

OneBayArea Grant Application

Longfellow Elementary School
Safe Routes to School Project

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

Second application round, featuring updates since October 2012





2012 San Francisco OneBayArea Grant (OBAG) Application

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

Revised April 29, 2013

A. PROJECT INFORMATION

Project name: Longfellow Elementary School Safe Routes to School Project

Sponsor agency: San Francisco Department of Public Works

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

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

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

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

(For preventative maintenance) The project will extend the useful life of the facility by the following number of years: _____

Safe Routes to School Only

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

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

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

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

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

The project has clear and diverse community support as evidenced in:		
Letters of support (check if attached)	<input checked="" type="checkbox"/>	SRTS Coalition, School Principal
Adopted plans (specify plan title and page number)	<input type="checkbox"/>	
Walking audits (for SR2S; specify school and date)	<input checked="" type="checkbox"/>	Longfellow Elementary; May 27, 2010
The conceptual design has been reviewed by the public at the following community meeting (date and place)	<input type="checkbox"/>	Walking audit participants informed of plan for bulbs after audit.

Project Readiness

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

There are no independent projects expected in the area within the project timeframe.

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

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

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

N/A

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

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

D. IMPLEMENTATION STRATEGY

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

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

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

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

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

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

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

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

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

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

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

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

E. PROJECT SCHEDULE

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

F. BUDGET

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

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

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

G. FUNDING PLAN

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

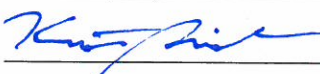
H. ATTACHMENTS

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


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

I. CONTACT AND SIGNATURE

Sponsor Agency – Project Manager

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

Sponsor Agency – Grant Manager

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

Other Partner Agencies

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

Attachment 1

Scope

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

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

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

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

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

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

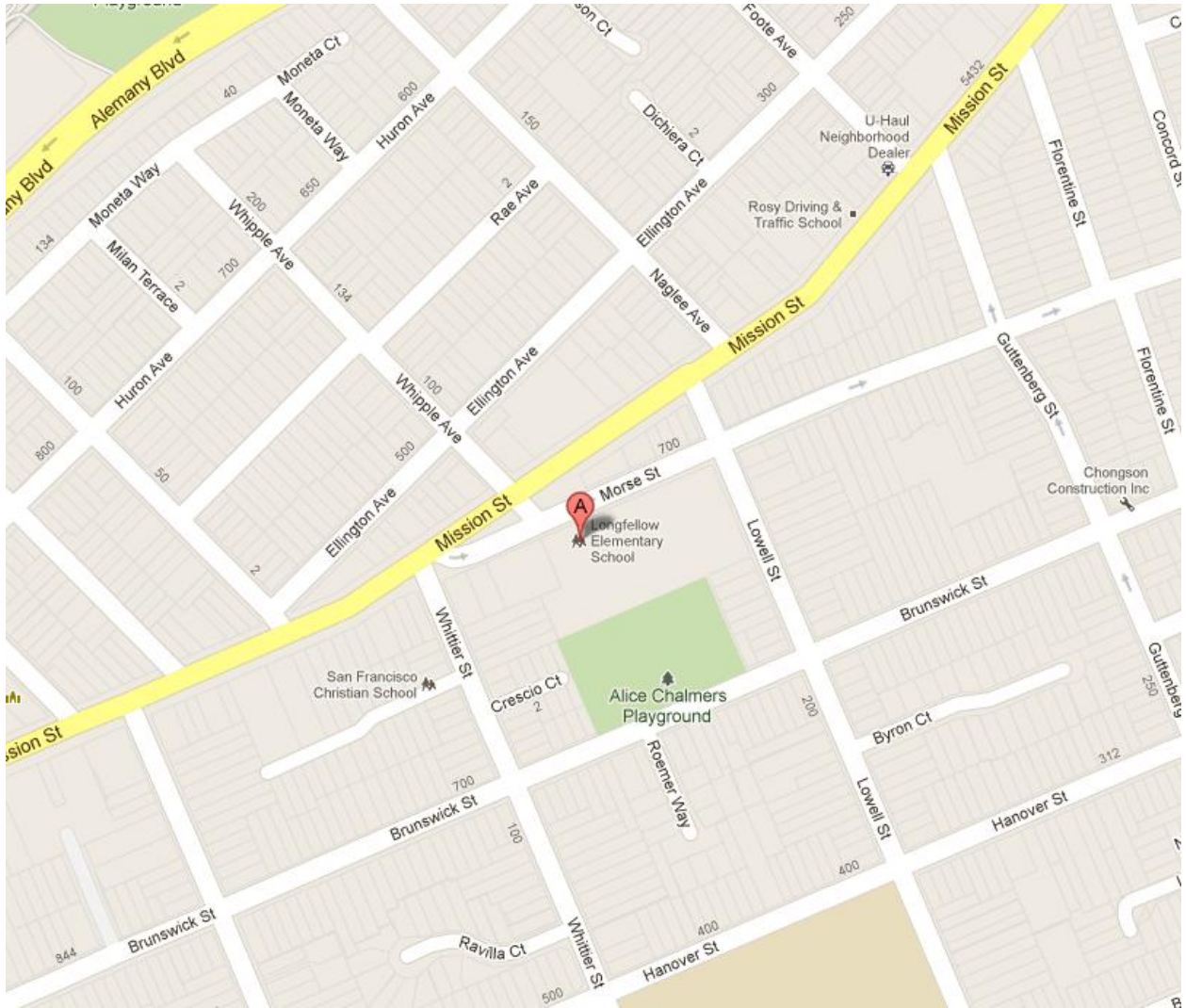
Attachments

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



Attachment 2

Maps and Photos



Aerial Map



Current Conditions



Eastbound Mission Street at Whittier Street



Westbound Mission Street at Whittier Street



Eastbound Mission Street at Whipple Avenue



Westbound Mission Street at Whipple Avenue

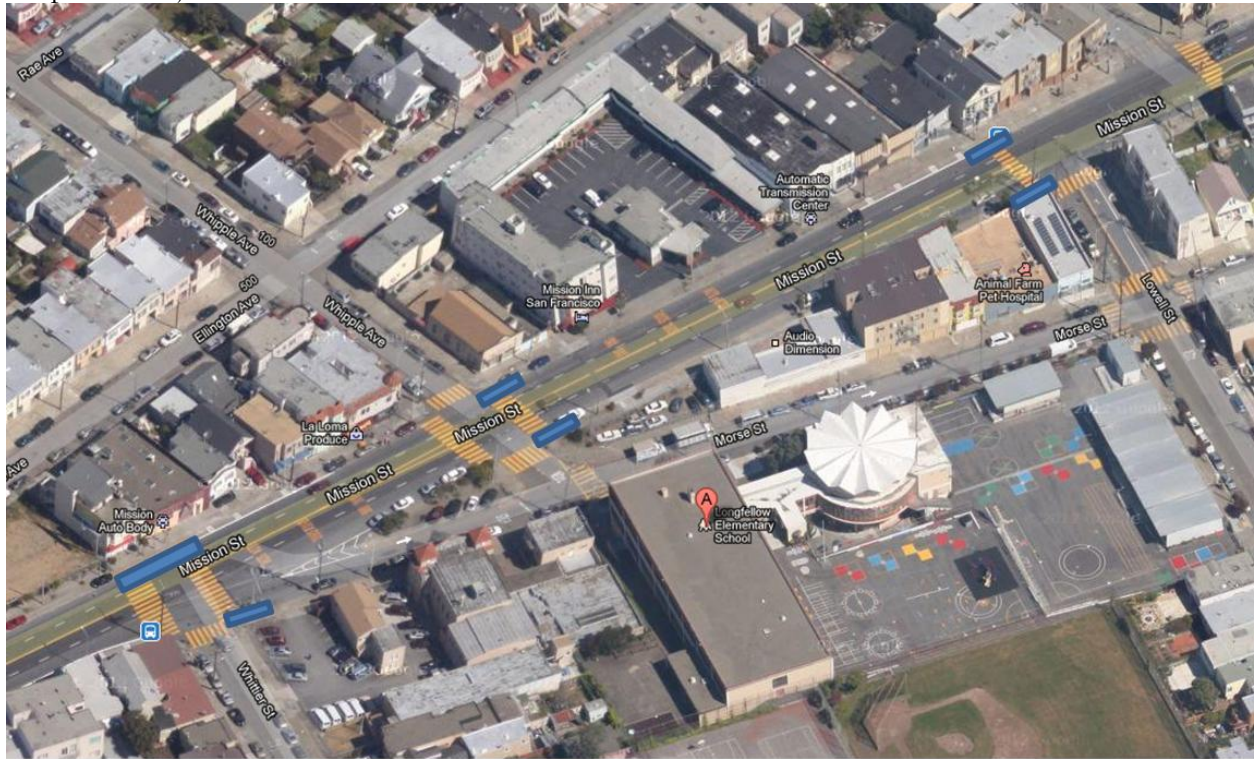


Eastbound Mission Street at Lowell Street/Naglee Avenue



Westbound Mission Street at Naglee Avenue

Proposed Project



— : Proposed Bulb-Out Location

Attachment 3

Letters of Support



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

October 15, 2012

MTC
101 Eighth Street
Oakland, CA 94607

To Whom It May Concern:

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

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

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

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

Sincerely,

Carrie Betti

Carrie Betti
Principal



www.sfsaferoutes.org

Program Partners

SF Dept of Public Health

SF Environment

Presidio YMCA Bike Program

SF Bicycle Coalition

SF Municipal Transportation Agency

SF Unified School District

Walk San Francisco

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

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

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

October 24, 2012

Dear OBAG Grant Administrator,

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

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

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

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

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

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

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



www.sfsaferoutes.org

Program Partners

SF Dept of Public Health

SF Environment

Presidio YMCA Bike Program

SF Bicycle Coalition

SF Municipal Transportation Agency

SF Unified School District

Walk San Francisco

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

Sincerely,


Christina Goette

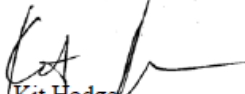
Sr. Health Program Planner, SF Department of Public Health


Melanie Nutter

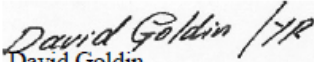
Director, SF Environment


Lara Farrell Hitchcock


Branch Manager, Presidio YMCA Bike Program


Kit Hodge

Deputy Director, San Francisco Bicycle Coalition


David Goldin

Chief Facilities Officer, SF Unified School District


Elizabeth Stampe

Executive Director, Walk San Francisco