



RED LANES

ON

MISSION ST.

CONFUSING AND DANGEROUS

The unannounced Red Lane Experiment created mass confusion on Mission Street and is putting many businesses out of business due to customer confusion and inability to figure out the new driving patterns that are effecting the entire neighborhood.

Experiment protocols were not followed by the SFMTA when they painted the streets red. Some drivers turn from the center instead of the far right lane because of the absence of broken lines and the solid red lanes.

These documents illustrate how SFMTA has shown complete disregard for Caltrans' requirements for conducting SFMTA's Red Lane Experiment. The department acts as if it is above the law and the directors and staff don't seem to prioritize safety or the respect for business needs for ingress / egress and viability!

**Attachment #1** spells out conditions made by Caltrans, allowing the SFMTA Red Transit Only Lanes **Experiment** - note - 2) Requirements for hashing of red lanes prior to right hand turns and major commercial entrances - **100 to 200-feet required**

**Attachment #2** is the Flow Chart of the Procedure for Implementation of NEW experimental, traffic control devices. Please note that the CTCDC committee has requested Dustin White and SFMTA to provide a Final Report to CTCDC committee at their next quarterly meeting. This final report should have been done two years ago and is now being done due to citizens' oversight of SFMTA and CTCDC.

**Attachment #3** is a Photo of the Safeway on Mission Street and 30<sup>th</sup> St. where hashing of 100 to 200-feet before the entrance to a "major commercial business" is not provided by SFMTA, as required by Caltrans approval to *experiment*.

**Attachment #4** is a Photos of the ARCO on Mission Street and 14<sup>th</sup> St., where hashing of 100 to 200-feet before the entrance to a "major commercial business" is not provided by SFMTA, as required by Caltrans' approval to *experiment*.

**Attachment #5** additional emails and notes.

**Attachment #1** spells out conditions made by Caltrans CTCDC, allowing the SFMTA Red Transit Only Lanes **Experiment** - note - 2) Requirements for hashing of red lanes prior to right hand turns and major commercial entrances - **100 to 200-feet required**  
CTCDC\_Email\_Authorization\_Dashed-Red Approaching Intersecitons

**Devinder Singh/HQ/Caltrans/CAGov**

10/25/2012 01:11 PM

To Voting members

Cc "White, Dustin" <Dustin.White@sfmta.com>

Subject Please Vote Thru Email on SFMTA 12-18 Request to experiment with Red Colored Transit-only Lanes

12-18 Request to experiment with Red Colored Transit-only Lanes

**Background:**

On 8/30/12, the CTCDC approved a request to experiment with red colored transit only lanes submitted by the San Francisco Municipal Transportation Agency (SFMTA), subject to the following conditions:

- 1) That they (San Francisco) get approval to experiment from the FHWA;
- 2) That they use striping detail D in Figure 3D-2 that provides 100-200 feet of "wide dotted single white line" in advance of permitted right turn movements at public streets or major commercial entrances;
- 3) That they stripe an appropriate amount of "wide dotted white lane line" as shown in Figure 3B-11 in advance of any solid white lane line for an exclusive right turn only lane;
- 4) That they post advance street name signs at the beginning of the "wide dotted white lane line" depicted in Figure 3B-11; and
- 5) That they not use the red pavement application adjacent to the "wide dotted single white line" shown in these two figures and as described in #2 and #3 above.

On 9/13/12, the FHWA approved the SFMTA's request to experiment without any conditions.

As the CTCDC's approval restricted the use of the red pavement application adjacent to the "wide dotted single white line" while FHWA has given approval without any conditions, the SFMTA suggests a compromise by using skip colored pavement marking where the skip stripe is used. The SFMTA respectfully requests that the CTCDC review the attached updated proposal for using solid and dashed colored treatments within transit-only lanes for various lane configurations approaching intersections.

**Request to Committee:** (CTCDC members were asked to vote via email)

By this email, I am asking the Committee members to vote on the revised proposal, so that the SFMTA can move forward with conducting the experiment.

Also attached for reference is the FHWA approval letter.

If you have questions, please contact me.

**Results:** Seven committee members voted yes and two voted yes with suggestions.

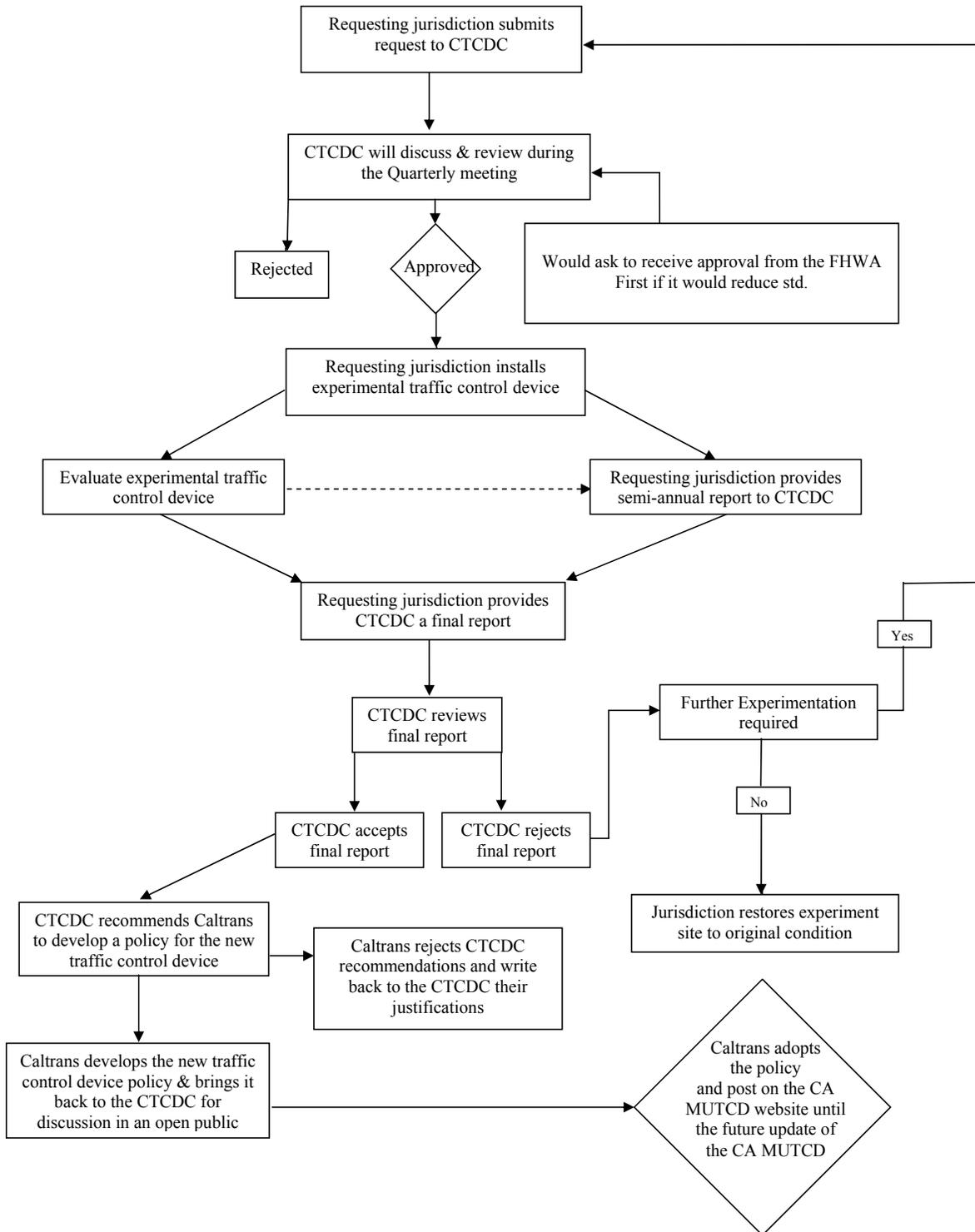
**The following are suggestions:**

I am the alternate member that voted on this item at the August 2012 meeting. At the request of Rick Marshall, I am voting on this item.

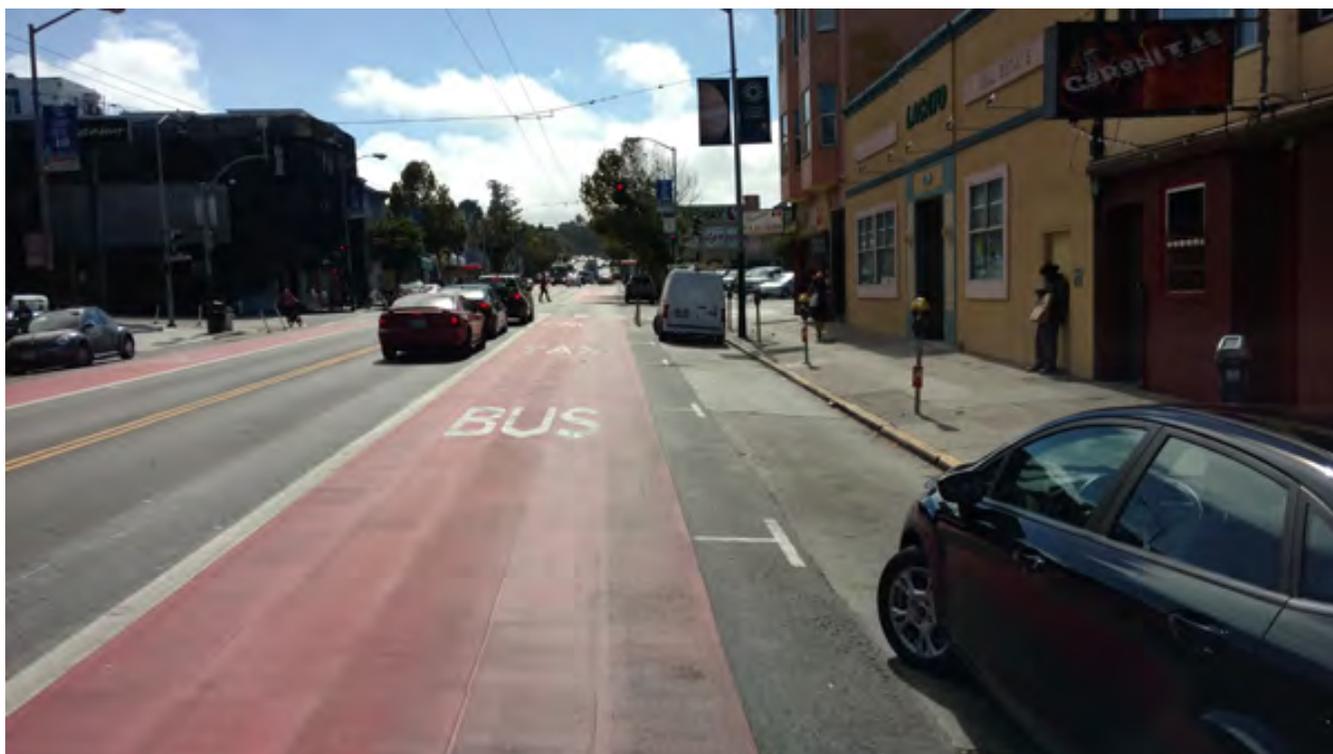
The concern that I raised during the hearing was the possibility of driver confusion of when it is OK to enter the red pavement area. The new proposal as shown is not consistent with what was approved by the

**Attachment #2** is the Flow Chart of the Procedure for Implementation of NEW experimental, traffic control devices

**Example of Process for Requesting and Conducting Experimentations for New Traffic Control Devices in California**



**Attachment #3** is a photo of the Safeway on Mission Street where hashing of 100 to 200-feet before the entrance to a "major commercial business" is not provided by SFMTA, as required by Caltrans approval to *experiment*.



**Attachment #4** Photo of ARCO on Mission Street at 14<sup>th</sup> where hashing of 100 to 200-feet before the entrance to a "major commercial business" is not provided by SFMTA, as required by Caltrans' approval to *experiment*. This is an example how this system confuses drivers. Here we have a one-way street next to a corner business. Hashing is needed for the business but not a right turn into a one-way street going the wrong way.

