



Memorandum

Date: 06.10.13 **RE:** Plans and Programs Committee
June 18, 2013

To: Plans and Programs Committee: Commissioners Mar (Chair), Kim (Vice Chair), Breed, Campos, Yee and Avalos (Ex Officio)

From: Anna LaForte – Deputy Director for Policy and Programming *all*

Through: Maria Lombardo – Interim Executive Director *met*

Subject: **ACTION** – Recommend Programming \$1,439,000 in Cycle 2 Regional Safe Routes to School Funds to the San Francisco Department of Public Health for the San Francisco Safe Routes to School Program

Summary

In May 2012, the Metropolitan Transportation Commission (MTC) adopted the OneBayArea Grant Program (OBAG) framework, which includes \$20 million in federal funds for the Cycle 2 Regional Safe Routes to School Program (SR2S) over four years (Fiscal Years 2012/13 through 2015/16). The purpose of MTC's program is to significantly reduce vehicle emissions stemming from school-related travel. San Francisco's share of the region's SR2S funds is \$1,439,000 based on its proportion of K-12 school enrollment in the nine Bay Area counties. MTC is urging Congestion Management Agencies, including the Authority for San Francisco, to take advantage of the significant level of flexibility afforded by the regional program by supporting further expansion of SR2S non-infrastructure programs. In 2010, the Authority programmed \$500,000 in Cycle 1 SR2S funds to the Department of Public Health (DPH) as the lead agency for the Safe Routes to School Coalition (Coalition), which is a multi-disciplinary team comprised of the San Francisco Unified School District, City agencies, and non-profits. As we reported at the April 16 Plans and Programs Committee meeting, we have worked with the Coalition to develop a proposal for how to enhance existing SR2S efforts and best achieve the objectives for MTC's SR2S program. The primary differences between the current and proposed expanded program are that the program will increase in size from 15 elementary schools to 40 schools, including 35 elementary schools, 3 middle schools, and 2 high schools; bilingual outreach workers will educate and organize parents; pedestrian and bicycle safety education will be delivered to children during assemblies and school events (versus during regular class time); and transportation demand management toolkits will be available for each participating school. The proposed scope of education and outreach work would be funded with \$1,439,000 in Cycle 2 SR2S funds and \$186,438 in local match from the City's general fund and in-kind contributions from Coalition members. MTC requires that the Authority submit the final workscope to it no later than June 30. **We are seeking a recommendation to program \$1,439,000 in Cycle 2 Regional SR2S funds to DPH for the San Francisco SR2S Program.**

BACKGROUND

On May 17, 2012, the Metropolitan Transportation Commission (MTC) adopted the OneBayArea Grant Program (OBAG) framework, which includes \$20 million in federal funds for the Cycle 2 Regional Safe Routes to School Program (SR2S) over four years (Fiscal Years 2012/13 through 2015/16). The purpose of MTC's program is to significantly reduce vehicle emissions stemming from school-related travel. As the Congestion Management Agency (CMA) for San Francisco, the Authority administers the Regional SR2S funds.

The purpose of this memorandum is to present the proposed expanded San Francisco SR2S Program to the Plans and Programs Committee (Committee), and to seek a recommendation to program \$1,439,000 in Cycle 2 Regional SR2S funds to the Department of Public Health (DPH) for the San

Francisco SR2S Program.

DISCUSSION

MTC has designated \$20 million in federal funds for Cycle 2 of the Regional SR2S Program. MTC has urged CMAs to take advantage of the significant level of flexibility afforded by the regional program by supporting further expansion of the SR2S non-infrastructure programs (e.g. education and outreach), which are typically harder to secure funding for than capital improvements (e.g. bulbouts, crosswalks, signals, bike lanes). The Regional SR2S funds have no limitations on grade levels or non-infrastructure uses of funds, as compared to the state and federal programs. San Francisco will receive \$1,439,000 in based on its proportion of K-12 school enrollment in the nine Bay Area counties. These federal Congestion Mitigation and Air Quality (CMAQ) funds will require an 11.47% match of about \$186,438. The federal funds must be obligated by March 31, 2015 and should be available for expenditure as soon as early 2014.

We have been working with the San Francisco Safe Routes to School Coalition (Coalition) to develop an approach to enhance the existing SR2S efforts in San Francisco and best achieve the objectives for MTC's Regional SR2S Program using these funds. The Coalition is led by the DPH with support from program partners, including: the Department of the Environment, the Police Department, the Presidio YMCA, the San Francisco Bicycle Coalition, the San Francisco Municipal Transportation Agency, the San Francisco Unified School District, and Walk San Francisco. At the April 16 Plans and Programs Committee meeting, Ana Validzic, DPH, briefed the Committee on the current program and the proposed expanded program. The paragraphs below provide a brief recap of the current program and describe the proposed expanded program, which is the subject of the recommended action

Current San Francisco SR2S Program: In 2010, the Authority programmed \$500,000 in Cycle 1 Regional SR2S funds to DPH as the lead agency for the Coalition. Attachment 1 includes an overview of the existing San Francisco SR2S Program. The overall purpose of the program is to promote safe and active walking and biking to and from schools in San Francisco. Since the 2009/10 school year, the San Francisco SR2S program has been delivering an integrated set of services based on the *five E's* (evaluation, education, encouragement, engineering and enforcement) to elementary schools in San Francisco, while also building capacity at the school-site and district levels to provide ongoing services that promote safe walking and biking to school. The San Francisco SR2S program currently operates at 15 elementary schools that are spread throughout the city, as shown in Attachment 2. The program is focused on providing students in kindergarten, first grade, second grade, and fourth grade with lessons on walking and bicycling to school. The program also includes conducting outreach to and training parents and caregivers on school commuting options. In addition, the program organizes annual and regular walking and bicycling to school events. Throughout the 2011/12 school year, the program reached 50 kindergarten classrooms and 1,039 students, 48 second grade classrooms and 973 students, and 40 fourth grade classrooms and 1,069 students. In 2012, the program reached more than 8,500 participants through Walk to School Day, approximately 1,700 participants throughout Bike to School Week, and countless students through regular walking school buses and bike trains.

Overall, the program has resulted in a 1% increase in walking, 0.5% increase in biking, and 1% decrease in single family vehicle driving. For individual schools, 12 out of 15 participating schools increased rates of walking and biking and 3 schools decreased rates of single family vehicle driving. The Coalition's goal is to increase walking and biking by 5% and decrease single family vehicle driving trips by 5% by the conclusion of the 2016/17 school year. The program has secured funding to continue to its work through the 2013/14 school year, using a combination of MTC Climate Initiatives, federal SR2S, and local funds.

Proposed San Francisco SR2S Expanded Program: We have been working with the Coalition to develop an enhanced education and outreach program, which builds off of lessons learned. Since the April 16 Plans and Programs Committee meeting, we have received a detailed work plan, schedule, and budget for the enhanced SR2S education and outreach program (Attachments 3, 4, and 5). The primary differences between the current and proposed expanded program are that the program will increase in size from 15 elementary schools to 40 schools, bilingual outreach workers will educate and organize parents, pedestrian and bicycle safety education will be delivered to children during assemblies and school events (versus during regular class time), and transportation demand management (TDM) toolkits will be available for each participating school.

To expand the program, the Coalition plans to develop an application process inviting all elementary schools to apply for participation. The current 15 participating elementary schools will be invited to continue to participate. The Coalition will utilize the prioritization process it has developed, shown in Attachment 6, to fill the additional elementary school spots. This prioritization process takes into consideration the percentage of students living within 1 mile of the school, the percentage of students eligible for free and reduced lunch, the walk mode share, and the number of pedestrian injuries. Depending on school interest in participating in the program, the Coalition will aim to work with two or three elementary schools within each supervisorial district in order to ensure geographic distribution of SR2S resources. For middle and high schools, the Coalition intends to make every effort to replicate the selection process used for elementary schools. The Coalition will also utilize the Presidio YBike Program's waitlist to determine interest.

Attachment 7 provides additional details comparing the current and proposed programs. Due to eligibility restrictions with CMAQ funds, enforcement (e.g., speed radar signs and police presence) activities are not eligible for funding from MTC's SR2S program and engineering (e.g., walking audits) are eligible on a limited basis. The Coalition partners are looking for alternative fund sources to support these activities.

The enhanced program would begin in the 2014/15 school year and continue through the 2016/17 school year. Local match funds totaling \$186,438 will be provided by the City's general fund and in-kind contributions from Coalition members. We have until June 30 to provide MTC with our recommendation for the Regional SR2S funds to meet a deadline for programming the funds in the region's Transportation Improvement Program. This would enable the Coalition to seek obligation of funds in advance of the 2014/15 school year when it will need funds to initiate the expanded program.

We are seeking a recommendation to program \$1,439,000 in Cycle 2 Regional SR2S funds to DPH for the San Francisco SR2S Program.

ALTERNATIVES

1. Recommend programming \$1,439,000 in Cycle 2 Regional SR2S funds to DPH for the San Francisco SR2S Program.
2. Recommend programming \$1,439,000 in Cycle 2 Regional SR2S funds to DPH for the San Francisco SR2S Program, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC considered this item at its May 22, 2013 meeting, and unanimously adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

There are no impacts on the Authority's proposed Fiscal Year 2013/14 budget associated with the recommended action.

RECOMMENDATION

Recommend programming \$1,439,000 in Cycle 2 Regional SR2S funds to DPH for the San Francisco SR2S Program.

Attachments:

1. San Francisco Safe Routes to School Program Fiscal Year 2012/13 Fact Sheet
2. Map of 2012-2013 Program Schools
3. San Francisco Safe Routes to School Program 2014/15 – 2016/17 Work Plan
4. San Francisco Safe Routes to School Program Task Summary – Budget and Schedule
5. San Francisco Safe Routes to School Program Task Summary – Budget by Agency
6. San Francisco Safe Routes to School Prioritization Methodology – Non-Infrastructure for Public Elementary Schools
7. Comparison of Current and Proposed San Francisco Safe Routes to School Program



Program Partners

San Francisco
Department of Public
Health (lead)

Presidio YMCA

San Francisco Bicycle
Coalition

San Francisco
Environment

San Francisco Municipal
Transportation Agency

San Francisco Police
Department

San Francisco Unified
School District

Walk San Francisco

Program Coordinator:
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Attachment 1 San Francisco Safe Routes to School Program Fiscal Year 2012/13 Fact Sheet

Program Background

The purpose of the San Francisco Safe Routes to School (SF SRTS) Program is to **promote safe and active walking and biking to and from school** in San Francisco. Specifically, SF SRTS has been delivering an integrated set of services at elementary schools in San Francisco beginning in fiscal year 09-10, while also building capacity—at the school-site and district levels—to provide ongoing services that promote safe walking and biking to school.

SF SRTS addresses the **internationally accepted five Es of the SRTS model – Education, Encouragement, Engineering, Enforcement and Evaluation**. In addition, the SF SRTS team has put into place an interagency system for prioritizing schools for future SRTS programs and infrastructure projects, thus building the long-term capacity of San Francisco schools to promote walking and biking to school.

Since the program's inception in 2009, the SF SRTS team has:

- Successfully worked together to build strong partnerships with school communities;
- Expanded the program from 5 pilot schools in year one to 15 schools in subsequent years;

Education

- Delivered curricula to kindergarten and 1st grade classrooms on the benefits of walking and biking to and from school;
- Delivered curricula to 2nd grade classrooms on pedestrian safety;
- Delivered curricula to 4th grade classrooms on bicycle safety, including a skills-based bike rodeo;
- Conducted a car idling reduction campaign focused on morning drop off;

Encouragement

- Conducted intensive parent/caregiver outreach on school commute; especially at kindergarten orientations and back-to-school nights;
- Trained and supported parents/caregivers on how to establish regular, ongoing walking school buses and bike trains;
- Organized an annual Walk to School Day held on the first Wednesday in October;
- Organized an annual Bike to School Day held late in the spring semester;
- Created maps suggesting walking and bicycling routes for schoolchildren and their families;

Engineering

- Conducted walk audits at 15 participating schools to gather school community's input on traffic issues and needed infrastructure improvements;

Enforcement

- Conducted traffic enforcement at all 15 schools, including enforcement of new 15 mph school zones;

Evaluation

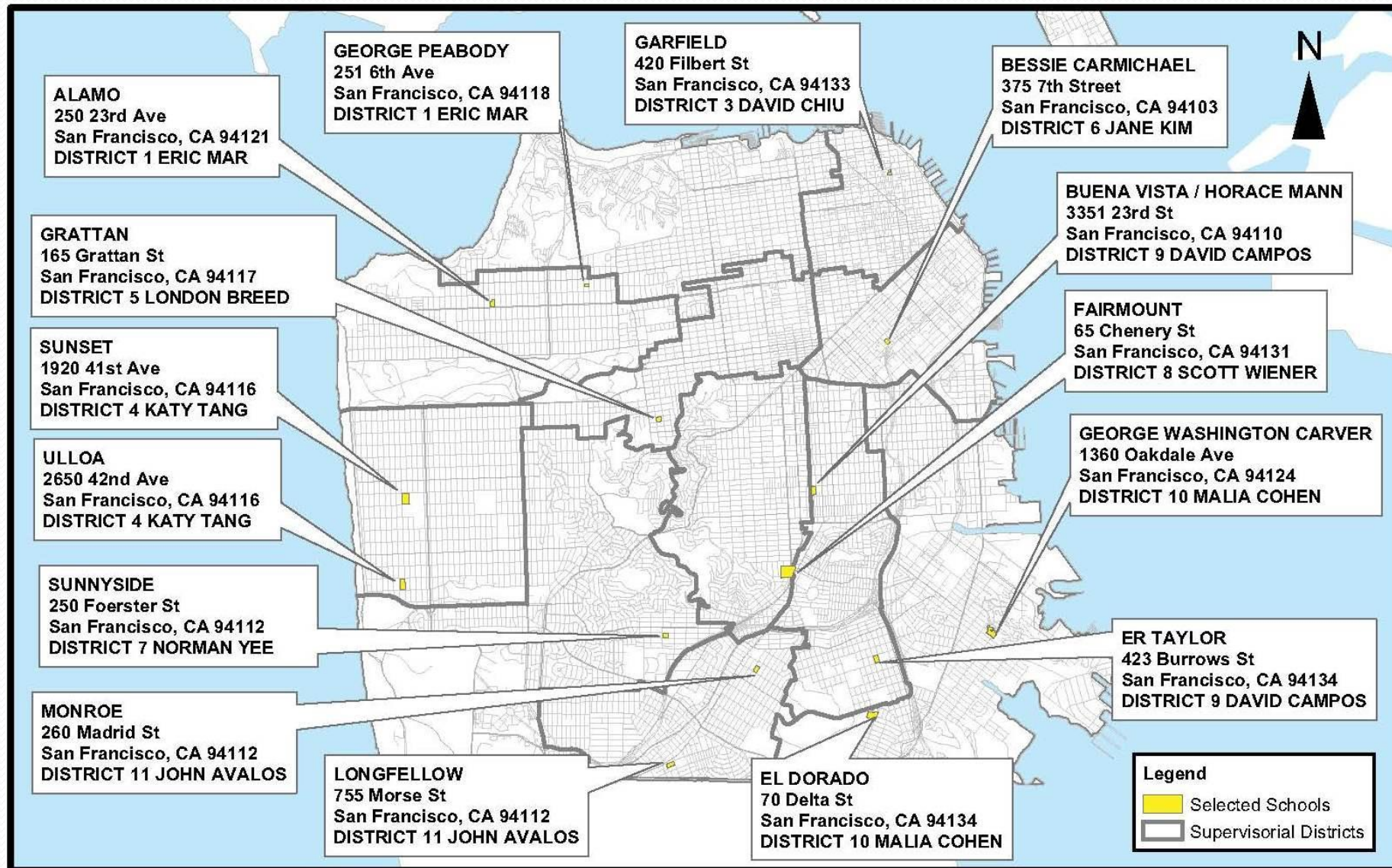
- Gathered essential data on school commute and parent perceptions of school travel;
- Created a data-driven priority-setting process for future SRTS grant opportunities; and
- Began seeing positive change from travel tallies conducted at all participating schools.

Plans for the 5th year of the program (2013-2014) currently include:

- Implementing services to 15 schools across SF serving approximately 6,000 students;
- Services include the 4 E's--Education, Encouragement, Enforcement and Evaluation (SRTS Cycle 3 funding excluded Engineering);
- More intensive parent/caregiver outreach at school festivals and weekend events; and
- In response to changes to school needs and emerging best practices, some additional focus and services provided to school communities to create 1-2 weekly parent/guardian led walking school buses and bike trains at each of the 15 schools.

2012-2013 Program Schools

Attachment 2



Attachment 3
San Francisco Safe Routes to School Program
2014/15 – 2016/17 Work Plan

PROJECT PURPOSE

The overall purpose of the San Francisco Safe Routes to School (SF SR2S) program is to promote walking and biking to and from San Francisco schools. Specifically, SF SR2S will deliver an integrated set of services based on three of the five Es, Education, Encouragement, and Evaluation, to 35 elementary schools, 3 middle schools and 2 high schools from September 2014 to August 2017. The other two Es, Enforcement and Engineering, are disqualified or have issues with limited eligibility from the MTC Regional Cycle 2 funding source.

PROJECT WORK PLAN 2014/15 – 2016/17

GOAL: To increase walking and bicycling to and from school for schoolchildren and their families.

Objective 1: To administer SF SR2S grant funded by MTC Regional SR2S Cycle 2.

Task 1: Manage SF SR2S grant per federal transportation aid requirements

Issue and manage contracts and work orders with all SF SR2S partners; submit invoices, progress reports and final reports; staff grant meetings; and other duties as required for grant administration.

Task 2: SFUSD School Coordination and Outreach

Link the SF SR2S team members with school sites to facilitate communication and cooperation for all planned SF SR2S programming at schools, promote Fall Walk and Roll to School Day, and facilitate distribution and collection of all evaluation surveys.

Objective 2: To provide culturally competent outreach to parents, caregivers, and students participating in the SF SR2S program.

Task 3: Utilize an Outreach Team to provide targeted outreach, education, and encouragement

Create and support a team of bilingual (Spanish/Chinese), culturally-competent outreach workers who will implement targeted, culturally-specific approaches and messages to parents at a total of 35 elementary schools. Prioritize schools in underserved communities especially in the southeastern sector of SF.

Task 4: Recruit parent/guardian champions at participating schools

Recruit and support at least 1 parent/guardian champion(s) at each school that understands the particular commute challenges of the school community. The champions will work closely with the outreach workers, meet with them on a regular basis, help to provide connections with other families, and promote SR2S activities at the school.

**San Francisco Safe Routes to School Program
2014/15 – 2016/17 Work Plan**

Objective 3: To provide educational services to students teaching them how to walk and bike safely to school.

Task 5: Hold in-school assemblies

Deliver two in-school assemblies teaching kids about pedestrian and bicycle safety and encouraging them to walk and bike to school. Assemblies will be delivered to lower (K-2) and upper (3-5) grade students at each of the 35 elementary schools during the project period.

Task 6: Provide a bicycle rodeo to each of the participating elementary schools

Provide learn-to-ride and on-bike safety lessons through a bicycle rodeo format to each of the participating schools. Rodeos will occur on weekends and in conjunction with other school events to maximize parent and student participation.

Task 7: Create bike clubs for 3 middle schools

Introduce students to cycling as a zero-emissions means of transportation and recreation, and build confidence and independence through comprehensive lessons on bicycle maintenance and on-street riding skills. Students also learn about connecting biking and walking to transit, emphasizing Free Muni.

Task 8: Create bike shop programs at 2 high schools

High school bike shop programs include more in-depth mechanical instruction; including repairing and building students' own bicycles. If the school agrees, we will create one of the bike shop programs at Thurgood Marshall High School in collaboration with the school and other organizations in Bayview Hunters Point working towards common goals.

Task 9: Provide curriculum for classroom teachers

Provide classroom teachers (elementary, middle, and high schools) with curriculum to encourage and educate kids about walking and biking safely to school.

Objective 4: To encourage parents/guardians and children in San Francisco to walk and bike to school.

Task 10: Support regular walk and roll events

Train, support, and encourage parents/guardians to lead groups of kids to walk or bike to school on a regular basis. At a minimum, outreach workers will support at least one "walking school bus" or "bike train" at each elementary school each school year.

Task 11: Organize an annual Walk and Roll to School Day

Hold an annual event in the fall to encourage walking, biking and rolling to school for all kids attending school in San Francisco. This year's Walk to School Day reached 8,500 kids; in the 2014 school year and beyond, we expect to reach 10,000 kids.

Task 12: Create an annual spring SF SR2S celebration

Hold a celebratory event at each of the 35 elementary schools each spring to mark SF SR2S achievements toward walking and biking to and from school.

**San Francisco Safe Routes to School Program
2014/15 – 2016/17 Work Plan**

Task 13: Create transportation demand management (TDM) toolkits

Create transportation demand management kits in English, Spanish, and Chinese to inform families about walking, biking, transit, and carpool options at each school (including Free Muni). TDM toolkits will be translated and distributed targeting the dominant languages of the families at each school (e.g. some will be English/Spanish, others will be English/Chinese, some will be in all three languages). Toolkits will be available online and in hard copy.

Objective 5: To evaluate progress towards meeting our goals.

Task 14: Conduct Program Evaluation

Conduct travel tallies (in-class assessments) of how students get to school at the beginning and end of each school year. Distribute, collect, and analyze parent surveys measuring knowledge and attitudes of school commute at the beginning and end of the program.



Attachment 4
San Francisco Safe Routes to School Program
Task Summary - Budget and Schedule

Task		Start Date	End Date	Costs of Participating Items	Costs of Non-Participating Items	TOTAL
Task 1	SF SR2S grant management per federal transportation aid requirements	August 1, 2014	August 31, 2017	\$ 206,731	\$ -	\$ 206,731
Task 2	SFUSD school coordination and outreach	September 1, 2014	August 31, 2017	\$ 93,974	\$ -	\$ 93,974
Task 3	Outreach Team to provide targeted outreach, education, and encouragement	August 1, 2014	August 31, 2017	\$ 77,001	\$ -	\$ 77,001
Task 4	Parent/guardian champions at participating schools	August 1, 2014	May 31, 2017	\$ 283,117	\$ -	\$ 283,117
Task 5	In-school assemblies for elementary school	September 1, 2014	May 31, 2017	\$ 42,000	\$ -	\$ 42,000
Task 6	After-school pedestrian and bicycle safety education for elementary schools	September 1, 2014	May 31, 2017	\$ 61,889	\$ -	\$ 61,889
Task 7	Bike clubs for 3 middle schools	September 1, 2014	May 31, 2017	\$ 134,912	\$ -	\$ 134,912
Task 8	Bike shop programs for 2 high schools	September 1, 2014	May 31, 2017	\$ 147,154	\$ -	\$ 147,154
Task 9 ¹	Curriculum for classroom teachers and fiscal intermediary fees	September 1, 2014	May 31, 2017	\$ 101,913	\$ -	\$ 101,913
Task 10	Regular walk and roll events	August 1, 2014	May 31, 2017	\$ 169,277	\$ -	\$ 169,277
Task 11	Annual Walk and Roll to School Day in October	September 1, 2014	November 31, 2016	\$ 41,751	\$ -	\$ 41,751
Task 12	Annual spring SF SR2S celebration	March 1, 2015	May 31, 2017	\$ 36,057	\$ -	\$ 36,057
Task 13	Transportation demand management (TDM) toolkits	September 1, 2014	May 31, 2017	\$ 77,742	\$ -	\$ 77,742
Task 14	Program Evaluation	September 1, 2014	August 31, 2017	\$ 151,920	\$ -	\$ 151,920
GRAND TOTAL				\$1,625,438	\$ -	\$ 1,625,438

¹This task and its associated budget include the SF Study Center's fees for providing fiscal intermediary and procurement services for the Department of Public Health over the life of the three-year Safe Routes to School Program. Specifically, the SF Study Center will be responsible for establishing and maintaining subcontracts with project partners, including the San Francisco Bicycle Coalition, Walk San Francisco, Presidio YMCA, San Francisco Unified School District, and Standing Ovations, and procuring supplies (e.g. curricula).

Attachment 5
San Francisco Safe Routes to School Program
Task Summary - Budget by Agency



Task		San Francisco Department of Public Health	San Francisco Bicycle Coalition	Walk San Francisco	Presidio Ybike Program	San Francisco Unified School District	San Francisco Department of the Environment	SF Study Center - Fiscal intermediary fees, assemblies, and curricula	TOTAL
Task 1	SF SR2S grant management per federal transportation aid requirements	\$ 206,731							\$ 206,731
Task 2	SFUSD school coordination and outreach					\$ 93,974			\$ 93,974
Task 3	Outreach Team to provide targeted outreach, education, and encouragement		\$ 61,029	\$ 15,972					\$ 77,001
Task 4	Parent/guardian champions at participating schools		\$ 186,192	\$ 96,925					\$ 283,117
Task 5	In-school assemblies for elementary school							\$ 42,000	\$ 42,000
Task 6	Bicycle rodeos at elementary schools				\$ 61,889				\$ 61,889
Task 7	Bike clubs for 3 middle schools				\$ 134,912				\$ 134,912
Task 8	Bike shop programs for 2 high schools				\$ 147,154				\$ 147,154
Task 9 ¹	Curriculum for classroom teachers and fiscal intermediary fees							\$ 101,913	\$ 101,913
Task 10	Regular walk and roll events		\$ 113,788	\$ 55,489					\$ 169,277
Task 11	Annual Walk and Roll to School Day in October		\$ 1,664	\$ 40,087					\$ 41,751
Task 12	Annual spring SF SRTS celebration		\$ 34,956	\$ 1,101					\$ 36,057
Task 13	Transportation demand management (TDM) toolkits						\$ 77,742		\$ 77,742
Task 14	Program Evaluation	\$ 151,920							\$ 151,920
TOTAL		\$ 358,651	\$ 397,629	\$ 209,574	\$ 343,955	\$ 93,974	\$ 77,742	\$ 143,913	\$ 1,625,438

¹ Please refer to footnote on Attachment 4.

**Attachment 6.
San Francisco Safe Routes to School Program**

Safe Routes to School Prioritization Methodology - Non-Infrastructure for Public Elementary Schools Only

Schools are ranked by number of students who live within a mile of the school, but do not walk [=Total School Enrollment x % Enrollment within 1 Mile - Total Walkers]. Assumes none walk more than a mile to school.

Rank	School	Demographic Data							TRAFFIC COLLISION HISTORY AROUND SCHOOLS									
		Sup. District	Total School Enrollment (2010-2011)	% Student Enrollment Living w/in 1 Mile	Free/Reduced Priced Meals	Walk Share	Total Walkers	Non-Walkers within 1 mile	Fatal Injury Collisions	Severe Injury Collisions	Fatal + Severe Injuries	Minor Injury Collisions	Total Injury Collisions	Pedestrian-Involved Collisions	Collisions during Drop-Off (7:30am-9:30am) or Pickup (1:30pm-4pm)	% Collisions that are Fatal or Severe	% Collisions that Involve Peds	% Collisions during School Hours of All Total Injury Collisions
1	ER Taylor	10	653	67.1%	75.4%	31.2%	204	234	2	4	6	42	54	21	23	11%	39%	43%
2	Lafayette	1	529	66.5%	31.0%	28.8%	152	199	0	5	5	41	51	14	11	10%	27%	22%
3	Guadalupe	11	475	64.7%	74.7%	26.7%	127	180	2	1	3	28	34	10	11	9%	29%	32%
4	Visitation Valley	10	432	75.7%	84.7%	37.4%	162	165	0	2	2	23	27	10	9	7%	37%	33%
5	Longfellow	11	601	65.0%	65.5%	38.4%	231	160	0	4	4	58	66	15	11	6%	23%	17%
6	George Washington Carver	10	279	74.5%	85.4%	21.7%	61	147	1	3	4	55	63	15	19	6%	24%	30%
7	Francis Scott Key	4	527	48.0%	56.5%	21.8%	115	138	0	0	0	17	17	4	5	0%	24%	29%
8	Hillcrest	9	477	37.3%	77.5%	10.9%	52	126	1	4	5	31	41	4	8	12%	10%	20%
9	RL Stevenson	4	475	43.1%	54.7%	17.2%	82	123	0	2	2	43	47	10	16	4%	21%	34%
10	Leonard Flynn	9	478	51.0%	66.1%	26.0%	124	119	0	5	5	99	109	16	36	5%	15%	33%
11	Jefferson	5	492	49.7%	41.3%	25.6%	126	118	2	5	7	185	199	34	49	4%	17%	25%
12	Sunset	4	391	43.9%	33.9%	13.7%	54	118	0	1	1	52	54	17	21	2%	31%	39%
13	Lawton	4	395	42.6%	45.8%	13.0%	52	117	1	1	2	15	19	7	5	11%	37%	26%
14	Alamo	1	516	54.8%	34.4%	32.4%	167	115	2	3	5	90	100	24	29	5%	24%	29%
15	Ulloa	4	499	34.9%	55.1%	12.4%	62	112	0	2	2	17	21	2	5	10%	10%	24%
16	Dr. Charles Drew	10	268	51.3%	78.8%	10.8%	29	109	1	6	7	94	108	24	22	6%	22%	20%
17	Dianne Feinstein	4	471	31.0%	22.7%	11.1%	52	94	0	2	2	18	22	11	8	9%	50%	36%
18	Jose Ortega	11	289	42.1%	62.6%	10.0%	29	93	0	4	4	28	36	8	7	11%	22%	19%
19	Argonne	1	423	45.3%	41.4%	24.2%	102	89	1	3	4	68	76	15	14	5%	20%	18%
20	Gordan Lau	3	662	54.9%	86.1%	41.5%	275	89	7	23	30	244	304	140	87	10%	46%	29%
21	Rosa Parks	5	395	43.5%	62.1%	21.9%	87	85	4	11	15	234	264	66	79	6%	25%	30%
22	Sheridan	11	217	67.6%	76.2%	29.7%	64	82	0	4	4	42	50	13	15	8%	26%	30%
23	Cleveland	11	327	58.5%	72.9%	34.8%	114	77	0	4	4	17	25	8	9	16%	32%	36%
24	Cesar Chavez	9	471	60.5%	77.9%	44.1%	208	77	4	10	14	167	195	54	43	7%	28%	22%
25	Junipero Serra	9	275	50.5%	82.7%	23.6%	65	74	0	3	3	54	60	12	17	5%	20%	28%
26	Miraloma	7	362	20.0%	18.3%		0	72	0	0	0	11	11	0	6	0%	0%	55%
27	Tenderloin	6	367	68.7%	84.3%	49.3%	181	71	3	31	34	452	520	99	133	7%	19%	26%
28	SF Community	11	192	62.1%	69.5%	25.0%	48	71	3	7	10	125	145	46	44	7%	32%	30%
29	El Dorado	10	295	36.7%	70.5%	13.5%	40	69	0	1	1	11	13	3	6	8%	23%	46%
30	West Portal	7	572	20.6%	38.0%	8.9%	51	67	0	4	4	48	56	13	12	7%	23%	21%
31	Monroe	11	509	58.4%	67.9%	45.4%	231	66	0	6	6	85	97	36	30	6%	37%	31%
32	George Moscone	9	331	64.1%	85.7%	44.5%	147	65	1	8	9	119	137	34	30	7%	25%	22%
33	McKinley	8	352	32.5%	47.9%	14.7%	52	62	0	5	5	71	81	14	20	6%	17%	25%
34	Sherman	2	425	23.7%	52.7%	9.5%	40	61	0	8	8	205	221	31	57	4%	14%	26%
35	Bessie Carmichael	6	480	42.9%	74.3%	31.0%	149	57	2	10	12	242	266	60	71	5%	23%	27%
36	Glen Park	8	340	32.7%	77.7%	16.7%	57	54	3	3	6	71	83	18	24	7%	22%	29%
37	Spring Valley	2	342	52.1%	82.9%	37.0%	127	52	2	10	12	157	181	46	39	7%	25%	22%
38	Sutro	1	247	43.7%	69.8%	23.6%	58	50	0	8	8	137	153	32	51	5%	21%	33%
39	Grattan	5	384	31.0%	20.6%	19.1%	73	46	0	3	3	30	36	8	9	8%	22%	25%
40	Redding	3	331	64.6%	83.7%	51.4%	170	44	5	27	32	362	426	119	96	8%	28%	23%
41	Paul Revere	9	329	27.6%	71.2%	14.6%	48	43	1	1	2	47	51	9	16	4%	18%	31%

**Attachment 6.
San Francisco Safe Routes to School Program**

Safe Routes to School Prioritization Methodology - Non-Infrastructure for Public Elementary Schools Only

Schools are ranked by number of students who live within a mile of the school, but do not walk [=Total School Enrollment x % Enrollment within 1 Mile - Total Walkers]. Assumes none walk more than a mile to school.

Rank	School	Demographic Data							TRAFFIC COLLISION HISTORY AROUND SCHOOLS									
		Sup. District	Total School Enrollment (2010-2011)	% Student Enrollment Living w/in 1 Mile	Free/Reduced Priced Meals	Walk Share	Total Walkers	Non-Walkers within 1 mile	Fatal Injury Collisions	Severe Injury Collisions	Fatal + Severe Injuries	Minor Injury Collisions	Total Injury Collisions	Pedestrian-Involved Collisions	Collisions during Drop-Off (7:30am-9:30am) or Pickup (1:30pm-4pm)	% Collisions that are Fatal or Severe	% Collisions that Involve Peds	% Collisions during School Hours of All Total Injury Collisions
42	Sunnyside	7	322	36.1%	53.1%	23.0%	74	42	0	1	1	28	30	11	10	3%	37%	33%
43	Lakeshore	7	552	12.4%	50.2%	5.0%	28	41	1	2	3	39	45	5	8	7%	11%	18%
44	Yick Wo	3	264	63.3%	63.3%	48.2%	127	40	0	7	7	73	87	25	14	8%	29%	16%
45	Commadore Sloat	7	380	18.1%	39.4%	7.9%	30	39	0	4	4	99	107	19	34	4%	18%	32%
46	Alice Fong Yu	7	373	16.7%	27.0%	6.7%	25	37	1	2	3	20	26	8	8	12%	31%	31%
47	George Peabody	1	249	44.4%	45.1%	31.2%	78	33	1	13	14	101	129	41	37	11%	32%	29%
48	Daniel Webster	10	226	43.9%	82.2%	29.3%	66	33	0	2	2	24	28	2	4	7%	7%	14%
49	Bret Harte	10	237	46.5%	90.0%	33.2%	79	32	1	3	4	18	26	4	3	15%	15%	12%
50	Sanchez	8	259	32.5%	81.7%	20.9%	54	30	2	11	13	211	237	62	58	5%	26%	24%
51	New Traditions	5	229	27.7%	49.7%	15.4%	35	28	0	16	16	157	189	28	43	8%	15%	23%
52	Alvarado	8	521	25.9%	41.2%	20.9%	109	26	0	3	3	28	34	2	9	9%	6%	26%
53	John Muir	5	222	43.9%	86.4%	32.2%	72	26	0	14	14	208	236	46	49	6%	19%	21%
54	Claire Madison Lilienthal	2	255	19.5%	19.8%	10.9%	28	22	1	7	8	48	64	15	19	13%	23%	30%
55	Dr. William Cobb	5	183	25.8%	74.0%	13.7%	25	22	0	10	10	139	159	23	39	6%	14%	25%
56	Garfield	3	233	50.0%	72.8%	40.9%	95	21	1	10	11	75	97	49	18	11%	51%	19%
57	Harvey Milk	8	245	17.1%	47.5%	8.6%	21	21	0	7	7	84	98	35	24	7%	36%	24%
58	Fairmount	8	368	36.2%	55.6%	30.8%	113	20	1	3	4	133	141	29	47	3%	21%	33%
59	Jean Parker	3	272	62.4%	83.3%	56.1%	153	17	5	17	22	160	204	107	48	11%	52%	24%
60	Buena Vista	10	394	23.4%	55.9%	19.1%	75	17	4	7	11	115	137	22	36	8%	16%	26%
61	Clarendon	7	566	8.4%	11.6%	5.9%	33	14	0	1	1	3	5	0	1	20%	0%	20%
62	Malcolm X	10	85	77.3%	93.3%	64.3%	55	11	0	4	4	32	40	3	6	10%	8%	15%
63	John Yehall Chin	3	256	53.8%	87.3%	49.8%	128	10	2	14	16	160	192	62	48	8%	32%	25%
64	Chinese Ed Center	3	85	34.5%	95.3%	23.1%	20	10	5	20	25	270	320	116	86	8%	36%	27%
65	Starr King	10	349	25.0%	58.6%	22.4%	78	9	1	4	5	39	49	7	16	10%	14%	33%
66	Marshall	6	239	59.7%	83.6%	55.9%	134	9	0	24	24	350	398	72	99	6%	18%	25%
67	Claire Scott Lilienthal	2	218	7.2%	19.8%	4.0%	9	7	1	1	2	27	31	11	11	6%	35%	35%
68	Mission Education Center	8	77	12.5%	97.6%	5.5%	4	5	0	0	0	15	15	5	6	0%	33%	40%
69	Rooftop (5-8)	8	68	7.4%	31.5%	1.7%	1	4	0	1	1	37	39	1	10	3%	3%	26%
70	Chinese Immersion	5	154	6.2%		4.3%	7	3	0	13	13	96	122	14	25	11%	11%	20%
71	Bryant†	9	241	65.9%	87.4%	65.8%	159	0	0	5	5	105	115	32	29	4%	28%	25%
72	Rooftop (K-4)	8	324	3.0%	31.5%	3.9%	13	-3	0	1	1	36	38	1	8	3%	3%	21%
73	Frank McCoppin	1	258	42.1%	68.0%	45.5%	117	-9	0	3	3	72	78	15	22	4%	19%	28%

Attachment 7
Comparison of Current and Proposed
San Francisco Safe Routes to School Program

2012-2013 School Year Funding: MTC Regional SR2S Cycle 1	2013-2014 School Year Funding: Federal SRTS Cycle 3	2014-2017 School Year Funding: MTC Regional SR2S Cycle 2
<p><u>Education</u></p> <ul style="list-style-type: none"> • In-class education for K-1 classes • In-class education for 2nd graders • In-class education for 4th graders • Distribute walking and biking maps • Education campaign to reduce idling for parents/caregivers • Trainings for parents/caregivers to start walking school buses and bike trains 	<p><u>Education</u></p> <ul style="list-style-type: none"> • In-class education for 2nd graders • In-class education for 4th graders • Distribute walking and biking maps • Trainings for parents/caregivers to start walking school buses • Organize other activities such as: adult bike education, learn to ride for all ages, Freedom from Training Wheels, and bicycle skills training--Bike Rodeo 	<p><u>Education</u></p> <ul style="list-style-type: none"> • Bilingual outreach workers organizing and educating parents/guardians and kids • Lower (K-2) and upper (3-5) grade assemblies in elementary schools • Bike rodeos at each participating school teaching students to ride a bike safely • Distribute Transportation Demand Management Toolkits • Bike clubs at 3 middle schools and • Bike shop programs at 2 high schools
<p><u>Encouragement</u></p> <ul style="list-style-type: none"> • Walk to School Day (Fall) • Bike to School Day (Spring) • Parent/Caregiver outreach • Contests 	<p><u>Encouragement</u></p> <ul style="list-style-type: none"> • Walk and Roll to School Day (Fall) • Bike to School Day (Spring) • Parent/Caregiver outreach • Organize additional activities selected by school communities such as: school storytelling, contests, and Shape Up San Francisco Walking Challenge team • Organize weekend activities during school events such as: helmet fitting and give-away, bike swap, on road family bike ride, or bike repair 	<p><u>Encouragement</u></p> <ul style="list-style-type: none"> • Walk and Roll to School Day (Fall) • Spring Celebration • Targeted, in-depth parent/caregiver outreach including recruiting parent champions, monthly support meetings, more time at school events, etc. • Support for regular, walk and roll events (walking school buses and bike trains)
<p><u>Enforcement</u></p> <ul style="list-style-type: none"> • Disqualified by funding source. 	<p><u>Enforcement</u></p> <ul style="list-style-type: none"> • Progressive enforcement of motor vehicle laws around schools • Portable speed radar signs 	<p><u>Enforcement</u></p> <ul style="list-style-type: none"> • Disqualified by funding source.

**Comparison of Current and Proposed
San Francisco Safe Routes to School Program**

2012-2013 School Year Funding: MTC Regional SR2S Cycle 1	2013-2014 School Year Funding: Federal SRTS Cycle 3	2014-2017 School Year Funding: MTC Regional SR2S Cycle 2
<p><u>Engineering</u></p> <ul style="list-style-type: none"> • Disqualified by funding source 	<p><u>Engineering</u></p> <ul style="list-style-type: none"> • Disqualified by funding source 	<p><u>Engineering</u></p> <ul style="list-style-type: none"> • Limited eligibility. Must inform MTC at the time of work scope submission (June 30, 2013) of need for flexible funds.
<p><u>Evaluation</u></p> <ul style="list-style-type: none"> • Travel tallies • Parent surveys • Track program progress 	<p><u>Evaluation</u></p> <ul style="list-style-type: none"> • Travel tallies • Parent surveys • Track program progress • Analyze pre and post collision history within ¼ mile of selected schools • Conduct walking audits of new schools (considered evaluation in this grant cycle) 	<p><u>Evaluation</u></p> <ul style="list-style-type: none"> • Travel tallies • Parent surveys • Track program progress