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May 28, 2015

Kenneth Kao  
Metropolitan Transportation Commission  
101 8<sup>th</sup> Street  
Oakland, CA 94607

**Subject: San Francisco Public Works ATP Cycle 2 Regional Applications**

Dear Mr. Kao,

Please find attached three grant applications from San Francisco Public Works (SFPW) in response to the Regional Active Transportation Program (ATP) Cycle 2 call for projects. All applications are also being submitted to the State ATP call for projects.

- 1. Lombard Corridor Safety Project (construction- \$4M)
- 2. John Yehall Chin Safe Routes to School (construction- \$2.6M)
- 3. Upper Haight Pedestrian Project (construction- \$2M)

The local funds using for leveraging and to fund non-participating items are available for these projects as detailed in the individual funding plans. We hope you consider awarding ATP funds to these projects, so that we can implement important safety upgrades in three unique San Francisco neighborhoods. Given both the City's consistency with the OBAG Complete Streets Policy and the projects' consistency with Plan Bay Area's objectives, these projects are a wise investment to increase safe, active transportation.

Sincerely,

Mohammed Nuru, Director

# **Lombard Street Vision Zero**

San Francisco Public Works  
City/County of San Francisco

Regional Active Transportation Program (ATP)

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## 2a. State ATP Application

(Unchanged from submission to State)



## ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

# Application Form for Part A

*Parts B & C must be completed using a separate document*

**PROJECT unique APPLICATION NO.:**

04-San Francisco Public Works-2

Auto populated

**Total ATP Funds Requested:**

\$ 3,800

(in 1000s)

Auto populated

**Important:** Applicants must follow the CTC Guidelines and Chapter 22 of the Local Assistance Program Guidelines, and include attachments and signatures as required in those documents. Ineligible project elements may result in a lower score/ranking or a lower level of ATP funding. Incomplete applications may be disqualified.

Applicants are expected to use the corresponding “step-by-step” Application Instructions and Guidance to complete the application (3 Parts):

**Part A: General Project Information**

**Part B: Narrative Questions**

**Part C: Application Attachments**

### Application Part A: General Project Information

**Implementing Agency:** This agency must enter into a Master Agreement with Caltrans and will be financially and contractually responsible for the delivery of the project within all pertinent Federal and State funding requirements, including being responsible and accountable for the use and expenditure of program funds. This agency is responsible for the accuracy of the technical information provided in the application and is required to sign the application.

**IMPLEMENTING AGENCY'S NAME:**

San Francisco Public Works

**IMPLEMENTING AGENCY'S ADDRESS**

**CITY**

**ZIP CODE**

30 Van Ness, 5th floor

San Francisco

CA

94102

**IMPLEMENTING AGENCY'S CONTACT PERSON:**

Rachel Alonso

**CONTACT PERSON'S TITLE:**

Administrative Analyst

**CONTACT PERSON'S PHONE NUMBER:**

415.558.4034

**CONTACT PERSON'S EMAIL ADDRESS :**

rachel.alonso@sfdpw.org



**Project Partnering Agency:** Entities that are unable to apply for Active Transportation Program funds or that are unable to enter into a Master Agreement with the State must partner with an eligible applicant that can implement the project. **In addition, entities that are unfamiliar with the requirements to administer a Federal-Aid Highway Program project may partner with an eligible applicant that can implement the project.**

If another entity (Partnering Agency) agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement (e.g., letter of intent) must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the first request for allocation. For these projects, the Project Partnering Agency's information shall be provided below.  
*(The Grant Writer's or Preparer's information should not be provided)*

**PROJECT PARTNERING AGENCY'S NAME:**

**PROJECT PARTNERING AGENCY'S ADDRESS**

**CITY**

**ZIP CODE**

		CA	
--	--	----	--

**PROJECT PARTNERING AGENCY'S CONTACT PERSON:**

**CONTACT PERSON'S TITLE:**

**CONTACT PERSON'S PHONE NUMBER:**

**CONTACT PERSON'S EMAIL ADDRESS :**

**MASTER AGREEMENTS (MAs):**

Does the Implementing Agency currently have a MA with Caltrans?

Yes  No

Implementing Agency's Federal Caltrans MA number

04-5934R

Implementing Agency's State Caltrans MA number

000675

\* Implementing Agencies that do not currently have a MA with Caltrans, must be able to meet the requirements and enter into an MA with Caltrans prior to funds allocation. The MA approval process can take 6 to 12 months to complete and there is no guarantee the agency will meet the requirements necessary for the State to enter into a MA with the agency. Delays could also result in a failure to meeting the CTC Allocation timeline requirements and the loss of ATP funding.

**PROJECT NAME:** (To be used in the CTC project list)

**Application Number:**  out of  **Applications**

**PROJECT DESCRIPTION:** (Max of 250 Characters)

**PROJECT LOCATION:** (Max of 250 Characters)



Will any infrastructure-improvements permanently or temporarily encroach on the State right-of-way?  Yes  No

If yes, see the application instructions for more details on the required coordination and documentation.

Project Coordinates: (latitude/longitude in decimal format) Lat. 37.799910 /long. 122.435594

Congressional District(s):

State Senate District(s):    State Assembly District(s):

Caltrans District(s):

County:

MPO:

RTPA:

MPO UZA Population:

**ADDITIONAL PROJECT GENERAL DETAILS: (Must be consistent with Part B of Application)**

**ESTIMATION OF ACTIVE TRANSPORTATION USERS**

Existing Counts:	<b>Pedestrians</b>	<u>80,381</u>	<b>Bicyclists</b>	<u>657</u>
One Year Projection:	<b>Pedestrians</b>	<u>81,875</u>	<b>Bicyclists</b>	<u>726</u>
Five Year Projection:	<b>Pedestrians</b>	<u>81,966</u>	<b>Bicyclists</b>	<u>730</u>

**BICYCLE AND/OR PEDESTRIAN INFRASTRUCTURE (Check all that apply)**

Bicycle: Class I  Class II  Class III  Other \_\_\_\_\_

Pedestrian: Sidewalk  Crossing  Other \_\_\_\_\_

Multiuse Trails/Paths: Meets "Class I" Design Standards  Other \_\_\_\_\_

**DISADVANTAGED COMMUNITIES**

Project contributes toward the Disadvantaged Communities funding requirement: the project must clearly demonstrate a direct, meaningful, and assured benefit to a community that meets any of the following criteria:  Yes  No

If yes, which criterion does the project meet in regards to the Disadvantaged Community (mark all that apply):

Household Income  Yes  No CalEnvioScreen  Yes  No

Student Meals  Yes  No Local Criteria  Yes  No

Is the majority of the project physically located within the limits of a Disadvantaged Community:  Yes  No

**CORPS**

Does the agency intend to utilize the Corps:  Yes  No



**PROJECT TYPE** (Check only one: I, NI or I/NI)

**Infrastructure (I)**       **OR Non-Infrastructure (NI)**       **OR Combination (N/NI)**

“Plan” applications to show as NI only

**Development of a Plan in a Disadvantaged Community:**       Yes       No

If Yes, check all Plan types that apply:

- Bicycle Plan**
- Pedestrian Plan**
- Safe Routes to School Plan**
- Active Transportation Plan**

**Indicate any of the following plans that your agency currently has:** (Check all that apply)

Bicycle Plan       Pedestrian Plan       Safe Routes to School Plan       Active Transportation Plan

**PROJECT SUB-TYPE** (check all Project Sub-Types that apply):

- Bicycle Transportation**      % of Project 1.0 % (ped + bike must = 100%)
- Pedestrian Transportation**      % of Project 99.0 %
- Safe Routes to School**      (Also fill out Bicycle and Pedestrian Sub-Type information above)

**How many schools does the project impact/serve:**      5

If the project involves more than one school: 1) Insert “Multiple Schools” in the School Name, School Address, and distance from school; 2) Fill in the student information based on the total project; and 3) Include an attachment to the application which clearly summarizes the following school information and the school official signature and person to contact for each school.

School name: Various  
 School address: Various  
 District name: San Francisco Unified School District  
 District address: \_\_\_\_\_  
 Co.-Dist.-School Code: \_\_\_\_\_

School type (K-8 or 9-12 or Both)       Both      Project improvements maximum distance from school      0.5 mile

Total student enrollment: 3,635  
 % of students that currently walk or bike to school%      11.7 %  
 Approx. # of students living along route proposed for improvement: 512  
 Percentage of students eligible for free or reduced meal programs \*\*      71.0 %

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

*A map must be attached to the application which clearly shows the limits of: 1) the student enrollment area, 2) the students considered to be along the walking route being improved, 3) the project improvements.*



**Trails (Multi-use and Recreational):** *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

Trails Projects constructing multi-purpose trails and are generally eligible in the Active Transportation Program. If the applicant believes all or part of their project meets the federal requirements of the Recreational Trails Program they are encouraged to seek a determination from the California Department of Parks and Recreation on the eligibility of their project to complete for this funding. This is optional but recommended because some trails projects may compete well under this funding program.

**For all trails projects:**

Do you feel a portion of your project is eligible for federal Recreational Trail funding?  Yes  No

If yes, estimate the total projects costs that are eligible for the Recreational Trail funding: \_\_\_\_\_

If yes, estimate the % of the total project costs that serve “transportation” uses? \_\_\_\_\_ %

Applicants intending to pursue “Recreational Trails Program funding” **must submit** the required information to the California Department of Parks and Recreation prior to the ATP application submissions deadline. (See the Application Instructions for details)

**PROJECT STATUS and EXPECTED DELIVERY SCHEDULE**

Applicants need to enter **either** the date the milestone was completed (for all milestones already complete prior to submitting the application) **or** the date the applicant anticipates completing the milestone. Applicants should enter "N/A" for all CTC Allocations that will not be requested as part of the project. Per CTC Guidelines, all project applications must be submitted with the expectation of receiving partially federally funded and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals. *See the application instructions for more details.*

The agency is responsible for meeting all CTC delivery requirements or their ATP funding will be forfeited. For projects consisting of entirely non-infrastructure elements are not required to complete all standard infrastructure project milestones listed below. Non-infrastructure projects only have to provide dates for the milestones identified with a “ \* ” and can provide “N/A” for the rest.

MILESTONE:	DATE COMPLETED	OR	EXPECTED DATE
<b>CTC - PA&amp;ED Allocation:</b>	_____		N/A
* CEQA Environmental Clearance:	_____		2/29/16
* NEPA Environmental Clearance:	_____		2/29/16
<b>CTC - PS&amp;E Allocation:</b>	_____		N/A
<b>CTC - Right of Way Allocation:</b>	_____		N/A
* Right of Way Clearance & Permits:	_____		6/15/16
Final/Stamped PS&E package:	_____		4/15/16
* <b>CTC - Construction Allocation:</b>			6/30/16
* Construction Complete:			5/31/18
* Submittal of “Final Report”			11/30/18



**PROJECT FUNDING** (in 1000s)

Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

**ATP funds being requested for this application/project by project delivery phase:**

ATP funds for PA&D:	\$0	
ATP funds for PS&E:	\$0	
ATP funds for Right of Way:	\$0	
ATP funds for Construction:	\$3,800	
ATP funds for Non-Infrastructure:	\$0	(All NI funding is allocated in a project's Construction Phase)
<b>Total ATP funds being requested for this application/project:</b>	<b>\$3,800</b>	

**Local funds leveraging or matching the ATP funds:** \$3,685

For local funding to be considered Leveraging/Matching it must be for ATP eligible activities and costs. Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

**Additional Local funds that are 'non-participating' for ATP:** \$212

These are local funds required for the overall project, but not for ATP eligible activities and costs. They are not considered leverage/match.

**TOTAL PROJECT FUNDS:** \$7,697

**ATP - FUNDING TYPE REQUESTED:**

Per the CTC Guidelines, All ATP projects must be eligible to receive federal funding. Most ATP projects will receive federal funding, however some projects may be granted State only funding (SOF) for all or part of the project.

**Do you believe your project warrants receiving state-only funding?**  Yes  No

If "Yes", provide a brief explanation. (Max of 250 characters) Applicants requesting SOF must also attach an "Exhibit 22-f"

**ATP PROJECT PROGRAMMING REQUEST (PPR):** In addition to the project funding information provided in Part A of the application, all applicants must complete the ATP Project Programming Request form and include it as Attachment B. More information and guidance on the completion and submittal of this form is located in the Application Instructions Document under Part C - Attachment B.



# **ACTIVE TRANSPORTATION PROGRAM -CYCLE 2**

## **Part B: Narrative Questions** (Application Screening/Scoring)

**Project unique application No.:** 04-San Francisco Public Works-2

**Implementing Agency's Name:** San Francisco Public Works

**Important:**

- *Applicants must ensure all data in Part B of the application is fully consistent with Part A and C.*
- *Applicants must follow all instructions and guidance to have a chance at receiving full points for the narrative question and to avoid flaws in the application which could result in disqualification.*

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## **Part B: Narrative Questions** **Detailed Instructions for: Screening Criteria**

**The following Screening Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result in the disqualification of the application.**

**1. Demonstrated fiscal needs of the applicant:**

In November 2014, San Francisco voters approved Proposition A, the issuance of \$500 million in General Obligation Bonds to invest in safe, reliable and affordable transportation. The program of bond investments was an outcome of recommendations by the Mayor-appointed Transportation Task Force:

[http://www.sf-planning.org/ftp/files/publications\\_reports/transportation\\_taskforce/Taskforce\\_AnnualReport2030V9\\_1113.pdf](http://www.sf-planning.org/ftp/files/publications_reports/transportation_taskforce/Taskforce_AnnualReport2030V9_1113.pdf)

The SFMTA and SF Public Works Cycle 2 ATP applications address urgent funding gaps that remain despite the voter approved Proposition A. There will be no subvention of Proposition A or other funds by the ATP. If awarded to San Francisco, the ATP funds would be used to leverage significant local investments being made to repair the core network, and to improve the efficiency and effectiveness of the transportation system. ATP funded projects would such as this:

- go beyond the core network
- speed up delivery to meet current demand on the system, benefiting communities that could otherwise wait for years until additional revenues become available.



## 2. Consistency with Regional Plan.

The Lombard Street Vision Zero project is consistent with the RTP, Transportation 2035: Change in Motion ([http://www.mtc.ca.gov/planning/2035\\_plan/index.htm](http://www.mtc.ca.gov/planning/2035_plan/index.htm), Attachment I-1), the vision of which is *to support a prosperous and globally competitive Bay Area economy, provide for a healthy and safe environment, and promote equitable mobility opportunities for all residents*. A few key goals supporting the RTP's three principles of economy, environment and equity are particularly relevant for the Project:

- **Maintenance and Safety:** The Project is first and foremost a safety project supporting San Francisco's Vision Zero Policy. Lombard Street is a high injury corridor for pedestrians and motorists. Proposed treatments will improve safety for these modes as well as offer benefits to bicyclists crossing the corridor. The treatments proposed are relatively low cost and routine to maintain.
- **Reliability:** a co-benefit of the transit bulbs is that they improve transit reliability. Transit bulbs provide time savings because the buses stay within the travel lane.
- **Clean Air & Climate Protection:** The project will encourage residents and visitors to choose these alternative modes of transport rather than drive, reducing emissions that contribute to respiratory ailments and global warming. This results in a positive loop such that cleaner air in the area makes it more pleasant and healthy to walk and bicycle.
- **Equitable Access:** Safety treatments are in the public right-of-way and available for all to use and benefit. Furthermore, transit routes that serve the project area travel through Communities of Concern; 22%-33% of the census tracts traversed by routes traveling through the project corridor are low-income and 42%-57% are minority.
- **Livable Communities:** the Mayor's Office of Economic and Workforce Development and Planning Department have been partners throughout the public engagement process and have completed a development and economic evaluation of the corridor: (<http://investsf.org/neighborhoods/lombard/>). Coupled with improvements to the transportation network, much needed attention to the Lombard Street Corridor will result in a more livable community for residents and visitors to enjoy.



## Part C: Narrative Questions

### Detailed Instructions for: Question #1

#### **QUESTION #1**

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

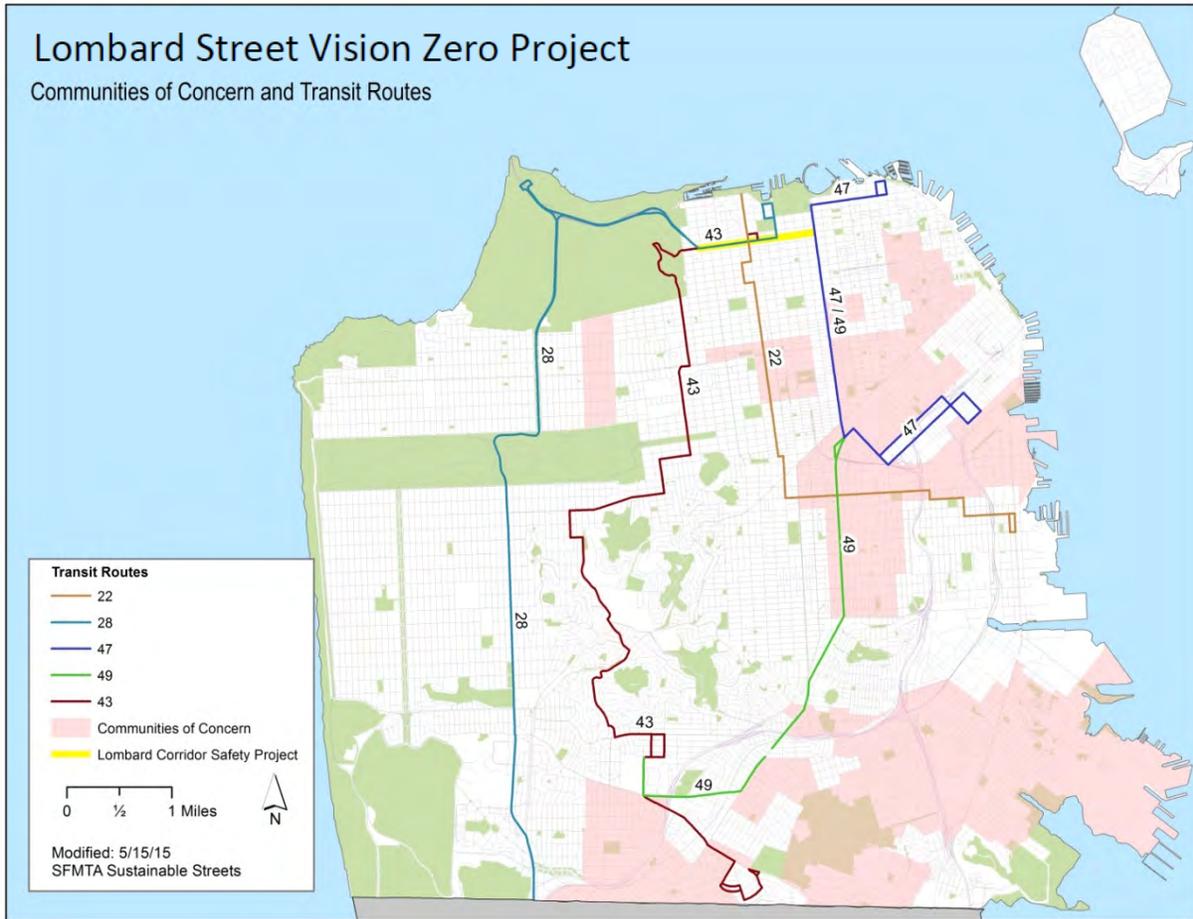
#### **A. Describe the following:**

**-Current and projected types and numbers/rates of users. (12 points max.)**

Lombard Street is a thoroughfare for vehicles with over 40,000<sup>1</sup> vehicles traveling in each direction daily. More, over 80,000 pedestrians travel along or across Lombard Street<sup>2</sup>. Part of this pedestrian activity is generated by transit use with almost 5,000 people walking to/from transit stops. Muni has three key routes on the corridor (28, 28R, and 43) as well as one key route with an intersecting stop at Lombard Street (Route 22) and two key routes with stops adjacent to Lombard at Van Ness (Routes 47 and 49).

<sup>1</sup><http://www.dot.ca.gov/hq/tsip/gis/datalibrary/Metadata/AADT.html>

<sup>2</sup><http://transbasesf.org/transbase/> Transportation > Daily Pedestrian Traffic. Ranges are provided, using the lowest estimate produced 80,000 pedestrians per day but using the highest value in the range, pedestrian activity can be as much as 282,346.



Daily Boarding and Loading Activity for Muni:

Route Description	Boarding	Alighting	Subtotals
Muni Routes on Lombard (28/28R/43)	1,047	1,126	2,173
Muni Routes Intersecting at Lombard (22)	353	257	610
Muni Routes with stops adjacent to Lombard (47/49)	978	1,078	2,056
<i>Subtotals</i>	2,378	2461	<b>TOTAL: 4,839</b>



With respect to these transit routes, census data is collected for the entire bus route to identify all who benefit from the transit service that serves the project area:

Route	Percent of Low-Income Households	Percent of Minority
22	26.7%	42.5%
28	24.2%	48.7%
28R	27.2%	50.2%
43	22.5%	49.1%
47	32.9%	49.4%
49	33.1%	57.2%

Golden Gate Transit, private sector and commuter shuttles patrons will also benefit from the transit bulbs.

Bicyclists ride on Lombard Street just long enough to get to their destination or bicycle across the corridor to reach a destination nearby. The city does not currently have a bike count location at Lombard Street. However, just a few blocks north at Marina and Cervantes, the 2014 bike count reported 635 bicyclists during the PM peak (4:30pm-6:30pm)<sup>3</sup>.

<sup>3</sup>Annual Bicycle Count Survey 2014. SFMTA.

<https://www.sfmta.com/sites/default/files/reports/2015/SFMTA%202015%20Annual%20Bicycle%20Count%20Survey.pdf>



Youth and seniors account for over 27% of the local population within a ½-mile buffer of project corridor. Though data on seniors is limited, the following statistics for schools within a ½ mile buffer of the project corridor reveals the students who would benefit from the Project.



School Name	Total Enrollment (2013-14)	African American	American Indian or Alaska Native	Asian	Filipino	Hispanic or Latino	Pacific Islander	White	Two or More Races
Galileo HS	1940	5.2%	0.3%	68.3%	2.8%	15.9%	0.9%	3.8%	0.6%
Gateway MS*	-	-	-	-	-	-	-	-	-
Lilienthal*	-	-	-	-	-	-	-	-	-
Marina MS	798	10.2%	0.6%	56.1%	3.8%	16.2%	0.6%	7.8%	0.9%
Sherman ES	403	7.2%	0.7%	35.7%	1.5%	12.4%	1.2%	32%	4.7%
Tule Elk Park Early Education School*	-	-	-	-	-	-	-	-	-
Yick Wo ES	265	3.8%	0.4%	40.0%	0.4%	9.8%	1.9%	30.6%	8.3%

Source: SFUSD

\*No data

School Name	Socioeconomically Disadvantaged	English Learners	Students with Disabilities
Galileo HS	75.2%	19.2%	9.7%
Gateway MS*	-	-	-
Lilienthal*	-	-	-
Marina MS	81%	21.1%	14.2%
Sherman ES	46.2%	28.8%	14.9%
Tule Elk Park Early Education School*	-	-	-
Yick Wo ES	47.5%	31.7%	10.6%

Source: SFUSD

\*No data

379 students walk and bicycle to school, but there are many more students within a mile who could make these trips if safer and more inviting active modes of transport could be provided.

Estimating the increase in users resulting from the implementation of these safety treatments, such as curb extensions (i.e., pedestrian and transit bulbs), daylighting (parking removal adjacent to intersection), and signal timing improvements is difficult, but all treatments improve bike-and walkability. With respect to walkability, studies have found a strong correlation between



walkability of a neighborhood and physical activity.<sup>4,5</sup> Also, research articulates that travel choice for students is influenced by traffic-related danger; it was found to be the second-most commonly barrier to walking to school in the 2004 CDC report.<sup>6</sup> These safety treatments improve walkability and may increase the demand for walking —whether to school or key destinations in the project corridor area.

As noted in a study by Werner et al, transit use is more likely on walkable blocks; this is also articulated in the Transit Cooperative Research Program Report<sup>7</sup>. With these safety treatments, passengers will choose to walk or bicycle to the transit stop rather than drive or be dropped off. Transit users will also benefit from more efficient and reliable travel. Transit bulbs improve safety but they also have definite and measureable transit efficiency and reliability benefits, both critical decision making factors for transit riders<sup>8</sup>. The eight transit bulbs (four inbound, four outbound) can reduce travel time by upwards of 80 seconds in each direction. Passengers could walk to a transit stop and save almost 3 minutes on their commute roundtrip.

With respect to bicyclists, according to the SFMTA Travel Decisions Survey, 21% of San Franciscans do not ride a bicycle but want to<sup>9</sup>. A report from Portland identified four types of cyclists: (1) strong & fearless, (2) enthused & confident, (3) interested but concerned and (4) will not ride<sup>10</sup>; these 21% of San Franciscans may be classified as ‘interested but concerned,’ and these safety treatments can alleviate concern that deters them from bicycling. Bicyclists crossing over the corridor will benefit from better visibility provided by the curb extensions, daylighting, and advance stop bars so they may safely and comfortably bicycle to their destinations. Furthermore, the

<sup>4</sup> JM Gallimore, BB Brown, CM Werner. 2011. Walkability route to school in new urban and suburban neighborhoods: An environmental walkability analysis of blocks and routes. *Journal of Environment Psychology*

<sup>5</sup> CM Werner, BB Brown, J Gallimore. 2010. Light rail use is more likely on walkable blocks: Further support for using micro-level environmental audit measures. *Journal of Environment Psychology*

<sup>6</sup> <http://www.cdc.gov/mmwr/preview/mmwrhtml/mm5438a2.htm>

<sup>7</sup> Transit Cooperative Research Program of the Transportation Research Board: Report 19-Guidelines for the Location and Design of Bus Stops, Chapter 4: Curb-side Factors.

<sup>8</sup> San Francisco Transit Effectiveness Project: Market Assessment Report. February 2009

<sup>9</sup> San Francisco Municipal Transportation Agency Travel Decisions Survey. Corey, Canapary & Galanis Research. 2014

<sup>10</sup> Roger Geller. Four Types of Cyclists-The City of Portland



Lombard Street Vision Zero Project team has requested 8-16 additional racks be installed with the curb extensions. This will supplement the 4 currently installed.

To forecast pedestrian and bicycle activity, key inputs including local population, local growth rate, mode share, use of auto for trips under one mile, school commute data, pedestrian and bicycle counts were used to determine that this project could increase existing pedestrian activity of over 80,000 by 2% and bicycle activity of over 600 by 11% (Attachment I-2)

- B. Describe how the project links or connects, or encourages use of existing routes (for non-infrastructure applications) to transportation-related and community identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations via: (12 points max.)**
- a. creation of new routes**
  - b. removal of barrier to mobility**
  - c. closure of gaps**
  - d. other improvements to routes**
  - e. educates or encourages use of existing routes**

Proposed safety treatments encourage use of existing routes by removing a barrier to mobility. Lombard Street, as well as Chestnut Street, one block north of Lombard, are key commercial corridors providing employment, goods and services to residents and tourists. The following map illustrates key destinations as they relate to the proposed treatments; each of the 14 intersections will receive basic safety treatments making every route to and across the corridor safer. Additionally, five intersections will also receive curb extensions that improve safety and provide more space for: walking and congregation, transit shelters that provide cover and seating for everyone, and protective streetscapes.



Some of the more notable destinations include the renowned open spaces of the Presidio, Crissy Field and Fort Mason as well as the Palace of Fine Arts, all within the ½ mile buffer of the project area. There are five affordable, inclusionary and public housing developments<sup>11</sup> and seven schools in the project area. The project improves access to these destinations by removing the barriers of unsafe, uninviting conditions. People will be more mobile as pedestrians, bicyclists, and motorists will be able to better see each other and navigate the Project area.

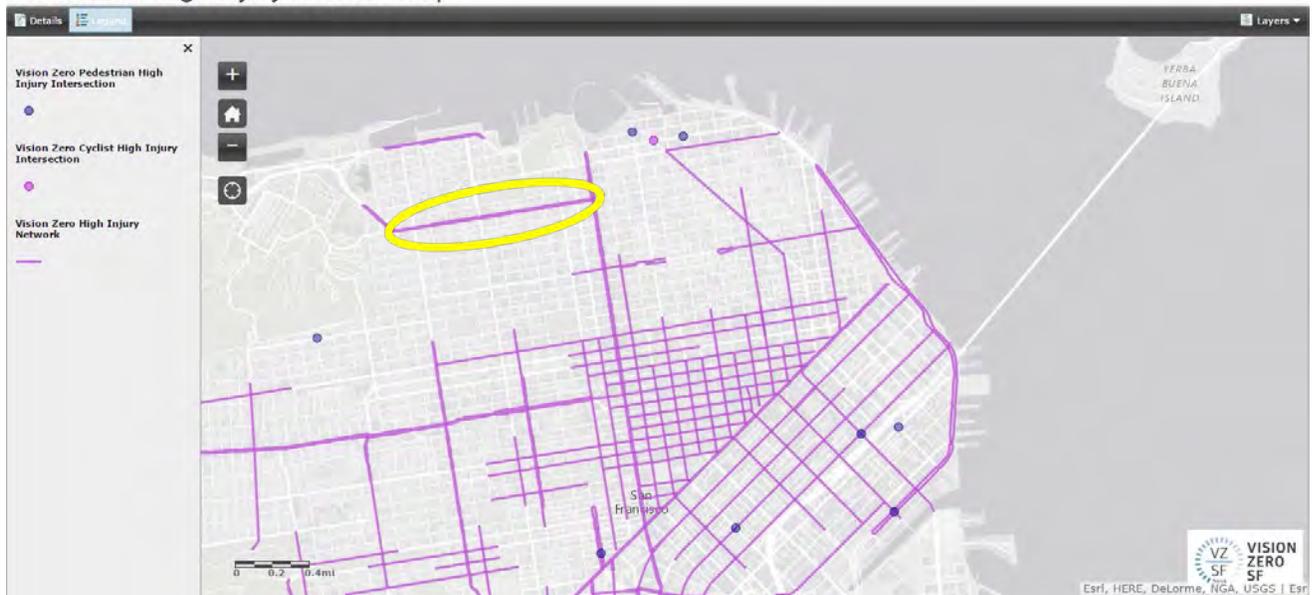
<sup>11</sup> Affordable housing developments, two developments are located on Scott Street near Lombard which is difficult to distinguish on the map: 3190 Scott Street and 3155 Scott Street. The other locations include: 1888 Lombard Street, 1450 Greenwich Street and 2655 Van Ness Avenue.



- C. Referencing the answers to A and B above, describe how the proposed project represents one of the Implementing Agencies (and/or project Partnering Agency's) highest unfunded non-motorized active transportation priorities. (6 points max.)

Supported by the Vision Zero policy, we are committed to making these Lombard Street safe. The Lombard Street Vision Zero Project is a high priority, unfunded, non-motorized for the City, under the sponsorship of San Francisco Public Works and supported by District 2 Board of Supervisors, Mark Farrell. Public Works and SFMTA have collectively committed more than \$3.5 million in local and state funds for the project. Given the scheduled Caltrans repaving of Lombard, San Francisco must act quickly or it will lose an important window of opportunity to efficiently implement pedestrian safety infrastructure upgrades. To provide a better sense of why Lombard is a priority, the following map identifies the City's High-Injury Network: 125 miles, or 12%, of San Francisco's streets where over 70% of severe and fatal collisions happen.

Vision Zero High Injury Network Map



If selected for ATP funding, the project will leverage significant local investments, some secured by partnering directly with the WalkFirst and MuniForward programs as well as over \$500,000 committed by the District 2 Supervisor (see Funding Plan). The ATP grant will close a gap in the



construction financing and enable earlier implementation of the safety measures to coincide with Caltrans' scheduled repaving of Lombard.



## **Part B: Narrative Questions**

### **Detailed Instructions for: Question #2**

#### **QUESTION #2**

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

- A. Describe the plan/program influence area or project location’s history of collisions resulting in fatalities and injuries to non-motorized users and the source(s) of data used (e.g. collision reports, community observation, surveys, audits). (10 points max.)**

San Francisco adopted its Vision Zero resolution in February 2014 that commits to eliminating traffic fatalities by 2024. Based on the work under Vision Zero as well as preceding efforts, Lombard Street has been identified as a high injury corridor. Based on the Statewide Integrated Traffic Records System (SWITRS), the San Francisco Public Health mapped the most dangerous corridors in the city and over 70% of all collisions occur on the aforementioned 125 mile High Injury Network. A collision analysis conducted from 2008-2012 reported 150 collisions, 98 of which resulted in injury--13 severe and 2 were fatal (Attachment I-3). Of the severe collisions, over 50% involved a pedestrian and both fatalities were pedestrians. (All collision data is made available to the public to improve accountability and transparency and is located on the City’s Vision Zero website, [www.VisionZeroSF.org](http://www.VisionZeroSF.org)).

Note that Lombard Street experiences a disproportionate number of vehicle-vehicle collisions and vehicle collisions involving transit. Vehicle collisions involving other vehicles and buses jeopardizes the safety of pedestrians or bicyclists and therefore have the potential to deter people from walking or bicycling the corridor. In Fiscal Years 2013 and 2014, Muni transit experienced nine collisions, over 75% of which were sideswipes. Observations have found that motorists try to pass transit vehicles that are pulled to the curb for boarding or alighting passengers. However, because the bus is wider than the parking lane, the bus is partially in the curbside travel lane with too little room for a car to pass. And yet they try, resulting in a sideswipe. Treatments below articulate how safety and comfort are improved.



**B. Describe how the project/program/plan will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities; including but not limited to the following possible areas: (15 points max.)**

- Reduces speed or volume of motor vehicles in the proximity of non-motorized users.
- Improves sight distance and visibility between motorized and non-motorized users.
- Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users.
- Improves compliance with local traffic laws for both motorized and non-motorized users.
- Addresses inadequate traffic control devices.
- Eliminates or reduces behaviors that lead to collisions involving non-motorized users.
- Addresses inadequate or unsafe traffic control devices, bicycle facilities, trails, crosswalks and/or sidewalks.

The City's Vision Zero policy is being implemented using a data driven/evidenced-based approach. Therefore, for the engineering component of the policy's implementation strategy, engineers develop collision profiles based on the collision data and implement treatments that directly mitigate them. These are key factors contributing to the collisions resulting in injury or death reported from 2008-2012 on Lombard:

- 29% unsafe speed
- 15% pedestrian violation
- 11% improper turning
- 7% pedestrian right of way violation

To reduce and hopefully eliminate these collision factors, the following treatments are proposed:

- Curb extensions (pedestrian and bus bulbs): curb extensions at the intersection into Lombard and in some cases into the cross-streets at five intersections: Divisadero, Pierce, Steiner, Fillmore and Laguna Streets. Pedestrian bulbs and transit bulbs provide extra space at the intersection where crowding would occur because the intersection is where people congregate to cross the street. The bulbs also provide three other benefits:
  1. Reduce crossing distance during which a pedestrian is exposed to vehicles
  2. Increases visibility of pedestrians to motorists and bicyclists and conversely for the pedestrian to see motorists and bicyclists
  3. Reduces speed of vehicle and bicycle around the bulbed corner



Transit bulbs further improve transit safety by eliminating the need for the transit vehicle to pull out of and back into traffic after passengers have boarded/alighted. Because of the existing lane widths of the parking lane and traffic lanes, vehicles should not be passing the transit vehicle even when they do pull to the curb per existing operations. However the transit bulb will simply eliminate the opportunity for motorists to try to squeeze past the bus.

- Daylighting (parking removal immediately adjacent to intersection): in all locations adjacent to the intersections along Lombard Street where a curb extension is not necessary, daylighting is proposed to improve visibility for pedestrians, bicyclists, and motorists.
- Leading Pedestrian Interval at traffic signals at Steiner, Fillmore and Webster Streets: LPIs are proposed to ensure pedestrians have even greater visibility to motorists and to eliminate conflicts that emerges when there are more motorist turning movements as they try to find a space between pedestrians. With pedestrians initiating crossing movement a few seconds before motorists are permitted, they are better able to clear the crosswalk and allow motorists to turn later in the signal phase without going between pedestrians.
- Continental (high visibility) Crosswalks: will be installed at all crossing locations. Ladder designs improve visibility of pedestrians when they are actually in the crosswalk, making them “high visibility.”
- Advanced stop bar: will be located 5 feet in front of the crosswalks on Lombard Street. Because Lombard Street is a multilane road such that a vehicle in lane 1 may impede the view of a vehicle approaching the intersection in lane 3, advanced stop bars allow all vehicles a better view of the crosswalk, the pedestrians in them, and discourages motorists encroaching into the crosswalk.

\*\*Collision reduction information provided in question #4b.



## **Part B: Narrative Questions**

### **Detailed Instructions for: Question #3**

#### **QUESTION #3**

#### **PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)**

**Describe the community based public participation process that culminated in the project/program proposal or will be utilized as part of the development of a plan.**

- A. Who: Describe who was engaged in the identification and development of this project/program/plan (for plans: who will be engaged). (5 points max)**

Partnering with these agencies, outreach provided a broader picture of the potential for the Lombard Corridor including new land use or zoning opportunities to fully realize the potential of this corridor. Lombard Street was identified to receive safety treatments because it is a high-injury corridor; it was further prioritized upon learning that Caltrans was to repave the corridor. As such, we are initiating the Lombard Street Vision Zero project now to ensure that safety treatments are installed prior to paving. Three outreach events have taken place (See Attachment I-4) and this summer, the public hearing and one to two outreach events will be scheduled. City agencies, the Mayor's Office of Economic and Workforce Development, and the District Supervisor's office have engaged neighborhood associations, merchant associations, advocacy groups, students, homeowner associations, the State Assemblymember's office, Golden Gate Transit, and members of the health care community (Attachment I-5). Since these meetings, we have identified additional stakeholders in the area to be contacted for future outreach events (Attachment I-6).

- B. How: Describe how stakeholders were engaged (or will be for a plan). (4 points max)**

Three outreach events have taken place and 2-3 more will occur this summer. For previous events, stakeholders were notified via established email lists (i.e. listservs), Supervisorial District newsletters, flyers, personal emails and phone calls. A few, small group meetings were also conducted. Moving forward, a similar approach will be employed for the larger list of stakeholders identified and a project webpage is also being developed to notify the public of the project proposals, upcoming events and project updates. Furthermore, stakeholder group leaders will be



asked to promote project in their outreach. Notices will be posted for transit passengers for the routes traveling along and across the corridor so they are aware of the project proposals and can participate in the outreach events and/or be aware of any service changes during construction.

**C. What: Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project's overall effectiveness at meeting the purpose and goals of the ATP. (5 points max)**

A survey was conducted at the February 26th 2015 meeting and strongly indicated a desire for more streetscaping, placemaking or elements that identify the area and make it more inviting and pedestrian friendly environment (Attachment I-7). The project had already anticipated curb extensions to improve safety and comfort to encourage more walking. Curb extensions for pedestrian and transit bulbs will require removing parking, approximately 50 spaces in total, and the survey results support this action. The survey also indicates the desire to improve the pedestrian experience through streetscaping and other facilities that will now be possible in new space created by curb extensions. For future engagement events, the public will be asked to weigh in on the streetscaping / pedestrian facilities they would like to locate on the curb extensions being proposed. Additionally, the survey indicated the desire for transit shelters. While two transit shelters currently exist, this project will ensure shelters are located at all eight transit stops to provide cover and seating for those walking to their transit stop or those just walking down Lombard Street and needing to rest.



**D. Describe how stakeholders will continue to be engaged in the implementation of the project/program/plan.  
(1 points max)**

The project webpage will launch early this summer to provide stakeholders information on the project proposals, events, project status as well as project contact information.



## Part B: Narrative Questions

### Detailed Instructions for: Question #4

#### **QUESTION #4**

#### **IMPROVED PUBLIC HEALTH (0-10 points)**

- **NOTE: Applicants applying for the disadvantaged community set aside must respond to the below questions with health data specific to the disadvantaged communities. Failure to do so will result in lost points.**

**A. Describe the health status of the targeted users of the project/program/plan. (3 points max)**

People walking, bicycling or even driving along Lombard Corridor are targeted for project benefits.

Collision Status: Over 4,100 pedestrians were injured or killed in collisions in San Francisco between 2007 and 2011; 150 of those collisions were on Lombard, 98 of which resulted in injury (2 fatal, 13 severe). Collisions are preventable and proven safety measures articulated below can help reduce these collisions.

Personal Health Status: According to the CDC, 41.8% of San Franciscan adults are overweight or obese, almost 30% less than the national average. However, 1/3 of San Franciscan children are overweight or obese which is similar to the national average. An overweight or obese child has a 63% chance of being overweight or obese as an adult<sup>12</sup>. Furthermore, 23.2 % of youth in San Francisco and 11.7% for those 18+ are diagnosed with asthma<sup>13</sup>. With 7 schools in the project corridor, this is an opportunity to encourage active transport and create a more healthy lifestyle and environment to curb these statistics.

<sup>12</sup> High Rate of Obese and Overweight Kids Poses Problems for SF. The Examiner. December 13, 2013

<sup>13</sup> California Breathing: Initiatives and Information for Asthma Advocates in California.

<http://www.californiabreathing.org/asthma-data/county-asthma-profiles/san-francisco-county-asthma-profile>



**B. Describe how you expect your project/proposal/plan to enhance public health. (7 points max.)**

The rate of traffic collisions in San Francisco is public a health crisis. People are dying on our streets and the treatments proposed in the Lombard Street Vision Zero Project will enhance public health on two fronts:

1. Reduce collisions

- a. Curb extensions decrease speeds by 7% to 14%; reduce the overall severity rate, and significantly increase yielding and increase yielding distance.<sup>14</sup>
- b. Daylighting has a crash reduction factor of 22 indicating collisions were reduced by 22% when installed.<sup>15</sup>
- c. Leading Pedestrian Interval has a crash reduction factor ranging from 28.9-44.6.<sup>16</sup>
- d. Continental Crosswalks have a crash reduction factor of 37.<sup>17</sup>
- e. Advanced stop bar results in overall reduction of conflict although no reduction of collision has been quantified at this time.<sup>18</sup>

2. Encourage active transport

By increasing physical activity such as walking to school or the transit stop or bicycling to the store, there are measureable physical, mental and emotional health benefits<sup>19</sup>:

- Longevity
- Prevent heart disease
- Protect against certain cancers

<sup>14</sup> Pedestrian and Bicycle Information Center Literature Review, <http://www.pedbikeinfo.org/data/library/details.cfm?id=4414>

<sup>15</sup> FHWA DATA Clearinghouse: <http://www.cmfclearinghouse.org/detail.cfm?facid=4574>

<sup>16</sup> FHWA Data Clearinghouse: <http://www.cmfclearinghouse.org/detail.cfm?facid=1999>;  
<http://www.cmfclearinghouse.org/detail.cfm?facid=1994>

<sup>17</sup> FHWA Data Clearinghouse: <http://www.cmfclearinghouse.org/detail.cfm?facid=2697>

<sup>18</sup> 67% reduction in conflict with signs, 90% reduction in conflict with sign AND yield line. SFMTA, cites walkinginfo.org; split out from "Advance stop or yield lines/red visibility curbs"; FHWA evaluates together with warning signs, SFMTA does not. Research indicates reduction in overall conflict, but does not specify reduction in collisions. The Lombard corridor is controlled with signals so the advanced yield bars, some of which already exist, supplement the intersection control device (i.e. traffic signal)

<sup>19</sup> The Benefits of Physical Activity. Harvard School of Public Health: <http://www.hsph.harvard.edu/nutritionsource/staying-active-full-story/>



- Prevent Type 2 diabetes
- Prevent bone loss
- Reduce risk of falling and improves cognitive function
- Relieves symptoms of depression and anxiety
- Prevents weight gain
- Improves heart and lung fitness
- Improves sleep



## **Part B: Narrative Questions**

### **Detailed Instructions for: Question #5**

#### **QUESTION #5**

#### **BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)**

##### **A. Identification of disadvantaged communities: (0 points – SCREENING ONLY)**

To receive disadvantaged communities points, projects/programs/plans must be located within a disadvantaged community (as defined by one of the four options below) AND/OR provide a direct, meaningful, and assured benefit to individuals from a disadvantaged community.

1. The median household income of the census tract(s) is 80% of the statewide median household income
2. Census tract(s) is in the top 25% of overall scores from CalEnviroScreen 2.0
3. At least 75% of public school students in the project area are eligible for the Free or Reduced Priced Meals Program under the National School Lunch Program
4. Alternative criteria for identifying disadvantage communities (see below)

Provide a map showing the boundaries of the proposed project/program/plan and the geographic boundaries of the disadvantaged community that the project/program/plan is located within and/or benefiting.

##### **A. Option 1: Median household income, by census tract for the community(ies) benefited by the project: \$\_\_\_\_\_**

- Provide all census tract numbers
- Provide the median income for each census track listed
- Provide the population for each census track listed

##### **Option 2: California Communities Environmental Health Screening Tool 2.0 (CalEnviroScreen) score for the community benefited by the project:**

With the exception of 4 of the 18 census tracks within the project area, all are in the top 25% of overall scores from CalEnviroScreen 2.0

- Provide all census tract numbers
- Provide the CalEnviroScreen 2.0 score for each census track listed
- Provide the population for each census track listed



**CalEnviroScreen Scores for Census Tracts within  
½ Mile of Lombard Street Vision Zero Project**

<b>Census Tract</b>	<b>CalEnviroScreen 2.0 Score</b>	<b>Population</b>
6075010100	46-50%	3,739
6075010200	11-15%	4,143
6075010300	31-35%	3,852
6075010800	46-50%	4,578
6075010900	16-20%	4,320
6075011000	26-30%	4,827
6075012601	1-5%	2,329
6075012602	6-10%	2,909
6075012700	1-5%	3,492
6075012800	1-5%	4,106
6075012901	1-5%	2,557
6075012902	6-10%	3,376
6075013000	6-10%	4,044
6075013101	1-5%	3,811
6075013102	6-10%	6,625
6075013200	6-10%	4,162
6075013300	16-20%	4,232
6075060100	1-5%	3,235

**Source:** CalEnviroScreen 2.0: <http://oehha.ca.gov/ei/ces2.html>



**Option 3:** Percentage of students eligible for the Free or Reduced Price Meals Programs:

Seventy-one percent of children attending schools within ½ mile of the project area are eligible for the Free or Reduced Meal Program.

- Provide percentage of students eligible for the Free or Reduced Meals Program for each and all schools included in the proposal

**Students Eligible for Free or Reduced Meal Programs (FRMP) at  
Schools Located within 1/2 Mile of Lombard Street Vision Zero Project**

School	Total Enrollment		Students Eligible for FRMP	
	<i>N</i>		<i>N</i>	%
<b>Galileo High School</b>	1,909		1,529	80.1%
<b>Gateway Middle School</b>	305		108	35.4%
<b>Marina Middle School</b>	760		635	83.6%
<b>Sherman Elementary School</b>	397		179	45.1%
<b>Yick Wo Elementary School</b>	264		130	49.2%
<b>TOTAL</b>	<b>3,635</b>		<b>2,581</b>	<b>71.0%</b>

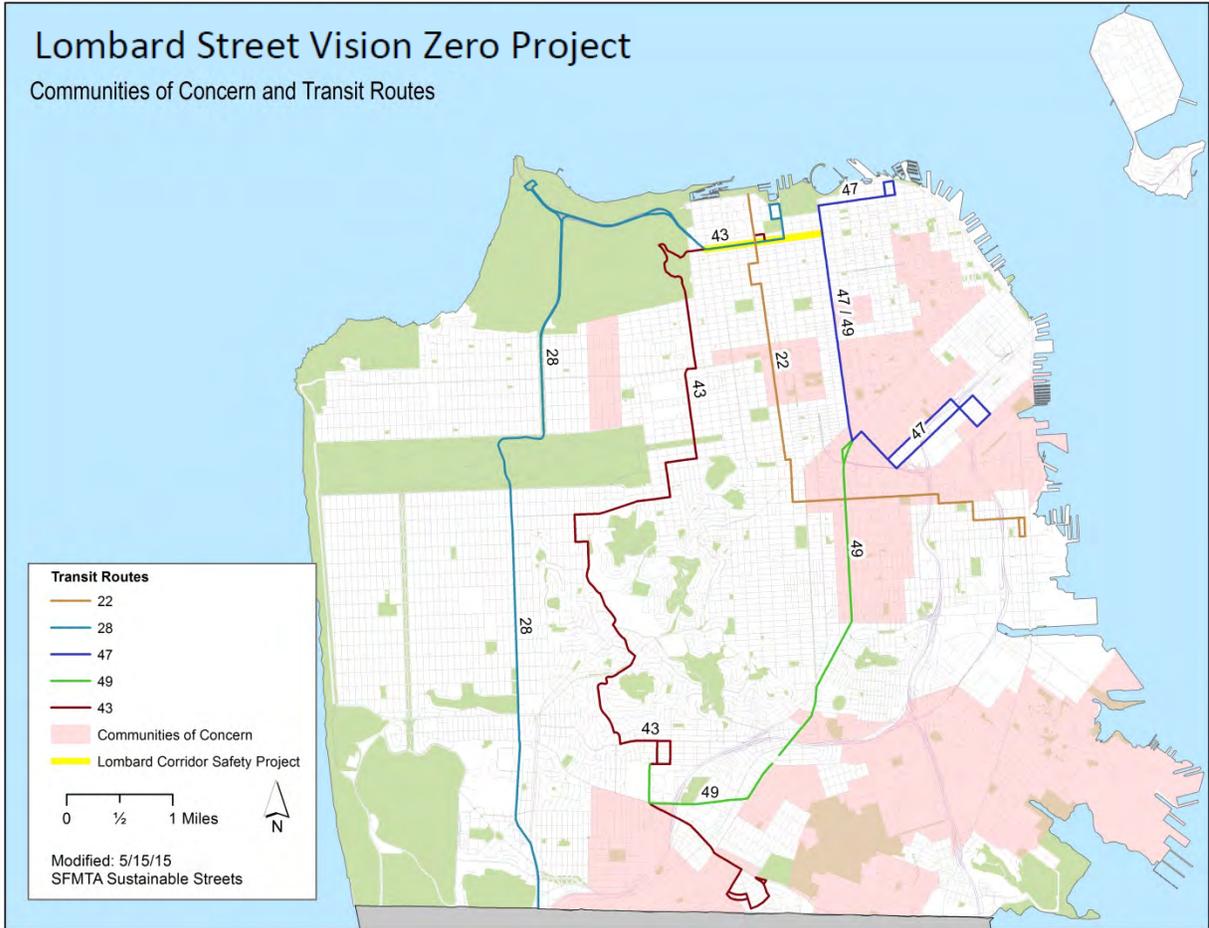
**Source:** 2014-15 California Longitudinal Pupil Achievement Data System (CALPADS) Fall 1



**Option 4:** Alternative criteria for identifying disadvantaged communities:

- Provide median household income (option 1), the CalEnviroScreen 2.0 score (option 2), and if applicable, the percentage of students eligible for Free and Reduced Meal Programs (option 3)
- Provide ADDITIONAL data that demonstrates that the community benefiting from the project/program/plan is disadvantaged
- Provide an explanation for why this additional data demonstrates that the community is disadvantaged

The following map illustrates the Communities of Concern as identified by the Metropolitan Transportation Commission as well as the public transit routes in the project area; the table under the map reveals the populations to benefit from the proposed treatments of the Lombard Street Project.



**Low-Income Households and Minority Populations in Census Tracts along  
Transit Routes That Run Adjacent to the Lombard Street Vision Zero Project**

<b>Transit Route</b>	<b>Percent Low-Income Households</b>	<b>Percent Minority</b>
<b>22</b>	26.7%	42.5%
<b>28</b>	24.2%	48.7%
<b>28L</b>	24.7%	50.2%
<b>43</b>	22.5%	49.1%
<b>47</b>	32.9%	49.4%
<b>49</b>	33.1%	57.2%
<b>Average</b>	<b>27.4%</b>	<b>49.5%</b>

*Source:* SFMTA Title VI Equity Analyses



Six Muni transit routes run adjacent to the Lombard Street Vision Zero Project, providing connections to various locations throughout San Francisco. On average, these routes run through census tracts that are made up of 27.4% low-income households and 49.5% minority populations. Among the six routes, four pass through “Communities of Concern,” defined by the MTC as low-income communities, communities of color, and areas with high concentrations of seniors and people who rely on walking and transit as their primary means of transportation. Therefore, the Lombard Street Vision Zero Project provides an opportunity to improve the safety of disadvantaged communities and provide improved and equitable transit connections to communities throughout San Francisco.

**A. For proposals located within disadvantage community: (5 points max)**

**What percent of the funds requested will be expended in the disadvantaged community?**

75%

**Explain how this percent was calculated.**

Applying the California Communities Environmental Health Screening Tool, 75.8% of the local population is in the top 25% of overall scores from CalEnviroScreen 2.0. This local population is subject to conditions effectively all of the time and therefore it may be argued that 75% of funds will be expended in the disadvantaged community; this totals \$2.85 million of ATP funds requested or \$5.7 million of total project funds.

**B. Describe how the project/program/plan provides (for plans: will provide) a direct, meaningful, and assured benefit to members of the disadvantaged community. (5 points max)**

**Define what direct, meaningful, and assured benefit means for your proposed project/program/plan, how this benefit will be achieved, and who will receive this benefit.**

Social equity is at the core of Vision Zero. With the Lombard Street Vision Project lying along the Vision Zero High Injury Network, this priority project improves safety near schools, around housing for seniors, people with disabilities and people requiring affordable housing. Additionally, patrons of the routes that travel through the project area will be notified of the project to be aware of any service changes during construction as well as new and beneficial infrastructure coming to the Lombard Corridor.



## Part B: Narrative Questions

### Detailed Instructions for: Question #6

#### QUESTION #6

#### COST EFFECTIVENESS (0-5 POINTS)

- A. Describe the alternatives that were considered and how the ATP-related benefits vs. project-costs varied between them. Explain why the final proposed alternative is considered to have the highest Benefit to Cost Ratio (B/C) with respect to the ATP purpose of “increased use of active modes of transportation”. (3 points max.)**

One alternative was considered during the planning phase: Existing Proposal *plus* transit-only lanes in the inbound and outbound direction. There is great potential to encourage more transit use per improvements to transit reliability and efficiency which in turn would mean more people walking or bicycling to their transit stop. However, the project team had concerns of immediate impacts in combination with the work on Doyle Drive to the west and Van Ness BRT to the east. It is the City’s responsibility to ensure that when proposing major reductions in one network, in this case, the vehicle network, that the other networks—transit, pedestrian and bicycle networks—are comprehensive so people can shift to those networks easily and safely. If people cannot shift easily and safely to transit then they will not walk or bicycle to the transit stop; as such the project team and senior staff did not feel comfortable pursuing this option at this time but have ensured that the proposals do not preclude it in the future.

The project team and senior staff agreed that the suite of treatments proposed would be most appropriate at this time, improving safety and comfort for those currently walking and bicycling in the area as well as encourage more active transport by converting trips less than 1 mile currently taken by vehicle. The resulting project proposal provides the greatest benefit to cost ratio because of confidence in serving those already coming to the project area.



B. Use the ATP Benefit/Cost Tool, provided by Caltrans Planning Division, to calculate the ratio of the benefits of the project relative to both the total project cost and ATP funds requested. The Tool is located on the CTC's website at: <http://www.dot.ca.gov/hq/tpp/offices/eab/atp.html>. After calculating the B/C ratios for the project, provide constructive feedback on the tool (2 points max.)

$$\left( \frac{\textit{Benefit}}{\textit{TotalProjectCost}} \textit{ and } \frac{\textit{Benefit}}{\textit{FundsRequested}} \right).$$

<b>20 Year Invest Summary Analysis</b>	
Total Costs	\$7,697,000.00
Net Present Cost	\$7,400,961.54
Total Benefits	\$40,082,264.21
Net Present Benefit	\$26,545,662.50
Benefit-Cost Ratio	3.59

<b>20 Year Itemized Savings</b>	
Mobility	\$1,832,932.83
Health	\$659,640.84
Recreational	\$708,374.63
Gas & Emissions	\$59,251.31
Safety	\$36,822,064.60

Funds Requested	\$3,799,528.00
Net Present Cost of Funds Requested	\$3,653,392.31
Benefit Cost Ratio	7.27



## Part B: Narrative Questions

### Detailed Instructions for: Question #7

**QUESTION #7**

**LEVERAGING OF NON-ATP FUNDS(0-5 points)**

A. The application funding plan will show all federal, state and local funding for the project: (5 points max.)

The requested \$3,799,528 in ATP Cycle 2 funds will be leveraged by \$3,685,493 in other local (sales tax, general fund, various SFMTA sources) and state (STIP) funds. This results in a leverage rate of 49%. There is an additional budget of \$212,078 for construction and construction management of non-eligible streetscape/landscape items.

**Funding Plan:**

		Project Budget			
		Eligible Items		Non-Participating	Total
		ATP funded	Other	Other	
<b>Phase</b>	Planning	\$0	\$150,000	\$0	\$150,000
	Design	\$0	\$815,286	\$0	\$815,286
	Const	\$3,303,938	\$2,371,006	\$184,415	\$5,816,359
	CM/CE	\$495,591	\$349,201	\$27,662	\$872,454
<b>Total</b>		<b>\$3,799,528</b>	<b>\$3,685,493</b>	<b>\$212,077</b>	<b>\$7,697,099</b>

% CM/CE: 15.00% [872,454 / 5,816,359]

Leverage %: 49.02% [ 3,799,528 / (3,799,528 + 3,685,493)]



***Other funds include:***

Source	Phase of work	Amount
Local- General Fund	Planning	\$90,000
	Design	\$60,000
Local- Prop K (sales tax)	Design	\$738,586
	Construction	\$921,922
	CE/CM	\$90,362
Local- MTA Operating	Planning	\$60,000
Local- MTA Walk First	Design	\$16,700
	Construction	\$10,000
State- STIP	Construction	\$1,623,500
	CE/CM	\$286,500
<i>Total</i>		<b>\$3,897,570</b>



## Part B: Narrative Questions

### Detailed Instructions for: Question #8

#### QUESTION #8

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

- Step 1: Is this an application requesting funds for a Plan (Bike, Pedestrian, SRTS, or ATP Plan)?
- Yes (If this application is for a Plan, there is no need to submit information to the corps and there will be no penalty to applicant: 0 points)
  - No (If this application is NOT for a Plan, proceed to Step #2)

Step 2: The applicant must submit the following information via email concurrently to **both** the CCC **AND** certified community conservation corps prior to application submittal to Caltrans. The CCC and certified community conservation corps will respond within five (5) business days from receipt of the information.

- Project Title
- Project Description
- Detailed Estimate
- Project Schedule
- Project Map
- Preliminary Plan

California Conservation Corps representative:

Name: Wei Hsieh

Email: [atp@ccc.ca.gov](mailto:atp@ccc.ca.gov)

Phone: (916) 341-3154

Community Conservation Corps representative:

Name: Danielle Lynch

Email: [inquiry@atpcommunitycorps.org](mailto:inquiry@atpcommunitycorps.org)

Phone: (916) 426-9170

- Step 3: The applicant has coordinated with Wei Hsieh with the CCC **AND** Danielle Lynch with the certified community conservation corps and determined the following (check appropriate box):
- Neither corps can participate in the project (0 points)
  - Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below (0 points).

**The CCC is planning on participating in the streetscape scope and outreach participation.**

Applicant has contacted the corps but intends not to use the corps on a project in which either corps has indicated it can participate (-5 points)

- Applicant has not coordinated with both corps (-5 points)

The CCC and certified community conservation corps will provide a list to Caltrans of all projects submitted to them and indicating which projects they are available to participate on. The applicant must also attach any email correspondence from the CCC and certified community conservation corps to the application verifying communication/participation.



## Part B: Narrative Questions

### Detailed Instructions for: Question #9

#### QUESTION #9

#### APPLICANT'S PERFORMANCE ON PAST GRANTS AND DELIVERABILITY OF PROJECTS

*( 0 to-10 points OR disqualification)*

- A. **Applicant:** Provide short explanation of the Implementing Agency's project delivery history for all projects that include project funding through Caltrans Local Assistance administered programs (ATP, Safe Routes to School, BTA, HSIP, etc.) for the last five (5) years.

San Francisco Public Works has a lengthy history delivering federally-funded projects without failures. We expect this proven track record will continue due to having a dedicated team of project managers with experience coordinating between civil and hydraulic engineers, landscape architects, construction managers, and finance staff. We are delivering and have delivered projects of varying complexity with a variety of federal aid sources, including ATP Cycle 1, HSIP Cycle 6, OneBayArea, Emergency Repair, Highway Bridge Program, and others.

- B. **Caltrans response only:**  
Caltrans to recommend score for deliverability of scope, cost, and schedule based on the overall application.



## **Part C: Application Attachments**

***Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C.***

### **List of Application Attachments**

The following attachment names and order must be maintained for all applications. Depending on the Project Type (I, NI or Plans) some attachments will be intentionally left blank. All non-blank attachments must be identified in hard-copy applications using "tabs" with appropriate letter designations

<b>Application Signature Page</b> Required for all applications	<b>Attachment A</b>
<b>ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR)</b> Required for all applications	<b>Attachment B</b>
<b>Engineer's Checklist</b> Required for Infrastructure Projects	<b>Attachment C</b>
<b>Project Location Map</b> Required for all applications	<b>Attachment D</b>
<b>Project Map/Plans showing existing and proposed conditions</b> Required for Infrastructure Projects (optional for 'Non-Infrastructure' and 'Plan' Projects)	<b>Attachment E</b>
<b>Photos of Existing Conditions</b> Required for all applications	<b>Attachment F</b>
<b>Project Estimate</b> Required for Infrastructure Projects	<b>Attachment G</b>
<b>Non-Infrastructure Work Plan (Form 22-R)</b> Required for all projects with Non-Infrastructure Elements	<b>Attachment H</b>
<b>Narrative Questions backup information</b> Required for all applications Label attachments separately with "H-#" based on the # of the Narrative Question	<b>Attachment I</b>
<b>Letters of Support</b> Required or Recommended for all projects (as designated in the instructions)	<b>Attachment J</b>
<b>Additional Attachments</b> Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.	<b>Attachment K</b>

## **Attachment A**

### **Application Signature Page**

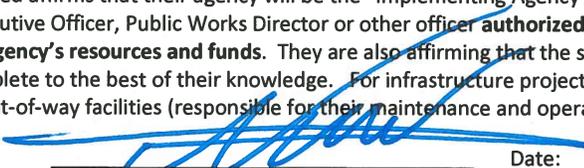


## Part C: Attachments Attachment A: Signature Page

**IMPORTANT: Applications will not be accepted without all required signatures.**

**Implementing Agency: Chief Executive Officer, Public Works Director, or other officer authorized by the governing board**

The undersigned affirms that their agency will be the "Implementing Agency" for the project if funded with ATP funds and they are the Chief Executive Officer, Public Works Director or other officer **authorized by their governing board with the authority to commit the agency's resources and funds.** They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge. For infrastructure projects, the undersigned affirms that they are the manager of the public right-of-way facilities (responsible for their maintenance and operation) or they have authority over this position.

Signature:  Date: 5/26/15  
 Name: Mohammed Nuru Phone: 415.554.6919  
 Title: Director, SF Public Works e-mail: Mohammed.Nuru@sfdpw.org

**For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board**

***(For use only when appropriate)***

The undersigned affirms that their agency is committed to partner with the "Implementing Agency" and agrees to assume the responsibility for the ongoing operations and maintenance of the facility upon completion by the implementing agency and they intend to document such agreement per the CTC guidelines. The undersigned also affirms that they are the Chief Executive Officer or other officer authorized by their governing board with the authority to commit the agency's resources and funds. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_  
 Name: \_\_\_\_\_ Phone: \_\_\_\_\_  
 Title: \_\_\_\_\_ e-mail: \_\_\_\_\_

**For Safe Routes to School projects and/or projects presented as benefiting a school: School or School District Official**

***(For use only when appropriate)***

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: \_\_\_\_\_

**For projects with encroachments on the State right-of-way: Caltrans District Traffic Operations Office Approval\***

***(For use only when appropriate)***

If the application's project proposes improvements within a freeway or state highway right-of-way, whether it affects the safety or operations of the facility or not, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support/acknowledgement from the traffic operations office be attached or the signature of the traffic manager be secured in the application. The Caltrans letter and/or signature does not imply approval of the project, but instead is only an acknowledgement that Caltrans District staff is aware of the proposed project; and upon initial review, the project appears to be reasonable and acceptable.

Is a letter of support/acknowledgement attached? \_\_\_\_\_ If yes, no signature is required. If no, the following signature is required.

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>

*Handwritten mark*



## Part C: Attachments

### Attachment A: Signature Page

**IMPORTANT: Applications will not be accepted without all required signatures.**

**Implementing Agency: Chief Executive Officer, Public Works Director, or other officer authorized by the governing board**  
 The undersigned affirms that their agency will be the "Implementing Agency" for the project if funded with ATP funds and they are the Chief Executive Officer, Public Works Director or other officer **authorized by their governing board with the authority to commit the agency's resources and funds.** They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge. For infrastructure projects, the undersigned affirms that they are the manager of the public right-of-way facilities (responsible for their maintenance and operation) or they have authority over this position.

Signature: _____	Date: _____
Name: _____	Phone: _____
Title: _____	e-mail: _____

**For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board**  
*(For use only when appropriate)*

The undersigned affirms that their agency is committed to partner with the "Implementing Agency" and agrees to assume the responsibility for the ongoing operations and maintenance of the facility upon completion by the implementing agency and they intend to document such agreement per the CTC guidelines. The undersigned also affirms that they are the Chief Executive Officer or other officer authorized by their governing board with the authority to commit the agency's resources and funds. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge.

Signature: _____	Date: _____
Name: _____	Phone: _____
Title: _____	e-mail: _____

**For Safe Routes to School projects and/or projects presented as benefiting a school: School or School District Official**  
*(For use only when appropriate)*

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: _____

**For projects with encroachments on the State right-of-way: Caltrans District Traffic Operations Office Approval\***  
*(For use only when appropriate)*

If the application's project proposes improvements within a freeway or state highway right-of-way, whether it affects the safety or operations of the facility or not, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support/acknowledgement from the traffic operations office be attached or the signature of the traffic manager be secured in the application. The Caltrans letter and/or signature does not imply approval of the project, but instead is only an acknowledgement that Caltrans District staff is aware of the proposed project; and upon initial review, the project appears to be reasonable and acceptable.

Is a letter of support/acknowledgement attached? NO If yes, no signature is required. If no, the following signature is required.

Signature: <u></u>	Date: <u>5/27/2015</u>
Name: <u>ROLAND AU-YEUNG</u>	Phone: <u>510-286-4560</u>
Title: <u>CHIEF, OFFICE OF TRAFFIC</u>	e-mail: <u>roland-au-yeung@dot.ca.gov</u>

\* 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>

SFMTA - LOMBARD STREET

## **Attachment B**

### **ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR)**

**ATP PROJECT PROGRAMMING REQUEST**

Date: 5/29/2015

Project Information:					
<b>Project Title:</b> Lombard Corridor Pedestrian Project					
District	County	Route	EA	Project ID	PPNO
4	SF				

Funding Information:								
DO NOT FILL IN ANY SHADED AREAS								
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)		90	60					150
PS&E			816					816
R/W								
CON			43	6,688				6,731
TOTAL		90	919	6,688				7,697

ATP Funds	Infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON				3,800				3,800	
TOTAL				3,800				3,800	

ATP Funds	Non-infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Plan Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Previous Cycle								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Future Cycles								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

**ATP PROJECT PROGRAMMING REQUEST**

Date: 5/29/2015

Project Information:					
<b>Project Title:</b> Lombard Corridor Pedestrian Project					
District	County	Route	EA	Project ID	PPNO
4	SF				

**Funding Information:**  
**DO NOT FILL IN ANY SHADED AREAS**

Fund No. 2:	Prop K Local Sales Tax								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									SFCTA
PS&E			739					739	Notes:
R/W									Proposition K local sales tax
CON			33	978				1,011	
<b>TOTAL</b>			772	978				1,750	

Fund No. 3:	STIP								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON				1,910				1,910	
<b>TOTAL</b>				1,910				1,910	

Fund No. 4:	SFMTA General Fund								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)		90						90	City & County of SF
PS&E			60					60	Notes:
R/W									
CON									
<b>TOTAL</b>		90	60					150	

Fund No. 5:	SFMTA Operating and Walk First								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)			60					60	SFMTA
PS&E			17					17	Notes:
R/W									
CON			10					10	
<b>TOTAL</b>			87					87	

Fund No. 6:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
<b>TOTAL</b>									

Fund No. 7:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
<b>TOTAL</b>									

## **Attachment C: Engineer's Checklist**

## ATP Engineer's Checklist for Infrastructure Projects

### Required for "Infrastructure" applications ONLY

This application checklist is to be used by the engineer in "responsible charge" of the preparation of this ATP application to ensure all of the primary elements of the application are included as necessary to meet the CTC's requirements for a PSR-Equivalent document (per CTC's ATP Guidelines and CTC's Adoption of PSR Guidelines - Resolution G-99-33) and to ensure the application is free of critical errors and omissions; allowing the application to be accurately ranked in the statewide ATP selection process.

**Special Considerations for Engineers before they Sign and Stamp this document attesting to the accuracy of the application:**

*Chapter 7; Article 3; Section 6735 of the Professional Engineer's Act of the State of California requires engineering calculation(s) or report(s) be either prepared by or under the responsible charge of a licensed civil engineer. Since the corresponding ATP Infrastructure-application defines the scope of work of a future civil construction project and requires complex engineering principles and calculations which are based on the best data available at the time of the application, the application must be signed and stamped by a licensed civil engineer.*

*By signing and stamping this document, the engineer is attesting to this application's technical information and engineering data upon which local agency's recommendations, conclusions, and decisions are made. This action is governed by the Professional Engineer's Act and the corresponding Code of Professional Conduct, under Sections 6775 and 6735.*

The following checklist is to be completed by the engineer in "responsible charge" of defining the projects Scope, Cost and Schedule per the expectations of the CTC's PSR Equivalent. The checklist is expected to be used during the preparation of the documents, but not initialed and stamped until the final application and application attachments are complete and ready for submission to Caltrans.

1. **Vicinity map /Location map** Engineer's Initials: CCO
  - a. The project limits must be clearly depicted in relationship to the overall agency boundary
2. **Project layout-plan/map** showing existing and proposed conditions must: Engineer's Initials: CCO
  - a. Be to a scale which allows the visual verification of the overall project "construction" limits and limits of each primary element of the project
  - b. Show the full scope of the proposed project, including any non-participating construction items
  - c. Show all changes to existing motorized/non-motorized lane and shoulder widths. Label the proposed widths
  - d. Show agency's right of way (ROW) lines when permanent or temporary ROW impacts are possible. (As appropriate, also show Caltrans', Railroad, and all other government agencies ROW lines)
3. **Typical cross-section(s)** showing existing and proposed conditions. Engineer's Initials: CCO  
*(Include cross-section for each controlling configuration that varies significantly from the typical)*
  - a. Show and dimension: changes in lane widths, ROW lines, side slopes, etc.
4. **Detailed Engineer's Estimate** Engineer's Initials: CCO
  - a. Estimate is reasonable and complete.
  - b. Each of the main project elements are broken out into separate construction items. The costs for each item are based on calculated quantities and appropriate corresponding unit costs
  - c. All non-participating costs in relation to the ATP funding are clearly identified and accounted for separately from the eligible costs.
  - d. All project elements the applicant intends to utilize the CCC (or a certified community conservation corps) on need to be clearly identified and accounted for
  - e. All project development costs to be funded by the ATP need to be accounted for in the total project cost

5. **Crash/Safety Data, Collision maps and Countermeasures:** Engineer's Initials: CLW  
 a. Confirmation that crash data shown occurred within influence area of proposed improvements.

6. **Project Schedule and Requested programming of ATP funding** Engineer's Initials: CLW  
 a. All applicants must anticipate receiving federal ATP funding for the project and therefore the project schedules and programming included in the application must account for all applicable requirements and timeframes.  
 b. "Completed Dates" for project Milestone Dates shown in the application have been reviewed and verified  
 c. "Expected Dates" for project Milestone Dates shown in the application account for all reasonable project timetables, including: Interagency MOUs, Caltrans agreements, CTC allocations, FHWA authorizations, federal environmental studies and approvals, federal right-of-way acquisitions, federal consultant selections, project permits, etc.  
 d. The fiscal year and funding amounts shown in the PPR must be consistent with the values shown in the project cost estimate(s), expected project milestone dates and expected matching funds.

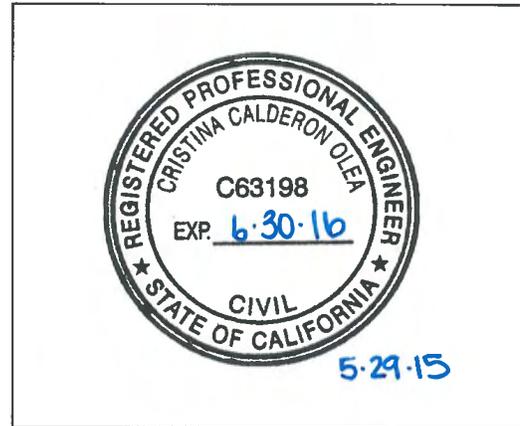
7. **Warrant studies/guidance (Check if not applicable)** Engineer's Initials: \_\_\_\_\_  
 N/A a. For new Signals – Warrant 4, 5 or 7 must be met (CA MUTCD): Signal warrants must be documented as having been met based on the CA MUTCD

8. **Additional narration and documentation:** Engineer's Initials: CLW  
 a. The text in the "Narrative Questions" in the application is consistent with and supports the engineering logic and calculations used in the development of the plans/maps and estimate  
 b. When needed to clarify non-standard ATP project elements (i.e. vehicular roadway widening necessary for the construction of the primary ATP elements); appropriate documentation is attached to the application to document the engineering decisions and calculations requiring the inclusion of these non-standard elements.

**Licensed Engineer:**

Name (Last, First): OLEA, CRISTINA  
 Title: PROJECT MANAGER  
 Engineer License Number: C63198  
 Signature: Cristina C. Olea  
 Date: 5.29.15  
 Email: cristina.c.olea@sfdpw.org  
 Phone: 415.558.4004

**Engineer's Stamp:**

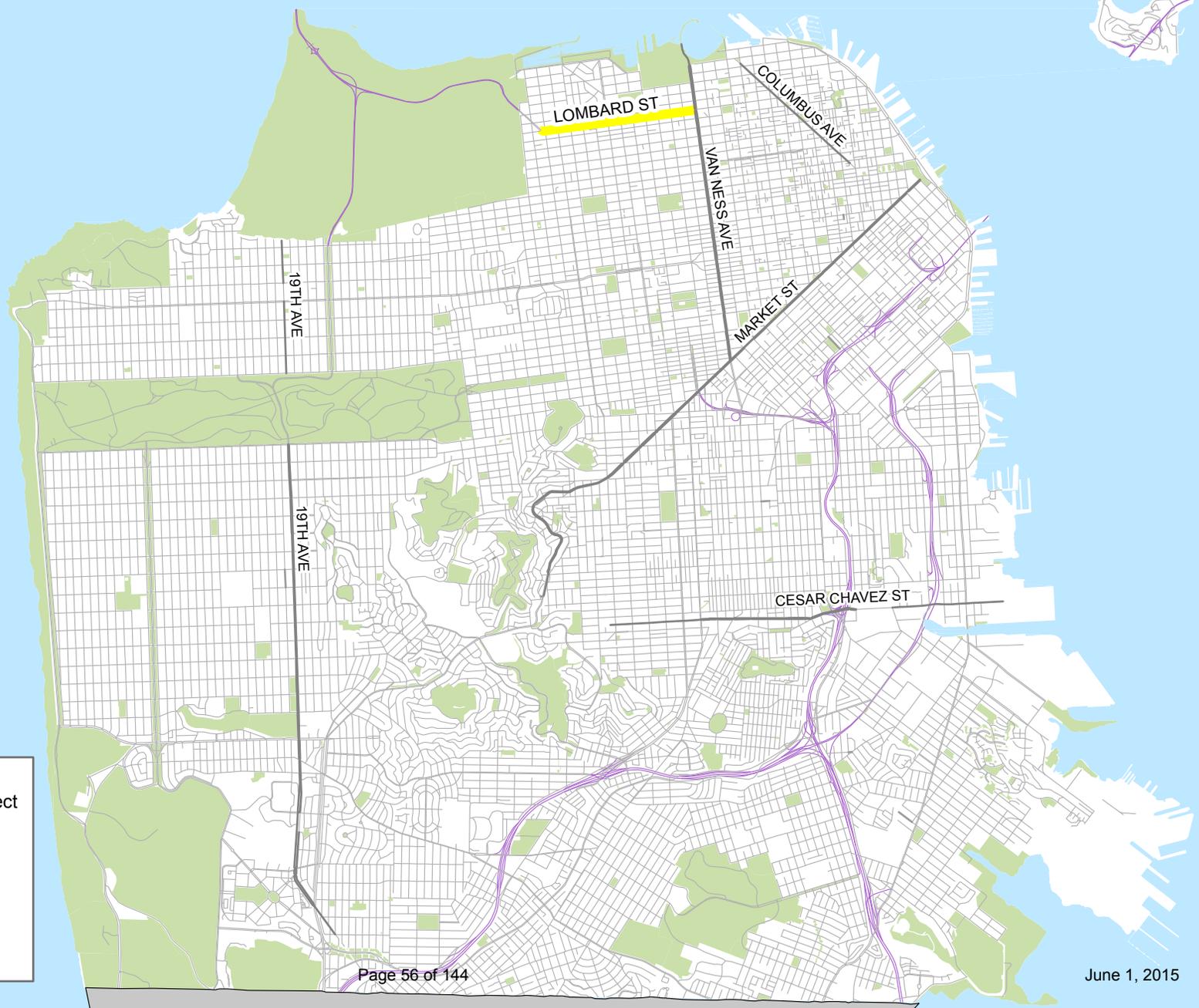


## **Attachment D**

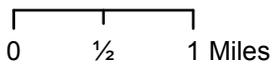
### **Project Location Map**

# Lombard Street Vision Zero Project

## Vicinity Map



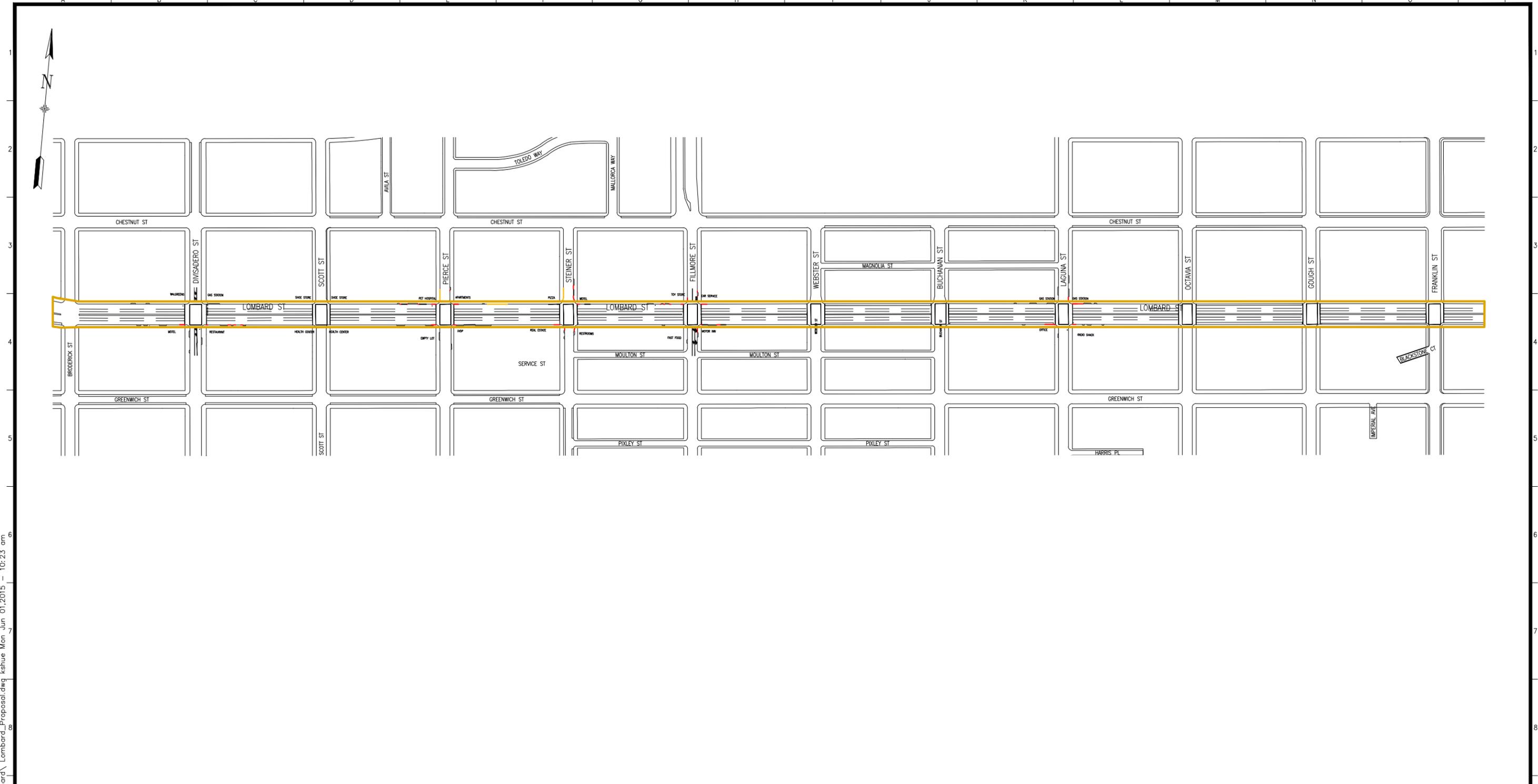
 Lombard Corridor Safety Project



Modified: 5/15/15  
SFMTA Sustainable Streets  
ATP Lombard Street Vision Zero

## **Attachment E**

### **Project Map/Plans showing existing and proposed conditions**



**CONCEPTUAL DESIGN  
NOT FOR CONSTRUCTION**

T:\E-FILES\Transit\_Engineering\TEP\TRP\28\_Lombard\Lombard\_Proposal.dwg kshue Mon Jun 01 2015 10:23 am

NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS SEE IF YOU HAVE LATEST REVISION				



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

DRAWN:	DATE:
KAS	2/2015
CHECKED:	DATE:
DLA	2/2015

APPROVED	
SENIOR ENGINEER	DATE:
CITY TRAFFIC ENGINEER	DATE:

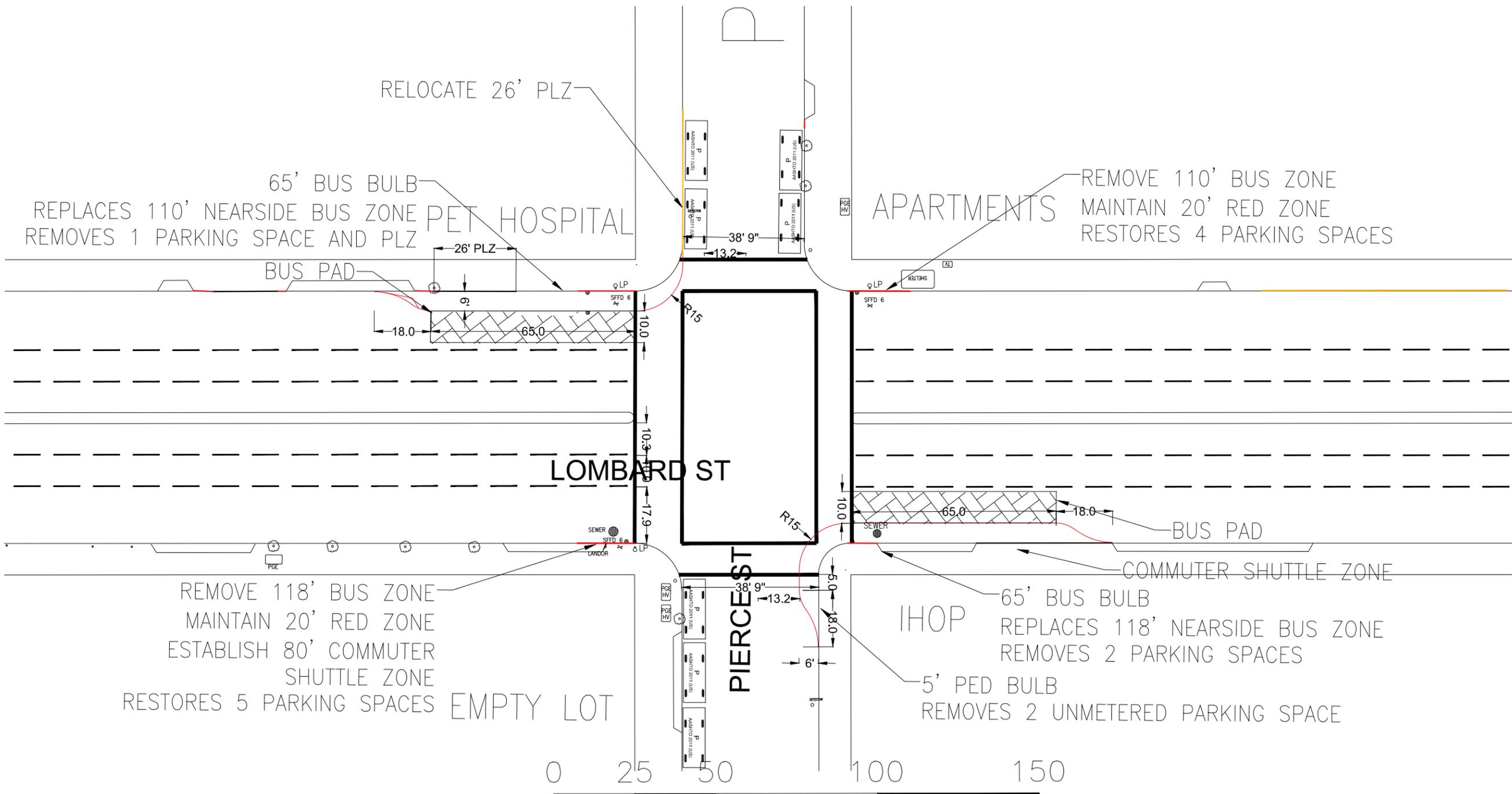
SCALE:
AS NOTED
SHEET OF SHEETS
1 OF 1

MUNI FORWARD  
28-LOMBARD PROJECT

CALTRANS RIGHT OF WAY  
TURNING TEMPLATES

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





SCALE IN FEET

**CONCEPTUAL DESIGN  
NOT FOR CONSTRUCTION**

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NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS SEE IF YOU HAVE LATEST REVISION				



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

DRAWN:	DATE:
KAS	2/2015
CHECKED:	DATE:
DLA	2/2015

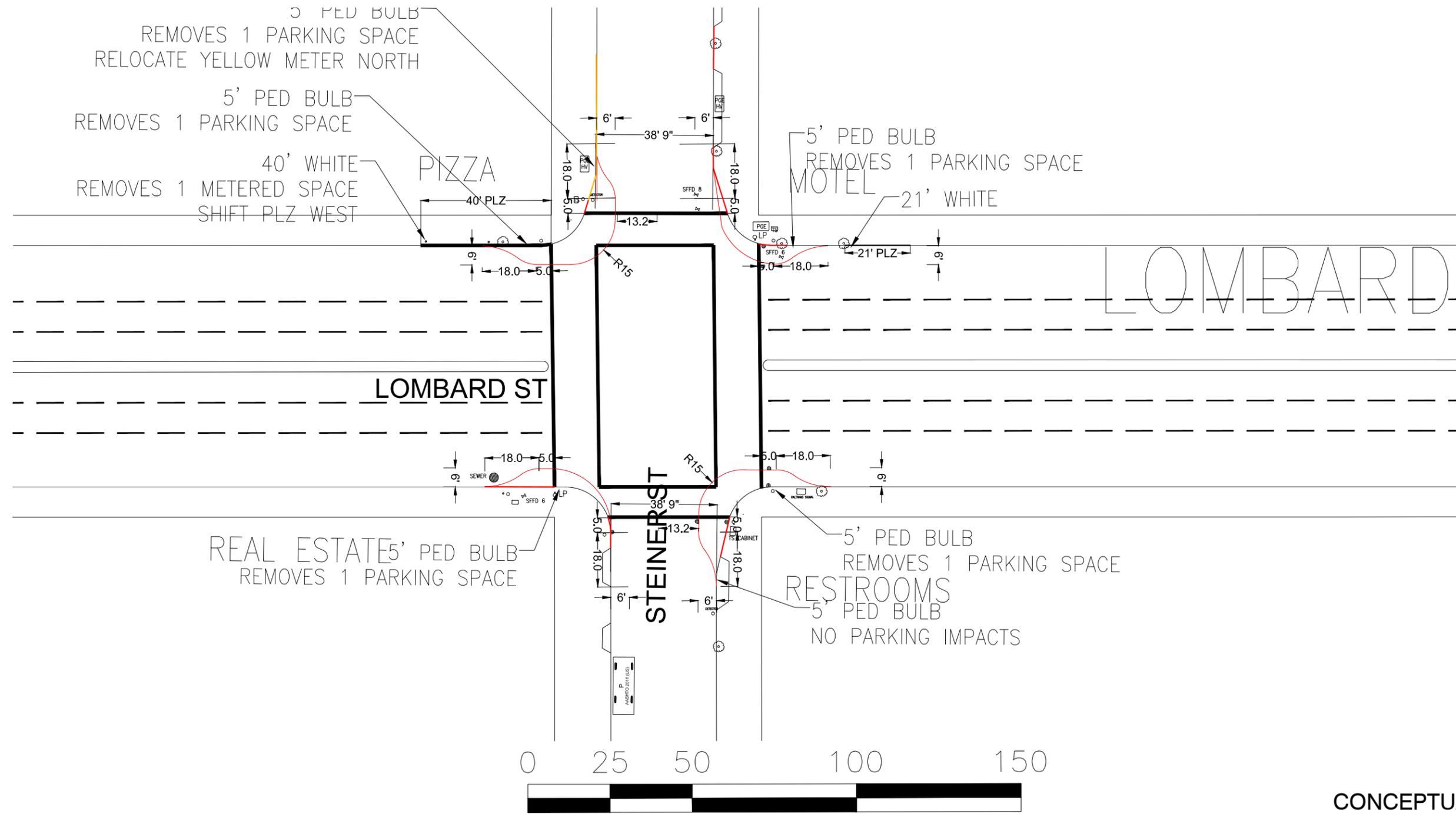
APPROVED	
SENIOR ENGINEER	DATE:
CITY TRAFFIC ENGINEER	DATE:

SCALE:
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1 OF 1

**MUNI FORWARD  
28-LOMBARD PROJECT**

**LOMBARD AND PIERCE  
TURNING TEMPLATES**

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



SCALE IN FEET

**CONCEPTUAL DESIGN  
NOT FOR CONSTRUCTION**

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NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS SEE IF YOU HAVE LATEST REVISION				



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

DRAWN:	DATE:
KAS	2/2015
CHECKED:	DATE:
DLA	2/2015

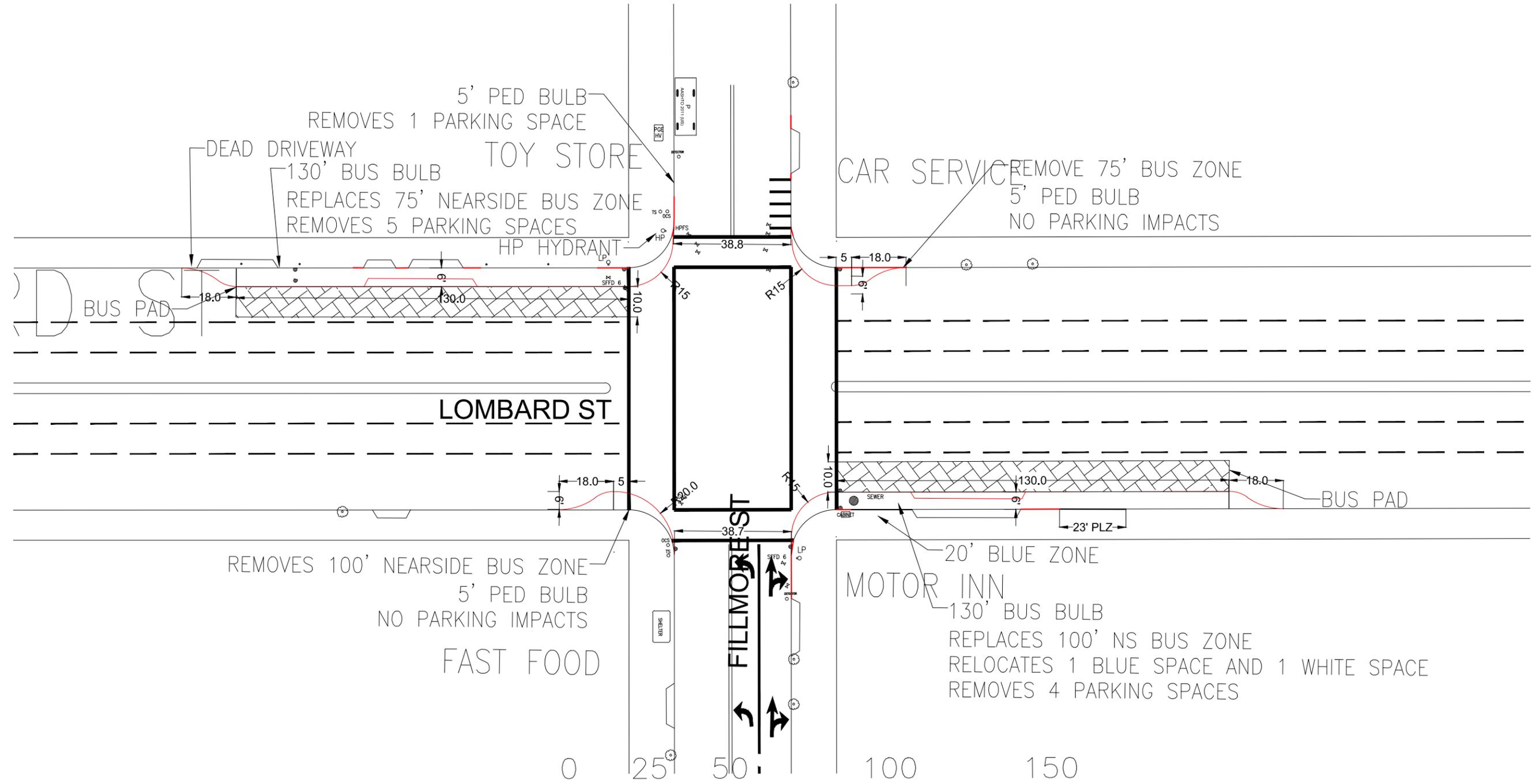
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SENIOR ENGINEER	DATE:
CITY TRAFFIC ENGINEER	DATE:

SCALE:
AS NOTED
SHEET OF SHEETS
1 OF 1

MUNI FORWARD  
28-LOMBARD PROJECT

LOMBARD AND STEINER  
TURNING TEMPLATES

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



SCALE IN FEET

**CONCEPTUAL DESIGN  
NOT FOR CONSTRUCTION**

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NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS SEE IF YOU HAVE LATEST REVISION				



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

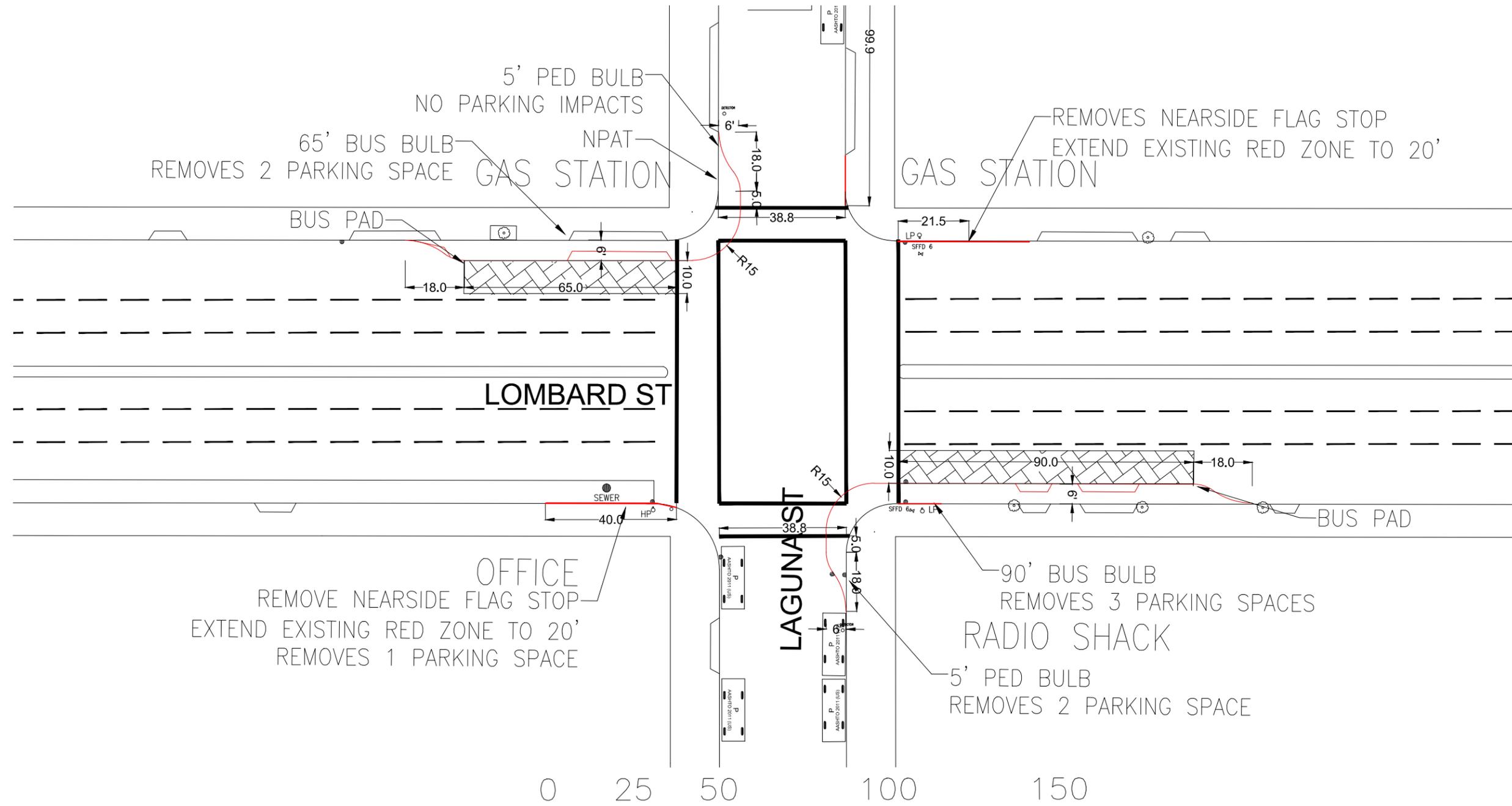
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DLA	2/2015

APPROVED	
SENIOR ENGINEER	DATE:
CITY TRAFFIC ENGINEER	DATE:

SCALE:
AS NOTED
SHEET OF SHEETS
1 OF 1

MUNI FORWARD  
28-LOMBARD PROJECT  
  
LOMBARD AND FILLMORE  
TURNING TEMPLATES

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



**CONCEPTUAL DESIGN  
NOT FOR CONSTRUCTION**

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ATP Lombard Street Vision Zero

NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS SEE IF YOU HAVE LATEST REVISION				



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

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KAS	2/2015
CHECKED:	DATE:
DLA	2/2015

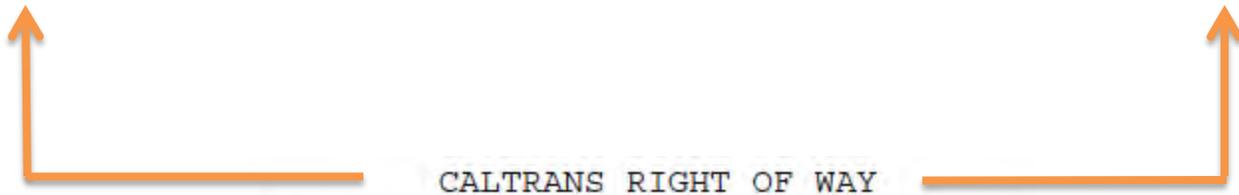
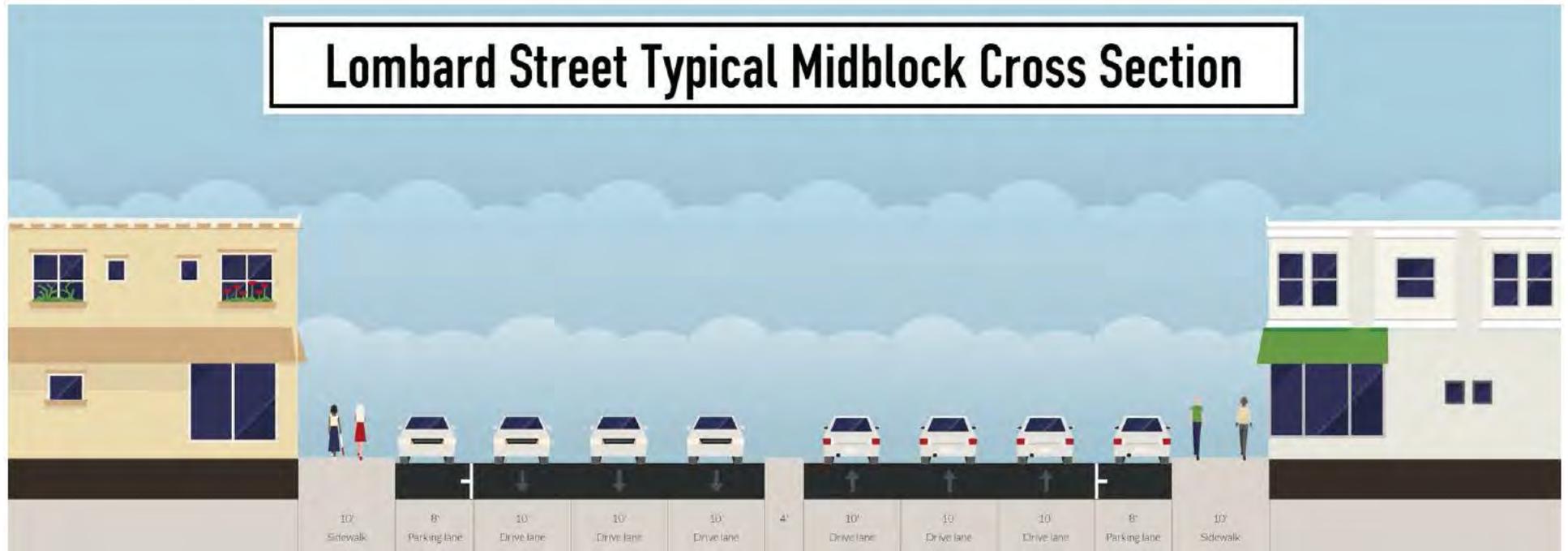
APPROVED	
SENIOR ENGINEER	DATE:
CITY TRAFFIC ENGINEER	DATE:

SCALE:
AS NOTED
SHEET OF SHEETS
1 OF 1

MUNI FORWARD  
28-LOMBARD PROJECT

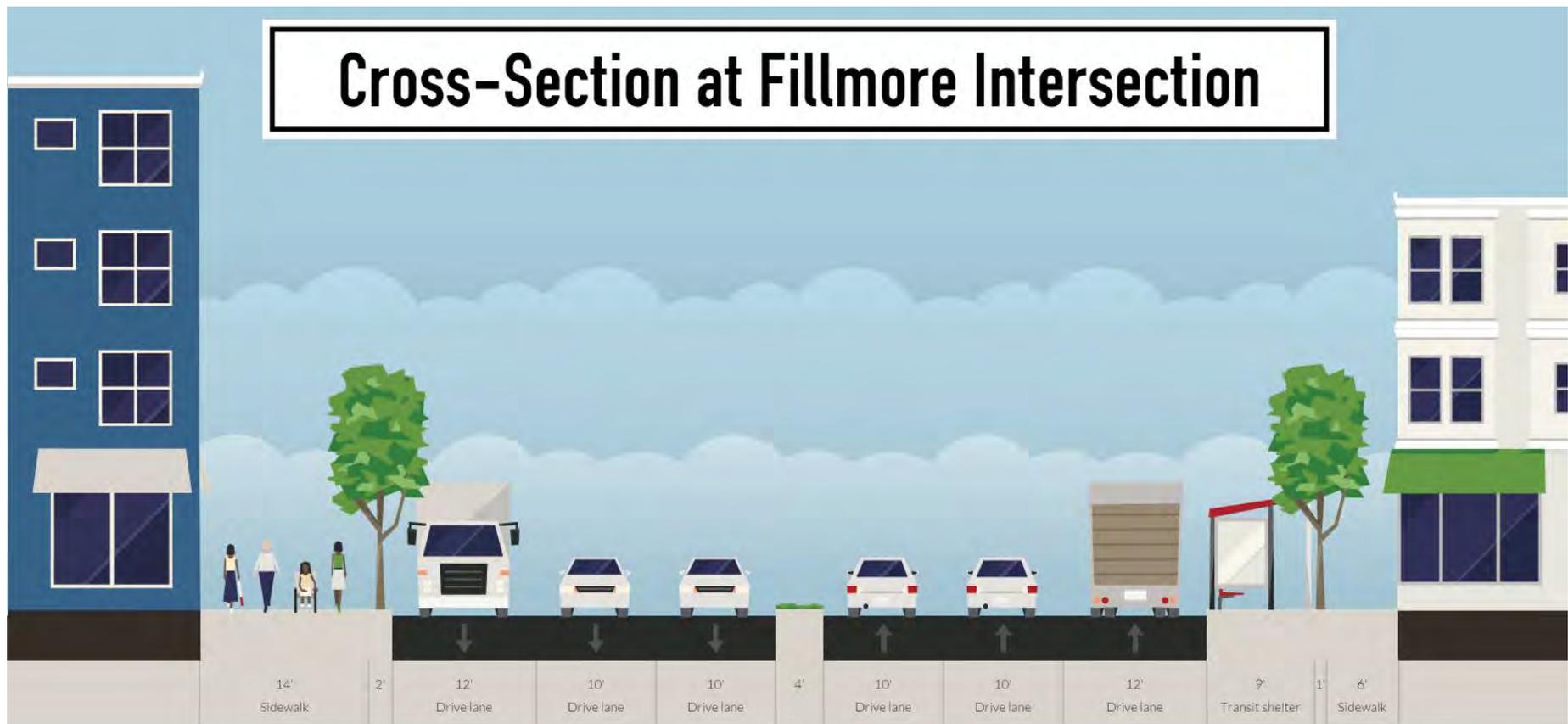
LOMBARD AND LAGUNA  
TURNING TEMPLATES

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



CALTRANS RIGHT OF WAY  
\*\*Lane widths and ROW will not change

# Cross-Section at Fillmore Intersection



CALTRANS RIGHT OF WAY

\*\*Lane widths and ROW will not change, curb extensions will extend 6' into 8' parking lane. Attachment will plan view better illustrates this configuration.

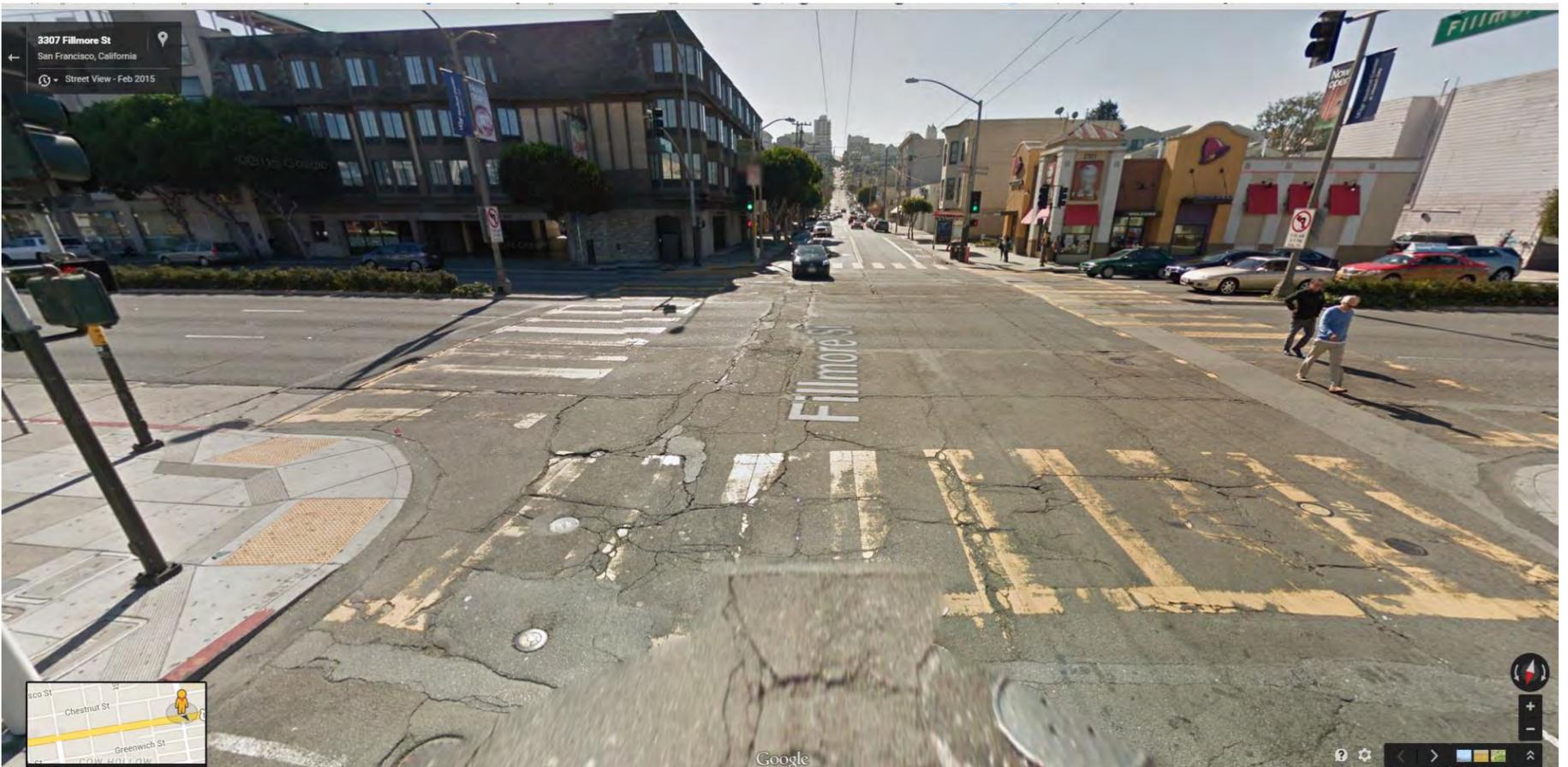
## **Attachment F**

### **Photos of Existing Conditions**

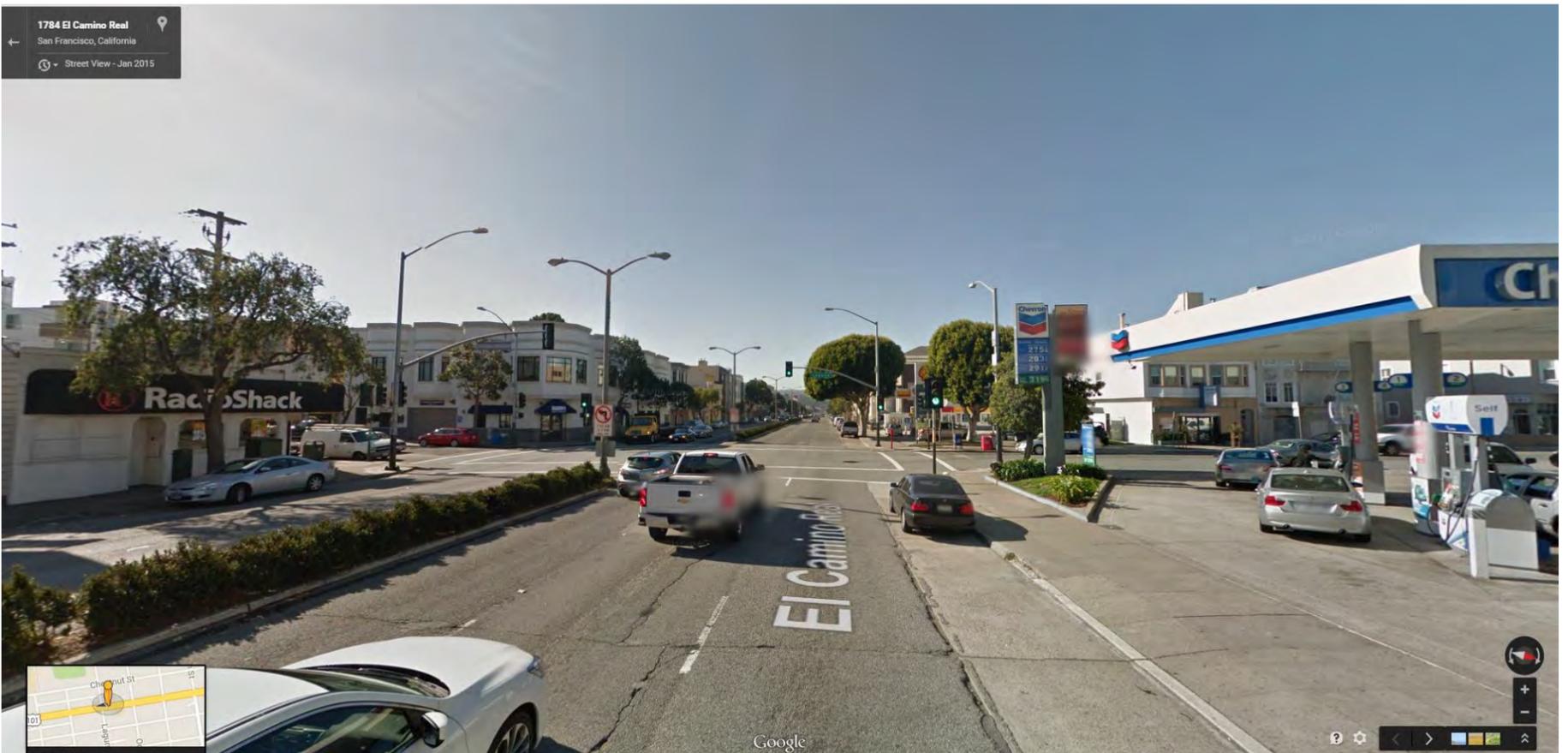
From SE corner of Lombard and Divisadero looking NW:



From north crosswalk of Fillmore looking south:



From nearside Laguna on Lombard looking west:



## **Attachment G**

### **Project Estimate**

DETAILED COST ESTIMATE							FUNDING PLAN										
Planning / Conceptual Engineering							ATP Eligible Items								Non-Participating Items		
Position (Title and Classification)	Hours	Hourly Base Salary	Overhead Rate	Hourly Fully Burdened	FTE	Total Cost	Source: ATP		Source: STIP		Source: Local		Source: ATP, STIP, Local (Total Participating Cost)		Source: Local		
							\$	%	\$	%	\$	%	\$	%	\$	%	
<b>Agency: SFMTA</b>																	
Transportation Planner III / 5289	100	\$ 50,700	2.90	\$ 146.99	0.0481	\$ 14,699	\$ -	0%	\$ -	0%	\$ 14,699.23	100%	\$ 14,699.23	100%	\$ -	0%	
Junior Engineer/5201	200	\$ 42,538	2.95	\$ 125.46	0.0962	\$ 25,092	\$ -	0%	\$ -	0%	\$ 25,091.98	100%	\$ 25,091.98	100%	\$ -	0%	
Manager III / 9177	40	\$ 62,553	2.83	\$ 176.87	0.0192	\$ 7,075	\$ -	0%	\$ -	0%	\$ 7,074.94	100%	\$ 7,074.94	100%	\$ -	0%	
Public Information Officer / 1312	40	\$ 39,840	2.88	\$ 114.84	0.0192	\$ 4,594	\$ -	0%	\$ -	0%	\$ 4,593.71	100%	\$ 4,593.71	100%	\$ -	0%	
<b>Agency: DPW</b>																	
Project Manager II/5504	100	\$ 74,688	2.68	\$ 199.89	0.0481	\$ 19,989	\$ -	0%	\$ -	0%	\$ 19,989.36	100%	\$ 19,989.36	100%	\$ -	0%	
Project Manager I/5502	100	\$ 64,550	2.68	\$ 172.76	0.0481	\$ 17,276	\$ -	0%	\$ -	0%	\$ 17,276.16	100%	\$ 17,276.16	100%	\$ -	0%	
Engineer/5241 (Civil, Elect, Hydraulic)	30	\$ 64,700	2.68	\$ 173.16	0.0144	\$ 5,195	\$ -	0%	\$ -	0%	\$ 5,194.89	100%	\$ 5,194.89	100%	\$ -	0%	
Associate Engineer/5207 (Civil, Elect, Hydraulic)	30	\$ 55,888	2.68	\$ 149.58	0.0144	\$ 4,487	\$ -	0%	\$ -	0%	\$ 4,487.32	100%	\$ 4,487.32	100%	\$ -	0%	
Junior Engineer/5201 (Civil, Elect, Hydraulic)	30	\$ 42,538	2.68	\$ 113.85	0.0144	\$ 3,415	\$ -	0%	\$ -	0%	\$ 3,415.42	100%	\$ 3,415.42	100%	\$ -	0%	
Landscape Architect/5274	60	\$ 64,700	2.68	\$ 173.40	0.0288	\$ 10,404	\$ -	0%	\$ -	0%	\$ -	0%	\$ -	0%	\$ 10,403.76	100%	
Landscape Architectural Associate I/5262	80	\$ 48,050	2.68	\$ 128.77	0.0385	\$ 10,302	\$ -	0%	\$ -	0%	\$ -	0%	\$ -	0%	\$ 10,301.92	100%	
Disability Access Coordinator/6335	8	\$ 73,825	2.68	\$ 197.59	0.0038	\$ 1,581	\$ -	0%	\$ -	0%	\$ 1,580.68	100%	\$ 1,580.68	100%	\$ -	0%	
Public Information Officer / 1312	90	\$ 39,840	2.68	\$ 106.63	0.0431	\$ 9,562	\$ -	0%	\$ -	0%	\$ 9,562.38	100%	\$ 9,562.38	100%	\$ -	0%	
<b>Planning / Conceptual Engineering Total</b>	<b>908</b>				<b>0.1827</b>	<b>\$ 133,672</b>	<b>\$ -</b>	<b>0%</b>	<b>\$ -</b>	<b>0%</b>	<b>\$ 133,672.00</b>	<b>100%</b>	<b>\$ 133,672.00</b>	<b>100%</b>	<b>\$ -</b>	<b>0%</b>	
<b>Environmental</b>																	
<b>Agency: SFMTA</b>																	
		<b>Hourly Base Salary</b>	<b>Overhead Rate</b>	<b>Hourly Fully Burdened</b>	<b>FTE</b>	<b>Total Cost</b>											
Planning Department Fee	--					\$ 6,285	\$ -	0%	\$ -	0%	\$ 6,285.00	100%	\$ 6,285.00	100%	\$ -	0%	
5203 Assistant Engineer	70	\$ 45,325	2.83	\$ 128.31	0.0337	\$ 8,982	\$ -	0%	\$ -	0%	\$ 8,981.70	100%	\$ 8,981.70	100%	\$ -	0%	
5289 Planner III	50	\$ 52,376	2.81	\$ 146.93	0.0240	\$ 7,347	\$ -	0%	\$ -	0%	\$ 7,346.50	100%	\$ 7,346.50	100%	\$ -	0%	
<b>Agency: DPW</b>																	
Project Manager II/5504	50	\$ 74,688	2.68	\$ 148.93	0.0240	\$ 7,447	\$ -	0%	\$ -	0%	\$ 7,446.50	100%	\$ 7,446.50	100%	\$ -	0%	
Project Manager I/5502	50	\$ 64,550	2.68	\$ 149.93	0.0240	\$ 7,497	\$ -	0%	\$ -	0%	\$ 7,496.50	100%	\$ 7,496.50	100%	\$ -	0%	
Manager III / 0931	50	\$ 61,513	2.68	\$ 150.93	0.0240	\$ 7,547	\$ -	0%	\$ -	0%	\$ 7,546.50	100%	\$ 7,546.50	100%	\$ -	0%	
<b>Environmental Total</b>	<b>120</b>				<b>0.0577</b>	<b>\$ 16,328</b>	<b>\$ -</b>	<b>0%</b>	<b>\$ -</b>	<b>0%</b>	<b>\$ 16,328.00</b>	<b>100%</b>	<b>\$ 16,328.00</b>	<b>100%</b>	<b>\$ -</b>	<b>0%</b>	
<b>Design Phase</b>																	
		<b>Hourly Base Salary</b>	<b>Overhead Rate</b>	<b>Hourly Fully Burdened</b>	<b>FTE</b>	<b>Total Cost</b>											
<b>Agency: SFMTA</b>																	
Transportation Planner III / 5289	200	\$ 50,700	2.90	\$ 146.99	0.0962	\$ 29,398	\$ -	0%	\$ -	0%	\$ 29,398.46	100%	\$ 29,398.46	100%	\$ -	0%	
Transportation Planner IV / 5290	80	\$ 60,125	2.86	\$ 172.22	0.0385	\$ 13,778	\$ -	0%	\$ -	0%	\$ 13,777.72	100%	\$ 13,777.72	100%	\$ -	0%	
Junior Engineer/5201	160	\$ 42,538	2.95	\$ 125.46	0.0769	\$ 20,074	\$ -	0%	\$ -	0%	\$ 20,073.58	100%	\$ 20,073.58	100%	\$ -	0%	
Associate Engineer/5207	80	\$ 55,888	2.88	\$ 160.88	0.0385	\$ 12,871	\$ -	0%	\$ -	0%	\$ 12,870.57	100%	\$ 12,870.57	100%	\$ -	0%	
<b>Agency: DPW</b>																	
Project Manager II/5504	1040	\$ 74,688	2.68	\$ 199.89	0.5000	\$ 207,889	\$ -	0%	\$ -	0%	\$ 207,889.37	100%	\$ 207,889.37	100%	\$ -	0%	
Project Manager I/5502	520	\$ 64,550	2.68	\$ 172.76	0.2500	\$ 89,836	\$ -	0%	\$ -	0%	\$ 89,836.04	100%	\$ 89,836.04	100%	\$ -	0%	
Senior Engineer/5211	300	\$ 74,888	2.68	\$ 200.43	0.1442	\$ 60,129	\$ -	0%	\$ -	0%	\$ 60,128.67	100%	\$ 60,128.67	100%	\$ -	0%	
Engineer/5241 (Civil, Elect, Hydraulic)	200	\$ 64,700	2.68	\$ 173.16	0.0962	\$ 34,633	\$ -	0%	\$ -	0%	\$ 34,632.62	100%	\$ 34,632.62	100%	\$ -	0%	
Associate Engineer/5207 (Civil, Elect, Hydraulic)	200	\$ 55,888	2.68	\$ 149.58	0.0962	\$ 29,915	\$ -	0%	\$ -	0%	\$ 29,915.46	100%	\$ 29,915.46	100%	\$ -	0%	
Assistant Engineer/5203 (Civil, Elect, Hydraulic)	800	\$ 48,050	2.68	\$ 128.60	0.3846	\$ 102,881	\$ -	0%	\$ -	0%	\$ 102,880.82	100%	\$ 102,880.82	100%	\$ -	0%	
Junior Engineer/5201 (Civil, Elect, Hydraulic)	800	\$ 42,538	2.68	\$ 113.85	0.3846	\$ 91,078	\$ -	0%	\$ -	0%	\$ 91,077.89	100%	\$ 91,077.89	100%	\$ -	0%	
Landscape Architect/5274	200	\$ 64,700	2.68	\$ 173.40	0.0962	\$ 34,679	\$ -	0%	\$ -	0%	\$ -	0%	\$ -	0%	\$ 34,679.20	100%	
Landscape Architectural Associate I/5262	300	\$ 48,050	2.68	\$ 128.77	0.1442	\$ 38,632	\$ -	0%	\$ -	0%	\$ -	0%	\$ -	0%	\$ 38,632.20	100%	
Disability Access Coordinator/6335	52	\$ 73,825	2.68	\$ 197.59	0.0250	\$ 10,274	\$ -	0%	\$ -	0%	\$ 10,274.43	100%	\$ 10,274.43	100%	\$ -	0%	
Project Manager II/5504 (Env)	82	\$ 74,688	2.68	\$ 199.89	0.0394	\$ 16,391	\$ -	0%	\$ -	0%	\$ 16,391.28	100%	\$ 16,391.28	100%	\$ -	0%	
Assistant Project Manager/5262 (Env)	82	\$ 64,550	2.68	\$ 172.76	0.0394	\$ 14,166	\$ -	0%	\$ -	0%	\$ 14,166.45	100%	\$ 14,166.45	100%	\$ -	0%	
Public Information Officer / 1312	81	\$ 39,840	2.68	\$ 106.63	0.0391	\$ 8,661	\$ -	0%	\$ -	0%	\$ 8,661.37	100%	\$ 8,661.37	100%	\$ -	0%	
<b>Design Total</b>	<b>5177</b>				<b>2.4891</b>	<b>\$ 815,286</b>	<b>\$ -</b>	<b>0%</b>	<b>\$ -</b>	<b>0%</b>	<b>\$ 815,286.00</b>	<b>100%</b>	<b>\$ 815,286.00</b>	<b>100%</b>	<b>\$ -</b>	<b>0%</b>	

DETAILED COST ESTIMATE							FUNDING PLAN									
Planning / Conceptual Engineering							ATP Eligible Items				Non-Participating Items					
Position (Title and Classification)	Hours	Hourly Base Salary	Overhead Rate	Hourly Fully Burdened	FTE	Total Cost	Source: ATP		Source: STIP		Source: Local		Source: ATP, STIP, Local (Total Participating Cost)		Source: Local	
<b>Construction Phase Hard Costs - Early Implementation</b>																
<i>Traffic Signals:</i>																
Leading Pedestrian Interval			3	EA	\$ 5,000	\$ 15,000.00	\$ -	0%	\$ -	0%	\$ 15,000.00	100%	\$ 15,000.00	100%	\$ -	0%
<i>Pedestrian and Bicycle Improvements:</i>																
Daylighting & Continental Crosswalks & Advanced Stop Bars			14	INT	\$ 2,000	\$ 28,000.00	\$ -	0%	\$ -	0%	\$ 28,000.00	100%	\$ 28,000.00	100%	\$ -	0%
<b>Early Implementation Total</b>						<b>\$ 43,000.00</b>	<b>\$ -</b>	<b>0%</b>	<b>\$ -</b>	<b>0%</b>	<b>\$ 43,000.00</b>	<b>100%</b>	<b>\$ 43,000.00</b>	<b>100%</b>	<b>\$ -</b>	<b>0%</b>
<b>Construction Phase Hard Costs - Contract</b>																
Item			Unit	Quantity	Unit Price	Cost										
<i>Transit and Pedestrian Bulbs:</i>																
New 130-foot Transit Bulb with Ped Bulb			2	EA	\$ 300,000	\$ 600,000.00	\$ 351,986	58.7%	\$ 176,941	29.5%	\$ 71,073	11.8%	\$ 600,000.00	100%	\$ -	0%
New 130-foot Transit Bulb without Ped Bulb			2	EA	\$ 280,000	\$ 560,000.00	\$ 328,520	58.7%	\$ 165,145	29.5%	\$ 66,335	11.8%	\$ 560,000.00	100%	\$ -	0%
New 65-foot Transit Bulb with Ped Bulb			3	EA	\$ 180,000	\$ 540,000.00	\$ 316,787	58.7%	\$ 159,247	29.5%	\$ 63,966	11.8%	\$ 540,000.00	100%	\$ -	0%
New 65-foot Transit Bulb without Ped Bulb			1	EA	\$ 160,000	\$ 160,000.00	\$ 93,863	58.7%	\$ 47,184	29.5%	\$ 18,953	11.8%	\$ 160,000.00	100%	\$ -	0%
New Single Pedestrian Bulb			4	EA	\$ 80,000	\$ 320,000.00	\$ 187,726	58.7%	\$ 94,369	29.5%	\$ 37,906	11.8%	\$ 320,000.00	100%	\$ -	0%
New Dual Pedestrian Bulb			2	EA	\$ 140,000	\$ 280,000.00	\$ 164,260	58.7%	\$ 82,572	29.5%	\$ 33,168	11.8%	\$ 280,000.00	100%	\$ -	0%
Sensys to Replace Caltrans Loop			24	EA	\$ 15,000	\$ 360,000.00	\$ 211,191	58.7%	\$ 106,165	29.5%	\$ 42,644	11.8%	\$ 360,000.00	100%	\$ -	0%
Streetscaping on Transit Bulbs			8	EA	\$ 20,000	\$ 160,000.00	\$ 4,693	2.9%	\$ 2,359	1.5%	\$ 948	0.6%	\$ 8,000.00	5%	\$ 152,000.00	95%
Signal Timing			14	EA	\$ 5,000	\$ 70,000.00	\$ 41,065	58.7%	\$ 20,643	29.5%	\$ 8,292	11.8%	\$ 70,000.00	100%	\$ -	0%
Bicycle Racks			8 to 16	EA	FREE								\$ -	100%	\$ -	0%
<i>Transit Support</i>																
Muni Inspector Support			1	LS	\$ 600,000	\$ 600,000.00	\$ 351,986	58.7%	\$ 176,941	29.5%	\$ 71,073	11.8%	\$ 600,000.00	100%	\$ -	0%
<i>Other:</i>																
Utility Adjustments			13	BLK	\$ 88,000	\$ 1,144,000.00	\$ 671,119	58.7%	\$ 337,367	29.5%	\$ 135,513	11.8%	\$ 1,144,000.00	100%	\$ -	0%
<b>Contract Subtotal</b>						<b>\$ 4,794,000</b>	<b>\$ 2,723,195</b>	<b>56.8%</b>	<b>\$ 1,368,934</b>	<b>28.6%</b>	<b>\$ 549,872</b>	<b>11.5%</b>	<b>\$ 4,642,000</b>	<b>97%</b>	<b>\$ 152,000</b>	<b>3%</b>
<i>Contract Contingency (7.35%)</i>						\$ 352,359	\$ 200,155	56.8%	\$ 100,617	28.6%	\$ 40,416	11.5%	\$ 341,187	97%	\$ 11,172	3%
<i>Contract Inflation</i>						\$ 670,000	\$ 380,588	56.8%	\$ 191,319	28.6%	\$ 76,849	11.5%	\$ 648,757	97%	\$ 21,243	3%
<b>Construction Contract Hard Costs Total</b>						<b>\$ 5,816,359</b>	<b>\$ 3,303,938</b>	<b>56.8%</b>	<b>\$ 1,660,870</b>	<b>28.6%</b>	<b>\$ 667,137</b>	<b>11.5%</b>	<b>\$ 5,631,944</b>	<b>97%</b>	<b>\$ 184,415</b>	<b>3%</b>
<i>Construction Contract Labor Costs Total (CM/CE) (15%)</i>						\$ 872,454	\$ 495,591	56.8%	\$ 249,130	28.6%	\$ 100,070	11.5%	\$ 844,792	97%	\$ 27,662	3%
<b>Construction Contract Total</b>						<b>\$ 6,688,813</b>	<b>\$ 3,799,528.35</b>	<b>56.8%</b>	<b>\$ 1,910,000</b>	<b>28.6%</b>	<b>\$ 767,207</b>	<b>11.5%</b>	<b>\$ 6,476,735</b>	<b>97%</b>	<b>\$ 212,078</b>	<b>3%</b>
<b>Construction Total (Early Implementation &amp; Contract)</b>						<b>\$6,731,813</b>	<b>\$3,799,528</b>	<b>56.4%</b>	<b>\$ 1,910,000</b>	<b>28.4%</b>	<b>\$ 810,207</b>	<b>12%</b>	<b>\$6,519,735</b>	<b>97%</b>	<b>\$212,078</b>	<b>3%</b>
<b>TOTAL</b>						<b>\$ 7,697,099</b>	<b>\$ 3,799,528</b>	<b>49%</b>	<b>\$ 1,910,000</b>	<b>25%</b>	<b>\$ 1,775,493</b>	<b>23%</b>	<b>\$ 7,485,021</b>	<b>97%</b>	<b>\$ 212,078</b>	<b>3%</b>

## **Attachment H**

### **Non-Infrastructure Work Plan (Form 22-R)**

Not Applicable

## **Attachment I**

### **Narrative Questions backup information**

# Overview

# CHANGE IN MOTION

# 1

“ If you do not change direction,  
you may end up where you are heading.”

LAO TZU

## Overview – Change in Motion

The Transportation 2035 Plan looks deeply into the future, into the middle of the 21st century. There is reason to believe that the midpoint of Century 21 is going to be profoundly different than the middle of the 20th century, from which most of our present transportation planning assumptions and methodologies originate. We are looking ahead at a period of unprecedented changes. Some of these changes will be extensions of trends that have been emerging for some time, although many are just now coming into public consciousness. Other changes will be abrupt departures from the trends we are familiar with — transformative and structural changes, for which past practice provides little guidance.

Not all changes will be equally severe. Some of the changes on the horizon may merely require that we modify how we approach transportation planning to include factors that have heretofore played only a marginal role. Others may reverberate dramatically through all sectors of economic and social life, including our transportation behavior. But it seems certain that the changes we face will beget changes in the ways we move. Welcome to change in motion.

## Transportation 2035: Statement of Vision

Transportation 2035 is change in motion. Guided by the Three Es of sustainability – Economy, Environment and Equity (see pages 11 and 13) – the plan’s ambitious goals and performance objectives will transform not only the way we invest in transportation but the very way the Bay Area travels. Transportation 2035 sets forth a bold vision and takes us on a journey to:

**Where** mobility and accessibility are ensured for all Bay Area residents and visitors, regardless of race, age, income or disability; and

**Where** our bicycle and pedestrian facilities, public transit systems, local streets and roads, and highways are all safe and well-maintained and take us when and where we need to go; and

**Where** an integrated, market-based pricing system for the region’s carpool lanes (via a regional express lane network), bridges and roadways helps us not only to manage the demand on our mature transportation system but also to pay for its improvements; and

**Where** our lively and diverse metropolitan region is transformed by a growth pattern that creates complete communities with ready, safe and close access to jobs, shopping and services that are connected by a family of reliable and cost-effective transit services; and



**Where** technology advances move out of the lab and onto the street, including clean fuels and vehicles, sophisticated traffic operations systems to manage traffic flow and reduce delay and congestion on our roadways, advanced and accessible traveler information that allows us to make informed travel choices, and transit operational strategies that synchronize fare structures, schedules and routes to speed travel to our destinations; and

**Where** we have a viable choice to leave our autos at home and take advantage of a seamless network of accessible pedestrian and bicycle paths that connect to nearby bus, rail and ferry

services that can carry us to work, school, shopping, services or recreation; and

**Where** we lead and mobilize a partnership of regional and local agencies, businesses and stakeholders to take effective action to protect our climate and serve as a model for national and international action; and

**Where** our transportation investments and travel behaviors are driven by the need to reduce our impact on the earth’s natural habitats; and

**Where** all Bay Area residents enjoy a higher quality of life.

## Change Affects Planning

The Transportation 2035 Plan arises out of and is responsive to the unique historical moment we find ourselves in, when external forces and the Bay Area's own aspirations impel us to change the way we think about and plan our transportation future. Some of the most salient changes the Transportation 2035 Plan confronts are described below.

### Climate Change on the Region's Radar

The warming of Earth's climate due to emissions of greenhouse gases is now an accepted reality, and the consequences of this global phenomenon will make themselves felt to some degree despite any steps we may take to mitigate their impact. In California and the Bay Area we will experience a greater number of extreme-heat days, increased wildfire risk, a shrinking Sierra snowpack that would threaten the state's water supply, and a rise in sea level (which would threaten the transportation infrastructure concentrated near the shoreline of the Bay).

With transportation accounting for 40 percent of the region's greenhouse gas emissions, the Bay Area faces a clear imperative to address climate change in the Transportation 2035 planning process. If that by itself were not enough to motivate us, the landmark California Global Warming Solutions Act of 2006 (also known as

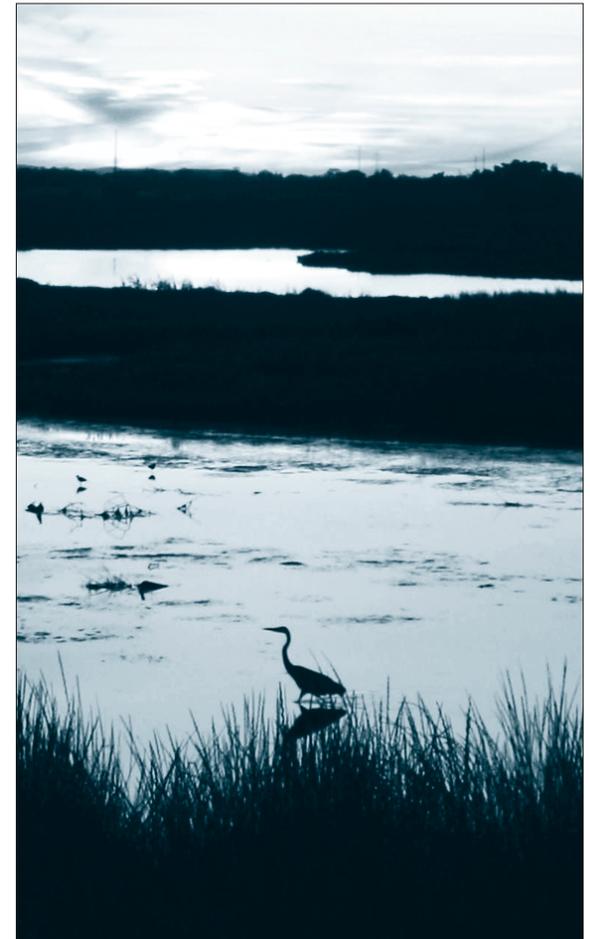
**“To protect the magnificence of San Francisco Bay and the environment of our entire region, our long-range plans must confront head-on the threat posed by climate change. This Transportation 2035 Plan begins to take up that challenge.”**

Will Travis, Executive Director, Bay Conservation and Development Commission

AB 32) mandates a reduction in greenhouse gas emissions to 1990 levels by the year 2020 — effectively a 15 percent cutback from today's level. And the signing last year by Governor Schwarzenegger of Senate Bill 375 — which mandates the California Air Resources Board to work with regional agencies like MTC and the Association of Bay Area Governments to curb sprawl and reduce greenhouse gas emissions — adds momentum to this effort. This plan must take on the challenge of achieving these climate change goals.

### Volatile Oil Prices Add Planning Wild Card

The record-high gasoline prices witnessed during the development of the Transportation 2035 Plan introduced a sudden and perhaps profound change into the planning process (though prices have eased considerably in more recent months; see chart on page 8). Combined with data indicating that the volume of gasoline sold in California actually declined in each of the last three years, higher oil prices could help boost

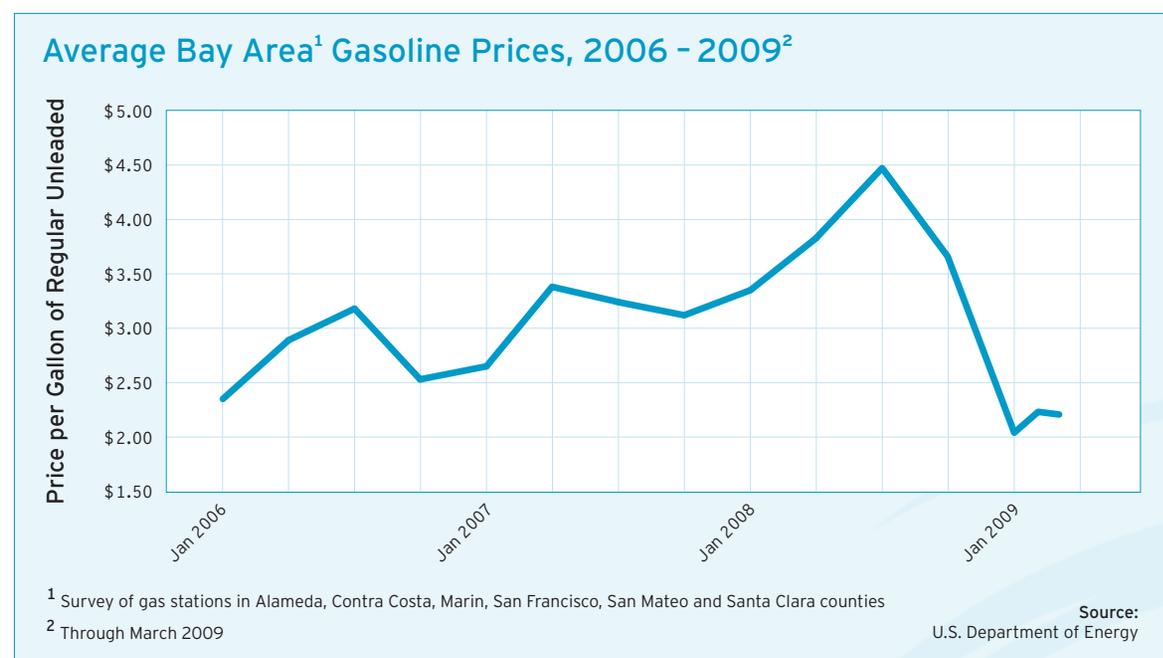


a nascent trend toward less driving — a trend bolstered by recent upticks in transit usage in the Bay Area. This could result in reductions in the number of vehicle miles traveled in the region, with beneficial impacts on congestion, highway fatalities, and greenhouse gas emissions and other air pollutants.

On the downside, the lion's share of transportation funding is derived from the federal and state excise taxes on gasoline, and if less fuel is purchased, fewer dollars are available for future improvements. Current levels of funding already fall short of our needs, and this will only get worse if people cut back on driving and buy less gas. New funding mechanisms will have to be developed. In the meantime, fuel taxes should be raised to recover lost purchasing power due to decades of legislative failure to adjust these vital levies.

## Land Use Changes in FOCUS

Not all changes present daunting challenges. Some changes show the way toward future progress. A case in point is a joint regional planning initiative called FOCUS, which promotes future growth in areas near transit and within communities that surround the San Francisco Bay. Still in its early years, FOCUS is getting considerable traction in the region, as demonstrated by the fact that 60 local government entities have volunteered to facilitate the designation of Priority Development Areas (PDAs) within their jurisdictions. A PDA is



The volatility of world oil markets makes long-range forecasting of gasoline prices an unusually speculative exercise. The rise or fall of gasoline and diesel prices can be powerful forces for change, but their future course is perilous to predict.

locally designated land where future growth can be channeled, at sufficient densities to take advantage of existing infrastructure and services, especially transit service. The current inventory of adopted PDAs (planned and potential) includes nearly 120 individual areas across the region. Together they comprise only about 3 percent of the region's land area, but based on estimates provided by local governments they could accommodate as much as 56 percent of the Bay Area's growth to the year 2035 — all in locations that will be accessible to high-quality transit. The early interest in this program is a hopeful sign for the region.

## Aging Population Portends Shift in Housing and Travel Choices

Key among the demographic changes that will affect Bay Area transportation is the aging of the Baby Boomers. As this sizeable segment of the region's residents reaches senior status, it is expected that many will relocate into smaller dwellings in the more urban portions of the Bay Area to have easier access to essential services and cultural opportunities. For some, with aging will come a loss of the ability to drive, and for those with low incomes or physical disabilities, "lifeline" transportation issues will

become increasingly important. From a land-use and mobility perspective, then, the graying of the Baby Boomers would seem to argue for a greater emphasis on smaller homes, low-maintenance housing arrangements, and a heavier reliance on non-driving transportation options, such as transit and ride-sharing with younger friends and family.

### Rising Construction Costs Put Premium on System Efficiency

For entities overseeing infrastructure programs, such as Caltrans, a longer-term trend toward higher global commodities prices has often

resulted in unprecedented construction cost increases. During 2005 and early 2006, some construction material prices rose much faster than consumer or producer price indices. The consequences of such price increases can include huge funding gaps that are not anticipated, delay or deferral of projects for a year or more (often leading to further inflation-caused cost increases), and even cancellation of projects. Because the Bay Area has a mature system, maintenance costs are significant, and delay or deferral of new projects means we must continue to pay dearly to maintain an aging system. While construction costs have abated during

the current economic downturn, it is imperative for us to look beyond infrastructure toward lower-cost, more-efficient ways to better manage the system we have in place.

One possible answer, advocated in this plan, is to institute a Bay Area Express Lane Network on the region's freeways. By giving drivers of non-carpool vehicles the option of "buying into" underutilized carpool lanes, the express lane network would allow us to better manage travel demand while raising needed revenue. And other technology-based improvements can help us to maximize operations of the existing freeway system.

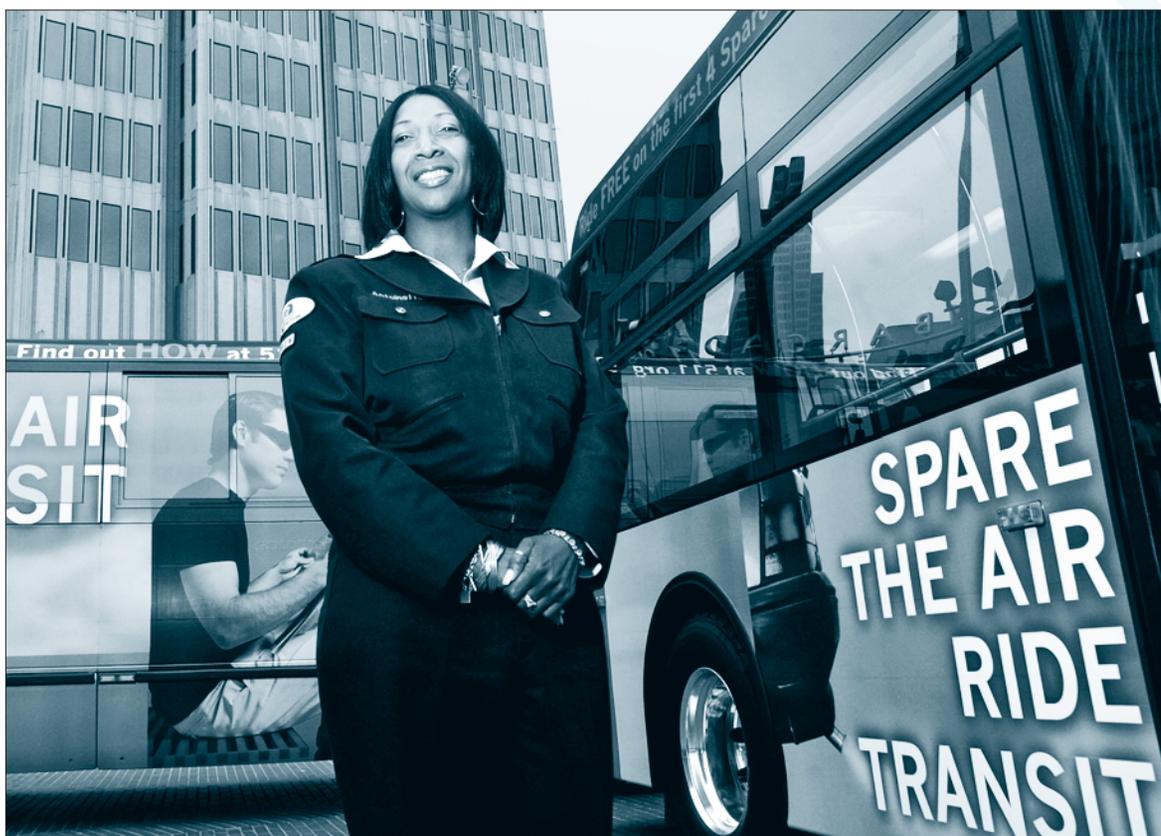


### Expiration of Federal Transportation Program Creates Uncertainty, Opportunity

The governing federal surface transportation legislation, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA), expires in September 2009. Expressing its desire to thoroughly review SAFETEA policies, programs and revenue mechanisms, Congress created a special study commission, the National Surface Transportation Policy and Revenue Study Commission, to advise it. This group issued its findings in early 2008, calling for a comprehensive plan to increase investment, expand services, repair infrastructure, demand accountability and refocus federal transportation policy, while

“One way to frame the planning challenge facing the Bay Area is: Are we going to be able to walk the talk? We have been talking for a long time about smart growth — about integrating transportation and land use — but we have not had enough ‘smart walk.’ We know what we need to do. The question is, are we ready to do it? Transportation 2035 will help test this readiness.”

Henry Gardner, Executive Director, Association of Bay Area Governments



maintaining a strong federal role in transportation. The possibility of fundamental reform of the federal transportation program introduces a fair measure of uncertainty, of course, but it also represents a tremendous opportunity for a new national transportation vision. And the coming to power of a new presidential administration in 2009 promises to add new impetus to this effort. Here again, the imminence of change forms the backdrop for the development of this plan.

## Planning to Cause Change

This plan does more than simply take into account the changing circumstances we face. It addresses them directly, adopting new approaches that distinguish this plan from its predecessors. Transportation 2035 epitomizes change at every turn — change in partners, change in the planning process, change in goals, and change in analytic approach. We have fashioned a plan that responds to the transportation needs and demands of a region ready for change.

### Collaboration

From the start, we extended our reach and embraced a new partnership with our sister regional agencies — the Association of Bay Area Governments, the Bay Area Air Quality Management District, and the Bay Conservation and Development Commission — to help us develop this long-range plan. With the help of our regional partners, this plan no longer focuses

solely on surface transportation infrastructure but takes into account how transportation affects our land-use patterns, air quality and climate changes, and vice versa.

## Vision Before Budget

In turn, our planning approach and process has changed. While previous plans focused first on budgets and how to slice the investment pie, Transportation 2035 first sought to define a vision for what the region's transportation system ought to look like in 2035, and then identified, in broad strokes, those policies and investments that would carry out that vision (see page 6). In our desire to put priorities before projects, we made a special effort to look beyond simple infrastructure solutions, and to consider a range of operational improvements and policy innovations.

## Economy, Environment, Equity

Rooted in the Three Es of Economy, Environment and Equity, the vision for Transportation 2035 is to support a prosperous and globally competitive economy, provide for a healthy and safe environment, and produce equitable opportunities for all Bay Area residents to share in the benefits of a well-maintained, efficient, regional transportation system. The eight goals that the Commission adopted for this plan (see page 13), including the new climate protection goal and the new transportation security and emergency



management goal, give more specific expression to our commitment to the Three E principles. The policies and investments in this plan are designed to help us achieve these goals and to advance the Three Es. The stakes are high: Failure to make progress toward these goals would not only have a negative impact on our transportation system, but would also degrade the overall quality of life in the Bay Area.

## Performance Counts

A performance-based planning approach was used to help us focus on measurable outcomes of potential investments and the degree to which

they support stated policies. The use of performance measures in the Bay Area's long-range transportation plan is not new with Transportation 2035. SB 1492 (Statutes of 2002) requires the Commission to establish performance measurement criteria on both a project and corridor level to evaluate and prioritize all new investments for consideration in the Regional Transportation Plan (RTP). MTC conducted performance assessments for the *2001 Regional Transportation Plan*, and in 2003, for the *Transportation 2030 Plan*. While the evaluation produced useful information that enabled comparison among alternative investments,

the evaluation results were available after many of the key RTP investment decisions had been made.

However, this time, we used performance metrics to drive the visioning efforts and inform investment trade-offs prior to making investment decisions. We tested how three robust, financially unconstrained infrastructure packages would perform against a set of aggressive performance objectives. The analysis focused on reducing vehicle miles traveled, congestion, carbon dioxide and particulate emissions, and improving affordability. In addition to the infrastructure packages, we assessed how a pricing strategy that increases auto operating costs and how a land-use strategy that strikes a better jobs/housing balance in the urban core would help us meet the objectives.

In addition, we conducted a project-level performance assessment. Virtually all projects proposed for inclusion in the plan were tested to see if they helped advance the Three E's. And a rigorous benefit/cost analysis was performed on regionally significant, large-scale projects to determine which projects gave us the biggest bang for our buck. See the *Performance Assessment Report*, listed in Appendix 2, for additional details of this analysis.

### Lessons Learned: Limits of Infrastructure; Power of Pricing and Land Use; Need for Technology and Behavior Change

Our performance assessments helped us to gauge whether the plan's objectives are achievable, what it would take to reach them, and what new authority, new partnerships and new policies might be required to help us make progress towards them. We learned that infrastructure investments produce only modest tangible effects at the regional level, and that

aggressive pricing and land-use strategies exert much greater influence than transportation projects alone in moving us toward achievement of the performance objectives. We also learned that we must rely on technological innovations to make significant headway toward getting us within range of our goals. In the end, while we can put forth the best infrastructure investments and pursue pricing, land-use and technology advances over the long term, a substantial shift in the behaviors and choices that individuals make on a daily basis also is needed to attain our goals.



## Three Es Guide Transportation 2035 Vision

The anchors of the Transportation 2035 vision are the Three E principles of sustainability – a prosperous and globally competitive **economy**, a healthy and safe **environment**, and **equity** wherein all Bay Area residents share in the benefits of a well-maintained, efficient and connected regional transportation system. These Three E principles frame the following eight individual goals for this plan.

- **Maintenance and Safety**
- **Reliability**
- **Efficient Freight Travel**
- **Security and Emergency Management**
- **Clean Air**
- **Climate Protection**
- **Equitable Access**
- **Livable Communities**

The goals set direction for the future, measure progress, and evaluate transportation projects and programs needed to maintain the system, improve system efficiency and strategically expand the system. The plan goals are not entirely confined to any one of the Three Es; rather, several goals cut across and reinforce all three principles.

<b>“E” Principle</b>	<b>Goal</b>	<b>Performance Objective</b>
<b>Economy</b>	Maintenance and Safety	Improve Condition of Assets Reduce Collisions and Fatalities
	Reliability	Reduce Delay
	Efficient Freight Travel	
	Security and Emergency Management	Reduce Security Vulnerability Improve Emergency Preparedness
<b>Environment</b>	Clean Air	Reduce Vehicle Travel
	Climate Protection	Reduce Emissions
<b>Equity</b>	Equitable Access	Improve Affordability
	Livable Communities	

Raising the bar, the Commission also established a set of performance objectives that further support the Three Es and the plan goals. These performance objectives are numerical benchmarks to measure the region’s progress in carrying out the vision. These targets are aimed at reducing vehicle miles traveled, congestion, carbon dioxide and particulate matter emissions, and collisions/fatalities; decreasing the transportation and housing costs of low-income families; and improving maintenance and security.

The Commission will periodically measure progress made toward the performance objectives, and may consider changes, substitution or deletion of the performance objective(s) to better align with Commission policy or respond to new circumstances. The assessment of the performance objectives will occur as part of the region’s “State of the System” report and as part of each update of the long-range plan. (See Chapter 2 for more information on Transportation 2035 performance objectives.)

## Directing Change: Transportation 2035 Investments

Embracing the Three Es of sustainability and the growing regional emphasis on focused growth, air quality and climate protection gave us a lens through which to evaluate the policies, investments and actions in the Transportation 2035 Plan. MTC and its partners looked ahead to determine the kinds of changes needed to shape our future and the ways we can direct those changes. Here are highlights of the changes put forth in this plan and detailed in Chapter 4, “Investments.”

### Keep Our System in a State of Good Repair

Our transit and roadway systems are an integral part of the Bay Area’s transportation network and represent a huge investment of public resources. This plan not only reaffirms the region’s long-standing “fix it first” maintenance policy but also expands our commitment to maintaining and operating our existing local roadway and transit systems. The Transportation 2035 Plan directs \$7 billion in discretionary funds to maintain local roadways at current pavement conditions, and \$6.4 billion to close funding shortfalls for the highest-rated transit assets.

“Transportation is the largest source of air pollution and greenhouse gases in the Bay Area. To protect public health and protect the climate, we need to make better use of our transit systems, and we need to build and create livable communities that reduce our dependence on the automobile.”

Jack Broadbent, Executive Officer, Bay Area Air Quality Management District



### Lead the Charge on Climate Protection

Climate change is expected to significantly affect the Bay Area’s transportation infrastructure through sea level rise and extreme weather. The transportation sector’s adverse contribution to climate change is primarily through greenhouse gas emissions from cars, trucks, buses, trains and ferries. Our transportation decisions and actions can either help or hinder efforts to protect the climate, and to this end, the Commission has set aside \$400 million to implement a Transportation Climate Action Campaign that focuses on individual actions, public-private partnerships, and incentives and grants for innovative climate strategies. Known for its commitment to the environment, the Bay Area is ideally suited to provide regional leadership and serve as a model for California, the nation and the world in our efforts to reduce our carbon footprint. This plan advances

the fight against global warming and validates the region's reputation as a forward-looking force for change.

### Maximize System Performance Through Technology

The state highway system carries an overwhelming majority of trips in the Bay Area. The Freeway Performance Initiative (FPI), launched by MTC, Caltrans and partner agencies, is a strategic plan for improving the operations, safety and management of major freeway travel corridors in the region. FPI aims to maximize the efficiency and reliability of the freeways through technology applications such as traffic operations systems and ramp meters, while limiting freeway expansion to only the most essential locations. The Transportation 2035 Plan earmarks \$1.6 billion for the full deployment and ongoing maintenance of low-cost, high-tech strategies defined by FPI. In addition, MTC continues its commitment to the tune of \$1.1 billion to support innovative, customer-oriented operational programs such as the telephone- and Web-based 511 traveler information system and the TransLink® transit-fare smart card.

### Price Highway Travel Demand

Although commonly employed by airlines, utility companies and others, using price to avoid peak-period overload is the exception in surface transportation policy. As demon-

strated by successful implementation in several U.S. cities, high-occupancy toll (HOT) lanes — which allow non-carpool drivers to pay a toll to access underutilized carpool lanes — can bring real benefits to Bay Area travelers. HOT lanes, often called express lanes, provide travel options for carpools, express buses and toll payers; they allow for more efficient use of freeway capacity; and they generate revenues for other highway and transit improvements. MTC in its capacity as the Bay Area Toll Authority, county-level congestion management agencies, Caltrans and the California Highway Patrol have agreed to a set of principles to guide the implementation of an 800-mile Bay Area Express Lane Network, which this plan establishes. The principles represent a commitment to pursue development of this new network through a collaborative and cooperative process. The Bay Area Express Lane Network has the potential to generate about \$6 billion in net toll revenues over the next 25 years. These funds would be available to finance additional improvements in the express lane corridors.

### Provide Equitable Access to Mobility

The quality of transportation available affects people's ability to get to where they need to go and their overall quality of life. In particular, ensuring accessibility and expanding mobility for those whose options are limited due to age, disability or income is paramount. MTC's Lifeline Transportation Program, which funds

## Investing in Change

Over the 25-year time span of this long-range plan, MTC estimates that \$218 billion from all public funding sources will be spent on transportation in the Bay Area. Transportation 2035 sets change in motion with \$32 billion of new investments — fresh ideas, clever innovations and bold initiatives that will improve travel in the region and overall quality of life. Key Transportation 2035 investments that fit this bill include:

- Freeway Performance Initiative  
**\$ 1.6 billion**
- Bay Area Express Lane Network  
**\$ 7.6 billion** (funded by toll revenues)
- Transportation Climate Action Campaign  
**\$ 400 million**
- Transportation for Livable Communities  
**\$ 2.2 billion**
- Regional Bicycle Program  
**\$ 1 billion**
- Lifeline Transportation Program  
**\$ 400 million**

The Commission also is making multibillion dollar investments to maintain and expand our transit systems, and to keep our roadways in a state of good repair. As well, Transportation 2035 responds to environmental and land-use changes, and maximizes mobility and accessibility for all transportation users. For details, see Chapter 4, "Investments."

mobility projects for the region's low-income residents, has recently experienced a substantial influx of federal and state funds. The Transportation 2035 Plan commits an additional \$400 million toward providing transportation options for low-income communities.

### Keep Walking and Rolling

Walking and bicycling are important means of mobility and good indicators of the health and well-being of people and communities. It's no wonder that "One Less Car" has been the motto for avid cyclists for years, and the relevance of

this message rings loudly given growing concerns about air quality, greenhouse gas emissions, childhood obesity and diabetes, and fluctuating gas prices. The Transportation 2035 Plan endorses these "active transportation" modes by putting \$1 billion towards the full build-out of the Regional Bikeway Network, and supporting the Safe Routes to Schools and Safe Routes to Transit programs embedded in a new Transportation Climate Action Campaign (see page 14). Further, MTC's Transportation for Livable Communities program will continue to fund bicycle and pedestrian access improvements.



### Take Bold Steps Toward Focused Growth

Over the past several years, the Bay Area has taken big steps to address current and future population and job growth, and as a result, our region is steadily moving toward a more compact, sustainable land-use pattern. Most recently, the four partner regional agencies — MTC, the Association for Bay Area Governments, the Bay Area Air Quality Management District, and the Bay Conservation and Development Commission — launched the incentive-based FOCUS regional development and conservation initiative as a way to encourage more housing adjacent to transit and to protect our green spaces.

FOCUS Priority Development Areas (PDAs), in particular, serve as a mechanism to gain local government buy-in to pursue focused growth near transit nodes in their communities. FOCUS provides funding support via incentives such as capital infrastructure funds, planning grants and technical assistance to these communities because they will bear the lion's share of the region's future growth. In this Transportation 2035 Plan, MTC doubles the size of its hallmark Transportation for Livable Communities program, to \$2.2 billion over the next 25 years, in order to advance focused growth objectives and support PDAs.

## Deliver the Next Generation of Transit

Adopted in 2001, MTC Resolution 3434 represents the Bay Area's next generation of bus, rail and ferry service expansion to all reaches of the region. The 140 new route miles of rail, hundreds of new route miles of express bus services, numerous ferry routes crisscrossing the Bay, and major new transit hubs in San Francisco and San Jose directly respond to the travel demands of a growing region. Further, the Commission's 2005 adoption of the Resolution 3434 Transit-Oriented Development (TOD) Policy helps to maximize the effectiveness and value of regional services by conditioning discretionary funds on transit-supportive land uses. In fact, the TOD policy will help stimulate the construction of at least 42,000 new housing units and boost the region's overall transit ridership by over 50 percent by 2035. As detailed in the Resolution 3434 Strategic Plan approved by the Commission in fall 2008, the Bay Area is committed to delivering the first elements of this \$18 billion regional transit expansion program within the next decade.

## Putting Future Change in Motion

And yet, for all it does, the Transportation 2035 Plan still comes up short of the mark. As our detailed evaluation of plan investments makes painfully clear (see Chapter 2), meeting our



ambitious performance objectives will take more than the \$218 billion in infrastructure investments and the bold new policies and initiatives that Transportation 2035 delivers. This plan is but a beginning. Further actions — involving policies, operating initiatives, institutional arrangements, additional revenues and new legal authority — must be taken to move the Bay Area further along the path to change. We have identified the most pressing and the most promising next steps in Chapter 5, “Building Momentum for Change.”

But changes beyond the readily foreseeable are also needed, and for these we look first to technology. For example, future, as yet-undiscovered technological improvements, such as alternative fuels, cleaner vehicles and improved emission-control systems, can help us make strides to meet greenhouse gas and air quality standards. Great safety improvements can be realized with the introduction of vehicle-to-vehicle and vehicle-to-roadside technologies, and these are now in the development pipeline. It is optimistic but not unreasonable — especially in the Bay Area, the center of so much

## Bay Area Public Drives Mandate for Change

Nearly 6,000 Bay Area residents from all walks of life helped shape the Transportation 2035 Plan. Their message, delivered resoundingly, was clear: Our world is changing and we must change, too!

This call for new direction began in June 2007 with preliminary workshops on overall goals for the Transportation 2035 Plan. The dialogue continued in the fall, when MTC and the Association for Bay Area Governments sponsored a joint regional land-use and transportation forum in Oakland that drew 700 attendees. Over the course of the next 18 months, MTC reached out to its regional constituents by means of numerous public workshops and focus groups, two statistically valid telephone polls (conducted in three languages), interactive Web surveys, “person on the street” interviews, and via in-depth discussions with members of MTC’s three citizen advisory committees and the Bay Area Partnership.

The people of the Bay Area delivered transportation planners an unmistakable mandate for change, embodied in messages such as the following:

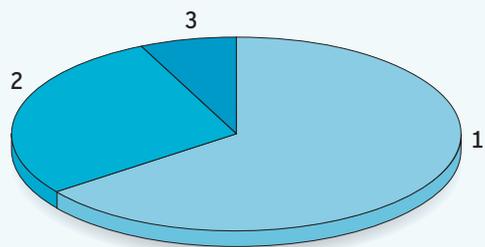
- **We are concerned about air quality and climate change.** To reduce greenhouse gas emissions and protect public health, the



Bay Area should focus on decreasing tailpipe emissions and encourage alternatives to driving. In a fall 2007 telephone poll of 1,800 residents, approximately two-thirds of respondents declared that global warming is extremely important and should be one of the region's highest priorities (see pie chart at top left, page 19). Additionally, 67 percent of poll respondents said they would be willing to accept denser development in their community to maintain or improve the environment.

- **Give us transit options.** In polling and at public forums, we were told that the region's top priority for future mobility should be to invest in transit options — including rail and bus service — to provide an alternative to driving. People expressed a desire for more accessible and affordable public transit, and for a larger, more-efficient network of bus, rail and ferry routes. A number of workshop participants called for more projects to encourage bicycling and walking as well.

### Importance of Global Warming



	Percent of Total
1 Extremely Important	65%
2 Somewhat Important	28%
3 Not Important	7%
<b>Total</b>	<b>100%</b>

Fall 2007; 1,800 residents

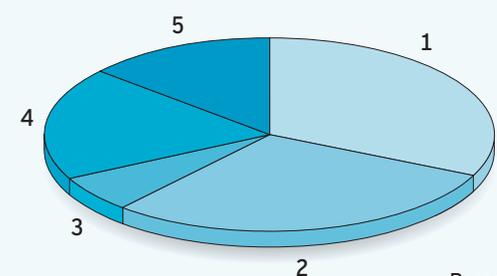
Sources: MTC; BW Research

- Support transit-oriented development.** There was consensus for concentrating development in areas near transit. Opinions were mixed, however, on whether cities that are willing to take on more housing should be rewarded with more transportation dollars, or whether these investments should be spread more evenly around the Bay Area. Respondents to the fall 2007 poll indicated a preference for a smaller home and short commute over a larger home and a long commute (74 percent to 19 percent).

- Improve what we already have.** In polls and public meetings, people often embraced a “fix it first” approach to transportation priorities. Rather than funding new freeways and expanding transit services, investments should focus on making the Bay Area’s existing freeways, local roads and transit operations run more efficiently.
- Support market incentives in transportation pricing.** Bay Area voters largely accept the concept of using market-based pricing to manage demand for freeway carpool lanes, according to results of a poll of 3,600 voters conducted in the spring of 2008. A solid majority (62 percent) of poll respondents expressed support for establishing high-occupancy toll (HOT) lanes on area freeways. (See pie chart to right.) However, if transportation pricing were to be implemented in the Bay Area, poll respondents called for actions to address any undue hardships on low-income drivers.

For a complete summary of Transportation 2035 public involvement efforts, please refer to the *Public Outreach and Involvement Program Report*, as described in Appendix 2.

### Support for HOT Lanes



	Percent of Total
1 Probably Support	32%
2 Definitely Support	30%
3 Don't Know/No Answer	6%
4 Definitely Oppose	19%
5 Probably Oppose	14%
<b>Total</b>	<b>100%</b>

Spring 2008; 3,600 voters  
 Percents do not sum to Total due to rounding.

Sources: MTC; BW Research

“ In spirit, this plan is guided by the Three Es — Economy, Equity, Environment. In practice, it was shaped by the Three Cs — Convergence, Collaboration and Consensus. The convergence of issues, especially climate change, higher energy costs and focused growth, gave us our momentum. The unprecedented collaboration of the four major regional agencies widened our vision. And the broad consensus for change among many constituencies emboldened our actions. These are the secret ingredients of change in motion.”

Steve Heminger, Executive Director, Metropolitan Transportation Commission



innovation — to look to technological progress as a key ally in the quest for better transportation performance. We think it will play a vital role.

Longer term, we look to the residents of the Bay Area for the kinds of changes in behavior — driving less, taking transit more often, living closer to work, and biking or walking when it makes sense — that can help the region reach the goals and performance objectives set out in this plan. As a region and a nation, we know that an awakened public can attempt and achieve dramatic behavioral change once the scope of a problem is known and well-recognized, and when the way forward is clear. The success of the campaign against smoking and the widespread acceptance and active practice of trash recycling are but two examples of how growing public awareness can lead to a commitment to change — with sweeping, society-wide shifts in behavior. We also place our hope in this phenomenon. Here, in the collective impact of individual actions multiplied 7 million times over, lies the true promise for “change in motion” for the Bay Area.

	reported count/growth/percent	annual count/growth/percent	population yr 1	population yr 2	population yr 3	population yr 4	population yr 5
<b>INPUTS</b>							
current peds (peds along lombard corridor from model (http://transbase.org/transbase/))	80,000		33,396	34,155	34,930	35,723	36,534
local			46,604	47,661	48,743	49,850	50,981
non-local				758	775	793	811
CONFIRMATION CHECK POINT							829
<b>OUTPUTS</b>							
current bikes							
(https://www.sfmta.com/sites/default/files/reports/2015/SFMTA%202015%20Annual%20Bicycle%20Count%20Survey.pdf)	635						
population of census tracts within 1/2 mile buffer	69,576	69,576	71,155	72,771	74,422	76,112	77,840
population growth for project area census tracts	0.0227	0.0227					
auto trips driven by San Francisco residents are less than one mile (SFMTA Travel Decision Survey 2014)	0.15	0.15	1,579	1,615	1,652	1,689	1,728
bicycle growth from 2011-2015	0.14	0.07					
vehicle mode share (SFMTA Travel Decision Survey 2014)	0.48	0.48	758.10	775	793	811	829
transit mode share (SFMTA Travel Decision Survey 2014)	0.25	0.25	395	404	413	422	432
ped mode share (SFMTA Travel Decision Survey 2014)	0.23	0.23	363	372	380	389	397
CONFIRMATION CHECK POINT							829
current bicyclists	657						
bike mode share (SFMTA Travel Decision Survey 2014)	0.02	0.02	32	32	33	34	35
other mode share (SFMTA Travel Decision Survey 2014)	0.02	0.02	32	32	33	34	35
redistribution of share of trips less than 1 mile made by vehicle to transit, ped, bike, other		1.29					
transit		0.32	509	520	532	544	557
ped		0.30	468	479	490	501	512
bike		0.03	41	42	43	44	45
other		0.03	41	42	43	44	45
PERCENT INCREASE	2%						
PERCENT INCREASE	11%						
<b>STUDENT INFO</b>							
	Enrollment	within 1 mile of school					
Galileo HS	1940	10.0%	194				194
Marina MS	798	2.3%	18				18
Sherman ES	403	33.1%	133				133
Yick Wo ES	265	75.0%	200				200
	% walk	Existing					
		153	153				153
		1.5%	12	12			12
		20.4%	82	82			82
		50.3%	133	133			133
	%bike						
		8	8				8
		0.4%	3	3			3
		1.1%	4	4			4
		2.5%	7	7			7
		Forecasted using redistribution					
Galileo HS		7.9%	95%	185			185
Marina MS		1.5%	80%	15			15
Sherman ES		20.4%	95%	127			127
Yick Wo ES		50.3%	95%	191			191
	%bike						
		Forecasted using redistribution					
Galileo HS		0.4%	5%	9			9
Marina MS		0.4%	20%	4			4
Sherman ES		1.1%	5%	7			7
Yick Wo ES		2.5%	5%	10			10

\*\*assumes enrollment has limited growth potential so Y1 and Y5 estimates use same counts

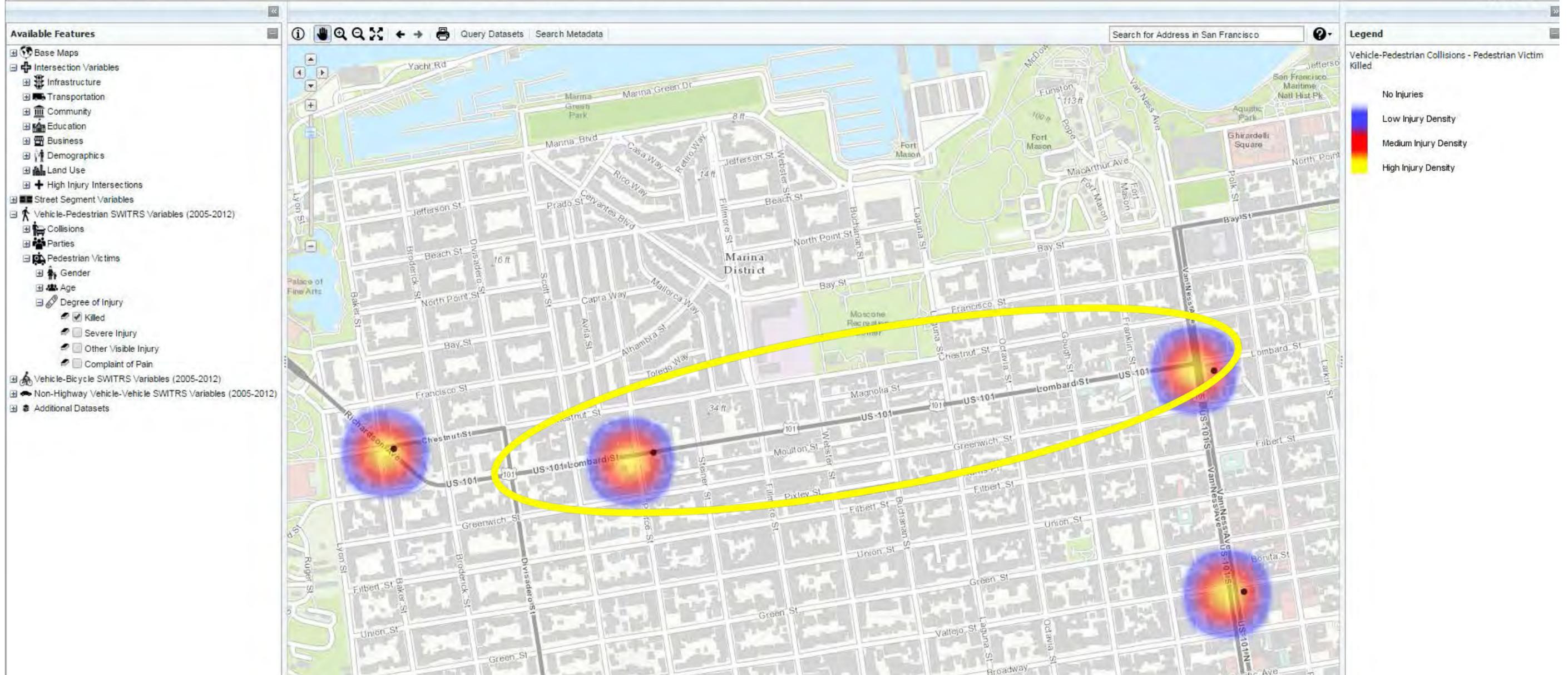
\*\*assumes enrollment has limited growth potential so Y1 and Y5 estimates use same counts

DELTA

\*\*assumes enrollment has limited growth potential so Y1 and Y5 estimates use same counts

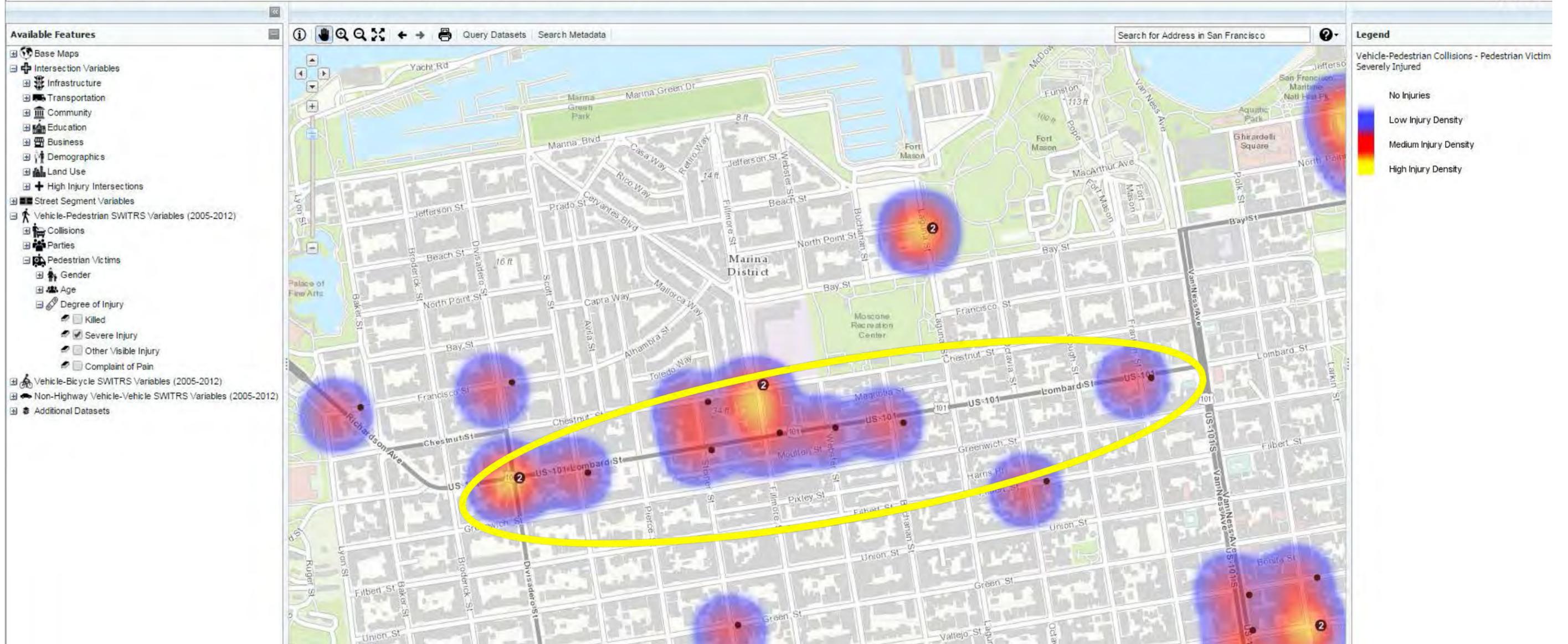
Pedestrian: Fatal Collisions

# TransBASE: Linking Transportation Systems to Our Health *beta 2.0*



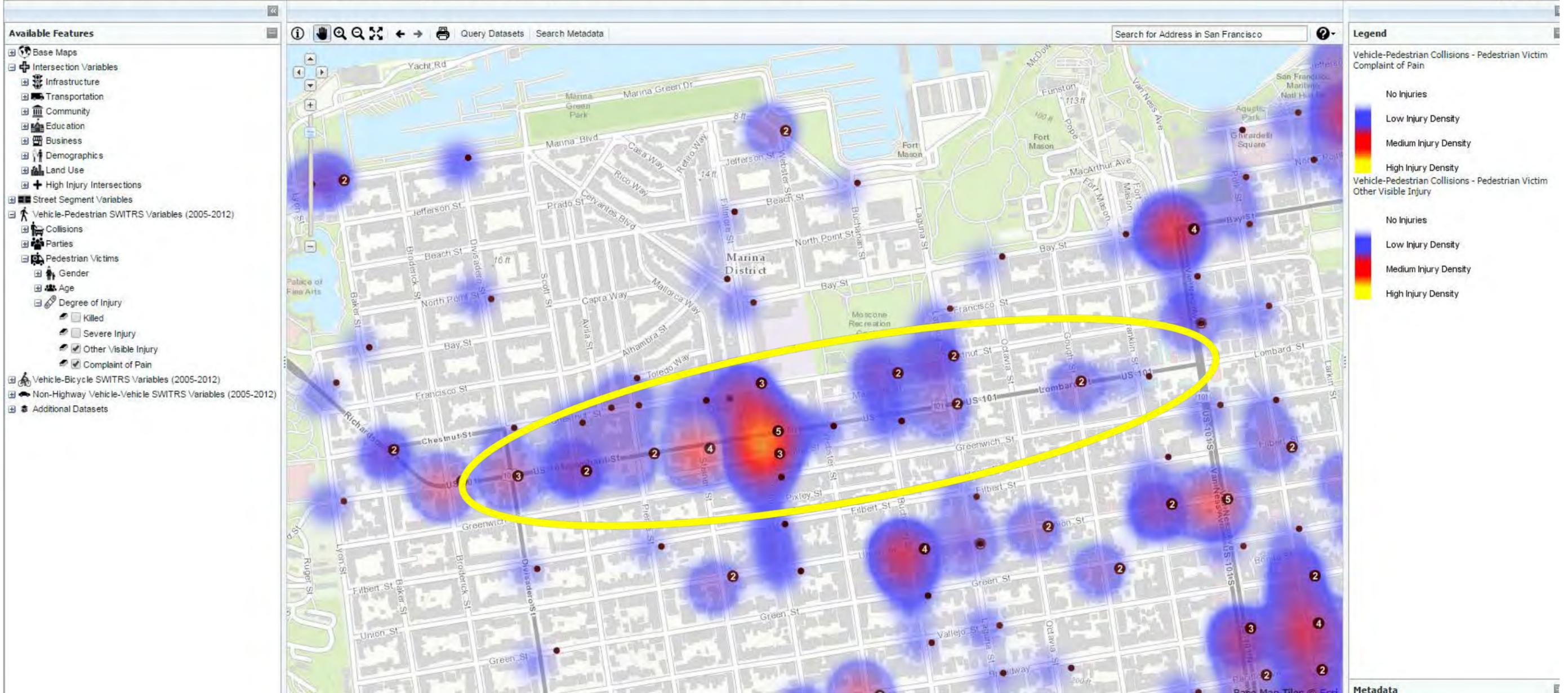
### Pedestrian: Severe Collisions

# TransBASE: Linking Transportation Systems to Our Health beta 2.0



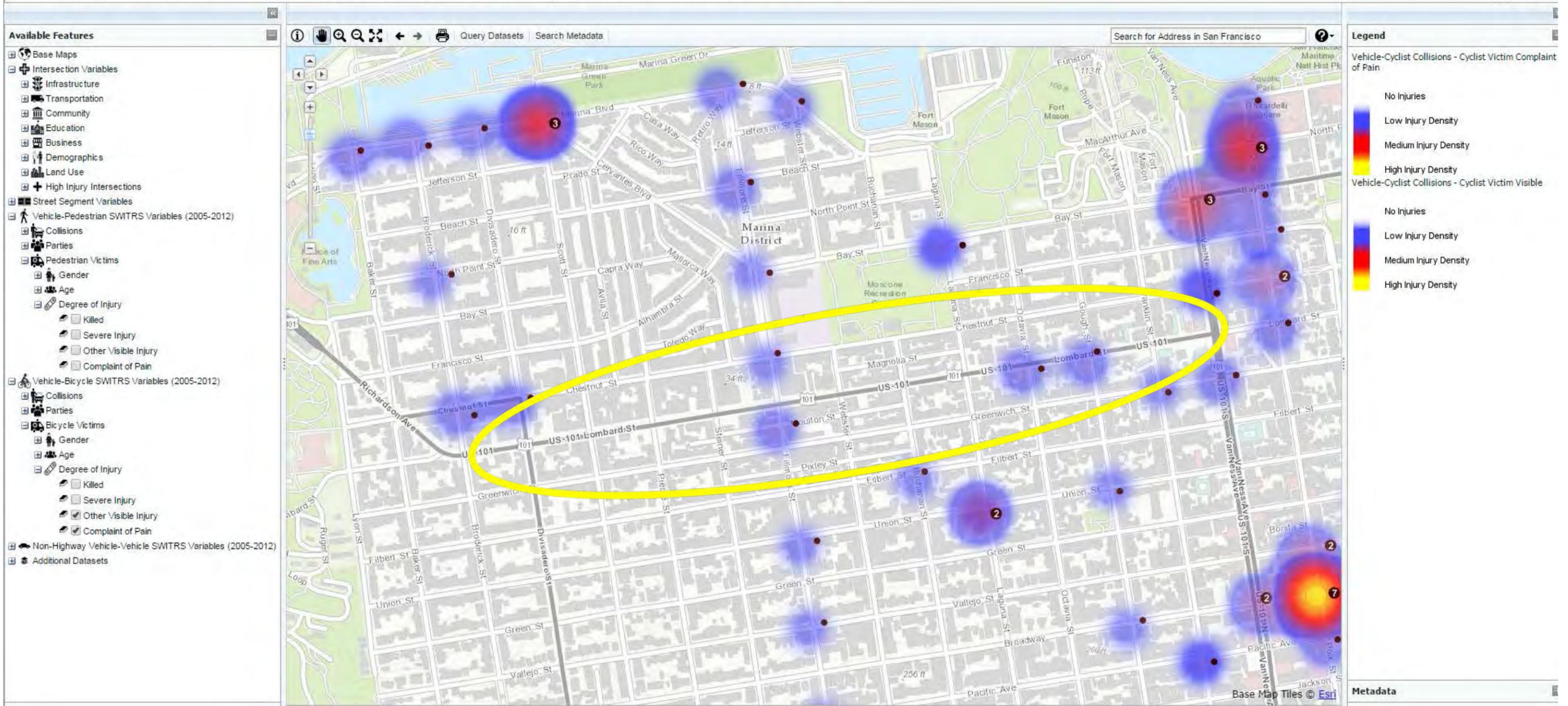
### Pedestrian: Injury Collisions

# TransBASE: Linking Transportation Systems to Our Health beta 2.0



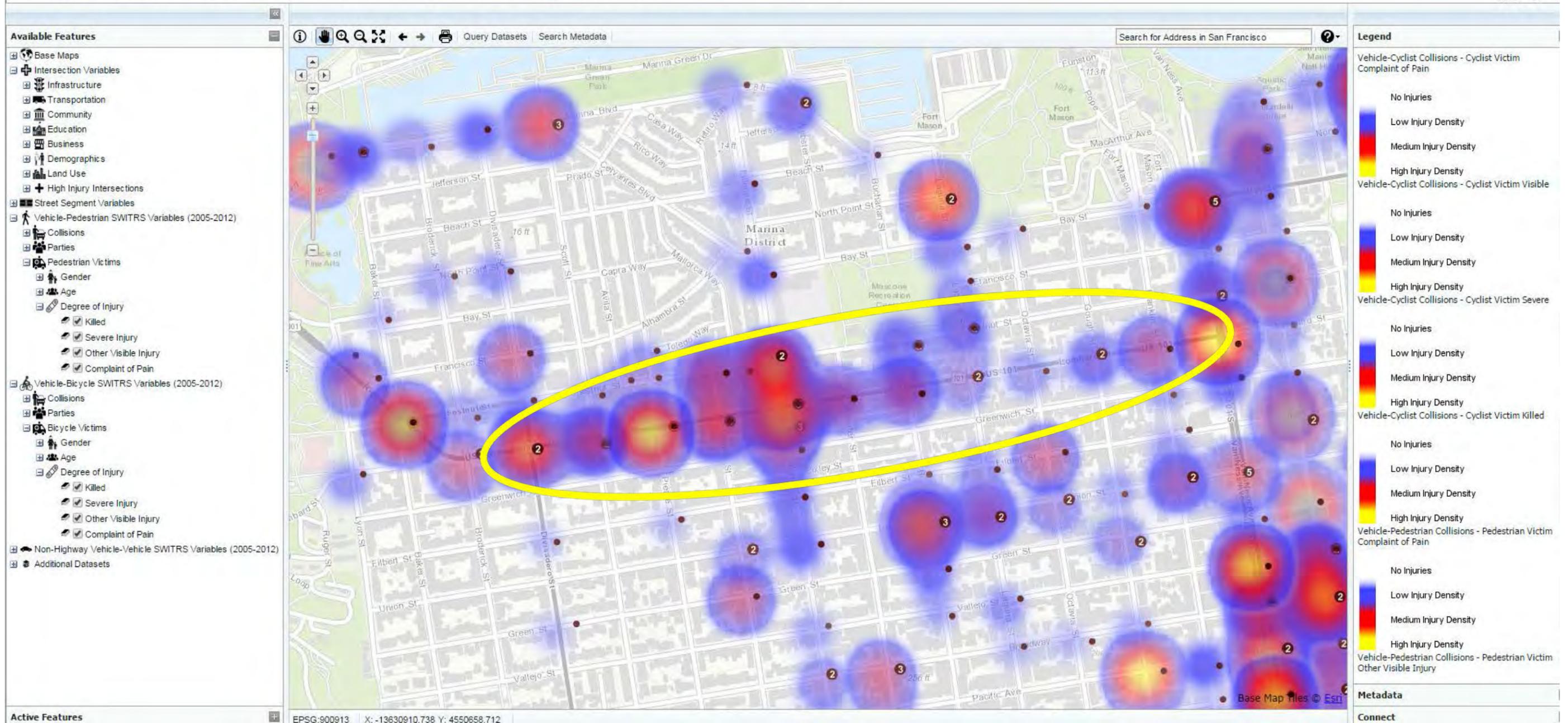
Bicycle: Injury Collisions (no fatal or severe within project area)

# TransBASE: Linking Transportation Systems to Our Health beta 2.0



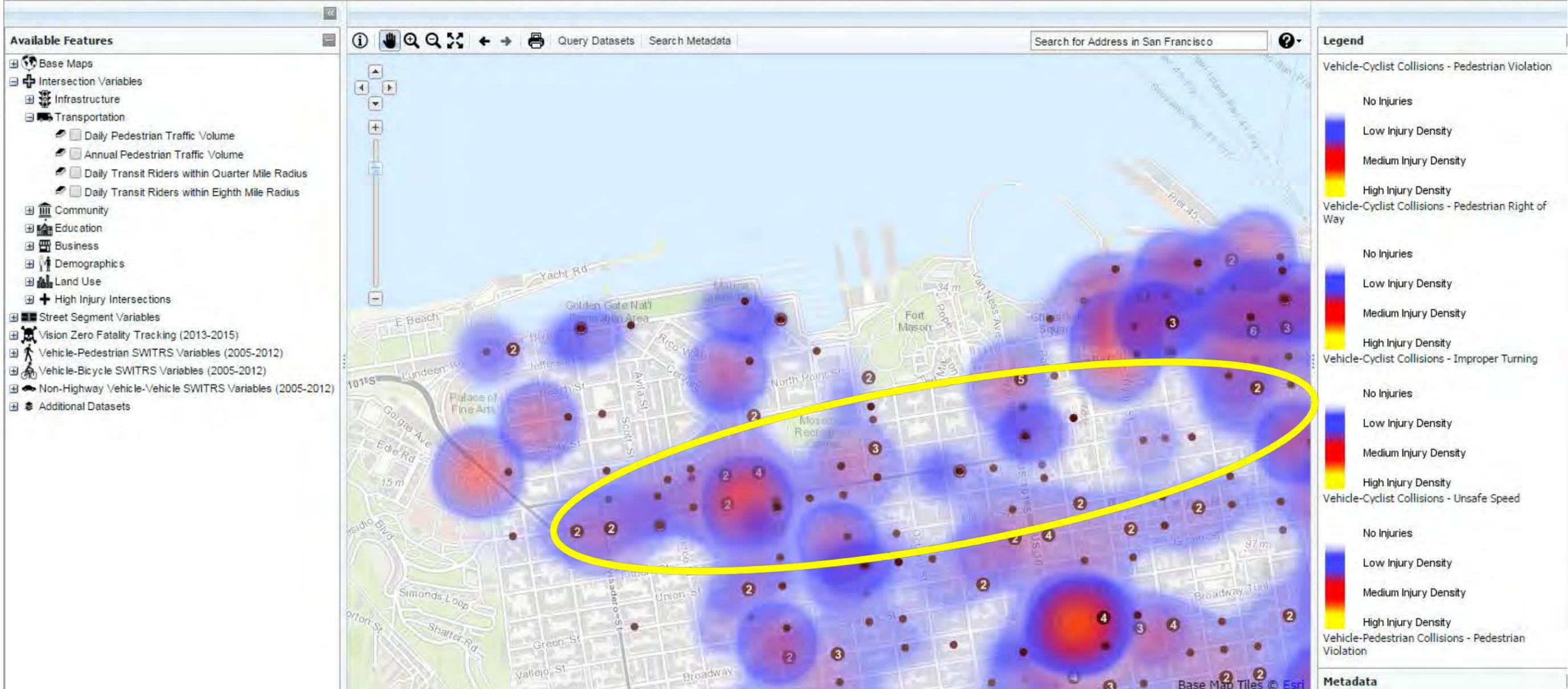
Composite of Pedestrian and Bicycle Collisions:

# TransBASE: Linking Transportation Systems to Our Health beta 2.0



Primary Collision Factors: 29% unsafe speed, 15% pedestrian violation, 11% improper turning, 7% pedestrian right of way violation

# TransBASE: Linking Transportation Systems to Our Health beta 2.0



## Countermeasures to address collision factors:

- Curb extensions (pedestrian and bus bulbs): curb extensions will be located at the intersection into Lombard and in some cases into the cross-streets at five intersections: Divisadero, Pierce, Steiner, Fillmore and Laguna Streets. Both pedestrian bulbs and transit bulbs provide extra space at the intersection where crowding would occur as the intersection is where people congregate to cross the street. The bulbs also provide three other key benefits:
  1. Reduce crossing distance during which a pedestrian is exposed to vehicles
  2. Increases visibility of pedestrians to motorists and bicyclists and conversely for the pedestrian to see motorists and bicyclists
  3. Reduces speed of vehicle and bicycle around the bulbed corner

The transit bulb further improves transit safety by eliminating the need for the transit vehicle to pull out of traffic to the curb and pull back into traffic after passengers have boarded/alighted. Because of the existing lane widths of the parking lane and traffic lanes, vehicles should not be passing the transit vehicle even when they do pull to the curb per existing operations but the transit bulb will eliminate the opportunity for motorists to try to squeeze passed the bus.

**Curb extensions decrease speeds by 7% to 14%; reduce overall severity rate, statistically significantly increase yielding and increase yielding distance.<sup>1</sup>**

- Daylighting (parking removal immediately adjacent to intersection): in all locations adjacent to the intersections along Lombard Street where a curb extension was not deemed necessary, daylighting is proposed to improve visibility, again for pedestrians to motorists and bicyclists and conversely for the pedestrian to see motorists and bicyclists.

**Daylighting a crash reduction factor of 22 indicating collisions were reduced by 22% when installed.<sup>2</sup>**

- Leading Pedestrian Interval: at three locations (Steiner, Fillmore and Webster Streets), leading pedestrian intervals are proposed to ensure pedestrian have even greater visibility to motorists and eliminates the conflict that emerges when there are higher turning movements and they are trying to find a space between pedestrians. With pedestrians initiating their crossing movement a few seconds before motorists are permitted, they are better able to clear the crosswalk and allow motorists to turn later in the signal phase without going between pedestrians.

**Leading Pedestrian Interval has a crash reduction factor ranging from 28.9-44.6 indicating collisions were reduced by to 44.6% when installed.<sup>3</sup>**

- Continental Crosswalks: continental crosswalks will be installed at all crossing locations. The ladder design improves visibility of pedestrians when they are actually in the crosswalk such that this style is often referred to as a high visibility crosswalk.

**Continental Crosswalks have a crash reduction factor of 37 indicating collisions were reduced by 37% when installed.<sup>4</sup>**

<sup>1</sup> Pedestrian and Bicycle Information Center Literature Review, <http://www.pedbikeinfo.org/data/library/details.cfm?id=4414>

<sup>2</sup> FHWA DATA Clearinghouse: <http://www.cmfclearinghouse.org/detail.cfm?facid=4574>

<sup>3</sup> FHWA Data Clearinghouse: <http://www.cmfclearinghouse.org/detail.cfm?facid=1999>; <http://www.cmfclearinghouse.org/detail.cfm?facid=1994>

<sup>4</sup> FHWA Data Clearinghouse: <http://www.cmfclearinghouse.org/detail.cfm?facid=2697>

- Advanced stop bar: Advanced stop bars will be located approximately 5 feet in front of the crosswalks on Lombard Street. Because Lombard Street is a multilane road such that a vehicle in lane 1 may impede the view of a vehicle approaching the intersection in lane 3, advanced stop bars allow all vehicle approaching the intersection a better view of the crosswalk and pedestrians in the crosswalk and discourages the possibility of a motorist encroaching into the crosswalk.

Advanced stop bar results in overall reduction of conflict although no reduction of collision has been quantified at this time.<sup>5</sup>

<sup>5</sup> 67% reduction in conflict with signs, 90% reduction in conflict with sign AND yield line. SFMTA, cites walkinginfo.org; split out from "Advance stop or yield lines/red visibility curbs"; FHWA evaluates together with warning signs, SFMTA does not. Research indicates reduction in overall conflict, but does not specify reduction in collisions. The Lombard corridor is controlled with signals so the advanced yield bars, some of which already exist, supplement the intersection control device (i.e. traffic signal)

# Invest In...

# Lombard Street!

# Community Meeting



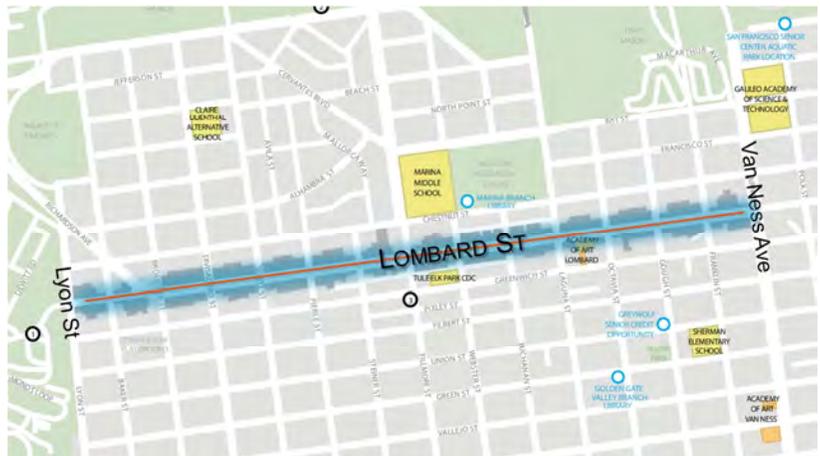
Business Support • Pedestrian Improvements • Road Resurfacing

**Wednesday,**

**February 26, 2014**

**6:00 PM- 8:00 PM**

Moscone Recreation Center  
(1800 Chestnut Street)  
San Francisco, CA



Join **Supervisor Mark Farrell** and **City Staff** to explore opportunities for Lombard Street.

- \* Provide input on:
  - o transportation improvements,
  - o upcoming City projects,
  - o and opportunities to shape the future of your neighborhood.
- \* Learn about resources to strengthen local business.



For more information contact:  
Catherine Stefani, Legislative Aide, Sup. Farrell's Office  
415-554-7752  
Catherine.stefani@sfgov.org

Diana Ponce De León  
Office of Economic and Workforce Development  
415-554-6136  
diana.poncedeleon@sfgov.org

# Invierta en la...

# Calle Lombard!

# Junta Comunitaria



Apoyo a su Negocio • Mejoras Peatonales • Restauración de la Calle

## Miércoles, 26 de Febrero, 2013 6:00 PM- 8:00 PM

Moscone Recreation Center  
(1800 Chestnut Street)  
San Francisco, CA



Acompañe al **Supervisor Mark Farrell** y al **Personal de la Ciudad** y explore oportunidades para la calle Lombard.

- \* De sus ideas sobre:
  - o Mejoras de transporte,
  - o próximos proyectos municipales,
  - o y oportunidades para influir el futuro de su comunidad.
- \* Aprenda sobre recursos disponibles para fortalecer a negocios locales.



Para más información contacte a:  
 Catherine Stefani, Legislative Aide, Sup. Farrell's Office  
 415-554-7752  
[Catherine.stefani@sfgov.org](mailto:Catherine.stefani@sfgov.org)

Diana Ponce De León  
 Office of Economic and Workforce Development  
 415-554-6136  
[diana.poncedeleon@sfgov.org](mailto:diana.poncedeleon@sfgov.org)



<http://investsf.org/>

# A Vision for Lombard Street Community Meeting

Business Support • Pedestrian Improvements • Road Resurfacing

**Thursday,  
June 5<sup>th</sup>, 2014  
6:00 PM- 7:30 PM**

**Claire Lilienthal Elementary Auditorium  
3630 Divisadero Street**



Join **Supervisor Farrell's Office** and **UC Berkeley Graduate Students** in exploring a new vision for Lombard Street.

- UC Berkeley graduate students focused on Lombard Street as the subject of a planning studio.
- Listen to student presentations, findings and ideas.
- Get an update on City's next steps for Lombard.



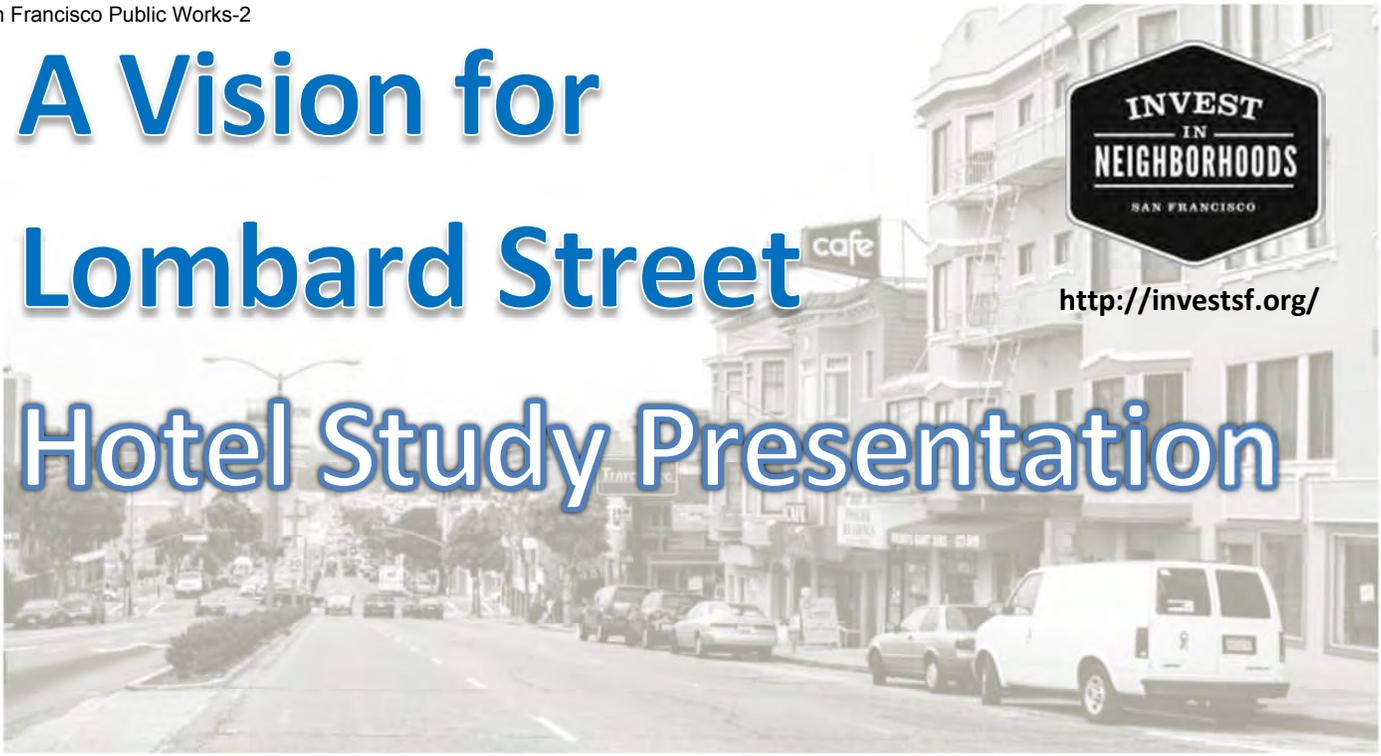
For more information contact:  
Catherine Stefani, Legislative Aide, Sup. Farrell's Office  
415-554-7752  
[Catherine.stefani@sfgov.org](mailto:Catherine.stefani@sfgov.org)



Diana Ponce De León  
Office of Economic and Workforce Development  
415-554-6136  
[diana.poncedeleon@sfgov.org](mailto:diana.poncedeleon@sfgov.org)



<http://investsf.org/>



# A Vision for Lombard Street Hotel Study Presentation

**Tuesday  
February 17th, 2015  
12:00 PM- 1:30 PM**

**Reed and Greenough Bar  
3251 Scott Street**



Join the **Office of Economic and Workforce Development and Supervisor Mark E. Farrell**

- Learn about the opportunities for **Hotel Properties** on Lombard Street.
  - Learn about City investments in the area.
  - Give us your input.



Diana Ponce De León  
Office of Economic and Workforce Development  
415-554-6136  
[diana.poncedeleon@sfgov.org](mailto:diana.poncedeleon@sfgov.org)



# Invest In Neighborhoods Sign-In List



Meeting: Lombard Street Date: \_\_\_\_\_

	Name	Email	Phone	Affiliation	Comm#
1	Patricia Doucay	patricia.doucay@att.net	415-567-7155	Lombard St Hstn Plat	
2	Phoebe Douglas	phoebelittle@hotmail.com	415-885-5688	RHN	
3	QUE SOLOMON	que283f@yahoo.com	415-929-7273		
4	Lucia Sommers	2393 Filbert St Lucia.sommers@ucsf.edu			
5	Ryan Green	ryan@sfcfa.org		Transportation Authority	
6	John Montgomery	300 E Pierce St	415-562-1514		
7	ROBERT K. PRINCE	bobkprince@hotmail.com	415-971-5884	Democratic Party	
8	DRESHLER WHITING	deshlwhiting@att.net	415-990-1189	Longtime resident	
9	WALT DAMEL	WALT.DAMEL@ASM.CA.GOV	415-557-2312	Asm. Phil. City	
10	Doug Thomas	DThomas@TREATI.ca	415 990 8056	Resident	
11	Li & S. Agini	elisabettabiagini@yahoo.com	415 309-3683	Resident	
12	Paul Ferrera	FerreraP@gmail.com	610-751-0812	Resident	
13	Mark Best	mbest@cbnorcal.com	(415) 447-8708	business mg.	
14	John Grauel	john@carbonrose.com		Resident	
15	BRADLEY SUGARMAN	mail@sugarworksdesign.com	415-488-5574	RESIDENT	
16					
17	Awadalla	Awadalla@sbcglobal.net	(415) 720-5680	LBMA	
18	MICHAEL WILLIAMS	mfwassociates94123@yahoo.com	(415) 940-1293	Resident/consultant	
19	Eleanor Leshner	eleanor.leshner@gmail.com	443-994-6963	UC Berkeley	
20					
21					
22					
23					
24					
25					

ATP2 Lombard Vision Zero Attachment I-5

# Invest in Neighborhoods Sign-In List



Meeting: Lombard Street

Date: \_\_\_\_\_

	Name	Email	Phone	Affiliation
1	ERNEST A FILIPPOU		415 346 5749	
2	STOUT, C. E.	ZAUTUMNMIST241@MSN.COM		
3	MARILYN HUGHES	marilyn h94123@yahoo.com	415-474-1606	
4	CANDE CUVILLIER	CANDE@CUVCON.COM	415 922 1133	
5	Keat Redwine	Keat.Redwine@gmail.com	415 254 1890	
6	Dick Robinson	RobinsonDT@AOL.COM	415 731 8750	
7	Laura "Lau" Shellee		992 15 73	
8	Jesley Deonhardt	LL@IMAGESNORTH.COM	673 1273	USA
9	Gene Borutcel		346 0919	
10	Joe Borutcel		345 5559	
11	Vijay Patel	paagal12@gmail.com	286-7829	
12	Carling An	carlineau@berkeley.edu		
13	Barbara Hebert	barbara.abear@sbcglobal.net	923.0661	
14	Janice Park	janice.park@berkeley.edu		UC Berkeley
15				
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25				

# Invest In Neighborhoods Sign-In List

Meeting: Lombard Street

Date: \_\_\_\_\_



	Name	Email	Phone	Affiliation
1	CYRIL YU	CYRIL.W.YU@GMAIL.COM	415-948-9273	SFIDB
2	IRANK	iyu8278@YAHOO.COM	415-595-8278	
3	CARSON Y	iyu8278@gmail.com	415-871-8278	
4	Diane Lebow	Diane@DianeLebow.com	415-948-7305	Cowthollow Assoc
5	Paula Baya	Paulabay@all.net		
6	Lois M. Fiedler	LoisFiedler@aol.com	415-346-7665	
7	ANNE LEWIS	annelewis@comcast.net	415-919-2507	NEIGHBOR.
8	Robert Berg	robert@bergs.com	415-211-7249	Solano Gate Valley Neighbor
9	Kate & Kristin Jorgensen	ke@jorgensen@gmail.com	916-835-4038	Neighbor
10	Amul Sarapan	Sarapan@AOL.COM	415-823-6458	PROP OWNER
11	FRANK PISCITELLI	nhcctp2@comcast.net	510-853-4375	homeowner
12	Luis Galvez	luis.galvez@gmail.com	415-754-3123	homeowner
13	R. MARTELLI	N/A	415-567-8108	TAX PAYER-Capitol
14	STEVE BROWN	StevenFbrown@yahoo.com		homeowner
15	Roger Kuhn	RKUHN@MARINAPET.COM	415-306-2949	BUSINESS OWNER
16	Laurie Berk	lbkerester@gmail.com	415-673-8540	homeowner
17	Brian Kerester	bkerester@gmail.com	"	"
18	Irene Diamond	Irene@DiamondWellness.com	415-921-1290	DiamondWellness (Fr.)
19	DeVon Johnson	DPJ@FangJohnson.net	415-674-1133	Homeowner
20	Julie Burdick	jburdick@shorenstein.com	415-772-7142	DEVELOPER
21				
22				
23				
24				
25				

# Communications Plan: Lombard Corridor Safety Project



SFMTA.COM

## Audience

### Who else is affected if your project is implemented?

- Key Property Owners/Groups
  1. Hotel Council
  2. Anza Vista Neighborhood Association
  3. Cow Hollow Association
  4. Chestnut Merchants Association
  5. Golden Gate Valley Neighbors Association
  6. Fisherman’s Wharf Merchants Association
  7. Ghirardelli Square
  8. SF Travel
  9. Hotel Council
  10. Laurel Heights Improvement Association
  11. Laurel Village Merchants Association
  12. Lombard Hill Improvement Association
  13. Marina Community Association
  14. Marina Merchants Association
  15. Marina Cow-Hollow Neighbors and Merchants
  16. Neighborhood Association for Presidio Planning
  17. Pacific Heights Residents Association
  18. Presidio Heights Association of Neighbors
  19. Russian Hill Neighbors
  20. Russian Hill Improvement Association
  21. Palace of Fine Arts
  22. Fort Mason
  23. International Institute
  24. Moscone Recreation Center
- Advocacy /Interested groups:
  1. SFBC
  2. Walk SF
  3. Transit Rider’s Union
  4. Senior and Disability Action
  5. Community Housing Partnership
  6. SF.citi (Citizens Initiative for Technology and Innovation)
  7. Livable City
  8. Lighthouse for the Blind
  9. Taxi Driver’s Union
  10. Rideshare companies
  11. Commuter Shuttles
- Intercity/ State Coordination:
  12. DPW
  13. PUC
  14. CalTrans

## SAFETY STRATEGIES

### POTENTIAL FOCUS AREAS

Pedestrian Street Lighting	1
Police Presence	2
Graffiti Prevention	
Business Watch Program	1
Your Idea- <i>Rules and policies for coaches parking at muni bus stops</i>	2
Your Idea- <i>Prevent homeless from sleeping at bus stops and sidewalks</i>	2
Your Idea	



Pedestrian Lighting

## STREET BEAUTIFICATION

### POTENTIAL FOCUS AREAS

Plant More Trees or Replace Existing Trees with More Appropriate Trees	13
Street and Sidewalk Cleanliness	8
Sidewalk Repairs	6
Public Art and Murals	
Increase Street Greening (Sidewalk plantings, planters etc.)	10
Create Public Spaces (Seating Areas/Parklets)	12
Your Idea- <i>Keep vagrants out of bus shelters</i>	1
Your Idea- <i>Incentive for owners with property which fronts Lombard to remodel, build to full potential(i.e. plan review, reduction in planning/building dept fees)</i>	3
Your Idea- <i>Widen sidewalks &amp; reduce parking</i>	1
Your Idea- <i>Have all through traffic on Lombard in tunnel underground</i>	1
Your Idea	



Trees



## BUSINESS ASSISTANCE, RETENTION, & ATTRACTION STRATEGIES



### POTENTIAL FOCUS AREAS

Attract New Businesses	2
What type, write in?	
City Assistance Programs for Small Business (marketing, loans, façade)	5
City Permitting Assistance for Small Businesses	4
Commercial Corridor Identity and Branding	4
Business Guide	
Partner with Local Hotels to Promote Local Businesses	2
Community Events and Activities	<i>Farmers Market</i>
Pedestrian Wayfinding Signage	1
Commercial Corridor Web Support	1
Your Idea- <i>Put through traffic underground</i>	6
Your Idea- <i>Increase residential height limit/ keep 40' height limit</i>	1
Your Idea- <i>Increase residential unit residency</i>	2
Your Idea- <i>reduce retail space on Lombard</i>	1
Your Idea- <i>active noise cancellation</i>	2



Community Events



Identity and Branding

## TRANSPORTATION, STREET DESIGN & PARKING

### POTENTIAL FOCUS AREAS

Improve Public Transit Efficiency and Conditions	4
Increase Pedestrian Safety	8 <i>Longer walk lights</i>
Add Bicycle Facilities (Bike Lane)	
Add Bicycle Facilities (Bike Racks)	1
Increase or Maintain Access to Parking on Lombard Street	1
Vehicular Wayfinding Signage	
Unique Pedestrian Crosswalks	2
Green Bulbouts- <i>No room</i>	7 <i>will cause traffic behind the bulb out</i>
Increase Width of Pedestrian Realm/Sidewalk	6 <i>get rid of street parking add some hidden parking garages</i>
Your Idea- <i>No left turns ever</i>	3
Your Idea- <i>Bus shelters S. side of Lombard</i>	1
Your Idea- <i>All commuter buses must use Lombard</i>	1



Concrete, Green Bulbout



Re-stripe Side Streets

## Lombard Street Should Be A Place That...

*Is the only route for commuter buses in the neighborhood.*

*Is more friendly to pedestrians and has more greenery*

*Has larger pedestrian space to walk, dine etc.*

*We should be proud of*

*You feel safe in*

*Should be a destination not a thoroughfare*

## Today Lombard Street Is A Place That...

*Has too much retail space.*

*Is a highway*

*I run my business Diamond Wellness Center 1841 Lombard, Busy traffic, noise, dirty/trash*

*Has too much vacant retail space (only 9 vacancies)*

*Is not maintained by City or private owners*

*Is well traveled by tourists- impression of our city*

*You feel like a loser if you are on it*

*The homeless and prostitution like to inhabit*

## Attachment I-8

# Lui, Mark

---

**From:** Hsieh, Wei@CCC <Wei.Hsieh@CCC.CA.GOV> on behalf of ATP@CCC <ATP@CCC.CA.GOV>  
**Sent:** Monday, May 18, 2015 12:14 PM  
**To:** Lui, Mark; 'inquiry@atpcommunitycorps.org'  
**Cc:** Hunter, Mari E; Alonso, Rachel; ATP@CCC; Hsieh, Wei@CCC; Arzaga, Frank@CCC; Notheis, Larry@CCC  
**Subject:** RE: ATP2 Lombard Safety Project-CCC Submittal

Hi Mark,

Thank you for contacting the CCC. Unfortunately, we are unable to participate in this project. Please include this email with your application as proof that you reached out to the CCC.

Thank you,

Wei Hsieh, Manager  
Programs & Operations Division  
California Conservation Corps  
1719 24<sup>th</sup> Street  
Sacramento, CA 95816  
(916) 341-3154  
[Wei.Hsieh@ccc.ca.gov](mailto:Wei.Hsieh@ccc.ca.gov)

---

**From:** Lui, Mark [<mailto:Mark.Lui@sfmta.com>]  
**Sent:** Friday, May 15, 2015 3:56 PM  
**To:** ATP@CCC; 'inquiry@atpcommunitycorps.org'  
**Cc:** Hunter, Mari E; Alonso, Rachel  
**Subject:** ATP2 Lombard Safety Project-CCC Submittal

Good Afternoon Wei & Danielle,

We are submitting the required ATP application information for our ATP Lombard Safety Project.

Please let us know whether the CCC/CALCC is able to partner with SFMTA on the attached project.

Please contact us at [mark.lui@sfmta.com](mailto:mark.lui@sfmta.com) or 415.701.4450 if you have questions about the project.

Thank you,

Mark Lui  
SFMTA Finance

(This is the 1st of 6 applications that SFMTA and SFDPW will be submitting to the CCC for evaluation.)

- **Project Title:** Lombard Corridor Safety Project
- **Project Description:** Lombard Street, between Van Ness and Richardson Avenue, is a high injury corridor for pedestrians and motorists. To improve safety for all users and particularly our most vulnerable users—pedestrians and bicyclists—the Lombard Corridor Safety Project proposes curb extensions (pedestrian and transit bulbouts), paint treatments at the intersection to provide greater visibility (e.g. continental crosswalks, daylighting and advanced stop bars) and signal timing improvements. By creating a safer corridor, more people will be encouraged to walk and bicycle improving personal health and the environment.
- **Project Map:** attached
- **Preliminary Plan & Example Cross-Sections:** attached
- **Detailed Estimate:** attached
- **Project Schedule:** attached

## Attachment I-8

# Lui, Mark

---

**From:** Active Transportation Program <inquiry@atpcommunitycorps.org>  
**Sent:** Friday, May 22, 2015 4:05 PM  
**To:** Lui, Mark  
**Cc:** atp@ccc.ca.gov; Hunter, Mari E; Alonso, Rachel  
**Subject:** Re: ATP2 Lombard Safety Project-CCC Submittal

Hi Mark,

Debra Gore-Mann of the San Francisco Conservation Corps has responded that they are able to assist with the streetscape and the public outreach elements of your project.

Please include this email with your application as proof that you reached out to the Local Corps. Feel free to contact Debra ([dgoremann@sfcc.org](mailto:dgoremann@sfcc.org)) directly if your project receives funding.

Thank you!

On Fri, May 15, 2015 at 3:55 PM, Lui, Mark <[Mark.Lui@sfmta.com](mailto:Mark.Lui@sfmta.com)> wrote:

Good Afternoon Wei & Danielle,

We are submitting the required ATP application information for our ATP Lombard Safety Project.

Please let us know whether the CCC/CALCC is able to partner with SFMTA on the attached project.

Please contact us at [mark.lui@sfmta.com](mailto:mark.lui@sfmta.com) or [415.701.4450](tel:415.701.4450) if you have questions about the project.

Thank you,

Mark Lui

SFMTA Finance

(This is the 1st of 6 applications that SFMTA and SFDPW will be submitting to the CCC for evaluation.)

- **Project Title:** Lombard Corridor Safety Project
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- **Project Map:** attached
- **Preliminary Plan & Example Cross-Sections:** attached
- **Detailed Estimate:** attached
- **Project Schedule:** attached

--

**Monica Davalos** | Legislative Policy Intern  
Active Transportation Program  
California Association of Local Conservation Corps  
1121 L Street, Suite 400  
Sacramento, CA 95814  
[916.426.9170](tel:916.426.9170) | [inquiry@atpcommunitycorps.org](mailto:inquiry@atpcommunitycorps.org)

## **Attachment J**

### **Letters of Support**

OFFICE OF THE MAYOR  
SAN FRANCISCO



EDWIN M. LEE  
MAYOR

May 27, 2015

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

**Re: Support for San Francisco's Active Transportation Program Applications**

To Whom It May Concern:

On behalf of the City and County of San Francisco, I am pleased to support the San Francisco Municipal Transportation Agency's (SFMTA) four applications and the Department of Public Works' (DPW) two applications in response to the Active Transportation Program's (ATP) call for projects.

San Francisco's proposed projects will enable the implementation of treatments needed to increase walking and cycling in the City and improve safety for all transportation modes, especially for pedestrians and bicyclists. These projects will enable implementation of important safety measures including pedestrian signals, signs, lighting, curb extensions, and bicycle lanes. By encouraging active transportation while simultaneously investing in capital projects to make San Francisco's streets safer for all road users, this package of projects will provide immediate benefits while moving San Francisco toward its goal of zero traffic deaths on City streets by 2024.

I enthusiastically support these applications and respectfully urge the Department to recommend the awarding of ATP funds, which will result in increased safety through a reduction of behaviors that most threaten the lives of people walking and biking in our City.

Thank you for your consideration. If you have any questions, please feel free to contact Gillian Gillett, my Director of Transportation Policy, at (415) 554-4192 or [gillian.gillett@sfgov.org](mailto:gillian.gillett@sfgov.org).

Sincerely,

A handwritten signature in cursive script, appearing to read "Edwin M. Lee".

Edwin M. Lee  
Mayor

1 DR. CARLTON B. GOODLETT PLACE, ROOM 200  
SAN FRANCISCO, CALIFORNIA 94102-4681  
TELEPHONE: (415) 554-6141

Member, Board of Supervisors  
District 3



City and County of San Francisco

**JULIE CHRISTENSEN**

May 5, 2015

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 Active Transportation Program Applications**

To Whom It May Concern:

I am pleased to support the San Francisco Municipal Transportation Agency's (SFMTA's) four applications and Public Works' two applications in response to the Active Transportation Program's (ATP's) call for projects.

The proposed projects will enable the implementation of treatments needed to increase walking and cycling in San Francisco and improve safety for all transportation modes, especially for pedestrians and bicyclists. These projects will enable implementation of safety treatments including pedestrian signals, signs, lighting, and curb extensions, and bicycle lanes. By encouraging active transportation while simultaneously investing in capital projects to make San Francisco's streets safer for all road users, we believe this package of proposed projects will also provide immediate benefits while moving San Francisco toward its goal of zero traffic deaths on San Francisco streets by 2024.

As Supervisor for San Francisco's District 8, transportation and safety has been one of my top priorities. I enthusiastically support these applications for the Active Transportation Program and respectfully urge the Department to recommend award of ATP funds to this project. Funding for these projects 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 SFMTA's application. If you have any questions please feel free to contact my office at 415-554-7450.

Sincerely,

A handwritten signature in blue ink, appearing to read "Julie Christensen".

Julie Christensen  
Member, San Francisco Board of Supervisors

Member, Board of Supervisors  
District 10



City and County of San Francisco

**MALIA COHEN**  
**馬莉亞郭嫻**

May 5, 2015

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 Active Transportation Program Applications

To Whom It May Concern:

I am pleased to support the San Francisco Municipal Transportation Agency's (SFMTA's) four applications and Public Works' two applications in response to the Active Transportation Program's (ATP's) call for projects.

The proposed projects will enable the implementation of treatments needed to increase walking and cycling in San Francisco and improve safety for all transportation modes, especially for pedestrians and bicyclists. These projects will enable implementation of safety treatments including pedestrian signals, signs, lighting, and curb extensions, and bicycle lanes. By encouraging active transportation while simultaneously investing in capital projects to make San Francisco's streets safer for all road users, I believe this package of proposed projects will also provide immediate benefits while moving San Francisco toward its goal of zero traffic deaths on San Francisco streets by 2024.

I represent San Francisco's Southeastern neighborhoods of; Bayview - Hunters Point, Visitacion Valley, Potrero Hill and Dogpatch collectively - District 10. District 10 is home to an ever growing bicycle and pedestrian community that has advocated for years to become more integrated into the San Francisco public transportation planning and system. The approval of both the project proposals from the Municipal Transportation Agency and Department of Public Works will go a long way towards helping these efforts.

I enthusiastically support these applications for the Active Transportation Program and respectfully urge the Department to recommend award of ATP funds to this project. Funding for these projects 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 SFMTA's application. If you have any questions please feel free to contact my office at 415.554.7670 or by email at [malia.cohen@sfgov.org](mailto:malia.cohen@sfgov.org).

Sincerely,



Malia Cohen  
Member, Board of Supervisors

Member, Board of Supervisors  
District 2



City and County of San Francisco

## MARK E. FARRELL

May 26, 2015

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 Active Transportation Program Applications

To Whom It May Concern:

I writing to you today to ask for your support of the San Francisco Municipal Transportation Agency's (SFMTA's) four applications and Public Works' two applications in response to the Active Transportation Program's (ATP's) call for projects.

The proposed projects, and specifically the proposed Lombard Street improvements in my District, will enable the implementation of treatments needed to increase walking and cycling in San Francisco and improve safety for all transportation modes, especially for pedestrians and bicyclists. These projects will enable implementation of safety treatments including pedestrian signals, signs, lighting, and curb extensions, and bicycle lanes. By encouraging active transportation while simultaneously investing in capital projects to make San Francisco's streets safer for all road users, we believe this package of proposed projects will also provide immediate benefits while moving San Francisco toward its goal of zero traffic deaths on San Francisco streets by 2024.

As a member of the Board of Supervisors and the San Francisco County Transportation Authority, I have been an advocate for more resources necessary to meet our City's transit first and vision zero goals and policies.

I enthusiastically support these applications for the Active Transportation Program and respectfully urge the Department to recommend award of ATP funds to this project. Funding for these projects 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.

Member, Board of Supervisors  
District 2



City and County of San Francisco

**MARK E. FARRELL**

Thank you for your consideration of the SFMTA's application. If you have any questions please feel free to contact Jess Montejano on my staff at [Jess.Montejano@sfgov.org](mailto:Jess.Montejano@sfgov.org)

Sincerely,

A handwritten signature in blue ink that reads "Mark E. Farrell".

Mark Farrell  
Member, San Francisco Board of Supervisors

May 26, 2015

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 Active Transportation Program Applications

To Whom It May Concern:

I am pleased to support the San Francisco Municipal Transportation Agency's (SFMTA's) four applications and Public Works' two applications in response to the Active Transportation Program's (ATP's) call for projects.

SFMTA's proposed projects will help improve safety for all transportation modes, and especially for pedestrians and bicyclists. These projects include: pedestrian signals, signs, lighting, curb extensions, and bicycle lanes. By encouraging active transportation while simultaneously investing in capital projects to make San Francisco's streets safer for all road users, we believe this package of proposed projects will also provide immediate benefits while moving San Francisco toward its goal of zero traffic deaths on San Francisco streets by 2024.

In 2014, I led an effort, along with SFMTA, the Mayor and the unanimous support of my colleagues, to secure a \$500 million general obligation bond through voter approval to invest in essential transportation infrastructure. This funding will improve transit through the Muni Forward initiative, modernize Muni maintenance facilities, install pedestrian safety features on our most dangerous streets, and increase our bicycle network. The positive response by voters in supporting the general obligation bond demonstrates a huge desire from our community to invest in infrastructure improvements to make all transportation modes safe and reliable.

I enthusiastically support these applications for the Active Transportation Program and respectfully urge the Department to recommend award of ATP funds for these projects. Funding for these projects 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 SFMTA's application. If you have any questions please feel free to contact our office at (415) 554-7460.

Sincerely,

A handwritten signature in black ink, appearing to read "Katy Tang". The signature is written in a cursive, flowing style with a large loop at the end of the last name.

Katy Tang  
Supervisor, District 4  
City and County of San Francisco

Member, Board of Supervisors  
District 8



City and County of San Francisco

**SCOTT WIENER**  
**威善高**

May 26, 2015

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 Active Transportation Program Applications

To Whom It May Concern:

I am pleased to support the San Francisco Municipal Transportation Agency's (SFMTA's) four applications and Public Works' two applications in response to the Active Transportation Program's (ATP's) call for projects.

The proposed projects will enable the implementation of treatments needed to increase walking and cycling in San Francisco and improve safety for all transportation modes, especially for pedestrians and bicyclists. These projects will enable implementation of safety treatments including pedestrian signals, signs, lighting, and curb extensions, and bicycle lanes. By encouraging active transportation while simultaneously investing in capital projects to make San Francisco's streets safer for all road users, we believe this package of proposed projects will also provide immediate benefits while moving San Francisco toward its goal of zero traffic deaths on San Francisco streets by 2024.

As a member of the Board of Supervisors and the Chair of the San Francisco County Transportation Authority, I've been a leading advocate for increasing investment in public transportation, expanding our bicycle network, and investing in pedestrian safety projects. Encouraging diverse modes of transportation and prioritizing street safety is essential to fulfilling San Francisco's Transit First policy. As San Francisco's population grows and our streets become more crowded, we must implement good public projects that encourage and promote the use of a variety of modes of transportation.

I enthusiastically support these applications for the Active Transportation Program and respectfully urge the Department to recommend award of ATP funds to this project. Funding for these projects 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 SFMTA's application. If you have any questions please feel free to contact Jeff Cretan in my office at [jeff.cretan@sfgov.org](mailto:jeff.cretan@sfgov.org).

Sincerely,

A handwritten signature in blue ink that reads "Scott Wiener". The signature is written in a cursive, slightly slanted style.

Scott Wiener  
Member, Board of Supervisors

May 26, 2015

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 the San Francisco Public Works' Lombard Street Improvements 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 Public Works' (SFPW) Lombard Street Improvements Project application, which has been submitted in response to the Active Transportation Program's (ATP's) call for projects.

The proposed project will encourage more active modes of transport and improve safety for all people traveling along and across Lombard Street (U.S. Route 101), whether by walking, bicycling, walking to their transit stop, or driving. Consisting of quick-to-implement and cost-effective improvements, the project will include curb extensions (pedestrian and transit bulbs), parking removal at intersections between Van Ness Avenue and Richardson Avenue, signal timing improvements, advanced stop bars and high visibility crosswalks.

By encouraging active transportation while simultaneously investing in capital projects to make San Francisco's streets safer for all road users, we believe this package of proposed projects will also provide immediate benefits while moving San Francisco toward its goal of zero traffic deaths on San Francisco streets by 2024.

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 Safe Routes to School 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.

On behalf of the Transportation Authority, I enthusiastically support SFPW's Lombard Street Improvements 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 SFPW's application. If you have any questions please feel free to contact Mike Pickford (415) 522-4822 or mike@sfcta.org.



Plan, Fund, Deliver

COMMISSIONERS

Scott Wiener  
CHAIR

Malia Cohen  
VICE CHAIR

John Avalos

London Breed

David Campos

Julie Christensen

Mark Farrell

Jane Kim

Eric Mar

Katy Tang

Norman Yee

Tilly Chang  
EXECUTIVE DIRECTOR  
June 1, 2015

Sincerely,

Tilly Chang  
Executive Director

cc: E. Housteau, M. Lui, J. Goldberg – SFMTA  
R. Alonso - SFPW  
MEL, DU, AL, AC, MP, SB



May 20, 2015

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 Active Transportation Program Applications

To Whom It May Concern:

Walk San Francisco is pleased to support the San Francisco Municipal Transportation Agency's (SFMTA's) four applications and Public Works' two applications in response to the Active Transportation Program's (ATP's) call for projects.

The proposed projects will enable the implementation of treatments needed to increase walking and cycling in San Francisco and improve safety for all transportation modes, especially for pedestrians and bicyclists. These projects will enable implementation of safety treatments including pedestrian signals, signs, lighting, and curb extensions, and bicycle lanes. By encouraging active transportation while simultaneously investing in capital projects to make San Francisco's streets safer for all road users, we believe this package of proposed projects will also provide immediate benefits while moving San Francisco toward its goal of zero traffic deaths on San Francisco streets by 2024.

Walk San Francisco is the City's pedestrian advocacy organization. Our mission is to make walking safer so our city is healthier and more livable. We lead a community-based Vision Zero Coalition of over 40 organizations committed to ending traffic deaths in our City. Together, the community, city—and hopefully the State with your support of these programs—are creating a model for other cities across the United States to follow.

I enthusiastically support these applications for the Active Transportation Program and respectfully urge the Department to recommend awarding ATP funds to these projects. Funding for these projects 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 SFMTA's application. If you have any questions please feel free to contact me at the phone number provided below, or via email at [nicole@walksf.org](mailto:nicole@walksf.org).

Sincerely,

A handwritten signature in blue ink that reads "Nicole Ferrara".

Nicole Ferrara  
Executive Director



**San Francisco Bicycle Advisory Committee**

City Hall, Room 408  
1 Dr. Carlton B. Goodlett Place  
San Francisco, CA 94102

May 19, 2015

Teresa McWilliam  
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 SFMTA and SFPW's Active Transportation Program Applications

Dear Ms. McWilliam:

The San Francisco Board of Supervisors' Bicycle Advisory Committee (BAC) is pleased to support the San Francisco San Francisco Municipal Transportation Agency's (SFMTA's) four applications and San Francisco Public Works' (SFPW's) two applications that they will be submitting in response to the Active Transportation Program's (ATP's) call for projects for:

- Lombard Street Improvements (SFPW)
- John Y. Chin Safe Routes to School (SFPW)
- Market Street Signal Retiming (SFMTA)
- Southeast SF Multimodal Safety and Transit Reliability Upgrades (SFMTA)
- Pedestrian Wayfinding (SFMTA)
- Vision Zero SF: Safer Intersections (SFMTA)

The proposed projects will enable the implementation of treatments needed to increase walking and cycling in San Francisco and improve safety for all transportation modes, especially for pedestrians and bicyclists. These projects will enable implementation of safety treatments including pedestrian & bicycle signals, signs, lighting, pedestrian extensions and bicycle lanes. By encouraging active transportation while simultaneously investing in capital projects to make San Francisco's streets safer for all road users, we believe this package of proposed projects will also provide immediate benefits while moving San Francisco toward its goal of zero traffic deaths on San Francisco streets by 2024.

The BAC meets to consider bicycle transportation projects and policies to make recommendations to the Board of Supervisors, the Municipal Transportation Agency, the County Transportation Authority, the San Francisco Police Department, and other City and County of San Francisco agencies. Our projects include oversight and facilitation of the five-year Bicycle Plan Update, cooperative initiatives with bicycle / pedestrian / senior advocacy organizations, overseeing implementation of civil grand jury recommendations, recognition of individuals & policies that benefit bicycling, and direct intervention in support of citizen complaints in bicycle-related issues.

On behalf of the San Francisco Bicycle Advisory Committee, we support the SFMTA's and SF PW's applications for the Active Transportation Program and respectfully urge the Department to recommend award of ATP funds to this project. Your funding will result in increased walking and bicycling, with improved safety through a reduction of behaviors that most threaten the lives of all people using our city streets.

Thank you for your consideration of the SFMTA's and SFPW's application. If you have any questions please feel free to contact me at 415.672-3458.

Yours in Safe Transportation,

A handwritten signature in black ink that reads "Bert Hill". The signature is written in a cursive, slightly slanted style.

Bert Hill, Chair  
SF Bicycle Advisory Committee  
[echill@sfhills.org](mailto:echill@sfhills.org)  
415-672-3458 Mobile/Text

**Attachment K: Additional Attachments  
Not Applicable**

## 2b. Regional Competitive ATP Supplemental Form

**Metropolitan Transportation Commission**  
**Cycle 2 Regional Competitive Active Transportation Program (ATP)**  
**Supplemental Project Application**  
**March 26, 2015**

**SUPPLEMENTAL QUESTIONS**

In addition to the Statewide ATP Application Form, applicants interested in applying for regional competitive ATP funds must include answers to these supplemental questions. Additional information on the MTC regional competitive ATP and application materials is available at: <http://www.mtc.ca.gov/funding/ATP>.

**PROJECT INFORMATION**

Applicant Agency: San Francisco Public Works  
 Project Title: Lombard Street Vision Zero Project  
 ATP \$ Requested: \$3,799,528  
 Applied for State ATP?  Y  Y  
 Same scope/cost as State App.?  Y  Y  
 If you answered “No” to the above question, please explain (below or on separate page).

**SCREENING CRITERIA**

**1. BENEFIT TO REGION’S COMMUNITIES OF CONCERN**

The MTC region has adopted a measure to define Disadvantaged Communities known as “Communities of Concern”. Refer to pages 5-6 of the Regional Competitive ATP Guidelines, Attachment A for more information (see <http://www.mtc.ca.gov/funding/ATP>).

Benefit to Region’s Communities of Concern (this question will be used for screening criteria only to determine if the region meets the state 25% programming goal for projects that benefit disadvantaged communities).

a. Does the project significantly benefit a Community of Concern?  N  Y

While the project area does not fall within a Community of Concern, as demonstrated in Question #5 of the application, there are a number of populations, both local to the project area and visiting who do share qualities that define Communities of Concern who will greatly benefit from the implementation of this project.

b. If yes, describe benefit to a Community of Concern, including map showing proximity to COC (below or on separate page).

**2. LOCAL MATCH REQUIREMENT**

The local match requirement for the regional ATP is 11.47%, which differs from the Statewide ATP. However, no local match is required for projects benefiting a Community of Concern, stand-alone non-infrastructure projects, and safe routes to schools projects. As an added provision, a project sponsor

may request the local match requirement be waived for the construction phase of an infrastructure project if the pre-construction phases are entirely funded using non-federal and non-ATP funds. This provision minimizes the number of federalized phases requiring an E-76 through Caltrans Local assistance.

- a. Does the project request the 11.47% match requirement be waived?  N

If yes, under what category (1-4) are the match requirements waived: \_\_\_\_\_

1. Project benefits a disadvantaged community/ Community of Concern
2. Project is a stand-alone non-infrastructure project
3. Project is a Safe Routes to School project
4. Project’s pre-construction phases are funded by non-federal and non-ATP funds. If 4, indicate which pre-construction phases are funded by non-federal and non-ATP funds:

Project Phase	Amount	Fund Source
PE Phase (includes PA&ED and PS&E)	\$	
Right of Way Phase (includes support)	\$	

Note: specific breakdown into four phases (PA&ED/environmental, PS&E/final design, ROW (capital and support), and Construction (capital and support) must be detailed by year and fund source in the Project Programming Request (PPR) form (as part of the ATP application).

**3. PROGRAMMING AND DELIVERABILITY**

The ATP is primarily a federally-funded program with limited state-only funds; therefore, project sponsors should expect ATP projects to be federalized. Additionally, all projects selected for Regional Competitive ATP funds must comply with MTC Resolution No. 3606 Regional Delivery Deadlines and Policies (see <http://www.mtc.ca.gov/funding/ATP>). Note that projects deemed undeliverable within the timeframe of ATP Cycle 2 will receive a five-point penalty (see item 7, “Other Evaluation Factors”).

- a. Indicate the type of ATP funding requested.

100% Federal    
  100% State-Only\*    
  Combined Federal/State    
 X

\*If unable to use federal funds, explain why (on separate page).

- b. Can the project meet the prescribed obligation deadlines below?

Funds programmed in FY 2016-17: Obligation\* by 1/31/2017.      Y  
 Funds programmed in FY 2017-18: Obligation\* by 1/31/2018.       
 Funds programmed in FY 2018-19: Obligation\* by 1/31/2019.    

\* Obligation is the federal authorization to proceed/E-76 approval

**REGIONAL EVALUATION CRITERIA (to be scored in addition to State Criteria)**

**4. CONSISTENCY WITH REGIONAL PRIORITIES AND PLANNING EFFORTS (0 to 5 points)**

Applicants shall describe the project’s consistency with previously-approved regional priorities, and how the project meets Plan Bay Area’s objective to meet SB 375 commitments. Points will be awarded for the degree of the proposed project’s consistency with regional priorities. Refer to page 7 of the Regional Competitive ATP Guidelines, Attachment A, for examples (see <http://www.mtc.ca.gov/funding/ATP>).

- a. Describe how the project is consistent with regional priorities or helps the region to achieve regional priorities (on separate page). SEE Attachment Regional Application Q4

Projects will be evaluated on the following:

- *Projects that substantially meet regional priorities: 5 points*
- *Projects that moderately meet regional priorities: 3-4 points*
- *Projects that minimally meet regional priorities: 1-2 points*
- *Projects that do not meet regional priorities: 0 points*

**5. COMPLETION OF APPROVED ENVIRONMENTAL DOCUMENT (0 or 3 points)**

Applications that provide evidence of an approved environmental document consistent with the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) will receive additional points. If requesting state-only funding, only CEQA documentation is required. Refer to page 7 of the Regional Competitive ATP Guidelines, Attachment A, for acceptable forms of evidence (see <http://www.mtc.ca.gov/funding/ATP>).

- a. Is the project a stand-alone non-infrastructure project or planning project?  N
  - i. If yes, skip to question 6; full points will be awarded.
- b. Is the project environmentally cleared?  N
- c. If yes, provide evidence and fill out documentation type (CE, ND, EIR, EIS, etc.) and approval/adoption date in the table below.

	<b>Documentation Type</b>	<b>Expected Approval Date</b>
State CEQA Document	(submitted letter to Caltrans for CEQA delegation and initiated development of materials for CatEx)	September 1, 2015
Federal NEPA Document		

**6. CONSISTENCY WITH OBAG COMPLETE STREETS POLICY (0 or 2 points)**

Additional points will be awarded to ATP project applicants that supply documentation that the jurisdiction(s) in which the project is located meets the One Bay Area Grant (OBAG) Complete Streets Policy by September 30, 2015. Refer to page 8 of the Regional Competitive ATP Guidelines, Attachment A, for additional information regarding the OBAG Complete Streets Policy (see <http://www.mtc.ca.gov/funding/ATP>).

- a. Does the jurisdiction in which the project is located meet the OBAG Complete Streets Policy (or will it by 9/30/15)?  Y
- b. If yes, provide how the policy was met in the table below.

Jurisdiction	General Plan, Resolution, or both?	Approval Date
City and County of San Francisco	Resolution, Public Works Code Section 2.4.13	8/18/2005

**7. OTHER EVALUATION FACTORS (0 or -2 or -5 points)**

Note that the Congestion Management Agencies will determine consistency of the project with adopted countywide transportation plans, goals, or other plans. Projects deemed inconsistent with these plans and/or goals will receive a two-point penalty. Additionally, projects that the evaluation committee deems undeliverable within the timeframe of ATP Cycle 2 will receive a five-point penalty. Refer to page 8 of the Regional Competitive ATP Guidelines, Attachment A, for additional information regarding these other evaluation factors (see <http://www.mtc.ca.gov/funding/ATP>).

**REGIONAL EVALUATION CRITERIA (to be scored in addition to State Criteria)****4. CONSISTENCY WITH REGIONAL PRIORITIES AND PLANNING EFFORTS (0 to 5 points)**

The Lombard Street Vision Zero Project is consistent with the Regional Transportation Plan, Transportation 2035: Change in Motion ([http://www.mtc.ca.gov/planning/2035\\_plan/index.htm](http://www.mtc.ca.gov/planning/2035_plan/index.htm)), the vision of which is *to support a prosperous and globally competitive Bay Area economy, provide for a healthy and safe environment, and promote equitable mobility opportunities for all residents*. A few key goals supporting the RTPs three principles of economy, environment and equity are particularly relevant for the Lombard Corridor Safety project:

- **Maintenance and Safety:** Lombard Street Corridor Project is first and foremost a safety project supporting San Francisco's Vision Zero Policy. Lombard Street is a high injury corridor for pedestrians and motorists, the treatments proposed will improve safety for these modes as well as offer benefits to bicyclists approaching and crossing the corridor. With respect to maintenance, the treatments proposed are relatively low maintenance and that which is required (e.g. refresh paint) is something the City has institutionalized.
- **Reliability:** a co-benefit of the safety treatments is that they also improve transit reliability; namely, the transit bulbs. For reliability, the transit bulb provides a significant time savings from no longer having to wait for a gap in traffic to re-enter the travel lane.
- **Clean Air & Climate Protection:** by providing safer walking, bicycling and transit access, residents and visitors will be encouraged to choose these modes of transport rather than drive reducing emissions which contribute to respiratory ailments and global warming. This in turn results in a positive loop such that cleaner air in the area makes it more pleasant and enjoyable to walk and bicycle further encouraging that type of behavior.
- **Equitable Access:** The safety treatments are in the public right-of-way and available for all to use and benefit. Furthermore, the transit routes that serve the project area travel through communities of concern; 22%-33% of the census tracts traversed by routes traveling through the project corridor are low-income and 42%-57% are minority.
- **Livable Communities:** the Mayor's Office of Economic and Workforce Development and Planning Department have been partners throughout the public engagement process and have completed a development and economic evaluation of the corridor: <http://investsf.org/neighborhoods/lombard/> Coupled with improvements to the transportation network, much needed attention to the Lombard Street Corridor will result in a more livable community for residents and visitors to enjoy.

The Lombard Street Vision Zero Project also joins the gap between the work already committed for Doyle Drive and Van Ness Avenue. Furthermore, Caltrans is repaving this corridor, the Lombard Street Vision Zero Project ensures that the final product after repaving is a comprehensive one, a corridor that is safer and more comfortable for all street users.

## 3a. Project Programming Request (PPR) Form

(Included as part of the State ATP Application on pages 50-52)

## 4. Complete Streets Checklist

Project:  
**Lombard Street Vision Zero Project**

Checklist:  
**Lombard Street Vision Zero Proejct**

CREATED 2015-06-01 (about 1 hour ago)    UPDATED 2015-06-01 (about 1 hour ago)

**City**

San Francisco

**Status**

In Progress

**Description**

Curb extensions (pedestrian and transit bulbs), parking removal at intersections (daylighting), signal timing improvements, advanced stop bars and high visibility crosswalks are proposed.

**Contact Name**

Rachel Alonso

**Contact Email**

rachel.alonso@sfdpw.org

**Contact Phone**

415.554.4890

**Contact Address**

1 Dr. Carlton B. Goodlett Pl, Room 340  
San Francisco, CA 94102

**1a What accommodations for bicycles and pedestrians are now included on the current facility and on facilities that it intersects or crosses?**

- Class III bicycle routes
- Bicycle parking
- Sidewalks on one side or both sides of street
- Frequent crosswalks

ADA-compliant ramps

Transit shelter

Transit vehicle stops

Other

Please provide specifics of any items checked above.

only 2 transit shelters and only 4 bike racks

**1b If there are no existing pedestrian or bicycle facilities, how far from the proposed project are the closest parallel bikeways and walkways?**

None selected

Other

**1c Please indicate any particular pedestrian uses or needs along the project corridor that you have observed or have been informed of.**

Lack of sidewalk

Intersection improvements

Elderly or disabled

School age children

Transit shelter

Lack of bicycle parking

Other

**1d What existing challenges could the proposed project improve for bicycle, pedestrian, or transit travel in the vicinity of the proposed project?**

Lack of bicycle parking

Wide roadway crossings

Transit vehicle stops

Other

**2a What trip generators (existing and future) are in the vicinity of the proposed project that might attract walking or bicycling customers, employees, students, visitors or others?**

Educational institutions

Transit stations

Senior centers

Shopping areas

Medical centers

Major public venues

Parks

**Other**

**3a Have you considered collisions involving bicyclists and pedestrians along the route of the facility?**

Yes

**If so, what resources have you consulted?**

SWITRS

**4a Do any adopted plans call for the development of bicycle or pedestrian facilities on, crossing or adjacent to the proposed facility/project?**

Specific plan

**Other**

Vision Zero Two-Year Action Strategy, WalkFirst

**Is the proposed project consistent with these plans?**

Yes

**5a Do any local, statewide or federal policies call for incorporating bicycle and/or pedestrian facilities into this project?**

None selected

**Other**

Vision Zero Policy

**If so, have the policies been followed?**

Yes

**5b If this project includes a bicycle and/or pedestrian facility, have all applicable design standards or guidelines been followed?**

Yes

**6a If there have been BPAC, stakeholder and/or public meetings at which the proposed project has been discussed, what comments have been made regarding bicycle and pedestrian accommodations?**

Safety, protective streetscape

**7a What accommodations, if any, are included for bicyclists and pedestrians in the proposed project design?**

Bicycle parking

Widened sidewalks

High visibility crosswalks

**Other**

leading pedestrian intervals, daylighting, advanced stop bar, shelters

**8a Will the proposed project remove an existing bicycle or pedestrian facility or block or hinder bicycle or pedestrian movement?**

No

If yes, please describe situation in detail.

**8b If the proposed project does not incorporate either bicycle or pedestrian facilities, or if the proposed project would hinder bicycle or pedestrian travel, list reasons why the project cannot be re-designed to accommodate these facilities.**

What would be the cost of the bicycle and/or pedestrian facility?

What is the bicycle and/or pedestrian facility's proportion of the total project cost?

Right-of-way. (Did an analysis lead to this conclusion?)

**9a How will access for bicyclists and pedestrians be maintained during project construction?**

Alternative signed bicycle route

Alternative signed pedestrian route

Separated pedestrian pathway

**Other**

**10a What agency will be responsible for ongoing maintenance of the facility?**

SFMTA, Public Works

---

**10b How will ongoing maintenance be budgeted?**

Operating funds