



RESOLUTION AMENDING THE SCOPE OF WORK AND SCHEDULE FOR THE DISTRICT 3 NEIGHBORHOOD TRANSPORTATION IMPROVEMENT PROGRAM PLANNING PROJECT AND REVISING THE NAME FROM THE KEARNY STREET MULTIMODAL IMPLEMENTATION PLAN TO DISTRICT 3 PEDESTRIAN SAFETY IMPROVEMENTS

WHEREAS, In 2015 through approval of Resolution 16-18, the Transportation Authority Board allocated \$100,000 in Prop K local transportation sales tax Neighborhood Transportation Improvement Program (NTIP) planning funds to the San Francisco Municipal Transportation Agency (SFMTA) for the Kearny Street Multimodal Implementation Plan; and

WHEREAS, Following discussions with the District 3 Transportation Authority Commissioner, Chinatown Transportation Research and Improvement Project (Chinatown TRIP), North Beach Neighbors and Telegraph Hill Dwellers, the SFMTA submitted a request to change the project name to District 3 Pedestrian Improvements and to amend the scope to reflect community desires to increase pedestrian safety priorities within the project area; and

WHEREAS, As detailed in Attachment 1, the proposed amended scope would focus on planning and design of improvements at the intersections of Kearny/Jackson, Kearny/Washington, and Columbus/Green/Stockton; and implementation of near-term improvements along Kearny Street, pending feasibility analysis, including pedestrian scramble signal timing changes at Kearny/Jackson and Kearny/Washington and removal of dual-turn lanes at Kearny/Bush, Kearny/Pine, Kearny/Post and Kearny/Sutter; in addition to other potential improvements; and

WHEREAS, The proposed amendments would not change the overall budget, which totals \$100,000 and is entirely funded by the prior Prop K allocation; and

WHEREAS, The proposed revised schedule by task and revised Prop K grant expiration



date are provided in Attachment 1; and

WHEREAS, After reviewing the request, Transportation Authority staff recommended amending the scope of work, schedule and project name as described in Attachment 1, which also includes required deliverables; and

WHEREAS, At its June 26, 2019 meeting, the Citizens Advisory Committee considered the subject request and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the scope of work and schedule for the District 3 NTIP planning project and revises the name from the Kearny Street Multimodal Implementation Plan to District 3 Pedestrian Safety Improvements, as detailed in Attachment 1; and be it further

RESOLVED, That the Capital Improvement Program of the Congestion Management Program, the Prop K Strategic Plan, and the relevant 5YPPs are hereby amended, as appropriate.

Attachment:

1 – Draft Revised Scope, Schedule and Deliverables



The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this day of July 23, 2019, by the following votes:

**Ayes:** Commissioners Brown, Fewer, Haney, Mandelman, Mar, Peskin, Ronen, Safai, Stefani, Walton and Yee (11)

 7-23-19

Aaron Peskin Date  
Chairperson

ATTEST:  7/25/19

Tilly Chang Date  
Executive Director

**Attachment 1.**  
**District 3 NTIP Project**  
**Draft Revised Scope, Schedule and Deliverables for District 3 Pedestrian Safety Improvements**

The SFMTA proposes to amend the scope and schedule of the Kearny Street Multimodal Implementation Plan and to rename the project “**District 3 Pedestrian Safety Improvements.**” The updated scope is focused on planning and design of pedestrian safety improvements within District 3 at the intersections of Kearny and Jackson streets, Kearny and Washington streets, and Columbus Avenue at Green and Stockton streets and the implementation of some near-term improvements along Kearny Street pending feasibility analysis. Near-term improvements to be investigated and implemented if feasible include pedestrian scramble signal timing changes at the intersections of Kearny and Jackson streets and Kearny and Washington streets, removal of dual-turn lanes at Kearny Street intersections with Bush, Pine, Post and Sutter streets and bus stop consolidation along Kearny Street between Market Street and Columbus Avenue, pending community input.

This change in scope is recommended following SFMTA’s discussions with the District 3 Supervisor’s Office, Chinatown Transportation Research and Improvement Project (Chinatown TRIP), North Beach Neighbors and Telegraph Hill Dwellers. Both Chinatown TRIP and the District 3 Supervisor’s Office have identified pedestrian scrambles at the intersections of Kearny and Jackson streets and Kearny and Washington streets as high priorities. Both the North Beach Neighbors and Telegraph Hill Dwellers have requested a redesign of the intersection of Columbus Avenue at Green and Stockton streets with a focus on improving pedestrian safety and convenience.

The proposed revised task-based scope, including deliverables, schedule dates and budget is summarized below. Attachment 2 provides additional budget detail. The proposed amendment does not change the overall project budget.

<b>Task</b>	<b>Deadline</b>	<b>Deliverables</b>	<b>Cost</b>
1. Analyze options for near-term and long-term pedestrian scrambles at Kearny/Jackson and Kearny/Washington. Near-term options include signal timing and hardware changes that do not require a full traffic signal upgrade.	September 2019	Memo summarizing feasibility of various options, including impacts to transit, and recommendations for preferred near-term option for pedestrian scramble and associated changes to mitigate transit impacts.	\$5K
2. Analyze removal of dual-turn lanes at Kearny/Bush, Kearny/Pine, Kearny/Post and Kearny/Sutter and bus stop consolidation along Kearny between Market and Columbus.	September 2019	Memo summarizing recommendations.	\$5K
3. Analyze options for improving pedestrian safety and convenience at Columbus/Green/Stockton.	September 2019	Memo summarizing feasibility of various options and recommendations for preferred option including planning-level construction cost estimate.	\$10K

**Attachment 1.**  
**District 3 NTIP Project**  
**Draft Revised Scope, Schedule and Deliverables for District 3 Pedestrian Safety Improvements**

<b>Task</b>	<b>Deadline</b>	<b>Deliverables</b>	<b>Cost</b>
4. Environmental review and legislation for near-term pedestrian scrambles at Kearny/Jackson and Kearny/Washington (if determined to be feasible in Task 1) and any recommendations for removal of dual-turn lanes and/or bus stop changes (if recommended in Task 2).	November 2019	SFMTA Board of Directors resolution for any necessary parking/traffic legislation.	\$10K
5. Implementation of near-term pedestrian scrambles and associated parking and traffic changes at Kearny/Jackson and Kearny/Washington (if determined to be feasible in Task 1) and any recommendations for removal of dual-turn lanes and/or bus stop changes (if recommended in Task 2 and approved by SFMTA Board).	February 2020	Signal timing and hardware changes for pedestrian scrambles that can be accomplished without a full traffic signal upgrade and striping, sign and curb paint for associated parking/traffic changes.  SFMTA will provide updated signal timing cards, striping drawings and sign plans.	\$40K
6. Preliminary evaluation of pedestrian scrambles at Kearny/Jackson and Kearny/Washington.	August 2020	Memo evaluating safety, transit and traffic operations before and after implementation of pedestrian scrambles.	\$5K
		<b>Total</b>	<b>\$75K</b>

**Deliverables:**

1. Quarterly progress reports shall provide percent complete by task and percent complete for the overall project, in addition to the requirements in described in the Standard Grant Agreement. Quarterly progress reports will be shared with District 3 Supervisor.
2. With the quarterly progress report submitted on October 15, 2019, following completion of Tasks 1, 2, and 3, SFMTA shall provide: Memo summarizing feasibility of various options, including impacts to transit, and recommendations for preferred near-term option for pedestrian scramble and associated changes to mitigate transit impacts; memo summarizing recommendations for removal of dual-turn lanes and bus stop consolidation; and memo summarizing feasibility of various options and recommendations for preferred option including planning-level construction cost estimate for improving pedestrian safety and convenience at Columbus/Green/Stockton.
3. With the quarterly progress report submitted on October 15, 2020, following completion of Task 6, SFMTA shall provide memo evaluating safety, transit and traffic operations before and after implementation of pedestrian scrambles.

**Attachment 1.**  
**District 3 NTIP Project**  
**Draft Revised Scope, Schedule and Deliverables for District 3 Pedestrian Safety Improvements**

**Revised Grant Expiration Date:**

- Extended from June 30, 2019 to September 30, 2020.