

File No. 130796

Committee Item No. 3
Board Item No. _____

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee: Land Use & Transportation

Date Mar. 9, 2015

Board of Supervisors Meeting

Date _____

Cmte Board

- | | | |
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| <input type="checkbox"/> | <input type="checkbox"/> | Motion |
| <input type="checkbox"/> | <input type="checkbox"/> | Resolution |
| <input type="checkbox"/> | <input type="checkbox"/> | Ordinance |
| <input type="checkbox"/> | <input type="checkbox"/> | Legislative Digest |
| <input type="checkbox"/> | <input type="checkbox"/> | Budget and Legislative Analyst Report |
| <input type="checkbox"/> | <input type="checkbox"/> | Youth Commission Report |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Introduction Form |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Department/Agency Cover Letter and/or Report |
| <input type="checkbox"/> | <input type="checkbox"/> | MOU |
| <input type="checkbox"/> | <input type="checkbox"/> | Grant Information Form |
| <input type="checkbox"/> | <input type="checkbox"/> | Grant Budget |
| <input type="checkbox"/> | <input type="checkbox"/> | Subcontract Budget |
| <input type="checkbox"/> | <input type="checkbox"/> | Contract/Agreement |
| <input type="checkbox"/> | <input type="checkbox"/> | Form 126 – Ethics Commission |
| <input type="checkbox"/> | <input type="checkbox"/> | Award Letter |
| <input type="checkbox"/> | <input type="checkbox"/> | Application |
| <input type="checkbox"/> | <input type="checkbox"/> | Public Correspondence |

OTHER (Use back side if additional space is needed)

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Completed by: Andrea Ausberry Date Mar. 5, 2015

Completed by: _____ Date _____



File No. 130796
9/30/13 Distributed
in Committee

POLK STREET IMPROVEMENT PROJECT UPDATE

Project Purpose and Goals

Polk Street between McAllister and Union is a thriving commercial corridor with shops, restaurants, and neighborhood services. Polk is also the only designated north-south bike route that connects northeastern neighborhoods to Market Street and downtown. Since Polk Street will be repaved in 2015, the SFMTA took the opportunity to have a dialogue with the local community to consider measures to better address the needs of the street and contribute to San Francisco's sustainable transportation goals.

Beginning in the fall of 2012, the SFMTA worked closely with residents, merchants and other stakeholders to develop the following project goals:

- Create a green, vibrant street for people shopping and living near Polk Street
- Make Polk Street an inviting place to walk and bike
- Improve safety for everyone

Based on these goals, the SFMTA developed several project alternatives and worked closely with local stakeholders to consider how each option met the project goals and the needs of the corridor.

Join us at our upcoming open house to discuss the SFMTA's conceptual design recommendations

WHEN: Thursday, July 25th from 5PM-8:30PM (open house)

WHERE: 1751 Sacramento Street between Van Ness & Polk Street (the Old First Church)

Pedestrian Safety

Polk Street ranks among the streets with the highest number of pedestrian injuries in San Francisco.

We studied each collision and found that the majority of pedestrian collisions occurred at intersections, involved turning vehicles, and were not the fault of the people walking. SFMTA staff recommend the following measures throughout the project corridor to directly address these safety concerns:

Recommendations

- High visibility crosswalks at all intersections
- Red zones near intersections to improve visibility
- Corner "bulb-out" sidewalk extensions at key locations to slow turning vehicles and make pedestrians more visible
- Pedestrian countdown signals
- Adjust traffic signal timing to slow vehicles or prioritize pedestrians at key locations
- Landscaping, seating, and other public realm improvements

Two Project Segments:

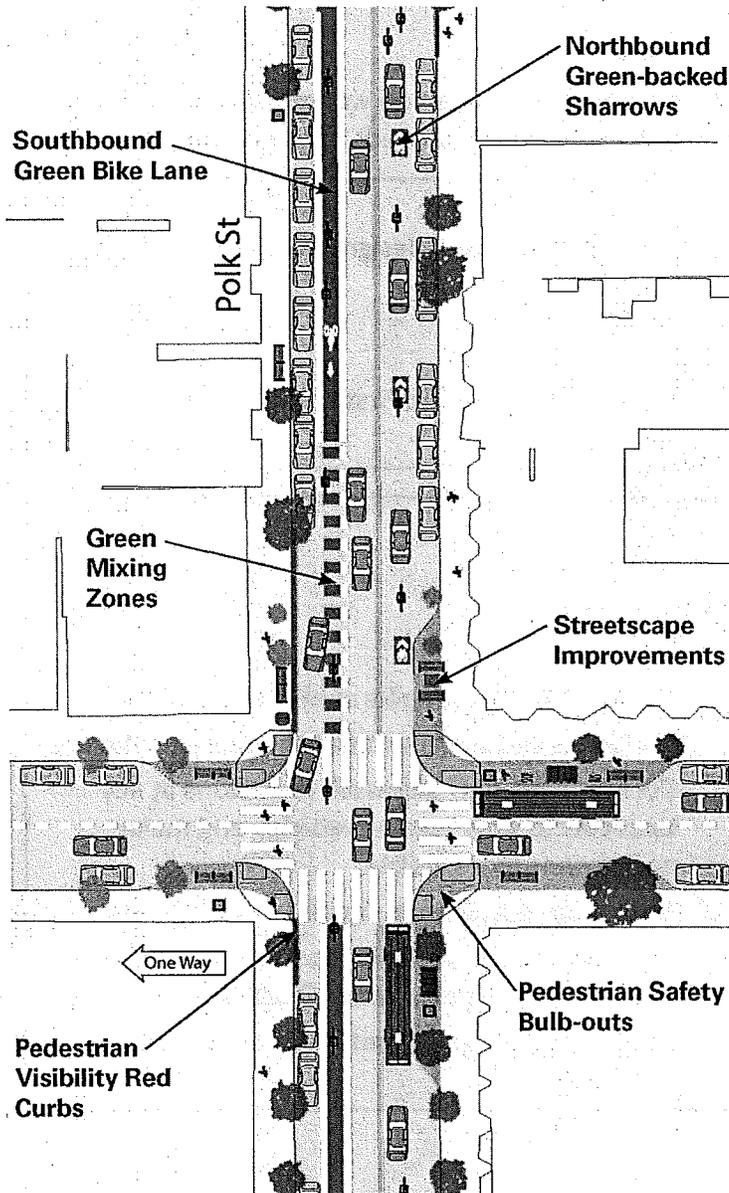
Existing conditions such as street width, grade, Muni service, and traffic collisions vary along the project corridor. We therefore divided the project area into two segments in order to craft a set of recommendations that closely match up with the needs of the street.



Polk Street: Union to California

Background

This segment of Polk Street serves as the commercial center of the Middle Polk and Russian Hill neighborhoods. The street is mostly flat here, and there are relatively fewer bicycle injury collisions. The street is more narrow than in Lower Polk, and there are no existing bike lanes.



Recommendations

- Add a green bike lane in one direction to provide a designated space for bicyclists.
- Add green shared lane markings in the other direction to help guide bicyclists and alert drivers to expect people on bikes.
- Implement morning tow-away regulations on the shared side of the street to provide more space for cars and bikes to share the road.
- Restrict parking at intersections to improve visibility of pedestrians. Approximately 90% of the parking spaces on Polk Street and 95% of the parking spaces within one block of Polk Street would be retained in this segment.

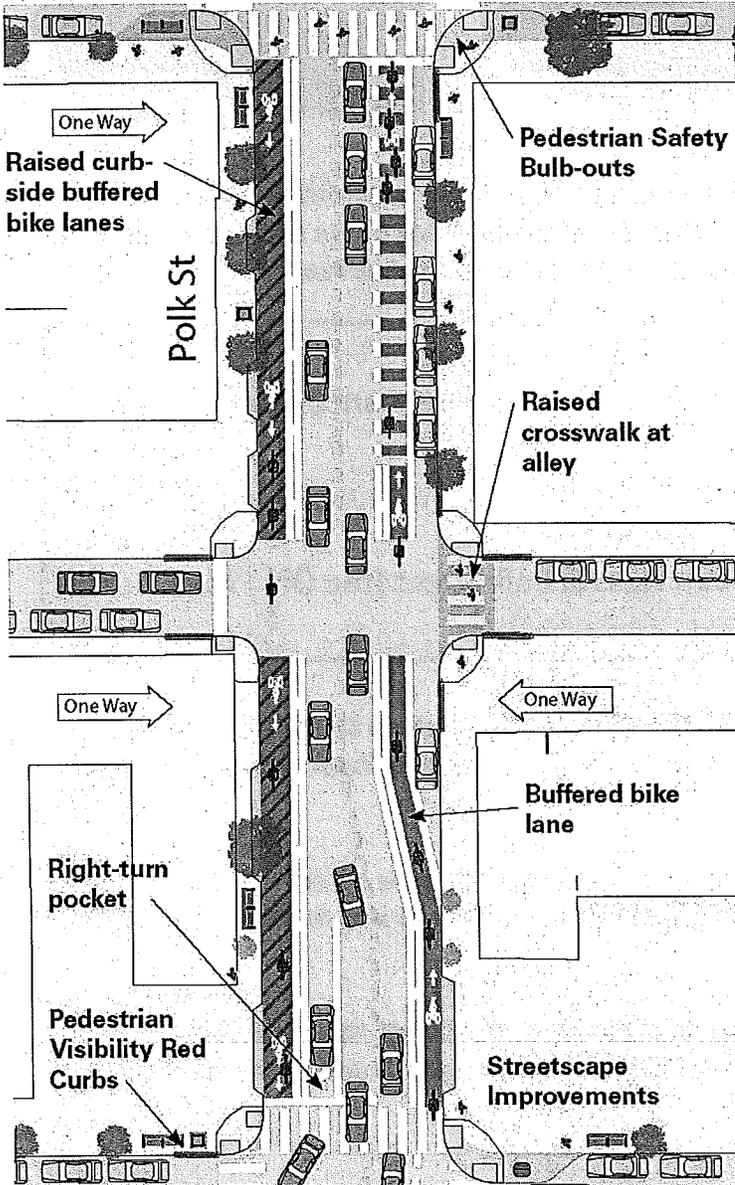


Example of a green bike lane (left) and "sharrow" (right) 2

Polk Street: California to McAllister

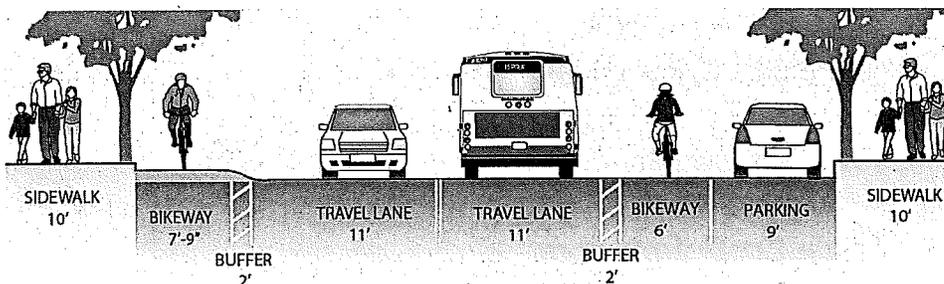
Background

Polk is fairly steep in this area, and there are a number of wide arterial cross streets with swiftly moving traffic. Bike lanes were installed along the majority of this segment about ten years ago, but there are still a high number of bicyclists being hit at intersections by turning vehicles, and many cyclists report that riding on this part of Polk is still daunting. This indicates a clear need to reduce turning conflicts, slow bike and car traffic, increase the visibility of bicyclists, and further separate bikes from moving traffic.



Recommendations

- Install buffered bike lanes to increase the separation between moving vehicles and people on bicycles
- Create a “cycle track” separated bikeway on one side of the street by raising the bike lane above the level of the roadway
- Separate turning vehicles from bike and pedestrian traffic at key locations
- Parking would need to be restricted on one side of the street to accommodate these changes. The SFMTA will work closely with local merchants to ensure that commercial and passenger loading needs can continue to be met nearby.
- Approximately 50% of the parking spaces on Polk Street and 90% of the parking spaces within one block of Polk Street would be retained.



Cross section showing the concept of raising the bike lane on one side of the street



Timeline and Next Steps



To date, the SFMTA has hosted four rounds of public meetings as well as numerous focused meetings with local stakeholders and advocates. The SFMTA will wrap up the planning phase of this project with a public meeting on July 25th to discuss the conceptual design and collect public feedback.

Join us at our upcoming open house to discuss the SFMTA's conceptual design!

WHEN: Thursday, July 25th from 5PM-8:30PM (open house)

WHERE: 1751 Sacramento Street between Van Ness & Polk Street (the Old First Church)

The SFMTA will conduct additional outreach to merchants to update them on the project and discuss design details to ensure that local businesses are minimally impacted. Public input will also be sought on additional beautification enhancements.

The project will then undergo a full environmental review and ultimately be considered for approval by the SFMTA Board of Directors. If approved, the project will be designed and implemented as part of the planned repaving of Polk Street in 2015.

If the project is approved, the SFMTA plans to evaluate the effects of the proposed changes on: safety, bicycle and pedestrian volumes, sales tax receipts, and the overall perception of the street by people who live, work, and travel on Polk Street.

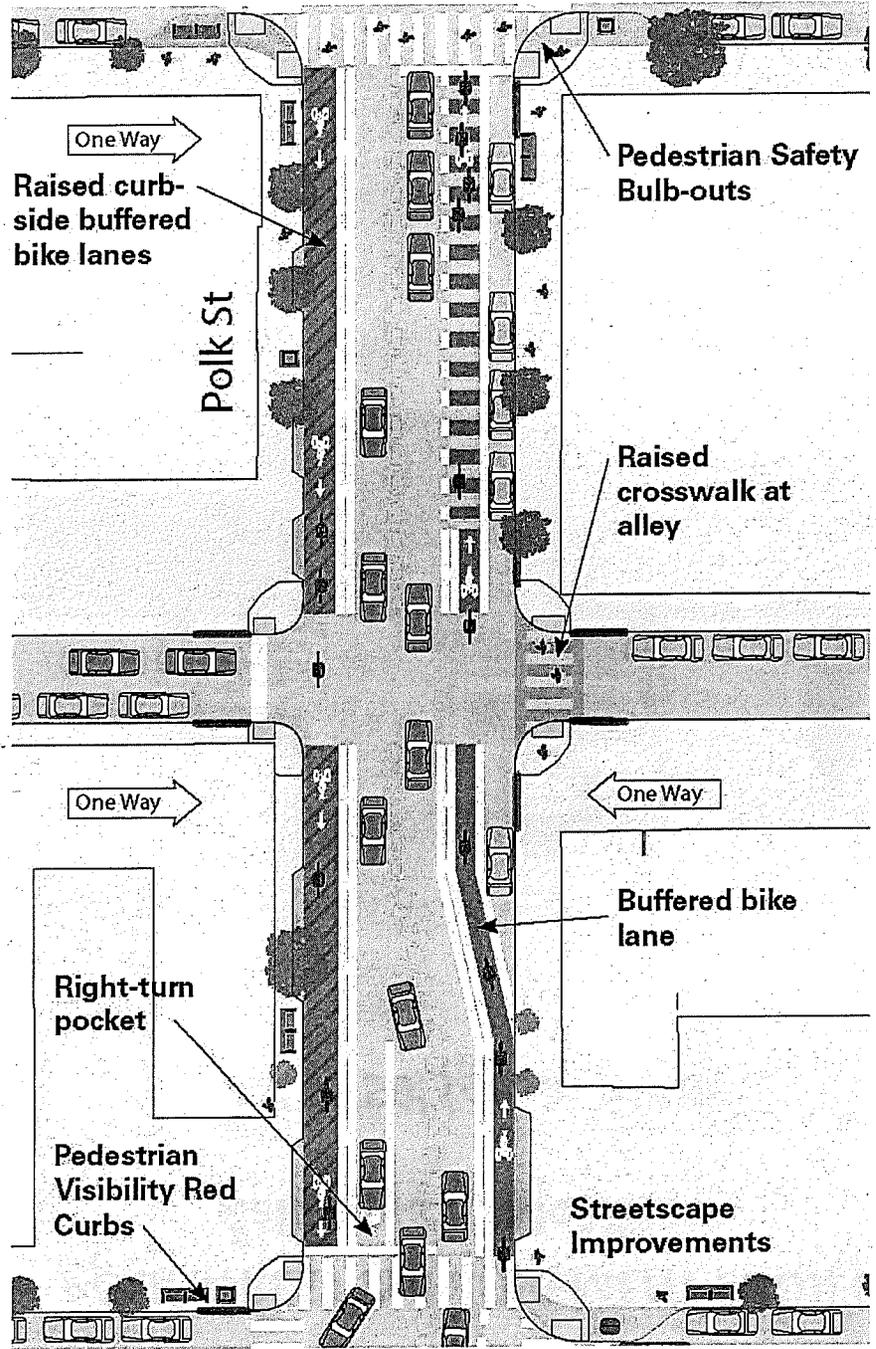
More information:
www.SFMTA.com/Polk

July 17, 2013

Darcie Lim
701-4545
Darcie.Lim@sfmta.com

POLK STREET IMPROVEMENT PROJECT

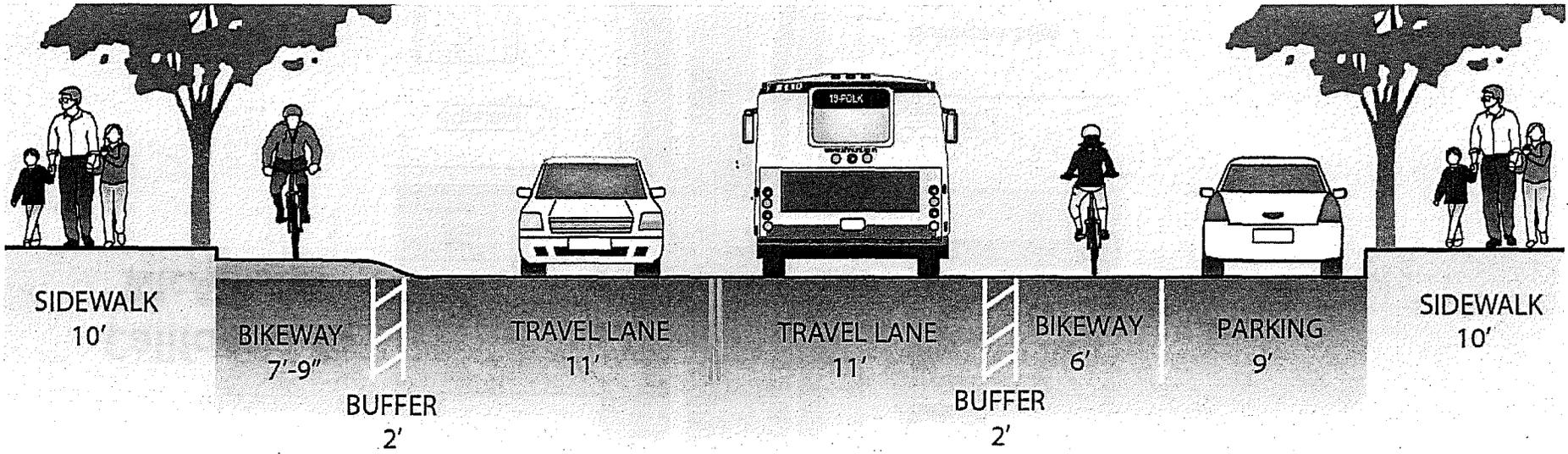
California to McAllister



POLK STREET IMPROVEMENT PROJECT

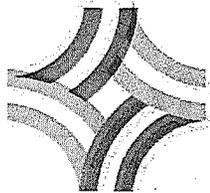
California to McAllister

48' to 50' feet in width



File No. 130794

9/30/13 Presented in Committee



SFMTA
Municipal Transportation Agency

Double Parking

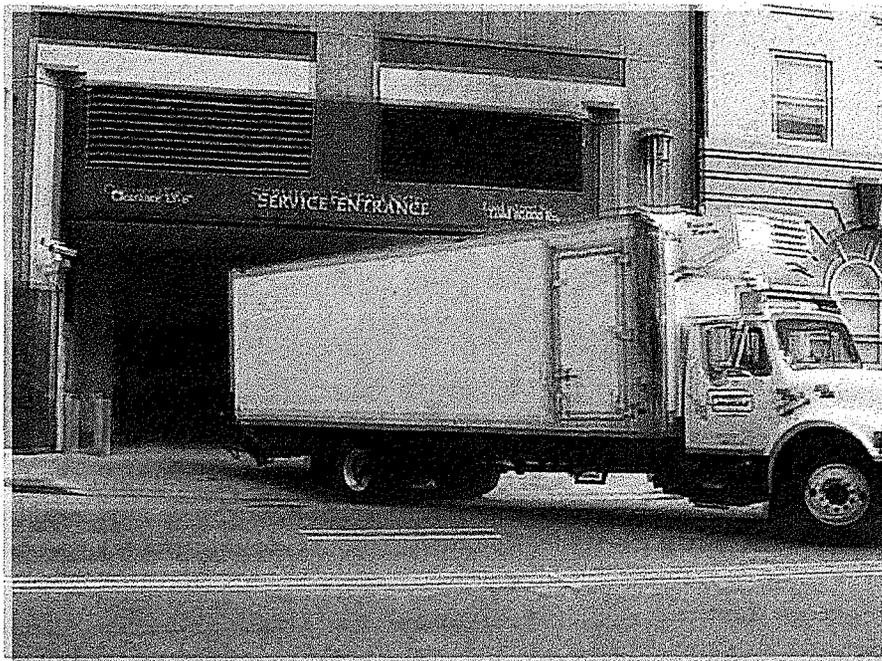
09 | 30 | 2013

SAN FRANCISCO, CALIFORNIA



The Double Parking Problem

- In dense urban areas like San Francisco many commercial buildings lack off-street loading docks.





Double Parking Impedes Traffic





Double Parking and Delay

- Vehicle delays are highly dependent on local conditions
- Function of:

A. Number and direction of lanes



B. Gaps in traffic to merge or pass

C. Vehicle volumes (congestion)



2011 Mission Double Parking Delay Study

Two blocks of double-parked vehicles equals 17 seconds of Muni travel time lost.





Double Parking and Safety

Blocked lane can result in sudden stops and merging into adjacent traffic lanes



Photo Credit: *San Francisco Chronicle*



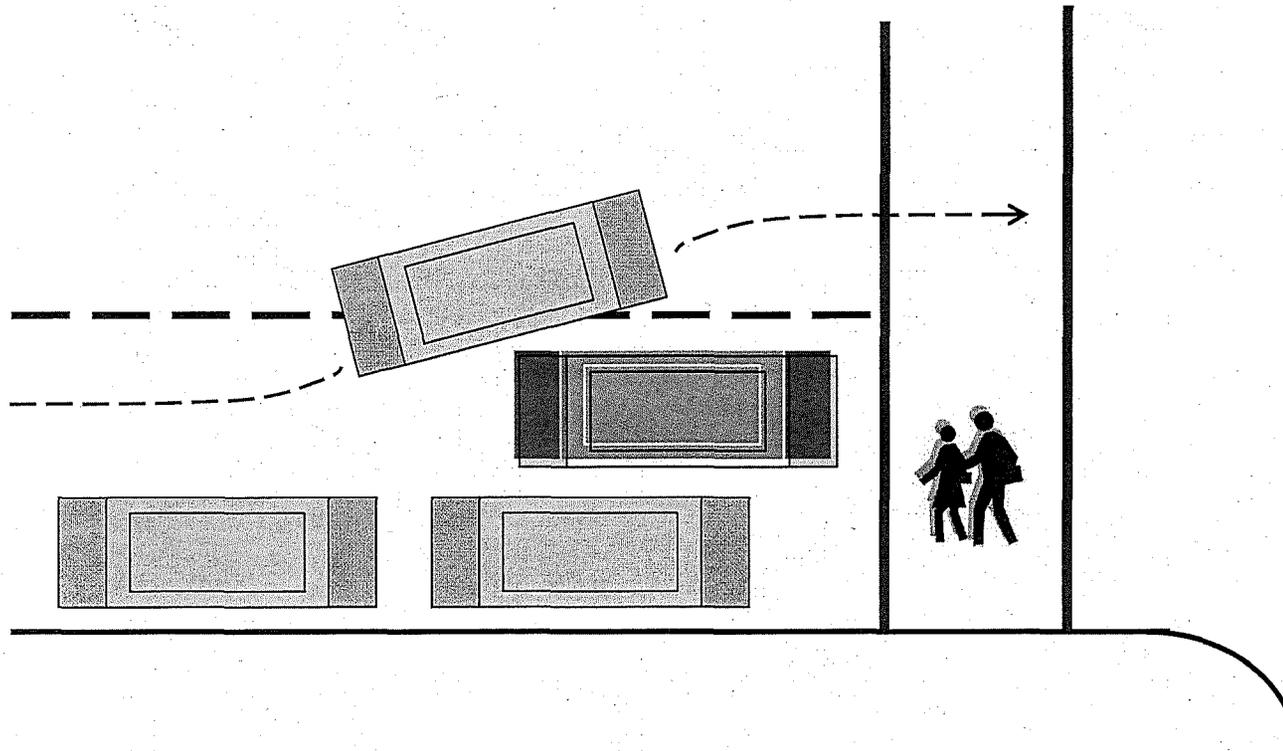
Protected Bicycle Lanes





Pedestrian Safety

Double parking near intersections can block sight distance at crosswalks.





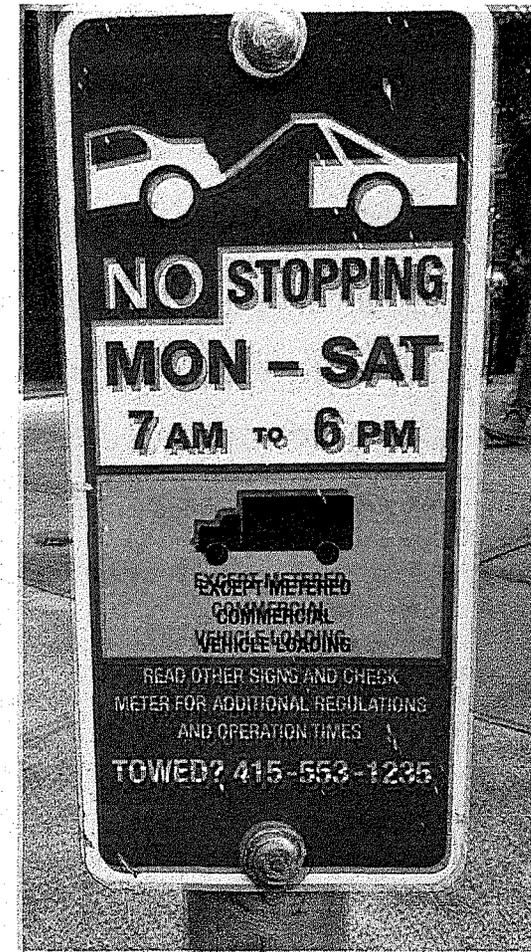
School Area Safety





Tools to Deter Double Parking

- **Yellow commercial zones: Over 4,000**
- **Green and White zones: Over 2,000**
- **Parking meters and time limits**
- **Peak hour tow-away restrictions (downtown)**
- **Temporary tow-away parking postings**





Relevant Enforcement Violations

- **Double parking (California Vehicle Code 22500h)**
- **Passenger vehicle use of yellow zones**
- **Non-payment of commercial parking meter**
- **Violation of loading zone time limit**





California Vehicle Code 22502

(a) Requires the right-hand wheels of the vehicle be parallel with and “within 18 inches of the right-hand curb”

(b) These provisions “do not apply to a commercial vehicle” when “reasonably necessary to accomplish the loading or unloading of merchandise or passengers.”



California Vehicle Code 22502

- Signs can be installed to prohibit all double parking
- “No Double Parking” signs (2009)
 - Stockton Street
 - Geary Street
 - Mission Street
 - 9th Avenue





Enforcement Practices

Commercial double parking may be enforced if:

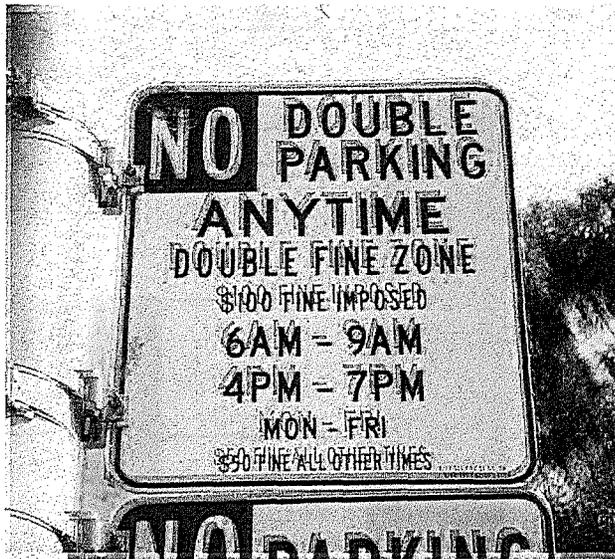
- Legal space is available
- No evidence of loading or unloading
- Creating a hazard for roadway users
- Request to move is ignored
- Vehicle is blocking Muni

Passenger vehicle double parking is enforced at all times.



Double Parking Fines

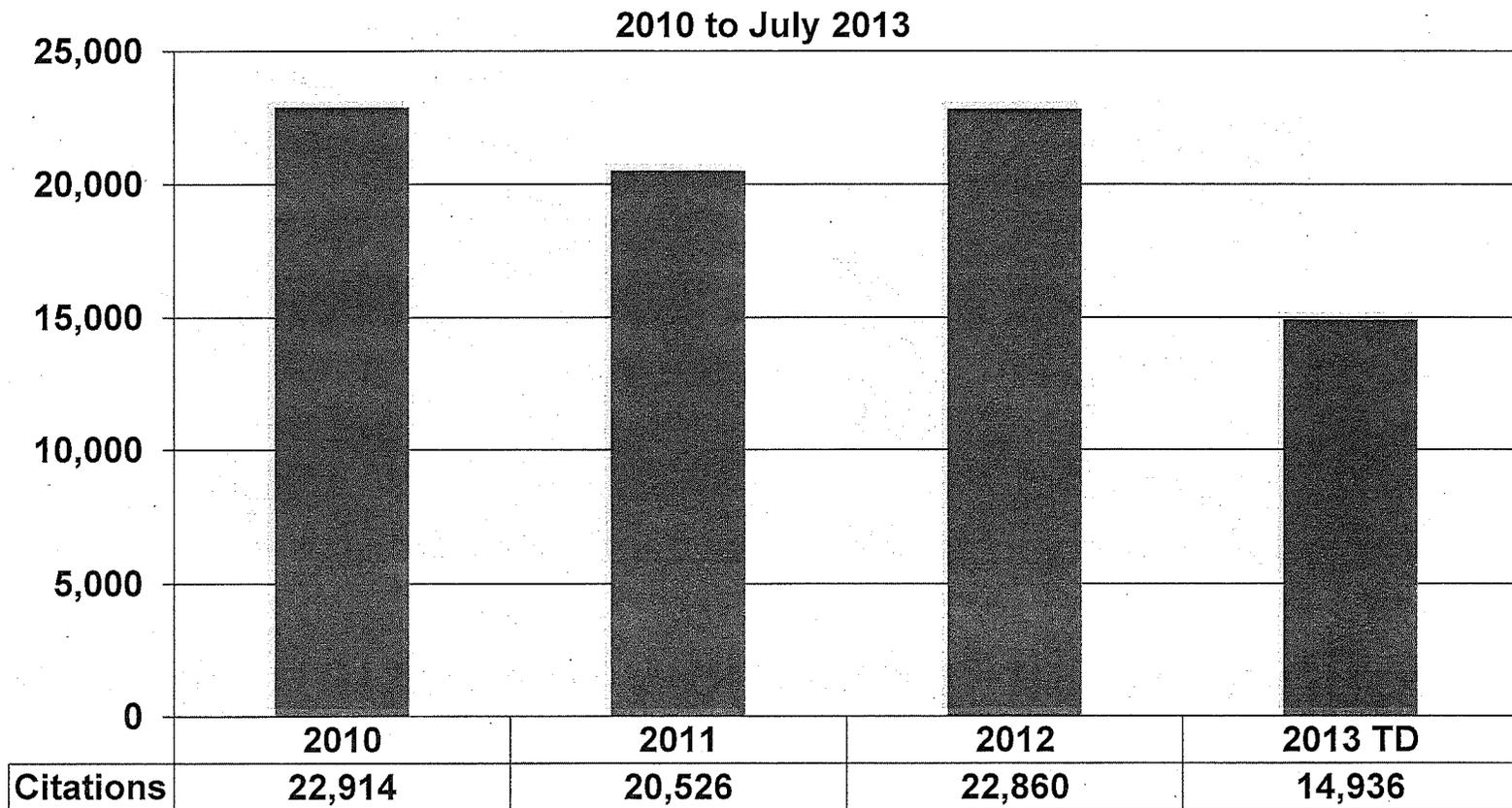
- Double fine zones: \$50 to \$100 (1998/2000)



- Double parking fine now maximum allowed by law (\$110)

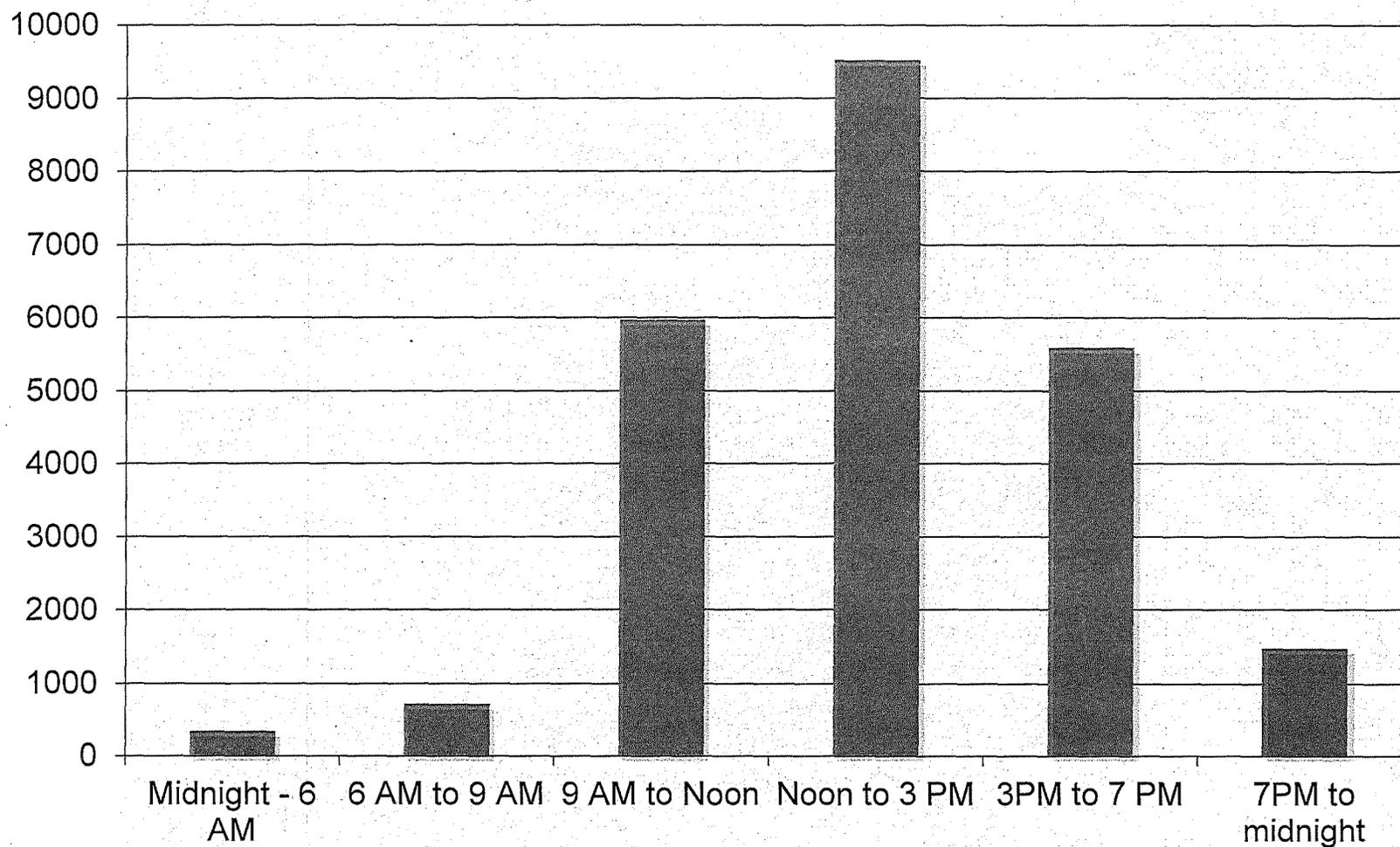


Double Parking Citations By Year





Double Parking Citations By Time of Day



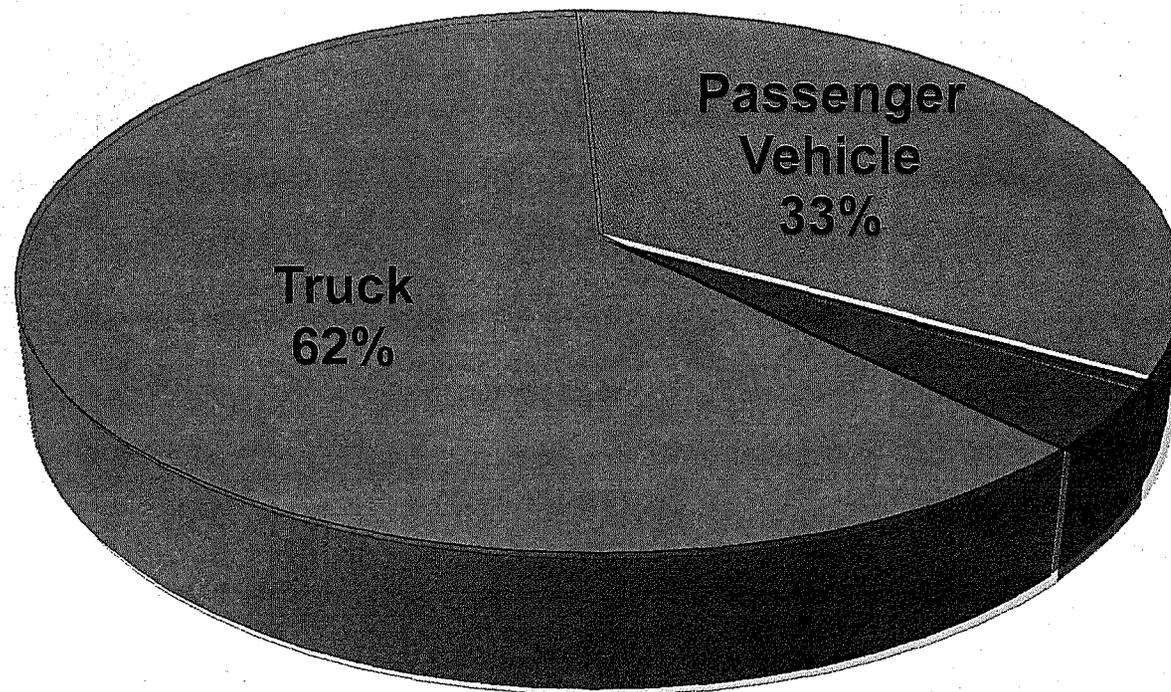


500 block of Castro Street at 9 AM



Double Parking Violations by Vehicle Type

(January to July 2013)

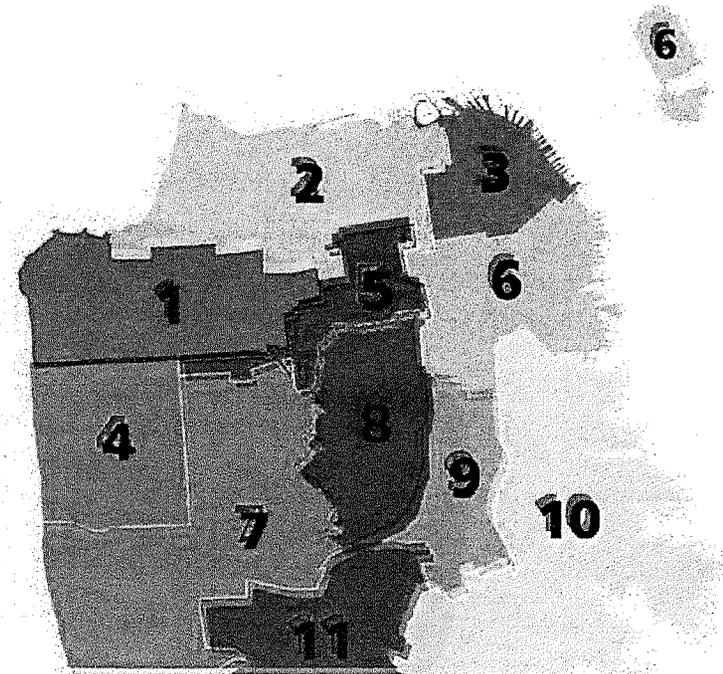


The remaining 5% includes motor homes, limos, trailers and motorcycles.



Citations by Board of Supervisors Districts (Fiscal FY 12/13)

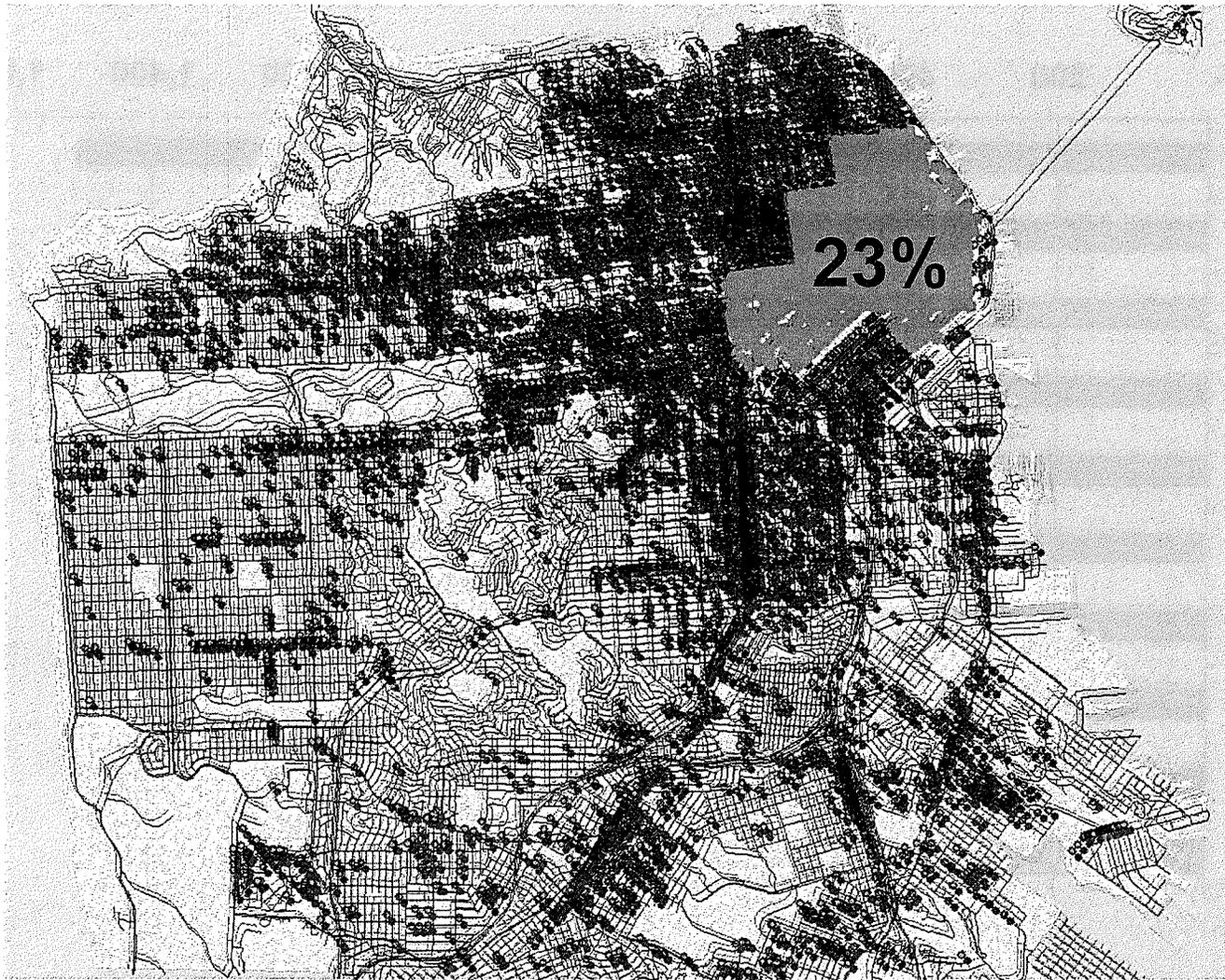
District	Total	Percent
1	1,405	6%
2	3,038	13%
3	4,981	21%
4	387	2%
5	2,708	11%
6	4,893	21%
7	356	2%
8	1,442	6%
9	3,548	15%
10	1,414	6%
11	612	3%



NOTE: Totals and percentages exceed 100 percent due to citations on district borders

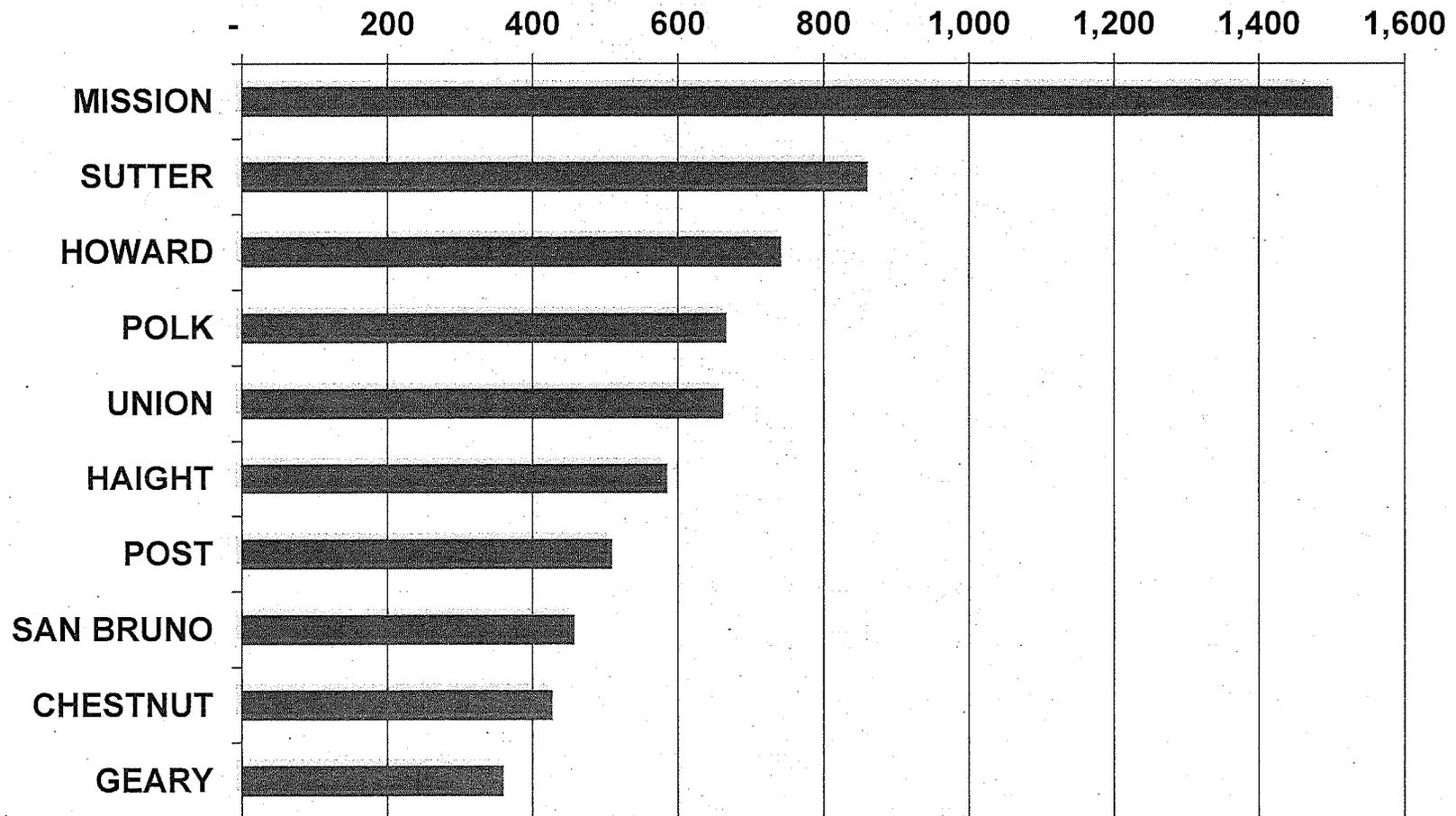


Citations Downtown Core (FY 12/13)



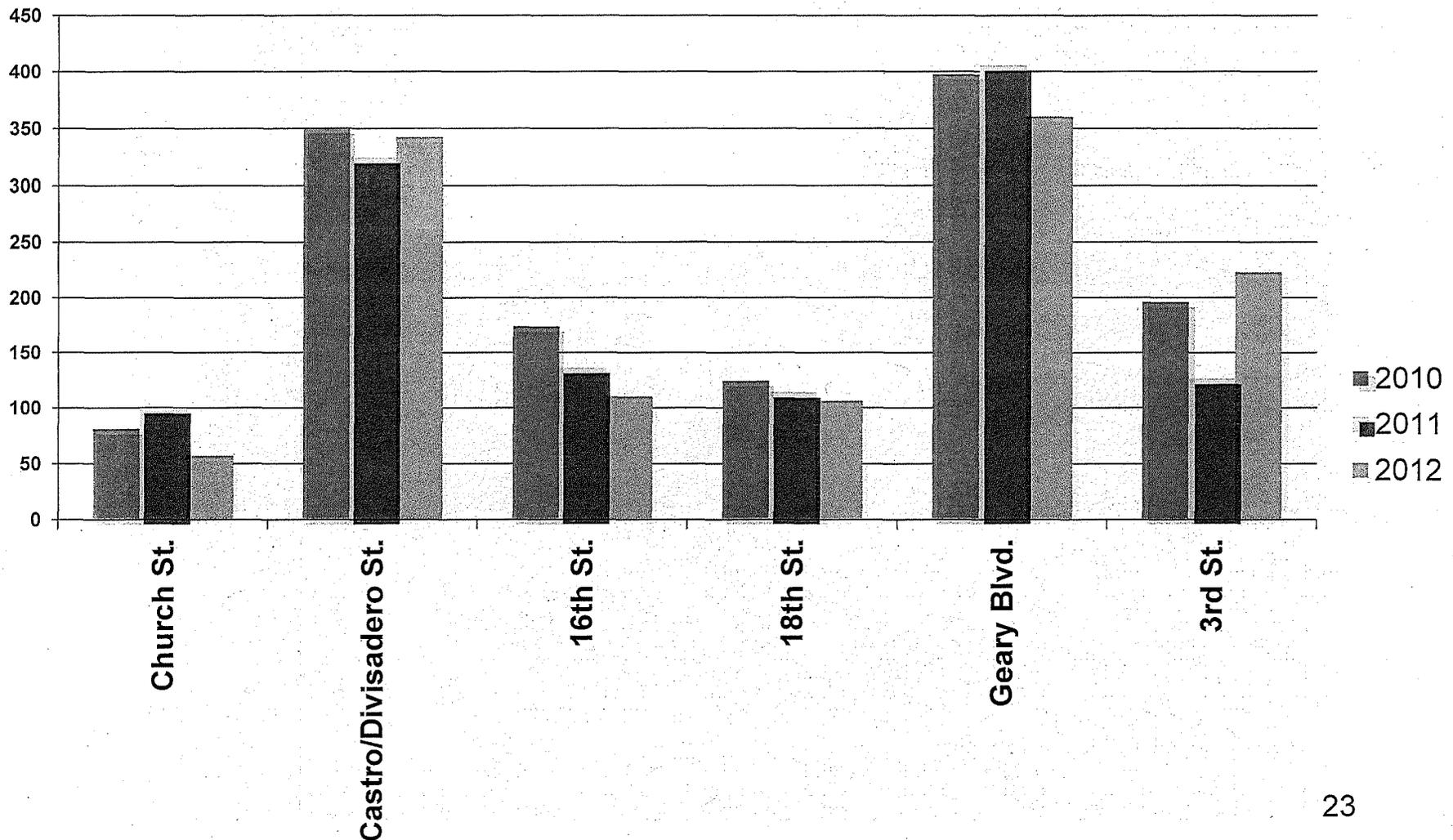


Top Ten Streets for Double Parking Citations (2012)





Double Parking Citations on Other Selected Streets





Challenges: Peak Times





Challenges: Large-Sized Trucks





Challenges: Varying Times and Places



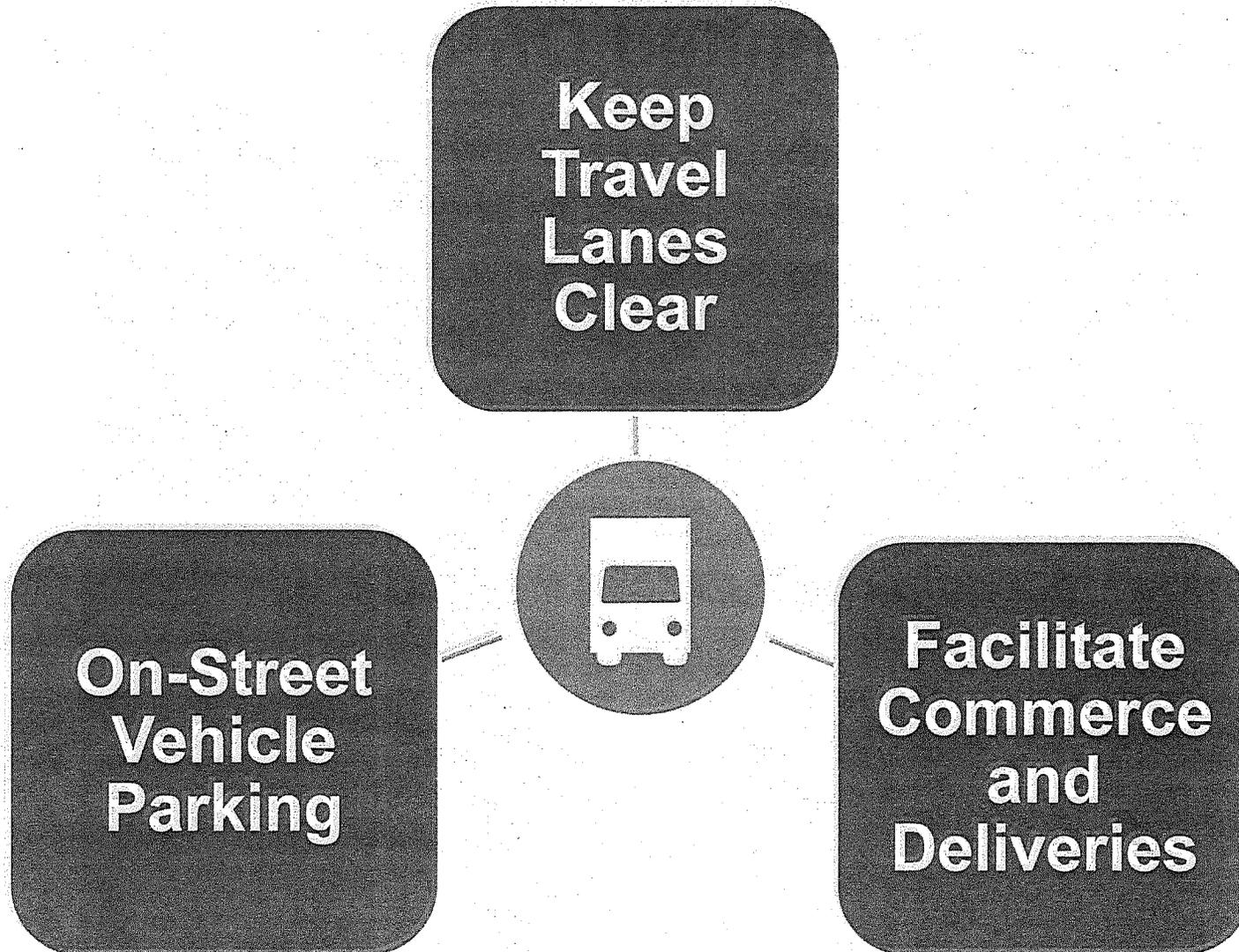


Challenges: Streets with Limited On-Street Parking





Balancing Competing Needs



BOARD of SUPERVISORS



City Hall
Dr. Carlton B. Goodlett Place, Room 244
San Francisco 94102-4689
Tel. No. 554-5184
Fax No. 554-5163
TDD/TTY No. 554-5227

MEMORANDUM

TO: Ed Reiskin, Director of Transportation, Municipal Transportation Agency

FROM: Alisa Miller, Clerk, Land Use and Economic Development Committee
Board of Supervisors

DATE: August 8, 2013

SUBJECT: HEARING MATTER INTRODUCED

The Board of Supervisors' Land Use and Economic Development Committee has received the following hearing request, introduced by Supervisor Wiener on July 30, 2013:

File No. 130796

Hearing directed to the San Francisco Municipal Transportation Agency to report on the status of double parking; specifically, the City's policy on double parking, details on how double parking impacts traffic, Muni, and bikes, and explaining current enforcement policies; and to report on citation statistics for double parking frequency, concentration, and the number of citations issued.

If you would like to submit reports or comments prior to the hearing, please forward them to me at the Board of Supervisors, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

c: Kate Breen, Municipal Transportation Agency
Janet Martinsen, Municipal Transportation Agency

Introduction Form

By a Member of the Board of Supervisors or the Mayor

Time stamp
or meeting date _____

I hereby submit the following item for introduction (select only one):

- 1. For reference to Committee.
An ordinance, resolution, motion, or charter amendment.
- 2. Request for next printed agenda without reference to Committee.
- 3. Request for hearing on a subject matter at Committee.
- 4. Request for letter beginning "Supervisor [] inquires"
- 5. City Attorney request.
- 6. Call File No. [] from Committee.
- 7. Budget Analyst request (attach written motion).
- 8. Substitute Legislation File No. []
- 9. Request for Closed Session (attach written motion).
- 10. Board to Sit as A Committee of the Whole.
- 11. Question(s) submitted for Mayoral Appearance before the BOS on []

Please check the appropriate boxes. The proposed legislation should be forwarded to the following:

- Small Business Commission Youth Commission Ethics Commission
- Planning Commission Building Inspection Commission

Note: For the Imperative Agenda (a resolution not on the printed agenda), use a Imperative

Sponsor(s):

Supervisor Wiener

Subject:

Hearing on Double Parking in San Francisco

The text is listed below or attached:

Hearing, directed to the San Francisco Municipal Transportation Agency (SFMTA) to report on the status of double parking in San Francisco.

Specifically, the SFMTA is asked to report on the City's policy on double parking, detail how double parking impacts traffic, Muni and bikes, explain current enforcement policies, and report on citation statistics for double parking. Statistics for double-parking should include frequency, concentration, and the number of citations issued.

130796

Signature of Sponsoring Supervisor:

Scott Wiener

For Clerk's Use Only:

