

THIS PRINT COVERS CALENDAR ITEM NO.: 10.5

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Transit

BRIEF DESCRIPTION:

Approving parking and traffic modifications along the 1 California Muni transit corridor on California Street between Spruce Street and Maple Street.

SUMMARY:

- The proposed parking and traffic modifications on California Street, will promote the City's Transit-First Policy by improving transit performance.
- The proposed changes include numerous pedestrian safety enhancements informed by the WalkFirst process; by delivering these improvements, this project plays an important role in advancing SFMTA's Vision Zero goals.
- The upgrades will be constructed in the upcoming Department of Public Works (PW) paving project planned on California Street in 2017.
- In 2015, the SFMTA participated in public meetings hosted by PW and met with Laurel Village business owners and the Laurel Height Improvements Association to discuss the proposed improvements.

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>
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>
5. Better Streets Plan Final Mitigated Negative Declaration (FMND, Case No. 2007.1238E) http://sfmea.sfplanning.org/2007.1238E_FMND.pdf

APPROVALS:

DATE

DIRECTOR



8/8/16

SECRETARY



8/8/16

ASSIGNED SFMTAB CALENDAR DATE: August 16, 2016

PURPOSE

Approving parking and traffic modifications along the 1 California Muni transit corridor on California Street between Spruce Street and Maple Street.

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

To reduce Muni travel times and enhance reliability on the routes that make up the Rapid Network, the Muni Forward program identifies a variety of Travel Time Reduction Proposals (TTRPs), which 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 background and specific details of the 1 California TTRP project within the project limits are described below.

Muni's 1 California, 1AX, 1BX and 2 Clements bus routes travel through Laurel Village and together carry over 30,500 daily customers on an average weekday. Over 8,000 customers travel through this segment, which is served by five stops used by over 2,000 customers on an average weekday. The proposal is for the three blocks of California Street between Spruce and Maple streets.

During the a.m. and p.m. peak periods, Muni buses operate at an average speed of 13 miles per hour in both directions. The main source of delay are bus stops located in the nearside at signalized intersections and bus zones that are not long or wide enough to accommodate buses pulling in and out of the zone.

To reduce transit travel times and improve reliability, the SFMTA proposes a variety of improvements within the study area. The proposals include:

- Optimizing bus stop locations at two intersections. Relocating bus stops from the nearside to the farside of intersections allows buses to take advantage of existing transit signal priority improvements that hold green traffic signal lights for approaching buses.
- Adding transit bulbs at two intersections. Transit bulbs are sidewalk extensions alongside bus stops that allow buses to pick-up and drop-off customers without having to pull out of the travel lane into a bus stop and then wait for a gap to merge back into traffic. Transit bulbs enhance the ability of buses to take advantage of all-door boarding. Transit bulbs

provide space for transit shelters and other customer amenities. Transit bulbs also improve pedestrian safety by reducing the roadway crossing distance, making pedestrians waiting to cross the street more visible to approaching motorists, and reducing the speed of motorists turning from cross streets.

- Increasing bus stop spacing from one block to two blocks. Currently, the 1 California stops at every block between Spruce Street and Jordan Avenue in the outbound direction. This proposal will result in two-block spacing for most stops. By stopping fewer times, the transit vehicles will require less time to move through the corridor.

In addition to the transit reliability improvements noted above, this project will also improve pedestrian safety along the corridor regarding by shortening intersection crossing distances. The transit bulbs and pedestrian bulbs recommended as part of this travel time reduction proposal will improve pedestrian safety and are being further enhanced with additional pedestrian safety treatments, including “daylighting” which removes parking near intersections to increase visibility of pedestrians, and “leading pedestrian interval” signal timing changes to give pedestrians crossing California Street a head start before traffic begins moving on the cross streets. Collectively, these improvements play an important role in advancing SFMTA’s Vision Zero goal to eliminate traffic fatalities by 2024.

The implementation of this project is being coordinated with repaving and other construction work that Public Works has planned for Laurel Village and is scheduled to begin in 2017. Coordinating construction of the proposed changes will minimize required lane closures and other interruptions to regular traffic flow by digging “once.”

Furthermore, included in the project implementation is traffic signal replacement and upgrade work at two intersections of Laurel Village. The signals and signal infrastructure at these two intersections are outdated, incompatible with new signal technology, and cost the SFMTA unnecessary resources to maintain. The proposed signal upgrades would provide pedestrian and traffic safety improvements, and allow the installation of new signal technology. Upgrades would be conducted at Spruce Street and Locust Street. The Laurel Street signal was upgraded in 2015 as part of a different traffic signal upgrade project. Specifically, the SFMTA proposes the following:

- A. RESCIND – BUS ZONE – California Street, north side, from Maple Street to 90 feet westerly; California Street, south side, from Spruce to 70 feet westerly; California Street, north side, from Spruce Street to 70 feet easterly.
- B. RESCIND – BUS FLAG STOP - California Street, south side, west of Laurel Street.
- C. ESTABLISH – SIDEWALK WIDENING AND NO PARKING ANYTIME - California Street, south side, from Spruce Street to 103 feet easterly (20-foot wide bus bulb/pedestrian plaza – bus stop relocated to farside); California Street, north side, from Spruce Street to 93 feet westerly (6-foot wide bus bulb – bus stop relocated to farside); California Street, south side, from Locust Street to 26 feet westerly (extends existing pedestrian bulb); California Street, south side, from Locust Street to 26 feet easterly (extends existing pedestrian bulb); California Street, south side, Laurel Street to 90 feet easterly (6-foot wide bus bulb – bus stop relocated to farside); California Street, north side, Laurel Street to 80 feet easterly (6-foot wide bus bulb replaces bus zone).

STAKEHOLDER ENGAGEMENT

SFMTA joined Public Works in conducting public outreach on the proposals. Specifically, from early 2015 to early 2016, PW hosted one community meeting and one open house at a central, accessible location within the project corridor to gather public input about project proposals. Additionally, Agency representatives met directly with merchants and neighborhood representatives to collect additional feedback. Overall, PW and SFMTA received considerable input about the proposed enhancements throughout the corridor. Specifically, both residents and merchants noted support for improved pedestrian safety, while some community members voiced opposition to losing parking spaces.

A summary of additional outreach activities includes:

- Received survey feedback from 122 community members
- Personally met with Laurel Heights Improvement Association of San Francisco
- Personally met with Laurel Village merchants on two occasions
- Received 24 letters from community members opposing the transit improvements

Additionally, project information was available on the PW website, including a detailed description of the project proposal, open house materials, and meeting notices. Email alerts were distributed to inform the community of upcoming meetings, including the May 20, 2016 Sustainable Streets Division Engineering Public Hearing.

ALTERNATIVES CONSIDERED

In consideration of merchants' concerns regarding a net reduction of seven parking spaces as a result of the proposed transit improvements, the SFMTA considered keeping the bus zones at the existing locations and adding bus bulbs. However, the net parking space reduction would have been the same while Muni buses would not have been able to take advantage of Transit Signal Priority, which works best with farside bus stops.

FUNDING IMPACT

The total cost of this project is \$2.35 million. This project already has funding identified, as detailed below.

Funding Source	Amount
SFMTA – Revenue Bond	\$800,000
Traffic Signals: SFMTA State of Good Repair	\$300,000
PW – 2011 Road Repaving & Street Safety Bond	\$1,250,000

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). The San Francisco Planning Department Environmental Planning Division reviewed the proposed modifications 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 pertinent to the TTRP.1 California is on file with the Secretary of the SFMTA Board of Directors.

On June 2, 2016, the San Francisco Planning Department determined that the proposed Laurel Village Streetscape project is within the scope of the Better Streets Plan Final Mitigated Negative Declaration (FMND, Case No. 2007.1238E) certified by the Planning Commission on September 17, 2010, and that the proposal would not require the preparation of a subsequent negative declaration under CEQA Guidelines section 15162. 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

Approving parking and traffic modifications along the 1 California Muni transit corridor on California Street between Spruce Street and Maple Street.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency has proposed parking and traffic modifications along the 1 California Muni transit corridor on California Street between Spruce Street and Maple Street that are included in the Muni Forward Travel Time Reduction Proposals and support the SFMTA's Vision Zero program as follows:

- A. RESCIND – BUS ZONE – California Street, north side, from Maple Street to 90 feet westerly; California Street, south side, from Spruce to 70 feet westerly; California Street, north side, from Spruce Street to 70 feet easterly.
- B. RESCIND – BUS FLAG STOP - California Street, south side, west of Laurel Street.
- C. ESTABLISH – SIDEWALK WIDENING AND NO PARKING ANYTIME - California Street, south side, from Spruce Street to 103 feet easterly (20-foot wide bus bulb/pedestrian plaza – bus stop relocated to farside); California Street, north side, from Spruce Street to 93 feet westerly (6-foot wide bus bulb – bus stop relocated to farside); California Street, south side, from Locust Street to 26 feet westerly (extends existing pedestrian bulb); California Street, south side, from Locust Street to 26 feet easterly (extends existing pedestrian bulb); California Street, south side, Laurel Street to 90 feet easterly (6-foot wide bus bulb – bus stop relocated to farside); California Street, north side, Laurel Street to 80 feet easterly (6-foot wide bus bulb replaces bus zone).

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 traffic and parking modifications to implement various projects along the 1 California Muni transit corridor included in the Service-Related Capital Improvements 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 analyses or conclusions set forth in the

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

WHEREAS, On June 2, 2016, the San Francisco Planning Department determined that the proposed Laurel Village Street project is within the scope of the Better Streets Plan Final Mitigated Negative Declaration (FMND, Case No. 2007.1238E), dated September 17, 2010, incorporated herein by reference, and that the Laurel Village Street project would not require the preparation of a subsequent negative declaration under CEQA Guidelines Sections 15162 and 15168; and,

WHEREAS, In approving the Better Streets Plan, the Planning Commission adopted the FMND and a Mitigation Monitoring and Reporting Program (MMRP), which are 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 of Directors acknowledges that Mitigation Measures: Aesthetics Tree Root, Archeological Accidental Discovery, Archeological Monitoring Hispanic Period, Provision of New Loading Space, Dust Control Plan, Hazardous Materials, and Nesting Birds apply to this project and adopts them as conditions of this approval; and,

WHEREAS, The SFMTA Board has reviewed the FMND and hereby finds that since certification of the FMND, 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 FMND, and that no new information has emerged that would materially change the analysis of conclusions set forth in the FMND. The actions approved herein would not necessitate implementation or additional or considerably different mitigation measures that those identified in the FMND; 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 parking and traffic modifications, as set forth in items A through C, along the 1 California Muni transit corridor on California Street between Spruce Street and Maple Street.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of August 16, 2016.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency