

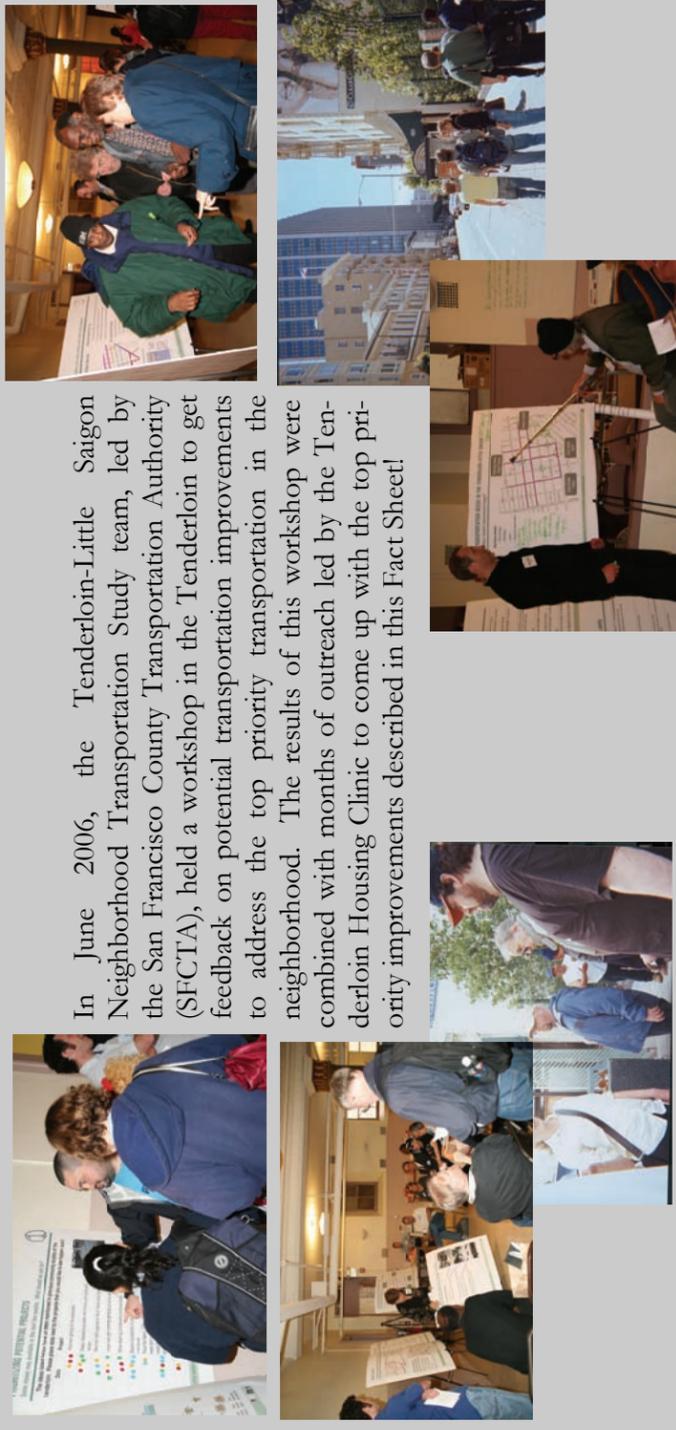


# Tenderloin-Little Saigon

## Neighborhood Transportation Study

Potential Project	Project Description	Status/Next Steps
1 Muni Lifeline Access	Increase awareness of Muni Lifeline Fast Pass for low income individuals	Program underway
2 McAllister / Leavenworth Pedestrian Improvements	Improve pedestrian access and safety through: curb bulbs sidewalk widening bus stop upgrades	conceptual work completed design and construction funds awarded
3 Jones Street Corner Bulbs	Improve pedestrian access and safety with: corner bulbs at Jones and Geary, Turk, Eddy, and Golden Gate (NE and SE corners)	
4 McAllister – Leavenworth Multimodal Improvements	Design and construct multimodal circulation improvements including: Transit re-routing to improve travel time, reliability, and convenience bicycle facility to increase safety	City design and evaluation of alternative engineering configurations underway
5 Tenderloin Traffic Calming and Circulation Study	Develop, evaluate, and recommend traffic calming improvements, particularly focusing on Ellis / Eddy, Jones / Leavenworth, and McAllister Sts.	Authority applied for state funds to conduct traffic analysis Prioritize for Prop K funding
6 Next Bus	Provide real time transit arrival information with 8 Next Bus signs to be installed for the 38-Geary and for the 31-Balboa	Funds awarded Construction scheduled.
8 Pedestrian Scale Lights	Improve pedestrian conditions, particularly on routes connecting to regional transit, by establishing a standard street light fixture with a pedestrian element as part of routine street lighting infrastructure	City's Better Streets Master Plan (BSP), currently underway, will develop standard lighting design, policies for implementation, and funding sources
9 Pedestrian Countdown Signals	Pedestrian countdown signals at 28 crossings to be implemented through MTA's ongoing Pedestrian Countdown installation program.	Prioritize for Prop K funding
10 Visible Crosswalk design and policy	Improve pedestrian safety by establishing a non-school area visible crosswalk design and policies for implementation	City's Better Streets Master Plan (BSP), currently underway, will develop a non-school area visible crosswalk design and policies for implementation
11 Low Cost Curb Bulb Design Trial	Develop and test a design for affordable curb bulb design	Work with the City's Better Streets Master Plan to develop a test design for low cost curb bulbs; the Tenderloin neighborhood could be a trial location
12 Red Light Running Cameras	Improve pedestrian safety by installing a red light running camera at a location with frequent red-light running.	City is currently screening intersections citywide to prioritize for next round of camera installation.
14 Little Saigon Pedestrian Improvements	Improve pedestrian access, connectivity, and safety in the Little Saigon business district through: Corner bulbs on Larkin Street at Ellis and Turk Streets pedestrian countdowns	Design and engineering of curb bulbs needed Prioritize for Prop K funding Corner bulbs at NE and NW corners of Larkin and Eddy Sts underway

In June 2006, the Tenderloin-Little Saigon Neighborhood Transportation Study team, led by the San Francisco County Transportation Authority (SFCTA), held a workshop in the Tenderloin to get feedback on potential transportation improvements to address the top priority transportation in the neighborhood. The results of this workshop were combined with months of outreach led by the Tenderloin Housing Clinic to come up with the top priority improvements described in this Fact Sheet!



### Study Team

The San Francisco County Transportation Authority led the study, in partnership with the Tenderloin Housing Clinic, the Southeast Asian Community Center, and Asian Neighborhood Design. The study also has a Technical Advisory Committee (TAC) composed of representatives from relevant city agencies (including Muni, DPT, DPW, and more) as well as community members.

### Study Purpose

The Tenderloin-Little Saigon Neighborhood Transportation Study identified the community's high priority transportation needs, and developed conceptual designs and strategies for transportation improvements to the Tenderloin and Little Saigon neighborhoods.

### Community-Based Approach

As a community-based effort, the study results are the priorities of Tenderloin residents, merchants, and anyone with an interest in the neighborhood. The Tenderloin Housing Clinic led the study outreach effort, which included focus groups, stakeholder interviews, surveys, walking tours, and public workshops. Contact Rachel Hiatt at the Transportation Authority for more information (522.4809).

Learn more or keep track of progress:

- Visit the Authority website at [www.sfcta.org](http://www.sfcta.org)
- Contact Project Manager, Rachel Hiatt at 415.522.4890
- Email [tenderloin@sfcta.org](mailto:tenderloin@sfcta.org)

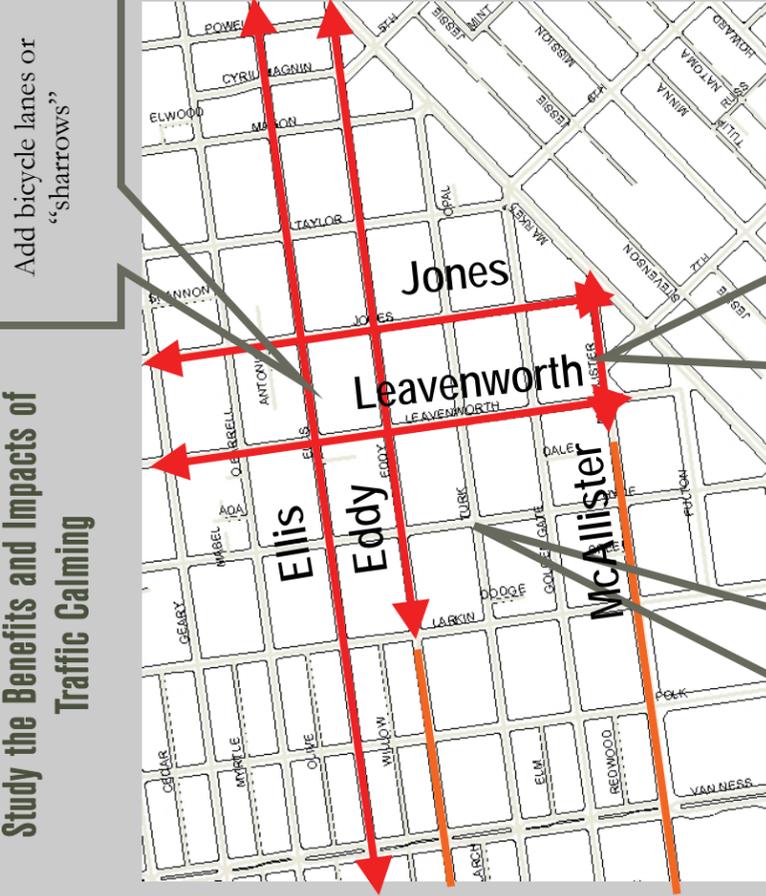
[Tenderloin@sfcta.org](mailto:tenderloin@sfcta.org)

# TOP TRANSPORTATION IMPROVEMENTS FOR THE TENDERLOIN AND LITTLE SAIGON

**Four Key Areas for Improvement:** The top priority projects identified by residents and other stakeholders in the Tenderloin and Little Saigon neighborhoods fall into four key areas: Pedestrian Safety, Slower Traffic, Transit Reliability and Access, and Streetscape. The improvements described below were identified as the top priority ways to address those issues.

**Funding and Implementation:** The Transportation Authority is working with the City (including the Municipal Transportation Agency, MTA, and the Department of Public Works) to identify funding and to construct these improvements.

## Study the Benefits and Impacts of Traffic Calming



Re-time traffic signals to reduce incentive to speed

Making this single block two-way, like the rest of McAllister, will help pedestrians and cyclists

Although some have concerns about the effect of traffic calming strategies, such as two-way street operation, on traffic flow and siren noise, the benefits and impacts of alternative traffic calming approaches are worth studying for their improvements to pedestrian safety, traffic speed reductions, and potential to reduce transit delays.

- **Study the benefits and impacts of alternative traffic calming options:** Many streets provide more space for cars than is needed, enabling speeding. On re-designed streets, slower speeds will “feel” right to drivers and pedestrians. Options for study include two-way street operation.
- **Widen sidewalks:** Expand space for businesses and pedestrians by widening sidewalks and reducing the number of car lanes
- **Potential to streamline transit routes:** can eliminate circuitous routes and improve wayfinding if buses run in both directions on the same street

## Transit Reliability

- **Bus Bulbs:** buses no longer need to pull in and out of the traffic lane.
- **Lifeline Fast Pass:** expand awareness and access to the discounted Muni Fast Pass for low-income individuals
- **Next Bus:** install real-time arrival information.



## Pedestrian Safety and Streetscape

- **Lighting:** The City’s Better Streets Plan is developing a pedestrian lighting fixture. Also, establish program to help businesses install building lighting.
- **Countdown Signals:** add in more countdown signals
- **Corner Bulbs:** install real-time arrival information.
- **Visible Crosswalks:** The City’s Better Streets Plan is developing a visible crosswalk design for non-school intersections
- **Widen Sidewalks:** Expand space for businesses and pedestrians by widening sidewalks and reducing the number of car lanes



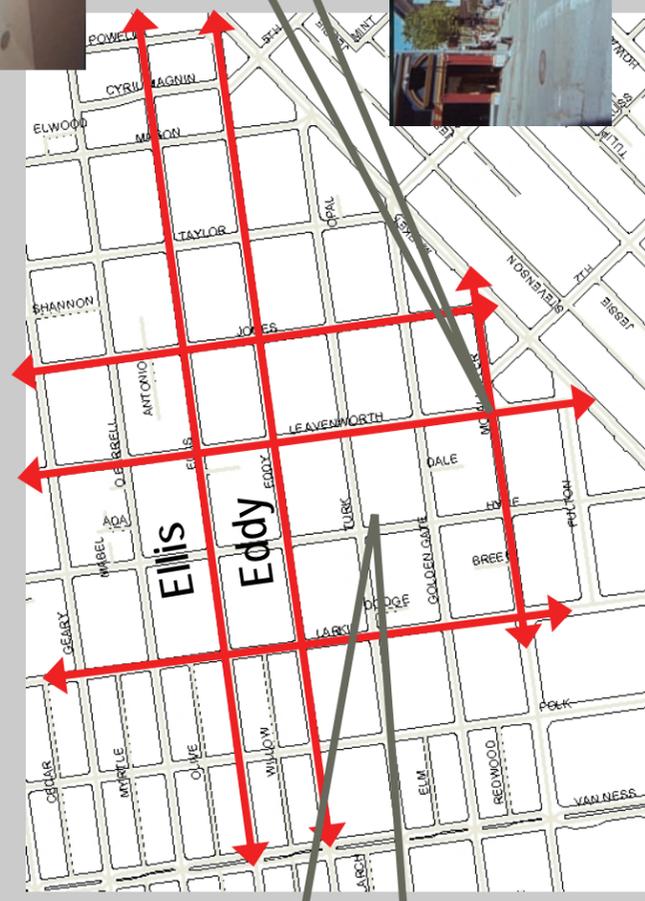
Add corner bulbs widely



Add in missing countdown signals



Improve pedestrian crossing at McAllister and Leavenworth



Install pedestrian scale lighting widely, though, program to help businesses install lighting on buildings  
City’s Better Streets Plan

