

THIS PRINT COVERS CALENDAR ITEM NO.: 10.1

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets – Transportation Engineering

BRIEF DESCRIPTION:

Approving various routine traffic and parking modifications.

SUMMARY:

- Under Proposition A, the SFMTA Board of Directors has authority to adopt parking and traffic regulations changes.
- Taxis are not exempt from any of these regulations.

ENCLOSURE:

1. SFMTAB Resolution

APPROVALS:

DATE

DIRECTOR OF DIVISION

PREPARING ITEM _____

EXECUTIVE DIRECTOR/CEO _____

SECRETARY _____

ADOPTED RESOLUTION

BE RETURNED TO _____ Tom Folks

ASSIGNED SFMTAB CALENDAR DATE: May 3, 2011

PAGE 2.

PURPOSE

To approve various routine traffic and parking modifications.

GOAL

This action is consistent with the SFMTA 2008-2012 Strategic Plan.

Goal 1: Customer Focus – To provide safe, accessible, reliable, clean and environmentally sustainable service and encourage the use of auto-alternative modes through the Transit First Policy.

Objective 1.1: Improve safety and security across all modes of transportation.

Goal 2: System Performance – To get customers where they want to go, when they want to be there.

Objective 2.4: Reduce congestion through major corridors.

Objective 2.5: Manage parking supply to align with SFMTA and community goals.

ITEMS

- A. ESTABLISH – YIELD SIGNS – Portola Drive, southbound off-ramp, at Clipper Street.
PH 4/15/11 Requested by Citizen.
- B. ESTABLISH – STOP SIGNS – Stopping 19th Street at Mississippi Street, making this intersection an All-way STOP. **PH 4/15/11 Requested by Residents.**
- C. ESTABLISH – RED ZONES – 6th Street, east side, from Natoma Street to 26 feet southerly; and 6th Street, west side, from Natoma Street to 27 feet northerly.
PH 4/15/11 Requested by SFMTA.
- D. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA X, 4-HOUR LIMIT, 8 AM TO 4 PM, MONDAY THROUGH FRIDAY – Minnesota Street, east side, from 22nd Street to 130 feet southerly. **PH 4/15/11 Requested by Residents.**
- E. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA Z, 2-HOUR LIMIT, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY – 22nd Street, both sides, between Fair Oaks and Dolores Streets. **PH 4/15/11 Requested by Residents.**
- F. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA I ELIGIBILITY – 1247-1299 Valencia Street (odd addresses only), allowing residents at these addresses to purchase Area I residential parking permits. (No sign changes to be made.) **PH 4/15/11 Requested by Residents.**
- G. REVOKE – TOW-AWAY, NO STOPPING ANYTIME – Jackson Street, north side, between Kearny Street and Columbus Avenue (installs 3 parking meter spaces). **PH 4/15/11 Requested by SFMTA.**
- H. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Jackson Street, south side, from Columbus Avenue to 70 feet westerly (removes 2 parking meter spaces). **PH 4/15/11 Requested by SFMTA.**

- I. 1150 OCEAN AVENUE (AT BRIGHTON AND LEE AVENUES) – VARIOUS IMPROVEMENTS – New Private Street: Brighton Avenue. New Public Street: Lee Avenue (at the Phelan Loop). Sidewalk Bulb extension (4' wide, making the sidewalk 14' wide) on North side of Ocean Avenue, between (new) Brighton Avenue and 60' west (74' extension of existing). Relocate West Crosswalk at Brighton Avenue to the west side of the new Brighton Avenue north extension. No Parking Any Time - Establish, Ocean Avenue, south side, between Brighton Avenue and 41' west. Sidewalk Bulb (3' wide, making the sidewalk 13' wide) on South side of Ocean Avenue, between Brighton Avenue and 41' west (41' bulb). Temporary Stop Signs, all-way, stopping Phelan Loop at Lee Avenue; and Lee Avenue at Phelan Loop. Overwide Driveway on the east side of Lee Avenue, between 133' and 169' north of Ocean Avenue (36' wide driveway). Overwide Driveway on the west side of Lee Avenue, between 111' and 154' north of Ocean Avenue (43' wide driveway). **PH 4/15/11 Requested by SFMTA.**
- J. ESTABLISH – NO LEFT or “U” TURN, 7 AM-9 AM AND 4 PM-6 PM, MONDAY – FRIDAY (Except Bicyclists) – Industrial Street, eastbound, at Loomis Street. **PH 4/15/11 Requested by Parent.**
- K. ESTABLISH – RIGHT TURN ONLY, 7 AM-9 AM AND 4 PM-6 PM, MONDAY – FRIDAY (Except Bicyclists) – Loomis Street, southbound, at Industrial Street. **PH 4/15/11 Requested by Parent.**
- L. ESTABLISH – NO PARKING ANYTIME, SATURDAYS AND SUNDAYS, MAY THROUGH SEPTEMBER, EXCEPT AREA A PERMITS [TRIAL] – Coit Tower Parking Lot at the terminus of Telegraph Hill Boulevard (the Monday through Friday regulations would remain the same). **PH 4/15/11 Requested by Residents.**
- M. RESCIND – 30-MINUTE LIMIT, 8 AM TO 9 PM, SATURDAY AND SUNDAY, MAY THROUGH SEPTEMBER, EXCEPT AREA A PERMITS [TRIAL] – Coit Tower Parking Lot at the terminus of Telegraph Hill Boulevard (the Monday through Friday regulations would remain the same). **PH 4/15/11 Requested by Residents.**
- N. ESTABLISH – RED ZONE – Geneva Ave., south side west of London Street; (Meter #924). **PH 4/15/11 Requested by SFMTA.**
- O. REVOKE – BLUE ZONE – Geneva Ave., south side, from 10 feet to 30 feet, east of London Street. **PH 4/15/11 Requested by SFMTA.**
- P. ESTABLISH – BLUE ZONE – Geneva Ave., south side, from London Street intersection to 18 feet easterly. **PH 4/15/11 Requested by SFMTA.**
- Q. ESTABLISH – BUS ZONE – California Street, south side, from Cherry Street to 117 feet easterly (extends existing 79-foot bus zone to 117 feet). **PH 4/15/11 Requested by Muni.**
- R. ESTABLISH – 90 DEGREE PARKING – Madrid Street, east side, from Russia Avenue to 350' northerly. **PH 4/15/11 Requested by Residents.**
- S. ESTABLISH – 45 DEGREE ANGLE PARKING – Paris Street, west side, from Persia Avenue to 66 feet northerly; and Vienna Street, west side, from Persia Avenue to 89 feet northerly. **PH 4/15/11 Requested by Residents.**

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency has received a request, or identified a need for traffic modifications as follows:

- A. ESTABLISH – YIELD SIGNS – Portola Drive, southbound off-ramp, at Clipper Street.
- B. ESTABLISH – STOP SIGNS – Stopping 19th Street at Mississippi Street, making this intersection an All-way STOP.
- C. ESTABLISH – RED ZONES – 6th Street, east side, from Natoma Street to 26 feet southerly; and 6th Street, west side, from Natoma Street to 27 feet northerly.
- D. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA X, 4-HOUR LIMIT, 8 AM TO 4 PM, MONDAY THROUGH FRIDAY – Minnesota Street, east side, from 22nd Street to 130 feet southerly.
- E. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA Z, 2-HOUR LIMIT, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY – 22nd Street, both sides, between Fair Oaks and Dolores Streets.
- F. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA I ELIGIBILITY – 1247-1299 Valencia Street, allowing residents at these addresses to purchase Area I residential parking permits.
- G. REVOKE – TOW-AWAY, NO STOPPING ANYTIME – Jackson Street, north side, between Kearny Street and Columbus Avenue.
- H. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Jackson Street, south side, from Columbus Avenue to 70 feet westerly.
- I. 1150 OCEAN AVENUE – VARIOUS IMPROVEMENTS –
New Private Street: Brighton Avenue. New Public Street: Lee Avenue. Sidewalk Bulb extension on North side of Ocean Avenue, between Brighton Avenue and 60' west. Relocate West Crosswalk at Brighton Avenue to the west side of the new Brighton Avenue north extension. No Parking Any Time - Establish, Ocean Avenue, south side, between Brighton Avenue and 41' west. Sidewalk Bulb on South side of Ocean Avenue, between Brighton Avenue and 41' west. Temporary Stop Signs, all-way, stopping Phelan Loop at Lee Avenue; and Lee Avenue at Phelan Loop. Overwide Driveway on the east side of Lee Avenue, between 133' and 169' north of Ocean Avenue. Overwide Driveway on the west side of Lee Avenue, between 111' and 154' north of Ocean Avenue.
- J. ESTABLISH – NO LEFT or “U” TURN, 7 AM-9 AM AND 4 PM-6 PM, MONDAY – FRIDAY – Industrial Street, eastbound, at Loomis Street.
- K. ESTABLISH – RIGHT TURN ONLY, 7 AM-9 AM AND 4 PM-6 PM, MONDAY – FRIDAY – Loomis Street, southbound, at Industrial Street.
- L. ESTABLISH – NO PARKING ANYTIME, SATURDAYS AND SUNDAYS, MAY THROUGH SEPTEMBER, EXCEPT AREA A PERMITS – Coit Tower Parking Lot at the terminus of Telegraph Hill Boulevard.
- M. RESCIND – 30-MINUTE LIMIT, 8 AM TO 9 PM, SATURDAY AND SUNDAY, MAY THROUGH SEPTEMBER, EXCEPT AREA A PERMITS – Coit Tower Parking Lot at the terminus of Telegraph Hill Boulevard.

- N. ESTABLISH – RED ZONE – Geneva Ave., south side west of London Street.
- O. REVOKE – BLUE ZONE – Geneva Ave., south side, from 10 feet to 30 feet, east of London Street.
- P. ESTABLISH – BLUE ZONE – Geneva Ave., south side, from London Street intersection to 18 feet easterly.
- Q. ESTABLISH – BUS ZONE – California Street, south side, from Cherry Street to 117 feet easterly.
- R. ESTABLISH – 90 DEGREE PARKING – Madrid Street, east side, from Russia Avenue to 350’ northerly.
- S. ESTABLISH – 45 DEGREE ANGLE PARKING – Paris Street, west side, from Persia Avenue to 66 feet northerly; and Vienna Street, west side, from Persia Avenue to 89 feet northerly.

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications through the public hearing process; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors, upon recommendation of the Executive Director/CEO and the Director of the Sustainable Streets Division does hereby approve the changes.

I hereby certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of

_____.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Authorizing the Department of Public Works (DPW) to award construction Contract No. 1685J: Van Ness Corridors Project - Gough Street to Bay Area Lightworks, Inc., 1300 Van Dyke Avenue Suite B, San Francisco, California 94124, for a total contract amount not to exceed \$1,062,880.

SUMMARY:

- On February 4, 2011, DPW issued a bid call for DPW Contract No. 1685J, Van Ness Corridors Project - Gough Street.
- This contract will upgrade the traffic signal infrastructure along Gough Street by installing traffic signal conduits, pull boxes and wires; and constructing traffic signal controller foundations. The duration will be 250 calendar days.
- SFMTA's Sustainable Streets Division staff completed initial conceptual design and some of the detailed design for this contract. DPW staff completed the final design, prepared the contract documents, and advertised the contract. DPW staff will also provide construction management services.
- The contract work will be funded through grants from the Federal Transit Administration (FTA) and the Traffic Light Synchronization Program (TLSP) of the California Infrastructure Bond (Proposition 1B), and through the local sales tax revenue (Proposition K).
- Among the three bids received, DPW has identified Bay Area Lightworks, Inc. as the lowest responsive and responsible bidder.
- The Contract Compliance Office has reviewed the bid proposals and confirmed that Bay Area Lightworks, Inc. meets the contract's 25% Small Business Enterprise (SBE) participation goal, in compliance with FTA contracting guidelines.

ENCLOSURES:

1. SFMTAB Resolution
2. Project Budget and Financial Plan

APPROVALS:

DATE

DIRECTOR OF DIVISION
PREPARING ITEM

FINANCE

EXECUTIVE DIRECTOR/CEO

SECRETARY

ADOPTED RESOLUTION
TO BE RETURNED TO

_____ Ramon S. Zamora

ASSIGNED SFMTAB CALENDAR DATE: _____

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PURPOSE

SFMTA staff requests that the SFMTA Board authorize DPW to award DPW Contract No. 1685J: Van Ness Corridors Project - Gough Street, to Bay Area Lightworks, Inc., for a total contract amount not to exceed \$1,062,880.

GOAL

The SFMTA will further the following goals of the Strategic Plan through the award and execution of this contract:

Goal 1 – Customer Focus: To provide safe, accessible, clean, environmentally sustainable service and encourage the use of auto-alternative modes through the Transit First Policy.

- 1.1 Improve safety and security across all modes of transportation
- 1.3 Reduce emissions as required by the SFMTA Clean Air Plan
- 1.5 Increase percentage of trips using more sustainable modes (such as transit, walking, bicycling, and rideshare)

Goal 2 – System Performance: To get customers where they want to go, when they want to be there.

- 2.1 Transit reliability: Improve on-time performance to 85%
- 2.3 Fulfill bicycle and pedestrian network connectivity
- 2.4 Reduce congestion through major corridors

Goal 3 – External Affairs/Community Relations: To improve the customer experience, community value, and enhance the image of the SFMTA, as well as ensure SFMTA is a leader in the industry.

- 3.2 Pursue internal and external customer satisfaction through proactive outreach and heightened communication conduits.
- 3.4 Enhance proactive participation and cooperatively strive for improved regional transportation.

Goal 6 – Information Technology: To improve service and efficiency, the SFMTA must leverage technology.

- 6.1 Information and Technology Leadership: Identify, develop, and deliver the enhanced systems and technologies required to support SFMTA's 2012 goals.

DESCRIPTION

Scope of Work

The SFMTA's Sustainable Streets Division proposes to upgrade the traffic signal communications infrastructure along Gough Street from Broadway to Page Street through DPW Contract No. 1685J: Van Ness Corridors Project - Gough Street. The current infrastructure in place has reached its operational useful life due to its deteriorating and obsolete technology. The proposal includes the installation of conduits, pull boxes, and traffic signal wires; and the construction of traffic signal controller foundations to replace the aging infrastructure along that corridor. The work will also include one block on Broadway from Gough Street to Franklin Street, to allow for a future communications link to the adjacent Franklin Street and Van Ness Avenue corridors.

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SFMTA expects to begin construction on Gough Street in the summer of 2011 and complete the work in 250 calendar days; the Franklin Street contract will follow with approximately a six-month lag.

SFMTA staff performed the initial conceptual design and some of the detailed design for this contract. DPW staff completed the final design, prepared the contract documents, and advertised the contract for bid. DPW staff will also provide construction management services during the construction period.

The SFMTA Contract Compliance Office has reviewed the bid proposals and confirmed that Bay Area Lightworks, Inc. meets the SBE participation goal of 25 percent established for this contract and will commit to meeting the non-discrimination equal employment requirements of the contract. Bay Area Lightworks, Inc. is in compliance with Chapter 12B of the San Francisco Administrative Code, which requires City contractors to offer the same benefits to domestic partners of employees as they do to spouses of employees.

Solicitation for Bids and Bid Opening

On February 4, 2011, the City began soliciting bids for this contract through public advertisements in the San Francisco Chronicle and the Small Business Exchange. In addition, the public advertisement was listed until the day of the bid opening on the City's internet website.

On March 9, 2011, the Department of Public Works received the following bids for DPW Contract No. 1685J:

1. Bay Area Lightworks, Inc.
1300 Van Dyke Avenue Suite B
San Francisco, California 94124
Bid Amount: \$1,062,880
2. Steiny and Company, Inc.
27 Sheridan Street
Vallejo, California 94590
Bid Amount: \$1,458,890
3. A. Ruiz Construction Co. & Assoc., Inc.
1601 Cortland Avenue
San Francisco, California 94110
Bid Amount: \$1,623,240.50

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Bay Area Lightworks, Inc. is a responsible contractor with extensive experience in traffic signal-related projects. Bay Area Lightworks, Inc. has completed the following recent traffic signal contracts: DPW Contract No. 0985J: Contract 32 Traffic Signal Modifications; DPW Contract No. 1577J: Accessible Pedestrian Signal (APS) Pole and Conduit Installation; and DPW Contract No. 1734J: Clarendon Avenue and Panorama Drive – New Traffic Signals.

In its bid for DPW Contract No. 1685J, Bay Area Lightworks, Inc. listed the following participating subcontractors and their SBE status:

- Phoenix Electric (San Francisco, California) - SBE
- Vickers Concrete Sawing (San Jose, California) – non SBE
- Esquivel Grading & Paving (San Francisco, California) - SBE

The time allotted for substantial completion of the work is 250 calendar days from the written Notice to Proceed. Liquidated damages are \$1,500 per day for contractor's delays that result in failure to complete the work on time.

The project is categorically exempt under the California Environmental Quality Act.

ALTERNATIVES CONSIDERED

Aside from contracting out using the competitive bid process for this work, the following alternatives were also considered:

- Replacement and/or Refurbishment – The replacement (in-kind) and/or refurbishment of existing traffic signal infrastructure is not feasible because the technology is obsolete. New equipment, including conduits and all related cabling and wiring need to be installed.
- No-Build Option – This option was not chosen because this contract was found to promote several of SFMTA's goals; in particular, the customer focus goal of improving safety across all modes of transportation.
- Rebidding and/or Renewing an Existing Contract – This option does not apply to Contract No. 1685J since there is no existing contract.
- Use of SFMTA In-House Staff – Construction of the new traffic signal upgrade work through in-house staff is not feasible because SFMTA does not have the staff resources to perform such work. SFMTA facilities such as the SFMTA Traffic Signal Shop are primarily staffed and equipped to maintain and repair existing systems and equipment, and are not prepared for larger-scale construction projects.

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Staff concluded that contracting out through the competitive bidding process is the best alternative for the execution of DPW Contract No. 1685J. Historically, competitive bidding has been the City's primary means of awarding transportation infrastructure construction contracts, and the SFMTA has found this method to be the most efficient and cost-effective.

FUNDING IMPACTS

This contract is funded through a combination of grants from the Federal Transit Administration and the Traffic Light Synchronization Program of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B), and through the local sales tax revenue (Proposition K). The Engineer's Estimate is \$1,505,140. The total bid amount by Bay Area Lightworks, Inc. (\$1,062,880) is below the total contract budget of \$1,655,650. The excess \$592,770 will be used to pay for potentially additional scope of work that may result from unforeseen field conditions. It may also be used to pay for other project related needs. The project funding plan is attached as Enclosure #2.

Operating funds required for the maintenance of the transportation infrastructure being constructed as part of this contract will be included in the SFMTA operating budget in future years.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The project is part of the SFgo Program, which was determined, on August 20, 2008, to be categorically exempt under the California Environmental Quality Act.

The City Attorney's Office has reviewed this report.

RECOMMENDATION

Staff recommends that the SFMTA Board authorize DPW to award DPW Contract No. 1685J: Van Ness Corridors Project - Gough Street, to Bay Area Lightworks, Inc., 1300 Van Dyke Avenue Suite B, San Francisco, California 94124, for a total contract amount not to exceed \$1,062,880.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, SFMTA has identified Gough Street, from Broadway to Page Street, for new traffic signal communications infrastructure upgrades and related work to replace current deteriorating and obsolete technology; and,

WHEREAS, Funding for the work will be provided through a combination of grants from the Federal Transit Administration (FTA) and the Traffic Light Synchronization Program of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B), and local sales tax revenue (Proposition K); and,

WHEREAS, On March 9, 2011, the Department of Public Works (DPW) received and publicly opened the following three bids for DPW Contract No. 1685J; and,

WHEREAS, DPW has determined that Bay Area Lightworks, Inc. is the lowest responsive and responsible bidder, with a bid of \$1,062,880; and,

WHEREAS, The SFMTA Contract Compliance Office has reviewed the bid documents and confirms that Bay Area Lightworks, Inc. has demonstrated that it meets the Small Business Enterprise (SBE) participation goal of 25 percent established for this contract, in compliance with FTA contracting guidelines; now therefore, be it,

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors authorizes the Department of Public Works to award DPW Contract No. 1685J: Van Ness Corridors Project - Gough Street, to Bay Area Lightworks, Inc., 1300 Van Dyke Avenue Suite B, San Francisco, California 94124, for the installation of pull boxes, conduits, and traffic signal wires; the construction of traffic signal controller cabinet foundations; and for other related work along the Gough Street corridor for a total contract amount not to exceed \$1,062,880, and not to exceed 250 calendar days.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of _____.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

ENCLOSURE #2

**DEPARTMENT OF PUBLIC WORKS
CONTRACT NO. 1685J: VAN NESS CORRIDORS PROJECT - GOUGH STREET**

Project Budget and Financial Plan

PROJECT BUDGET

Category	Budget Amount
SFMTA Traffic Engineering & DPW Bureau of Engineering (Planning and Design)	\$1,190,240
Construction Contract Cost plus 10% Contingency Gough Street	\$1,655,650
Construction Contract Cost plus 10% Contingency Franklin Street	\$1,607,430
Computer Network and Transit Priority Equipment	\$3,898,410
Force Accounts (Shops and Other City Departments)	\$2,505,500
Construction Completed by Existing Contracts	\$167,000
Construction Support to be provided by DPW and SFMTA - SSD	\$1,593,000
TOTAL (DESIGN AND CONSTRUCTION PHASES)	\$12,617,230

FINANCIAL PLAN

Funding Source	Amount	Percentage
FTA	\$6,036,380	48%
TLSP	\$5,110,000	40%
Proposition K	\$1,470,850	12%
TOTAL	\$12,617,230	100%

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Adopting Traffic Calming Projects for the Minna-Natoma and Silver Terrace neighborhoods.

SUMMARY:

- The goal of traffic calming is to minimize the negative impacts of motor vehicle travel and create balance among all modes of travel by working with the public to meet the needs of all road users.
- After an extensive community process, including numerous community meetings, workshops, newsletters, phone and email hotlines and local resident working groups, staff developed traffic calming projects for the Minna-Natoma and Silver Terrace neighborhoods.
- Measures within each project area draw from the toolbox of measures from the City-adopted Traffic Calming Guidelines, including speed humps, raised crosswalks, sidewalk bulb-outs and traffic islands.
- The Transportation Advisory Staff Committee (TASC), which has representatives from Muni Operations, Police and Fire Departments, has reviewed these Projects.
- Funding to implement project plan elements are primarily slated to come out from sales tax funds administered by the SF County Transportation Authority.
- Implementation of some measures require public hearings and SFMTA legislation.

ENCLOSURES:

1. SFMTAB Resolution
2. Traffic Calming Study Area Project Maps

APPROVALS:

DATE

DIRECTOR OF DIVISION

PREPARING ITEM _____

FINANCE _____

EXECUTIVE DIRECTOR/CEO _____

SECRETARY _____

ADOPTED RESOLUTION

BE RETURNED TO Nick Carr

ASSIGNED SFMTAB CALENDAR DATE: _____

PAGE 2.

PURPOSE

This calendar item requests that the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors adopt the Traffic Calming Projects for the Minna-Natoma and Silver Terrace neighborhoods.

Benefit to the SFMTA 2008 – 2012 Strategic Plan:

Goal 1: Customer Focus – To provide safe, accessible, clean, environmentally sustainable service and encourage the use of auto-alternative modes through the Transit First Policy.

Objective 1.1 – Improve safety and security across all modes of transportation.

DESCRIPTION

The passage of Proposition K in 2003 reauthorized the half-cent sales tax and dedicated funding for traffic calming projects for the City, when very little funding for such projects had existed before. Proposition K sets aside up to \$68 million over the next 30 years for traffic calming. The San Francisco County Transportation Authority (SFCTA) is charged with administering the funds through the Sales Tax Expenditure Plan. In 2009, SFMTA staff developed a 5-year plan jointly with the SFCTA and the public to define guidelines on how these sales tax funds will be prioritized.

The primary factors used in prioritizing the Minna-Natoma and Silver Terrace neighborhoods for traffic calming included traffic speeds, volumes, collision history, proximity to pedestrian generators and evidence of exhibition driving. Neighborhoods prioritized through evaluation of traffic data were then selected for geographic equity throughout the City, and included in the Proposition K 5-Year Plan for traffic calming.

The goal of traffic calming is to minimize the negative impacts of motor-vehicle travel, and create balance among all modes of travel by working with the public to meet the needs of street users. A primary objective of each Project is to reduce speeds, where found to be excessive, to be more consistent with the current speed limits on these mostly residential streets.

Traffic calming measures within each project area draw from the toolbox of measures from the City-adopted Traffic Calming Guidelines, including speed humps, raised crosswalks, sidewalk bulb-outs and traffic islands (see Exhibit A).

To this end, staff developed Traffic Calming Projects in the following neighborhoods:

1. Minna-Natoma (bounded by South Van Ness Avenue, 16th Street, Mission Street and 14th Street)
2. Silver Terrace (bounded by Silver Avenue, Palou Avenue, Williams Avenue, Phelps Street and Bayshore Boulevard)

PAGE 3.

For each project, staff convened several community meetings to seek input from residents, neighbors and other stakeholders. To facilitate community input and to make the project areas more manageable, staff convened smaller community working groups (CWGs) to serve as liaisons between the community at large and staff working on each project. Each CWG consisted of 5-9 community members who invested their time working with staff to develop and refine the Projects.

Staff collected traffic volume and speed data based on input from the community and CWGs to determine which streets warranted traffic calming measures. Not all streets had problems severe enough to warrant measures. Staff also worked with the community to come up with measures that did not plainly divert traffic from one street to the other. Staff worked on the technical side with various City departments, including Fire, Police, and Public Works, as well as other SFMTA staff, to make sure congestion and Muni impacts were taken into consideration. Another factor the program had to consider was minimizing any impact to members of the disabled community who have expressed concerns with speed humps, in particular.

Each Traffic Calming Project contains two or more phases for potential construction. This ensures that traffic calming measures are implemented incrementally and allows SFMTA staff and the community time to evaluate the changes before moving on to more extensive measures. It also ensures that more expensive improvements are installed only after the simpler measures have been tried and exhausted. SFMTA intends to be aggressive in applying for grants to fund the more expensive measures, if required, and to coordinate with other partner City agencies.

Some traffic calming measures require a public hearing and City legislation before implementation. This legislation is developed through approval by the Transportation Advisory Staff Committee and the San Francisco Municipal Transportation Agency Board of Directors.

Next Steps:

Once the projects are adopted, they become eligible for additional funding and implementation. Staff will immediately pursue implementation of Phase I measures with our current Traffic Calming funding allocation and a Safe Routes to School grant.

For Minna–Natoma, the Phase 1 project proposal was approved unanimously after a ballot of local residents. For some Silver Terrace measures, like speed humps, staff will ballot residents within a particular block to determine whether the measure should be installed on that block. Upon majority approval by ballot, the matter will be scheduled for a public hearing before going to construction.

Traffic Calming Toolbox of Measures:

Bulbs – Sidewalk bulbs physically changes the roadway by moving the curb farther towards the middle of the street. They are used to narrow the roadway and to create shorter pedestrian crossings. They also improve sight distance and influence driver behavior by changing the appearance of the street.

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Bus Bulbs – These are longer than typical corner bulbs and are designed to accommodate buses at transit stops.

Bump Removal – There are a number of old rumble strips throughout the City that were installed decades ago. These old-style bumps should be removed and upgraded to speed humps, if warranted.

Channelization Islands – At wide intersections, a channelization island can be installed to better define motorists' and pedestrians' path of travel.

Chicane –a measure used to introduce horizontal deflection along a roadway and remove the temptation for motorists to travel quickly down a straight line. This 'shift' in the roadway can be accomplished by alternating angle parking with parallel along the block.

Edgelines – painted markings that visually narrow the street. By directing traffic farther away from parked cars or sidewalks, edgelines provide extra buffer for pedestrians and other road users.

Gateway/Gateway Island – a gateway treatment gives motorists a visual cue that they have entered a residential or special neighborhood. Treatments range from a median island to bulbs from both sides of the street.

Median Island - raised islands in the center of street that can be used to narrow lanes for speed control and/or be used for pedestrian refuges in the middle of the crosswalk.

Speed Hump - asphalt mounds constructed on residential streets. Speed humps are typically 12 feet long and 3.5 inches high. Their vertical deflection encourages motorists to reduce speed.

Speed Cushion – a Speed Hump with slots to minimize vertical deflection impacts on bus routes.

Raised Crosswalk – raised crosswalks are a vertical deflection device with slopes similar to speed humps, but with a flat topped surface to accommodate a full crosswalk raised to approximately 3.5 inches above the roadway.

FUNDING IMPACT

Once a project is adopted, the project then becomes eligible for several grants in addition to sales tax funds. Grants like Safe Routes to Transit, Safe Routes to Schools and Transportation for Livable Communities usually require adopted plans to ensure that grant applications are project-ready and have been vetted fully with the community and technical City staff. Staff will be submitting allocation requests for sales tax funding for the early action items identified in each Project area.

PAGE 5.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The Planning Department has reviewed these Projects and has issued a Certificate of Exemption from Environmental Review (Categorical Exemption, Class 1 and 3 State CEQA Guidelines **under Sections 15301 and 15303**). A copy of this Categorical Exemption is available in the Board Secretary's office.

The City Attorney's Office has reviewed this report.

RECOMMENDATION

Staff recommends that the San Francisco Municipal Transportation Agency Board of Directors adopt the Traffic Calming Projects for the Minna-Natoma and Silver Terrace neighborhoods.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) developed a 5-Year Plan for Traffic Calming Projects citywide, to lay out a funding strategy for sales tax funds dedicated to such projects under Proposition K, the passage of which in 2003 reauthorized the half cent sales tax over the next 30 years; and,

WHEREAS, Minna-Natoma and Silver Terrace are the neighborhoods that were prioritized for study after community requests were approved for traffic calming study, based on factors such as traffic speeds, volumes, cut through traffic, collision history, geographic equity and according to the Traffic Calming Program's Five Year Plan; and,

WHEREAS, SFMTA staff held several neighborhood meetings and workshops in each neighborhood to solicit community input towards the development of the Traffic Calming Project for that neighborhood; and,

WHEREAS, The Transportation Advisory Staff Committee has reviewed each Project; and,

WHEREAS, The adopted Traffic Calming Projects will be useful in applying for future funding and designing physical improvements; however, implementation of regulatory changes in the Plans that impact parking and traffic, including bicycle lanes, will be subject to additional review and approval, including environmental review and further public outreach; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors adopts the Traffic Calming Projects for the Minna-Natoma and Silver Terrace neighborhoods.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of _____.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Minna-Natoma Traffic Calming Study Area Project Map

SFMTA

Municipal Transportation Agency



The project area is bounded by 14th Street, South Van Ness Avenue, 16th Street and Mission Street. There are no Muni routes through the area.

PHASE 1 TRAFFIC CALMING RECOMMENDATIONS for the Minna-Natoma area seek to address the worst speeding and pedestrian safety problems in the neighborhood in the most affordable manner. Proposed traffic calming measures include:

Minna Street:

- a **raised crosswalk** will be installed across Minna at 14th Street.
- a **speed hump** will be installed mid-block on Minna Street between 14th and 15th Streets
- an **edge line** will be painted on west side to narrow travel lane to 10 feet wide

Natoma Street:

- a **raised crosswalk** will be installed across Natoma at 14th Street
- a **speed hump** will be installed mid-block on Natoma Street
- an **edge line** will be painted on east side to narrow travel lane to 10 feet wide

15th Street:

- a **decorative crosswalk** will be installed across 15th Street at South Van Ness Avenue
- a **speed hump** will be installed on 15th Street, mid-block between South Van Ness and Natoma
- reduce 15th Street to one lane** westbound from South Van Ness to Minna with painted edge lines on both sides

Capp Street:

- a **speed hump** will be installed in front of the school yard
- a **raised crosswalk** will be installed across Capp Street at 16th Street
- **edge lines** will be painted on both sides to narrow the travel lanes to 10 feet in each direction

Adair Street:

- a **raised crosswalk** will be installed across Adair Street at Capp Street
- an **edge line** will be painted on north side to narrow travel lane to 10 feet

PHASE 2 TRAFFIC CALMING RECOMMENDATIONS

Minna Street:

-a raised crosswalk will be installed across Minna Street at intersection with 15th Street

Natoma Street:

-a raised crosswalk will be installed across Natoma Street at intersection with 15th Street

15th Street:

-a raised crosswalk will be installed across 15th Street at the west side crosswalk at Capp Street

-a raised crosswalk will be installed across 15th Street at Mission Street

Capp Street:

-sidewalk bulb out will be installed in the area south of the school entrance;

Adair Street:

-a raised crosswalk will be installed across Adair Street at South Van Ness Avenue

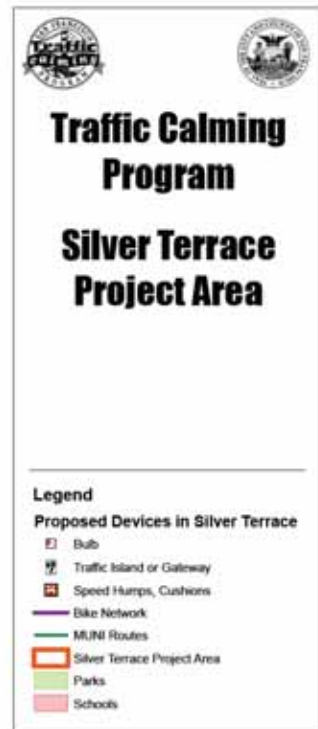
PHASE 3 -FUTURE (NON-SFMTA) FUNDING

Minna, Natoma and Adair Streets:

Permeable paving has been requested by residents for Adair, Minna and Natoma Streets when each is resurfaced, contingent on DPW approval and capacity to construct such a surface.

MAP OF RECOMMENDED SILVER TERRACE TRAFFIC CALMING LOCATIONS

SFMTA | Municipal Transportation Agency



The project area is bounded by Silver Avenue, Palou Street, Williams Avenue, Phelps Street and Bayshore Boulevard. There is a single Muni route through the area and Silver Avenue is the bicycle route in this area.

PHASE 1 TRAFFIC CALMING RECOMMENDATIONS seek to address the worst speeding and pedestrian safety problems in the neighborhood in the most affordable manner. Projects include:

- **Ledyard Street speed hump.** Install speed hump on Ledyard Street between Silver Avenue and Mercury Street.
- **Scotia Avenue speed hump.** Install speed hump on Scotia Avenue between Silver Avenue and Quint Street.
- **Topeka Avenue speed hump.** Install speed hump on Topeka Avenue between Silver Avenue and Mercury Street.
- **Maddux Avenue median island/choker.** Install median island or choker Street between Quint Street and Revere Avenue.
- **Quesada Avenue speed humps.** Install two speed humps on Quesada Avenue between Third and Newhall Streets.
- **Revere Street speed hump.** Install speed hump on Revere Street between Third and Newhall Streets.
- **Latona Street speed hump.** Install speed hump on Latona Street between Thornton Avenue and Bayview Street.

- **Thornton Avenue speed humps.** Install speed humps on Thornton Avenue between Waterville Street and Mercury Street and between Neptune Street and Diana Street.
- **Williams Avenue islands and bulb out.** Install pedestrian refuge median islands on Williams Avenue at the intersections of Apollo Street and Ceres Street. Install sidewalk corner bulb-out on SW corner of Williams/Phelps/Vesta intersection.

PHASE 2 TRAFFIC CALMING RECOMMENDATIONS

- **Ledyard Street gateway treatment.** Install gateway treatment at the intersection of Ledyard Street with Silver Avenue.
- **Scotia Avenue gateway treatment.** Install gateway treatment at the intersection of Scotia Avenue with Silver Avenue.
- **Topeka Avenue bulb-out at intersection of Bridgeview Drive.** Install a sidewalk corner bulb-out on the SE corner of the intersection of Topeka Avenue and Bridgeview Drive.
- **Newhall Street bulb-out at intersection of Bridgeview Drive.** Install a sidewalk corner bulb-out on the NE corner of the intersection of Newhall Street and Bridgeview Drive.
- **Quesada Avenue Gateway at Third Street.** Coordinate with DPW/Quesada Garden Initiatives median plaza project to improve the east tip of the landscaped median and improve pedestrian access from existing sidewalks.
- **Revere Avenue/Bayview Street gateway treatment at Third Street.** Install gateway treatment at the intersection of Revere Avenue/Bayview Street with Third Street.