of students and other pedestrians within the area. The intersection of Bacon and Goettingen is a busy vehicular intersection with a high number of student pedestrians. Bacon and Goettingen are both approximately 40 feet wide with two lanes of traffic, one in each direction, and parking on each side. The intersection has four-way STOP control.

ER Taylor Elementary School has over 600 students, and roughly 30 percent of these students walk to school. The community supports the installation of bulb outs in this location, as evidenced by the attached letters of support from both the Principal of ER Taylor School and the Safe Routes to School Coalition. Project staff spoke to the residents immediately adjacent to the intersection on the phone, and met with school principal and staff as well as the manager of the adjacent library.

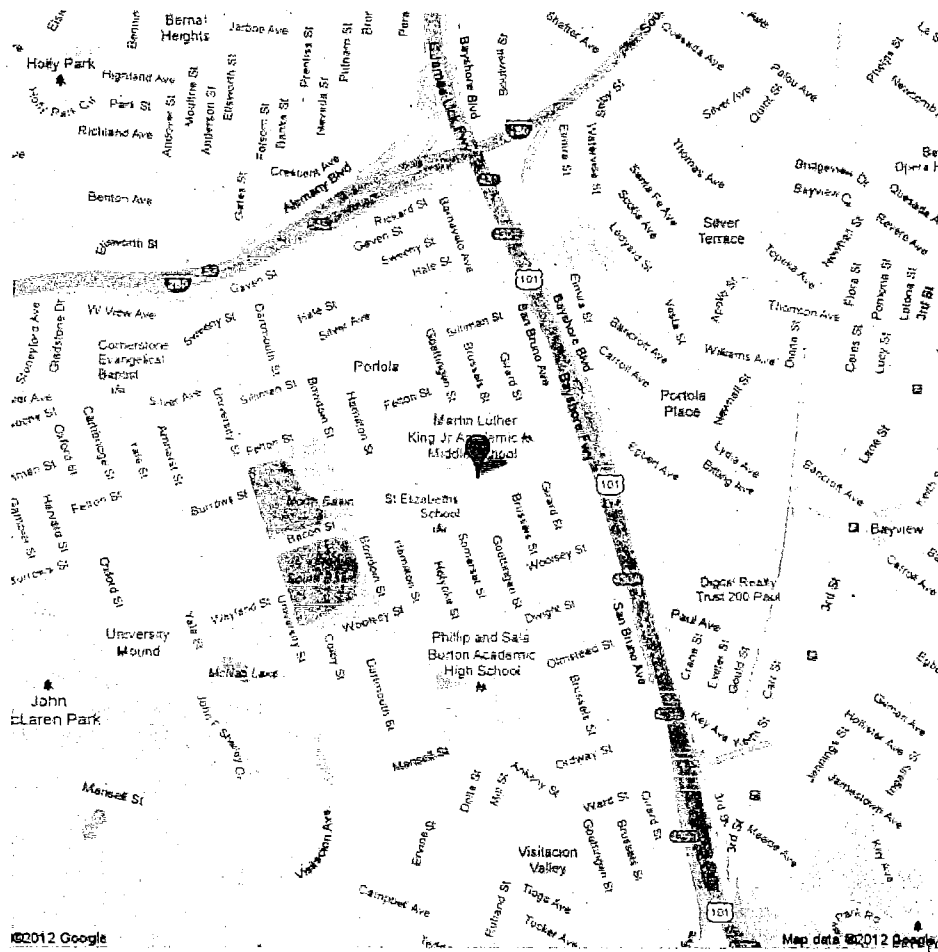
The bulb-outs increase safety by sharpening street corner curves to prevent speeding turns, shortening pedestrian crossing distances, and increasing pedestrians' visibility to vehicles, transit and cyclists. Similarly, the bulb-outs increase vehicle visibility for pedestrians. As a result, adding this traffic calming measure at the intersection would encourage more parents to allow their children to walk, bike, or take transit to school. Additionally, the increase in pedestrian trips to school could lead to a cleaner air quality in the neighborhood due to fewer motorized student drop offs.

The Bacon/Goettingen crosswalk is located 3 blocks east of Bayshore Blvd, where a SF Priority Development Area begins (Bayview/Hunter's Point). According to the Mayor's Office of Housing data, and as part of the Sustainable Communities Strategy, affordable housing is planned in Bayview/Hunter's Point within close proximity to ER Taylor. There are few elementary schools within close distance, and it is likely that many of the children who would be living in this affordable housing would be commuting, as pedestrians, to ER Taylor Elementary.

The Bacon/Goettingen intersection is within a High Impact Area. It is within ¼ mile of mass transit, provides direct access to regional transit hubs, and connects to multiple PDAs. Muni 54-Felton, Muni 9 San Bruno, Muni 44 O'Shaughnessy, and SamTrans transit stops are within 3 blocks of this intersection. Users of these nearby transit lines often walking or biking to the transit stops, and the Bacon/Goettingen bulbs would create a more pedestrian friendly environment to encourage utilizing multiple-modes of transit. Additionally, based on the Jobs-Housing Connection Scenario of the Sustainable Communities Strategy, the Bacon/Goettingen intersection lies within an area expected to take on the top 1/3 of job growth density over the next 30 years. Investing into the Portola neighborhood and ER Taylor Elementary to improve the pedestrian realm at the Bacon/Goettingen intersection will help accommodate the anticipated growth in the area and continue to enhance its connectivity to other PDAs within San Francisco.

Attachment 2

Maps and Drawings





October 10, 2012

MTC
101 Eighth Street,
Oakland, California 94607

To Whom It May Concern:

As the principal of ER Taylor Elementary School, I am writing to express my full support for the San Francisco Municipal Transportation Agency's (SFMTA) ER Taylor OBAG (One Bay Area) grant application.

ER Taylor Elementary School has over 600 students, of whom roughly 30 percent take walk to school. The intersection of Bacon and Goettingen is a busy vehicular intersection with a high number of student pedestrians. This traffic can be intimidating for our students and can discourage their parents from letting their children walk, bike, or take transit to school.

The changes proposed in the grant application create a better environment in which our students can safely walk along and cross Bacon and Goettingen streets. The bulb-outs at Bacon and Goettingen streets will sharpen the corner curves to prevent speeding turns, shorten crossing distances, and make pedestrians waiting to cross the street more visible. These improvements will not only benefit the students at our school, but visitors to the Portola branch library, also at this corner, and the whole community – one that is often dependent on walking, biking, and public transportation.

I enthusiastically endorse the application and encourage your funding of the project. We hope the proposed improvements will help us improve safety and help us encourage more students to seek alternative modes of transportation.

Sincerely,

A handwritten signature in black ink, appearing to read 'Marlene Callejas', is written over a horizontal line.

Marlene Callejas
Principal

E.R. Taylor Elementary School
423 Burrows Street San Francisco, CA 94134 tel: 415.330.1530 fax: 415.468.1742

an equal opportunity employer

13-2992



www.sfsaferoutes.org

Program Partners

SF Dept of Public Health

SF Environment

Presidio YMCA Bike Program

SF Bicycle Coalition

SF Municipal Transportation Agency

SF Unified School District

Walk San Francisco

Program Coordinator
Ana Validzic, MPH
Department of Public Health
30 Van Ness Ave, Suite 2300
San Francisco, CA 94102
415-581-2478
Ana.Validzic@sfgov.org

Safe Routes to School SF
is a program of
Shape Up San Francisco.
www.shapeupsf.org

San Francisco County Transit Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

October 24, 2012

Dear OBAG Grant Administrator,

On behalf of the San Francisco Safe Routes to School Partnership, we would like to express our support for the following project proposals being submitted by the San Francisco Municipal Transportation Agency for OBAG Safe Routes to School infrastructure funding:

- 1) The proposed bulb-outs to the intersection of Bacon/Goettingen near ER Taylor Elementary School;
- 2) The proposed bulb-outs to three intersections surrounding Longfellow Elementary School, as well as the possibility of installing a beacon at the intersection of Mission and Whipple, and/or speed humps if the school prioritizes this need; and
- 3) The proposed expansion of a larger Broadway corridor project to improve the block directly in front of Jean Parker Elementary, including lengthening the median, installing pedestrian refuge areas at the intersection on Broadway at Powell Street, and greening the area.

We support these projects with the hope that they will include greening aspects as well as the proposed infrastructure improvements.

These projects support the work that the Safe Routes to School Partnership has been doing to enhance children's safety while walking and biking to increase their health and well-being, ease traffic congestion near schools, improve air quality, and improve community member's overall quality of life.

ER Taylor and Longfellow Elementary are two of the largest elementary schools in the district and rank high on our priority list for SRTS infrastructure projects. These schools currently have on-site SRTS non-infrastructure programming that would directly benefit from these proposed infrastructure projects.

Jean Parker ranks number one on our priority list for SRTS infrastructure projects with dangerous street conditions and a high number of students walking who would significantly benefit from the proposed project.

For these reasons, we encourage you to fund these proposed projects.



www.sfsaferoutes.org

Program Partners

SF Dept of Public Health

SF Environment

Presidio YMCA Bike Program

SF Bicycle Coalition

SF Municipal Transportation Agency

SF Unified School District

Walk San Francisco

Program Coordinator
Ana Validzic, MPH
Department of Public Health
30 Van Ness Ave, Suite 2300
San Francisco, CA 94102
415-581-2478
Ana.Validzic@sfgov.org

Sincerely,

Christina Goette
Sr. Health Program Planner, SF Department of Public Health

Melanie Nutter
Director, SF Environment

Lara Farrell Hitchcock
Branch Manager, Presidio YMCA Bike Program

Kit Hodges
Deputy Director, San Francisco Bicycle Coalition

David Goldin
Chief Facilities Officer, SF Unified School District

Elizabeth Stampe
Executive Director, Walk San Francisco

Attachment 4

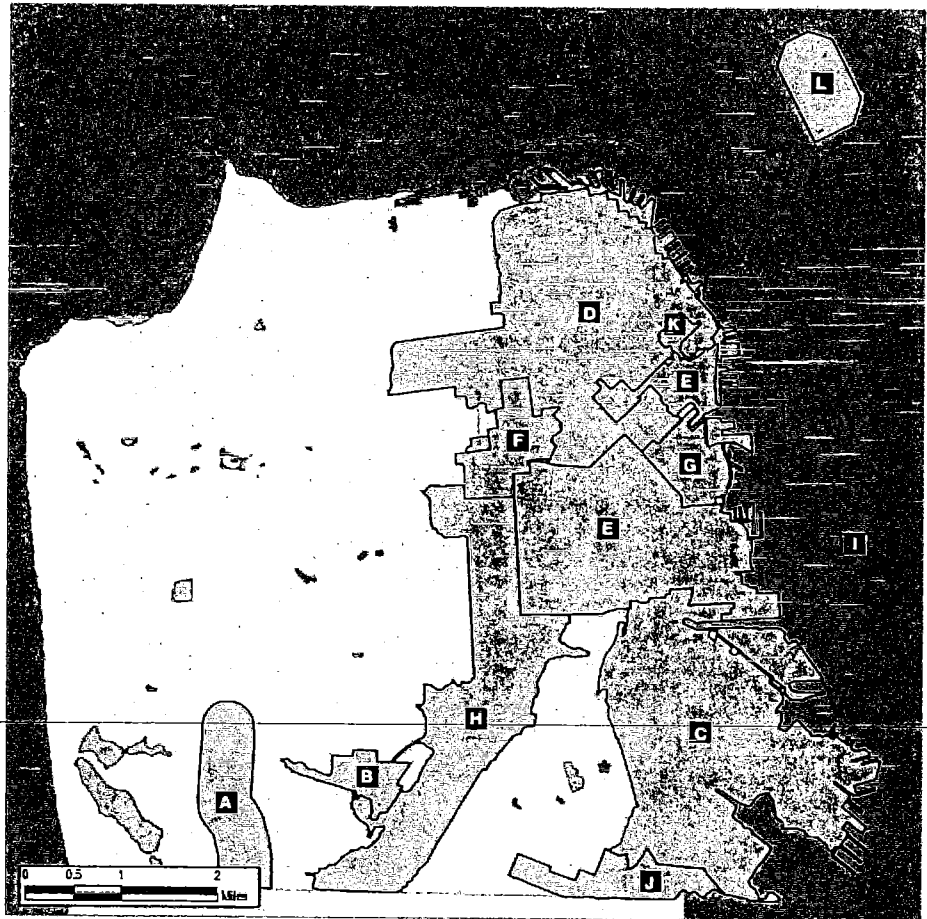
Justification for proximate access to a PDA

This project is three blocks (900 ft) away from Priority Development Area C (Bayview/Hunters point Shipyard/Candlestick Point) and pedestrian, bike, and car traffic flows to and from the PDA to access transit and ER Taylor Elementary School.

The 54 Felton goes through the intersection of Bacon and Goettingen and continues on east to the Balboa Park BART station in PDA H and westerly to PDA C.

This project is also within walking distance of the 8AX and 8X Bayshore Expresses, the 9 San Bruno and the 9L San Bruno Limited. These buses travel through PDA C and link downtown PDAs, as well as BART/MUNI stations and the Bayshore Caltrain station. This flow of transit traffic through the intersection and on to multiple PDAs indicate that the enhanced safety at the Bacon and Goettingen will benefit students and other residents from those communities.

- ☐ SAN FRANCISCO PRIORITY DEVELOPMENT AREAS
- A. 18th Avenue
- B. Balboa Park
- C. Bayview/Hunters Point Shipyard/Candlestick Point
- D. Downtown-Van Ness-Geary
- E. Eastern Neighborhoods
- F. Market & Octavia
- G. Mission Bay
- H. Mission-San José Corridor
- I. Port of San Francisco
- J. San Francisco/San Mateo Bi-County Area
- K. Transbay Terminal
- L. Treasure Island



OneBayArea Grant Application

Longfellow Elementary School

Safe Routes to School Project

Submitted by the San Francisco Department of Public Works

To the San Francisco County Transportation Authority

April 29, 2013

Second application round, featuring updates since October 2012





2012 San Francisco OneBayArea Grant (OBAG) Application

Due: 4:00 pm, Friday, October 26, 2012

Revised April 29, 2013

A. PROJECT INFORMATION

Project name: Longfellow Elementary School Safe Routes to School Project

Sponsor agency: San Francisco Department of Public Works

Brief Description of Project (a short paragraph or about 50 words)

This project will construct a total of six pedestrian bulb-outs at the intersections of Mission and Whittier Streets, Mission Street and Whipple Avenue, and Mission and Lowell Streets, as well as Rectangular Rapid Flashing Beacons at the intersection of Mission Street and Whipple Avenue. The work is based on needs identified in a Safe Routes to Schools Walking Audit of Longfellow Elementary School. The total project cost is \$774,636, with \$670,307 proposed in OBAG funding.

B. PROJECT ELIGIBILITY (Check all that apply, and fill in the blanks as applicable.)

Program Type	
Transportation for Livable Communities	<input type="checkbox"/>
Bicycle and Pedestrian Improvements	<input type="checkbox"/>
Local Streets and Roads	<input type="checkbox"/>
Safe Routes to School	<input checked="" type="checkbox"/>
All Programs	
The project is a fully funded stand-alone capital project with a usable segment.	<input checked="" type="checkbox"/>
Sponsor has a Master Agreement with Caltrans with an expiration date of:	Agreement dated 8/28/2007 - no expiration date.
The OBAG funding request is at least \$500,000.	<input checked="" type="checkbox"/>
The project is consistent with the adopted Regional Transportation Plan and the Countywide Transportation Plan.	<input checked="" type="checkbox"/>
Sponsor will receive construction E-76 from Caltrans by March 31 of:	2014 <input type="checkbox"/> 2015 <input checked="" type="checkbox"/> 2016 <input type="checkbox"/>
Local Streets and Roads Only	
The project is on the Federal-Aid system.	<input type="checkbox"/>
The project selection is based on the analysis results from San Francisco's certified (i.e. DPW's) Pavement Management System.	<input type="checkbox"/>
(For pavement rehabilitation) The project location's PCI is:	

(For preventative maintenance) The project will extend the useful life of the facility by the following number of years:	
Safe Routes to School Only	
The project is coordinated with San Francisco SR2S Coalition and has a signed letter of support from a school administrator from the selected school.	<input checked="" type="checkbox"/>

For each unchecked item, please justify the project's eligibility: _____

C. PROJECT PRIORITIZATION (Check all that apply, or fill in the blanks as applicable.)

See the Authority's OBAG website: (www.sfcta.org/obag) for links to resources that correspond to the criteria below.

High Priority Location	Area name
Priority Development Area (PDA)	<input checked="" type="checkbox"/> Mission-San Jose Corridor
Project is not within PDA but provides a proximate access.	<input type="checkbox"/>
Community of Concern	<input checked="" type="checkbox"/> Crocker-Amazon
CARE Community	<input checked="" type="checkbox"/> Eastern San Francisco
High Impact Project Area	<input checked="" type="checkbox"/>
Complete Streets and Safety	Location name/number (street/intersection/route)
Key Walking Street	<input checked="" type="checkbox"/> Mission Street
Pedestrian High Injury Corridor	<input type="checkbox"/>
Weighted high injury score for each street segment:	2-5 injuries at Mission and Whipple, 1-2 and Mission and Lowell
Better Streets Plan typology of the project location:	Commercial Thoroughway
The project complies with the Better Streets Plan guidelines.	<input checked="" type="checkbox"/>
Bicycle Route Network	<input type="checkbox"/>
Bicycle High Collision Intersection	<input type="checkbox"/>
Number of bicycle collisions at each intersection in 2009 – 2011	
Transit Route(s)	<input checked="" type="checkbox"/> Mission Street
Operator, route number and name (e.g. Muni 14-Mission)	Muni 14-Mission, Muni 14L-Mission Limited, Muni 14X-Mission Express, Muni 88-BART Shuttle, BART
Muni Rapid Network	<input checked="" type="checkbox"/> Mission Street
Agency Priority	
The SFMTA has ranked all elementary schools for Safe Routes to School projects and Longfellow Elementary is in its 3rd priority tier, out of 5 tiers.	
Planning and Community Support	

The project has clear and diverse community support as evidenced in:		
Letters of support (check if attached)	<input checked="" type="checkbox"/>	SRTS Coalition, School Principal
Adopted plans (specify plan title and page number)	<input type="checkbox"/>	
Walking audits (for SR2S; specify school and date)	<input checked="" type="checkbox"/>	Longfellow Elementary; May 27, 2010
The conceptual design has been reviewed by the public at the following community meeting (date and place)	<input type="checkbox"/>	Walking audit participants informed of plan for bulbs after audit.
Project Readiness		
Please describe coordination with other independent projects that may impact the proposed project schedule (e.g. sewer replacement), if any.		
<i>There are no independent projects expected in the area within the project timeframe.</i>		
Please provide a description of the CEQA and NEPA clearance strategies for the project, including the dates that each clearance was received or is anticipated to be received.		
<i>As per the revised funding plan, we will use OBAG and Prop K local match for the environmental phase of this project. For that reason work will commence in January 2014 and be completed in June 2014. We anticipate that the project be categorically exempt/categorically excluded.</i>		
If the project has an impact on city landmarks, historic districts, and/or conservation districts, please describe what steps sponsor has taken to ensure the project's compliance with historical district requirements:		
<i>N/A</i>		
If the project will generate a significant traffic and parking impact (e.g. parking removal), please provide an impact analysis (if completed) or a plan for conducting the analysis:		
<i>The bulb-outs will remove parking near all three intersections. However, the impact will be minimal and will not need an impact analysis.</i>		

D. IMPLEMENTATION STRATEGY

1. Please provide the following information for all involved agencies.

Phase	Agency	Brief Scope / Responsibility	Phase Lead?	Contractor Use?
Pre-Development/Planning	SFMTA	Develop and plan the project	<input checked="" type="checkbox"/>	<input type="checkbox"/>
PE Environmental	SFMTA	Obtain environmental clearance-CEQA and NEPA	<input checked="" type="checkbox"/>	<input type="checkbox"/>
PE Environmental	DPW	Lead on Caltrans paperwork submissions.	<input type="checkbox"/>	<input type="checkbox"/>
PE Design	SFMTA	Conceptual design of bulbs- overall dimensions, parking impacts, legislation, etc.	<input type="checkbox"/>	<input type="checkbox"/>
PE Design	DPW	Detailed design of bulbs. Caltrans paperwork. Securing Prop K funding.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
CON Construction	SFMTA	Perform any necessary sign and paint work. Assist with any needed community outreach.	<input type="checkbox"/>	<input type="checkbox"/>
CON Construction	DPW	Hire and oversee contractor. Caltrans paperwork and Prop K funding request.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

2. Describe project development activities planned between the Part One and Part Two calls for projects, including likely schedule and approach for the required community meeting. Indicate how project development will be funded, including proposed Prop K amounts and categories, as appropriate and needed for this purpose.

Project development was funded by SFMTA. The SFMTA held a community meeting in February 2013. Principal Carrie Betti, PTA President and SRTS Liaison Brenda Garcia, teachers, parents, and SFMTA/DPW were in attendance. The SFMTA presented the proposal to install bulbouts at the intersections of Mission/Naglee/Lowell, Mission/Whipple, and Mission/Whittier, as well as flashing beacons at the intersection of Mission/Whipple. The proposal received positive support. The following items were discussed:

The community ranked the proposed project intersections based on their safety concerns, in case any unforeseen complications arise and a specific bulbout is no longer feasible:

1. *Mission/Whipple (most concern)*
2. *Mission/Naglee/Lowell*
3. *Mission/Whittier (least concern)*

Speed surveys do not warrant speed humps on Morse or Lowell. Community asked about rumble strips, and we responded that they are not ideal because of the noise factor and constant maintenance.

The community is concerned about overall traffic operation at the intersection of Mission/Naglee/Lowell. Split phasing may not be ideal because it will likely require additional hardware or may increase the signal cycle length; we will forward this request to Operations section in Traffic Engineering.

The community is concerned about pick-up/drop off operation and parents leaving their vehicle unattended, which blocks traffic. We have added enforcement staff to the crossing guard program to help with traffic circulation.

The community asked if we had any flyers to distribute for school safety.

3. Describe the funding plan and identify the responsible agency for ongoing maintenance of the project, including but not limited to lighting and landscaping.

The Planning phase (\$17,483) was funded by MTA. We are requesting \$670,307 in OBAG funding for the environmental, design, and construction phases, which would be matched with \$86,846 in local funds, likely from Prop K. DPW will maintain the bulb-outs after project completion. Maintenance requirements will be minimal.

E. PROJECT SCHEDULE

Project Phase	Start Date (Month, Year)	End Date (Month, Year)
Planning/Conceptual Engineering	December 2012	March 2013
Environmental Studies	January 2014	June 2014
ROW Activities/Acquisition		June 2014
Design Engineering	March 2014	September 2014
Advertise Construction	---	January 2015
Award Construction Contract	---	March 2015
Construction	April 2015	August 2015
Project Closeout	---	August 2016

F. BUDGET

Please separate out the budget for each involved agency. Only include budget information for project costs following selection of initial OBAG project list.

Planning / Conceptual Engineering (project dev. phase, December 2012 - April 2013)						
Agency: SFMTA						
Position (Title and Classification)	Hours	Hourly Salary	Overhead Rate	Hourly Burdened	FTE	Cost
5364 Engineering Associate	16	\$37.463	2.88	\$108.02	0.0077	\$ 1,728
5201 Junior Engineer	24	\$40.100	2.86	\$114.82	0.0115	\$ 2,756
5207 Associate Engineer	18	\$52.725	2.79	\$146.93	0.0087	\$ 2,645
5241 Engineer	6	\$61.025	2.76	\$168.28	0.0029	\$ 1,010
5211 Senior Engineer	2	\$70.650	2.73	\$193.03	0.0010	\$ 386
Agency: DPW						
5203 Assistant Engineer	75	\$45.325	2.64	\$119.45	0.0361	\$ 8,959
Planning / Conceptual Engineering Total					0.0678	\$ 17,483
Environmental						
Agency: SFMTA						
Position (Title and Classification)	Hours	Hourly Salary	Overhead Rate	Hourly Burdened	FTE	Cost
5203 Assistant Engineer	53	\$45.325	2.83	\$128.31	0.0255	\$ 6,800
5207 Associate Engineer	8	\$52.725	2.79	\$146.93	0.0038	\$ 1,175
Environmental Total					0.0293	\$ 7,976
Design Phase						
Position (Title and Classification)	Hours	Hourly Salary	Overhead Rate	Hourly Burdened	FTE	Cost
Agency: SFMTA						
5203 Assistant Engineer	258	\$45.325	2.83	\$128.31	0.1240	\$ 33,104
5207 Associate Engineer	115	\$52.725	2.79	\$146.93	0.0553	\$ 16,897
Agency: DPW						
5241 Full Engineer	180	\$61.025	2.64	\$160.83	0.0865	\$ 28,949
5203 Assistant Engineer	1080	\$45.325	2.64	\$119.45	0.5192	\$ 129,005
5211 Senior Engineer	10	\$70.650	2.64	\$186.19	0.0048	\$ 1,862
Design Total					0.7899	\$ 209,817

Construction Phase Hard Costs (by scope item)						
Item	Quantity	Unit	Unit Price	Cost		
Traffic Routing Work	-	LS	-	\$ 40,000		
Asphalt Concrete (Type A, 1/2-Inch Maximum With Medium Grading)	60	TON	\$ 130	\$ 7,800		
Full Depth Planing Per 2-Inch Depth of Cut	300	SF	\$ 0.66	\$ 198		
8-Inch Thick Concrete Base	3500	SF	\$ 10	\$ 35,000		
8-Inch Thick Concrete Parking Strip or Gutter	1700	SF	\$ 16	\$ 27,200		
6-Inch Wide Concrete Curb	590	LF	\$ 35	\$ 20,650		
3 1/2-Inch Thick Concrete Sidewalk	6930	SF	\$ 10	\$ 69,300		
Concrete Curb Ramp With Concrete Detectable Surface Tiles	17	EA	\$ 2,500	\$ 42,500		
Flashing Beacon	1	EA	\$ 15,000	\$ 15,000		
Landscaping	-	LS	-	\$ 10,000		
Mobilization for bulb-outs	-	LS	-	\$ 12,200		
Traffic Routing for Sewer Work	-	LS	-	\$ 8,454		
Trench and Excavation Support Work	-	LS	-	\$ 4,000		
Catch Basin	4	EA	\$ 8,240	\$ 32,960		
Manhole	4	EA	\$ 5,150	\$ 20,600		
Abandoning Existing Catchbasin	2	EA	\$ 400	\$ 800		
Standard Side Sewer Air Vent and Trap Assembly	1	EA	\$ 1,000	\$ 1,000		
Exploratory Holes	1	EA	\$ 1,000	\$ 1,000		
Mobilization and Demobilization for sewer work	-	LS	-	\$ 2,818		
Allowance for Excavation Permit Fee	-	AL	\$ 10,000	\$ 10,000		
Field Office	-	LS	\$ 1,000	\$ 1,000		
Project Sign	-	LS	\$ 2,000	\$ 2,000		
Subtotal				\$ 364,480		
Contingency (20%)				\$ 72,896		
Construction Hard Costs Total				\$ 437,376		
Construction Phase Labor Costs (Construction Management and Support)						
Position (Title and Classification)	Hours	Hourly Salary	Overhead Rate	Hourly Burdened	FTE	Cost
Agency: DPW						
5211 Senior Engineer	46	\$70.650	2.64	\$186.19	0.0221	\$ 8,565
6318 Construction Inspector	575	\$45.763	2.64	\$120.60	0.2764	\$ 69,346
1408 Principal Clerk	99	\$33.400	2.64	\$88.02	0.0476	\$ 8,714
5203 Assistant Engineer	46	\$45.325	2.64	\$119.45	0.0221	\$ 5,495
5207 Associate Engineer	22	\$52.725	2.64	\$138.95	0.0106	\$ 3,057
Agency: SFMTA						
5203 Assistant Engineer	16	\$45.325	2.83	\$128.31	0.0077	\$ 2,053
5207 Associate Engineer	16	\$52.725	2.79	\$146.93	0.0077	\$ 2,351
7346 Painter	16	\$35.925	2.93	\$105.11	0.0077	\$ 1,682
7457 Sign Worker	8	\$30.525	2.95	\$90.11	0.0038	\$ 721
Construction Labor Costs Total					0.4058	\$ 101,984
Construction Total						\$539,360
TOTAL						\$774,636

G. FUNDING PLAN

Source	Status*	Fiscal Year	Planning/ CE	Env.	Design	Construction	Total
MTA	Secured	12/13	\$ 17,483				\$ 17,483
OBAG	Planned	13/14		\$ 7,061	\$ 185,751		\$ 192,812
OBAG	Planned	14/15				\$ 477,495	\$ 477,495
Match Prop K	Planned	13/14		\$ 915	\$ 24,066		\$ 24,981
Match Prop K	Planned	14/15				\$ 61,865	\$ 61,865
Total			\$ 17,483	\$ 7,976	\$ 209,817	\$ 539,360	\$ 774,636

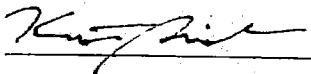
H. ATTACHMENTS

Please include the following required attachments, and other attachments as applicable.

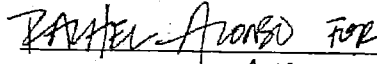
1. Scope narrative that identifies project goals and benefits, describes project elements that benefit each mode (bike, walking, transit, auto), and highlights any creative elements that integrate benefits for multiple users
2. Maps, charts, drawings or other materials that are necessary to show the detail and context of the project
3. Letters of support
4. Justification for proximate access to a PDA

I. CONTACT AND SIGNATURE

Sponsor Agency – Project Manager

Agency Department of Public Works
 Name, title Ken Spielman, Project Manager
 E-mail Kenneth.Spielman@sfdpw.org
 Telephone (415) 437-7002 Fax _____
 Signature  Date 4/29/13

Sponsor Agency – Grant Manager

Name, title Ananda Hirsch, Transportation Finance Analyst
 E-mail Ananda.hirsch@sfdpw.org
 Telephone 415.558.4034 Fax _____
 Signature  ANANDA HIRSCH Date 4/29/13

Other Partner Agencies

Agency	Design leads (name, title)	Telephone	Email
<u>SFMTA</u>	<u>Cesario Agudelo, Asst Engineer</u>	<u>415.701.4596</u>	<u>Cesario.Agudelo@sfmta.com</u>

Attachment 1

Scope

Longfellow Elementary School is located at 755 Morse Street in the Crocker Amazon Neighborhood of San Francisco. Of the school's 600 students, roughly 35 percent walk to school. Situated just south of Mission Street, Longfellow Elementary is in an MTC Community of Concern and in close proximity to affordable housing. The school and surrounding area are accessible by several Muni routes, which are all part of the Mission Street MUNI Rapid Network and connections to BART. Many students and adults using transit to enter and exit the area access that transit on foot and will benefit from pedestrian safety improvements.

The proposed project will construct pedestrian bulb-outs and upgrade curb ramps at the intersections of Mission and Whittier Streets, Mission Street and Whipple Avenue, and Mission and Lowell Streets; install rectangular rapid flashing beacons at the intersection of Mission Street and Whipple Avenue; and provide landscaping, if feasible, near Longfellow Elementary School. Mission Street is a 58'-6" wide street, with four travel lanes, two in each direction, and traffic volumes of 14,000 vehicles per day. The intersections of Mission and Whittier Streets and Mission Street and Lowell Street/Naglee Avenue are signalized, while the intersection of Mission Street and Whipple Avenue is two-way STOP controlled.

As a result of a Longfellow Elementary School Walking Audit that took place in May 2010, the following measures have already been implemented to improve the safety around the school:

- Installed red zones on Mission Street and Whipple Avenue to improve visibility at the uncontrolled crossing.
- Installed advance yield and limit lines at the school crossing on Mission Street and Whipple Avenue.
- Adjusted pedestrian signal times at Mission and Whittier Streets and Mission Street and Lowell Street/Naglee Avenue to ensure sufficient pedestrian crossing times.
- Installed 15 mph speed limit signs on streets adjacent to Longfellow Elementary School.

Additionally, a recommendation was made in the Longfellow Elementary Walking Audit to construct pedestrian bulb-outs. Bulb-outs extend the curbs toward the center of the roadway and are used to narrow the roadway and create shorter pedestrian crossings. Bulb-outs improve sight distance by making pedestrians waiting to cross the street more visible. They also influence driver behavior by changing the appearance of the street. For instance, they prevent speeding turns by sharpening the corner curves.

Because of the high number of students who walk to Longfellow Elementary School the community strongly supports the installation of the bulb-outs at the intersections of Mission and Whittier Streets, Mission Street and Whipple Avenue, and Mission and Lowell Streets. Community support is evident with the inclusion of letters of support from both the Principal of Longfellow Elementary School and the Safe Routes to School Coalition, which is comprised of the SF Department of Public Health, SF Environment, Presidio YMCA Bike Program, SF Bicycle Coalition, SF Unified School District and Walk San Francisco.

Attachments

- Maps
- Photos
- Longfellow Elementary Support Letter (October 2012)
- Safe Routes to School SF Support Letter (October 2012)



Attachment 2

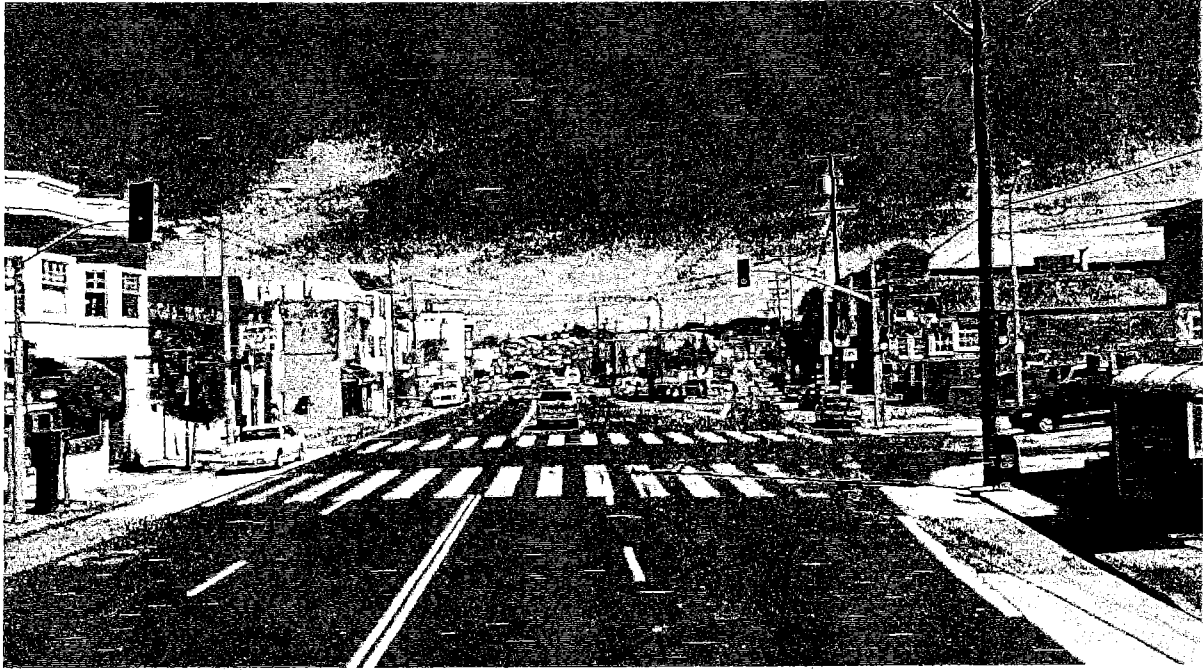
Maps and Photos



Aerial Map



Current Conditions



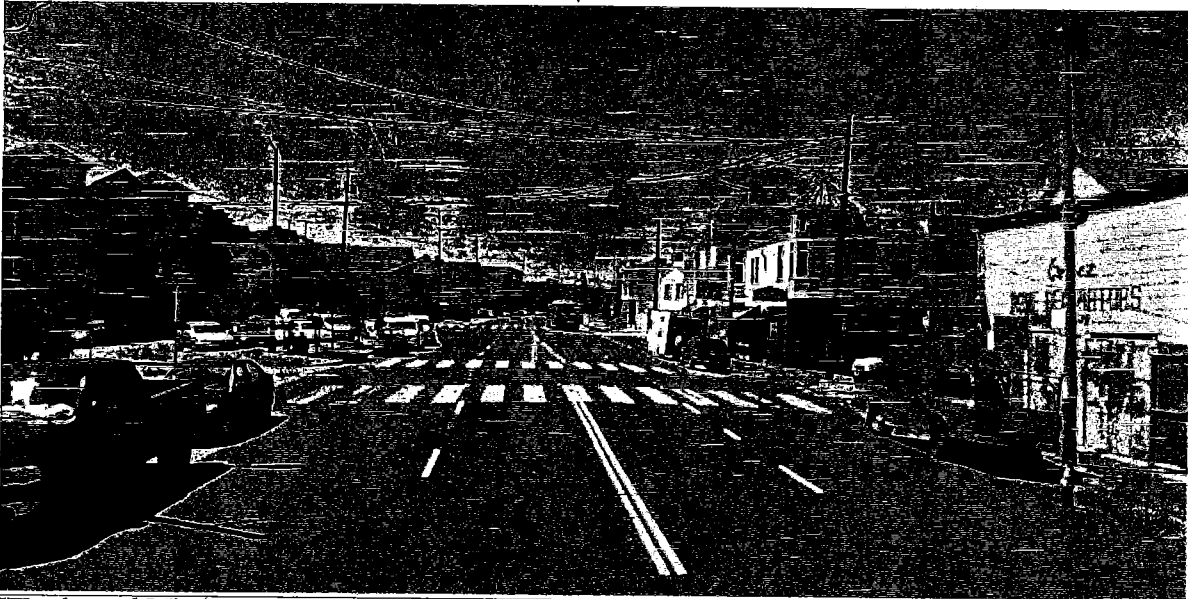
Eastbound Mission Street at Whittier Street



Westbound Mission Street at Whittier Street



Eastbound Mission Street at Whipple Avenue



Westbound Mission Street at Whipple Avenue

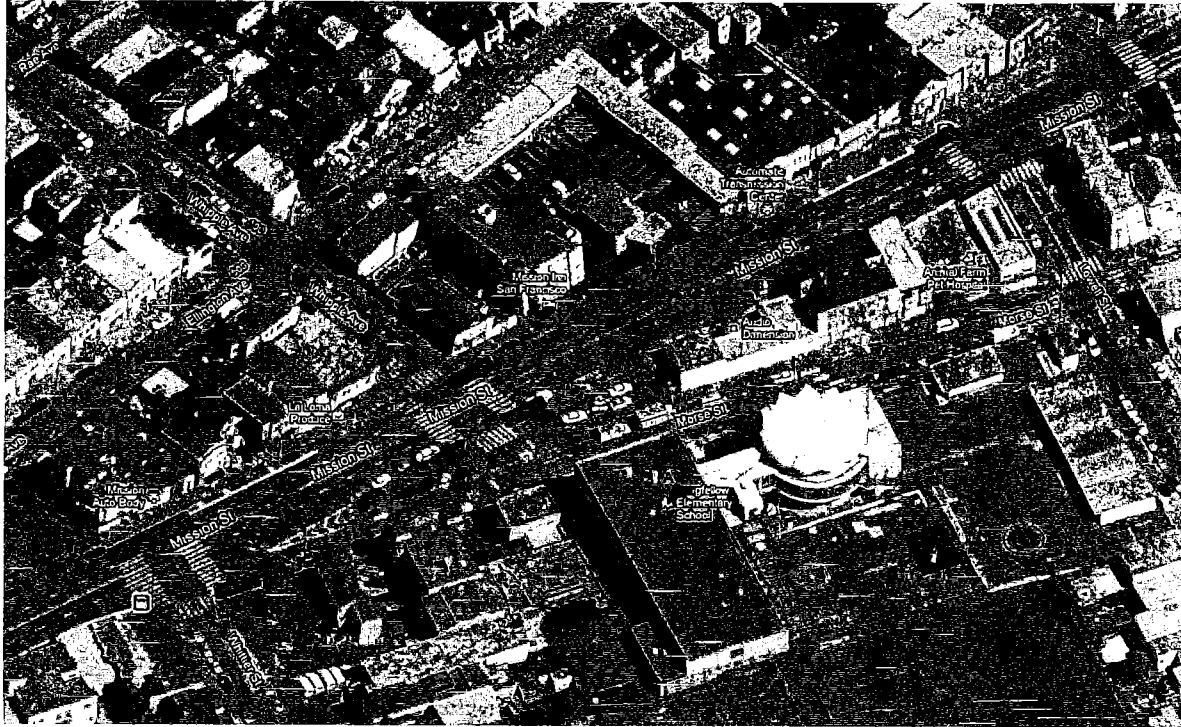


Eastbound Mission Street at Lowell Street/Naglee Avenue



Westbound Mission Street at Naglee Avenue

Proposed Project



■ : Proposed Bulb-Out Location

Attachment 3

Letters of Support



Longfellow Elementary
755 Morse Street
San Francisco, CA 94121
Phone: 469-4730 Fax: 469-4068

October 15, 2012

MTC
101 Eighth Street
Oakland, CA 94607

To Whom It May Concern:

As the principal of Longfellow Elementary School, I am writing to express my full support for the San Francisco Municipal Transportation Agency's (SFMTA) Longfellow One Bay Area (OBAG) grant application.

Longfellow has over 600 students, of whom roughly 35 percent walk to school. Our school is located just south of Mission Street, which is a busy vehicular corridor with a high number of student pedestrians. Furthermore, the side streets along Mission Street create intersections that vary widely from the standard four-legged intersection. This traffic, along with the unique physical geometry, can be intimidating for our students and can discourage their parents from letting their children walk, bike, or take transit to school.

The proposed changes in this grant application will help create a safer environment that will allow our students to safely walk along Mission Street and cross at Whittier Street, Whipple Avenue, and Lowell Street. The bulb-outs at these intersections will sharpen the corner curves to prevent speeding turns, shorten crossing distances, and make pedestrians waiting to cross the street more visible. These improvements will not only benefit the students at our school, but the whole community – one that is often dependent on walking, biking, and public transportation. Traffic congestion is a concern of ours at drop off and pick up each day, without bulb-outs it really creates unsafe street conditions, which detours families from walking or riding bikes to school.

I enthusiastically endorse the application and encourage your funding of the project. We hope the proposed improvements will help us improve safety and help us encourage more students to walk or bike to school.

Sincerely,

Carrie Betti

Carrie Betti
Principal



www.sfsaferoutes.org

San Francisco County Transit Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

October 24, 2012

Dear OBAG Grant Administrator,

Program Partners

SF Dept of Public Health

SF Environment

Presidio YMCA Bike Program

SF Bicycle Coalition

SF Municipal Transportation Agency

SF Unified School District

Walk San Francisco

Program Coordinator
Ana Validzic, MPH
Department of Public Health
30 Van Ness Ave, Suite 2300
San Francisco, CA 94102
415-581-2478
Ana.Validzic@sfgov.org

On behalf of the San Francisco Safe Routes to School Partnership, we would like to express our support for the following project proposals being submitted by the San Francisco Municipal Transportation Agency for OBAG Safe Routes to School infrastructure funding:

- 1) The proposed bulb-outs to the intersection of Bacon/Goettingen near ER Taylor Elementary School;
- 2) The proposed bulb-outs to three intersections surrounding Longfellow Elementary School, as well as the possibility of installing a beacon at the intersection of Mission and Whipple, and/or speed humps if the school prioritizes this need; and
- 3) The proposed expansion of a larger Broadway corridor project to improve the block directly in front of Jean Parker Elementary, including lengthening the median, installing pedestrian refuge areas at the intersection on Broadway at Powell Street, and greening the area.

We support these projects with the hope that they will include greening aspects as well as the proposed infrastructure improvements.

These projects support the work that the Safe Routes to School Partnership has been doing to enhance children's safety while walking and biking to increase their health and well-being, ease traffic congestion near schools, improve air quality, and improve community member's overall quality of life.

ER Taylor and Longfellow Elementary are two of the largest elementary schools in the district and rank high on our priority list for SRTS infrastructure projects. These schools currently have on-site SRTS non-infrastructure programming that would directly benefit from these proposed infrastructure projects.

Jean Parker ranks number one on our priority list for SRTS infrastructure projects with dangerous street conditions and a high number of students walking who would significantly benefit from the proposed project.

For these reasons, we encourage you to fund these proposed projects.

Safe Routes to School SF
is a program of
Shape Up San Francisco.
www.shapeupsf.org



www.sfsaferoutes.org

Program Partners.

SF Dept of Public Health

SF Environment

Presidio YMCA Bike Program

SF Bicycle Coalition

SF Municipal Transportation Agency

SF Unified School District

Walk San Francisco

Program Coordinator
Ana Validzic, MPH
Department of Public Health
30 Van Ness Ave, Suite 2300
San Francisco, CA 94102
415-581-2478
Ana.Validzic@sfgov.org

Sincerely,

Christina Goette
Sr. Health Program Planner, SF Department of Public Health

Melanie Nutter
Director, SF Environment

Lara Farrell Hitchcock
Branch Manager, Presidio YMCA Bike Program

Kit Hodge
Deputy Director, San Francisco Bicycle Coalition

David Goldin
Chief Facilities Officer, SF Unified School District

Elizabeth Stampe
Executive Director, Walk San Francisco

OneBayArea Grant Application

Chinatown Broadway Street Design

Submitted by the San Francisco Department of Public Works
To the San Francisco County Transportation Authority
April 29, 2013

Second application round, featuring updates since October 2012





2012 San Francisco OneBayArea Grant (OBAG) Application

Due: 4:00 pm, Friday, October 26, 2012

Revised April 29, 2013

A. PROJECT INFORMATION

Project name: Chinatown Broadway Phase IV Street Design (Columbus Avenue to the Broadway Tunnel)

Sponsor agency: Department of Public Works

Brief Description of Project (a short paragraph or about 50 words)

Removal of eastbound tow-away lane. Bulb-outs added at all corners. Special paving at intersections. Last block of project (Broadway Tunnel to Powell Street) to include new medians and curb work. Streetscape amenities along the corridor will include street trees, lighting, and seating. Bus stop improvements at two locations to include bus bulbs, bus shelter, seating, and signage. Pedestrian safety enhancements, as described above, to improve safety Jean Parker Elementary School. The Planning Department completed a community engagement process and conceptual designs for this phase of the Broadway streetscape in 2012, funded by a Caltrans Environmental Justice Transportation Planning Grant.

B. PROJECT ELIGIBILITY (Check all that apply, and fill in the blanks as applicable.)

Program Type	
Transportation for Livable Communities	<input checked="" type="checkbox"/>
Bicycle and Pedestrian Improvements	<input type="checkbox"/>
Local Streets and Roads	<input type="checkbox"/>
Safe Routes to School	<input checked="" type="checkbox"/>
All Programs	
The project is a fully funded stand-alone capital project with a usable segment.	<input checked="" type="checkbox"/>
Sponsor has a Master Agreement with Caltrans with an expiration date of:	Agreement dated 8/28/2007 - no expiration date.
The OBAG funding request is at least \$500,000.	<input checked="" type="checkbox"/>
The project is consistent with the adopted Regional Transportation Plan and the Countywide Transportation Plan.	<input checked="" type="checkbox"/>
Sponsor will receive construction E-76 from Caltrans by March 31 of:	2014 <input type="checkbox"/> 2015 <input checked="" type="checkbox"/> 2016 <input type="checkbox"/>
Local Streets and Roads Only	
The project is on the Federal-Aid system.	<input type="checkbox"/>
The project selection is based on the analysis results from San Francisco's certified (i.e. DPW's) Pavement Management System.	<input type="checkbox"/>
(For pavement rehabilitation) The project location's PCI is: _____	
(For preventative maintenance) The project will extend the useful life of the facility by the following number of years: _____	
Safe Routes to School Only	

The project is coordinated with San Francisco SR2S Coalition and has a signed letter of support from a school administrator from the selected school.

For each unchecked item, please justify the project's eligibility: _____

C. PROJECT PRIORITIZATION (Check all that apply, or fill in the blanks as applicable.)

See the Authority's OBAG website (www.sfcta.org/obag) for links to resources that correspond to the criteria below.

High Priority Location		Area name
Priority Development Area (PDA)	<input checked="" type="checkbox"/>	Downtown-Van Ness-Geary
Project is not within PDA but provides a proximate access.	<input type="checkbox"/>	
Community of Concern	<input checked="" type="checkbox"/>	Chinatown
CARE Community	<input checked="" type="checkbox"/>	Eastern San Francisco
High Impact Project Area	<input checked="" type="checkbox"/>	
Complete Streets and Safety		Location name/number (street/intersection/route)
Key Walking Street	<input checked="" type="checkbox"/>	Broadway
Pedestrian High Injury Corridor	<input checked="" type="checkbox"/>	Broadway
Weighted high injury score for each street segment:		83.4 (Front to Powell), statistics include: 2-5 injuries at Powell, 2-5 at Stockton, and 5-11 at Columbus.
Better Streets Plan typology of the project location:		Commercial Thoroughway
The project complies with the Better Streets Plan guidelines.	<input checked="" type="checkbox"/>	
Bicycle Route Network	<input checked="" type="checkbox"/>	"Minor Improvement to Bicycle Route Network"
Bicycle High Collision Intersection	<input type="checkbox"/>	
Number of bicycle collisions at each intersection in 2009 – 2011		2: One at Stockton and one at Powell
Transit Route(s)	<input checked="" type="checkbox"/>	
Operator, route number and name (e.g. Muni 14-Mission)		Muni 8AX, 10, 12, 30, 30X, 45
Muni Rapid Network	<input type="checkbox"/>	
Agency Priority	This project is a top priority for OBAG funding because it is the key complement to DPW's three prior streetscape projects on Broadway. San Francisco Planning Department recently finished the planning process for the project. This project was prioritized for OBAG funding because of its ability to meet MTC's project readiness requirements. OBAG funding, paired with the pending Prop AA allocation would enable this project to move along swiftly and deliver the community's vision in a timely fashion.	
Planning and Community Support	The project has clear and diverse community support as evidenced in:	
Letters of support (check if attached)	<input checked="" type="checkbox"/>	See attached
Adopted plans (specify plan title and page number)	<input checked="" type="checkbox"/>	Chinatown Area Plan- no specific reference, but forwards

Objective 7 and Policy 7.1.

Broadway is identified as a pedestrian safety corridor in the Chinatown Community Development Center's Pedestrian Safety Needs Assessment

Walking audits (for SR2S; specify school and date)

See attached brief explanation.

The conceptual design has been reviewed by the public at the following community meeting (date and place)

6/6/12 International Hotel

Project Readiness

Please describe coordination with other independent projects that may impact the proposed project schedule (e.g. sewer replacement), if any.

There are no other projects scheduled on this segment of Broadway.

Please provide a description of the CEQA and NEPA clearance strategies for the project, including the dates that each clearance was received or is anticipated to be received.

The project was certified categorically exempt from environmental review pursuant to CEQA Guidelines Article 19 (Section 15301) on March 29, 2013 by the San Francisco Planning Department. Under NEPA, a categorical exclusion is likely, as with the other phases of this project. We anticipate a fairly simple NEPA process.

If the project has an impact on city landmarks, historic districts, and/or conservation districts, please describe what steps sponsor has taken to ensure the project's compliance with historical district requirements:

We don't anticipate any impact on city landmarks, historic districts, and/or conservation districts.

If the project will generate a significant traffic and parking impact (e.g. parking removal), please provide an impact analysis (if completed) or a plan for conducting the analysis:

Traffic

The Planning department has conducted preliminary SYNCHRO analysis to assess the project's impacts on traffic. It is anticipated that the project would not result in significant traffic impacts and will receive an exemption under Article 19 of the CEQA Guidelines.

Parking

We anticipate 23 metered parking spots will be removed and replaced with bulb outs. These parking spots are currently only available during part of the day, as this is also a no-parking tow-away zone. The project also proposes removing an existing AM tow-away zone, making the space available for parking, thus balancing parking availability in the corridor. Because of the overall parking impact and recent experience on Cesar Chavez regarding removal of part-time parking spaces, DPW does not believe that parking removal will pose a problem. DPW is confirming with Caltrans/FHWA whether or not an impact analysis is needed.

D. IMPLEMENTATION STRATEGY

1. Please provide the following information for all involved agencies.

Phase	Agency	Brief Scope / Responsibility	Phase Lead?	Contractor Use?
1	Planning	Environmental Review- CEQA	<input checked="" type="checkbox"/>	<input type="checkbox"/>
1	DPW	Environmental Review- NEPA	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2	DPW	Design	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2	MTA	Assist in design	<input type="checkbox"/>	<input type="checkbox"/>
3	DPW	Construction	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
3	MTA	Staffing support	<input type="checkbox"/>	<input type="checkbox"/>
4	DPW	Maintenance- First 3 years in CON contract. Ongoing will be DPW.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

2. Describe project development activities planned between the Part One and Part Two calls for projects, including likely schedule and approach for the required community meeting. Indicate how project development will be funded, including proposed Prop K amounts and categories, as appropriate and needed for this purpose.

With funding from a Caltrans Environmental Justice Transportation Planning grant, the Planning Department, in partnership with the Chinatown Community Development Center, led an intensive community engagement process in 2011 and 2012. Three community workshops were held, all with translation, to engage the community in the planning process: May 4, August 16, and November 16, 2011. A fourth public meeting, the final Open House, was held June 6, 2012 at the International Hotel (848 Kearney St). More than 70 people attended this event. In addition, concept design materials from the project (which are attached) have been on display in the lobby and windows of the East West Bank at the corner on Stockton and Broadway since mid-July 2012. All the meeting materials are available online as well: <http://www.sf-planning.org/index.aspx?page=2646>.

Due to the recent and robust nature of community engagement in planning this project, we did not schedule additional community meetings between the Part One and Part Two calls for projects. We have worked with our partners at MTA and from the community and have redesigned intersection improvements at Stockton and Broadway and have eliminated traffic conflicts here.

If awarded this grant, we would return to the community upon completion of 65% design to review the final planning design, discuss any changes that have were discovered necessary during the design process, and inform them of the project timeline.

3. Describe the funding plan and identify the responsible agency for ongoing maintenance of the project, including but not limited to lighting and landscaping.

We are requesting **\$5,761,282 in OBAG** funding for the Broadway Chinatown Street Design. Of that amount, we request that **\$1,376,597** come from the **Safe Routes to School Program**, as it covers the portion of work that improves conditions around Jean Parker Elementary School. SFMTA has already received a state Safe Routes to Schools grant that will install some of the improvements near the school, but federal funding is needed to

complete the scope. The state grant and the local match already set aside by MTA covers \$430,064 of this project's cost.

We believe that the remaining work falls under the guidelines of the Transportation for Livable Communities program. Prop AA funds, if approved by the San Francisco County Transportation Authority, will cover much of the design phase expense, and serve as the local match to the small amount of federal funding needed to cover remaining costs of this phase. This leaves a remaining need, which we request from OBAG under TLC, of \$4,384,685.

The local match dollars, which are needed for the construction phase, total \$789,129. We anticipate that this match will come from Prop K (EP 44). This equates to a match percentage of 12.63%. This need is slightly higher than the minimum required under OBAG because there are federally-ineligible costs, such as work done by city forces to relocate fire alarms, which require local overmatch.

The first three years of maintenance will be performed by the contractor. Subsequent maintenance will be the responsibility of DPW, save for the maintenance of lighting. We don't anticipate any issues regarding maintenance of street lighting as we plan to use the same fixtures utilized in phase 1, 2 and 3 of Broadway Projects inspected, which are already accepted and maintained by PUC/BLHP. Supplemental/Decorative lighting shown in conceptual drawings will not be installed as a part of this contract or maintained by SFPUC. If any supplemental lighting will be added, it will be at the request of local community or business group who, upon receiving approval by SFPUC/BLHP, would then assume all costs and responsibilities related to its installation and maintenance.

E. PROJECT SCHEDULE

Project Phase	Start Date (Month, Year)	End Date (Month, Year)
Planning/Conceptual Engineering	04/2011	04/2013
Environmental Studies	11/2012	12/2013
ROW Activities/Acquisition	---	12/2013
Design Engineering	01/2014	10/2014
Advertise Construction	10/2014	12/2014
Award Construction Contract	---	04/2015
Construction	04/2015	01/2016
Project Closeout	---	06/2019

F. BUDGET

Please separate out the budget for each involved agency. Only include budget information for project costs following selection of initial OBAG project list.

Planning / Conceptual Engineering					
Planning / Conceptual Engineering Total (Completed 2012 with Caltrans grant)					\$ -
Environmental					
Agency: SFDPW		Overhead Rate: 1.6354			
Position (Title and Classification)	Hours	Hourly Base Salary	Hourly Fully Burdened	FTE	Cost
Project Manager II/5504	40	\$65	\$171	0.019	\$ 6,852
Assistant Project Manager/5262	50	\$45	\$119	0.024	\$ 5,930
Engineering Trainee III	105	\$26	\$69	0.051	\$ 7,219
Consultant NEPA Review					\$ 10,000
Environmental Total				0.094	\$ 30,000
Design Phase					
Agency: SFDPW		Overhead Rate: 1.6354			
Position (Title and Classification)	Hours	Hourly Base Salary	Hourly Fully Burdened	FTE	Cost
Project Manager I/5502	950	\$61	\$161	0.457	\$ 152,721
Assistant Project Manager/5262	780	\$45	\$119	0.375	\$ 92,503
Senior Engineer/5211	100	\$71	\$187	0.048	\$ 18,711
Engineer/5241 (Civil, Elect, Hydraulic)	800	\$61	\$161	0.385	\$ 128,608
Associate Engineer/5207 (Civil, Elect, Hydraulic)	850	\$53	\$140	0.409	\$ 118,725
Assistant Engineer/5203 (Civil, Elect, Hydraulic)	900	\$45	\$119	0.433	\$ 106,734
Junior Engineer/5201 (Civil, Elect, Hydraulic)	800	\$40	\$105	0.385	\$ 84,333
Senior Clerk Typist/1426	109	\$28	\$74	0.052	\$ 8,034
Full Landscape Architect/5211	200	\$71	\$187	0.096	\$ 37,423
Landscape Architectural Associate II/5272	600	\$53	\$140	0.288	\$ 83,806
Landscape Architectural Associate I/5262	848	\$45	\$119	0.408	\$ 100,567
Project Manager II/5504 (Env)	30	\$65	\$171	0.014	\$ 5,139
Assistant Project Manager/5262 (Env)	40	\$45	\$119	0.019	\$ 4,744
Engineering Trainee III (Env)	110	\$26	\$69	0.053	\$ 7,537
Agency: SFMTA					
Transit Planner III/5289	55	\$48	\$135	0.026	\$ 7,425
Associate Engineer/5207	80	\$53	\$147	0.038	\$ 11,760
Signal Engineer/5241	60	\$61	\$168	0.029	\$ 10,080
Design Total	7,312			3.515	\$ 978,849

Construction Phase Hard Costs (by scope item)				
Item	Unit	Quantity	Unit Price	Cost
Full Depth Planing 2" Depth	SF	56,640	\$1	\$ 56,640
Asphaltic Concrete	TON	908.51	\$135	\$ 122,649
8" Thick Concrete Base	SF	16,041	\$10	\$ 160,410
Combined 6" Curb and Gutter at Bulbs	LF	1,599	\$65	\$ 103,935
Combined 6" Curb and Gutter	LF	1,303	\$65	\$ 84,695
Combined 6" Curb and Gutter at Median	LF	970	\$40	\$ 38,800
8" Wide Concrete Band at Parking Strip	LF	1,475	\$15	\$ 22,125
8" Thick Concrete Parking Strip	SF	9,101	\$16	\$ 145,616
8" Thick Concrete Raised Crosswalk	SF	595	\$13	\$ 7,735
Special Paving at Crosswalks	SF	9,322	\$25	\$ 233,050
Concrete Curb Ramp w/ Detectable Surface Tiles	EA	24	\$3,000	\$ 72,000
Detectable Surface Tiles	SF	195	\$65	\$ 12,675
Sidewalk Paving w/ Special Finish	SF	37,777	\$15	\$ 566,655
Install Street Trees, 36" Box	EA	70	\$1,800	\$ 126,000
Irrigation	LS	3	\$50,000	\$ 150,000
Site Furnishings: Trash Receptacles	EA	12	\$2,500	\$ 30,000
Site Furnishings: Benches	EA	32	\$2,500	\$ 80,000
Site Furnishings: Tree Grates	EA	19	\$2,700	\$ 51,300
DG at Treewells	SF	840	\$7	\$ 5,880
3 Year Maintenance	EA	86	\$550	\$ 47,300
Install Median Trees, 36" Box	EA	16	\$1,800	\$ 28,800
Planting (5 gallon plants at 3'-0" o.c)	EA	200	\$60	\$ 12,000
Weed Barrier Fabric (Median)	SF	1,450	\$1.50	\$ 2,175
Amended Backfill (Median) 18" Depth	CY	80.56	\$100	\$ 8,056
Gravel Mulch (Median)	CY	14.5	\$200	\$ 2,900
Unit Paver Maintenance Strip (Median)	SF	1,345	\$25	\$ 33,625
Wayne Place Improvements	LS	1	\$300,000	\$ 300,000
Tunnel Entrance/Exit Bollards @ 6' o.c	EA	20	\$1,500	\$ 30,000
New Pedestrian Street Lighting	EA	54	\$15,000	\$ 810,000
Relocate Fire Alarm	EA	2	\$3,000	\$ 6,000
Relocate Traffic Signal Box	EA	3	\$15,000	\$ 45,000
Concrete Catch Basin w/ Frame Grating and MH	EA	12	\$15,000	\$ 180,000
Relocate Sewer Vents	EA	3	\$100,000	\$ 300,000
Relocate Low Pressure Fire Hydrant	EA	2	\$20,000	\$ 40,000
Adjust SFWD Valves	EA	3	\$1,500	\$ 4,500
Roadway Striping	EA	3	\$15,000	\$ 45,000
Sub-total				\$ 3,965,521

Arts Commission @ 2%	LS	1	\$79,310	\$	79,310
Mobilization @ 5%	LS	1	\$198,276	\$	198,276
Traffic Control @ 5%	LS	1	\$198,276	\$	198,276
Design Contingency @ 15%	LS	1	\$594,828	\$	594,828
Escalation @ 5%	LS	1	\$198,276	\$	198,276
Sub-total				\$	5,234,487
Contingency (10%)				\$	523,449
Construction Hard Costs Total				\$	5,757,936
Construction Phase Labor Costs (Construction Management and Support)					
Agency: SFDPW		Overhead Rate: 1.6354			
Position (Title and Classification)	Hours	Hourly Base Salary	Hourly Fully Burdened	FTE	Cost
Project Manager I/5502	400	\$61	\$161	0.192	\$ 64,304
Assistant Project Manager/5262	300	\$45	\$119	0.144	\$ 35,578
Public Relations Officer/1314	50	\$43	\$113	0.024	\$ 5,666
Disability Access Coordinator/6335	40	\$70	\$184	0.019	\$ 7,379
Administrative Engineer/5174 (Civil, Elect, Hyd)	350	\$66	\$174	0.168	\$ 60,878
Engineer/5241 (Civil, Elect, Hydraulic)	430	\$61	\$161	0.207	\$ 69,127
Landscape Architect/5274	100	\$61	\$161	0.048	\$ 16,076
Landscape Architectural Associate II/5272	240	\$53	\$140	0.115	\$ 33,522
Landscape Architectural Associate I/5262	428	\$45	\$119	0.206	\$ 50,806
Office Admin: Constr. Inspector/6318	900	\$46	\$121	0.433	\$ 109,106
Resident Engineer: Assoc Engineer/5207	1,000	\$53	\$140	0.481	\$ 139,676
Constr. Manager: Admin. Engineer/5174	1,000	\$66	\$174	0.481	\$ 173,936
Division Manager: Senior Engineer/5211	500	\$71	\$187	0.24	\$ 93,557
Agency: SFMTA					
Engineer/5241	8	\$61	\$168	0.004	\$ 1,344
Associate Engineer/5207	8	\$53	\$147	0.002	\$ 1,176
Painter/7346	8	\$36	\$105	0.008	\$ 840
Sign Worker/7457	8	\$31	\$90	0.008	\$ 720
Construction Labor Costs Total	5,770			2.78	\$ 863,690
Construction Total					\$ 6,621,627
TOTAL					\$7,630,475

G. FUNDING PLAN

Source	Status*	Fiscal Year	Env.	Design	Construction	Total
State SR2S	Allocated	13/14		\$ 51,174		\$ 51,174
MTA Local Match to SR2S	Allocated	13/14		\$ 5,686		\$ 5,686
OBAG (SR2S)	Planned	13/14	\$ 8,307	\$ 75,314		\$ 83,621
OBAG (TLC)	Planned	13/14	\$ 21,693	\$ 196,675		\$ 218,368
Prop AA	Planned	13/14		\$ 650,000		\$ 650,000
State SR2S	Allocated	14/15			\$ 335,884	\$ 335,884
MTA Local Match to SR2S	Allocated	14/15			\$ 37,320	\$ 37,320
OBAG (SR2S)	Planned	14/15			\$ 1,292,976	\$ 1,292,976
OBAG (TLC)	Planned	14/15			\$ 4,166,317	\$ 4,166,317
Local Match (Prop K)	Planned	14/15			\$ 789,129	\$ 789,129
Total			\$ 30,000	\$ 978,849	\$ 6,621,626	\$ 7,630,475

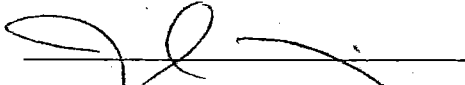
H. ATTACHMENTS

Please include the following required attachments, and other attachments as applicable.

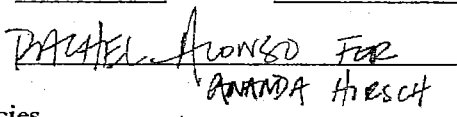
1. Scope narrative that identifies project goals and benefits, describes project elements that benefit each mode (bike, walking, transit, auto), and highlights any creative elements that integrate benefits for multiple users
 - ** See "Chinatown Broadway Street Design" for brief narrative.
 - Excerpts from the February 2013 Chinatown-Broadway Street Design Final Report are also included.
2. Maps, charts, drawings or other materials that are necessary to show the detail and context of the project
3. Letters of support
4. Justification for proximate access to a PDA

I. CONTACT AND SIGNATURE

Sponsor Agency – Project Manager

Agency Department of Public Works
Name, title John Dennis, Project Manager
E-mail john.dennis@sfdpw.org
Telephone 415.558.4495 Fax 415.558.4032
Signature  Date 04/25/13

Sponsor Agency – Grant Manager

Name, title Ananda Hirsch, Transportation Finance Analyst
E-mail Ananda.Hirsch@sfdpw.org
Telephone 415-558-4034 Fax _____
Signature  Date 4/29/13

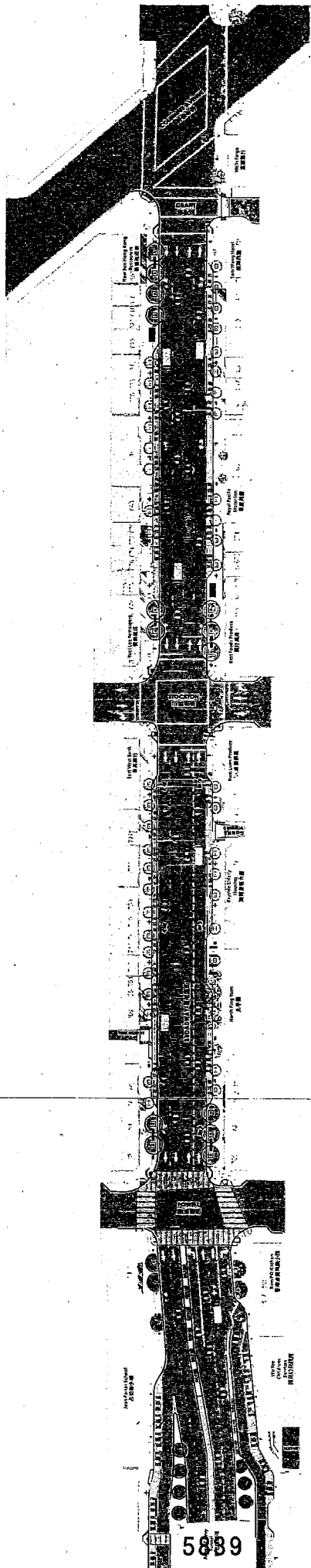
Other Partner Agencies

Agency	Design leads (name, title)	Telephone	Email
Planning	Lily Langlois	415-575-9083	<u>Lily.Langlois@sfgov.org</u>
SFMTA	Ellen Robinson	415-701-4322	<u>ellen.robinson@sfmta.com</u>
SFMTA	Nick Carr	415-701-4468	<u>nick.carr@sfmta.com</u>

April 2013 Attachments

- Final Option Rendering (Feb 2013)
- 6 pages from Planning Dept Street Design book (Feb 2013)
- Planning Dept exemption from review (Mar 2013)





5889

4.5 CONCEPTUAL DESIGN: ROBERT C. LEVY (BROADWAY) TUNNEL TO POWELL STREET

Broadway widens significantly west of Powell Street as it approaches the Robert C. Levy Tunnel. The larger roadway offers both challenges and opportunities not present on other blocks. In addition to corner bulb-outs proposed elsewhere, the conceptual design for this block proposes using excess space in the roadway to create landscaped medians. These medians will serve the following purposes:

- Physically, visually and audibly buffer adjacent properties from tunnel traffic
- Emphasize this block's role as a gateway to Chinatown and North Beach
- Calm traffic by narrowing the roadway and travel lanes
- Create opportunities for greening
- Create a refuge for pedestrians crossing Broadway on the west side of Powell

SPECIAL DESIGN FEATURES



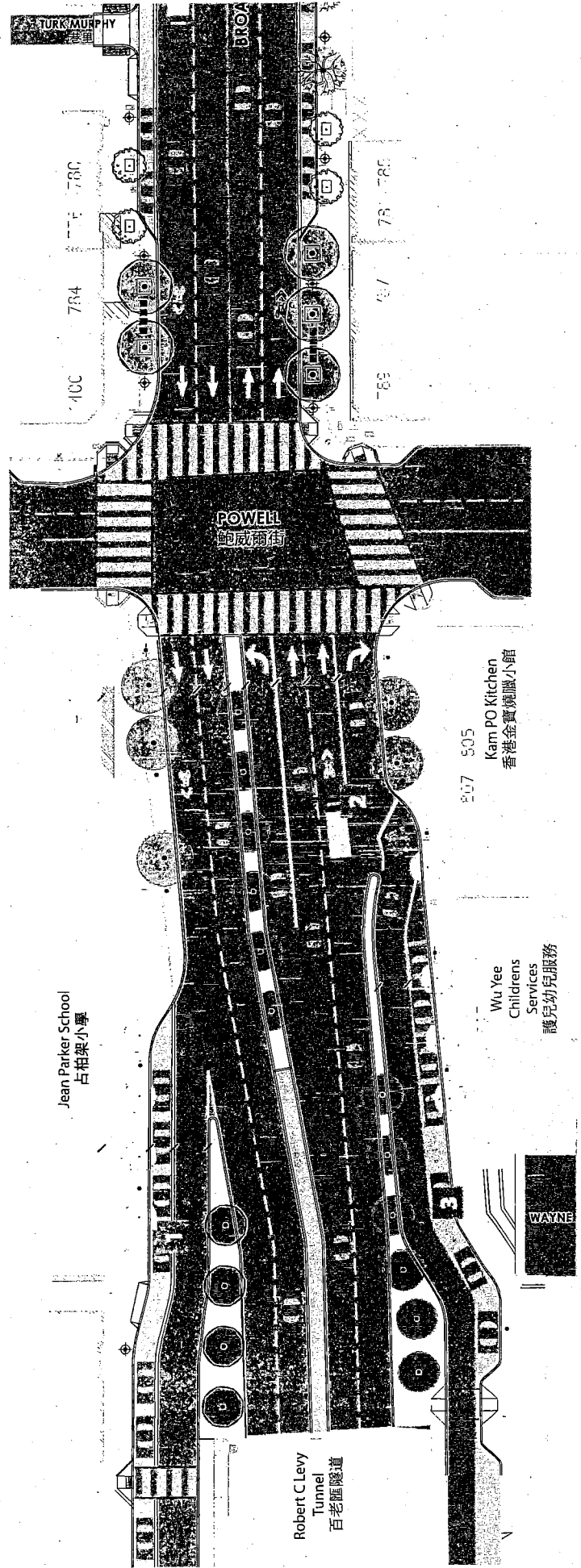
Jean Parker Local Access Lane. The exceptionally wide sidewalk in front of Jean Parker Elementary School (shown as a dashed blue line below) would be reconfigured to create a curb-side school drop-off/loading lane. A new landscaped median would separate the slow-moving local access lane and loading zone from faster-moving tunnel-bound traffic. Closer to Powell Street, the sidewalk would be widened to help shorten the crosswalk.



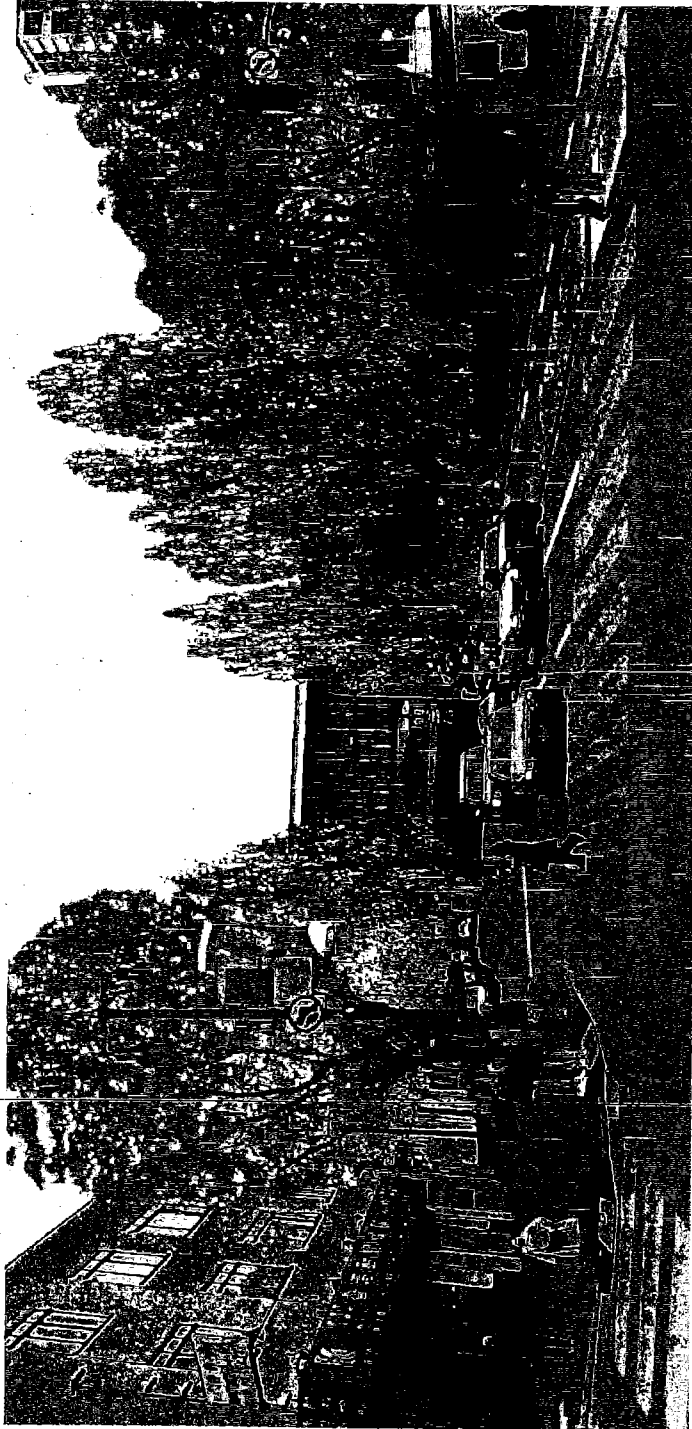
Unified Right Turn Lane. Currently two lanes on Broadway are allowed to turn right onto southbound Powell, creating a hazardous condition for pedestrians. To remedy this, the southern median would be widened and landscaped and a corner bulb-out would be added on the southwest corner to create only one right-turn lane.



Wayne Place Terraces. When the portal to the Broadway Tunnel was cut into Russian Hill, the roadway was depressed below the grade of Wayne Place to the south. The blank retaining wall and stairway which leads from Broadway's sidewalk to Wayne Place could be redesigned into a series of landscaped terraces that can serve to beautify the area and emphasize its role as a gateway to the neighborhood.



PROPOSED



TODAY

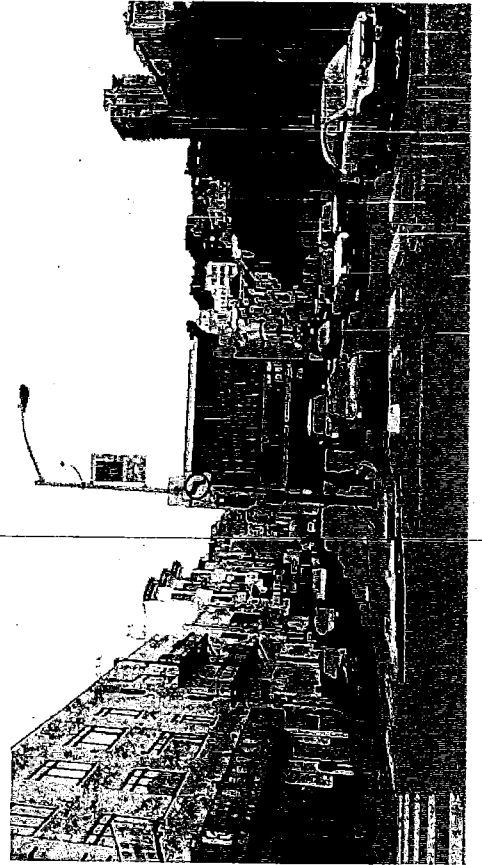


Illustration above: New landscaped medians with pedestrian refuges and sidewalks with pedestrian lighting and street trees greatly improve pedestrian comfort and safety and transform the tunnel portal block into a welcoming neighborhood gateway.

4.6 CONCEPTUAL DESIGN: POWELL STREET TO STOCKTON STREET

The intersection of Broadway and Stockton Street is a busy commercial node for Chinatown and a major focus of this design effort. A number of significant improvements to the intersection and the adjacent blocks are proposed to improve pedestrian comfort and safety.

SPECIAL DESIGN FEATURES



Bus Bulb-Out. A bus bulb-out will provide much-needed space at this congested intersection where pedestrians, market shoppers, and transit riders all congregate. It will also help to improve the flow of transit, making it easier for the bus to load and unload passengers, as the bus does not have to pull into the curb. The sidewalk will be widened six feet and furnished with street trees, public seating, and a new Muni shelter on the southeast corner.



Corner bulb-outs. Provide additional space for pedestrians at the corner and help to shorten the crossing distances.



Extended sidewalk bulb-outs. Extended sidewalk bulb-outs are proposed on this stretch of Broadway in front of Yuet Lee Restaurant and Ping Yuen Public Housing. These bulbs will include additional sidewalk landscaping, seating, and other pedestrian amenities that will help enliven and beautify the street.



Raised crosswalks. Raised crosswalks are proposed at both Turk Murphy Lane and Cordelia Street. For more information on raised crosswalks, see page 33.

WHO WAS TURK MURPHY?

Turk Murphy Lane is a small alley running from Broadway to Vallejo Street named after Melvin Edward Alton "Turk" Murphy, Murphy was a renowned trombonist and popular jazz musician who began playing in San Francisco in the 1930s. Murphy operated a number of jazz clubs in North Beach, including Earthquake McGoon's at 99 Broadway. Those who grew up with Sesame Street might recognize his unique voice; he provided vocals for 1970s animated musical shorts which still air today such as "Alligator King" and "99 Martian Beauty". After his death in 1987, the San Francisco Board of Supervisors renamed Churchill Street in his honor. The conceptual design for Broadway includes construction of a raised crosswalk across Turk Murphy Lane, perhaps creating an opportunity for some type of art or pavement inlay that illuminates the story behind the alley's unique name.

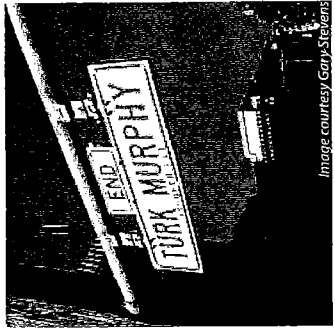
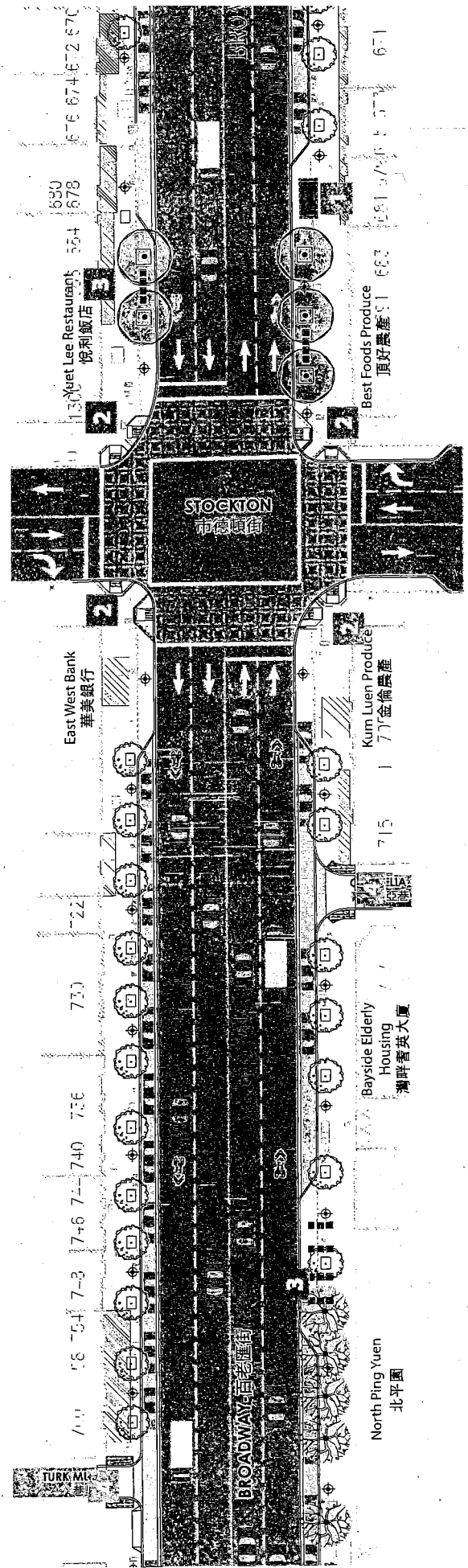
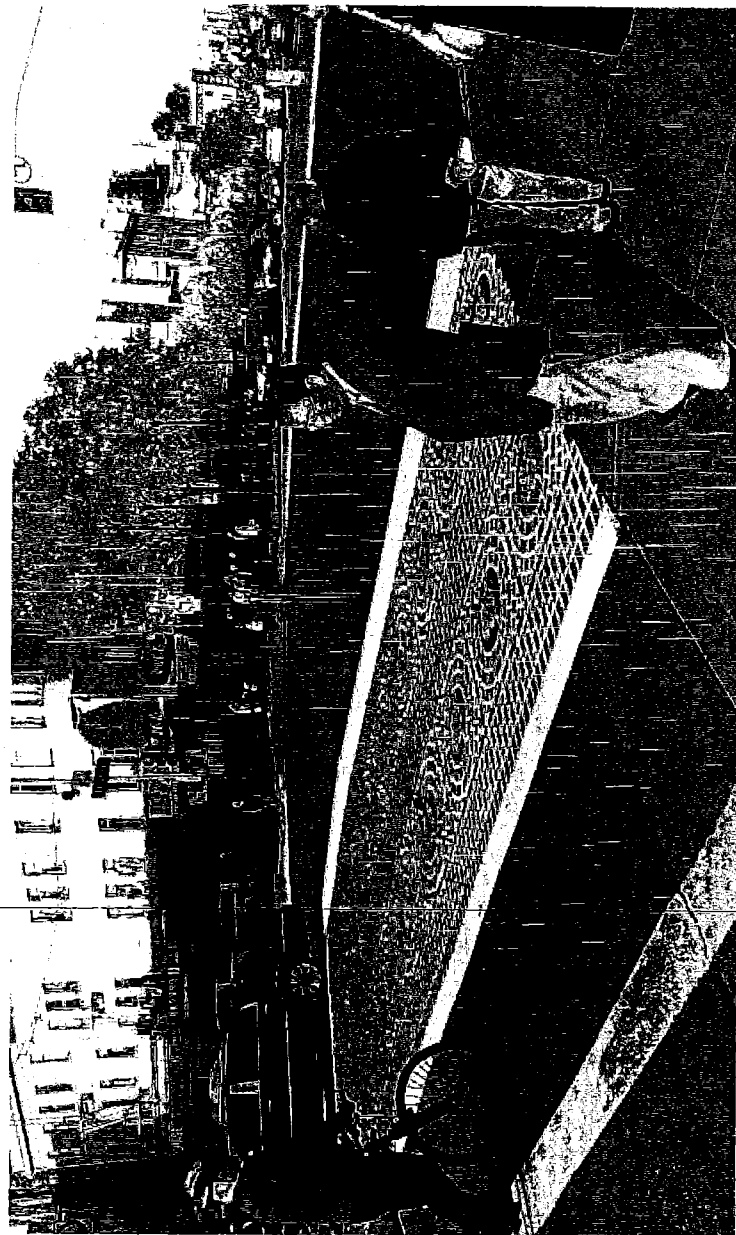


Image courtesy Gary Stevens

Image source: Wikipedia



PROPOSED



TODAY



Corner sidewalk bulb-outs create more space for pedestrians waiting to cross the busy Stockton/Broadway intersection. Special crosswalk paving improves visibility of pedestrian crossings. In the background, new street trees and pedestrian lighting beautify Broadway's streetscape.

4.7 CONCEPTUAL DESIGN: POWELL STREET TO COLUMBUS AVENUE

The intersection of Broadway, Grant Avenue, and Columbus Avenue is an important crossroads where neighborhoods come together. To the south, iconic Grant Avenue is the gateway to the heart of Chinatown. To the north, Grant Avenue and Columbus Avenue are important commercial streets for the vibrant North Beach neighborhood. Broadway here is a busy shopping street lined with shops, restaurants, and hotels. Improvements on this block seek to improve connections between this important node and the neighborhoods it serves.

SPECIAL DESIGN FEATURES



1 Bus Bulb-Out. An extended bulb-out on the northwest corner of Broadway and Columbus will extend from the new Poet's Plaza and provide much-needed space at the intersection where pedestrians and transit riders congregate. The sidewalk will be widened six feet and furnished with street trees, public seating, and a new Muni shelter.



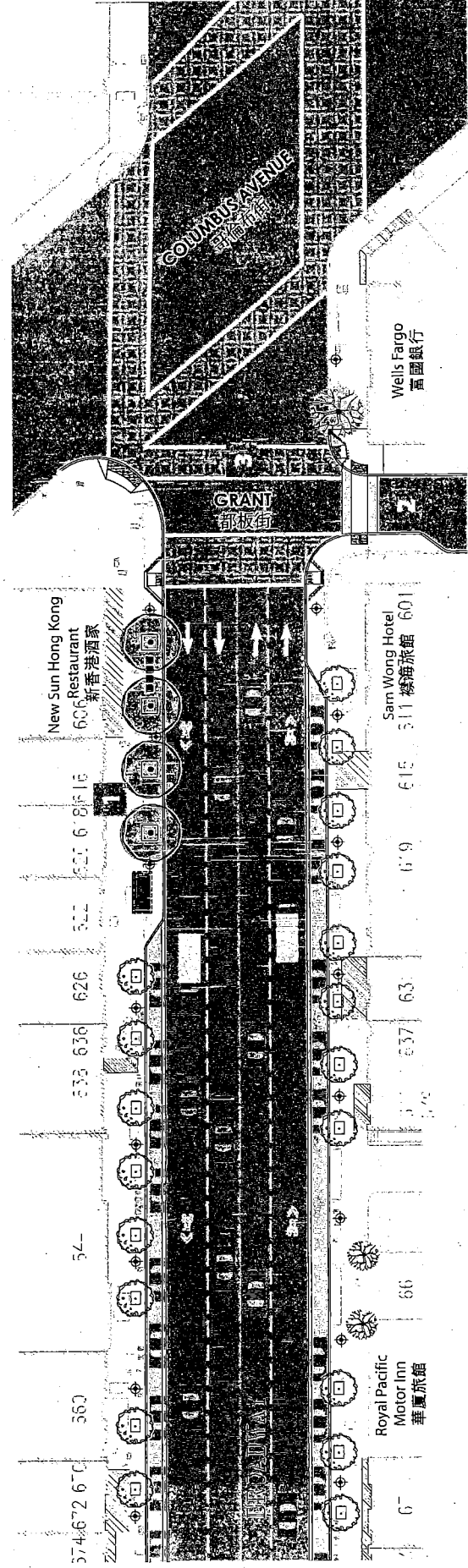
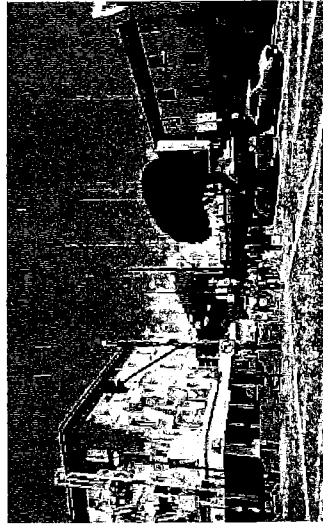
2 Grant Avenue Gateway. A new raised crosswalk will be built across Grant Avenue at Broadway. Special paving and public art is recommended at this location to emphasize its role as the northern gateway to Chinatown's most iconic street.



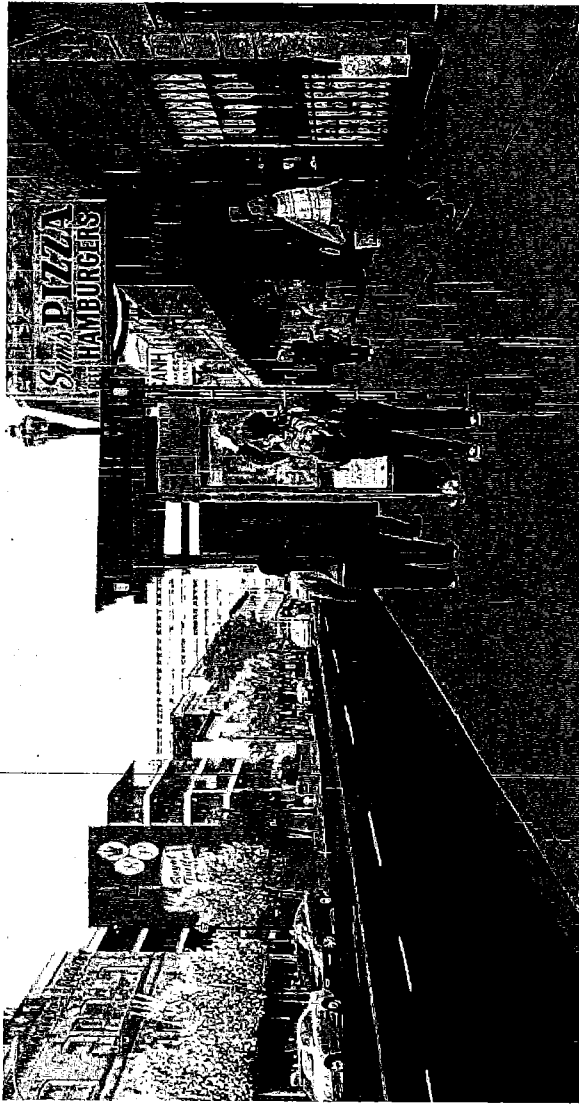
3 Broadway/Grant Avenue Crosswalk Improvements. A new crosswalk is proposed connecting Poet's Plaza with the east side of Grant Avenue. This crosswalk will formalize a route already taken by pedestrians and make it safer for all users. Like other crosswalks in the project area, high-visibility paving material in the crosswalks is recommended.

Connecting Grant Avenue

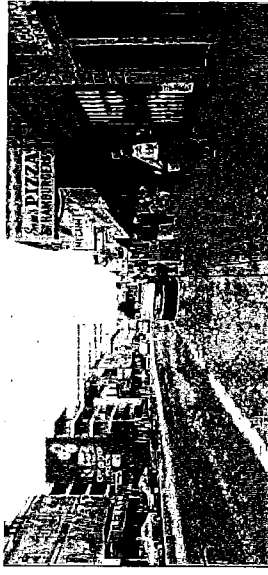
At all Community Workshops, participants in attendance expressed support for improving the connection along Grant Avenue from Chinatown to North Beach. Additional study is needed to improve this critical connection between neighborhoods, building on the recommendations from the Columbus Avenue Neighborhood Transportation Study and the proposed improvements along Columbus as part of the TEP.



PROPOSED

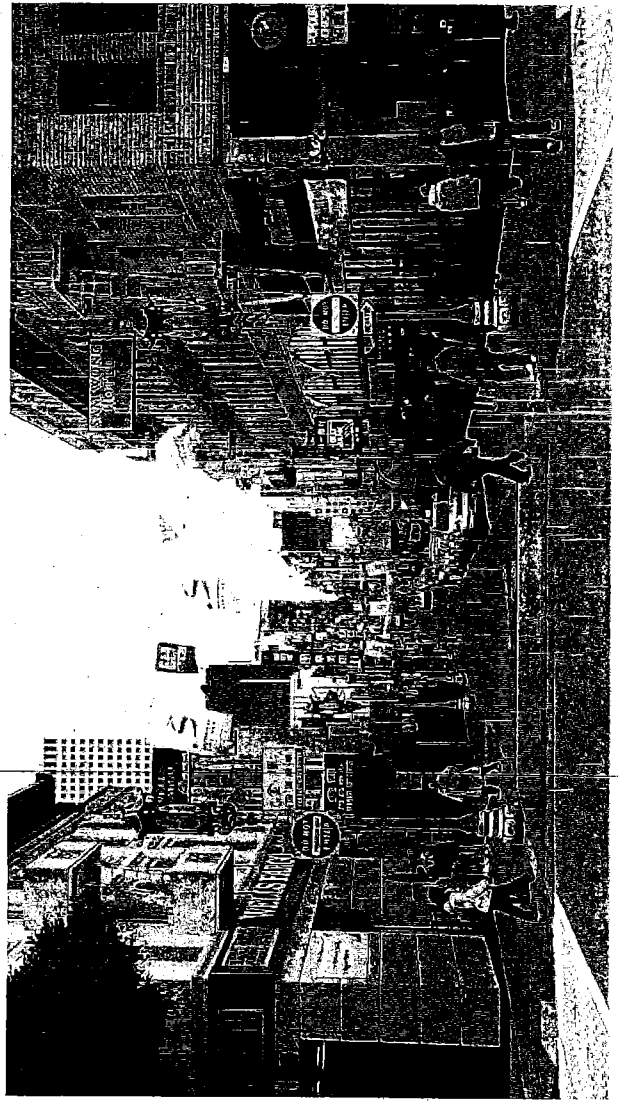


TODAY

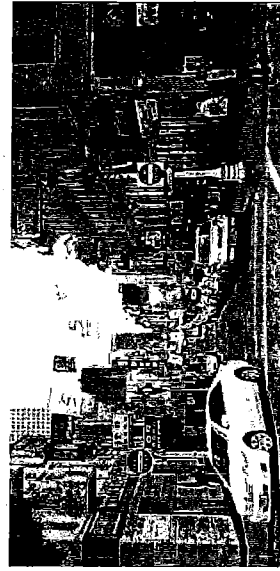


Illustrated on the left: A new bus bulb-out adjacent to Poet's Plaza provides more space for transit-riders and offers a convenient spot to place a new Muni shelter safely out of the primary path of pedestrian travel. In the distance, street trees and pedestrian lighting enhance the Broadway streetscape.

PROPOSED



TODAY



Illustrated on the left: A new raised crosswalk with special paving material extends across Grant Avenue and special paving in the Broadway crosswalks highlight this important intersection as a gateway to Chinatown.



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination EXEMPTION FROM ENVIRONMENTAL REVIEW

Case No.: 2012.0071E
 Project Title: SF Department of Public Works Broadway Streetscape Design Project
 Project Location: Broadway between Columbus Avenue & Broadway Tunnel
 Neighborhood: Between North Beach & Chinatown Neighborhood Districts
 Project Sponsor: San Francisco Department of Public Works (DPW)
 John Dennis – (415) 558-4495
 john.dennis@sfdpw.org
 Staff Contact: Brett Bollinger – (415) 575-9024
 brett.bollinger@sfgov.org

1650 Mission St.
 Suite 400
 San Francisco,
 CA 94103-2479

Reception:
 415.558.6378

Fax:
 415.558.6409

Planning
 Information:
 415.558.6377

PROJECT DESCRIPTION:

The Broadway Streetscape Design proposed project ("Project") boundary includes the north and south side of Broadway from the Broadway Tunnel (Robert C Levy Tunnel) to Columbus Avenue. The proposed Project would involve removal of the eastbound AM (7AM-9AM) tow-away lane from Powell Street to Columbus Avenue and the westbound PM (3PM-7PM) tow-away lane from Turk Murphy Lane to Powell Street. The Broadway Tunnel to Powell Street segment would include a planted center median, and two planted side medians. The new center median would accommodate routine cleaning and maintenance of the Broadway Tunnel. New curb work is also proposed and would include a loading pocket in front of Jean Parker Elementary School (northside of Broadway between Powell and Mason).

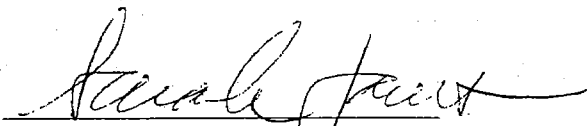
Sidewalk extensions would be added at all project intersection corners along Broadway between the Broadway Tunnel and Columbus Street and mid-block on the southside of Broadway between Powell and Stockton streets. Bus bulbs would be added at the two existing bus stops for the 8AX muni bus line, on the northwest corner of Broadway and Grant Street and for the 10 Townsend and 12 Folsom muni bus lines on the southeast corner of Broadway and Stockton Street. New bus shelters would be added to these locations. Pedestrian lead time would be implemented as part of the proposed Project at the Broadway and Stockton Street intersection to provide a three second head start for pedestrians crossing Broadway.

EXEMPT STATUS:

Categorical Exemption, Class 1 [State CEQA Guidelines Sections 15301(c)]

DETERMINATION:

I do hereby certify that the above determination has been made pursuant to State and Local requirements.


 Sarah Jones
 Acting Environmental Review Officer

March 29, 2013
 Date

cc: Nick Carr, SFMTA
 Supervisor Chiu, District 3

PROJECT DESCRIPTION (CONT'D):

Implementation of the proposed Project would result in a net loss of 27 on-street metered parking spaces and the net loss of one (1) metered loading space to accommodate sidewalk extensions at the corner or midblock at intersections in the Project boundary area. Decorative paving would be added at the intersection of Broadway and Grant Street and Broadway and Stockton Street. Raised crosswalks would be added along Broadway at the intersections of Turk Murphy Lane, Cordelia Street and Grant Street. Streetscape amenities would be added along the Project's portion of the Broadway corridor to include new street trees, median plantings, pedestrian scale lighting, sidewalk seating, and public art.

The Broadway Streetscape Improvement project area includes the following roadway segments:

- Broadway from Mason Street to Powell Street
- Broadway from Powell Street to Stockton Street
- Broadway from Stockton Street to Grant Avenue
- Broadway from Grant Avenue to Columbus Avenue

Currently, Broadway is a four-lane, east-west directional street with two 10-foot-wide lanes in each direction; an eight-foot-wide (8') PM peak hour (3PM-7PM) tow away lane that functions at all other times as a parking lane on the north side of Broadway; a 10-foot wide AM peak hour (7AM-9AM) tow-away lane that functions at all other times as a parking lane on the south side of Broadway (**Figure 1**). Muni buses 10 Townsend, 12 Folsom and 8AX Bayshore Express currently have bus stops located along Broadway. The proposed streetscape improvements would slightly increase the width of Broadway travel lanes from 10 feet to 11 feet for the inner (center) east and west bound lanes. The outer east and west bound lanes would increase from 10.5 feet to 12 feet (**Figure 2**). The proposed Project would involve the removal of the eastbound AM tow-away lane along Broadway from the Broadway Tunnel to Columbus Avenue and the westbound PM tow-away lane along Broadway from Turk Murphy Lane to Powell Street.

Sidewalk extensions and bus bulbs would be added at the following locations:

- Broadway and Powell Street, all corners
- Broadway and Stockton Street, all corners
- Broadway and Columbus Avenue, northwest
- Broadway (midblock, southside) between Powell and Stockton streets
- Broadway and Grant Street, southwest corner

Overall, implementation of the Project as proposed would result in a net loss of 27 on-street metered parking spaces and one (1) on-street metered loading space. A total of 14 on-street parking metered spaces would be converted to on-street loading spaces due to the removal of metered loading spaces for sidewalk extensions. The Project does not include any changes to existing off-street parking or loading facilities. Changes to on-street parking conditions due to the proposed improvements are detailed in **Table 1**.

Table 1: Broadway Streetscape Improvements On-Street Parking Net Changes

Intersection/Location	Sidewalk Extensions	Parking Meters Gained/(Lost)	Loading Meters Gained/(Lost)
Broadway between Mason & Powell streets, south side	Corner Bulb	(4)	0
Broadway between Mason & Powell streets, north side	none	0	0
Broadway between Powell & Stockton streets, south side	Corner/Mid-Block/Bus Stop Bulbs	(8)	0
Broadway between Powell & Stockton streets, north side	Corner Bulb	(5)	(1)
Broadway between Stockton & Grant streets, south side	Corner Bulb	(2)	0
Broadway between Stockton & Grant streets, north side	Corner/Bus Stop Bulb	(4)	1
Powell Street between Broadway & Vallejo Street, west side	none	0	0
Powell Street between Broadway & Vallejo Street, east side	Corner bulb	(1)	0
Powell Street between Broadway & Pacific Ave, west side	Corner bulb	(2)	1
Powell Street between Broadway & Pacific Ave, east side	Corner bulb	(1)	0
Stockton Street between Broadway & Vallejo Street, west side	none	0	0
Stockton Street between Broadway & Vallejo Street, east side	none	0	0
Stockton Street between Broadway & Pacific Ave, east side	none	0	0
Stockton Street between Broadway & Pacific Ave, west side	Corner bulb	0	(1)
Grant Ave. between Broadway & Pacific Ave, west side	Corner bulb	0	0
Grant Ave. between Broadway & Pacific Ave, east side	none	0	0
Total Net Parking Space Gain (Loss)		(27)	(1)

Figure 1: Existing Broadway Conditions

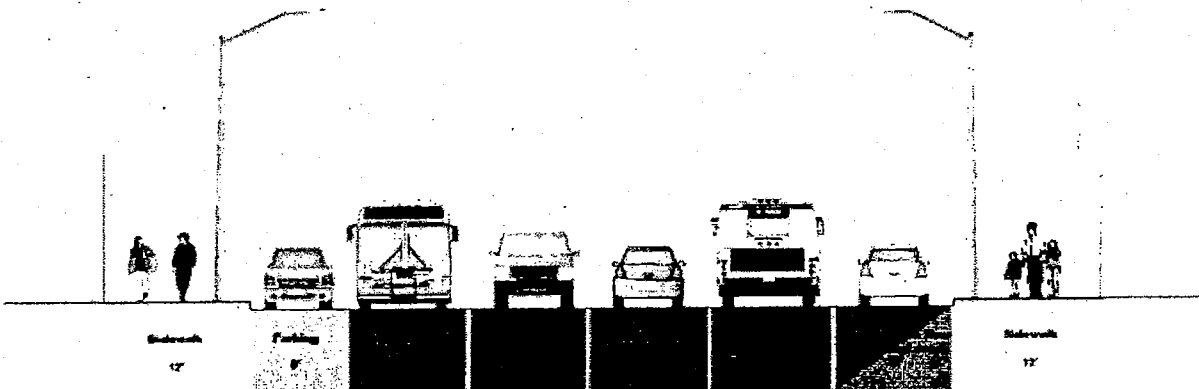
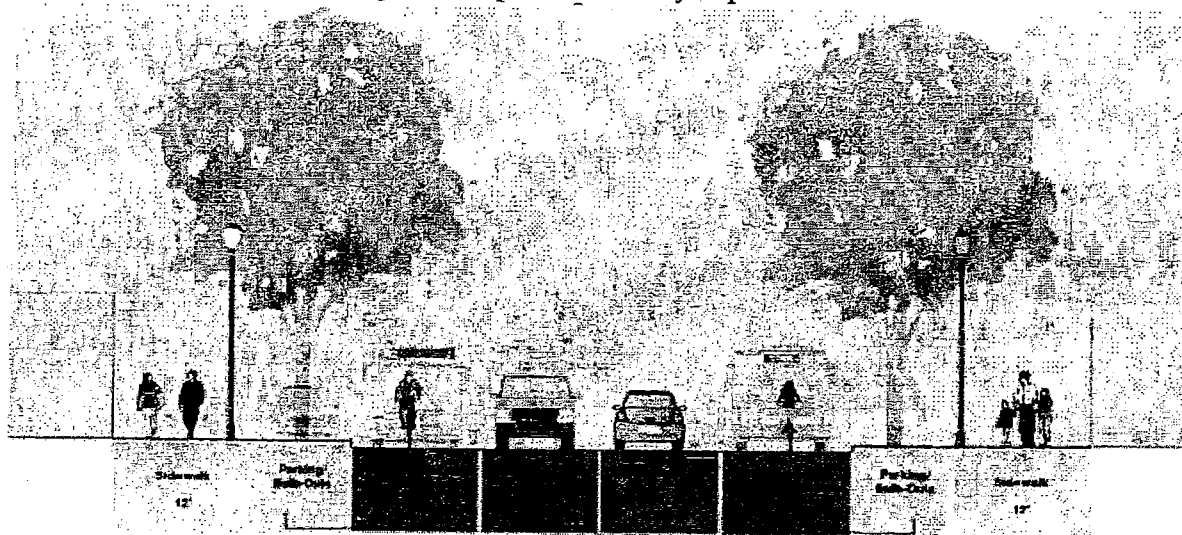


Figure 2: Proposed Broadway Improvements

**REMARKS:****Transportation**

The level of service (LOS) results for existing conditions and the proposed Project during the AM and PM peak hours for existing and cumulative conditions are presented in Table 2.¹ Under existing conditions, all three study intersections (Broadway/Powell, Broadway/Stockton, and Broadway/Columbus) along the Broadway study area corridor operate at acceptable LOS with the exception of the intersection at Broadway/Powell Street during the PM peak hour, which operates at LOS E. Implementation of the Project would generally result in similar LOS as under existing conditions. The intersection at Broadway/Powell Street would continue to operate at an unacceptable LOS E and the intersection at Broadway/Stockton Street would experience additional delay but would continue to operate at acceptable LOS D.

The analysis demonstrates that a Leading Pedestrian Interval (LPI) signal timing change could be implemented on the east and west crosswalks of the intersection at Broadway/Stockton Street, while maintaining acceptable LOS operations. A leading pedestrian interval would allow pedestrians a three second lead time to begin crossing Broadway without any automobile traffic. This means that pedestrians crossing Broadway would have a three second head-start crossing the street without any automobile traffic. This would improve a sense of safety for pedestrians and prioritize the intersection for pedestrians for the north and south bound movements. LPI on the south and north crosswalks at the intersection of Broadway/Stockton Street could not be implemented without adversely affecting traffic operations.²

Cumulative Year 2035 traffic volumes for the Project intersections were determined by examining the AM and PM cumulative transportation analysis for the 34th America's Cup EIR. Generally, traffic volumes grow by 18% during the AM peak hour (or an annual growth rate of 0.75%), and PM traffic volumes grow by 23% (or 0.94% annual growth).

¹ The AM and PM peak hours are generally from 7:45 am to 8:45 am and 5 pm to 6 pm, respectively.

² Providing a LPI on the south and north crosswalks would require allocating more green time to the east/west movement and less time to the north/south movement; however, providing less time to the north/south movement is not possible due to minimum pedestrian crossing times (even with construction of the proposed bulbs).

Table 2: AM & PM Peak Hour Operations:
Level of Service (LOS)/Average Delay (seconds)

Intersection	Peak Hour	Existing Conditions		Cumulative 2035 Conditions	
		Existing ^a	Existing Plus Project	Cumulative	Cumulative Plus Project
1. Broadway/Powell	AM	C / 31 sec.	D / 35 sec.	C / 30 sec.	D / 40 sec.
	PM	E / 68 sec.	E / 68 sec.	F / 125 sec.	F / 125 sec.
2. Broadway/Stockton	AM	B / 11 sec.	D / 46 sec.	B / 12 sec.	D / 51 sec.
	PM	A / 10 sec.	A / 10 sec.	C / 29 sec.	C / 25 sec.
3. Broadway/Columbus	AM	B / 15 sec.	B / 16 sec.	B / 17 sec.	C / 25 sec.
	PM	C / 27 sec.	C / 25 sec.	D / 54 sec.	D / 49 sec.

Source: SF Planning Department, 2013.

As shown in Table 2, implementation of the proposed Project would not cause any intersection to degrade to unacceptable conditions for either Existing or Cumulative Year 2035 conditions.

Transit

Existing Conditions

With implementation of the proposed Project, the total increase in average delay during the AM and PM peak periods along Broadway would not result in an unacceptable level of transit service or cause a substantial increase in transit service delays or operating costs. Therefore, the proposed Project would result in less-than-significant transit impacts to the 10 Townsend, 12 Folsom and 8AX Bayshore Muni bus routes under Existing Plus Project conditions. Therefore, no significant transit impacts would occur as a result of implementation of the proposed Project.

2035 Cumulative Conditions

During the Cumulative Plus Project scenario, the total increase in average delay along Broadway as a result of the proposed Project would not result in an unacceptable level of transit service or cause a substantial increase in transit service delays or operating costs. As a result, the proposed Project would not contribute considerably to cumulative impacts to transit conditions or cause transit service to deteriorate to unacceptable levels to the 10 Townsend, 12 Folsom or 8AX Bayshore routes under cumulative conditions.

Pedestrian

The proposed Project includes corner and mid-block sidewalk extensions along with new bus shelters, as well as intersections improvements at the majority of Project study intersections. Through the proposed increased pedestrian visibility and shortened crossings at Project intersections, pedestrian conditions would improve. Therefore, no significant pedestrian impacts would occur.

Bicycle

Broadway is an existing Class III bike route (Route 10) in both the eastbound and westbound directions within the Project area. The proposed Project would replace the existing bike sharrows with new sharrows along the Project area Broadway corridor in both the eastbound and westbound directions. Therefore, no significant bicycle impacts would occur as a result of the proposed Project.

Emergency Access

The proposed Project would not involve the closing off of any existing streets or entrances to public uses, and emergency vehicle access would not be impeded by the Project. Therefore, the proposed Project would not result in a significant impact related to emergency access.

Construction

The proposed Project would involve restriping, elimination of the eastbound AM and westbound PM tow away parking lanes, and implementation of corner and mid-block sidewalk extensions along Broadway within the Project area. During the Project construction, drivers would have to adjust to temporary lane reconfiguration along Broadway. Construction would be limited in duration, involving mostly restriping, and installation of sidewalk extensions. No sidewalk closures are anticipated. Because these potential impacts would be temporary, no significant construction impacts would occur. Therefore, Project implementation would result in less-than-significant impacts during construction.

Loading

The proposed Project would result in the net loss of one (1) on-street metered loading space as indicated in Table 1. The Project would retain existing metered loading spaces and convert 14 existing regular metered parking spaces to metered loading spaces, resulting in the net loss of one (1) metered loading spaces. Therefore, implementation of the proposed Project would result in less-than-significant loading impacts.

Parking

Overall, implementation of the Project as proposed would result in a net loss of 27 on-street metered parking spaces. The Project does not include any changes to off-street parking or loading. Changes to on-street parking conditions due to the proposed improvements are detailed in Table 1.

San Francisco does not consider parking supply as part of the permanent physical environment and therefore, does not consider changes in parking conditions to be environmental impacts as defined by CEQA. The San Francisco Planning Department acknowledges, however, that parking conditions may be of interest to the public and the decision makers. Therefore, this report presents a parking analysis for information purposes.

Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel.

Parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA, a project's social impacts need not be treated as significant impacts on the environment. Environmental documents should, however, address the secondary physical impacts that could be triggered by a social impact (CEQA Guidelines §15131 (a)). The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impact, but there may be secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any

such resulting shifts to transit service in particular, would be in keeping with the City's "Transit First" policy. The City's Transit First Policy established in the City's Charter Article 8A, Section 8A.115, provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation."

The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is available. Moreover, the secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental impacts which may result from a shortfall in parking in the vicinity of the proposed project would be minor, and the traffic assignments used in the transportation analysis, as well as in the associated air quality, noise, and pedestrian safety analyses, reasonably addresses potential secondary effects.

In summary, changes in parking conditions are considered to be social impacts rather than impacts on the physical environment. Accordingly, the parking analysis presented in this study is for informational purposes only.

Conclusion

In summary, the proposed Broadway Street Design Project would not result in significant impacts on the transportation network in the study area. The proposed Project is expected to improve pedestrian safety and overall pedestrian conditions along Broadway without degrading LOS conditions. The proposed removal of the AM and PM tow-away lanes and implementation of sidewalk extensions along Broadway in the Project area would result in less-than-significant project-level or cumulative impacts.

The California Environmental Quality Act (CEQA) Guidelines Section 15301(c) or Class 1(c), provides for exemption from environmental review for minor alterations to "existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities." Therefore, the proposed implementation of Broadway Streetscape Improvements Project would be exempt under Class 1.

CEQA State Guidelines Section 15300.2 states that a categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity would have a significant effect on the environment due to unusual circumstances. As described above, the Project would not have a significant effect on adjacent transportation facilities or modes. There are no unusual circumstances surrounding the current proposal that would suggest a reasonable possibility of a significant environmental effect. The Project would be exempt under the above-cited classification.

For all of the above reasons, the proposed Project is appropriately exempt from environmental review.

Maps and Other Support Materials



Edwin M. Lee, Mayor
Mohammed Nuru, Director



10/25/12

RE: Chinatown Broadway Street Design (Columbus Avenue to the Broadway Tunnel)

Lack of Safe Routes to School Walking Audit

Although the Jean Parker Elementary School has not had a walking audit, the project is still a strong candidate for Safe Routes to Schools funding under the One Bay Area Grant program. 56% of Jean Parker Elementary School's 275 students walk to school. The Broadway Chinatown project will improve students' safety when reaching school and transit, and encourage using these methods by widening sidewalks, sidewalk plantings, and shortening crossing distances with curb bulb outs. The project has strong support from both the Principal of Jean Parker Elementary School and the San Francisco Safe Routes to Schools Coalition, as evidenced in the attached letters of support.



ENVISION A NEW BROADWAY: Broadway Today

百老匯街新貌: 百老匯街現況

MAP KEY: 索引

AFFORDABLE SENIOR AND FAMILY HOUSING

- 可負擔的老年及家庭住宅單位

- 1 BROADWAY FAMILY APARTMENTS

- 2 BROADWAY SAISONNE

- 3 SWISS AMERICAN HOTELS

- 4 JILSO GRANT

- 5 BAYSIDE ELDERLY

- 6 PING YUEN NORTH

- 7 LADY SHAW SENIOR CENTER

SCHOOLS

- 1 JEAN PARRIER ELEMENTARY

- 2 JOHN YEECHIN HALL ELEMENTARY

- 3 MASONRY

- 4 MASONRY

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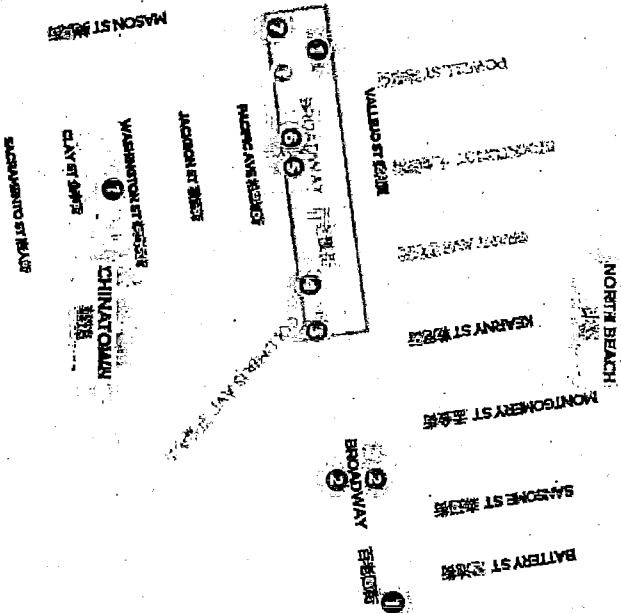
- 38 MASONRY

EMBARCADERO 橫街大道

WHO USES BROADWAY? 誰人使用百老匯街?

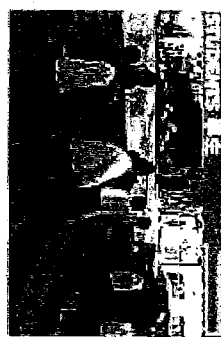
SCHOOL	STUDENTS
JOHN YEEHALL CHIN ELEMENTARY	282
JEAN PARRIER ELEMENTARY	257
TOTAL STUDENTS	509

Source: San Francisco Unified School District, 2010



BROADWAY	WIDEWAY	WIDEWAY	WIDEWAY
COLLINS/GRANT	2288	3,288	4,382
STOCKTON	7621	7439	9,889
POWELL	1,318	1,427	2,823

Source: Transportation Planning Study, 2009
 資料來源: 交通規劃研究, 2009



EXISTING CONDITIONS 現況:

EXISTING POOR CONDITION
現有不良現況

POOR CROSSING FEATURES
不良的過路設施

ACTIVITY ON THE SIDEWALK
 sidewalk 邊道活動

PAVEMENT TYPES / CONDITION FOR AUTOMOBILES
路面類型 / 汽車路面狀況

EXISTING TRAFFIC LIGHTS / SIGNALS
現有交通燈 / 交通信號

EXISTING TRAFFIC SIGNALS / SIGNALS
現有交通信號 / 交通信號

SAN FRANCISCO PLANNING DEPARTMENT

SFMTA

ENVISION A NEW BROADWAY: Broadway & Grant 百老匯街新貌:都板街地段

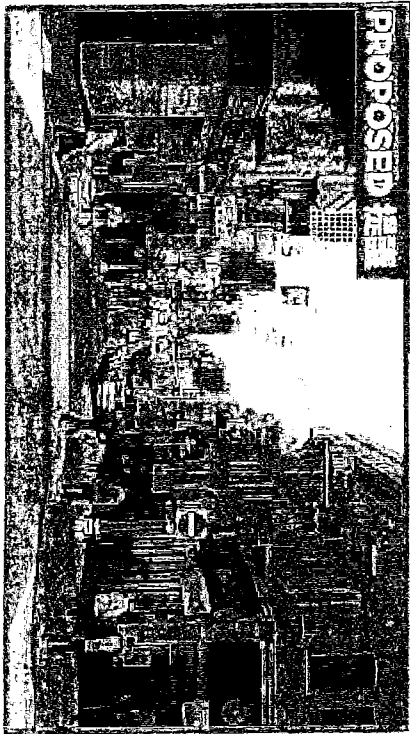
PROPOSED 提議



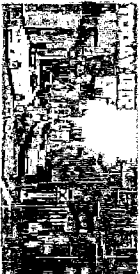
"A safer Broadway is good for business. Our customers will benefit if Broadway is a pleasant place to walk and shop."

—James J. Wang, Co-Owner, Broadway
Hong Kong, P. R. China

PROPOSED 提議



歐連商一個對老百悅更多的
 新勵老百悅更多的
 香港先生說：「一個對老百悅更多的
 新勵老百悅更多的」。

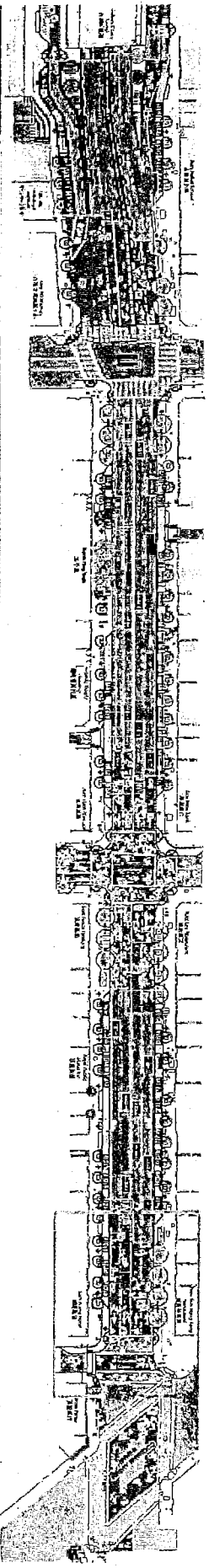


MAP KEY/PRECEDENT PHOTOS: 設計概念參考

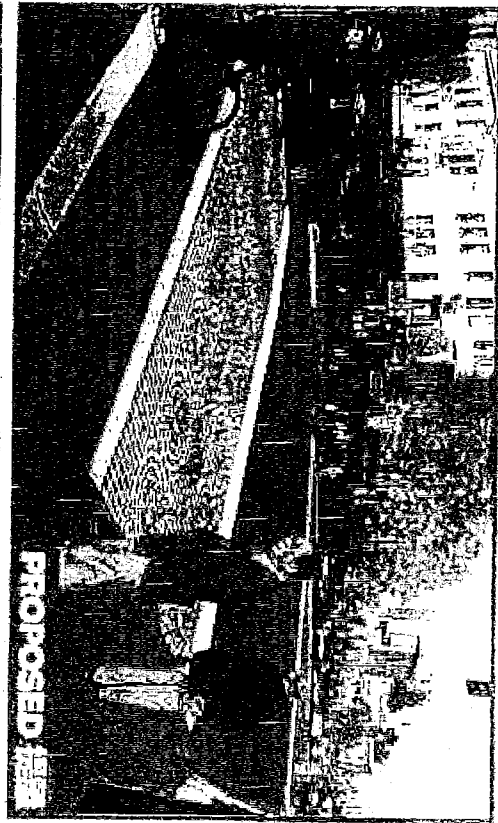


CORNER BULB-OUTS 加設十字街口行人道
 BUS STOP IMPROVEMENTS 加設有遮巴士站
 CROSSWALK PAVING 鋪設行人過街地線
 RAISED CROSSWALK AT GRANT 升高三都板街橫過馬路

PLAN VIEW 設計概念平面草圖



ENVISION A NEW BROADWAY: Broadway & Stockton 百老匯街新貌: 士德頓街地段



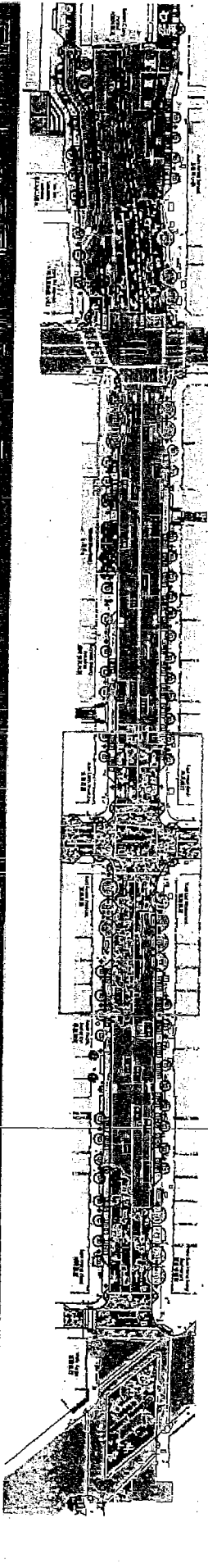
PROPOSED DESIGN



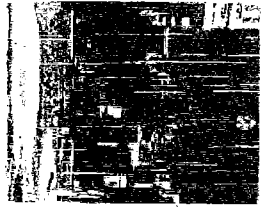
Our senior members cross the Broadway and Stockton intersection every week to attend Wednesday meetings. This corner is always congested and dangerous for pedestrians. We want to see more space here on the sidewalks.

-The Hon. Leoyoung Shih, Councilmember, Term 2011-2015

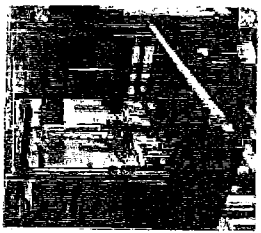
PLAN VIEW 設計概念平面草圖



MAP KEY/PRECEDENT PHOTOS: 設計樣本參考



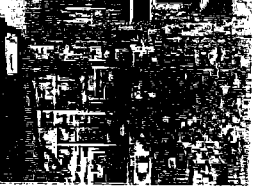
CORNER BUE-OUTS
加爾十字街口行人道



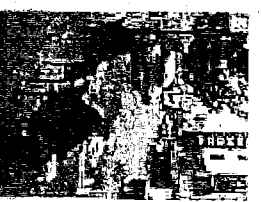
BUS STOP IMPROVEMENTS
加爾十字街口巴士站



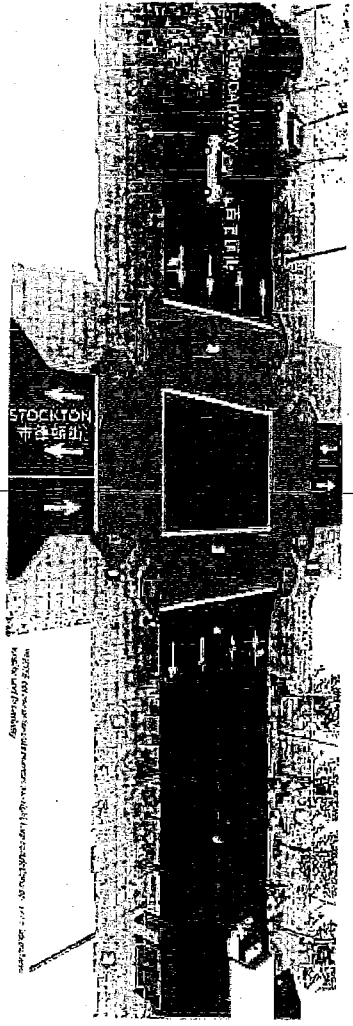
CROSSWALK PAVING
美化行人過街地帶



STREET TREES
種植好伙仔行人道



SIDEWALK SEATING
行人休憩設施



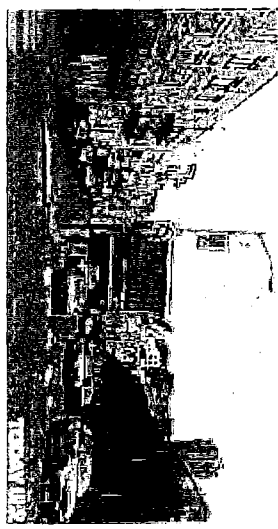
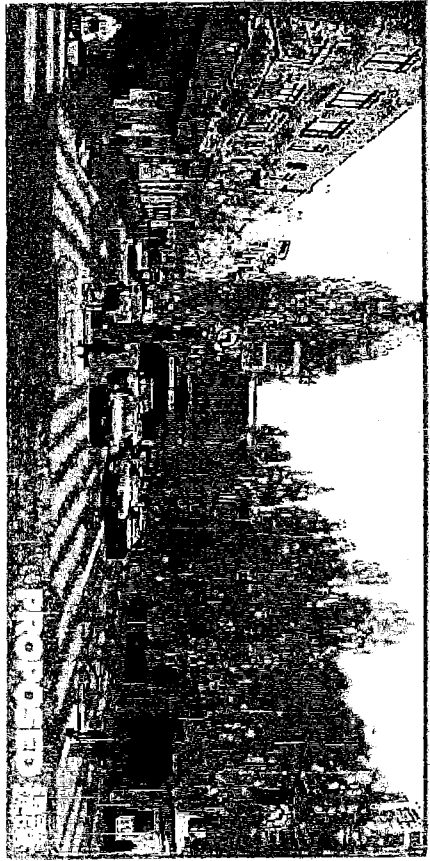
STOP HERE
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SAN FRANCISCO
PLANNING DEPARTMENT

SFWTA
Golden Gate
Transit



ENVISION A NEW BROADWAY: Broadway & Powell 百老匯街新貌：跑華街地段



"Every day thousands of cars pass by the annual bonnet of local harbor Purists are concerned for the safety of local children when they are in the city center."

占柏架小學家長說：「每天有千多輛汽車在占柏架小學前的跑華街進行，令家長非常擔心子女的安全。」

MAP KEY/PRECEDENT PHOTOS: 設計概念參考



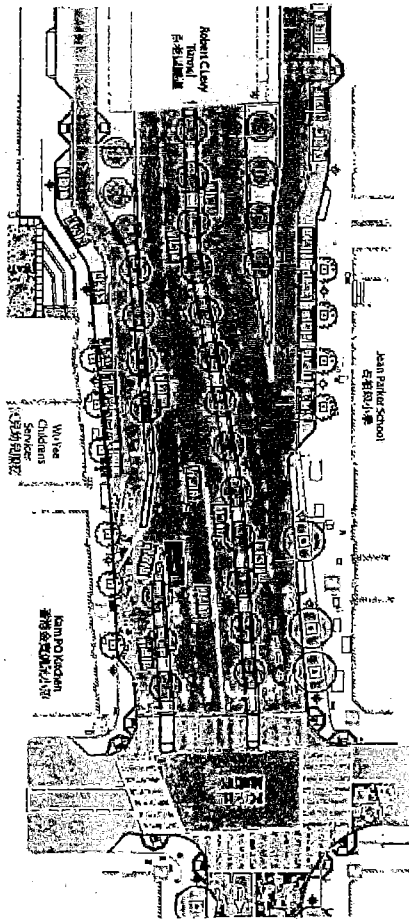
LOCAL ACCESS LANE & MEDIAN
附近區內行車道及安全島



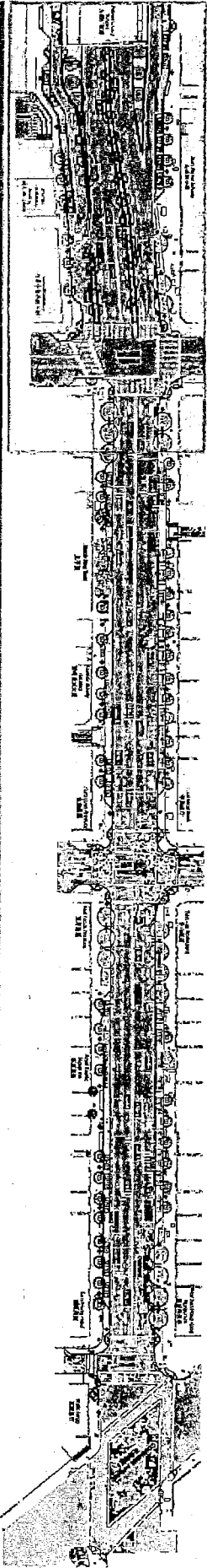
CORNER SUB-OUTS
加四十字街口行人道



LIGHTING AND LANDSCAPING
照明及綠化行人道

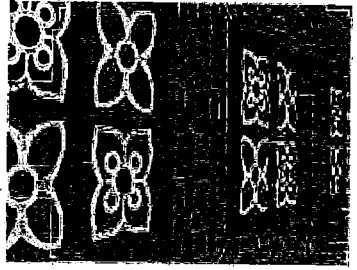


PLAN VIEW 設計概念平面草圖



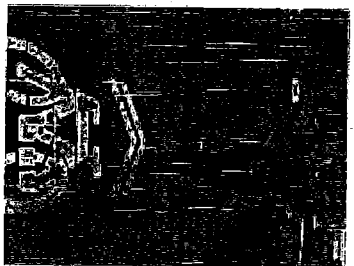
ENVISION A NEW BROADWAY
SINCE 1982
ARCHITECTURAL DESIGN
SINCE 1982
ARCHITECTURAL DESIGN
SINCE 1982
ARCHITECTURAL DESIGN

4.5 ROADWAY IMPROVEMENT FEATURES



SPECIAL INTERSECTION CROSSWALK PAVING

Special intersection and crosswalk paving can break the visual uniformity of asphalt streets, highlight crossings as an extension of the pedestrian realm, and contribute to the unique character of commercial streets. Oakland and Los Angeles have implemented unique crosswalk designs in their Chinatown neighborhoods, and similar treatments are supported by San Francisco's Chinatown community.



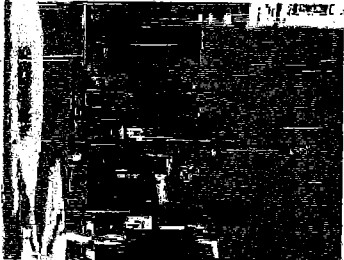
BIKE SHARROWS

Bicycle "Sharrows" lane markings are proposed for Broadway to notify motorists and cyclists that the street is part of San Francisco's Bicycle Route 10. Proposals for bike lanes on Broadway were presented to the community but received minimal support. In the event that the Broadway Tunnel is redesigned to better accommodate bicyclists, the cycling facilities on Broadway can be accommodated.



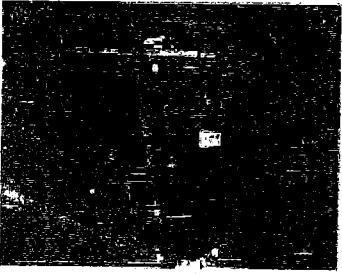
PERMANENT PARKING/LOADING LANE IMPROVEMENTS

Broadway's commercial uses and lack of back-alley access makes parking and loading a key design consideration. The removal of the eastbound tow-away lane will restore a permanent parking/loading lane on the south side of the street and also allow for the construction of sidewalk bulb outs. Like previous phases of the Broadway streetscape project, concrete is proposed as the parking lane paving material to help visually narrow the roadway.



SIDEWALK BULB-OUTS

Sidewalk bulb-outs are extensions of the sidewalk into the parking lane. When placed at intersections, bulb-outs reduce crossing distances and make pedestrians waiting to cross the street more visible to motorists. When placed mid-block they provide additional space for pedestrians and street life. When placed at transit stops they improve transit efficiency. All three types of bulb-outs are important components of Broadway's proposed design.



PLANNED MEDIANS

Planned medians provide an additional refuge for pedestrians crossing the street, help to visually narrow the roadway, and provide an additional opportunity for greening. Tree-planned medians are proposed for one block (between the Broadway Tunnel and Powell). The medians will separate local traffic from tunnel traffic and will help to slow traffic entering and exiting the tunnel.



RAISED CROSSWALKS

Raised crosswalks bring the level of the roadway to that of the sidewalk, forcing vehicles to slow before passing over the crosswalk and enhancing the crossing by providing a level pedestrian path of travel from curb to curb. Raised crosswalks are proposed where Broadway intersects with smaller streets and alleys, including Grant Avenue, Turk Murphy Lane, and Cordelia Street.

4.4 STREETSCAPE DESIGN PLANNING

5. SIDE PLANNING PROGRAM

Site furnishings (such as seating, waste bins, etc.) and public art make a street more comfortable and welcoming. Groups of seating are included on many of the proposed sidewalk extensions on Broadway. Opportunities to incorporate public art into the street design project should be explored as the project moves forward. Artistic elements could be incorporated into both seating and lighting elements on the street.



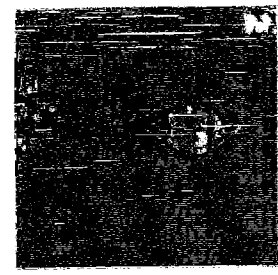
6. IMPROVED TRANSIT STOPS

Bus bulbs and shelters are proposed for the study areas' two bus stops. Bus bulbs are sidewalk extensions that improve transit performance by allowing busses to pull up against the curb without having to exit and re-enter the flow of traffic. They also improve pedestrian conditions by providing extra space for waiting pedestrians and Muni shelters.



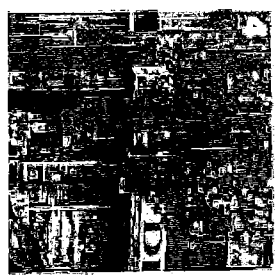
7. IMPROVED STREET LIGHTING

Good streetscape lighting helps define a positive urban character and support nighttime activities. Currently the stretch of Broadway in the study area lacks visually appealing roadway lighting and has very limited pedestrian-scaled lighting. New roadway and pedestrian lighting is proposed for the entire corridor.

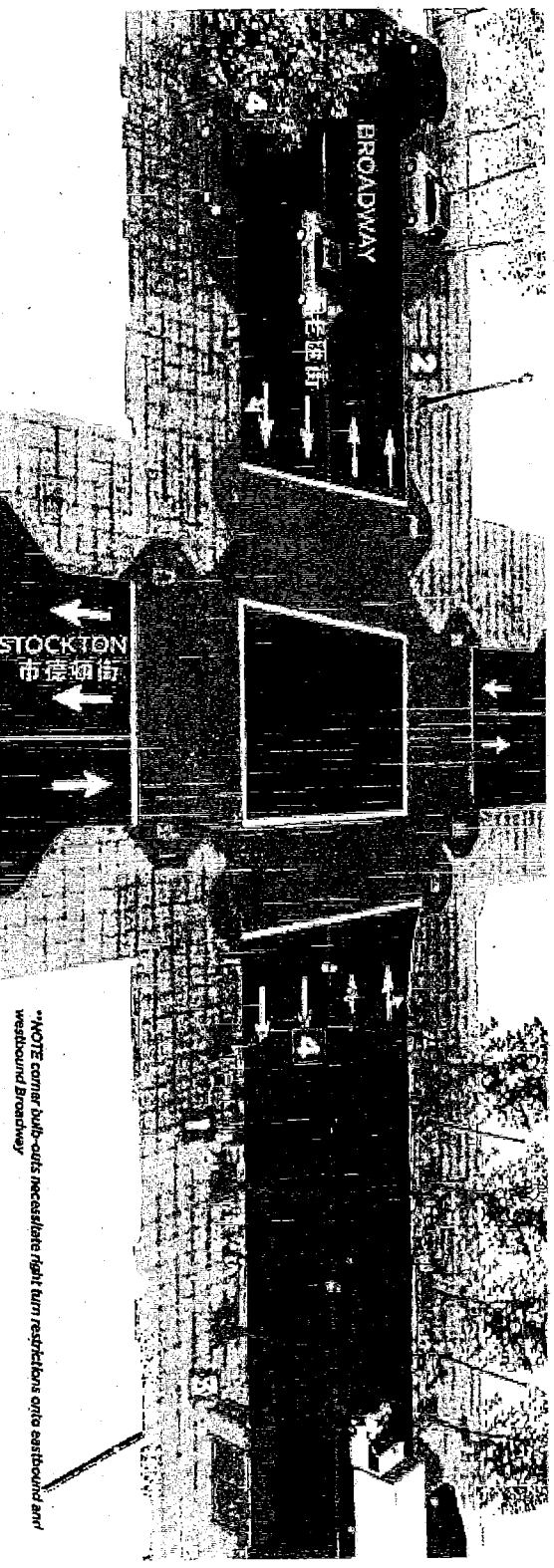


8. NEW STREET TREES

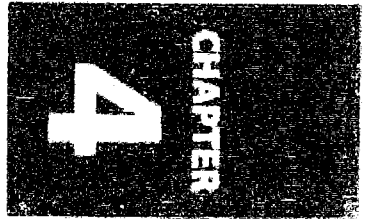
To improve the image and environmental quality of Broadway new street trees are proposed the length of the corridor. The conceptual design proposes pink flowering Cherry trees for the middle of the blocks, Sycamores on bulb-outs, and Armstrong Maples on the landscaped medians between Powell Street and the Broadway Tunnel.



9. 3D MODEL OF BROADWAY/STOCKTON INTERSECTION SHOWING LOCATIONS OF PROPOSED STREET DESIGN FEATURES



*NOTE: corner bulb-outs necessitate right turn restrictions onto eastbound and westbound Broadway



Envisioning a New Broadway

4.1 VISION

Based on extensive collaboration between the community and City agencies, a new conceptual design for Broadway in Chhatatown has been selected. The design is an updated version of the "Bulb-out Option" first presented at a community workshop on November 2011. The selected design is based on input from community members, residents, neighborhood groups and city staff. The recommended design will improve pedestrian conditions, and help to transform Broadway into a safe and lively corridor.

This chapter describes the proposed design of the street. It is important to note that this design is still conceptual in nature. Further refinements and more detailed design work will take place as the project moves towards construction. For more information on the steps that will be taken to make this vision for Broadway a reality, please see Chapter 5- Next Steps.

4.2 FINAL OPEN HOUSE

Details of the design are provided in the following pages. These drawings are the same as those presented at the final public open house on June 6, 2012 at the International House Community Room. Over 75 participants were in attendance. The goal of the open house was to present the final design and celebrate all the work that has taken place during this planning process to envision a new design for Broadway. Participants were invited to view the final design, and a brief remarks were given by various city officials and community representatives.

4.3 SUMMARY OF PROPOSED DESIGN FEATURES

Roadway Configurations: Two lanes of travel in each direction, with curb-side parking/loading lanes on both sides of the street.

Pedestrian Crossings: Bulb-outs at all intersections. Raised crosswalks at all alleys and across Grant. Special paving at the intersections to improve visibility of the intersection.

Bus Stop Improvements: Two new bus bulbs at existing Mini stops. Improvements to bus stops including shelters, seating and signage.

Trees & Landscaping: Seventy-two new street trees along the existing sidewalk. Trees and plantings along the new medians from the Broadway Tunnel to Powell Street. Greening improvements along Wayne Place.

Bike Facilities: Bike sharrows along the corridor to improve visibility of cyclists.

Sidewalk Seating: Thirty-two new benches along the corridor

Street Lighting: Fifty-four new street lights along the corridor

Estimated cost: \$7 million

Estimated Time for Construction: 12-18 months



Project Location

3.1 PROJECT GOALS & OUTCOMES

The primary goal of this project is to develop a community-based design plan to improve pedestrian conditions.

The three outcomes the project aims to achieve

- * Develop a community vision for Broadway
- * Identify locations & opportunities for improvements
- * Final street design for Broadway



Project Area

1.2 PLANNING CONTEXT

The goals and objectives of this study seek to meet the requirements set forth by numerous local, state, and federal standards and policies for complete street design. The California Complete Streets Policy, the San Francisco City Charter's "Transit First Policy," the *San Francisco General Plan*, the *San Francisco Bicycle Plan*, the *SFMTA Transit Effectiveness Project*, the *San Francisco Better Streets Plan*, and *The San Francisco Complete Streets Policy (Public Works Code Section 2.4.13)* guide the goals and objectives of the project.

1.3 STUDY AREA

The project area is along Broadway from Columbus Avenue to the Robert C. Levy (Broadway) Tunnel.

Letters of Support



Office of the Board of Supervisors
City and County of San Francisco
San Francisco, CA 94103

City and County of San Francisco
SAN FRANCISCO, CA 94103

DAVID CHIU
邱伯福

October 2, 2012

José Luis Moscovich, Executive Director
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Dear Director Moscovich:

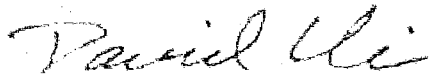
It is with great pleasure that I support the Chinatown Broadway Street Design project, located in my district along Grant Avenue to the Broadway Tunnel. Broadway serves as a critical regional and citywide connection between the waterfront and the surrounding neighborhoods, and the project will produce benefits for pedestrians, drivers and bicyclists at all income levels that use this corridor.

Early on in planning process, I supported the application for the Caltrans Environmental Justice grant that produced the schematic design now being under consideration for capital funds. I commend the Chinatown Community Development Center, the San Francisco Planning Department, Municipal Transportation Agency, and Department of Public Works for engaging community stakeholders to develop a comprehensive vision that provides functional benefits for the diversity of users along this corridor. These community workshops provided an excellent forum for young people, monolingual seniors, and immigrant families living in single room occupancy hotels who traditionally have not participated in the transportation planning process to provide input.

I strongly support the Chinatown Broadway Street Design project because it will produce significant environmental benefits. Eighty percent of Chinatown households do not own a car, and yet this corridor along Broadway has only facilitated car use. The project will encourage different modes of transportation and better serve local residents and businesses along the corridor, including the Wu Yee Day Care Center, Jean Parker Elementary School, the Ping Yuen

public housing project and hundreds of units of low-income senior and single room occupancy housing, I urge you to approve its application.

Sincerely,

A handwritten signature in cursive script that reads "David Chiu".

David Chiu



Jean Parker Elementary School
840 Broadway Street
San Francisco, CA 94133
Phone: 415-291-7990
Fax: 415-291-7996

October 3, 2012

José Luis Moscovich, Executive Director
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Dear Mr. Moscovich:

The Jean Parker Elementary School is located on Broadway within the Chinatown Broadway Street Design project site at 840 Broadway in front of the eastern portal of the Broadway Tunnel. We serve grades K-5 and as many as 280 students face the dangerous intersection at Powell and Broadway daily, where they are confronted with high traffic volumes and congestion. We are extremely invested in seeing our youth and families have access to safer streets and pedestrian enhancements in and around schools.


The former Jean Parker principal, Janet Dong, participated in the series of focus groups with the Broadway Team and gave instrumental feedback that is now incorporated in the design. She has since retired after 35 years of service, and I recently had a briefing with the Broadway Team where I learned about the proposed improvements.

I support the project improvements on Broadway directly in front of the school, especially the landscaping improvements, as well as clarifying the travel paths for cars in the school's drop off zone. In particular, I would like to see a dedicated travel lane for cars turning into the loading area and then allowing them to go straight through to Mason Street. I also support improving the median to replace the current chain link fence and continuing the greening that exists on the other side of Broadway west of the Tunnel. We want to have a safe and attractive environment for our students. The Chinatown Broadway Street Design addresses these concerns and meets our needs.

In addition, we need **more signage** around the Powell/Broadway intersection and Tunnel entrance to alert drivers that there is a school nearby and they should slow down in the presence of young children. I also request that the MTA adjust the signal timing at the Broadway/Powell intersection as I personally experience and observe that pedestrians need more time to adequately cross the 4 lanes of traffic that exist on Broadway.

We strongly urge the San Francisco County Transportation Authority and Board to support the capital grant proposal for the Chinatown Broadway Street Design. Our students and parents are looking forward to the new and improved Broadway.

Sincerely,


Wesley Tang
Principal

an equal opportunity employer



www.sfsaferoutes.org

Program Partners

SF Dept of Public Health

SF Environment

Presidio YMCA Bike Program

SF Bicycle Coalition

SF Municipal Transportation Agency

SF Unified School District

Walk San Francisco

Program Coordinator
Ana Validzic, MPH
Department of Public Health
30 Van Ness Ave, Suite 2300
San Francisco, CA 94102
415-581-2478
Ana.Validzic@sfgov.org

San Francisco County Transit Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

October 24, 2012

Dear OBAG Grant Administrator,

On behalf of the San Francisco Safe Routes to School Partnership, we would like to express our support for the following project proposals being submitted by the San Francisco Municipal Transportation Agency for OBAG Safe Routes to School infrastructure funding:

- 1) The proposed bulb-outs to the intersection of Bacon/Goettingen near ER Taylor Elementary School;
- 2) The proposed bulb-outs to three intersections surrounding Longfellow Elementary School, as well as the possibility of installing a beacon at the intersection of Mission and Whipple, and/or speed humps if the school prioritizes this need; and
- 3) The proposed expansion of a larger Broadway corridor project to improve the block directly in front of Jean Parker Elementary, including lengthening the median, installing pedestrian refuge areas at the intersection on Broadway at Powell Street, and greening the area.

We support these projects with the hope that they will include greening aspects as well as the proposed infrastructure improvements.

These projects support the work that the Safe Routes to School Partnership has been doing to enhance children's safety while walking and biking to increase their health and well-being, ease traffic congestion near schools, improve air quality, and improve community member's overall quality of life.

ER Taylor and Longfellow Elementary are two of the largest elementary schools in the district and rank high on our priority list for SRTS infrastructure projects. These schools currently have on-site SRTS non-infrastructure programming that would directly benefit from these proposed infrastructure projects.

Jean Parker ranks number one on our priority list for SRTS infrastructure projects with dangerous street conditions and a high number of students walking who would significantly benefit from the proposed project.

For these reasons, we encourage you to fund these proposed projects.

Safe Routes to School SF
is a program of
Shape Up San Francisco.
www.shapeupsf.org



www.sfsaferoutes.org

Program Partners

SF Dept of Public Health

SF Environment

Presidio YMCA Bike Program

SF Bicycle Coalition

SF Municipal Transportation Agency

SF Unified School District

Walk San Francisco

Program Coordinator

Ana Validzic, MPH
Department of Public Health
30 Van Ness Ave, Suite 2300
San Francisco, CA 94102
415-581-2478
Ana.Validzic@sfgov.org

Sincerely,

Christina Goette
Sr. Health Program Planner, SF Department of Public Health

Melanie Nutter
Director, SF Environment

Lara Farrell Hitchcock
Branch Manager, Presidio YMCA Bike Program

Kit Hodge
Deputy Director, San Francisco Bicycle Coalition

David Goldin
Chief Facilities Officer, SF Unified School District

Elizabeth Stampe
Executive Director, Walk San Francisco

Safe Routes to School SF
is a program of
Shape Up San Francisco.
www.shapeupsf.org

SAN FRANCISCO HOUSING AUTHORITY

THE PING YUEN 田

838 PACIFIC AVENUE
SAN FRANCISCO, CALIFORNIA 94133

TELEPHONE 362-2065

Date: September 14, 2012

José Luis Moscovich
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Dear Mr. Moscovich:

On behalf of the San Francisco Housing Authority (SFHA), I am writing to express my strong support for the Chinatown Broadway Street Design. I have been the property manager for North Ping Yuen site since 2005 and I am very familiar with the site conditions and pedestrian safety issues along Broadway. North Ping Yuen is located directly on the southern side of Broadway.

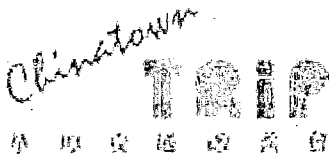
The majority of Ping Yuen residents do not own a car and depend on walking and taking public transit to get around. The amount of fast moving cars and volume of traffic along Broadway makes it very dangerous for young children and seniors to walk around and go about their daily business. Furthermore, the trees on Broadway in front of North Ping Yuen block the street lamps and makes the sidewalk dark, especially at night, which leads to conditions where residents feel unsafe. There have been multiple incidents of criminal activities, such as theft and muggings in front of this location. Better lighting will improve safety conditions along Broadway and reduce crime.

Since 2011, I participated in focus groups with the Broadway Team, including staff from the Chinatown Community Development Center and the Planning Department. I am aware of the project plans and gave input that has been incorporated in the current plans to improve lighting along the corridor, add a mid-block bulb-out between Stockton and Powell in front of Ping Yuen, and improve landscaping. I support these changes and look forward to their implementation.

As such, I urge you to approve the Chinatown Broadway Street Design application for One Bay Area capital implementation funds. The SFHA looks forward to seeing these improvements along Broadway for Ping Yuen and the Chinatown community as a whole.

Sincerely,


Henry Kwan



Transportation
Research and
Improvement
Project

September 19, 2012

José Luis Moscovich, Executive Director
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Dear Mr. Moscovich:

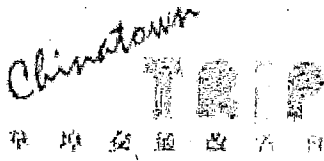
On behalf of the Chinatown Transportation and Research Improvement Project (TRIP), I am writing to ask your agency and the San Francisco County Transportation Authority Board to support the Chinatown Broadway Street Design project.

Founded in 1976, Chinatown Transportation Research and Improvement Project (TRIP) is a grassroots organization of neighborhood stakeholders committed to improving transit service and pedestrian safety in San Francisco's densest neighborhoods. Our mission is to improve Chinatown's pedestrian and transit needs through planning, research, education, and advocacy.

For nearly 20 years after the Loma Prieta earthquake and the demolition of the Embarcadero Freeway, Chinatown TRIP has been actively working with the Chinatown Community Development Center to improve Broadway from Chinatown to the Waterfront. In partnership with CCDC, we led the Broadway Envisioning Study in 1994. This advocacy resulted in capital funding for Phases 1, 2, and 3 of the Broadway Streetscape Improvement Project, which now offers immense transit and urban design improvements to Broadway east of Columbus Avenue.

With the Chinatown segment of Broadway between Columbus Avenue and Mason Street yet to see any improvements, we worked with Board President David Chiu, the Chinatown Community Development Center, and the San Francisco Planning Department to develop the current Chinatown Broadway Street Design. This part of Broadway is the most congested and has the highest pedestrian volumes, increasing the risk for pedestrian-vehicle conflict. We recall a fatal accident several years ago at the Broadway and Stockton intersection where a senior was struck by a large freight truck making a right turn.

Furthermore, the Chinatown part of Broadway has the highest concentration and density of land uses. There are grocery stores, single room occupancy hotels, a K-5 elementary school and infant daycare center. There are also two heavily used bus stops, including the 10/12 bus stop that doubles as the Park & Ride stop during weekends, as well as the weekday peak 8BX bus stop.



Transportation
Research and
Improvement
Project

Given the vulnerable types of transit riders and pedestrians, such as elementary school children and elderly seniors using Broadway daily, we cannot afford to wait longer for much needed safety measures. We believe that the proposed Chinatown Broadway plan will greatly alleviate the situation by clarifying right of way at the intersections, adding bulb-outs at all intersections, improving bus shelter amenities, and upgrading lighting throughout the Broadway corridor.

Chinatown TRIP supports the proposed Chinatown Broadway Street Design, and we strongly urge you and the SFCTA Board to approve capital funds. We look forward to its groundbreaking.

Sincerely,

Wil Din
TRIP Co-Chair

Harvey Louie
TRIP Co-Chair

CC: Ed Reiskin, SFMTA
Bond Yee, SFMTA

RENEWSF

REVITALIZE AND ENERGIZE THE NORTHEAST
AND WATERFRONT OF SAN FRANCISCO

renewsf.org

October 8, 2012

Director Jose Luis Moseovich,
San Francisco County Transportation Agency
1455 Market Street, 22nd floor
San Francisco, CA 94103

RE: Chinatown Broadway Street Design Project Funding Application

Dear Director Moseovich,

On behalf of RENEWSF, I am writing in support of the Chinatown Broadway Street Design project as well as the approval of One Bay Area Grant capital funds to implement this project's proposed improvements.

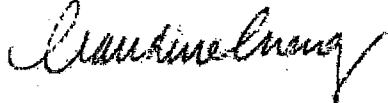
RENEWSF is a neighborhood planning organization with a focus on revitalizing and energizing the Northeast and Waterfront of San Francisco. As you would recall, we have worked in partnership with the CTA on the Columbus Avenue Transportation Study, the final report of which was adopted by the CTA Board four years ago. Thus, we have a keen interest in the proposed improvements along the three blocks of the Broadway corridor that are adjacent to and will affect the Columbus corridor.

Indeed, we have reviewed the design proposal and concluded that the Chinatown Broadway Street Design project will have a positive impact on transit efficiency and pedestrian safety not only along the three blocks of Broadway but also in areas surrounding the Broadway and Columbus intersection.

With funding from the One Bay Area Grant, we look forward to the installations of corner curb extensions, high visibility crosswalks and other improvements including pedestrian lighting, street furnishings and bus shelter amenities. In addition, we further hope that there will be improvements in way-finding signage to guide pedestrians, motorists and bicyclists alike.

Thus, we urge the County Transportation Authority and Board to approve the One Bay Area Grant funding so that the community vision behind this important project can be transformed into reality.

Sincerely,



Claudine Cheng
Chair, RENEWSF

CC: CTA Board of Directors

Board of Directors:

Claudine Cheng, Chair
Rod Fraebel-Smith
Mervin Kasoff
Robert Mittelstadt
Wells Wilkin, Chair

October 1, 2012



WU YEE
Children's Services
護兒兒童服務

José Luis Moscovich
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Dear Mr. Moscovich:

Established in 1977, Wu Yee Children's Services ("Wu Yee") was the first Chinese owned and managed child care and family services agency in San Francisco, created in response to the overwhelming need for adequate child care and family resources in Chinatown. We touch the lives of over 21,000 families, children, and child care providers; most of these families are low-income recent immigrants. Wu Yee's valuable community programs (Child Development Services and Family Support Services) are available at five sites located in San Francisco's Chinatown, the Tenderloin, and Visitacion Valley.

One of our sites, the Wu Yee Chinatown Infant Center, is located at 331 Broadway in front of the Broadway Tunnel and across from Jean Parker Elementary School. For this reason, we strongly support the Chinatown Broadway Street Design and urge the approval of capital funds to build this project.

Every day, our teachers and parents have to deal with fast moving cars speeding into the Broadway Tunnel. Our school is located in front of a four lane former freeway connector, and it certainly feels like it. Wu Yee staff and parents escort young children daily across the Powell and Broadway intersection, where they are constantly in fear of being hit by cars when crossing the street.

Several of our center staff participated in focus groups with the Broadway Team and gave feedback that is now incorporated into the design. In particular, Wu Yee supports the improvements on Broadway near and around their Chinatown Infant Center. We look forward to seeing median improvements and landscaping to replace the current chain link fence. We hope that better marked crosswalks and increasing sidewalk space for people at the corner intersections with bulb-outs will improve pedestrian safety, especially for children as they enter the intersection.

The Chinatown Broadway Street Design meets our needs, and we urge the San Francisco County Transportation Authority and Board to approve funds to improve Broadway in Chinatown.

Sincerely,



Ben Wong, Executive Director

Pine View Housing Corporation

Sponsored By



SELF-HELP
FOR THE
ELDERLY
安老自助處

"Providing strength, hope and
empowerment for seniors since 1966"

Lady Shaw Senior Center

1483 Mason Street
San Francisco, CA 94133
Telephone: 415-677-7572
Fax: 415-292-2462
pvhousingcorp@prodigy.net
www.selfhelpelderly.org
www.ivoice.org

August 30, 2012

José Luis Moscovich
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Dear Mr. Moscovich:

The Lady Shaw Senior Center is a low-income independent living complex with a total of 70 studio and one-bedroom apartments, a meal site with a capacity to serve 150 seniors and an activity center that offers multi-service programs for both the elderly residents and the community. Our mission is to enrich the lives of seniors in their golden years by providing residents with high quality services and housing which ensure their independence, safety and well-being. After nearly six years of advocacy beginning in 1984, the Lady Shaw Senior Center opened its doors to its first batch of residents to move in on November 1, 1990.

We are located at 1483 Mason Street, about a half a block west of the project area defined in the Chinatown Broadway Street Design, and many of our residents walk along Broadway on a daily basis. We are deeply concerned with pedestrian safety issues along the corridor. A few years ago, one of our 90-year old residents was struck and killed by a cable car in front of her home.

The majority of our residents are elderly and do not own cars; therefore, they rely on walking to see the doctor, buy groceries, and run errands. Given their old age, many of them have visual and physical impairments that put them in direct danger when they are confronted with the four lanes of fast speeding traffic that run along Broadway. We hope for Broadway to be a calmer, safer street such that our seniors can continue to enjoy their safety, mobility, and independence.

Dozens of residents have attended all three community workshops for the Chinatown Broadway Project, and we also came to the Final Open House to express our strong support for this project. We look forward to seeing median improvements and landscaping to replace the current chain link fence. We would like to see better marked crosswalks and more space for pedestrians throughout the corridor, and especially at the Broadway and Stockton intersection.

The Chinatown Broadway Street Design meets our needs, and we urge the San Francisco County Transportation Authority and Board to approve funds to improve Broadway in Chinatown.

Sincerely,



Karen Ho

Director

Lady Shaw Senior Center



September 5, 2012

José Luis Moscovich
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Dear Mr. Moscovich:

On behalf of over 1,000 Community Tenants Association (CTA) members, I urge you to approve and fund the improvements outlined in the Chinatown Broadway Street Design Plan. About a dozen CTA board members participated in the three community planning workshops hosted by the Chinatown Community Development Center (CCDC), and I was also one of the guest speakers at the final open house on June 6, 2012 where I expressed strong support for the project along with the directors of Planning, Department of Public Works, and Supervisor David Chiu.

The Community Tenants Association (CTA) is a grassroots community-based group advocating for tenant rights in San Francisco. The mission of CTA is to preserve affordable housing and improve the quality of life for the residents. We are especially concerned about the Broadway Corridor because we hold our weekly meetings at the Bayside Senior Housing Community Room at 777 Broadway. The majority of CTA members are transit dependent and pedestrians, and we frequent the Chinatown Broadway Street Design project site on a daily basis.

Specifically, we want to see improvements to improve pedestrian safety, and we believe that adding more sidewalk space at the Broadway/Stockton intersection is critical to this effort. Currently, the sidewalks are extremely overcrowded with pedestrians, shoppers, and spillover of grocery merchandise, leading to dangerous conditions where people are forced to walk in the road along with vehicles and large freight trucks. We fully support the Plan's vision to add space to all four corners here.

We were instrumental in advancing the improvements in the Chinatown Broadway plan, including sidewalk extensions at Broadway/Stockton intersection and adding bus amenities at the 10/12 and 8BX bus stops. We believe that these improvements will benefit Chinatown and the broader citywide population, as well as tourists who come in and out of the neighborhood.

The Community Tenants Association wholeheartedly supports the proposed Chinatown Broadway Street Design and urges the San Francisco County Transportation Authority and Board to approve the capital funding to build this vision.

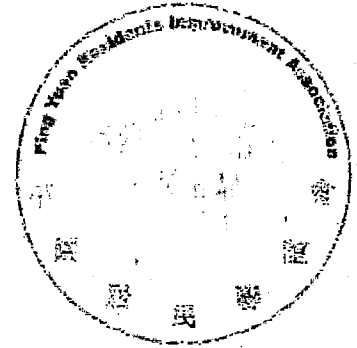
Sincerely,

Wing Ho Leung
President

1525 Grant Avenue
San Francisco, CA 94133-3323
Phone: (415) 984-1460
Fax: (415) 984-2724

September 7, 2012

José Luis Moscovich
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103



Dear Mr. Moscovich:

Established in the 1970s, the Ping Yuen Residents Improvement Association (PYRIA) is a tenant advocacy group with the mission is to improve the quality of life for its residents. The majority of our members are monolingual, low-income, and elderly public housing residents. Over 600 residents live in the North Ping Yuen building located directly facing Broadway in the Chinatown Broadway Street Design project site. Therefore, we are invested in seeing this vision built, as we believe that the proposed design will bring significant benefits to our residents.

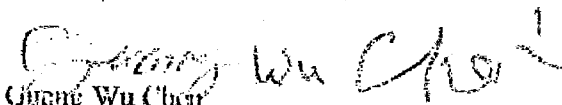
PYRIA strongly supports the Chinatown Broadway Street Design proposal. Our board members participated in the past three community workshops facilitated by the Chinatown Community Development Center (CCDC), and we have a strong interest in seeing Broadway become a safe corridor that allows our residents and community stakeholders to go about their daily activities.

Chinatown is the densest neighborhood west of Manhattan and has the lowest per capita open space in San Francisco. Therefore, public spaces serving the community are extremely valuable, and the sidewalk in particular is a well-used form of open space. Safe, pleasant streets are a priority for residents.

We specifically called for the Chinatown Broadway design to include more lighting throughout Broadway but especially in front of our building where the sidewalk is currently shaded by trees and leads to serious public safety concerns after dark. We also asked for more space at the Broadway/Stockton intersection and throughout the corridor. Many of our residents do not own cars and walk everywhere. We strongly support adding corner and mid-block sidewalk extensions to reduce the dangers for pedestrians walking in and around Broadway.

We urge the San Francisco County Transportation Authority and Board to speedily approve funds for the Chinatown Broadway Street Design so that our community members can benefit from this project. We look forward to groundbreaking of the project in the near future.

Sincerely,


Chung Wu Chen
Board President

799 Pacific Avenue
San Francisco, CA 94133-4411
Phone: (415) 781-2860

散房家庭團結會

SRO Families United Collaborative

Colaborativa de las Familias Unidas de los Hoteles SRO
663 Clay Street, San Francisco, CA 94111
(415) 984-1450

September 28, 2012

Jose Luis Moscovich
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Dear Mr. Moscovich:

On behalf of SRO Families United Collaborative, I am writing to strongly support the Chinatown Broadway Street Design. We participated in the yearlong process and am proud to be part of the effort to come up with a community vision that is supported by residents, merchants, numerous community-based organizations, and the Board President and District 3 Supervisor David Chiu. We believe that the Chinatown Broadway Street Design will encourage a diversity of people to have improved transportation options, whether for bus riders, pedestrians, or drivers.

The SRO Families United Collaborative (SROFU) was founded in 2001 and is comprised of the *Chinatown Community Development Center, Chinese Progressive Association, Coalition on Homelessness, SOMCAN, and Dolores Street Community Services*. The Collaborative has worked together since 2001 to provide no-cost tenant outreach and stabilization to low and very low-income families with children who live in Single Room Occupancy (SRO) hotels in the Chinatown, Mission, South of Market and Tenderloin neighborhoods. The target population is very low-income families with children who live in SRO hotels whose basic needs are not met because of a lack of support services and because of the unsafe and unhealthy conditions in SRO hotels. The Collaborative currently serve over 600 families and 800 children across the city, in which over 400 families live in Chinatown and use Broadway on a daily basis.

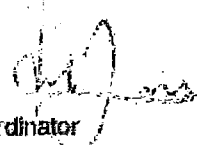
We support the Chinatown Broadway Street Project because pedestrian safety is extremely important to our families. Our families, which consist of adults, young children and senior grandparents, live in Chinatown and navigate the neighborhood by foot every day. Broadway has been a central corridor for Chinatown residents for the restaurants, bus stops and grocery stores on it. Many of our families worry about the fast and moving traffic down Broadway that acts like a freeway embedded in our busy neighborhood.

We are looking forward to the following improvements that will help pedestrian safety, such as crosswalks that clearly mark the pedestrian right of way. We are also excited to see additional bus shelters to allow transit riders to have a safe and comfortable wait for the bus, as well as extra sidewalk width at the corners at the Broadway and Stockton intersection, reducing the distance for people to cross, especially elderly seniors and young children, and making them more visible to drivers.

SRO Families strongly supports the proposed Chinatown Broadway Street Design because it would improve pedestrian and neighborhood safety for us and the process is one from the community that our families actively participate in. After 20 years of advocacy that began with the Broadway Envisioning Study, we are looking forward to the groundbreaking to create a Better Broadway for Chinatown.

Sincerely,

Joyce Lam
Project Coordinator



**ADOPT AN
ALLEYWAY**

October 2, 2012

Jose Luis Moscovich
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Dear Mr. Moscovich:

On behalf of Adopt-An-Alleyway Youth Empowerment Project (AAA), I am writing to offer my support on the Chinatown Broadway Street Design, which is supported by residents, merchants, numerous community-based organizations, and the Board President and District 3 Supervisor David Chiu. The Chinatown Broadway Street Design aims to encourage multimodal access, especially for pedestrians and bicyclists, and improve transportation options for a variety of income levels.

Founded in 1991, AAA is a youth leadership, service and advocacy program rooted in the Chinatown community where leaders focus on environmental cleanliness, open space, and affordable housing issues. AAA engages high school students to monitor and organize beautification projects to improve Chinatown's forty-one alleyways and provides services to the community. AAA has advocated for improved quality of open space and pedestrian safety via the Alleyway Master Plan to renovate alleyways; we strongly support the Broadway Street Improvement Project because we recognize that streets and alleys are interrelated and through creating a healthier and more vibrant Broadway, it will greatly improve the quality of life for Chinatown as a neighborhood.

The Chinatown Broadway Street Design truly reflects input from diverse stakeholders in the community. Our youth program became involved and invested in the Broadway Street Improvement Project through attending the series of engaging workshops and an open house where the vision of Broadway was formed through interactive discussions. The experience of seeing so many community members and residents at the table giving out ideas regarding potential design improvements showed us that this project was an important priority in the neighborhood. The final product is a harmonious balance of streetscape engineering and community voice.

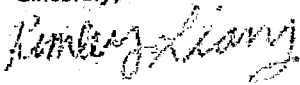
Of the list of improvements such as high visibility crosswalks, pedestrian-scale lighting, street, improved bus shelters and consolidated newsstands, we are particularly excited to see the corner curbs extended. Because Broadway is a such an active street, there a large group of pedestrians that do not have sufficient room to stand, we often observe pedestrians congested in the corner curbs and even spillover into the roadway due to a lack of curb space. Additionally curb extensions will benefit the seniors of Chinatown because it would reduce the walking distance from each side. As Chinatown has a significant demographic of seniors aging-in-place—many of whom reside in Ping Yuen public housing, Bayside Elderly Housing or single-room-occupancy buildings along Broadway—reducing the crossing distance between intersections as an important strategy for promoting pedestrian safety.

Every time we walk pass Broadway, we see that it is an artery for different modes of transit including buses, cars and bicycles. Serving as an entry and exit point for the Broadway Tunnel, these three blocks of Broadway pose tensions between motorists and pedestrians as cars are unaware that they are entering a residential and highly populated area. They may maintain their high speeds and race down the portion of Broadway endangering pedestrians. We believe these improvements will signal to drivers that they are transitioning into a neighborhood and to reduce their speeds.

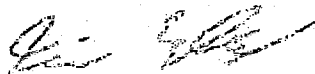
The corridor street is a route frequented by many children and families, as Broadway houses two major educational institutions: Wu Yee Infant Care Center(ages 0-3), Jean Parker Elementary School. Hundreds of children enter Chinatown via Broadway Street and the entrance remains important to the families around the area. Filled with restaurants, affordable grocery shops, and improvised gathering places, this section of Broadway is an economic and social hub that continues to serve as a magnet for youth activity. We hope that the proposed Chinatown Broadway plan will facilitate pedestrian flow for a safer Broadway.

Adopt-An-Alleyway strongly supports the proposed Chinatown Broadway Street Design, and we look forward to seeing this shovel-ready project become actualized. For an advocacy project that began twenty years ago, the Broadway Street vision remains very relevant for our community today and we look forward to the groundbreaking to create a Better Broadway.

Sincerely,



Kimberly Liang
President, Adopt-An-Alleyway



Simon Zhang
Vice President, Adopt-An-Alleyway



EAST WEST BANK

September 6, 2012

José Luis Moscovich
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Dear Mr. Moscovich:

On behalf of East West Bank, I am writing to express support for the Chinatown Broadway Street Design. I am a Vice President and the branch manager for the East West Bank branch located on 1301 Stockton at the Broadway and Stockton intersection within the project area.

My staff and I have participated in discussions with the Broadway Project Team, including staff from the Chinatown Community Development Center and Planning Department about the project improvements. I worked with the team to allow the Broadway display boards to be displayed on the bank location for customers to view and comment on the proposed design.

I support this project and the many proposed improvements, which includes: 1) improving the two bus stops for the 8BX and 10/12 bus stops in the project area, including adding bus shelters; 2) increasing the space for pedestrians to walk safely, especially at the corners of the Broadway/Stockton intersection including in front of my bank branch, and 3) adding more lighting and landscaping to make Broadway a pleasant place for residents and shoppers.

I urge the the San Francisco County Transportation Authority and Board to approve capital funds for this project.

Sincerely,

Hubert Gee
V.P. Branch Manager
1301 Stockton Street
San Francisco, CA 94133

August 28, 2012

Raymond Owyang, Owner
New Sun Hong Kong Restaurant
606 Broadway
San Francisco, CA 94133

José Luis Moscovich
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Dear Mr. Moscovich:

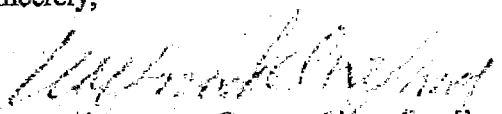
I am the owner of New Hong Kong Restaurant at 606 Broadway since 1989. After I started my restaurant just months prior to the '89 earthquake, I found that the elimination of the Embarcadero Freeway really affected my business and other store owners along Broadway. When the Broadway Streetscape project team from the San Francisco Planning Department solicited my participation, I became very involved in improving Broadway to make it more welcoming to visitors and tourists. When Broadway Streetscape Phase II was completed in 2008, a wonderful public art piece "Language of Birds" sculpture was constructed in front of my restaurant. As a merchant, I have personally financed the maintenance of the historically significant mural on the upper levels of my buildings depicting people in the jazz era, and spent thousands of dollars installing a new awning for my restaurant.

In addition to Broadway Streetscape Phase II, I also participated in the "Chinatown Broadway Street Design" public process and I am pleased to give my full support for the vision laid out in the plan. I especially support better marked crosswalks, and improving the median between Powell and the Broadway Tunnel.

On behalf of other Chinatown merchants, I would like to petition that SFCTA will approve the One Bay Area grant build a better Broadway to help businesses and improve safety for shoppers and visitors.

Thank you!

Sincerely,


Raymond Owyang, Owner of New Sun Kong Restaurant

August 28, 2012

Kenneth Lau, Owner
Kum Luen & Best Food Produce
1265, 1262 Stockton Street
San Francisco, CA 94108

José Luis Moscovich
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Dear José,

I own two produce stores in Chinatown on the corner of Stockton and Broadway. Best Food Produce opened at 1265 Stockton on March 15, 1983 and Kum Luen opened at 1262 Stockton in 1988. Since the 1999 earthquake and the elimination of the Embarcadero Freeway, business has not been the same for my stores nor the other businesses along Broadway. I have been looking to the City to help local merchants like myself to create a distinct and pleasant shopping experience for Chinatown visitors.

I did not have the funds to improve my storefronts until 2011, when Chinatown CDC helped me get a \$20,000 grant from the Office of Economic and Workforce Development to replace my awnings and customize vegetable crates for produce displays, among other façade improvements.

Since then, I have invested a big part of my time to join the Broadway community focus group, led by Chinatown CDC and the San Francisco Planning Department. My input, along with other Chinatown merchants, residents, and stakeholders, were incorporated in the "Chinatown Broadway Street Design" report.

As a longtime Chinatown merchant, I support the vision laid out in the design report, especially improvements including corner bulb-outs at the very busy Broadway-Stockton intersection, which I have witnessed very tragic accidents when elderly people have been hit and killed by fast moving cars and even once a big rig. Changing the bulb-out here will definitely provide more safety space for pedestrians, along with better marked crosswalks, and improving the median between Powell and the Broadway Tunnel by adding landscaping and clarity of cars traveling.

I support and urge the SFCTA to approve One Bay Area grant funds to build the vision for a safer and better designed Broadway to improve the livelihood of local businesses in Chinatown which will boost the overall economy of this iconic community.

Thank you!

Sincerely,

Kenneth Lau, Owner of Kum Luen & Best Food Produce

September. 20.2012

Jose Luis Moscovich

San Francisco County Transportation Authority

1455 Market Street, 22nd floor

San Francisco, CA 94103

Dear Mr. Moscovich:

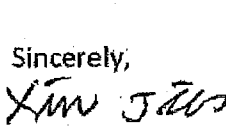
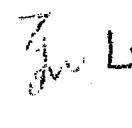
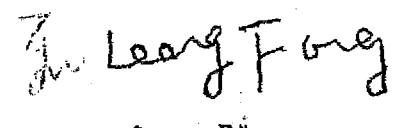


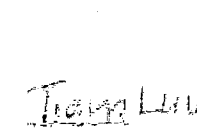
We are the floor representatives of Bayside Senior Housing representing about 42 senior residents of the 30 units at 777 Broadway Street, San Francisco. On behalf of the residents of the above address and ourselves, we want to urge you to approve and fund the improvements outlined in the Chinatown Broadway Street Design Plan. Many of our residents and us had participated in the three community planning workshops hosted by the Chinatown Community Development Center (CCDC) and they expected that the opinion and proposal collected in the workshops would be implemented soon.

777 Broadway is a senior apartment with many very old residents whose activity areas are around Chinatown between Kearny Street to Mason and Sacramental and Union. They do shopping, family and friend visits and gathering within the area. Therefore a safe and car accident free environment is very important to them.

Specifically, as the residents of the area, we want to see improvements on pedestrian safety and we believe that adding more sidewalk space at the Broadway/Stockton intersection is critical to this effort. We also recommend adding bus amenities at the 10, 12 & 8BX bus stops along the Broadway Street. We believe that these improvements will benefit Chinatown and the broader citywide population and the tourists who come in and out of the neighborhood.

Please go ahead with the approval and speed up the improvement work so that the seniors around would move more safely and happily.

Sincerely,

					
Xin Jiao Liu	Yu Qing Huang	Joe Shi Zhang	Chiu Ping Lee	Rong Gui Li	Tiem Luu
#104	#110	#203	#206	#301	#306

Contact: Bayside Senior Housing, 777 Broadway Street, SF CA 94108.

September 13, 2012

Jose Luis Moscovich
San Francisco County Transportation Authority
1455 Market Street, 22nd floor
San Francisco, CA 94103

Dear Mr. Moscovich:

We are the officers of the Swiss American Hotel Tenant Council representing 88 senior and low income residents of the 66 units at 534 Broadway Street, San Francisco. On behalf of the residents of the above address and ourselves, we want to urge you to approve and fund the improvements outlined in the Chinatown Broadway Street Design Plan. Many of our residents had participated in the three community planning workshops hosted by the Chinatown Community Development Center (CCDC) and they expect that the opinions and proposal collected in the workshops would be implemented soon.

534 Broadway is a low income and senior apartment with many elderly residents whose activity areas are around Chinatown between Kearny Street to Mason and Sacramental and Union. They do shopping, family and friend visits and gathering within the area. Therefore a safe and car accident free environment is very important to them.

Specifically, as the residents of the area, we want to see improvements on pedestrian safety and we believe that adding more sidewalk space at all four corners at Broadway and Stockton is critical to this effort. We also recommend adding bus amenities at the 10, 12 & 8BX bus stops along the Broadway Street. We believe that these improvements will benefit Chinatown and the broader citywide population and the tourists who come in and out of the neighborhood.

Please go ahead with the approval and speed up the improvement work so that the seniors can move more safely and happily.

Sincerely,

<u>XQL</u>	<u>YXL</u>	<u>YL</u>	<u>H.L.</u>	<u>T.M.F.</u>	<u>XJZ</u>	<u>M.W.</u>
Xin Qi Lu	Yue Xian Mo	Yue You Liu	Hing Louie	Mei-Fong Tsoi	Xin En Zheng	Wang Mck
President	Vice President	Secretary	Treasurer	Activity Officer	Officer	Officer

Contact: SATC (Swiss American Tenant Council), 534 Broadway Street, SF CA 94108. Attn: President

International Hotel Tenant Association

848 Kearny St.

San Francisco, CA 94108

Attn: Resident Council

September 26, 2012

Jose Luis Moscovich
San Francisco County Transportation Authority
1455 Market Street, 22nd floor
San Francisco, CA 94103

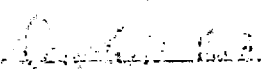
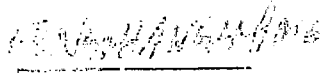
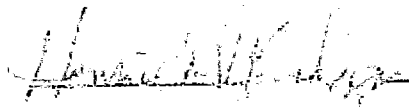
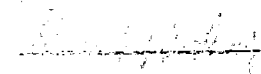
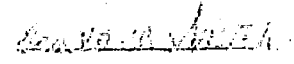
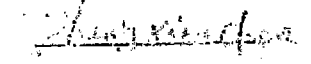
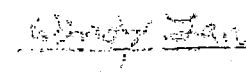
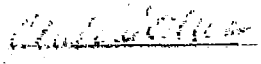
Dear Mr. Moscovich:

We represent 150 low-income seniors who reside at the International Hotel. Our mission at the International Hotel Tenant Association is to create healthy and safe living environment for seniors. We are concerned with the Broadway Corridor because each year pedestrians are injured in traffic collisions. Many of our seniors use the crowded and congested streets of Broadway. By extending the sidewalks and creating improvements to our public streets, our seniors can more easily access and use Broadway.

From our personal experiences, Kearny Street is one of the busiest corridors in Chinatown. Every day we see fast cars drive by our intersection and we understand the dangers that fast corridors can pose for the community especially for seniors. We strongly ask for you to approve capital improvements funds for the Chinatown Broadway Street Plan. Many of our residents participated in the three community planning workshops hosted by the Chinatown Community Development Center (CCDC), and we believe the feedback collected from these workshops and incorporated into the design will make Broadway more pedestrian and transit friendly.

The International Hotel Tenant Association truly supports and believes the proposed Chinatown Broadway Design will improve the quality of life for our neighborhood. We urge the San Francisco County Transportation Authority and Broad to quickly approve funds for this design. We look forward to changes in the near future.

Sincerely,

			
Rong Hai Lao	Feng Zhang Huang	Henrietta Arradaza	Ching Ching Ma
			
Dong Ying Deng	Constance Smith	Zhang Xian Chen	Wendy Lan
			
Wai Chiu Chu			

September 26, 2012

Jose Luis Moscovich, Executive Director
San Francisco County Transportation Authority
1455 Market Street, 22nd floor
San Francisco, CA 94103

Dear Mr. Moscovich:

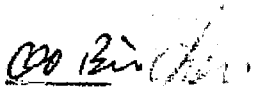
On behalf of over 200 residents at Broadway Family Apartments, we as the Tenant Council members are writing to express our strong support for the Chinatown Broadway Street Design project. Our resident leaders participated in the past three community planning workshops hosted by Chinatown Community Development Center (Chinatown CDC) and believe that the project will provide great benefit for residents and the community.

Broadway Family Apartments is an affordable family housing community located on 810 Battery Street (cross street at Broadway) in San Francisco. The majority of our residents are seniors, low-income families with young children who do not own cars and need to commute to Chinatown for their daily activities by walking or taking public transportations. Therefore, having a safe and pedestrian friendly community is extremely important to our residents.

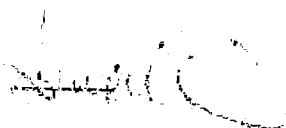
In particular, we want to see improvements on pedestrian safety and adding more sidewalk space at the Broadway and Stockton intersections. We believe these improvements meet our needs and will create a safe and better Chinatown.

We urge the San Francisco County Transportation Authority and board to approve capital grant for the Chinatown Broadway Street Design project.


Sincerely,



Qi Bin Chen



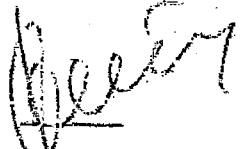
Qiao Wen Lei



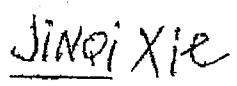
Rui Pi Liu



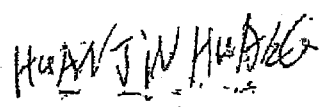
Lyudmila Pivnky



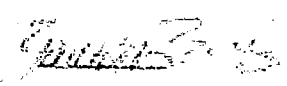
Rayisa Pivnky



Jin Qi Xie



Yan Zhen Xu



Yan Wen Zhang

OneBayArea Grant Application

2nd Street Streetscape Improvement Project

Submitted by the San Francisco Department of Public Works

To the San Francisco County Transportation Authority

April 29, 2013





2012 San Francisco OneBayArea Grant (OBAG) Application
Due: 4:00 pm, Monday, April 29, 2013

A. PROJECT INFORMATION

Project name: Second Street Streetscape Improvement Project

Sponsor agency: Department of Public Works

Brief Description of Project (a short paragraph or about 50 words)

The 2nd Street Improvement Project is located along 2nd Street from Market to King Streets. Improvements include pedestrian safety enhancements, one-way cycletracks, landscaping, street furnishings, and pavement renovation. The proposed design concept is the result of an inclusive planning process led by DPW from April 2012 – May 2013. Design and construction will also be led by DPW. The SFMTA and City Planning are project partners.

B. PROJECT ELIGIBILITY (Check all that apply, and fill in the blanks as applicable.)

Program Type	
Transportation for Livable Communities	<input checked="" type="checkbox"/>
Bicycle and Pedestrian Improvements	<input checked="" type="checkbox"/>
Local Streets and Roads	<input checked="" type="checkbox"/>
Safe Routes to School	<input type="checkbox"/>
All Programs	
The project is a fully funded stand-alone capital project with a usable segment.	<input checked="" type="checkbox"/>
Sponsor has a Master Agreement with Caltrans with an expiration date of:	Agreement dated 8/28/2007 - no expiration date.
The OBAG funding request is at least \$500,000.	<input checked="" type="checkbox"/>
The project is consistent with the adopted Regional Transportation Plan and the Countywide Transportation Plan.	<input checked="" type="checkbox"/>
Sponsor will receive construction E-76 from Caltrans by March 31 of:	2014 <input type="checkbox"/> 2015 <input type="checkbox"/> 2016 <input checked="" type="checkbox"/>
Local Streets and Roads Only	
The project is on the Federal-Aid system.	<input checked="" type="checkbox"/>
The project selection is based on the analysis results from San Francisco's certified (i.e. DPW's) Pavement Management System.	<input checked="" type="checkbox"/>
(For pavement rehabilitation) The project location's PCI is:	48
(For preventative maintenance) The project will extend the useful life of the facility by the following number of years:	
Safe Routes to School Only	
The project is coordinated with San Francisco SR2S Coalition and has a signed	<input type="checkbox"/>

letter of support from a school administrator from the selected school.

For each unchecked item, please justify the project's eligibility: _____

C. PROJECT PRIORITIZATION (Check all that apply, or fill in the blanks as applicable.)

See the Authority's OBAG website (www.sfcta.org/obag) for links to resources that correspond to the criteria below.

High Priority Location		Area name
Priority Development Area (PDA)	<input checked="" type="checkbox"/>	Eastern Neighborhoods
Project is not within PDA but provides a proximate access.	<input type="checkbox"/>	[attach justification]
Community of Concern	<input type="checkbox"/>	
CARE Community	<input checked="" type="checkbox"/>	Eastern San Francisco
High Impact Project Area	<input checked="" type="checkbox"/>	
Complete Streets and Safety		Location name/number (street/intersection/route)
Key Walking Street	<input checked="" type="checkbox"/>	Entire project area
Pedestrian High Injury Corridor	<input checked="" type="checkbox"/>	Intersection at 2 nd and Mission is on a high injury corridor.
Weighted high injury score for each street segment:		4 intersection with 2-5 injuries 5 intersections with 1-2 injuries 1 fatality and 2 severe injuries
Better Streets Plan typology of the project location:		Downtown Commercial from Market to Folsom, then Mixed Use to King
The project complies with the Better Streets Plan guidelines.	<input checked="" type="checkbox"/>	
Bicycle Route Network	<input checked="" type="checkbox"/>	Entire project area
Bicycle High Collision Intersection	<input type="checkbox"/>	
Number of bicycle collisions at each intersection in 2009 – 2011		15
Transit Route(s)	<input checked="" type="checkbox"/>	Entire project area
Operator, route number and name (e.g. Muni 14-Mission)		Muni 10-Townsend & 12-Folsom
Muni Rapid Network	<input type="checkbox"/>	
Agency Priority		
<p>The 2nd Street Improvement Project is the top OBAG priority for the Department of Public Works. When the 2nd Street Improvement Project could not be delivered with its previously awarded CMA Block Grant, DPW committed to the community and the District representative, Supervisor Kim, to conduct a full-scale community engagement process and to deliver upon that vision. With the selection of a preferred alternative by the community, after three well-attended community meetings, we are conducting environmental and getting ready to move into design. This makes it a good fit for OBAG project readiness criteria and OBAG delivery timelines.</p>		

The proposed project is part of a master program of projects developed by the departments within the City and County of San Francisco to improve our aging infrastructure, improve pavement condition, and create safe routes to schools, livable streets and neighborhoods. The program of projects was developed through months of meetings and coordination between various Departments within the City and County of San Francisco. The projects proposed reflect the City and County of San Francisco's priorities for these funds. Reference documents supporting this prioritization include the City and County of San Francisco's 10-Year Capital Plan, the Municipal Transportation Agency's 5-Year Capital Improvement Program, and the San Francisco County Transportation Authority's Proposition K 5-Year Prioritization Programs.

Planning and Community Support

The project has clear and diverse community support as evidenced in:

- Letters of support (check if attached)
- Adopted plans (specify plan title and page number)
 - 2009 Eastern Neighborhoods Plan-East SOMA Area Plan- references include: Objective 4.6 p 44, Objective 4.7 p 45, Objective 5.3 p 54
- Walking audits (for SR2S; specify school and date)
- The conceptual design has been reviewed by the public at the following community meetings (date and place)
 - October 20, 2013
 - November 28, 2012

Project Readiness

Please describe coordination with other independent projects that may impact the proposed project schedule (e.g. sewer replacement), if any.

A sewer project will be combined with the streetscape project. We have met with and continue to coordinate with the Transbay Transit Center to ensure that there are no project conflicts; we do not anticipate there being any. We are also coordinating with the Planning Department on their Central Corridor plan and with the Transportation Authority on its Core Circulation Plan to make sure the changes made by this project are reflected in those plans.

Please provide a description of the CEQA and NEPA clearance strategies for the project, including the dates that each clearance was received or is anticipated to be received.

The project will require CEQA and NEPA clearance. DPW submitted the Environmental Evaluation application to the SF Planning Department in March 2013. The Transportation Impact Study will be done by a consultant. This study will help determine the level of environmental clearance needed for the project. NEPA clearance will be handled by Caltrans. We anticipate receiving federal environmental clearance by November 2014.

If the project has an impact on city landmarks, historic districts, and/or conservation districts, please describe what steps sponsor has taken to ensure the project's compliance with historical

district requirements:

DPW partially completed a NEPA review process for 2nd Street as part of the CMA Block Grant. During that process, we identified historical preservation issues that needed to be addressed and we cleared our approach to those issues with Caltrans. We believe this clearance will smooth the way for a relatively easy historical clearance for the project under OBAG.

If the project will generate a significant traffic and parking impact (e.g. parking removal), please provide an impact analysis (if completed) or a plan for conducting the analysis:

Traffic analysis will be conducted as part of the environmental review for the project. We currently have a third-party consultant under contract to complete the Transportation Impact Study.

D. IMPLEMENTATION STRATEGY

1. Please provide the following information for all involved agencies.

Phase	Agency	Brief Scope / Responsibility	Phase Lead?	Contractor Use?
Environmental	City Planning	CEQA Review	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Environmental	DPW	NEPA Review by Caltrans	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Design	DPW	Develop construction drawings	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Design	SFMTA	Assist in design	<input type="checkbox"/>	<input type="checkbox"/>
Construction	DPW	Follow federal process to contract work and oversee contractor	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Maintenance	DPW	Contractor will be responsible for first 2-3 years of maintenance, then DPW will take over.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

2. Describe project development activities planned between the Part One and Part Two calls for projects, including likely schedule and approach for the required community meeting. Indicate how project development will be funded, including proposed Prop K amounts and categories, as appropriate and needed for this purpose.

On November 28, 2012, DPW and partners from Planning and MTA presented the preferred alternative to the community at the third community meeting. Following that meeting, MTA, DPW, and MOD hosted an accessibility workshop to address issues related to the design and accessibility standards. In March we began the environmental process by submitting an EE application to City Planning. MTA has already secured a Prop K grant and DPW has general fund money to complete the planning phase.

Should the project receive OBAG funding, we will again meet with the community upon completion of about 65% design to update them on the project status and timeline.

3. Describe the funding plan and identify the responsible agency for ongoing maintenance of the project, including but not limited to lighting and landscaping.

DPW is requesting a total of \$10,515,746 in OBAG Funding- \$1,155,723 from Local Streets and Roads for repaving work and \$9,360,023 from Transportation for Livable Communities for the

Streetscape portion of the project. We anticipate that Prop K will be the source of local matching funds (EP 44 for Streetscape, EP to-be-determined for repaving).

The streetscape and repaving elements of this project will be funded through OBAG, with local matching dollars from Prop K.

E. PROJECT SCHEDULE

Project Phase	Start Date (Month, Year)	End Date (Month, Year)
Planning/Conceptual Engineering	05/2012	05/2013
Environmental Studies	03/2013	11/2014
ROW Activities/Acquisition	---	11/2014
Design Engineering	02/2014	06/2015
Advertise Construction	10/2015	12/2015
Award Construction Contract	---	01/2016
Construction	02/2016	12/2016
Project Closeout	---	12/2019

Planning / Conceptual Engineering					
Agency: N/A		Overhead Rate: 1.5854			
Position (Title and Classification)	Hours	Hourly Base Salary	Hourly Fully Burdened	FTE	Cost
					\$0
Consultant:					
Other (specify, e.g. marketing materials)					
Sub-total	0			0	\$0
Contingency (___%)					
Planning / Conceptual Engineering Total				0	\$0
Environmental					
Agency: SFDPW		Overhead Rate: 1.5854			
Position (Title and Classification)	Hours	Hourly Base Salary	Hourly Fully Burdened	FTE	Cost
Project Manager II/5504	40	\$65	\$171	0.0192	\$6,852
Assistant Project Manager/5262	50	\$45	\$119	0.024	\$5,930
Engineering Trainee III	106	\$26	\$69	0.051	\$7,263
Consultant:					
Other (specify):					
Sub-total	196			0.0942	\$20,045
Contingency (%)					
Environmental Total					\$20,045
Design Phase					
Agency: SFDPW		Overhead Rate: 1.5854			
Position (Title and Classification)	Hours	Hourly Base Salary	Hourly Fully Burdened	FTE	Cost
Project Manager I/5502	1400	\$61	\$161	0.6731	\$225,063
Assistant Project Manager/5262	1400	\$45	\$119	0.6731	\$166,030
Senior Engineer/5211	120	\$71	\$187	0.0577	\$22,454
Engineer/5241 (Civil, Elect, Hydraulic)	1000	\$61	\$161	0.4808	\$160,759
Associate Engineer/5207 (Civil, Elect, Hydraulic)	1400	\$53	\$140	0.6731	\$195,547
Assistant Engineer/5203 (Civil, Elect, Hydraulic)	1600	\$45	\$119	0.7692	\$189,749
Junior Engineer/5201 (Civil, Elect, Hydraulic)	1600	\$40	\$105	0.7692	\$168,666
Senior Clerk Typist/1426	225	\$28	\$74	0.1082	\$16,603
Full Landscape Architect/5211	200	\$71	\$187	0.0962	\$37,423
Landscape Architectural Associate II/5272	800	\$53	\$140	0.3846	\$111,741
Landscape Architectural Associate I/5262	1100	\$45	\$119	0.5288	\$130,452
Project Manager II/5504 (Env)	40	\$65	\$171	0.0192	\$6,852
Assistant Project Manager/5262 (Env)	0	\$45	\$119	0	\$0
Engineering Trainee III (Env)	100	\$26	\$69	0.0481	\$6,852
Agency: SFMTA		Overhead Rate:			
Position (Title and Classification)	Hours	Hourly Base Salary	Hourly Fully Burdened	FTE	Cost
Transit Planner III/5289	100	\$48	\$135	0.0481	\$13,500
Associate Engineer/5207	125	\$53	\$147	0.0601	\$18,375
Signal Engineer/5241	100	\$61	\$168	0.0481	\$16,800
Sub-total	11310			5.4375	\$1,486,865
Contingency (%)					
Design Total					\$1,486,865

Construction Phase Hard Costs (by scope item)				
Item	Unit	Quantity	Unit Price	Cost
Full Depth Planing 2" Depth	SF	201,308	\$1	\$201,308
Asphaltic Concrete	TON	2,516	\$130	\$327,126
8" Thick Concrete Base - Sidewalk Widening/Parking	SF	48,467	\$10	\$484,670
8" Thick Concrete Base - Repair	LS	7	\$109,000	\$763,000
9" Thick Concrete Pavement (At Harrison)	SF	2,000	\$15	\$30,000
10" Thick Concrete Bus Pad	SF	7,043	\$15	\$105,645
6" Concrete Curb - Sidewalk Widening	LF	3,709	\$30	\$111,270
6" Concrete Curb at Islands	LF	2,249	\$30	\$67,470
Concrete Paving - Islands	SF	5,210	\$10	\$52,100
8" Thick Concrete Raised Crosswalk	SF	6,641	\$12	\$79,692
Concrete Curb Ramp w/ Detectable Surface Tiles	EA	80	\$3,500	\$280,000
Detectable Surface Tiles at Raised Crosswalks	SF	640	\$50	\$32,000
8" Thick Concrete Base - Cycletrack	SF	45,502	\$0	\$0
Asphaltic Concrete - Cycletrack	TON	569	\$130	\$73,941
Concrete Buffer Band - Cycletrack	SF	8,362	\$15	\$125,430
Painted Cycletrack	SF	47,837	\$3	\$143,511
Allowance for Traffic Loop Removal and Reinstallat	AL	7	\$3,125	\$21,875
Allowance for Muni Inspectors	AL	7	\$25,000	\$175,000
Allowance for Uniformed Off-Duty Police Officers	AL	7	\$6,250	\$43,750
Sidewalk Paving	SF	52,956	\$10	\$529,560
Sidewalk Paving - Repair	LS	7	\$4,475	\$31,325
Sidewalk Paving - 3' Wide Repair for New Lighting	SF	0	\$12	\$0
Install Street Trees, 36" box	EA	119	\$1,500	\$178,500
Site Furnishings: Trash Receptacles	EA	14	\$2,000	\$28,000
Site Furnishings: Benches	EA	14	\$2,500	\$35,000
Site Furnishings: Bike Racks	EA	42	\$1,500	\$63,000
DG at Treewells	SF	1,823	\$10	\$18,230
Plants at Street Trees, 1 gal, 4 per tree	EA	1,052	\$25	\$26,300
Plants at Islands 1 gal @ 3' O.C.	EA	241	\$25	\$6,025
Weed Barrier Fabric(Islands)	SF	1,928	\$1	\$964
Amended Backfill (Islands) 18" Depth	CY	71	\$100	\$7,141
Gravel Mulch (Islands)	CY	71	\$200	\$14,282
Irrigation	LF	8,916	\$40	\$356,640
3 Year Maintenance	EA	119	\$550	\$65,450
Harrison Public Space - AC Paving	TON	16	\$130	\$2,080
Bulbout Planters at South Park	EA	2	\$10,000	\$20,000
New Pedestrian Lighting	EA	0	\$10,000	\$0
Retrofit Existing Overhead Lighting	EA	36	\$2,000	\$72,000
Conduit for Street lighting	LF	0	\$60	\$0
Relocate Fire Alarm	EA	7	\$1,357	\$9,499
Relocate Traffic Signal Box	ALLOW	7	\$15,000	\$105,000
New Traffic Signal @ South Park	LS	1	\$250,000	\$250,000
New Cycletrack Signals	EA	12	\$37,500	\$450,000
Concrete Catch Basin with frame grating and manho	EA	44	\$15,000	\$660,000

Relocate Sewer Vents	EA	9	\$2,000	\$18,000
Relocate Low Pressure Fire Hydrant	EA	0	\$20,000	\$0
Adjust SFWD Valves	ALLOW	7	\$1,500	\$10,500
Roadway Striping (Temp and New)	LS	7	\$26,500	\$185,500
Sub-total				\$6,260,784
Arts Commission @ 2%	LS	1	\$125,216	\$125,216
Mobilization @ 5%	LS	1	\$313,039	\$313,039
Triffic Control @ 5%	LS	1	\$313,039	\$313,039
Design Contingency @ 15%	LS	1	\$939,118	\$939,118
Subtotal Construction Estimate				\$7,951,196
Contingency (10%)				\$795,120
Total Construction Estimate				\$8,746,315
Escalation@ 5%				\$313,039
Construction Hard Costs Total				\$9,059,354
Construction Phase Labor Costs (Construction Management and Support)				
Agency: SFDPW		Overhead Rate: 1.5854		
Position (Title and Classification)	Hours	Hourly Base Salary	Hourly Fully Burdened	FTE Cost
Project Manager I/5502	500	\$61	\$161	0.2404 \$80,380
Assistant Project Manager/5262	500	\$45	\$119	0.2404 \$59,297
Public Relations Officer/1314	100	\$43	\$113	0.0481 \$11,332
Disability Access Coordinator/6335	48	\$70	\$184	0.0231 \$8,855
Administrative Engineer/5174 (Civil, Elect, Hyd)	400	\$66	\$174	0.1923 \$69,575
Engineer/5241 (Civil, Elect, Hydraulic)	480	\$61	\$161	0.2308 \$77,165
Landscape Architect/5274	50	\$61	\$161	0.024 \$8,038
Landscape Architectural Associate II/5272	300	\$53	\$140	0.1445 \$41,971
Landscape Architectural Associate I/5262	400	\$45	\$119	0.1925 \$47,494
Office Admin: Constr. Inspector/6318	2000	\$46	\$121	0.9615 \$242,457
Resident Engineer: Assoc Engineer/5207	2100	\$53	\$140	1.0096 \$293,320
Constr. Manager: Admin. Engineer/5174	1500	\$66	\$174	0.7212 \$260,905
Division Manager: Senior Engineer/5211	500	\$71	\$187	0.2404 \$93,557
Agency: SFMTA		Overhead Rate:		
Position (Title and Classification)	Hours	Hourly Base Salary	Hourly Fully Burdened	FTE Cost
Engineer/5241	31	\$61	\$168	0.0038 \$5,208
Associate Engineer/5207	31	\$53	\$147	0.0019 \$4,557
Painter/7346	40	\$36	\$105	0.0077 \$4,200
Sign Worker/7457	40	\$31	\$90	0.0077 \$3,600
Sub-total	9020.97			4.2899 \$1,311,908
Contingency (___%)				
Construction Labor Costs Total				\$1,311,908
Construction Total				\$10,371,263
TOTAL				\$11,878,173

G. FUNDING PLAN

Source	Status*	Fiscal Year	Planning/CE	Env.	Design	Construction	Total
OBAG LS&R	Planned	13/14			\$144,796		\$144,796
OBAG LS&R	Planned	15/16				\$1,009,985	\$1,009,985
OBAG TLC	Planned	13/14		\$17,746	\$1,171,526		\$1,189,272
OBAG TLC	Planned	15/16				\$8,171,694	\$8,171,694
Prop K	Planned	13/14		\$2,299	\$170,543		\$172,842
Prop K	Planned	15/16				\$1,189,584	\$1,189,584
Total			\$0	\$20,045	\$1,486,865	\$10,371,263	\$11,878,173

* Allocated, programmed, or planned

H. ATTACHMENTS

Please include the following required attachments, and other attachments as applicable.

1. Scope-narrative that identifies project goals and benefits, describes project elements that benefit each mode (bike, walking, transit, auto), and highlights any creative elements that integrate benefits for multiple users
2. Maps, charts, drawings or other materials that are necessary to show the detail and context of the project
3. Letters of support
4. Justification for proximate access to a PDA

I. CONTACT AND SIGNATURE

Sponsor Agency – Project Manager

Agency San Francisco Department of Public Works
 Name, title Cristina Olea, Project Manager
 E-mail cristina.c.olea@sfdpw.org
 Telephone 415.558.4004 Fax 415.558.4519
 Signature *Cristina C. Olea* Date 4.29.13

Sponsor Agency – Grant Manager

Name, title Ananda Hirsch, Transportation Finance Analyst
 E-mail ananda.hirsch@sfdpw.org
 Telephone 415.558.4034 Fax 415.558.4519
 Signature *PACHEL ALONSO FOR ANANDA HIRSCH* Date 4/29/13

Other Partner Agencies

Agency	Design leads (name, title)	Telephone	Email
<u>SFMTA</u>	<u>Ellen Robinson</u>	<u>415.701-4322</u>	<u>Ellen.Robinson@sfmta.com</u>
<u>SF Planning Dept</u>	<u>Amnon Ben-Pazi</u>	<u>415.575.9077</u>	<u>Amnon.Ben-Pazi@sfgov.org</u>

Project Scope Narrative

2nd Street Improvement Project Scope

Second Street between Market and King Streets is a primary pedestrian, bicycle and transit thoroughfare and a 'green connector' for the neighborhood. The 2nd Street Improvement Project will implement the recommendations of the East SoMa Area Plan, the Eastern Neighborhoods Plan and the San Francisco Bicycle Plan. It will transform 2nd Street into an enjoyable multi-modal corridor.

In May 2012, the Department of Public Works (DPW), Municipal Transportation Agency (MTA), and the Planning Department began the planning process for this project – holding community meetings in May, September, and November. The May meeting was used to discuss existing conditions along the corridor and to develop a vision for 2nd Street. Four design concepts were developed by the community. All included pedestrian safety improvements, but they differed in the design of the bicycle facility – bike lanes, bike lanes with a center turn lane, one-way cycletracks, and a two-way cycletrack. These four options were presented to the community, along with a survey, during the September meeting. Based on the community's comments and survey results the preferred alternative was the one-way cycletrack, which was presented in more detail at the November meeting. The specific scope elements of the one-way cycletrack design include:

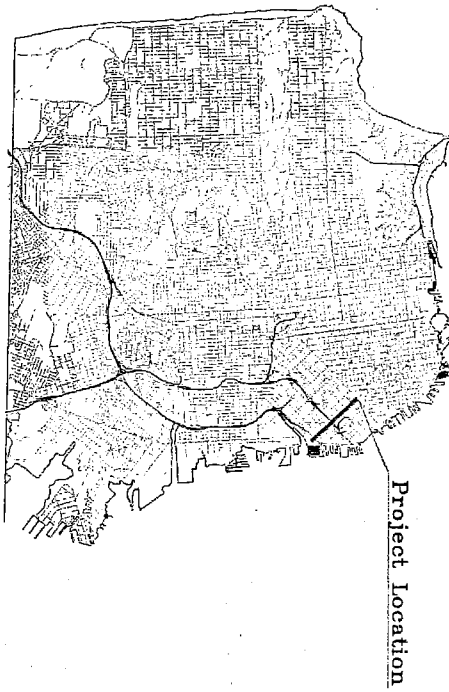
- **Safety improvements** – Repaving of 2nd Street from Market to King, turning traffic will be restricted or separated from bicycle and pedestrian movements
- **Pedestrian improvements** – The sidewalk between Harrison and Townsend will be widened to 15 feet, the dual right turn lane at Harrison will be eliminated, new curb ramps, bulb-outs at South Park, street furnishings, and possible utility undergrounding (if additional funding can be identified)
- **Street trees/greening improvements** – Additional street trees and landscaping. DPW will not plant any new trees before obtaining consent to maintain the trees from fronting property owners.
- **Bicycle Improvements** – Implements a cycletrack from Market to Townsend
- **Transit Facilities** - Maintains Muni and regional transit bus travel, constructs bus bulbs
- **Travel lanes** - Maintains two-way vehicular travel
- **Parking** - Parking is removed from one side of the street from Market to Townsend to allow for wider sidewalks and bicycle facilities creating a safer, less congested experience for pedestrians

DPW and MTA held a Separated Bikeway & Accessibility Workshop in February 2013 to address some of the concerns of the accessibility community. The one-way cycletrack design was reviewed and issues with paratransit, bus island boarding and crossings, and bicycle lane buffers were discussed. The design of 2nd Street was modified to address their concerns.

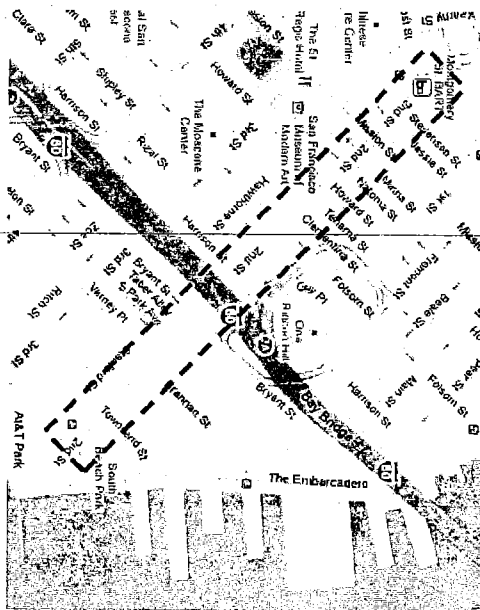
DPW submitted an Environmental Evaluation application to the San Francisco Planning Department in March 2013, and is currently having a Transportation Impact Study completed by a transportation planning consultant. A final community meeting will be held in May 2013 to update the community on the progress of the design, the environmental process, and project schedule.

With the help of the community, these streetscape improvements look to turn 2nd Street into a vibrant, multi-modal transportation corridor that will improve pedestrian safety, increase bicyclist safety and ridership, decrease vehicle-pedestrian conflict, and provide continued transit access to locals and commuters.

Maps and Other Support Materials



CONTEXT MAP



LOCATION MAP



SAN FRANCISCO
PLANNING DEPARTMENT



SAN FRANCISCO
DEPARTMENT OF PUBLIC WORKS

2ND STREETSCAPE IMPROVEMENTS PROJECT

SFPDW Landscape Architecture
OCTOBER 2012

NO.	DATE	DESCRIPTION

CHECK WITH DRAWING TO SEE IF YOU HAVE LATEST REVISION



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
CITY AND COUNTY OF SAN FRANCISCO

DATE: 1/7/12
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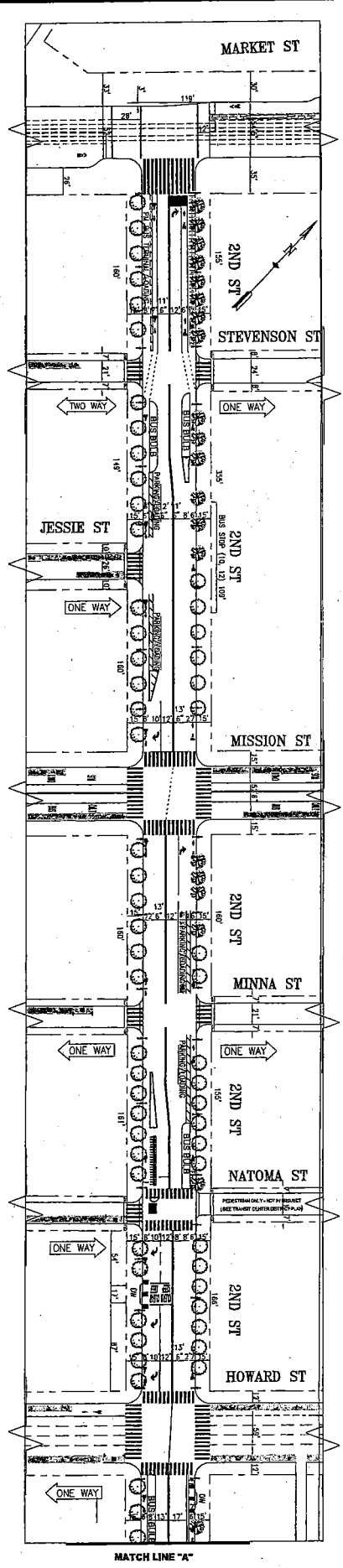
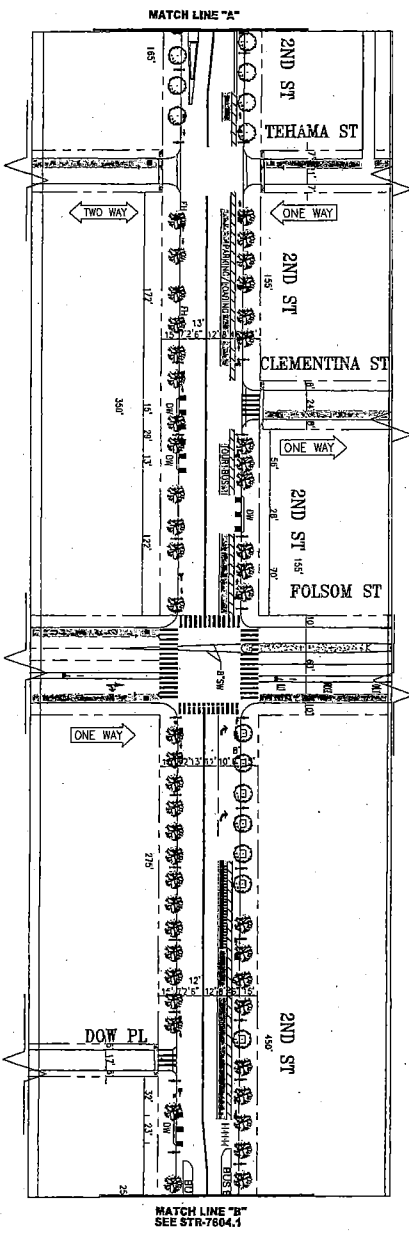
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SHEET OF SHEETS

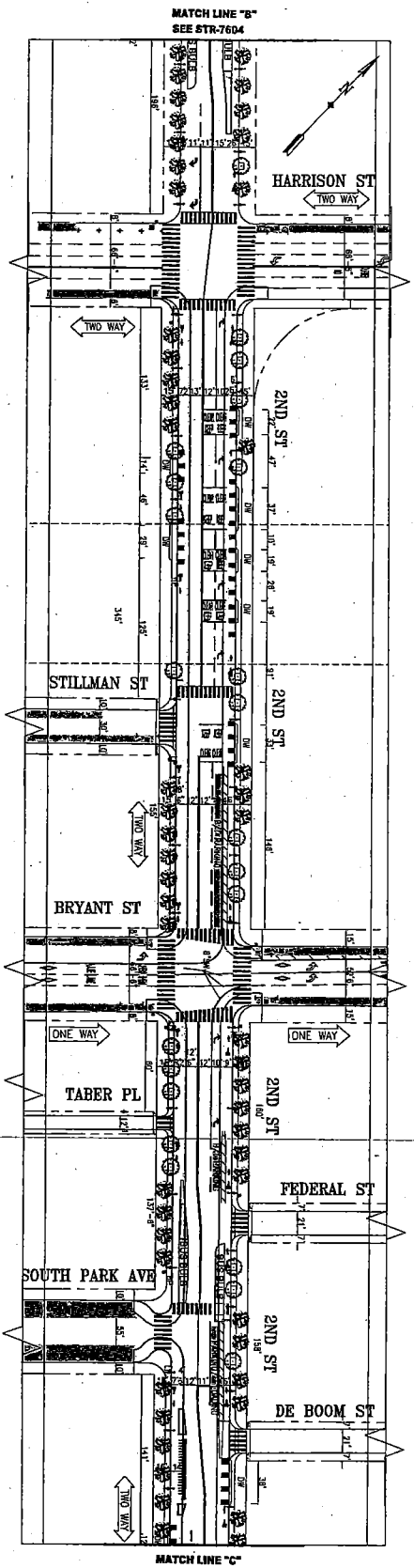
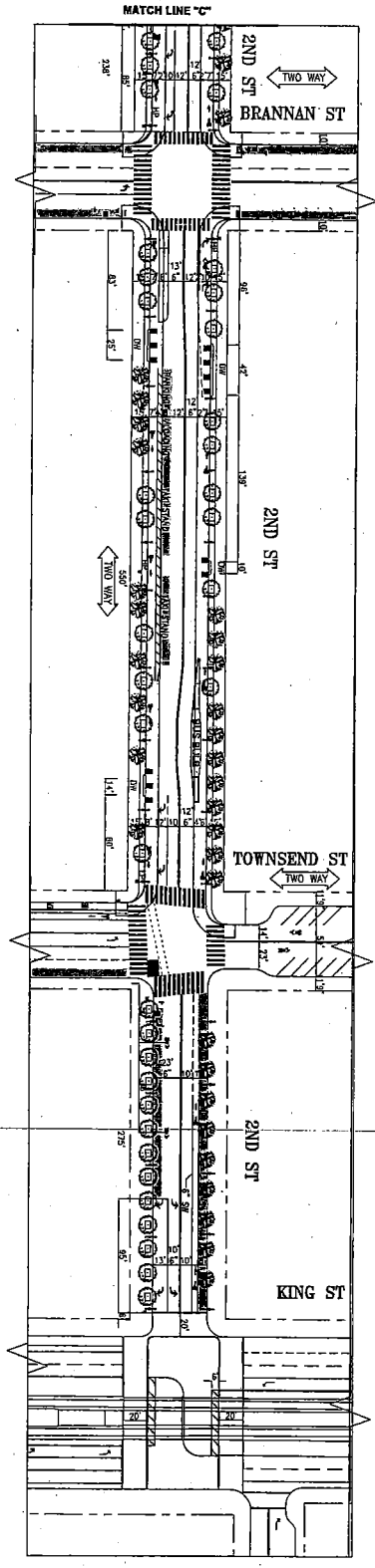
MARKET STREET TO HARRISON STREET

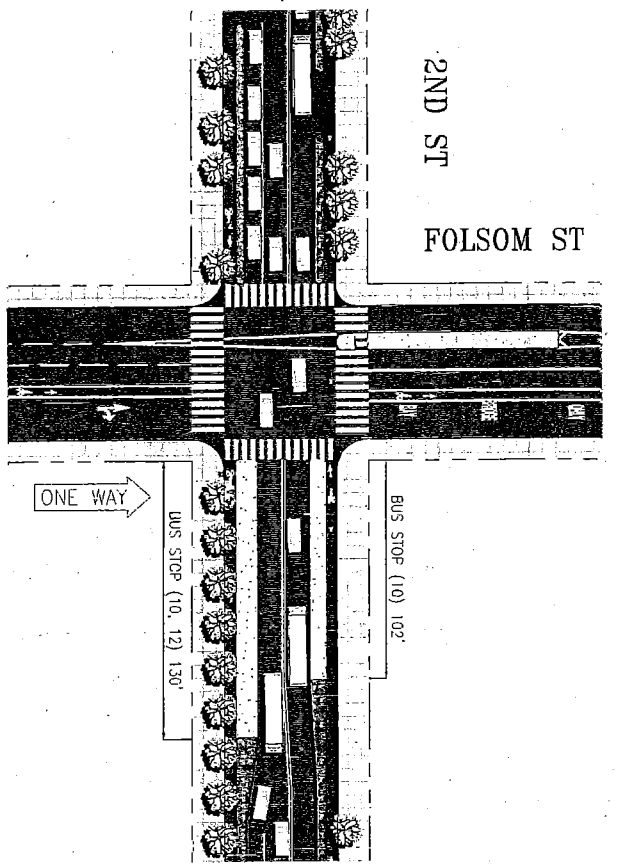
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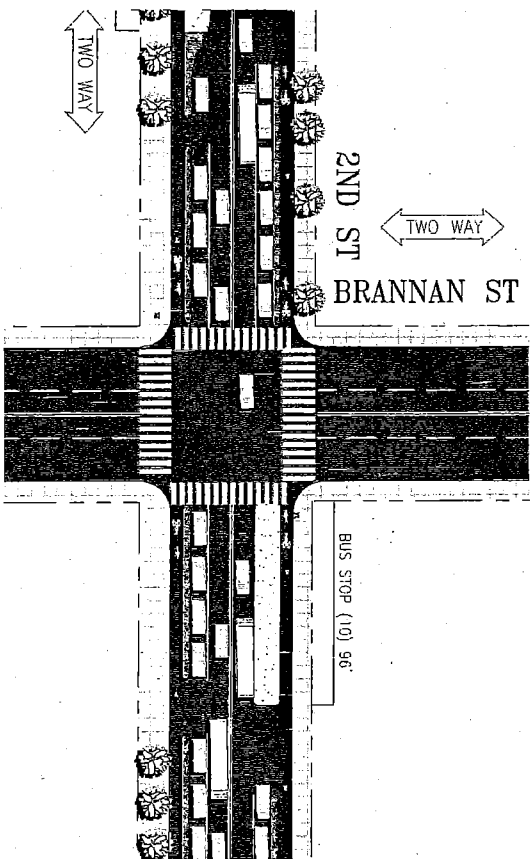


NO. _____		SECTION _____		DATE _____	
CHECK WITH DRAWING TO SET P YOU WERE LATER REVISION					
					
SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY CITY AND COUNTY OF SAN FRANCISCO					
FOR ORIGINAL SCHEDULES SEE STR-7604, REV 28		DATE: 10/9/01	APPROVED: THOMAS P. POLKS 10/01	DATE: 10/9/01	SCALE: 1"=50'-0"
DESIGNED BY: AH	DATE: 10/9/01	ORDERED BY: AH	DATE: 10/9/01	APPROVED: THOMAS P. POLKS 10/01	SHEET OF SHEETS
DRAWN BY: AH			DATE: 10/9/01	APPROVED: THOMAS P. POLKS 10/01	CONTRACT NO.
CHECKED BY: AH			DATE: 10/9/01	APPROVED: THOMAS P. POLKS 10/01	DRAWING NO.
DESIGNED BY: AH			DATE: 10/9/01	APPROVED: THOMAS P. POLKS 10/01	REV. NO. 5
2ND STREET HARRISON STREET TO KING STREET					

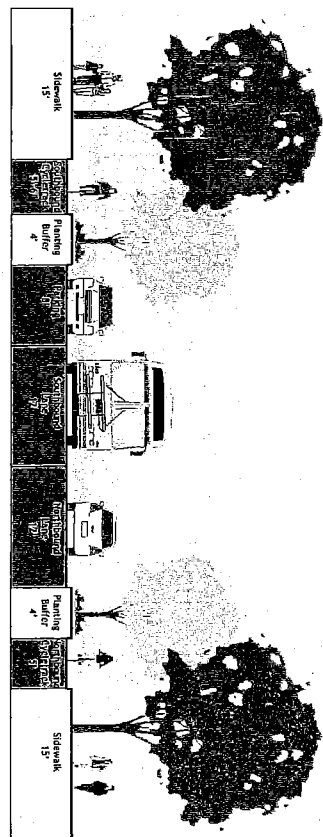




CONCEPTUAL PLAN VIEW OF A TYPICAL INTERSECTION:
2ND STREET AT FOLSOM STREET

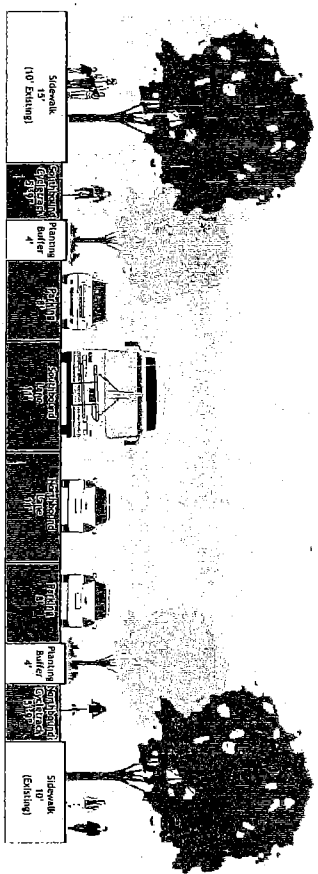


CONCEPTUAL PLAN VIEW OF A TYPICAL INTERSECTION:
2ND STREET AT BRANNAN STREET



One-Way Cycletracks
Market to Harrison
Bikes, Cycletracks, Parking West Side

TYPICAL SECTION: MARKET STREET TO HARRISON STREET



One-Way Cycletracks
Dyant to Townsend
Bikes, Cycletracks, Parking Both Sides

TYPICAL SECTION: BRANNAN STREET TO KING STREET

ONE WAY CYCLETRACKS

Letters of Support



SAN FRANCISCO PLANNING DEPARTMENT

April 25, 2013

Maria Lombardo
Interim Executive Director
San Francisco County Transportation Authority
100 Van Ness Avenue, 26th Floor
San Francisco, CA 94102

RE: Second Street One Bay Area Grant Application

Dear Director Lombardo,

I am writing on behalf of the San Francisco Planning Department to express our enthusiastic support for funding under the One Bay Area Grant Program for the Second Street Improvement Project.

Second Street is a heavily used, multi-modal corridor in San Francisco's SOMA district. It has been designated as a pedestrian connector between East SOMA, Downtown, and AT&T Ballpark, used by bicyclists, motorists, and transit alike. Because of this, we feel that it is very important for Second Street to be a safe, convenient, and attractive thoroughfare for commuters, residents, and visitors of the district.

The City has had three public meetings to review proposed amenities and get feedback from the community regarding possible improvements with a fourth planned this May. We support this effort and look forward to seeing the preferred alternative progress in the coming months.

We wholeheartedly urge you to fund the Second Street Improvement Project, and are excited about the future of Second Street.

Sincerely,

A handwritten signature in black ink, appearing to read "John Rahaim".

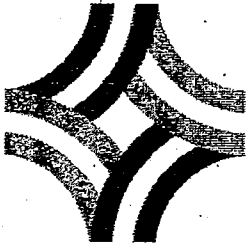
John Rahaim
Director of Planning

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377



SFMTA
Municipal Transportation Agency

April 26, 2013

Maria Lombardo
Interim Executive Director
San Francisco County Transportation Authority
100 Van Ness Avenue, 26th Floor
San Francisco, CA 94102

RE: Second Street One Bay Area Grant Application

Dear Director Lombardo,

I am writing this letter to express the San Francisco Municipal Transportation Agency's enthusiastic support for the San Francisco Department of Public Works' application for funding under the One Bay Area Grant Program for the Second Street Improvement Project.

As one of the few non-arterial streets in the South of Market district, Second Street is an important corridor for transit, pedestrians and bicyclists. It is designated as a key walking street and bicycle route, and is served by both the 10 and 12 Muni bus routes. The proposed project would calm vehicle traffic and improve the comfort and safety of walking and biking on this corridor.

SFMTA has been involved in planning and public outreach for this project throughout the course of this project. Our staff has attended the three public meetings held so far, the feedback from which has heavily informed the development of the preferred concept. We will continue to be engaged in the upcoming fourth meeting in May.

We wholeheartedly urge you to fund the Second Street Improvement Project, and are excited about the future of Second Street.

Sincerely,

Bond M. Yee
Director, Sustainable Streets Division
San Francisco Municipal Transportation Agency

Edwin M. Lee, *Mayor*
Tom Nolan, *Chairman*
Cheryl Brinkman,
Vice-Chairman
Leona Bridges, *Director*
Malcolm Heinicke, *Director*
Jerry Lee, *Director*
Joél Ramos, *Director*
Cristina Rubke, *Director*
Edward D. Reiskin
Director of Transportation

One South Van Ness Avenue
Seventh Floor
San Francisco, CA 94103

Tele: 415.701.4500

www.sfmta.com

April 25, 2013

Maria Lombardo
Interim Executive Director
San Francisco County Transportation Authority
100 Van Ness Avenue, 26th Floor
San Francisco, CA 94102

RE: Second Street One Bay Area Grant Application

Dear Director Lombardo,

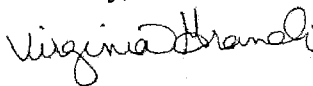
I am writing on behalf of Yerba Buena Alliance to express our enthusiastic support for funding under the One Bay Area Grant Program for the Second Street Improvement Project.

Second Street is a heavily used, multi-modal corridor in San Francisco's SOMA district. It has been designated as a pedestrian connector between East SOMA, Downtown, and AT&T Ballpark, used by bicyclists, motorists, and transit alike. Because of this, we feel that it is very important for Second Street to be a safe, convenient, and attractive thoroughfare for commuters, residents, and visitors of the district.

The City has had three public meetings to review proposed amenities and get feedback from the community regarding possible improvements with a fourth planned this May. We support this effort and look forward to seeing the preferred alternative progress in the coming months.

We wholeheartedly urge you to fund the Second Street Improvement Project, and are excited about the future of Second Street.

Sincerely,



Virginia Grandi
Program Director
Yerba Buena Alliance



October 23, 2012

José Luis Moscovich
Executive Director
San Francisco County Transportation Authority
100 Van Ness Avenue, 26th Floor
San Francisco, CA 94102

RE: Second Street One Bay Area Grant Application

Dear Mr. Moscovich,

I am writing on behalf of Dbarchitect to express our enthusiastic support for funding under the One Bay Area Grant Program for the Second Street Improvement Project.

Having worked on Second Street for two decades I am extremely aware of the current, unpleasant state of the street. Second Street is a heavily used, multi-modal corridor in San Francisco's SOMA district. It has been designated as a pedestrian connector between East SOMA, Downtown, and AT&T Ballpark, used by bicyclists, motorists, and transit alike. Because of this, we feel that it is very important for Second Street to be a safe, convenient, and attractive thoroughfare for commuters, residents, and visitors of the district.

I have attended two public meetings held by the City to review proposed amenities and get feedback from the community regarding possible improvements. We support this effort and look forward to seeing a preferred alternative in the coming months.

We wholeheartedly urge you to fund the Second Street Improvement Project, and are excited about the future of Second Street.

Sincerely,

A handwritten signature in black ink, appearing to read 'David Baker', written over a horizontal line.

David Baker, FAIA
Dbarchitect



San Francisco Bicycle Coalition
833 Market Street, 10th Floor
San Francisco CA 94103

T 415.431.BIKE
F 415.431.2468

sfbike.org

David Campos
Chair, SFCTA Commission
1455 Market Street, 22nd floor
San Francisco, CA 94103

October 24, 2012

Commissioner Campos:

On behalf of the 12,000-member San Francisco Bicycle Coalition, I am writing to express our support for the list of projects submitted by the SF Municipal Transportation (SFMTA) to the SFCTA for One Bay Area Grant (OBAG) funding. The projects submitted by the SFMTA, including Masonic Avenue, 2nd Street, Mansell Complete Streets and others are backed by strong community input and address important safety, health, equity and economic development needs for a variety of neighborhoods in San Francisco.

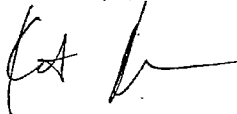
- **Masonic Avenue:** The Masonic Avenue Street Design Study was unanimously approved by the SFMTA Board of Directors in September 2012. The strong showing of community support and the unanimous decision is a testament of the need for bold safety improvements to this corridor. Nearby residents have been working for over five years to calm Masonic Avenue – convening neighborhood meetings, talking about the project door-to-door to area residents and businesses, and participating in a community planning process in 2010.
- **2nd Street:** The SFMTA and Department of Public Works are poised to deliver a strong community-based proposal for 2nd Street from Market Street to King Street; OBAG funding would ensure this much-needed project is built. Second Street is an important bicycle route connecting people to BART and Caltrain by bike and it is increasingly used by people biking to and from work or home in the area. This project also includes a number of important pedestrian safety improvements along the corridor, including safety improvements near vehicle access routes to the Bay Bridge.
- **Mansell Complete Street:** Mansell Avenue is a critical connector to McLaren Park for many who live in the southeast neighborhoods in San Francisco and this project would greatly improve bicycle and pedestrian

safety to the park. We have been impressed with the large amount of community involvement in this project so far and look forward to continuing to work with the community and the Recreation and Parks Department as these conceptual proposals are refined.

- **Balboa Park:** The Balboa Park BART station has glaring bicycle and pedestrian connectivity gaps. The SF Bicycle Coalition supports the SFMTA's OBAG application for the Balboa Park project and hopes that OBAG funds are committed to improving access to this important regional transit connection. We look forward to working with the SFMTA in the coming months to ensure specific bike connection projects are included in the final grant application and proposal.

I urge you to approve these projects for initial OBAG funding development.

Sincerely,



Kit Hodge
Deputy Director
San Francisco Bicycle Coalition

cc: Ed Reiskin, Director, SF Municipal Transportation Agency
Mohammed Nuru, Director, SF Department of Public Works
Phil Ginsburg, General Manager, SF Recreation and Park Department

OFFICE OF THE MAYOR
SAN FRANCISCO



EDWIN M. LEE
MAYOR

TO: Angela Calvillo, Clerk of the Board of Supervisors
FROM: Mayor Edwin M. Lee *JE*
RE: Accept and Expend Grant – OneBayArea Grant - \$17,026,221
DATE: July 16, 2013

Attached for introduction to the Board of Supervisors is the resolution authorizing the filing of an application for funding assigned to the Metropolitan Transportation Commission (MTC); committing any necessary matching funds; stating assurance to complete the projects; and authorizing the Department of Public Works (DPW) to accept and expend \$17,026,221 in OneBayArea Grant funds awarded through the MTC.

I request that this item be calendared in Budget and Finance Committee.

Should you have any questions, please contact Jason Elliott (415) 554-5105.

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO
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