UTA Traffic Calming Index to ALL relevant information from 2011 to present: 2015

Traffic calming conversations were initiated after UTA signed the Settlement Agreement with USF in June 2010.

Members of the UT Traffic Committee established in 2010

Kristin Kasper Glickman (Tamalpais)
Jeanne and Winchell Quock (Temescal at Golden Gate)
Kris Schaeffer (Annapolis east side)
Linda Dower (Roselyn at Golden Gate)
Martin MacIntyre (Temescal)
Anne Marie Pierce (Parker)
Richard Rabbit (Temescal)
Barbara Kiley (Annapolis west side)
Terry Rodriguez (Roselyn)
Walt Gmelch (Chabot at Turk)
Sue Plasai (Turk at Masonic)
Glenn Loomis (Turk at Chabot)

USF/Traffic consultants:
Evan Rose, Urban Design Plus by phone
Elizabeth Miles, Project Manager USF
Christine Carey, Fehr & Peers -note she left F& P
Todd Henry -added to team

Please be sure to visit this link to USF where you can find important information related to traffic planning and the master plan for USF: http://www.usfca.edu/neighborhood_news/

Below you will find a historical overview of ALL meetings related to traffic calming with links to documents associated with the meeting: Please note this document is very detailed and best efforts have been made to have it be accurate and updated.

If you have comments, concerns or questions about this document please contact Kristin Kasper Glickman at kristinkasper@yahoo.com
3/31/11 USF and UTA meeting on setting up committee
https://docs.google.com/document/d/1R-Ey63-CAYVoLghZkhpFIwci6Q_RWb6j1CFfEHHDiw0/edit?hl=en_US&authkey=CKqk4M0G

4/7/11 UTA only meeting Our goal in this meeting was to establish our group and begin to digest the 4 traffic calming proposals from the consultants
https://docs.google.com/document/d/1Bp6yHPzfjpWTkp8gwORJoj4DvMbCvCrxwd5v_x8mRU/edit?hl=en_US&authkey=CKqRzpQG

4/27/11 this was a UTA and USF meeting where USF answered our questions
https://docs.google.com/document/d/1ATsyfPrFZsQEZCSBPY0ooHRWmcpt1PWXId84DICYqCE/edit?hl=en_US&authkey=COGeubsO

5/11/11 this was a UTA only meeting
With the focus of this meeting to review UTA’s Goal’s for traffic calming with the previous meeting notes and come up with the elements we would like to see in a plan/option #5
https://docs.google.com/document/d/1s3GkMSe8-_75Ro4bjNLC04ptQlql2LuLxOdkIaBwNA/edit?hl=en_US&authkey=CIDD5LoD

6/14/11 meeting notes
https://docs.google.com/document/d/12qt_kWS_8ZCnRCqBKSBadtd_xZ1TbYMMmLwMJ0Qa-khU0/edit?hl=en_US&authkey=CNvhurUH

6/30/11
Analysis of UTA Alt V by Fehr & Peers: Urban Design
https://docs.google.com/document/d/1MJdDJ9TgzisNqtPwa12hzkwTccDr82ox0ljjFT-BhK4/edit?hl=en_US

PDF file of alternative #5
https://docs.google.com/viewer?a=v&pid=explorer&chrome=true&srcid=0B0FvcguJQGHOMTgxNzU2ZTgtZDEzYS00ZTM0LTk1NTktMmZODAyzFmMTRh&hl=en
8/3/11 meeting with UTA and USF to review:
1. USF’s decision not to provide dollar amounts for all traffic calming solutions items in menu
2. talk about BB permits and agreed to begin pursuing this as a separate project.
3. Picking the best options of traffic calming out of the option #5
4. Plan next steps for UTA to get entire community approval

8/3/11
It was determined that changing BB permits should be pursued as first and perhaps easy step to reach goal #1

Meeting notes
https://docs.google.com/document/d/1PPyYQFNVJnLEuYZ7OLdrOFcf1tf7sNovWC-YKMP9Dg/edit?hl=en_US

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NEXT STEPS as of 9/13/11

9/14/11 meeting
Goal to have traffic calming committee vote in person and with online tool on presenting option 5 to UTA at large community

Week of 9/19 OR 9/26/11
Goal to have community meeting and all materials online for UTA at large community vote

Week of 10/3/11
Goal to provide USF with UTA’s recommendations

Ongoing UTA will work on BB permit

11/14/11
Results from UTA survey as reported as of 11/14/11

33 completed ballots on BB parking permit survey results:
15 voted for on street restricted
7 voted for 1 hour
11 voted for no change -current situation (2 hour BB
2012

2/7/12
meeting with UTA and USF
https://docs.google.com/document/d/1NkSua7gocdaNnpx9FQahV2U60kPQZG_8D3Jz6CI69P8/edit

key points from meeting notes: 2/7/12
Notes provided by Todd Henry at Fehrs & Peers today (Christine Carey, as you may know, has taken another job so Todd is now our contact).
I am updating the drawings from last night to reflect the group’s comments. Specifically;
- Showing outbound-only partial closures on the south end of the Terraces
- Adding crosswalks across Golden Gate at Temescal and Tamalpais
- Showing higher-visibility crosswalk striping at Golden Gate/Parker
- Revising the intersection configuration at Roselyn/Turk to only permit lefts onto the Campus Loop road under IMP conditions (keeping the signal at Tamalpais)
- Showing a left-turn pocket at Tamalpais to permit westbound left-turns onto the Terrace

6/12/12
UTA SURVEYS ABOUT BB

Please go to the link below and provide your vote on potential changes to the BB parking restrictions in our neighborhood (that would potentially take effect in August 2012). All pertinent information is included in the survey.
It's very important that we have a strong response. Please read and give us your feedback! (One vote per household.) SURVEY MONKEY

6/21/12
The University Terrace Traffic Calming Plan, which has been endorsed by UTA and also incorporated into the USF IMP, was formally submitted to SF Municipal Transportation Agency on June 21, 2012. USF and UTA
representatives met with SFMTA to review the plan. SFMTA provided some minor comments and suggestions. Those suggestions are being drawn into the plan and UTA & USF will review them when complet

7/17/12
A subcommittee of the board has been formed to ensure oversight on progress of the Institutional Master Plan (IMP) and provide a forum to raise current issues. It is called the Progress and Current Issues Committee. Its members are: Mira Ringler, Kris Schaeffer, Walt Gmelch, Kitty Holden, Liz Miles and Anne-Marie Pierce. It meets every 2 to 3 weeks. The minutes of its first three meetings can be found in our *Files section of the yahoo group. Subsequent minutes will continue to be sent to all UTA members.

In the minutes of the June 29 meeting, you will find the status on the BB parking change request.

8/20/12
BB Parking Change
Speaking of resolving issues, on Friday morning, we jumped another hurdle toward the BB Parking Permit change. Three of us represented UTA (Kitty, Marty and Anne Marie) and Liz Miles spoke for USF. No one opposed the initiative. It passed with full support of the sitting commission representative who assured us that the change to one hour would come with enforcement which is the only way that it will work. This will also help deter drivers from blocking driveways. We were also informed that it would soon be possible to purchase visitors permits.

9/13/12
SFMTA Masonic project held a meeting at city hall. 9/18.

The postcard says Masonic project has received environmental clearance and will be presented to the SFMTA Board of Directors for final legislative approval. This approval is necessary for the design and construction process to begin. FYI The postcard shows the url below for information regarding the project however that website is not updated with the postcard content or info about the meeting.
10/25/12
BB Parking changes
The implementation is still being held up by USF adjunct faculty for whom SFMTA will hold an extra hearing.

11/4/12
BB parking change
The BB parking change to 1 hour will be presented to the SFMTA Board's consent calendar on November 6. This change was going to be opposed by USF's adjunct faculty union. Four UTA members (Jeanne Quock, Marty McIntyre, Kris Schaeffer and Anne-Marie Pierce) attended a negotiation session with Mr. Jake McGoldrick and his attorney who represented the USF adjunct faculty union, two members of SFMTA and Liz Miles. A very thorough and candid exchange took place during the 2.5 hour meeting. The BB parking change was deemed to be most likely to succeed if its implementation came simultaneously with the SFMTA's plan to regulate the adjacent streets to campus (that do not now have time limits) with a combination of limited time parking (2h) and meters (2-4 hours). Currently there is unlimited parking on the periphery of the campus. The UTA board agreed to an implementation delay in order to keep the 1 hour BB parking change on the consent calendar rather than being challenged by representatives of the adjunct faculty union and risking a negative vote from the SFMTA Board. Furthermore, a more comprehensive change in the neighborhood will help to ensure SFMTA enforcement which would not occur if only the BB area was to be patrolled. The UTA board therefore preferred a delay with comprehensive real change at the end rather than a partial less promising solution.

11/6/12
The Traffic Calming Committees' position was made based on the results of two polls. We all know that it was not unanimous but it was a clear majority both times.

11/8/12
As of November 6th 2012, the BB parking change to 1 hour passed Tuesday at the SF Municipal Transportation Agency (MTA) board on its the consent
agenda, meaning it was passed unanimously with other items not requiring any further discussion.

Here is a recapitulation of how we arrived at this solution:
1. The solution for 1 hour BB was a part of over a year long evaluation and meetings regarding traffic and public safety held jointly by USF, UTA and private traffic consultants Fehr & Peers; it was also vetted by the MTA. This solution is one part of a much larger traffic calming plan. In these long meetings, we struggled to find solutions to discourage loop-to-loop traffic causing safety concerns and extra pollution, blocked driveways, and the other complaints neighbors brought to our attention.

2. UTA residents were polled in two separate surveys. First, in October 2011 resulting in 22 out of 33 supporting the change and again in June 2012 when 23 out of 36 voted for the change. This represents about 66% in favor on each survey. UT residents were also invited to multiple presentations concerning the USF Institutional Master Plan which included the traffic calming elements.

3. Keep in mind that this is a test of how 1 hour BB parking restriction will help solve the problem of USF students circling for parking in the UTA area.

4. Because this is a test, it will be evaluated and it will be possible to return to 2 hour parking if deemed necessary, there will be public hearing to do so.

When will the BB 1 hour change happen?
Implementation will most likely not occur until the summer months. This is due to two factors:
1) A summer timetable for changing signage allows implementation with proper warning before the USF Fall 2013 students return and
2) The implementation will be delayed several months while SFMTA decides what will be done with the all the streets on the campus periphery which now have no time limit parking and are primarily used by dorm students for days at a time. By making those peripheral streets either limited to two hour use or metered (it could be kiosks every 10 spaces) for 2-4 hours, hundreds of parking spaces would become available through turnover. The expansion of the regulated area would also mean that SFMTA would be
in a position to provide a Parking Enforcement Officer, a support which has been sorely lacking and currently causes not only abuses in the 2h restriction but also countless blocked driveways.

What will ensure that 1 hour BB works well?
Active and regular MTA enforcement and they have agreed to provide such. Additionally as they evaluate the campus periphery as stated above they will implement changes and assign MTA staff for that.

What about guest parking passes?
A system, similar to what the Berkeley area has, is being considered already by MTA. UTA and USF are urging them to implement this. The Berkeley system allows residents to purchase a certain number of passes to be used with dates inserted as needed. We will continue to keep you informed of progress on this front. *in 2014 a system is now in place see MTA website for one day residential parking passes

What other traffic calming measures could be implemented to discourage students from parking in the Terraces?
Another traffic calming measure considered would be partial closures of the Terraces, but it is believed that the 1 hour BB permit will make this measure a last resort and unnecessary.

What if I am opposed to the 1 hour BB change?
Please feel free to let the UTA board know. But we also ask you to work with us as we all try to solve common problems together.

Thank you,

Kristin Kasper, Traffic Calming Committee Chair
Mira Ringler, UTA Past President
Anne-Marie Pierce, UTA President

12/12/12
BB Parking and contiguous areas restrictions
SFMTA has informed us that a comprehensive plan will be forthcoming next week. It will be forwarded to everyone as soon as it arrives.

12/14/12 -see UTA update #13
Below please read Lauren Mattern's message and attached map explaining the SFMTA parking plan for the USF vicinity to be implemented concurrently with the 1 hour BB parking change in the Terraces.

We are aware that many people object to meters because of the way they look and because they are often used as parking structures for bikes. We have repeatedly spoken to Lauren Mattern about these concerns and she gave her assurance that she will do a very best to replace the meter proposal by what she refers to a "Pay Stations" in her third paragraph from the end of her message.

In any case, this entire plan will come for review and public comments in front of the SFMTA Commission in early February. We will let you know the exact date when it is set.

NEED TO link to:
SFMTA Draft Parking Management Plan
and
UTA-USF_Proposal_Parking Map_4.pdf

12/21/12
Traffic Calming
The University Terrace Traffic Calming Plan, which has been endorsed by UTA and also incorporated into the USF IMP, was formally submitted to SF Municipal Transportation Agency on June 21, 2012. USF and UTA representatives met with SFMTA to review the plan. SFMTA provided some minor comments and suggestions. Those suggestions are being drawn into the plan and UTA & USF will review them when complete. A date for a public hearing on the plan has not been set.

One strategy proposed in the Traffic Calming plan proposed is to reduce the parking time limit in the BB parking area. This change does not involve construction and can be implemented independently. After considerable review and analysis by the UTA Traffic Committee, a change from 2 hours to one hour was presented to the UT community and supported by a vote of
the UTA membership. **SFMTA has accepted that proposal and plans to hold a public hearing in early February 2013.**

Additionally, in a separate effort, the City of San Francisco is developing plans to expand the numbers of parking meters and other parking restrictions throughout the City. Our area of the City has been one that SFMTA has targeted for change. **While the metering project is not part of the UTA/USF Traffic Calming Plan, the programs overlap.** Accordingly, representatives of UTA and USF have met with **representatives from SFMTA to provide the details of the Traffic Calming Plan and to work with them so that the projects complement each other.** SFMTA has agreed to consider the changes proposed in both the Traffic Calming Plan and the Institutional Master Plan in its metering proposals. The goals of the Traffic Calming Plan are to increase safety in the UT and to create strategies that discourage campus community related parking in the UT neighborhood. The combination of the new BB time-limit along with the installation of meters on Golden Gate, Turk and Parker, which in turn create more parking turnover, is expected to make substantial progress towards that goal.

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**2013**

1/18/13 -see UTA 2013 #2
1) a survey outlining the SFMTA changes planned for our neighborhood and requesting your input
2) the related map

1/30/13 -see UTA
results of survey -available in excel file
Time limited parking: 18 yes, 4 no
Parking meters: 2 yes for meters, 13 yes for kiosks, 7 no.

**2/19/13**
With regard to the parking proposal, a new survey, jointly prepared by the UTA board and Richard Rabbit will be administered to everyone for whom we have an e-mail, once everyone has received the same information. The results of this survey will be communicated to SFMTA. If questions remain, we will invite SFMTA to a second meeting.
2/21/13

meeting held re: SFMTA: Presentation of parking plan proposal for the UT neighborhood.

2/21/13

Instead of preparing a new survey that seemed useless in light of the meeting take away, the UTA board and Richard Rabbit met to debrief on the meeting of Feb. 21st (with SFMTA) and agreed to a joint report to the community, What follows are the results of this efforts.

Most of the neighbors at the meeting expressed strong opposition to parking meters in our neighborhood. It is now clear that our neighborhood and adjoining neighborhoods do not want meters. SFMTA asked, as an alternative, whether 2 hour time limits would be acceptable along Golden Gate, Turk, and Parker. The UTA Board’s observation was that there was a strong consensus in favor of the 2 hour time limit alternative.

The UTA Board will be following up with SFMTA and Supervisor Eric Mar’s office to make sure that the current parking management proposal is revised in light of this community input and in particular will be asking SFMTA to do the following: (i) any revised plan that proposes changes to the currently unregulated streets of Golden Gate, Turk, and Parker should impose time limits instead of meters; (ii) SFMTA should provide UTA and neighbors a meaningful opportunity to be involved in formulating the next proposal before it is finalized for presentation to the community; (iii) SFMTA should provide its actual analysis explaining the specific reasons why it came up with any revised proposal; (iv) SFMTA should not propose any parking management plan until it has been integrated into a UT traffic calming plan; and (v) SFMTA should engage in a more comprehensive planning process by considering impacts of other future plans and projects such as Fix Masonic, new Target store, Geary bus rapid transit, etc.

Furthermore, in light of the fact that the 2h BB residential parking failure was largely due to lack of enforcement, the UTA board proposes to request that the change to 1hour be postponed until its actual need can be fully evaluated. Once the peripheral streets become limited time parking, thereby warranting a dedicated parking enforcement officer, the current BB parking might actually work. The very presence of an enforcement officer should also reduce the blocked driveways problem.

For more details about the meeting please see the attached document.
Traffic-Calming Meeting Minutes and Responses from USF Traffic Consultants

1 h BB should probably be revisited in the broader context of all the other proposed changes.

NO METERS! SFMTA has dropped its proposal to install meters in USF’s periphery

The rest of this communication is designed to provide a summary of where we are to date with traffic calming measures in our community and to share what we believe could be a viable phased approach to the various elements of traffic calming. By no means is this phased approach currently fully in process or has it been accepted by all of the other parties involved, but we believe, as a Board, this could be a good way to move forward and meet many of the needs of the various constituencies involved in these conversations. Namely, these constituencies include but are not limited to UTA, USF, the City of San Francisco, SFMTA and various adjacent neighborhoods to UTA.

It is important that we not lose sight of the original intent of these traffic calming conversations which were initiated after we signed the Settlement Agreement with USF in June 2010. There was a Traffic Calming Committee formed with representation from every terrace/street in our neighborhood who worked diligently for 18 months with USF and Fehr & Peers, the consultants hired by USF with UTAs approval, to explore traffic calming and pedestrian safety issues and solutions. The objectives of this committee were to consider ideas that would:

1. Reduce parking by non-residents, stop loop to loop
2. Ensure pedestrian safety
3. Reduce traffic volume, speed, and increase visibility for drivers to prevent accidents
4. Increase the Collegiate quiet feel and promote aesthetics/beautification
These ideas and plans were presented to UT residents through 3 community meetings and various communications, then voted on by the Traffic Calming Committee and the UT residents and ultimately incorporated into USFs Institutional Master Plan (IMP) which was submitted to the City in 2012. The City has begun to review the IMP and made some changes based on city requirements. See attached.

During the discussions about the various traffic calming solutions, the Traffic Calming Committee made its recommendations with the concept of a phased in approach. After the initial phase has been implemented, we can consider the impact and determine if additional phases are needed. We are unsure right now of the timeframe for these phases being implemented but hope Phase 1 would begin later in 2013 for some of the elements to be in place by the return of students in the fall:

Phase 1:

- Implement 2h time-limited parking on the perimeter of USF campus (south side of Golden Gate, north side of Turk and west side of Parker)
- Change BB residential parking to 1 hour
- Enhance crosswalk on Golden Gate Avenue and Turk Boulevard
- Install gateway treatments at Golden Gate/Parker and Golden Gate/Annapolis
- Provide continuous bike lanes on Golden Gate Avenue and Turk Boulevard
- Build bulbouts at end of the Terraces as modified by the City (these are curb extensions which reduce the width of a street and force cars to slow down before turning) See attached.

Phase 2
(some elements would depend on availability of funding others on effectiveness of phase 1):

- Turk Blvd. median project (currently there is no financing for this project which will be the costliest by far)
- Dedicated left turn lanes at Parker/Turk intersection
• Partial closures of Terraces preventing ingress from Golden Gate (a very controversial approach to avoid looping and a solution that we would like to avoid entirely) hence the need to test the 1h BB residential parking to curb looping.

It seems desirable at this point to clarify the UTA boards approach to representing the community. For the past few years the board decided to wait until the neighborhood had expressed a majority opinion before becoming the voice for that position. We are painfully aware that unanimity is not achievable on most issues but a clear majority can usually be determined through surveys and public meetings.

This was the case for the issue raised by SFMTAs intention to install meters in the USF bordering streets. The results of the survey were clear: no meters! However, a strong majority supported the 2h limited time parking on Golden Gate, Parker and Turk. Some would have liked 3 or 4 hours but these, we are told by SFMTA, are not effectively enforceable.

The change of the BB residential parking in UT streets from 2h to 1h was adopted by a majority vote through surveys and public meetings as part of the Traffic Calming Plan. The primary reason to adopt this approach is to eliminate the “loop to loop” search for parking in the Terraces since 1 h. is not sufficient for either students or faculty parking needs. When the 2h time limit parking on the periphery becomes a reality, the majority of spaces currently occupied 24/7 by dorm students will be released. With these newly created spaces in the periphery, we can expect that the search for parking will concentrate on the bordering streets and not the Terraces.

The only other solution contained in the Traffic Calming Plan to eliminate the “loop to loop” is the partial closure at the South end of the Terraces. This approach would be incredibly disruptive to Terraces residents and we are hoping that the 1h. BB residential parking permit will make it unnecessary to resort to this measure.

Keep in mind that since the 1h BB residential parking option is easy and not costly to implement, it can be easily reversed by using the same process which has now been completed for its enactment.

There are several ways to accommodate visitors in light of 1h BB residential parking:
1. Invite visitors in your garage or driveway while putting your car in the street with its BB sticker
2. Get BB sticker for care giver or nanny
3. Purchase temporary BB zone guest parking permits
4. Let people know of the availability of 2 h parking on the periphery

The UTA board hopes that this letter will have clarified the next steps on which we will be working. Please be assured that we will continue to keep you informed if any changes occur.
Anne-Marie Pierce
UTA, Board President

5/6/13
COMMUNITY MEETING MONDAY, May 6, 6-8:30 PM
USF Maier Room (RM 110) in Fromm Hall
At Parker/McAllister
With: Supervisor Mar’s office; SFMTA; neighbors; USF community
Agenda: Discuss modifications to SFMTA’s current 2 hour only parking proposal so that it will incur fewer impacts to neighbors
Goal: Develop a consensus plan, not a contentious one that pits one party against another. This plan will minimize the direct and spillover effects of the proposed changes.

SFMTA’s proposal:
ESTABLISH 2-HOUR TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY
Golden Gate Avenue, south side, from Parker Avenue to Masonic Avenue
Turk Street, north side, from Parker Avenue to Masonic Avenue
Parker Avenue, west side, from Turk Street to 103 feet north of McAllister Street
What you can do:
1. Consider the below changes to the proposal before the meeting
2. In the meeting, help develop a basis for action
Possible immediate actions include:
--add residential permit parking (RPP) in the proposed 2 hour zones
--add RPP in the remaining non-restricted spaces around USF campus
--phase in proposed changes and assess impacts incrementally
Longer term goals would address the underlying issue of USF traffic:
--review all existing USF obligations to the neighborhood such as providing access to the Koret lot, etc., and enforce them
--work with City and USF to get more USF traffic into USF lots

5/16/13
USF holds IMP meeting

2014 ---------------

2/14
Letter letter Richard Rabbit received from USF and he emailed Mike Salaberry about

8/13/14

SFMTA Mike Sallaberry tells USF via Liz Miles “We are legislating the bulb outs at Masonic and Golden Gate so they can be included in the construction contract for the larger Masonic project, assuming that USF can pay for the bulbs. The preliminary cost estimate is $192,000.

12/16/14
Mike Sallaberry says they had their “preTASC” meeting today and the item was approved there. Next step is TASC which is this Thursday from 9:30-11am. It could be helpful to have someone from USF or Fehr and Peers to attend to give some background on the outreach and planning performed to date

12/18/14
Meeting at SFMTA in which SFMTA’s TASC meeting had no formal objection to the plan. Kristin Glickman and Liz Miles attended the (12/18/14) TASC meeting to represent UTA and USF while Mike Sallaberry, representing SFMTA, presented the proposed UTA/USF traffic calming plan for their review. TASC is an interdepartmental committee that discusses proposed legislation or proposed street changes prior to proceeding to a public hearing. TASC is
only an informal advisory body, but provides a regular forum for key agencies to review and comment on proposed changes to the public right-of-way. Key representatives include the Fire Department, SFPD and the Department of Public Works.

TASC voted no formal objection to the plan.

presentation lasted about 10 minutes

2015

1/28/15

the conceptual design is being taken through the SFMTA Board Legislative process = vetted before detailed design

NOTE changes between when the conceptual plan was approved by UTA in 2012 and the current plan. The key point is that the plan is very similar to the original plan approved by the neighborhood as described in the March 2012 Traffic Calming Report. The original conceptual plan was designed to be flexible, and much of the back and forth with SFMTA has been about some of the specifics which can still be fleshed out in the detailed designs once the conceptual plan is approved

https://drive.google.com/file/d/0B0Fv cg uJQGHOM2xibWJtX1BhZzg/view?usp=sharing

2/6/15

the City Attorney determined that the SFMTA Board is no longer obliged to approve conceptual plans- confirmed by USF and from the USF side, there was no other obligations requiring SFMTA Board approval, such as through the UTA/USF Settlement Agreement. Our attorneys tell us there is no such requirement in the Settlement Agreement.

With that, and as you described below, there is no need to hold the hearing currently planned for February 13 or March 6

UTA and USF will begin discussions to define agreed upon improvements for the traffic calming plan. Once they are established, we will seek a hearing for those specific measures.

2/13/15 CANCELED (SEE 2/6/15 notes) at 10 am City Hall meeting scheduled in front of a hearing officer who will hear comments for and against a project and make suggestions… etc. whether it is ready for
SFMTA board. Then 3-5 weeks later in March there would be a public hearing. (Mike Salaberry communication to Liz Miles)