

**THIS PRINT COVERS CALENDAR ITEM NO. : 10.4**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Sustainable Streets

**BRIEF DESCRIPTION:**

Accepting a gift of \$600,000 from the University of California, San Francisco to fund the design, construction, and maintenance of a new traffic signal at 18<sup>th</sup> Street and Minnesota Street.



**SUMMARY:**

- The University of California, San Francisco (UCSF), owner of properties at 566, 590, and 600 Minnesota Street, is constructing housing units for graduate students and trainees to be finished in mid-2019.
- The 18<sup>th</sup> Street and Minnesota Street intersection is adjacent to the new UCSF housing, and is expected to see an increase in vehicular, pedestrian, and bicycle traffic.
- UCSF wishes to contribute \$600,000 to the SFMTA for its design, construction, and maintenance of a new traffic signal at 18<sup>th</sup> Street and Minnesota Street.
- The purpose of the gift is to improve safety and accessibility for the tenants of the new housing, as well as for the greater community.
- The Planning Department has determined that the proposed traffic signal at 18th Street and Minnesota Street is categorically exempt from the California Environmental Quality Act (CEQA).
- The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31.

**ENCLOSURES:**

1. SFMTAB Resolution
2. Costs and Funding Table for the Signalization of 18<sup>th</sup> Street and Minnesota Street

**APPROVALS:**

	<b>DATE</b>
DIRECTOR  _____	3/26/2018 _____
SECRETARY  _____	3/26/2018 _____

**ASSIGNED SFMTAB CALENDAR DATE:** April 3, 2018

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### **PURPOSE:**

To accept a gift of \$600,000 from UCSF to fund the design, construction, and maintenance for a new traffic signal at 18<sup>th</sup> Street and Minnesota Street.

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

The traffic signal to be funded by this gift supports the following goals and objectives in the SFMTA's Strategic Plan and Transit First Policy Principles:

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 car-sharing the preferred means of travel.

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

#### 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. 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.

### **DESCRIPTION**

18<sup>th</sup> Street and Minnesota Street (the Intersection) is a two-way intersection controlled by STOP signs facing northbound and southbound on Minnesota Street. There is an on-ramp to Interstate 280 from 18<sup>th</sup> Street, and an off-ramp from Interstate 280 to 18<sup>th</sup> Street. UCSF is building new student housing at the Intersection that will change the use of the area from light industrial to a more residential area. These new developments will generate an increase of pedestrian traffic at the Intersection.

UCSF anticipated community concerns regarding the new housing development. UCSF reached out to the local community by forming the Dogpatch Community Task Force, which included community members, City agencies, and nearby neighborhood associations. The new traffic signal was one of several projects agreed upon by the Task Force as an appropriate neighborhood improvement that would mitigate the impact of the new development. The Sustainable Streets Transportation Engineering Group, as well as Transit Planning, have determined that a traffic signal would be feasible and desirable at the Intersection.

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UCSF recognizes the community benefits of a traffic signal at the Intersection and offered to contribute \$600,000 for the design, construction, and maintenance of the traffic signal. UCSF requests that if the SFMTA does not construct the signal system by December 31, 2019, the funds be returned. Further, should the total amount of the construction be less than \$600,000, UCSF requests return of the unspent funds.

The SFMTA began design of the traffic signal in late 2017. The SFMTA expects to complete the designs in early 2018 and complete construction in early 2019, just in time for the opening of the new UCSF housing.

There have been other traffic signals installed on public streets that were constructed with non-city funds, most recently on Ewing at Masonic Avenue and Brotherhood Way at Summit Way. Some other examples include the signals at Embarcadero Center on Front Street and on Drumm Street (both mid-block), International School (mid-block on Oak Street), City College at its new parking lot on Phelan Avenue, and 3<sup>rd</sup> Street at Stevenson Street. The construction of these signals was funded by the private parties in accordance with agreements between the City and the developers.

## **STAKEHOLDER ENGAGEMENT**

The project has overwhelming neighborhood support. As part of the new student housing construction, UCSF engaged with the community via the Dogpatch Community Task Force to determine appropriate mitigations that would cushion the impacts of the new development on the neighborhood. Task Force members included representatives from Supervisor Malia Cohen's office, the Dogpatch Neighborhood Association, the San Francisco Planning Department, SFMTA and the Potrero Dogpatch Merchant Association. The \$600,000 gift from UCSF is not intended to fulfill any requirement for development approvals. The 18<sup>th</sup> Street and Minnesota Street signal is just one of several neighborhood improvement projects that the Dogpatch Community Task Force has approved and that UCSF has agreed to fund.

## **ALTERNATIVES CONSIDERED**

The proposed gift could be declined, but in that event, the signal would not be installed before housing construction is completed. Given limited public funds and several other locations citywide in need of signalization, it would be unlikely that the SFMTA could fund a new traffic signal at the Intersection for many years.

## **FUNDING IMPACT**

UCSF has agreed to provide funding to the SFMTA for the actual costs of the design, construction, construction engineering, and inspection of the traffic signal, up to a total of \$510,000. If the actual costs of the design, construction and inspection are lower than \$510,000, the SFMTA will refund UCSF the excess amount. In addition, UCSF will fund the 30-year maintenance costs for the new signal in the amount of \$90,000.

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In the unlikely event that the project cost exceeds \$600,000, the SFMTA would be responsible for additional costs. Please refer to Enclosure 2. Costs Table for the Signalization of 18<sup>th</sup> Street and Minnesota Street, for the project budget.

**ENVIRONMENTAL REVIEW**

The proposed traffic signal at 18th Street and Minnesota Street is subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical exemption from environmental review for existing facilities as defined in Title 14 of the California Code of Regulations Section 15301.

On March 7, 2018, the Planning Department determined (Case Number 2018-002728ENV) that the proposed 18th Street and Minnesota Street New Traffic Signal is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301.

The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and is incorporated herein by reference.

**OTHER APPROVALS RECEIVED OR STILL REQUIRED**

No other approvals are needed to accept the UCSF funds. SFMTA staff will seek formal approval of the signalization of the intersection at an upcoming SFMTA Board of Directors meeting.

The City Attorney's Office has reviewed this item.

**RECOMMENDATION**

Staff recommends that the SFMTA Board of Directors accept the gift of \$600,000 from UCSF to fund the design, construction, inspection, and maintenance for a new traffic signal at 18<sup>th</sup> Street and Minnesota Street.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

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

WHEREAS, The change of use and redevelopment of the parcels at 566, 590, and 600 Minnesota Street by the University of California, San Francisco (UCSF) will generate an increase of vehicular, bicycle, and pedestrian traffic at the intersection of 18<sup>th</sup> Street and Minnesota Street (the Intersection); and

WHEREAS, UCSF and the Dogpatch Community Task Force determined that a new traffic signal at the Intersection was one of several appropriate mitigations that would cushion the impacts of the new development on the surrounding neighborhood; and

WHEREAS, The SFMTA has determined that a traffic signal system would be feasible and desirable to address the concerns of traffic and pedestrian safety at the Intersection; and

WHEREAS, UCSF, developer of the parcels on Minnesota Street, recognizes the community benefits of new traffic signal at 18<sup>th</sup> Street and Minnesota Street and has offered to contribute \$600,000 to the SFMTA for the design, construction, and maintenance of the traffic signals; and

WHEREAS, The proposed traffic signal at 18th Street and Minnesota Street is subject to the California Environmental Quality Act (CEQA); CEQA provides an exemption from environmental review for existing facilities as defined in Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, On March 7, 2018, the Planning Department determined that the proposed traffic signal at 18th Street and Minnesota Street is categorically exempt from CEQA, pursuant to Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31; and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and is incorporated herein by reference; and,

RESOLVED, That the SFMTA Board of Directors accepts a gift of \$600,000 from the University of California, San Francisco, owner of the parcels at 566, 590, and 600 Minnesota Street, for the design, construction, and maintenance of a traffic signal at the 18<sup>th</sup> Street and Minnesota Street intersection; and be it further

RESOLVED, That should the SFMTA not install the new traffic signal by December 31, 2019, the SFMTA shall return the entire gift to UCSF; provided further, that if the total design, construction, and maintenance costs are less than \$600,000, the SFMTA shall return the remainder of the unspent funds.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of April 3, 2018.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

*Enclosure 2. Costs Table for the Signalization of 18<sup>th</sup> Street and Minnesota Street*

<b>Phase</b>	<b>Cost</b>	<b>Notes</b>
Design	\$100,000	Includes costs to pay for PG&E electrical service connections. Any unused funds will be applied toward construction
Construction	\$410,000	Includes construction, construction support, inspection, procurement of special materials such as wireless sensors, pedestrian countdown signals, accessible pedestrian signals, a traffic signal controller, a controller cabinet, and minor traffic striping and signage work.
Maintenance	\$90,000	30 years of maintenance costs for the expected useful life of the signal, which will be deducted from the project once the signal is completed.
<b>TOTAL</b>	<b>\$600,000</b>	Unused funds will be returned to UCSF