

John Yehall Chin Safe Routes to School

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

Active Transportation Program (ATP)

Table of Contents

I.	General Information	4
II.	Project Information.....	6
III.	Screening Criteria	8
IV.	Narrative Questions: Q1 – Q8.....	10
V.	Project Programming Request.....	26
VI.	Additional Information	30
VII.	Non-Infrastructure Schedule Information	31
VIII.	Application Signatures	32
IX.	Additional Attachments	34
	1. Location Maps	35
	2. Photos	39
	3. Plans	47
	4. Public Participation Process.....	48
	5. Chin Letter of Support	61
	6. Letters of Support.....	62



ACTIVE TRANSPORTATION PROGRAM CYCLE 1 APPLICATION

I. GENERAL INFORMATION

Project name:	John Yehall Chin Safe Routes to School
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(fill out all of the fields below)

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

Area Description:

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

Master Agreements (MAs):

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

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

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

Partner Information:

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

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

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

Project Type: (Select only one)

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

Project name:

John Yehall Chin Safe Routes to School

I. GENERAL INFORMATION-continued

Sub-Project Type (Select all that apply)

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

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

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

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

Other:

23. Non-Infrastructure (Non SRTS)
24. Recreational Trails*- Trail Acquisition
- *Please see additional Recreational Trails instructions before proceeding**
25. Safe routes to school- Infrastructure Non-Infrastructure

If SRTS is selected, provide the following information

26. SCHOOL NAME & ADDRESS:

John Yehall Chin Elementary School, 350 Broadway Street, San Francisco, CA, 94109

27. SCHOOL DISTRICT NAME & ADDRESS:

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

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

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

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

II. PROJECT INFORMATION

(Please read the "ATP instructions" document prior to attaching your responses to all of the questions in Sections II. Project Information, Section III. Screening Criteria and Section IV. Narrative Questions - 20 pages max)

1. Project Location

John Yehall Chin Elementary School is located at 350 Broadway Street, San Francisco, CA. The nearest major cross streets are Montgomery Street and Sansome Street.

Safe Routes to School Improvements may include curb extensions at the following intersections:

- Kearny Street at Nottingham Place
- Sansome Street at Pacific Street
- Broadway Street at Montgomery Street
- Kearny Street at Bush Street
- Kearny Street at Jackson Street
- Grant Avenue at Jackson Street
- Montgomery Street at Jackson Street

2. Project Coordinates

Latitude Longitude
(Decimal degrees) (Decimal degrees)

3. Project Description

This project aims to improve the safety and convenience of walking, bicycling and taking transit to John Yehall Chin Elementary School. Located north of the Financial District of San Francisco, residential and employment density within the school neighborhood is among the highest in the city. 54 percent of students live within a mile of the school, demonstrating that the school has high potential for walking and bicycling.

In addition, one third of students travel to Chin Elementary from more remote southeastern neighborhoods of San Francisco. An express bus route, which accomodates many of these students, stops at Kearny Street and Nottingham Place, approximately 900 feet from the school; two of the specific locations for curb extensions would improve conditions along that particular walking route.

This project will construct a bus bulb at the express bus stop at Kearny and Nottingham and curb extensions on the northwest corner of Sansome Street and Pacific Street, the southwest corner of Broadway and Montgomery, the southeast corner of Kearny Street and Bush Street, the northwest corner

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

4. Project Status

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

III. SCREENING CRITERIA

1. Demonstrated Needs of the Applicant

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

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

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

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

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

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

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

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

Decrease automobile VMT per capita by 10 percent

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

IV. NARRATIVE QUESTIONS

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

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

- Projects with significant potential- 21 to 30 points
- Projects with moderate potential- 11 to 20 points
- Projects with minimal potential- 1 to 10 points
- Projects with no potential- 0 points

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

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

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

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

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

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

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

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

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

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

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

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

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

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

IV. NARRATIVE QUESTIONS- continued

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

³ <http://www.chp.ca.gov/switrs/>

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

IV. NARRATIVE QUESTIONS- continued

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

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

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

- Projects with substantial participation of community members- 11 to 15 points
- Projects with moderate participation of community members - 6 to 10 points
- Projects with minimal participation of community members- 1 to 5 points
- Projects with no participation of community members- 0 points

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

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

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

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

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

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

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

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

IV. NARRATIVE QUESTIONS- continued

4. COST EFFECTIVENESS (0-10 POINTS)

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

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

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

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

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

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

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

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

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

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

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

⁵ <http://vtpi.org/nmt-tdm.pdf>

IV. NARRATIVE QUESTIONS- continued

5. IMPROVED PUBLIC HEALTH (0-10 points)

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

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

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

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

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

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

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

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

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

IV. NARRATIVE QUESTIONS- continued

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

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

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

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

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

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

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

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

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

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

⁷ <http://www.census.gov/acs/www/>

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

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

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

IV. NARRATIVE QUESTIONS- continued

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

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

Project Description
Project Map

Detailed Estimate
Preliminary Plan

Project Schedule

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

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

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

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

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

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

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

CCC representative chooses not to participate.

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

CALC representative chooses not to participate.

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

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

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

IV. NARRATIVE QUESTIONS- continued

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

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

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

The applicant has performed satisfactorily on past grants.

Project name:

John Yehall Chin Safe Routes to School

V. PROJECT PROGRAMMING REQUEST

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

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

Notes:

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

General Instructions

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

ADA Notice

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised May 2013)

General Instructions

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

ADA Notice

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/20/14

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

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

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

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

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

Project name:

John Yehall Chin Safe Routes to School

VI. ADDITIONAL INFORMATION

Only fill in those fields that are applicable to your project

FUNDING SUMMARY**ATP Funds being requested by Phase** (to the nearest \$1000)**Amount**

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

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

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

*Must indicate which funds are matching

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

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

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

ALLOCATION/AUTHORIZATION REQUESTS SCHEDULE

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

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

Project name:

John Yehall Chin Safe Routes to School

VII. NON-INFRASTRUCTURE SCHEDULE INFORMATION

Start Date	End Date	Task/Deliverables

Project name: John Yehall Chin Safe Routes to School

VIII. APPLICATION SIGNATURES

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

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

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

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

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

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

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

Signature: _____
Name: _____
Title: _____

Date: _____
Phone: _____
e-mail: _____

Person to contact for questions:

Name: _____
Title: _____

Phone: _____
e-mail: _____

Caltrans District Traffic Operations Office Approval*

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

Signature: _____
Name: _____
Title: _____

Date: _____
Phone: _____
e-mail: _____

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

Project name: John Yehall Chin Safe Routes to School

VIII. APPLICATION SIGNATURES

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

Signature: _____
Name: _____
Title: _____

Date: _____
Phone: _____
e-mail: _____

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

Signature: _____
Name: _____
Title: _____

Date: _____
Phone: _____
e-mail: _____

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

Signature: Allen Lee
Name: Allen Lee
Title: Principal

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

Person to contact for questions:

Name: Rachel Alonso
Title: Administrative Analyst

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

Caltrans District Traffic Operations Office Approval*

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

Signature: _____
Name: _____
Title: _____

Date: _____
Phone: _____
e-mail: _____

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

Project name:

John Yehall Chin Safe Routes to School

IX. ADDITIONAL APPLICATION ATTACHMENTS

Check all attachments included with this application.

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

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

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

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

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

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

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

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

- Documentation of the public participation process (required)

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

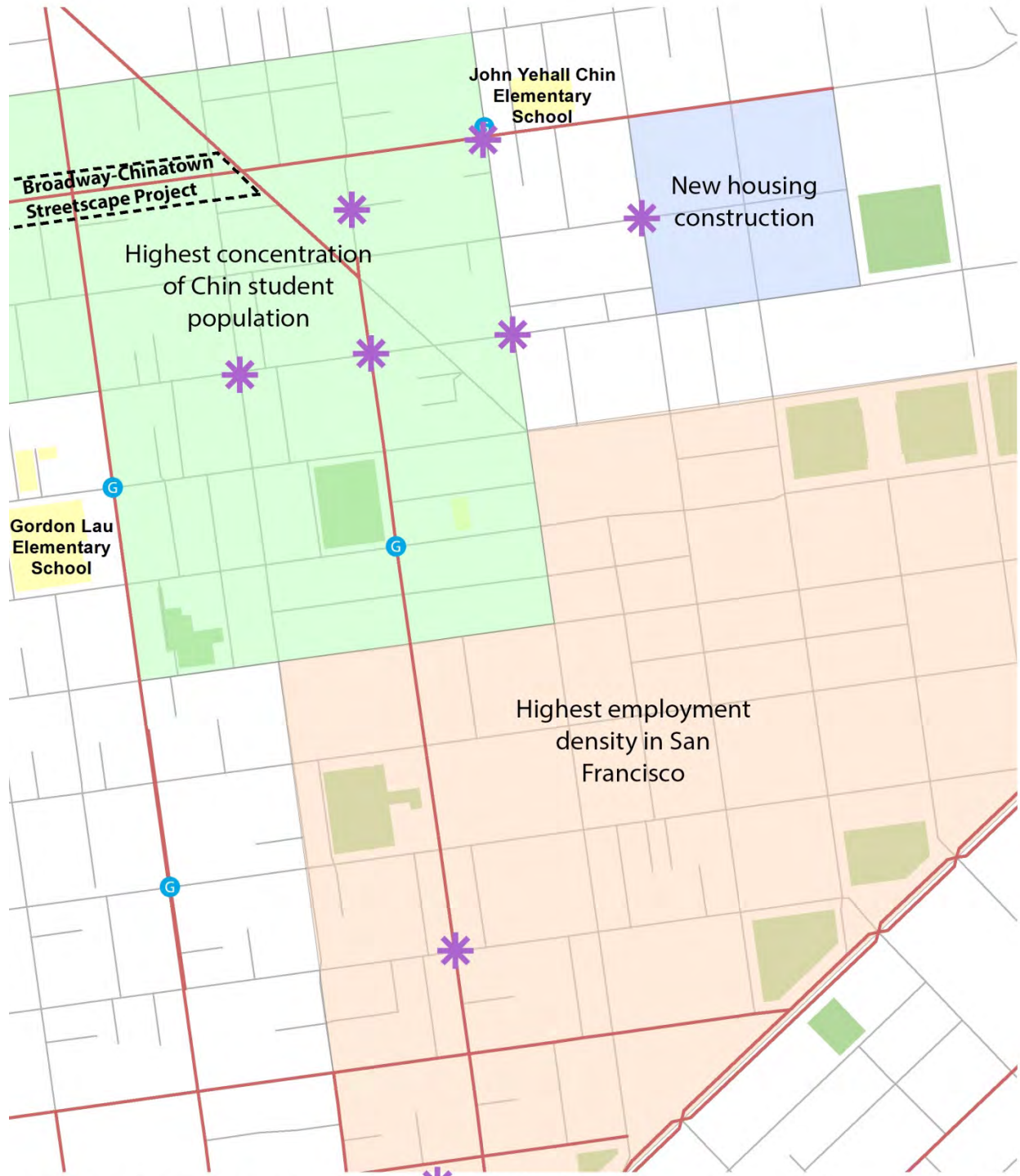
- Additional documentation, letters of support, etc (optional)

Maps





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

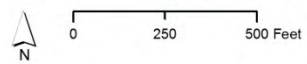
- 1 Broadway at Montgomery Street**
Curb extensions into Montgomery Street
- 2 Kearny Street at Nottingham Place**
Bus bulb
- 3 Sansome Street at Pacific Avenue**
Curb extension on northwest corner
- 4 Grant Avenue at Jackson Street**
Curb extension on northwest corner
- 5 Kearny Street at Jackson Street**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

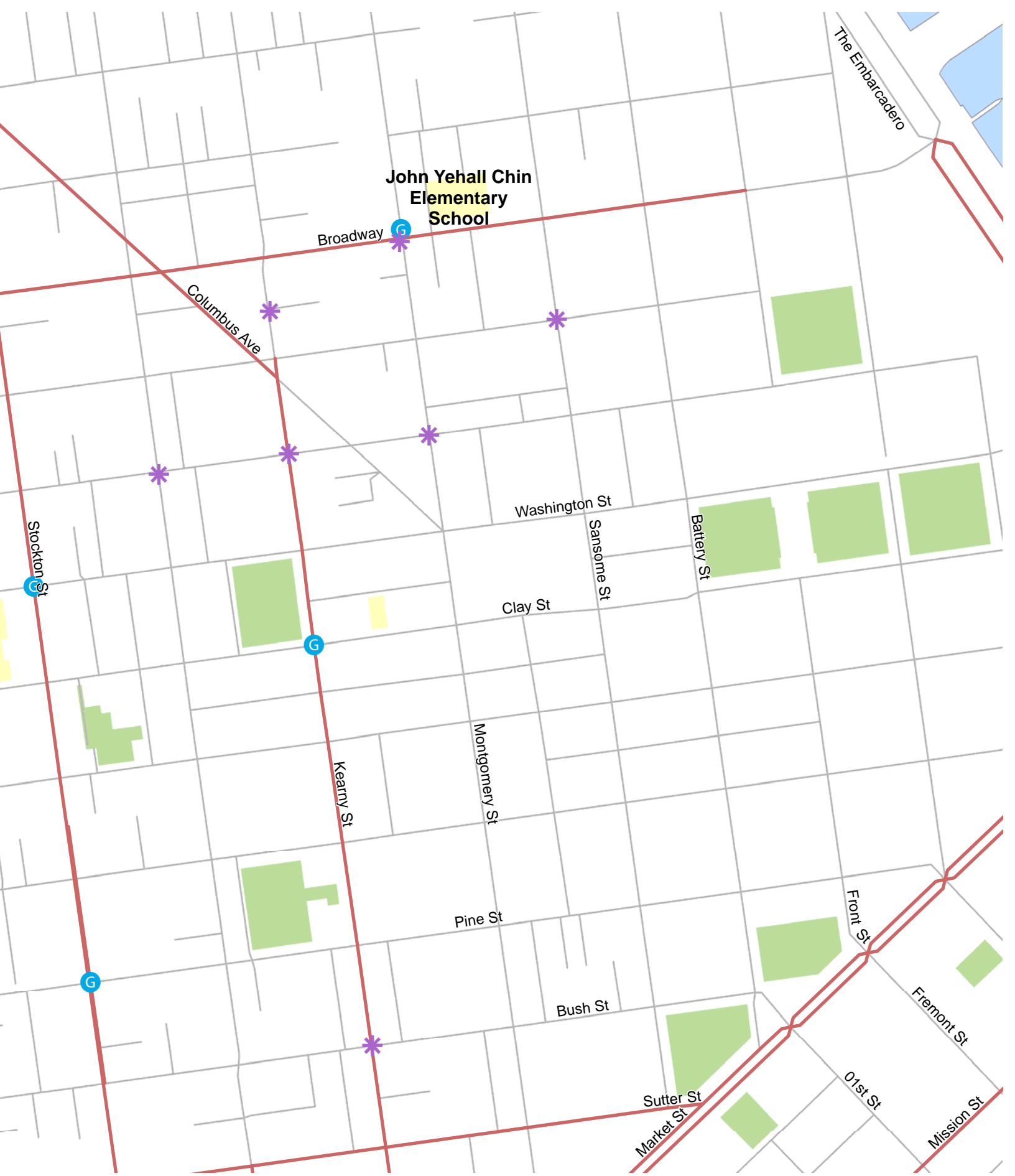




**John Yehall Chin Elementary School
Proposed Safety Improvements
May 13, 2014**





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

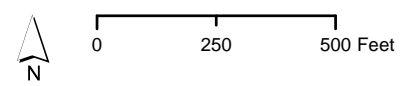




**John Yehall Chin Elementary School
Proposed Safety Improvements
May 2, 2014**

SDFPW John Yehall Chin SRTS Project

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



May 21, 2014

Photos

Kearny Street at Bush Street



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

Kearny Street at Nottingham Place



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

Sansome Street at Pacific Street



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

Broadway at Montgomery



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

Grant at Jackson



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

Kearny at Jackson



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

Montgomery at Jackson



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

Online Link to Approved Plans

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

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

Documentation of Public Participation Process

List of Better Streets Plan Community Meetings

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

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

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

Date: January 9, 2014

To: WalkFirst Team

From: Barbary Coast Consulting

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

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

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

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



BARBARYCOASTCONSULTING

PARTICIPANTS:

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Ellen Szita

Janet Siefert

Erinne Morse

Barbara J. Roos

Sheila Devitt

Arielle Cohen

Jim Rhoads

Madeleine Savit

DRAFT

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

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

PARTICIPANTS:

Robert Mansfield

Rick Smith

Alice Rogers

Anthony Faber

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

DRAFT

SOUTHEAST — December 17, Ingleside Police Station, 9 participants

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

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

PARTICIPANTS:

May Wong
Tina Tam
Laura Kemp
Jaime Ross
Betsy Reiss
Sharon Eberhardt
Gwynn Mackellen
David Hooper
Marlene Tran

DRAFT

WESTSIDE— December 18, Anza Branch Library, 11 participants

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

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

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

PARTICIPANTS

Howard Strassner

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Janet Lichty

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Kevin Clark

David Ambruster

Steve Ward

Carol Johnson

Katherine Chen

Sally Hatchett

Letters of Support



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



May 13, 2014

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

To Whom It May Concern:

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

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

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

Sincerely,

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

Allen Lee

Principal

John Yehall Chin Elementary School

May 19, 2014

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

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

To Whom It May Concern:

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

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

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

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

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



Moving the City

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Tilly Chang
EXECUTIVE DIRECTOR

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

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

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

Sincerely,



Tilly Chang
Executive Director

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



SFMTA
Municipal
Transportation
Agency

May 14, 2014

Teresa McWilliam
CALTRANS
1120 N Street
Sacramento, CA 95814

To Whom It May Concern:

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

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

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

Sincerely,

Jerry Robbins
Interim Director of Sustainable Streets