

THIS PRINT COVERS CALENDAR ITEM NO.: 10.2

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Transit Services

BRIEF DESCRIPTION:

Approving parking and traffic modifications to extend existing transit bulbs at the intersection of Mission Street and 30th Street that are included in the Muni Forward Service-Related Capital Improvements and Travel Time Reduction Proposals.

SUMMARY:

- On March 28, 2014, the SFMTA Board of Directors approved the Transit Effectiveness Project (TEP), which included various Service-Related Improvements and Travel Time Reduction Proposals (TTRP) to improve transit performance along various Municipal Railway routes.
- These proposed changes include a package of parking and traffic modifications for the 14 Mission Rapid Muni transit corridor, which proposes to extend the existing transit bulbs at the intersection of Mission and 30th Streets.
- The San Francisco Public Utilities Commission (PUC) has begun a construction and paving project, scheduled for completion in August 2015, that affects the Mission and 30th Street intersection.
- To optimize the delivery of both projects and minimize disruptions on Mission Street, the bulb extensions will be implemented in concurrence with the PUC project that is already underway.
- The SFMTA conducted outreach to residents by conducting three public open houses and facilitating a presentation and door-to-door contacts for merchants.

ENCLOSURES:

1. SFMTA Board Resolution
2. SFMTA 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>

APPROVALS:

DATE

DIRECTOR _____

6/26/15

SECRETARY _____

6/26/15

ASSIGNED SFMTAB CALENDAR DATE: July 7, 2015

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PURPOSE

Approving parking and traffic modifications to extend existing transit bulbs at the intersection of Mission Street and 30th Street that are included in the Muni Forward Service-Related Capital Improvements and Travel Time Reduction Proposals.

GOAL

This action supports the following SFMTA Strategic Plan Goal 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.

DESCRIPTION

San Francisco's Mission Street is one of the most heavily-utilized transit corridors in the entire Muni system. The corridor's frequent 14 Mission local trolley coach service is complimented by all-day 14R Mission Rapid service, as well as by 14X Mission Express service during commute periods. Together, these routes carry more than 46,000 total customers on an average weekday. In addition, the 49 Van Ness-Mission route, which also serves Mission Street, experiences about 12,000 average weekday boardings on the corridor.

To reduce travel times, enhance transit reliability, and enhance safety for people walking throughout the 14 Mission corridor, as well as on other routes that make up its proposed Rapid Network, the Transit Effectiveness Project (TEP), which was the multi-year planning effort that informed the current Muni Forward Project, identified a variety of Travel Time Reduction Proposals (TTRPs). Specifically, these are engineering strategies oriented to specifically address the delays transit vehicles face along rapid routes. The TTRPs draw from the Transit Preferential Streets Toolkit, which includes different engineering measures to improve transit service.

The proposals for the 14 Mission corridor include the extension of existing transit bulbs located at the northeast and northwest corners of the Mission Street and 30th Street intersection. The existing bulbs, which are located at transit stops served all-day by the 14, 14R, 49, and 36 routes, are currently long enough to accommodate only one bus. Due to the high frequency of transit service on Mission Street and at this stop in particular, however, multiple buses regularly need to serve the Mission and 30th Street stop simultaneously. Currently, when a bus is currently serving one of these transit stops, approaching buses must queue in travel lanes until the stop clears. This situation not only causes traffic congestion and decreases motorist and pedestrian safety, but also negatively impacts transit travel time

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and reliability by forcing buses to stop and wait. By extending the existing transit bulbs, each Mission and 30th Street transit stop would be able to accommodate two buses and greatly reduce the need for buses to block travel lanes while waiting for stop clearance. Additionally, these transit bulb extensions will allow multiple buses to serve transit stops without interference and therefore contribute to improved 14 Mission corridor travel times and reliability.

Recently, the San Francisco Public Utilities Commission (PUC) began a construction and paving project on the segment of Mission Street between Cesar Chavez and Santa Marina Streets. To optimize the delivery of both the PUC's project and Muni Forward improvements and to minimize construction-related disruptions on Mission Street, the SFMTA plans to implement its proposed transit bulb extensions at Mission and 30th Streets, which fall within the street segment that is currently under construction, in concurrence with the PUC project that is already underway. While the full slate of Muni Forward improvements proposed for the 14 Mission corridor are not yet ready for implementation, the SFMTA seeks to move forward with its Mission and 30th Street proposals at this time.

Specifically, the SFMTA proposes the following:

- A. ESTABLISH – TOW AWAY NO STOPPING ANYTIME - Mission Street, west side, from 30th Street to 161 feet northerly (Extends 6-foot bus bulb from 102 feet to 161 feet, and removes metered parking space 3350); and Mission Street, east side, from 30th Street to Godeus Street (Extends 6-foot bus bulb from 126 feet to 150 feet, and removes metered parking space 3351).
- B. ESTABLISH – YELLOW METERED LOADING ZONE (8AM TO 6PM, MON-FRI) - Mission Street, east side, from 23 to 67 feet south of Virginia Avenue (at meters #3343 and #3345).
- C. ESTABLISH – SHORT TERM METERED PARKING (15-MINUTE TIME LIMIT) - Mission Street, east side, from 0 to 66 feet south of Eugenia Street (converts meters #3401 and #3407 to 15-minute time limit).

ALTERNATIVES CONSIDERED

The SFMTA considered extending the existing transit bulb on the east side of Mission Street through the crosswalk at 30th Street. The SFMTA decided not to pursue the alternative due to the cost savings associated with a shorter bulb extension, as well as the fact that a new curb ramp was recently constructed for the crosswalk that would be affected. Additionally, the SFMTA considered not extending the transit bulbs at this location. However, this alternative was rejected, due to the heightened need for added bus accommodation at the Mission and 30th Street stops and the considerable negative effects caused by queuing buses in travel lanes and to ensure safety for Muni customers and pedestrians walking along the west side of Mission Street.

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FUNDING IMPACT

The total cost of this project is \$250,000. This project already has funding identified, as detailed below.

Funding Sources and Amounts for Mission Street at 30th Street:

Funding Source	Amount
Prop A GO Bond	\$250,000

PUBLIC OUTREACH

These Muni Forward proposals were presented to members of the public during three separate open houses, held in February, April, and May of 2015. Additionally, on March 9, 2015, SFMTA facilitated a presentation to the area’s merchants association about the proposals. And, on March 27, 2015, in coordination with the merchants association, SFMTA staff members conducted door-to-door outreach to merchants on Mission Street in the three-block vicinity of the Mission Street and 30th Street intersection, and focused outreach was conducted to merchants directly fronting the proposed transit bulb extensions. Furthermore, staff corresponded directly via phone and email with the local Safeway manager and Safeway’s Regional Real Estate Manager. Safeway’s store manager expressed no objection to the proposed extensions given that driveway access will be accommodated in the transit bulb extension. The Safeway Regional Rest Estate Manager is concerned about buses blocking Safeway’s southernmost driveway on Mission Street. As designed, the project is intended to reduce overall congestion at this intersection and should minimize the amount of time buses or other vehicles block Safeway’s driveway while queuing up at a red signal. Overall, residents and merchants overwhelming support the transit bulb extensions.

ENVIRONMENTAL REVIEW

Muni Forward Rapid Network Improvements
(Formerly, the Transit Effectiveness Project)

The TEP Final Environmental Impact Report (FEIR) was certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014. 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 the 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 these proposals are within the scope of the TTRP.14: 14 Mission Moderate Alternative as defined in the FEIR.

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The San Francisco Planning Department Environmental Planning Division reviewed the proposed modifications to the TTRP.14 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. The documents are 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 that the SFMTA Board of Directors approve the parking and traffic modifications to extend existing transit bulbs at the intersection of Mission Street and 30th Street that are included in the Muni Forward Service-Related Capital Improvements and Travel Time Reduction Proposals.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency has proposed parking and traffic modifications to extend existing transit bulbs at the intersection of Mission Street and 30th Street as follows:

- A. ESTABLISH – TOW AWAY NO STOPPING ANYTIME - Mission Street, west side, from 30th Street to 161 feet northerly (Extends 6-foot bus bulb from 102 feet to 161 feet, and removes metered parking space 3350); and Mission Street, east side, from 30th Street to Godeus Street (Extends 6-foot bus bulb from 126 feet to 150 feet, and removes metered parking space 3351).
- B. ESTABLISH – YELLOW METERED LOADING ZONE (8AM TO 6PM, MON-FRI) - Mission Street, east side, from 23 to 67 feet south of Virginia Avenue (at meters #3343 and #3345).
- C. ESTABLISH – SHORT TERM METERED PARKING (15-MINUTE TIME LIMIT) - Mission Street, east side, from 0 to 66 feet south of Eugenia Street (converts meters #3401 and #3407 to 15-minute time limit).

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 referred to therein as the TTRP.14; and,

WHEREAS, Approval for the installation of various parking and traffic modifications along the 14 Mission Rapid Muni transit route included in the Transit Effectiveness Project's (TEP) Service-Related Capital Improvements and Travel Time Reduction Proposals relies on said FEIR, and information pertaining to the FEIR and its certification are 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 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 TEP FEIR and hereby finds that since certification of the TEP 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 TEP FEIR, and that no new information has emerged that would materially change the analyses or conclusions set forth in the TEP

FEIR. The actions approved herein would no necessitate implementation or additional or considerably different mitigation measures that those identified in the TEP FEIR; and,

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

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves these traffic and parking modifications set forth in items A through C above along the 14 Mission Muni transit corridor included in the Muni Forward Service-Related Capital Improvements and Travel Time Reduction Proposals.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of July 7, 2015.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency