

File No. 130098

Committee Item No. 3

Board Item No. _____

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee: City Operations

Date 02/21/13

Board of Supervisors Meeting

Date _____

Cmte Board

- | | | |
|-------------------------------------|--------------------------|--|
| <input type="checkbox"/> | <input type="checkbox"/> | Motion |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Resolution |
| <input type="checkbox"/> | <input type="checkbox"/> | Ordinance |
| <input type="checkbox"/> | <input type="checkbox"/> | Legislative Digest |
| <input type="checkbox"/> | <input type="checkbox"/> | Budget and Legislative Analyst Report |
| <input type="checkbox"/> | <input type="checkbox"/> | Legislative Analyst Report |
| <input type="checkbox"/> | <input type="checkbox"/> | Youth Commission Report |
| <input type="checkbox"/> | <input type="checkbox"/> | Introduction Form (for hearings) |
| <input type="checkbox"/> | <input type="checkbox"/> | Department/Agency Cover Letter and/or Report |
| <input type="checkbox"/> | <input type="checkbox"/> | MOU |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Grant Information Form |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Grant Budget |
| <input type="checkbox"/> | <input type="checkbox"/> | Subcontract Budget |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Contract/Agreement |
| <input type="checkbox"/> | <input type="checkbox"/> | Form 126 – Ethics Commission |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Award Letter |
| <input type="checkbox"/> | <input type="checkbox"/> | Application |
| <input type="checkbox"/> | <input type="checkbox"/> | Public Correspondence |

OTHER (Use back side if additional space is needed)

<input type="checkbox"/>	<input type="checkbox"/>	_____
<input type="checkbox"/>	<input type="checkbox"/>	_____
<input type="checkbox"/>	<input type="checkbox"/>	_____
<input type="checkbox"/>	<input type="checkbox"/>	_____
<input type="checkbox"/>	<input type="checkbox"/>	_____
<input type="checkbox"/>	<input type="checkbox"/>	_____
<input type="checkbox"/>	<input type="checkbox"/>	_____
<input type="checkbox"/>	<input type="checkbox"/>	_____
<input type="checkbox"/>	<input type="checkbox"/>	_____
<input type="checkbox"/>	<input type="checkbox"/>	_____

Completed by: Andrea Ausberry Date 02/14/13

Completed by: _____ Date _____

An asterisked item represents the cover sheet to a document that exceeds 25 pages.
The complete document can be found in the file.

1 [Accept and Expend Grant - Sloat Boulevard Pedestrian Safety Improvements Project -
2 \$797,000]

3 **Resolution authorizing the Department of Public Works to retroactively accept and**
4 **expend a Federal grant in the amount of \$797,000 from the Federal Highway**
5 **Administration for the Sloat Boulevard Pedestrian Safety Improvements Project, for the**
6 **term from January 2013 through December 2016.**

7
8 WHEREAS, The Highway Safety Improvement Program (HSIP), codified as Section 148
9 of Title 23, United States Code (23 U.S.C. §148) was elevated to a core program as a result of
10 the passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for
11 Users (SAFETEA-LU); and

12 WHEREAS, Caltrans Department of Local Assistance, which is responsible for
13 administering the HSIP program at the local level in the State of California, solicited HSIP
14 applications in April 2012; and

15 WHEREAS, On July 20, 2012, the San Francisco Department of Public Works (DPW)
16 submitted an application to Caltrans for \$797,000 in HSIP funds for the Sloat Boulevard
17 Pedestrian Safety Improvements Project; and

18 WHEREAS, HSIP requires at least a 10% local match; and

19 WHEREAS, DPW, with the concurrence of the Municipal Transportation Agency, in
20 January 2013 will submit a request for an allocation of \$130,357 in Prop K Local Sales Tax to
21 the San Francisco County Transportation Authority to serve as the required local match; and

22 WHEREAS, The DPW is a sponsor of transportation projects eligible for HSIP funds; and

23 WHEREAS, The grant does not require an ASO amendment; and

24 WHEREAS, The grant budget does includes \$89,775 in indirect costs; now, therefore, be
25 it

1 RESOLVED, That the San Francisco Board of Supervisors authorizes the Director of
2 Public Works or his/her designee to accept and expend a \$797,000 federal grant from
3 Caltrans for the Sloat Boulevard Pedestrian Safety Improvements Project; and, be it

4 FURTHER RESOLVED, That Director of Public Works or his/her designee is
5 authorized to execute all documents pertaining to the project with Caltrans.
6
7

8 Recommended:

Approved: 

Mayor


Mohammed Nuru

Approved: 

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: January 3, 2013
SUBJECT: Accept and Expend Resolution for Subject Grant
GRANT TITLE: Highway Safety Improvement Program, Cycle 5

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

- Proposed grant resolution; original signed by Department, Mayor, Controller
- Grant information form, including disability checklist
- Grant budget
- Grant application
- Grant award letter from funding agency
- Other (Explain):

Special Timeline Requirements:

Departmental representative to receive a copy of the adopted resolution:

Name: Ananda Hirsch

Phone: 415.558.4034

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

Certified copy required Yes

No

(Note: certified copies have the seal of the City/County affixed and are occasionally required by funding agencies. In most cases ordinary copies without the seal are sufficient).



File Number: 13098
(Provided by Clerk of Board of Supervisors)

Grant Resolution Information Form
(Effective July 2011)

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

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

1. Grant Title: Sloat Boulevard Pedestrian Safety Improvements Project
2. Department: Public Works
3. Contact Person: Ananda Hirsch Telephone: 415.558.4034
4. Grant Approval Status (check one):
 Approved by funding agency Not yet approved
5. Amount of Grant Funding Approved or Applied for: \$797,000
Grant Code: PWHS02/13FD
- 6a. Matching Funds Required: \$130,357
b. Source(s) of matching funds (if applicable): Prop K, Local Sales Tax. Matching fund allocation request will be heard by SF County Transportation Authority in February, 2013.
- 7a. Grant Source Agency: Federal Highway Administration
b. Grant Pass-Through Agency (if applicable): Caltrans
8. Proposed Grant Project Summary: Improved pedestrian safety on Sloat Boulevard (CA Highway 35) at the intersections with Everglade Drive, Forest View Drive, and 23rd Avenue.
9. Grant Project Schedule, as allowed in approval documents, or as proposed:
Start-Date: January 2013 End-Date: December 2016
- 10a. Amount budgeted for contractual services: \$637,900
b. Will contractual services be put out to bid? Yes, but they have not gone out to bid yet.
c. If so, will contract services help to further the goals of the Department's Local Business Enterprise (LBE) requirements? Yes
d. Is this likely to be a one-time or ongoing request for contracting out? One-time
- 11a. Does the budget include indirect costs? Yes No
b1. If yes, how much? \$107,991 of which, 89,775 comes from the grant funds, the rest is local match.
b2. How was the amount calculated? Using the FY 12/13 overhead rates of DPW and MTA for their project-associated staff time.

c1. 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?

12. Any other significant grant requirements or comments:

****Disability Access Checklist** (Department must forward a copy of all completed Grant Information Forms to the Mayor's Office of Disability)**

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

Existing Site(s)

Existing Structure(s)

Existing Program(s) or Service(s)

Rehabilitated Site(s)

Rehabilitated Structure(s)

New Program(s) or Service(s)

New Site(s)

New Structure(s)

14. 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 disability rights laws and regulations and will allow the full inclusion of persons with disabilities. These requirements include, but are not limited to:

1. Having staff trained in how to provide reasonable modifications in policies, practices and procedures;
2. Having auxiliary aids and services available in a timely manner in order to ensure communication access;
3. Ensuring that any service areas and related facilities open to the public are architecturally accessible and have been inspected and approved by the DPW Access Compliance Officer or the Mayor's Office on Disability Compliance Officers.

If such access would be technically infeasible, this is described in the comments section below:

Comments:

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

Kevin Jensen

(Name)

Disability Access Coordinator

(Title)

Date Reviewed:

25 JANUARY 2013



(Signature Required)

Department Head or Designee Approval of Grant Information Form:

Mohammed Nuru

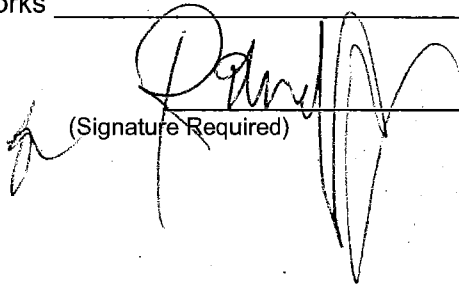
(Name)

Director, San Francisco Department of Public Works

(Title)

Date Reviewed: 1/7/13

(Signature Required)

A handwritten signature in black ink, appearing to read 'Mohammed Nuru', is written over a horizontal line. The signature is stylized and includes a large loop at the beginning.

Introduction Form

By a Member of the Board of Supervisors or the Mayor

Time stamp
or meeting date

I hereby submit the following item for introduction (select only one):

- 1. For reference to Committee:
An ordinance, resolution, motion, or charter amendment.
- 2. Request for next printed agenda without reference to Committee.
- 3. Request for hearing on a subject matter at Committee:
- 4. Request for letter beginning "Supervisor inquires"
- 5. City Attorney request.
- 6. Call File No. from Committee.
- 7. Budget Analyst request (attach written motion).
- 8. Substitute Legislation File No.
- 9. Request for Closed Session (attach written motion).
- 10. Board to Sit as A Committee of the Whole.
- 11. Question(s) submitted for Mayoral Appearance before the BOS on

Please check the appropriate boxes. The proposed legislation should be forwarded to the following:

- Small Business Commission Youth Commission Ethics Commission
- Planning Commission Building Inspection Commission

Note: For the Imperative Agenda (a resolution not on the printed agenda), use a different form.

Sponsor(s):

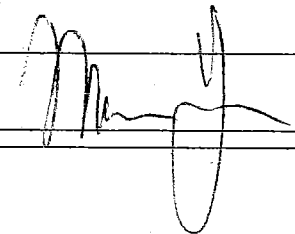
Supervisor Yee

Subject:

Accept and Expend Grant – Highway Safety Improvement Program Grant - \$797,000

The text is listed below or attached:

See attached

Signature of Sponsoring Supervisor: 

For Clerk's Use Only:

130098



DEPARTMENT OF TRANSPORTATION

OFFICE OF LOCAL ASSISTANCE, MS 10B
111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5226
FAX (510) 286-5229



*Flex your power!
Be energy efficient!*

October 24, 2012

Ananda Hirsch
Transportation Finance Analyst
City of San Francisco
30 Van Ness Ave., 5th Floor
San Francisco, CA 94102

Dear Ananda Hirsch:

Congratulations! The following project(s) you submitted for Highway Safety Improvement Program (HSIP) and/or High Risk Rural Roads (HR3) funding has been selected for implementation:

Program: HSIP.

Program Description: Construct bulb-outs and curb ramps; install medians and flashing beacons

Project Location: Sloat Blvd./SR 35/Everglade Dr.; Sloat Blvd./Forest View Dr.; Sloat Blvd./23rd Ave.

Total Project Cost \$1,000,200 Federal Funds \$797,000

To view the complete statewide project listing, visit the HSIP website at:
http://www.dot.ca.gov/hq/LocalPrograms/HSIP/prev_cycle_results.htm.

Two hundred and twenty-one (221) projects were selected from a candidate pool of 276 applications. The selected HSIP and HR3 projects, totaling \$111 million, will utilize the available HSIP programming capacity in the 2013 Federal Statewide Transportation Improvement Plan (FSTIP). All projects competed on the basis of their Benefit Cost Ratio.

With this notification your project(s) has been approved for HSIP/HR3 funding, Caltrans now expects your agency to expedite the delivery of this safety project(s) wherever practical!

For all HSIP and HR3 projects, Caltrans requires agencies to meet delivery deadlines for three key milestones. The three milestones and delivery deadlines are as follows:

1. Request Authorization to Proceed with Preliminary Engineering (PE) within 6 months after the project is amended into the FSTIP. *Note: For agencies that do not need Authorization to Proceed with PE because they are not using federal funds for this phase,*

the agency will only be held to requesting Construction Authorization within 30 months after the project is amended into the FSTIP.

2. Request Authorization to Proceed with Construction (CON) within 30 months (2 ½ years) after the project is amended into the FSTIP.
3. Complete construction and close out project within 54 months (4 ½ years) after the project is amended into the FSTIP.

Caltrans will track the delivery of these selected HSIP and HR3 projects and prepare a quarterly report showing the delivery performance of each project. The quarterly report link is:

http://www.dot.ca.gov/hq/LocalPrograms/HSIP/delivery_status.htm

Projects that miss milestones per the HSIP/HR3 guidelines will be flagged in these reports. Caltrans will not accept HSIP/HR3 applications from agencies that have flagged projects during future open 'call for projects' cycles.

Caltrans reserves the right to re-program the unobligated federal funds for projects that do not meet these delivery milestone requirements and become flagged. Any unobligated federal funds may be re-programmed to outside of the active 4-year element of the FSTIP. By reserving the right to re-program the unobligated federal funds for projects that do not meet the delivery requirements, Caltrans expects to maintain programming flexibility for our safety programs and effectively manage the programming capacity for projects waiting to obligate federal funds. In addition, any agency that has not initiated their project by the first milestone date will be required to submit status and justification for the project to remain in the program. These updated Project Delivery Requirements have been posted at the delivery status website reference above.

The Metropolitan Transportation Commission (MTC) will be informed of each project being approved for funding. Caltrans Headquarters staff will work with MTC to include each project in their next FSTIP Amendment. Immediately after the FSTIP Amendment has been approved by the Federal Highway Administration (FHWA), you will be notified of its approval and may then submit a request for authorization (RFA) to begin **reimbursable work** on the project in accordance with federal-aid project implementation procedures.

Your agency is encouraged to complete your **non-reimbursable** efforts of completing activities and preparing documents required for your first RFA to proceed with PE, ROW, or CON, whichever phase is appropriate for the project. **These efforts can and should begin now in anticipation of your project(s) being approved FSTIP.** Please contact John Brewster to arrange for an on-site field review to evaluate and assess the entire scope of the safety project. A field review form can be found in the *Local Assistance Procedures Manual* or at the Local Programs website: <http://www.dot.ca.gov/hq/LocalPrograms/lam/lapm.htm>.

Ananda Hirsch
October 24, 2012
Page 3

Given that HSIP/HR3 safety projects are lump-sum programmed in the FSTIP, it can be expected that one or more phases of a project's delivery schedule will not match the FFY in the FSTIP. When this occurs, local agencies will use the Expedited Project Selection Procedure (EPSP) in conjunction with their RFA. More information on when local agencies are expected to use EPSP on HISP/HR3 projects and the procedures to follow can be found at the above referenced webpage for the HSIP delivery requirements.

If you have questions, please feel free to contact John Brewster at 510-286-6485, or at john_brewster@dot.ca.gov

Sincerely,



Sylvia Fung
District Local Assistance Engineer

cc: MTC

**Sloat Boulevard Pedestrian Improvements
Highway Safety Improvement Program Grant Budget**

<u>Sources</u>	<u>Amount</u>
Highway Safety Improvement Program Grant	\$ 797,000
Local Match (MTA To Determine)	\$ 130,357
TOTAL COST	\$ 927,357

<u>Uses</u>	<u>Amount</u>
Preliminary Engineering	\$ 170,352
Construction Phase & Contingency	\$ 757,005
TOTAL COST	\$ 927,357



Edwin M. Lee, Mayor
Mohammed Nuru, Director

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



July 20, 2012

Sylvia Fung
Caltrans District 4 - Local Assistance
111 Grand Avenue (94612)
P. O. Box 23660
Oakland, CA 94623-0660

Dear Ms. Fung:

The San Francisco Department of Public Works is pleased to submit an application for the Cycle 5 Highway Safety Improvement Program. Enclosed are one original and one copy of the application, as well as a CD containing the application materials. The application is for Sloat Boulevard Pedestrian Safety Improvements.

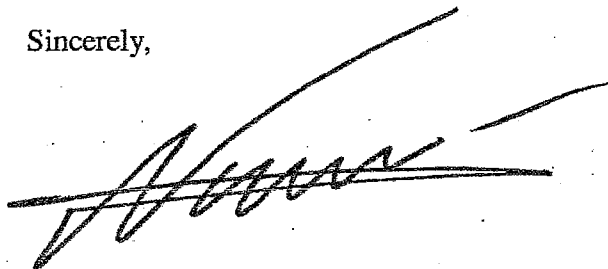
The proposed improvements are pedestrian beacons and enhanced pedestrian crossings at three of the most hazardous intersections along Sloat Boulevard (CA-35), a state route that runs through an urban residential neighborhood. This application is part of a cooperative effort with Caltrans District 4 to respond to safety concerns raised by local residents and elected officials. Caltrans has already made some improvements on the corridor. This grant would enable us to add further safety measures to address remaining concerns from the community and build upon the actions already taken by Caltrans.

As noted in the Local Roadway Safety Manual, pedestrian beacons act as a general warning device for drivers approaching an intersection, alerting them to the potential presence of pedestrians and the need to slow down and pay attention. Enhanced crosswalks reduce pedestrian and bicycle collision risk by decreasing the time pedestrians are exposed in the crosswalk, making them more visible as they wait to cross, slowing turning vehicles, visually narrowing the roadway, and providing room for upgraded curb ramps. Our pairing of the countermeasure to each intersection is based on the types of collisions recorded there. Due to the accident history at Forest View, we are proposing to put in both countermeasures. Our calculations assume that the benefits of the two countermeasures are additive.



Thank you very much for your consideration of this application. If you have any questions, please contact Ananda Hirsch at (415) 558-4034.

Sincerely,

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

Mohammed Nuru
Director of Public Works

Enclosures



**APPLICATION FOR
HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROGRAM CYCLE 5
AND HIGH RISK RURAL ROADS (HR3) PROGRAM CYCLE 3**

APPLICATION SUMMARY

After the application is finalized, please save this PDF form using the exact "Application ID" (shown below) as the file name.

This summary page is filled out automatically once the application is completed.

Application ID: 04-San Francisco-1

Submitted By (Agency):

San Francisco

Caltrans District

04

Application Number

1

Out of

1

Project Location

Three intersections: Sloat Blvd. (CA Highway 35) at Everglade Dr.; Sloat Blvd. at Forest View Dr.; and Sloat Blvd. at 23rd Avenue.

Project Description

Install curb bulb-outs, curb ramps, and median improvements at Sloat/Everglade and Sloat/Forest View. Install wireless overhead flash beacons at Sloat/23rd and Sloat/Forest View (rectangular rapid flash beacon indications being considered).

Countermeasure 1:

NS8: Install flashing beacons as advance warning (NS.I.)

Countermeasure 2:

NS18: Install pedestrian crossing (with enhanced safety features / curb-extensions)

Countermeasure 3:

Total Expected Benefit

10,704,360

Total Project Cost

\$1,000,200.00

B/C Ratio:

10.70

I. Basic Project Information

Date: Caltrans District: MPO:

Agency: County:

Total number of applications being submitted by your agency:

Application Number (each application must have a unique number):

Contact Person Information

Name (Last, First):

Position/Title of Contact Person:

Email: Telephone: Extension:

Address:

City: Zip Code: (Enter only a 5-digit number.)

Project Information

Project Location
 -Be Brief (limited to 250 characters)
 -See Instructions

Project Description
 -Be Brief (limited to 250 characters)
 -See Instructions

Functional Classification: (For Functional Classification and CRS Maps, Visit http://www.dot.ca.gov/hq/tsip/hseb/crs_maps/)

CRS Map ID (e.g. 08E14):

Urban/Rural Area: (Visit <http://earth.dot.ca.gov/>)

Eligible for HR3 Funding (See Instructions):

Work on the State Highway System (See Instructions)

Does the project include improvements on the State Highway System?

If no, move on to the next page; if yes, go to the below question.

Is this a joint-funded project with Caltrans?

- If yes, check this box to confirm a formal Letter of Support from Caltrans - District Traffic is attached to the application. The letter should include estimates of cost sharing.
- If no, check this box to confirm a written correspondence from Caltrans District Traffic is attached to the application. The correspondence should indicate that Caltrans does not see issues that would prevent the proposed project from receiving an encroachment permit

Additional Information

1. Is the project focused primarily on "spot location" or "systemic" improvements?

2. Which of the California's Strategic Highway Safety Plan (SHSP) Challenge Areas does the project address primarily?
(For more information on the SHSP and its Challenge Areas, see: <http://www.dot.ca.gov/SHSP/>)

3. How were the safety needs and potential countermeasures for this project **first** identified?

4. What is the primarily mode of travel intended to be benefited by this project?

5. Approximate percentage of project cost going to improvements related to **motorized** travel %

6. Approximate percentage of project cost going to improvements related to **non-motorized** travel %

7. Is the project focused primarily on "Intersection" or "Roadway" improvement?

Number of Intersections

8. Posted Speed Limit (mph)

9. Average Daily Traffic <i>(See Instructions)</i>	ADT (Major Road)	ADT (Minor Road)	Year Collected
	<input type="text" value="23,700"/>	<input type="text"/>	<input type="text" value="2009"/>

II. Narrative Questions (See Instructions)

These narrative questions are intended to provide additional project details for the application reviewers and project files. Application reviewers will use the information in their “fatal flaw” assessment of the applications, including:

- 1) The project scope is eligible for HSIP and/or HR3 funding;
- 2) The countermeasures used in the B/C ratio calculation are appropriately applied based on the scope of the project;
- 3) The crash data used in the B/C ratio calculation is appropriately applied based on the scope of the project and countermeasures used;
- 4) The costs included in the application represent the likely total project cost necessary to fully construct the proposed scope. If the proposed project is a piece of a larger construction project, the entire scope of the larger project must be identified.
- 5) The application data and attachments are reasonable and meet generally accepted traffic engineering and transportation safety principles.

If significant inconsistencies or errors are found in the application information, the Caltrans reviewers may conclude that the application includes one or more “fatal flaws” and the application will be dropped from further funding considerations. The applicant will be notified of Caltrans findings until after the selection process is complete.

1. Overall Identification of Need

Describe how the agency identified the project as one of its top safety priorities. Was a data-driven, safety evaluation of their entire roadway network completed? (limited to 5,000 characters)

Safety issues on Sloat Boulevard were identified through review of collision patterns and stakeholder concerns. Safety along Sloat Blvd. is a particularly challenging issue as the road is a State Highway (CA-35), yet also operates as a residential street.

City studies and reports repeatedly indicate that Sloat Blvd. is exactly the type of road that has a disproportionate risk for severe and fatal collisions. Each year, the City publishes an Annual Collision Report, which identifies long-term collision trends and the most problematic intersections. In 2011, a team of City and County staff collaborated with other researchers and consultants to develop a pedestrian volume model for San Francisco. This model is used directly for planning, prioritization and safety analysis at the community, neighborhood and corridor levels, primarily by supporting the consideration of pedestrian crossing risk. Lastly, the City is concerned about pedestrian crossings at uncontrolled intersections along wide, higher speed arterials like those found on Sloat Blvd. as explicitly expressed in the Better Streets Plan and the San Francisco Municipal Transportation Agency's (SFMTA) crosswalk guidelines. The 2011 multi-agency WalkFirst pedestrian Prioritization Project also highlighted the concentration of pedestrian injuries along such corridors.

In addition to these systematic reviews, both citizens in the community and elected officials representing the area near Sloat Blvd. have been vocal in their requests to Caltrans for safety improvements. About 12 years ago, for example, the SFMTA received three separate citizen requests for improvements to the Sloat Blvd./Forest View Dr. intersection. Neighbors near other Sloat intersections have also sent requests. They cite many reasons for their concern, including the corridor's proximity to Lowell High School and the #23-Monterey Muni Bus Line. In 2010, Supervisor Carmen Chu, who represents the District where these intersections are located, requested that Caltrans undertake measures to improve pedestrian safety on Sloat Blvd., particularly between 19th and 34th Avenues. Her office is receiving a great deal of correspondence from residents expressing deep concern for the safety of pedestrians crossing Sloat Blvd. in this area.

Caltrans' recent bicycle lane improvements will go a long way towards improving bicyclist safety on Sloat Blvd. However, concerns remain regarding pedestrian and motorist safety along this east-west arterial. Residents are united in their concern over motorist speed and pedestrian visibility.

Community concerns for safety are the result of some sixty collisions, resulting in two recent accidents with fatalities, which have occurred along the corridor in the past five years. More specifically, the intersections of Sloat with Everglade Drive, Forest View Drive, and 23rd Avenue are of concern due to their collision history, proximity to important destinations such as Lowell High School and Lakeshore Plaza (a shopping center), and sustained concern from residents. The two fatalities in the last five years occurred at 23rd

Ave. and at Forest View Drive. At Everglade Drive, five collisions occurred within this period.

Further recognition of the need for safety improvements to Sloat Blvd. comes from the recent Caltrans road diet and restriping project, which reduced the through lanes from six lanes to four and added bicycle lanes in each direction. This project demonstrates Caltrans' explicit interest in non-motorized road user safety along this corridor. While the speed limit was reduced from 40 to 35 mph, the effect has been to reduce travel speeds by only two to three mph, and thus there is a need for stronger measures.

In a May 2012 letter, San Francisco Mayor Edwin Lee made requests to Caltrans for additional pedestrian-specific safety measures in this area. His requests encompassed each of these three locations – at 23rd Ave., Forest View Drive, and Everglade Drive – and recommended a wide array of strategies including the installation of flashing beacons and other pedestrian visibility measures at these unsignalized intersections.

There is a strong desire within the Department of Public Works, the SFMTA, the Board of Supervisors, and the Mayor's Office to make these important safety improvements that will benefit both pedestrians and other road users. Importantly, these efforts have strong and sustained community support, and improvements to the street are supported by two citywide policy documents: the Better Streets Plan and the SFMTA Crosswalk Guidelines. Both enhanced pedestrian crossings and flashing beacons are supported by Caltrans, as noted in District Director Bijan Sartipi's June 2012 letter to Mayor Edwin Lee, and the letter of support accompanying this application.

2. Potential for Proposed Improvements to Correct the Problem

Describe the primary causes of the collisions that have occurred within the project limits. Are there patterns in the crash types? Clearly demonstrate the connection between the problem and the proposed countermeasures utilized in the Benefit/Cost Ratio calculations. (limited to 5,000 characters)

Note: Safety improvements that do not have countermeasures and crash reduction factors identified in the TIMS B/C Calculator can be included in the project scope; they just won't be added to the project's B/C ratio shown in the application.

A five-year collision history was examined for the three intersections. The collisions at these locations make up almost 20 percent of all the collisions along Sloat Blvd. in the past five years (11 of 60 total collisions). A common theme among all three intersections is the involvement of multiple transportation modes in collisions – motor vehicle drivers, pedestrians, and bicyclists have all been victims. This multi-modal collision pattern has led to the selection of two specific countermeasures: flashing beacons and enhanced pedestrian crossings (curb and bus-bulbs, curb ramps, and median improvements). Together, these measures address crashes involving all modes. Further, a landmark 2002 FHWA study, "Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Locations," recommends that raised medians be used in combination with marked crosswalks on multi-lane high-speed, high-traffic arterials in order to ensure the safety of crossing pedestrians.

Enhanced crossings involving the addition of curb and bus-bulb outs, curb ramps, and median enhancements, improve conditions for pedestrians and bicyclists. Additionally, these measures provide a traffic calming effect, especially when implemented in multiple locations along a corridor, resulting in safety benefits for all modes of travel.

Motorist collisions make up about 50 percent of crashes at Sloat/Forest View and Sloat/Everglade. Enhanced crossings, as combined with flashing beacons, are meant to provide the additional safety needed for these high-volume intersections (located near Lowell High School and the Lakeshore Plaza Shopping Center). As noted in the Local Roadway Safety Manual, these enhanced crossings are particularly effective at intersections with left turn pockets and bus stops, as is the case here.

Flashing beacons draw drivers' attentions to crosswalks and crossing pedestrians. Rectangular rapid flash beacons also increase motorist yield rates for pedestrians fourfold, from about 20 to 80 percent (see FHWA Designing for Pedestrian Safety course materials). Three separate experiments documented this effect, which is even more pronounced when beacons were added to both the right side of the road and in the median. These studies also documented motorists stopping further back from the stop line than without beacons. Flashing beacons are most effective at addressing crashes occurring on the approach to an intersection, making them an appropriate response to the pedestrian collision pattern seen at Sloat/23rd and Sloat/Forest View.

Additionally, as noted in the Local Roadway Safety Manual, flashing beacons can address all crash types, which is a second reason for identifying them as the appropriate countermeasure at these locations. Fifty percent of the collisions at these two intersections were vehicle-on-vehicle broadside collisions. As these intersections are unsignalized, these types of collisions may be due to drivers' lack of awareness of an approaching intersection. Beacons, even when not illuminated, reinforce driver awareness. Overhead flashing beacons have been used in the cost estimates for this application, however rectangular rapid flashing indications are also being considered due to their well-documented safety benefits (e.g. 2011 FHWA Publication No. FHWA-HRT-11-039). Costs for each type of

beacon are very similar.

Lastly, the short implementation time of flashing beacons is appealing. The City and residents have waited for years to see these improvements implemented.

While our proposals are intersection-specific, we also expect these measures to have a positive safety effect on a whole segment of the corridor between 19th and 34th Avenues. With the recent safety enhancements installed by Caltrans, including lane reductions and the addition of bicycle lanes, these measures will be a significant improvement to increasing safety for pedestrians, bicyclists, and motorists using Sloat Blvd.

3. Crash Data Evaluation

Describe how the limits of the crash data were established to ensure only appropriate crashes were included in the Collision Summary Report(s), Collision Diagram(s) and B/C calculations. Explain how the influence areas for each separate countermeasure were established. (limited to 5,000 characters)

A comprehensive five-year collision history was examined for each of the three intersections. When determining the physical limits of our crash analysis, we considered all collisions within 250 feet of the intersection or to the exact mid-block (whichever was shorter), as is required in applications for intersection improvements. Finally, we considered crashes along Sloat Blvd as the primary street, as this represents the potential influence area of our two proposed countermeasures.

To do this analysis, we queried the Statewide Integrated Traffic Records System (SWITRS) using Crossroads – a software package that is linked with the SWITRS database. We have also referenced the historical law enforcement crash reports to examine in greater detail the movements associated with each collision. In addition to these formal sources of information on historic crash patterns, the correspondence from concerned residents expresses concerns that closely parallel the collision patterns.

For the Collision Summary Reports, Collision Diagrams, and B/C calculations for Sloat/Forest View and Sloat/23rd (attached), we included all the collisions returned by our query (i.e. all collisions along Sloat within 250 feet of the intersection). Since these two intersections include intersection improvements (beacons and/or crossing enhancements) that are meant to address all crash types, we included this distance cut-off as stated in the application instructions for intersection improvements.

At Sloat/Everglade, where only crossing enhancements (curb and bus-bulbs, curb ramps, and median islands) are proposed, we included only pedestrian and bicycle crashes within 250 feet of the intersection. This distance also captures the area where we could see changes to crash patterns in the future from drivers' reactions to the enhancements.

4. Prior attempts to address the Safety Issue

If appropriate, list all other projects/countermeasures that have been (or are being) deployed at this location. Applicants must identify all prior federal HSIP, HR3 or Safe Routes To School (SRTS) funds approved within or directly adjacent to the propose projects limits within the last 5 years. (limited to 5,000 characters)

The most significant attempt to address safety issues on Sloat Blvd. happened very recently, in early 2012. Caltrans made significant changes to the right-of-way (between Everglade Dr. and 19th Ave.) to address City and neighbors' safety concerns. Caltrans' road diet project reduced the travel lanes from six lanes (12 feet wide each) to four (12 feet each), installed bicycle lanes on both sides of the street (6 feet wide each), and added "Yield to Pedestrians" signage at all unsignalized intersections along the corridor. The speed limit was also lowered from 40 miles per hour to 35. Based on information from Caltrans, our own analysis and resident feedback, we believe that maximum safety benefits for people traveling the corridor by every mode would be achieved if the recent road diet was further enhanced by the safety measures proposed in this application.

Caltrans' road diet is too new to have demonstrated any long-term safety effects. Roland Au-Yeung, Caltrans' Chief of District 4 Office of Traffic Safety, reported to the Caltrans Pedestrian Advisory Committee (PAC) on March 21, 2012 that observed 85th percentile speeds along the corridor were decreased from 40 miles per hour to approximately 38. This news led the PAC to unanimously support the road diet project, as well as draft a resolution to explore implementing these projects elsewhere. The PAC suggested including other treatments alongside such projects, such as pedestrian crossing islands and other buffer treatments.

Previous to the 2012 Caltrans project, electronic speed feedback signs and continental crosswalks at already-marked crosswalks had been added at several intersections in 2008. However, according to a June 8, 2012 letter from Caltrans District Director Bijan Sartipi to San Francisco Mayor Edwin Lee, "a review of the prevailing traffic volumes and additional studies determined that pedestrian

safety can be further enhanced through limiting their exposure to vehicles when crossing." Though this has been partially achieved through reducing travel lanes on Sloat Blvd. from six lanes to four, the proposed curb- and bus-bulbs will ensure the intended effects of the road diet project are realized.

5. Total project costs

Describe the process used to establish the total cost for the project. Confirm contingencies for reasonably expected costs, including drainage, environmental, traffic, etc, are included. (limited to 5,000 characters)

Note: For applications with more than one countermeasure used in the B/C calculations, applicants need to describe the logic used to distribute the total project cost to each countermeasure.

The cost estimate for these proposals was developed by San Francisco Department of Public Works and San Francisco Municipal Transportation Agency engineers with extensive past experience designing and constructing these countermeasures in San Francisco.

The engineers first performed a field visit where they took photos and scanned the sites for any unusual conditions or utilities that would have to be moved. Only street light relocation would be required for these countermeasures to be installed; the costs to do so were included in the attached cost estimates.

After the site visit, the proposed treatments were drawn to scale on a base map. Using the information gathered from the site visit and the dimensions and details from the base map drawing, a cost estimate was drawn up line-by-line in a spreadsheet. Unit costs were determined using historical data from past contractor bids on similar work in San Francisco.

The contingency factor used in the cost estimate (15%) is consistent with the level of design prepared for this application. It takes into account contingencies for all reasonably expected costs, including drainage, environmental review, and traffic control.

The proposed countermeasures are unique from one another, making dividing costs between them a simple exercise. This is reflected in the attached detailed engineers cost estimate spreadsheet.

III. Project Cost Estimate *(See Instructions)*

All project costs must be accounted for on this form, even if substantial elements of the overall project are to be funded by other sources.

Round all costs up to the nearest hundred dollars. Once all costs are entered, click "Check Cost Estimate" to perform validation. If errors are detected, they will appear below the button. Click it to check again each time when the costs have been revised.

Phase	Federal Funds	Local/Other Funds ⁽⁷⁾	Total Cost	Federal/Total ⁽⁵⁾	
Preliminary Engineering	Environmental	\$3,600	\$400	\$4,000	
	PS&E	\$133,200	\$62,400	\$195,600	
	PE Subtotal⁽²⁾	\$136,800	\$62,800	\$199,600	69%
<input type="checkbox"/> Agency does NOT request federal funds for PE Phase (automatically checked if PE - federal funds is \$0).					
Right of Way	Right of Way Engineering	\$0	\$0	\$0	
	Appraisals, Acquisitions & Utilities	\$0	\$0	\$0	
	ROW Subtotal⁽³⁾	\$0	\$0	\$0	0%
Construction Engineering & Construction	Construction Engineering ⁽⁴⁾	\$86,100	\$76,600	\$162,700	53%
	Construction ⁽¹⁾	\$574,100	\$63,800	\$637,900	90%
	CON Subtotal	\$660,200	\$140,400	\$800,600	
Total Cost⁽⁵⁾⁽⁶⁾⁽⁷⁾		\$797,000	\$203,200	\$1,000,200	

- (1) The "Total Construction Cost" (including contingencies) must match the detailed Engineer's Estimate (attached to the application).
- (2) "Federal Funds" for Preliminary Engineering may not exceed 25% of the Federal Construction Cost.
- (3) "Federal Funds" for Right of Way may not exceed 25% of the Federal Construction Cost.
- (4) "Federal Funds" for Construction Engineering may not exceed 15% of the Federal Construction Cost.
- (5) "Federal Funds" may not exceed 90% of "Total Cost." This applies to each phase.
- (6) "Federal Funds" may not exceed \$900,000.
- (7) To maintain efficiencies in the overall Program and Project Management, the total "Federal Funds" must be no less than \$100,000 (see Application Form Instructions for exceptions). If needed, agencies should consider extending the project limits and/or adding other safety improvements in order to increase both the Benefits and Costs.

Check Cost Estimate [Per (2) through (7) above]

IV. Implementation Schedule *(See Instructions)*

The local agency is expected to deliver the project per Caltrans Local Assistance safety program delivery requirements. In order for the milestones to be calculated correctly, all fields needs to be filled in. For steps that are not applicable, enter "0".

Target Date for the Project's Amendment into the FTIP:

01/01/2013

Time for agency to internally staff project and request PE authorization

4

 Month(s)

Typical Time for Caltrans and FHWA to process and approve PE authorization

2

 Month(s)

Proposed PE Authorization Date:

07/02/2013

(PE Authorization Delivery Milestone)

Will external consultants be required to complete the PE phase of this project?

No

Additional time needed to the Delivery Process for hiring PE consultant(s)

0

 Month(s) (0 - 6)

Time to prepare environmental studies request

1

 Month(s)

Time to complete CEQA/NEPA studies/approvals

6

 Month(s)

See PES Form in the LAPM for Typical studies and permits

Time to complete the Right of Way Acquisition (federal process)

0

 Month(s)

Plan on 18 months minimum for federal process including a condemnation

Time to complete final PS&E documentation

12

 Month(s)

Other

0

 Month(s)

Expected Completion Date for the PE Phase:

01/30/2015

Time for agency to request CON authorization

2

 Month(s)

Typical Time for Caltrans and FHWA to process and approve CON Auth

3

 Month(s)

Proposed CON Authorization Date:

07/01/2015

(CON Authorization Delivery Milestone)

Time included for the agency's workload-leveling or construction-window needs

3

 Month(s)

Time to award contract with CON contractor (following the federal process, including Board/Council approval, advertise, award, execute and mobilize)

6

 Month(s)

Time to complete construction

6

 Month(s)

Time included for closing the CON contract

3

 Month(s)

Other

0

 Month(s)

Expected Completion Date for the CON Phase:

12/29/2016

Time to complete the project close-out process

3

 Month(s)

Typical Time for Caltrans and FHWA to process and approve project close-out

3

 Month(s)

Expected Completion Date for the project Close-Out:

06/29/2017

(Close-Out Delivery Milestone)

V. Countermeasures, Crash Data and Benefit/Cost Ratio *(See Instructions)*

In the process of completing this application, the Local Agency is required to utilize the Benefit/Cost Ratio Calculation Tool that is included in the Safe Transportation research and Education Center (SafeTREC) Transportation Injury Mapping System (TIMS) web site. This **web site** can be assessed at <http://tims.berkeley.edu/>

The final output summary page from TIMS must be included as part of the official application (both electronically and hard copy). The hard copy page must be included in the application following this page.

In order to facilitate the electronic collection and tracking of this data, Caltrans is requiring agencies to manually enter some of the key "input data" and "output data" used in their final TIMS B/C Ratio. **NOTE: If any of the values inputted on this sheet do not match the values from the TIMS B/C Ratio Output Summary sheet, THE APPLICATION WILL BE REJECTED. Be Careful and confirm the numbers!**

TIMS Application ID: (This ID is generated by this form. TIMS Application ID must match this ID.)

Version (from TIMS) :

Total Project Cost: (This must match the total project cost in Section III.)

Countermeasure Information

Number of countermeasures utilized:

Countermeasure	% of Total Project Cost
#1: <input type="text" value="NS8: Install flashing beacons as advance warning (NS.I.)"/>	<input type="text" value="30"/> (%)
#2: <input type="text" value="NS18: Install pedestrian crossing (with enhanced safety features / curb-extensions)"/>	<input type="text" value="70"/> (%)
#3: <input type="text" value=""/>	<input type="text" value="0"/> (%)

B/C Ratio Calculation

	Expected Benefit (Life)	Expected Cost	Resulting B/C
Countermeasure #1	<input type="text" value="\$4,918,440"/>	<input type="text" value="\$300,060"/>	<input type="text" value="16.39"/>
Countermeasure #2	<input type="text" value="\$5,785,920"/>	<input type="text" value="\$700,140"/>	<input type="text" value="8.26"/>
Countermeasure #3	<input type="text" value=""/>	<input type="text" value="\$0"/>	<input type="text" value="0.00"/>
Project's Total (Overall)	<input type="text" value="\$10,704,360"/>	<input type="text" value="\$1,000,200"/>	<input type="text" value="10.70"/>

VI. Application Data Verification and Signature *(See Instructions)*

All HSIP/HR3 applications (hard-copies only) must be signed by a registered engineer or the Agency's Transportation Manager in responsible charge of their Traffic Engineering section. By signing and submitting this application, the engineer/manager is attesting to:

1. All data in the application is accurate and represents the total scope of the planned project.
2. All likely project costs are included in the Total Project Cost (additional federal funds for cost increases will not be approved.)
3. Each countermeasure included represents a minimum of 20% of the Total Project Cost.
4. All crash data is: 1) accurately shown in collision diagram(s) attached to this application; and 2) applied to countermeasures using generally accepted traffic engineering principles.
5. The agency understands the Project Delivery Requirements for the HSIP and HR3 programs and is prepared to deliver the project with these requirements;
6. The agency understands if Caltrans staff determine that any of the above requirements are not met, inaccurate, or fail to meet the program guidelines and application instructions, the application will be rejected and will not be eligible to receive federal safety funding. Due to time constraints in the evaluation process, applicants will not be notified until after the selection process is complete. Refer to Application Form Instructions for more information on "fatal flaws."

Name (Last, First): Title: Engineer License Number Signature*: *Cristina C. Olea*Date:

* Note: This signature is only expected on the two hard copies of the application. The electronic copy of this PDF form must be saved in the original format (NOT a scanned copy) so the application data can be extracted.

Application Attachments *(See Instructions)*

Check all attachments included in this application.

- Vicinity map /Location map (Required)
- Project map showing existing and proposed conditions (Required)
- Collision diagram(s) (Required)
- Collision summary report / list (Required)
- TMS output summary sheet (Required)
- Detailed Engineer's Estimate (Required)
- Warrant studies (Required when applicable to proposed improvements)
- Letter of Support from Caltrans (Required when applicable)
- Additional narration, documentation, photographs, letters of support, etc.

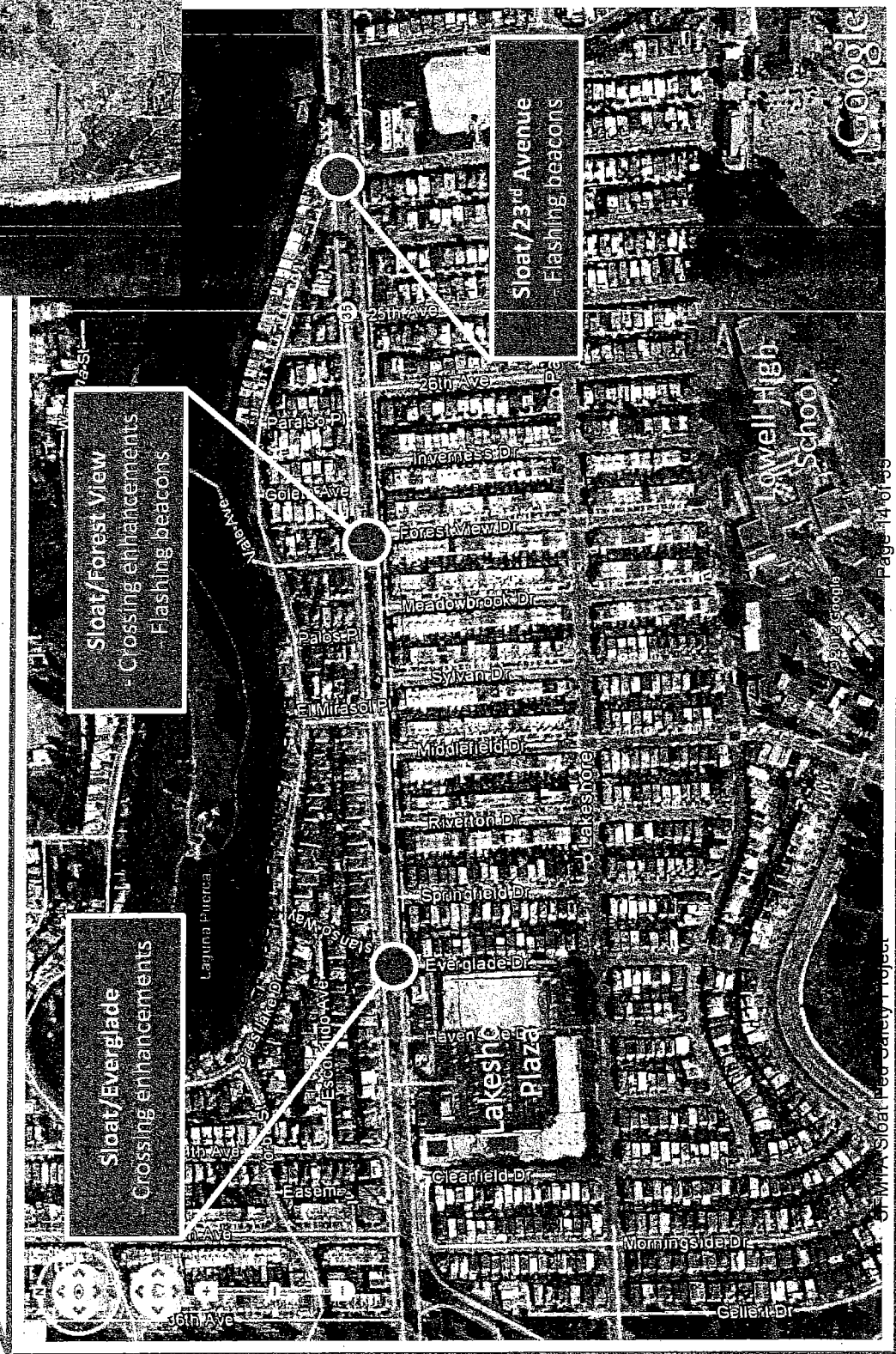
Application Submittal Process

For applications to be included in the final Caltrans review, ranking and selection process, they must follow the exact submittal process identified in the application instructions. Some of the key requirements are as follows:

- 1). Submit two (2) original copies of the SIGNED application form and attachments;
- 2). On a CD or flash drive, submit electronic copies of
 - The original PDF form with application data. The file name must match the "Application ID" shown on the cover page. This file will be used to extract the application data. It can not be a scanned or printed copy.
 - Separate electronic PDF files for a scanned copy of signed application form and application attachments.
- 3) The above must be submitted to Caltrans Local Assistance District Local Assistance Engineer (DLAE), by Friday, July 20, 2012.

Vicinity Map

This illustration shows the three intersections along Sloat Boulevard with proposed improvements (Sloat at 23rd Ave, Forest View Dr, and Everglade Dr). Sloat Boulevard is located in the southwestern quadrant of San Francisco in the southern portion of the Sunset District (Caltrans District 4). Two important nearby destinations include Lowell High School and Lakeshore Plaza (a large shopping center with nearly 40 businesses); Pine Lake Park and Stern Grove (with ten concerts annually and often more than 20,000 in attendance) are also popular pedestrian destinations located to the north of the proposed project area.

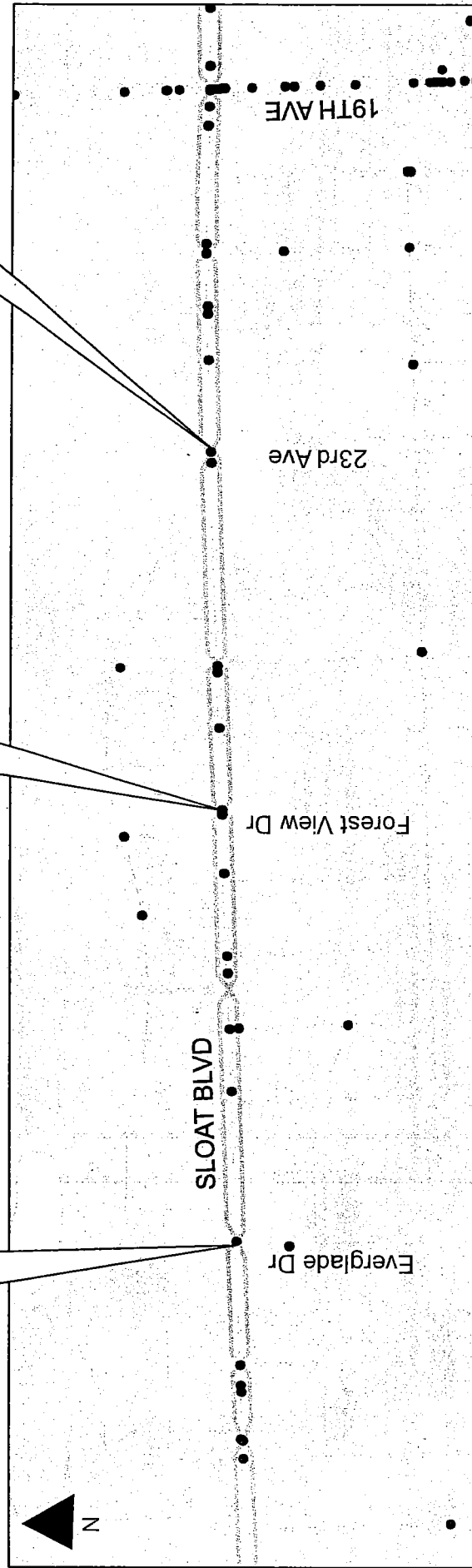


Sloat Boulevard Project Map and Nearby Collisions (all crash types)

Sloat/Everglade:
See drawings #1a and 1b, next page for crossing enhancements

Sloat/Forest View:
See drawing #2, next page for crossing enhancements and beacons

Sloat/23rd:
See drawing #3, next page for beacons



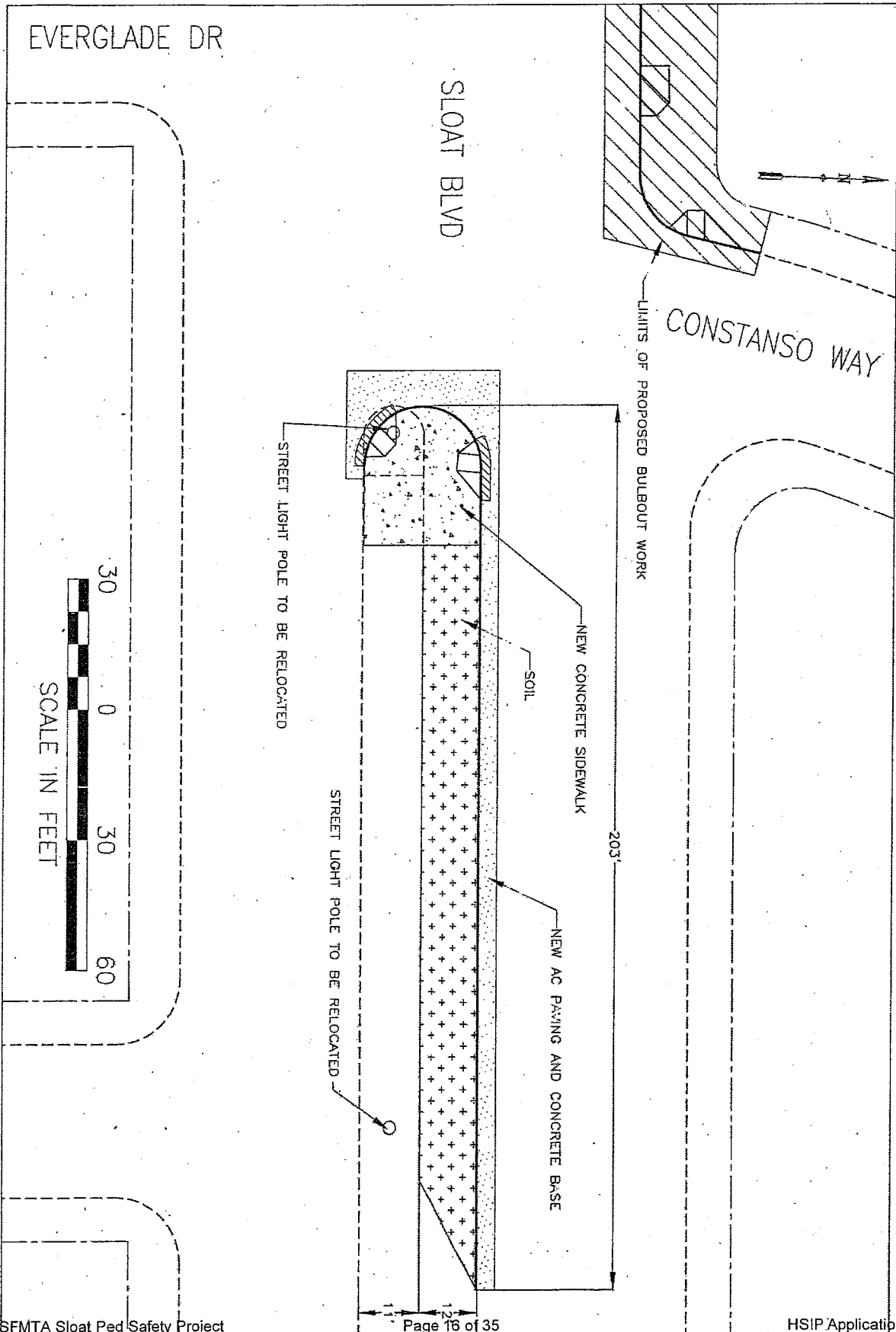
Legend

- Collisions, 4/1/2006 - 3/31/2011
- Sloat Blvd
- Street
- 250' radius

Park
MARTA-Sloat-Ped-Safety-Project

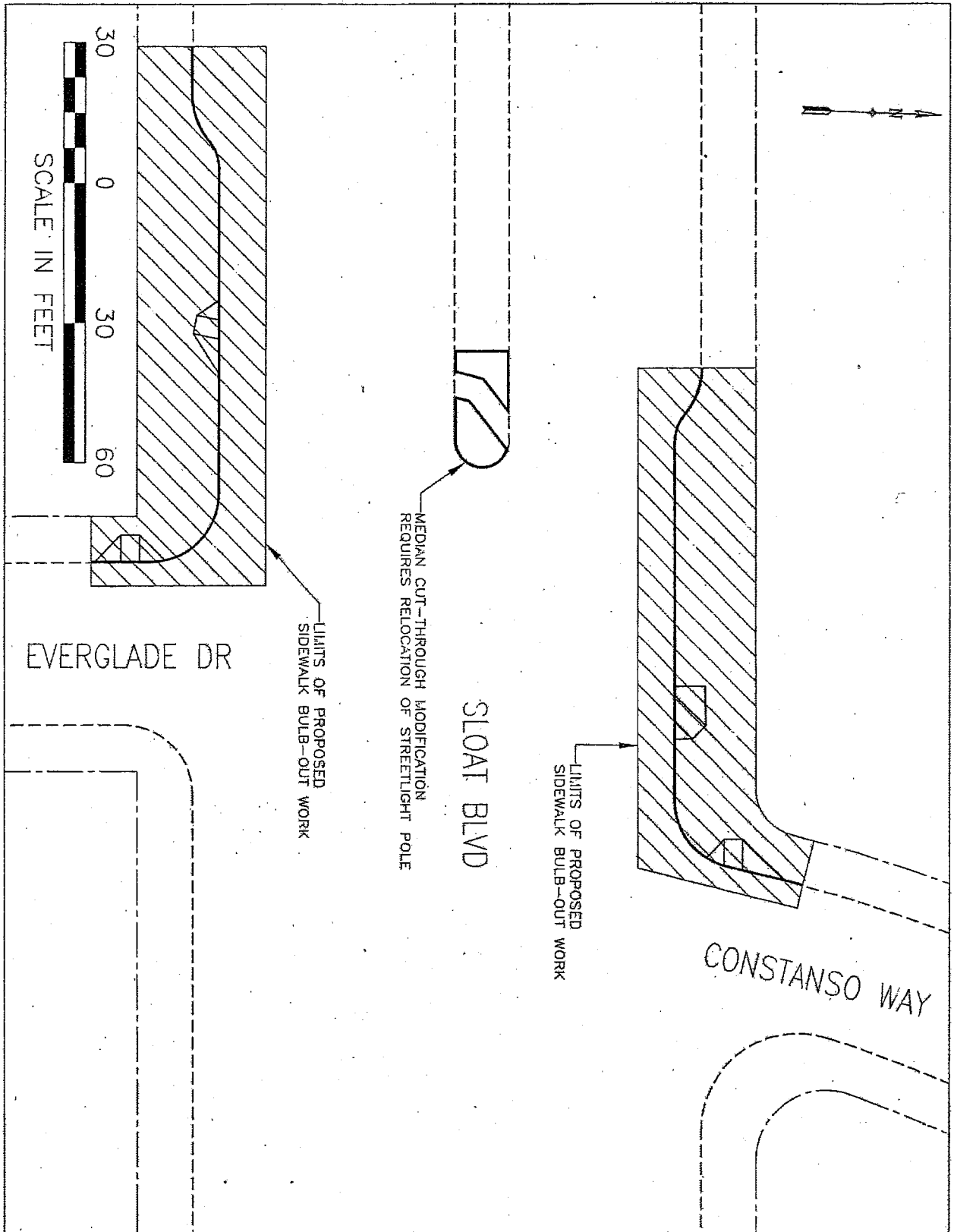
Drawing #1a: Sloat/Everglade (eastern end)

Showing curb and bus bulbs and median improvements with extent of construction. All construction within public right-of-way.



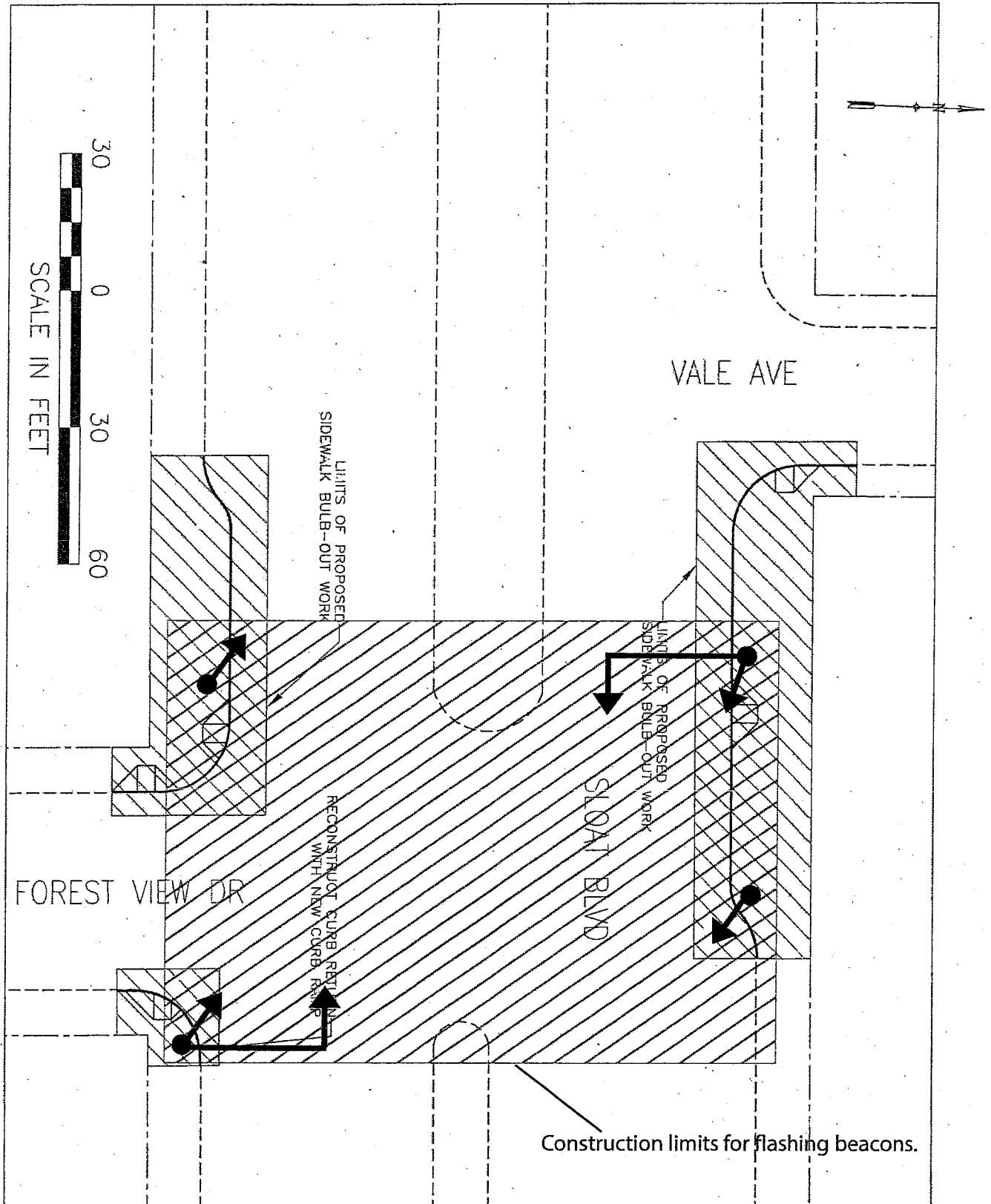
Drawing #1b: Sloat/Everglade (western end)

Showing curb and bus bulbs and median improvements with extent of construction. All construction within public right-of-way.



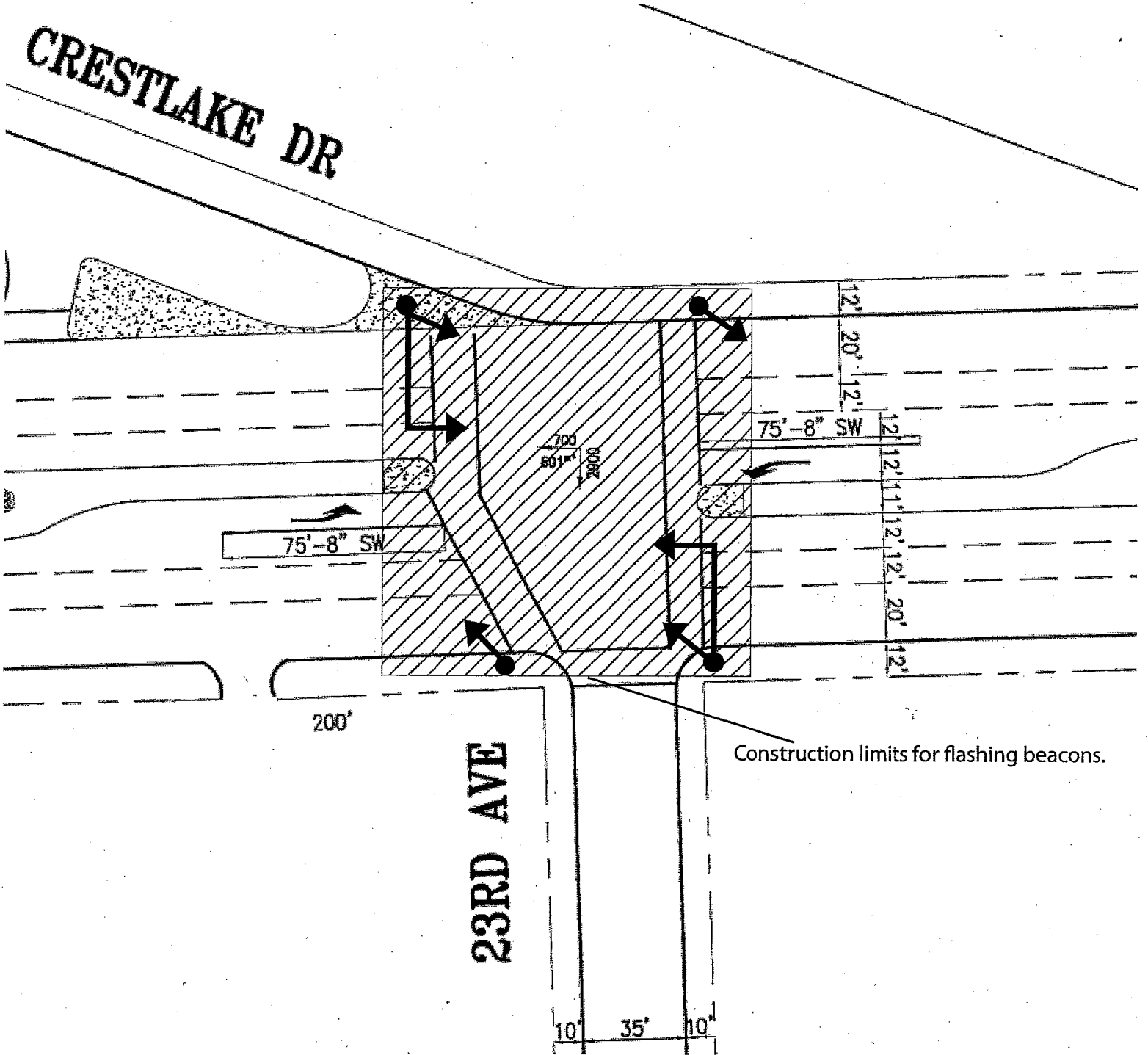
Drawing #2: Sloat/Forest View

Showing curb and bus bulbs with extent of construction. Beacons are shown with arrows; poles are dots. Poles will include ped-activated push buttons. All construction within public right-of-way.



Drawing #3: Sloat/23rd

Showing beacons with extent of construction. Beacons are shown with arrows; poles are dots. Poles will include ped-activated push buttons. All construction within public right-of-way.



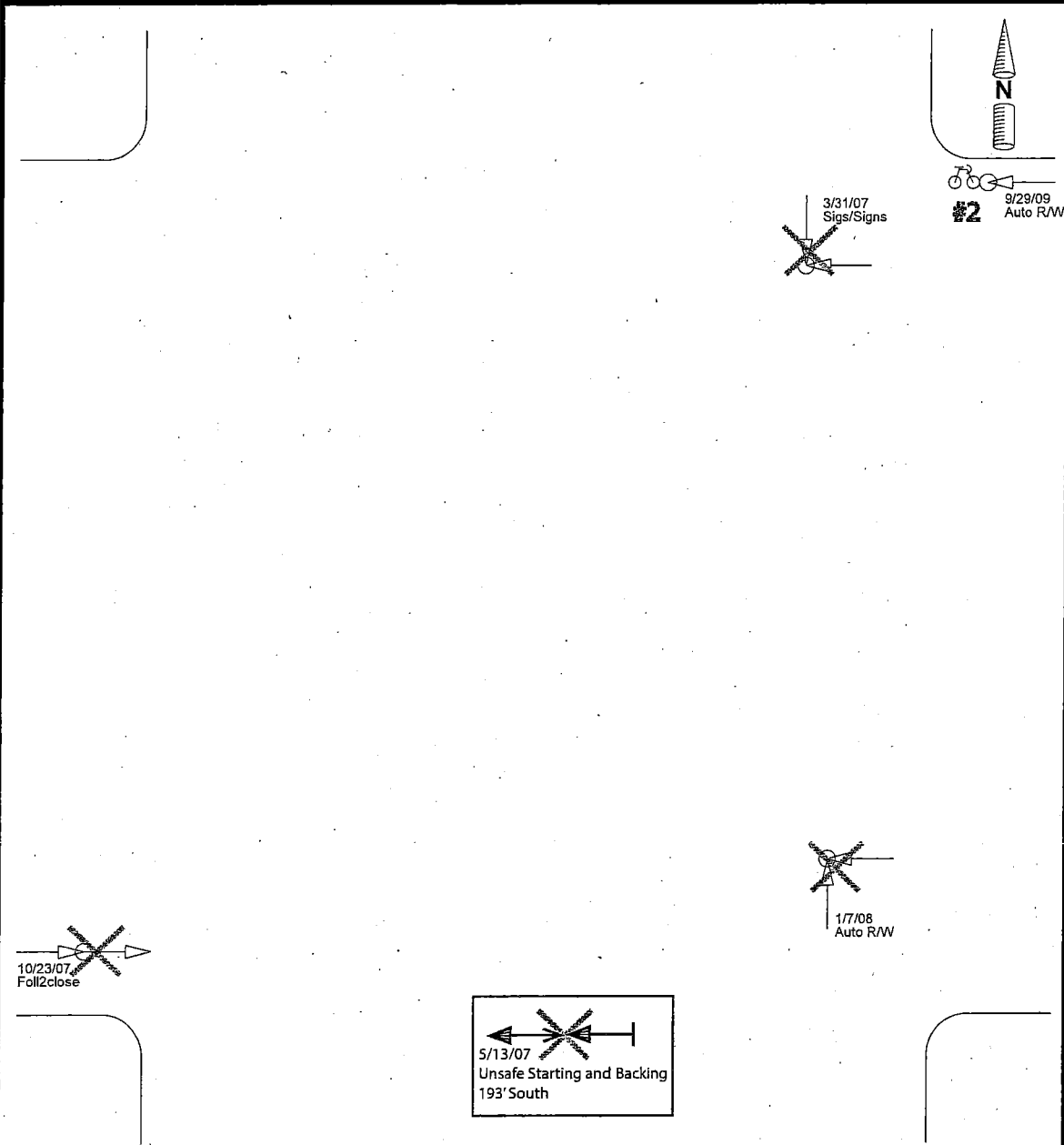
Collision Diagram

Horizontal Street: SLOAT BLVD

From: 4/1/2006 To: 3/31/2011

Vertical Street: EVERGLADE DR

Date Prepared: 7/10/2012



Number of Collisions

- 1 Property Damage Only
- 4 Injury Collisions
- 0 Fatal Collisions
- 5 Total Collisions

Legend

- | | | |
|---|--|---|
| <ul style="list-style-type: none"> ← Moving Vehicle ← Stopped Vehicle ←→ Backing Vehicle ←~ Ran Off Road. ←..... Movement Unknown | <ul style="list-style-type: none"> ↗ Right Turn ↖ Left Turn ↔ Sideswipe ☐ Day ☐ Night | <ul style="list-style-type: none"> ☎ Pedestrian ☐ Fixed Object 🚲 Bicycle 🍷 DUI ○ Injury ⊙ Fatal |
|---|--|---|

Color Legend - Highest Degree of Injury

- Maroon = Fatal
- Purple = Severe Injury
- Green = Other Visible Injury
- Teal = Complaint of Pain
- Dark Blue = Property Damage Only

City and County of San Francisco
San Francisco Municipal Transportation Agency
CM#1 - Flashing beacons (NS8)
CM#2 - Pedestrian crossing with enhanced safety features / curb extensions (NS18)

7/10/2012
 Date Range Reported: 4/1/06 - 3/31/11
 Total Number of Collisions: 5
 Total Number of Persons Injured 4
 Total Number of Persons Killed: 0

Detailed Collision Report
Sloat and Everglade Dr./
Constanso

Counter Measure

3723912	3/3/07	09:19	Saturday	Sloat Blvd & Constanso Way	0	In Int.	Lighting: Daylight	Weather: Clear	Road: No Unusual	Surface: Dry	RAW: Functioning	Controls:	
Primary Coll. Factor:	Traffic Signals and Signs	VC 21453.A	Broadside	Other Motor Vehicle	Complaint of Pain	Hit & Run: No	#Parties: 0	Party at 1	#Inj: 1	#Killed: 0			
Party #1:	Driver	West	Proceeding Straight	Male	18	HNBD	Party #2:	Driver	South	Proceeding Straight	Female	67	HNBD
3718065	3/13/07	17:30	Sunday	Everglade Dr & Sloat Blvd	199	South	Lighting: Daylight	Weather: Clear	Road: No Unusual	Surface: Dry	RAW: None	Controls:	
Primary Coll. Factor:	Unsafe Starting or Backing	VC 22106.	Head-On	Parked Motor Vehicle	Property Damage Only	Hit & Run: Misdemeanor or	#Parties: 2	Party at 1	#Inj: 0	#Killed: 0			
Party #1:	Driver	Not Stated	Backing	Not Stated	Not Stated	Impairment Not Known	Party #2:	Parked Vehicle	Not Stated	Parked	Not Stated	Not Applicable	
3398553	10/23/07	12:10	Tuesday	Sloat Blvd & Everglade Dr	0	In Int.	Lighting: Daylight	Weather: Clear	Road: No Unusual	Surface: Dry	RAW: None	Controls:	
Primary Coll. Factor:	Following Too Closely	VC 21703	Rear-End	Other Motor Vehicle	Complaint of Pain	Hit & Run: No	#Parties: 3	Party at 1	#Inj: 1	#Killed: 0			
Party #1:	Driver	East	Slowing/Stoppin	Male	29	HNBD	Party #2:	Driver	East	Slowing/Stoppin	Female	31	HNBD
3597919	1/7/08	10:20	Monday	Sloat Blvd & Everglade Dr	0	In Int.	Lighting: Daylight	Weather: Clear	Road: No Unusual	Surface: Dry	RAW: Functioning	Controls:	
Primary Coll. Factor:	Auto RMW Violation	VC 21802.A	Broadside	Other Motor Vehicle	Complaint of Pain	Hit & Run: No	#Parties: 2	Party at 1	#Inj: 1	#Killed: 0			
Party #1:	Driver	North	Proceeding Straight	Female	90	HNBD	Party #2:	Driver	West	Proceeding Straight	Female	37	HNBD
4417710	9/29/09	16:50	Tuesday	Sloat Blvd & Constanso Way	0	In Int.	Lighting: Dusk - Dawn	Weather: Clear	Road: No Unusual	Surface: Dry	RAW: None	Controls:	
Primary Coll. Factor:	Auto RMW Violation	VC 21802.A	Broadside	Bicycle	Other Visible Injury	Hit & Run: No	#Parties: 2	Party at 1	#Inj: 1	#Killed: 0			
Party #1:	Driver	West	Proceeding Straight	Female	51	HNBD	Party #2:	Bicyclist	South	Proceeding Straight	Female	23	HNBD

#2

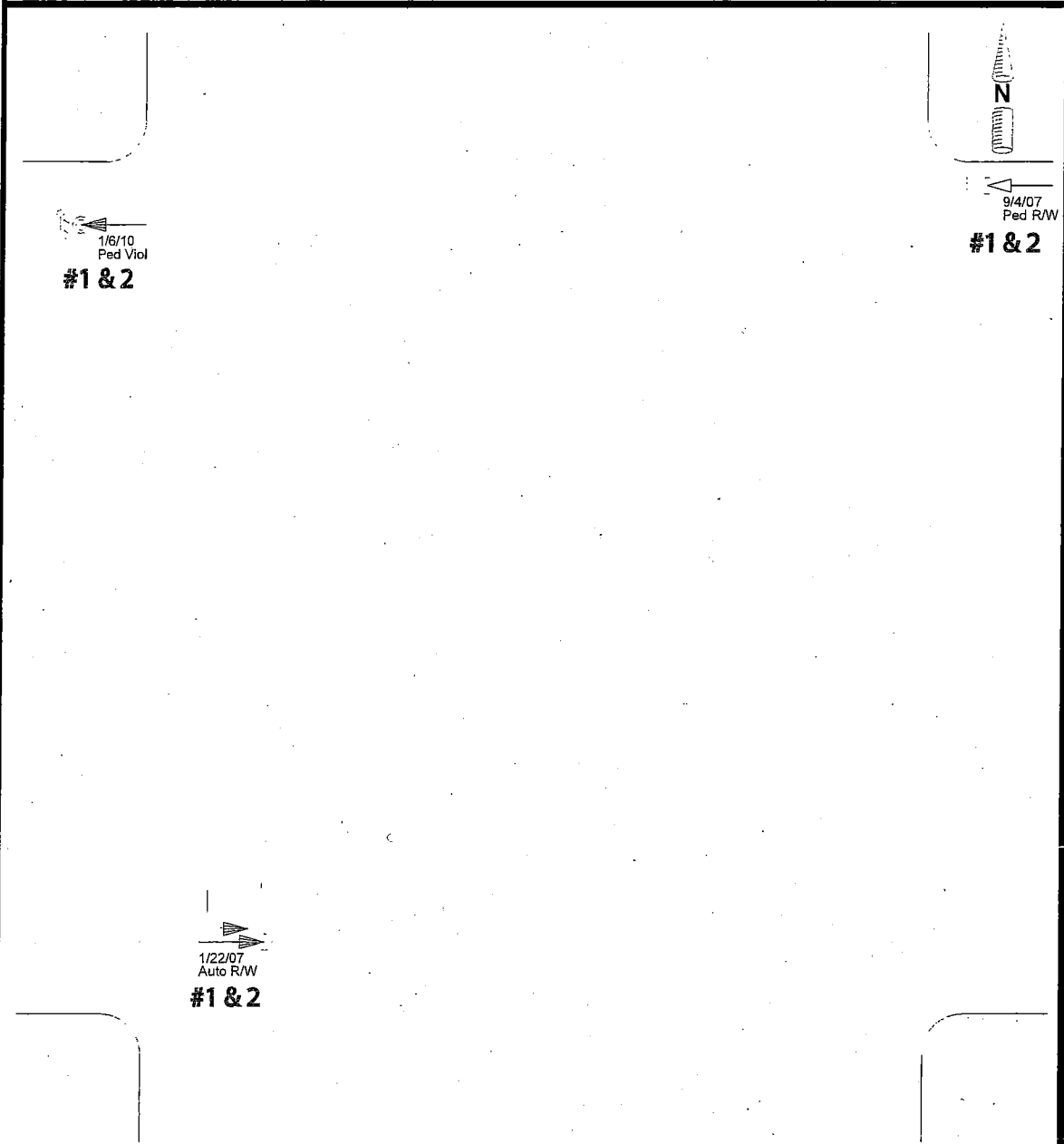
Collision Diagram

Horizontal Street: SLOAT BLVD

From: 4/1/2006 To: 3/31/2011

Vertical Street: FOREST VIEW DR

















Date Prepared: 7/10/2012



Number of Collisions

- 0 Property Damage Only
- 2 Injury Collisions
- 1 Fatal Collisions
- 3 Total Collisions

Legend

- | | | |
|--|--|--|
|  Moving Vehicle |  Right Turn |  Pedestrian |
|  Stopped Vehicle |  Left Turn |  Fixed Object |
|  Backing Vehicle |  Sideswipe |  Bicycle |
|  Ran Off Road |  Day |  DUI |
|  Movement Unknown |  Night |  Injury |
| | |  Fatal |

Color Legend - Highest Degree of Injury

- Maroon = Fatal
- Purple = Severe Injury
- Green = Other Visible Injury
- Teal = Complaint of Pain
- Dark Blue = Property Damage Only

**City and County of San Francisco
San Francisco Municipal Transportation Agency**

**CM#1 - Flashing beacons (NS8)
CM#2 - Pedestrian crossing with
enhanced safety features / curb
extensions (NS18)**

7/10/2012
Date Range Reported: 4/1/06 - 3/31/11
Total Number of Collisions: 3
Total Number of Persons Injured 2
Total Number of Persons Killed: 1

**Detailed Collision Report
Sloat and Forest View Dr.**

3011260 1/22/07 17:55 Monday Sloat Blvd & Forest 0' In Int. Lighting: Dark - Street Weather: Clear Road No Unusual Surface Dry RW Functioning
 View Dr (mp2.675) Lights Hit & Run: No Party at 1 #Inj: 1 #Killed: 0 Controls:

Primary Coll. Factor: Auto RW Violation VC 21801.A Broadside Other Motor Vehicle Complaint of Pain Party #2: Driver East Proceeding Fault Male 21 HNBD 1 & 2

Party #1: Driver South Making Left Turn Female 69 HNBD Party #2: Driver East Proceeding Straight Male 21 HNBD

3371073 9/4/07 07:45 Tuesday Sloat Blvd & Forest 0' In Int. Lighting: Daylight Weather: Fog Road No Unusual Surface Wet RW None
 View Dr Pedestrian Complaint of Pain Hit & Run: No Party at 1 #Inj: 1 #Killed: 0 Controls:

Primary Coll. Factor: Ped RW Violation VC 21950.A Pedestrian Party #2: Pedestrian South Proceeding Straight Male 15 HNBD 1 & 2

Party #1: Driver West Proceeding Straight Male 58 HNBD Party #2: Pedestrian South Proceeding Straight Male 15 HNBD

4660410 1/6/10 18:14 Wednesday Sloat Blvd & Forest 16' West Lighting: Dark - Street Weather: Clear Road No Unusual Surface Dry RW None
 View Dr Pedestrian Complaint of Pain Hit & Run: No Party at 1 #Inj: 0 #Killed: 1 Controls:

Primary Coll. Factor: Pedestrian Violation VC 21950.B Pedestrian Fatal Party #2: Driver West Proceeding Fault Male 68 HNBD 1 & 2

Party #1: Pedestrian Not Stated Other Female 54 Impairment Not Known Party #2: Driver West Proceeding Straight Male 68 HNBD

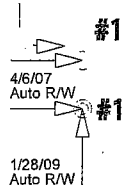
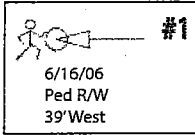
Collision Diagram

Horizontal Street: SLOAT BLVD

From: 4/1/2006 To: 3/31/2011

Vertical Street: 23RD AVE

Date Prepared: 7/10/2012



Number of Collisions

- 0 Property Damage Only
- 2 Injury Collisions
- 1 Fatal Collisions
- 3 Total Collisions

Legend

- Moving Vehicle
- Stopped Vehicle
- Backing Vehicle
- Ran Off Road
- Movement Unknown

- Right Turn
- Left Turn
- Sideswipe
- Day
- Night

- Pedestrian
- Fixed Object
- Bicycle
- DUI
- Injury
- Fatal

Color Legend - Highest Degree of Injury

- Maroon = Fatal
- Purple = Severe Injury
- Green = Other Visible Injury
- Teal = Complaint of Pain
- Dark Blue = Property Damage Only

**City and County of San Francisco
San Francisco Municipal Transportation Agency**

**CM#1 - Flashing beacons (NS8)
CM#2 - Pedestrian crossing with
enhanced safety features / curb
extensions (NS18)**

**Detailed Collision Report
Sloat and 23rd Ave.**

7/10/2012
Date Range Reported: 4/1/06 - 3/31/11
Total Number of Collisions: 3
Total Number of Persons Injured 3
Total Number of Persons Killed: 1

Counter Measure

2699931	6/16/06	18:36	Friday	Sloat Blvd & 23rd Ave	39'	West	Lighting: Daylight	Weather: Clear	Road Cond: No Unusual	Surface Cond: Dry	R/W Controls: None	Page 1	
Primary Coll. Factor: Ped R/W Violation VC 21950.A Vehicle - Pedestrian													
Complaint of Hit & Run: No #Parties: 2 Party at 1 #Inj: 1 #Killed: 0													
Party #1:	Driver	West	Proceeding Straight	Male	35	HNBD	Party #2:	Pedestrian	South	Not Stated	Female	73	HNBD

3179533	4/6/07	10:22	Friday	Sloat Blvd & 23rd Ave	0'	In Int.	Lighting: Daylight	Weather: Cloudy	Road Cond: No Unusual	Surface Cond: Dry	R/W Controls: None	#1	
Primary Coll. Factor: Auto R/W Violation VC 21801.A Broadside Other Motor Vehicle													
Complaint of Hit & Run: No #Parties: 2 Party at 1 #Inj: 1 #Killed: 0													
Party #1:	Driver	South	Making Left Turn	Male	60	HNBD	Party #2:	Driver	East	Proceeding Straight	Female	70	HNBD

4015117	1/28/09	18:00	Wednesday	Sloat Blvd & 23rd Ave	0'	In Int.	Lighting: Daylight	Weather: Clear	Road Cond: No Unusual	Surface Cond: Dry	R/W Controls: Functioning	#1	
Primary Coll. Factor: Auto R/W Violation VC 21802.B Broadside Other Motor Vehicle													
Fatal Hit & Run: No #Parties: 2 Party at 1 #Inj: 1 #Killed: 1													
Party #1:	Driver	East	Proceeding Straight	Male	60	HNBD	Party #2:	Driver	North	Proceeding Straight	Female	82	Impairment Not Known

Benefit / Cost Calculation Result

1. Project Information

Application ID	04-San Francisco-1	Version	1
----------------	--------------------	---------	---

2. Countermeasures and Crash Data

- Install flashing beacons as advance warning (NS.I.)

CM Number	Project Type	Crash Type	CRF	Life
NS8	Operation / Warning	All	30	10

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
All	2	0	0	4	0	6

Annual Benefit	\$491,844
Life Benefit	\$4,918,440
Cost	\$ 300,060
B/C Ratio	16.39

- Install pedestrian crossing (with enhanced safety features / curb-extensions)

CM Number	Project Type	Crash Type	CRF	Life
NS18	Ped and Bike	Ped & Bike	35	20

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	1	0	1	1	0	3

Annual Benefit	\$289,296
Life Benefit	\$5,785,920
Cost	\$ 700,140
B/C Ratio	8.26

3. Benefit Cost Result

Total Benefit	\$10,704,360
Total Cost	\$1,000,200
B/C Ratio	10.70

Safety Practitioner / Engineer: Cristina Olea

Signature:

By signing this B/C Calculation Result, you are attesting to your authority / responsibility at your local agency for this work and you are attesting to the accuracy of the values on this page and that they have been entered into the HSIP Application Form correctly, DO NOT SIGN if any of this is not the case.

**Detailed Engineer's Estimate
For Construction Items Only**

Agency: Department of Public Works Application ID: Date:

Project Description: Install curb bulb-outs, curb ramps, and median improvements at Sloat/Everglade Dr and Sloat/Forest View. Install wireless overhead flashing beacons at Sloat/23rd Ave and Sloat/Forest View.

Project Location: Three Intersections: Sloat Blvd (CA Highway 35) at Everglade Dr, Sloat Blvd at Forest View Dr, and Sloat Blvd at 23rd Ave

Prepared by: Cristina Olea

% to CM #1:
 Flashing Beacons, NS8
% to CM #2:
 Ped Crossing (NS18) and other

Item No.	Item Description	Quantity	Units	Unit Cost	Total	%	\$	%	\$
Sloat Flashing Beacon									
1	Vehicle Signals: 12-inch Vehicle Signal Face with Type I LED Yellow	12	Each	\$600	\$7,200	100	\$7,200		
2	Vehicle Signal Mounting: One-way Vehicle Signal Mounting with Terminal Compartment (top and side mounted), signal back plate	4	Each	\$850	\$3,400	100	\$3,400		
3	Poles: Type-I A pole with concrete foundation	4	Each	\$1,200	\$4,800	100	\$4,800		
4	Poles: Pedestrian push button pole with concrete foundation	1	Each	\$700	\$700	100	\$700		
5	Pole: Type 19-1 100 pole with 30' signal mast arm	4	Each	\$8,500	\$34,000	100	\$34,000		
6	Pole: city standard street light pole	1	Each	\$4,000	\$4,000	100	\$4,000		
7	Pull boxes, Type III	9	Each	\$650	\$5,850	100	\$5,850		
8	Conduits: 2" PVC schedule 80 conduit (underground) in same trench	410	Linear Feet	\$70	\$28,700	100	\$28,700		
9	Intersection Controller, Cabinet and Network: construct foundation and install controller	2	Each	\$1,800	\$3,600	100	\$3,600		
10	All wiring work and miscellaneous electrical work	--	Lump Sum	--	\$20,000	100	\$20,000		
11	Project Signs	2	Each	\$1,500	\$3,000	100	\$3,000		
12	Traffic Routing Work	--	Lump Sum	--	\$10,000	100	\$10,000		
13	Mobilization	--	Lump Sum	--	\$6,263	100	\$6,263		
14	Allowance for 2 uniformed San Francisco Police officers for Traffic Control, as required by the Engineer	--	Allowance	--	\$10,000	100	\$10,000		
15	Street Excavation Permit	--	Allowance	--	\$15,000	100	\$15,000		
Curb Bulbouts/Median Improvements									
16	Traffic Routing work	3	Lump Sum	--	\$35,000			100	\$35,000
17	Demolition of Existing Pavement	65	Each	\$100	\$6,500			100	\$6,500
18	Fill New Median Area with Topsoil	100	Each	\$30	\$3,000			100	\$3,000
19	Asphalt Concrete	80	Ton	\$140	\$11,200			100	\$11,200
20	Concrete Base	6,150	Square foot	\$11	\$67,650			100	\$67,650
21	Concrete Sidewalk	8,260	Square foot	\$10	\$82,600			100	\$82,600
22	Concrete Curb	1,010	Linear Feet	\$35	\$35,350			100	\$35,350
23	Concrete Pavement or Gutter	490	Square Foot	\$12	\$5,880			100	\$5,880
24	Concrete Curb Ramp (with detectable surface tiles)	11	Each	\$2,500	\$27,500			100	\$27,500
25	Relocate street pole and pull box	3	Each	\$5,000	\$15,000			100	\$15,000
26	Cast-in-Place detectable surface tiles	50	Square foot	\$50	\$2,500			100	\$2,500
27	Abandon Existing Catchbasin	3	Each	\$1,000	\$3,000			100	\$3,000
28	Concrete Catch Basin without Curb Inlet	7	Each	\$5,000	\$35,000			100	\$35,000
29	Concrete Manhole with new Frame and Cover	4	Each	\$5,000	\$20,000			100	\$20,000
30	VCP Culvert	200	Linear Feet	\$200	\$40,000			100	\$40,000
31	Final Traffic Striping	--	--	--	\$8,000			100	\$8,000
Sub Total of Construction Items:					\$554,693		#####		#####
Construction Item Contingencies (% of Con Items) :					15	\$83,204	28% CM #1	72% CM #2	

Total Construction Items: 637,897

Note: 1. "Preliminary Engineering", "Right of Way", and "Construction Engineering" costs are accounted for in the Application Form.
 2. See the Application Instructions for more details on the requirement that all Countermeasures (CM) used in the Benefit / Cost ratio calculations represent a minimum of 20% of the total cost of the Construction Items. The Engineer's Estimate will be used to verify this.

DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE
P. O. BOX 23360
OAKLAND, CA 94612
PHONE (510) 286-6345
FAX (510) 286-6301



*Flex your power!
Be energy efficient!*

July 5, 2012

Mr. Frank Markowitz, Senior Transportation Planner
Sustainable Streets – Transportation Planning
San Francisco Municipal Transportation Agency
One South Van Ness Avenue
San Francisco, CA 94103-5417

Dear Mr. Markowitz:

We are writing this letter in support of the City and County of San Francisco's proposed project to enhance pedestrian safety on Sloat Boulevard, at the Everglade Drive, Forest View Drive, and 23rd Avenue intersections. These three intersections have the most pedestrian activity along this corridor. By constructing bulb-outs and widening the raised median island, this project will reduce crossing distance and enhance pedestrian visibility; thus, reducing pedestrian exposure to traffic. In addition, by installing flashing beacons or rectangular rapid flashing beacons, this project will alert motorists of downstream marked crosswalks and enhance their consciousness of the pedestrians potentially crossing the roadway. As all of these improvements will increase pedestrian safety at the Everglade Drive, Forest View Drive, and 23rd Avenue intersections, we would be pleased to provide further assistance through our encroachment permit process for you to address design and construction details for this worthwhile undertaking.

We thank you for the opportunity to provide our input and appreciate your partnership with us to enhance traffic safety and mobility for all state highway users in San Francisco. Should you have any questions or need further information, I can be reached at (510) 286-6345, or Mr. Roland Au-Yeung at (510) 286-4560.

Sincerely,

A handwritten signature in black ink, appearing to read "S. Sean Nozzari".

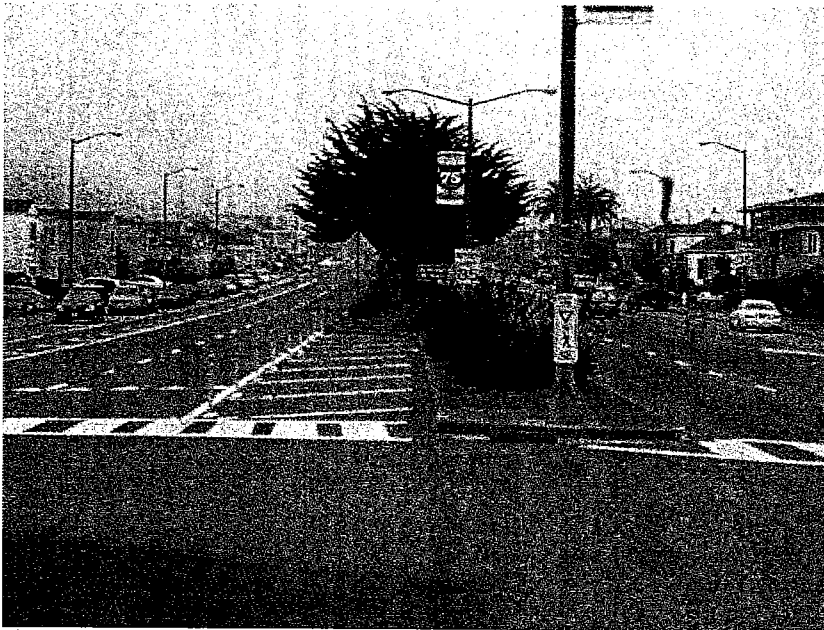
S. SEAN NOZZARI
Deputy District Director
Division of Traffic Operations

SLOAT BOULEVARD AND EVERGLADE DRIVE

View to east



East crosswalk



SLOAT BOULEVARD AND EVERGLADE DRIVE

West crosswalk

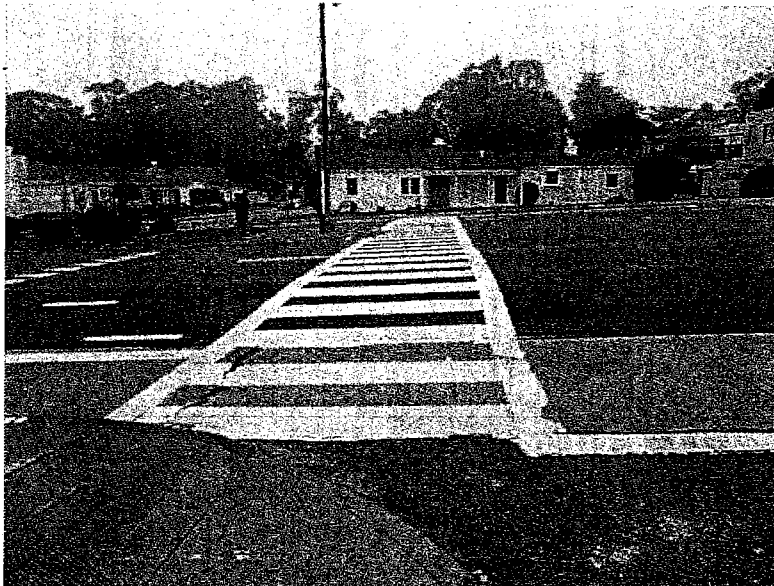


SLOAT BOULEVARD AND FOREST VIEW DRIVE

View to the west



West crosswalk



SLOAT BOULEVARD AND 23RD AVENUE

View to the east





July 17, 2012

Mr. Bijan Sartipi
Director, Caltrans District 4
PO Box 23660
Oakland, CA 94623-0660

Sloat Boulevard - Highway Safety Improvement Program (HSIP) Application

Dear Mr. Sartipi,

Sloat Boulevard (State Route 35) is a critical east-west connector in San Francisco County, but it is also a pedestrian facility adjacent to schools, shopping and residences. I appreciate efforts by Caltrans to work with City agencies to make Sloat Boulevard a more complete and safe street for pedestrians and all other users.

I request HSIP support for pedestrian safety improvements to critical unsignalized intersections along the central portion of Sloat Boulevard. Pedestrian safety is an important focus of my administration, the Board of Supervisors, our Pedestrian Safety Task Force and all San Franciscans. This section of Sloat Boulevard, between Everglade Drive and 23rd Avenue, has had two recent fatalities. This segment exhibits significant pedestrian safety and convenience issues:

- (1) Access to the Lakeshore Shopping Center, Lowell High School, and Muni 23-Monterey bus stops;
- (2) The shift from six to four travel lanes (plus bike lanes);
- (3) Very wide, unprotected crossings across Sloat Boulevard itself;
- (4) Posted speed limit of 35 mph; and
- (5) Unusual (non-perpendicular) crosswalk angles.

The proposed curb bulb-outs and median island widening will directly address these issues by reducing the distance that pedestrians are exposed to vehicles while crossing - by slowing vehicles (especially turning vehicles), improving the use of the median as a refuge, and providing additional space for curb ramps and pedestrian amenities. Besides directly enhancing pedestrian safety, these improvements should calm traffic to benefit all users. These improvements will reinforce the message that Sloat Boulevard is an important neighborhood street, in addition to being a state highway.

The improvements for funding are a key part of a multi-layered joint state and local effort to respond to community concerns. We look forward to your consideration of this application and continued work with community members and interested stakeholders to make Sloat Boulevard an even safer roadway for all users. If you have any questions about this application or our overall joint efforts, please contact Gillian Gillett, my senior transportation advisor (Gillian.Gillett@sfgov.org, 415.554.4192) or Project Manager Cristina Olea of the Department of Public Works (Cristina.C.Olea@sfdpw.org, 415.558.4004).

Sincerely,

A handwritten signature in dark ink, appearing to read "Edwin M. Lee".

Edwin M. Lee
Mayor

LAKESHORE ACRES IMPROVEMENT CLUB, INC.

P.O. Box 320222, San Francisco, CA 94132-0222

July 17, 2012

Mr. Bijan Sartipi
Director, Caltrans District 4
P.O. Box 23660
Oakland, CA 94623-0660

RE: SLOAT BOULEVARD - HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) APPLICATION

Dear Mr. Sartipi,

My name is William Chionsini and I am the President of the Lakeshore Acres Improvement Club, Inc. (LAIC). I am writing this letter on behalf of our homeowners association and it's members.

LAIC, representing 1100 single family homes, is located in the southwest quadrant of San Francisco. It is bounded by Sloat Boulevard on the north, Inverness Drive in the east, Lake Merced Boulevard in the south and Lakeshore Drive in the west. This area is comprised of single family homes, many of which are detached from their neighbors.

Pedestrian and vehicular safety on Sloat Boulevard is one of our organization's major concerns. We have worked with the City's traffic engineers for over twenty years to improve the pedestrian and vehicular safety on Sloat Boulevard, the northern boarder of our association. It is a part of our community. "Sloat is an important neighborhood street, not just a state highway". A shopping center, three schools and a major city park are located on or immediately off of Sloat Boulevard. The improvements proposed by the City and County of San Francisco would improve the safety of this part of Sloat Boulevard.

This letter is being written to you to voice our *very strong support* for the City and County of San Francisco's application for HSIP support for the improvement of pedestrian safety at non-signalized intersections along this central portion of Sloat.

We therefore respectfully request that you approve the City and County of San Francisco's HSIP application request.

LAKESHORE ACRES IMPROVEMENT CLUB, INC.

P.O. Box 320222, San Francisco, CA 94132-0222

We look forward to continuing our work with elected state officials, Caltrans and the City and County of San Francisco on improving the safety for all who use Sloat Boulevard whether on foot, on bikes or in vehicles. Thank you for your time and consideration of this matter.

Sincerely yours,



WILLIAM M. CHIONSINI
PRESIDENT

COPIES:

State Senator Leland Yee

State Assemblyperson Fiona Ma

San Francisco Municipal Transportation Agency Director Edward Reiskin

San Francisco Department of Public Works Director Mohammed Nuru

San Francisco Police Captain Curtis Lum, Taraval Police Station

San Francisco Police Sergeant Kevin Mannix, Taraval Police Station

West of Twin Peaks Central Council President Matt Chamberlain

Lakeshore Acres Improvement Club Board Members

Lakeshore Acres Improvement Club & Merced Manor Sloat Committee

File

Public Safety (DE), COB
CONS (DE), Leg Dep
File 130098

President, Board of Supervisors
District 3



City and County of San Francisco

DAVID CHIU
邱信福
市參事會主席

TO: Angela Calvillo, Clerk of the Board
FROM: Supervisor David Chiu *DSC*
DATE: February 6, 2013
RE: **Transfer of File No. 130098 from Public Safety to CONS**

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO
2013 FEB - 6 PM 1:56

Madam Clerk,

I hereby transfer File No. 130098 [Resolution authorizing the Department of Public Works to accept and expend a Federal grant in the amount of \$797,000 from the Federal Highway Administration for the Sloat Boulevard Pedestrian Safety Improvements Project] from the Public Safety Committee to the City Operations & Neighborhood Services Committee.