Redding Safe Routes to School

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

Active Transportation Program (ATP)

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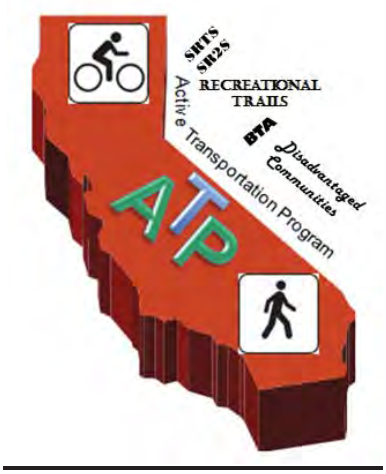

ACTIVE TRANSPORTATION PROGRAM

CYCLE 1

APPLICATION

Please read the Application Instructions at
http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html
prior to filling out this application

Project name:	Redding Safe Routes to School

For Caltrans use only: ____TAP _____STP_____RTP ____SRTS ____SRTS-NI ____SHA
____DAC ____Non-DAC ____Plan

I. GENERAL INFORMATION

Project name: Redding Safe Routes to School

(fill out all of the fields below)

1. APPLICANT (Agency name, address and zip code) San Francisco Department of Public Works City Hall, Room 340 1 Dr. Carlton B. Goodlet Place, San Francisco, CA 94102	2. PROJECT FUNDING ATP funds Requested $ 784,000.00 Matching Funds (If Applicable) $ Other Project funds $ 71,000.00 TOTAL PROJECT COST $ 855,000.00
3. APPLICANT CONTACT (Name, title, e-mail, phone #) Rachel Alonso, Adminstrative Analyst 415.554.4890 rachel.alonso@sfdpw.org	
4. APPLICANT CONTACT (Address & zip code) City Hall, Room 340 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102	5. PROJECT COUNTY(IES): San Francisco County
6. CALTRANS DISTRICT #- Click Drop down menu below District 4	7. Application # 1 of 2 (in order of agency priority)

Area Description:

8. Large Metropolitan Planning Organization (MPO)- Select your" MPO" or "Other" from the drop down menu>	MTC Metropolitian 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*:	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: Redding 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:
Redding Elementary School, 1421 Pine 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)	29. Total Student Enrollment	30. Percentage of students eligible for free or reduced meal programs **
38 68478 6041511	296	83.00
31. Percentage of students that currently walk or bike to school	32. Approximate # of students living along school route proposed for improvement	33. Project distance from primary or middle school
58.3%	242	220-960 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

1. Project Location

Redding Elementary School is located at 1421 Pine Street in San Francisco. The Redding Safe Routes to School project area extends southeast from the school and includes up to five intersections at Larkin Street at Bush Street, Sutter Street at Larkin Street, Larkin Street at Post Street, Hyde Street at Sutter Street, and Hyde Street at Bush Street. (See Map and Locations on next page). All locations are located within a 3 block radius, or approximately 900 feet, from the school. Each intersection has been the location of multiple pedestrian injury collisions in the last five years.

Redding Elementary School lies between the Lower Nob Hill and Tenderloin neighborhoods. These neighborhoods are characterized by dense residential, commercial and institutional development; high pedestrian activity; and multi-lane, one-way streets carrying large traffic volumes. With heavily used transit lines and numerous pedestrian destinations, safe, well-designed pedestrian facilities in this area are critical.

Frank Norris Street is an alley running between the school building and the neighborhood playground, which is located on roof of a neighborhood parking structure. A complementary pedestrian safety project will be funded by the San Francisco Planning Department in late 2015 to implement stamped and decorative pavement as a part of the Polk Street Repaving Project on Frank Norris Street.

2. Project Coordinates

Redding Elementary School is at N 37.789557 degrees, W 122.418992 degrees. Specific improvements serve the neighborhoods southeast of the school where most students live.

3. Project Description

The proposed Redding Safe Routes to School project seeks to improve pedestrian safety at five intersections in the vicinity of the school. The project will construct curb extensions on all four corners of Larkin and Bush Streets; at the northeast and southeast corners of Sutter and Larkin Streets; at the southwest and northeast corners of Larkin and Post Streets; at the northwest, northeast and southeast corners of Hyde and

Sutter Streets; and at the northwest, northeast and southwest corners of Hyde and Bush Streets. This project will include the installation of up to fourteen corner bulb outs.

Curb extensions, or corner bulb outs, extend the sidewalk, thus reducing crossing distance and providing increased levels of visibility and protection, particularly for children whose smaller size makes them harder to see by oncoming drivers. By improving pedestrian safety and connectivity, this project seeks to increase the number of students who walk to Redding Elementary School. The proposed sidewalk extensions extend geographically into the area with high concentrations of student residences on the southeast side of the school (Attachment 1). All intersections targeted for improvement are located within 900 feet (<1/4 mile) of the Redding Elementary School.

The project will include the relocation of catch basins at five of these locations. Sidewalks will be re-graded at the northeast and southeast corners of Hyde and Sutter Streets, and at the northeast corner of Hyde and Sutter Streets. Additionally, accessible curb ramps with detectable warning surfaces will be installed with the corner bulb outs to meet all Americans with Disabilities Act (ADA) design standards. The San Francisco Municipal Transportation Agency (SFMTA) will also review all of the signage and striping in the area and upgrade them as needed.

4. Project Status

California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) approvals 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.

III. SCREENING CRITERIA

1. Demonstrated Needs of the Applicant

The area surrounding the Redding Elementary School is a dense residential and commercial area. Traffic generators are abundant within a half mile of the school, including the Polk Street commercial strip, St. Francis Memorial Hospital, and a post office.

From 2008 to 2013, there were 158 traffic collisions involving pedestrians within a quarter mile of Redding Elementary School. Of these, 31 resulted in severe injuries and 1 was fatal. From 2008 to 2013, 5 accidents that occurred within a mile radius of the school involved a child (Chart A). In March 2012, a five-year-old student from the school was injured in a midblock collision with a vehicle while attempting to cross Frank Norris Street, the alley that runs between the school building and playground. Another child, six-years-old, was hit and killed at Polk and Ellis Streets in December 2013. Chart A below shows a 5-year collision history within ¼ mile of Redding from the Statewide Integrated Traffic Records System (SWITRS).

CHART A: 5-Year Collision History Within ¼ Mile of Redding Elementary School

Type	Count
Pedestrian Collision	158
Child Pedestrian Collision	5
Bicycle Collision	67
Car Collision	600

Date Range: 10/21/2008 - 10/22/2013 (the latest data available)
Source: SWITRS, SFPD
Location: 1/4 mile radius around Redding Elementary

The goal of the Redding Safe Routes to School project is to improve the safety and the mobility of students walking to and from school. The core component of this grant focuses on engineering changes to improve pedestrian safety three blocks south of the school. Engineering elements include the construction of

fourteen curb bulbs at the five following intersections: Larkin and Bush Streets, Sutter and Larkin Streets, Larkin and Post Streets, Hyde and Sutter Streets, and Hyde and Bush Streets.

Redding is a Tier 1 school, ranking #3 out of 56 San Francisco public elementary schools in the SFMTA Safe Routes to School Prioritization Ranking for Infrastructure Projects (Attachment 4). The prioritization ranking was generated with multiple criteria including student residence proximity to school, student rates of walking and biking to and from school, and free and reduced price lunches. The high ranking that Redding received reflects a very high percentage of students living within 1 mile of school (64.6%), a relatively high rate of students already commuting by walking and by bicycle (58.3%), and a high rate of students receiving free or reduced lunches (83%).

Redding Elementary School is a K-5 school that has an ethnically diverse student body of over 275 students, over 60% of whom are English language learners. Before and after school programs, with 160 participating students, generate additional pedestrian and vehicle traffic to the area, beyond core curricular hours of 8:25 AM - 2:30 PM. Students arrive by 7:15 AM for the before school program and remain from 2:30 PM – 6:00 PM if participating in the after school program. In school year 2014-15, Redding will add a Transitional Kindergarten program, with a new population of even younger students, many of whom can be expected to walk to and from school based on statistics cited earlier.

2. Consistency with Regional Transportation Plan

The Redding Safe Routes to School Project is consistent with the following goals on page 19 of MTC's 2013 Plan Bay Area:

- 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 vehicle miles traveled per capita by 10 percent

IV. NARRATIVE QUESTIONS

1. Potential for increased walking and bicycling, especially among students, including 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.

Recent surveys show that 69.7% of Redding students live within 1 mile of school and 78.8% of students live within 2 miles of school. Given this density of student residences near the school, it not surprising that the school has high active transportation rates. Annual travel surveys conducted at Redding Elementary School demonstrate 58.3% of students are walking and/or bicycling to and from school. Of the student population, there is passive mode share of 41.7% comprised predominantly of students who arrive to school by car (33%) or by bus (8.8%). The Redding Safe Routes to School project will build upon existing active transportation rates, encouraging student pedestrian travel by creating additional pedestrian space and improving safety and the perception of pedestrian safety among the school community.

According to a 2004 report from the Centers for Disease Control and Prevention, the second most commonly reported barrier to walking to school was traffic-related danger cited by 30.4% of parents. This barrier ranks only behind distance to school, a less significant factor for Redding Elementary School due to its small enrollment area and high population density. In sum, improving the perception of traffic safety is the most effective strategy available for increasing the proportion of students walking to school.

The Redding Safe Routes to School project proposes to construct a total of eight two-way and six one-way corner bulb outs at five intersections: Bush Street at Larkin Street, Sutter Street at Larkin Street, Larkin Street at Post Street, Hyde Street at Sutter Street, and Hyde Street at Bush Street. All of these locations are within three blocks of the school, providing immediate benefits to families traveling to school. The enhanced pedestrian realm provided by curb extensions will not only benefit school families, but also thousands of other community members who live and work in the densely-populated neighborhood.

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.

The San Francisco Municipal Transportation Agency performed a series of pedestrian counts as part of a citywide effort to model pedestrian volumes. Without exception, pedestrian volumes at the proposed intersections rank highly.

Location	Annual Pedestrians	Daily Pedestrians
Larkin at Bush:	11,173,678	30,613
Larkin at Sutter:	9,797,920	26,844
Bush at Hyde:	10,918,730	29,914
Sutter at Hyde:	24,202,609	66,309
Larkin at Post:	40,516,068	111,003

Source: SFMTA Pedestrian Volume Model

Based on student addresses during the 2012-2013 school year, the travel paths of almost 60% percent of students will involve crossing at one or more locations where curb extensions are proposed. The travel paths of 51% of students would pass through two of the proposed locations. The likelihood that students would travel through three of the proposed improvement locations is 45%. This analysis was performed by creating commute-sheds along direct paths of travel to the school.

In addition to students living near these pedestrian infrastructure improvements, other users will include people living and working in the Tenderloin and Lower Nob Hill neighborhoods. Bush Street, Larkin Street, Sutter Street and Hyde Street, where proposed improvements are located, have dense residential and commercial development. Based on the SFMTA pedestrian volume model, approximately 264,682

pedestrians use the selected intersections every day. There is also very high density of transit routes in the area, with the Muni 19 running on Polk Street, route 1, 31 and 38 running on Pine Street and Bush Streets, route 27 running on Hyde Street, and route 2, 3 and 76 running on Sutter Street.

Estimating the increase in users as a result of the improvements is difficult, as there is little research concerning the increase in pedestrian commuting behavior resulting from the construction of curb extensions. However, other studies have found a strong correlation between the walkability of a neighborhood and physical activity, for instance, Gallimore, Brown, and Werner (2011). When combined with the Safe Routes to School survey finding that traffic concerns ranked behind only distance to school as a barrier to walking, we would expect to at least a marginal increase in students walking and using transit to travel to school.

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.

Specific project locations were chosen because of their proximity to Redding Elementary School and to commercial employment centers. As noted above, the travel paths of a majority of students include at least two proposed locations. GIS Analysis was performed that uses data from the 2012 American Community Survey and 2011 Longitudinal Employer-Housing Dynamics. High-quality pedestrian and transit facilities are crucial to the safety and livelihood of thousands of people daily.

Curb extensions (corner bulb outs) have several advantages. Curb extensions will reduce conflicts between drivers and pedestrians by preventing drivers from parking too close to crosswalks. Bulb outs also tighten the radius for turning vehicles, forcing them to reduce their speed. Bulb outs, which extend the width of the sidewalk, will significantly shorten the curb-to-curb crossing distance for pedestrians. Bulb outs also elevate pedestrians, making them more visible to oncoming cars while allowing them to better observe traffic conditions when preparing to cross the street.

When it comes to children, who are generally shorter of stature, curb extensions are a great benefit, as children can be hidden from the drivers' perspective by parked vehicles. Bulb-outs will increase the safety at these five intersections where many students walk from their residence to and from school, or walking to other traffic generators within a half mile distance; including the US Post Office, commercial areas on Polk Street and multiple Muni transit stations.

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.

During the outreach process, the principal of Redding Elementary School mentioned that most students walk north on Larkin Street from Eddy Street or north on Polk Street from Larkin Street in order to reach school. Other students, the principal said, walked west on Bush Street, then north on Larkin Street. This information is consistent with our analysis of student residences which are concentrated south and east of the school. All of the five proposed locations for improvement are located within three blocks to the south and east of Redding (Appendix A).

The SFMTA pedestrian volume model estimates that the intersections of Larkin and Bush Streets, Sutter and Larkin Streets, Larkin and Post Streets, Hyde and Sutter Streets, and Hyde and Bush Streets all rank within the top 10 percent of pedestrian volumes in the city of San Francisco. 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 these behaviors do occur.

2. Potential for reducing the number and/or rate of pedestrian and bicycle facilities and injuries, including the identification of safety hazards for pedestrians and bicyclists

A. Describe the potential of the project to reduce pedestrian and/or bicycle injuries or fatalities.

The five intersections proposed for pedestrian infrastructure improvements located on Bush, Larkin, Hyde, Sutter and Post Streets were each identified in the WalkFirst Implementation Strategy as pedestrian high-injury corridors, a network of 6 percent of San Francisco's streets where 60 percent of pedestrian injuries

occurred between 2007 and 2011 (Appendix B). This project concentrates resources at locations where injuries are concentrated, there is a high volume of pedestrians, and along the travel paths for most students traveling to Redding Elementary School.

The WalkFirst Implementation strategy performed a literature review of different pedestrian safety treatments and their efficacy at reducing pedestrian collisions. 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 them a safe place to stand well 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 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 generally very positive regarding the relationship to 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.

As a subset of all pedestrians, children have unique physical and developmental challenges when navigating the city on foot or on bike pedestrians. Children are smaller than adults and thus less visible to drivers approaching the intersection. Additionally, for children, peripheral vision is less developed and they are not able to judge speeds to identify safe gaps in traffic to cross. Therefore, they are more vulnerable than other pedestrians in collisions with vehicles.

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

Vehicle speed is the most important factor determining the degree of pedestrian injury in a collision. Curb extensions are associated with a 7 to 14 percent reduction of motor vehicle speeds. Because prevailing vehicle speeds at these locations (23 – 29 MPH) are within the range of speeds where the risk of pedestrian injury increases quickly with speed, this 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 been found to increase motor vehicle yielding compliance. They have not been shown to be effective at channelizing pedestrians to cross at appropriate locations, but 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 Larkin and Bush and Larkin and Sutter. 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. 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.

A detailed analysis of pedestrian injuries at the proposed intersections 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 Record System, between 2007 and 2011, there were 14 pedestrian injuries that occurred at the proposed five intersections which are the subject of this application. This is a subset of 158 pedestrian and 67 bicycle-injury collisions that occurred within ¼ mile of Redding Elementary School in this five year period.

Automobile right-of-way, pedestrian right-of-way, and pedestrian violation account for 12 out of the 14 collisions, with violation categories identified, or 86% percent. According to the Metropolitan Transportation Commission Pedestrian and Bicycle Safety toolbox, curb extensions are seen as an effective countermeasure to reduce collisions. This data is supportive of the proposed improvements addressing the specific issues at each intersection.

3. Public Participation and Planning

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.

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

- Redding Safe Routes to School
- Better Streets Plan
- WalkFirst Investment Strategy

Each of these planning processes had different outreach strategies. A walk audit was held at Redding Elementary School on January 9, 2013. Participants included representatives from the Municipal Transportation Agency, the Department of Public Health, and school administration and faculty. The walk audit team observed students walking and bicycling to school as well as passenger drop-off.

Implementation has already begun on the most straightforward recommendations from the outreach meeting, such as increased enforcement and moving the Larkin Street school sign to a more visible location. Following the observation, a number of improvements were discussed. The most intensive capital improvements were selected for this grant application (Appendix C).

As well, the Better Streets team met with technical agency staff to gather comments regarding technical feasibility of initial concepts and proposals.

The Better Streets Plan Outreach consisted of 106 community meetings attended by City staff and thousands of attendees in total, including public meetings, presentations to community groups, focus group interviews, tabling events, and walking tours. Additionally, over 1,000 responses were received to two Better Streets Plan surveys. 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 Investment Strategy relied upon two types of outreach. 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, their costs, and some information about the types of collisions that occur on the high-injury network. Participants were asked to select from available treatments those that they would like to see in San Francisco and curb extensions were identified.

B. Describe the local participation process that resulted in the identification and prioritization of the project:

The SFMTA maintains a prioritized list of schools for 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 severe injury collisions in the school neighborhood. Redding Elementary School is a Tier 1 school, currently ranked third for infrastructure improvements.

All the specific locations were mentioned during a walk audit with the school community. Further justifying their selection was the analysis of these locations proximity to student paths of travel to the school, as identified during the community outreach process, and for location on the pedestrian high-injury network and proximity to significant pedestrian generators.

C. **Is the project cost over $1 Million?** Yes.

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?

Each of these planning processes for these projects had important outreach components. The Better Streets Plan and WalkFirst Implementation Strategy were adopted by the SFMTA Board of Directors following public hearings, and the Redding Safe Routes to School Plan engaged the school community and will continue to go through a public process.

The Better Streets Plan serves as the Pedestrian Master Plan for the City, and rather than recommending specific improvements for specific locations, it provides policies and guidelines for the pedestrian realm. The Better Streets Plan devotes a section specifically to curb extensions, describing the types of situations when they are appropriate. Examples include:

- Streets with high pedestrian volumes and/or high traffic volumes and speeds
- Streets with a history of pedestrian safety concerns
- Where neighborhood streets intersect with busier throughways

Each location in the proposed Redding Safe Routes to School project is appropriate to this guidance in the Better Streets Plan. Additionally, WalkFirst specifically recommended curb extensions at several locations and others emerged from school outreach. Selected locations embody the priorities that the public established in each planning process.

4. Cost Effectiveness

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.

One alternative was to make no investment at any location identified in the Redding Safe Routes to School process. This alternative would incur no cost, but also result in no benefits. In the policy framework of WalkFirst and Vision Zero, which seek to reduce pedestrian injuries and eliminate traffic fatalities in San Francisco, this cannot be considered a serious alternative. Further there would be no change in the number of students walking to Redding Elementary School, which represents a lost opportunity with such a high percentage of students living within a mile of the school site.

Another alternative to the Redding Safe Routes to School project considered pedestrian safety treatments for Frank Norris Street which runs east-west between the school building and playground. Students regularly cross this 21-foot-wide alley to access the playground located on the top floor of a parking structure. There is a midblock school continental crosswalk on Frank Norris Street where, in 2012, a five-year-old student suffered a collision with an automobile. The SFMTA considered adding two raised crosswalks, one midblock and another where the alley begins on Larkin Street. The cost of these treatments was estimated to be $230,000. However, any pedestrian safety treatments recommended by the SFMTA would need to be coordinated with the Polk Streetscape Project in order to be aligned with a repaving of Polk Street. The contract advertising date for this paving contract is July 2015, so ATP-SRTS funding is not a viable means of aligning these improvements with the paving. After the repaving, a five-year moratorium applies, thus the identification of alternate funding to implement these pedestrian safety improvements for Frank Norris Street is essential and this improvement is not part of the ATP application.

B. Calculate the ratio of the benefits of the project relative to both the total project cost and funds requested

According to SWITRS data, 14 pedestrian injuries occurred at all locations between 2007 and 2011, including one severe injury collision at Sutter and Hyde Streets. 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 $4,271,000. Speed is the primary factor 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 to be less severe, and two visible injuries would likely be reduced to a complaint of pain. Further, resulting in an additional, and likely conservative, reduction in collisions of 10-15 percent, the cost of collisions avoided by these improvements is $3,737,000. Given the total project cost of $3,348,000 and the total funds (including ATP funds for project development) requested amount of $784,000, we estimate the ratio of benefits to costs to be:

Total Project: ($3,737,000/$3,348,000) = 1.12

5. Improved Public Health

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.

Reduced injuries and fatalities:

Over 4,100 pedestrians were injured or killed in collisions in San Francisco between 2007 and 2011, nearly two people injured every day. Each week, approximately two people are killed or severely injured while walking on our streets. These injuries account for almost one-quarter of trauma cases seen at San Francisco General Hospital. The San Francisco Department of Public Health estimates that the medical costs of these injuries at $15 million dollars, and total health-related costing more than $500 million. If the application of these treatments can full reduce 60% of all high injuries to pedestrians and cyclists, the City could reduce medical costs by $9 million annually, and total health-related expenses paid by society by $300 million annually.

Focus on high risk neighborhoods:

Improving safety for people who walk and cycle via the use of engineering tools in targeted locations will improve public health outcomes through improved rates of walking and cycling and reduced injuries and

fatalities for people who live, work or visit San Francisco. Each prioritization included inclusion and weighting of corridors and intersections in Communities of Concern. The Metropolitan Transportation Commission identifies a census tract as a Community of Concern if it is either 70% minority population or 30% low-income, or meets 6 other criteria (including no car households, cost-burdened renters, seniors). Redding Elementary School, located in the Tenderloin and Lower Nob Hill is an identified Community of Concern. The proposed pedestrian infrastructure improvements treatments would be a significant investment for a neighborhood where the City would like to encourage walking and cycling to achieve larger public health outcomes.

Improved health outcomes:

Finally, by improving walking and cycling facilities Citywide, San Francisco anticipates seeing a higher rate of people who will walk and cycle for transportation or recreation. The benefits of walking and cycling daily are seen in reduced asthma and obesity, and though difficult to quantify, the City anticipates that these benefits will be realized and can be economically measured through reduced need for publically-provided health services relating to these inactivity-related diseases.

6. Benefit to Disadvantaged Communities

A. I. Is the project located in a disadvantaged community? Yes.
II. Does the project significantly benefit a disadvantaged community? Yes.

a. **Which criteria does the project meet?**
   - **For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs:**

     At least 83% of Redding students qualify for Free or Reduced Price Meals.

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.

The percentage of project cost that benefits a disadvantaged community is 100%. According to collision data analysis performed by the Department of Public Health for the WalkFirst investment strategy, disadvantaged communities are disproportionately affected by pedestrian injuries. 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 disproportionate amount 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.

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

A. The applicant has coordinated with the CCC to identify how a state conservation corps can be a partner of the project. **YES**
   a. Virginia Clark, virginia.clark@ccc.ca.gov, (916) 341-3100 – submitted May 12, 2014

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. Yes
   a. Janet Gomes, jgomes@sfcc.org, (415) 928-7417 – submitted May 12, 2014

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

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

CCC representative mentioned that they would not participate in our project.

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

SFCC representative mentioned that they would not participate in our project.

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*.

8. Applicant Performance on Past Grants

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 San Francisco Department of Public Works does not have a history of ATP type of grant failures in the past 5 years.

Project name: Redding 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*

☑ 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

Redding Safe Routes to School

Location, Project Limits, Description, Scope of Work ☐ See page 2

This project seeks to improve pedestrian safety through infrastructure improvements at multiple locations near Redding Elementary School which is located in the Lower Nob Hill and Tenderloin neighborhoods of San Francisco. This project proposes fourteen corner bulb outs at five intersections, all are located within 1/4 mile of the school. Specific locations for pedestrian safety improvements are: Larkin Street at Bush Street; Sutter Street at Larkin Street; Larkin Street at Post Street; Hyde Street at Sutter Street; and, Hyde Street at Bush Street.

☑ Includes ADA Improvements ☑ Includes Bike/Ped Improvements

Component	**Implementing Agency**
PA&ED	SFDPW
PS&E	SFDPW
Right of Way	
Construction	DPW Contract

Purpose and Need ☐ See page 2

This project will allow infrastructure investments to improve pedestrian safety and walkability in the neighborhood surrounding Redding Elementary School. The school neighborhood includes is among areas with the highest population density in San Francisco; over 80% of students are living within 2 miles of the school. Annual surveys consistently rank Redding with one of the highest active transportation rates in San Francisco Unified School District (SFUSD). Recommended improvements were made based on the Walk Audit conducted by the SFMTA last Fall. Other recommended improvements in the school area are inexpensive projects athat can be implemented with existing funding.

Project Benefits ☐ See page 2

Infrastructure improvements will create additional pedestrian space, improve pedestrian visibility and shorten crossing distances. Improvements will expand upon numbers of students walking to and from Redding Elementary School.

☑ Supports Sustainable Communities Strategy (SCS) Goals ☑ 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

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

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:	Redding 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)		71	32					103	
PS&E			752					752	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					2,564			2,564	These estimates will be refined with detailed survey and design.
TOTAL		71	784		2,564			3,419	

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)			32					32	State
PS&E			752					752	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			784					784	

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					2,564			2,564	
TOTAL					2,564			2,564	

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)		71						71	SFCTA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		71						71	

Project name: Redding 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)	$ 784,000
Right-of-Way Phase	$
Construction Phase-Infrastructure	$
Construction Phase-Non-infrastructure	$
Total for ALL Phases	**$** 784,000

All Non-ATP fund types on this project* (to the nearest $1000)	**Amount**
Sales Tax and Operating Funds	$ 71,000
ATP Regional Funds (Future)	$ 2,564,000
	$
	$
	$
	$

*Must indicate which funds are matching

Total Project Cost	$ 3,419,000
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	$ 784,000
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: Redding Safe Routes to School

VII. NON-INFRASTRUCTURE SCHEDULE INFORMATION

Start Date	End Date	Task/Deliverables
		N/A

Project name: Redding 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: _____ Date: 05.19.2014
Name: Mohammed Nuru Phone: 415.554.6919
Title: Public Works Director 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: _____ Date: 05.19.2014
Name: Mohammed Nuru Phone: 415.554.6919
Title: Public Works Director 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: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

Person to contact for questions:

Name: Phone: _____
Title: 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: _____ Date: _____
Name: _____ Phone: _____
Title: _____ 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: Redding 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.

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Signature: _____ Date: 05.20.2014
Name: Mohammed Nuru Phone: 415.554.6919
Title: Public Works Director 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: Bonnie Lo Date: 05.20.2014
Name: Bonnie Lo Phone: 415.749-3525
Title: Principal e-mail: lob@sfusd.edu

Person to contact for questions:

Name: Rachel Alonso Phone: 415.554.4890
Title: Administrative Analyst 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: _____ Date: _____
Name: N/A Phone: _____
Title: _____ 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

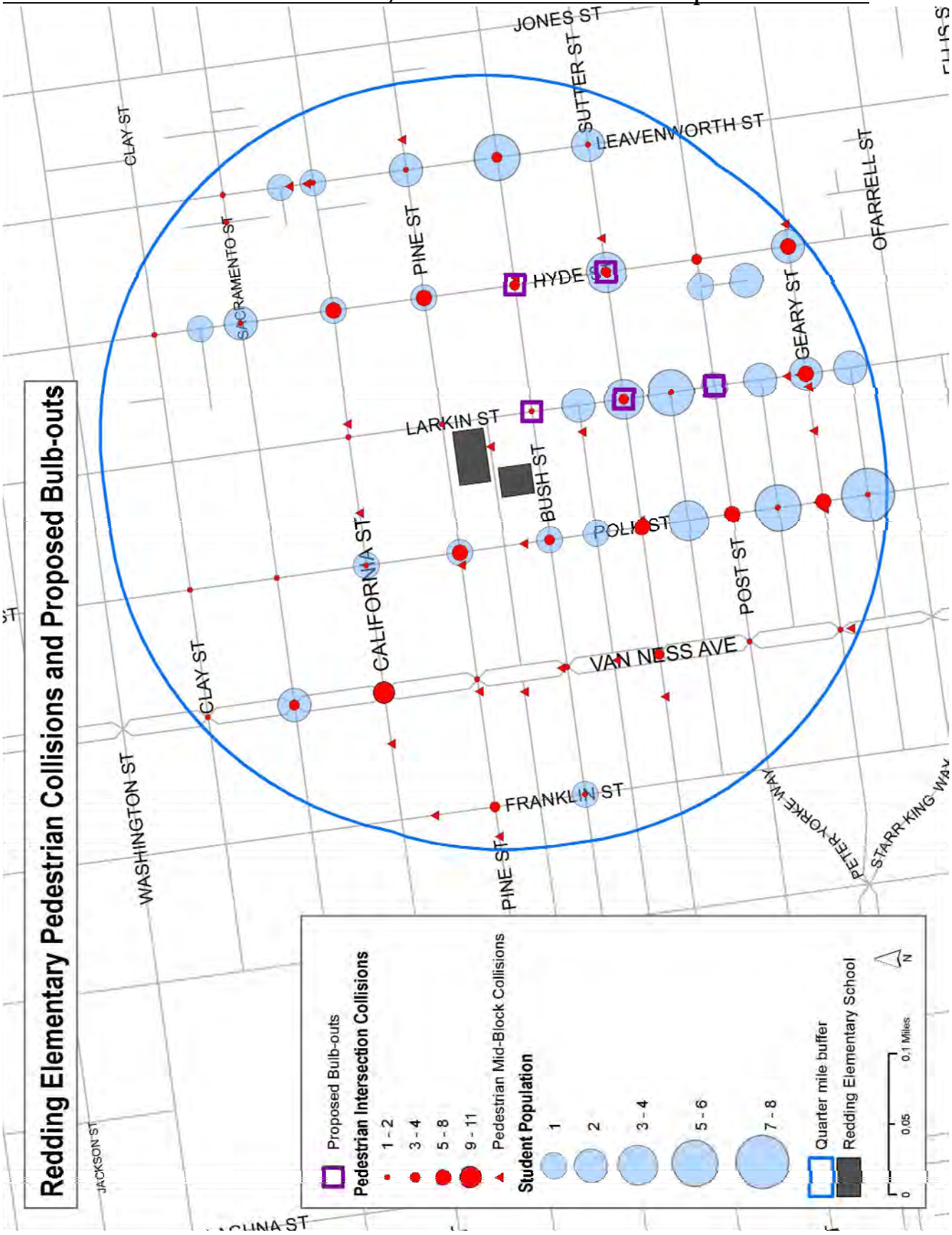
Project name:
Redding Safe Routes to School

IX. ADDITIONAL APPLICATION ATTACHMENTS

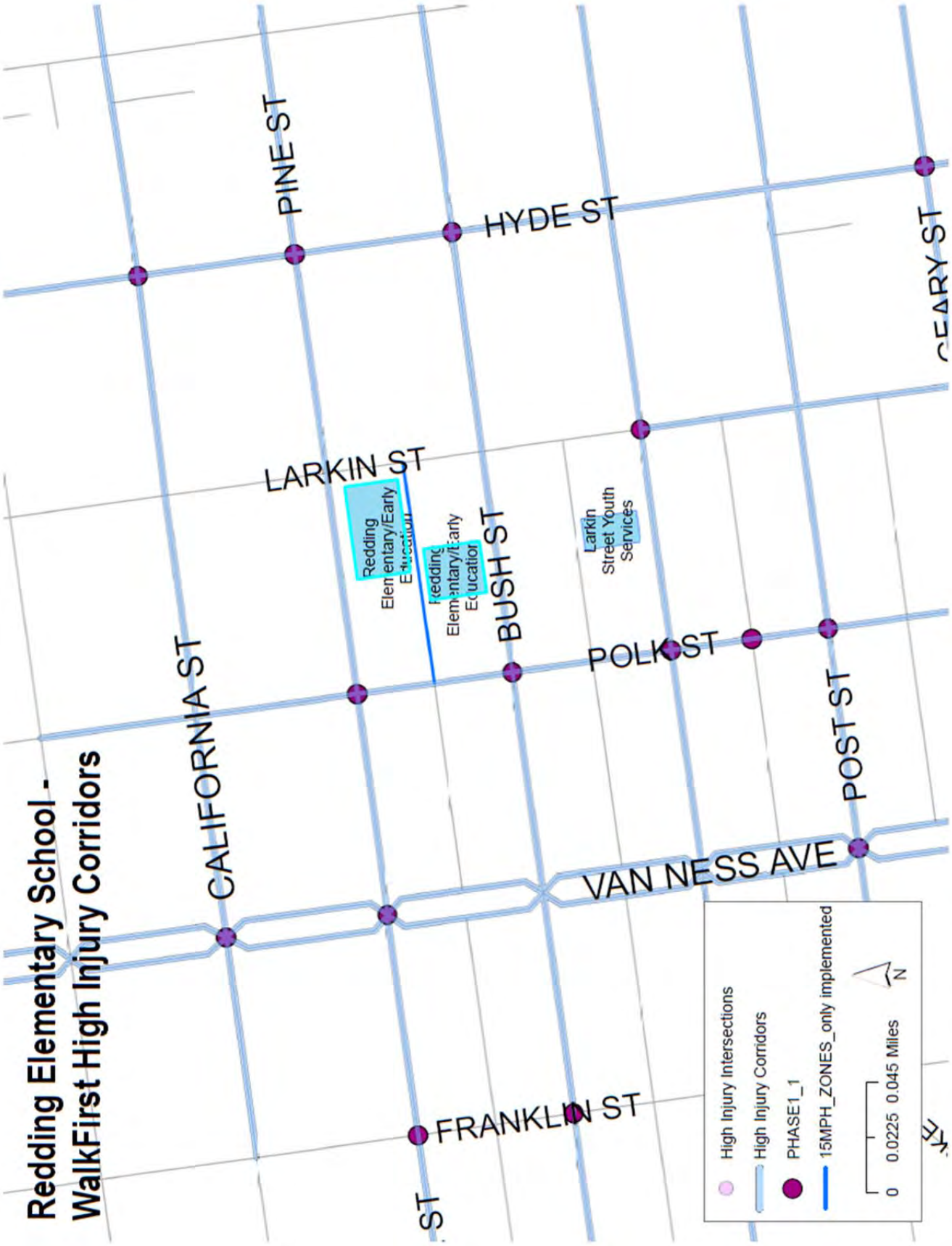
Check all attachments included with this application.

- [x] Vicinity/Location Map- **REQUIRED for all IF Projects** **Attachment 1**
  - [x] North Arrow
  - [x] Label street names and highway route numbers
  - [x] Scale
- [x] Photos and/or Video of Existing Location- **REQUIRED for all IF Projects** **Attachment 2**
  - [x] Minimum of one labeled color photo of the existing project location
  - [x] 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))
- [x] 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. **Attachment 3**
- [x] Documentation of the public participation process (required) **Attachment 4**
- [x] Letter of Support from impacted school- when the school isn't the applicant or partner on the application (required) **Attachment 5**
- [x] Additional documentation, letters of support, etc (optional) **Attachment 6**

Attachment 1 – Pedestrian Collisions, Student Residences and Proposed Bulb Outs



WalkFirst Corridors in School Vicinity

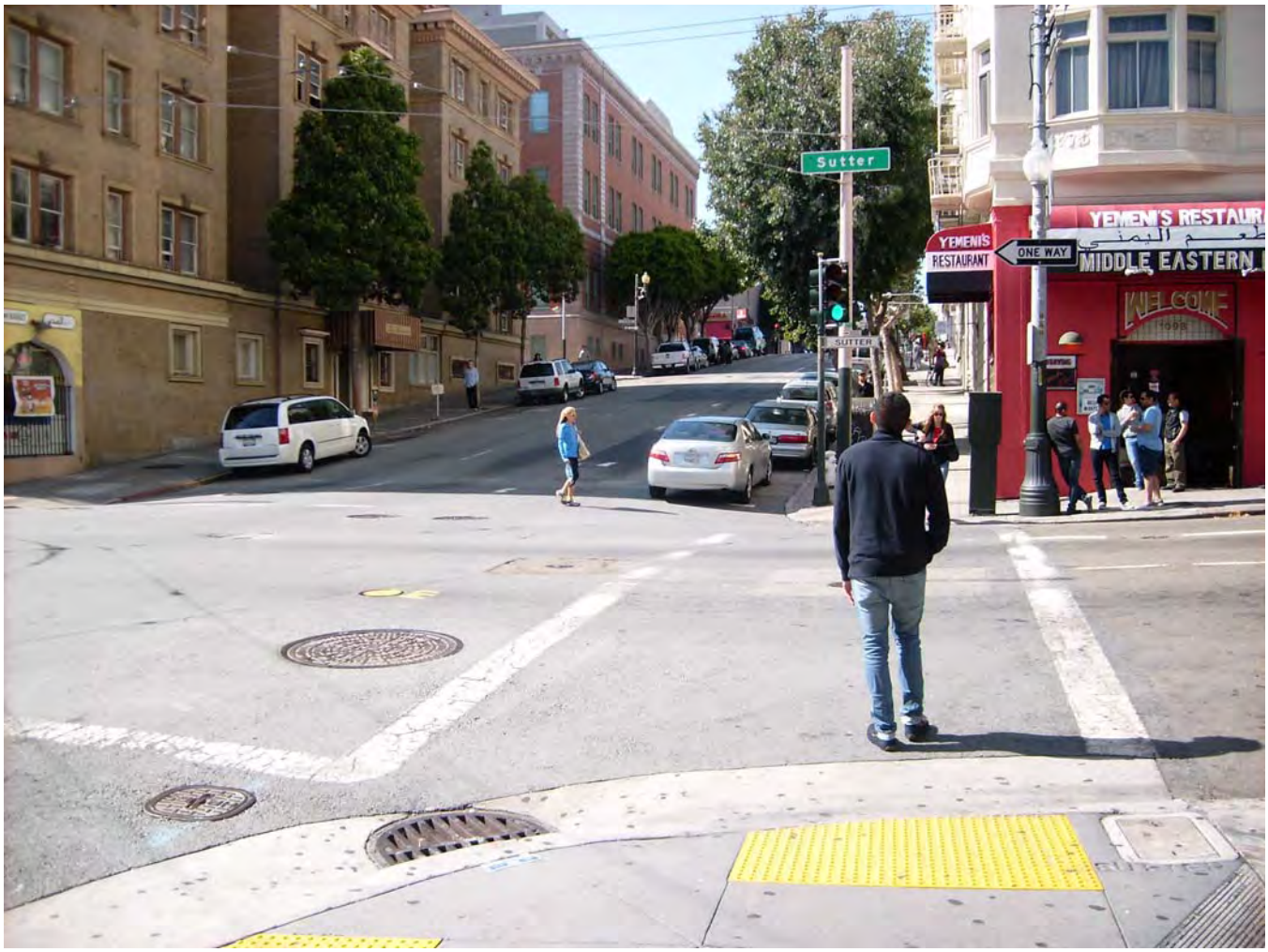


Attachment 2

Bush Street at Larkin Street

Bush Street at Hyde Street

Sutter Street at Larkin Street



Sutter Street at Hyde Street

Post Street at Larkin Street

Approved Plans
SFDPW Redding Safe Routes to School
Attachment 3

- Better Streets Plan
  - http://www.sf-planning.org/ftp/BetterStreets/proposals.htm#Final_Plan
- WalkFirst
  - www.walkfirst.sfplanning.org
- SFMTA Pedestrian Strategy
  - http://archives.sfmta.com/cms/rpedmast/documents/1-29-13PedestrianStrategy.pdf

Attachment 4 – Redding SRTS - SFMTA Final Recommendations

SFMTA
Municipal
Transportation
Agency

May 21, 2014

Dear Redding Elementary School Walk Audit Participants:

Thank you for your participation in the Redding Elementary School walk audit on January 9, 2014. The San Francisco Municipal Transportation Agency (SFMTA) is pleased to work together with the Redding School community to note safety concerns and identify potential improvements for students walking to and from school. The Redding Safe Routes to School project has called upon the collaboration and assistance of the SF Department of Public Health, SF Police Department, SF Planning Department, SF Mayor's Office and SF Department of Public Works (SFDPW), to explore potential improvements that may increase the number of students walking and biking to school.

The SFMTA developed the following list of recommended improvements specifically to address safety concerns expressed by the Redding Elementary School community during the walk audit and in subsequent conversations. While some improvements will be relatively easy to resolve, such as moving the school sign on Larkin Street, others may require additional time, coordination and funding to study and potentially implement. See notes column for information on actions taken by the SFMTA.

Engineering studies contributed to the development of these recommendations, including a collision analysis and an updated map of student residences within ¼ mile of Redding Elementary School. A pattern in which student residences are concentrated in the area to the southeast of the school corresponded with high numbers of collisions in this area. Consequently, SFMTA is recommending curb extensions (corner bulb outs) at five intersections located within ¼ mile and southeast of Redding Elementary School (see below). The SFMTA is collaborating with SFDPW to submit the Redding Safe Routes to School grant application for these infrastructure improvements to the pedestrian environment.

Below are all concerns from the January 9th walk audit at Redding Elementary School and SFMTA recommendations:

Redding Elementary School - Safe Routes to School Walk Audit - SFMTA Recommendations

	Location	Concern/Request	Recommendation	Note
1	Polk Street intersections at Pine, Bush and Frank Norris Streets	Signal timing for pedestrians is not adequate for children crossing the street.	Evaluate signal timing changes and lead pedestrian interval.	Leading pedestrian intervals part of Polk Street Improvement Plan.
2	Entire School Zone	Students encounter filth (syringes, feces) when walking to school in the morning.	Request SFDPW power wash sidewalks in morning before school. Request SFDPH install needle repositories. School should participate in local Community Benefits District.	Redding has been added to the list of schools that the DPH Needle Exchange Program will monitor. Request for sidewalk cleaning was referred to the Polk Streetscape Project Team.
3	Pine Street at Larkin Street	Pedestrian crossings are made difficult by speeding and heavy traffic volumes.	Evaluate intersection for installation of corner bulb outs (curb extensions) onto Larkin Street.	There was a repaving in 2013 and five year DPW moratorium ends 2018. This paving moratorium prevents SFMTA from coordinating ATP-SRTS funding with corner bulb outs at this intersection.

1 South Van Ness Avenue 7th Floor, San Francisco, CA 94103 415.701.4500 www.sfmta.com

4	**Larkin Street between Bush Street and Frank Norris Street**	School area signage is obscured by trees.	Request to SFMTA that sign be moved to in front of trees.	SFMTA work ordered moving the school sign 70 south of current location on Larkin/Frank Norris. This work was completed.
5	**Frank Norris Street**	Students from Redding Elementary School regularly cross Frank Norris to access playground across from the school; school-age pedestrian safety is a big concern.	Evaluate alley for two (2) raised crosswalks, one at Larkin Street entrance and another midblock. Explore funding opportunities for stamped pavement the length of alley.	SFMTA requested speed survey for Frank Norris Alley. Alley to be repaved late 2015 or early 2016. Polk Streetscape Project (SF Planning) plans to repave Frank Norris Street with stamped, decorative pavement. Please contact Kay Cheng of SF Planning for more information.
6	**Frank Norris Street**	Students from Redding Elementary School regularly cross Frank Norris to access playground across from the school; school-age pedestrian safety is a big concern.	Evaluate possibilities for Rectangular Rapid Flashing Beacons (RRFB).	RRFB will not be approved for implementation in a way that corresponds with Active Transportation-Safe Routes to School grant cycle. SFMTA will continue to explore this treatment as an option in the future.
7	**Frank Norris Street**	Passenger Loading Zone and Bus zones often parked out which leads to double parking and limits visibility.	Request targeted enforcement from SFMTA Enforcement parking control officers (PCOs).	In addition to SFMTA Enforcement, the SF Police Department is copied on this letter.
8	**Frank Norris Street**	Traffic Calming/Pedestrian Safety. The walk audit team requested "greening" the alley.	Greening would be managed by SF Public Utilities Commission (PUC) or SF Planning.	Alley projects are led by the Planning Department are led by Kay Cheng. Polk Streetscape project is recommending alley treatments including stamped pavement and colorful crosswalks. SFMTA is exploring possibilities for coordination.
9	**Frank Norris Street**	To assist students in crossing the alley, the walk audit team requested a pedestrian bridge.	The evaluation and implementation of a pedestrian bridge would be led by SFUSD.	Redding is advised to work with SFUSD Capital Projects to evaluate possibilities for installing a pedestrian bridge.
#	**Bush Street between Larkin Streets and Pine Street**	Speeding vehicles	Recommend arterial traffic calming for Bush Street.	Streets selected for targeted traffic calming are selected via an SFMTA prioritization process.
#	**Bush Street at Polk Street**	Crossing time for pedestrians feels short especially for children.	Forward walk audit feedback to Polk Street Improvement Project	Polk Street project plans to install one corner bulb on Bush Street southeast corner of Polk Street.
#	**Polk Street at Pine Streets**	Crossing time for pedestrians feels short especially for children.	Forward walk audit feedback to Polk Street Improvement Project	Polk Street project plans to install one corner bulb onto Pine Street northeast corner at Polk Street
#	**Larkin Street at Bush Street**	The intersection of Bush Street with Larkin Street is heavily used by Redding students walking to school from the southeast direction. Pedestrian crossings are challenged by speeding and heavy traffic volumes.	Evaluate intersection for installation of corner bulb outs (curb extensions).	Curb extensions at this intersection will be included in the application for ATP-SRTS infrastructure funding.
#	**Larkin Street at Bush Street**	Pedestrian crossings are challenged by speeding and heavy traffic volumes.	School is encouraged to apply for a crossing guard at this intersection	Application for crossing guard survey was supplied to school on 1/24/14.
#	**Sutter Street at Larkin Street**	Sutter/Larkin is located along the quarter-mile southeast corridor where student residences are most concentrated. Pedestrian crossings are challenged by speeding and heavy traffic volumes. High numbers of pedestrian and vehicle collisions.	Evaluate intersection for installation of corner bulb outs (curb extensions).	Curb extensions at this intersection will be included in the application for ATP-SRTS infrastructure funding.
#	**Larkin Street at Post Street**	Larkin/Post is located along the quarter-mile southeast corridor where student residences are most concentrated. Pedestrian crossings are challenged by speeding and heavy traffic volumes. High numbers of pedestrian and vehicle collisions.	Evaluate intersection for installation of corner bulb outs (curb extensions).	Curb extensions at this intersection will be included in the application for ATP-SRTS infrastructure funding.

#	**Hyde Street at Sutter Street**	Hyde/Sutter is located along the quarter-mile southeast corridor where student residences are most concentrated. Pedestrian crossings are challenged by speeding and heavy traffic volumes. High numbers of pedestrian and vehicle collisions.	Evaluate intersection for installation of corner bulb outs (curb extensions).	Curb extensions at this intersection will be included in the application for ATP-SRTS infrastructure funding.
#	**Hyde Street at Bush Street**	Hyde/Bush is located along the quarter-mile southeast corridor where student residences are most concentrated. Pedestrian crossings are challenged by speeding and heavy traffic volumes. High numbers of pedestrian and vehicle collisions.	Evaluate intersection for installation of corner bulb outs (curb extensions).	Curb extensions at this intersection will be included in the application for ATP-SRTS infrastructure funding.

Where Polk Street intersects with the school area, many pedestrian and bicycle safety improvements are already prescribed as part of the Polk Streetscape Project. Curb extensions will be installed at Polk Street intersections with Pine and Bush Streets. Additionally, signal timing changes at both of these intersections will allow a little more time for pedestrian crossing. Frank Norris Street will also be paved as part of the Polk project, which will include stamped, decorative pavement for half of the alley length.

The SFMTA recognizes that congestion issues in front of Redding during morning drop-off and afternoon pick-up including high rates of double parking on Frank Norris Street indicate a need for a program of regular enforcement by the San Francisco Police Department (SFPD), who is copied on this letter. Additionally, SFMTA Enforcement will be directed to conduct targeted enforcement.

Redding Elementary is fortunate to have an active school community. The SFMTA encourages the SRTS team at Redding to engage programmatic opportunities supported through the Safe Routes to School (SRTS) Coalition including "Walking School Bus", "Walk and Roll to School" and "Bike to School Day" to promote walking and biking to school.

Once again, thank you for participating in the Safe Routes to School walk audit at Redding Elementary School. The SFMTA hopes that the walk audit was a useful experience for all participants, and that we will maintain a connection with your school, working together towards the goal of increasing the numbers of students who choose to walk and bike to school.

If you have any questions, please contact Jeffrey Banks at 415.701.5331, or via e-mail at jeffrey.banks@sfmta.com.

Sincerely,

Oliver Gajda,
Team Leader, Livable Streets

og:ck:jb

cc: SFMTA Enforcement
Captain Garret Tom, Central Station, SFPD
Captain Greg McEachern, Northern Station, SFPD
Kay Cheng, SF Planning Department
Crezia Tano, Mayor's Office of Economic and Workforce Development
Ana Validzic, SF Department of Public Health

SFMTA Safe Routes to School Prioritization Ranking for Infrastructure Projects

Tier calculation is the sum of the quartiles for the number of students who currently walk and the number of pedestrian-involved collisions *(data used is in highlighted columns)*
Within each tier, each school is ranked based on the sum of the quartiles for % students within one mile, % low-income students, % collisions with fatalities/severe injuries and % of collisions during school hours

			Demographic Data						TRAFFIC COLLISION HISTORY AROUND SCHOOLS									
Tier	Rank	School	Sup. District	Total School Enrollment (2010-2011)	% student enrollment living w/in 1 mile	Free/ Reduced Priced Meals	Walk Share	Total Walkers	Fatal Injury Collisions	Severe Injury Collisions	Fatal + Severe Injuries	Minor Injury Collisions	Total Injury Collisions	Pedestrian-Involved Collisions	during drop off (7:30am-9:30am) or pickup (1:30pm-4pm)	% collisions that are fatal + severe	% collisions that involve peds	collisions during school hrs of all total injury collisions
1	1	Jean Parker	3	272	62.4%	83.3%	56.1%	153	5	17	22	160	204	107	48	11%	52%	24%
	2	Gordan Lau	3	662	54.9%	86.1%	41.5%	275	7	23	30	244	304	140	87	10%	46%	29%
	3	Redding	3	331	64.6%	83.7%	51.4%	170	5	27	32	362	426	119	96	8%	28%	23%
	4	Cesar Chavez	9	471	60.5%	77.9%	44.1%	208	4	10	14	167	195	54	43	7%	28%	22%
	5	Marshall	9	239	59.7%	83.6%	55.9%	134	0	24	24	350	398	72	99	6%	18%	25%
	6	John Yehall Chin	3	256	53.8%	87.3%	49.8%	128	2	14	16	160	192	62	48	8%	32%	25%
	7	Tenderloin	6	367	68.7%	84.3%	49.3%	181	3	31	34	452	520	99	133	7%	19%	26%
	8	Monroe	11	509	58.4%	67.9%	45.4%	231	0	6	6	85	97	36	30	6%	37%	31%
	9	Bessie Carmichael	6	480	42.9%	74.3%	31.0%	149	2	10	12	242	266	60	71	5%	23%	27%
2	1	ER Taylor	9	653	67.1%	75.4%	31.2%	204	2	4	6	42	54	21	23	11%	39%	43%
	2	George Moscone	9	331	64.1%	85.7%	44.5%	147	1	8	9	119	137	34	30	7%	25%	22%
	3	George Peabody	1	249	44.4%	45.1%	31.2%	78	1	13	14	101	129	41	37	11%	32%	29%
	4	Bryant‡	9	241	65.9%	87.4%	65.8%	159	0	5	5	105	115	32	29	4%	28%	25%
	5	Yick Wo	3	264	63.3%	63.3%	48.2%	127	0	7	7	73	87	25	14	8%	29%	16%
	6	Garfield	3	233	50.0%	72.8%	40.9%	95	1	10	11	75	97	49	18	11%	51%	19%
	7	Spring Valley	3	342	52.1%	82.9%	37.0%	127	2	10	12	157	181	46	39	7%	25%	22%
	8	Rosa Parks	5	395	43.5%	62.1%	21.9%	87	4	11	15	234	264	66	79	6%	25%	30%
	9	Alamo	1	516	54.8%	34.4%	32.4%	167	2	3	5	90	100	24	29	5%	24%	29%
3	1	Visitation Valley	10	432	75.7%	84.7%	37.4%	162	0	2	2	23	27	10	9	7%	37%	33%
	2	Guadalupe	11	475	64.7%	74.7%	26.7%	127	2	1	3	28	34	10	11	9%	29%	32%
	3	SF Community	11	192	62.1%	69.5%	25.0%	48	3	7	10	125	145	46	44	7%	32%	30%
	4	Leonard Flynn	9	478	51.0%	66.1%	26.0%	124	0	5	5	99	109	16	36	5%	15%	33%
	5	Lafayette	1	529	66.5%	31.0%	28.8%	152	0	5	5	41	51	14	11	10%	27%	22%
	6	Fairmount	8	368	36.2%	55.6%	30.8%	113	1	3	4	133	141	29	47	3%	21%	33%
	7	John Muir	5	222	43.9%	86.4%	32.2%	72	0	14	14	208	236	46	49	6%	19%	21%
	8	Sanchez	8	259	32.5%	81.7%	20.9%	54	2	11	13	211	237	62	58	5%	26%	24%
	9	Longfellow	11	601	65.0%	65.5%	38.4%	231	0	4	4	58	66	15	11	6%	23%	17%
	10	Buena Vista	9	394	23.4%	55.9%	19.1%	75	4	7	11	115	137	22	36	8%	16%	26%
	11	Jefferson	4	492	49.7%	41.3%	25.6%	126	2	5	7	185	199	34	49	4%	17%	25%
4	1	Cleveland	11	327	58.5%	72.9%	34.8%	114	0	4	4	17	25	8	9	16%	32%	36%
	2	Sheridan	11	217	67.6%	76.2%	29.7%	64	0	4	4	42	50	13	15	8%	26%	30%
	3	George Washington C	10	279	74.5%	85.4%	21.7%	61	1	3	4	55	63	15	19	6%	24%	30%
	4	Chinese Ed Center	3	85	34.5%	95.3%	23.1%	20	5	20	25	270	320	116	86	8%	36%	27%
	5	Glen Park	8	340	32.7%	77.7%	16.7%	57	3	3	6	71	83	18	24	7%	22%	29%
	6	Sutro	1	247	43.7%	69.8%	23.6%	58	0	8	8	137	153	32	51	5%	21%	33%
	7	Bret Harte	10	237	46.5%	90.0%	33.2%	79	1	3	4	18	26	4	3	15%	15%	12%
	8	Starr King	10	349	25.0%	58.6%	22.4%	78	1	4	5	39	49	7	16	10%	14%	33%
	9	Junipero Serra	9	275	50.5%	82.7%	23.6%	65	0	3	3	54	60	12	17	5%	20%	28%
	10	Sunnyside	7	322	36.1%	53.1%	23.0%	74	0	1	1	28	30	11	10	3%	37%	33%
	11	RL Stevenson	4	475	43.1%	54.7%	17.2%	82	0	2	2	43	47	10	16	4%	21%	34%
	12	Sunset	4	391	43.9%	33.9%	13.7%	54	0	1	1	52	54	17	21	2%	31%	39%
	13	Dr. Charles Drew	10	268	51.3%	78.8%	10.8%	29	1	6	7	94	108	24	22	6%	22%	20%
	14	Francis Scott Key	4	527	48.0%	56.5%	21.8%	115	0	0	0	17	17	4	5	0%	24%	29%
	15	Paul Revere	9	329	27.6%	71.2%	14.6%	48	1	1	2	47	51	9	16	4%	18%	31%
	16	Dianne Feinstein	4	471	31.0%	22.7%	11.1%	52	0	2	2	18	22	11	8	9%	50%	36%
	17	Frank McCoppin	1	258	42.1%	68.0%	45.5%	117	0	3	3	72	78	15	22	4%	19%	28%
	18	Alvarado	8	521	25.9%	41.2%	20.9%	109	0	3	3	28	34	2	9	9%	6%	26%
	19	New Traditions	5	229	27.7%	49.7%	15.4%	35	0	16	16	157	189	28	43	8%	15%	23%
	20	Harvey Milk	8	245	17.1%	47.5%	8.6%	21	0	7	7	84	98	35	24	7%	36%	24%
	21	Argonne	1	423	45.3%	41.4%	24.2%	102	1	3	4	68	76	15	14	5%	20%	18%
	22	Dr. William Cobb	2	183	25.8%	74.0%	13.7%	25	0	10	10	139	159	23	39	6%	14%	25%
	23	Commadore Sloat	7	380	18.1%	39.4%	7.9%	30	0	4	4	99	107	19	34	4%	18%	32%
	24	Grattan	5	384	31.0%	20.6%	19.1%	73	0	3	3	30	36	8	9	8%	22%	25%
	25	McKinley	8	352	32.5%	47.9%	14.7%	52	0	5	5	71	81	14	20	6%	17%	25%
	26	Sherman	2	425	23.7%	52.7%	9.5%	40	0	8	8	205	221	31	57	4%	14%	26%
	27	West Portal	7	572	20.6%	38.0%	8.9%	51	0	4	4	48	56	13	12	7%	23%	21%

Attachment 5

Redding Elementary School • 1421 Pine Street, San Francisco, CA 94109 • (415) 749-3525
San Francisco Unified School District
Bonnie Lo, Principal

"A Community of Lifelong, Joyful Learners"

May 15, 2014

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

To Whom It May Concern:

As the principal of Redding Elementary School, I am writing to express my support for the San Francisco Department of Public Works' (SFDPW) Redding Safe Routes to School grant application. Redding Elementary School has around 275 students in grades Kindergarten-5th grades. Our school population is ethnically diverse and over 60% of our students are English learners. 80% of our students qualify for free or reduced lunches based on our families' socio-economic levels. Over 160 students participate in before and after school programs, and with a Transitional Kindergarten program beginning in August 2014, Redding expects more trips to school by even younger students.

Our school area is located in the Lower Nob Hill and Upper Tenderloin neighborhood, which is dense with residential, and commercial development, heavily used transit lines and other pedestrian generators. Traffic moves quickly up and down adjacent multi-lane, one-way streets, carrying a high traffic volume of cars, trucks, and buses. There have been a number of collisions involving pedestrians. As the majority of our students live southeast of the school, there is a great need for pedestrian infrastructure safety improvements in this area.

The five intersections recommended for infrastructure improvements – Larkin Street at Bush Street, Sutter Street at Larkin Street, Larkin Street at Post Street, Hyde Street at Sutter Street and Hyde Street at Bush Street – are all located on major transportation corridors connecting several neighborhoods in the northwest part of San Francisco. Many Redding students must cross these intersections southeast of Redding every day to get to their residence and other schools and businesses near the area. Corner bulb outs extend the sidewalk, reducing crossing distance and providing increased visibility for both pedestrians and approaching vehicle drivers.

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

Sincerely,

Bonnie Lo

Bonnie Lo
Principal
Redding Elementary School

Attachment 6

San Francisco County Transportation Authority

1455 Market Street, 22nd Floor
San Francisco, California 94103
415.522.4800 FAX 415.522.4829
info@sfcta.org www.sfcta.org

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' **Redding 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) Redding Safe Routes to School (SRTS) Project, which it is submitting in response to the Active Transportation Program's (ATP's) call for projects. This project 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 Redding SRTS Project is a critical near-term element of Vision Zero. The project includes the installation of fourteen corner bulb outs at five intersections within the Redding Elementary School area in the Tenderloin/Lower Nob Hill neighborhoods. More than half of the school's student population walks to school.

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 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.

Moving the City

On behalf of the Transportation Authority, I enthusiastically support the SFDPW's Redding 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 Redding 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 Redding Elementary School vicinity.

Sincerely,

Jerry Robbins
Interim Director of Sustainable Streets

1 South Van Ness Avenue 7th Floor, San Francisco, CA 94103 415.701.4500 www.sfmta.com