

CHAPTER 3**CMP-DESIGNATED
ROADWAY NETWORK****Key Topics:**

- **Legislative Requirements**
- **San Francisco CMP Roadways**
- **Key Milestones and Work Program Items**

1. Legislative Requirements

California Government Code Section 65089(b)(1)(A) requires that the designated Congestion Management Network include at least all state highways and principal arterials. No highway or roadway designated as part of the system may be removed from the system. The statutes do not define "principal arterial."

The statutes also refer to regional transportation systems as part of the required land use impacts analysis program, California Government Code Section 65089(b)(4). In 1991, the Bay Area's Congestion Management Agencies (CMAs) developed Congestion Management Program (CMP) networks in coordination with MTC's Metropolitan Transportation System (MTS). The MTS network, which includes both highways and transit services, was subsequently designated as the Congestion Management System, as required by the federal Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. The MTC contracted with the congestion management agencies in the Bay Area to help develop the MTS and to use the CMPs to link land use decisions to the MTS.

2. San Francisco CMP Roadways

CMP legislation requires that all state highways (including freeways) and principal arterials are included

in the CMP network. The network must be useful to track the transportation impacts of land development decisions, as well as to assess the congestion management implications of proposed transportation projects. San Francisco's network therefore includes numerous local thoroughfares since most urban traffic occurs on city arterials (rather than on the freeways). The next sections document the network selection criteria and process used in the initial San Francisco CMP in 1991, and describes the current network.

a. Selection Criteria

Consistent with State requirements, the San Francisco CMP roadway network includes all freeways and state highways, as well as principal arterials. San Francisco has defined principal arterials as the Major Arterials designated in the Transportation Element of the City's General Plan, defined as follows:

"cross-town thoroughfares whose primary function is to link districts within the city and to distribute traffic from and to the freeways; these are routes generally of citywide significance; of varying capacity depending on the travel demand for the specific direction and adjacent land uses."

Several additional arterials - Market Street, Mission Street, Sutter Street, and West Portal - have also been included in the CMP roadway network. These streets experience serious conflicts between auto traffic and transit service.

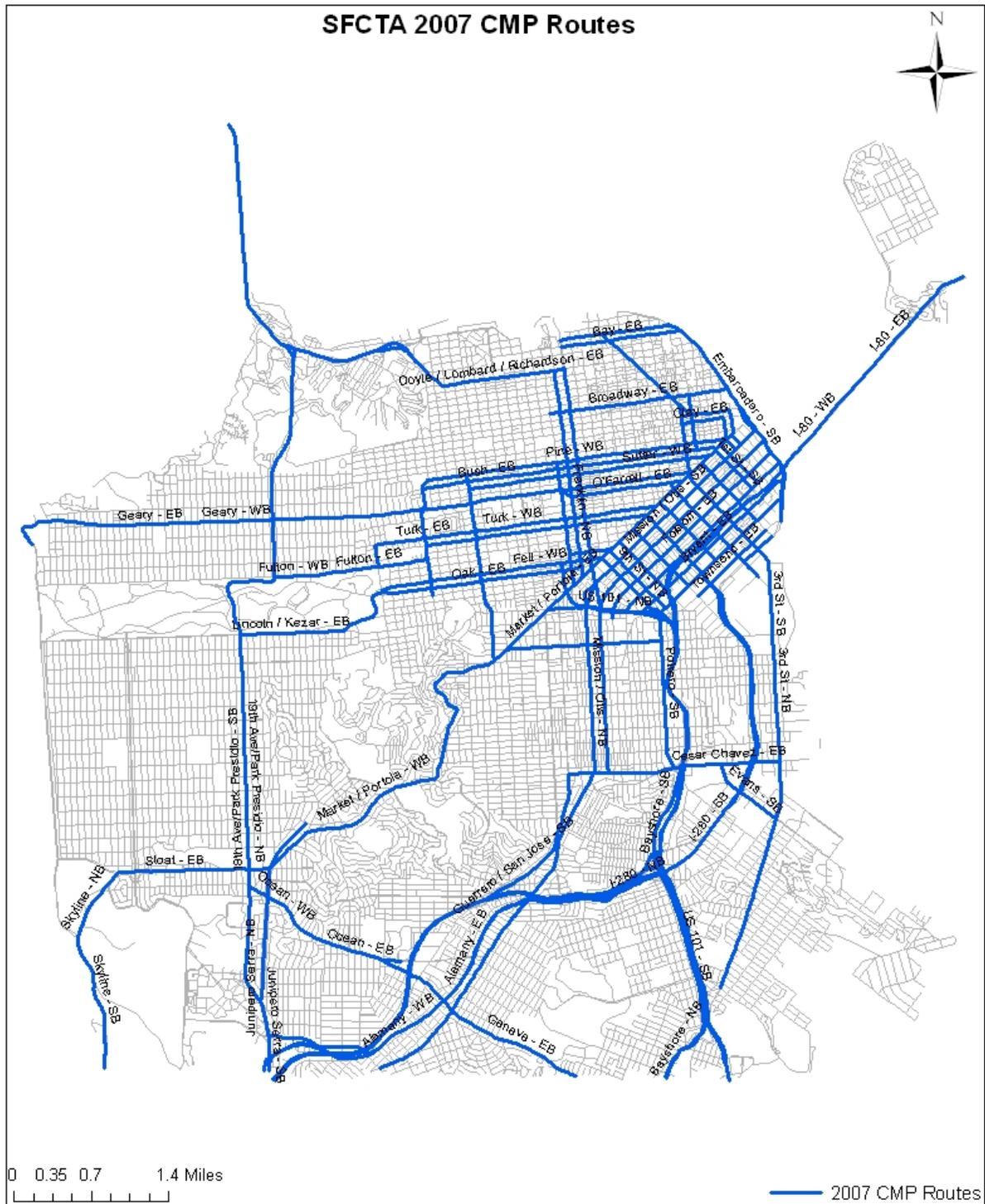
b. Current Network

The complete CMP roadway network for San Francisco consists of 472.6 directional miles on both arterials and freeways.

Roadway Type	Total Directional Miles
Arterial	402.7
Freeway	69.9
Total	472.6

This network is shown in Figure 3.1.

Figure 3.1



Freeways and State Highways

San Francisco's CMP roadway network includes freeway segments on Interstate 80, Interstate 280, and US Route 101. State routes designated along City streets are also part of the CMP roadway network, as follows:

- US Route 101 – Richardson Avenue, Lombard Street west of Van Ness Avenue, and Van Ness between Lombard Street and Market Street;
- Route 1 – Park Presidio Boulevard, 19th Avenue, and Junipero Serra Boulevard south of 19th Avenue;
- Route 35 – Sloat Boulevard between 19th Avenue and Skyline Boulevard as well as Skyline Boulevard.

City Arterials

The CMP network includes 402.7 directional miles of city arterials. A table of all city arterials included in the CMP network in addition to those designated as state routes is listed in Appendix III.

c. Proposed Changes - Rationale

State law prohibits the removal of roadway facilities from the initially designated CMP network (unless facilities are physically removed from the transportation system, such as the Embarcadero Freeway). New facilities may be added to the CMP network without restrictions, subject to the established criteria for inclusion. No network changes are proposed in the 2007 CMP.

However, as part of the Spring 2007 monitoring, additional segments were included in the data collection. These are not official changes to the CMP network, but were included to support continuing planning and system management efforts, such as the congestion pricing feasibility study.

d. Relationship to the MTS

Roadway

San Francisco's CMP roadway network is broadly consistent with the Metropolitan Transportation

System (MTS), defined by the MTC's latest Regional Transportation Plan. The MTS is a regional network of roadways, transit corridors and transfer points. The State highways and major thoroughfares designated in San Francisco's CMP roadway network are all included in the San Francisco portion of the regional MTS network (See Figures 3-3 and 3-4). In a few instances, the local CMP roadway network is not identical to the regional MTS network due to differences in the criteria used to define each network. San Francisco's CMP and MTS networks are coordinated with the networks of adjacent counties, to ensure regional connectivity.

A 1993 agreement delegated responsibility from MTC to the Authority to implement certain mandates in the federal Interstate Surface Transportation and Efficiency Act of 1991 and by extension, under the Safe, Accountable, Flexible, Efficient Transportation Equity Act—A Legacy for Users of 2005. These include the analysis of potential impacts on the MTS of proposed local land use decisions (see Chapter 7). The MTS roadway network was updated in 2001 to reflect “support for ‘smart growth’ and ‘environmental justice’ by including new focus on facilities that serve major areas of high density, and that provide essential access to disadvantaged neighborhoods.”

4. Work Program Items - Key Milestones

Participate in any future MTC efforts to redefine the transit Metropolitan Transportation System (MTS).