

Congestion Management Program Roadway Network Segmentation and Changes



San Francisco
County Transportation
Authority

CMP NETWORK - ARTERIALS

Rationale for Segmentation

Street Name	Land Use	Speed Limit	Major Cross Street	Change In Volume	Free-way Ramp
1st Street					
Market-Harrison					
3rd Street					
Jamestown-Evans *		x	x		
Evans-China Basin		x			
China Basin-Market		x		x	
4th Street					
Market-Harrison					x
Harrison-3rd St					x
5th Street					
Market-Brannan					
6th Street					
Market-Brannan					
7th Street					
Brannan-Market					
8th Street					
Market-Bryant					
9th Street					
Brannan-Market					
10th Street					
Market-Brannan					
19th Avenue/Park Presidio Blvd					
U.S.101-Lake		x			
Lake-Lincoln		x	x		
Lincoln-Sloat			x		
Sloat-J.Serra			x		
Alemanly Blvd					
C & C limit-Lyell *		x			
Lyell-Bayshore		x			
Army Street					
Guerrero-Kansas *	x	x			x
Kansas-Bryant *					x
Bryant-3rd St.					x
Bay Street					
Van Ness-Embarcadero					
Bayshore Blvd					
Army-Industrial *			x		x
Industrial- C & C limit			x		x
Beale/Davis					
Clay-Mission					
Brannan Street					
Division-9th St					
6th St-5th St					
Broadway					
Gough-Larkin	x				

Street Name	Land Use	Speed Limit	Major Cross Street	Change In Volume	Free-way Ramp
Larkin-Powell (Tunnel)	x	x			
Powell-Montgomery		x			
Montgomery-Embarcadero			x		
Brotherhood Way					
J.Serra-Aleman					
Bryant Street					
Division-4th St					x
4th St-Embarcadero					x
Bush Street					
Masonic-Gough	x				
Gough-Market *	x		x		
Castro/Divisadero Street					
Pine-Geary			x		
Geary-14th St	x		x		
14th St-Market	x		x		
Clay Street					
Kearny-Davis					
Columbus Avenue					
North Point-Greenwich				x	
Greenwich-Montgomery			x		
Drumm Street					
Washington-Market					
Duboce Avenue					
Market-Mission *	x				
Mission-Potrero	x				
The Embarcadero					
Townsend-North Point					
Evans Avenue					
Army-3rd St *					
Fell Street					
Gough-Laguna					x
Laguna-Stanyan					x
Franklin Street					
Market-Pine			x		
Pine-Lombard	x				
Fremont Street					
Harrison-Market *					
Fulton Street					
Masonic-Arguello		x	x		
Arguello-Park Presidio *		x	x		
Geary Blvd					
Market-Gough	x	x			
Gough-Arguello		x			
Arguello-25th Ave			x		
25th Ave-Great Hwy	x		x		

Street Name	Land Use	Speed Limit	Major Cross Street	Change In Volume	Free-way Ramp
Geneva Avenue					
Phelan-Cayuga	x				
Cayuga-Paris	x				
Paris-Santos	x				
Golden Gate Avenue					
Masonic-Franklin	x	x	x		
Franklin-Market	x	x	x		
Gough Street					
Pine-Geary			x		
Geary-Golden Gate *	x				
Golden Gate-Market	x				
San Jose Avenue/Guerrero					
Army-29th St	x	x			
29th St-Monterey Blvd					x
Harrison Street					
Embarcadero-1st St *					x
1st St-4th St					x
4th St-8th St					x
8th St-13th St					x
Hayes Street					
Market-Gough					
Howard Street					
Embarcadero-S.Van Ness					
Junipero Serra Blvd					
Sloat-19th Ave *		x	x		
19th Ave-Brotherhood Way			x		
Brotherhood-C & C limit			x		
Kearny Street					
Market-Columbus					
King Street					
6th St-Embarcadero					
Lincoln Blvd/Kezar Drive					
19th Ave-5th Ave	x				
5th Ave-Stanyan	x				
Lombard Street					
Francisco-Van Ness *					
Main Street					
Mission-Market					
Market/Portola					
Sloat-Santa Clara	x				
Santa Clara-Clipper *	Grade Change				
Clipper-Castro	x				
Castro-Guerrero	x				
Guerrero-Van Ness			x	x	
Van Ness-Drumm	x				

Street Name	Land Use	Speed Limit	Major Cross Street	Change In Volume	Free-way Ramp
Masonic Avenue					
Pine-Geary			x		
Geary-Page			x		
Mission/Otis					
Embarcadero-3rd St	x				
3rd St-9th St	x				
9th St-14th St	x				
14th St-Army *	x				
Army-Ocean *			x		
Ocean-Sickles	x				
Montgomery Street					
Broadway-Bush					
North Point Street					
Van Ness-Columbus			x		
Columbus-Embarcadero			x		
O'Farrell Street					
Gough-Mason *	x				
Mason-Market	x				
Oak Street					
Stanyan-Divisadero *	x		x		
Divisadero-Laguna	x		x		x
Laguna-Franklin					x
Ocean Avenue					
19th Ave-Miramar *	x				
Miramar-I-280	x				
Pine Street					
Market-Kearny	x				
Kearny-Leavenworth	x				
Leavenworth-Franklin	x				
Franklin-Presidio	x				
Potrero Avenue					
Division-21st St	x			x	
21st St-Army	x			x	
Skyline Drive					
Sloat-City & County limit					
Sloat Boulevard					
Skyline-J.Serra					
Stanyan Street					
Fulton-Turk					
Sutter Street					
Market-Mason *	x				
Mason-Gough	x				
Gough-Divisadero	x		x		
Turk Street					
Market-Hyde	x				
Hyde-Gough	x				

Street Name	Land Use	Speed Limit	Major Cross Street	Change In Volume	Free-way Ramp
Hyde-Gough	x				
Gough-Divisadero	x				
Divisadero-Stanyan			x		
Van Ness Avenue					
Lombard-Washington	Sig.	Syst.	Change		
Washington-GoldenGate Av *	x				
Golden Gate Ave-13th St *					x
13th St-Army					x
Washington Street					
Kearny-Drumm					
West Portal Avenue					
Sloat-Ulloa					

* indicates change in segment boundary.

CMP NETWORK - FREEWAYS

Rationale for Segmentation

Freeway	Split	Off-ramp	On-ramp
I-280			
C & C limit- U.S. 101	x		
101/280 -6th/Brannan	x		
U.S.101			
C & C limit- I-280	x		
I-280- I-80	x		
I-80- Fell/Laguna	x		
I-80			
U.S. 101- Fremont		x	
Fremont- Treasure Island		x	

Table II
Rationale for Changes to Arterial Segmentation
Since 1991

Third Street	Eliminated Fairfax Street as a break point. Evans Avenue is the new break point because of the change in speed limit and because Evans is a major cross street.
Alemaný Boulevard	Lyell Street is a necessary break point because of a speed limit change.
Army Street (César Chávez)	Because of the size of the U.S. 101 interchange at Army Street circle, a break point was established on each side of it. One is at Kansas Street and a second is at Bryant Street.
Bayshore Boulevard	Industrial is a necessary break point because of nearby off and on-ramps.
Bush Street	Gough is the best divider to break Bush into two segments because land use changes occur at Gough and because it is a major cross street.
Duboce Avenue	Folsom Street was eliminated as a break point and replaced with Mission Street, because of the presence of on and off ramps to 101.
Evans Avenue and Fremont Street	The 1991 intermediate segment limits could not be justified and were eliminated (no apparent change in traffic flow conditions)
Fulton Street	Arguello was identified as an intermediate segment limit because it is a major cross street and because of a speed limit change.
Harrison Street	Eliminated 2nd Street and substituted First Street is the first break point because of the I-80 on-ramp.
Junipero Serra Boulevard	The first segment boundary is 19th Avenue instead of Holloway, as justified by the change in speed limit and also because 19th Avenue is a major cross street.
Lombard Street	Eliminated intermediate segment boundaries because land uses and traffic conditions are uniform along this street.
Market Street	Established a new segment boundary at Clipper because of a change in grade on each side of Clipper. Eliminated unjustified breaks at Danvers, Sanchez and Gough.
Mission Street	Eliminated intermediate boundaries between 14th and Army and between Army and Ocean to better reflect land use.
O'Farrell Street	Eliminated intermediate segment boundaries at Van Ness, Leavenworth and Taylor, which created segments too short for accurate measurement. Mason is the new break point because of land use changes.
Van Ness Avenue	Added Golden Gate Avenue as an intermediate segment boundary because of land use changes (start of the Civic Center area).



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January 10, 2007 REC'D JAN 12 2007

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RE: San Francisco CMP Segment Modification

Dear Tilly:

Thank you for the letter dated January 4, 2007 regarding CMP monitoring on Brannan Street. After reviewing your letter and the CMP monitoring map for the area, MTC supports the proposed changes to make monitoring on Brannan in this area consistent with SFCTA's standard CMP segment definitions while continuing to monitor Brannan Street consistent with overall CMP guidance.

MTC expects monitoring on Brannan will take place on Brannan from Division to 6th Street and from 6th Street to 3rd Street effective spring 2007. Please let me know if there are any questions.

Yours truly,

Doug Johnson

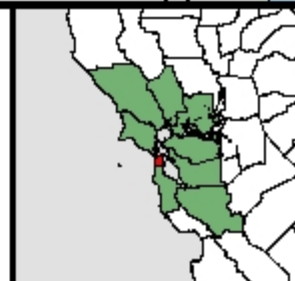
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cc: Sean Co, MTC
Valerie Knepper, MTC
Doug Kimsey, MTC



- ▬▬▬ Existing Brannan Street segment from Division to 9th
- - - New Brannan Street segment from Division to 6th
- ▬▬▬ Existing Brannan Street segment from 6th to 5th
- - - New Brannan Street segment from 6th to 3rd

Two-way street segments are represented by two parallel lines.







Proposed new CMP monitoring segments
San Francisco County
Congestion Management Program

0 0.125 0.25 0.5 Miles

This map is intended for planning purposes only.

Map Produced: 11/27/2006 KNS



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