



RESOLUTION ADOPTING THE LOMBARD STUDY: MANAGING ACCESS TO THE
“CROOKED STREET” FINAL REPORT

WHEREAS, The Lombard Study: Managing Access to the “Crooked Street” (Study) was recommended by Commissioner Farrell for Prop K half-cent sales tax funds from the Transportation Authority’s Neighborhood Transportation Improvement Program, which was established to fund community-based efforts in San Francisco neighborhoods; and

WHEREAS, The Study focuses on the neighborhood at and around the 1000 Block of Lombard Street between Hyde and Leavenworth Streets – the “Crooked Street” that is one of San Francisco’s most prominent landmarks and one which attracts millions of visitors each year; and

WHEREAS, The purpose of the Study was to identify and evaluate a range of options for managing visitor access and circulation on and around the Crooked Street while maintaining the character and livability of the residential neighborhood and avoiding spillover effects into adjacent streets and neighborhoods; and

WHEREAS, The Study found and documented significant levels of congestion around the Crooked Street and surrounding neighborhood, resulting from over two million visitors per year to a residential area; and

WHEREAS, The Study found that in the absence of a dedicated management organization to address the impacts of the visitors to the Crooked Street, detrimental impacts to quality of life, ease of access, and health and safety result; and

WHEREAS, The study team conducted an evaluation of potential interventions and solutions to the congestion and related issues identified at and around the Crooked Street, and solicited input and feedback on these solutions from the community; and

WHEREAS, Based on community input and technical evaluation, the Study recommends (1)



improved enforcement of existing regulations by the San Francisco Municipal Transportation Agency (SFMTA) and San Francisco Police Department, (2) engagement of the tourism industry as partners in visitor management, (3) engineering and signage enhancements by SFMTA, and (4) the development and implementation of a reservations and pricing system for vehicles by the Transportation Authority; and

WHEREAS, On February 22, 2017, the Citizens Advisory Committee was briefed on the Study's Draft Final Report and adopted a motion of support for its adoption; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the enclosed Lombard Study: Managing Access to the "Crooked Street" Final Report; and be it further

RESOLVED, That the Executive Director is hereby authorized to prepare the document for final publication and distribute the document to all relevant agencies and interested parties.

Enclosure:

1. Lombard Study: Managing Access to the "Crooked Street" Final Report



Memorandum

Date: 03.10.17 **RE:** Board
March 14, 2017

To: Transportation Authority Board: Commissioners Peskin (Chair), Tang (Vice Chair), Breed, Cohen, Farrell, Fewer, Kim, Ronen, Safai, Sheehy and Yee

From: Jeff Hobson – Deputy Director for Planning *JH*

Through: Tilly Chang – Executive Director *TC*

Subject: **INFORMATION/ACTION** – Adopt the Lombard Study: Managing Access to the “Crooked Street” Final Report

Summary

The Managing Access to the Crooked Street Study was recommended by Commissioner Farrell for \$100,000 in Prop K sales tax funds from the Transportation Authority’s Neighborhood Transportation Improvement Program (NTIP). The NTIP is intended to strengthen project pipelines and advance the delivery of community-supported neighborhood-scale projects, especially in Communities of Concern and other underserved neighborhoods and areas with at-risk populations (e.g. seniors, children, and/or people with disabilities). This study focuses on the neighborhood at and around the 1000 Block of Lombard Street between Hyde and Leavenworth Streets – the “Crooked Street” that is one of San Francisco’s most prominent landmarks and one which attracts millions of visitors each year. The purpose of the study was to identify and evaluate a range of options for managing visitor access and circulation on and around the Crooked Street while maintaining the character and livability of the residential neighborhood and avoiding spillover effects into adjacent streets and neighborhoods. Andrew Heidel, Senior Transportation Planner, will present the results and recommendations of this study to the Board. The presentation is included in the meeting packet and the draft report is included an enclosure.

BACKGROUND

The Lombard Study: Managing Access to the “Crooked Street” (Study) was recommended by Commissioner Farrell for Prop K half-cent sales tax funds from the Transportation Authority’s Neighborhood Transportation Improvement Program, which was established to fund community-based efforts in San Francisco neighborhoods. The Study focuses on the neighborhood at and around the 1000 Block of Lombard Street between Hyde and Leavenworth Streets – the “Crooked Street” that is one of San Francisco’s most prominent landmarks.

DISCUSSION

The purpose of the Study was to identify and evaluate a range of options for managing visitor access and circulation on and around the Crooked Street while maintaining the character and livability of the residential neighborhood and avoiding spillover effects into adjacent streets and neighborhoods. The Study, through a review of previous documentation of transportation issues in the area and significant new data collection, found and documented significant levels of congestion around the Crooked Street

and surrounding neighborhood. This residential area now absorbs the impacts of over two million visitors per year, which results in levels of congestion more common to a downtown area. The Study found that in the absence of a dedicated management organization to address the impacts of the visitors to the Crooked Street, this volume of visitors results in detrimental impacts to quality of life, ease of access, and health and safety.

The study team conducted an evaluation of potential interventions and solutions to the congestion and related issues identified at and around the Crooked Street, and solicited input and feedback on these solutions from the community. Based on community input and technical evaluation, the Study recommends (1) improved enforcement of existing regulations by the San Francisco Municipal Transportation Agency (SFMTA) and San Francisco Police Department, (2) engagement of the tourism industry as partners in visitor management, (3) engineering and signage enhancements by SFMTA, and (4) the development and implementation of a reservations and pricing system for vehicles by the Transportation Authority, including the creation or designation of a dedicated entity to manage the system and other interventions to address the impacts of visitors to the Crooked Street.

ALTERNATIVES

1. Adopt the Lombard Study: Managing Access to the “Crooked Street” Final Report, as requested.
2. Adopt the Lombard Study: Managing Access to the “Crooked Street” Final Report, with modifications.
3. Defer action, pending additional information or clarification from staff.

CAC POSITION

The CAC considered this item at its February 22, 2017 meeting. After considerable discussion and public comment, the CAC adopted a motion of support for the staff recommendation, with one member opposing (noting that the study should have given more focus to transit and park-and-ride type options) and one member abstaining.

FINANCIAL IMPACTS

None.

RECOMMENDATION

Adopt the Lombard Study: Managing Access to the “Crooked Street” Final Report.

Enclosure:

1. Lombard Study: Managing Access to the “Crooked Street” Final Report