

TENDERLOIN DRAFT PEDESTRIAN SAFETY PLAN

EXECUTIVE SUMMARY FOR PSAC

Aug. 18, 2005

PLAN GOAL

The Draft Tenderloin Pedestrian Safety Plan was developed by DPT/MTA Planning to increase pedestrian safety and convenience and to discourage speeding on arterial streets. It concentrates on such measures as curb bulb-outs, street trees, and turn restrictions. It focuses especially on Jones, Hyde, Geary, and O'Farrell, but also proposes improvements on some adjacent blocks.

FUNDING

The planning project was funded, along with the parallel SE Mission Pedestrian Safety Plan, with a Caltrans Environmental Justice grant. This program is oriented at seeing that traditionally underserved communities receive greater attention in transportation planning. The funding has been exhausted, and DPT/MTA Planning has been using Livable Streets funding (red light running fines) to fund completion.

There is Prop. K funding available for partial implementation, but not sufficient to implement all recommendations. We will aggressively pursue other funding sources

PROCESS

The Plan was initially developed through a combination of technical analysis and community outreach, led by Department of Public Health, with assistance from the Tenderloin Housing Clinic. While a neighborhood task force met about monthly, this group did not fully represent all key stakeholders in the neighborhood. Therefore, several meetings were held in 2004 and 2005 with groups such as the Tenderloin Police Captain's monthly meeting, TL Futures Collaborative, and Alliance for a Better District 6.

STATUS

The Draft Tenderloin and SE Mission Plans were approved by ISCOTT (Interdepartmental Staff Committee on Traffic & Transportation) on April 14 . The

MTA (Municipal Transportation Agency) Board approved the SE Mission Plan on June 7, but deferred approval of the Tenderloin Plan due to negative public comments by two individuals. The MTAB asked staff to try to address their concerns.

MTA Planning staff made a presentation to a neighborhood meeting sponsored by the Alliance for a Better District 6 on June 14. We also met informally with two neighborhood residents involved in community development. We also have a final presentation at the TL Police Captain's meeting scheduled for August 30.

After that, we will return to the MTA Board to ask for approval. That will be the final step before implementation.

Key portions of the plan have already been implemented through the Geary/O'Farrell Transit Improvement Project (which reduced travel lanes on these streets and added selected bus bulbs). In addition, the TA has \$50,000 available for spot improvements over the next several months.

The SF County Transportation Authority is beginning its own Tenderloin/Little Saigon study. This is a broad multi-modal transportation study, scheduled to take a year, beginning in Fall 2005. This is more suitable for considering major circulation changes, such as one-way to two-way street conversion.

PLAN RECOMMENDATIONS

See attached summary.

REQUESTED ACTION

We respectfully request the PSAC recommend approval of the Plan by the MTA Board and/or provide comments or recommended changes to staff.