



Municipal Transportation Agency



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November 4, 2005

Katy Liddell
Main and Harrison Safety Committee
403 Main Street #813
San Francisco, CA 94105

Dear Ms. Liddell:

We share your concerns about pedestrian and traffic safety in the South Beach area and specifically the intersection of Main and Harrison Streets. As you are aware, we have made a number of operational changes at this intersection, including red zones for added visibility, an advanced stop line for southbound Main Street traffic, adjustment of signs for better visibility to drivers, and allocation of a Parking Control Officer during the PM peak traffic hour.

We are working with Caltrans to expedite the re-opening of Beale Street. This measure will have a major beneficial affect on the intersection of Main and Harrison by providing another route to the freeway and bridge, thereby reducing traffic volumes. We are also working with the Planning Department to finalize the Rincon Hill development plan. The Rincon Hill Plan calls for widening sidewalks and narrowing streets. These measures will calm traffic and improve conditions for pedestrians in the area. The plan also recognizes that Harrison Street and, to a lesser extent, Main Street, serve as important access routes to the Bay Bridge.

We appreciate the petition that was submitted to DPT's Livable Streets Program and continue to evaluate and prioritize applications for traffic calming. Unfortunately, your location is not a viable candidate for traffic calming measures. Applications are evaluated on issues including speeding, cut-through traffic, and/or evidence of "demonstration" driving, such as "donuts" or speed contests. In the case of Main and Harrison Streets, none of these conditions is significant enough to qualify for funding.

The current pedestrian issues at the intersection are of a nature that requires active traffic enforcement. Although fixed-post Parking Control Officers have been allocated to this intersection periodically, their inability to issue citations reduces their ability to change negative driver behaviors. We will ask the Police Department Traffic Division to consider additional enforcement of pedestrian right-of-way issues at this intersection.

Letter to Katy Liddell

November 4, 2005

Page 2

We all realize that the retrofit and replacement of the West Approach to the Bay Bridge is causing inconvenience to residents and motorists alike. We must simply ask for patience while this critical work is completed. As you have probably noticed, the present closure of the Harrison/Fremont off-ramp has reduced traffic on eastbound Harrison by shifting it to Folsom Street.

We appreciate your interest in traffic safety and look forward to working with you as the neighborhood evolves and traffic patterns change.

Sincerely,



William Lieberman, AICP
Deputy Director, Planning

cc: Jack Lucero Fleck, Deputy Director and City Traffic Engineer, DPT
Manito Velasco, Livable Streets Program, MTA Planning Division
Captain Greg Corrales, SFPD



Municipal Transportation Agency

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August 28, 2007

Jason Chan

Mayor's Office of Neighborhood Services

1 Dr. Carlton B. Goodlett Place, Room 160

San Francisco, CA 94102-4639

Dear Mr. Chan:

This is in response to your recent email concerning traffic safety at various intersections in the Rincon Hill, South Beach, and South Park neighborhoods.

In general, issues related to speeding, red light running, and right of way violations are best handled through additional police enforcement. Enforcement is sometimes required to bring respect to traffic controls that are already clearly marked or basic regulations that apply citywide. For example, many items noted problems with vehicles yielding to pedestrians when turning. We did review the intersections in question for possible improvements and note some actions below.

2nd and South Park Streets. This intersection is being reviewed by the MTA Planning division for the installation of a center crossing island. This will require reconfiguration of traffic lane lines on 2nd Street. The pedestrian signage at this intersection is in good condition.

Harrison and Main Streets. We will repaint the south crosswalk at this intersection. This intersection had been reviewed in response to past citizen requests. At that time we made some signage and parking adjustments. In addition, the city successfully worked with Caltrans to open Beale Street, between Folsom and Bryant Streets, to reduce freeway-bound traffic that had detoured to this and other nearby intersections.

Colin P. Kelly Jr. Street, between Brannan and Townsend Street. In terms of speeding and cut through traffic in this alley, residents could apply to the city's Traffic Calming program to be considered for treatments such as speed humps. Application information can be found at www.livablestreets.org. We are not aware of any requests that have been submitted so far. We have worked with residents on adding residential permit parking to the east side of the street, which is currently being reviewed by the Board of Supervisors.

Brannan and Delancey Streets. In 2002 this intersection was made into an all-way STOP. We believe the intersection is operating safely, with no reported collisions in the past five years. It is likely that some motorists are not obeying STOP signs and performing rolling stops, a problem best handled through targeted enforcement.

San Francisco Municipal Transportation Agency

San Francisco Municipal Railway | Department of Parking and Traffic

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Main and Folsom Streets. We will repaint the north crosswalk at this intersection. We also reviewed the signal timing ^{and} are providing more green time for vehicles on Folsom and pedestrians crossing Main Street. In addition we will be adding an all-red clearance phase to clear traffic as lights change from red to green.

The Embarcadero at Brannan Street. We will repaint the sections of the crosswalks at this intersection that are faded. The intersection has been operating relatively safely, with only one non-pedestrian injury collision in the past five years. Additional enforcement may be needed to remind motorists of the need to yield to pedestrians while making turns from Brannan Street.

Harrison and Spear Streets. We will repaint the sections of the crosswalks at this intersection that are faded. In addition we will be adding an all-red clearance phase to clear traffic as lights change from red to green.

Harrison and 2nd Streets. As part of our review we will be adding an all-red clearance phase to clear traffic as signal lights change from red to green.

2nd and Bryant Streets. From the original complaint, it appears that some of the problems at this intersection are related to the Bay Bridge congestion that occurs during peak hours. We are not aware of any engineering measures that we can employ at this time to address the congestion problem, which can result in occasional intersection blockage through this area.

Brannan and 2nd Streets. The complaint noted about a blue dumpster at the corner of the street was forwarded to the Department of Public Works, Bureau of Street Use and Mapping at 554-5810. They will review the situation.

Beale and Folsom Streets. DPT recently completed changes at this intersection that added pedestrian signals and opened the east crosswalk crossing Folsom Street at Beale Street. The new pedestrian signals were installed in late 2006 as part of a state safety grant. The painting of a new crosswalk was done after the reopening of Beale Street to through traffic this year.

1st and Folsom Streets. New pedestrian signals were installed in late 2006 as part of a state safety grant. In terms of the bicycle lane issue, the present configuration requires Folsom motorists to turn right to 1st Street only from the right lane. The bicyclists are placed to the left of right turning lane, which is standard practice. If vehicles are choosing to turn right from the center lane of Folsom Street (and thus to the left of the bicycle lane) it constitutes a moving violation that should be cited.

Fremont and Folsom Streets. This is a newly reconfigured intersection due to the addition of a freeway off-ramp to Folsom Street. We will be adding an all-red clearance phase to clear traffic as lights change from red to green and lengthening the duration of the yellow light for the off-ramp approach.

The Embarcadero at Harrison and Bryant Streets. Complaint notes that median section of The Embarcadero is somehow deficient for pedestrians. Without knowing what the specific concerns are it is difficult to address this item. As far as we know the median has been operating safely since its construction over ten years ago. Intersections have clear signal indications of when pedestrians can cross the tracks or the traffic lanes.

Harrison and Essex Streets. As part of our review we will be adding an all-red clearance phase to clear traffic as signal lights change from red to green.

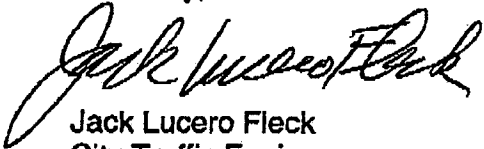
Main and Howard Streets. We will repaint the north crosswalk crossing Main Street.

Federal and Delancey Streets. As noted above for Colin P. Kelly Street, residents along this block of Delancey or Federal Streets could apply to the city's traffic calming program to be considered for treatments to reduce speed of vehicles. Application information can be found at www.livablestreets.org.

We would also like to note that the Planning Department has as part of its Rincon Hill planning process recommended making changes to some of these streets above. As new residential development in Rincon Hill is completed, the plan is to add sidewalk extensions to specific corners along with consideration of new two-way street patterns and traffic lane eliminations. These changes would be implemented as new residential development is completed.

Thank you for your interest in this matter. If you have any questions please call Ricardo Olea of my staff at 701-4561.

Sincerely,



Jack Lucero Fleck
City Traffic Engineer

cc: Daniel Homsey, Mayor's Office, City Hall
Captain Greg Corrales, SFPD Traffic
Anthony Parra, MTA Security and Enforcement
Bridget Smith, MTA Planning

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