

APPLICATION COVER SHEET

Applications are due by 3 p.m. on Monday, August 8, 2011 at the TransForm office. A complete application submission includes four (4) paper copies, unbound; all material, including attachments, maps, and graphics should be printed in black and white on 8 1/2" x 11" paper to ensure easy reproduction. Please do not submit cover letters.

All applications should also be submitted electronically, either by including a labeled flash drive (so that we may mail it back) with your application packet, or by uploading your application as one file to: <http://www.transformca.org/campaign/sr2t/application-upload>

TransForm's main office is located at 436 14th st., Suite 600, Oakland, CA 94612.

Project Name: Geary Webster Pedestrian Improvements

Primary Project Agency Name(s): Department of Public Works

City or Cities: San Francisco

County or Counties: San Francisco

Date Submitted: 8/8/2011

Date Received (leave blank):

Application Checklist:

To check a box, double click on the box and mark "Default Value" as "Checked." Please do not submit cover letters.

- Applicant has read the SR2T FAQ document
- All attachments are labeled as per the numbering system provided below.
- All materials should be readable when reproduced in black and white.
- All required attachments are included, any unused attachments have been deleted.

Applicable Sections for Project and Plan Applications:

Please note that capital project applications should fill out all application parts except for part 13. Applications seeking funding for plans should fill out parts 1-3, 4C, 6, 7, 10, 12, and 13

When filling out the application, please show all methodology, assumptions, and sources used in your calculations. If the information requested in the application is not available, please include a brief explanation.

- Attachment 1:** Map of Project Area (required)
- Attachment 2:** Budget Charts (required; included as a separate Excel file)
- Attachment 3:** Routine Accommodation Checklist (required; all proposals must complete MTC's Routine Accommodation Checklist. Please complete it on line at: http://www.mtc.ca.gov/planning/bicyclespedestrians/routine_accommodations.htm. Please print out and submit a copy of the completed checklist.)

List any additional attachments included in the application:

Attachment 4: Collision Map & Diagram

Attachment 5: Traffic Volumes

Attachment 6: Demographic Data

Attachment 7: Letters of Support

Attachment 8:

Attachment 9: [REDACTED]

Attachment 10: [REDACTED]

An authorized representative of the primary applicant agency must sign below, affirming that the statements in the application package are true and complete to the best of the applicant's knowledge.

Signature: [REDACTED]

Name: Edward D. Reiskin

Title: Director of Public Works

Date: 8-1-11

PART 1: BASIC PROPOSAL INFORMATION (FOR PROJECT AND PLAN APPLICATIONS)

Proposal Name: Geary/Webster Pedestrian Improvements

Primary Sponsoring Agency: San Francisco Department of Public Works

Secondary Sponsoring Agency or Agencies: San Francisco Municipal Transportation Agency

General Location (Jurisdiction and/or neighborhood only): Japantown, intersection of Geary Blvd. and Webster St.

Project Type

1. Capital or Plan Project: Safe Routes to Transit proposals may request funding for Capital projects or Plans. For Cycle 4, please do not combine capital projects and plans. An agency wishing to submit applications for both a plan and a project should submit two separate applications. Indicate below which type of project this application is:

Capital Project--improves safety and/or access for bicyclists and/or pedestrians to regional transit service (ex: bicycle lane, bicycle loop detector, crosswalk, improved intersection signalization, etc.) and/or improves access at a transit station/stop and/or on onboard transit vehicles.

Plan--includes the development of a Plan that specifically addresses bicycle and/or pedestrian access to a regional transit service (ex: station area plan, transit street plan, etc.).

2. Mode Target: Safe Routes to Transit encourages "complete" projects that provide improvements for trips made by walking and bicycling. Some facilities or components included in proposed projects may have obvious primary benefits to either cyclists or pedestrians. However, the entire project may provide benefits to *both* pedestrians and cyclists (traffic calming or increased motorist awareness, for example). Proposals that provide benefits to both bicyclists and pedestrians will score higher in this category. Please indicate which modes are the target beneficiaries of your project:

- Bicycles
- Pedestrians
- Both bicycle and pedestrians

PART 2: SPONSORING AGENCY CONTACT INFORMATION (FOR PROJECT AND PLAN APPLICATIONS)

Project sponsors are expected to jointly cooperate on project planning, design and implementation.

A. Primary Sponsoring Agency: Department of Public Works

Agency role/responsibilities in the project: Eric Kjelsberg, Eric

Primary Contact Person: Eric Kjelsberg

Title: Senior Engineer

Safe Routes to Transit Application
FY 2011/2012

Phone #: (415) 554-8267
Eric.Kjelsberg@sfdpw.org

Fax #: [REDACTED]

Email:

Mailing Address: 1680 Mission Street, 3rd Floor, San Francisco, CA 94103

Role/Responsibilities in the project: Planning and Design Engineering

Secondary Contact Person: Simone Jacques

Title: Transportation Finance Analyst

Phone #: (415) 558-4034
simone.jacques@sfdpw.org

Fax #: (415) 558-4519

Email:

Mailing Address: 30 Van Ness Avenue, 5th Floor, San Francisco, CA 94103

Role/Responsibilities in the project: Grant Analyst

B. Secondary Sponsoring Agency (if applicable): San Francisco Municipal Transportation Agency

Agency role/responsibilities in the project: Planning and Design Support.

Primary Contact Person: Maurice Growney

Title: Associate Engineer

Phone #: (415) 701-4549
maurice.growney@sfmta.com

Fax #: (415) 701-4343

Email:

Mailing Address: 1 South Van Ness Avenue, San Francisco, CA, 94103

Role/Responsibilities in the project: Project manager

Secondary Contact Person: Mark Lui

Title: Principal Grant Analyst

Phone #: 415.701.4450

Fax #: [REDACTED]

Email: mark.lui@sfmta.com

Mailing Address: 1 South Van Ness Avenue, 8th Floor, San Francisco, CA 94103

Role/Responsibilities in the project: Grants Analyst

C. Third Sponsoring Agency (if applicable): [REDACTED]

Agency role/responsibilities in the project: [REDACTED]

Primary Contact Person: [REDACTED]

Title: [REDACTED]

Phone #: [REDACTED]

Fax #: [REDACTED]

Email: [REDACTED]

Mailing Address: [REDACTED]

Role/Responsibilities in the project: [REDACTED]

Secondary Contact Person: [REDACTED]

Title: [REDACTED]

Phone #: [REDACTED]

Fax #: [REDACTED]

Email: [REDACTED]

Mailing Address: [REDACTED]

Role/Responsibilities in the project: [REDACTED]

D. Additional Sponsoring Agencies or contact persons (if applicable): [REDACTED]

PART 3: FUNDING REQUEST (FOR PROJECT AND PLAN APPLICATIONS)

Please fill out the Budget Charts (Attachment 2 in the application), included as a separate Excel file, in addition to providing the information requested below. The amounts below should match numbers from the Budget Charts. Please also note that the charts below, as well as the excel charts, match those in the Initial Project Report form required by MTC for all SR2T awarded projects. We have done this for your convenience. For more information on this form, including instructions, visit: <http://www.mtc.ca.gov/funding/RM2/rm2capital.htm>

Please note: Overhead for the implementing agency may be reimbursed up to 50% of direct staff costs. Consultant overhead costs are not subject to the 50% reimbursement limit.

Project Budget (Escalated to year of expenditure)

Phase	Total Amount - Escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$40
Design - Plans, Specifications and Estimates (PS&E)	60
Right-of-Way Activities /Acquisition (R/W)	[REDACTED]
Construction / Rolling Stock Acquisition (CON)	[REDACTED]
Total Project Budget (in thousands)	\$100

Project Budget (De-escalated to current year)

Phase	Total Amount - De-escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	[REDACTED]
Design - Plans, Specifications and Estimates (PS&E)	[REDACTED]
Right-of-Way Activities /Acquisition (R/W)	[REDACTED]
Construction / Rolling Stock Acquisition (CON)	[REDACTED]
Total Project Budget (in thousands)	[REDACTED]

Project Budget – Deliverable Segment (Escalated to year of expenditure)

Phase	Total Amount - Escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	[REDACTED]
Design - Plans, Specifications and Estimates (PS&E)	[REDACTED]
Right-of-Way Activities /Acquisition (R/W)	[REDACTED]
Construction / Rolling Stock Acquisition (CON)	[REDACTED]
Total Project Budget (in thousands)	[REDACTED]

Project Budget – Deliverable Segment (De-escalated to current year)

Phase	Total Amount - De-escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	
Design - Plans, Specifications and Estimates (PS&E)	
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	
Total Project Budget (in thousands)	

PART 4: DETAILED PROJECT DESCRIPTION (PROJECT APPLICATIONS COMPLETE ALL SECTIONS, PLAN APPLICATIONS PLEASE COMPLETE ONLY SECTION C)

A. Project Description: Please provide a brief project summary (it is ok to use bullets). In your answer, please ensure that you address the following (if applicable): (1) proposed use of the requested grant funds; (2) project components; (3) specific design details; (4) define the project/plan area and clearly identify its location; (5) transit service and station(s) associated with the project; (6) project ADA compliance; (7) any relevant project history.

B. Project Purpose: Please provide a brief description about the current conditions and how the proposed project is anticipated to address/improve them. In other words, why is this project necessary. We encourage you to include good photographs that capture existing conditions, but please make sure that you have a system (numerical or otherwise) with which you can refer to them in your answer. Please make sure to address any existing design challenges, whether the project will affect travel to transit by people using other modes, and why your proposed project is the best solution to the challenges posed by the existing conditions.

C. Project Need: Why is this project necessary and what is its potential impact? Describe the land use patterns or plans and roadway conditions for the area as they relate to the demand for walking and bicycling.

The project is necessary to provide planning and design for the reopening of the east crosswalk that will provide transit users a direct and safer way to get to their bus stops. The pedestrian collision history reveals three pedestrians have been severely injured crossing illegally including one fatality (see attachment 4). According to automated passenger counters installed inside Geary Boulevard coaches, this intersection services 654 and 465 boards and alights respectively for a total of 1119 daily passengers. The project addresses the reality that the existing overpass is underutilized and that many pedestrians are willing to cross illegally at-grade in order to avoid it.

D. Maps/Drawings:

The following must be included as Attachment 1 (if more than one map is included, please list and include as Attachment 1A, 1B, 1C, etc): *If photographs are included, please note where the photos were taken from (for example: which corner is photographed and from which direction—NW, SE...)—this helps us accurately capture before and after conditions for funded projects. The better your maps and drawings, the easier it will be for the project advisory committee to understand your project and its potential impact.*

1. Map(s) of project area, showing the following:

- a. Proposed project and project area. Please provide an easily read map showing the proposed project. If multiple bikeway types are proposed (e.g. a bicycle route and bicycle lane), clearly indicate the limits of each bikeway type.
- b. Existing facilities, as applicable (e.g. bikeways, sidewalks, crosswalks, traffic signals, etc.) If this project is closing a gap, clearly illustrate how the project will achieve this.
- c. Nearby transit facilities, regional connections, centers of activity, significant destination or origin of existing or potential transit riders, and other locations of interest.

- d. Scale, legend, and clear documentation of the items above.
2. Drawings (does not apply to planning applications):
- a. For bikeway, sidewalk and pathway projects **only**: Schematic diagrams showing 1) plan view of roadway/facility, including striping and stenciling and 2) cross-section of current roadway/facility, both with and without the proposed project.
 - b. For pedestrian project components, include diagrams and/or drawings of proposed facilities
 - c. If new bicycle/pedestrian signage is part of project, include graphics of proposed new signage (or close approximation, if not finalized).
 - d. For bike parking projects, include diagrams or drawings of proposed parking and map indicating location of parking.

PART 5: GAP CLOSURE (FOR PROJECT APPLICATIONS ONLY)

Safe Routes to Transit prioritizes projects that enable a complete trip through design and scope by addressing needed improvements in access, on-board travel, and at stations/stops. In other words, we encourage projects that do not just address ped/bike access at one location or at one intersection, but those whose solutions are comprehensive.

For example, bike lanes often stop well before an intersection, and then start up after the intersection. SR2T prioritizes projects that account for bicycle travel into and through intersections. As another example, pedestrian sidewalks and pathways sometimes require circuitous travel thru busy intersections in an indirect manner –different in quality from the routes that vehicles would be required to navigate. SR2T aims to accommodate bicyclists and pedestrians with at least the same level of priority in terms of safety, convenience, and comfort as motorists.

A. Project Completeness: Please describe how your project is designed to provide safe and convenient bicycle and/or pedestrian access throughout the project limits, addressing safety gaps or project segments where bicycle and/or pedestrian access has not been thoughtfully considered. Include analysis of how your project connects with existing ped/bike facilities and, thus, contributes to a more extensive network beyond project limits.

B. Project Gaps: Does your project close a major gap or overcome an absolute barrier in a bike or ped facility in the vicinity of a transit station, eliminating the need for circuitous travel to get to transit by walking or biking (i.e., there are no existing options such as existing city streets with sidewalks, a bridge, overcrossing, or connecting path through a park for traveling along the corridor)? Does your project include transit station/stop elements that are currently not in place? Identify any gaps in safe and convenient bicycle and/or pedestrian travel that will exist after your project completion.

PART 6: SAFETY AND SECURITY (FOR PROJECT AND PLAN APPLICATIONS)

For a project or plan to score well in this area, it must deliberately address personal safety and security issues for pedestrians and bicyclists throughout the project area.

A. Personal Safety: Describe how your project/plan is designed to address a demonstrated personal safety or personal security issue (e.g. collision data).

When pedestrians choose to cross Geary Boulevard at-grade they do so without the benefit of a crosswalk or pedestrian signals and are not expected by motorists. During the most recent five-year history, the Statewide Integrated Traffic Records System (SWITRS) documents a total of 18 injury collisions at this intersection including three severe pedestrian injury collisions, with one fatality (see attachment 4). Posted signs and barricades have not deterred pedestrians who choose to cross Geary Boulevard illegally at-grade.

B. Theft and Security: Provide statistics or relevant information about theft, safety, and/or personal security concerns in your project area.

Generally, pedestrian tunnels and overpasses are perceived unsafe from a personal safety perspective. They are considered remote and confining compared to a typical at-grade crossing. For these reasons and the extra

time using the overpass, it is safe to assume that a good percentage of pedestrians will continue to avoid the overpass even with the presence of signs and barricades.

- C. Project Design:** Is your project located in an area that is well-trafficked or monitored and in an area that is safe and well-lit.

The Geary Boulevard and Webster Street intersection is well traveled for an urban street with nearly 54,000 vehicles each day (see attachment 5). There are nine lanes on Geary Boulevard and six on Webster Street. There is adequate lighting for vehicles but the project will evaluate the need for additional pedestrian lighting.

PART 7: TRAFFIC CALMING (FOR PROJECT AND PLAN APPLICATIONS)

A. Traffic Calming/Traffic Awareness: Provide information on how your project or plan will address traffic calming/speeds, motorist awareness and overall traffic safety. One goal of the Safe Routes to Transit Program is to elevate pedestrian and bicycle safety to the level afforded motorized vehicles and their users. In your answer to this question, please note how the project/plan will address the following (if applicable): (1) traffic data and prevailing traffic speeds; (2) the awareness of motorists to the presence of pedestrians and bicyclists; (3) demonstrated or obvious traffic safety problem (e.g. collision statistics are high, there are a large number of complaints/near misses at site, there is high-speed traffic/high volumes of traffic/poor sight lines, wide multi-lane streets where cyclists and pedestrians need to cross, turning motions etc.); and (4) for projects that separate non-motorized users from traffic, the integration of safe crossings into traffic where off-road segments meet roads.

In order to accommodate pedestrians using the intersection and still maintain transit priority along this critical transit corridor, the traffic signal timing for Geary Boulevard and Webster Street and adjacent signals may need to be modified. Traffic speeds on this segment are 35MPH and the recorded 85th percentile speed of 35.6MPH reflects this as the appropriate posted speed.

The crosswalk when installed will be a highly visible continental crosswalk accompanied by advance limit lines and pedestrian warning signs.

During the most recent five-year history, the Statewide Integrated Traffic Records System (SWITRS) documents a total of 18 injury collisions at this intersection including three severe pedestrian injury collisions, including one fatality. The speeds at this intersection are such that most collisions are high energy collisions resulting in severe injuries to any pedestrians involved. This project in the end will legalize the at-grade crossing and include measures (pedestrian signals, accessible signals, bulbs, high visibility crosswalk and additional lighting as needed) to accommodate those pedestrians who already traverse the intersection.

PART 8: PILOT PROJECT (FOR PROJECT APPLICATIONS ONLY)

A. Pilot Project (Optional, but does accrue points): The SR2T Program encourages the design and development of facilities that provide a high standard of safety, convenience and comfort for pedestrians and bicyclists. Project applicants are encouraged to go above and beyond basic designs to develop innovative solutions for the pedestrian and bicycle challenges at hand.

Most manuals are written from the perspective of a baseline of minimum widths, minimum curve radii, etc., and to address the most common or typical situations for which standard signs and markings have been developed. However, these same manuals are continuously updated and new design treatments, and traffic control devices are added over the years, most recently the bicycle signal head and the sharrow pavement marking. These would not have been added unless an agency took a step back, determined that existing options in the manuals did not address the specific problem and then took the time to request to file a experiment from either the CTCDC or the FHWA and document the new device with before and after studies. The SR2T program wants to encourage and help agencies use existing design options in new and innovative ways. For examples of innovative treatments and respective design guidelines see the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide: <http://nacto.org/cities-for-cycling/design-guide/>

1. Does the project use a new or "non-standard" device or design treatment for which a request to experiment will be filed? (see note about additional time allowed)

Please select Yes or No

2. If you selected yes, has this new or "non-standard" device or design treatment been used in a previous jurisdiction, and if so, where? And, did that agency apply for a request to experiment? Was the situation for which the device or treatment was used similar or different from the one proposed? Please explain:

3. Does the project use a package of standard design treatments and/or Traffic Control Devices (TCDs) that collectively provide an innovative approach to dealing with the problem to be solved and/or that have not yet found common use e.g. bike signal heads or traffic calming devices favoring pedestrian and bicycles (such as speed tables at crosswalks at intersections so that the bike path does not need the curb cut but rather the intersecting roadway crosses at a speed table), microwave or video detection for in pavement flashing lights, 6 to 8 foot bike lanes with a buffer zone for car doors, and way-finding signs?

4. Does the project use a standard design treatment such that no request to experiment is necessary but in a unique and innovative way or improve upon an existing design treatment? (Examples include but are not limited to: separating bikes from pedestrians on a bike path through use of pavement colors and materials, or, bike-friendly sinusoidal speed humps in a jurisdiction that has only used the more abrupt speed humps)

5. Does project/plan deal with a difficult bicycle/pedestrian safety or access issue that has not been addressed before?

6. Does the project improve upon a standard design or apply it in a new or innovative way?

7. Please explain any other aspects that contribute to the proposed project's/plan's the level of innovation.

8. In order to promote innovations, SR2T is willing to allow additional time for completion if necessary to resolve challenges related to innovative projects/plans. Briefly describe any anticipated challenges associated with the proposed innovation and your methods to resolve them, and, what—if any—additional time would be required to complete the project.

PART 9: PROJECT READINESS (FOR PROJECT APPLICATIONS ONLY)

This section is to be completed only for applications requesting funding for capital projects.

A. What project development stages have been completed?

- Preliminary Planning
 Planning/Conceptual Engineering
 Design Engineering
 Project is Construction Ready
 Other--Explain:

B. Is the project dependent upon another uncompleted major capital project?

- No
 Yes. Explain:

C. What type of environmental documents will be prepared to meet CEQA (and NEPA, if applicable) requirements? If the environmental phase is complete, provide the document type and approval date for CEQA (and NEPA, if applicable).

D. List any environmental issues that may require more detailed study.

E. Is the project entirely within the Sponsor(s) right-of-way?

- Yes
 No. Describe any new right-of-way, permits or easements required and state when they will be acquired. Please note if the project is in a CalTrans right-of-way and what communication has taken place about the proposal with CalTrans:

F. Are there any potential conflicts or challenges between the proposed project and public utilities, including any relocations/installations that are being implemented separately from the proposed project?

- Yes. Explain:
 No

G. Have all departments impacted within the local government agency, transit agencies, and/or other public agencies been involved in the development of the project and reviewed the project to ensure feasibility?

- Yes. List these departments, agencies, and highest level of staff that reviewed the project proposal, and describe the extent of technical review.

- No. Explain:

H. Is there significant local opposition or any pending lawsuits related to the project that may prevent the project from meeting the deadline for spending SR2T funds?

- No
 Yes. Explain:

I. Who will oversee implementation of the project? Please provide a list of key staff (including names and titles); indicate which responsibilities will be carried out by outside consultants.

█

J. Briefly describe the strategy to comply with the SR2T requirement that the proposed project/plan be completed within three (3) years of grant approval (completion of project/plan by December 2014).

█

K. How long is the project expected to be in place or within use? (Describe plans, if any, to redevelop/repave the area, or other capital projects that would affect this project.)

█

I. Schedule: Please complete any applicable parts of the following schedule. Please keep in mind that sponsors have three years from MTC approval of SR2T Cycle 4 grantees--through December 2014-- to complete the awarded project.

Milestone	Projected or Actual Date of Completion (Month/Year)
Begin Environmental Studies	█
Environmental Approval – CEQA	█
Environmental Approval – NEPA	█
Begin Design	█
Final PS&E	█
Secure Right-of-Way Certification	█
Advertise Construction Phase	█
Begin Construction (Award)	█
Notice of Completion Date -- Accept Contract	█
Project Closeout – Complete Final Report and Invoice to Funding Agency	█

PART 10: LOCAL SUPPORT (FOR PROJECT AND PLAN APPLICATIONS)

Is this project in a [Priority Development Area](#) as identified by the Metropolitan Transportation Commission?

No

A. Inclusion in Planning Documents: (Local and regional Bicycle and/or Pedestrian Master Plans, General Plans, Specific Area Plans, Transit Access Plans, etc.)

1. List the planning documents that include this specific project (Do not include documents that only generally reference the project.)

Not Applicable

2. Attach the document cover and the applicable pages only of each document that identifies the proposed project or plan as a priority, and list the websites where the full document can be accessed, if available. Each attachment should be indicated on the application and labeled according to its attachment number. Please do not include a copy of the entire plan. Alternatively, you may provide a link to the plan, as long as you note exactly where the project is discussed.

Not Applicable

B. Has this project/plan concept been reviewed by local bicycle and/or pedestrian committees? List all that apply.

Yes. Committee Name(s) and Date(s): [REDACTED]

No. Please explain why not. No, this is a new project opportunity. However, Webster is on the San Francisco Bike Network and reopening closed crosswalks is a goal of the Agency and a component of the adopted San Francisco Better Streets Plan.

C. Has this project/plan concept been reviewed by all impacted transit operator(s)?

Yes

Transit Agency: [REDACTED]

Contact persons: [REDACTED]

Dates of review: [REDACTED]

Transit Agency: [REDACTED]

Contact persons: [REDACTED]

Dates of review: [REDACTED]

No Explain why not. While Golden Gate Transit has not reviewed the plan, it will not be affected once the corridor is re-timed to accommodate the increased traffic signal cycle length in order to serve the pedestrians at Geary Boulevard and Webster Street.

D. Public Meetings: (neighborhood meetings, etc.) Describe any other public meetings that taken place where this specific project/plan has been discussed. Include the month and year for each meeting.

No meetings have taken place. Once planning has started community organizations, including the San Francisco Pedestrian Advisory Committee will be notified.

E. Support Letters: Letters will only be accepted as attachments to the application. Do not mail them separately.

1. Applicants must submit a letter from each partnering agency demonstrating the role that this agency will play in implementing the grant (this shall include any funding commitments, staff support, as well as any other form of involvement the partner agency will have in implementing the project or plan).
2. Applicants may submit general letters of support when they are necessary to demonstrate additional public support not addressed above, however, letters of general support are not required.

F. Community Partners: Please list below any community groups or agencies that have demonstrated strong support for this specific project through a advocacy or commitment to participation in the project/plan. Include the group name, contact person and phone number below, as well as an explanation of the role with regard to the proposed project or plan.

The local community through their local District 5 Supervisor Ross Mirkarimi (415-554-7630).

PART 11: TRANSIT INFORMATION (FOR PROJECT APPLICATIONS ONLY)

A. Regional Transit Information: Please review the FAQs document for details about what qualifies as regional transit service for SR2T purposes. For each transit station/stop associated with the project/plan, please provide the following information, along with data sources: (1) to/at/on which transit services will the project provide safe access? (2) number of existing daily weekday trips made to and from transit station/stop; (3) what is the current mode split to the station/stop? Please indicate what percentage or number of trips made to the transit station/stop are made by bicycling, walking, other transit, car drop-off, and drive & park. Reference peak data if possible; (4) frequency of service at transit station/stop during both commute and off-commute times for the regional transit that serves the station/stop.

B. Routine Accommodation (Optional, not scored): Does your agency fill out MTC's Routine Accommodation Checklist for all of its transportation projects? Briefly provide some feedback on how useful you have found this document to be.

Please Note: all SR2T projects must complete MTC's Routine Accommodation checklist (http://www.mtc.ca.gov/planning/bicyclespedestrians/routine_accommodations.htm) in advance of MTC approval of grantee list in November/December 2011. MTC's Routine Accommodations Checklist is intended for use on projects at their earliest conception or design phase to ensure that any pedestrian or bicycle consideration can be included in the project budget. After completing the Checklist, your County Congestion Management Agency is required to make completed checklists available to their Bicycle and Pedestrian Advisory Committee (BPACs) for review. To fill out the checklist, you need a password and login from your county's Congestion Management Agency. The following is a list of contacts from each Bay Area County that can provide applicants with a password:

Alameda County Congestion Management Agency
Vivek Bhat <vbhat@accma.ca.gov>

Contra Costa Transportation Authority
Amin AbuAmara <aabuamara@ccta.net>

Transportation Authority of Marin
David Chan <dchan@tam.ca.gov>

Napa County Transportation Planning Agency
Eliot Hurwitz <ehurwitz@nctpa.net>

San Francisco County Transportation Agency
Ben Stupka <ben.stupka@sfcta.org>

City/County Association of Governments
Sandy Wong <slwong@co.sanmateo.ca.us>

Valley Transportation Authority
Marcella Rensi <marcella.rensi@vta.org>

Solano County Transportation Authority
Sara Woo <swoo@sta-snci.com>

Sonoma County Transportation Authority
Seana Gause <sgause@sctainfo.org>
Lynn March <lmarch@sctainfo.org>

PART 12: LOW-INCOME COMMUNITY (FOR PROJECT AND PLAN APPLICATIONS)

A. Low-Income, Minority Community: Please summarize the most recent demographic data (and sources) that describes the percentage of people of color and percentage of people living at or below twice the poverty level in the area served by the proposed project or plan *and* an explanation of how the proposed project/plan will serve these communities.

The intersection of Geary and Webster is located in San Francisco's 94115 zip code. According to data from the 2000 United States Census, the 94115 zip code has a population of 33,115 residents, which is approximately 4% of San Francisco's total population. In 2000, 40.2% of the area's residents were non-white, including approximately 17.8%

Safe Routes to Transit Application
FY 2011/2012

African Americans, 16.5% of Asians, Pacific Islanders, American Indians, 5.5% Hispanics, and 2.0% other races. The data shows that the area's economic characteristics comprised of 9.7% of families living below poverty level and 13.2% of individuals living below the poverty line. According to the 2000 US Census, nearly 42% of the area's residents commuted to work via public transportation or by foot.

PART 13: PLANS (FOR PLAN APPLICATIONS ONLY)

This section is only required for applications seeking funding for plans.

A. Has your jurisdiction ever adopted or prepared a similar Plan to the one you propose?

Yes. Title of plan and date adopted: [REDACTED]

No

1. If Yes: briefly describe the steps the agency has taken to implement the existing Plan, and attach a copy of document's front cover and table of contents.

[REDACTED]

2. If Yes: explain how the proposed plan would differ from previous plans.

[REDACTED]

B. Describe the area covered by the proposed Plan. Please include the size of the access area in square miles, identify transit stations, etc. Reference the map and project information provided in PART 4 when applicable.

The area of the plan is limited to the Geary Boulevard and Webster Street intersection which is about two-thirds of an acre. There are transit stops at the northeast and southwest corners of the intersection.

C. Describe the elements to be included in the Plan and the focus of the Plan. Ideally, plans should address all of the following:

1. bicycle/pedestrian access to transit The new crosswalk will serve both bicyclists and pedestrians using transit. Pedestrians and those with bikes would be able to use the at-grade crosswalk instead of the overpass.
2. removal of barriers intermodal connections The removal of pedestrian barricades and signs while installing pedestrian signals and crosswalks removes the barrier (perceived and real) between the Western Addition and Japantown neighborhoods and provides better access to transit.
3. system-wide transit enhancements Geary Boulevard is a critical transit spine in San Francisco, and improvements will not only provide better access to transit at this intersection and but will improve overall operations.
4. safety and security Pedestrian tunnels and overpasses are perceived to be unsafe from a personal safety perspective as opposed to a typical at-grade crossing. Pedestrians who now cross at-grade do not have the benefit of any pedestrian improvements and are not anticipated by motorists. Three severe injury pedestrian collisions including one recent fatality have been documented.
5. at-risk/under-served communities The Western Addition neighborhood is on the south side of Geary Boulevard and has many residents with relatively modest incomes who live in subsidized housing. Many of these residents only means of travel is public transit.
6. implementation The construction of the project will be through a competitive bid process with all planning and design to be completed by city forces.
7. funding After the project clears CEQA, a number of competitive funding sources can be accessed for construction including future Regional Measure 2 Safe Routes to Transit capital funds and Highway Safety Improvement Program funds. Other more certain sources include a proposed street bond measure in November, Prop AA Vehicle Registration Fee approved in November 2010, and Prop K local transportation sales tax.
8. priorities Not applicable. This is the only project in the plan.

D. Has a written Plan outline or concept been developed and reviewed internally?

No

Yes. Please indicate which departments, and the highest level of staff that has reviewed this. Bridget Smith, Manager of Livable Streets Subdivision, SFMTA

E. Has a plan outline or concept been reviewed and/or approved by one or more public bodies?

Yes. list the name of public bodies, dates reviewed, and actions taken.

No

G. Briefly describe the strategy to comply with the SR2T requirement that the proposed plan be completed within three (3) years of grant approval (i.e., plan completion by November 2014).

Typically, planning and design for similar projects have taken slightly more than two years. There should be little challenge complying with the three-year completion requirement.

H. Briefly describe the outreach work you intend to include in the development of the Plan. Include an explanation of how the public and neighboring jurisdictions will be involved; how the work will be divided between staff and consultants (if any), etc.

Public outreach will be done through the local supervisor, public hearings, and local community organizations serving the Western Addition and Japantown.

I. Describe how the Plan will be approved. Include the name of the public body that will approve the final Plan and what action is anticipated to finalize this approval.

The Municipal Transportation Agency Board of San Francisco would have final approval of the Plan.

J. Describe how recommendations included in the Plan will be implemented. Include descriptions of any capital funding identified or set aside to implement the recommendations.

The funds for the construction phase would be sought either from local sources or other grant opportunities.

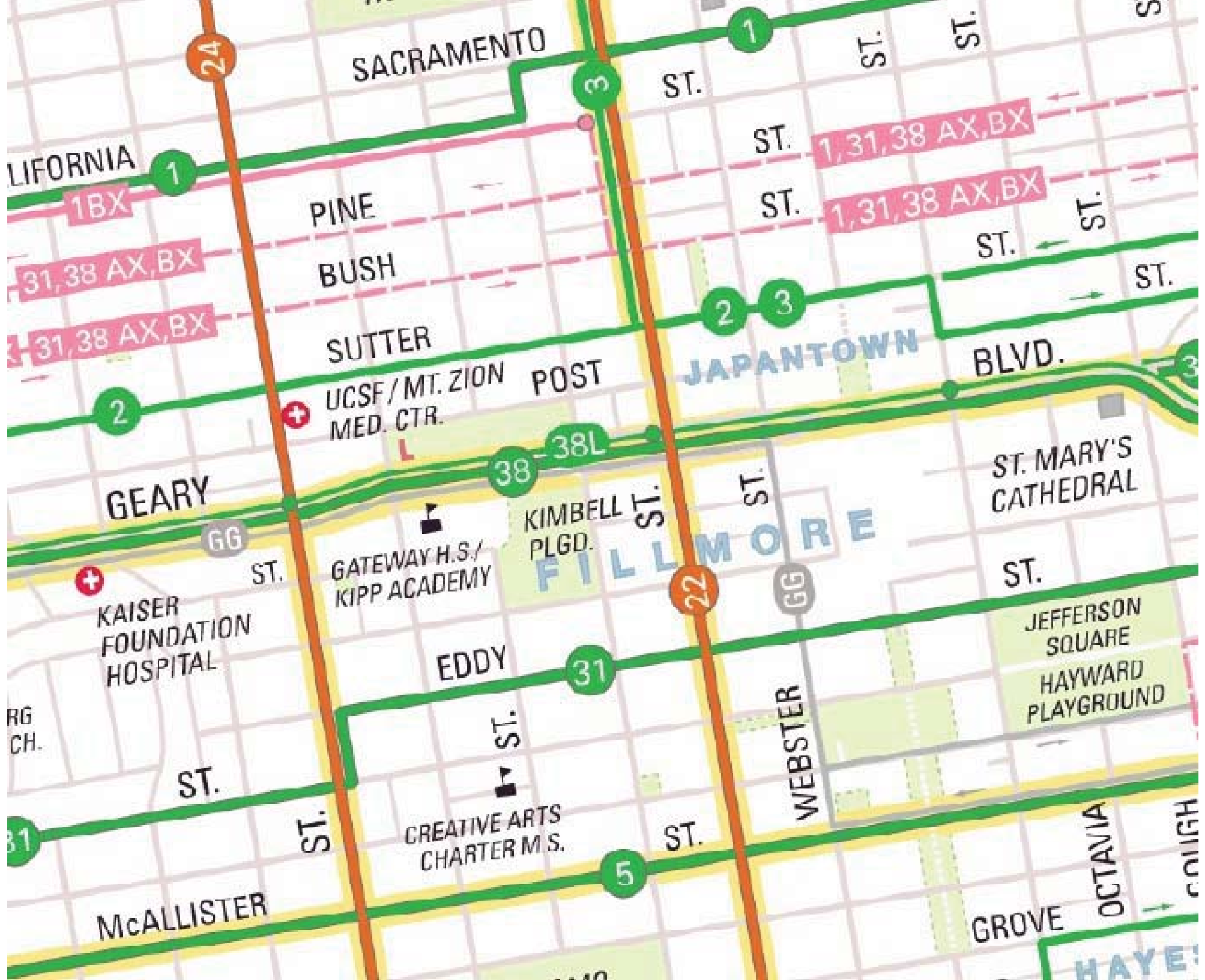
PART 14: ADDITIONAL INFORMATION (OPTIONAL)

A. Please provide any information that has not been included elsewhere in this document to support your application.

[Redacted]

Attachment 1: Map of Project Area





SACRAMENTO

CALIFORNIA

PINE

BUSH

SUTTER

UCSF / MT. ZION
MED. CTR.

POST

JAPANTOWN

BLVD.

GEARY

GATEWAY H.S./
KIPP ACADEMY

KIMBELL
PLGD.

FILLMORE

ST. MARY'S
CATHEDRAL

KAISER
FOUNDATION
HOSPITAL

EDDY

JEFFERSON
SQUARE
HAYWARD
PLAYGROUND

ST.

CREATIVE ARTS
CHARTER M.S.

McALLISTER

GROVE
OCTAVIA

RM-2 Initial Project Report

EXPENDITURES TO-DATE BY PHASE AND FUND SOURCES

Phase	Fund Source	Date of Last Expenditure	Amount Expended to date (Thousands)	Available Balance Remaining (Thousands)
ENV / PA&ED			0	
PS&E			0	
R/W			0	
CON / Operating			0	
Total to date (in thousands)			0	

Comments:

--

As required by RM-2 Legislation, provide funds expended to date for the total project. Provide both expenditure by Fund Source and Expenditure by Phase, with the date of the last expenditure, and any available balance remaining to be expended.

Project ID: 0
Date: 8/8/2011

RM-2 Initial Project Report

**RM-2 FUNDING CASH FLOW PLAN For Allocation
(RM-2 Allocation Funding Only)**

(Amounts Escalated in Thousands)

Project Title: Geary and Webster Pedestrian Improvements											Project ID:			
Agency: San Francisco Department of Public Works											Plan Date: 08/08/11			
RM-2 CASH FLOW PLAN														
RM-2 Expenditures														
	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future	TOTAL	
ENV/PA&ED								25,000	15,417				40,417	
PS&E									34,583	25,000			59,583	
R/W														
CON														
	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future	TOTAL
RM-2 CASH FLOW PLAN TOTAL														
								25,000	50,000	25,000				100,000

Comments:

Provide the expected RM-2 expenditures – by phase and year. (This is the amount of the allocation needed for that fiscal year to cover expenditures through June 30th of that fiscal year).

Enter RM-2 amounts in thousands and escalated to the year of funding. The total amount cannot exceed the amount identified in the RM-2 legislation.

Eligible Phases: ENV (or PA&ED), PS&E, R/W or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).

Regional Measure 2 Program
Estimated Budget Plan

Please complete this form based the proposed allocation for your project. The scope should be consistent with the funding you are requesting the MTC allocate. Projects with complementary fund sources, should list the estimated cost of the entire work scope. Note that this information may not only represent the RM2 funding. A separate EBP needs to be completed for each allocation request or each phase of such request.

TITLE OF PROJECT Geary Webster Pedestrian Improvements-Planning	RM2 Legislation ID (and project subelements if any) <div style="text-align: right;">0</div>
NAME AND ADDRESS OF IMPLEMENTING AGENCY San Francisco Department of Public Works	

DETAIL DESCRIPTION	ESTIMATED HOURS	RATE/HOUR	TOTAL ESTIMATED COST (Dollars)
1. DIRECT LABOR of Implementing Agency (Specify by name & job function)			
Assistant Engineer (5203) / Transit Planner II (5288)	200	\$ 43.08	\$ 8,615
Associate Engineer (5207) / Transit Planner III (5289)	100	\$ 50.08	\$ 5,008
Engineer (5241) / Transit Planner IV (5290)	20	\$ 57.96	\$ 1,159
Senior Engineer (5211)	16	\$ 67.10	\$ 1,074
Principal Engineer (5212)	4	\$ 77.89	\$ 312
TOTAL DIRECT LABOR			\$ 16,167
2. OVERHEAD & DIRECT BENEFITS (Specify)			
	RATE	X BASE	
Overhead	1.1	16,167	\$ 17,784
Direct Benefit	0.4	16,167	\$ 6,467
TOTAL OVERHEAD & DIRECT BENEFIT			\$ 24,250
3. DIRECT CAPITAL COSTS (include enigneer's estimate on construction, right-of-way, or vehicle acquisition)			
	Unit (if applicable)	Cost per Unit (\$)	
			\$ -
			\$ -
			\$ -
			\$ -
TOTAL DIRECT CAPITAL COSTS			\$ -
4. CONSULTANTS (Identify purpose and or consultant)			
	N/A	N/A	0
TOTAL CONSULTANTS			0
5. OTHER DIRECT COSTS (Specify - explain costs, if any)			
Construction Contract for median island & curb ramps	N/A	N/A	0
TOTAL OTHER DIRECT COSTS			0
6. TOTAL ESTIMATED COST			40,417

Comments:

Date: 8/8/2011

Please complete this form based the proposed allocation for your project. The scope should be consistent with the funding you are requesting the MTC allocate. Projects with complementary fund sources, should list the estimated cost of the entire work scope. Note that this information may not only represent the RM2 funding. A separate EBP needs to be completed for each allocation request or each phase of such request.

TITLE OF PROJECT Geary Webster Pedestrian Improvements-Design	RM2 Legislation ID (and project subelements if any) 0
NAME AND ADDRESS OF IMPLEMENTING AGENCY San Francisco Department of Public Works	

DETAIL DESCRIPTION	ESTIMATED HOURS	RATE/HOUR	TOTAL ESTIMATED COST (Dollars)
1. DIRECT LABOR of Implementing Agency (Specify by name & job function)			
Assistant Engineer (5203) / Transit Planner II (5288)	226	\$ 43.08	\$ 9,735
Associate Engineer (5207) /Transit Planner III (5289)	164	\$ 50.08	\$ 8,212
Engineer (5241) / Transit Planner IV (5290)	20	\$ 57.96	\$ 1,159
Senior Engineer (5211)	16	\$ 67.10	\$ 1,074
Principal Engineer (5212)	14	\$ 77.89	\$ 1,090
Survey Assistant I (5310)	44	\$ 33.99	\$ 1,496
Survey Assistant II (5312)	16	\$ 38.20	\$ 611
Survey Associate (5314)	12	\$ 44.00	\$ 528
			\$ -
TOTAL DIRECT LABOR			\$ 23,905
2. OVERHEAD & DIRECT BENEFITS (Specify)			
	RATE	X BASE	
Overhead	1.1	23,905	\$ 26,296
Direct Benefit	0.4	23,905	\$ 9,562
TOTAL OVERHEAD & DIRECT BENEFIT			\$ 35,858
3. DIRECT CAPITAL COSTS (include enigneer's estimate on construction, right-of-way, or vehicle acquisition)			
	Unit (if applicable)	Cost per Unit (\$)	
Paint			\$ -
Signs			\$ -
Meters			\$ -
Signal Hardware			\$ -
TOTAL DIRECT CAPITAL COSTS			\$ -
4. CONSULTANTS (Identify purpose and or consultant)			
Department of Public Works Design & Construction Management	N/A	N/A	0
TOTAL CONSULTANTS			0
5. OTHER DIRECT COSTS (Specify - explain costs, if any)			
Construction Contract for median island & curb ramps	N/A	N/A	0
TOTAL OTHER DIRECT COSTS			0
6. TOTAL ESTIMATED COST			59,763

Comments:

Date:

8/8/2011

Attachment 3: Routine Accommodations Checklist

Successfully updated checklist.

Project:

[Geary Webster Pedestrian Improvements](#)

[All checklists](#)

Checklist:

Geary Webster Pedestrian Improvements  

CREATED 2011-08-03 (2 days ago) UPDATED 2011-08-05 (less than a minute ago)

Name Geary Webster Pedestrian Improvements

Description Currently, both crosswalks across Geary Boulevard are legislated closed with a pedestrian bridge over the eastern side of the intersection. The pedestrian bridge provides a separated crossing, but its path is nearly three times the distance of the street-grade crossing. Nearly half of the pedestrians cross Geary Boulevard illegally. This puts them at risk because the traffic signal is not timed for pedestrians. This project complements a larger effort by the SFMTA to reopen closed crosswalks throughout the city, as called for in San Francisco's Better Streets Plan. Closed crosswalks inconvenience pedestrians by breaking up the pedestrian network, increasing delay, and forcing pedestrians to take circuitous routes to their destinations. Geary Boulevard is a major transit corridor; currently carrying multiple bus lines, including express buses, and in the future bus-rapid-transit. The SFMTA is in the process of reopening the closed crosswalk at the nearby intersection of Geary Boulevard and Steiner Street, which has a similar pedestrian bridge. Opening the street-level pedestrian crossing at Webster Street will improve pedestrian access to this important transit corridor.

Status In Progress

Project [Geary Webster Pedestrian Improvements](#)

City San Francisco

Contact Name Simone Jacques

Contact Email simone.jacques@dpw.org

Contact Phone 415-558-4034

Contact Address 30 Van Ness Avenue, 5th Floor
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 I bicycle paths
Class II bicycle lanes

Class III bicycle routes

Bicycle Boulevards
Bicycle parking

Sidewalks on one side or both sides of street

Frequent crosswalks
Narrow unpaved path

Pedestrian-actuated traffic signals or routine pedestrian cycle

Bicycle actuated traffic signals or routine bicyclist cycle
High visibility crosswalks
Pedestrian-level lighting
ADA-compliant ramps
Traffic signal push buttons

Refuge islands on roadways

Other Pedestrian overpass over Geary Boulevard on the east side

Please provide specifics of any items checked above. Webster Street is on the City's Bike Network; fixed-timed pedestrian signals for crossing Webster Street; pedestrian overpass crossing Geary on the east side of intersections; bus stops on Geary Boulevard on the northeast and southwest corners; and, medians on Webster Street.

1b If there are no existing pedestrian or bicycle 0-1/4 mile

facilities, how far from the proposed project are the closest parallel bikeways and walkways?
1/4 mile to 1/2 mile
1/2 mile to 1 mile
1+ mile

Other Not Applicable

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

Improved lighting

Lack of sidewalk

Intersection improvements

Mid-block crossings

Elderly or disabled

School age children

Other The pedestrian overpass is underutilized due to its length; hence many pedestrians choose to cross illegally and without the benefit of pedestrian signals and other pedestrian improvements. Geary Boulevard at this intersection is the border to San Francisco's Japantown to the north; the Western Addition neighborhood to the south; and a shopping center to the southwest. It also maintains a popular transit route with bus stops on the northeast and southwest corners.

1 d What existing challenges would the proposed project improve for bicycle or pedestrian travel in the vicinity of the proposed project?

Unresponsive signals to bicycles

Lack of bicycle parking

Freeway on-off ramps

Narrow curb lanes

Choke points

RR crossings

No bike racks on buses

Wide roadway crossings

Long signal cycles which require pedestrians to wait long periods of time

Short signal crossing times

Narrow undercrossings, overcrossings

Sidewalk obstruction or missing sidewalk

Pedestrian-level lighting

ADA compliant facilities

Other The main accommodation is to pedestrians crossing Geary Boulevard. The proposed project addresses the reality that many pedestrians prefer to cross at grade rather than take the circuitous route the pedestrian overpass offers. Even with robust signs and barricades pedestrians continue to cross illegally at-grade. This project would identify and then implement improvements to the east side at-grade Geary Boulevard crossing including: lighting, high-visibility crosswalks, pedestrian signals, ADA ramps, additional signal time and corner bulbs.

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

High-density land uses

Downtowns

Shopping areas

Medical centers

Major public venues

Government buildings

Parks

Other The intersection is surrounded by trip generators. There is Japantown adjacent and on the north side of the intersection which has a senior center, YMCA, two hotels, many restaurants and a movie theatre. Also near to the north is a high school. Adjacent to the South is the Western Addition Neighborhood, a senior center, a large shopping center with a residential tower and the Lower Fillmore with two large venues for entertainment. There are also two transit stops that serve 1,100 riders daily.

3a In the project design, have you considered Yes

collisions involving bicyclists and pedestrians along the route of the facility?

If so, what resources have you consulted?

Using a SWITRS based program there have been a total of 18 reported injury collisions in the most recent available five-year history, none involving bicycles but three severe pedestrian collisions including one fatality. All pedestrian collisions involve pedestrian crossing illegally across Geary Boulevard, presumably avoiding the overpass.

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

City or town bicycle plan

Countywide bicycle plan

City or town pedestrian plan

Countywide pedestrian plan

Combined bicycle and pedestrian plan

ADA transition plan

General plan

Specific plan

Regional transportation Plan

Sales tax expenditure plan

Station area access plan

Other

a. No exiting plan specifically addresses bicycle or pedestrian improvements at this intersection, although Webster Street is already on the San Francisco Bicycle Network. The adopted San Francisco Better Streets Plan http://www.sf-planning.org/ftp/BetterStreets/proposals.htm#Final_Plan calls for reopening closed crosswalks whenever possible.

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?

Caltrans Deputy Directive 64

Caltrans Highway Design Manual (Chapter 1000)

ACR 211

MUTCD 2003

MUTCD California supplement

Americans with Disabilities Act Accessibility Guidelines (ADAAG)

MTC Pedestrian Districts Study

Other

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?

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

Class I bicycle paths

Class II bicycle lanes

Class III bicycle routes

Bicycle Boulevards

Bicycle parking

Sidewalks on both sides of street

Widened sidewalks

Frequent crosswalks

Narrow unpaved path

Bicycle actuated traffic signals

High visibility crosswalks

Pedestrian-level lighting

ADA-compliant ramps
Traffic signal push buttons
Refuge islands on roadways

Other

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? Each responsible agency will maintain the portion of the project they control. The Department of Public Works would maintain the bulbs, lighting and ramps while the Municipal Transportation Agency will maintain the signals, signs and striping (crosswalk).

10b How will ongoing maintenance be budgeted? New facilities will be maintained with internal resources and with each department's operating budget.

Attachment 4: Collision Map & Diagram



Municipal Transportation Agency



Collision Map

**All Collisions
April 2005 - March 2010
SWITRS**

- 1 - 3
- 4 - 8
- 9 - 15
- 16 - 24
- 25 - 44

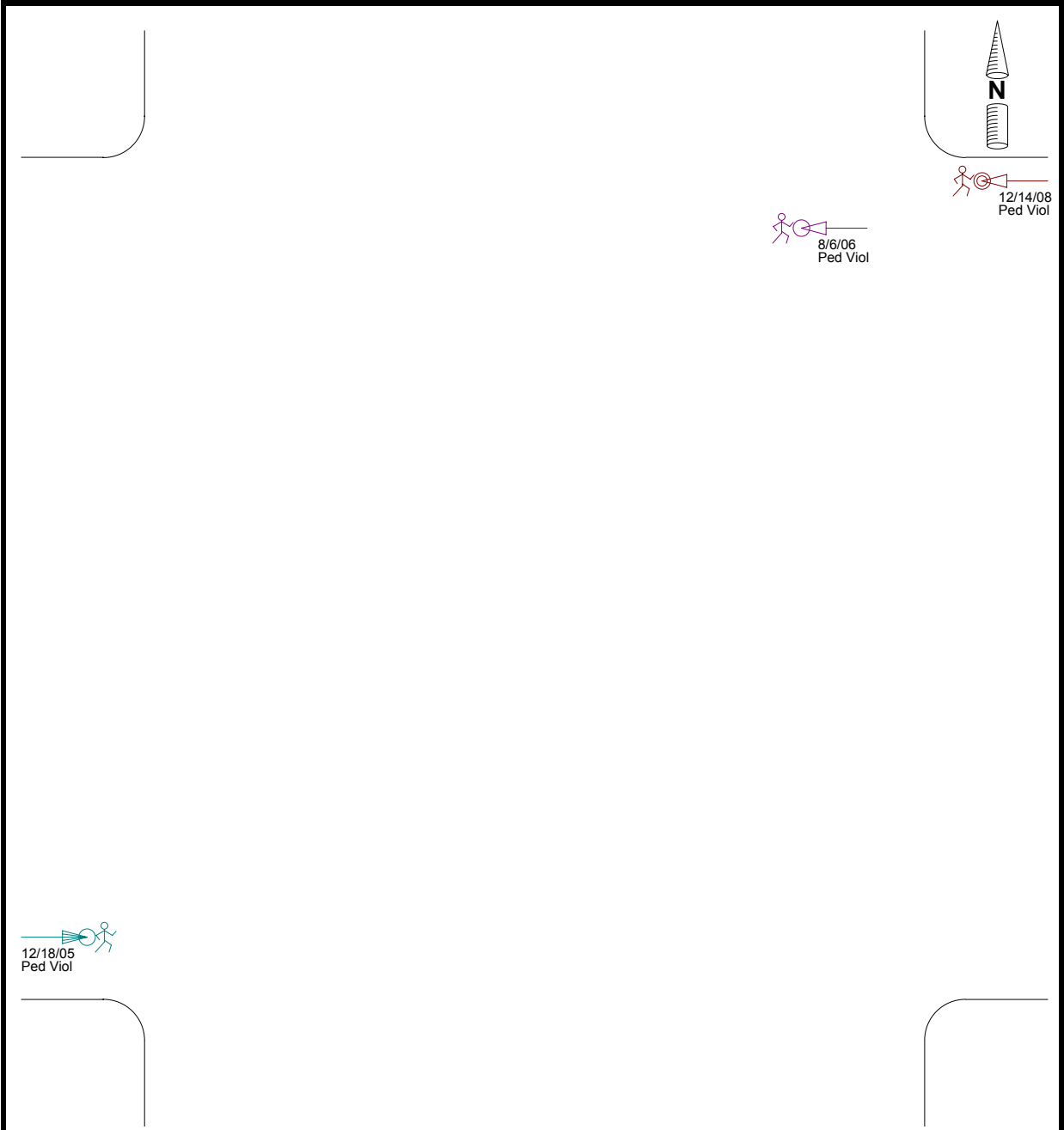
Collision Diagram

Horizontal Street: GEARY BLVD

From: 4/1/2005 To: 3/31/2010

Vertical Street: WEBSTER ST

Date Prepared: 7/27/2011



Number of Collisions

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

Legend

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

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

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

Color Legend - Highest Degree of Injury

Maroon = Fatal

Purple = Severe Injury

Green = Other Visible Injury

Teal = Complaint of Pain

Dark Blue = Property Damage Only

Settings Used For Query

Parameter

Setting

Street Name

WEBSTER ST

Cross Street

GEARY BLVD

Starting Date

4/1/2005

Ending Date

3/31/2010

Intersection

Intersection Related

Collision Type

'Vehicle - Pedestrian'

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

Traffic Collision History Report

7/27/2011

Page 1

Location: Webster St / Geary Blvd

Date Range Reported: 4/1/2005 - 3/31/2010

Total Number of Collisions: 3

Report No.	Date	Time	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Direct. of Travel 1	Movement Prec. Coll. 1	Direct. of Travel 2	Movement Prec. Coll. 2	PCF	Inj.	Kil
2415063	12/18/05	17:50	0	In Int.	Vehicle - Pedestrian	Pedestrian	North	Entering Traffic	East	Proceeding Straight	Pedestrian Violation	1	0
2776350	8/6/06	17:30	0	In Int.	Vehicle - Pedestrian	Pedestrian	Not Stated	Other	West	Proceeding Straight	Pedestrian Violation	2	0
3984268	12/14/08	13:56	0	In Int.	Vehicle - Pedestrian	Pedestrian	South	Proceeding Straight	West	Proceeding Straight	Pedestrian Violation	0	1

Total Number of Collisions: 3

Settings Used For Query

<u>Parameter</u>	<u>Setting</u>
Street Name	WEBSTER ST
Cross Street	GEARY BLVD
Starting Date	4/1/2005
Ending Date	3/31/2010
Intersection	Intersection Related
Collision Type	'Vehicle - Pedestrian'

Attachment 5: Traffic Volumes

<u>ID</u>	<u>STREET</u>	<u>AT</u>	<u>CROSS</u>	<u>DIRECT</u>	<u>DAY</u>	<u>DATE</u>	<u>VOLUME</u>
3211	GEARY	W	LAGUNA	E	5	12/9/2004	23443
3210	GEARY	W	LAGUNA	W	5	12/9/2004	23831
2770	WEBSTER	S	POST	S	3	1/28/2003	3677
2771	WEBSTER	S	POST	N	3	2/4/2003	2964

Attachment 6: Demographic Data

Demographic Data (continued from Part 12 of the application)

Geary Webster Pedestrian Improvement Project, San Francisco Department of Public Works

Figure 1 - Demographic Data for Union Square Plaza Area: Census Tracts 112, 113, 117, 118, 119, 121, 123, 125

2000 US CENSUS	2005-2009 ACS	CHARACTERISTIC	2000	2000 COMPOSITION	2005-2009	2005-2009 COMPOSITION
Table P1	Table E01003	Area Population	32,936	4% of San Francisco's Population	28,396	4% of San Francisco's Population
Table P1	Table E01003	San Francisco Population	776,733		797,271	
		Race				
Table P6	Table E02001	White	14,607	44.3%	12,121	42.7%
Table P6	Table E02001	African-American	2,206	6.7%	1,840	6.5%
Table P6	Table E02001	American Indian & Alaskan Native	173	0.5%	196	0.7%
Table P6	Table E02001	Asian, Hawaiian, or Pacific Islander	13,697	41.6%	12,179	42.9%
Table P6	Table E02001	Other Race	2,253	6.8%	2,060	7.3%
		<i>Total</i>	32,936	100.0%	28,396	100.0%
		Hispanic/Non-Hispanic				
P7	Table E03002	Hispanic	2,690	8.2%	2,732	9.6%
P7	Table E03002	Non-Hispanic	30,246	91.8%	25,664	90.4%
		<i>Total</i>	32,936	100.0%	28,396	100.0%
		Poverty Levels				
P87	Table E17001	% of Persons Below Poverty Line	21.51%	na	0	na
P87	Table E17001	% of Children Below Poverty Line	28.34%	na	0	na
		Means of Transportation to Work (Workers 16+ Years Old)				
P30	Table E08301	Drove Alone	2,137	13.3%	1,734	13.3%
P30	Table E08301	Carpooled	660	4.1%	355	2.7%
P30	Table E08301	Public Transportation	5,201	32.5%	4,585	35.3%
P30	Table E08301	Taxicab/Motorcycle	344	2.1%	52	0.4%
P30	Table E08301	Bicycle	350	2.2%	269	2.1%
P30	Table E08301	Walked	6,531	40.8%	5,015	38.6%
P30	Table E08301	Other Means	95	0.6%	107	0.8%
P30	Table E08301	Worked At Home	697	4.4%	885	6.8%
		<i>Total</i>	16,015	100%	13,002	100%
		Disability (Sensor, Physical, Mental, Self-Care, Employment)				
P41	na	Persons with Disabilities	19,189	58.3%	na	na

Source AmericanCommunity Survey. 2005-2009 American Community Survey 5 Year Estimates. Detailed Tables. Census Tracts: 112, 113, 117, 118, 119, 121, 123, 125.

United States Census Bureau. Census 2000 Summary File 3 (SF 3) - Sample Data. Detailed Tables. Census Tracts: 112, 113, 117, 118, 119, 121, 123, 125.

Attachment 7: Letters of Support

Member, Board of Supervisors
District 5



City and County of San Francisco

ROSS MIRKARIMI

August 1, 2011

Mr. Edward Reiskin, Director
San Francisco Department of Public Works
1 Dr. Carlton B. Goodlett Place, City Hall, Room 348
San Francisco, CA 94102

Dear Mr. Reiskin,

I am writing to support the joint Department of Public Works (DPW) and San Francisco Municipal Transportation Agency (MTA) grant application to be submitted to the Safe Routes to Transit Advisory Committee for the **Geary/Webster Pedestrian Improvement** project. The project aims to make life-saving enhancements at this high-need intersection. If awarded, this grant will facilitate the planning and design work that is needed before constructing the improvements.

The intersection of Geary Boulevard and Webster Street requires myriad traffic and pedestrian safety intervention measures. Although there is a pedestrian overpass spanning the nine lane roadway, the bridge is circuitous for pedestrians and does not conform to standards set forth in the Americans with Disabilities Act.

Because of this, many pedestrians choose to cross Geary Boulevard at-grade, without the benefit of a crosswalk or pedestrian signals. In the last few years there have been three severe collisions between pedestrians and vehicles resulting in one death. This is one death too many. Opening this crosswalk to pedestrians will save lives and better connect residents and visitors to jobs, shopping, and cultural destinations of San Francisco's Japantown, a regional and national attraction.

I am anxious to see these improvements take shape in District 5 and hope that this application will receive the advisory committee's full consideration and recommendation for funding.

Sincerely,

A handwritten signature in black ink that reads "Ross Mirkarimi".

Ross Mirkarimi

Edwin M. Lee | Mayor

Tom Nolan | Chairman

Jerry Lee | Vice-Chairman

Leona Bridges | Director

Cheryl Brinkman | Director

Malcolm Heinicke | Director

Bruce Oka | Director

Joél Ramos | Director

Debra A. Johnson | Acting Executive Director/CEO

August 4, 2011

Mr. Edward Reiskin, Director
San Francisco Department of Public Works
1 Dr. Carlton B. Goodlett Place, City Hall, Room 348
San Francisco, CA 94102

Dear Mr. Reiskin,

I am writing to lend the San Francisco Municipal Transportation Agency's (SFMTA) support for the Department of Public Works' Safe Routes to Transit Grant Application for the reopening of the eastern crosswalk at the Geary Boulevard and Webster Street intersection.

Currently, both crosswalks across Geary Boulevard are legislated closed with a pedestrian bridge over the eastern side of the intersection. The pedestrian bridge provides a separated crossing, but its path is nearly three times the distance of the street-grade crossing. Nearly half of the pedestrians cross Geary Boulevard illegally. This could put them at risk because the traffic signal is not timed for pedestrians.

This project compliments a larger effort by the SFMTA to reopen closed crosswalks throughout the city, as called for in San Francisco's *Better Streets Plan*. Closed crosswalks inconvenience pedestrians by breaking up the pedestrian network, increasing delay, and forcing pedestrians to take circuitous routes to their destinations.

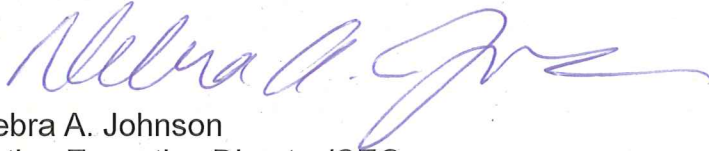
Geary Boulevard is a major transit corridor; currently carrying multiple bus routes, including express routes, and in the future bus-rapid-transit. The SFMTA is in the process of reopening the closed crosswalk at the nearby intersection of Geary Boulevard and Steiner Street which has a similar pedestrian bridge. Opening the street-level pedestrian crossing at Webster Street will improve pedestrian access to this important transit corridor.

With modern signal technology, pedestrian countdown signals, corner bulbs, and changes to the signal timing, we can open the crosswalk and provide a safer and more convenient facility for pedestrians. It is our hope that our respective agencies

Mr. Ed Reiskin, Director/DPW
Letter of Support
August 4, 2011
Page 2 of 2

can work together again and see that this important pedestrian improvement on Geary Boulevard is completed.

Sincerely,



Debra A. Johnson
Acting Executive Director/CEO

c: Maurice Growney, Associate Engineer
Bond M. Yee, Director of Sustainable Streets