

# OneBayArea Grant Application

## 2<sup>nd</sup> Street Streetscape Improvement Project

Submitted by the San Francisco Department of Public Works

To the San Francisco County Transportation Authority

April 29, 2013





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

**A. PROJECT INFORMATION**

**Project name:** Second Street Streetscape Improvement Project

**Sponsor agency:** Department of Public Works

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

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

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

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

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

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

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

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

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

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

**Planning and Community Support**

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

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

**Project Readiness**

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

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

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

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

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

district requirements:

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

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

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

#### D. IMPLEMENTATION STRATEGY

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

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

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

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

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

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

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

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

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

**E. PROJECT SCHEDULE**

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

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

**Construction Phase Hard Costs (by scope item)**

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



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

G. FUNDING PLAN

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

\* Allocated, programmed, or planned

H. ATTACHMENTS

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

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

I. CONTACT AND SIGNATURE

Sponsor Agency – Project Manager

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

Sponsor Agency – Grant Manager

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

### Other Partner Agencies

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

# Project Scope Narrative

## 2<sup>nd</sup> Street Improvement Project Scope

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

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

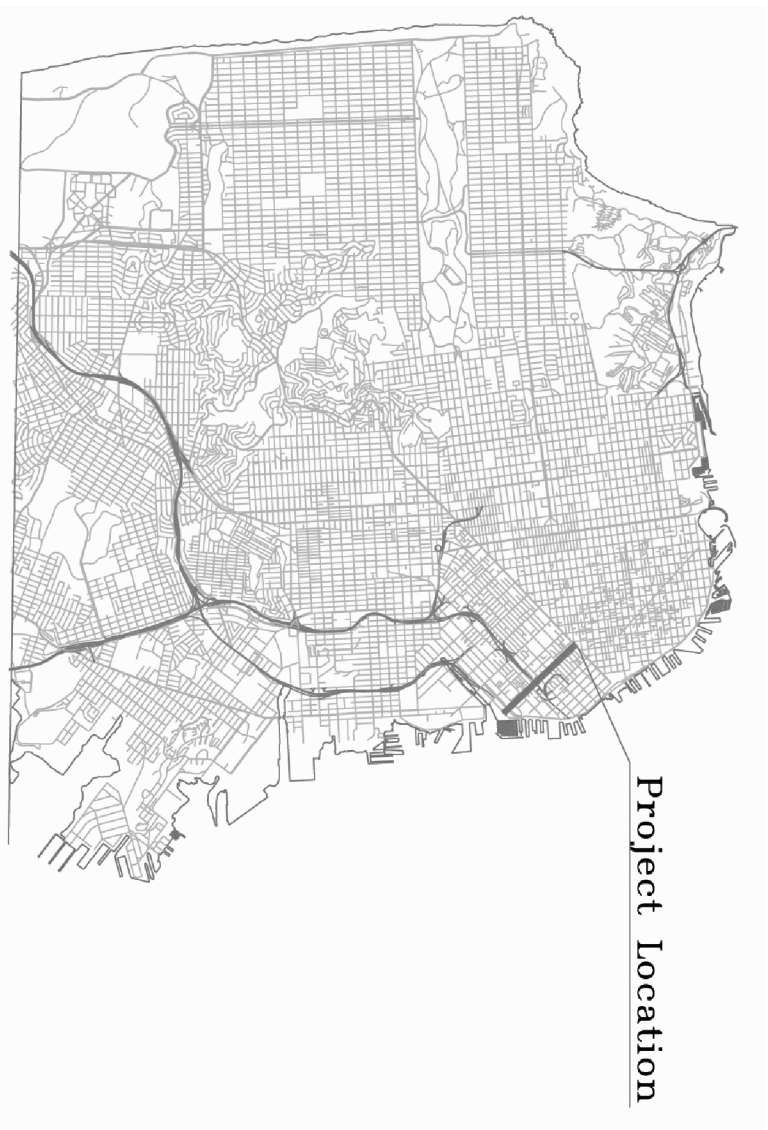
- **Safety improvements** – Repaving of 2<sup>nd</sup> Street from Market to King, turning traffic will be restricted or separated from bicycle and pedestrian movements
- **Pedestrian improvements** – The sidewalk between Harrison and Townsend will be widened to 15 feet, the dual right turn lane at Harrison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

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

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

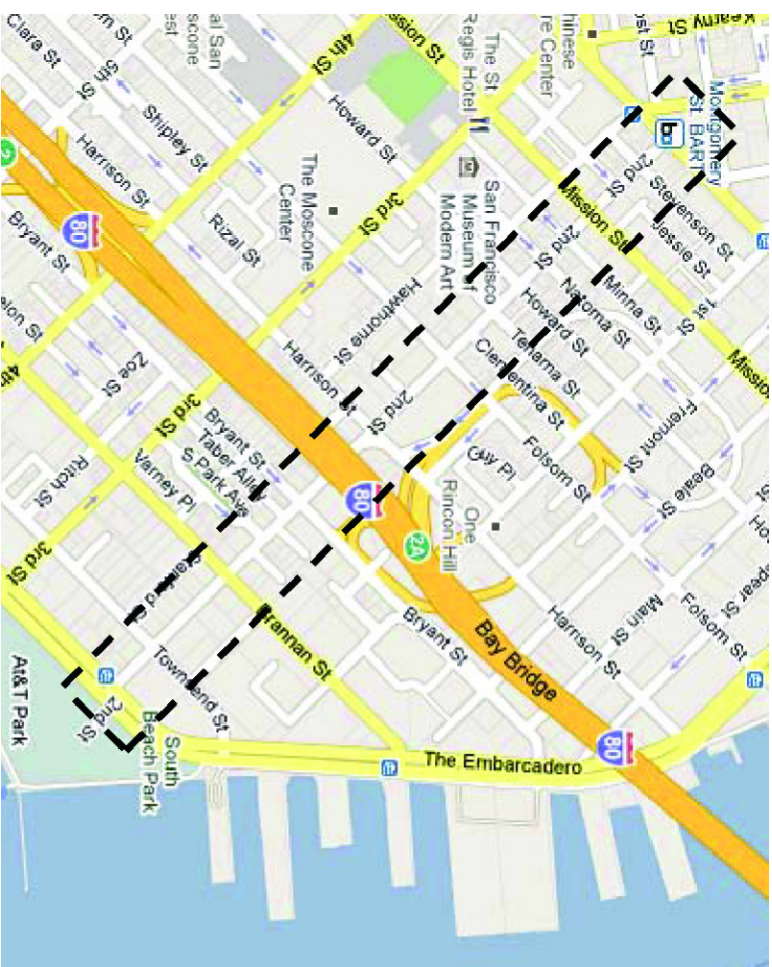
With the help of the community, these streetscape improvements look to turn 2<sup>nd</sup> Street into a vibrant, multi-modal transportation corridor that will improve pedestrian safety, increase bicyclist safety and ridership, decrease vehicle-pedestrian conflict, and provide continued transit access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

## Maps and Other Support Materials



Project Location

CONTEXT MAP



LOCATION MAP

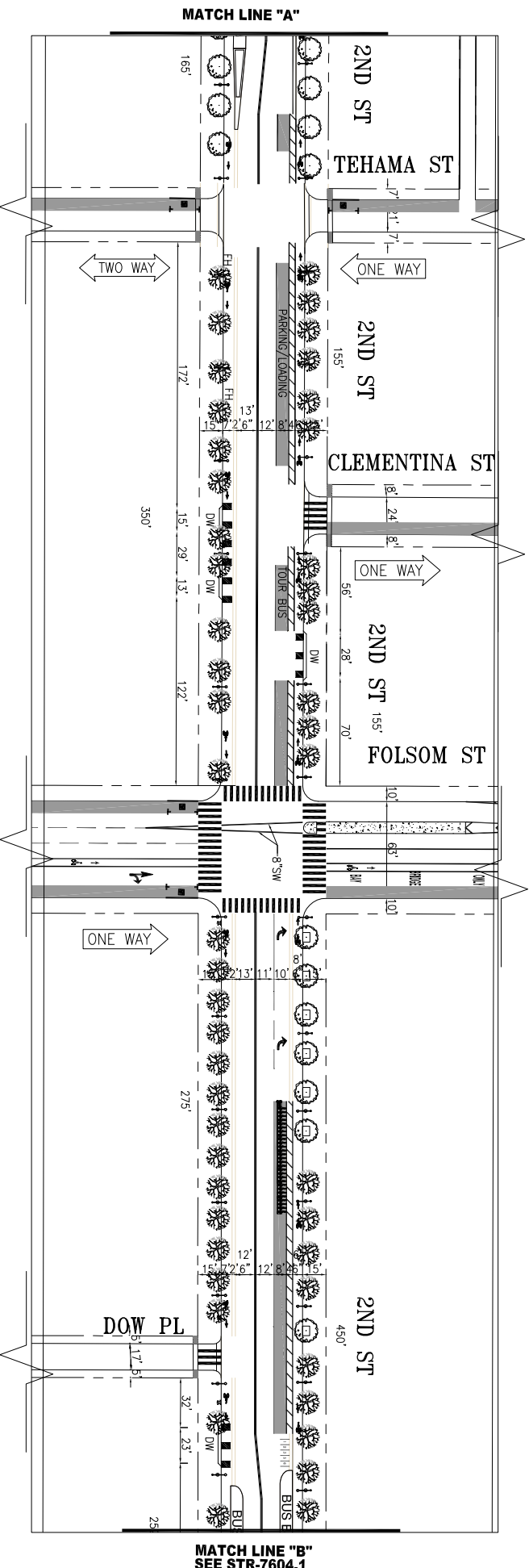
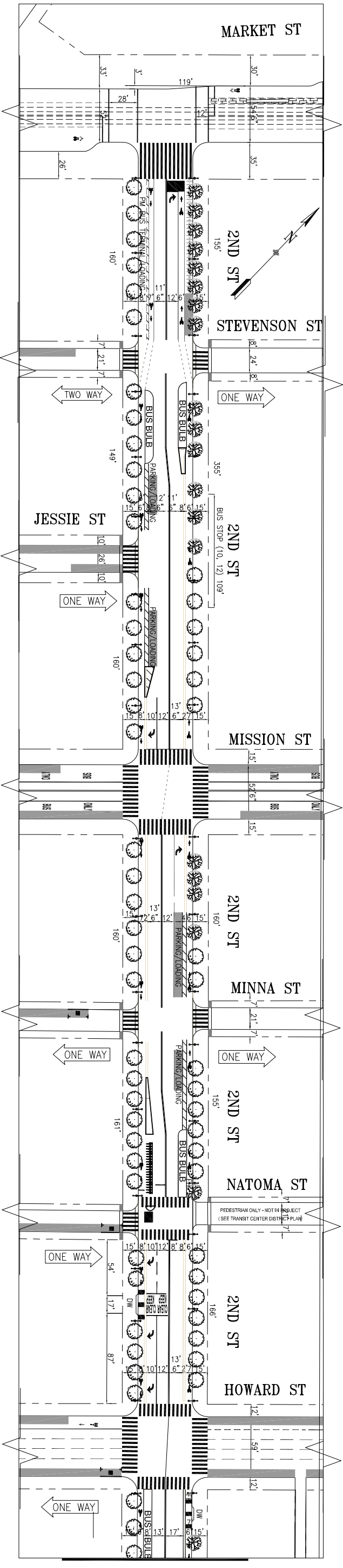


SAN FRANCISCO  
PLANNING DEPARTMENT

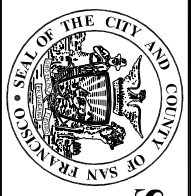


SAN FRANCISCO  
DEPARTMENT OF PUBLIC WORKS

# 2ND STREETSCAPE IMPROVEMENTS PROJECT



NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



**SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY**  
CITY AND COUNTY OF SAN FRANCISCO

SUPERSEDED  
STR-2760 REV20

DRW: ML  
DATE: 1/2012  
CHECKED: CC0

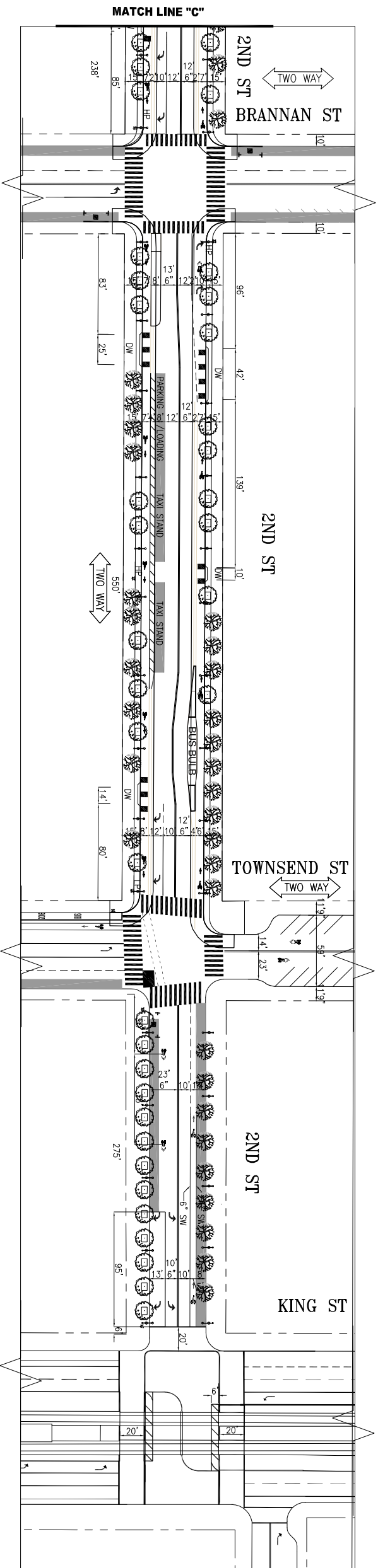
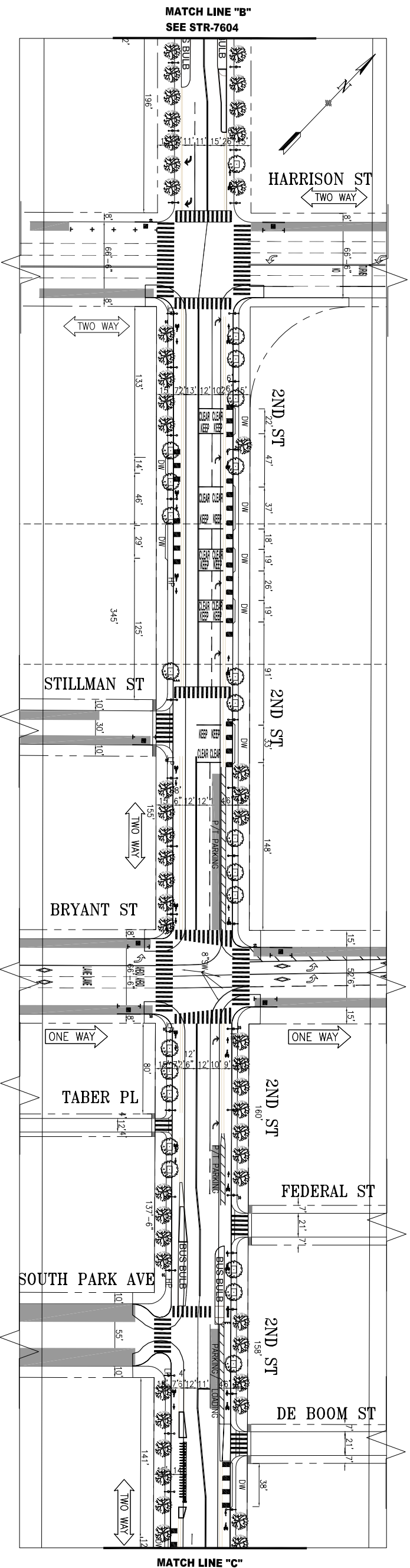
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DATE:

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SHEET OF SHEETS

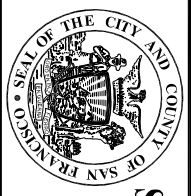
**2ND STREET  
MARKET STREET TO HARRISON STREET**

CONTRACT NO.  
DRAWING NO.  
FILE NO.  
REV. NO. 0





NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				



**SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY**  
 CITY AND COUNTY OF SAN FRANCISCO

FOR ORIGINAL SIGNATURES  
 SEE STR-760.1, REV 28

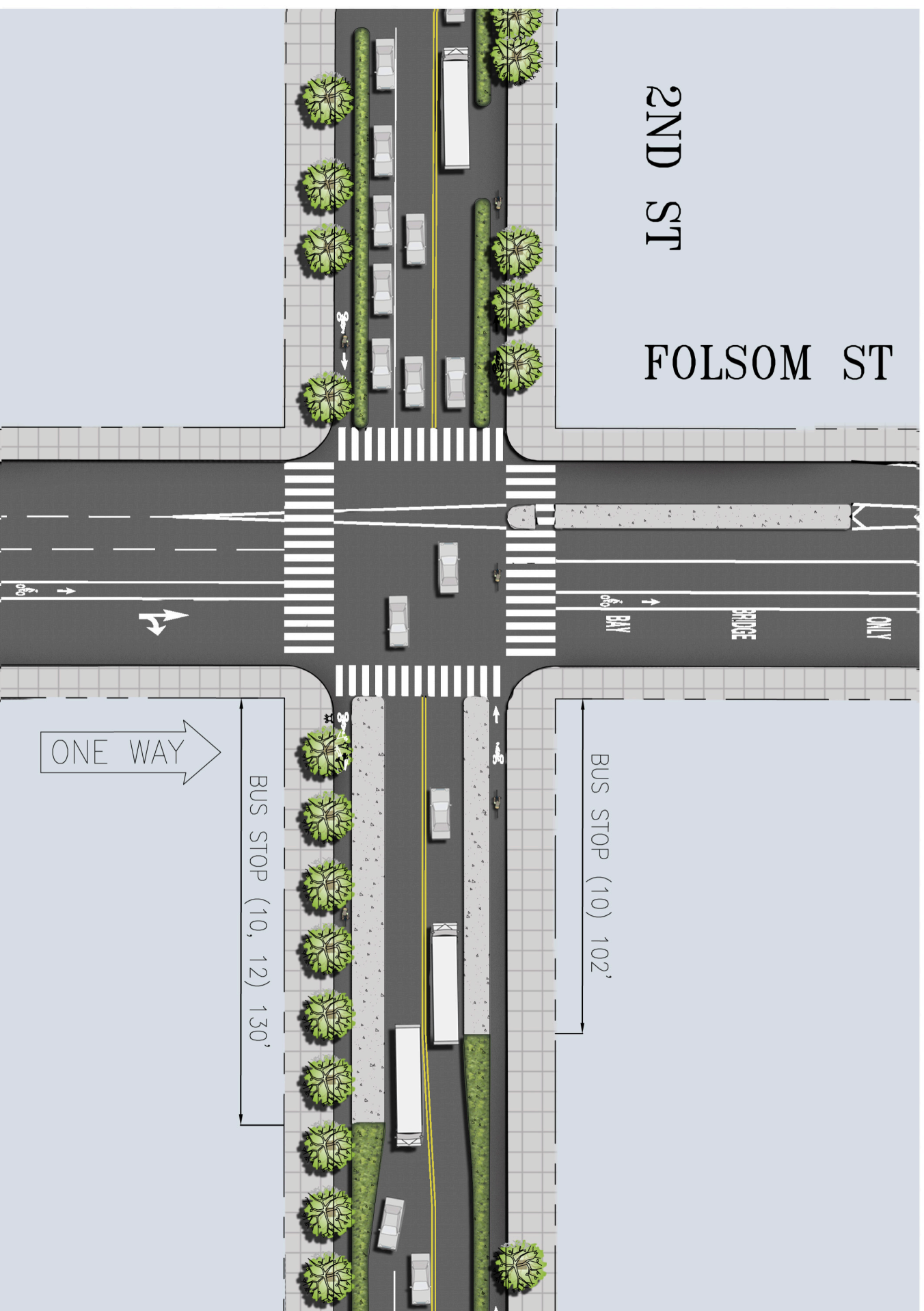
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AH	10/9/03

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DATE:	
10/01	

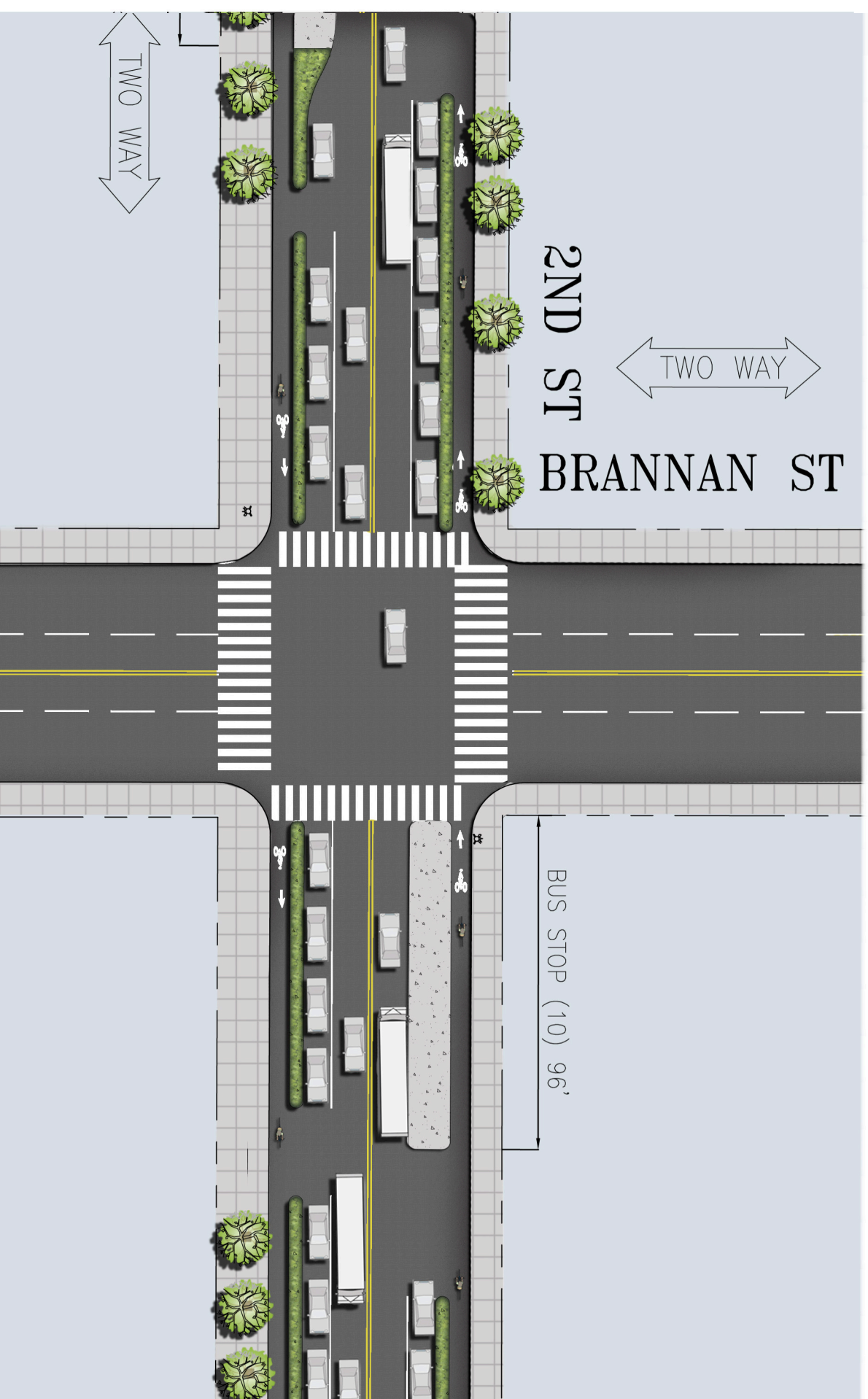
BOND YEAR: 10/01  
 CITY TRAFFIC ENGINEER

**2ND STREET  
 HARRISON STREET TO KING STREET**

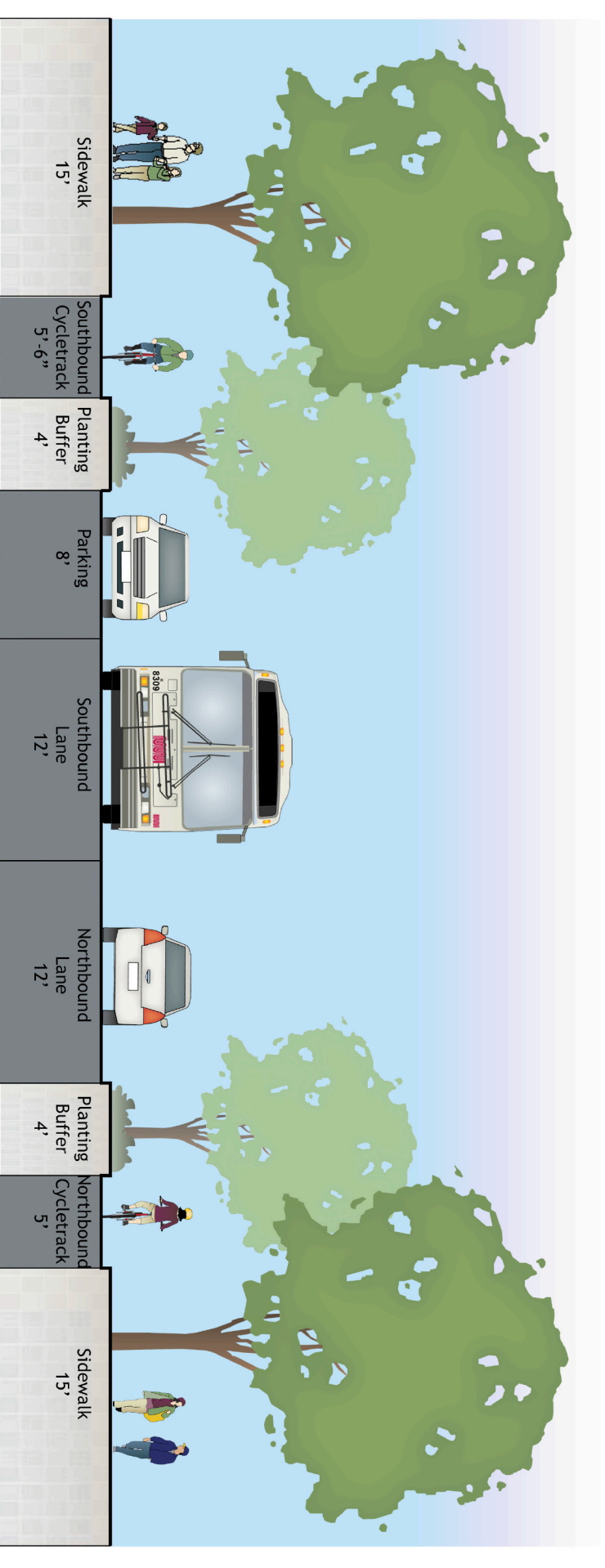
CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.
5



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

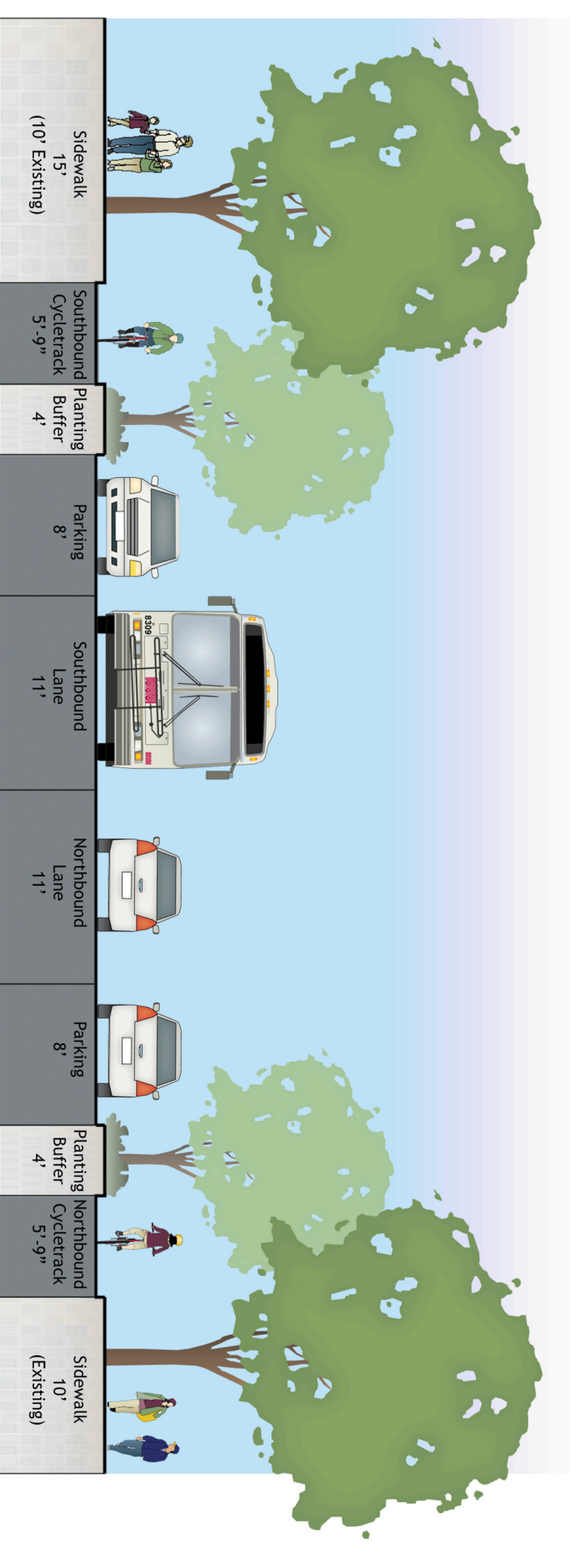


CONCEPTUAL PLAN VIEW OF A TYPICAL INTERSECTION:  
2ND STREET AT BRANNAN STREET



**One-Way Cycletracks**  
Market to Harrison  
Buffers, Cycletracks, Parking West Side

TYPICAL SECTION: MARKET STREET TO HARRISON STREET



**One-Way Cycletracks**  
Bryant to Townsend  
Buffers, Cycletracks, Parking Both Sides

TYPICAL SECTION: BRANNAN STREET TO KING STREET

# ONE WAY CYCLETRACKS

# Letters of Support



# SAN FRANCISCO PLANNING DEPARTMENT

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April 25, 2013

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

**RE: Second Street One Bay Area Grant Application**

Dear Director Lombardo,

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

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

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

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

Sincerely,

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

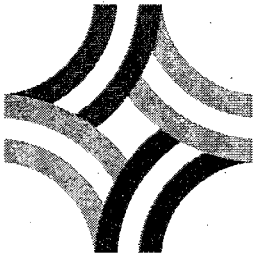
John Rahaim  
Director of Planning

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

Reception:  
**415.558.6378**

Fax:  
**415.558.6409**

Planning  
Information:  
**415.558.6377**



April 26, 2013

**SFMTA**  
Municipal Transportation Agency

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

**RE: Second Street One Bay Area Grant Application**

Dear Director Lombardo,

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

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

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

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

Sincerely,

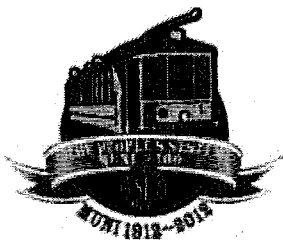
Bond M. Yee  
Director, Sustainable Streets Division  
San Francisco Municipal Transportation Agency

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

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

Tele: 415.701.4500

www.sfmta.com



April 25, 2013

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

RE: Second Street One Bay Area Grant Application

Dear Director Lombardo,

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

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

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

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

Sincerely,



Virginia Grandi  
Program Director  
Yerba Buena Alliance



October 23, 2012

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

**RE: Second Street One Bay Area Grant Application**

Dear Mr. Moscovich,

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

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

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

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

Sincerely,

A handwritten signature in black ink, appearing to read 'David Baker', is positioned below the 'Sincerely,' text.

David Baker, FAIA  
Dbarchitect



San Francisco Bicycle Coalition  
833 Market Street, 10<sup>th</sup> Floor  
San Francisco CA 94103

T 415.431.BIKE  
F 415.431.2468

[sfbike.org](http://sfbike.org)

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

October 24, 2012

Commissioner Campos:

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

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

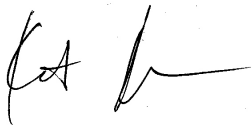


safety to the park. We have been impressed with the large amount of community involvement in this project so far and look forward to continuing to work with the community and the Recreation and Parks Department as these conceptual proposals are refined.

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

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

Sincerely,

A handwritten signature in black ink, appearing to read 'Kit Hodge', with a stylized flourish at the end.

Kit Hodge  
Deputy Director  
San Francisco Bicycle Coalition

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



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

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

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

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

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

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

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