

# OneBayArea Grant Application

ER Taylor Elementary School  
Safe Routes to School Project

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

*Second application round, featuring updates since October 2012*





**2012 San Francisco OneBayArea Grant (OBAG) Application**

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

**Revised April 29, 2013**

**A. PROJECT INFORMATION**

**Project name:** ER Taylor Elementary School Safe Routes to School Project

**Sponsor agency:** Department of Public Works

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

This project will construct a total of four pedestrian bulbs at the intersection of Bacon and Goettingen for ER Taylor Elementary School. The need for the bulb-outs was identified in a Safe Routes to Schools Walking Audit. The total project cost is \$604,573, with \$519,631 proposed in OBAG funding.

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

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

For each unchecked item, please justify the project's eligibility: The project is not in a PDA, but is in close proximity to PDA C and close to Muni lines that connect PDAs from Balboa Park BART to downtown. (See Attachment 4 for more details.)

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

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

<b>High Priority Location</b>		<b>Area name</b>
Priority Development Area (PDA)	<input type="checkbox"/>	
Project is not within PDA but provides a proximate access.	<input checked="" type="checkbox"/>	[See attachment 4
Community of Concern	<input checked="" type="checkbox"/>	Bayview/Hunters Point
CARE Community	<input checked="" type="checkbox"/>	Eastern San Francisco
High Impact Project Area	<input checked="" type="checkbox"/>	Jobs & Transit Access High Impact Area
<b>Complete Streets and Safety</b>		<b>Location name/number (street/intersection/route)</b>
Key Walking Street	<input type="checkbox"/>	3 blocks away from key walking streets of San Bruno Ave and Silver Ave
Pedestrian High Injury Corridor	<input type="checkbox"/>	No, but is 3 blocks away from San Bruno Ave (40.8~51.5)
Weighted high injury score for each street segment:		2 ped. injuries at this intersection
Better Streets Plan typology of the project location:		Neighborhood Residential
The project complies with the Better Streets Plan guidelines.	<input checked="" type="checkbox"/>	
Bicycle Route Network	<input type="checkbox"/>	
Bicycle High Collision Intersection	<input type="checkbox"/>	
Number of bicycle collisions at each intersection in 2009 – 2011		
Transit Route(s)	<input checked="" type="checkbox"/>	Muni 54 Felton; 3 blocks from Muni 9 San Bruno
Operator, route number and name (e.g. Muni 14-Mission)		
Muni Rapid Network	<input checked="" type="checkbox"/>	3 blocks away from Muni 8X San Bruno
<b>Agency Priority</b>		
The SFMTA has ranked all elementary schools for Safe Routes to School projects, and ER Taylor Elementary is in the 2 <sup>nd</sup> priority tier, out of 5 tiers.		
<b>Planning and Community Support</b>		
The project has clear and diverse community support as evidenced in:		

Letters of support (check if attached)	<input checked="" type="checkbox"/>	SRTS Coalition, school principal
Adopted plans (specify plan title and page number)	<input type="checkbox"/>	
Walking audits (for SR2S; specify school and date)	<input checked="" type="checkbox"/>	ER Taylor Elementary School, January 25, 2011
The conceptual design has been reviewed by the public at the following community meeting (date and place)	<input type="checkbox"/>	Walking audit participants informed of plan for bulbs after audit.
<b>Project Readiness</b>		
Please describe coordination with other independent projects that may impact the proposed project schedule (e.g. sewer replacement), if any.		
<i>Coordination between SFDPW and SFPUC will be required to relocate several catch basins for construction of the bulb-outs.</i>		
Please provide a description of the CEQA and NEPA clearance strategies for the project, including the dates that each clearance was received or is anticipated to be received.		
<i>As per the revised funding plan, we will use OBAG and Prop K local match for the environmental phase of this project. For that reason work will commence in January 2014 and be completed in June 2014. We anticipate that the project be categorically exempt/ categorically excluded.</i>		
If the project has an impact on city landmarks, historic districts, and/or conservation districts, please describe what steps sponsor has taken to ensure the project's compliance with historical district requirements:		
<i>N/A</i>		
If the project will generate a significant traffic and parking impact (e.g. parking removal), please provide an impact analysis (if completed) or a plan for conducting the analysis:		
<i>The bulb-outs will remove parking near this intersection. However, the impact will be minimal and will not need an impact analysis.</i>		

D. IMPLEMENTATION STRATEGY

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

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

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

*The pre-development phase occurred between December 2012 and April 2013. This phase cost \$17,618, funded by SFMTA. We spoke to the residents immediately adjacent to the intersection on the phone, and met with the library manager (adjacent to the intersection) and school principal and staff (also adjacent to the intersection). The residents have requested to be kept informed as DPW develops designs for the bulbs.*

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

*The Planning phase was funded by MTA. We are requesting \$519,631 in OBAG funding for the environmental, design, and construction phases, which would be matched with \$67,324 in local funds, likely from Prop K. DPW will maintain the bulb-outs after project completion. Maintenance requirements will be minimal.*

E. PROJECT SCHEDULE

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

F. BUDGET

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

<b>Planning / Conceptual Engineering (project dev. phase, December 2012 - April 2013)</b>						
<b>Agency: SFMTA</b>						
<b>Position (Title and Classification)</b>	<b>Hours</b>	<b>Hourly Base Salary</b>	<b>Overhead Rate</b>	<b>Hourly Fully Burdened</b>	<b>FTE</b>	<b>Cost</b>
5203 Assistant Engineer	33	\$45.325	2.83	\$128.31	0.0159	\$4,251
5207 Associate Engineer	30	\$52.725	2.79	\$146.93	0.0144	\$4,408
<b>Agency: DPW</b>						
5203 Assistant Engineer	75	\$45.325	2.64	\$119.45	0.03606	\$ 8,959
<b>Planning / Conceptual Engineering Total</b>					<b>0.0664</b>	<b>\$17,618</b>
<b>Environmental</b>						
<b>Agency: SFMTA</b>						
<b>Position (Title and Classification)</b>	<b>Hours</b>	<b>Hourly Base Salary</b>	<b>Overhead Rate</b>	<b>Hourly Fully Burdened</b>	<b>FTE</b>	<b>Cost</b>
5203 Assistant Engineer	53	\$45.325	2.83	\$128.31	0.0255	\$6,800
5207 Associate Engineer	8	\$52.725	2.79	\$146.93	0.0038	\$1,175
<b>Environmental Total</b>					<b>0.0293</b>	<b>\$7,976</b>
<b>Design Phase</b>						
<b>Position (Title and Classification)</b>	<b>Hours</b>	<b>Hourly Base Salary</b>	<b>Overhead Rate</b>	<b>Hourly Fully Burdened</b>	<b>FTE</b>	<b>Cost</b>
<b>Agency: SFMTA</b>						
5203 Assistant Engineer	74	\$45.325	2.83	\$128.27	0.0358	\$9,549
5207 Associate Engineer	180	\$52.725	2.79	\$147.10	0.0865	\$26,478
<b>Agency: DPW</b>						
5211 Senior Engineer	35	\$70.650	2.64	\$186.19	0.0168	\$6,517
5241 Full Engineer	145	\$61.025	2.64	\$160.83	0.0697	\$23,320
5203 Assistant Engineer	855	\$45.325	2.64	\$119.45	0.4111	\$102,129
<b>Design Total</b>						<b>\$167,994</b>

<b>Construction Phase Hard Costs (by scope item)</b>				
<b>Item</b>	<b>Unit</b>	<b>Quantity</b>	<b>Unit Price</b>	<b>Cost</b>
Traffic Routing Work	-	LS	-	\$ 28,055
Temporary Striping	100		1	\$ 100
Asphalt Concrete (Type A, 1/2-Inch Maximum With	100	TON	130	\$ 13,000
Full Depth Planing Per 2-Inch Depth of Cut	4,000	SF	1	\$ 2,640
8-Inch Thick Concrete Base	3,500	SF	10	\$ 35,000
Combined 6-Inch Wide Concrete Curb and 2-Foot	350	LF	45	\$ 15,750
3 1/2-Inch Thick Concrete Sidewalk	3,880	SF	10	\$ 38,800
Concrete Curb Ramp With Concrete Detectable	8	EA	2,500	\$ 20,000
Mobilization	-	LS	-	\$ 9,985
Trench and Excavation Support Work	-	LS	-	\$ 4,000
Catch Basin	5	EA	8,240	\$ 41,200
Manhole	2	EA	5,150	\$ 10,300
Abandoning Existing Catchbasin	3	EA	400	\$ 1,200
Exploratory Holes	1	EA	1,000	\$ 1,000
Valve Relocation	-	LS	45,000	\$ 45,000
Excavation Permit Fee	-	LS	10,000	\$ 10,000
Office	-	LS	1,000	\$ 1,000
Project Signs	-	LS	2,000	\$ 2,000
<b>Subtotal</b>				<b>\$279,030</b>
<b>Contingency (20%)</b>				<b>\$55,806</b>
<b>Construction Hard Costs Total</b>				<b>\$334,836</b>

<b>Construction Phase Labor Costs (Construction Management and Support)</b>						
<b>Position (Title and Classification)</b>	<b>Hours</b>	<b>Hourly Base Salary</b>	<b>Overhead Rate</b>	<b>Hourly Fully Burdened</b>	<b>FTE</b>	<b>Cost</b>
<b>Agency: DPW</b>						
5211 Senior Engineer	51	\$70.650	2.64	\$186.19	0.0245	\$9,496
6318 Construction Inspector	350	\$45.763	2.64	\$120.60	0.1683	\$42,211
1408 Principal Clerk	106	\$33.400	2.64	\$88.02	0.0510	\$9,330
5203 Assistant Engineer	32	\$45.325	2.64	\$119.45	0.0154	\$3,822
5207 Associate Engineer	10	\$52.725	2.64	\$138.95	0.0048	\$1,390
<b>Agency: SFMTA</b>						
5203 Assistant Engineer	16	\$45.325	2.83	\$128.31	0.0077	\$2,053
5207 Associate Engineer	16	\$52.725	2.79	\$146.93	0.0077	\$2,351
7346 Painter	36	\$35.925	2.93	\$105.11	0.0173	\$3,784
7457 Sign Worker	19	\$30.525	2.95	\$90.11	0.0091	\$1,712
<b>Construction Labor Costs Total</b>						<b>\$76,149</b>
<b>Construction Total</b>						<b>\$410,985</b>
<b>TOTAL</b>						<b>\$604,573</b>

G. FUNDING PLAN

Source	Status*	Fiscal Year	Planning/CE	Env.	Design	Construction	Total
MTA	Secured	12/13	\$ 17,618				\$ 17,618
OBAG	Planned	13/14		\$ 7,061	\$ 148,725		\$ 155,786
OBAG	Planned	14/15				\$ 363,845	\$ 363,845
Match Prop K	Planned	13/14		\$ 915	\$ 19,269		\$ 20,184
Match Prop K	Planned	14/15				\$ 47,140	\$ 47,140
<b>Total</b>			\$ 17,618	\$ 7,976	\$ 167,994	\$ 410,985	\$ 604,573

H. ATTACHMENTS

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

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

I. CONTACT AND SIGNATURE

**Sponsor Agency – Project Manager**

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

**Sponsor Agency – Grant Manager**

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

**Other Partner Agencies**

Agency	Design leads (name, title)	Telephone	Email
<u>SFMTA</u>	<u>Laura Stonehill, Asst Engineer</u>	<u>415.701-4789</u>	<u>laura.stonehill@sfmta.com</u>

# Attachments

- Scope
- Maps and Drawings
- ER Taylor Elementary Letter of Support (October 2012)
- Safe Routes to School SF Letter of Support (October 2012)
- Justification for proximate access to a PDA



## Attachment 1

### **Scope**

This project will construct pedestrian bulbs at the intersection of Bacon and Goettingen streets for ER Taylor Elementary School (the Portola branch of the San Francisco Public Library is also at this corner). The proposed bulb outs would increase the safety of students and other pedestrians within the area. The intersection of Bacon and Goettingen is a busy vehicular intersection with a high number of student pedestrians. Bacon and Goettingen are both approximately 40 feet wide with two lanes of traffic, one in each direction, and parking on each side. The intersection has four-way STOP control.

ER Taylor Elementary School has over 600 students, and roughly 30 percent of these students walk to school. The community supports the installation of bulb outs in this location, as evidenced by the attached letters of support from both the Principal of ER Taylor School and the Safe Routes to School Coalition. Project staff spoke to the residents immediately adjacent to the intersection on the phone, and met with school principal and staff as well as the manager of the adjacent library.

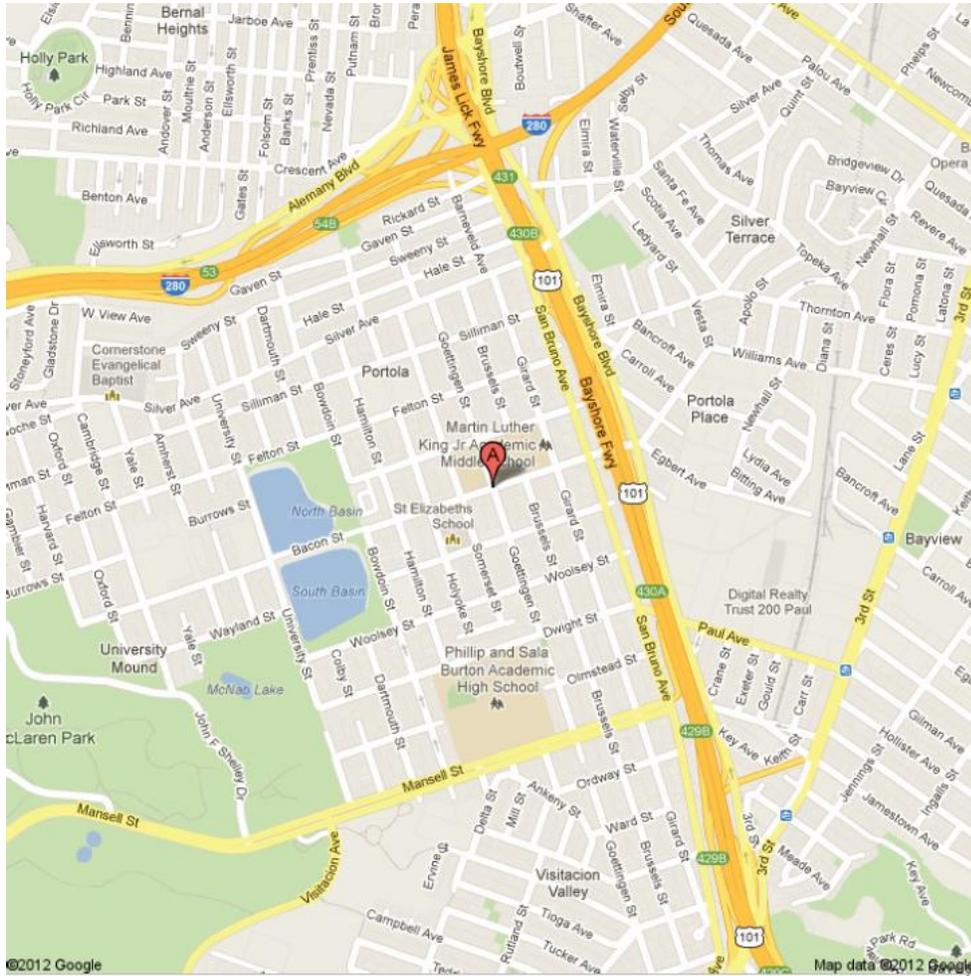
The bulb-outs increase safety by sharpening street corner curves to prevent speeding turns, shortening pedestrian crossing distances, and increasing pedestrians' visibility to vehicles, transit and cyclists. Similarly, the bulb-outs increase vehicle visibility for pedestrians. As a result, adding this traffic calming measure at the intersection would encourage more parents to allow their children to walk, bike, or take transit to school. Additionally, the increase in pedestrian trips to school could lead to a cleaner air quality in the neighborhood due to fewer motorized student drop offs.

The Bacon/Goettingen crosswalk is located 3 blocks east of Bayshore Blvd, where a SF Priority Development Area begins (Bayview/Hunter's Point). According to the Mayor's Office of Housing data, and as part of the Sustainable Communities Strategy, affordable housing is planned in Bayview/Hunter's Point within close proximity to ER Taylor. There are few elementary schools within close distance, and it is likely that many of the children who would be living in this affordable housing would be commuting, as pedestrians, to ER Taylor Elementary.

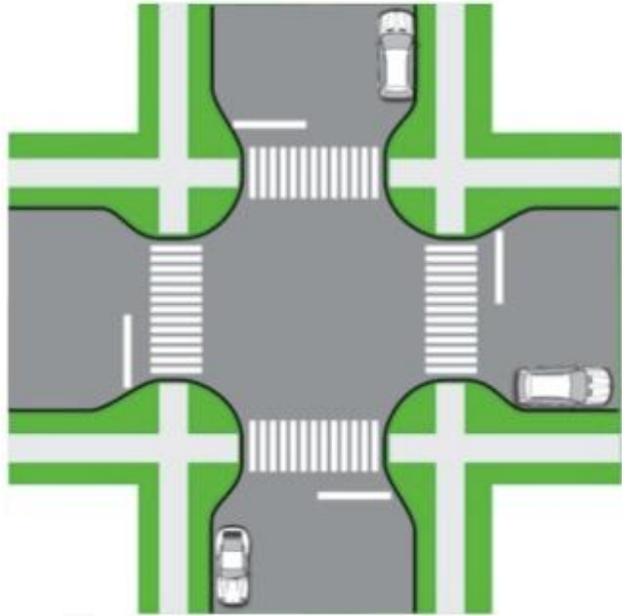
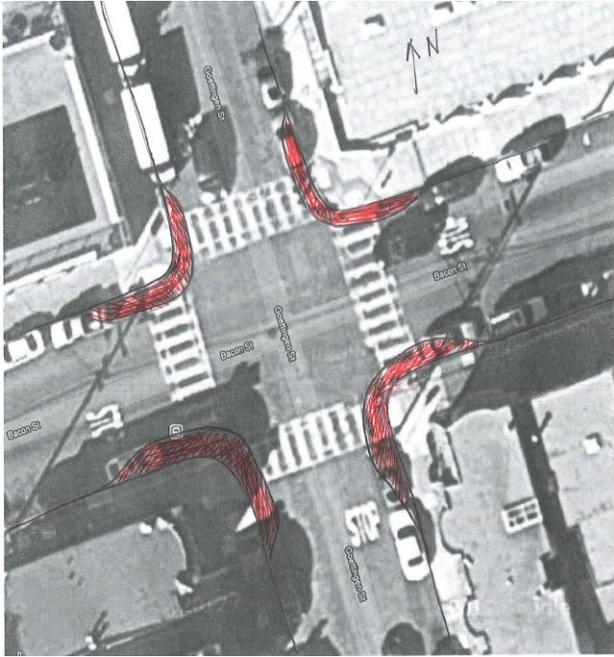
The Bacon/Goettingen intersection is within a High Impact Area. It is within ¼ mile of mass transit, provides direct access to regional transit hubs, and connects to multiple PDAs. Muni 54-Felton, Muni 9 San Bruno, Muni 44 O'Shaughnessy, and SamTrans transit stops are within 3 blocks of this intersection. Users of these nearby transit lines often walking or biking to the transit stops, and the Bacon/Goettingen bulbs would create a more pedestrian friendly environment to encourage utilizing multiple-modes of transit. Additionally, based on the Jobs-Housing Connection Scenario of the Sustainable Communities Strategy, the Bacon/Goettingen intersection lies within an area expected to take on the top 1/3 of job growth density over the next 30 years. Investing into the Portola neighborhood and ER Taylor Elementary to improve the pedestrian realm at the Bacon/Goettingen intersection will help accommodate the anticipated growth in the area and continue to enhance its connectivity to other PDAs within San Francisco.

Attachment 2

Maps and Drawings









October 10, 2012

MTC  
101 Eighth Street,  
Oakland, California 94607

To Whom It May Concern:

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

ER Taylor Elementary School has over 600 students, of whom roughly 30 percent take walk to school. The intersection of Bacon and Goettingen is a busy vehicular intersection with a high number of student pedestrians. This traffic can be intimidating for our students and can discourage their parents from letting their children walk, bike, or take transit to school.

The changes proposed in the grant application create a better environment in which our students can safely walk along and cross Bacon and Goettingen streets. The bulb-outs at Bacon and Goettingen streets will sharpen the corner curves to prevent speeding turns, shorten crossing distances, and make pedestrians waiting to cross the street more visible. These improvements will not only benefit the students at our school, but visitors to the Portola branch library, also at this corner, and the whole community – one that is often dependent on walking, biking, and public transportation.

I enthusiastically endorse the application and encourage your funding of the project. We hope the proposed improvements will help us improve safety and help us encourage more students to seek alternative modes of transportation.

Sincerely,

A handwritten signature in black ink, appearing to read 'Marlene Callejas', is written over a horizontal line.

Marlene Callejas  
Principal

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**E.R. Taylor Elementary School**  
423 Burrows Street San Francisco, CA 94134 tel: 415.330.1530 fax: 415.468.1742

an equal opportunity employer



www.sfsaferoutes.org

San Francisco County Transit Authority  
1455 Market Street, 22<sup>nd</sup> Floor  
San Francisco, CA 94103

October 24, 2012

Dear OBAG Grant Administrator,

**Program Partners**

SF Dept of Public Health

SF Environment

Presidio YMCA Bike Program

SF Bicycle Coalition

SF Municipal Transportation Agency

SF Unified School District

Walk San Francisco

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

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

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

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

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

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

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

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

Safe Routes to School SF  
is a program of  
Shape Up San Francisco.  
[www.shapeupsf.org](http://www.shapeupsf.org)



www.sfsaferoutes.org

**Program Partners**

SF Dept of Public Health

SF Environment

Presidio YMCA Bike Program

SF Bicycle Coalition

SF Municipal Transportation Agency

SF Unified School District

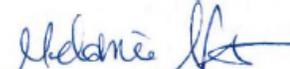
Walk San Francisco

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

Sincerely,

  
Christina Goette

Sr. Health Program Planner, SF Department of Public Health

  
Melanie Nutter

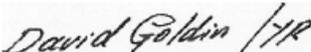
Director, SF Environment

  
Lara Farrell Hitchcock

Branch Manager, Presidio YMCA Bike Program

  
Kit Hodge

Deputy Director, San Francisco Bicycle Coalition

  
David Goldin

Chief Facilities Officer, SF Unified School District

  
Elizabeth Stampe

Executive Director, Walk San Francisco

### Justification for proximate access to a PDA

This project is three blocks (900 ft) away from Priority Development Area C (Bayview/Hunters point Shipyard/Candlestick Point) and pedestrian, bike, and car traffic flows to and from the PDA to access transit and ER Taylor Elementary School.

The 54 Felton goes through the intersection of Bacon and Goettingen and continues on east to the Balboa Park BART station in PDA H and westerly to PDA C.

This project is also within walking distance of the 8AX and 8X Bayshore Expresses, the 9 San Bruno and the 9L San Bruno Limited. These buses travel through PDA C and link downtown PDAs, as well as BART/MUNI stations and the Bayshore Caltrain station. This flow of transit traffic through the intersection and on to multiple PDAs indicate that the enhanced safety at the Bacon and Goettingen will benefit students and other residents from those communities.

