



Memorandum

Date: 03.18.11 **RE:** Plans and Programs Committee
March 22, 2011

To: Plans and Programs Commissioners Campos (Chair), Chu (Vice Chair), Avalos, Chiu, Wiener and Mirkarimi (Ex Officio)

From: Tilly Chang – Deputy Director for Planning *TCC*
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Through: José Luis Moscovich – Executive Director *José Luis*

Subject: **INFORMATION** – Update on Citywide Pedestrian Safety Efforts

Summary

At the January 11 meeting of the Plans and Programs Committee, Commissioner Chiu requested that staff assess and report back to the Committee on citywide pedestrian safety efforts. Commissioner Chiu asked that this report focus on two items: 1) identifying City agencies working on pedestrian safety issues and describing their relevant projects; and 2) identifying funding sources to support current and future pedestrian safety efforts. Authority staff will provide an update of citywide pedestrian safety trends and current planning initiatives. The San Francisco Municipal Transportation Agency (SFMTA) will also present, focusing on specific pedestrian safety activities and the SFMTA's role in the pedestrian sector including as the co-lead agency with the Department of Public Health for the Pedestrian Safety Task Force. **This is an information item.**

BACKGROUND

At the January 11 meeting of the Plans and Programs Committee, Commissioner Chiu requested that staff assess and report back to the Committee on citywide pedestrian safety efforts. Commissioner Chiu asked that this report focus on two items: 1) identifying those City agencies working on pedestrian safety issues and their relevant projects; and 2) identifying funding sources to support current and future pedestrian safety efforts. Commissioner Chiu also expressed concern about the incidence of pedestrian collisions, and resultant injuries and fatalities, in San Francisco.

The Authority has been, and continues to be, actively engaged in a range of pedestrian-focused and pedestrian-related activities, particularly in matters of funding, project delivery oversight, planning, and policy development. Prop K significantly increased pedestrian funding by establishing a pedestrian circulation and safety program—a new programmatic investment category distinct from the combined bicycle and pedestrian program of the previous Prop B expenditure plan. Prop K provided the first steady stream of funding for the City's traffic calming program as well, the need for which had been identified by the Authority's 1998 Strategic Analysis Report on Traffic Calming. Prop K has also funded the development of modal plans, including the recently-adopted Better Streets Plan (BSP). The Authority also programs and prioritizes funds for pedestrian focused programs such as county-share Transportation for Livable Communities. In addition, the Authority will administer the Prop AA Vehicle Registration Fee program, approved by voters in November 2010, which will direct new revenues to pedestrian safety projects and to "complete streets" resurfacing projects.

The Authority's 2004 Countywide Transportation Plan established a neighborhood transportation planning program, which helps to provide neighborhoods with technical support to conduct multimodal, community-based planning. All of the resultant planning efforts have emphasized the needs of pedestrians and prioritized pedestrian-related investments. Other Authority planning projects, such as transit and arterial corridor studies, have specifically highlighted the need to improve pedestrian safety and to enhance overall pedestrian conditions.

Pedestrian Safety Task Force: The Authority is one of 12 agencies currently participating in the City's newly-established Pedestrian Safety Task Force. The task force was created by the December 2010 Mayoral Executive Directive regarding pedestrian safety.¹ This directive articulates specific targets for reducing serious pedestrian injuries and pedestrian fatalities. The targets call for a 25 percent reduction within five years (by 2016) and a 50 percent reduction within ten years (by 2021) in the occurrence of serious and fatal pedestrian collisions. The directive also identifies several near-term actions and calls for development of a Pedestrian Action Plan to improve pedestrian safety and promote walking. The directive established the task force, composed of representatives from City agencies and from advocacy organizations, to help guide policy development and to improve the coordination of pedestrian-related activities.

The purpose of this memorandum is to respond to Commissioner Chiu's request for an update regarding citywide pedestrian safety planning efforts. Below, we provide a review of pedestrian safety data and trends, summarize pedestrian initiatives in San Francisco, discuss funding levels and issues, and assess key challenges to improving the City's capacity to effectively respond to pedestrian safety needs.

DISCUSSION

Pedestrian Safety – Trends and Comparisons: Our primary source of traffic safety data is the California Statewide Integrated Traffic Records System (SWITRS) maintained by the California Highway Patrol, which compiles all local collision reports into a unified database.² Fatalities from traffic collisions are tracked, and collisions resulting in injury are classified by severity of injury. Table 1, below, displays injury and fatality statistics by involved party for the most recent decade for which traffic collision data has been analyzed (1999-2008).

Table 1. Traffic Collision Injuries and Fatalities by Involved Party (1999-2008)

	Year	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Injury Collisions	All Users	4,304	4,182	3,917	3,777	3,511	3,038	3,227	2,869	3,021	3,010
	Pedestrians	915	955	895	862	815	727	747	726	796	799
	Bicyclists	429	364	360	307	311	316	343	343	451	468
Fatal Collisions	All Users	41	44	35	32	41	33	26	28	42	27
	Pedestrians	26	32	19	18	25	20	14	15	24	13
	Bicyclists	1	1	4	1	1	1	2	2	1	3

As shown in Table 1, injury collisions among all users have declined from well over 4,000 in 1999 to approximately 3,000 annually, although this decline was largely realized in the first half of the past

¹ Executive Directive 10-03: *Pedestrian Safety in San Francisco*.

² Unless otherwise noted, collision data presented in this subsection are from San Francisco Municipal Transportation Agency (SFMTA) reports analyzing SWITRS records for San Francisco. The SFMTA reports exclude collisions on freeways and within the Presidio; data is included for collisions on city streets that are classified as state highways (such as Van Ness and 19th Avenues).

decade. Of these injuries, approximately 5 to 6 percent were classified as “severe,” with 180 such injuries reported in 2008.

Occurrence of *pedestrian* injury collisions over the past decade has generally tracked with the rate of all injury collisions, with pedestrian injury collisions representing approximately 25 percent of total injury collisions during this period. Pedestrian injury collisions declined steadily to a low of 726 in 2006 (as compared to annual figures exceeding 1,000 in the 1990s). In 2007 and 2008, this figure was reported at just fewer than 800 per year. This slight rise from 2006 may be attributable in part to overall growth in tripmaking (and walking activity) during this period, which largely predated the recent economic downturn.

In recent years, the increase in bicycle injury collisions has been responsible for the majority of the growth in injuries among non-motorized users. Bicycle injury collisions in the past decade initially fell to a low of 307 in 2002, but subsequently rose to a high of 468 in 2008. This increase is likely due in part both to the significant rise in bicycling activity observed in recent years and to the citywide injunction on bicycle improvements which was in place from 2006 until August 2010.

Collisions resulting in injury are a more reliable indicator of safety trends than traffic deaths: fatal collisions, being rarer events, are subject to more random fluctuation and greater relative (percentage) shifts on a year-to-year basis. Still, across a longer timeframe, traffic fatalities have declined significantly. Annual traffic deaths among all users in the 1960s regularly exceeded 100 per year; during the 1999-2008 period, annual traffic fatality totals have varied between 26 and 44 annually. Pedestrian fatalities have represented approximately 60 percent of total traffic deaths during this ten-year period, with annual figures varying between 13 and 32 pedestrian fatalities per year.

Direct comparisons of pedestrian safety conditions across multiple cities are complicated by several key factors. These include significant variations in: quantity and length of trips made in whole or in part by walking; vehicular trip-making characteristics and traffic speeds; share of vehicular traffic served by grade-separated facilities (i.e. freeways) versus surface streets; character and intensity of land uses; resident and daytime population patterns; collision reporting practices; prevailing economic conditions; and other relevant factors. Any such comparisons should keep these considerations in mind.

On a per capita basis, San Francisco experienced 4.33 fatal traffic collisions (all users) per 100,000 residents in 2008. This figure includes fatalities on grade-separated freeways within the city. If freeway collisions are excluded, the 2008 traffic fatality rate was 3.34 per 100,000 residents. Considering all fatalities (including freeway data), San Francisco experienced more traffic deaths per capita in 2008 than cities such as London, Paris, and New York; a comparable rate to Seattle and Boston; and fewer fatalities than cities such as Chicago, Philadelphia, and Los Angeles. Our current levels of such incidents place us roughly in the “middle of the pack” with respect to peer cities domestically and internationally.

While San Francisco has made progress in reducing the occurrence of pedestrian injuries and fatalities, there exists a wide range of pedestrian safety conditions within San Francisco, and specialized attention is warranted for specific groups of concern such as youth, seniors, and disabled persons. Elderly pedestrians are particularly vulnerable to injury or death resulting from collisions: the rate of such incidents among persons aged 65 and over is four times that of adults (18-64) and 12 times that of minors (under 18).³ Geographic variations are also central considerations. Absolute levels of pedestrian collisions are concentrated within the city’s northeastern districts, including the Tenderloin and South of Market. When pedestrian collision history is normalized based on pedestrian activity

³ Source: Department of Public Health, 2011.

(exposure), areas of significant concern also emerge in outlying San Francisco neighborhoods, particularly in the south and southeast, where risk per pedestrian is elevated. In both cases, issues of pedestrian safety are of particular prominence in many of San Francisco's lower-income communities.

In order to address these needs and disparities and to meet aggressive goals to further reduce pedestrian injuries and fatalities, the City must develop and implement a more coordinated and better informed pedestrian safety strategy that includes an integrated set of interventions across areas of engineering, enforcement, education/encouragement, and evaluation.

Agency Roles and Responsibilities: As indicated by the Task Force's membership, jurisdictions and interests in the pedestrian sector lie across a broad range of agencies. Attachment 1 lists the range of these public agencies and notes their respective primary and secondary roles and responsibilities in the pedestrian sector. Although numerous agencies have a significant interest in pedestrian safety, a subset has particularly important roles to play in this regard:

- San Francisco Municipal Transportation Agency (SFMTA): As the operator of the City's surface transportation system, the SFMTA is responsible for planning, engineering, and implementing pedestrian safety capital improvements, traffic calming projects, transit access enhancements, and other pedestrian-related investments. The SFMTA also conducts evaluation and analysis activities, including development of annual collision reports, piloting and evaluation of new pedestrian safety strategies, and collection/analysis of citywide pedestrian count data. The SFMTA plays a key role in other areas as well, such as education and policy development.
- San Francisco Department of Public Health (DPH): DPH's pedestrian safety initiatives primarily fall into two areas. DPH's Community Health Promotion and Prevention branch leads the City's education and outreach efforts, including the Safe Routes to School program (in partnership with other agencies, including SFMTA and the School District) and the Safe and Active Walking Program, which includes partnerships with community-based organizations (CBOs) to identify pedestrian needs at the neighborhood level. DPH's Program on Health, Equity, and Sustainability is actively engaged in the areas of pedestrian data collection and research, development of pedestrian safety analysis tools and methods, and application of such research and tools to specific areas and planning projects.
- San Francisco Department of Public Works (DPW): DPW is responsible for design and maintenance of the City's public right-of-way, including street resurfacing projects, sidewalk repair fronting public properties, tree planting and maintenance on DPW-maintained streets, and the City's accessible curb ramp program. DPW shares responsibility with the SFMTA for physical planning and engineering design, and DPW has led implementation of "complete streets" projects that it has designed or implemented them on behalf of other agencies.
- San Francisco Planning Department: The Planning Department is responsible for developing and implementing land use policies through the General Plan and zoning code. The Planning Department also develops sub-area plans and urban design plans across the city. The Planning Department serves as the lead coordinating agency for the recently-adopted Better Streets Plan, which sets unified design guidelines for the pedestrian realm.
- San Francisco Police Department (SFPD): The SFPD's Traffic Company is responsible for traffic enforcement and investigation of collisions. Traffic enforcement is primarily provided by the Traffic Company's solo motorcycle officers. The SFPD also plays an active role in education and outreach.

In addition to City agencies, the Authority plays a central role in the pedestrian sector through planning, policy development, and funding.

Pedestrian Safety Projects and Initiatives: Pedestrian planning and pedestrian safety initiatives are being conducted across a broad range of agencies—both individually and collaboratively. These efforts include the interagency WalkFirst project and the development of the San Francisco Transportation Plan (SFTP), the update to the Countywide Plan led by the Authority. The SFTP has identified livability as a central goal area, with pedestrian safety as a key indicator in this regard. The SFTP is a chief mechanism through which San Francisco can advocate at the regional level for additional funding programs that support pedestrian safety, specifically through the process underway currently to develop the Bay Area’s first Sustainable Communities Strategy (SCS).

The current WalkFirst project, a collaboration of DPH, SFMTA, the Planning Department, and the Authority, is developing a unified framework for identifying and prioritizing pedestrian investments across the city. Through a technical and public process, WalkFirst is assessing pedestrian activity factors, as well as pedestrian safety and walking conditions criteria, to inform and guide development of the prioritization framework. City agencies and the Authority have also been coordinating grant applications to support further pedestrian strategy development and to support the eventual completion of a San Francisco Pedestrian Master Plan.

Funding and Project Delivery: Attachment 2 shows the Authority controlled funding programs that support pedestrian projects in San Francisco. The Authority programs on average 66% of the total annual funding or \$17 million, primarily through Prop K. The Traffic Calming program is the largest program to fund pedestrian projects. Attachment 3 shows the average annual amount available for pedestrian projects through discretionary funding programs, the largest source being the Transportation for Livable Communities regional grant program. Attachments 2 and 3 reflect that locally funded programs are the primary sources of funding for pedestrian projects, with 44% of the funds provided by the Prop K transportation sales tax. Effective use of local resources to meet pedestrian needs is critical.

Federal, state and regional funds combined provide more than half of the funds programmed to San Francisco pedestrian projects, with a majority of that funding administered at the regional level by the Metropolitan Transportation Commission. The key role of MTC underscores the importance of pedestrian advocacy in the regional planning process, specifically the MTC’s Regional Transportation Plan (RTP) update. The RTP will integrate long-range regional land use and housing policy with transportation investments through the Bay Area’s inaugural SCS, as required by SB 375. The development of the RTP/SCS is a key opportunity for San Francisco to advocate for a dedicated regional funding program to support pedestrian safety investments, since the RTP will ultimately drive investment decisions for discretionary funds.

The total average annual funding for San Francisco pedestrian projects estimated at \$25.5 million does not include the ongoing operational/maintenance and General Fund expenditures by DPW, SFMTA, Public Utilities Commission, and other agencies that support the pedestrian realm, as well as developer fees and tax increment financing that fund pedestrian improvements. Moreover, this figure does not include pedestrian improvements constructed through larger capital projects such as street resurfacing and transit projects, as well as projects that promote air quality improvements. While it is difficult to isolate the cost of pedestrian-specific improvements from these projects, walking plays a key role in the functioning of and connection between all transportation modes and the related need to integrate pedestrian elements into transportation projects should not be underestimated.

In addition, most of the funding programs listed in Attachments 2 and 3 do not support incremental maintenance costs of improved, more pedestrian-friendly streetscapes. This finding echoes the analysis of the City Controller's recent Streetscape Maintenance Financing Strategies Report. The most promising revenue sources identified in the Controller's Report to maintain enhanced streetscapes and/or better leverage existing funding mechanisms include special assessment districts and special taxes, as well as community stewardship/maintenance programs and agreements, all of which depend on the public's willingness to share in the responsibility for delivery and upkeep of "complete streets" projects.

Key Challenges in the Pedestrian Sector: In seeking to improve the City's ability to effectively respond to pedestrian needs, we have identified three central challenges:

1. **There is a need to better understand the causes and contributing factors of, and most effective responses to, pedestrian injuries and fatalities in San Francisco.** The development of an appropriate and coherent policy response to pedestrian safety goals requires an informed assessment of pedestrian safety needs and of the effectiveness of potential solutions. There already exists a wealth of relevant data and knowledge in this regard, and such an assessment should leverage the diverse experience and expertise regarding pedestrian safety issues that is found across City agencies. This work could entail, in part, a set of focused case study analyses of "hot-spot" locations with high incidence or rates of serious pedestrian injuries and/or pedestrian fatalities.

A common understanding of the factors associated with pedestrian safety, across agencies and stakeholders, is a requisite initial step in the development and advancement of an effective pedestrian safety strategy. Developing this shared baseline knowledge supports our ability to respond to pedestrian safety needs in two ways: first, by educating all parties about the relative effectiveness and roles of one strategy versus another; and second, by developing a more comprehensive interagency process for analyzing and addressing the problem. Without a shared understanding of the factors contributing to San Francisco's level of severe and fatal pedestrian collisions, we risk over-investing in some activities while under-investing in others. An effective policy response must articulate the roles and relationships among the major areas of intervention (e.g. engineering, enforcement, outreach and education, etc.). Knowing more about the nature of the problem supports our ability to identify appropriate solutions and prioritize and distribute limited resources among specific actions within these areas.

Public involvement is also needed to better understand the underlying causes of dangers pedestrians face on ground, particularly for hard-to-reach populations and areas. This effort will also help the City tap into funding sources that aim to address mobility and accessibility needs in low-income communities.

It is recommended that a primary focus of near-term measures be on the piloting and evaluation of a range of potential strategies so that this can inform development of long-term pedestrian circulation and safety plans. The Task Force will provide a suitable forum and clearinghouse for this process of assessment, education and information-sharing, and consensus-building.

2. **The development of a more systematic approach to pedestrian safety will require capacity-building over time.** The City's activities in the pedestrian sector are nascent and developing. This is due in part to the distributed institutional coverage of pedestrian circulation and safety in San Francisco, large number of competing priorities (particularly at SFMTA), and historical under-investment in the sector at all levels of government. In recognition of this, there have been some concerted and positive local initiatives in the pedestrian sector over the past several years, including

the programming of dedicated funds for pedestrian safety and traffic calming in Prop K and Prop AA, and the recent completion and adoption of the BSP, which sets new design guidelines for our public rights-of-way. Still, there is a need to better document and understand pedestrian safety conditions as noted above, and to develop more coordinated agency responses. A key component of this work includes improved tools and protocols for the analysis and sharing of pedestrian collision and injury data across multiple agencies and sources, such as matching Police Department accident reports to anonymized health information from the San Francisco General Hospital Trauma Center, which serves nearly all patients seriously injured in traffic collisions in the city.

Given that institutional responsibility in the pedestrian sector is currently quite fragmented, our present challenge is to operate as a more integrated team both in fulfilling near-term actions and in developing more comprehensive strategy and policy. Collaboration on both fronts is already occurring, including through WalkFirst, the Pedestrian Safety Task Force, the development of an implementation strategy for the BSP, and coordinated efforts to respond to grant opportunities. In the longer term, there is a need to build significant capacity at the SFMTA to track pedestrian safety conditions and to lead pedestrian safety efforts, with strong support from other agencies, particularly DPH, the Police Department's Traffic Company, the Planning Department, and the Authority.

- 3. The pedestrian sector needs a more comprehensive prioritization and funding strategy to make better use of existing funding sources while advocating for an increased level of pedestrian-dedicated funding.** As previously discussed, the complex funding environment where pedestrian needs frequently have to compete with other modes heightens the need for a more comprehensive funding and prioritization strategy for the pedestrian sector. While Attachment 2 shows a substantial amount of funds available for pedestrian projects, these funding programs are typically oversubscribed not only by primarily pedestrian projects but by projects with a focus on other modes, especially for grant programs with broad safety and livability goals. In the absence of a coherent citywide strategy, the City will miss opportunities to improve pedestrian safety particularly through construction coordination with complete streets and other modal improvements. Funding programs that can fund effective non-capital pedestrian safety initiatives, such as targeted enforcement programs and education efforts, are even scarcer. Therefore, while pedestrian elements need to be considered in all types of transportation projects, the share of discretionary funding programs that are specifically dedicated for essential pedestrian safety programs needs to grow. Developing clear priorities and cost estimates will help better quantify unfunded pedestrian needs, which will support revenue advocacy efforts. While advocating for an increase in pedestrian-dedicated funding, the City also needs to build internal capacity to facilitate delivery of pedestrian projects that are currently receiving a steady flow of funds.

Despite the aforementioned challenges, the City has made significant progress in reducing the incidence of pedestrian collisions and in improving coordination around pedestrian safety and circulation issues. The current high level of interest in the pedestrian sector has helped to renew the focus of stakeholders and City agencies on improving pedestrian conditions in San Francisco and on promoting safe and active walking. In the near-term, endeavors in this regard must focus in particular on capacity-building within appropriate agencies and the development of collaborative technical work to support advancement of a pedestrian strategy with a sound technical basis that represents the consensus blueprint for future action.

This is an information item.

ALTERNATIVES

None. This is an information item.

CAC POSITION

None. This is an information item.

FINANCIAL IMPACTS

None. This is an information item.

RECOMMENDATION

None. This is an information item.

Attachments:

1. Pedestrian Safety – Agency Roles
2. Authority Controlled Funding Programs for Pedestrian Improvements
3. Discretionary Funding Programs for Pedestrian Improvements

Attachment 1: Pedestrian Safety – Agency Roles

Agency	Engineering & Physical Planning	Enforcement	Education	Encouragement	Evaluation & Data Analysis	Policy & Legislation	Funding	Public Participation
San Francisco Municipal Transportation Agency (SFMTA)	X	(x)	(x)	(x)	X	(x)	(x)	X
Department of Public Health	(x)	(x)	X	X	X	(x)	(x)	(x)
Police Department		X	(x)		(x)			
Department of Public Works	X					(x)	(x)	(x)
Planning Department	X				X	X	(x)	X
San Francisco County Transportation Authority	(x)			(x)	(x)	X	X	X
Public Utilities Commission	(x)						(x)	
Mayor's Office on Disability	X		(x)	(x)		X	(x)	(x)
San Francisco Unified School District		(x)	X	X	(x)			(x)
Department of Environment			(x)	X	(x)	X	(x)	(x)
Fire Department	(x)							
Sources: SFMTA and Authority								

X– Major Focus/Responsibility

(x) – Secondary Focus/Responsibility

In addition to those agencies listed above, several agencies have responsibilities in specific locations (not citywide): Port of San Francisco, Redevelopment Agency, Mayor's Office of Economic and Workforce Development, Recreation and Park Department, California Department of Transportation (Caltrans), Bay Area Rapid Transit District, Peninsula Corridor Joint Powers Board (Caltrain), and Transbay Joint Power Authority.

Attachment 2: Authority Controlled Funding Programs for Pedestrian Improvements

Funding Program	Funding Source	Project Type	Average Annual Amount Based on Last Cycle		
			Total Available	Programmed to SF	Programmed to SF Pedestrian Projects
Pedestrian Focused					
Safe Routes to School - SF	Federal (Surface Transportation Program (STP)/Congestion Mitigation and Air Quality Improvement (CMAQ))	Capital / Education / Outreach	\$ 5,000,000 (regionwide)	\$ 360,000	\$ 360,000
Prop K BART Station Access, Safety, Capacity	Local	Planning / Capital	\$ 355,000	\$ 355,000	\$ 355,000
Prop K Balboa Park Station Access	Local	Planning / Capital	\$ 1,286,400	\$ 1,286,400	\$ 1,286,400
Prop K Other Upgrades to Major Arterials (19th Ave Bulb Outs) ¹	Local	Planning / Capital	\$ -	\$ -	\$ -
Prop K Pedestrian / Bicycle Facility Maintenance	Local	Planning / Capital	\$ 620,000	\$ 620,000	\$ 570,400
Prop K Traffic Calming	Local	Planning / Capital	\$ 3,066,500	\$ 3,066,500	\$ 3,066,500
Prop K Pedestrian Circulation/Safety	Local	Planning / Capital	\$ 1,088,000	\$ 1,088,000	\$ 1,088,000
Prop K Curb Ramps	Local	Capital	\$ 763,000	\$ 763,000	\$ 763,000
Prop K Tree Planting and Maintenance	Local	Capital	\$ 1,060,000	\$ 1,060,000	\$ 1,060,000

Attachment 2: Authority Controlled Funding Programs for Pedestrian Improvements

Funding Program	Funding Source	Project Type	Average Annual Amount Based on Last Cycle		
			Total Available	Programmed to SF	Programmed to SF Pedestrian Projects
Pedestrian Eligible					
Transportation Enhancements	Federal (STIP-TE)	Capital / Education / Outreach	\$ 6,383,000 (regionwide)	\$ 672,000	\$ 625,000
Transportation for Livable Communities - CMA Block Grant	Federal (CMAQ)	Capital	\$ 9,444,000 (regionwide)	\$ 997,000	\$ 997,000
Lifeline Transportation Program	State (State Transportation Assistance, Prop 1B, Job Access and Reverse Commute)	Capital / Operating	\$ 3,381,000 (regionwide)	\$ 3,381,000	\$ 1,666,000
Prop K New Signals and Signs	Local	Planning / Capital	\$ 1,770,000	\$ 1,770,000	\$ 1,062,000
Prop K Signals and Signs	Local	Planning / Capital	\$ 737,000	\$ 737,000	\$ 442,200
Prop K Transportation / Land Use Coordination	Local	Planning / Capital	\$ 582,000	\$ 582,000	\$ 582,000
Total - Authority Controlled				\$ 16,737,900	\$ 13,923,500

¹The 19th Avenue Bulb Outs project does not have any funds programmed in Fiscal Year 2009/10 or 2010/11 but has \$500,000 and \$1,000,000 available for allocation in Fiscal Year 2011/12 and 2012/13, respectively.

Attachment 3: Discretionary Funding Programs for Pedestrian Improvements

Funding Program	Funding Source	Project Type	Average Annual Amount Based on Last Cycle		
			Total Available	Programmed to SF	Programmed to SF pedestrian projects
Pedestrian Focused					
Safe Routes to School - Federal	Federal (SRTS)	Capital / Planning / Education / Outreach	\$ 22,970,000 (statewide)	\$ 413,000	\$ 413,000
Safe Routes to School - Regional ¹	Federal (CMAQ)	Capital / Planning / Education / Outreach	\$ 667,000 (regionwide)	\$ -	\$ -
Safe Routes to School - State	State (State Highway Account)	Capital / Planning / Education / Outreach	\$ 24,178,000 (statewide)	\$ 829,000	\$ 829,000
Transportation Development Act Article 3	State (TDA)	Capital	\$ 4,704,000 (regionwide)	\$ 653,000	\$ 327,000
Safe Routes to Transit	Regional (Regional Measure 2)	Capital / Planning	\$ 4,196,000 (regionwide)	\$ 1,090,000	\$ 922,000
Pedestrian Eligible					
Highway Safety Improvement	Federal (HSIP)	Capital	\$ 74,540,000 (statewide)	\$ 1,286,000	\$ 1,286,000
Office of Traffic Safety	Federal (National Highway Safety Act)	Capital	\$ 2,634,592 (statewide)	\$ 200,000	\$ 200,000
Station Area Planning	Federal (STP/CMAQ)	Planning	\$ 7,615,000 (regionwide)	\$ 1,110,000	\$ 1,110,000
Transportation for Livable Communities - Regional	Federal (CMAQ/Transportation Enhancement)	Capital	\$ 14,667,000 (regionwide)	\$ 2,470,000	\$ 2,470,000
Caltrans Planning Grant - Community Based Transportation Plan and Environmental Justice	State (State Highway Account)	Planning	\$ 5,956,000 (statewide)	\$ 680,000	\$ 680,000
			Total - Discretionary	\$ 8,731,000	\$ 8,237,000

¹ The Safe Routes to School - Regional competitive grant program was introduced as part of MTC's recent Climate Initiatives Program and has had only one cycle.