

THIS PRINT COVERS CALENDAR ITEM NO.: 10.2

**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: _____

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 – NO LEFT TURN, 7 AM TO 9 AM AND 4 PM TO 6 PM, MONDAY THROUGH FRIDAY (EXCEPT BICYCLES) – Industrial Street, eastbound, at Loomis Street. **PH 4/15/11 Requested by SFMTA.**
- B. ESTABLISH – RIGHT TURN ONLY, 7 AM TO 9 AM AND 4 PM TO 6 PM, MONDAY THROUGH FRIDAY (EXCEPT BICYCLES) – Loomis Street, southbound, at Industrial Street. **PH 4/15/11 Requested by SFMTA.**
- C. ESTABLISH – BLUE ZONE – 400 Block of Berry Street, south side, from 0 feet to 23 feet west of meter #423, within the intersection at King Street (23-foot zone). **PH 4/29/11 Requested by SFMTA.**
- D. REVOKE – BLUE ZONE – Noe Street, west side, from 19 feet to 37 feet south of Beaver Street (18-foot zone). **PH 4/29/11 Requested by Duboce Triangle Neighborhood Association.**
- E. ESTABLISH – BLUE ZONE – Noe Street, west side, from 3 feet to 23 feet south of Beaver Street (20-foot zone). **PH 4/29/11 Requested by Duboce Triangle Neighborhood Association.**
- F. ESTABLISH – BUS ZONE – Folsom Street, east side, from 14th Street to 85 feet southerly. **PH 5/6/11 Requested by SFMTA.**
- G. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – 1000 block of Sacramento, north side, from 142 feet to 175 feet east of Mason. **PH 5/6/11 Requested by Resident.**
- H. ESTABLISH – STOP SIGN – Stopping 25th Street at Bartlett Street, making this intersection an all-way STOP. **PH 5/6/11 Requested by Residents.**
- I. ESTABLISH – PARKING METER VARIABLE PRICE AREA (4-HOUR TIME LIMIT 9 AM TO 6 PM, MONDAY THROUGH SATURDAY) – Elm Street, north side, between Franklin and Gough streets. **PH 5/6/11 Requested by Resident.**
- J. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – Mission Street, north side, from Fremont Street to 81 feet easterly (Removes general 1-hour metered parking spaces #324, #326, and #330). **PH 5/6/11 Requested by SFMTA.**
- K. REVOKE – PARKING METER AREA 3, 1-HOUR LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY and ESTABLISH – PARKING METER AREA 3, 4-HOUR LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – Post Street, both sides, between Hyde and Larkin streets. **PH 5/6/11 Requested by SFMTA.**

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- L. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA S, 2-HOUR LIMIT, 8 AM TO 9 PM, MONDAY THROUGH FRIDAY – 20th Street, both sides, between Guerrero and Dolores streets; and 20th Street, south side, between Dolores and Church streets. **PH 5/6/11 Requested by Residents.**
- M. REVOKE – PARALLEL PARKING and ESTABLISH – 60 DEGREE PARKING – Parker Avenue, east side, from 0 feet to 103 feet south of Geary. **PH 5/6/11 Requested by Resident.**
- N. RESCIND – NO PARKING ANYTIME and ESTABLISH – SHUTTLE BUS PARKING ONLY, AT ALL TIMES – 23rd Street, south side, from 65 feet to 95 feet east of Utah Street, between the crosswalks opposite the SFGH driveway. **PH 5/6/11 Requested by SFGH.**
- O. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA S AND Z BUFFER ZONE, 2-HOUR LIMIT, 8 AM TO 9 PM, MONDAY THROUGH FRIDAY – Elizabeth Street, south side, between Sanchez and Church streets (residents on both sides of the street would be eligible to purchase S parking permits, but signs would only be added to the south side). **PH 5/6/11 Requested by Residents.**
- P. ESTABLISH – TOW-AWAY NO STOPPING ANY TIME – North side of Minna Street from Second Street to 32 feet westerly (removing metered parking space #104). **PH 5/6/11 Requested by Business.**
- Q. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – California Street, north side, from Funston Avenue to 135 feet easterly; and California Street, south side, from Funston Avenue to 105 feet easterly. **PH 5/6/11 Requested by SFMTA.**
- R. RESCIND – TOW-AWAY NO PARKING ANYTIME – 17th Street, north side, from Castro Street to 160 feet easterly. **PH 5/6/11 Requested by Residents.**
- S. RESCIND – 4-HOUR PARKING, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY – Pennsylvania Avenue, east side, from 315 feet south of 23rd Street to I-280 off-ramp. **PH 5/6/11 Requested by Residents.**
- T. ESTABLISH – COMMERCIAL TRUCK LOADING ZONE, 30-MINUTE LIMIT, 11 AM TO 5 PM, MONDAY THROUGH SATURDAY and ESTABLISH – TOW AWAY NO STOPPING ALL OTHER TIMES – Market Street, north side, from 62 feet to 97 feet west of Castro Street (a 35-foot zone). **PH 5/6/11 Requested by Residents.**
- U. ESTABLISH – NO LEFT TURN EXCEPT BUSES AND TAXIS and REVOKE – NO LEFT TURN EXCEPT MUNI; TAXIS EXEMPT EXCEPT 7 AM TO 9 AM AND 4 PM TO 6 PM, MONDAY THROUGH FRIDAY – 4th Street, northbound, at Townsend Street. **PH 5/6/11 Requested by Shuttle Bus Business.**
- V. ESTABLISH – NO COMMERCIAL VEHICLES WITH NINE OR MORE SEATS – Mason, Powell, and Stockton Streets between Lombard and Francisco Streets; and Francisco, Chestnut and Lombard Streets between Mason and Stockton Streets. **PH 5/6/11 Requested by Supervisor Chiu.**
- W. ESTABLISH – BICYCLE LANES – Phelan Avenue, northbound, from 180 feet north of Ocean Avenue to Judson Avenue; Phelan Avenue, southbound, from Judson Avenue to 340 feet north of Ocean Avenue; Judson Avenue, eastbound, from Phelan Avenue to Genessee Street; and Judson Avenue, westbound, from Genessee Street to Phelan Avenue. **PH 5/6/11 Requested by SFMTA.**
- X. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – Phelan Avenue, west side, from Lee Avenue to 145 feet northerly. **PH 5/6/11 Requested by SFMTA.**
- Y. RESCIND – PERPENDICULAR PARKING – Illinois Street, east side, between 19th and 22nd Streets. **SF Port Commission PH 5/9/06 and SF Board of Supervisors, Land Use and Economic Development Committee PH 6/7/06.**

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- Z. ESTABLISH – BACK-IN ANGLED PARKING, 60 DEGREES – Illinois Street, east side, between 18th Street and 132 feet south of Mariposa Street. **SF Port Commission PH 5/9/06 and SF Board of Supervisors, Land Use and Economic Development Committee PH 6/7/06.**
- AA. ESTABLISH – BACK-IN ANGLED PARKING, 45 DEGREES – Illinois Street, east side, between 20th and 22nd Streets. **SF Port Commission PH 5/9/06 and SF Board of Supervisors, Land Use and Economic Development Committee PH 6/7/06.**

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 – NO LEFT TURN, 7 AM TO 9 AM AND 4 PM TO 6 PM, MONDAY THROUGH FRIDAY (EXCEPT BICYCLES) – Industrial Street, eastbound, at Loomis Street.
- B. ESTABLISH – RIGHT TURN ONLY, 7 AM TO 9 AM AND 4 PM TO 6 PM, MONDAY THROUGH FRIDAY (EXCEPT BICYCLES) – Loomis Street, southbound, at Industrial Street.
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- F. ESTABLISH – BUS ZONE – Folsom Street, east side, from 14th Street to 85 feet southerly.
- G. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – 1000 block of Sacramento, north side, from 142 feet to 175 feet east of Mason.
- H. ESTABLISH – STOP SIGN – Stopping 25th Street at Bartlett Street, making this intersection an all-way STOP.
- I. ESTABLISH – PARKING METER VARIABLE PRICE AREA (4-HOUR TIME LIMIT 9 AM TO 6 PM, MONDAY THROUGH SATURDAY) – Elm Street, north side, between Franklin and Gough streets.
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from Funston Avenue to 135 feet easterly; and California Street, south side, from Funston Avenue to 105 feet easterly.

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- W. ESTABLISH – BICYCLE LANES – Phelan Avenue, northbound, from 180 feet north of Ocean Avenue to Judson Avenue; Phelan Avenue, southbound, from Judson Avenue to 340 feet north of Ocean Avenue; Judson Avenue, eastbound, from Phelan Avenue to Genessee Street; and Judson Avenue, westbound, from Genessee Street to Phelan Avenue.
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- Y. RESCIND – PERPENDICULAR PARKING – Illinois Street, east side, between 19th and 22nd Streets.
- Z. ESTABLISH – BACK-IN ANGLED PARKING, 60 DEGREES – Illinois Street, east side, between 18th Street and 132 feet south of Mariposa Street.
- AA. ESTABLISH – BACK-IN ANGLED PARKING, 45 DEGREES – Illinois Street, east side, between 20th and 22nd Streets.

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

THIS PRINT COVERS CALENDAR ITEM NO. : 10.4

**MUNICIPAL TRANSPORTATION AGENCY
City and County of San Francisco**

DIVISION: Office of the Board of Directors

BRIEF DESCRIPTION:

Appointing Debra Johnson, Director, Administration, Taxis and Accessible Services to the Board of Trustees for the Transport Workers Union-San Francisco Municipal Railway Trust Fund.

SUMMARY:

- San Francisco Civil Service Commission Rule 406.4 provides that the Transportation Workers Union-San Francisco Municipal Railway Trust Fund (Trust Fund) shall be administered by a six member Board of Trustees.
- Two of the trustees are appointed by the SFMTA Board of Directors and serve at the pleasure of the SFMTA Board of Directors.
- Ms. Johnson is being appointed to the MIF Trust Fund Board to replace Cameron Beach.
- The second trustee is Terrie Williams, manager, Budget and Grants in the Finance and Information Technology Division.

ENCLOSURES:

1. SFMTAB Resolution

APPROVALS:

DATE

DIRECTOR OF DIVISION

PREPARING ITEM _____

FINANCE _____

EXECUTIVE DIRECTOR/CEO _____

SECRETARY _____

ADOPTED RESOLUTION _____

BE RETURNED TO

ASSIGNED MTAB CALENDAR DATE: _____

PURPOSE

To appoint Ms. Debra Johnson, Director, Administration, Taxis and Accessible Services to serve on the Trust Fund's Board of Trustees.

GOAL

The SFMTA will further the following goals and objectives of the Strategic Plan:

Goal 4: Financial Capacity – To ensure financial stability and effective resource utilization

Objective 4.1 – Increase revenue by 20% or more by 2012 by improving collections and identifying new sources

Objective 4.2 - Ensure efficient and effective use of resources

DESCRIPTION

Former Section A8.404(d) of the San Francisco Charter called for the creation of a Transport Workers Union – San Francisco Municipal Railway Trust Fund to hold and distribute certain funds deposited by the City for the benefit of transit operators.

San Francisco Civil Service Commission Rule 406.4 provides that the Trust Fund shall be administered by a six member Board of Trustees. Two of the trustees are appointed by the SFMTA Board of Directors and serve at the pleasure of the SFMTA Board of Directors. Cameron Beach served as one of the trustees and by vote of the SFMTA Board of Directors, will be replaced by Ms. Johnson. The second trustee is Terrie Williams, manager, Budget and Grants in the Finance and Information Technology Division.

Three trustees are appointed by the Transport Workers Union, Local 250A. The remaining appointment is made by the Civil Service Commission.

The key powers and duties of the Board of Trustees include establishing a detailed procedure for the receipt of monies to the Trust Fund and for the administration of the Trust Fund; the types of benefits that shall be made available to transit operators and the procedures for the disbursement of such benefits; and procedures for the investment of funds.

While Proposition G, approved by voters in November 2010, eliminated Section A8.404(d) and the Trust Fund, the Board of Trustees must make final decisions about the disbursement of funds remaining in the account in accordance with its original purposes.

ALTERNATIVE CONSIDERED

None

FUNDING IMPACT

None

OTHER APPROVALS RECEIVED OR STILL REQUIRED

No other approvals are required. The San Francisco Municipal Transportation Agency (SFMTA) Board of Directors has the authority to appoint SFMTA trustees.

The City Attorney's Office has reviewed this calendar item.

RECOMMENDATION

Staff recommends that the SFMTA Board appoint Debra Johnson, Director, Administration, Taxis and Accessible Services to serve on the Board of Trustees for the Transportation Workers Union-San Francisco Municipal Railway Trust Fund.

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SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, San Francisco Civil Service Commission Rule 406.4 provides that the Transport Workers Union-San Francisco Municipal Railway Trust Fund shall be administered by a six member Board of Trustees; and

WHEREAS, Two of the trustees are appointed by the San Francisco Municipal Transportation Agency Board of Directors and serve at the pleasure of the SFMTA Board of Directors; and

WHEREAS, There is currently a vacancy on the Trust Fund Board that the SFMTA Board of Directors wishes to fill; now, therefore be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors does hereby appoint Debra Johnson, Director, Administration, Taxis and Accessible Services to the Board of Trustees for the Transportation Workers Union-San Francisco Municipal Railway Trust Fund.

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

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

THIS PRINT COVERS CALENDAR ITEM NO. : 12

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

The purpose of this item is to provide a status update on the implementation of 15 mile per hour (MPH) speed limit signage near schools, and to provide an update on the efforts to increase pedestrian safety in District 6.

SUMMARY:

- This item is being presented in response to the SFMTA Board of Directors' meeting on April 5, 2011 request for an update of the SFMTA's ongoing efforts to improve pedestrian safety.
- Installation of 15 MPH signage citywide could begin in September 2011 and could be completed by winter 2012, if the SFCTA Sales Tax (Prop K) funding request is approved by the Transportation Authority in July 2011.
- Pedestrian safety projects in District 6 are in various states of progress, ranging from planning to already-implemented. Some of this work is in direct response to Mayor Newsom's Executive Directive 10-03, dated December 20, 2010, some is in response to requests by Supervisor Kim, some is in response to citizen requests, and some is being done as part of ongoing, city-sponsored projects.

ENCLOSURES:

None

APPROVALS:

DATE

DIRECTOR OF DIVISION
PREPARING ITEM

FINANCE

EXECUTIVE DIRECTOR/CEO

SECRETARY

ADOPTED RESOLUTION
TO BE RETURNED TO

Laura Stonehill

ASSIGNED SFMTAB CALENDAR DATE: _____

PAGE 2.

PURPOSE

This item is being presented in response to the request for an update of the SFMTA's ongoing efforts to improve pedestrian safety from the SFMTA Board of Directors at its April 5, 2011 meeting. This topic was also discussed at the Board's February workshop. The purpose of this item is to provide a status update on the implementation of 15 MPH speed limit signage near schools and on the work to increase pedestrian safety in District 6.

GOAL

The proposed projects intend to fulfill the following goals and objectives of 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 2.3: Fulfill bicycle and pedestrian network connectivity.

DESCRIPTION

15 MPH Speed Signage Near Schools

On December 20, 2010, Mayor Gavin Newsom issued Executive Directive 10-03 regarding Pedestrian Safety in San Francisco. This Directive set a goal of reducing serious and fatal pedestrian injuries by 25 percent by the year 2016 and by 50 percent by the year 2021. The Directive also issued a number of specific near term action items, including the implementation of 15 MPH speed limit signage at all schools in San Francisco, as allowed under the Vehicle Code.

Assembly Bill 321 (AB 321), passed in 2007, modified California Vehicle Code Section 22358.4 (CVC 22358.4), allowing local authorities to implement 15 MPH speed limit zones within 500 feet of schools, while children are present.

The Vehicle Code further stipulates that in order to change speed limits to 15 MPH adjacent to schools, the following conditions must be met:

- The street must be contiguous to a school
- It must have no more than two motor vehicle travel lanes
- It must have an existing speed limit of 30 MPH or less
- It must take into consideration conditions from CVC Section 627 (Engineering and Traffic Survey). Those Engineering Traffic Survey conditions are:

PAGE 3.

- Residential density threshold
- History of collisions at the location
- Conditions are not readily apparent to the driver
- A need to improve pedestrian and bicyclist safety

In addition to lowering the speed limit near schools, the SFMTA will also coordinate with the San Francisco Police Department to enforce speed limits and will work with other city departments, through the Pedestrian Safety Task Force established by Executive Directive 10-03, to educate the community to enhance motorist compliance.

15 MPH Speed Signage Near Schools -Implementation Plan

The Sustainable Streets Division has begun the planning phase of this project. Roughly 200 public and private schools throughout San Francisco have been identified as potentially eligible to receive this additional 15 MPH signage. Next, each street surrounding each school must be analyzed to see if it meets the criteria previously mentioned in this memo and listed in the Vehicle Code. Each street will have to be brought one by one to the SFMTA Board for legislative action. The SFMTA has applied for the San Francisco County Transportation Authority (SFCTA) Sales Tax (Prop K) funding.

All work will be performed by SFMTA staff. Planning and design will be completed by staff in the Livable Streets Subdivision of Sustainable Streets, and installation will be performed by the SFMTA Field Operations Subdivision.

15 MPH Speed Signage Near Schools -Schedule

The SFMTA has already begun the planning phase. Installation of 15 MPH signage citywide could begin in September 2011 and could be completed by winter 2012, if the Prop K funding request is approved by the SFCTA in July 2011.

Update on District 6 Work to Increase Pedestrian Safety

The following represents the status of work being done by the Sustainable Streets Division to increase the pedestrian safety in District 6. Some of this work is in direct response to Mayor Newsom's Executive Directive 10-03, dated December 20, 2010, some is in response to requests by Supervisor Kim, some is in response to citizen requests, and some is being done as part of ongoing, city-sponsored projects.

Update on District 6 Work to Increase Pedestrian Safety-Updates for Specific Locations

The 2011 activities highlighted in our presentation to the Board of Supervisors' Public Safety Committee Hearing on April 7 are outlined below with their associated implementation timelines.

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Task	Timeline (for implementation unless otherwise noted)
Powell Street Promenade (parklet)	May 19, 2011 (six-month trial)
Marshall Elementary School - Home Zone and 15 MPH signage	June 2011 – June 2012
Bessie Carmichael Elementary School – 15 MPH signage on Sherman and Cleveland streets	Complete
3 rd Street/King Street Accessible Pedestrian Signal	Design: April 2011 – March 2012 Advertise Construction: April – June 2012 Start Construction: July 2012
Ellis and Eddy Pedestrian Safety Improvements	Bulbouts complete at: Eddy Street / Hyde Street (southeast corner) Eddy Street / Jones Street (east corners) Ellis Street / Hyde Street (southeast corner) Ellis Street / Mason Street (southeast corner)
Increase Visibility at Corners in SoMa Grid	Upon receipt of funding (est. four months), 1 year to design and to install Work orders already issued for 6 th Street (and some have been installed already)
Reduce Speed Limits on Howard and Folsom Streets	Public hearing: May 2011 SFMTA Board meeting: July 2011 Sign installation: August 2011
McAllister Street Two-Way Conversion	June 2011
Pedestrian signals at:	
8 th Street/Bryant Street	Work order submitted
10 th Street/Bryant Street	Complete
Harrison Street/Spear Street	Work order submitted
Fremont Street/Harrison Street	Work order submitted
Polk Street/O'Farrell Street	Advertise: July 2011 Construction: October 2011 – November 2012
Ellis Street/Gough Street	Design: April 2011 – March 2012 Advertise: April – June 2012 Start construction: July 2012
Folsom Street/Russ Street	July 2011 – October 2012

Upgrades to traffic striping, signage, and signal timing throughout District 6 are being made in response to various requests. Highlights of this work include: marking crosswalks across alleys on 5th and 6th streets between Market and Howard streets, converting standard crosswalks to high-visibility crosswalks, modifying the signal timing at the intersection of Harrison and Main streets to provide a pedestrian head start, installing additional florescent-yellow green warning signs for turning vehicles to yield to pedestrians and getting an agreement from Caltrans to modify the roadway geometry at the I-280 off-ramp at 6th Street.

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Update on District 6 Work to Increase Pedestrian Safety-Planning Efforts

The SFMTA is one of two agencies (along with the Department of Public Health) leading the Pedestrian Safety Task Force – the working group responsible for coordinating the implementation of Executive Directive 10-03. The Pedestrian Safety Task Force has been meeting regularly and has established three subcommittees to focus on specific deliverables to achieve the Directive’s target reduction of 25 percent in serious and fatal pedestrian injuries by 2016 and a reduction of 50 percent by 2021.

The WalkFirst project (led by the Department of Public Health) is another initiative which seeks to encourage walking as a way of getting around the city by improving walking conditions. The project is identifying where people walk and prioritizing where and what type of infrastructure improvements should be made to maximize the benefits of limited funding. The project is well underway, and the first phase will be completed in September. Additional grant funding is being sought to increase the amount of community input into the prioritization system (Caltrans Community Based Planning Grant) and to fill in gaps in available data (Office of Traffic Safety Grant).

The Eastern Neighborhoods Transportation Implementation Planning Study (EN TRIPS) is identifying and developing transportation infrastructure improvements to serve the needs of San Francisco’s Eastern Neighborhoods, as envisioned by the Eastern Neighborhoods Area Plans. The study area of EN TRIPS includes not only the Eastern Neighborhoods themselves (the Mission District, Eastern South of Market, Potrero Hill/Showplace Square, and the Central Waterfront), but also surrounding planning districts (Mission Bay, the Transbay District, and Western South of Market) *that share key transportation corridors with the Eastern Neighborhoods*. EN TRIPS is a planning study that includes analysis of future transportation conditions in the study area as related to planned residential and employment growth, and it will result in a plan that will include recommendations for conceptual circulation and transportation improvements along three identified “priority” corridors, as well as for solutions to “recurring transportation challenges” that have been found to occur throughout the study area.

Currently, the analysis phase has been completed, pointing to a concentration of the most significant transportation impacts of future growth to be in SoMa and along several key city arteries. The project team is now beginning the process of finalizing recommendations for the three “priority” corridors and improvement concepts for each. Circulation improvement concept plans will be developed in coordination with the identification of and recommendations for recurring transportation challenges. This work will be concluded in fall 2011 and be followed by a report and implementation plan that will be complete by the end of the year.

While EN TRIPS may not directly result in specific improvements for pedestrian safety in District 6, it will act as a tool that will serve to develop concepts for improving pedestrian safety in specific and/or recurring locations, and will provide guidance on how pedestrian safety concerns can be addressed through ongoing transportation improvement programs.

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Related to EN TRIPS, the Environmental Impact Report (EIR) for the Western SoMa plan, a community-generated plan, is under review by the Planning Department. SFMTA staff is providing comments on the feasibility of specific recommendations as well as on the consistency of proposals with existing and/or planned projects. After the EIR is adopted, implementing agencies will need to seek funding to design and to build specific elements of the plan. To the extent possible, these efforts will be coordinated with existing projects (Central Subway and Transbay Terminal construction, paving projects, etc.) and planning efforts (EN TRIPS, Pedestrian Safety Task Force, etc.).

In contrast to the more project-based initiatives above, the SFMTA has an active, ongoing traffic calming program based in the Livable Streets Subdivision. Our approach to traffic calming on arterial streets has historically focused on expensive, major capital improvements (sidewalk widening, curb bulbouts, etc.). This approach combined with funding constraints limits our ability to address outstanding needs for calming traffic on arterial streets in a timely manner. Traffic calming tools currently at our disposal (such as lane reductions, curb bulbouts, adding bicycle lanes) would likely not have a significant impact on the speed of traffic on District 6's arterial streets – especially those in SoMa due to their width and the number of travel lanes. This year, we will be re-evaluating the arterial track of our traffic calming program and exploring the use of new tools, such as signal timing changes, to slow the speed of traffic. Our hope is to identify low-cost solutions that effectively slow traffic, which will encourage more people to walk, bicycle, use transit and take taxis whenever possible.

Update on District 6 Work to Increase Pedestrian Safety-Follow-up Requests

Staff is requesting additional information from Supervisor Kim and her constituents to help us effectively respond to requests for traffic calming on alleys and for red visibility zones.

There are a variety of ways that cut-through traffic on alleys could be reduced (speed humps, chicanes, forced right-turns, etc.) and depending on the design chosen, it could impact local residents. To pursue changes at specific locations we request a completed traffic calming application (available from our Web site). This will provide us with details on specific locations and on the names of interested parties that can provide input on potential designs.

Livable Streets staff will submit a funding request to prioritize the installation of red zones near intersections to increase safety for people walking. Requests from constituents for specific locations can help us to inform priorities and to identify locations where there is a consensus for these changes.

ALTERNATIVES CONSIDERED

No alternatives were considered.

PAGE 7.

FUNDING IMPACT

Regarding 15 MPH Speed Signage Near Schools, the total budget is \$361,700 for this planning, design and construction project. SFMTA's operating budget will partially fund planning and design, at a cost of \$40,000. SFCTA Sales Tax (Prop K) funding, in the amount of \$321,700, has been requested to fund the balance.

SFMTA staff has been working with the SFCTA for the past two months, but the SFCTA was initially reluctant to fund implementation of 15 MPH signage at all eligible schools in San Francisco. The SFMTA's expressed preference is to only fund a pilot project at a limited number of schools with "before" and "after" observations to determine the effectiveness of the project before citywide implementation. This issue has been resolved, and a Prop K allocation request form was submitted on May 16, 2011, to be funded with cost savings from a previously completed 19th Avenue project.

Regarding Pedestrian Safety Projects in District 6, funding has been identified for all projects listed above.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney's Office has reviewed this report. As these projects move forward, the SFMTA Board action will be required for the legislation of 15 MPH speed limits.

RECOMMENDATION

This item is for discussion only. There is no action necessary.

THIS PRINT COVERS CALENDAR ITEM NO.: 14

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

This item describes several options for additional pilot projects on Market Street or streets adjacent to Market Street in order to improve transit, bicycle and pedestrian conditions on this important corridor.

SUMMARY:

- SFMTA recently conducted a pilot project to require all traffic on eastbound Market Street to turn right at 10th and 6th streets.
- At its April 19 meeting, the SFMTA Board of Directors requested staff to develop a list of additional pilot projects that could be conducted on Market Street.
- This item describes several possible pilot projects that could be conducted on or near Market Street in the immediate future.

APPROVALS:

DATE

DIRECTOR OF DIVISION

PREPARING ITEM _____

FINANCE _____

EXECUTIVE DIRECTOR/CEO _____

SECRETARY _____

ADOPTED RESOLUTION

BE RETURNED TO _____ Jerry Robbins _____

ASSIGNED SFMTAB CALENDAR DATE: _____

PAGE 2.

PURPOSE

This calendar item describes several possible pilot projects that could be conducted on or near Market Street in response to the SFMTA Board of Directors request of April 19, 2011.

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.

DESCRIPTION

In response to your request at the April 19, 2011 meeting of the SFMTA Board of Directors, Sustainable Streets staff has developed a list of potential pilot projects that could be carried out on or near Market Street in order to test strategies that could improve pedestrian, bicycle and transit conditions on this important downtown street.

Previous Market Street Pilot Projects

The Required Right Turn pilot project on eastbound Market Street began in September 2009 and was made permanent in March 2011. This project requires that all eastbound traffic on Market Street turn right at 10th and 6th streets except for transit, taxis, delivery trucks and bicycles. Before-and-after studies of this pilot project indicate that it decreased the volume of eastbound traffic and improved transit performance on eastbound Market Street without creating any significant traffic problems on parallel streets. These included Mission Street, which is a major transit street in its own right. The Required Right Turn project removed approximately 100 eastbound passenger cars or motorcycles per hour on the portion of Market Street between 10th and 5th streets. It also decreased the volume of eastbound traffic on the portion of Market Street east of 5th Street, but to a lesser extent.

Current Market Street Conditions

The on-going Better Market Street Project is in the process of conducting detailed speed-and-delay studies of Market Street transit vehicles which will quantify exactly where and when transit vehicles are currently delayed on Market Street. Approximately 60 volunteers are participating in this extensive effort, with the results expected to be available within a few weeks. In the meantime, observations indicate that Muni transit vehicles on eastbound Market Street continue to experience

sporadic delays related to general traffic congestion on portions of Market Street east of 5th Street. The most common traffic problem appears to be on the block of eastbound Market Street between 3rd and New Montgomery streets, where traffic on eastbound Market Street that turns right onto southbound New Montgomery Street must cross the path of pedestrians crossing New Montgomery Street on the south side of Market Street. As shown on Figure 1, this conflict often results in eastbound traffic backing up in the curb lane of Market Street, blocking access to the bus zone on the south side of Market Street just east of 3rd Street that is used by Muni routes 5, 38, 38L, 71 and 71L. This backup often leads to shifting of automobile traffic to the track lane. This delays Muni vehicles in the track lane of eastbound Market Street (routes F, 2, 6, 9, 9L, 21 and 31) from reaching the boarding island just west of New Montgomery Street. Similar problems can also arise on eastbound Market Street at 4th and 5th streets when pedestrian and right turn volumes are heavy, but there are fewer Muni vehicles at these intersections and the delays appear to take place less frequently than at New Montgomery Street.

Muni vehicles can also experience conflicts with general traffic on westbound Market Street, but the delays appear to be less pronounced than on eastbound Market Street. The conflict between right turning traffic and pedestrians is much less problematic in the westbound direction of Market Street due to the design of the intersections where right turns from westbound Market Street are permitted. At the intersections of Market Street with Sutter, Geary, Turk, McAllister and Hayes streets, bollards and chains prevent pedestrians from crossing these North of Market streets at the point where they meet Market Street. Instead, pedestrians walking along the north side of Market Street cross the intersecting street at a signalized intersection approximately 50 feet north of Market Street, thereby reducing the conflict between right turning traffic and pedestrians and reducing the likelihood of traffic backups on westbound Market Street behind right turning traffic. Figure 2 shows the intersection of Market Street with Geary Street.



Figure 1

Traffic on Eastbound Market Street between 3rd and New Montgomery Streets Backs Up Due to Right Turn-Pedestrian Conflicts



Figure 2

Pedestrian-Right Turn Conflicts on the North Side of Market Street Occur to the North of Market Street

Central Subway Construction

The on-going construction of the Central Subway project currently has an impact on traffic patterns on Market Street, as shown on the Figure 3. The on-going Utility Relocation phase of Central Subway construction is scheduled to be completed in May 2012. The next phase of construction to build the Guideway Tunnel will begin as soon as the Utility Relocation is completed. This phase will continue through 2013 and will be followed by construction of the Union Square Station, which will continue through 2015. Much of the traffic that otherwise would be on southbound Stockton Street through the Union Square area currently uses southbound Montgomery Street to reach the South of Market area. Additionally, traffic that previously used southbound Stockton Street to reach westbound Geary Street is currently detoured onto southbound Montgomery Street to westbound Market Street to westbound Geary Street.

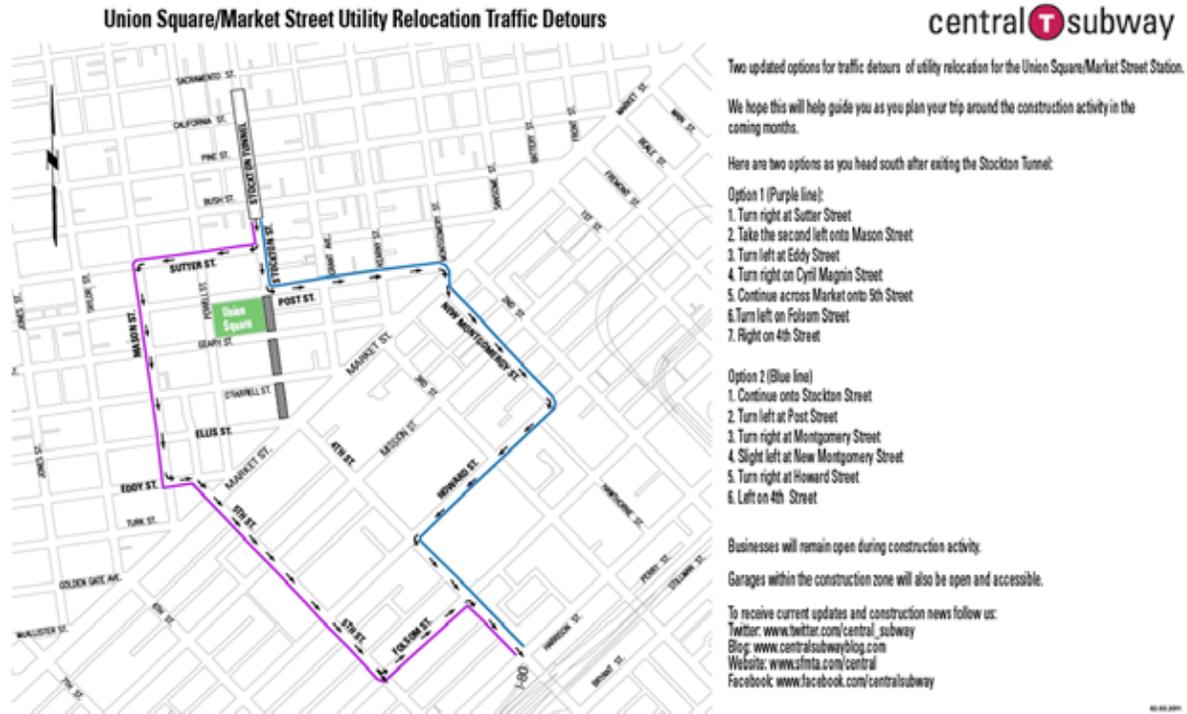


Figure 3
Central Subway Detour Routes

Upcoming Pilot Projects

The Powell Street Parklet pilot will temporarily convert most of the two parking lanes on Powell Street between Ellis and Geary streets to pedestrian space. This project is scheduled to be implemented in June 2011 and to be in place for six months. This pilot is designed to improve the pedestrian experience along Powell Street between Market Street and Union Square and to counter possible negative impacts on pedestrians resulting from temporary sidewalk narrowing of Stockton Street during the Central Subway construction.

Relationship to Better Market Street Project

While the on-going Better Market Street Project is exploring long-term improvements to Market Street, the Market Street Pilots are designed to test the effectiveness of temporary pilot projects that can easily be modified or removed. These pilot projects may help inform the environmental review process for the Better Market Street project by providing real-world information on the impacts of potential strategies and treatments that may be considered in the larger long-term study. Pilot projects are typically determined to be categorically exempt from the California Environmental Quality Act (CEQA) for a limited duration of time if they are intended for information collection purposes, do not disturb environmental resources and can be easily reversed.

Possible Pilot Projects

In order to assess where traffic is currently turning onto both the eastbound and westbound portions

of Market Street east of 5th Street, SFMTA staff conducted short traffic turning movement counts at several Market Street intersections during the p.m. peak hour (between 5 and 6 p.m.) in April and May 2011. The counts shown on Table 1 were only eight minutes long but provide a rough indication of where passenger car and motorcycle traffic that currently uses this portion of Market Street is entering the street.

Table 1
PRIVATE VEHICLE VOLUMES TURNING ONTO MARKET STREET
 Eight-Minute Volumes During P.M. Peak Hour

	Vehicles
To Westbound Market Street:	
From Southbound Cyril Magnin Street	1
From Southbound Montgomery Street	18
To Eastbound Market Street:	
From Northbound 5 th Street	9
From Northbound 3 rd Street	15
From Southbound Stockton Street	4
From Eastbound O'Farrell Street	24
From Southbound Montgomery Street	17

1. Possible Pilot Projects to Reduce Traffic on Westbound Market Street - As shown on Table 1, very little traffic was observed turning right from southbound Cyril Magnin Street onto westbound Market Street. Therefore, it appears there would be little benefit to westbound transit vehicles, bicyclists or pedestrians to conduct a pilot project that would test the impact of prohibiting the right turn from Cyril Magnin Street onto Market Street. On the other hand, a relatively large volume of private vehicle traffic (18 vehicles in eight minutes) was observed turning right from southbound Montgomery Street onto westbound Market Street. However, it would be difficult to prohibit this particular turn during the Central Subway construction because this is part of the detour route around the Central Subway construction.

2. Possible Pilot Projects to Reduce Traffic on Eastbound Market Street – Northbound 3rd Street, eastbound O'Farrell Street and southbound Montgomery Street each contribute relatively high volumes of traffic to eastbound Market Street private vehicle traffic. Since southbound Montgomery Street is part of the Stockton Street detour during the Central Subway construction, temporarily prohibiting left turns from Montgomery onto eastbound Market Street may be considered to be onerous by some motorists. The Central Subway construction will also detour Union Square area traffic to eastbound O'Farrell Street during certain construction phases. Therefore, a pilot project prohibiting left turns from eastbound O'Farrell Street onto eastbound Market Street may complicate the detour routes for motorists as well as make before-and-after comparisons difficult to evaluate in light of other construction-related changes to the nearby traffic network. Traffic turning right from northbound 3rd Street onto eastbound Market Street will not be directly impacted by the Central Subway construction, although one of the alternatives to this right turn would be to proceed

northbound on Kearny Street and eastbound on Post Street through the Market/Montgomery/Post

streets intersection, which is already impacted by the Central Subway construction detours. If taxis and delivery trucks were allowed to continue to make this right turn, a Right Turn Only lane would continue to be needed on northbound 3rd Street to make sure that these right turning vehicles don't block the through Muni buses on northbound 3rd Street. Outreach with businesses potentially impacted by a potential restriction on right turns from northbound 3rd Street to eastbound Market Street (such as the Palace Hotel) will need to be conducted before any pilot projects are embarked upon. It should be noted that compliance with Right Turn prohibitions can be difficult and could require a significant level of enforcement personnel to effectuate.

3. Possible Pilots to Improve Operation of Market/Stockton/Ellis Streets Intersection – Eastbound traffic on Ellis Street is often delayed at the intersection with Stockton and Market streets. Until recently, traffic on eastbound Ellis Street received a flashing red traffic signal indication at this intersection. Due to changes in traffic patterns prompted by the Central Subway construction, the Ellis Street approach now receives standard red-yellow-green traffic signal indications. Two possible pilots have been considered for this intersection: 1) converting Ellis Street between Stockton and Powell streets to one-way westbound; and 2) closing the connection between Ellis Street and Stockton and Market streets to traffic, making Ellis Street a dead end street at the east end of the block between Powell and Stockton streets. This would allow pedestrians on the east side of Stockton Street to cross Ellis Street at all times. This proposal would provide two-way access to the Ellis-O'Farrell Garage, but would not allow vehicles to get to Market/4th Street via Ellis Street. The resulting closure could also result in a new parklet area. Any project at this intersection needs to be closely coordinated with the Central Subway construction project to make sure it fits with that project's short-term plans. A street closure of this type would most likely be self-enforcing.

4. Possible Pilots to Reduce Conflicts on Eastbound Market Street at New Montgomery Street - Prohibiting right turns from eastbound Market Street to southbound New Montgomery Street may help to reduce backups on eastbound Market Street. The unintended effect may be to have more vehicles stay on eastbound Market Street and create a new problem at 2nd Street. A pilot of this restriction might be limited to p.m. peak hours when the problem is most pronounced. Stationing a Parking Control Officer (PCO) at this intersection to reduce conflicts between right turning traffic and pedestrians is another possible strategy that could be tested. It is likely that any pilot that is not intuitive or self-enforcing will likely require a diversion of PCO and SFPD resources.

5. Possible Pilot to Improve Pedestrian Conditions on 6th Street – Sixth Street currently has two traffic lanes in each direction, while the eastern curb parking lane becomes a third northbound lane between 7-9 a.m. and 3-7 p.m., Monday through Friday. The curb tow-away lane does not appear to be heavily used by traffic or transit. A trial removal of the peak-period tow-away lane restrictions on the east side of 6th Street between Folsom and Market streets may improve pedestrian safety and comfort by decreasing the pedestrian crossing distance across 6th Street and by increasing the separation between pedestrians and moving traffic. Removing a lane of traffic could also help to decrease traffic speeds during peak periods. If the project is successful, curb parking spaces could conceivably be converted to other uses such as parklets to increase the amount of open space in the area. By removing tow-away regulations on 6th Street, parking enforcement resources currently dedicated to enforcing the peak period tow-away restrictions could be freed up for other uses.

SUMMARY

PAGE 8.

The most significant delays to Muni on Market Street appear to take place on eastbound Market Street between 3rd and New Montgomery streets, although data is currently being collected that will better define and quantify these delays.

Nearly all traffic changes considered for the portion of Market Street east of 5th Street are likely to complicate traffic impacts generated by the on-going Central Subway construction project. This does not mean that pilot projects cannot be implemented on these streets but could impact public support for the pilots and make before-and-after studies more complex to evaluate if detour routes are changed as construction activity shifts during the pilot period.

The 6th Street tow-away lane removal pilot described above would not be impacted by Central Subway construction. The pilot project to add enforcement personnel at the Market/New Montgomery intersection could help to mitigate traffic impacts caused by the Central Subway construction project. These two projects both appear to be feasible during the on-going Central Subway construction period.

ALTERNATIVES CONSIDERED

Several alternative pilot projects are described above.

FUNDING IMPACT

The pilot projects described above would require varying levels of staff time for project development, implementation, evaluation and enforcement. Costs could range from approximately \$10,000 for simpler projects that do not require on-going enforcement to up to approximately \$100,000 for projects requiring on-going enforcement over an extended period of time that could result in a decrease in parking citation revenue if Parking Control Officers are removed from regular enforcement duties. Once a pilot project or projects are selected, a more detailed cost estimate will be developed and funding will have to be adjusted.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

Reversible temporary pilot projects would require environmental clearance from the Planning Department for the purpose of conducting data collection during the test period. More extensive environmental review would be required if the pilot project is proposed to be made permanent.

RECOMMENDATION

This item is information only. Pilot projects do not require approval by the SFMTA Board of Directors. Over the next several months, staff plans to conduct the following two pilot projects:

1. Removal of northbound tow-away lane on Sixth Street between Folsom and Market streets; and
2. Deployment of a Parking Control Officer at the intersection of Market and New Montgomery streets during peak periods to reduce delays on eastbound Market Street.

Other pilot projects described above that overlap with current Central Subway traffic detours could be put on-line as opportunities arise based on changes in Central Subway construction activity.