

THIS PRINT COVERS CALENDAR ITEM NO. : 10.3

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approve additional parking modifications associated with the Oak and Fell Pedestrian and Bicycle Safety Improvements project approved by the SFMTA Board on October 16, 2012. The proposed changes are to modify the lengths of four of the original twelve pedestrian corner bulbs and rescind one bulb location.

SUMMARY:

- The Oak and Fell Pedestrian and Bicycle Safety Improvements project, which established curbside bike lanes on Oak and Fell streets between Scott and Baker streets, also included parking restrictions for the establishment of 12 sidewalk extensions, or corner bulbs.
- The SFMTA and SFPDPW project team partnered with the SFPUC to incorporate Green Infrastructure at five of the bulb locations. Green Infrastructure constitutes rain gardens and permeable paving that would improve storm water infiltration to reduce the load on the City's combined sewer system and the risk of localized flooding.
- In addition to environmental benefits, the addition of Green Infrastructure would contribute to the landscaping along the Oak and Fell corridor.
- The proposed legislation would extend four of the bulbs to accommodate the Green Infrastructure.
- The proposal would also rescind one bulb and reduce one two-way bulb to one-way due to physical constraints.
- The proposed bulb lengthening would remove two additional parking spaces; the proposed rescissions would restore three spaces. The net parking change is a gain of one space over previously approved parking modifications.
- The Planning Department has determined that the proposal constitutes a minor change to the Oak and Fell Pedestrian Bicycle Safety Improvements Project and the conclusions of the categorically exemption remains valid.

ENCLOSURES:

1. SFMTAB Resolution

APPROVALS:

DATE

DIRECTOR _____ 1/13/14

SECRETARY _____ 1/13/14

ASSIGNED SFMTAB CALENDAR DATE: January 21, 2014

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PURPOSE

Approve additional parking modifications associated with the Oak and Fell Pedestrian and Bicycle Safety Improvements project to refine lengths of sidewalk bulbs and accommodate Green Infrastructure. The original approved parking modifications included 12 corner bulbs; the proposed changes modify the lengths of some of the bulbs and rescind one bulb location.

GOAL

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

DESCRIPTION

This item changes the parking modifications for sidewalk extensions (corner bulbs) approved as part of the Oak and Fell Pedestrian and Bicycle Safety Improvements Project by the SFMTA Board on October 16, 2012, which included 12 corner bulbs along with the establishment of curbside bikeways on the south side of both Oak and Fell streets between Scott and Baker streets. The purpose of the corner bulbs is to slow turning vehicles and improve pedestrian comfort and safety by improving visibility at corners and shortening crossing distances.

In the course of designing the bulbs, the SFMTA and SFDPW project team has partnered with SF Public Utilities Commission to incorporate Green Infrastructure, or GI, at five bulb locations. GI manages storm water through specially-designed landscaping and permeable paving, reducing the load on the City's combined sewer system as well as the risk of localized flooding. In addition to environmental benefits, the addition of GI to the planned Oak and Fell Street bulbs will contribute to community and project goals of "greening" the corridor.

For the original parking modifications, each of the 12 bulbs was established at a standard 18 or 30 feet long, depending on location. The proposed parking modifications modifies the length of four of the bulbs based on the area required for GI and nearby constraints such as driveways. Specifically, the bulb into the north side of Fell Street west of Divisadero Street would be 38 feet long rather than 18 feet as previously approved; the bulb into the north side of Fell Street west of Broderick Street would be 36 feet long instead of 18 feet; the bulb into the west side of Broderick Street south of Fell Street would be 25 feet long instead of 18 feet; and the bulb into the east side of Baker Street north of Oak Street would be 22 feet long rather than 18 feet.

These additional parking modifications would result in the loss of two spaces over the original approved modifications: one on the north side of Fell Street west of Divisadero Street, and one on the north side of Fell Street west of Broderick Street. The removal of parking spaces at these locations is consistent with the project description of the Oak and Fell Pedestrian and Bicycle

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Safety Improvements Project as reviewed by the Planning Department and documented in their determination of categorical exemption from environmental review.

The previously approved bulb at the northeast corner of Fell and Broderick streets is proposed to be rescinded, and the bulb at the northeast corner of Oak and Broderick streets reduced from two-way to one-way (into Oak Street only) based on physical constraints and roadway geometry considerations. These changes would result in a reduction in parking loss of three spaces over the original parking modifications. Taken as a whole, the proposed modification would result in a net gain of one parking space in the project area over the prior approved parking modifications.

ALTERNATIVES CONSIDERED

Two alternatives were considered.

- Option 1: No Build
- Option 2: Bulbs without landscaping
- Option 3: Bulbs with decorative landscaping
- Option 4: Bulbs with Green Infrastructure (GI) at key locations

Of the four options considered, only Options 3 and 4 meet the project goals of improving pedestrian comfort and safety and increasing green space on the Oak and Fell corridor. Option 4 was selected as an efficient approach to incorporating landscaping into the bulbs as the project area is also an area of focus for SFPUC's Sewer System Improvement Program. Final GI locations were informed by an SFPUC analysis of the project area to maximize potential storm water management benefits.

PUBLIC OUTREACH

A walking tour of the project area was led by SFPUC staff with the support of SFMTA staff to share with the community the locations and purposes of the proposed corner bulbs and Green Infrastructure. Residents and merchants in the project area and others on the project contact list were invited through a combination of postal mail and email, and information about the tour was posted on both the SFMTA and SFPUC project websites. Approximately 50 members of the public attended the event.

On November 15, 2013, an SFMTA public hearing was held and three members of the public commented on the proposed parking modifications. Two were opposed to the proposed bulb at the northwest corner of Fell and Broderick streets, citing concerns over the loss of parking and lack of information on the purpose of the proposed changes. One person spoke in support of the proposed modifications, citing pedestrian safety and traffic calming benefits of corner bulbs.

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FUNDING IMPACT

Construction of the project bulbs is fully funded by a combination of Proposition B Road Repaving and Street Safety Bond and SFPUC's Sewer System Improvement Program (SSIP) funds. The portion of construction related to sidewalk and curb ramp improvements will be funded by the Streetscape, Pedestrian and Bicycle Safety Improvements component of the Proposition B Bond. The portion of construction related to Green Infrastructure will be funded through the SSIP.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

On October 4, 2012 the Planning Department determined the parking and traffic modifications for the Oak and Fell Pedestrian and Bicycle Safety Project were categorically exempt, as a Class 1(c) and 4(h) exemption, from environmental review pursuant to Title 14 of the California Code of Regulations sections 15301(c) and 15304(h). The Planning Department's determination was affirmed by the San Francisco Board of Supervisors on December 11, 2012, in Motion M12-146. On September 11, 2013, the Planning Department further determined that the above exemption applies to the minor changes to the project proposed by this calendar item.

The Planning Department's determination is on file with the Secretary to the SFMTA Board of Directors.

The City Attorney's Office has reviewed this calendar item.

RECOMMENDATION

SFMTA staff recommends approval of the additional parking modifications for the Oak and Fell Pedestrian and Bicycle Safety Improvements Project.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency has received a request, or identified a need for the following parking modifications:

- A. RESCIND – NO PARKING ANYTIME - Fell Street, north side, from Broderick Street to 18 feet easterly; Broderick Street, east side, from Fell Street to 18 feet northerly and Broderick Street, east side, from Oak Street to 18 feet northerly
- B. ESTABLISH – NO PARKING ANYTIME - Fell Street, north side, from Divisadero Street to 38 feet westerly (6-foot wide sidewalk extension); Fell Street, north side, from Broderick Street to 36 feet westerly (6-foot wide sidewalk extension); Broderick Street, west side, from Fell Street to 25 feet southerly (6-foot wide sidewalk extension) and Baker Street, east side, from Oak Street to 22 feet northerly (6-foot wide sidewalk extension)

WHEREAS, The SFMTA and SFDPW project team has partnered with SF Public Utilities Commission to incorporate Green Infrastructure including rain gardens and permeable paving at five bulb locations, improving storm water infiltration in the project area; and,

WHEREAS, The addition of Green Infrastructure to the project area contributes to the project goal of landscaping the Oak and Fell corridor; and,

WHEREAS, The proposed parking modifications would facilitate the incorporation of Green Infrastructure elements into the project, the size and location of which will effectively manage storm water; and,

WHEREAS, The San Francisco Planning Department has reviewed the additional proposed parking modifications, set forth in items A and B, for the Oak and Fell Pedestrian and Bicycle Safety Improvements Project, and on September 11, 2013, determined that the proposed modifications are not substantial modifications of the project and the October 4, 2012 determination that the project is categorically exempt, as a Class 1(c) and 4(h) exemption, from environmental review pursuant to Title 14 of the California Code of Regulations sections 15301(c) and 15304(h) (“CEQA guidelines”) is still applicable to the project; and,

WHEREAS, A copy of the San Francisco Planning Department’s determination is on file with the Secretary to the SFMTA Board of Directors; and,

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications through a public hearing on November 15, 2013; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors, upon recommendation of the Director of Transportation and the Director of the Sustainable Streets Division approves the traffic modifications associated with the Oak and Fell Pedestrian and Bicycle Safety Improvements project approved by the SFMTA Board on October

16, 2012;

- C. RESCIND – NO PARKING ANYTIME - Fell Street, north side, from Broderick Street to 18 feet easterly; Broderick Street, east side, from Fell Street to 18 feet northerly and Broderick Street, east side, from Oak Street to 18 feet northerly
- D. ESTABLISH – NO PARKING ANYTIME - Fell Street, north side, from Divisadero Street to 38 feet westerly (6-foot wide sidewalk extension); Fell Street, north side, from Broderick Street to 36 feet westerly (6-foot wide sidewalk extension); Broderick Street, west side, from Fell Street to 25 feet southerly (6-foot wide sidewalk extension) and Baker Street, east side, from Oak Street to 22 feet northerly (6-foot wide sidewalk extension)

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of January 21, 2014.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency