



## 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-City of South San Francisco-1

Auto populated

**Total ATP Funds Requested:**

\$ 868,189

(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:**

City of South San Francisco

**IMPLEMENTING AGENCY'S ADDRESS**

**CITY**

**ZIP CODE**

400 Grand Avenue

South San Francisco

CA

94080

**IMPLEMENTING AGENCY'S CONTACT PERSON:**

Lawrence Henriquez

**CONTACT PERSON'S TITLE:**

Associate Civil Engineer

**CONTACT PERSON'S PHONE NUMBER:**

650-829-6663

**CONTACT PERSON'S EMAIL ADDRESS :**

lawrence.henriquez@ssf.net



**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:**

N/A
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**PROJECT PARTNERING AGENCY'S ADDRESS**

**CITY**

**ZIP CODE**

N/A	N/A	CA	
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**PROJECT PARTNERING AGENCY'S CONTACT PERSON:**

N/A
-----

**CONTACT PERSON'S TITLE:**

N/A
-----

**CONTACT PERSON'S PHONE NUMBER:**

N/A
-----

**CONTACT PERSON'S EMAIL ADDRESS :**

N/A
-----

**MASTER AGREEMENTS (MAs):**

Does the Implementing Agency currently have a MA with Caltrans?

Yes     No

Implementing Agency's Federal Caltrans MA number

Implementing Agency's State Caltrans MA number

\_\_\_\_\_  
04-5177R

\* 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)

City of South San Francisco Linden/Spruce Avenues Traffic Calming Improvements
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**Application Number:**        **out of**        **Applications**

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

The project is to install bulb-outs, crosswalks, advanced stop bars, high visibility ladder crosswalks, median pedestrian refuge islands, advanced yielded lines; install traffic circles, mark edgelines, and ADA curb ramps.
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**PROJECT LOCATION:** (Max of 250 Characters)

Linden Avenue between Aspen Avenue and Grand Avenue; Miller Avenue between Evergreen Drive and Holly Avenue; Holly Avenue between Mission Road and Hillside Boulevard; and Spruce Avenue between Lux Ave and Maple Avenue.
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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. 37.659000 /long. -122.411510

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>2,750</u>	<b>Bicyclists</b>	<u>270</u>
One Year Projection:	<b>Pedestrians</b>	<u>3,050</u>	<b>Bicyclists</b>	<u>300</u>
Five Year Projection:	<b>Pedestrians</b>	<u>3,190</u>	<b>Bicyclists</b>	<u>310</u>

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

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

Pedestrian: Sidewalk  Crossing  Other bulb-outs, crosswalks, advanced stop ba

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 50.0 % (ped + bike must = 100%)
- Pedestrian Transportation**      % of Project 50.0 %
- Safe Routes to School**      *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

**How many schools does the project impact/serve:**      2

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: Multiple Schools  
 School address: Multiple Schools  
 District name: South San Francisco Unified School District  
 District address: 398 B Street, South San Francisco, 94080  
 Co.-Dist.-School Code: 41690706045090

School type (K-8 or 9-12 or Both)  K-8  9-12  Both      Project improvements maximum distance from school 0.3 mile

Total student enrollment: 1,077  
 % of students that currently walk or bike to school% 68.0 %  
 Approx. # of students living along route proposed for improvement: 64  
 Percentage of students eligible for free or reduced meal programs \*\* 63.0 %

\*\*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>			8/15/2016
* CEQA Environmental Clearance:			4/01/2017
* NEPA Environmental Clearance:			5/01/2017
<b>CTC - PS&amp;E Allocation:</b>			8/15/2017
<b>CTC - Right of Way Allocation:</b>			8/15/2017
* Right of Way Clearance & Permits:			4/01/2018
Final/Stamped PS&E package:			5/01/2018
* <b>CTC - Construction Allocation:</b>			8/15/2018
* Construction Complete:			4/15/2020
* Submittal of “Final Report”			10/15/2020



**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:	45,000	
ATP funds for PS&E:	110,000	
ATP funds for Right of Way:	\$0	
ATP funds for Construction:	713,189	
ATP funds for Non-Infrastructure:	\$0	<i>(All NI funding is allocated in a project's Construction Phase)</i>
<b>Total ATP funds being requested for this application/project:</b>		868,189

**Local funds leveraging or matching the ATP funds:** 114,840

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:** \$0

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:** 983,029

**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-City of South San Francisco - 01**

**Implementing Agency's Name: City of South San Francisco  
Linden and Spruce Avenues**

**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 order to complete this project, the City of South San Francisco is seeking funds from the ATP. This project is not fully funded, and the City of South San Francisco does not have funding to complete the entire project. With the City's match and the ATP request, there will be enough funds to complete the project.

There are no elements of the proposed project that are directly or indirectly related to past or future environmental mitigation resulting from a separate development or capital improvement project.

#### **2. Consistency with Regional Plan.**

The 2040 Regional Transportation Plan (RTP) was adopted on July 18, 2013 by MTC/ABAG as part of the Plan Bay Area. This Project is consistent with the MTC's RTP addressing the following RTP performance measures:

- **Advancing Active Transportation Programs**
  - "Plan Bay Area makes a significant commitment to increase the convenience and safety of walking and bicycling by delivering complete streets for all users... complete streets projects, including stand-alone bicycle and pedestrian paths, bicycle lanes, pedestrian bulb-outs, lighting, new sidewalks." (pg. 75)
- **Reducing Pedestrian and Bicycle Fatalities and Injuries**
  - "Making the Bay Area safer for motorists, pedestrians and bicyclists is an important and ongoing priority. This target reflects an emphasis in Plan Bay Area to enhance safety for all travel modes across the Bay Area." (pg. 100)
- **Reducing Green-House Gas Emissions**
  - "In harmony with our multimodal transportation network and focused land use plan, we have to invest in technology advancements and provide incentives for travel options to help meet these emissions targets." (pg.87)



## **Part B: 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.)**

The students in the project area attend Spruce Elementary School (enrollment 654) and Martin Elementary School (enrollment 423). The majority of these students walk to schools along roads with minimal or no pedestrian safety features. The routes they take can be dangerous and students are exposed to heavy traffic and major intersections throughout their trips to school. The project would install traffic safety measures for pedestrians to encourage walking as a mode of transportation and to promote safer walking experiences within the community. The safety features would include bulb-outs, crosswalks, advanced stop bars, high visibility ladder crosswalks, median pedestrian refuge islands, advanced yield lines, traffic circles, edgelines, and new ADA compliant curb ramps.

The project will encourage increased walking among students since the corridor makes a connection between Martin Elementary School and Spruce Elementary School. The pedestrian enhancements will improve the condition of the crosswalks by making them more visible, while installing staggered bulb-outs and edgeline striping will reduce vehicular speeds. The combination of reduced vehicular speeds, high-visibility crosswalks, refuge pedestrian medians, and a pedestrian flashing beacon will promote an already busy pedestrian corridor with the benefits of increased rates of students walking to school, and moreover the increased safety of those students.

The Linden Avenue corridor connects to a busy commercial district situated along Grand Avenue, so encouraging more pedestrians to walk downtown will greatly increase with the added traffic calming improvements. This project in combination with our ongoing contract to install Class 3 bikeways along Linden Avenue and Spruce Avenue will complete a program that will encourage other modes of transportation.

Along Spruce Avenue – Lux Avenue to Maple Avenue there are two elementary schools where the majority of students walk to school on a daily basis. Informal observations by school staff during the 14-15 school year estimate that at Spruce Elementary School, approximately 50% of the children walk to school with their parents, and at Martin Elementary School approximately 90% of the children walk to school with their parents. Outside of the schoolchildren, it is expected that more residents of the communities will use a different mode of transportation with an increase in usage of about 10%-20%.

<b>School Name</b>	<b>Current % of Students Who Walk to School</b>	<b>Estimated % of Students Who Walk to School Post Completion</b>
Spruce Elementary School	50%	65%
Martin Elementary School	90%	90% +



- 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

Key destinations to be served are Martin Elementary and Spruce Elementary School. Each school serves an average of about 500 K-5 students. The improvements will be made along Spruce Avenue within the areas of the two schools. At Spruce/Maple there is Martin Elementary School, and at Spruce/Lux there is Spruce Elementary School. Connecting Martin Elementary School and Spruce Elementary School via the project corridor will close the gap between the two and create a new route that encourages pedestrian traffic and provides a safe route for the community's children. The linking of the sites will promote an already busy pedestrian corridor and provide the benefits of walking to school.

Another destination to be served is about a one-mile length of commercial district along Grand Avenue. The encouragement for pedestrians to walk more to downtown will greatly increase with the added traffic calming improvements. This project in combination with our ongoing contract to install Class 3 bikeways along Linden Avenue and Spruce Avenue will complete a program that will encourage other modes of transportation. The traffic calming improvements along Linden Avenue will create a safer route between the northern part of the City with the downtown region along Grand Avenue where many jobs exist due to the various businesses.

The project will increase and improve connectivity while removing a barrier to mobility by creating an atmosphere of safety for pedestrians. The pedestrian safety improvements will encourage the communities to use walking as a mode of transportation and in combination with the traffic calming measures to reduce vehicular speeds pedestrians will feel safer. The barrier to mobility that will be removed is one of safety. Currently there are tendencies for vehicles to speed along the corridors, so reducing their speeds will significantly encourage pedestrians to walk more often.

- 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.)**



The City's highest unfunded, non-motorized, active transportation priorities is the implementation of speed-reducing traffic features that will benefit the public through increased safety and pedestrian traffic. The safe route created between the elementary schools and increased pedestrian safety in the commercial area represent top priorities that are consistent with the RTP.

- **Advancing Active Transportation Programs**
  - “Plan Bay Area makes a significant commitment to increase the convenience and safety of walking and bicycling by delivering complete streets for all users... complete streets projects, including stand-alone bicycle and pedestrian paths, bicycle lanes, pedestrian bulb-outs, lighting, new sidewalks.” (pg. 75)
  
- **Reducing Pedestrian and Bicycle Fatalities and Injuries**
  - “Making the Bay Area safer for motorists, pedestrians and bicyclists is an important and ongoing priority. This target reflects an emphasis in Plan Bay Area to enhance safety for all travel modes across the Bay Area.” (pg. 100)
  
- **Reducing Green-House Gas Emissions**
  - “In harmony with our multimodal transportation network and focused land use plan, we have to invest in technology advancements and provide incentives for travel options to help meet these emissions targets.” (pg.87)



## Part B: Narrative Questions

### Detailed Instructions for: Question #2

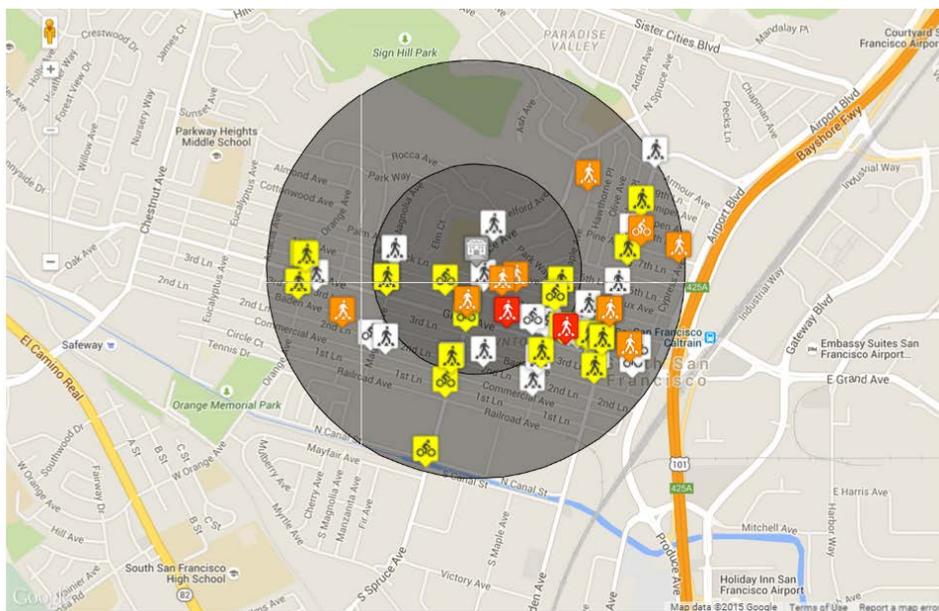
**QUESTION #2**

**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.)**

Between 2005 and 2010 there were a total of 12 Pedestrian-Involved Collisions along the Spruce Avenue Corridor and 9 Pedestrian-Involved Collisions along the Linden Avenue Corridor (Please see Exhibit C). At the intersection of Linden Avenue/Miller Avenue there was a total of 3 Pedestrian-Involved Collisions. And at the intersection of Linden Avenue/California Avenue there was a total of 2 Pedestrian-Involved Collisions (Please see Exhibit D). In addition, accident data gathered in 2013 and provided by the City of South San Francisco Police Department had a total of 21 vehicular collisions along Linden Avenue between Aspen Street to Grand Avenue. Along Spruce Avenue between Lux Avenue and Maple Avenue there were a total of 3 vehicular collisions reported.

In addition between the years of 2008 and 2013 there were 74 injury collisions involving a pedestrian or cyclist within a ½ mile of Spruce Elementary School including two fatalities.



Summary Statistics							
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<¼ mi.	1	4	9	12	20	6	26
¼ - ½ mi.	1	6	18	23	32	16	48
<b>Total</b>	<b>2</b>	<b>10</b>	<b>27</b>	<b>35</b>	<b>52</b>	<b>22</b>	<b>74</b>



- 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 proposed project will achieve the following results as indicated:

Reduce speed or volume of motor vehicles:

- A reduction in vehicular speeds will occur along the corridors due to the traffic calming features that will be installed. The purpose of installing staggered bulb-outs combined with edgeline striping will be to reduce the vehicular speeds.

Improve sight distance and visibility:

- The sight distances and visibilities will be enhanced with the installation of high-visibility crosswalks, pedestrian refuge islands and edgeline striping.

Improve compliance with local traffic laws:

- Compliance with local traffic laws will be improved as a result of a reduction in vehicular speeds.

Eliminate behaviors that lead to collisions:

- Due to the traffic calming features, the tendencies of motorists to speed through the corridors will be reduced. As a result we expect to see a reduction in vehicular collisions.

Addresses inadequate traffic control devices:

- There is an inadequacy of traffic control devices that were identified in the City's Pedestrian Master Plan. The existing limits of work do not contain ADA compliant curb ramps, high visibility crosswalks, edgeline striping, or pedestrian refuge medians, pedestrian flashing beacon, and it is the goal of this project to install these elements to make the corridor more accessible and safer.

Addresses inadequate bicycle facilities, crosswalks or sidewalks:

- The addition of high-visibility crosswalk striping and ADA compliant curb ramps will make the existing crosswalks/sidewalks adequate and safe for pedestrians' usage.



## **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)**

The City of South San Francisco's Bicycle and Pedestrian Advisory Committee was intricately involved throughout the conceptual development process. BPAC had direct input into the finalized conceptual plans. BPAC is comprised of members of the public who volunteer their time/efforts to ensure a safer environment for bicyclists and pedestrians of the cities they represent. Information about the Pedestrian Master Plan (PMP) was distributed through fliers to the schools and during the Saturday Farmers Market and a downtown Streets Alive event. Residents and stakeholders participated in six walk audits to evaluate walking conditions in a range of neighborhoods while staff and consultants completed ten additional walk audits. Walk audits played a key role in shaping the final list of projects in the PMP.

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

The City of South San Francisco along with the Bicycle and Pedestrian Advisory Committee (BPAC) and a transportation consultant developed the conceptual plans that are contained in the City's Pedestrian Master Plan. Walk-audits were performed to ensure proper selection of communities that would benefit and were in need of the pedestrian safety improvements.

- 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)**

Stakeholders provided feedback to the proposed project in the form of desired safety features, locations of greatest concern, and priority rankings of desired features and locations. Feedback was collected via suggestions forms and informed the types of improvements to be made and where they were most needed.

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

Stakeholders will be engaged by providing ongoing feedback on the project's actual and perceived success via informal surveys and public forums.



## **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)**

The traffic calming projects proposed by South San Francisco will contribute to improved chronic disease outcomes across the community by making it safer and more practical for residents to substitute some daily auto trips with walking, biking, and public transit trips, whether to school, to work, or to the store. South San Francisco has worse health outcomes compared to the County, as indicated by higher hospitalization rates for diabetes and heart disease, the leading causes of death and severe illness in San Mateo County:

- Residents in South San Francisco are hospitalized for cardiovascular (heart) disease at a much higher rate than all of San Mateo County (63.9 hospitalizations per 100,000 versus 56.9 Countywide).
- South San Franciscans also hospitalized for diabetes at slightly higher rate: 9.7 in South San Francisco compared to 9.3 across the County.

The reduction in auto trips and vehicle miles traveled attributed to these projects also contribute to state, federal, and global public health goals by improving regional air quality and limiting the community's contribution to climate change by producing fewer greenhouse gas emissions.

The projects may make the most targeted public health impact by benefitting vulnerable residents in the project area, where social and economic disparities create a much higher risk for poor health and inequitable health outcomes:

- On the 2012-2013 California Physical Fitness test, fewer than 24% of students Countywide tested as "health risk" or "needs improvement" for body mass index, a measure of obesity, but that figure doubled in the project area, where there are already high obesity and overweight numbers of students at Spruce (56%) and Martin (53%) elementary schools.
- Student eligibility for the free and reduced priced meal program, a measure of poverty, averages above 74% in the project area elementary schools, which is markedly higher than the district-wide eligibility of 45%.
- 39% of students in the project area are English Learners, and the city is predominantly a community of color, where more than 75% of residents list their race or ethnicity as non-white.
- More than 41% of city families are housing cost-burdened, meaning they pay more than 30% of their income to housing costs, leaving them with limited income for other necessities, like food or transportation.

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

The pedestrian safety devices that will be installed will encourage and foster an atmosphere for communities to walk to their destinations. Creating a safe environment will invite potential pedestrians to use walking as a different mode of transportation. The traffic calming devices will be noticeable in the project communities and will revitalize the areas by promoting more walking as an easy mode of transportation. According to the San Mateo County Public Health Department 52% of the elementary students in the project area tested as "health risk" or "needs improvement" for body mass index, a measure of obesity, compared to less than 24% of students Countywide. By providing safe routes for pedestrians it will promote a good and healthy lifestyle upon which the foundations of healthy living would begin.



## 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.

**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: \_\_\_\_\_

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

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

- Provide percentage of students eligible for the Free or Reduced Meals Program for each and all schools included in the proposal
  1. **Spruce Elementary: 68% FRPL**
  2. **Martin Elementary: 78% FRPL**

**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



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

**What percent of the funds requested will be expended in the disadvantaged community? 33%**

**Explain how this percent was calculated.**

Martin Elementary has a Free or Reduced Price Meal rate of 78%, and that one location makes up 1/3 of the project benefit.

**C. 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.**

**A). Quality Jobs for the Local Community:**

The capital projects will benefit residents of some of the most disadvantaged communities within the Bay Area by offering construction jobs that pay a living wage. Construction work, which pays not only a living wage but offers multiple opportunities for career growth and future employment will be a direct benefit to the disadvantaged community members. This co benefit will occur throughout the construction phase of the project. Increased economic opportunities will begin immediately and include the creation of quality construction jobs that offer a living wage and increase family income, offering career opportunities in the building and trades.

Additionally, this project will provide for economic co benefits by revitalizing the nearby neighborhoods in SSF. This will occur once construction starts as the construction crews will purchase goods and services in the area. This will also occur long term by bringing in new businesses as this capital face lift will make the area more appealing.

**B). Affordable Methods of Public Transportation:**

Lack of affordable transportation access to jobs is a significant barrier to employment and economic development, particularly for low-income households. In the Bay Area, workers from low-income households rely more heavily on public transportation to commute, but often have poor access to transit from home, work, or both. Consequently, workers from low-income households spend a disproportionate amount of time commuting.

The following citation of government research demonstrates that the strategy of providing more direct access to transit via bicycle and pedestrian improvements will support the co benefit which is increased economic opportunities. By allowing for low income residents to stop their reliance on cars, it will save them money. Table 3-17 (single page) Department of Transportation – National Transportation Statistics – 2013.

**C). Provision of Safe, Secure, and Accessible Pedestrian and Bike improvements:**

Safety is increased for all residents of SSF, including cyclists and pedestrians, by taking residents out of cars thus limiting vehicular accidents and by having dedicated travel modes for pedestrians and bicyclists traveling to the station.



Improving bike and pedestrian infrastructure in the form of bulb outs and other direct improvements will also improve resident safety. These co benefits will occur throughout the life of the project and long after the improvements have been made.

Funding for the ATP project will provide safe, secure, and accessible pedestrian and bike improvements, especially for the working class.

**D). Provision of Healthy Traveling Alternatives:**

The health benefits of walking and cycling are well documented. Low-income families, often challenged by negative health effects such as obesity and high blood pressure, need more opportunities for healthy alternatives. Recent studies illustrate that people who live and work in communities with high-quality transit systems will benefit from increased physical activity, improved mental health, and better access to healthy foods and medical care. They tend to drive less and rely more on alternative modes of travel, such as walking and cycling, increases cardiovascular activity and can lead to reduced instances of diabetes.

Nearly 13% of San Mateo County residents will have a lifetime battle with asthma and reducing emissions is key to reversing this trend. Public health is also improved from active transportation modes such as walking and bicycling thereby greatly improving the cardiovascular health of the community, especially the residents living in low income housing near the project sites. Additionally, 18% of the low-income preschool students in San Mateo County are obese and active transportation will help change everyday habits and reduce that alarming statistic.

“Specific geographic regions of San Mateo County also demonstrate higher rates of childhood overweight. The North County and South County regions have higher rates than the Central and Coastside regions of the county. For example, South San Francisco, Daly City, and San Bruno demonstrate rates of at least 30 percent, while East Palo Alto and Redwood City demonstrate rates of at least 28 percent.”

According to Figure 2 from the Blueprint for Prevention of Childhood Obesity, South San Francisco had the highest rate of Overweight students in grades 5, 7, and 9, selected for the CA Physical Fitness Test.



## **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.)**

At various locations the installation of other countermeasures were considered, but based upon the feasibility of the countermeasures chosen and the crash data provided, other alternatives were selected.

- 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.)**

$$\left( \frac{\textit{Benefit}}{\textit{Total Project Cost}} \textit{ and } \frac{\textit{Benefit}}{\textit{Funds Requested}} \right).$$

The B/C ratio is 3.04. Please see the exhibit the Appendix for the TIMS Calculation Sheets.



**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 City will use Measure A funds for the grant's matching requirement.



## 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).  


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- 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.

The City of South San Francisco has been successful in attaining grants in the past 5 years and has fulfilled them all.

- 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>



# 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: 5/29/15  
Name: Mike Futrell Jim Steele Phone: 650-877-8500  
Title: South San Francisco City Manager e-mail: Mike.Futrell@ssf.net  
Assistant

**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: 5/26/15  
Name: Dr. Shawnterra Moore, Ed.D. Phone: 650.877.8700  
Title: South SF Unified Acting Superintendent e-mail: smoore@ssfusd.org

**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>

**ATP PROJECT PROGRAMMING REQUEST**

Date: 8-May-15

Project Information:					
<b>Project Title:</b>	Linden and Spruce Avenues Traffic Calming Improvements				
<b>District</b>	<b>County</b>	<b>Route</b>	<b>EA</b>	<b>Project ID</b>	<b>PPNO</b>
04	San Mateo				

**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)				20				20	
PS&E				75	75			150	
R/W									
CON						868		868	
<b>TOTAL</b>				95	75	868		1,038	

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						868		868	
<b>TOTAL</b>						868		868	

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									
<b>TOTAL</b>									

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									
<b>TOTAL</b>									

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									
<b>TOTAL</b>									

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									
<b>TOTAL</b>									

**ATP PROJECT PROGRAMMING REQUEST**

Date: 8-May-15

Project Information:					
<b>Project Title:</b>	Linden and Spruce Avenues Traffic Calming Improvements				
<b>District</b>	<b>County</b>	<b>Route</b>	<b>EA</b>	<b>Project ID</b>	<b>PPNO</b>
04	San Mateo				

Funding Information:									
DO NOT FILL IN ANY SHADED AREAS									

Fund No. 2:		Measure A 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)				20				20	San Mateo County
PS&E				75	75			150	Notes:
R/W									
CON									
<b>TOTAL</b>				95	75			170	

Fund No. 3:		Proposed Funding Allocation (\$1,000s)							Program Code
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. 4:		Proposed Funding Allocation (\$1,000s)							Program Code
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. 5:		Proposed Funding Allocation (\$1,000s)							Program Code
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. 6:		Proposed Funding Allocation (\$1,000s)							Program Code
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:		Proposed Funding Allocation (\$1,000s)							Program Code
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>									

## 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: JB

- 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: JB

- 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: JB

*(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: JB

- 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: SB  
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: SB  
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

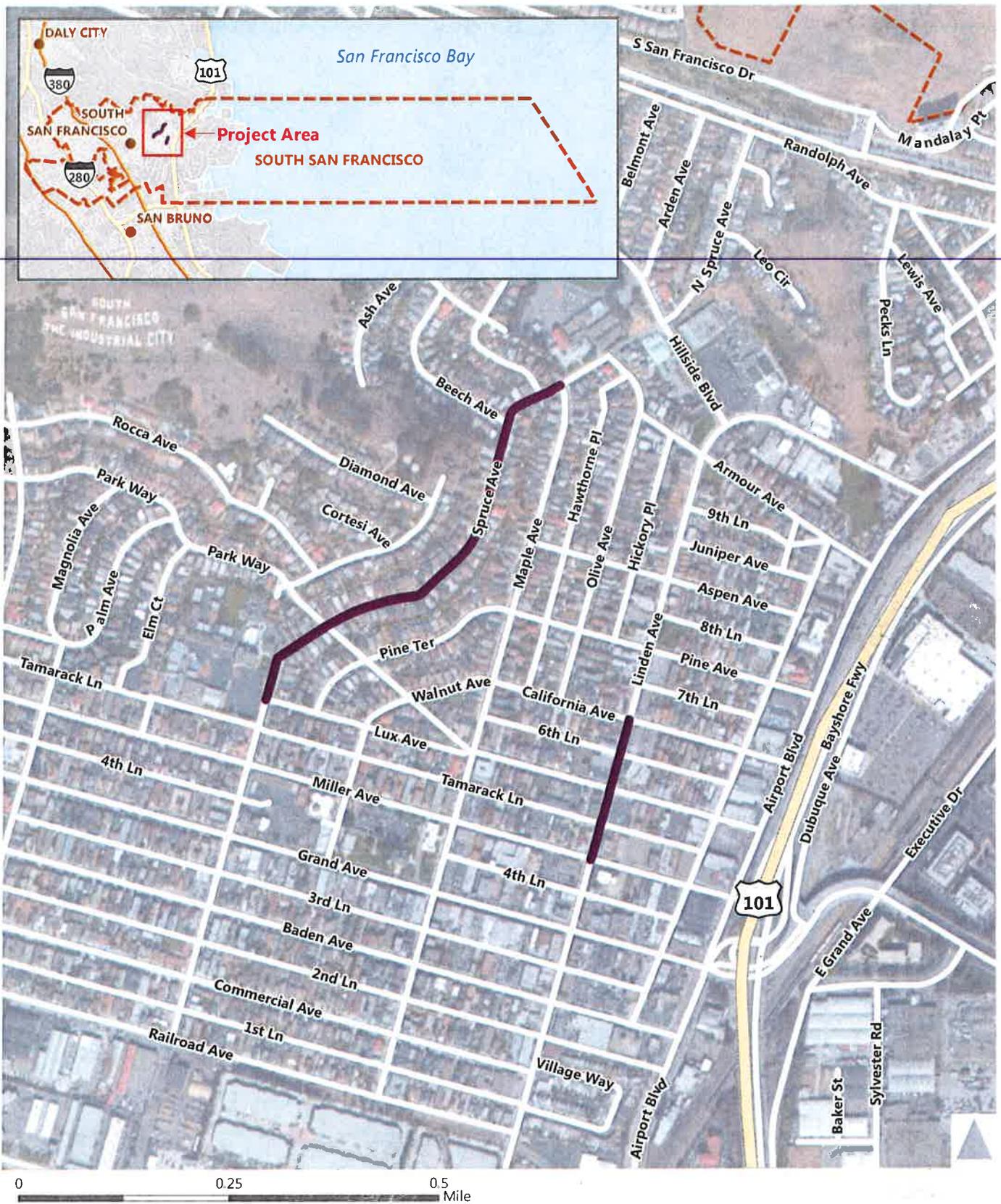
8. **Additional narration and documentation:** Engineer's Initials: SB  
a. The text in the "Narrative Questions" in the application is consistent with and supports the engineering logic and calculations used in the development of the plans/maps and estimate  
b. When needed to clarify non-standard ATP 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): Bautista, Segundo Sammy  
Title: Principal Engineer  
Engineer License Number C66156  
Signature: [Handwritten Signature]  
Date: 5/29/15  
Email: sam.bautista@ssf.net  
Phone: (650) 829-6668

**Engineer's Stamp:**

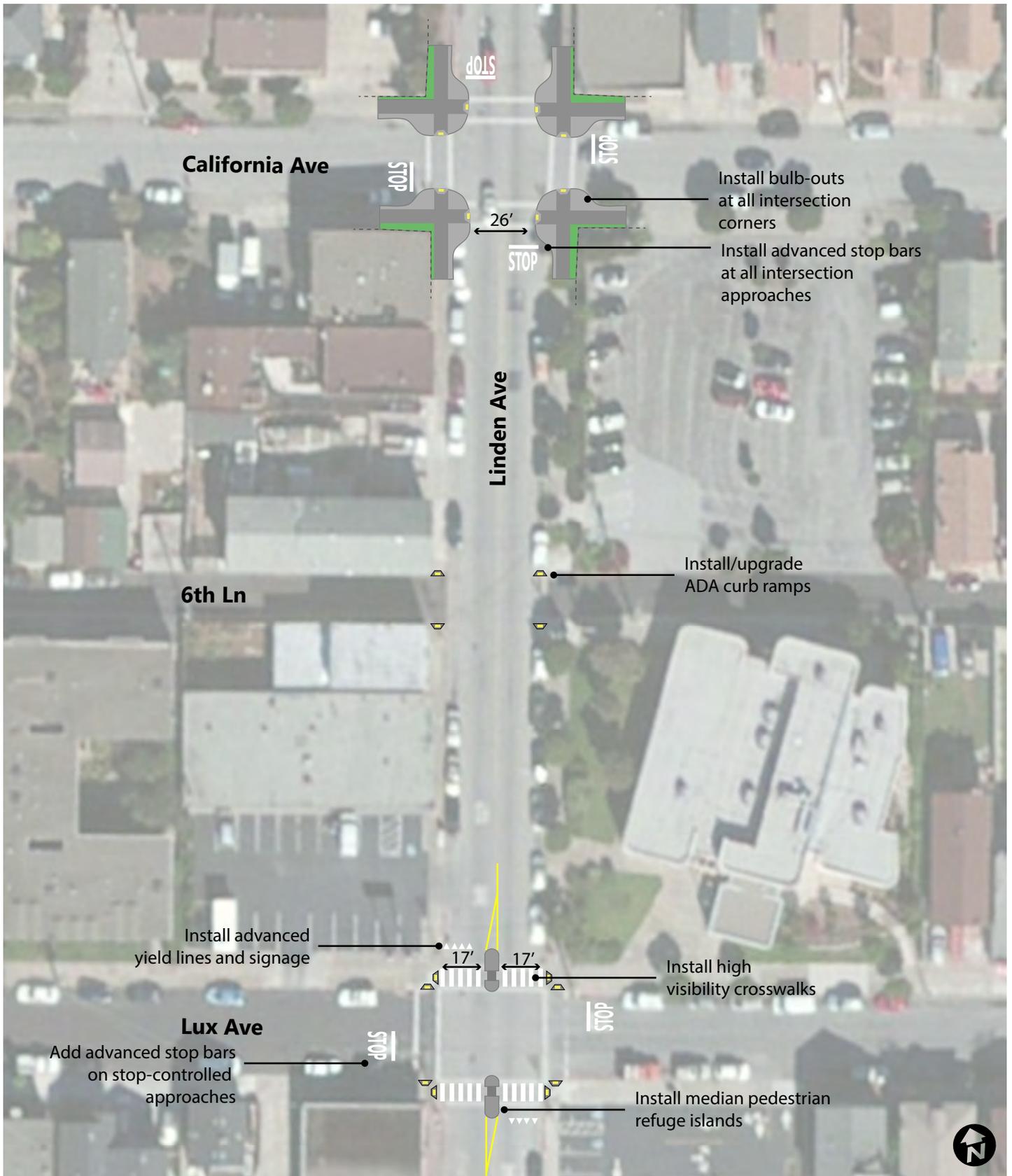




- Project Corridors
- South San Francisco Jurisdictional Boundary

Vicinity Map  
Linden Avenue & Spruce Avenue









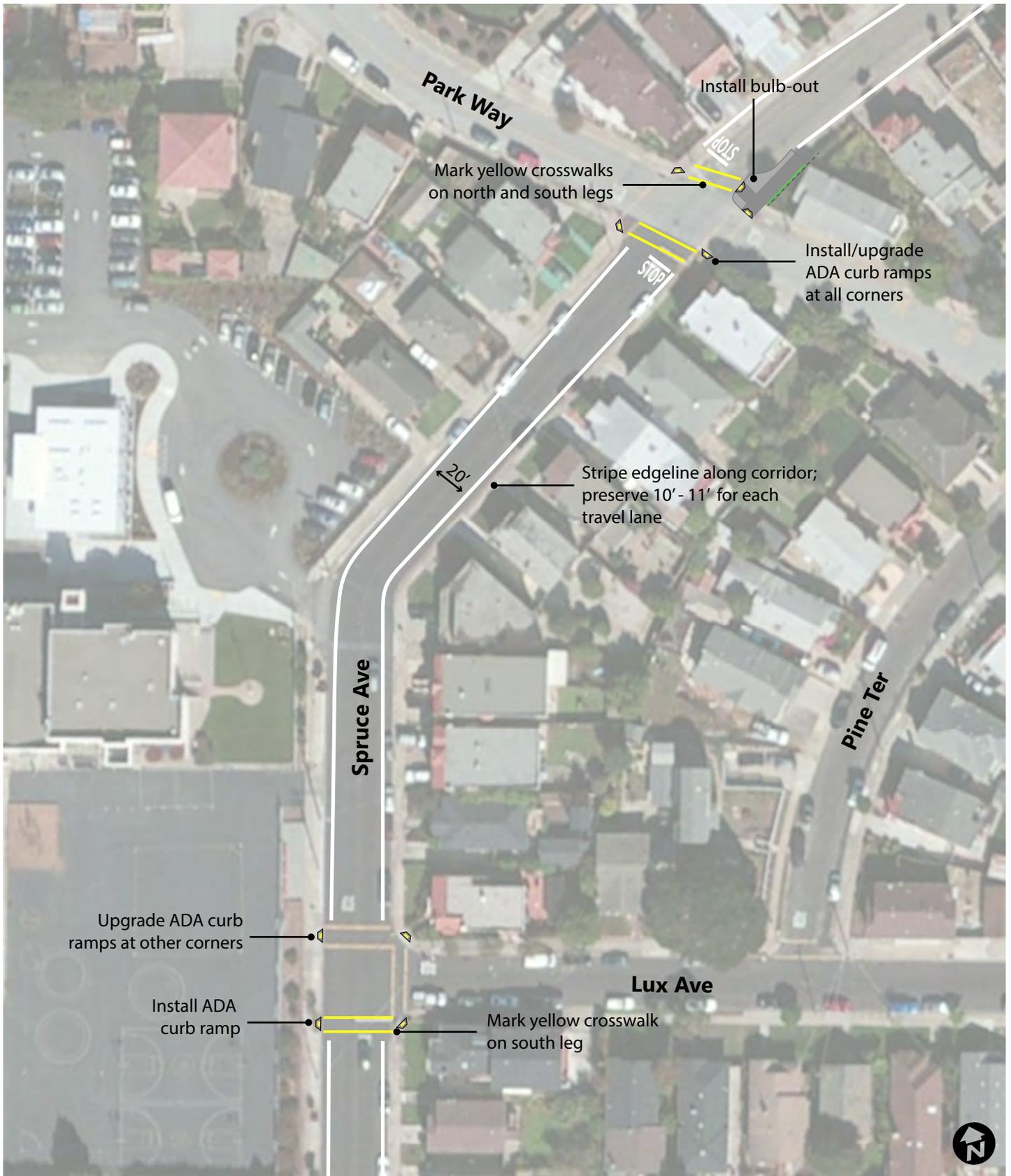


Stripe edgeline along corridor;  
preserve 10' - 11' for each  
travel lane

Install staggered sidewalk  
bulbs on alternating sides  
to reinforce edgeline

0 50 100 200 Feet





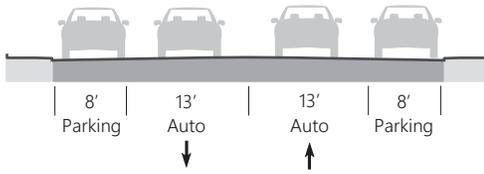
0 50 100 200 Feet



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## Linden Avenue

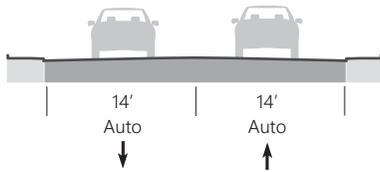
EXISTING/PROPOSED (42')



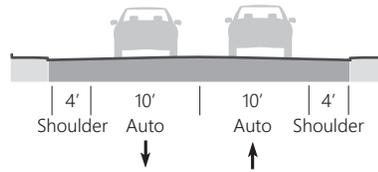
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## Spruce Avenue

EXISTING (28')



PROPOSED (28')



## City of South San Francisco Linden and Spruce Avenue – ATP Project



Linden Ave. facing North from Miller Ave.



Linden Ave facing South toward 4<sup>th</sup> Lane



**Aspen Ave and Linden Ave**



**Linden Ave and Grand Ave**



**Miller Ave and Linden Ave.**

# Detailed Engineer's Estimate and Total Project Cost

**Important: Read the Instructions in the other sheet (tab) before entering data. Do not enter in shaded fields (with formulas).**

## Project Information:

<b>Agency:</b>	City of South San Francisco		
<b>Application ID:</b>		<b>Prepared by:</b>	C. Alexander
<b>Project Description:</b>	Linden and Spruce Avenues Traffic Calming		
<b>Project Location:</b>	Linden Avenue between California Avenue and Miller Avenue, Spruce Avenue between Maple Avenue and Lux Avenue, South San Francisco, CA		

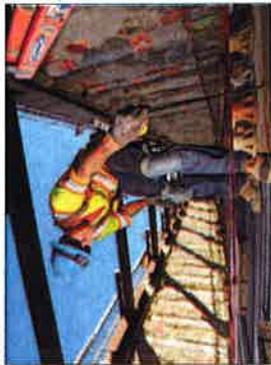
## Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)						Cost Breakdown							
						Note: Cost can apply to more than one category. Therefore may be over 100%.							
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC	
						%	\$	%	\$	%	\$	%	\$
<b>Linden Ave./California Ave.</b>													
1	Remove Concrete Curb & Gutter	320	LF	\$5.00	\$1,600	100%	\$1,600						
2	Remove Concrete Sidewalk/Curb Ramp	2,400	SF	\$2.00	\$4,800	100%	\$4,800						
3	Remove AC Pavement	1,400	SF	\$2.00	\$2,800	100%	\$2,800						
4	Remove Paint/Thermo Striping and Markings	800	SF	\$4.00	\$3,200	100%	\$3,200						
5	Relocate Drainage Inlet Along Pipe	4	EA	\$7,500.00	\$30,000	100%	\$30,000						
6	Relocate Fire Hydrant	1	EA	\$1,500.00	\$1,500	100%	\$1,500						
7	Relocate Existing Sign and Post	4	EA	\$400.00	\$1,600	100%	\$1,600						
8	Concrete Curb & Gutter	360	LF	\$40.00	\$14,400	100%	\$14,400						
9	Concrete Sidewalk/Curb Ramp	1,400	SF	\$10.00	\$14,000	100%	\$14,000						
10	Curb Ramp Forming and Grading	8	EA	\$3,300.00	\$26,400	100%	\$26,400						
11	Roadway Paving (3" AC/8" Class II AB)	720	SF	\$8.00	\$5,760	100%	\$5,760						
12	Pavement Legends (Thermo)	250	SF	\$8.50	\$2,125	100%	\$2,125						
13	Limit Line Striping (Thermo)	50	LF	\$6.60	\$330	100%	\$330						
14	Crosswalk Striping	240	SF	\$6.60	\$1,584	100%	\$1,584						
15	Grading	1	LS	\$40,000.00	\$40,000	100%	\$40,000						
16	Utility Relocation	1	LS	\$6,000.00	\$6,000	100%	\$6,000						
<b>Linden Ave./6th Ln.</b>													
17	Remove Concrete Curb & Gutter	50	LF	\$5.00	\$250	100%	\$250						
18	Remove Concrete Sidewalk/Curb Ramp	240	SF	\$2.00	\$480	100%	\$480						
19	Curb Ramp (Incl. Concrete, Forming and Grading)	4	EA	\$3,500.00	\$14,000	100%	\$14,000						
<b>Linden Ave./Lux Ave.</b>													
20	Remove Concrete Curb & Gutter	100	LF	\$5.00	\$500	100%	\$500						
21	Remove Concrete Sidewalk/Curb Ramp	450	SF	\$2.00	\$900	100%	\$900						
22	Remove AC Pavement	150	SF	\$2.00	\$300	100%	\$300						
23	Remove Paint/Thermo Striping and Markings	200	SF	\$4.00	\$800	100%	\$800						
24	Curb Ramp (Incl. Concrete, Forming and Grading)	8	EA	\$3,500.00	\$28,000	100%	\$28,000						
25	Concrete Curb & Gutter	100	LF	\$40.00	\$4,000	100%	\$4,000						
26	Concrete Sidewalk	150	SF	\$10.00	\$1,500	100%	\$1,500						
27	Roadway Paving (3" AC/8" Class II AB)	100	SF	\$8.00	\$800	100%	\$800						
28	Pavement Legends (Thermo)	30	SF	\$8.50	\$255	100%	\$255						
29	Limit Line Striping (Thermo)	50	LF	\$6.60	\$330	100%	\$330						
30	Crosswalk Striping	320	SF	\$6.60	\$2,112	100%	\$2,112						
31	Double Yellow Center Line	150	LF	\$1.75	\$263	100%	\$263						
32	Pavement Legends (Thermo)	130	SF	\$8.50	\$1,105	100%	\$1,105						
33	Install New Sign on New Post	8	EA	\$800.00	\$6,400	100%	\$6,400						
<b>Linden Ave./Miller Ave.</b>													
34	Remove Concrete Curb & Gutter	230	LF	\$5.00	\$1,150	100%	\$1,150						
35	Remove Concrete Sidewalk/Curb Ramp	2,000	SF	\$2.00	\$4,000	100%	\$4,000						
36	Remove AC Pavement	1,300	SF	\$2.00	\$2,600	100%	\$2,600						
37	Concrete Curb & Gutter	290	LF	\$40.00	\$11,600	100%	\$11,600						
38	Concrete Sidewalk/Curb Ramp	1,300	SF	\$10.00	\$13,000	100%	\$13,000						
39	Curb Ramp (Incl. Concrete, Forming and Grading)	2	EA	\$3,500.00	\$7,000	100%	\$7,000						
40	Curb Ramp Forming and Grading	6	EA	\$3,300.00	\$19,800	100%	\$19,800						
41	Roadway Paving (3" AC/8" Class II AB)	580	SF	\$8.00	\$4,640	100%	\$4,640						
42	Grading	1	LS	\$30,000.00	\$30,000	100%	\$30,000						
43	Utility Relocation	1	LS	\$4,500.00	\$4,500	100%	\$4,500						
<b>Spruce Ave./Maple Ave.</b>													
44	Remove Paint/Thermo Striping and Markings	60	SF	\$4.00	\$240	100%	\$240						
45	Crosswalk Striping	150	SF	\$6.60	\$990	100%	\$990						
46	Install Rectangular Rapid Flashing Beacon	1	EA	\$30,000.00	\$30,000	100%	\$30,000						
<b>Spruce Ave./Park Way</b>													
47	Remove Concrete Curb & Gutter	80	LF	\$5.00	\$400	100%	\$400						
48	Remove Concrete Sidewalk/Curb Ramp	180	SF	\$2.00	\$360	100%	\$360						

Engineer's Estimate (for Construction Items Only)						Note: Cost can apply to more than one category. Therefore may be over 100%.							
						ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$	%	\$
49	Remove AC Pavement	175	SF	\$2.00	\$350	100%	\$350						
50	Remove Paint/Thermo Striping and Markings	300	SF	\$4.00	\$1,200	100%	\$1,200						
51	Relocate Drainage Inlet Along Pipe	1	EA	\$7,500.00	\$7,500	100%	\$7,500						
52	Relocate Manhole Along Pipe	1	EA	\$7,500.00	\$7,500	100%	\$7,500						
53	Drainage Inlet Relocation with New Pipe	1	EA	\$15,000.00	\$15,000	100%	\$15,000						
54	Relocate Existing Sign and Post	1	EA	\$400.00	\$400	100%	\$400						
55	Concrete Curb & Gutter	45	LF	\$40.00	\$1,800	100%	\$1,800						
56	Concrete Sidewalk/Curb Ramp	175	SF	\$10.00	\$1,750	100%	\$1,750						
57	Curb Ramp Forming and Grading	2	EA	\$3,300.00	\$6,600	100%	\$6,600						
58	Roadway Paving (3" AC/8" Class II AB)	90	SF	\$8.00	\$720	100%	\$720						
59	Curb Ramp (Incl. Concrete, Forming and Grading)	3	EA	\$3,500.00	\$10,500	100%	\$10,500						
60	Pavement Legends (Thermo)	130	SF	\$8.50	\$1,105	100%	\$1,105						
61	Limit Line Striping (Thermo)	40	LF	\$6.60	\$264	100%	\$264						
62	Crosswalk Striping	160	SF	\$6.60	\$1,056	100%	\$1,056						
63	Grading	1	LS	\$10,000.00	\$10,000	100%	\$10,000						
64	Utility Relocation	1	LS	\$1,500.00	\$1,500	100%	\$1,500						
<b>Spruce Ave./Lux Ave.</b>													
65	Remove Concrete Curb & Gutter	50	LF	\$5.00	\$250	100%	\$250						
66	Remove Concrete Sidewalk/Curb Ramp	240	SF	\$2.00	\$480	100%	\$480						
67	Remove Tree	1	EA	\$1,000.00	\$1,000	100%	\$1,000						
68	Curb Ramp (Incl. Concrete, Forming and Grading)	4	EA	\$3,500.00	\$14,000	100%	\$14,000						
69	Crosswalk Striping	80	SF	\$6.60	\$528	100%	\$528						
<b>Spruce Ave. between Maple Ave. and Lux Ave.</b>													
70	Remove Concrete Curb & Gutter	75	LF	\$5.00	\$375	100%	\$375						
71	Remove AC Pavement	370	SF	\$2.00	\$740	100%	\$740						
72	Concrete Curb & Gutter	160	LF	\$40.00	\$6,400	100%	\$6,400						
73	Concrete Sidewalk	370	SF	\$10.00	\$3,700	100%	\$3,700						
74	Roadway Paving (3" AC/8" Class II AB)	320	SF	\$8.00	\$2,560	100%	\$2,560						
75	White Lane Lane (Solid)	4,400	LF	\$1.25	\$5,500	100%	\$5,500						
<b>Other Lump Sum</b>													
76	Traffic Control	1	LS	\$22,500.00	\$22,500	100%	\$22,500						
77	Mobilization	1	LS	\$22,500.00	\$22,500	100%	\$22,500						
<b>Subtotal of Construction Items:</b>					<b>\$496,152</b>		<b>\$496,152</b>						
<b>Construction Item Contingencies (% of Construction Items):</b>				<b>25.00%</b>	<b>\$124,038</b>								
<b>Enter in the cell to the right</b>													
<b>Total (Construction Items &amp; Contingencies) cost:</b>					<b>\$620,189</b>								
<b>Project Cost Estimate:</b>													
<b>Type of Project Delivery Cost</b>					<b>Cost \$</b>								
<b>Preliminary Engineering (PE)</b>													
Environmental Studies and Permits(PA&ED):					\$	45,000							
Plans, Specifications and Estimates (PS&E):					\$	110,000							
<b>Total PE:</b>					<b>\$</b>	<b>155,000</b>	<b>24.99%</b>	25% Max					
<b>Right of Way (RW)</b>													
Right of Way Engineering:					\$	-							
Acquisitions and Utilities:					\$	-							
<b>Total RW:</b>					<b>\$</b>	<b>-</b>							
<b>Construction (CON)</b>													
Construction Engineering (CE):					\$	93,000	<b>13.04%</b>	15% Max					
Total Construction Items & Contingencies:					\$620,189								
<b>Total CON:</b>					<b>\$</b>	<b>713,189</b>							
<b>Total Project Cost Estimate:</b>					<b>\$</b>	<b>868,189</b>							

**Attachment H**  
**Non-Infrastructure Work Plan**  
**(Form 22-R)**

Not Applicable



Next Phase

capital assets, repairing and replacing bridges, and maintaining complete streets. This includes complementary funding in the OneBayArea Grant investment strategy (see page 77) and County Investment Priorities strategy (see page 86).

Plan Bay Area makes a greater financial commitment to system maintenance and management than do the plans of California's other large metropolitan regions. Approximately 87 percent of total Plan Bay Area funding goes toward sustaining the existing system, while other metropolitan regions in the state dedicate substantially smaller shares of funding for this purpose (see Figure 15). There are several reasons for the difference in priorities:

- The Bay Area has some of the oldest transportation systems in the state (and even in the country) — and old infrastructure requires more funding to maintain, renovate and replace than newer systems. San Francisco's Municipal Railroad recently celebrated its 100th anniversary, and BART operates the oldest railcar fleet in the country.

- Our region's greater reliance on rail services results in higher costs to maintain these capital-intensive modes. Plan Bay Area includes nearly \$3 billion for replacing BART's and Caltrain's aging fleets over the next decade.

- The Bay Area is relatively built-out compared to other newer, faster-growing urban areas, and our transportation system is correspondingly more fully developed. That means there is relatively less need to invest in new highways and transit lines, and relatively more existing infrastructure to maintain here than in other areas. Even so, all four of California's major metropolitan areas devote more than 50 percent of their future transportation budgets to upkeep of their current road and transit networks.

### Investment in the Transit System

#### Operating and Maintaining Transit:

##### A Key Challenge

Buses, trains, ferries, light-rail vehicles, cable cars and streetcars not only provide mobility for people without cars — including those who are low-income, elderly, disabled or too young to drive — they also provide a viable alternative to driving for hundreds of thousands of area residents who do own cars.

By reducing the number of vehicles on the roads, public transit helps to fight congestion and curb greenhouse gas emissions. It is also the essential transportation complement to Plan Bay Area's distribution of housing and employment in key locations throughout the region.

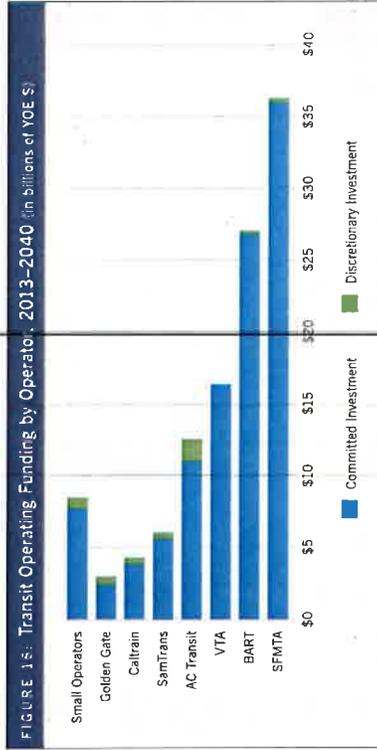


FIGURE 15: Transit Operating Funding by Operator, 2013-2040 (in billions of YOE \$)

Yet despite the importance of transit to the Bay Area and its economy, maintaining and sustaining the network is an ongoing challenge. The cost of buying the fuel and paying the drivers, mechanics, dispatchers and other workers needed to operate a transit system — and paying for the replacement of buses, train cars, tracks, fare machines and other capital equipment — can outpace available funds. Delayed maintenance of the transit system leads to even costlier rehabilitation down the road. Plan Bay Area thus places a high priority on funding for transit operations and equipment.

Over the next 28 years, operating and capital replacement costs for Bay Area transit providers are projected to total \$161 billion. This includes \$114 billion in operating costs plus \$47 billion for capital replacement to achieve an optimal state of repair. Committed revenues over the same period are expected to total only \$131 billion (\$110 billion for operations and \$21 billion for capital). The result is \$30 billion in initial unfunded needs, approximately \$26 billion of which is needed to bring our capital assets up to an optimal state of repair.

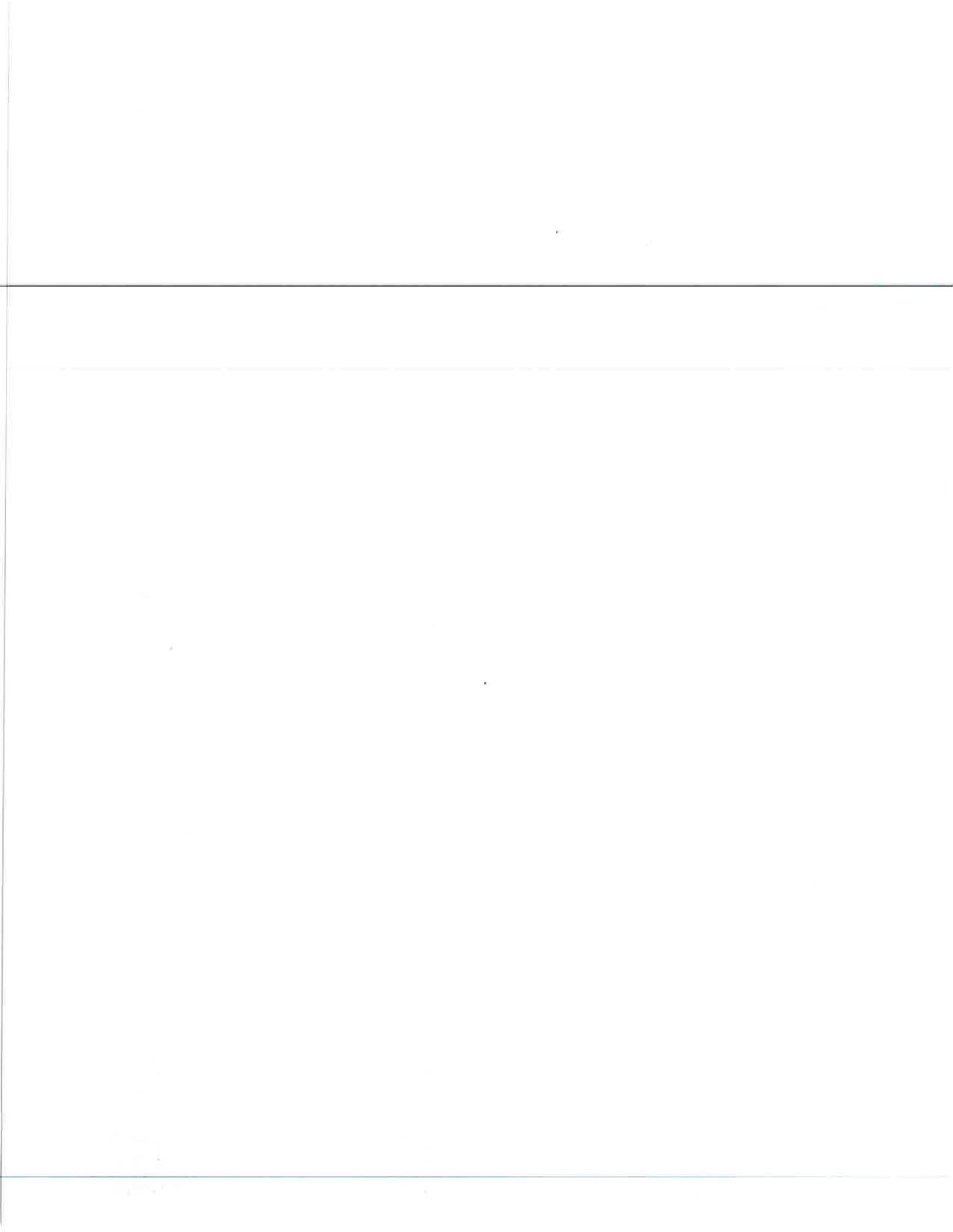
To address transit operating and capital needs, Plan Bay Area invests a total of \$13 billion in discretionary revenues. This includes more than \$2 billion in

discretionary revenue plus almost \$2 billion in revenues that are expected to come from a future extension of the transportation sales tax in Alameda County to eliminate the \$4 billion forecasted operating shortfall over the plan period. Another \$9 billion in discretionary revenue will be invested in transit capital, leaving unfunded capital needs of \$17 billion to achieve a state of optimal repair that the region must take into account when pursuing new funding resources, as discussed in Chapter 6.

As illustrated in Figure 16, some transit agencies have operating needs that exceed the forecasted level of committed revenue — such as AC Transit, Golden Gate Transit, SamTrans, Caltrain and the small operators. The variability of the operating needs across the region results from the uniqueness of each system's forecasted cost growth and revenue availability. For example, on the revenue side, some transit operators have access to permanent sales taxes or are supported by general fund contributions while others are not and are more reliant on fare revenues. As part of the investment strategy, MTP shored up the operating funding plan so that operators for existing services for all transit operators are fully funded through committed and discretionary revenues over the plan period.

	Total Need 2013-2040	Committed Investment	Discretionary Investment	Remaining Need
Transit Operations	\$114	\$110	\$4	\$0
Transit Capital	\$47	\$21	\$9	\$17
<b>Total</b>	<b>\$161</b>	<b>\$131</b>	<b>\$13</b>	<b>\$17</b>

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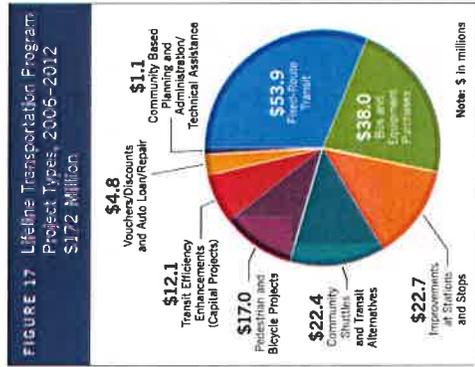
### Transit Sustainability Project Helps Bend Operating Cost Curve

The region's operating cost projections assume a continuation of existing levels of service and also take into account the increased operating costs associated with committed transit expansion projects. Plan Bay Area reflects the recommendations of MTC's Transit Sustainability Project (TSP), a series of actions to complement recent individual transit agency efforts to control costs, improve service and attract new riders. By establishing performance metrics and targets, new investment and incentive programs, and additional focused efforts related to cost, service and institutional arrangements, the recommendations set a course toward a more sustainable transit system. The operating cost projections associated with implementing the Transit Sustainability Project recommendations assume a five percent drop in operating costs by 2018, then indexing those costs to inflation. Over the life of the plan, this results in billions of dollars of savings.

*More information on the TSP can be found in Investment Strategy 4, "Boost: Freeway and Transit Efficiency."*

### Lifeline Transportation Program Improves Mobility and Accessibility

Plan Bay Area reaffirms the importance of addressing the mobility and accessibility needs of seniors, persons with disabilities, and residents in low-income



communities throughout the region. The plan adds approximately \$800 million in discretionary funding for MTC's Lifeline Transportation Program over the 28-year period of the plan. In addition to continuing the types of projects that are currently being funded, an area of possible focus for the future is "mobility management," a strategic approach to connecting people to transportation resources within a community including services provided by human services agencies and other community sponsors. This strategy is especially key to the region's ability to address growth in the Bay Area's senior population and persons with disabilities. Through partnerships with many transportation service providers, mobility management enables communities to monitor transportation needs and links individuals to travel options that meet their specific needs, are appropriate for their situation and trip, and are cost efficient. The Lifeline program, which implements locally crafted Community Based Transportation Plans funded by MTC, has already invested over \$170 million in a diverse mix of projects to support high-need travelers. (See Figure 17.) In addition to

mobility management projects, Lifeline has invested in additional fixed-route transit, shuttles, and non-motorized safety and access improvements.

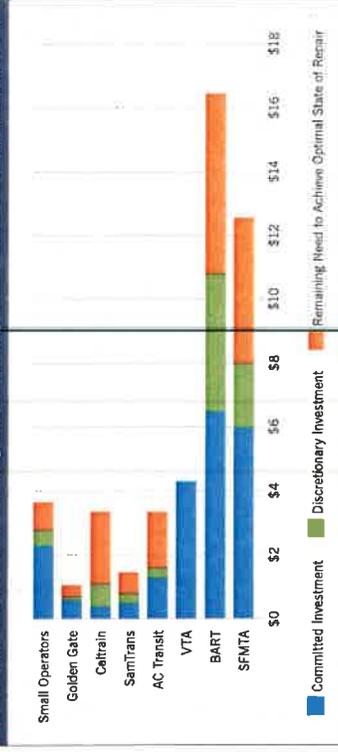
### Transit Capital Replacement and Rehabilitation: A Big Hole to Fill

On the capital side, Plan Bay Area assures that all vehicles are replaced at the end of their useful lives and receive all required rehabilitation on schedule, such as maintenance facilities and station upgrades to ensure the long-term health of the region's transit operations. (See Figure 18.) In particular, a robust and efficient public transit network, anchored by Area's land use strategy to promote future development around existing and planned transit nodes. The plan falls short in achieving two voluntary performance targets that are key indicators of a sustainable transit system: fully funded maintenance and state of good repair of existing capital assets; and transit operating funding necessary to meet the projected growth in non-auto mode share to 26 percent of all trips.

Consistent with MTC's Transit Capital Priorities Policy, high-priority transit capital investments include revenue vehicles (buses, railcars and ferries) — which are Plan Bay Area's first priority for transit capital funds — as well as "fixed guideway" infrastructure (track, bridges, tunnels and power systems) and communications equipment to ensure the safe, reliable, and timely delivery of transit service throughout the region.

Nearly \$20 billion of the projected transit capital replacement and rehabilitation needs of the Bay Area's transit systems through 2040 are unfunded under the plan. Plan Bay Area will dedicate a significant portion of the revenue generated from Cap and Trade to these unmet transit needs. In addition, promptly after adoption of the plan, MTC will work with the region's operators and other stakeholders to develop a plan to address the gap in funding for transit capital replacement and rehabilitation needs, and to expand the funding available to support future increases in transit service.

**FIGURE 18** Transit Capital Funding and Remaining Needs, 2013-2040 (in billions of 2012 \$)



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Plan Bay Area's total capital investment of \$30 billion in committed and discretionary revenues will be sufficient to fund all revenue vehicle replacements and 75 percent of fixed guideway and other high-priority needs, a substantial improvement over the 60 percent funded in the Transportation 2035 Plan. Chapter 6 outlines priorities for the region to cover the remaining capital needs, totaling \$17 billion, to achieve our performance target.

### Investment in Local Streets and Roads

A critical component of the OneBayArea Grant (OBAG) investment strategy discussed later in this chapter is the investment of discretionary funds for the purpose of preserving the existing local street and road network. While congestion management agencies have the flexibility to spend their OBAG county shares on any eligible OBAG programs, Plan Bay Area provides sufficient funding within the program to reaffirm the commitment to maintain the region's pavement conditions at existing levels,

The 42,000 lane-miles of local streets and roads interconnect in a way that knits the region together, and they form the foundation of the region's transportation system. They are the conduits to the highways, ports and farmlands that are vital to the economic vitality and sustainability of the San Francisco Bay Area. All trips begin and end on a local street and road, and all modes of surface travel rely on the local street and road infrastructure. In addition to pavement, the local street and road system includes all of the safety and accessibility infrastructure that makes a functioning network possible — sidewalks, curbs and gutters, storm drains, signs and signals, and so forth.

The typical life cycle of a pavement is about 20 years. Over the first three-quarters of its life, the pavement will deteriorate slowly, resulting in a 40 percent drop in condition. Past that point, pavement will begin to deteriorate rapidly. It costs five to ten times more to rehabilitate or reconstruct a roadway that has been allowed to deteriorate, than it costs to



Mark Berger

maintain that roadway in good condition. Through the OneBayArea Grant program, Plan Bay Area invests \$10 billion in discretionary funding to maintain the region's existing pavement condition, currently at a regional average of 66 on a pavement condition index (PCI) scale of 0 to 100. Even with an infusion of discretionary funds, sizable funding gaps remain in each county to bring pavement up to a state of good repair, as shown in Figure 19.

The total amount of funding needed for the Bay Area to achieve a PCI of 75 (the plan's adopted performance target, as discussed in Chapter 5) over the Plan Bay Area period is \$45 billion. Committed revenues over the same period of time are expected to cover \$15 billion, or about one-third of the need. Add in the \$10 billion in discretionary funds, and the region still falls \$20 billion short of the revenue needed to achieve the plan's performance target, with the biggest shortfalls occurring in the region's largest counties, as shown in Figure 19. Chapter 6 discusses ways to pursue the revenues that will allow the region to meet its targets for roadway preservation.

### Funding Active Transportation

Plan Bay Area makes a significant commitment to increase the convenience and safety of walking and bicycling by delivering complete streets for all

users. State Transportation Development Act (TDA) and local sales tax funds committed to bicycle and pedestrian improvements total \$4.6 billion during the plan period. In addition, the OneBayArea Grant program discussed in the next section includes \$14.5 billion over the life of the plan. These funds may be used for complete streets projects, including stand-alone bicycle and pedestrian paths, bicycle lanes, pedestrian bulb-outs, lighting, new sidewalks, and Safe Routes to Transit and Safe Routes to Schools projects that will improve bicycle and pedestrian safety and travel.

### Investment in State Bridges

The bridges that span San Francisco Bay are critical transportation links for the region. It is vital to the economic health of the region and quality of life of its residents that these essential structures be kept in a state of good repair. Currently, existing toll revenues are used to strengthen, reinforce and maintain bridge structures and roadways on all of the seven state-owned Bay Area bridges; this includes replacing the eastern span of the San Francisco-Oakland Bay Bridge.

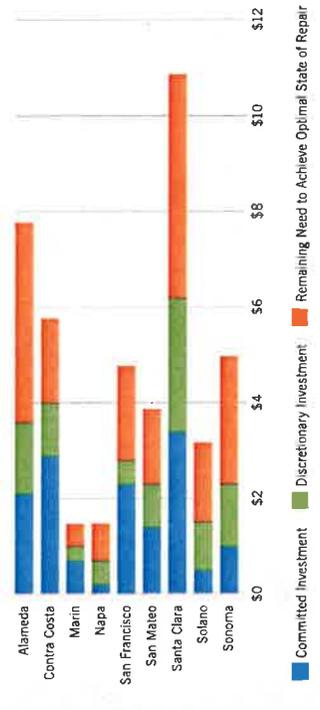
Plan Bay Area assumes a single one-dollar toll increase on all state-owned bridges, beginning in the year 2019. These new bridge tolls are considered a source of regional discretionary funds and total \$2.7 billion over the course of the plan.

Due to the important role that our toll bridges play in the ability of the region's transportation network to function smoothly, Plan Bay Area assumes that approximately \$1 billion, or about one-third of the \$2.7 billion in estimated new bridge toll funds, will be needed for additional maintenance or unforeseen repairs to the Bay Area's bridges.

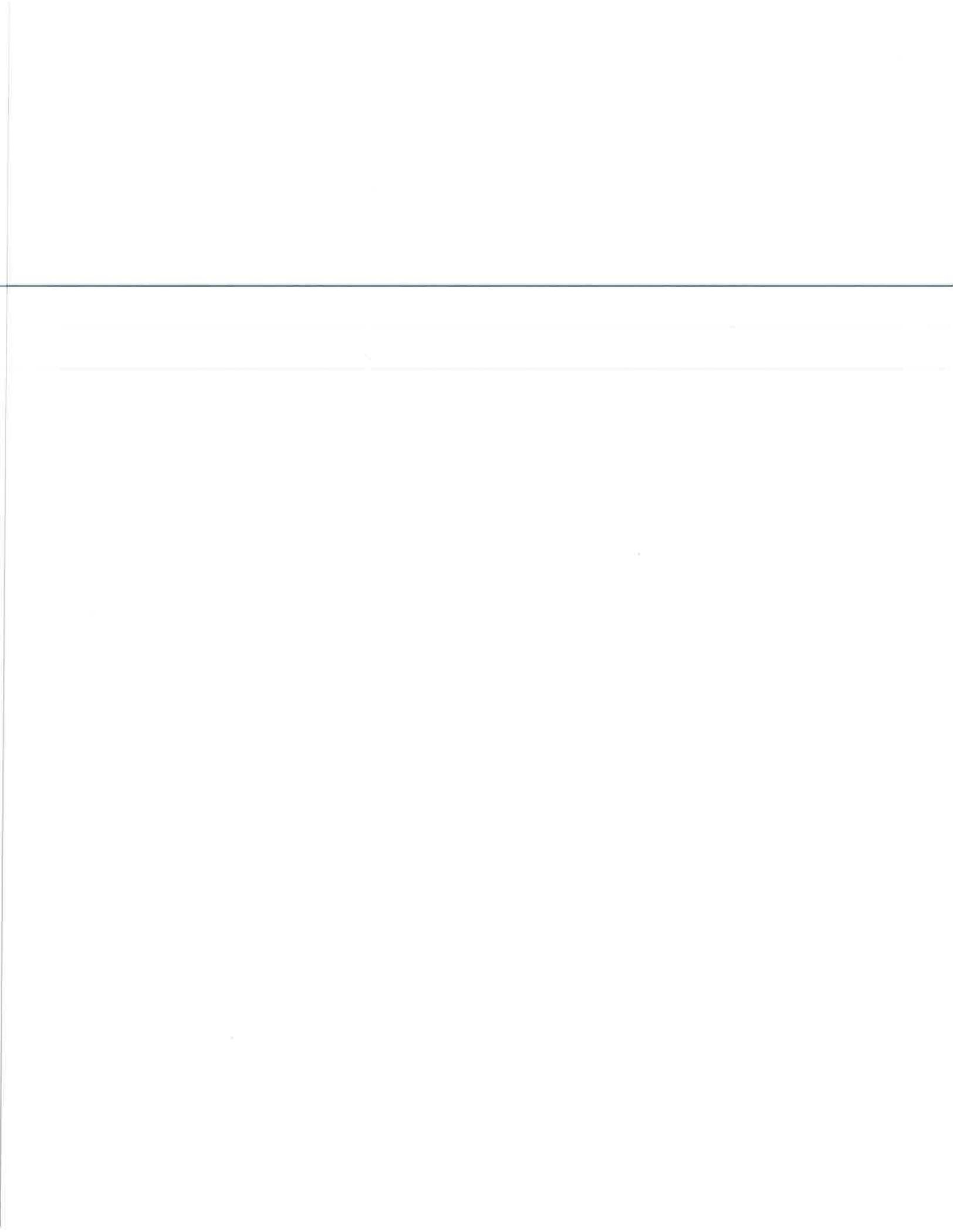
### Investment in State Highways

California's 50,000 lane-mile state highway system is an essential contributor to the state's economic vitality, linking people and goods with intermodal

FIGURE 19: Local Streets and Roads Investments and Remaining Needs by County, 2013–2040 (in billions of YOE \$)



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### Downtown San Francisco

During rush hours, congestion in the greater downtown area results in average bus transit and automobile speeds below 10 miles per hour. Congestion is already a problem, and the city has ambitious growth plans for the future. Unless bold measures are taken, downtown San Francisco streets will be unable to accommodate expected levels of housing and job growth, and gridlocked conditions will threaten the city's and region's economic development plans. A recent study found congestion pricing in downtown San Francisco to be a feasible and potentially effective way to manage and grow the transportation system while supporting new businesses and residents. The mobility and pricing program could result in:

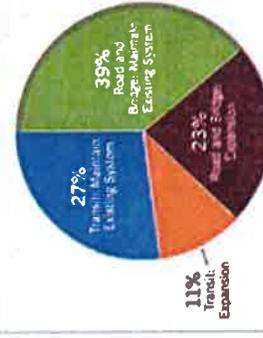
- 12 percent fewer peak-period vehicle trips and a 21 percent reduction in vehicle hours of delay
- 5 percent reduction in greenhouse gases citywide
- \$60–80 million in annual net revenue for mobility improvements
- 20–25 percent transit speed improvement and 12 percent reduction in pedestrian incidents

Plan Bay Area supports the implementation of these congestion pricing projects in San Francisco with a \$150 million investment over the plan period.

## Investment Strategy 5 County Investment Priorities

The county congestion management agencies have identified key local transportation priorities during the development of their county transportation plans. This process resulted in \$29 billion in discretionary funding requests, which is nearly twice the \$16 billion that is expected to be available over the life of the plan. Overall, the county funding priorities are closely aligned with the investment strategy, including an investment of 66 percent of these funds dedicated to maintaining and sustaining current transportation systems. Their priorities complement a number of the regional discretionary investment strategies including the OneBayArea Grant, Buiic Next Generation, Transit, and Freeway and Transit Efficiency strategies. The county programs also include complete streets programs that will deliver substantial bicycle and pedestrian improvements. Figure 21 summarizes the counties' investment priorities; more details can be found in the Online Project Database, listed in Appendix 1.

FIGURE 21: County Investment Priorities  
\$16 Billion (YOE \$)



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TABLE 22: Summary of Climate Initiatives Program

Policy Initiative (from most to least cost-effective)	Cost (in millions of YOE \$)	Per Capita CO <sub>2</sub> Emissions Reductions in 2035
Commuter Benefit Ordinance	\$0	-0.3%
Car Sharing	\$13	-2.6%
Vanpool Incentives	\$6	-0.4%
Clean Vehicles Rebate Program	\$25	-0.7%
Smart Driving Strategy	\$160	-1.5%
Vehicle Buy-Back & Plug-in or Electric Vehicle Purchase Incentive	\$120	-0.5%
Regional Electric Vehicle Charger Network	\$80	-0.3%
Climate Initiatives Innovative Grants	\$226	TBD
<b>Total</b>	<b>\$630</b>	<b>-6.3%</b>

## Investment Strategy 6 Protect Our Climate

Pursuant to SB 375, the California Air Resources Board in 2011 assigned the Bay Area a per capita greenhouse gas (GHG) emissions reduction target of 7 percent by 2020 and 15 percent by 2035.

These are aggressive targets that we are determined to meet and possibly exceed. In terms of its development, the Bay Area is a relatively mature region, with a well-established transportation system and a large population already in place. While it can focus the pattern of future growth, Plan Bay Area does not significantly rearrange the development pattern that already exists. So in harmony with our multimodal transportation network and focused land use plan, we have to invest in technology advancements and provide incentives for travel options to help meet these emissions targets. The Plan Bay Area climate initiative invests \$630 million in the eight programs highlighted in Table 23.

### Commuter Benefit Ordinance

Senate Bill 1339 authorizes the Bay Area Air Quality Management District (BAAQMD) and MTC to jointly adopt a regional commuter benefit ordinance as a

means to reduce GHG emissions and to improve air quality. Commuter benefits would include pre-tax benefit programs, employer-provided subsidies, free shuttles or vanpools, or an employer-provided alternative that would provide an equal or greater benefit in terms of reducing GHG emissions. The agencies are required to report to the Legislature in 2016 on the results of the program, including vehicle miles reduced and greenhouse gases reduced.

### Car-Sharing

Car-sharing services have been available in the Bay Area since 2001, and in that time the number of vehicles available and the number of subscribers has grown. Bay Area-wide, there were an estimated 60,500 members in 2012 and fleets with hundreds of cars to serve those customers. Car-sharing allows people to rent cars by the hour, for as short a time as 30 minutes up to a full weekend. Car-sharing saves families and individuals hundreds of dollars every month in car payments, insurance, gas, registration and repairs. This investment strategy proposes to invest \$13 million to expand car-sharing services to ensure vehicles are available at high-demand locations, and to expand services in suburban communities.

are putting forward a plan that provides sufficient housing for the number of new jobs created in the region. The focus on spurring housing in locally supported Priority Development Areas and high-quality transit corridors allows the plan to meet this target, and also helps to achieve the GHG emissions reduction target (see above).

## Voluntary Performance Targets

### Healthy and Safe Communities Reduce Particulate Matter

**Target #3:**  
Reduce premature deaths from exposure to particulate emissions.

**Target #3a:**  
Reduce premature deaths from exposure to fine particulates (PM<sub>2.5</sub>) by 10 percent.

Plan meets and exceeds target; reduces premature deaths from exposure to fine particulates by 71 percent.



**Target #3b:**  
Reduce coarse particulate emissions (PM<sub>10</sub>) by 30 percent.

Plan reduces coarse particulate emissions by 17 percent, but falls short of target.



**Target #3c:**  
Achieve greater reductions in highly impacted areas.

Plan meets target; achieves greater particulate emission reductions in highly impacted neighborhoods.



Particulate matter (PM) consists of very small particles that can pass through the throat and nose and into the lungs, and may even enter the bloodstream. Over time this can affect the heart and lungs and lead to serious health effects such as heart attacks or asthma, and can even contribute to premature death. While particulate matter is directly linked to vehicle miles traveled, the approach taken with this target moves from simply measuring vehicle use to measuring healthy outcomes for the region's residents.

The Bay Area does not meet the federal standard for fine particulate matter (PM<sub>2.5</sub>), which is extremely hazardous to health. The goal of a 10 percent reduction in premature deaths due to PM<sub>2.5</sub> reflects the expected benefit from meeting the federal standard, assuming each emission sector (both mobile and non-mobile sources) takes on similar emission reduction shares. The region, like all major metropolitan regions in the state, also does not yet attain the state standard for the coarser PM<sub>10</sub>, which also causes health impacts. The 30 percent reduction goal for PM<sub>10</sub> is consistent with the reduction needed to meet the state standard.

There has been substantial progress in reducing Bay Area PM levels in recent years! The state and the Bay Area Air Quality Management District have taken major steps to address pollution impacts of Bay Area traffic — primarily, to clean up truck

3. Air quality monitoring data from the Bay Area and the nationwide 2002-2003 and 2004-2005 periods. Source: Bay Area Air Quality Management District, [www.baaqmd.org](http://www.baaqmd.org), 11/2006.

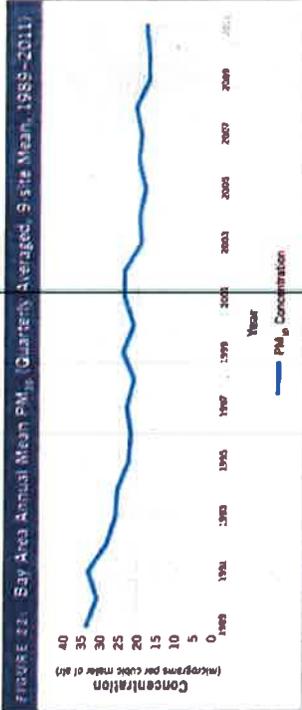


FIGURE 22 Bay Area Annual Mean PM<sub>10</sub> Quarterly Averaged 9-site Mean, 1989-2011

Source: Bay Area Air Quality Management District

engines and fuel, the chief sources of particulate emissions. New regional and state regulations are expected to reduce premature deaths by 71 percent by 2040, saving 159 lives per year compared to the 2005 baseline. This projection far exceeds the 10 percent reduction target for Plan Bay Area. Coarse particulates, known as PM<sub>10</sub>, also represent a major threat to air quality and public health; in 2005, Bay Area vehicles emitted 15 tons (approximately the weight of seven passenger vehicles) of particulate matter every day. While the historical trend has been favorable (see Figure 22), and abatement regulations help move us in the right direction with regard to this ambitious target (reducing emissions by 17 percent by 2040), they still fall short of achieving the 30 percent target established for Plan Bay Area.

Despite more stringent controls on tailpipe emissions and fuels, meeting the PM<sub>10</sub> target will be difficult given the region's long-term mobility needs. To achieve the public health benefits of this target, it will be necessary to reduce auto trip distances and to promote the use of alternative modes of transportation such as transit, biking and walking. While Plan Bay Area offers more individuals new public transit options and supports the trend

toward shorter-distance commutes, regional growth will lead to more vehicles (and more vehicle miles) than ever before.

### Reduce Injuries and Fatalities From Collisions

**Target #4:**

Reduce by 50 percent the number of injuries and fatalities from all collisions (including bike and pedestrian).

Plan moves in opposite direction from target; injury and fatality collisions are projected to increase during plan period by 18 percent.



Making the Bay Area safer for motorists, pedestrians and bicyclists is an important and ongoing priority. This target reflects an emphasis in Plan Bay Area to enhance safety for all travel modes across the Bay Area. The target is adapted from the state's Strategic Highway Safety Plan (2006), and also reflects a long-standing regional goal of making streets, highways and transit service safer.



# Planning Commission Staff Report

**DATE:** January 16, 2014

**TO:** Planning Commission

**SUBJECT:** Climate Action Plan and Pedestrian Master Plan, General Plan Amendments, and associated Initial Study-Mitigated Negative Declaration evaluating the environmental impacts of the Project.

**Applicant:** City of South San Francisco

**Address:** Citywide

**Case Nos.:** P13-0079 & P13-0085; GPA13-0001/ND13-0002

## RECOMMENDATION:

Staff recommends that the Planning Commission take the following actions:

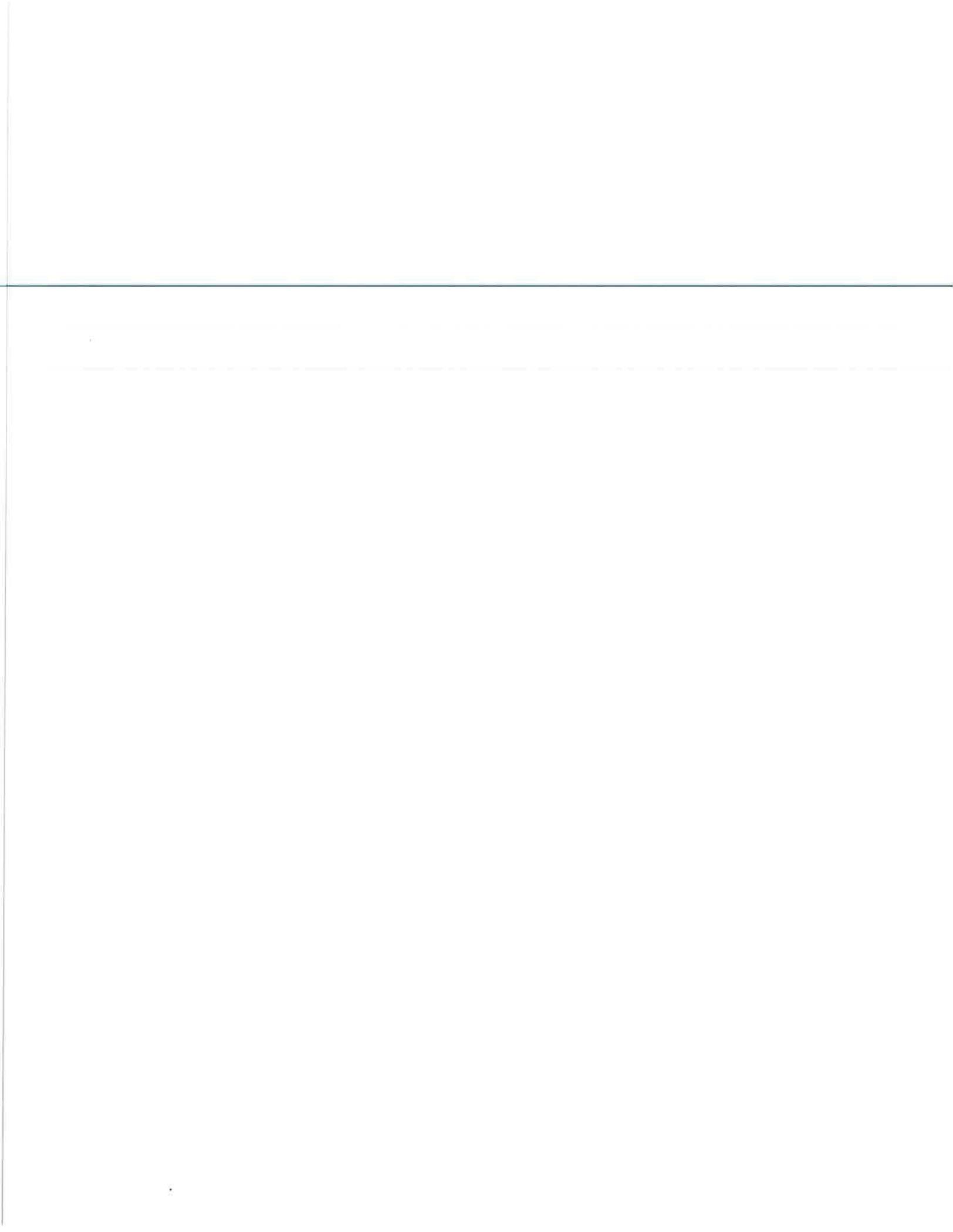
1. adopt a resolution recommending that the City Council adopt a Mitigated Negative Declaration for the Climate Action Plan and Pedestrian Master Plan; and,
2. adopt a resolution recommending that the City Council adopt the Climate Action Plan and Pedestrian Master Plan, and proposed General Plan Amendments.

## BACKGROUND / DISCUSSION:

In December 2010, the State's Strategic Growth Council awarded the City of South San Francisco ("City") a \$323,624 grant to prepare a Climate Action Plan and companion Pedestrian Master Plan. The Climate Action Plan (CAP) provides a strategy for reducing the City's greenhouse gas (GHG) emissions while also supporting the goals of Assembly Bill 32, the California Global Warming Solutions Act of 2006, and Senate Bill 375, the Sustainable Communities Act of 2008. The CAP will also streamline review of future development projects as it provides a framework for analyzing potential GHG emissions.

Since January 2011, staff has been working with PMC, the City's CAP consultant, to develop a draft CAP while PMC's sub-consultant Fehr & Peers, worked with staff to prepare the draft Pedestrian Master Plan (PMP).

The CAP provides goals, policies, and actions designed to reduce greenhouse gas (GHG) emissions, adapt to climate change, and support the goals of Assembly Bill 32 and Senate Bill 375. The GHG emissions reduction measures in the CAP are designed to achieve the State-recommended target of 15% below 2005 emissions level by the year 2020. Relying upon a mix of incentives and regulatory actions, these measures build on existing City policies and programs. Also, the draft measures look to reduce emissions from each of the various GHG sources to avoid reliance on any one sector to achieve the 15% reduction target. In addition, the CAP is intended to simplify and streamline the development review process for future eligible projects.



The PMP provides a citywide blueprint to guide pedestrian programs and improvements designed to encourage safe walking, improve pedestrian access, and facilitate grant funding to construct needed pedestrian improvements throughout the City. The PMP sub-consultant, Fehr & Peers, also provided concept plans for future high-priority projects.

### Outreach

Input from the community, Bicycle and Pedestrian Advisory Committee (BPAC) and the Planning Commission generated valuable feedback that was instrumental in shaping the draft CAP and PMP. Three Community Workshops, a Business Stakeholders Outreach Workshop, and a community survey resulted in detailed feedback that significantly shaped the Plans.

The Planning Commission and BPAC held a Joint Study Session on the CAP and PMP in October of 2012 and BPAC devoted four quarterly meetings to review and discussion of the Pedestrian Master Plan. BPAC has provided a letter of recommendation for approval of the PMP to the Planning Commission, which is provided as an attachment to this report.

A dedicated CAP/PMP page on the City's website provided links to draft documents and a glossary of terms. Information about the CAP and PMP was also distributed through fliers to the schools and at the Saturday Farmers Market and a downtown Streets Alive event. Residents and stakeholders participated in six walk audits to evaluate walking conditions in a range of neighborhoods while staff and consultants completed ten additional walk audits. Walk audits played a key role in shaping the final list of projects in the PMP.

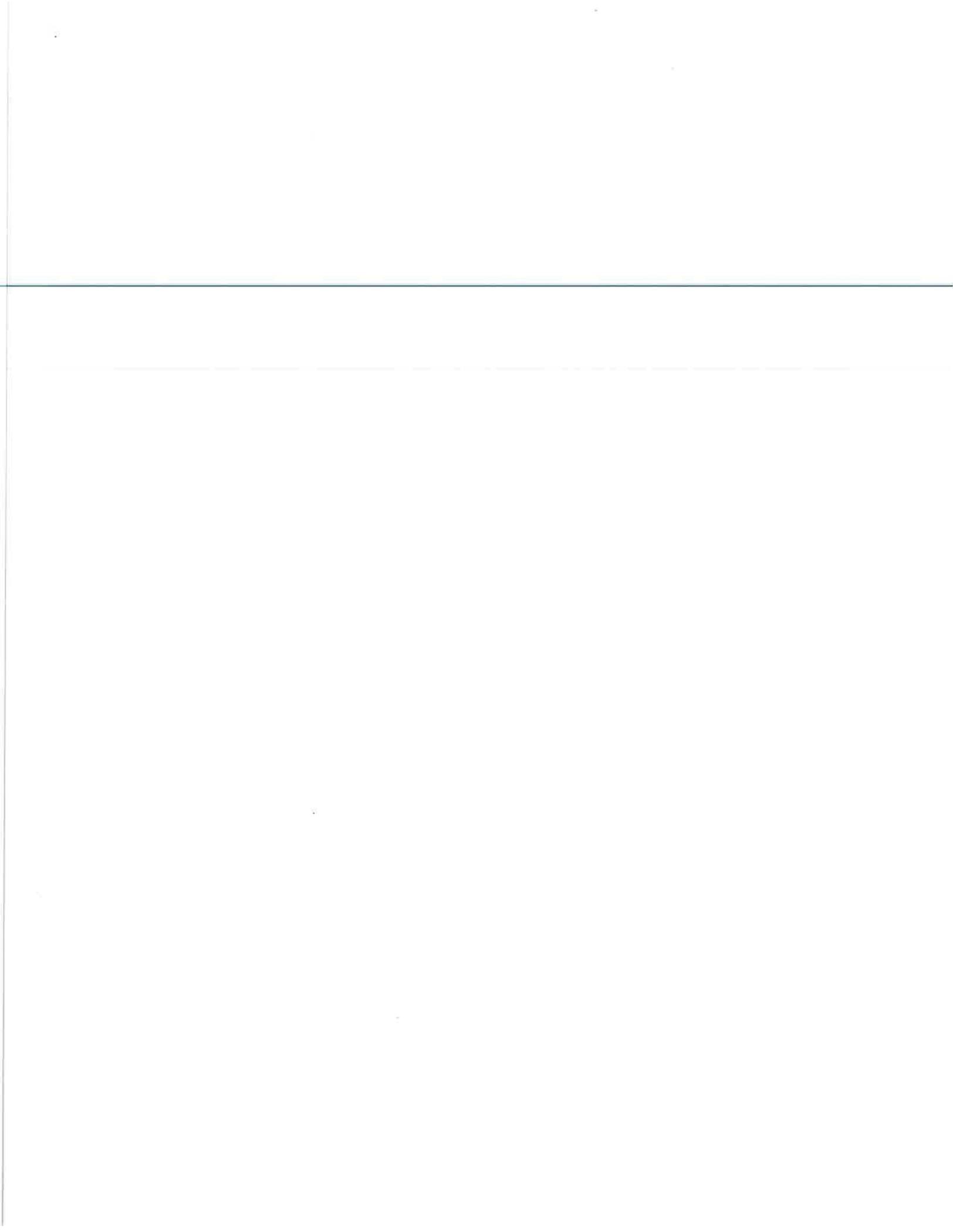
### Summary of CAP and PMP

#### *CAP*

In support of the goals of Assembly Bill (AB) 32 and Senate Bill (SB) 375, the CAP provides goals, policies, and actions to reduce greenhouse gas (GHG) emissions and to adapt to climate change. The CAP is also intended to simplify and streamline the development review process for eligible projects as established by the California Environmental Quality Act (CEQA) Guidelines and by meeting the Bay Area Air Quality Management District's (BAAQMD) expectations for a Qualified GHG Reduction Strategy. The CAP includes a scientific and regulatory framework, GHG emissions inventory, GHG reduction strategy, efforts to adapt and become more resilient to climate change, and implementation measures. The latter three chapters of the CAP provide the goals, measures, and actions to implement the CAP. The goals of the CAP are listed below.

- Goal LUT1: Reduce Emissions from Transportation
- Goal LUT2: Improve Vehicle Efficiency
- Goal EE1: Increase Building Energy Efficiency
- Goal EE2: Increase Alternative Energy Options
- Goal W1: Reduce Waste Disposal Rates and Volumes
- Goal WE1: Conserve Water

There are two categories of CAP reduction policies: (1) existing activities and (2) new CAP measures. Existing activities are projects and programs that will result in future GHG reductions and were enacted



after the 2005 baseline year but prior to creation of this CAP. Examples include energy efficiency retrofitting of various City facilities and buildings, the City's Transportation Demand Management (TDM) program, and solar installations throughout the community

A wide range of new reductions measures were developed for the CAP, following extensive outreach to residents and local businesses through workshops and surveys. These measures were also evaluated for political, technical and financial feasibility. The majority of the measures are voluntary, relying upon education and outreach while building on existing programs and initiatives to achieve the CAP's reduction goals.

Chapter 4 of the CAP provides a detailed description of the proposed measures which are grouped into nine "topic areas":

- (1) Alternative Transportation;
- (2) Land Use and Parking;
- (3) Alternative Fuel Vehicles;
- (4) Off-Road Vehicles and Equipment;
- (5) Energy Efficiency and Conservation;
- (6) Renewable Energy;
- (7) Waste Minimization;
- (8) Waste and Wastewater, and
- (9) Municipal Operations.

For example, in the Alternative Transportation topic area, Measure 1.2 calls for expansion of public and private transit programs to reduce employee commutes through collaboration with the Peninsula Alliance, BART, SamTrans, and Caltrain, among others. In the topic area of Renewable Energy, Measure 4.1 calls for on-site renewable energy to meet 50% of modeled electrical needs for new conditioned space. Various measures in the Municipal Operations topic area are designed to reduce the City's own GHG emissions and stand as a model for the community.

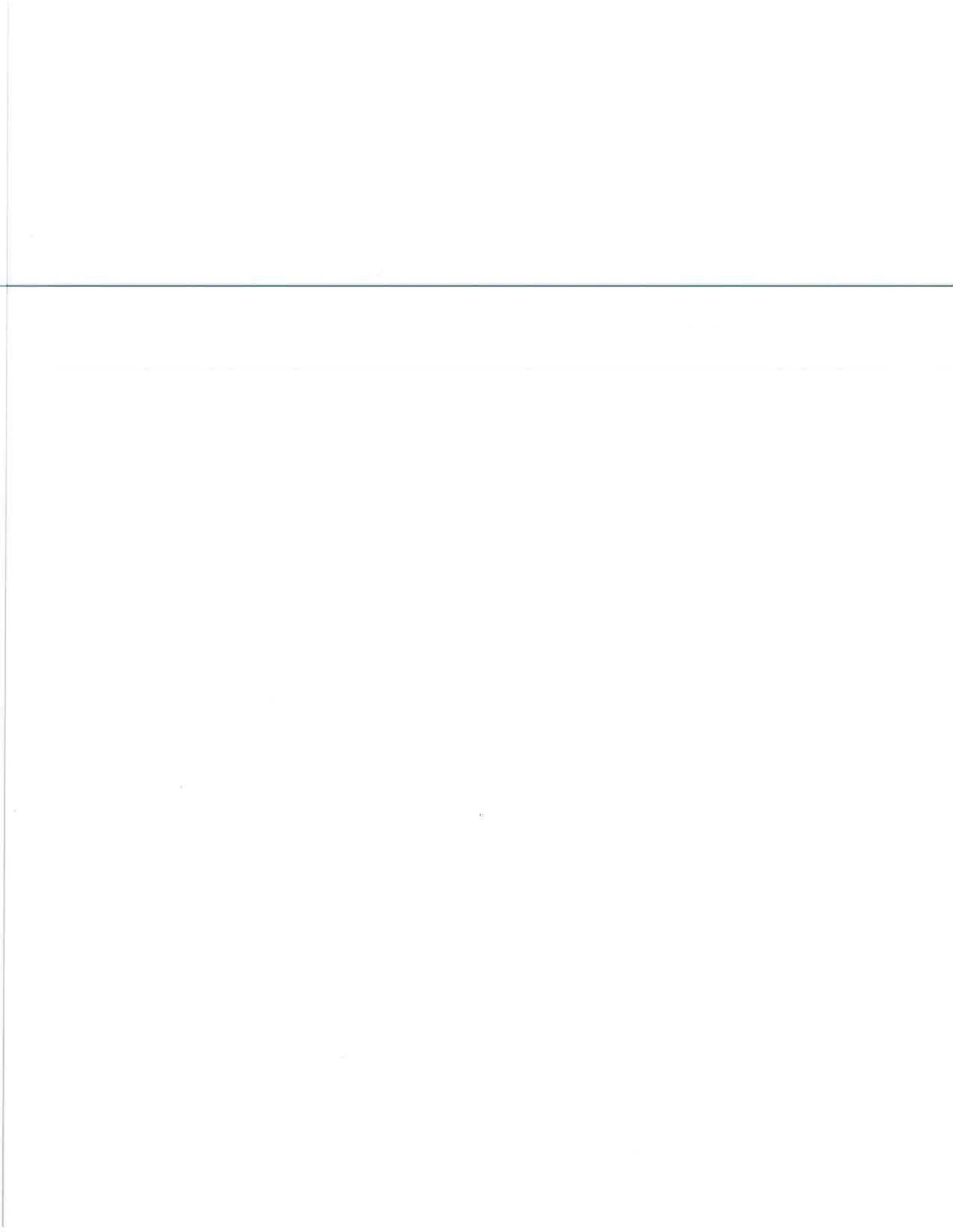
Following adoption of the CAP, an on-line tracking tool will allow the community and stakeholders to check on progress in meeting the City's reduction targets.

#### *PMP*

The proposed PMP is a citywide plan that guides the implementation of pedestrian programs and facility improvements in order to promote and encourage walking, improve and maintain pedestrian safety and access, and identify and pursue funding sources for the construction of needed pedestrian facilities throughout the City.

The PMP provides a general discussion of pedestrian facility needs for special groups of the population and for certain areas of the City. The recommended pedestrian improvements were based upon the walking audits of the various neighborhoods, and include recurring, citywide needs (i.e., missing sidewalks, intersection crossing treatments, Americans with Disabilities Act (ADA) access, speed reduction measures, and linear barriers) as well as site-specific recommendations that fall into five general categories:

- (1) Construction of pedestrian right-of-way;
- (2) Traffic control measures;



- (3) Striping;
- (4) Signage; and
- (5) Others, including enforcement and amenities.

#### *General Plan Amendments*

The proposed General Plan Amendments would integrate the objectives of the CAP and PMP into the City's long-term planning framework. The proposed Amendments include only minor changes and additions intended to implement the proposed CAP and PMP. The amendments would not include any changes to existing land use designations. The proposed Amendments relate to two elements, Transportation and the Air Quality section of the Open Space & Conservation Element.

The Transportation Element has been amended to include new guiding and implementing policies that promote the objectives of the Pedestrian Master Plan. The majority of the changes to this element are in the Pedestrian Circulation section, where five (5) new implementing policies are added. A new figure has also been included that shows the prioritized pedestrian facilities that are detailed in the PMP. In addition, the Open Space & Conservation Element is being amended to include a discussion on greenhouse gas emissions in the Air Quality Section. The amendments include a discussion about the background and framework in terms of legislation and changes made to the CEQA and BAAQMD guidelines. There have been a few new guiding policies added to the Open Space & Conservation Element and several new implementing policies related to Air Quality and Greenhouse Gas Emissions that promote the CAP objectives and reduction strategies.

#### **ZONING CONSISTENCY**

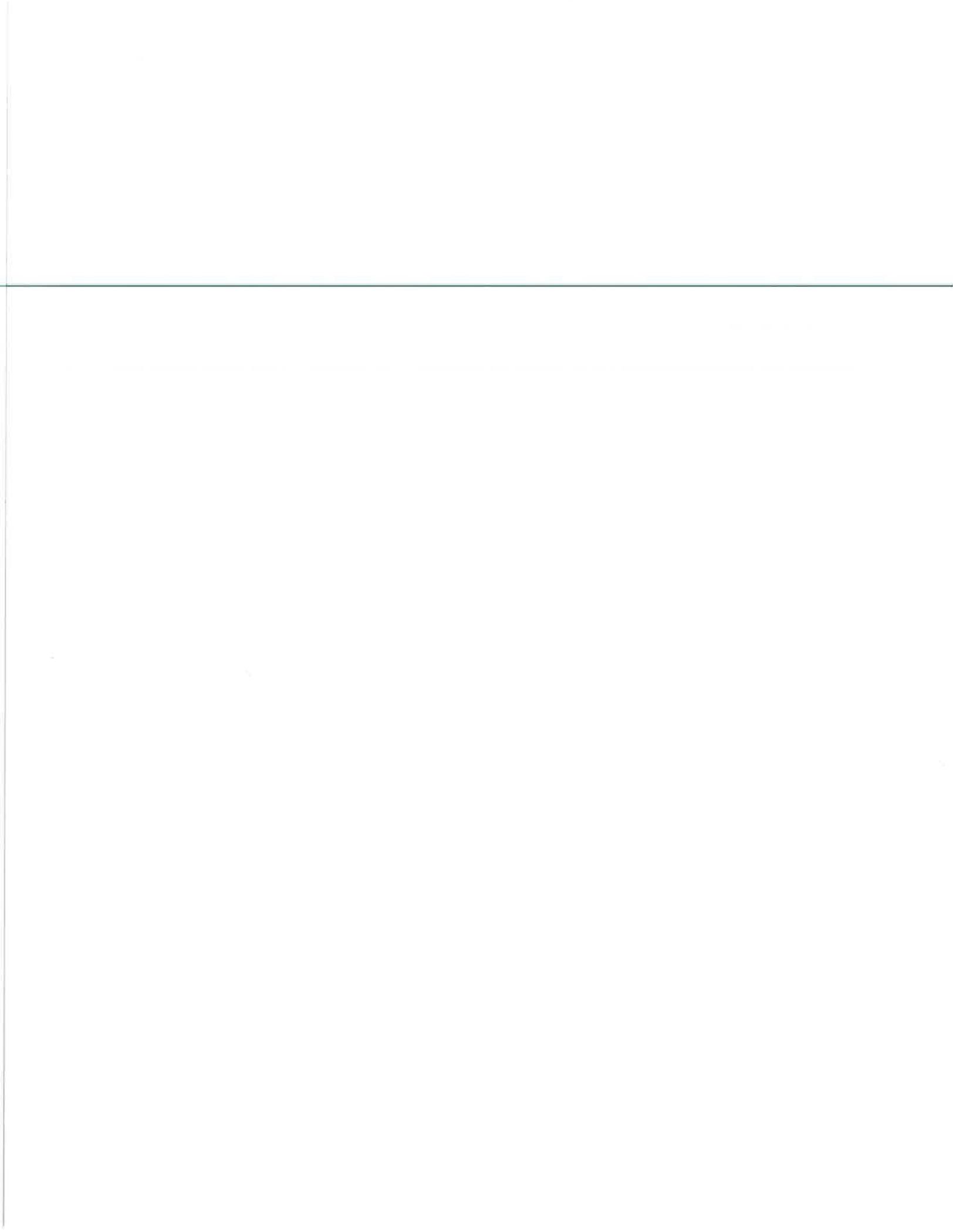
The CAP and PMP policies and programs are consistent with existing zoning. The proposed CAP and PMP are policy-level documents that do not include any changes to existing land use designations or zoning.

#### **CEQA**

A draft Initial Study-Mitigated Negative Declaration (IS-MND) was completed, providing a program-level analysis of the draft CAP and PMP, and the companion General Plan Amendments. The IS-MND was circulated for public comment for 30-days, from November 25, 2013 through December 26, 2013. There were two comment letters received during the public circulation period; one from C/CAG and one from the San Mateo County Department of Public Works, which are attached for reference. There were no substantive issues.

The CEQA document determined that impacts of the Project would be considered to be less than significant with mandatory compliance with existing federal, State and local standards and the implementation of mitigation measures listed in the document. Implementation of the Project would not degrade the quality and extent of the environment or result in adverse effects on human beings, provided the Project adheres to all mandated policies, rules and regulations of all relevant governing bodies and that the Project would not result in any new additional cumulative impacts.

While future implementing actions of the PMP and development projects would be subject to further CEQA analysis of project-specific impacts, having an adopted "Qualified CAP" has the added benefit of streamlining future development projects. This is due to the fact that future developments will be able to



refer to the CAP's CEQA analysis, saving the time and expense of commissioning a separate, individual GHG emissions study for each project.

**CONCLUSION:**

The City has prepared a Climate Action Plan (CAP) and Pedestrian Master Plan (PMP), both of which are citywide plans that would benefit the community, and has proposed General Plan Amendments that would integrate the objectives of the CAP and PMP into the City's long-term planning framework. Therefore staff recommends that the Planning Commission: 1) adopt a resolution recommending that the City Council adopt the Mitigated Negative Declaration; and 2) adopt a resolution recommending that the City Council adopt the Climate Action Plan, Pedestrian Master Plan, and related General Plan Amendments.

By:

\_\_\_\_\_

Susy Kalkin, Chief Planner

**Attachments:**

**Draft CEQA Resolution**

- Exhibit A – Initial Study/Mitigated Negative Declaration, CAP/PMP, prepared by PMC, November 2013

**CEQA Comment Letters**

- C/CAG - dated December 20, 2013

- County of San Mateo, Department of Public Works – dated January 6, 2014

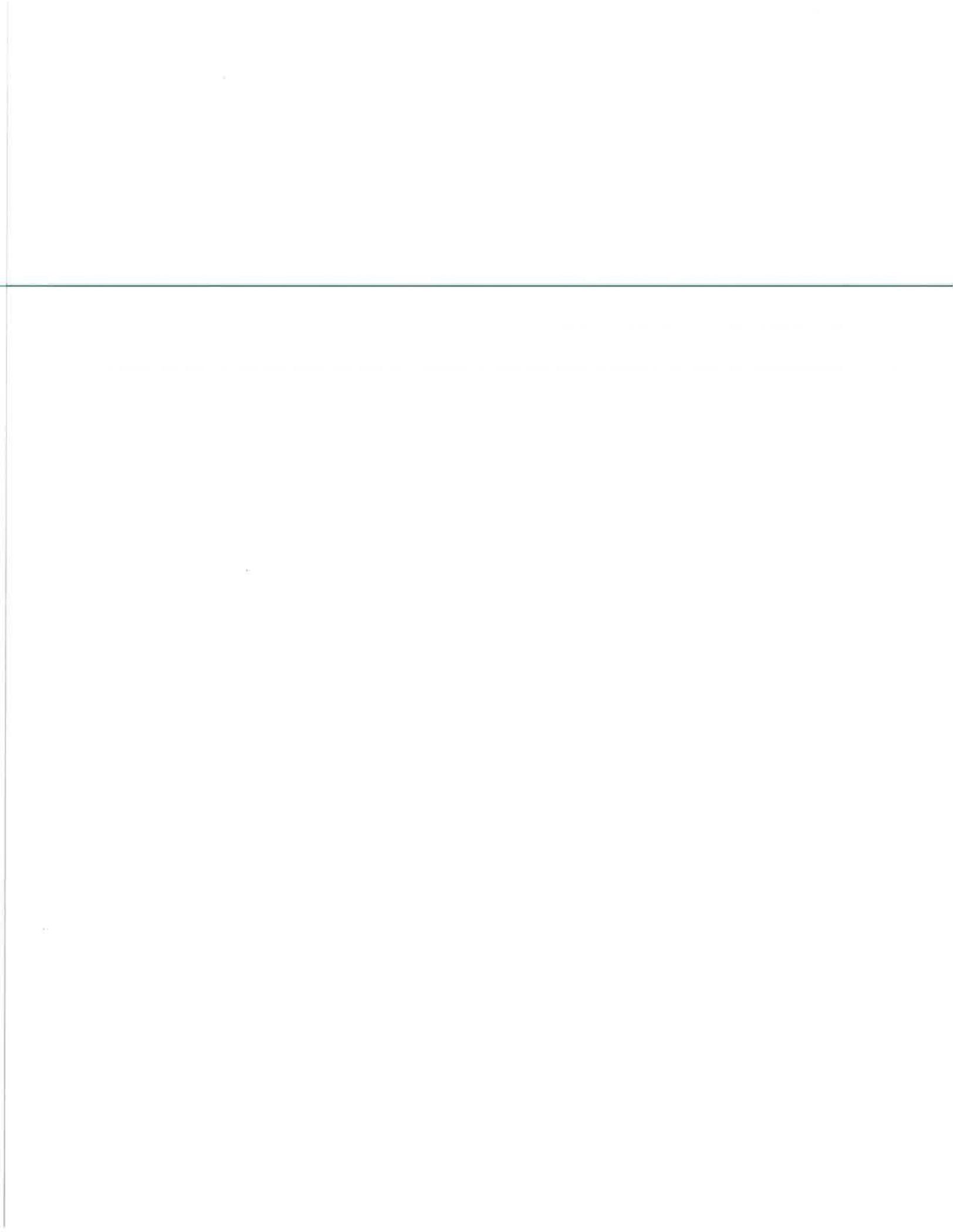
**SSF BPAC January 6, 2014 Letter of Recommendation**

**Draft Plan Adoption Resolution**

- Exhibit A- General Plan Amendments

- Exhibit B - Draft Climate Action Plan

- Exhibit C - Draft Pedestrian Master Plan



# 2 EXISTING PEDESTRIAN ENVIRONMENT

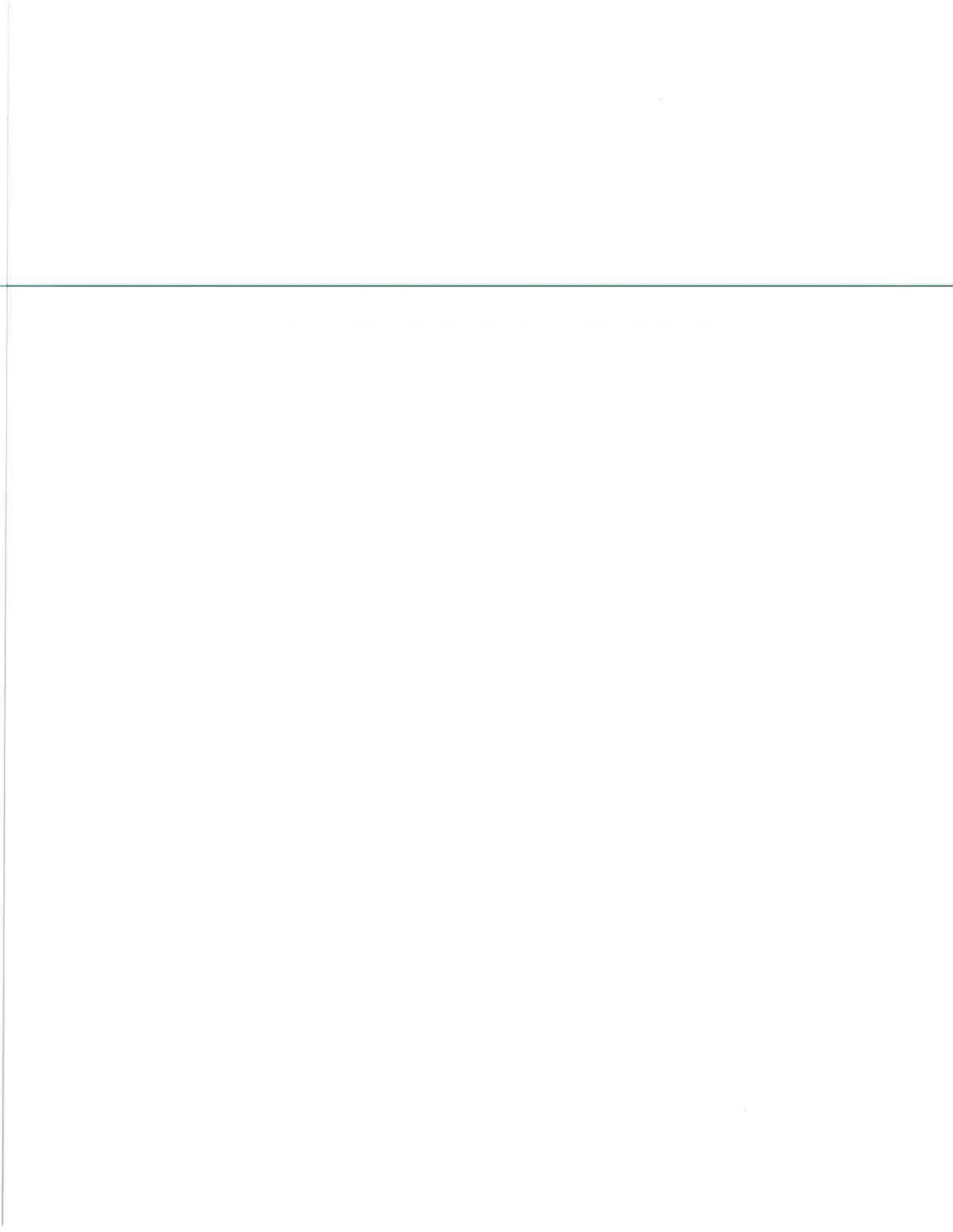
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**Table II-3: Top 12 Pedestrian-Involved Collision Corridors – 2005 to 2010**

Street	Collisions Reported	Street	Collisions Reported
El Camino Real/ Rt 82	21	Miller Ave	7
Grand Ave	16	Baden Ave	7
Spruce Ave and South Spruce Ave	12	West Orange Blvd	7
Maple Ave	11	Airport Blvd	6
Arroyo Dr	9	Callan Blvd	5
Linden Ave	9	Hickey Blvd	5

Source: SWITRS, 2005 - 2010

Almost all collisions are assigned to the nearest intersection, defined as the combination of primary and secondary roadway; incidents as far away as half the distance to the next nearest intersection will be so assigned. Table II-4 summarizes the intersections that were reported most frequently in the 2005 to 2010 pedestrian-involved collision data.

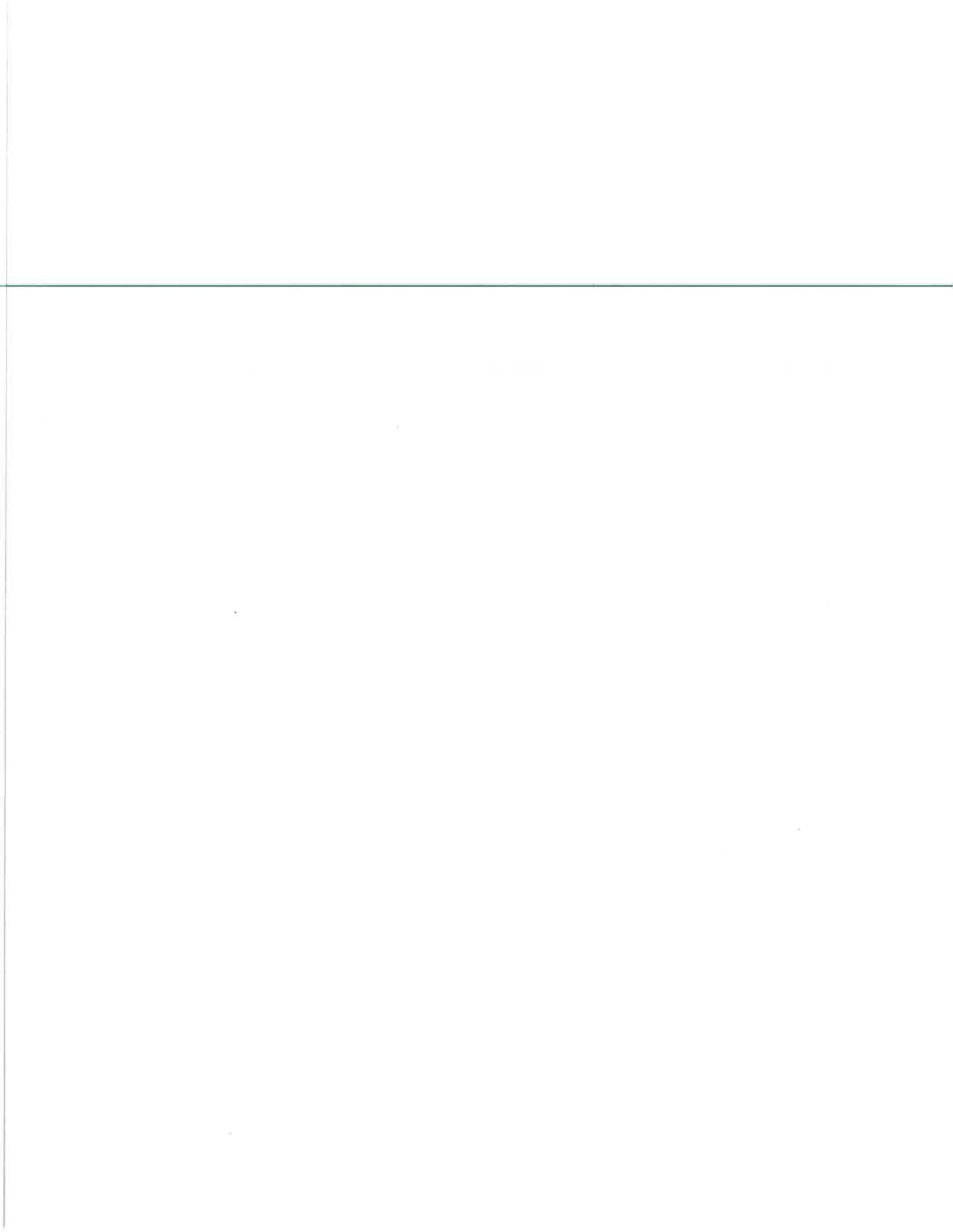


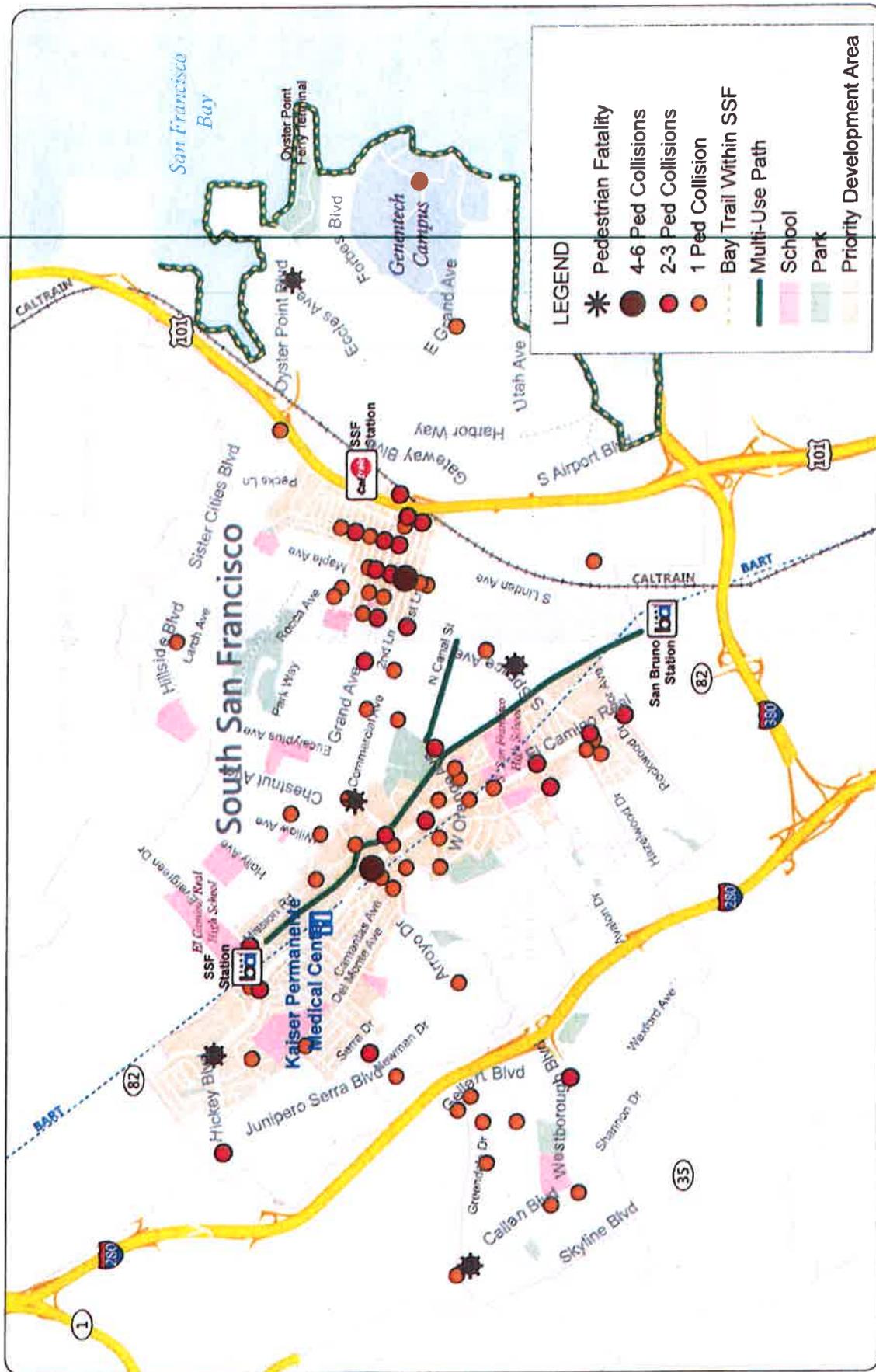
# 2 EXISTING PEDESTRIAN ENVIRONMENT

**Table II-4: Top Pedestrian-Involved Collisions by Intersection - 2005 to 2010**

Street	Collisions Reported	Street	Collisions Reported
Rt 82/El Camino Real and Arroyo Dr	6	Hickey Blvd and Junipero Serra Blvd	3
Rt 82/El Camino Real and Country Club Cr	2	Linden Ave and Miller Ave	3
Rt 82/El Camino Real and Hickey Blvd	2	Linden Ave and California Ave	2
Rt 82/El Camino Real and Mc Lellan Dr	2	Myrtle Ave and Spruce or South Spruce Ave	2
Rt 82/El Camino Real and Noor Ave	2	Myrtle Ave and West Orange Ave	2
Rt 82/El Camino Real and Southwood Dr	2	Alida Way and Country Club Dr	2
Rt 82/El Camino Real and Spruce Ave	2	Antoinette Ln and Chestnut Ave	2
Grand Ave and Spruce or South Spruce Ave	3	Maple Ave and Miller Ave	2
Grand Ave and Airport Blvd	3	Callan Blvd and Carter Dr	2
Grand Ave and Linden Ave	2	Gellert Blvd and Westboro Dr	2
Grand Ave and Magnolia Ave	2	Mission Rd and Evergreen Dr	2
Grand Ave and Maple Ave	2	East Grand Ave and Dubuque Ave	2
Baden Ave and Maple Ave	4	Spruce Ave and Commercial Ave	2
Baden Ave and Airport Blvd	2	Keoncrest Dr and San Felipe Ave	2

Source: SWITRS, 2010





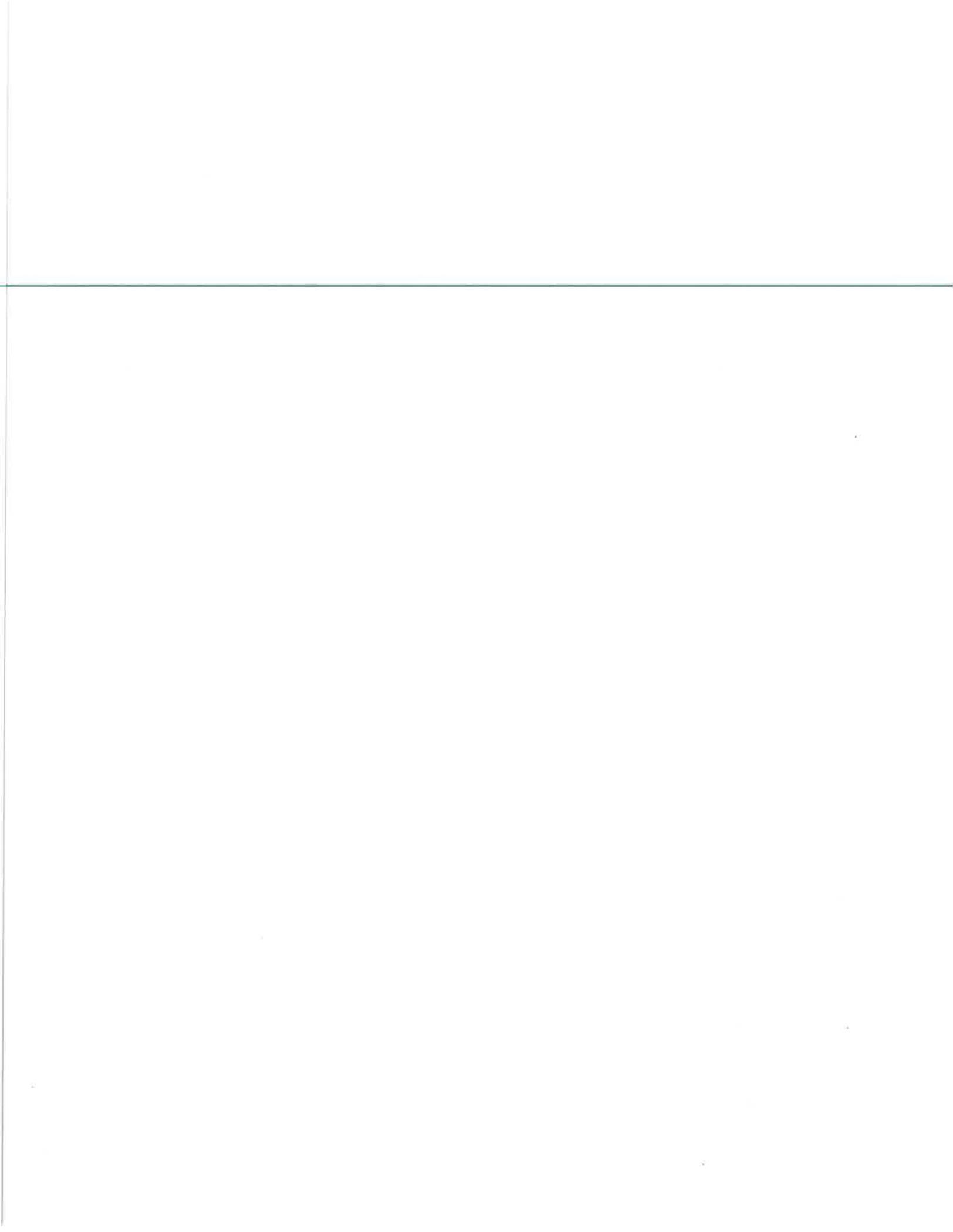
PEDESTRIAN COLLISION MAP 2005-2010

Figure 2-2

Linden and Spruce Avenues Traffic Calming Improvements

FEHR PEERS

H-#2



# SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

Interactive map and data summaries of bicycle and/or pedestrian collisions around school.

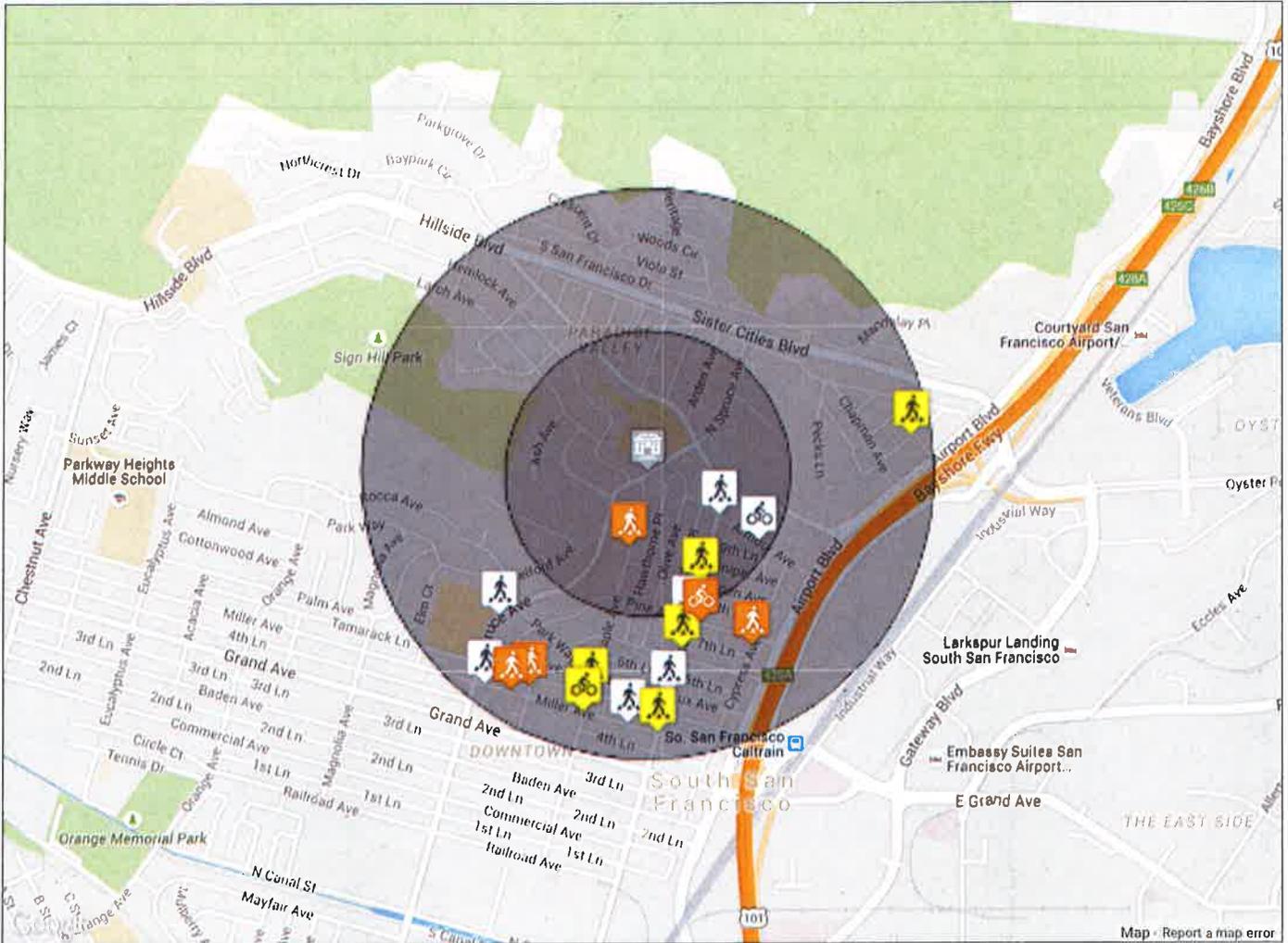
## Martin Elementary

35 School St. | South San Francisco | San Mateo County | CDS: 41690706045090

Types of Collisions:  Bicycle  Pedestrian

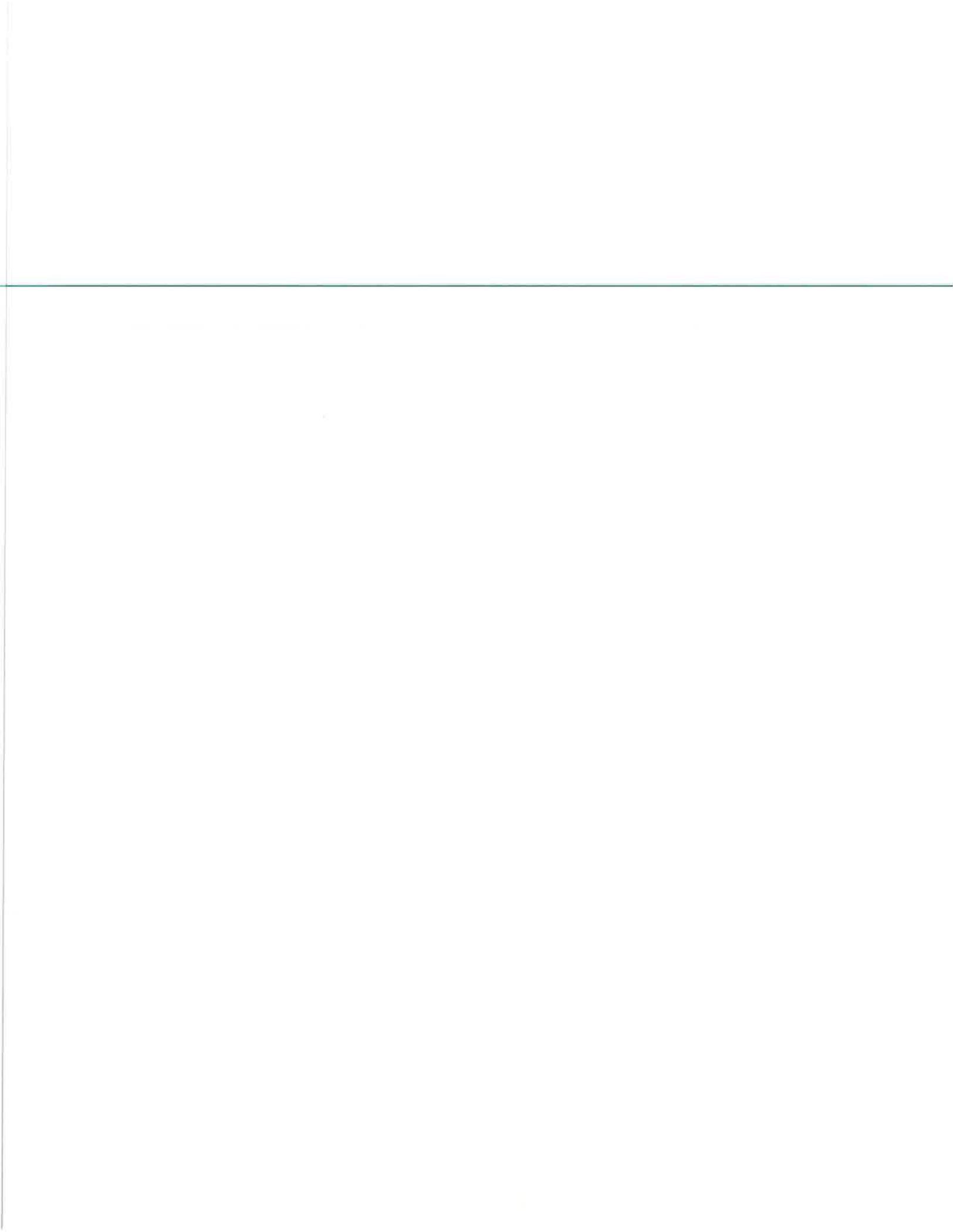
Collision Severity:  Fatal  Severe Injury  Other Visible Injury  Complaint of Pain

Years : 2007 - 2012



### Summary Statistics

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
< 1/4 mi.	0	1	1	2	3	1	4
1/4 - 1/2 mi.	0	4	5	8	14	3	17
<b>Total</b>	0	5	6	10	17	4	21



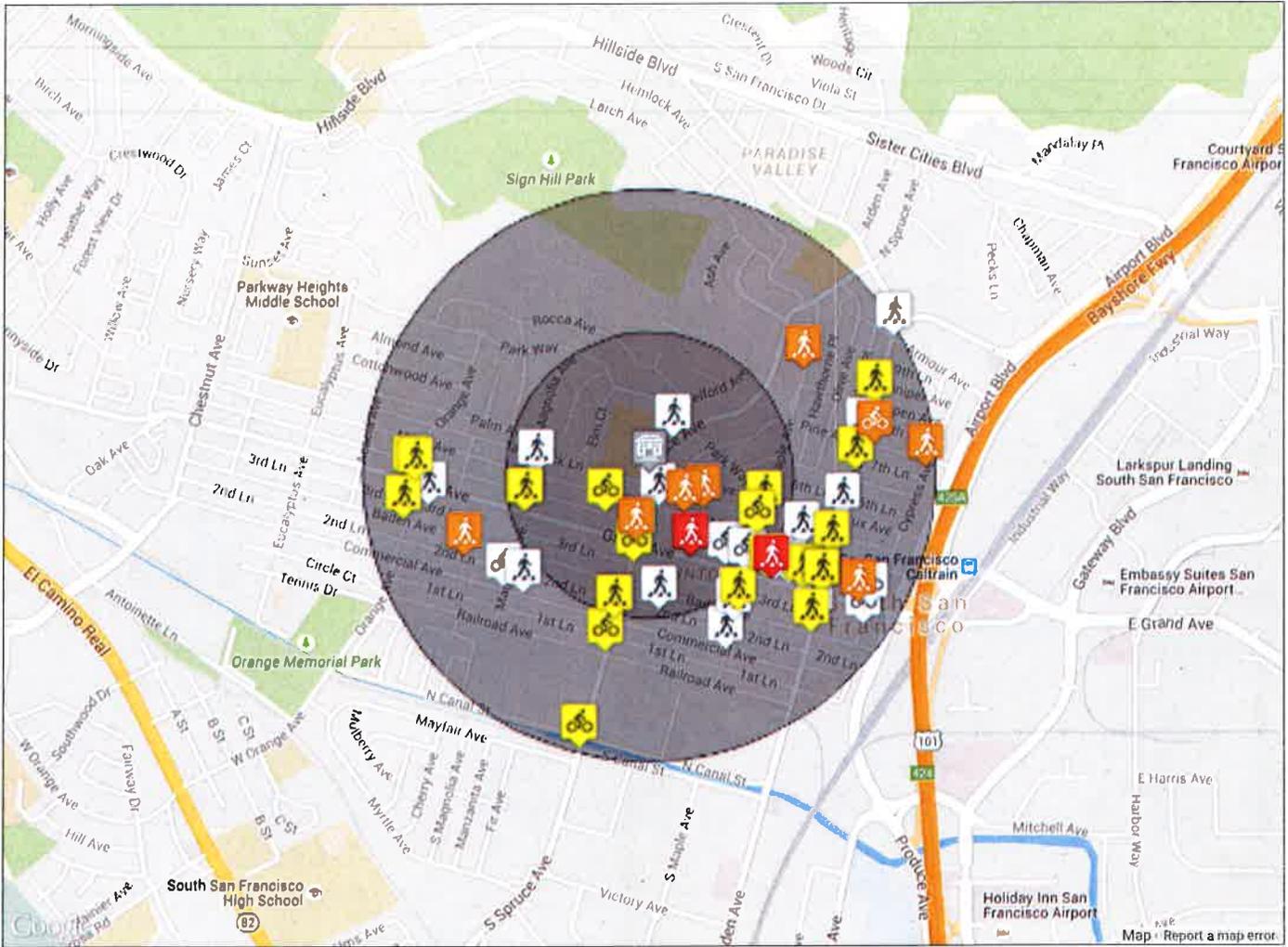
## SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

Interactive map and data summaries of bicycle and/or pedestrian collisions around school.

### Spruce Elementary

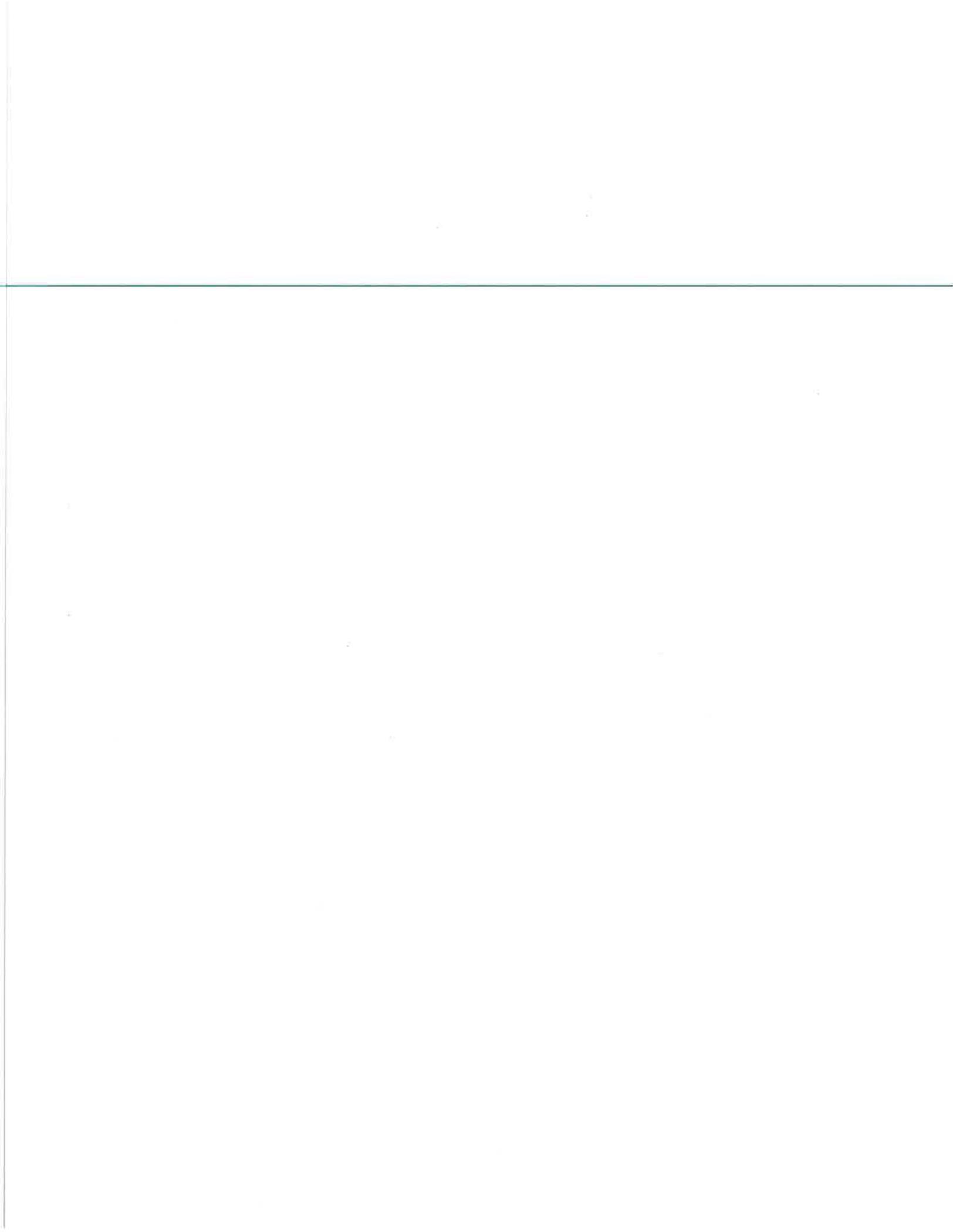
501 Spruce Ave. | South San Francisco | San Mateo County | CDS: 41690706045140

Types of Collisions:  Bicycle  Pedestrian  
 Collision Severity:  Fatal  Severe Injury  Other Visible Injury  Complaint of Pain  
 Years: 2007 - 2012

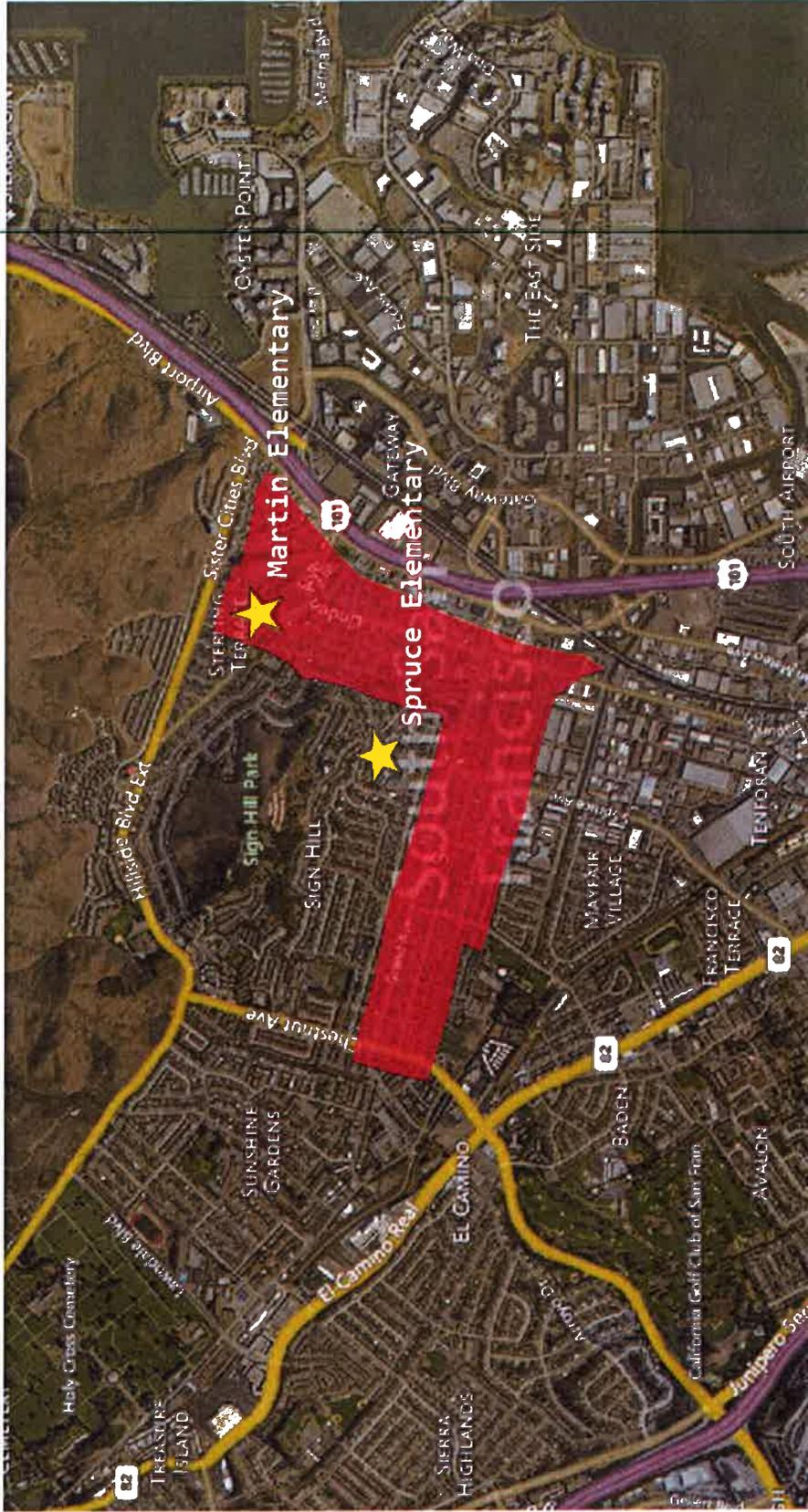


Summary Statistics							
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
< ¼ mi.	1	4	9	11	19	6	25
¼ - ½ mi.	1	5	18	22	30	16	46
<b>Total</b>	<b>2</b>	<b>9</b>	<b>27</b>	<b>33</b>	<b>49</b>	<b>22</b>	<b>71</b>

H-#2



# MTC Communities of Concern 2011 Map



South San Francisco - 2011

H-#5



**INFRASTRUCTURE**

Project Name: Linden and Spruce project  
 Project Location: South San Francisco

<b>Bike Projects (Daily Person Trips for All Users) (Box 1A)</b>	
Existing	Without Project: 0, With Project: 20
Forecast (1 Yr after completion)	Without Project: 0, With Project: 20
Existing Trips	Commuters: 0, Recreational Users: 20
New Daily Trips (estimate)	Without Project: 0, With Project: 0
(1 YR after completion) (actual)	Without Project: 0, With Project: 0
<b>Project Information- Non SR2S Infrastructure</b>	
Bike Class Type	Bike Class II
Average Annual Daily	Traffic (AADT)

<b>Project Costs (Box 1D)</b>	
Non-SR2S Infrastructure Project Cost	\$868,189
SR2S Infrastructure Project Cost	

<b>ATP Requested Funds (Box 1E)</b>	
Non-SR2S Infrastructure	\$868,189
SR2S Infrastructure	

<b>CRASH DATA (Box 1F)</b>	Last 5 Yrs	Annual Average
Fatal Crashes		0
Injury Crashes		0
PDO		0

<b>Pedestrian Projects (Daily Person Trips for All Users) (Box 1B)</b>	
Existing	Without Project: 2750, With Project: 3050
Forecast (1 YR after project completion)	Without Project: 2750, With Project: 3050
Existing step counts (600 steps=0.3mi=1 trip)	Without Project: 0, With Project: 0
Existing miles walked	Without Project: 0, With Project: 0

<b>SAFETY COUNTERMEASURES (improvements) (Box 16)</b>	Y or N (Capitalized)
Signalized Intersection	Y
Unsignalized Intersection	Y
Roadways	Y
<b>Other reduction factor countermeasures</b>	

<b>Safe Routes to School (SR2S) (Box 1C)</b>	
Number of student enrollment	1,023
Approximate no. of students living along school route proposed for improvement	
Percentage of students that currently walk or bike to school	
Projected percentage of students that will walk or	

Begin H-#6

bike to school after the project

**NON-INFRASTRUCTURE**

Project Name: \_\_\_\_\_  
 Project Location: \_\_\_\_\_

<b>Outreach ( SR2S) - (Box 2A)</b>	
Participants (School Enrollment)	0
Current Active Trans Walker/Bicyclist Users	0
Percentage of Current Active Trans Walkers/Bicyclists	0
Project Cost	0
ATP Requested Funds	0
Duration of Outreach (months)	0
Outreach to new users	0

<b>Outreach (Non SR2S) - (Box 2B)</b>	
Participants	0
Current Active Trans Walker/Bicyclist Users	0
Percentage of Current Active Trans Walkers/Bicyclists	0
Project Cost	0
ATP Requested Funds	0
Duration of Outreach (months)	0
Outreach to new users	0

<b>Perception (must be marked with an "x") - (Box 2C)</b>	
Outreach is Hands-on (self-efficacy)	
Overcome Barriers (e.g., dist, time, etc.)	
Eliminates Hazards/Threats (speed, crime, etc.)	
Connected or Addresses Connectivity Challenges	
Creating Value in Using Active Transportation	

<b>Promotional Effort (must be marked with an "x") - (Box 2D)</b>	
Effort Targets 5 E's or 5 P's	
Knowledgeable Staff/Educator Partnership/Volunteers	
Creates Community Ownership/Relationship	
Part of Bigger Effort (e.g., political support)	

<b>Age (must be marked with an "x") - (Box 2E)</b>	
Younger than 10	
10-12	
13-24	
25-55	
55+	

<b>Duration (must be marked with an "x") - (Box 2F)</b>	
One Day	
One Month	
One Year	
Multiple Years	
Continuous Effort	

<b>Projected New Active Trans Riders</b>	
<b>Longitudinal New Users</b>	0

<b>Projected New Active Trans Riders</b>	
<b>Longitudinal New Users</b>	0

<b>CRASH DATA - (Box 2G)</b>	
Fatal Crashes	0
Injury Crashes	0
PDO	0

<b>Assumption:</b>	
Benefits only accrue for five years, unless the project is ongoing.	

**Non Infrastructure- All**

Projected New ATP Users	0	
Annual Mobility Benefits	\$0	Did not qu
Annual Health Benefits	\$0	
Annual Recreational Benefits	\$0	Did not qu
Annual Safety Benefits	\$0	Safety ben

Fuel saved	\$0
Emissions Saved	\$0
Fuel and Emissions Saved	\$0

**Underlying assumptions for calculations:**

- 1) 1 mile driven is ~ 0.05 gal ~ 1 lb of CO2 based on US average 20mpg.  
Source: Active Transportation for America: The Case for Increased Federal Investm in Bicycling and Walking. Rails to Trails Conservancy, page 22.  
<http://www.railstotrails.org/resourcehandler.ashx?id=2948>
- 2) Assume users divert 1040 miles ( 4 miles (bike 3 mi, walk .6 mi) \* 5days \*52 wee
- 3) Gasoline price per gallon is \$3.41 (incl. tax)
- 4) Carbon price is \$25 per ton (updated \$2014 value)
- 5) 2,000 lbs = 1 ton

Countermeasures			OTHER REDUCTION FACTOR
Crash Reduction Factors (CRFs)			10%
Service Life			5
	1st year		\$0

	Fatal	Injury	PDO	Total
Frequency	0	0	0	0
Cost/crash	\$3,750,837	\$80,000	\$6,924	

antify mobility benefits.

antify recreational benefits.

enefits are assumed to be a reduction in Other Reduction Factor Countermeasures.



## SAFE ROUTES TO SCHOOL

### Infrastructure

#### **Before Project**

No. of students enrollment	1,023
Approximate no. of students living along school route proposed for improvement	0
Percent that currently walks/bikes to school	0%
Number of students that walk/bike to school	0

#### **Assumptions:**

- 1) 180 school days
- 2) 2 miles distance to school = 1
- 3) Takes 1 hour back and forth to
- 4) Approximate no. of students li
- before and after to get an actua
- 5) We used the value of time for
- community in general. Value of t
- 6) Safety benefits are assumed to

#### **After Project**

No. of students enrollment	1,023
Approximate no. of students living along school route proposed for improvement	0
Projected percentage of students that will walk or bike because of the project	0%
Number of students that will walk/bike to school after the project	0

ATP Shift	0
Fuels Saved	\$0.00
Emissions Saved	\$0.00

Annual Mobility Benefits	\$0
Annual Health Benefits	\$0
Annual Safety Benefits	\$0
Fuel and Emissions Saved	\$0
Recreational Benefits	\$0

Did not quantify recreational benefits for S

hour walk

› school grounds, used distance of 1 mile (composite for bike and walk)

› walking along school route proposed for improvement- we used this number for  
› increase number of ATP users or corresponding percentage.

› adults for SR2S since we did not quantify parents' time, and the  
› time for adults \$13.03 vs. \$5.42 for kids.

› to be the same as non-SRTS infrastructure projects.

› SR2S Infrastructure projects.

**20 Year Invest Summary Analysis**

<b>Total Costs</b>	\$868,189.00
<b>Net Present Cost</b>	\$834,797.12
<b>Total Benefits</b>	\$2,770,236.73
<b>Net Present Benefit</b>	\$1,834,671.04
<b>Benefit-Cost Ratio</b>	2.20

**20 Year Itemized Savings**

<b>Mobility</b>	\$1,548,957.32
<b>Health</b>	\$568,962.45
<b>Recreational</b>	\$598,626.45
<b>Gas &amp; Emissions</b>	\$53,690.51
<b>Safety</b>	\$0.00

<b>Funds Requested</b>	\$868,189.00
<b>Net Present Cost of Funds Requested</b>	\$834,797.12
<b>Benefit Cost Ratio</b>	2.2

**ESTIMATED DAILY MOBILITY BENEFITS FROM THE PROJECT**

<b>Current Walk Counts</b>	
Total miles walked	0.00
Total person Trips walked	2,750.00
Total Steps walked	0.00

<b>After the Project is Completed</b>	
Total miles walked	0.00
Total person trips walked	3,050.00
Total Steps walked	0.00

Converted miles walked to trips	0
Difference of person trips walked	300
Converted steps walked to trips	0

<b>Current Bike Counts</b>	
Existing Commuters	0
New Commuters	0

<b>Benefits, 2014 values</b>	
Annual Mobility Benefit (Walking)	\$63,750
Annual Mobility Benefit (Biking)	\$0.00

<b>Total Annual Mobility Benefits</b>	\$63,750
---------------------------------------	----------

**Project Types**

For M values:

20.38 min/trip	OFF STREET	Bike Class I
18.02 min/trip	ON STREET w/o parking benefit	Bike Class II
15.83 min/trip	ON STREET w/ parking benefit	Bike Class III

\$13.03 Value of Time

600 steps=0.3mi=1 trip

\$1 Value of Total Pedestrian Environmental Impacts per trip

Sources:  
 NCHRP 552 Methodology (Biking)  
 Heuman (2006) as reported by UK Dept of Transport and Guidance (walking)

**YEARLY ESTIMATED HEALTH BENEFITS FROM THE PROJECT**

**INFRASTRUCTURE**

**Cycling:**

New Cyclists	10
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Value of Health (ave.annual)	\$146
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Annual Health Benefits	\$1,464
------------------------	---------

GDP Deflator  
 2006 0.9429  
 2014 1.0781

**Walking:**

New Walkers	150
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Value of Health	\$146
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Annual Health Benefits	\$21,953
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Total Annual Health Benefits	\$23,417
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Source: NCHRP 552- Guidelines for Analysis of Investments in  
 Bicycle Facilities, Appendix G.  
 (Estimated annual per capita cost savings of direct and/indirect  
 of physical activity)

## YEARLY ESTIMATED GAS AND EMISSION SAVINGS FROM THE PROJECT

### INFRASTRUCTURE

New Pedestrians	150
New Bicyclists	10

Avoided VMT due to Walking	9,563
Avoided VMT due to Biking	2,513

Fuel Saved	\$2,059
Emissions Saved	\$151

Fuel and Emissions saved	\$2,210
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#### Underlying assumptions for calculations:

- 1) Bike miles traveled= 1.5 mi, walk miles traveled= .3 (CHTS)
- 2) Assume 50% of new walkers and cyclists choose not to drive their cars
- 3) 1 mile driven is ~ 0.05 gal ~ 1 lb of CO2 based on US average 20mpg.

Source: Active Transportation for America: The Case for Increased Federal Investment in Bicycling and Walking. Rails to Trails Conservancy, page 22.

<http://www.railstotrails.org/resourcehandler.ashx?id=2948>

- 4) Gasoline price per gallon is \$3.41 (incl. tax)

5) Carbon price is \$25 per ton

6) 250 working days

7) 2,000 lbs = 1 ton

**YEARLY ESTIMATED RECREATIONAL BENEFITS FROM THE PROJECT**

<b>Biking</b>		
New Recreational Users	0	\$10 per trip
New Commuters	0	
Existing Recreational Users	0	\$4 per trip
Value of Spending Recreational Time for New Recreational Users	\$0	
Value of Spending Recreational Time for Existing Recreational Users	\$0	
Potential number of recreational time outdoors	124	
<b>Annual Biking Recreational Benefits</b>	<b>\$0</b>	
Sources: NCHRP 552 for New Users and Commuters, TAG (January 2010 UK's Department of Transport Guidance on the Appraisal of Walking and Cycling Schemes) for Existing Users, World Health Organization's HEAT for cycling (124 days- the observed number of days cycled in Stockholm)		

<b>Walking</b>		
Total Recreational pedestrians	45	15%- See Misc. Tab
Value of Spending Recreational time for all pedestrians	\$16,425	\$1 per trip
Potential number of recreational time outdoors	365	
<b>Annual Walking Recreational Benefits</b>	<b>\$16,425</b>	
Sources: Pedestrian and Bicycle Information Center. TAG (January 2010 UK's Department of Transport Guidance on the Appraisal of Walking and Cycling Schemes) for Existing Users.		

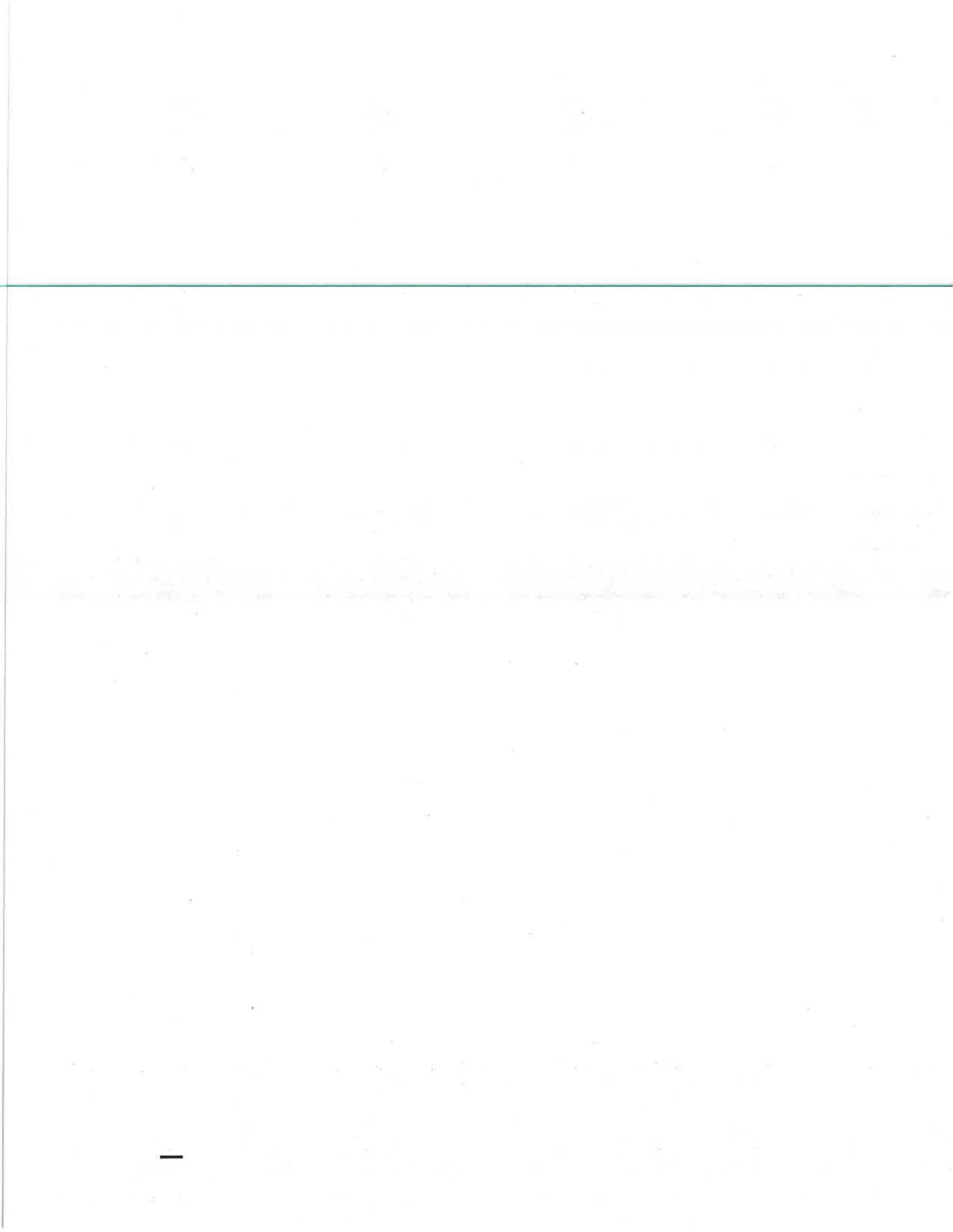
<b>Total Annual Recreational Benefits</b>	<b>\$16,425</b>
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**ESTIMATED SAFETY BENEFITS FROM POTENTIAL CRASH REDUCTION**

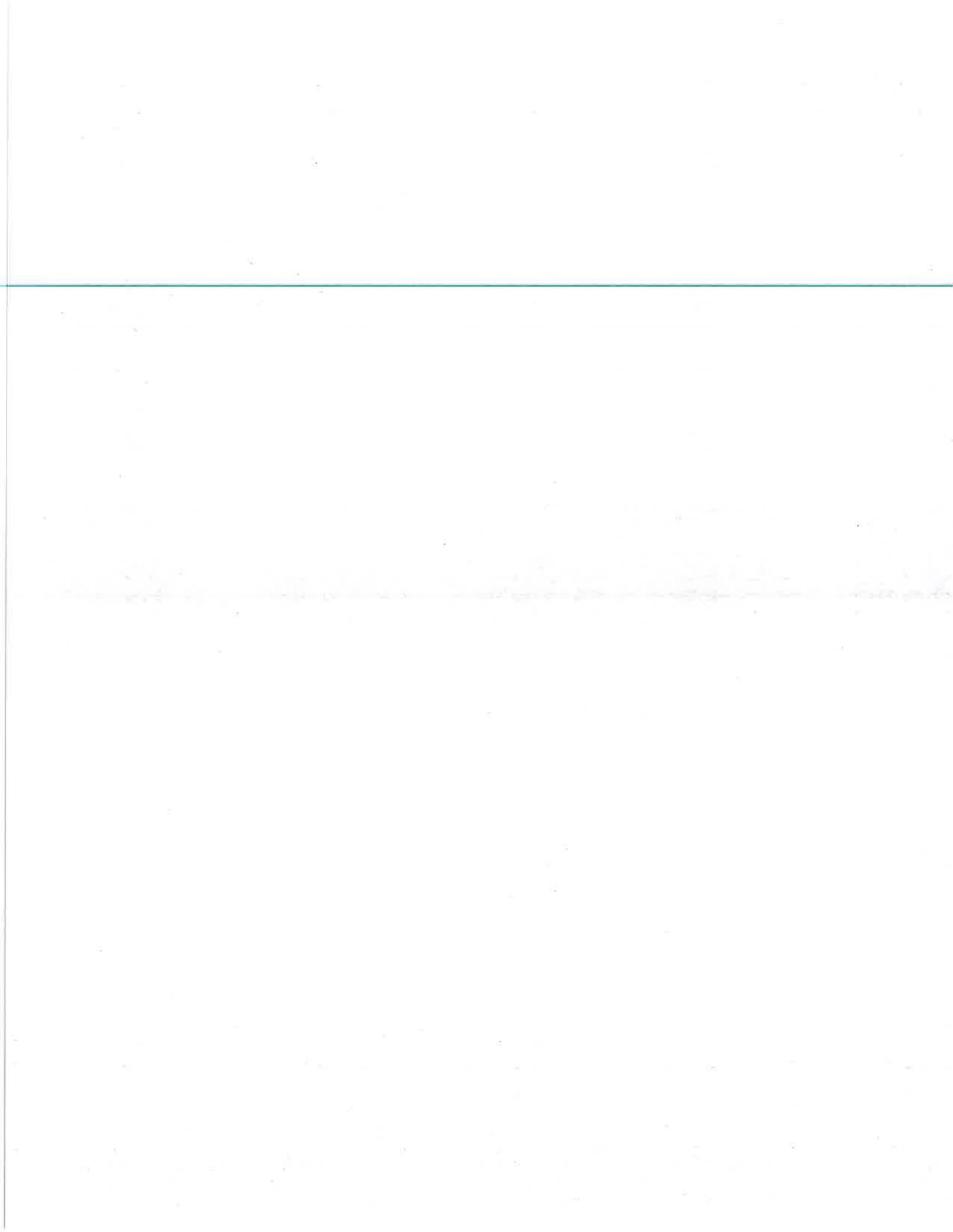
Countermeasures	SIGNALIZED INTERSECTION COUNTERMEASURES				UNSIGNALIZED INTERSECTIC	
	Install pedestrian countdown signal heads	Install pedestrian crossing	Install advance stop bar before crosswalk (bicycle box)	Install pedestrian overpass/underpass	Install raised medians/refuge islands	Install pedestrian crossings (new signs and markings only)
Applicable Countermeasures	0	0	0	0	0	0
Crash Reduction Factors (CRFs)	25%	25%	15%	75%	45%	25%
Service Life	20	20	10	20	20	10
1st year	\$0	\$0	\$0	\$0	\$0	\$0

	Fatal	Injury	PDO	Total
Frequency	0	0	0	0
Cost/crash	\$4,130,347	\$81,393	\$7,624	

**Assumption:**  
For Other Reduction Factor countermeasure, EAB assumes 20 years service life.







Annual Benefits	\$0

**ECONOMIC EVALUATION (Constant Values)**

<b>Total Benefits</b>	<b>\$2,171,610</b>
Mobility Benefits	\$1,548,957
Health Benefits	\$568,962
Recreational Benefits	\$598,626
Safety Benefits	\$0
Gas & Emission Benefits	\$53,691

**Total Costs**      **-\$868,189**

**Benefit-Cost Ratio (BCR)**      **2.5**

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Growth Factor
<b>PROJECT OPEN</b>								
1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	1.02
2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
4	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
<b>Total</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
						<b>Sum Total Benefits</b>	<b>Total Project Cost</b>	
						\$0	\$0	

INFRASTRUCTURE - Non SRZS

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emissions Benefits	Total Benefits	Total Project Cost	Growth Factor
<b>PROJECT OPEN</b>								
1	\$63,750	\$23,417	\$16,425	\$0	\$2,210	\$105,801	\$868,189	1.02
2	\$65,025	\$23,885	\$16,754	\$0	\$2,254	\$107,917		
3	\$66,326	\$24,363	\$17,089	\$0	\$2,299	\$110,076		
4	\$67,652	\$24,850	\$17,430	\$0	\$2,345	\$112,277		
5	\$69,005	\$25,347	\$17,779	\$0	\$2,392	\$114,523		
6	\$70,385	\$25,854	\$18,135	\$0	\$2,440	\$116,813		
7	\$71,793	\$26,371	\$18,497	\$0	\$2,489	\$119,150		
8	\$73,229	\$26,898	\$18,867	\$0	\$2,538	\$121,532		
9	\$74,693	\$27,436	\$19,245	\$0	\$2,589	\$123,963		
10	\$76,187	\$27,985	\$19,629	\$0	\$2,641	\$126,442		
11	\$77,711	\$28,545	\$20,022	\$0	\$2,694	\$128,971		
12	\$79,265	\$29,116	\$20,422	\$0	\$2,748	\$131,551		
13	\$80,850	\$29,698	\$20,831	\$0	\$2,802	\$134,182		
14	\$82,467	\$30,292	\$21,247	\$0	\$2,859	\$136,865		
15	\$84,117	\$30,898	\$21,672	\$0	\$2,916	\$139,603		
16	\$85,799	\$31,516	\$22,106	\$0	\$2,974	\$142,395		
17	\$87,515	\$32,146	\$22,548	\$0	\$3,033	\$145,243		
18	\$89,265	\$32,789	\$22,999	\$0	\$3,094	\$148,147		
19	\$91,051	\$33,445	\$23,459	\$0	\$3,156	\$151,110		
20	\$92,872	\$34,114	\$23,928	\$0	\$3,219	\$154,133		
<b>Total</b>	<b>\$1,548,957</b>	<b>\$568,962</b>	<b>\$399,084</b>	<b>\$0</b>	<b>\$53,691</b>	<b>\$2,570,695</b>	<b>\$868,189</b>	

INFRASTRUCTURE- SRZS

Year	Benefits					Total Project Cost	Growth Factor
	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits		
<b>PROJECT OPEN</b>							
1	\$0	\$0	\$0	\$0	\$0	\$0	1.02
2	\$0	\$0	\$0	\$0	\$0	\$0	
3	\$0	\$0	\$0	\$0	\$0	\$0	
4	\$0	\$0	\$0	\$0	\$0	\$0	
5	\$0	\$0	\$0	\$0	\$0	\$0	
6	\$0	\$0	\$0	\$0	\$0	\$0	
7	\$0	\$0	\$0	\$0	\$0	\$0	
8	\$0	\$0	\$0	\$0	\$0	\$0	
9	\$0	\$0	\$0	\$0	\$0	\$0	
10	\$0	\$0	\$0	\$0	\$0	\$0	
11	\$0	\$0	\$0	\$0	\$0	\$0	
12	\$0	\$0	\$0	\$0	\$0	\$0	
13	\$0	\$0	\$0	\$0	\$0	\$0	
14	\$0	\$0	\$0	\$0	\$0	\$0	
15	\$0	\$0	\$0	\$0	\$0	\$0	
16	\$0	\$0	\$0	\$0	\$0	\$0	
17	\$0	\$0	\$0	\$0	\$0	\$0	
18	\$0	\$0	\$0	\$0	\$0	\$0	
19	\$0	\$0	\$0	\$0	\$0	\$0	
20	\$0	\$0	\$0	\$0	\$0	\$0	
<b>Total</b>					\$0	\$0	
<b>Sum Total Benefits</b>					\$0	\$0	
<b>Total Project Cost</b>					\$0	\$0	

COMBO PROJECTS- Non SR2s Infrastructure and NonInfrastructure

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost
<b>PROJECT OPEN</b>							
1	\$63,750	\$23,417	\$16,425	\$0	\$2,210	\$105,801	\$868,189
2	\$65,025	\$23,885	\$16,754	\$0	\$2,254	\$107,917	
3	\$66,326	\$24,363	\$17,089	\$0	\$2,299	\$110,076	
4	\$67,652	\$24,850	\$17,430	\$0	\$2,345	\$112,277	
5	\$69,005	\$25,347	\$17,779	\$0	\$2,392	\$114,523	
6	\$70,385	\$25,854	\$18,135	\$0	\$2,440	\$116,813	
7	\$71,793	\$26,371	\$18,497	\$0	\$2,489	\$119,150	
8	\$73,229	\$26,898	\$18,867	\$0	\$2,538	\$121,532	
9	\$74,693	\$27,436	\$19,245	\$0	\$2,589	\$123,963	
10	\$76,187	\$27,985	\$19,629	\$0	\$2,641	\$126,442	
11	\$77,711	\$28,545	\$20,022	\$0	\$2,694	\$128,971	
12	\$79,265	\$29,116	\$20,422	\$0	\$2,748	\$131,551	
13	\$80,850	\$29,698	\$20,831	\$0	\$2,802	\$134,182	
14	\$82,467	\$30,292	\$21,247	\$0	\$2,859	\$136,865	
15	\$84,117	\$30,898	\$21,672	\$0	\$2,916	\$139,603	
16	\$85,799	\$31,516	\$22,106	\$0	\$2,974	\$142,395	
17	\$87,515	\$32,146	\$22,548	\$0	\$3,033	\$145,243	
18	\$89,265	\$32,789	\$22,999	\$0	\$3,094	\$148,147	
19	\$91,051	\$33,445	\$23,459	\$0	\$3,156	\$151,110	
20	\$92,872	\$34,114	\$23,928	\$0	\$3,219	\$154,133	
<b>Total</b>	<b>\$1,548,957</b>	<b>\$568,962</b>	<b>\$399,084</b>	<b>\$0</b>	<b>\$53,691</b>	<b>\$2,570,695</b>	<b>\$868,189</b>

COMBO PROJECTS- SR2S Infrastructure and NonInfrastructure



COMBO PROJECTS- NonSR2S & SR2S Infrastructure

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost
<b>PROJECT OPEN</b>							
1	\$31,875	\$11,708	\$16,425	\$0	\$1,105	\$61,113	\$868,189
2	\$32,513	\$11,942	\$16,754	\$0	\$1,127	\$62,335	
3	\$33,163	\$12,181	\$17,089	\$0	\$1,149	\$63,582	
4	\$33,826	\$12,425	\$17,430	\$0	\$1,172	\$64,854	
5	\$34,503	\$12,673	\$17,779	\$0	\$1,196	\$66,151	
6	\$35,193	\$12,927	\$18,135	\$0	\$1,220	\$67,474	
7	\$35,896	\$13,185	\$18,497	\$0	\$1,244	\$68,823	
8	\$36,614	\$13,449	\$18,867	\$0	\$1,269	\$70,200	
9	\$37,347	\$13,718	\$19,245	\$0	\$1,295	\$71,604	
10	\$38,094	\$13,993	\$19,629	\$0	\$1,320	\$73,036	
11	\$38,855	\$14,272	\$20,022	\$0	\$1,347	\$74,497	
12	\$39,633	\$14,558	\$20,422	\$0	\$1,374	\$75,987	
13	\$40,425	\$14,849	\$20,831	\$0	\$1,401	\$77,506	
14	\$41,234	\$15,146	\$21,247	\$0	\$1,429	\$79,056	
15	\$42,058	\$15,449	\$21,672	\$0	\$1,458	\$80,638	
16	\$42,900	\$15,758	\$22,106	\$0	\$1,487	\$82,250	
17	\$43,758	\$16,073	\$22,548	\$0	\$1,517	\$83,895	
18	\$44,633	\$16,394	\$22,999	\$0	\$1,547	\$85,573	
19	\$45,525	\$16,722	\$23,459	\$0	\$1,578	\$87,285	
20	\$46,436	\$17,057	\$23,928	\$0	\$1,610	\$89,030	
<b>Total</b>	<b>\$774,479</b>	<b>\$284,481</b>	<b>\$399,084</b>	<b>\$0</b>	<b>\$26,845</b>	<b>\$1,484,889</b>	<b>\$868,189</b>

SUMMARY OF QUANTIFIABLE BENEFITS AND COSTS

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Benefit Cost Ratio
<b>PROJECT OPEN</b>								
1	\$63,750	\$23,417	\$24,638	\$0	\$2,210	\$114,014	\$868,189	3.19
2	\$65,025	\$23,885	\$25,130	\$0	\$2,254	\$116,294		
3	\$66,326	\$24,363	\$25,633	\$0	\$2,299	\$118,620		
4	\$67,652	\$24,850	\$26,146	\$0	\$2,345	\$120,992		
5	\$69,005	\$25,347	\$26,668	\$0	\$2,392	\$123,412		
6	\$70,385	\$25,854	\$27,202	\$0	\$2,440	\$125,881		
7	\$71,793	\$26,371	\$27,746	\$0	\$2,489	\$128,398		
8	\$73,229	\$26,898	\$28,301	\$0	\$2,538	\$130,966		
9	\$74,693	\$27,436	\$28,867	\$0	\$2,589	\$133,585		
10	\$76,187	\$27,985	\$29,444	\$0	\$2,641	\$136,257		
11	\$77,711	\$28,545	\$30,033	\$0	\$2,694	\$138,982		
12	\$79,265	\$29,116	\$30,634	\$0	\$2,748	\$141,762		
13	\$80,850	\$29,698	\$31,246	\$0	\$2,802	\$144,597		
14	\$82,467	\$30,292	\$31,871	\$0	\$2,859	\$147,489		
15	\$84,117	\$30,898	\$32,509	\$0	\$2,916	\$150,439		
16	\$85,799	\$31,516	\$33,159	\$0	\$2,974	\$153,448		
17	\$87,515	\$32,146	\$33,822	\$0	\$3,033	\$156,517		
18	\$89,265	\$32,789	\$34,498	\$0	\$3,094	\$159,647		
19	\$91,051	\$33,445	\$35,188	\$0	\$3,156	\$162,840		
20	\$92,872	\$34,114	\$35,892	\$0	\$3,219	\$166,097		
<b>Total</b>	<b>\$1,548,957</b>	<b>\$568,962</b>	<b>\$598,626</b>	<b>\$0</b>	<b>\$53,691</b>	<b>\$2,770,237</b>	<b>\$868,189</b>	<b>3.19</b>

**SUMMARY OF QUANTIFIABLE BENEFITS AND COSTS**

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits
<b>PROJECT OPEN</b>				
1	\$63,750	\$23,417	\$24,638	\$0
2	\$65,025	\$23,885	\$25,130	\$0
3	\$66,326	\$24,363	\$25,633	\$0
4	\$67,652	\$24,850	\$26,146	\$0
5	\$69,005	\$25,347	\$26,668	\$0
6	\$70,385	\$25,854	\$27,202	\$0
7	\$71,793	\$26,371	\$27,746	\$0
8	\$73,229	\$26,898	\$28,301	\$0
9	\$74,693	\$27,436	\$28,867	\$0
10	\$76,187	\$27,985	\$29,444	\$0
11	\$77,711	\$28,545	\$30,033	\$0
12	\$79,265	\$29,116	\$30,634	\$0
13	\$80,850	\$29,698	\$31,246	\$0
14	\$82,467	\$30,292	\$31,871	\$0
15	\$84,117	\$30,898	\$32,509	\$0
16	\$85,799	\$31,516	\$33,159	\$0
17	\$87,515	\$32,146	\$33,822	\$0
18	\$89,265	\$32,789	\$34,498	\$0
19	\$91,051	\$33,445	\$35,188	\$0
20	\$92,872	\$34,114	\$35,892	\$0
<b>Total Mobility Benefits</b>				
<b>Health Benefits</b>				
<b>Recreational Benefits</b>				
<b>Safety Benefits</b>				
	\$1,548,957	\$568,962	\$598,626	\$0

Gas & Emission Benefits	Total Benefits	Present Value Benefit	Total Project Cost	Present Value Cost	Discount Rate
					4.00%
\$2,210	\$114,014	\$109,629	\$868,189	\$834,797	
\$2,254	\$116,294	\$107,520		\$0	
\$2,299	\$118,620	\$105,453		\$0	
\$2,345	\$120,992	\$103,425		\$0	
\$2,392	\$123,412	\$101,436		\$0	
\$2,440	\$125,881	\$99,485		\$0	
\$2,489	\$128,398	\$97,572		\$0	
\$2,538	\$130,966	\$95,696		\$0	
\$2,589	\$133,585	\$93,855		\$0	
\$2,641	\$136,257	\$92,050		\$0	
\$2,694	\$138,982	\$90,280		\$0	
\$2,748	\$141,762	\$88,544		\$0	
\$2,802	\$144,597	\$86,841		\$0	
\$2,859	\$147,489	\$85,171		\$0	
\$2,916	\$150,439	\$83,533		\$0	
\$2,974	\$153,448	\$81,927		\$0	
\$3,033	\$156,517	\$80,351		\$0	
\$3,094	\$159,647	\$78,806		\$0	
\$3,156	\$162,840	\$77,291		\$0	
\$3,219	\$166,097	\$75,804		\$0	
<b>Gas &amp; Emission Benefits</b>	<b>Sum Total Benefits</b>	<b>Sum Present Value Benefit</b>	<b>Sum Total Project Cost</b>	<b>Sum Present Value Cost</b>	
\$53,691	\$2,770,237	\$1,834,671	\$868,189	\$834,797	

Net Present Value	BCA Ratio	Funds Requested	PV of Funds Requested
\$999,873.92	2.20		
		868,189	834,797

Sum Funds Requested	Sum PV Funds Requested
\$868,189	\$834,797

**PARAMETERS**

Mobility Parameters	
CA Statewide Hourly Wage (2014)	\$26.07
Value of Time (VOT)- adult	\$13.03
Value of Time (VOT)- child	\$5.42
Bike Path (Class I)	20.38 min/trip
Bike Lane (Class II)	18.02 min/trip
Bike Route (Class III)	15.83 min/trip

Health Parameters	
Cycling	\$146 annual\$/person
Walking	\$146 annual\$/person

Accident Cost Parameters	
Cost of a Fatality (K)	\$4,130,347 \$/crash
Cost of an Injury	\$81,393 \$/crash
Cost of Property Damage (PDO)	\$7,624 \$/crash

Source: Appendix D, Local Roadway Safety: A manual for CA's Local Road Owners Caltrans. April 2013.

Recreational Values Parameters	
Biking	
New Users	\$10 per trip
Existing Users	\$4 per trip
Walking	
All Users	\$1 per trip

VMT Reduction	
Price of gasoline (per gallon incl. tax)	\$3.41
Price of CO2 (per ton)-adj to 2014\$	\$25
Price of Co2 (per lb)	\$0.01
Working days	250

Average fuel price (November 2013-No  
<http://www.eia.gov/to>  
 Interagency Working Group on Social C  
 for Regulatory Impact /

2%	Average CA Annual Growth of Population (1955-2011)
4%	Discount Rate used (same as Cal B/C Model)

ember 2014) based on EIA's Table 9.4: Retail Motor Gasoline and On\_Highway Diesel Fuel Prices  
talenergy/data/monthly/pdf/sec9\_6.pdf

ost of Carbon, United States Government, Technical Support Document: Social Cost of Carbon  
Analysis Under Executive Order 12866, February 2010.

**Reasons for Bicycling Percent**

Recreation	33
Exercise or health	28
Personal errands	17
Visit a friend or relative	8
Commuting to/from work	7
Commuting to/from school	4

**Reasons for Walking Percent**

Exercise or health	39
Personal errands	17
Recreation	15
Walk the dog	7
Visit a friend or relative	7
Commuting to/from work	5
Commuting to/from school	3
Required for my job	2

**Estimated Annual Per-Capita Cost  
(direct and/or indirect)**

Study/Agency	Estimated Annual Per-Capita Cost
Washington DOH	
Garrett et al.	
South Carolina DOH	
Georgia Department of Human Resources	
Colditz	
Minnesota DOH	
Goetz et al.	
Pronk et al.	
Pratt	
Michigan Fitness Foundation	

Source: NCHRP 552, Guidelines for Pedestrian Facilities, Appendix G.

Note: An annual per-capita cost determined by taking the median of the 2006-2014 data. The updated 2014\$

Source: The 2012 National Survey of Pedestrian and Bicyclist Attitudes and Behaviors, Highlights Report. Pedestrian & Bicycle Information Center.

**Annual Per Capita Cost Savings  
(indirect of physical activity)**

Per Capita Cost Savings (\$)	
	19
	57
	78
Resources	79
	91
	>100
	172
	176
	330
	1175

for Analysis of Investments in Bicycle

savings from physical activity of \$128 was  
 a value of ten noted studies above for  
 value is \$13.03.

**Gross Domestic Product (GDP)**

Fiscal Year	Chained GDP
2006	0.9
2007	0.9
2008	0.9
2009	1.0
2010	1.0
2011	1.0
2012	1.0
2013	1.0
2014 (est.)	1.0
2015 (est.)	1.0
2016 (est.)	1.1
2017 (est.)	1.1
2018 (est.)	1.1
2019 (est.)	1.1

Source: Office of Management Bud  
 Table 10.1- Gross Domestic Product  
<http://www.whitehouse.gov/sites/>  
 page 217-218.

Deflator)

P Price Index

429  
684  
884  
000  
087  
284  
464  
622  
781  
966  
170  
391  
619  
852

lget, Budget of the United States Government, Fiscal Year 2015  
: and Deflators in the Historical Tables: 1940-2019.  
default/files/omb/budget/fy2015/assets/hist.pdf

## Alex Gibbs

---

**From:** Niccolo De Luca  
**Sent:** Saturday, May 30, 2015 4:12 PM  
**To:** Alex Gibbs  
**Subject:** FW: Proposed ATP projects: City of South San Francisco

---

**From:** Hsieh, Wei@CCC [mailto:Wei.Hsieh@CCC.CA.GOV] **On Behalf Of** ATP@CCC  
**Sent:** Tuesday, May 26, 2015 2:01 PM  
**To:** Niccolo De Luca  
**Cc:** ATP@CCC; Hsieh, Wei@CCC; inquiry@atpcommunitycorps.org; Wohlgemuth, Janet@CCC; Burks-Herrmann, Brenda@CCC  
**Subject:** RE: Proposed ATP projects: City of South San Francisco

Hi Niccolo,

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:** Niccolo De Luca [mailto:[ndeluca@townsendpa.com](mailto:ndeluca@townsendpa.com)]  
**Sent:** Thursday, May 21, 2015 7:31 PM  
**To:** ATP@CCC; [inquiry@atpcommunitycorps.org](mailto:inquiry@atpcommunitycorps.org)  
**Subject:** Proposed ATP projects: City of South San Francisco

To the CA Conservation Corps and Community Conservation Corps:

On behalf of the City of South San Francisco, we are submitting an ATP application for the Linden Avenue/Spruce Avenue and Sunshine Gardens Traffic Calming Improvement projects

**Project description:**

The City of South San Francisco's applications for the Linden Avenue/Spruce Avenue and Sunshine Gardens Traffic Calming Improvement projects submitted for consideration for the Active Transportation Program (ATP). These projects will encourage the use of alternative modes of transportation by adding traffic calming measures to reduce vehicle speeds, thereby encouraging bicycle and pedestrian transportation.

The Linden Avenue/Spruce Avenue project will include ADA complaint curb ramps, bulb outs and high visibility cross walks which will help support and improve the safety for students at the nearby Spruce Elementary School and Marin Elementary School.

The Sunshine Gardens project will include high visibility cross walks, ADA compliant curb ramps, and a Class 3 bikeway with sharrows stringing. This project will improve the safety for students traveling to El Camino High School and Sunshine Gardens Elementary School. These two projects offer a unique opportunity to provide safer routes for bicyclists, pedestrians and students.

**Maps:**  
Attached

**Schedules:**  
Attached

**Estimates:**  
Attached

**Preliminary plans:**  
Currently being drafted by Fehr and Pierce right now.

I look forward to your response, thank you.

**Niccolo De Luca**

*Director of Northern California*

**Townsend Public Affairs, Inc.**

300 Frank Ogawa Plaza, Suite 204, Oakland, CA 94610

O: 510-835-9050 M: 510-681-7306

[ndeluca@townsendpa.com](mailto:ndeluca@townsendpa.com)

[www.townsendpa.com](http://www.townsendpa.com)

## Alex Gibbs

---

**From:** Niccolo De Luca  
**Sent:** Saturday, May 30, 2015 4:11 PM  
**To:** Alex Gibbs  
**Subject:** FW: Proposed ATP projects: City of South San Francisco

---

**From:** Active Transportation Program [mailto:inquiry@atpcommunitycorps.org]  
**Sent:** Thursday, May 28, 2015 1:59 PM  
**To:** Niccolo De Luca  
**Cc:** atp@ccc.ca.gov  
**Subject:** Re: Proposed ATP projects: City of South San Francisco

Hello,

Thank you for reaching out to the local conservation corps. Unfortunately, we are not able to participate in this project. Please include this email with your application as proof that you reached out to the Local Corps.

Thank you

On Thu, May 21, 2015 at 7:31 PM, Niccolo De Luca <[ndeluca@townsendpa.com](mailto:ndeluca@townsendpa.com)> wrote:

To the CA Conservation Corps and Community Conservation Corps:

On behalf of the City of South San Francisco, we are submitting an ATP application for the Linden Avenue/Spruce Avenue and Sunshine Gardens Traffic Calming Improvement projects

**Project description:**

The City of South San Francisco's applications for the Linden Avenue/Spruce Avenue and Sunshine Gardens Traffic Calming Improvement projects submitted for consideration for the Active Transportation Program (ATP). These projects will encourage the use of alternative modes of transportation by adding traffic calming measures to reduce vehicle speeds, thereby encouraging bicycle and pedestrian transportation.

The Linden Avenue/Spruce Avenue project will include ADA complaint curb ramps, bulb outs and high visibility cross walks which will help support and improve the safety for students at the nearby Spruce Elementary School and Marin Elementary School.

The Sunshine Gardens project will include high visibility cross walks, ADA compliant curb ramps, and a Class 3 bikeway with sharrows stringing. This project will improve the safety for students traveling to El Camino High School and Sunshine Gardens Elementary School. These two projects offer a unique opportunity to provide safer routes for bicyclists, pedestrians and students.

**Maps:**

Attached

**Schedules:**

Attached

**Estimates:**

Attached

**Preliminary plans:**

Currently being drafted by Fehr and Pierce right now.

I look forward to your response, thank you.

**Niccolo De Luca**

*Director of Northern California*

**Townsend Public Affairs, Inc.**

300 Frank Ogawa Plaza, Suite 204, Oakland, CA 94610



# South San Francisco Chamber of Commerce

213 Linden Avenue  
South San Francisco, Ca. 94080  
650 588-1911  
FAX 588-2534  
E-mail [info@ssfchamber.com](mailto:info@ssfchamber.com)

April 30, 2015

Ms. Lucy Dunn, Chair  
California Transportation Commission  
1120 N Street, MS-52  
Sacramento, CA 95814

**Re: Support for the City of South San Francisco's Active Transportation Program (ATP) grant applications**

Dear Ms. Dunn:

On behalf of the South San Francisco Chamber of Commerce, I want to express my support for the City of South San Francisco's applications for the Linden Avenue/Spruce Avenue and Sunshine Gardens Traffic Calming Improvement projects submitted for consideration for the Active Transportation Program (ATP).

These projects will encourage the use of alternative modes of transportation by adding traffic calming measures to reduce vehicle speeds, thereby encouraging bicycle and pedestrian transportation.

The Linden Avenue/Spruce Avenue project will include ADA compliant curb ramps, bulb outs and high visibility cross walks which will help support and improve the safety for students at the nearby Spruce Elementary School and Marin Elementary School.

The Sunshine Gardens project will include high visibility cross walks, ADA compliant curb ramps, and a Class 3 bikeway with sharrows stringing. This project will improve the safety for students traveling to El Camino High School and Sunshine Gardens Elementary School.

These two projects offer a unique opportunity to provide safer routes for bicyclists, pedestrians and students. I thank you for your consideration of these two projects.

Sincerely,

Maria Martinucci

CEO



SSF BPAC 2015

JILL EYRES, CHAIR  
CASSANDRA WOO, VICE CHAIR  
AL MECKLER, COMMITTEE MEMBER  
ARI GERRITS, COMMITTEE MEMBER  
DAN SHERMAN, COMMITTEE MEMBER  
ALVIN ZACHARIAS, COMMITTEE MEMBER

DEPARTMENT OF PUBLIC WORKS  
ENGINEERING DIVISION  
BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

11 May 2015  
Ms. Lucy Dunn, Chair  
California Transportation Commission  
1120 N Street, MS-52  
Sacramento, CA 95814

**Re: Support for the City of South San Francisco's Active Transportation Program (ATP) grant applications**

Dear Ms. Dunn:

As the Chair of South San Francisco's Bicycle and Pedestrian Advisory Committee, I want to express my support for the City of South San Francisco's applications for the Linden Avenue/Spruce Avenue and Sunshine Gardens Traffic Calming Improvement projects submitted for consideration for the Active Transportation Program (ATP).

These projects will encourage the use of alternative modes of transportation by adding traffic calming measures to reduce vehicle speeds, thereby encouraging bicycle and pedestrian transportation.

The Linden Avenue and Spruce Avenue projects will significantly improve the safety, accessibility, and overall walkability of this neighborhood through the addition of ADA compliant curb ramps, bulb outs and high visibility crosswalks. These projects will not only improve pedestrian connections with the commercial core of downtown South San Francisco, but will also support and improve the safety of students who walk to Spruce Elementary School and Martin Elementary School in this neighborhood.

The Sunshine Gardens project will include high visibility cross walks, ADA compliant curb ramps, and a Class 3 bikeway with sharrows that will improve community connectivity with transit, encourage alternative modes of transportation, and significantly improve the safety for students traveling to El Camino High School and Sunshine Gardens Elementary School.

These two projects offer an important opportunity to provide safer routes for bicyclists, pedestrians and students that will make a meaningful difference in our community. I thank you for your consideration of these two projects.

Sincerely,

Jill Eyres, Chair  
Bicycle and Pedestrian Advisory Committee, City of South San Francisco



May 13, 2015

Ms. Lucy Dunn, Chair  
California Transportation Commission  
1120 N Street, MS-52  
Sacramento, CA 95814

**Re: Support for the City of South San Francisco's Active Transportation Program (ATP) grant applications**

Dear Ms. Dunn:

On behalf of Commute.org (formerly known as Peninsula Traffic Congestion Relief Alliance), I want to express my support for the City of South San Francisco's applications for the Linden Avenue/Spruce Avenue and Sunshine Gardens Traffic Calming Improvement projects submitted for consideration for the Active Transportation Program (ATP).

Commute.org is dedicated to addressing the challenges involved in getting to and from work and school in San Mateo County. Part of our mission is to reduce the number of single occupancy vehicles traveling in, to and through San Mateo County, reducing vehicle emissions resulting in improved air quality.

These projects will encourage the use of alternative modes of transportation by adding traffic calming measures to reduce vehicle speeds, thereby encouraging bicycle and pedestrian transportation.

The Linden Avenue/Spruce Avenue project will include ADA complaint curb ramps, bulb outs and high visibility cross walks which will help support and improve the safety for students at the nearby Spruce Elementary School and Marin Elementary School.

The Sunshine Gardens project will include high visibility cross walks, ADA compliant curb ramps, and a Class 3 bikeway with sharrows stringing. This project will improve the safety for students traveling to El Camino High School and Sunshine Gardens Elementary School.

These two projects offer a unique opportunity to provide safer routes for bicyclists, pedestrians and students. I thank you for your consideration of these two projects.

Sincerely,

A handwritten signature in blue ink, appearing to read "John Ford".

John Ford  
Executive Director



# Sustainable San Mateo County

Economy. Equity. Environment.

*Dedicated to the long-term health and vitality of our region*

(650) 638-2323 • Fax: (650) 361-1395  
177 Bovet Road, Sixth Floor, San Mateo, CA 94402  
Email: [advocate@sustainablesanmateo.org](mailto:advocate@sustainablesanmateo.org)  
Web: [www.sustainablesanmateo.org](http://www.sustainablesanmateo.org)  
[Facebook.com/SustainableSanMateo](https://www.facebook.com/SustainableSanMateo)  
[Twitter.com/SustainableSMC](https://twitter.com/SustainableSMC)

May 22, 2015

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RUTH PETERSON

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DOUG MCGLASHAN

RICKI MCGLASHAN

CLEM MOLONY

MARK MOULTON

Executive Director

ADRIENNE ETHERTON

Project Manager

Indicators Report

MATT JONES

Ms. Lucy Dunn, Chair

California Transportation Commission

1120 N Street, MS-52

Sacramento, CA 95814

**Re: Support for the City of South San Francisco's Active Transportation Program (ATP) grant applications**

Dear Ms. Dunn:

On behalf of Sustainable San Mateo County, I want to express my support for the City of South San Francisco's applications for the Linden Avenue/Spruce Avenue and Sunshine Gardens Traffic Calming Improvement projects submitted for consideration for the Active Transportation Program (ATP).

These projects will encourage the use of alternative modes of transportation by adding traffic calming measures to reduce vehicle speeds, thereby encouraging bicycle and pedestrian transportation. Sustainable San Mateo County has long supported transit, bike and pedestrian friendly community design as one of the ways to mitigate some of the more negative findings outlined in our annual *Indicators for a Sustainable San Mateo County Report*. These problem areas include: number of vehicle miles traveled, amount of gasoline consumed, air quality, levels of greenhouse gas emissions, housing affordability, community health, energy use, and crime.

The Linden Avenue/Spruce Avenue project will include ADA complaint curb ramps, bulb outs and high visibility cross walks which will help support and improve the safety for students at the nearby Spruce Elementary School and Marin Elementary School.

The Sunshine Gardens project will include high visibility cross walks, ADA compliant curb ramps, and a Class 3 bikeway with sharrows striping. This project will improve the safety for students traveling to El Camino High School and Sunshine Gardens Elementary School.

These two projects offer a unique opportunity to provide safer routes for bicyclists, pedestrians and students. I thank you for your consideration.

Sincerely,

Adrienne Etherton

Executive Director



### SCHOOL INFORMATION SUMMARY

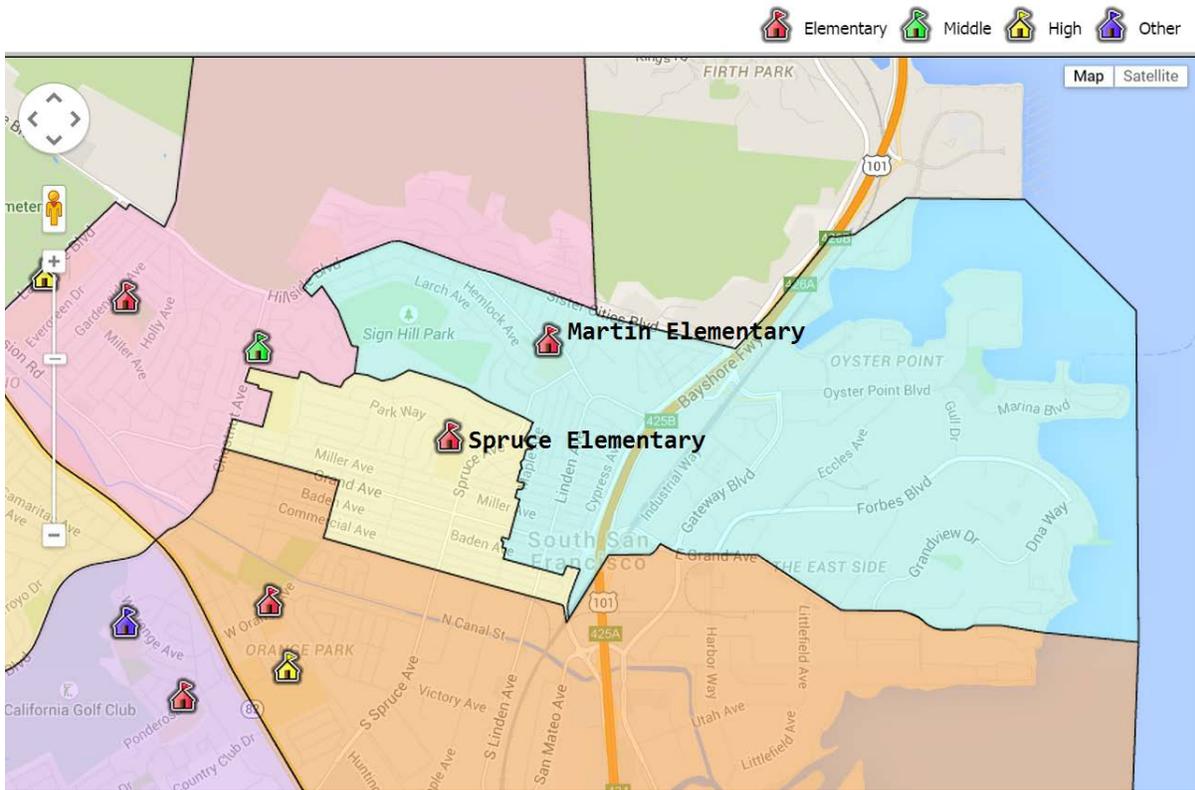
*School Official Signature is Provided in the Respective Letters of Support*

<b>SCHOOL NAME &amp; ADDRESS:</b> Spruce Elementary School, 501 Spruce Ave, South San Francisco, CA 94080		
<b>SCHOOL DISTRICT NAME &amp; ADDRESS:</b> South San Francisco Unified School District, 398 B St, South San Francisco, CA 94080		
County-District-School Code (CDS)  41-69070-6045140	Total Student Enrollment  654	Percentage of students eligible for free and reduced meal programs  64.2%
Percentage of students who walk or bike to school  51%	Approximate # of students living along school route proposed for improvement  35	Contact name  , Superintendent

<b>SCHOOL NAME &amp; ADDRESS:</b> Martin Elementary School, 35 School Street, South San Francisco, CA 94080		
<b>SCHOOL DISTRICT NAME &amp; ADDRESS:</b> South San Francisco Unified School District, 398 B St, South San Francisco, CA 94080		
County-District-School Code (CDS)  41-69070-6045090	Total Student Enrollment  423	Percentage of students eligible for free and reduced meal programs  62.6%
Percentage of students who walk or bike to school  90%	Approximate # of students living along school route proposed for improvement  29	Contact name  , Superintendent

# South San Francisco – Linden – ATP Application

## Student Enrollment Area Maps



**Martin Elementary School – Student Enrollment Area (Blue)**

**Spruce Elementary School – Student Enrollment Area (Beige)**