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August 17, 2012

Kevin Dunn, P.E., PTOE
Transportation Specialist
Office of Transportation Operations, HOTO-1
Federal Highway Administration
1200 New Jersey Avenue, SE
Washington, DC 20590.

RE: Request to Experiment with Red Colored Transit-Only Lanes

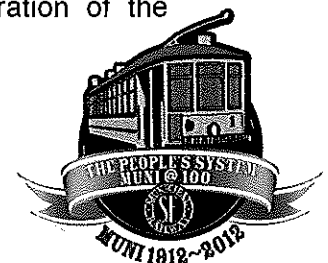
Dear Mr. Dunn:

Please find attached a request to experiment with red colored transit-only lanes. With this proposed experiment, the the San Francisco Municipal Transportation Agency (SFMTA) seeks to build upon the FHWA study "3-198(Ex) - Colored Pavement for Bus Lanes - NY City" completed by the New York City Department of Transportation in 2011.

The SFMTA operates the surface transportation network in San Francisco, including the installation and maintenance of traffic control devices and the operation of the San Francisco Municipal Railway (Muni), one of America's largest public transportation systems. The proposed experiment is one component of several ongoing SFMTA initiatives aimed at improving Muni service reliability and reducing travel times for Muni customers. The SFMTA has implemented approximately 15 miles of existing transit-only lanes and plans to expand this network, but non-transit vehicles frequently travel along or double-park in these lanes, reducing their effectiveness.

Given limited enforcement resources, the SFMTA seeks to reduce violations of transit-only lane restrictions by making existing and future transit-only lanes more self-enforcing. The SFMTA proposes experimenting with red colored transit-only lanes to determine if they can enhance existing traffic control devices by reducing violations of transit-only lane restrictions and reducing resulting delays to transit vehicles. Details of the proposed evaluation plan are included in the attached request. Red colored transit-only lanes have been implemented in several international cities, but the SFMTA is only aware of U.S. experience with this type of treatment in New York City. The concept of red colored transit-only lanes is not protected by patent or copyright.

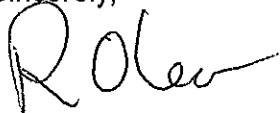
As part of the proposed experiment, the SFMTA agrees to submit semiannual progress reports to the FHWA's Office of Transportation Operations for the duration of the



experiment and will submit a final report within three months following completion of the experiment. The SFMTA will remove experimental installations within three months of a determination by the FHWA that changes to the MUTCD are not warranted. Additionally, the SFMTA will terminate the experiment if significant safety concerns are found to be attributable to the experiment.

Thank you for taking this request to experiment under consideration. If you have any questions, please contact Dustin White of my staff at 415-701-4603 or dustin.white@sfmta.com.

Sincerely,

A handwritten signature in black ink, appearing to read "R. Olea". The signature is fluid and cursive, with a long horizontal stroke at the end.

Ricardo Olea
City Traffic Engineer

c: Devinder Singh, California Department of Transportation