

1 [Apply for, Accept, and Expend Grant - Active Transportation Program - \$1,298,000]

2
3 **Resolution authorizing the filing of an application for funding assigned to the California**
4 **Transportation Commission (CTC); filing of an application for funding assigned to the**
5 **Metropolitan Transportation Commission (MTC); committing any necessary matching**
6 **funds; stating assurance to complete the projects; and authorizing the Department of**
7 **Public Works to accept and expend \$1,298,000 in Active Transportation Program grant**
8 **funds awarded through CTC and/or MTC.**

9
10 WHEREAS, The Active Transportation Program (herein referred to as PROGRAM) was
11 created in September 2013 through Senate Bill 99 and Assembly Bill 101 to consolidate
12 existing federal and state transportation programs, including the Transportation Alternatives
13 Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School
14 (SR2S); and

15 WHEREAS; The PROGRAM's funding is being awarded through two different
16 competitive mechanisms: \$179,550,000 in state and federal funds will be awarded through the
17 Statewide Competitive PROGRAM led by the California Transportation Commission (CTC)
18 and \$30,223,000 (herein referred to as REGIONAL DISCRETIONARY FUNDING) will be
19 awarded through the Regional Competitive PROGRAM led by the Metropolitan Transportation
20 Commission (MTC); and

21 WHEREAS; The PROGRAM includes federal funding administered by the Federal
22 Highway Administration (FHWA) and federal or state funding administered by the California
23 Transportation Commission (CTC) such as Surface Transportation Program (STP) funding,
24 Congestion Mitigation and Air Quality Improvement (CMAQ) funding, Transportation
25

1 Alternatives (TA)/Active Transportation Program (ATP) funding, and Regional Transportation
2 Improvement Program (RTIP) funding; and

3 WHEREAS, The Moving Ahead for Progress in the 21st Century Act (Public Law 112-
4 141, July 6, 2012) and any extensions or successor legislation for continued funding
5 (collectively, MAP-21) authorize various federal funding programs including, but not limited to
6 the Surface Transportation Program (STP) (23 U.S.C. § 133), the Congestion Mitigation and
7 Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149) and the Transportation
8 Alternatives Program (TA) (23 U.S.C. § 213); and

9 WHEREAS, Applications for the Statewide Competitive PROGRAM were due in May
10 2014 and Regional Competitive PROGRAM applications are due in July 2014, prior to the
11 announcement of decisions in the Statewide PROGRAM; and

12 WHEREAS, MTC encouraged Statewide PROGRAM applicants to also submit
13 applications for REGIONAL DISCRETIONARY FUNDING in the Regional PROGRAM, so that
14 they could be considered for funding if applicants are not awarded a grant by CTC; and

15 WHEREAS, The Department of Public Works (herein referred to as DPW) submitted
16 two applications on May 21, 2014 to CTC for the Redding Safe Routes to School Project
17 (\$784,000) and the John Yehall Chin Safe Routes to School Project (\$514,000) (herein
18 referred to as PROJECTS) that total \$1,298,000 to fund environmental studies and
19 preliminary engineering under the Statewide Competitive PROGRAM; and

20 WHEREAS, DPW is also submitting two applications for the PROJECTS to MTC for
21 \$1,298,000 in REGIONAL DISCRETIONARY FUNDING assigned to MTC for programming
22 discretion for the Regional Competitive PROGRAM; and

23 WHEREAS, State statutes, including California Streets and Highways Code §182.6,
24 §182.7, and §2381(a)(1), and California Government Code §14527, provide various funding
25

1 programs for the programming discretion of the Metropolitan Planning Organization (MPO)
2 and the Regional Transportation Planning Agency (RTPA); and

3 WHEREAS, Pursuant to MAP-21 and any regulations promulgated thereunder, eligible
4 project sponsors wishing to receive federal or state funds for a regionally-significant project
5 shall submit an application first with the appropriate MPO, or RTPA, as applicable, for review
6 and inclusion in the federal Transportation Improvement Program (TIP); and

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

9 WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC
10 Resolution No. 3606, revised) that sets out procedures governing the application and use of
11 REGIONAL DISCRETIONARY FUNDING; and

12 WHEREAS, DPW is an eligible sponsor for REGIONAL DISCRETIONARY FUNDING;
13 and

14 WHEREAS, As part of the application for REGIONAL DISCRETIONARY FUNDING,
15 MTC requires a resolution adopted by the responsible implementing agency stating the
16 following:

- 17 1. The commitment of any required matching funds;
- 18 2. That the sponsor understands that the REGIONAL DISCRETIONARY FUNDING is
19 fixed at the programmed amount, and therefore any cost increase cannot be
20 expected to be funded with additional REGIONAL DISCRETIONARY FUNDING;
- 21 3. That the PROJECTS will comply with the procedures, delivery milestones and
22 funding deadlines specified in the Regional Project Funding Delivery Policy (MTC
23 Resolution No. 3606, revised);

- 1 4. The assurance of the sponsor to complete the PROJECTS as described in the
2 application, subject to environmental clearance, and if approved, as included in
3 MTC's federal Transportation Improvement Program (TIP);
- 4 5. That the PROJECTS will have adequate staffing resources to deliver and complete
5 the PROJECTS within the schedule submitted with the project application; and
- 6 6. That the PROJECTS will comply with all project-specific requirements as set forth in
7 the PROGRAM;
- 8 7. That DPW has assigned, and will maintain a single point of contact for all FHWA-
9 and CTC-funded transportation projects to coordinate within the agency and with
10 the respective Congestion Management Agency (CMA), MTC, Caltrans, FHWA,
11 and CTC on all communications, inquires or issues that may arise during the federal
12 programming and delivery process for all FHWA- and CTC-funded transportation
13 and transit projects implemented by DPW;
- 14 8. In the case of an RTIP project, state law requires PROJECTS be included in a local
15 congestion management plan, or be consistent with the capital improvement
16 program adopted pursuant to MTC's funding agreement with the countywide
17 transportation agency; and

18 WHEREAS, That DPW is authorized to submit an application for REGIONAL
19 DISCRETIONARY FUNDING for the PROJECT; and

20 WHEREAS, There is no legal impediment to DPW making applications for the funds;
21 and

22 WHEREAS, There is no pending or threatened litigation that might in any way
23 adversely affect the proposed PROJECTS, or that might impair the ability of DPW to
24 implement the PROJECTS; and
25

1 WHEREAS, The Director of DPW or his or her designee is authorized to execute and
2 file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECTS
3 as referenced in this resolution; and

4 WHEREAS, MTC requires that a copy of this resolution be transmitted to the MTC in
5 conjunction with the filing of the application; and

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

7 WHEREAS, The grant budgets include indirect costs in the amount of \$512,494.30;
8 now, therefore, be it

9 RESOLVED, That DPW is authorized to execute and file an application for funding for
10 the PROJECTS for REGIONAL DISCRETIONARY FUNDING under MAP-21 or continued
11 funding; and, be it

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

- 13 1. DPW will commit any required matching funds;
- 14 2. DPW understands that the REGIONAL DISCRETIONARY FUNDING for the
15 projects is fixed at the MTC-approved programmed amount, and that any cost
16 increases must be funded by DPW from other funds, and that DPW does not
17 expect any cost increases to be funded with additional REGIONAL
18 DISCRETIONARY FUNDING;
- 19 3. DPW understands the funding deadlines associated with these funds and will
20 comply with the provisions and requirements of the Regional Project Funding
21 Delivery Policy (MTC Resolution No. 3606, revised) and DPW has, and will
22 retain the expertise, knowledge and resources necessary to deliver federally-
23 funded transportation projects, and has assigned, and will maintain a single
24 point of contact for all FHWA- and CTC-funded transportation projects to
25 coordinate within the agency and with the respective Congestion Management

1 Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications,
2 inquires or issues that may arise during the federal programming and delivery
3 process for all FHWA- and CTC-funded transportation projects implemented by
4 DPW;

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

8 5. DPW has reviewed the PROJECTS and has adequate staffing resources to
9 deliver and complete the PROJECTS within the schedule submitted with the
10 project application;

11 6. That the PROJECTS will comply with the requirements as set forth in MTC
12 programming guidelines and project selection procedures for the PROGRAM;

13 7. In the case of an RTIP project, state law requires PROJECTS be included in a
14 local congestion management plan, or be consistent with the capital
15 improvement program adopted pursuant to MTC's funding agreement with the
16 countywide transportation agency; and, be it

17 FURTHER RESOLVED, That DPW is an eligible sponsor of REGIONAL
18 DISCRETIONARY FUNDING funded projects; and, be it

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

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

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

1 FURTHER RESOLVED, That the Director of DPW or his or her designee is authorized
2 to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for
3 the PROJECTS as referenced in this resolution; and, be it

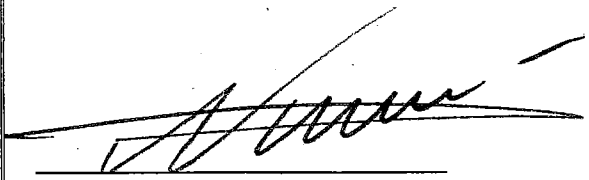
4 FURTHER RESOLVED, That a copy of this resolution will be transmitted to the MTC in
5 conjunction with the filing of the application; and, be it

6 FURTHER RESOLVED, That MTC is requested to support the applications for the
7 PROJECTS described in the resolution, and if approved, to include the PROJECTS in MTC's
8 federal TIP upon submittal by the project sponsor for TIP programming; and, be it

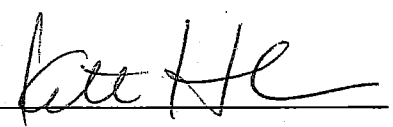
9 FURTHER RESOLVED, That DPW is authorized to accept and expend \$1,298,000
10 awarded by the CTC and/or MTC through the Active Transportation Program (ATP); and, be it

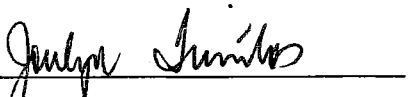
11 FURTHER RESOLVED, That the Director of DPW or his or her designee is authorized
12 to execute all documents pertaining to the project with Caltrans.

13
14
15 Recommended:

16 
17
18

19 Mohammed Nuru
20 Director of Public Works

Approved: 
for Mayor

Approved: 
for Controller



Edwin M. Lee, Mayor
Mohammed Nuru, Director



TO: Angela Calvillo, Clerk of the Board of Supervisors
FROM: Mohammed Nuru, Director of Public Works
DATE: June 27, 2014
SUBJECT: Apply, Accept, and Expend State and/or Federal Grant
GRANT TITLE: Active Transportation Program

Attached please find the original and 3 copies of each of the following:

- Proposed grant resolution; original signed by DPW
- Grant information form, including disability checklist
- Grant budgets
- Grant applications for two projects

Special Timeline Requirements: The funding agency has requested a statement of local support for the grants be completed by July 24, 2014.

Departmental representative to receive a copy of the adopted resolution:

Name: Rachel Alonso (rachel.alonso@sfdpw.org) Phone: 415.554.4890

Interoffice Mail Address: DPW, City Hall, 1 Dr. Carlton B. Goodlett Place - room 340

Certified copy required Yes No



Active Transportation Program

In September 2013, Assembly Bill 101 and Senate Bill 99 created the Active Transportation Program (ATP). Consolidating various federal and state funding sources, including the Transportation Alternative Program (TAP), Bicycle Transportation Account (BTA), and state Safe Routes to School (SR2S), ATP aims to enhance public health by increasing walking and biking and reducing greenhouse gas emissions.

The first distribution of ATP funds (Cycle 1) for which San Francisco is eligible totals \$210 million and is being distributed through two different calls for projects. \$179,550,000 will be awarded through a state-wide competitive process led by the California Transportation Commission (CTC). The remaining \$30,223,000 will be awarded to agencies in the nine-county San Francisco Bay region by the Metropolitan Transportation Commission (MTC). Projects not selected in the statewide competition will be considered by MTC if applicants submit the additional documentation required.

Applications will be scored according to the potential for reducing fatalities and injuries of pedestrians and bicyclists, among other criteria. 25% of program funds must be allocated to projects within disadvantaged communities. A minimum of \$24 million must be allocated to Safe Routes to School (SR2S) projects.

On May 21, 2014, the Department of Public Works submitted two applications to the CTC for \$1,298,000 in Federal and/or State ATP funds. In July 2014, DPW plans to submit the same applications to MTC. The applications are for the following two projects:

John Yehall Chin Safe Routes to School Project (\$514,000): To complete planning, environmental, and design work in order to improve pedestrian safety around the school.

Redding Safe Routes to School Project (\$784,000): To complete planning, environmental, and design work in order to improve pedestrian safety around the school.

For questions, please contact Rachel Alonso, DPW Administrative Analyst, at 415.554.4890.



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: Active Transportation Program Grant
2. Department: Public Works
3. Contact Person: Rachel Alonso Telephone: 415.554.4890

4. Grant Approval Status (check one):

Approved by funding agency Not yet approved

5. Amount of Grant Funding Approved or Applied for: \$1,298,000.00
Grant Codes:

Grant Code	Project
PWCR01	John Yehall Chin Safe Routes to School
PWCR02	Redding Safe Routes to Schools

- 6a. Matching Funds Required: None - however, \$117,000 in local funds will be used.
b. Source(s) of matching funds (if applicable): Proposition K (local sales tax)

7a. Grant Source Agency: California Transportation Commission and/or Metropolitan Transportation Commission

b. Grant Pass-Through Agency (if applicable): N/A

8. Proposed Grant Project Summary:

John Yehall Chin Safe Routes to School Project (\$514,000): To complete planning, environmental, and design work in order to improve pedestrian safety around the school.

Redding Safe Routes to School Project (\$784,000): To complete planning, environmental, and design work in order to improve pedestrian safety around the school.

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

Start-Date: 9/1/2015

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: \$0

b. Will contractual services be put out to bid? N/A

c. If so, will contract services help to further the goals of the Department's Local Business Enterprise (LBE) requirements? N/A

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

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

b1. If yes, how much? \$512,494.30

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 project applications has been requested by July 24, 2014.

****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 checked="" 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:

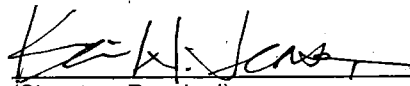
Kevin Jensen

(Name)

Disability Access Coordinator

(Title)

Date Reviewed: 23 JUNE 2014


(Signature Required)

Overall Department Head or Designee Approval:

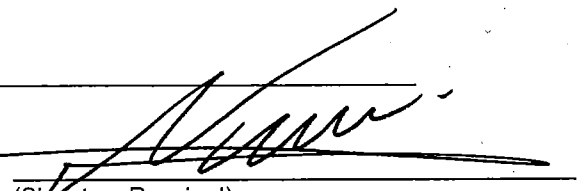
Mohammed Nuru

(Name)

Director, Department of Public Works

(Title)

Date Reviewed: 6/30/14


(Signature Required)

San Francisco Department of Public Works
Active Transportation Program Budgets

6/27/2014

John Yehall Chin Safe Routes to School Project	
Active Transportation Program Grant Budget	
<u>Sources</u>	<u>Amount</u>
Active Transportation Program Grant	\$ 514,000
Prop K Sales Tax	\$ 46,000
TOTAL COST	\$ 560,000
<u>Uses</u>	<u>Amount</u>
Planning/Conceptual Engineering	\$ 46,000
Environmental	\$ 21,000
Design	\$ 493,000
TOTAL COST	\$ 560,000

Redding Safe Routes to School Project	
Active Transportation Program Grant Budget	
<u>Sources</u>	<u>Amount</u>
Active Transportation Program Grant	\$ 784,000
Prop K Sales Tax	\$ 71,000
TOTAL COST	\$ 855,000
<u>Uses</u>	<u>Amount</u>
Planning/Conceptual Engineering	\$ 71,000
Environmental	\$ 32,000
Design	\$ 752,000
TOTAL COST	\$ 855,000

John Yehall Chin Safe Routes to School

San Francisco Department of Public Works
City and County of San Francisco

Active Transportation Program (ATP)

Table of Contents

I. General Information 4

II. Project Information..... 6

III. Screening Criteria 8

IV. Narrative Questions: Q1 – Q8..... 10

V. Project Programming Request..... 26

VI. Additional Information 30

VII. Non-Infrastructure Schedule Information 31

VIII. Application Signatures 32

IX. Additional Attachments 34

 1. Location Maps 35

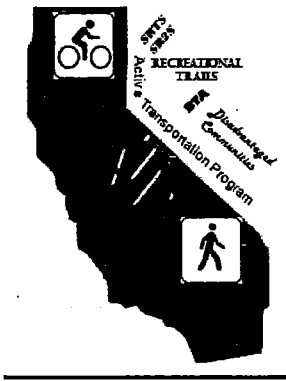
 2. Photos 39

 3. Plans 47

 4. Public Participation Process 48

 5. Chin Letter of Support 61

 6. Letters of Support..... 62



ACTIVE TRANSPORTATION PROGRAM CYCLE 1 APPLICATION

I. GENERAL INFORMATION

Project name:	John Yehall Chin Safe Routes to School
----------------------	--

(fill out all of the fields below)

1. APPLICANT (Agency name, address and zip code) San Francisco Municipal Transportation Agency	2. PROJECT FUNDING ATP funds Requested \$ _____ 514,000.00 Matching Funds \$ _____ (If Applicable) Other Project funds \$ _____ 46,000.00 TOTAL PROJECT COST \$ _____ 560,000.00
3. APPLICANT CONTACT (Name, title, e-mail, phone #) Rachel Alonso, Administrative Analyst, rachel.alonso@sfdpw.org, 415-554-4890	5. PROJECT COUNTY(IES): <p style="text-align: center;">San Francisco County</p>
4. APPLICANT CONTACT (Address & zip code) City Hall, Room 340 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102	7. Application # 2 of 2 (in order of agency priority)
6. CALTRANS DISTRICT #- Click Drop down menu below District 4	

Area Description:

8. Large Metropolitan Planning Organization (MPO)- Select your "MPO" or "Other" from the drop down menu>	MTC Metropolitan Transportation Commission
9. If "Other" was selected for #8- select your MPO or RTPA from the drop down menu>	
10. Urbanized Area (UZA) population (pop.)- Select your UZA pop. from drop down menu>	Within a Large MPO (Pop > 200,000)

Master Agreements (MAs):

11. Yes, the applicant has a FEDERAL MA with Caltrans.

12. Yes, the applicant has a STATE MA with Caltrans.

13. If the applicant does not have an MA. Do you meet the Master Agreement requirements? Yes No
 The Applicant **MUST** be able to enter into MAs with Caltrans

Partner Information:

14. Partner Name*: N/A	15. Partner Type
16. Contact Information (Name, phone # & e-mail)	17. Contact Address & zip code

Click here if the project has more than one partner; attach the remaining partner information on a separate page

*If another entity agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement must be submitted with the application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation.

Project Type: (Select only one)

18. Infrastructure (IF) 19. Non-Infrastructure (NI) 20. Combined (IF & NI)

Project name: John Yehall Chin Safe Routes to School

I. GENERAL INFORMATION-continued

Sub-Project Type (Select all that apply)

21. Develop a Plan in a Disadvantaged Community (select the type(s) of plan(s) to be developed)
 Bicycle Plan Safe Routes to School Plan Pedestrian Plan
 Active Transportation Plan

(If applying for an Active Transportation Plan- check any of the following plans that your agency already has):

- Bike plan Pedestrian plan Safe Routes to School plan ATP plan

22. Bicycle and/or Pedestrian infrastructure
 Bicycle only: Class I Class II Class III
 Ped/Other: Sidewalk Crossing Improvement Multi-use facility

Other:

23. Non-Infrastructure (Non SRTS)
 24. Recreational Trails*- Trail Acquisition

***Please see additional Recreational Trails instructions before proceeding**

25. Safe routes to school- Infrastructure Non-Infrastructure

If SRTS is selected, provide the following information

26. SCHOOL NAME & ADDRESS: John Yehall Chin Elementary School, 350 Broadway Street, San Francisco, CA, 94109
27. SCHOOL DISTRICT NAME & ADDRESS: San Francisco Unified School District, 555 Franklin St, San Francisco, CA 94102

28. County-District-School Code (CDS) 38 68478 6113252	29. Total Student Enrollment 268	30. Percentage of students eligible for free or reduced meal programs ** 78.80
31. Percentage of students that currently walk or bike to school 49.8%	32. Approximate # of students living along school route proposed for improvement 173	33. Project distance from primary or middle school 230 - 2,765 feet

**Refer to the California Department of Education website: <http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp>

- Click here if the project involves more than one school; attach the remaining school information including school official signature and person to contact, if different, on a separate page

of Kearny Street and Jackson Street, the northwest corner of Grant Avenue and Jackson Street, and the northeast corner of Montgomery Street at Jackson Street. The project will include the relocation of catch basins at five of these locations.

4. Project Status

California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) will be completed as part of the Preliminary Engineering/Design phase. Right-of-way certification, construction permits, plans, specifications and estimates will also be completed as part of the Preliminary Engineering/Design phase. Detailed design will be completed by the San Francisco Department of Public Works. ATP funds will be used for the Preliminary Engineering/Design Phase.

III. SCREENING CRITERIA

1. Demonstrated Needs of the Applicant

The project seeks to improve the safety and convenience of walking, bicycling and taking transit, especially for students traveling to and from John Yehall Chin Elementary School. The project locations were chosen based on how well they met these three criteria:

- Potential to improve walking conditions
- Relative difficulty of funding these projects from other sources
- Confidence that the Department of Public Works will be able to implement them under the time and schedule provided by the Active Transportation Grant

Six of the seven locations addressed by this project are located among the intersections immediately surrounding the school and will shorten crossing distances and improve visibility for the 50 percent of the student population who currently walk to school. Kearny Street at Bush Street is located further from the school but is still within the school enrollment area, is a realistic walking distance (approximately a half mile to the south), and serves one of the highest pedestrian volumes in San Francisco.

The San Francisco Municipal Transportation Agency's (SFMTA) Safe Routes to School outreach effort that occurred in December 2013 identified other projects to improve pedestrian safety, such as traffic calming on Sansome Street (which will be incorporated into SFMTA's Transit Effectiveness Project) and changes to parking enforcement. The implementation of these less capital-intensive recommendations has already begun. However the city is currently seeking funds to make the more permanent capital investments as described in this application.

The goals of the project are to reduce conflicts between pedestrians and motor vehicles, as measured by collision data, and to increase walking and transit use for both students traveling to John Yehall Chin Elementary School and others living and working in the neighborhood.

2. Consistency with Regional Transportation Plan (100 words or less)

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

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

Decrease automobile VMT per capita by 10 percent

The seven curb extensions proposed in the school neighborhood will increase visibility, shorten crossing distance, and reduce vehicle speeds. They will enhance walkability by providing additional pedestrian space at corners.

IV. NARRATIVE QUESTIONS

1. POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-30 POINTS)

- A. Describe how your project encourages increased walking and bicycling, especially among students.
- B. Describe the number and type of possible users and their destinations, and the anticipated percentage increase in users upon completion of your project. Data collection methods should be described.
- C. Describe how this project improves walking and bicycling routes to and from, connects to, or is part of a school or school facility, transit facility, community center, employment center, state or national trail system, points of interest, and/or park.
- D. Describe how this project increases and/or improves connectivity, removes a barrier to mobility and/or closes a gap in a non-motorized facility.

- | |
|---|
| <ul style="list-style-type: none">• Projects with significant potential- 21 to 30 points• Projects with moderate potential- 11 to 20 points• Projects with minimal potential- 1 to 10 points• Projects with no potential- 0 points |
|---|

A. According to a 2004 report from the CDC¹, the second most commonly reported barrier to walking to school was traffic-related danger, cited by 30.4% of parents. This ranks behind only distance to school, a less significant factor for John Yehall Chin Elementary School given its small enrollment area and high population density. Therefore, improving the perception of traffic safety is the most effective strategy available for increasing the proportion of students walking to school.

This project will construct seven curb extensions at key locations within the John Yehall Chin Elementary school enrollment area. Six of these locations will provide immediate benefits for families traveling to school given their proximity, located within a couple of blocks from the school. The other location will not only serve school families, but also thousands of other community members who live and work in the densely-populated and heavily trafficked Financial District.

B. The San Francisco Municipal Transportation Agency performed a series of pedestrian counts as part of a citywide effort to model pedestrian volumes (see table 1 in additional attachments). Several of the

¹ <http://www.cdc.gov/mmwr/preview/mmwrhtml/mm5438a2.htm>

intersections from the pedestrian counts, which are candidates for this project, ranked very highly in pedestrian volume in comparison to similar intersections in the city. The intersections of Kearny at Bush and Kearney at Jackson, for example, had daily pedestrian counts of 40,052 and 33,736 respectively.

Moreover, based on student's home addresses during the 2012-2013 school year, the travel paths of 80.3 percent of students include crossing at one or more locations where curb extensions are proposed, and the travel paths of 72.8 percent of students include at least two of the proposed locations. This analysis was performed by creating commute-sheds along direct paths of travel to the school. While clearly not every student is expected to walk, the current walking rate of 49.8 percent and the proximity of student addresses to the school and proposed improvements suggest that the project will be highly effective at addressing the needs of students.

In addition to students, other users will include people living and working in the Financial District. Kearny Street, where most improvements are located, has some of the largest office buildings in San Francisco and many street-level restaurants and retail businesses. Based on the SFMTA pedestrian volume model, approximately 148,500 pedestrians use the selected intersections every day. There is also a very high density of transit routes in the area, with the Muni 10 and 12 running on Pacific and Broadway, the 8X, 8AX, and 8BX running on Kearny Street and the 41 running on Columbus Avenue in addition to several express routes on Bush Street.

Estimating the increase in users resulting from the construction of curb extensions is difficult given the lack of research available. However studies have found a strong correlation between the walkability of a neighborhood and physical activity (Gallimore, Brown, and Werner, 2011)². When combined with the 2004 report from the Centers for Disease Control and Prevention finding that traffic concerns ranked behind only distance to school as a barrier to walking, we would expect to see an increase in students walking and using transit to travel to school.

² <http://www.sciencedirect.com/science/article/pii/S027249441100003X>

C. Specific project locations were chosen because of their proximity to John Yehall Chin Elementary School and to the downtown employment centers. Additionally the travel paths of a majority of students include at least two selected locations.

GIS Analysis was performed that uses data from the 2012 American Community Survey and 2011 Longitudinal Employer-Housing Dynamics. A weighted average of the census tracts located within ¼ mile of the selected intersections show that the project area has a population density of approximately 31,000 people per square mile and employment density of 181,000 jobs per square mile. These are some of the highest residential and employment densities in the city of San Francisco, the densest city in the state. Here, high-quality pedestrian and transit facilities are crucial to the safety and livelihood of thousands of people in the city.

D. During the outreach process, the principal of John Yehall Chin Elementary School mentioned that most of the students arrive at school from the south and west, and six of the seven proposed locations are south and west of the school (the seventh is southeast).

Moreover, the principal identified the bus stop at Kearny Street and Nottingham Place as a key transit location for students traveling to the school. One third of the student body arrives at school from the Bayview-Hunters Point neighborhood, with the majority disembarking at this bus stop. This project provides a bus bulb at Kearny Street and Nottingham Place, facilitating safe and efficient passenger loading. It also provides a corner curb extension at the intersection of Broadway and Montgomery Street, which is directly on the path of travel from the transit stop to the school.

Further south on Kearny Street, still in the school enrollment area, the SFMTA pedestrian volume model estimates that the intersections of Bush Street and Kearny Street ranks within the top 1 percent of pedestrian volumes in the city of San Francisco. The intersections of Grant and Jackson and Kearny and Jackson rank in the top 10 percent. Crowded corners at intersections can pose a barrier to pedestrian travel and encourage unsafe pedestrian behavior such as walking in the street. Field work at these locations confirmed that such behaviors do occur and this project will directly address these issues.

IV. NARRATIVE QUESTIONS- continued

2. POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-25 POINTS)

- A. Describe the potential of the project to reduce pedestrian and/or bicycle injuries or fatalities.
- B. Describe if/how your project will achieve any or all of the following:
- Reduces speed or volume of motor vehicles
 - Improves sight distance and visibility
 - Improves compliance with local traffic laws
 - Eliminates behaviors that lead to collisions
 - Addresses inadequate traffic control devices
 - Addresses inadequate bicycle facilities, crosswalks or sidewalks
- C. Describe the location's history of events and the source(s) of data used (e.g. collision reports, community observation, surveys, audits) if data is not available include a description of safety hazard(s) and photos.

- | |
|---|
| <ul style="list-style-type: none">● Projects with significant potential- 16 to 25 points● Projects with moderate potential- 8 to 15 points● Projects with minimal potential- 1 to 7 points● Projects with no potential- 0 points |
|---|

A. Three of the intersections from this project are located on Kearny Street, which has been identified in the WalkFirst Implementation Strategy as a pedestrian high-injury corridor; Kearney Street includes a network of 6 percent of San Francisco's streets where 60 percent of pedestrian injuries occurred between 2007 and 2011. Broadway Street is also on the high-injury network. This project targets resources at locations with high incidences of injury, with high volumes of pedestrians, and along the highest traveled paths for students traveling to John Yehall Chin Elementary School.

The WalkFirst Implementation strategy performed a literature review of different pedestrian safety treatments and their efficacy at reducing pedestrian collisions. Based on the review, qualitatively, curb extensions perform several roles that reduce the risk of pedestrian injury:

- Reduce curb radii, reducing speeds for turning vehicles
- Increase pedestrian visibility by providing a safe place to stand that is within a driver's field of vision
- Shorten crossing distances, reducing pedestrian exposure

This project draws on the findings of the WalkFirst Implementation Strategy by installing curb extensions at locations where they are most needed – at intersections with a history of turning collisions and pedestrian violations, and where space is most constrained due to high pedestrian volumes.

Additional research is still needed to conclusively establish a causal link between the installation of curb extensions to a reduction in collisions, but the data are generally very positive regarding the relationship of curb extensions to other aspects of pedestrian safety and walkability. Studies show an increase in yielding behavior at sites with curb extensions compared with comparison sites. They also show a decrease in traffic speeds ranging from 7 to 14 percent.

B. Vehicle speed is the most important factor in determining the degree of pedestrian injury from a collision. Curb extensions are associated with a 7 to 14 percent reduction of motor vehicle speeds. Because vehicle speeds at these locations are within the range of speeds where the risk of pedestrian injury increases quickly with speed, this treatment is likely to reduce the severity of collisions. Sight distance and visibility are improved because pedestrians are able to stand at a safe location out from the side of the roadway, solidly within the driver's field of vision.

Curb extensions have also been found to increase yielding compliance where it is required of motor vehicles. They have not been shown to be effective at channelizing pedestrians to cross at appropriate locations, though the speed reductions should decrease the severity of such events when they occur.

While the curb extensions themselves will not address inadequate traffic control devices, the Department of Public Works has a policy of bringing curb ramps at other approaches to an intersection up to code concurrent with installation of curb extensions.

The affected sidewalks currently meet mandated standards, but the proposed curb extension locations have such high pedestrian volumes that pedestrians have been observed spilling off the corners to walk in the roadway. This has been observed most frequently at the intersections of Kearny and Bush

and Grant and Jackson. Additionally, pedestrians were observed waiting for opportunities to cross the street while standing in the location where a curb extension would most likely be installed.

C. Due to their inclusion on the high-injury network, a detailed analysis of pedestrian injuries at these locations was performed. This analysis categorized the types of collisions that occurred and what countermeasures would be most effective to address them. Curb extensions were identified as an effective strategy that specifically targets injuries at the intersection.

According to data from the Statewide Integrated Traffic Records System³, 20 pedestrian injuries, including one severe pedestrian injury, occurred directly at the proposed project locations between 2007 and 2011. This is a subset of 304 pedestrian collisions that occurred within a quarter mile radius of the selected improvements.

Of the 18 collisions in which traffic violation categories were identified, automobile right-of-way, pedestrian right-of-way, and pedestrian violation account for 14 collisions, or 78 percent. According to the Metropolitan Transportation Commission Pedestrian and Bicycle Safety Toolbox⁴, curb extensions are seen as an effective countermeasure to reduce these collision types. These data are supportive of the proposed improvements addressing the specific issues at the intersection.

³ <http://www.chp.ca.gov/switrs/>

⁴ <http://www.mtc.ca.gov/planning/bicyclespedestrians/safety/framework.htm>

IV. NARRATIVE QUESTIONS- continued

3. PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)

- A. Describe the community based public participation process that culminated in the project proposal or plan, such as noticed meetings/public hearings, consultation with stakeholders, etc.
- B. Describe the local participation process that resulted in the identification and prioritization of the project:
- C. Is the project cost over \$1 Million? Y/N Y

If Yes- is the project Prioritized in an adopted city or county bicycle transportation plan, pedestrian plan, safe routes to school plan, active transportation plan, trail plan, circulation element of a general plan, or other publicly approved plan that incorporated elements of an active transportation plan? Y/N Y

- | |
|--|
| <ul style="list-style-type: none">• Projects with substantial participation of community members- 11 to 15 points• Projects with moderate participation of community members - 6 to 10 points• Projects with minimal participation of community members- 1 to 5 points• Projects with no participation of community members- 0 points |
|--|

A. The improvements proposed in this grant application arose from the collaboration of three different planning processes:

- John Yehall Chin Safe Routes to School
- Better Streets Plan
- WalkFirst Implementation Strategy

Each of these planning processes had different outreach strategies. A Walk Audit was held at John Yehall Chin Elementary School in December 2013. Participants included representatives from the SFMTA, the Department of Public Health, and the school administration – an attendance sheet is included in the additional attachments. The Walk Audit team observed students walking and bicycling to school as well as passenger drop-off. Following the observation, a number of improvements were discussed. Implementation has already begun on the most straightforward recommendations from the outreach meeting, such as increased enforcement and re-timing loading zone restrictions. The most intensive capital improvements were selected for this grant application.

The Better Streets Plan Outreach consisted of 106 meetings between 2006-2010 that reached a broad cross section of the San Francisco community. The San Francisco Department of City Planning met with neighborhood groups, advocacy groups, the disabled community and countless other stakeholders in

addition to hosting workshops with the general public. Specific dates and locations for these meetings are included in the attachments. These meetings showed that the public was very interested in reshaping San Francisco's streets to meet pedestrian needs, and showed general support for the types of improvements proposed in this grant application.

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

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

Some of the specific locations were mentioned during a Walk Audit with the school community, including Kearny at Nottingham, Broadway at Montgomery, and Sansome at Pacific. Other locations were selected based on their proximity to student paths of travel to the school, as identified during the community outreach process, location on the pedestrian high-injury network and proximity to significant pedestrian generators.

IV. NARRATIVE QUESTIONS- continued

4. COST EFFECTIVENESS (0-10 POINTS)

- A. Describe the alternatives that were considered. Discuss the relative costs and benefits of all the alternatives and explain why the nominated one was chosen.
- B. Calculate the ratio of the benefits of the project relative to both the total project cost and funds requested (i.e., $\frac{\text{Benefit*}}{\text{Total Project Cost}}$ and $\frac{\text{Benefit*}}{\text{Program Funds Requested}}$).

*Benefits must directly relate to the goals of the Active Transportation Program.

- Applicant considers alternatives and exceptionally justifies the project nominated - 5 points
- Applicant considers alternatives and adequately justifies the project nominated - 3 to 4 points
- Applicant considers alternatives and minimally justifies the project nominated - 1 to 2 points
- Applicant did not consider alternatives or justify the project nominated - 0 points

- Applicant logically described how project benefits were quantified and has a benefit-cost ratio greater than 1 - 5 points
- Applicant logically described how project benefits were quantified and has benefit-cost ratio less than 1- 3 points
- Applicant did not logically describe how project benefits were quantified - 0 points

A. The city considered a number of alternatives to the project. One alternative was to make no investment at any location. However given the policy frameworks of WalkFirst and Vision Zero, which seek to reduce pedestrian injuries and eliminate traffic fatalities in San Francisco, doing nothing is simply not a viable option given the potential safety improvements resulting from this project. Further, there would be no change in the number of students walking to John Yehall Chin Elementary School, which represents a lost opportunity given the high percentage of students living within a mile of the school site.

Another alternative was to increase the length of the existing red zones at each intersection. This would be a relatively inexpensive alternative that would capture some of the safety benefits of curb

extensions. Red zones are neither associated with a decrease in speeds nor shorten crossing distances, although they do increase visibility. Judged exclusively on safety, this alternative would accomplish fewer benefits with a lower cost. Further, this alternative would fail to capture the co-benefits of increasing space for pedestrians on crowded sidewalks. Red zones are the best choice at many locations where it is infeasible to install a curb extension, but these locations are ready to be implemented now.

B. According to Statewide Integrated Traffic Records System (SWITRS) data, 20 pedestrian injuries occurred at all locations between 2007 and 2011, including 1 severe and fatal injury. The United States Department of Transportation provides a methodology for evaluating the costs of collisions to society based on the Value of a Statistical Life, which it estimates at \$9,100,000. The cost of a fatality is the full amount, with reduced amounts for differing injury severity. The total cost of pedestrian injury at these locations is therefore \$5,745,285.

Speed is the primary factor in determining the severity of injury, and curb extensions have been found to decrease speeds by 7 to 14 percent. Based on the reduction in speeds found at locations where curb extensions have been installed, one severe injury would be likely less severe, and two visible injuries would be likely reduced to a complaint of pain. Further, assuming an additional, likely conservative reduction in collisions of 10 to 15 percent, the cost of collisions avoided by these improvements would range from \$4,053,000 to \$4,080,000.

Given the total project cost of \$2,195,000 and the total ATP funds requested amount of \$514,124, we estimate the ratio of benefits to costs to be

$$(\$4,053,000 \text{ to } \$4,080,000) / \$2,195,000 = 1.85 \text{ to } 1.86^5$$

⁵ <http://vtpi.org/nmt-tdm.pdf>

IV. NARRATIVE QUESTIONS- continued

5. IMPROVED PUBLIC HEALTH (0-10 points)

- A. Describe how the project will improve public health, i.e. through the targeting of populations who have a high risk factor for obesity, physical inactivity, asthma, or other health issues.

- Applicant exceptionally described how the project will improve public health and addresses high risk populations- 7 to 10 points
- Applicant adequately described how the project will improve public health and addresses high risk populations - 4 to 6 points
- Applicant minimally described how the project will improve public health - 1 to 3 points
- Applicant did not describe how the project will improve public health - 0 points

The San Francisco Health Improvement Partnership (SFHIP) maintains databases of age-adjusted hospitalization rates due to pediatric asthma. The citywide rate is 12.9 hospitalizations per a population of 10,000 under 18 years of age, which is significantly higher than the state average⁶.

One third of the students enrolled at John Yehall Chin Elementary School live in the Bayview-Hunters Point neighborhood, where the hospitalization rate due to pediatric asthma is 27.1 per a population of 10,000 under 18 years of age, the highest rate in the city. Furthermore the immediate neighborhood surrounding John Yehall Chin Elementary School has a hospitalization rate of 13.3 per a population of 10,000 under 18 years of age, higher than the citywide average. This project will directly target these large populations of students with high incidences of asthma.

In addition San Francisco generally has lower obesity rates than elsewhere California, owing in part to its walkability and availability of transportation alternatives. Nonetheless, 41.8 percent of the population is classified as overweight or obese. Considering the high obesity and asthma rates, it is likely that the school community has an incidence of obesity that is higher than the city as a whole.

This project will continue to add to the city's advantages in walkability and availability of transportation alternatives. It will create additional pedestrian space and improve safety and the perception of pedestrian safety among the school community, encouraging higher levels of physical

⁶ <http://www.sfhip.org/modules.php?op=modload&name=NS-Indicator&file=map&iid=10980066>

activity that will address obesity. Two of the proposed curb extension locations – Kearny at Nottingham and Montgomery at Broadway – specifically address the transit-oriented path of travel for students coming from the particularly challenged Bayview-Hunters Point neighborhood.

Most importantly, traffic safety is itself a public health issue. Pedestrian collisions are preventable events that may result in permanent injury, hospitalization, reduced quality of life or even death. This project can be expected to reduce pedestrian collisions and will improve public health, especially among students, as a result.

IV. NARRATIVE QUESTIONS- continued

6. **BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)**

A. I. Is the project located in a disadvantaged community? Y/N Y

II. Does the project significantly benefit a disadvantaged community? Y/N Y

a. Which criteria does the project meet? (Answer all that apply)

- Median household income for the community benefited by the project: \$ 55,436
- California Communities Environmental Health Screen Tool (CalEnvironScreen) score for the community benefited by the project:
 - Zip Code 94111: 18.97
 - Zip Code 94104: 22.93
 - Zip Code 94124: 42.78 -> Top 10%**
- For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs: 78.8 %

b. Should the community benefitting from the project be considered disadvantaged based on criteria not specified in the program guidelines? If so, provide data for all criteria above and a quantitative assessment of why the community should be considered disadvantaged.

B. Describe how the project demonstrates a clear benefit to a disadvantaged community and what percentage of the project funding will benefit that community, for projects using the school based criteria describe specifically the school students and community will benefit.

- Project clearly and significantly addresses health, safety, and/or infrastructure challenges in the disadvantaged community- 5 points
- Project adequately addresses health, safety, and/or infrastructure challenges in the disadvantaged community - 3 points
- Project minimally addresses health, safety, and/or infrastructure challenges in the disadvantaged community - 1 points

- 80% to 100% of project funding benefits the disadvantaged community- 5 points
- 60% to 79% of project funding benefits the disadvantaged community- 4 points
- 40% to 59% of project funding benefits the disadvantaged community- 3 points
- 20% to 39% of project funding benefits the disadvantaged community- 2 points
- 1% to 19% of project funding benefits the disadvantaged community- 1 points
- 0% of project benefits the disadvantaged community- 0 points

According to the American Community Survey from the Census Bureau⁷, most of the curb extensions in this project are located in disadvantaged communities. The only curb extension that is arguably not in a disadvantaged community is the one proposed for Sansome and Pacific, although there is a below-market-rate housing project currently under construction one block to the north of this

⁷ <http://www.census.gov/acs/www/>

location. However, this particular location accounts for 14% of the project cost, so a conservative estimate of the percentage of the project cost that benefits the disadvantaged community is 86%.

Moreover, according to collision data analysis performed by the Department of Public Health for the WalkFirst Implementation Strategy, disadvantaged communities are disproportionately affected by pedestrian injury. These communities tend to walk more and, often lacking other transportation alternatives, must walk in inclement weather and along roads with a poor level of investment in pedestrian safety.

This project enhances pedestrian safety at several key locations around a school where students and other community members already walk a lot and where specific countermeasures have been identified as effective tools to address specific types of pedestrian collisions. Furthermore, by enhancing pedestrian connections between the school and a key transit facility for students, the project will improve the viability of travel by public transportation.

IV. NARRATIVE QUESTIONS- continued

7. USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS (0 to -5 points)

The applicant must send the following information to the CCC and CALCC prior to application submittal to Caltrans:

Project Description Project Map	Detailed Estimate Preliminary Plan	Project Schedule
------------------------------------	---------------------------------------	------------------

The corps agencies can be contacted at:
California Conservation Corps at: www.ccc.ca.gov
Community Conservation Corps at: <http://calocalcorps.org>

A. The applicant has coordinated with the CCC to identify how a state conservation corps can be a partner of the project. Y/N Y

- Name: Virginia Clark
- Email: Virginia.Clark@CCC.CA.GOV
- Phone: (916) 341-3147
- Date Information Submitted: 5/12/14

B. The applicant has coordinated with a representative from the California Association of Local Conservation Corps (CALCC) to identify how a certified community conservation corps can be a partner of the project. Y/N Y

- Name: Janet Gomes
- Email: jgomes@sfcc.org
- Phone: (415) 928-7417
- Date Information Submitted: 5/12/14

C. The applicant intends to utilize the CCC or a certified community conservation corps on all items where participation is indicated? Y/N Y

I have coordinated with a representative of the CCC; and the following are project items that they are qualified to partner on:

CCC representative chooses not to participate.

I have coordinated with a representative of the CALCC; and the following are project items that they are qualified to partner on:

CALC representative chooses not to participate.

Points will be deducted if an applicant does not seek corps participation or if an applicant intends not to utilize a corps in a project in which the corps can participate*.

- The applicant intends to partner with a conservation corps to the maximum extent possible- 0 points
- The applicant did not seek partnership with a conservation corps, or indicated that they do not intend to partner with the corps to the maximum extent possible- (-)5 points

**If the applicant has indicated intended use of the CCC or CALCC in the approved application, a copy of the agreement between the implementing agency and the CCC or CALCC must be provided by the implementing agency, and will be incorporated as part of the original application, prior to request for authorization of funds for construction.*

IV. NARRATIVE QUESTIONS- continued

8. APPLICANT'S PERFORMANCE ON PAST GRANTS (0 to -10 points)

A. Describe any of your agency's ATP type grant failures during the past 5 years, and what changes your agency will take in order to deliver this project.

- The applicant has no past grant experience or has performed satisfactorily on past grants - 0 points
- The applicant has not performed satisfactorily on past grants and/or has not adequately described how they will deliver this project (-)10 points

The applicant has performed satisfactorily on past grants.

Project name:

John Yehall Chin Safe Routes to School

V. PROJECT PROGRAMMING REQUEST

Applicant must complete a Project Programming Request (PPR) and attach it as part of this application. The PPR and can be found at http://www.dot.ca.gov/hq/transprog/allocation/ppr_new_projects_9-12-13.xls

PPR Instructions can be found at <http://www.dot.ca.gov/hq/transprog/ocip/2012stip.htm>

Notes:

- Fund No. 1 must represent ATP funding being requested for program years 2014/2015 and 2015/2016 only.
- Non-infrastructure project funding must be identified as Con and indicated as "Non-infrastructure" in the Notes box of the Proposed Cost and Proposed Funding tables.
- Match funds must be identified as such in the Proposed Funding tables.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

General Instructions

<input checked="" type="checkbox"/> New Project						Date	5/20/14
District	EA	Project ID	PPNO	MPO ID	TCRP No		
04				MTC			
County	Route/Corridor	PM BK	PM Ahd	Project Sponsor/Lead Agency			
SF				San Francisco Department of Public Works			
				MPO	Element		
Project Manager/Contact		Phone		E-mail Address			
Rachel Alonso		415-554-4890		rachel.alonso@sfdpw.org			
Project Title							
John Yehall Chin Safe Routes to School							
Location, Project Limits, Description, Scope of Work							<input checked="" type="checkbox"/> See page 2
<p>in San Francisco, CA. Specific locations may include:</p> <ul style="list-style-type: none"> • Kearny Street at Nottingham Place • Kearny Street at Jackson Street • Sansome Street at Pacific Street • Montgomery Street at Jackson Street • Broadway Street at Montgomery Street • Kearny Street at Bush Street • Grant Avenue at Jackson Street 							
<input checked="" type="checkbox"/> Includes ADA Improvements				<input checked="" type="checkbox"/> Includes Bike/Ped Improvements			
Component	Implementing Agency						
PA&ED	SFDPW						
PS&E	SFDPW						
Right of Way							
Construction	DPW Contract						
Purpose and Need							<input type="checkbox"/> See page 2
<p>This project will enable infrastructure investments that improve pedestrian safety and walkability in the neighborhood surrounding John Yehall Chin Elementary School. The school neighborhood includes areas with the highest population and employment density in San Francisco. The sheer volume of pedestrians living, working, and attending school in the area can be overwhelming and this project will ensure safe and convenient travel for the school community and surrounding neighborhood.</p>							
Project Benefits							<input type="checkbox"/> See page 2
<p>The project will create additional pedestrian space at 7 key intersections, improve pedestrian visibility, and shorten crossing distances. Based on a reduction in travel speeds, this project can be expected to reduce the severity of 3 pedestrian collisions and eliminate 2-3 pedestrian collisions entirely every five years.</p>							
<input checked="" type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals				<input checked="" type="checkbox"/> Reduces Greenhouse Gas Emissions			
Project Milestone							Proposed
Project Study Report Approved							01/01/15
Begin Environmental (PA&ED) Phase							09/01/15
Circulate Draft Environmental Document					Document Type		
Draft Project Report							
End Environmental Phase (PA&ED Milestone)							10/31/15
Begin Design (PS&E) Phase							03/01/16
End Design Phase (Ready to List for Advertisement Milestone)							12/31/16
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase (Contract Award Milestone)							09/30/17
End Construction Phase (Construction Contract Acceptance Milestone)							03/31/20
Begin Closeout Phase							04/01/20
End Closeout Phase (Closeout Report)							09/30/20

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised May 2013)

General Instructions

<input checked="" type="checkbox"/> New Project				Date	5/20/14
District	EA	Project ID	PPNO	MPO ID	TCRP No.
04				MTC	
Project Title					
John Yehall Chin Safe Routes to School					
Additional Information					
<p>Sustainable Communities Strategy Goals:</p> <p>Target 4:</p> <ul style="list-style-type: none"> • Reduce by 50 percent the number of injuries and fatalities from all collisions (including bike and pedestrian) <p>The Redding Safe Routes to School project constructs pedestrian safety improvements at areas within the school enrollment area and with high pedestrian volumes. A summary of research provided by the Pedestrian and Bicycle Information Center shows evidence that curb extensions increase yielding behavior by motorists.</p> <p>Target 9:</p> <ul style="list-style-type: none"> • Increase non-auto mode share by 10 percentage points (to 26 percent of trips) • Decrease automobile vehicle miles traveled per capita by 10 percent <p>In addition to the safety information provided above, the Pedestrian and Bicycle Information Center study also provided evidence that curb extensions reduce delay experienced by pedestrians at intersections. Reductions in pedestrian delay and an increased perception of safety encourage walking as an alternative to driving.</p> <p>Improvements particularly benefit students traveling to and from the school from the southeast direction, where student residence is concentrated.</p>					

ADA Notice For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/20/14

District	County	Route	EA	Project ID	PPNO	TCRP No
04	SF					
Project Title: John Yehall Chin Safe Routes to School						

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)		46	21					67	These estimates will be refined with detailed survey and design.
PS&E			493					493	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					1,681			1,681	
TOTAL		46	514		1,681			2,241	

Fund No. 1:	Active Transportation Program - Statewide								Program Code
Proposed Funding (\$1,000s)									20.30.720
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)			21					21	State
PS&E			493					493	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			514					514	

Fund No. 2:	Active Transportation Program - Regional (Future)								Program Code
Proposed Funding (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									MTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					1,681			1,681	
TOTAL					1,681			1,681	

Fund No. 3:	Sales Tax & Operating Funds								Program Code
Proposed Funding (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)		46						46	SFCTA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		46						46	

Project name:

John Yehall Chin Safe Routes to School

VI. ADDITIONAL INFORMATION

Only fill in those fields that are applicable to your project

FUNDING SUMMARY

ATP Funds being requested by Phase (to the nearest \$1000)

Amount

PE Phase (includes PA&ED and PS&E)	\$	514,000
Right-of-Way Phase	\$	
Construction Phase-Infrastructure	\$	
Construction Phase-Non-infrastructure	\$	
Total for ALL Phases	\$	514,000

All Non-ATP fund types on this project* (to the nearest \$1000)

Amount

Sales Tax and Operating Funds	\$	46,000
ATP Regional Funds (Future)	\$	1,681,000
	\$	
	\$	
	\$	

*Must indicate which funds are matching

Total Project Cost	\$	2,241,000
Project is Fully Funded	Yes	

ATP Work Specific Funding Breakdown (to the nearest \$1000)

Amount

Request for funding a Plan	\$	
Request for Safe Routes to Schools Infrastructure work	\$	514,000
Request for Safe Routes to Schools Non-Infrastructure work	\$	
Request for other Non-Infrastructure work (non-SRTS)	\$	
Request for Recreational Trails work	\$	

ALLOCATION/AUTHORIZATION REQUESTS SCHEDULE

	Proposed Allocation Date	Proposed Authorization (E-76) Date
PA&ED or E&P	07/31/2015	08/31/2015
PS&E	01/31/2016	02/28/2016
Right-of-Way		
Construction		

All project costs MUST be accounted for on this form, including elements of the overall project that will be, or have been funded by other sources.

Project name: John Yehall Chin Safe Routes to School

VIII. APPLICATION SIGNATURES

Applicant: The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: _____
Name: Mohammed Nuru
Title: Public Works Director

Date: 05.19.2014
Phone: 415.554.6919
e-mail: mohammed.nuru@sfdpw.org

Local Agency Official (City Engineer or Public Works Director): The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: _____
Name: Mohammed Nuru
Title: Public Works Director

Date: 05.19.2014
Phone: 415.554.6919
e-mail: mohammed.nuru@sfdpw.org

School Official: The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: _____
Name: _____
Title: _____

Date: _____
Phone: _____
e-mail: _____

Person to contact for questions:

Name: _____
Title: _____

Phone: _____
e-mail: _____

Caltrans District Traffic Operations Office Approval*

If the application's project proposes improvements on a freeway or state highway that affects the safety or operations of the facility, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support or acknowledgement from the traffic operations office be attached () or the signature of the traffic personnel be secured below.

Signature: _____
Name: _____
Title: _____

Date: _____
Phone: _____
e-mail: _____

*Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at <http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>

Project name: John Yehall Chin Safe Routes to School

VIII. APPLICATION SIGNATURES

Applicant: The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: _____
Name: _____
Title: _____

Date: _____
Phone: _____
e-mail: _____

Local Agency Official (City Engineer or Public Works Director): The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: _____
Name: _____
Title: _____

Date: _____
Phone: _____
e-mail: _____

School Official: The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: Allen Lee
Name: Allen Lee
Title: Principal

Date: May 21, 2014
Phone: 415.291.7946
e-mail: leea@sfusd.edu

Person to contact for questions:

Name: Rachel Alonso
Title: Administrative Analyst

Phone: 415.554.4890
e-mail: rachel.alonso@sfdpw.org

Caltrans District Traffic Operations Office Approval*

If the application's project proposes improvements on a freeway or state highway that affects the safety or operations of the facility, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support or acknowledgement from the traffic operations office be attached () or the signature of the traffic personnel be secured below.

Signature: _____
Name: _____
Title: _____

Date: _____
Phone: _____
e-mail: _____

*Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at <http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>

Project name:

John Yehall Chin Safe Routes to School

IX. ADDITIONAL APPLICATION ATTACHMENTS

Check all attachments included with this application.

- Vicinity/Location Map- **REQUIRED for all IF Projects**
 - North Arrow
 - Label street names and highway route numbers
 - Scale

- Photos and/or Video of Existing Location- **REQUIRED for all IF Projects**
 - Minimum of one labeled color photo of the existing project location
 - Minimum photo size 3 x 5 inches
 - Optional video and/or time-lapse

- Preliminary Plans- **REQUIRED for Construction phase only**
 - Must include a north arrow
 - Label the scale of the drawing
 - Typical Cross sections where applicable with property or right-of-way lines
 - Label street names, highway route numbers and easements

- Detailed Engineer's Estimate- **REQUIRED for Construction phase only**
 - Estimate must be true and accurate. Applicant is responsible for verifying costs prior to submittal
 - Must show a breakdown of all bid items by unit and cost. Lump Sum may only be used per industry standards
 - Must identify all items that ATP will be funding
 - Contingency is limited to 10% of funds being requested
 - Evaluation required under the ATP guidelines is not a reimbursable item

- Documentation of the partnering maintenance agreement- Required with the application if an entity, other than the applicant, is going to assume responsibility for the operation and maintenance of the facility

- Documentation of the partnering implementation agreement-Required with the application if an entity, other than the applicant, is going to implement the project.

- Letters of Support from Caltrans (Required for projects on the State Highway System(SHS))

- Digital copy of or an online link to an approved plan (bicycle, pedestrian, safe routes to school, active transportation, general, recreation, trails, city/county or regional master plan(s), technical studies, and/or environmental studies (with environmental commitment record or list of mitigation measures), if applicable. Include/highlight portions that are applicable to the proposed project.

- Documentation of the public participation process (required)

- Letter of Support from impacted school- when the school isn't the applicant or partner on the application (required)

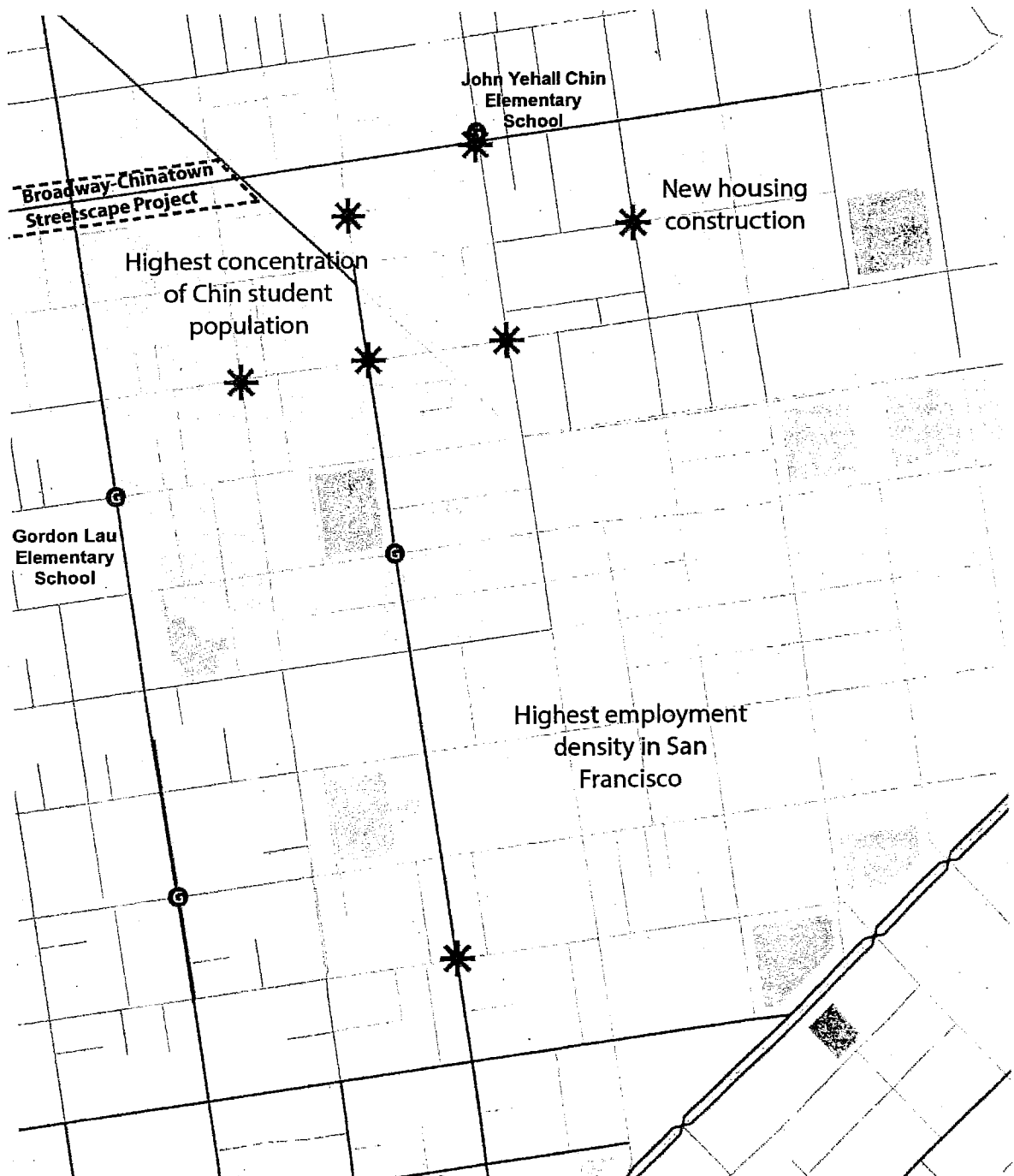
- Additional documentation, letters of support, etc (optional)

Maps







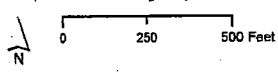
**John Yehall Chin Elementary School
Safe Routes to School Improvement Plan
Preliminary Plan**

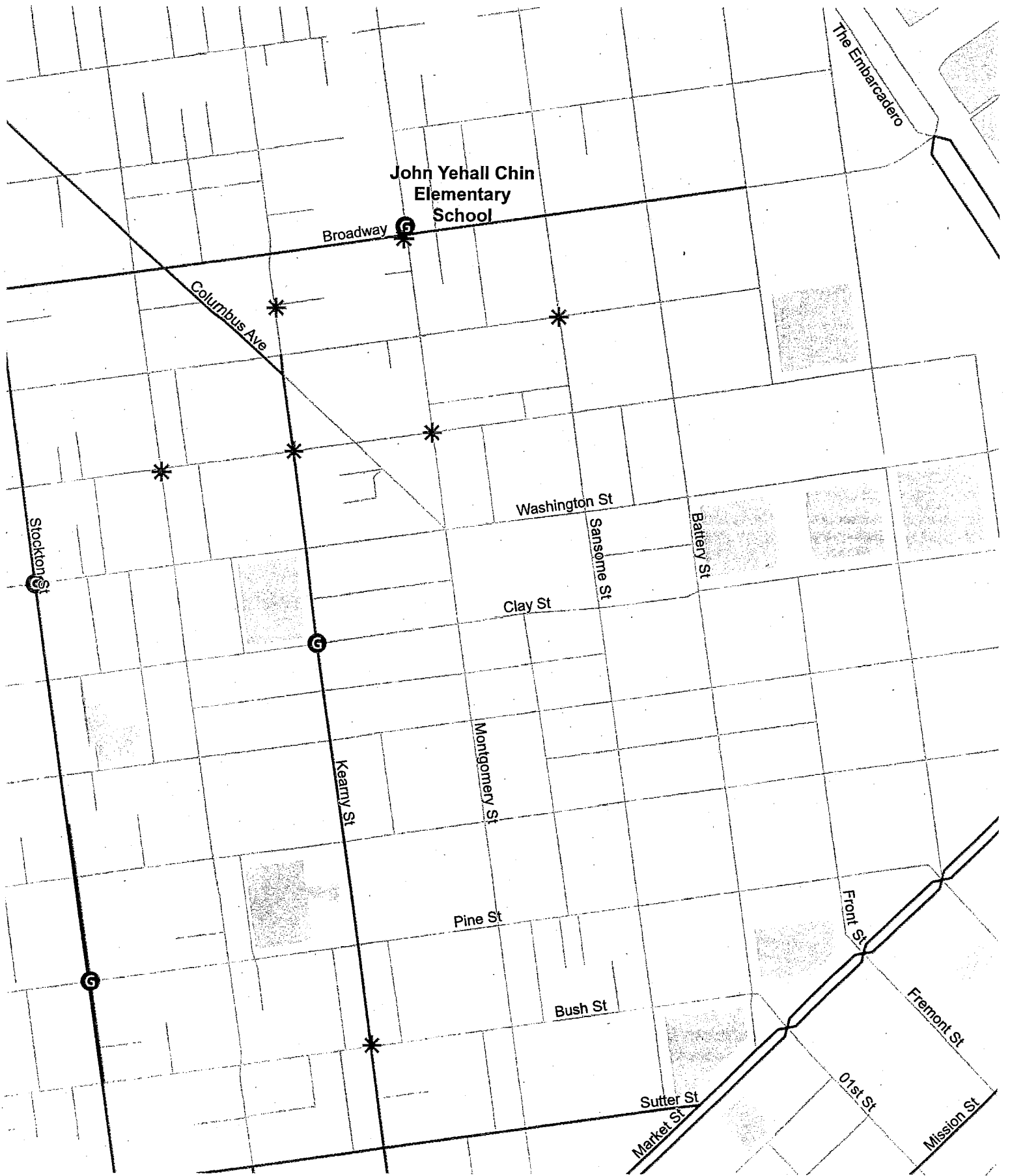
- 1** Broadway at Montgomery Street
Curb extensions into Montgomery Street
- 2** Kearny Street at Nottingham Place
Bus bulb
- 3** Sansome Street at Pacific Avenue
Curb extension on northwest corner
- 4** Grant Avenue at Jackson Street
Curb extension on northwest corner
- 5** Kearny Street at Jackson Street
Curb extension on southwest corner
- 6** Montgomery Street at Jackson Street
Curb extension on northwest corner
- 7** Kearny Street at Bush Street
Curb extension into Bush Street.



**John Yehall Chin Elementary School
Proposed Safety Improvements
May 13, 2014**

-  Project Locations
-  Crossing Guards
-  Pedestrian High Injury Corridors
-  Schools

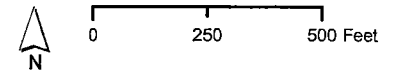




**John Yehall Chin Elementary School
Proposed Safety Improvements
May 2, 2014**

SFPDW John Yehall Chin SRTS Project

- * Curb Extensions
- G Crossing Guards
- Pedestrian High Injury Corridors
- Schools



May 21, 2014

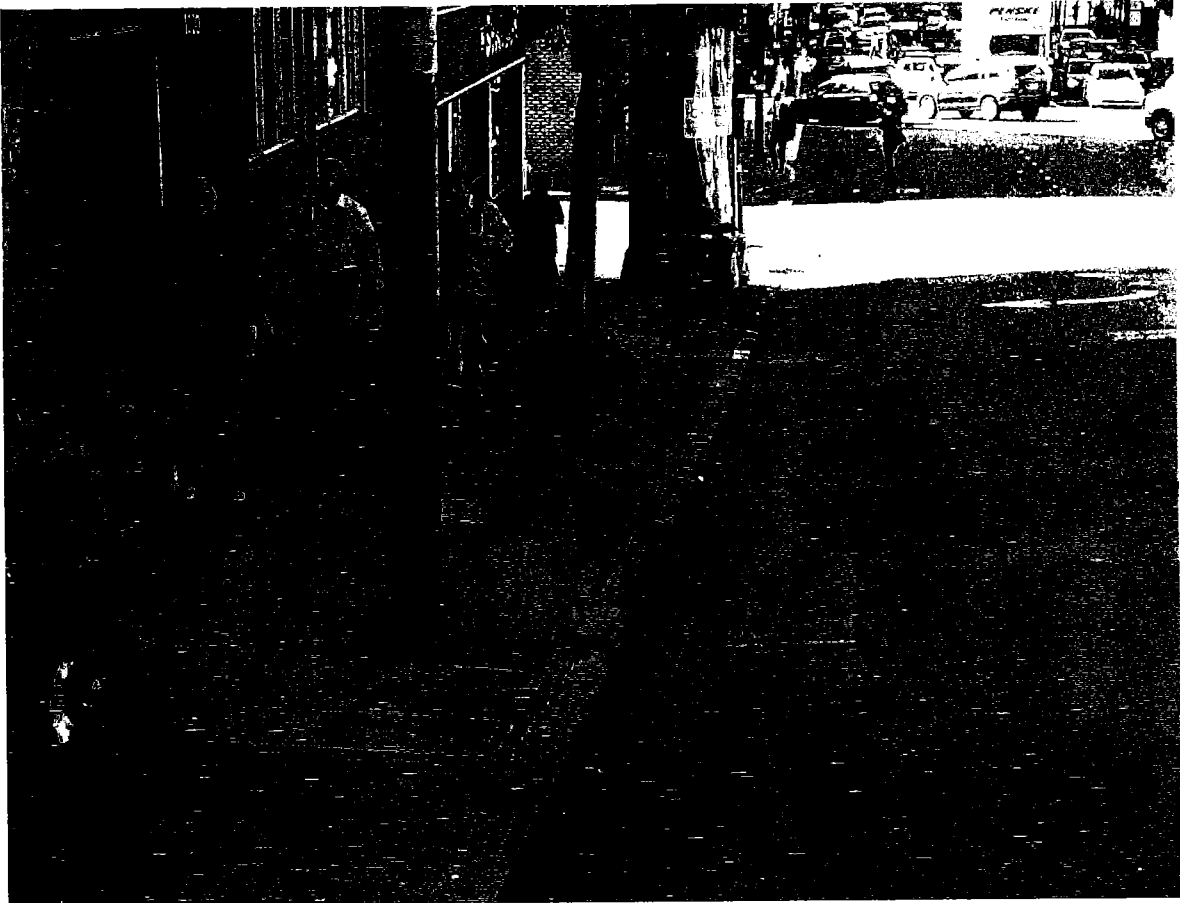
Photos

Kearny Street at Bush Street



The intersection of Kearny Street and Bush Street has higher pedestrian volumes than 95 percent of San Francisco's intersections

Kearny Street at Nottingham Place



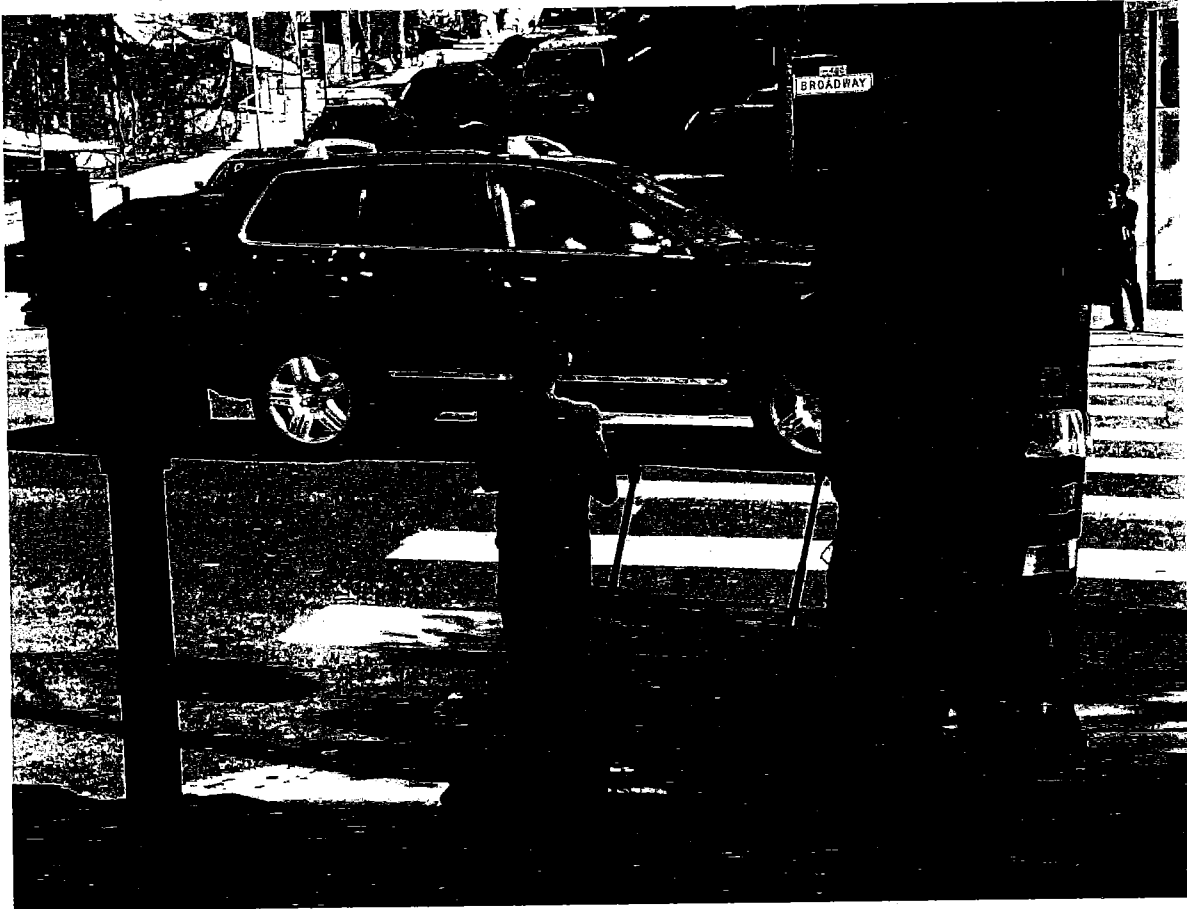
During morning arrival at school, this bus stop serves dozens of students traveling from the Bayview-Hunters Point neighborhood. Installing a bus bulb would provide additional room for pedestrians and facilitate boarding and alighting operations.

Sansome Street at Pacific Street



Pedestrians were observed waiting off the corner at this intersection to increase their visibility. A corner bulb would improve sightlines and safety.

Broadway at Montgomery



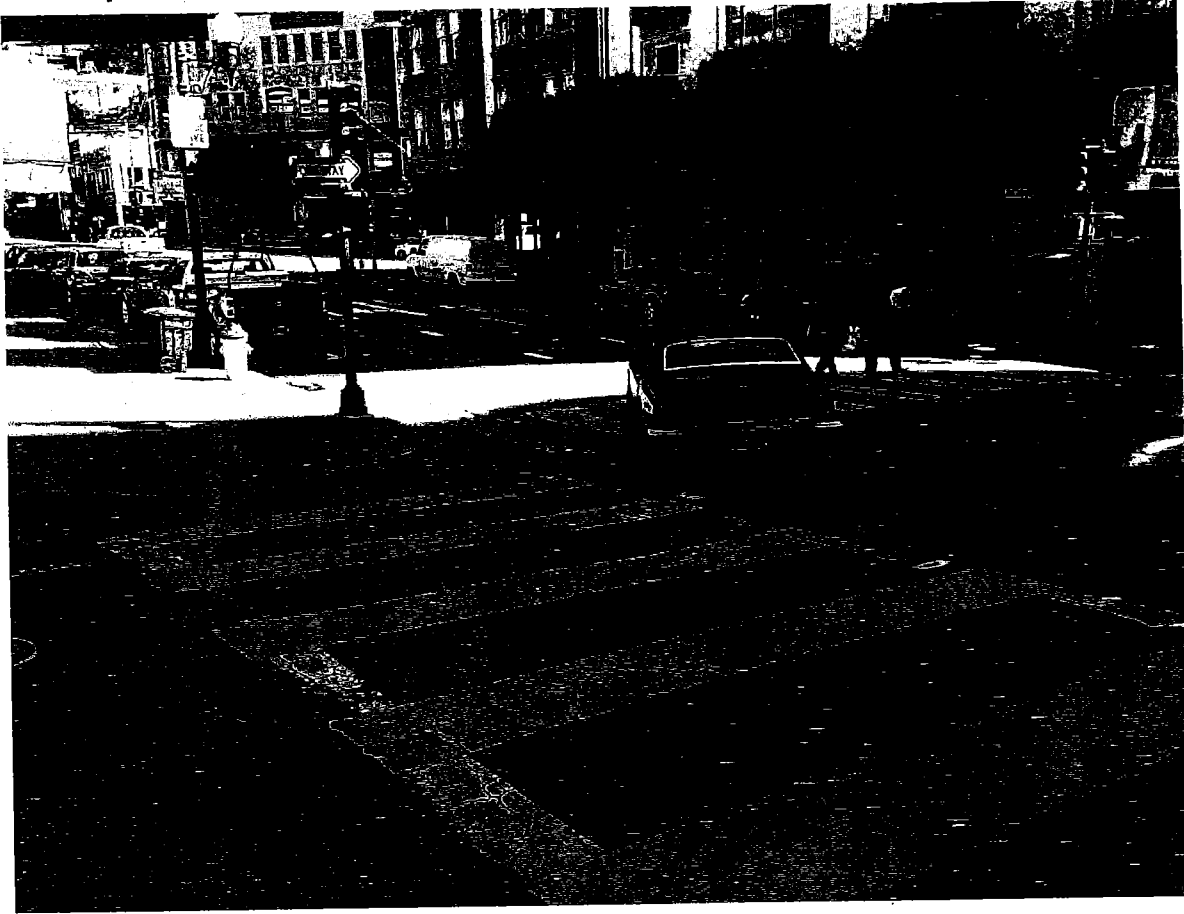
Students waiting on the corner of Broadway and Montgomery to cross the street.

Grant at Jackson



This photo illustrates the challenge to pedestrian visibility due to vehicles parked in the intersection.

Kearny at Jackson



Pedestrians in the school crosswalk conflict with left-turning vehicles at the intersection

Montgomery at Jackson



The intersection of Montgomery and Jackson is located just two blocks from the school and has some complexity due to the one-way and all-way stop.

Online Link to Approved Plans

Walk First: <http://walkfirst.sfplanning.org/>

Plan Bay Area: <http://onebayarea.org/plan-bay-area/final-plan-bay-area.html>

Documentation of Public Participation Process

List of Better Streets Plan Community Meetings

#	Event/Organization	Date	Round of Outreach
1	SPUR lunchtime forum on Better Streets Plan		
2	SPUR Sustainability Committee: Integrated Stormwater Management Design Charette	10/25/2006	
4	Shape Up Coalition	11/28/2006	
5	Haight Ashbury Neighborhood Council	1/8/2007	
6	Shape Up Coalition: Walking Challenge closing ceremony	1/8/2007	
7	Bayview Hunters Point Pedestrian Safety Planning Project: Community Forum	1/25/2007	
8	DPW Tree Planting Forum	3/10/2007	
9	Potrero Hill Traffic Calming Meeting	3/22/2007	
10	Balboa Ave. Streetscape Design Community Meeting	3/29/2007	
11	Better Streets Kick-Off Meeting at City Hall	4/5/2007	1
12	SPUR Urban Planning, Transportation, and Sustainability Committees	4/13/2007	1
13	Better Streets Neighborhood Meeting-West Portal	4/16/2007	1
14	Better Streets Neighborhood Meeting-Richmond	4/18/2007	1
15	Better Streets Neighborhood Meeting-Eureka Valley	4/19/2007	1
16	Better Streets Neighborhood Meeting-SoMa	4/24/2007	1
17	Kaiser-Richmond Health Fair	4/28/2007	1
18	Tenants Action Coalition: Housing Committee	5/2/2007	1
19	Golden Gate Heights Neighborhood Association	5/3/2007	1
20	SF Beautiful: Public Affairs Committee	5/4/2007	1
21	EnCore	5/7/2007	1
22	WalkSF	5/7/2007	1
23	Alliance for a Better District 6	5/8/2007	1
24	Friends of Noe Valley	5/10/2007	1
25	Senior Action Network	5/10/2007	1
26	Project Artaud	5/14/2007	1
27	Bayview Focus Group	5/17/2007	1
28	North of Panhandle Neighborhood Association	5/17/2007	1
29	Chinatown CDC	5/18/2007	1
30	Divisadero Merchants	5/21/2007	1
31	Wastewater CAC		1
32	FixMasonic	5/31/2007	1
33	Visitacion Valley Planning Alliance	6/9/2007	1
34	Lighthouse for the Blind	6/16/2007	1
35	Friends of the Urban Forest	6/18/2007	1
36	Independent Living Resource Center	6/19/2007	1
37	Neighborhood Marketplace Initiative	6/20/2007	1
38	Clementina Cares	6/20/2007	1

39	Quesada Gardens	6/27/2007	1
40	Mayor's Town Hall Meeting on Transportation-District 3	6/30/2007	1
41	Duboce Triangle Neighborhood Association	7/9/2007	1
42	All Communities Partnership	7/17/2007	2
43	Stakeholder Interview: Friends of the Urban Forest /SF Bicycle Coalition	7/20/2007	2
44	Stakeholder Interview: Livable City/Chamber of Commerce	7/24/2007	2
45	Stakeholder Interview: Convention and Visitors Bureau/WalkSF	7/25/2007	2
46	Community Benefits Districts	7/25/2007	2
47	ADA Celebration	7/26/2007	2
48	Stakeholder Interview: Youth Leadership Institute/SPUR	7/26/2007	2
49	Stakeholder Interview: Small Business Network/Senior Action Network	7/27/2007	2
50	Stakeholder Interview: Urban Land Institute/SF Beautiful	7/30/2007	2
51	Community Leadership Alliance	7/31/2007	2
52	Planning Association of the Richmond	8/6/2007	2
53	Network for Elders	8/14/2007	2
54	Tabling: Vallejo and Grant, North Beach	8/16/2007	2
55	Tabling: Embarcadero Farmer's Market	8/18/2007	2
56	Tabling: 3rd Street Muni Station-Bayview Town Center	8/18/2007	2
57	Tabling: 24th Street BART Station	8/21/2007	2
58	Tabling: West Portal Muni Station	8/22/2007	2
59	Fillmore Jazz CBD	8/22/2007	2
60	Independent Living Resource Center/Lighthouse for the Blind and Visually Impaired	8/22/2007	2
61	Taraval Merchant's Association-District 4	9/6/2007	2
62	North Beach Neighbors	9/10/2007	2
63	ReBar/Public Architecture--Park(ing) Day Planning Meeting	9/11/2007	2
64	Quesada Gardens-District 10	9/12/2007	2
65	Senior Action Network	9/13/2007	2
66	Walking Tour: Youth Leadership Institute/Literacy for Environmental Justice	9/15/2007	2
67	Chamber of Commerce	10/9/2007	2
68	SF Tomorrow	10/10/2007	2
69	Transit Effectiveness Project CAC	10/11/2007	2
70	California Urban Forest Conference	11/2/2007	2
71	Mayor's Council on Disability	11/16/2007	2
72	Urban Forest Council	12/14/2007	2
73	SPUR Sustainability Committee	4/10/2008	2
74	Better Streets Draft Plan unveiling	6/5/2008	3
75	Better Streets walking tour and Neighborhood Meeting-hosted by WalkSF/Encore	6/7/2008	3
76	BSP R3 Stakeholder Roundtable	6/9/2008	3
77	BSP R3 Stakeholder Roundtable	6/10/2008	3

78	Better Streets Neighborhood Meeting-hosted by FixMasonic	6/11/2008	3
79	Better Streets Neighborhood Meeting-hosted by Senior Action Network	6/12/2008	3
80	Better Streets Neighborhood Meeting-hosted by C.C. Puede/San Jose Guerrero Coalition to Save Our Streets/Precita Valley Neighbors	6/12/2008	3
81	WalkSF Annual Meeting	6/18/2008	3
82	SPUR lunchtime forum "The Making of the Better Streets Plan"	6/26/2008	3
83	MTA Board meeting	7/1/2008	3
84	Bi-County Study outreach event	11/5/2008	3
85	Bi-County Study outreach event	12/10/2008	3
86	Physical Access Committee of Mayor's Disability Council	3/18/2009	4
87	SPUR Transportation Committee	4/6/2009	4
88	California Council for the Blind	5/16/2009	4
89	District 1 Town Hall Meeting	5/30/2009	4
90	District 1 follow up meeting	7/8/2009	4
91	Sunday Streets - Mission District	7/19/2009	4
92	Physical Access Committee of Mayor's Disability Council	10/9/2009	4
93	Wastewater CAC	10/15/2009	4
94	Treehouse Talk (SFBC, etc.)	10/20/2009	4
95	Planning Commission	10/22/2009	4
96	Board of Supervisors Land Use Committee	11/2/2009	4
97	Pedestrian Safety Advisory Committee	11/10/2009	4
98	Mayor's Council on Disability	11/16/2009	4
99	SPUR Transportation Committee	12/7/2009	4
100	Final Draft Plan Release - Valencia Street ribbon-cutting	7/15/2010	5
101	Planning Commission - Initiation hearing	10/7/2010	5
102	Planning Commission - Adoption hearing	10/28/2010	5
103	North Beach Neighbors	11/8/2010	5
104	Land Use and Economic Development Committee	11/15/2010	5
105	Board of Supervisors - First Reading	11/22/2010	5
106	Board of Supervisors - Second Reading	12/7/2010	5

Date: January 9, 2014

To: WalkFirst Team

From: Barbary Coast Consulting

Re: Summary of Feedback: Focus Groups 1-4. December 2013

Included in this memo are summaries of the first four focus group meetings that have taken place for WalkFirst. These meetings were focused on engaging stakeholders within specific areas, which for the purposes of these meetings were divided by District — North Central (Districts 2, 3, 5, 8), District 6, Southeast (Districts 9, 10, 11), and Westside (Districts 1, 3, 7).

NORTH CENTRAL — *December 10, Northern Police Station, 9 participants*

- All participants in this group mentioned they walk throughout most of the day — mornings, mid-day, and evenings. Participants primarily discussed walking near their home, working close by or traveling to a nearby bus stop.
- Many mentioned not wanting to “deal” with taking the bus, commenting that the early morning commuter rush hour from Van Ness down to Market is the “worst for pedestrians.” The bus is taken primarily for safety reasons. Overall, participants wished they walked more.
- A participant characterized vehicle drivers as follows: “They speed and have a very dismissive attitude to people not in a car. They have plenty of opportunities to look for pedestrians, but they are not paying attention.” Most participants agreed with this sentiment.
- The assertion that pedestrians have to be “vigilant” while walking in San Francisco came up a few times in the conversation.
 - “I am always vigilant as a pedestrian; I try to make eye contact with a driver who could run me over.”
- When asked why more people aren’t aware of pedestrian safety issues, one participant articulated, “I think all the way around Americans have a hard time separating cars from an essential way of life... collisions are collateral damage. Loss of life is not very real to them.”
- One participant suggested that a competition exists between the diverse modes of transportation, and that because of it not everyone sees each other as a part of a one cohesive community. Most participants agreed with that comment, with one further characterizing “you’re annoying my mode,” another remarked there “its general discourtesy.”
- When thinking about what makes people feel unsafe as pedestrians, one participant responded that “the footpaths themselves are often in disrepair, and they are often too narrow.”



BARBARYCOASTCONSULTING

PARTICIPANTS:

Dera-Jill Lamontagne Pozner

Ellen Szita

Janet Siefert

Erinne Morse

Barbara J. Roos

Sheila Devitt

Arielle Cohen

Jim Rhoads

Madeleine Savit

DISTRICT 6 — *December 16, City Hall, 12 participants*

- Participants responded that they are generally not walking for more than 30 minutes every day.
- Many of the participants said they don't walk as much as they would like to. Below is a sample of the of the reasons why:
 - "I don't walk or run because it's too crowded or dangerous."
 - "I live on Harrison and depending on the time of day I would rather bike or take transit because it's pretty miserable... there is not a lot of shade and walking around the highway pretty inhospitable."
 - "I love walking. I would walk everywhere if I could. But it is becoming so hostile for pedestrians."
- Participants mutually agreed that there was a need for wider sidewalks. With one respondent commenting "as soon as you get out on the sidewalk or the street, you get that feeling like you're a bowling pin... It's not nearly as enjoyable as it was 10, 15, or even 20 years ago."
- The group characterized pedestrian facilities as problematic, and mentioned specifically that on Harrison there are a lot of places where there are actually no crosswalks accessible for pedestrians.
- Fear for the safety of families and children was mentioned many times, with one participating commenting that even in areas where there are schools "signage is poor... crosswalks are not well painted... even a crossing guard was hit not that long ago." Others stated:
 - "You wouldn't know there was a school there."
 - "People don't really think of the TL as a neighborhood."
- The responses concerning the general engagement of the public in pedestrian safety issues was varied, as many of the respondents are involved in a pedestrian advocacy group and said their "immediate circle is really engaged."
 - Although, one respondent did say that because of the rate of pedestrian collisions are higher in this neighborhood and with more people relying on walking or biking to get around, this issue is "more relevant" than in other areas. With support from another participant who said, "I would agree with the sentiment that the awareness is low citywide, but do think it is dramatically different for people in District 6."
 - A Downtown vs. Westside mentality distinction was brought up — people downtown are more aware of the issues, people living on the Westside aren't as much.
- The general theme resonating with the group was that San Francisco as it is now is unsafe for walking, with one participant saying, "SF does not currently have the capacity to accommodate the level of pedestrian safety bodies."
- All but one participant agreed that the neighborhood needed major improvement (the single vote was that it needed some improvement.) Here are some of the improvement ideas that were shared: mid-block crossings; designated right turn arrows for cars; more time for the count downs — there lot of seniors and people with disabilities who need more time to get across the street; create a traffic plan for the neighborhood; separate local access from freeway access; and implement congestion pricing."
- A majority of participants said that the City should put investments for pedestrian safety solutions where it is needed most, and that they would support a ballot initiative for further funding.

PARTICIPANTS:

Robert Mansfield
Rick Smith
Alice Rogers
Anthony Faber

Debi Gould
Lourdes Figueroa
Priya Sawhney
Kevin Stull
Chema Hernandez Gil
Howard Bloomberg
Tom Kolbeck
Marisa Rodriguez

SOUTHEAST — December 17, Ingleside Police Station, 9 participants

- Many of the participants represented community organizations and a wide variety of neighborhoods in the area, from Excelsior Action Group, to Portola, Bernal Heights, and Vis Valley.
- Participants responded to being less likely to walk in the evening because of how dark it gets, but roughly half said they walk as much as they would like to, with the next highest response from respondents who said they walk less than they would like to.
 - The topography was mentioned as one of the reasons why people walk less than they'd like, which included hills and poor pedestrian access in the area. One participant responded with, "we live in a neighborhood dissected by two freeways ... there was very little planning for peds or cyclists."
- Muni access was generally mentioned as inaccessible by this group, when you need to take the bus "they are usually crowded — standing room only."
- Overall, respondents felt like this area has a lower density of people, and because of the low density people feel comfortable "cross in the middle of the street during mid-day."
- The group was primarily in support of automobiles and said they get blamed too much for pedestrian safety collisions. One participant said that "drivers have so much to watch out for and that they are overwhelmed looking out for people, cyclists, and skateboarders." Another stated that "pedestrians are not giving cars a chance to turn at four way stops. If you're a pedestrian you can do anything you want."
 - Although there was significant support articulated for automobiles, one participant did comment that "too many cars are automatic" and that with "manual transmissions you have to focus" and would be better for all users on the road. Another said that vehicles are "weapons," and against them, pedestrians are defenseless.
- Taking opportunities to educate pedestrians about walking in San Francisco was suggested as a possible solution. One participant mentioned working closely with new residents in San Francisco, many of whom are from different countries (and also other cities) and do not understand local laws while walking.
 - "I do think their needs to be a vigorous campaign to educate people. People just don't look both ways when they are crossing the street."
 - "People are running to catch the bus... they are trying to get from Point A to B as quickly as possible."
- It was recommended that as the City considers improvements that they should be strategic about what will work for each unique area, suggesting that less expensive alternatives like zebra stripping could be incredibly effective in neighborhoods.
- There was a consensus that there is a general lack of education among drivers, pedestrians, and cyclists overall, with one participant commenting that "we should acknowledge how they have a different mindset" depending on the mode they are operating.
- The City's responsibility was mentioned a few times (quite fervently by one respondent in particular,) questioning where pedestrians are supposed to go when it comes to navigating the traffic flow off of freeways.
 - "I've been trying to figure out if there has been a study on the traffic flow off freeways. Where are the pedestrians supposed to go? It is awful. It makes me so angry, our city ends at Alemany blvd? Time to bring the neighborhoods back again and recognize that there are people that live here."
- In response to the question if more funding for pedestrian safety improvements should be put on the ballot, participants had a variety of responses:

- "Yes — if it includes a wide bunch of users, including cyclists."
- "I really think we should implement congestion pricing."
- "If everyone gets a hit then, I'm fine — but not a minority paying for the majority"
- "I've always favored a local registration of cars, like in Chicago."
- "I don't think anything you are going to do is get people out of their cars. Cyclists should be licensed and have to pay for liability insurance."
- "People should have to do community service if they don't have money for a fee."
- "I don't feel like money solves the problem, to me it seems like a quick band-aid fix without solving the problem."
- "I like the idea that if you have more than one car, you should have to pay more."
- "We need to discourage car ownership."
- "I don't think it is worth it if it's citywide."
- "Whatever the City decides to do, it shouldn't be homeowners who are the only ones held responsible."

PARTICIPANTS:

May Wong

Tina Tam

Laura Kemp

Jaime Ross

Betsy Reiss

Sharon Eberhardt

Gwynn Mackellen

David Hooper

Marlene Tran

WESTSIDE— December 18, Anza Branch Library, 11 participants

- All but one participant articulated that they walk everyday (the single participant does not walk due to health limitations.) Generally the walking of participants ranges from 15 minutes to 1 hour per segment of the day (morning, mid-day, evening), with about half saying they walk as much, and the other half saying they walk less than they would like to.
 - "I walk everyday but not all around the city, if I have to go a great distance I will take my car."
 - "I walk everyday during those periods but I'm not walking all the time."
 - "Safety is a big issue at night. I've been almost hit a few times, even if I am wearing lighter colors."
- There was particular concern from residents in the Sunset over the crosswalks in the area, with Lincoln mentioned as a key example.
 - "You put your life in your hands when you cross that street."
 - "I'm walking with my spouse (we're at 34th Ave at Lincoln) and people are going full speed."
- A couple of participants had particular experiencing they were disgruntled about.
 - "I had a fight with MTA to put some red zones, I'm almost ready to get my own paint and do it myself."
 - "There are blind spots that are created by the N-Judah at Judah and La Playa. There is a big intersection. And by the time a car gets to the other side of the intersection, if a kid runs across the pedestrian crosswalk they are going to get hit. You cannot see pedestrians coming. Because of the big Muni train, sightlines in part of the cross walk are being blocked."
- Overall, participants agreed with the sentiments one participant brought up that "pedestrian safety is not a priority for drivers," in addition to lack of enforcement and the need for more of it.
 - "I have been discouraged from walking because of right turns on red and the general lack of enforcement, which I guess has to do with lack of funding."
 - "No traffic enforcement at all... they [SFPD] are not going to pull anyone over unless something bad happens."
- Participants expressed the desire to see the SFMTA work more closely with the SFPD to address pedestrian safety issues, and to also see the Mayor's office communicate with the Fire Department.
- When asked how engaged participants thought their fellow San Franciscans were, participants recognized that it varied depending on the part of the city they were in, but that more people now appear to be more engaged because of their personal relationship and experiences as a pedestrian. There appeared to be a consensus with the discrepancy that residents are engaged and think about their own experience and family (rated that engagement at 8 or 9), and overall public engagement and involvement (rated at a 2.)
- 5 people thought San Francisco was safe for walking, with 6 people thinking it was unsafe.
 - "I live in West Portal, and I walk for fun across all neighborhoods, but I have been hit by a car, and know people that have been killed. But it's safe."
 - "Walking in SF feels safe compared in other cities."
- Participants indicated the following factors as making them feel safe: sidewalks, volume of pedestrians, when they pay attention, four way stops, crosswalks, areas with infrastructure that make it hard to speed.
- Participants indicated the following factors that make them feel unsafe: bad street designs, blind spots, lack of lighting, signs that are covered by trees, crosswalks that are not clearly marked, lack of enforcement, driver speed, bicyclists, the general culture of not following the rules of the road,

distracted drivers and pedestrians, poor sight lines at crosswalks, lack of education around new infrastructure improvements.

- Many participants agreed with the comment from one individual who said "the penalties for pedestrian homicides need to be increased... people do need to get jail time."
- The participants indicated they like to walk close to their homes in areas that have lower traffic, which were characterized as calm and serene, as well as neighborhoods that are designed around walking retail. The following areas were mentioned: Golden Gate Park, Crissy Fields, Sunset, Richmond to the beach, Lands End, Embarcadero on the waterfront, Noe Valley, West Portal.
- Qualities participants indicated in areas they do not like to walk were: crime, areas that don't feel like a true neighborhood with long, wide streets and where there is nothing there for you to look at, lack of trees, all concrete. Turk and Market, 6th and Market, SOMA were mentioned as examples.
- All participants agreed that pedestrian fatalities are getting worse in San Francisco.
- If each participant had one thing they would implement they indicated the following: set-up a pedestrian and bicycle court, improve safe on and off boarding, change the culture through enforcement, provide education in the schools from pre-k to high school (includes all aspects pedestrian, bicyclists, driver), improvement law enforcement for cars, pedestrians and bicyclists, and implementation of local recommendations from the neighborhoods.

PARTICIPANTS

Howard Strassner

Ron Lichty

Janet Lichty

JoAnn Burke

Richard Rothman

Kevin Clark

David Ambruster

Steve Ward

Carol Johnson

Katherine Chen

Sally Hatchett

Letters of Support



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



May 13, 2014

Caltrans
California Dept. of Transportation
District 4 Local Assistance
111 Grand Avenue
Oakland, CA 94612

To Whom It May Concern:

John Yehall Chin Elementary School serves students from Kindergarten through 5th grade, located between the Financial District, Chinatown, and the North Beach neighborhoods. The diverse school community includes many families who walk from the south and west of the school and others who travel from the Visitacion Valley and the Crocker-Amazon neighborhoods. John Yehall Chin Elementary School supports the San Francisco Department of Public Works' (SFPW) application for an Active Transportation-Safe Routes to School infrastructure grant for the Chin Elementary School area.

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

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

Sincerely,

A handwritten signature in black ink, appearing to read 'Allen Lee'.

Allen Lee

Principal

John Yehall Chin Elementary School

1455 Market Street, 22nd Floor
San Francisco, California 94103
415-522-4800 FAX 415-522-4829
info@sfcta.org www.sfcta.org

May 19, 2014

California Department of Transportation
Division of Local Assistance, MS 1
ATTN: Office of Active Transportation and Special Programs
PO Box 942874
Sacramento, CA 94274-001

Subject: Letter of Support for San Francisco Department of Public Works' **John Yehall Chin Safe Routes to School Project** Active Transportation Program Application

To Whom It May Concern:

The San Francisco County Transportation Authority (Transportation Authority) is pleased to support the San Francisco Department of Public Works' (SFDPW's) John Yehall Chin Safe Routes to School (SRTS) Project, which it is submitting in response to the Active Transportation Program's (ATP's) call for projects. This application will be implemented in coordination with the San Francisco Municipal Transportation Agency.

In response to an unacceptably high number of pedestrian and cyclist fatalities in the City, in early 2014 the San Francisco Board of Supervisors introduced a resolution calling for the City to immediately implement a package of strategies intended to move San Francisco meaningfully closer to a new goal of zero traffic deaths on San Francisco streets by 2024, also known as Vision Zero.

SFDPW's John Yehall Chin SRTS Project is a critical near-term element of Vision Zero. The project will construct curb extensions at seven key locations within the John Yehall Chin Elementary School enrollment area and significantly reduce pedestrian crossing distances in the busy Broadway corridor near San Francisco's Chinatown and North Beach neighborhoods. More than half of the student population walks to school, with one-third of all collisions near the school involving pedestrians. Almost 87% of the students receive free/reduced priced meals.

This project will help address critical street safety challenges faced by residents and visitors to San Francisco, with quick-to-implement, cost-effective, on-the-street improvements. By encouraging active transportation while simultaneously investing in capital projects to make San Francisco's streets safer for all road users, we believe this proposed project will provide immediate benefits while moving San Francisco toward its goal of zero traffic deaths on San Francisco streets by 2024. The Transportation Authority is fully supportive of Vision Zero and has formed a Board-level committee specifically focused on enabling its implementation.

Created in 1989, the Transportation Authority is responsible for long-range transportation planning for the San Francisco, and analyzes, designs and funds improvements for San Francisco's roadway and public transportation networks. The Transportation Authority administers and oversees the delivery of the Prop K half-cent local transportation sales tax program and the Prop AA local vehicle registration fee, both which support SRTS and other



Moving the City

COMMISSIONERS

John Avalos
CHAIR

Scott Wiener
VICE CHAIR

London Breed

David Campos

David Chiu

Malia Cohen

Mark Farrell

Jane Kim

Eric Mar

Katy Tang

Norman Yee

Tilly Chang

May 21, 2014
ACTIVE DIRECTOR

pedestrian and bicycle safety projects. It also serves as the designated Congestion Management Agency for San Francisco under state law, and acts as the San Francisco Program Manager for a number of state and regional grant programs.

On behalf of the Transportation Authority, I enthusiastically support the SFDPW's John Yehall Chin SRTS Project and respectfully urge the Department to recommend award of ATP funds to this project. Funding for this project will result in increased walking and biking and improved safety through a reduction of behaviors that most threaten the lives of people walking and biking in our City.

Thank you for your consideration of the SFDPW's application. If you have any questions please feel free to contact Maria Lombardo, Chief Deputy Director, at 415.522.4802 or maria.lombardo@sfcta.org. I can also be reached at 415.522.4800.

Sincerely,


Tilly Chang
Executive Director

cc: J. Goldberg, E. Housteau – SFMTA
A. Hirsch – SFDPW
MEL, ALF, DU, AC, RGR, BB



SFMTA
Municipal
Transportation
Agency

May 14, 2014

Teresa McWilliam
CALTRANS
1120 N Street
Sacramento, CA 95814

To Whom It May Concern:

I am writing this letter of commitment to express our agency's support for the San Francisco Department of Public Works (DPW's) application for a Safe Routes to School infrastructure grant. In partnership with DPW, the San Francisco Municipal Transportation Agency (SFMTA) is fully committed to implementing the John Yehall Chin Elementary School project.

SFMTA is a multi-modal agency that provides mobility options for everyone, and improves safety for all modes of transportation. SFMTA works in coordination DPW in planning, designing and implementing multi-modal projects across the City, including many school projects and programs. SFMTA additionally supports the work of DPW through funding school education programs, providing crossing guards at schools and encouraging walking for everyday transportation Citywide.

Our agency has a history of successful partnership with DPW to improve the public right of way for all users, including implementation of traffic calming and pedestrian safety measures such as those in the proposed project. SFMTA agrees to assist with the planning, design and implementation of the improvements proposed within the John Yehall Chin Elementary School vicinity.

Sincerely,

Jerry Robbins
Interim Director of Sustainable Streets

Redding Safe Routes to School

San Francisco Department of Public Works
City and County of San Francisco

Active Transportation Program (ATP)

Table of Contents

I.	General Information	4
II.	Project Information.....	6
III.	Screening Criteria	9
IV.	Narrative Questions: Q1 – Q8.....	11
V.	Project Programming Request.....	26
VI.	Additional Information	28
VII.	Non-Infrastructure Schedule Information	29
VIII.	Application Signatures	30
IX.	Additional Attachments	32
	1. Location Maps	33
	2. Photos	35
	3. Plans	40
	4. Public Participation Process	41
	5. Redding Letter of Support	45
	6. Letters of Support.....	46



ACTIVE TRANSPORTATION PROGRAM CYCLE 1 APPLICATION

Please read the Application Instructions at
<http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html>
prior to filling out this application

Project name:	Redding Safe Routes to School
----------------------	-------------------------------

For Caltrans use only: <input type="checkbox"/> TAP <input type="checkbox"/> STP <input type="checkbox"/> RTP <input type="checkbox"/> SRTS <input type="checkbox"/> SRTS-NI <input type="checkbox"/> SHA <input type="checkbox"/> DAC <input type="checkbox"/> Non-DAC <input type="checkbox"/> Plan
--

I. GENERAL INFORMATION

Project name: Redding Safe Routes to School

(fill out all of the fields below)

1. APPLICANT (Agency name, address and zip code) <small>San Francisco Department of Public Works City Hall, Room 340 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102</small>	2. PROJECT FUNDING ATP funds Requested \$ <u>784,000.00</u> Matching Funds (If Applicable) \$ _____ Other Project funds \$ <u>71,000.00</u> TOTAL PROJECT COST \$ <u>855,000.00</u>
3. APPLICANT CONTACT (Name, title, e-mail, phone #) <small>Rachel Alonso, Administrative Analyst 415.554.4890 rachel.alonso@sfdpw.org</small>	5. PROJECT COUNTY(IES): <p style="text-align: center;">San Francisco County</p>
4. APPLICANT CONTACT (Address & zip code) <small>City Hall, Room 340 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102</small>	7. Application # <u>1</u> of <u>2</u> (in order of agency priority)
6. CALTRANS DISTRICT #- Click Drop down menu below District 4	

Area Description:

8. Large Metropolitan Planning Organization (MPO)- Select your "MPO" or "Other" from the drop down menu>	MTC Metropolitan Transportation Commission
9. If "Other" was selected for #8- select your MPO or RTPA from the drop down menu>	
10. Urbanized Area (UZA) population (pop.)- Select your UZA pop. from drop down menu>	Within a Large MPO (Pop > 200,000)

Master Agreements (MAs):

11. Yes, the applicant has a FEDERAL MA with Caltrans. 04-5934R

12. Yes, the applicant has a STATE MA with Caltrans. 000675

13. If the applicant does not have an MA. Do you meet the Master Agreement requirements? Yes No
 The Applicant MUST be able to enter into MAs with Caltrans

Partner Information:

14. Partner Name*:	15. Partner Type
16. Contact Information (Name, phone # & e-mail)	17. Contact Address & zip code

Click here if the project has more than one partner; attach the remaining partner information on a separate page

*If another entity agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement must be submitted with the application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation.

Project Type: (Select only one)

18. Infrastructure (IF) 19. Non-Infrastructure (NI) 20. Combined (IF & NI)

Project name: Redding Safe Routes to School

I. GENERAL INFORMATION-continued

Sub-Project Type (Select all that apply)

21. Develop a Plan in a Disadvantaged Community (select the type(s) of plan(s) to be developed)
 Bicycle Plan Safe Routes to School Plan Pedestrian Plan
 Active Transportation Plan

(If applying for an Active Transportation Plan- check any of the following plans that your agency already has):

- Bike plan Pedestrian plan Safe Routes to School plan ATP plan

22. Bicycle and/or Pedestrian infrastructure
Bicycle only: Class I Class II Class III
Ped/Other: Sidewalk Crossing Improvement Multi-use facility

Other:

23. Non-Infrastructure (Non SRTS)

24. Recreational Trails*- Trail Acquisition

***Please see additional Recreational Trails instructions before proceeding**

25. Safe routes to school- Infrastructure Non-Infrastructure

If SRTS is selected, provide the following information

26. SCHOOL NAME & ADDRESS:

Redding Elementary School, 1421 Pine Street, San Francisco, CA, 94109

27. SCHOOL DISTRICT NAME & ADDRESS:

San Francisco Unified School District, 555 Franklin St, San Francisco, CA 94102

28. County-District-School Code (CDS) 38 68478 6041511	29. Total Student Enrollment 296	30. Percentage of students eligible for free or reduced meal programs ** 83.00
31. Percentage of students that currently walk or bike to school 58.3%	32. Approximate # of students living along school route proposed for improvement 242	33. Project distance from primary or middle school 220-960 feet

**Refer to the California Department of Education website: <http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp>

- Click here if the project involves more than one school; attach the remaining school information including school official signature and person to contact, if different, on a separate page

II. PROJECT INFORMATION

1. Project Location

Redding Elementary School is located at 1421 Pine Street in San Francisco. The Redding Safe Routes to School project area extends southeast from the school and includes up to five intersections at Larkin Street at Bush Street, Sutter Street at Larkin Street, Larkin Street at Post Street, Hyde Street at Sutter Street, and Hyde Street at Bush Street. (See Map and Locations on next page). All locations are located within a 3 block radius, or approximately 900 feet, from the school. Each intersection has been the location of multiple pedestrian injury collisions in the last five years.

Redding Elementary School lies between the Lower Nob Hill and Tenderloin neighborhoods. These neighborhoods are characterized by dense residential, commercial and institutional development; high pedestrian activity; and multi-lane, one-way streets carrying large traffic volumes. With heavily used transit lines and numerous pedestrian destinations, safe, well-designed pedestrian facilities in this area are critical.

Frank Norris Street is an alley running between the school building and the neighborhood playground, which is located on roof of a neighborhood parking structure. A complementary pedestrian safety project will be funded by the San Francisco Planning Department in late 2015 to implement stamped and decorative pavement as a part of the Polk Street Repaving Project on Frank Norris Street.



2. Project Coordinates

Redding Elementary School is at N 37.789557 degrees, W 122.418992 degrees. Specific improvements serve the neighborhoods southeast of the school where most students live.

3. Project Description

The proposed Redding Safe Routes to School project seeks to improve pedestrian safety at five intersections in the vicinity of the school. The project will construct curb extensions on all four corners of Larkin and Bush Streets; at the northeast and southeast corners of Sutter and Larkin Streets; at the southwest and northeast corners of Larkin and Post Streets; at the northwest, northeast and southeast corners of Hyde and

Sutter Streets; and at the northwest, northeast and southwest corners of Hyde and Bush Streets. This project will include the installation of up to fourteen corner bulb outs.

Curb extensions, or corner bulb outs, extend the sidewalk, thus reducing crossing distance and providing increased levels of visibility and protection, particularly for children whose smaller size makes them harder to see by oncoming drivers. By improving pedestrian safety and connectivity, this project seeks to increase the number of students who walk to Redding Elementary School. The proposed sidewalk extensions extend geographically into the area with high concentrations of student residences on the southeast side of the school (Attachment 1). All intersections targeted for improvement are located within 900 feet (<1/4 mile) of the Redding Elementary School.

The project will include the relocation of catch basins at five of these locations. Sidewalks will be re-graded at the northeast and southeast corners of Hyde and Sutter Streets, and at the northeast corner of Hyde and Sutter Streets. Additionally, accessible curb ramps with detectable warning surfaces will be installed with the corner bulb outs to meet all Americans with Disabilities Act (ADA) design standards. The San Francisco Municipal Transportation Agency (SFMTA) will also review all of the signage and striping in the area and upgrade them as needed.

4. Project Status

California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) approvals will be completed as part of the Preliminary Engineering/Design phase. Right-of-way certification, construction permits, plans, specifications and estimates will also be completed as part of the Preliminary Engineering/Design phase.

III. SCREENING CRITERIA

1. Demonstrated Needs of the Applicant

The area surrounding the Redding Elementary School is a dense residential and commercial area. Traffic generators are abundant within a half mile of the school, including the Polk Street commercial strip, St. Francis Memorial Hospital, and a post office.

From 2008 to 2013, there were 158 traffic collisions involving pedestrians within a quarter mile of Redding Elementary School. Of these, 31 resulted in severe injuries and 1 was fatal. From 2008 to 2013, 5 accidents that occurred within a mile radius of the school involved a child (Chart A). In March 2012, a five-year-old student from the school was injured in a midblock collision with a vehicle while attempting to cross Frank Norris Street, the alley that runs between the school building and playground. Another child, six-years-old, was hit and killed at Polk and Ellis Streets in December 2013. Chart A below shows a 5-year collision history within ¼ mile of Redding from the Statewide Integrated Traffic Records System (SWITRS).

CHART A: 5-Year Collision History Within ¼ Mile of Redding Elementary School

Type	Count
Pedestrian Collision	158
Child Pedestrian Collision	5
Bicycle Collision	67
Car Collision	600

Date Range: 10/21/2008 - 10/22/2013 (the latest data available)

Source: SWITRS, SFPD

Location: 1/4 mile radius around Redding Elementary

The goal of the Redding Safe Routes to School project is to improve the safety and the mobility of students walking to and from school. The core component of this grant focuses on engineering changes to improve pedestrian safety three blocks south of the school. Engineering elements include the construction of

fourteen curb bulbs at the five following intersections: Larkin and Bush Streets, Sutter and Larkin Streets, Larkin and Post Streets, Hyde and Sutter Streets, and Hyde and Bush Streets.

Redding is a Tier 1 school, ranking #3 out of 56 San Francisco public elementary schools in the SFMTA Safe Routes to School Prioritization Ranking for Infrastructure Projects (Attachment 4). The prioritization ranking was generated with multiple criteria including student residence proximity to school, student rates of walking and biking to and from school, and free and reduced price lunches. The high ranking that Redding received reflects a very high percentage of students living within 1 mile of school (64.6%), a relatively high rate of students already commuting by walking and by bicycle (58.3%), and a high rate of students receiving free or reduced lunches (83%).

Redding Elementary School is a K-5 school that has an ethnically diverse student body of over 275 students, over 60% of whom are English language learners. Before and after school programs, with 160 participating students, generate additional pedestrian and vehicle traffic to the area, beyond core curricular hours of 8:25 AM - 2:30 PM. Students arrive by 7:15 AM for the before school program and remain from 2:30 PM – 6:00 PM if participating in the after school program. In school year 2014-15, Redding will add a Transitional Kindergarten program, with a new population of even younger students, many of whom can be expected to walk to and from school based on statistics cited earlier.

2. Consistency with Regional Transportation Plan

The Redding Safe Routes to School Project is consistent with the following goals on page 19 of MTC's

2013 Plan Bay Area:

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

IV. NARRATIVE QUESTIONS

- 1. Potential for increased walking and bicycling, especially among students, including identification of walking and bicycling routes to and from schools, transit facilities, community centers, employment centers, and other destinations; and including increasing and improving connectivity and mobility of non-motorized users. (0-30 points)**

- A. Describe how your project encourages increased walking and bicycling, especially among students.**

Recent surveys show that 69.7% of Redding students live within 1 mile of school and 78.8% of students live within 2 miles of school. Given this density of student residences near the school, it not surprising that the school has high active transportation rates. Annual travel surveys conducted at Redding Elementary School demonstrate 58.3% of students are walking and/or bicycling to and from school. Of the student population, there is passive mode share of 41.7% comprised predominantly of students who arrive to school by car (33%) or by bus (8.8%). The Redding Safe Routes to School project will build upon existing active transportation rates, encouraging student pedestrian travel by creating additional pedestrian space and improving safety and the perception of pedestrian safety among the school community.

According to a 2004 report from the Centers for Disease Control and Prevention, the second most commonly reported barrier to walking to school was traffic-related danger cited by 30.4% of parents. This barrier ranks only behind distance to school, a less significant factor for Redding Elementary School due to its small enrollment area and high population density. In sum, improving the perception of traffic safety is the most effective strategy available for increasing the proportion of students walking to school.

The Redding Safe Routes to School project proposes to construct a total of eight two-way and six one-way corner bulb outs at five intersections: Bush Street at Larkin Street, Sutter Street at Larkin Street, Larkin Street at Post Street, Hyde Street at Sutter Street, and Hyde Street at Bush Street. All of these locations are within three blocks of the school, providing immediate benefits to families traveling to school. The enhanced pedestrian realm provided by curb extensions will not only benefit school families, but also thousands of other community members who live and work in the densely-populated neighborhood.

B. Describe the number and type of possible users and their destinations, and the anticipated percentage increase in users upon completion of your project. Data collection methods should be described.

The San Francisco Municipal Transportation Agency performed a series of pedestrian counts as part of a citywide effort to model pedestrian volumes. Without exception, pedestrian volumes at the proposed intersections rank highly.

Location	Annual Pedestrians	Daily Pedestrians
Larkin at Bush:	11,173,678	30,613
Larkin at Sutter:	9,797,920	26,844
Bush at Hyde:	10,918,730	29,914
Sutter at Hyde:	24,202,609	66,309
Larkin at Post:	40,516,068	111,003

Source: SFMTA Pedestrian Volume Model

Based on student addresses during the 2012-2013 school year, the travel paths of almost 60% percent of students will involve crossing at one or more locations where curb extensions are proposed. The travel paths of 51% of students would pass through two of the proposed locations. The likelihood that students would travel through three of the proposed improvement locations is 45%. This analysis was performed by creating commute-sheds along direct paths of travel to the school.

In addition to students living near these pedestrian infrastructure improvements, other users will include people living and working in the Tenderloin and Lower Nob Hill neighborhoods. Bush Street, Larkin Street, Sutter Street and Hyde Street, where proposed improvements are located, have dense residential and commercial development. Based on the SFMTA pedestrian volume model, approximately 264,682

pedestrians use the selected intersections every day. There is also very high density of transit routes in the area, with the Muni 19 running on Polk Street, route 1, 31 and 38 running on Pine Street and Bush Streets, route 27 running on Hyde Street, and route 2, 3 and 76 running on Sutter Street.

Estimating the increase in users as a result of the improvements is difficult, as there is little research concerning the increase in pedestrian commuting behavior resulting from the construction of curb extensions. However, other studies have found a strong correlation between the walkability of a neighborhood and physical activity, for instance, Gallimore, Brown, and Werner (2011). When combined with the Safe Routes to School survey finding that traffic concerns ranked behind only distance to school as a barrier to walking, we would expect to at least a marginal increase in students walking and using transit to travel to school.

C. Describe how this project improves walking and bicycling routes to and from, connects to, or is part of a school or school facility, transit facility, community center, employment center, state or national trail system, points of interest, and/or park.

Specific project locations were chosen because of their proximity to Redding Elementary School and to commercial employment centers. As noted above, the travel paths of a majority of students include at least two proposed locations. GIS Analysis was performed that uses data from the 2012 American Community Survey and 2011 Longitudinal Employer-Housing Dynamics. High-quality pedestrian and transit facilities are crucial to the safety and livelihood of thousands of people daily.

Curb extensions (corner bulb outs) have several advantages. Curb extensions will reduce conflicts between drivers and pedestrians by preventing drivers from parking too close to crosswalks. Bulb outs also tighten the radius for turning vehicles, forcing them to reduce their speed. Bulb outs, which extend the width of the sidewalk, will significantly shorten the curb-to-curb crossing distance for pedestrians. Bulb outs also elevate pedestrians, making them more visible to oncoming cars while allowing them to better observe traffic conditions when preparing to cross the street.

When it comes to children, who are generally shorter of stature, curb extensions are a great benefit, as children can be hidden from the drivers' perspective by parked vehicles. Bulb-outs will increase the safety at these five intersections where many students walk from their residence to and from school, or walking to other traffic generators within a half mile distance; including the US Post Office, commercial areas on Polk Street and multiple Muni transit stations.

D. Describe how this project increases and/or improves connectivity, removes a barrier to mobility and/or closes a gap in a non-motorized facility.

During the outreach process, the principal of Redding Elementary School mentioned that most students walk north on Larkin Street from Eddy Street or north on Polk Street from Larkin Street in order to reach school. Other students, the principal said, walked west on Bush Street, then north on Larkin Street. This information is consistent with our analysis of student residences which are concentrated south and east of the school. All of the five proposed locations for improvement are located within three blocks to the south and east of Redding (Appendix A).

The SFMTA pedestrian volume model estimates that the intersections of Larkin and Bush Streets, Sutter and Larkin Streets, Larkin and Post Streets, Hyde and Sutter Streets, and Hyde and Bush Streets all rank within the top 10 percent of pedestrian volumes in the city of San Francisco. Crowded corners at intersections can pose a barrier to pedestrian travel and encourage unsafe pedestrian behavior such as walking in the street. Field work at these locations confirmed that these behaviors do occur.

2. Potential for reducing the number and/or rate of pedestrian and bicycle facilities and injuries, including the identification of safety hazards for pedestrians and bicyclists

A. Describe the potential of the project to reduce pedestrian and/or bicycle injuries or fatalities.

The five intersections proposed for pedestrian infrastructure improvements located on Bush, Larkin, Hyde, Sutter and Post Streets were each identified in the WalkFirst Implementation Strategy as pedestrian high-injury corridors, a network of 6 percent of San Francisco's streets where 60 percent of pedestrian injuries

occurred between 2007 and 2011 (Appendix B). This project concentrates resources at locations where injuries are concentrated, there is a high volume of pedestrians, and along the travel paths for most students traveling to Redding Elementary School.

The WalkFirst Implementation strategy performed a literature review of different pedestrian safety treatments and their efficacy at reducing pedestrian collisions. Qualitatively, curb extensions perform several roles that reduce the risk of pedestrian injury:

- Reduce curb radii, reducing speeds for turning vehicles;
- Increase pedestrian visibility by providing them a safe place to stand well within a driver's field of vision;
- Shorten crossing distances, reducing pedestrian exposure.

This project draws on the findings of the WalkFirst implementation strategy by installing curb extensions at locations with a history of turning collisions and pedestrian violations, and where space is most constrained due to high pedestrian volumes. Additional research is still needed to conclusively establish a causal link between the installation of curb extensions to a reduction in collisions, but the data are generally very positive regarding the relationship to curb extensions to other aspects of pedestrian safety and walkability. Studies show an increase in yielding behavior at sites with curb extensions compared with comparison sites. They also show a decrease in traffic speeds ranging from 7 to 14 percent.

As a subset of all pedestrians, children have unique physical and developmental challenges when navigating the city on foot or on bike pedestrians. Children are smaller than adults and thus less visible to drivers approaching the intersection. Additionally, for children, peripheral vision is less developed and they are not able to judge speeds to identify safe gaps in traffic to cross. Therefore, they are more vulnerable than other pedestrians in collisions with vehicles.

B. Describe if/how your project will achieve any or all of the following:

- Reduces speed or volume of motor vehicles
- Improves sight distance and visibility
- Improves compliance with local traffic laws
- Eliminates behaviors that lead to collisions
- Addresses inadequate traffic control devices
- Addresses inadequate bicycle facilities, crosswalks or sidewalks

Vehicle speed is the most important factor determining the degree of pedestrian injury in a collision. Curb extensions are associated with a 7 to 14 percent reduction of motor vehicle speeds. Because prevailing vehicle speeds at these locations (23 – 29 MPH) are within the range of speeds where the risk of pedestrian injury increases quickly with speed, this is likely to reduce the severity of collisions. Sight distance and visibility are improved because pedestrians are able to stand at a safe location out from the side of the roadway, solidly within the driver's field of vision.

Curb extensions have been found to increase motor vehicle yielding compliance. They have not been shown to be effective at channelizing pedestrians to cross at appropriate locations, but the speed reductions should decrease the severity of such events when they occur.

While the curb extensions themselves will not address inadequate traffic control devices, the Department of Public Works has a policy of bringing curb ramps at other approaches to an intersection up to code concurrent with installation of curb extensions.

The affected sidewalks currently meet mandated standards, but the proposed curb extension locations have such high pedestrian volumes that pedestrians have been observed spilling off the corners to walk in the roadway. This has been observed most frequently at the intersections of Larkin and Bush and Larkin and Sutter. Additionally, pedestrians were observed waiting for opportunities to cross the street while standing in the location where a curb extension would most likely be installed.

C. Describe the location's history of events and the source(s) of data used (e.g. collision reports, community observation, surveys, audits) if data is not available include a description of safety hazard(s) and photos.

A detailed analysis of pedestrian injuries at the proposed intersections was performed. This analysis categorized the types of collisions that occurred and what countermeasures would be most effective to

address them. Curb extensions were identified as an effective strategy that specifically targets injuries at the intersection. According to data from the Statewide Integrated Traffic Record System, between 2007 and 2011, there were 14 pedestrian injuries that occurred at the proposed five intersections which are the subject of this application. This is a subset of 158 pedestrian and 67 bicycle-injury collisions that occurred within ¼ mile of Redding Elementary School in this five year period.

Automobile right-of-way, pedestrian right-of-way, and pedestrian violation account for 12 out of the 14 collisions, with violation categories identified, or 86% percent. According to the Metropolitan Transportation Commission Pedestrian and Bicycle Safety toolbox, curb extensions are seen as an effective countermeasure to reduce collisions. This data is supportive of the proposed improvements addressing the specific issues at each intersection.

3. Public Participation and Planning

A. Describe the community based public participation process that culminated in the project proposal or plan, such as noticed meetings/public hearings, consultation with stakeholders, etc.

The improvements proposed in this grant application arose from the collaboration of three different planning processes:

- Redding Safe Routes to School
- Better Streets Plan
- WalkFirst Investment Strategy

Each of these planning processes had different outreach strategies. A walk audit was held at Redding Elementary School on January 9, 2013. Participants included representatives from the Municipal Transportation Agency, the Department of Public Health, and school administration and faculty. The walk audit team observed students walking and bicycling to school as well as passenger drop-off.

Implementation has already begun on the most straightforward recommendations from the outreach meeting, such as increased enforcement and moving the Larkin Street school sign to a more visible location. Following the observation, a number of improvements were discussed. The most intensive capital improvements were selected for this grant application (Appendix C).

As well, the Better Streets team met with technical agency staff to gather comments regarding technical feasibility of initial concepts and proposals.

The Better Streets Plan Outreach consisted of 106 community meetings attended by City staff and thousands of attendees in total, including public meetings, presentations to community groups, focus group interviews, tabling events, and walking tours. Additionally, over 1,000 responses were received to two Better Streets Plan surveys. These meetings showed that the public was very interested in reshaping San Francisco's streets to meet pedestrian needs, and showed general support for the types of improvements proposed in this grant application.

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

B. Describe the local participation process that resulted in the identification and prioritization of the project:

The SFMTA maintains a prioritized list of schools for infrastructure investments. The priority ranking is based on several factors, including the percentage of the school enrollment living within one mile (a proxy for the potential for walking and bicycling), the percentage of students receiving free or reduced price meals, the existing mode share, the number of collisions and severe injury collisions in the school neighborhood. Redding Elementary School is a Tier 1 school, currently ranked third for infrastructure improvements.

All the specific locations were mentioned during a walk audit with the school community. Further justifying their selection was the analysis of these locations proximity to student paths of travel to the school, as identified during the community outreach process, and for location on the pedestrian high-injury network and proximity to significant pedestrian generators.

C. Is the project cost over \$1 Million? Yes.

If Yes- is the project Prioritized in an adopted city or county bicycle transportation plan, pedestrian plan, safe routes to school plan, active transportation plan, trail plan, circulation element of a general plan, or other publicly approved plan that incorporated elements of an active transportation plan?

Each of these planning processes for these projects had important outreach components. The Better Streets Plan and WalkFirst Implementation Strategy were adopted by the SFMTA Board of Directors following public hearings, and the Redding Safe Routes to School Plan engaged the school community and will continue to go through a public process.

The Better Streets Plan serves as the Pedestrian Master Plan for the City, and rather than recommending specific improvements for specific locations, it provides policies and guidelines for the pedestrian realm.

The Better Streets Plan devotes a section specifically to curb extensions, describing the types of situations when they are appropriate. Examples include:

- Streets with high pedestrian volumes and/or high traffic volumes and speeds
- Streets with a history of pedestrian safety concerns
- Where neighborhood streets intersect with busier thoroughways

Each location in the proposed Redding Safe Routes to School project is appropriate to this guidance in the Better Streets Plan. Additionally, WalkFirst specifically recommended curb extensions at several locations and others emerged from school outreach. Selected locations embody the priorities that the public established in each planning process.

4. Cost Effectiveness

A. Describe the alternatives that were considered. Discuss the relative costs and benefits of all the alternatives and explain why the nominated one was chosen.

One alternative was to make no investment at any location identified in the Redding Safe Routes to School process. This alternative would incur no cost, but also result in no benefits. In the policy framework of WalkFirst and Vision Zero, which seek to reduce pedestrian injuries and eliminate traffic fatalities in San Francisco, this cannot be considered a serious alternative. Further there would be no change in the number of students walking to Redding Elementary School, which represents a lost opportunity with such a high percentage of students living within a mile of the school site.

Another alternative to the Redding Safe Routes to School project considered pedestrian safety treatments for Frank Norris Street which runs east-west between the school building and playground. Students regularly cross this 21-foot-wide alley to access the playground located on the top floor of a parking structure. There is a midblock school continental crosswalk on Frank Norris Street where, in 2012, a five-year-old student suffered a collision with an automobile. The SFMTA considered adding two raised crosswalks, one midblock and another where the alley begins on Larkin Street. The cost of these treatments was estimated to be \$230,000. However, any pedestrian safety treatments recommended by the SFMTA would need to be coordinated with the Polk Streetscape Project in order to be aligned with a repaving of Polk Street. The contract advertising date for this paving contract is July 2015, so ATP-SRTS funding is not a viable means of aligning these improvements with the paving. After the repaving, a five-year moratorium applies, thus the identification of alternate funding to implement these pedestrian safety improvements for Frank Norris Street is essential and this improvement is not part of the ATP application.

B. Calculate the ratio of the benefits of the project relative to both the total project cost and funds requested

According to SWITRS data, 14 pedestrian injuries occurred at all locations between 2007 and 2011, including one severe injury collision at Sutter and Hyde Streets. The United States Department of Transportation provides a methodology for evaluating the costs of collisions to society based on the Value

of a Statistical Life, which it estimates at \$9,100,000. The cost of a fatality is the full amount, with reduced amounts for differing injury severity. The total cost of pedestrian injury at these locations is \$4,271,000. Speed is the primary factor determining the severity of injury, and curb extensions have been found to decrease speeds by 7 to 14 percent. Based on the reduction in speeds found at locations where curb extensions have been installed, one severe injury would be likely to be less severe, and two visible injuries would likely be reduced to a complaint of pain. Further, resulting in an additional, and likely conservative, reduction in collisions of 10-15 percent, the cost of collisions avoided by these improvements is \$3,737,000. Given the total project cost of \$3,348,000 and the total funds (including ATP funds for project development) requested amount of \$784,000, we estimate the ratio of benefits to costs to be:

Total Project: $(\$3,737,000/\$3,348,000) = 1.12$

5. Improved Public Health

- A. Describe how the project will improve public health, i.e. through the targeting of populations who have a high risk factor for obesity, physical inactivity, asthma, or other health issues.**

Reduced injuries and fatalities:

Over 4,100 pedestrians were injured or killed in collisions in San Francisco between 2007 and 2011, nearly two people injured every day. Each week, approximately two people are killed or severely injured while walking on our streets. These injuries account for almost one-quarter of trauma cases seen at San Francisco General Hospital. The San Francisco Department of Public Health estimates that the medical costs of these injuries at \$15 million dollars, and total health-related costing more than \$500 million. If the application of these treatments can full reduce 60% of all high injuries to pedestrians and cyclists, the City could reduce medical costs by \$9 million annually, and total health-related expenses paid by society by \$300 million annually.

Focus on high risk neighborhoods:

Improving safety for people who walk and cycle via the use of engineering tools in targeted locations will improve public health outcomes through improved rates of walking and cycling and reduced injuries and

fatalities for people who live, work or visit San Francisco. Each prioritization included inclusion and weighting of corridors and intersections in Communities of Concern. The Metropolitan Transportation Commission identifies a census tract as a Community of Concern if it is either 70% minority population or 30% low-income, or meets 6 other criteria (including no car households, cost-burdened renters, seniors). Redding Elementary School, located in the Tenderloin and Lower Nob Hill is an identified Community of Concern. The proposed pedestrian infrastructure improvements treatments would be a significant investment for a neighborhood where the City would like to encourage walking and cycling to achieve larger public health outcomes.

Improved health outcomes:

Finally, by improving walking and cycling facilities Citywide, San Francisco anticipates seeing a higher rate of people who will walk and cycle for transportation or recreation. The benefits of walking and cycling daily are seen in reduced asthma and obesity, and though difficult to quantify, the City anticipates that these benefits will be realized and can be economically measured through reduced need for publically-provided health services relating to these inactivity-related diseases.

6. Benefit to Disadvantaged Communities

- A. I. Is the project located in a disadvantaged community? Yes.**
- II. Does the project significantly benefit a disadvantaged community? Yes.**
 - a. Which criteria does the project meet?**
 - o For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs:**

At least 83% of Redding students qualify for Free or Reduced Price Meals.

- B. Describe how the project demonstrates a clear benefit to a disadvantaged community and what percentage of the project funding will benefit that community, for projects using the school based criteria describe specifically the school students and community will benefit.**

The percentage of project cost that benefits a disadvantaged community is 100%. According to collision data analysis performed by the Department of Public Health for the WalkFirst investment strategy, disadvantaged communities are disproportionately affected by pedestrian injuries. These communities tend

to walk more, and, often lacking other transportation alternatives, must walk in inclement weather and along roads with a poor level of investment in pedestrian safety.

This project enhances pedestrian safety at several key locations around a school where students and other community members already walk a disproportionate amount and where specific countermeasures have been identified as effective tools to address specific types of pedestrian collisions. Furthermore, by enhancing pedestrian connections between the school and a key transit facility for students, the project will improve the viability of travel by public transportation.

7. USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS (0 to -5 points)

- A. The applicant has coordinated with the CCC to identify how a state conservation corps can be a partner of the project. **YES**
 - a. Virginia Clark, virginia.clark@ccc.ca.gov, (916) 341-3100 – submitted May 12, 2014
- B. The applicant has coordinated with a representative from the California Association of Local Conservation Corps (CALCC) to identify how a certified community conservation corps can be a partner of the project. **Yes**
 - a. Janet Gomes, jgomes@sfcc.org, (415) 928-7417 – submitted May 12, 2014
- C. The applicant intends to utilize the CCC or a certified community conservation corps on all items where participation is indicated? **Yes**

I have coordinated with a representative of the CCC; and the following are project items that they are qualified to partner on:

CCC representative mentioned that they would not participate in our project.

I have coordinated with a representative of the CALCC; and the following are project items that they are qualified to partner on:

SFCC representative mentioned that they would not participate in our project.

Points will be deducted if an applicant does not seek corps participation or if an applicant intends not to utilize a corps in a project in which the corps can participate*.

8. Applicant Performance on Past Grants

- A. Describe any of your agency's ATP type grant failures during the past 5 years, and what changes your agency will take in order to deliver this project.

The San Francisco Department of Public Works does not have a history of ATP type of grant failures in the past 5 years.

Project name: Redding Safe Routes to School

V. PROJECT PROGRAMMING REQUEST

Applicant must complete a Project Programming Request (PPR) and attach it as part of this application. The PPR and can be found at http://www.dot.ca.gov/hq/transprog/allocation/ppr_new_projects_9-12-13.xls

PPR Instructions can be found at <http://www.dot.ca.gov/hq/transprog/ocip/2012stip.htm>

Notes:

- Fund No. 1 must represent ATP funding being requested for program years 2014/2015 and 2015/2016 only.
- Non-infrastructure project funding must be identified as Con and indicated as "Non-infrastructure" in the Notes box of the Proposed Cost and Proposed Funding tables.
- Match funds must be identified as such in the Proposed Funding tables.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

General Instructions

<input checked="" type="checkbox"/> New Project						Date:	5/20/14
District	EA	Project ID		PPNO	MPO ID	TCRP No.	
04					MTC		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SF				San Francisco Department of Public Works			
				MPO	Element		
Project Manager/Contact		Phone		E-mail Address			
Rachel Alonso		415-554-4890		rachel.alonso@sfdpw.org			
Project Title							
Redding Safe Routes to School							
Location, Project Limits, Description, Scope of Work <input type="checkbox"/> See page 2							
<p>This project seeks to improve pedestrian safety through infrastructure improvements at multiple locations near Redding Elementary School which is located in the Lower Nob Hill and Tenderloin neighborhoods of San Francisco. This project proposes fourteen corner bulb outs at five intersections, all are located within 1/4 mile of the school. Specific locations for pedestrian safety improvements are: Larkin Street at Bush Street; Sutter Street at Larkin Street; Larkin Street at Post Street; Hyde Street at Sutter Street; and, Hyde Street at Bush Street.</p>							
<input checked="" type="checkbox"/> Includes ADA Improvements				<input checked="" type="checkbox"/> Includes Bike/Ped Improvements			
Component		Implementing Agency					
PA&ED		SFDPW					
PS&E		SFDPW					
Right of Way							
Construction		DPW Contract					
Purpose and Need <input type="checkbox"/> See page 2							
<p>This project will allow infrastructure investments to improve pedestrian safety and walkability in the neighborhood surrounding Redding Elementary School. The school neighborhood includes is among areas with the highest population density in San Francisco; over 80% of students are living within 2 miles of the school. Annual surveys consistently rank Redding with one of the highest active transportation rates in San Francisco Unified School District (SFUSD). Recommended improvements were made based on the Walk Audit conducted by the SFMTA last Fall. Other recommended improvements in the school area are inexpensive projects that can be implemented with existing funding.</p>							
Project Benefits <input type="checkbox"/> See page 2							
<p>Infrastructure improvements will create additional pedestrian space, improve pedestrian visibility and shorten crossing distances. Improvements will expand upon numbers of students walking to and from Redding Elementary School.</p>							
<input checked="" type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals				<input checked="" type="checkbox"/> Reduces Greenhouse Gas Emissions			
Project Milestone							Proposed
Project Study Report Approved							01/01/15
Begin Environmental (PA&ED) Phase							09/01/15
Circulate Draft Environmental Document					Document Type		
Draft Project Report							
End Environmental Phase (PA&ED Milestone)							10/31/15
Begin Design (PS&E) Phase							03/01/16
End Design Phase (Ready to List for Advertisement Milestone)							12/31/16
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase (Contract Award Milestone)							09/30/17
End Construction Phase (Construction Contract Acceptance Milestone)							03/31/20
Begin Closeout Phase							04/01/20
End Closeout Phase (Closeout Report)							09/30/20

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/20/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
04	SF					
Project Title: Redding Safe Routes to School						

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)		71	32					103	These estimates will be refined with detailed survey and design.
PS&E			752					752	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					2,564			2,564	
TOTAL		71	784		2,564			3,419	

Fund No. 1:	Active Transportation Program - Statewide								Program Code
Proposed Funding (\$1,000s)									20.30.720
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)			32					32	State
PS&E			752					752	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			784					784	

Fund No. 2:	Active Transportation Program - Regional (Future)								Program Code
Proposed Funding (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									MTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					2,564			2,564	
TOTAL					2,564			2,564	

Fund No. 3:	Sales Tax & Operating Funds								Program Code
Proposed Funding (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)		71						71	SFCTA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		71						71	

Project name: Redding Safe Routes to School

VI. ADDITIONAL INFORMATION

Only fill in those fields that are applicable to your project

FUNDING SUMMARY

ATP Funds being requested by Phase (to the nearest \$1000)	Amount
PE Phase (includes PA&ED and PS&E)	\$ 784,000
Right-of-Way Phase	\$
Construction Phase-Infrastructure	\$
Construction Phase-Non-infrastructure	\$
Total for ALL Phases	\$ 784,000

All Non-ATP fund types on this project* (to the nearest \$1000)	Amount
Sales Tax and Operating Funds	\$ 71,000
ATP Regional Funds (Future)	\$ 2,564,000
	\$
	\$
	\$
	\$

*Must indicate which funds are matching

Total Project Cost	\$ 3,419,000
Project is Fully Funded	Yes

ATP Work Specific Funding Breakdown (to the nearest \$1000)	Amount
Request for funding a Plan	\$
Request for Safe Routes to Schools Infrastructure work	\$ 784,000
Request for Safe Routes to Schools Non-Infrastructure work	\$
Request for other Non-Infrastructure work (non-SRTS)	\$
Request for Recreational Trails work	\$

ALLOCATION/AUTHORIZATION REQUESTS SCHEDULE

	Proposed Allocation Date	Proposed Authorization (E-76) Date
PA&ED or E&P	07/31/2015	08/31/2015
PS&E	01/31/2016	02/28/2016
Right-of-Way		
Construction		

All project costs MUST be accounted for on this form, including elements of the overall project that will be, or have been funded by other sources.

Project name: Redding Safe Routes to School

VIII. APPLICATION SIGNATURES

Applicant: The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: _____
Name: Mohammed Nuru
Title: Public Works Director

Date: 05.19.2014
Phone: 415.554.6919
e-mail: mohammed.nuru@sfdpw.org

Local Agency Official (City Engineer or Public Works Director): The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: _____
Name: Mohammed Nuru
Title: Public Works Director

Date: 05.19.2014
Phone: 415.554.6919
e-mail: mohammed.nuru@sfdpw.org

School Official: The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: _____
Name: _____
Title: _____

Date: _____
Phone: _____
e-mail: _____

Person to contact for questions:

Name: _____
Title: _____

Phone: _____
e-mail: _____

Caltrans District Traffic Operations Office Approval*

If the application's project proposes improvements on a freeway or state highway that affects the safety or operations of the facility, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support or acknowledgement from the traffic operations office be attached () or the signature of the traffic personnel be secured below.

Signature: _____
Name: _____
Title: _____

Date: _____
Phone: _____
e-mail: _____

*Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at <http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>

Project name: Redding Safe Routes to School

VIII. APPLICATION SIGNATURES

Applicant: The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: _____
Name: Mohammed Nuru
Title: Public Works Director

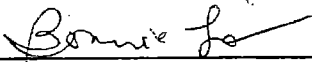
Date: 05.20.2014
Phone: 415.554.6919
e-mail: mohammed.nuru@sfdpw.org

Local Agency Official (City Engineer or Public Works Director): The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: _____
Name: Mohammed Nuru
Title: Public Works Director

Date: 05.20.2014
Phone: 415.554.6919
e-mail: mohammed.nuru@sfdpw.org

School Official: The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: 
Name: Bonnie Lo
Title: Principal

Date: 05.20.2014
Phone: 415.749-3525
e-mail: lob@sfusd.edu

Person to contact for questions:

Name: Rachel Alonso
Title: Administrative Analyst

Phone: 415.554.4890
e-mail: rachel.alonso@sfdpw.org

Caltrans District Traffic Operations Office Approval*

If the application's project proposes improvements on a freeway or state highway that affects the safety or operations of the facility, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support or acknowledgement from the traffic operations office be attached or the signature of the traffic personnel be secured below.

Signature: _____
Name: N/A
Title: _____

Date: _____
Phone: _____
e-mail: _____

*Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at <http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>

Project name:
Redding Safe Routes to School

IX. ADDITIONAL APPLICATION ATTACHMENTS

Check all attachments included with this application.

- Vicinity/Location Map- **REQUIRED for all IF Projects** Attachment 1
 - North Arrow
 - Label street names and highway route numbers
 - Scale

- Photos and/or Video of Existing Location- **REQUIRED for all IF Projects** Attachment 2
 - Minimum of one labeled color photo of the existing project location
 - Minimum photo size 3 x 5 inches
 - Optional video and/or time-lapse

- Preliminary Plans- **REQUIRED for Construction phase only**
 - Must include a north arrow
 - Label the scale of the drawing
 - Typical Cross sections where applicable with property or right-of-way lines
 - Label street names, highway route numbers and easements

- Detailed Engineer's Estimate- **REQUIRED for Construction phase only**
 - Estimate must be true and accurate. Applicant is responsible for verifying costs prior to submittal
 - Must show a breakdown of all bid items by unit and cost. Lump Sum may only be used per industry standards
 - Must identify all items that ATP will be funding
 - Contingency is limited to 10% of funds being requested
 - Evaluation required under the ATP guidelines is not a reimbursable item

- Documentation of the partnering maintenance agreement- Required with the application if an entity, other than the applicant, is going to assume responsibility for the operation and maintenance of the facility

- Documentation of the partnering implementation agreement-Required with the application if an entity, other than the applicant, is going to implement the project.

- Letters of Support from Caltrans (Required for projects on the State Highway System(SHS))

- Digital copy of or an online link to an approved plan (bicycle, pedestrian, safe routes to school, active transportation, general, recreation, trails, city/county or regional master plan(s), technical studies, and/or environmental studies (with environmental commitment record or list of mitigation measures), if applicable. Include/highlight portions that are applicable to the proposed project. Attachment 3

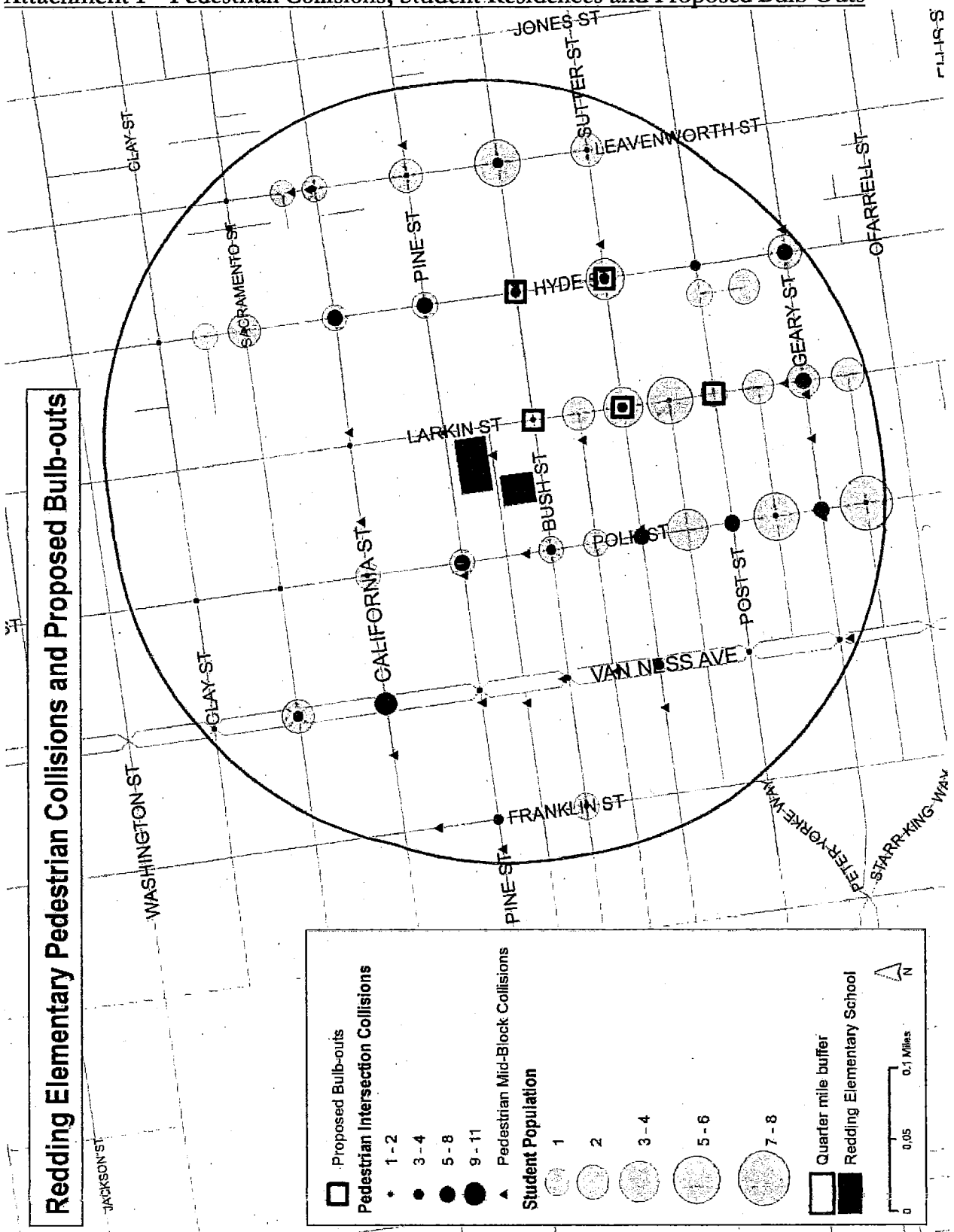
- Documentation of the public participation process (required) Attachment 4

- Letter of Support from impacted school- when the school isn't the applicant or partner on the application (required) Attachment 5

- Additional documentation, letters of support, etc (optional) Attachment 6

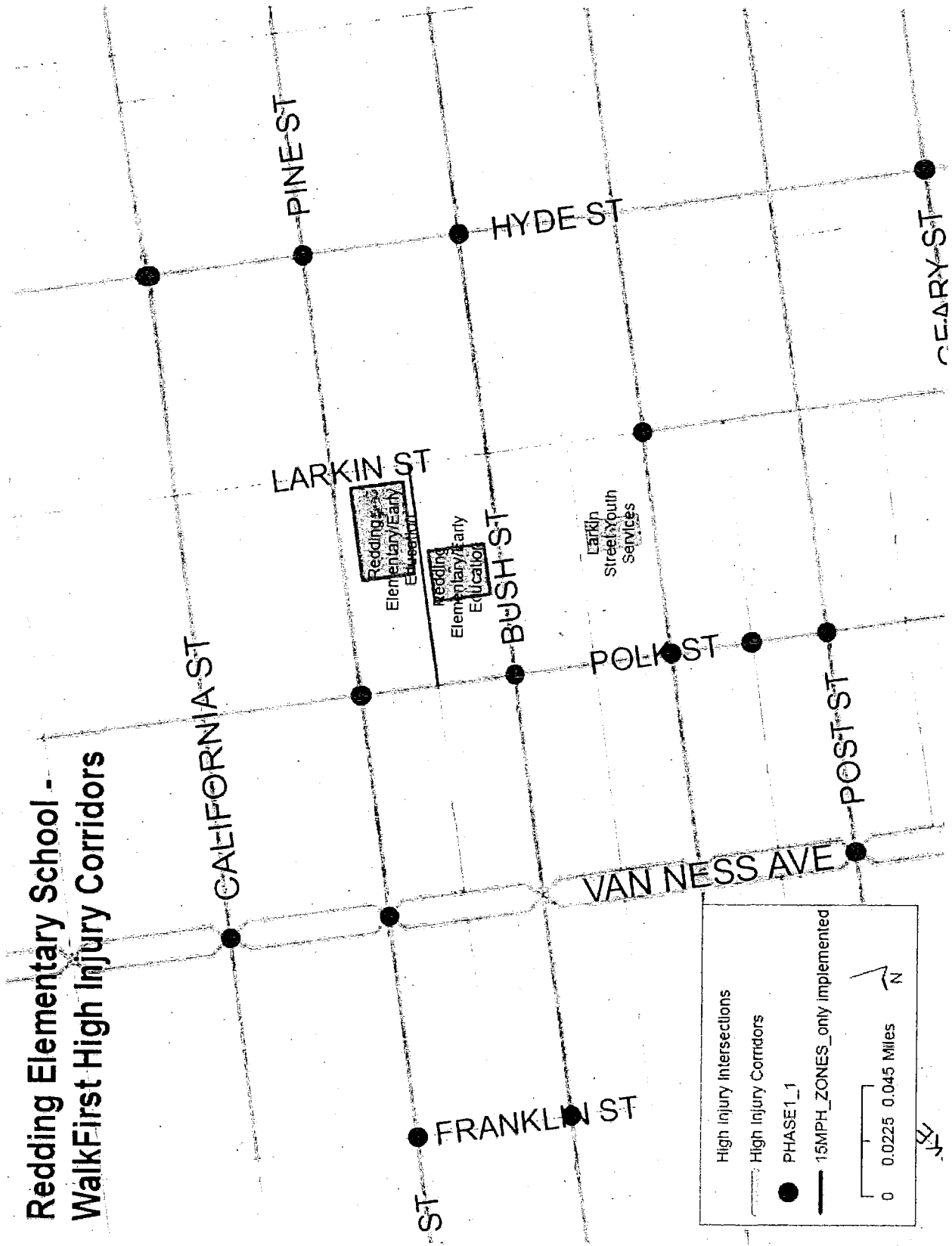
Attachment 1 – Pedestrian Collisions, Student Residences and Proposed Bulb Outs

Redding Elementary Pedestrian Collisions and Proposed Bulb-outs



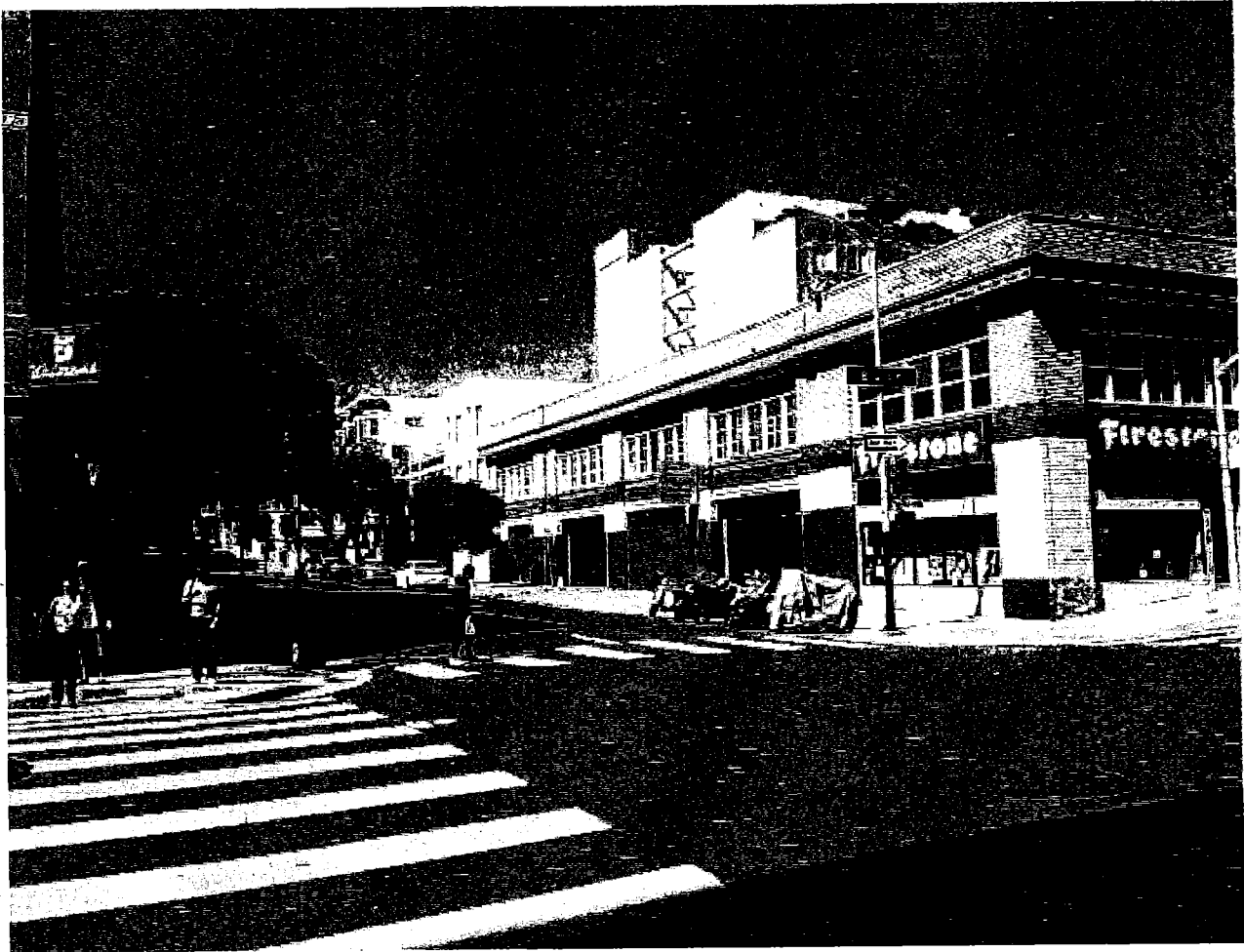
WalkFirst Corridors in School Vicinity

**Redding Elementary School -
WalkFirst High Injury Corridors**

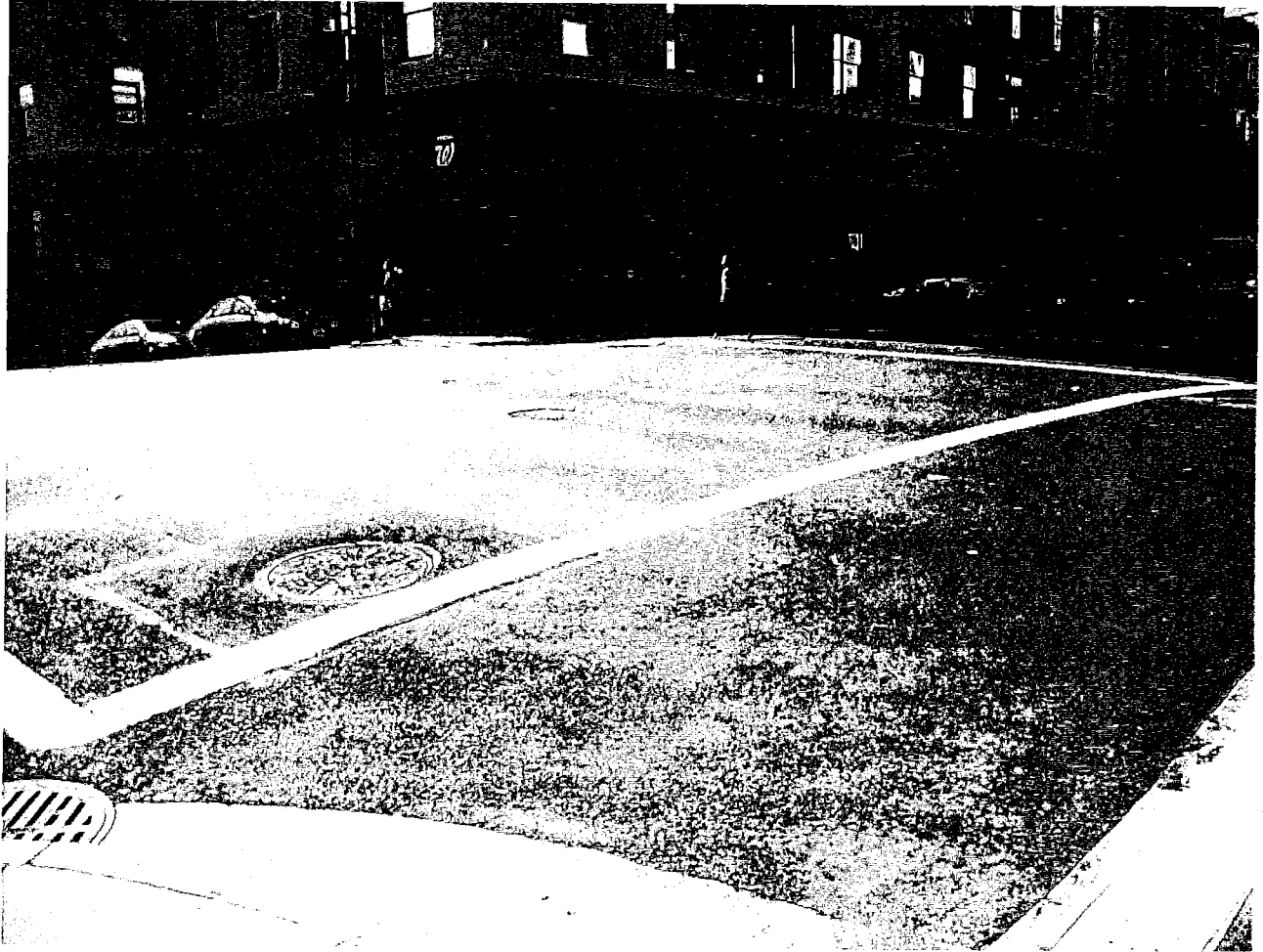


Attachment 2

Bush Street at Larkin Street



Bush Street at Hyde Street



Sutter Street at Larkin Street



Sutter Street at Hyde Street



Post Street at Larkin Street



Approved Plans
SFDPW Redding Safe Routes to School
Attachment 3

- Better Streets Plan
 - http://www.sf-planning.org/ftp/BetterStreets/proposals.htm#Final_Plan
- WalkFirst
 - www.walkfirst.sfplanning.org
- SFMTA Pedestrian Strategy
 - <http://archives.sfmta.com/cms/rpedmast/documents/1-29-13PedestrianStrategy.pdf>

Attachment 4 – Redding SRTS - SFMTA Final Recommendations



May 21, 2014

Dear Redding Elementary School Walk Audit Participants:

Thank you for your participation in the Redding Elementary School walk audit on January 9, 2014. The San Francisco Municipal Transportation Agency (SFMTA) is pleased to work together with the Redding School community to note safety concerns and identify potential improvements for students walking to and from school. The Redding Safe Routes to School project has called upon the collaboration and assistance of the SF Department of Public Health, SF Police Department, SF Planning Department, SF Mayor's Office and SF Department of Public Works (SFPW), to explore potential improvements that may increase the number of students walking and biking to school.

The SFMTA developed the following list of recommended improvements specifically to address safety concerns expressed by the Redding Elementary School community during the walk audit and in subsequent conversations. While some improvements will be relatively easy to resolve, such as moving the school sign on Larkin Street, others may require additional time, coordination and funding to study and potentially implement. See notes column for information on actions taken by the SFMTA.

Engineering studies contributed to the development of these recommendations, including a collision analysis and an updated map of student residences within ¼ mile of Redding Elementary School. A pattern in which student residences are concentrated in the area to the southeast of the school corresponded with high numbers of collisions in this area. Consequently, SFMTA is recommending curb extensions (corner bulb outs) at five intersections located within ¼ mile and southeast of Redding Elementary School (see below). The SFMTA is collaborating with SFPW to submit the Redding Safe Routes to School grant application for these infrastructure improvements to the pedestrian environment.

Below are all concerns from the January 9th walk audit at Redding Elementary School and SFMTA recommendations:

Redding Elementary School - Safe Routes to School Walk Audit - SFMTA Recommendations			
Location	Concern/Request	Recommendation	Note
1 Polk Street Intersections at Pine, Bush and Frank Norris Streets	Signal timing for pedestrians is not adequate for children crossing the street.	Evaluate signal timing changes and lead pedestrian interval.	Leading pedestrian intervals part of Polk Street Improvement Plan.
Entire School Zone	Students encounter filth (syringes, feces) when walking to school in the morning.	Request SFPW power wash sidewalks in morning before school. Request SFPW install needle repositories. School should participate in local Community Benefits District.	Redding has been added to the list of schools that the DPH Needle Exchange Program will monitor. Request for sidewalk cleaning was referred to the Polk Streetscape Project Team.
3 Pine Street at Larkin Street	Pedestrian crossings are made difficult by speeding and heavy traffic volumes.	Evaluate intersection for installation of corner bulb outs (curb extensions) onto Larkin Street.	There was a repaving in 2013 and five year DPW moratorium ends 2018. This paving moratorium prevents SFMTA from coordinating ATP-SRTS funding with corner bulb outs at this intersection.

1 South Van Ness Avenue 7th Floor, San Francisco, CA 94103 415.701.4500 www.sfmta.com

4	Larkin Street between Bush Street and Frank Norris Street	School area signage is obscured by trees.	Request to SFMTA that sign be moved to in front of trees.	SFMTA work ordered moving the school sign 70 south of current location on Larkin/Frank Norris. This work was completed.
5	Frank Norris Street	Students from Redding Elementary School regularly cross Frank Norris to access playground across from the school; school-age pedestrian safety is a big concern.	Evaluate alley for two (2) raised crosswalks, one at Larkin Street entrance and another midblock. Explore funding opportunities for stamped pavement the length of alley.	SFMTA requested speed survey for Frank Norris Alley. Alley to be repaved late 2015 or early 2016. Polk Streetscape Project (SF Planning) plans to repave Frank Norris Street with stamped, decorative pavement. Please contact Kay Cheng of SF Planning for more information.
6	Frank Norris Street	Students from Redding Elementary School regularly cross Frank Norris to access playground across from the school; school-age pedestrian safety is a big concern.	Evaluate possibilities for Rectangular Rapid Flashing Beacons (RRFB).	RRFB will not be approved for implementation in a way that corresponds with Active Transportation-Safe Routes to School grant cycle. SFMTA will continue to explore this treatment as an option in the future.
7	Frank Norris Street	Passenger Loading Zone and Bus zones often parked out which leads to double parking and limits visibility.	Request targeted enforcement from SFMTA Enforcement parking control officers (PCOs).	In addition to SFMTA Enforcement, the SF Police Department is copied on this letter.
8	Frank Norris Street	Traffic Calming/Pedestrian Safety. The walk audit team requested "greening" the alley.	Greening would be managed by SF Public Utilities Commission (PUC) or SF Planning.	Alley projects are led by the Planning Department are led by Kay Cheng. Polk Streetscape project is recommending alley treatments including stamped pavement and colorful crosswalks. SFMTA is exploring possibilities for coordination.
9	Frank Norris Street	To assist students in crossing the alley, the walk audit team requested a pedestrian bridge.	The evaluation and implementation of a pedestrian bridge would be led by SFUSD.	Redding is advised to work with SFUSD Capital Projects to evaluate possibilities for installing a pedestrian bridge.
4	Bush Street between Larkin Streets and Pine Street	Speeding vehicles	Recommend arterial traffic calming for Bush Street.	Streets selected for targeted traffic calming are selected via an SFMTA prioritization process.
7	Bush Street at Polk Street	Crossing time for pedestrians feels short especially for children.	Forward walk audit feedback to Polk Street Improvement Project	Polk Street project plans to install one corner bulb on Bush Street southeast corner of Polk Street.
9	Polk Street at Pine Streets	Crossing time for pedestrians feels short especially for children.	Forward walk audit feedback to Polk Street Improvement Project	Polk Street project plans to install one corner bulb onto Pine Street northeast corner at Polk Street
7	Larkin Street at Bush Street	The intersection of Bush Street with Larkin Street is heavily used by Redding students walking to school from the southeast direction. Pedestrian crossings are challenged by speeding and heavy traffic volumes.	Evaluate intersection for installation of corner bulb outs (curb extensions).	Curb extensions at this intersection will be included in the application for ATP-SRTS Infrastructure funding.
7	Larkin Street at Bush Street	Pedestrian crossings are challenged by speeding and heavy traffic volumes.	School is encouraged to apply for a crossing guard at this intersection	Application for crossing guard survey was supplied to school on 1/24/14.
7	Sutter Street at Larkin Street	Sutter/Larkin is located along the quarter-mile southeast corridor where student residences are most concentrated. Pedestrian crossings are challenged by speeding and heavy traffic volumes. High numbers of pedestrian and vehicle collisions.	Evaluate intersection for installation of corner bulb outs (curb extensions).	Curb extensions at this intersection will be included in the application for ATP-SRTS Infrastructure funding.
7	Larkin Street at Post Street	Larkin/Post is located along the quarter-mile southeast corridor where student residences are most concentrated. Pedestrian crossings are challenged by speeding and heavy traffic volumes. High numbers of pedestrian and vehicle collisions.	Evaluate intersection for installation of corner bulb outs (curb extensions).	Curb extensions at this intersection will be included in the application for ATP-SRTS Infrastructure funding.

# Hyde Street at Sutter Street	Hyde/Sutter is located along the quarter-mile southeast corridor where student residences are most concentrated. Pedestrian crossings are challenged by speeding and heavy traffic volumes. High numbers of pedestrian and vehicle collisions.	Evaluate intersection for installation of corner bulb outs (curb extensions).	Curb extensions at this intersection will be included in the application for ATP-SRTS infrastructure funding.
# Hyde Street at Bush Street	Hyde/Bush is located along the quarter-mile southeast corridor where student residences are most concentrated. Pedestrian crossings are challenged by speeding and heavy traffic volumes. High numbers of pedestrian and vehicle collisions.	Evaluate intersection for installation of corner bulb outs (curb extensions).	Curb extensions at this intersection will be included in the application for ATP-SRTS infrastructure funding.

Where Polk Street intersects with the school area, many pedestrian and bicycle safety improvements are already prescribed as part of the Polk Streetscape Project. Curb extensions will be installed at Polk Street intersections with Pine and Bush Streets. Additionally, signal timing changes at both of these intersections will allow a little more time for pedestrian crossing. Frank Norris Street will also be paved as part of the Polk project, which will include stamped, decorative pavement for half of the alley length.

The SFMTA recognizes that congestion issues in front of Redding during morning drop-off and afternoon pick-up including high rates of double parking on Frank Norris Street indicate a need for a program of regular enforcement by the San Francisco Police Department (SFPD), who is copied on this letter. Additionally, SFMTA Enforcement will be directed to conduct targeted enforcement.

Redding Elementary is fortunate to have an active school community. The SFMTA encourages the SRTS team at Redding to engage programmatic opportunities supported through the Safe Routes to School (SRTS) Coalition including "Walking School Bus", "Walk and Roll to School" and "Bike to School Day" to promote walking and biking to school.

Once again, thank you for participating in the Safe Routes to School walk audit at Redding Elementary School. The SFMTA hopes that the walk audit was a useful experience for all participants, and that we will maintain a connection with your school, working together towards the goal of increasing the numbers of students who choose to walk and bike to school.

If you have any questions, please contact Jeffrey Banks at 415.701.5331, or via e-mail at jeffrey.banks@sfmta.com.

Sincerely,



Oliver Gajda,
Team Leader, Livable Streets

og:ck:jb

cc: SFMTA Enforcement
 Captain Garret Tom, Central Station, SFPD
 Captain Greg McEachern, Northern Station, SFPD
 Kay Cheng, SF Planning Department
 Crezia Tano, Mayor's Office of Economic and Workforce Development
 Ana Validzic, SF Department of Public Health

SRTS Prioritization Ranking

Tier	School	Sup. District	Demographic Data										TRAFFIC COLLISION HISTORY AROUND SCHOOLS									
			Total Enrollment (2010-2011)	% student enrollment living within 1 mile	Free and Reduced Priced Meals	Walk Share	Total Walker	Fatal Injury Collision	Severe Injury Collision	Fatal + Severe Injuries	Minor Injury Collision	Total Injury Collision	Pedestrian Involved	during drop off (7:30am or 9:30am) or pickup (1:30pm-4pm)	% collisions that are fatal + severe	% collisions that involve pedestrians	collisions during school hrs of all total injury collisions					
1	Jean Parker	3	272	62.6%	83.3%	56.1%	163	5	17	22	160	204	107	46	10%	52%	24%					
	Gordan Lau	3	662	54.9%	86.1%	41.5%	275	7	23	30	244	304	140	87	10%	46%	29%					
	Redding	3	331	64.6%	83.7%	51.4%	170	3	27	32	362	426	119	96	8%	28%	23%					
	Cesar Chavez	9	471	60.5%	77.3%	44.1%	208	4	10	14	167	195	54	43	7%	28%	22%					
	Marshall	3	239	53.7%	83.6%	55.9%	134	2	24	24	350	398	72	99	6%	18%	25%					
	John Yehall Chin	3	266	53.8%	87.3%	49.8%	128	0	14	16	160	192	62	48	8%	32%	25%					
	Tenderloin	6	367	68.7%	84.3%	49.3%	181	3	31	34	452	520	99	133	7%	19%	26%					
	Monroe	11	509	58.4%	67.9%	45.4%	231	0	6	6	85	97	36	30	6%	37%	31%					
	Bessie Carmichael	6	480	42.9%	74.3%	42.9%	149	2	10	12	242	266	60	71	5%	23%	27%					
	ER Taylor	9	653	67.1%	75.4%	31.2%	204	2	4	6	42	64	21	23	10%	39%	43%					
2	George Moscone	9	331	64.1%	85.7%	44.5%	147	1	8	9	119	137	34	30	7%	25%	22%					
	George Peabody	1	249	44.0%	45.1%	31.2%	78	1	13	14	101	128	41	37	10%	32%	28%					
	Bryant	9	241	65.9%	87.0%	55.6%	159	0	5	7	105	115	32	25	4%	28%	25%					
	Yick Wo	3	264	63.2%	83.2%	48.2%	127	0	7	7	73	87	25	14	8%	29%	16%					
	Garfield	3	233	50.0%	72.8%	40.3%	95	1	10	11	75	97	49	18	11%	51%	19%					
	Spring Valley	3	342	52.1%	82.9%	37.0%	127	2	11	12	157	181	46	38	7%	25%	22%					
	Rosa Parks	5	395	43.9%	62.1%	21.9%	87	4	11	15	234	264	66	79	6%	25%	30%					
	Alamo	1	316	54.8%	84.4%	32.4%	167	2	11	12	90	100	24	29	5%	24%	28%					
	Visitation Valley	10	432	73.7%	84.7%	37.4%	162	0	2	2	23	27	0	9	7%	37%	33%					
	Guadalupe	2	475	64.7%	74.7%	26.7%	127	2	1	3	28	34	10	11	9%	29%	32%					
3	SF Community	11	192	62.1%	69.5%	25.0%	48	3	1	10	125	145	46	44	7%	32%	30%					
	Leonard Flynn	9	478	51.0%	66.1%	26.0%	124	0	0	0	99	109	16	36	5%	15%	33%					
	Lafayette	1	529	61.0%	31.0%	28.8%	113	0	5	5	41	101	14	11	10%	27%	22%					
	Fairmount	8	368	36.2%	55.6%	30.8%	113	1	4	4	133	141	29	47	3%	71%	38%					
	John Muir	5	222	43.9%	86.0%	33.2%	72	0	14	14	208	236	46	43	6%	19%	21%					
	Sanchez	8	268	32.5%	81.7%	20.9%	54	2	11	13	211	237	46	58	6%	26%	24%					
	Longfellow	8	501	53.0%	63.9%	20.9%	231	0	4	4	58	66	15	15	5%	6%	17%					
	Buena Vista	9	394	23.4%	55.3%	19.1%	75	0	4	11	115	137	22	36	6%	16%	26%					
	Jefferson	9	452	43.7%	41.3%	25.6%	168	2	15	17	185	199	34	49	8%	17%	28%					
	Cleveland	11	327	58.3%	72.9%	31.7%	114	0	4	4	17	25	8	9	16%	32%	35%					
4	Sherridan	11	217	67.6%	76.2%	23.7%	81	0	4	4	42	50	13	15	8%	26%	30%					
	George Washington C	10	279	74.5%	85.4%	21.7%	61	3	3	3	55	63	15	19	6%	24%	30%					
	Chinese Ed Center	3	85	34.5%	95.3%	23.1%	20	5	20	25	270	320	115	85	8%	36%	27%					
	Glen Park	8	340	32.7%	77.4%	16.7%	57	0	3	6	71	83	18	24	7%	22%	29%					
	Sulro	1	247	43.7%	69.8%	23.6%	58	0	3	3	127	163	32	51	5%	21%	35%					
	Bret Harte	10	237	46.6%	90.0%	33.2%	78	1	3	4	16	26	4	3	15%	12%	12%					
	Starr King	10	349	25.0%	58.6%	22.4%	78	1	4	5	39	49	7	16	10%	14%	15%					
	Junipero Serra	9	275	50.5%	82.7%	23.6%	65	0	3	3	54	60	12	17	5%	20%	28%					
	Sunnyside	7	322	36.1%	53.1%	23.0%	74	0	1	1	28	30	10	10	3%	37%	34%					
	Sunset	4	475	43.1%	54.7%	17.2%	82	0	2	2	43	47	10	10	4%	21%	34%					
5	Dr. Charles Drew	10	268	51.3%	78.8%	13.7%	54	0	1	1	52	54	17	21	2%	31%	39%					
	Francis Scott Key	4	527	48.0%	56.5%	21.8%	115	0	6	0	94	108	24	22	0%	24%	29%					
	Paul Revere	9	329	27.6%	71.2%	14.6%	48	1	2	2	47	51	9	16	6%	24%	23%					
	Dianne Feinstein	4	471	31.0%	11.1%	22.7%	57	0	2	2	48	47	9	8	4%	18%	31%					
	Frank McCoppin	1	258	42.1%	68.0%	45.5%	117	0	3	3	72	78	11	11	8%	50%	36%					
	Alvarado	8	521	25.9%	41.2%	20.9%	109	0	3	3	28	39	5	22	4%	19%	28%					
	New Traditions	5	229	27.7%	49.7%	15.4%	35	0	16	16	157	189	28	9	9%	15%	26%					
	Harvey Milk	8	245	17.1%	47.5%	8.6%	21	0	7	7	68	84	28	43	8%	15%	23%					
	Argonne	1	423	45.3%	41.4%	24.2%	102	1	3	4	88	98	35	24	7%	20%	24%					
	Dr. William Cobb	2	163	25.8%	74.0%	13.7%	25	0	4	4	68	68	15	14	5%	14%	18%					
6	Commandore Sloat	7	380	18.1%	39.4%	7.9%	30	0	10	10	133	159	19	39	6%	17%	25%					
	Grattan	24	384	31.0%	20.6%	18.1%	73	0	4	4	99	107	19	34	8%	22%	25%					
	McKinley	5	352	32.5%	47.9%	14.7%	52	0	3	3	30	36	8	9	8%	22%	25%					
	Sherman	8	425	23.7%	52.7%	9.5%	40	0	8	8	71	81	14	20	6%	17%	25%					
	West Portal	7	572	20.6%	38.0%	8.3%	51	0	4	4	205	221	31	57	4%	14%	26%					

Attachment 5

Redding Elementary School • 1421 Pine Street, San Francisco, CA 94109 • (415) 749-3525
San Francisco Unified School District
Bonnie Lo, Principal



"A Community of Lifelong, Joyful Learners"

May 15, 2014

Caltrans
California Dept. of Transportation
District 4 Local Assistance
111 Grand Avenue
Oakland, CA 94612

To Whom It May Concern:

As the principal of Redding Elementary School, I am writing to express my support for the San Francisco Department of Public Works' (SFPW) Redding Safe Routes to School grant application. Redding Elementary School has around 275 students in grades Kindergarten-5th grades. Our school population is ethnically diverse and over 60% of our students are English learners. 80% of our students qualify for free or reduced lunches based on our families' socio-economic levels. Over 160 students participate in before and after school programs, and with a Transitional Kindergarten program beginning in August 2014, Redding expects more trips to school by even younger students.

Our school area is located in the Lower Nob Hill and Upper Tenderloin neighborhood, which is dense with residential, and commercial development, heavily used transit lines and other pedestrian generators. Traffic moves quickly up and down adjacent multi-lane, one-way streets, carrying a high traffic volume of cars, trucks, and buses. There have been a number of collisions involving pedestrians. As the majority of our students live southeast of the school, there is a great need for pedestrian infrastructure safety improvements in this area.

The five intersections recommended for infrastructure improvements – Larkin Street at Bush Street, Sutter Street at Larkin Street, Larkin Street at Post Street, Hyde Street at Sutter Street and Hyde Street at Bush Street – are all located on major transportation corridors connecting several neighborhoods in the northwest part of San Francisco. Many Redding students must cross these intersections southeast of Redding every day to get to their residence and other schools and businesses near the area. Corner bulb outs extend the sidewalk, reducing crossing distance and providing increased visibility for both pedestrians and approaching vehicle drivers.

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

Sincerely,

A handwritten signature in black ink that reads "Bonnie Lo". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Bonnie Lo
Principal
Redding Elementary School

May 19, 2014

California Department of Transportation
Division of Local Assistance, MS 1
ATTN: Office of Active Transportation and Special Programs
PO Box 942874
Sacramento, CA 94274-001

Subject: Letter of Support for San Francisco Department of Public Works' **Redding Safe Routes to School Project** Active Transportation Program Application

To Whom It May Concern:

The San Francisco County Transportation Authority (Transportation Authority) is pleased to support the San Francisco Department of Public Works' (SFDPW's) Redding Safe Routes to School (SRTS) Project, which it is submitting in response to the Active Transportation Program's (ATP's) call for projects. This project will be implemented in coordination with the San Francisco Municipal Transportation Agency.

In response to an unacceptably high number of pedestrian and cyclist fatalities in the City, in early 2014 the San Francisco Board of Supervisors introduced a resolution calling for the City to immediately implement a package of strategies intended to move San Francisco meaningfully closer to a new goal of zero traffic deaths on San Francisco streets by 2024, also known as Vision Zero.

SFDPW's Redding SRTS Project is a critical near-term element of Vision Zero. The project includes the installation of fourteen corner bulb outs at five intersections within the Redding Elementary School area in the Tenderloin/Lower Nob Hill neighborhoods. More than half of the school's student population walks to school.

This project will help address critical street safety challenges faced by residents and visitors to San Francisco, with quick-to-implement, cost-effective, on-the-street improvements. By encouraging active transportation while simultaneously investing in capital projects to make San Francisco's streets safer for all road users, we believe this proposed project will provide immediate benefits while moving San Francisco toward its goal of zero traffic deaths on San Francisco streets by 2024. The Transportation Authority is fully supportive of Vision Zero and has formed a Board-level committee specifically focused on enabling its implementation.

Created in 1989, the Transportation Authority is responsible for long-range transportation planning for the San Francisco, and analyzes, designs and funds improvements for San Francisco's roadway and public transportation networks. The Transportation Authority administers and oversees the delivery of the Prop K half-cent local transportation sales tax program and the Prop AA local vehicle registration fee, both which support SRTS and other pedestrian and bicycle safety projects. It also serves as the designated Congestion Management Agency for San Francisco under state law, and acts as the San Francisco Program Manager for a number of state and regional grant programs.



Moving the City

COMMISSIONERS

John Avalos
CHAIR

Scott Wiener
VICE CHAIR

London Breed

David Campos

David Chiu

Malia Cohen

Mark Farrell

Jane Kim

Eric Mar

Katy Tang

Norman Yee

Tilly Chang
EXECUTIVE DIRECTOR

On behalf of the Transportation Authority, I enthusiastically support the SFDPW's Redding SRTS Project and respectfully urge the Department to recommend award of ATP funds to this project. Funding for this project will result in increased walking and biking and improved safety through a reduction of behaviors that most threaten the lives of people walking and biking in our City.

Thank you for your consideration of the SFDPW's application. If you have any questions please feel free to contact Maria Lombardo, Chief Deputy Director, at 415.522.4802 or maria.lombardo@sfcta.org. I can also be reached at 415.522.4800.

Sincerely,


Tilly Chang
Executive Director

cc: J. Goldberg, E. Housteau – SFMTA
A. Hirsch – SFDPW
MEL, ALF, DU, AC, RGR, BB



SFMTA
Municipal
Transportation
Agency

May 14, 2014

Teresa McWilliam
CALTRANS
1120 N Street
Sacramento, CA 95814

To Whom It May Concern:

I am writing this letter of commitment to express our agency's support for the San Francisco Department of Public Works (DPW's) application for a Safe Routes to School infrastructure grant. In partnership with DPW, the San Francisco Municipal Transportation Agency (SFMTA) is fully committed to implementing the Redding Elementary School project.

SFMTA is a multi-modal agency that provides mobility options for everyone, and improves safety for all modes of transportation. SFMTA works in coordination DPW in planning, designing and implementing multi-modal projects across the City, including many school projects and programs. SFMTA additionally supports the work of DPW through funding school education programs, providing crossing guards at schools and encouraging walking for everyday transportation Citywide.

Our agency has a history of successful partnership with DPW to improve the public right of way for all users, including implementation of traffic calming and pedestrian safety measures such as those in the proposed project. SFMTA agrees to assist with the planning, design and implementation of the improvements proposed within the Redding Elementary School vicinity.

Sincerely,

Jerry Robbins
Interim Director of Sustainable Streets

OFFICE OF THE MAYOR
SAN FRANCISCO



EDWIN M. LEE
MAYOR

TO: Angela Calvillo, Clerk of the Board of Supervisors
FROM: *for* Mayor Edwin M. Lee *je*
RE: Apply, Accept, and Expend Grant – Active Transportation Program -
\$1,298,000
DATE: July 8, 2014

Attached for introduction to the Board of Supervisors is the resolution authorizing the filing of an application for funding assigned to the California Transportation Commission (CTC); 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 \$1,298,000 in Active Transportation Program grant funds awarded through CTC and/or MTC.

I request that this item be calendared in ~~Budget and Finance Committee~~ on July 16th.

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

MS
RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO
2014 JUL -8 PM 3:11

