

**THIS PRINT COVERS CALENDAR ITEM NO. : 10.2**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Transit Services

**BRIEF DESCRIPTION:**

Approving parking and traffic modifications on San Bruno Avenue associated with the San Bruno Avenue Multimodal Improvement Project.


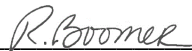
**SUMMARY:**

- On October 18, 2016, the SFMTA Board of Directors adopted Resolution No. 16-145 approving parking and traffic modifications along San Bruno Avenue. Near-term improvements were implemented in August 2017 and other project elements will begin construction in mid-2018.
- During the design and implementation of near-term improvements, several minor changes were identified in response to public input and SFMTA staff analysis. The proposed changes address issues identified by the public and continue to support the goals of the San Bruno Avenue Multimodal Improvement Project.

**ENCLOSURES:**

1. SFMTAB Resolution
2. SFMTAB Resolution No. 14-041 <http://www.sfmta.com/sites/default/files/agendaitems/3-28-14%20Item%206%20TEP%20CEQA%20approval%20resolution.pdf>
3. TEP FEIR <http://www.sf-planning.org/index.aspx?page=2970>
4. Mitigation Monitoring and Reporting Program <https://www.sfmta.com/sites/default/files/agendaitems/3-28-14%20Item%207%20TEP%20Service%20Changes%20-%20MMRP.pdf>

**APPROVALS:**

	<b>DATE</b>
DIRECTOR  _____	<u>11/16/2017</u>
SECRETARY  _____	<u>11/14/2017</u>

**ASSIGNED SFMTAB CALENDAR DATE:** November 21, 2017

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### **PURPOSE**

Approving parking and traffic modifications as a part of the San Bruno Avenue Multimodal Improvement Project in support of the Muni Forward program and Vision Zero.

### **STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES**

This action supports the following SFMTA Strategic Plan Goals and Objectives:

Goal 1: Create a safer transportation experience for everyone

Objective 1.3: Improve the safety of the transportation system.

Goal 2: Make transit, walking, bicycling, taxi, ridesharing and carsharing the preferred means of travel

Objective 2.2: Improve transit performance.

Objective 2.3: Increase use of all non-private auto modes.

This action supports the following Transit First Policy Principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
4. Transit priority improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve pedestrian safety.
5. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
7. Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation.

### **DESCRIPTION**

Muni's 8 Bayshore, 8AX Bayshore Express, 9 San Bruno, and 9R San Bruno Rapid bus routes together carry over 50,000 daily customers on an average weekday and ridership on these routes has been increasing over the past two years. In addition, the ridership is primarily low-income and minority at 73% and 82% respectively. The San Bruno Avenue Multimodal Improvement Project (Project)'s corridor is 1.5 miles on San Bruno Avenue from Arleta Street to Rickard Street and is the heart of the Portola neighborhood commercial corridor.

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One challenge on the corridor is congestion associated with double parking and vehicle traffic that hinders the movement of buses on San Bruno Avenue. Thus, the Project is a part of the Muni Forward program, which identifies a variety of Travel Time Reduction Proposals (TTRPs), or engineering strategies to reduce Muni travel times and enhance reliability. Unfortunately, San Bruno Ave is also on San Francisco's high injury corridor with 37 pedestrian related collisions in the past seven years. The Project's engineering proposals are intended to improve transit reliability as well as roadway safety for all users of the corridor in support of the citywide Vision Zero policy.

The Project began with a request from the Portola neighborhood community to evaluate and design a suite of transit, pedestrian, and bicycle improvements with the goals of:

- Improving safety for all users of the corridor
- Increasing the reliability of Muni
- Optimizing parking supply near the commercial core
- Improving bike safety and connections

On October 18, 2016, the SFMTA Board of Directors adopted Resolution No. 16-145 approving parking and traffic modifications along San Bruno Avenue. Near-term improvements such as bus stop relocation and consolidation, bus zone extensions, and loading zone curb changes were implemented in August 2017 and other project elements including transit bulbs will begin construction in mid-2018. During the design and implementation of near-term improvements, several minor changes were identified in response to public input and SFMTA staff analysis, as described below:

- The inbound (northbound) bus stop at the intersection of San Bruno Avenue and Somerset Street was converted from a flag stop to a bus zone and shifted approximately 200 feet north in August 2017. In response to this change, several residents contacted the SFMTA with concerns about the placement of the new bus zone across residential driveways. SFMTA staff propose moving this bus zone approximately 150 feet south to avoid residential driveways.
- A right-turn pocket was installed by removing two parking spaces in August 2017 in front of the San Bruno Supermarket (2480 San Bruno Avenue) to improve traffic and transit operations. In response to public input, SFMTA staff propose adjusting the hours of the parking restrictions to allow parking when the supermarket is closed.
- A painted safety zone was previously approved but not yet installed at the southeast corner of San Bruno Avenue and Woolsey Street. To provide an enhanced degree of safety for pedestrians, SFMTA staff request that Public Works approve the installation of a concrete pedestrian bulb-out instead of painted safety zone at this location. The SFMTA Board is not taking action on this item.
- To provide an expanded waiting area at the inbound (northbound) bus zone on San Bruno Avenue at Thornton Street, the SFMTA requests that DPW expand the size of a previously approved bulb-out, to be installed in tandem with a raised crosswalk crossing Thornton Street.
- SFMTA staff discovered a typo in Resolution No. 16-145, which described a red zone on the south side of Paul Avenue extending from San Bruno Avenue to 40 feet "westerly" rather than "easterly." The SFMTA proposes correcting this error.

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Specifically, the SFMTA proposes the following parking and traffic modifications:

- A. RESCIND – BUS ZONE - San Bruno Avenue, east side, from Somerset Street to 140 feet northerly
- B. ESTABLISH – BUS ZONE - San Bruno Avenue, east side, from 4001 San Bruno Avenue (southern driveway edge) to 140 feet southerly
- C. ESTABLISH – TOW AWAY NO STOPPING ANY TIME - Thornton Avenue, south side, from San Bruno Avenue to 10 feet easterly; San Bruno Avenue, east side, from Woolsey Street to 20 feet southerly; Paul Avenue, south side, from San Bruno Avenue to 40 feet easterly
- D. ESTABLISH – TOW AWAY NO STOPPING, 8:00 AM – 7:00 PM, DAILY - San Bruno Avenue, west side, from 142 feet to 194 feet south of Silliman Street

## **STAKEHOLDER ENGAGEMENT**

The San Bruno Avenue Multimodal Improvement Project underwent extensive outreach prior to approval by the SFMTA Board in October 2016. Stakeholder engagement with San Bruno Avenue merchants, the Portola Neighborhood Association (PNA), and Supervisor Ronen’s staff has continued during the design and implementation of near-term improvements. Most of the proposed parking and traffic modifications described in this calendar item respond to public input received following the implementation of near-term improvements in August 2017. The PNA requested that staff look into the conversion of the tow away zone for the turn pocket at San Bruno Supermarket to part-time parking when the market is closed. Four residents contacted staff to evaluate the relocation of the current San Bruno Avenue at Somerset Street bus zone. These changes have been communicated with stakeholders through phone calls, emails, letters mailed to fronting and adjacent businesses, coordination with neighborhood groups and presentation at a SFMTA Engineering Public Hearing on October 6, 2017. Six residents made public comment in support of the Somerset Street bus stop relocation.

## **ALTERNATIVES CONSIDERED**

These changes make minor modifications to the previously approved San Bruno Avenue Multimodal Improvement Project in response to public input.

For the bus stop on San Bruno Avenue at Somerset Street, some residents asked that the stop remain as a flag stop so that the parking spaces can be retained, instead of relocating the bus zone. Since San Bruno Avenue is a major transit corridor served by multiple Muni lines, staff recommend that a full bus zone be retained at the stop to ensure transit reliability and accessibility for customers.

At the intersection of San Bruno Avenue and Thornton Avenue, staff considered extending the northeast corner sidewalk instead of the southeast corner sidewalk. Because buses will use this sidewalk extension for passenger loading and alighting, the south side is the preferred option, as it will not require buses to load in the intersection of Thornton Avenue.

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**FUNDING IMPACT**

These modifications are not expected to alter the estimated project cost of \$4,288,600. This project is fully funded, as detailed below.

<b>Funding Source</b>	<b>Amount</b>
Active Transportation Program Funds Infrastructure Cycle 3	\$2,350,000
CCSF – Prop B	\$938,600
SFMTA – General Obligation (GO) Bond	\$1,000,000
<b>Total</b>	<b>\$4,288,600</b>

**ENVIRONMENTAL REVIEW**

The TEP Final Environmental Impact Report (FEIR) was certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014. Subsequently, on March 28, 2014 in Resolution No. 14-041, the SFMTA Board of Directors approved all of the TEP proposals including Service-Related Capital Improvements and Travel Time Reduction Proposals (TTRP) to improve transit performance along various Municipal Railway routes. As part of Resolution No. 14-041, the SFMTA Board of Directors adopted findings under the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings) and a Mitigation Monitoring and Reporting Program (MMRP). All of the project proposals are within the scope of the TTRP.8 Expanded Alternative on San Bruno Avenue from Rickard Street to Arleta Avenue as defined in the TEP FEIR. The San Francisco Planning Department Environmental Planning Division reviewed the proposed modifications to the TTRP.8 described here and determined that the proposed project is within the scope of the TEP FEIR. No new significant effects have been identified, there is no substantial increase in significant effects already identified, and no new mitigation is required for the project. A subset of TEP MMRP that is pertinent to the TTRP.8 is on file with the Secretary of the SFMTA Board of Directors.

**OTHER APPROVALS RECEIVED OR STILL REQUIRED**

The City Attorney has reviewed this item. No other approvals are required.

**RECOMMENDATION**

Staff recommends approving the parking and traffic modifications, set forth in items A-D above, as part of the San Bruno Avenue Multimodal Improvement Project in support of the Muni Forward program and Vision Zero.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. \_\_\_\_\_

WHEREAS, The San Francisco Municipal Transportation Agency has proposed parking and traffic on San Bruno Avenue included in the Muni Forward Travel Time Reduction Proposals and in support of the SFMTA's Vision Zero program:

- A. RESCIND – BUS ZONE - San Bruno Avenue, east side, from Somerset Street to 140 feet northerly
- B. ESTABLISH – BUS ZONE - San Bruno Avenue, east side, from 4001 San Bruno Avenue (southern driveway edge) to 140 feet southerly
- C. ESTABLISH – TOW AWAY NO STOPPING ANY TIME - Thornton Avenue, south side, from San Bruno Avenue to 10 feet easterly; San Bruno Avenue, east side, from Woolsey Street to 20 feet southerly; Paul Avenue, south side, from San Bruno Avenue to 40 feet easterly
- D. ESTABLISH – TOW AWAY NO STOPPING, 8:00 AM – 7:00 PM, DAILY - San Bruno Avenue, west side, from 142 feet to 194 feet south of Silliman Street

WHEREAS, This project was analyzed in the Transit Effectiveness Project Final Environmental Impact Report (FEIR) certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014; and,

WHEREAS, Approval for parking and traffic modifications along the San Bruno Avenue transit corridor of the Muni Forward program, which was previously referred to as the Transit Effectiveness Project (TEP), relies on said FEIR, and information pertaining to the FEIR is set forth in a SFMTA Resolution No 14-041, which is on file with the Secretary to the SFMTA Board of Directors and are incorporated herein by reference; and,

WHEREAS, As part of the Resolution No. 14-041, the SFMTA Board of Directors adopted approval findings under the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings) and a Mitigation Monitoring and Reporting Program (MMRP), which Resolution, CEQA Findings, and MMRP are on file with the Secretary to the SFMTA Board of Directors and are incorporated herein by reference as though fully set forth; and,

WHEREAS, The SFMTA Board has reviewed the FEIR and hereby finds that since certification of the FEIR, no changes have occurred in the proposed project or in the circumstances under which the project would be implemented that would cause new significant impacts or a substantial increase in the severity of impacts identified and analyzed in the FEIR, and that no new information has emerged that would materially change the analysis or conclusions set forth in the FEIR. The actions approved herein would not necessitate implementation of additional or considerably different mitigation measures that those identified in the FEIR; now, therefore, be it

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RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors adopts the Mitigation Monitoring and Reporting Program as conditions of approval; and be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves parking and traffic modifications, as set forth in items A through D above, as part of the San Bruno Avenue Multimodal Improvement Project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of November 21, 2017.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency