

THIS PRINT COVERS CALENDAR ITEM NO. : 12

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving parking and traffic modifications on Potrero Avenue between Alameda and 25th Streets as part of the Potrero Avenue Streetscape Improvement Project, to improve Muni service, bicycle safety and connectivity and support the SFMTA's Vision Zero program.


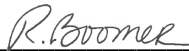
SUMMARY:

- The Potrero Avenue Streetscape Improvement Project (Project) is a joint SFMTA and SF Public Works effort that will improve pedestrian and bicycle safety and transit reliability for the 9/9R San Bruno Rapid and the 33 Stanyan.
- The vast majority of the Project was approved by the SFMTA Board on March 28, 2014 to address traffic, bicycle and pedestrian safety concerns on Potrero Avenue, a Vision Zero high injury corridor, and to improve transit on a Muni Forward Rapid corridor.
- The Project includes a landscaped median, sidewalk widening, and a transit only lane, as well as various bulb-outs, pedestrian medians and daylighting and improvements to the bike lane throughout the project corridor.
- The parking modifications in this calendar item were included in the original design, outreach, environmental review and Project description in 2014, but some were accidentally omitted from the calendar item submitted to the SFMTA Board for approval.
- Since this oversight was identified in late April, staff have conducted a new outreach process to inform community stakeholders and where possible, offset concerns. However, it is not possible to meet the project goals without removing these additional 19 parking spaces.

ENCLOSURES:

1. SFMTA Board Resolution
2. 2017 Potrero Avenue Streetscape Project Parking Legislation Status Overview
3. 2014 Potrero Avenue Streetscape Block-by-block Proposals
4. TEP FEIR <http://www.sf-planning.org/index.aspx?page=2970>
5. TEP 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:

	DATE
DIRECTOR 	6/13/2017
SECRETARY 	6/13/2017

ASSIGNED SFMTAB CALENDAR DATE: June 20, 2017

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PURPOSE

Approving parking and traffic modifications on Potrero Avenue between Alameda and 25th streets, as part of the Potrero Avenue Streetscape Improvement Project, to improve Muni service, bicycle safety and connectivity, and support the SFMTA's Vision Zero program.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the Vision Zero Policy goal to eliminate traffic fatalities as well as 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.
- Goal 3: Improve the environment and quality of life in San Francisco
 - Objective 3.4: Deliver services efficiently.

This action also supports the following sections of the Transit-First Policy:

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.
6. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
7. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.

DESCRIPTION

The Project is a joint SFMTA and San Francisco Public Works effort to improve the safety of people walking and cycling, and to improve Muni service on Potrero Avenue. The Project includes a landscaped median from 21st to 25th, sidewalk widening from 22nd to 24th, and a southbound transit only lane from 18th to 24th, as well as various bulb-outs, pedestrian medians and daylighting and improvements to the bike lane throughout the project corridor.

There was a robust community outreach process in 2013 that included five community open houses, which were advertised through postcards mailed to 1,600 residences along the corridor. During this process City staff heard many concerns from the community about pedestrian safety, Muni service, lighting, and many other issues. However, one of the most prominent community concerns was about project impacts to on-street parking. Consequently, the proposal was modified to minimize the

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loss of on-street parking by 40% (from approximately 105 spaces to 60) by reducing the original scope and shortening the transit-only lane by two blocks. At the final community meeting, detailed drawings showed specifically where each of the 60 parking spaces were proposed to be removed, and 70% of the meeting attendees supported that design.

It was approved by the SFMTA Board of Directors on March 28, 2014, however subsequent to the Board's approval, staff discovered that some of the parking modifications presented to the public were accidentally omitted from the calendar item submitted to the SFMTA Board for approval. The summary documents posted online for the February 14, 2014 Engineering Public Hearing and March 28, 2014 Board calendar item showed that the proposed project would remove approximately 60 parking spaces, and drawings (enclosed) detailed exactly where each of the 60 parking spaces would be removed. Public hearing notices were posted along the corridors as legally required. Because of the complex nature of this Project, SFMTA staff mailed notices to more than 650 addresses within one block of Potrero Avenue, including Hampshire, San Bruno, Utah and cross streets even though this was not legally required. Notices also were mailed to absentee property owners.

During this process, two errors were made. First, the computer system used to generate the optional mailed public hearing notices omitted the addresses on 900 block of Potrero Avenue and portions of the adjacent blocks.

The second error was the result of an administrative oversight. The graphics used for all public outreach and the 2014 calendar item submitted to the SFMTA Board showed approximately 60 parking spaces as being removed, but only included 39 parking spaces for removal in the Public Hearing notice and calendar item's detailed list that specified exactly the areas where parking was removed. This calendar item corrects that oversight by including three blocks where staff proposes to remove additional parking spaces:

- Potrero Avenue south of 19th Street, east side, eight spaces are proposed to be removed for the transit lane extension and to maintain the northbound left-turn lane for 19th Street. These spaces are next to freeway right-of-way with no fronting properties. SFMTA Board approval is necessary to correct a typo that listed the required removal at 18th Street in the 2014 calendar item, restoring five parking spaces at 18th Street.
- Potrero Avenue near 22nd Street, west side, seven spaces are proposed for removal adjacent to residences due to the close spacing of intersections, sidewalk widening, extending the transit-only lane to the north, and maintaining the southbound left-turn lane for 22nd Street. SFMTA Board approval is needed as a result of an accidental omission in the 2014 calendar item.
- Potrero Avenue north of 24th Street, west side, five spaces are proposed for removal adjacent to businesses due to sidewalk widening, extending the transit only lane to the south, and maintaining the southbound left-turn lane for 24th Street. SFMTA Board approval is needed to correct an accidental omission in the 2014 calendar item.

In addition, this calendar item makes other minor adjustments due to issues discovered during the design and construction phases, such as the necessity of removing an additional parking space due to a change in the lane transition design, and extending the bus zones at General Hospital to account for adding Bus Rapid transit service to that previously local-only stop. The enclosed drawing shows the parking spaces now proposed to be removed or restored.

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These parking modifications were included in the original design, outreach, environmental review and Project description in 2014, but some were accidentally omitted from the calendar item submitted to the SFMTA Board for approval. Because current construction has removed most of the parking spaces affected, the City Traffic Engineer has issued a directive that temporarily removes the parking until the SFMTA Board considers permanent removal. When SFMTA staff learned of these issues, the contractor immediately stopped permanent traffic striping and construction of pedestrian islands at 19th and Potrero Avenue while staff investigated the situation. Construction that did not directly affect the parking, such as landscaping the median between 21st and 22nd continued. All construction is anticipated to be substantially complete in January 2018.

Staff met with residents from the 900 block of Potrero on June 2, 2017. They expressed concern about the process, the parking loss and also their ability to safely load and unload children, older visitors, groceries, etc. A few participants who attended the initial meetings also expressed confusion between the “typical” cross-section drawings and the more detailed block by block plan view. In an effort to offset the parking impacts of the project, SFMTA staff reached out to Zuckerberg San Francisco General Hospital (ZSFGH) to try to balance its need for staff parking on 22nd Street with the community’s needs for parking. ZSFGH will be holding a community meeting in June that SFMTA staff will attend to discuss a potential parking arrangement with the community and ZSFGH that will add neighborhood parking. Additionally, staff recommends a “tow-away no parking” restriction rather than “tow-away no stopping” restriction during off-peak hours which would allow for active loading/unloading. Staff also explored the option of removing a left turn pocket and landscaped median northbound at 21st Street, but do not recommend the changes since as it would only add one parking space, cost approximately \$100,000 and restrict a left turn that is currently used by 1,000 cars per day.

While staff believe the errors in the 2014 process were an isolated mistake, SFMTA staff have evaluated internal review processes. To minimize future errors, staff will enumerate the parking impact of each item, and an additional reviewer will double check all legislative items to avoid accidental omissions. SFMTA staff also will investigate the mailing list error and do a spot check of mailing lists generated to verify completeness. SFMTA staff continually strive to improve our public hearing and outreach process.

Specifically, the SFMTA proposes the following:

- A. ESTABLISH – FIVE-FOOT SIDEWALK WIDENING AND TOW-AWAY NO PARKING ANYTIME - Potrero Avenue, east side, from 21st Street to 75 feet southerly (extends previously approved length by ten feet)
- B. ESTABLISH – FOUR-FOOT TRANSIT BULB AND TOW-AWAY NO STOPPING ANYTIME - Potrero Avenue, west side, from 24th Street to 105 feet southerly (extends previously approved length by 15 feet)
- C. ESTABLISH – BUS ZONE - Potrero Avenue, east side, from midblock crosswalk between 22nd Street and 23rd Street to 100 feet northerly (extends previously approved bus zone by 20 feet)
- D. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME - Potrero Avenue, east side, from 19th Street to 160 feet southerly (removes eight parking spaces); Potrero Avenue, east side, from 75 feet to 93 feet south of 21st Street (removes one parking space); Potrero Avenue, east side, from 20 feet to 53 feet north of 22nd Street (East); Potrero Avenue, west side, from 23rd Street (West) to 60 feet northerly; Potrero Avenue, west side, from 23rd Street (West) to 40 feet southerly (removes two parking spaces); Potrero Avenue, west side, from 23rd Street

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(East) to 105 feet southerly (removes one parking space); Potrero Avenue, west side, from 24th Street to 145 feet northerly (removes five parking spaces); Potrero Avenue, west side, from 105 feet to 132 feet south of 24th Street (removes one parking space)

- E. ESTABLISH – TOW-AWAY NO STOPPING 7-9AM AND 3-7 PM MONDAY – FRIDAY, TOW-AWAY NO PARKING ALL OTHER TIMES - Potrero Avenue, west side, from 22nd Street (East) to 195 feet northerly (removes five parking spaces); Potrero Avenue, west side, from 22nd Street (East) to 95 feet southerly (removes two parking spaces)
- F. RESCIND – TOW-AWAY NO STOPPING ANYTIME - Potrero Avenue, west side, from 18th Street to 43 feet southerly (restores two parking spaces); Potrero Avenue, east side, from 18th Street to 159 feet southerly (restores five parking spaces)
- G. ESTABLISH – RED ZONE – Potrero Avenue, east side, from 16th Street to 25 feet southerly (removes one parking space); Potrero Avenue, west side, from 18th Street to 40 feet northerly; Potrero Avenue, west side, from 20th Street to 32 feet northerly
- H. ESTABLISH – NO RIGHT TURN EXCEPT BIKES
Potrero Avenue, southbound, at 23rd Street (updates previously approved turn restriction to exclude bikes)

ALTERNATIVES CONSIDERED

Staff considered options to allow parking at these locations, which would require removing bike lanes, removing left-turn lanes, restricting left turns, removing the transit-only lane, removing median traffic signals and/or removing the pedestrian refuge islands. At the request of the 900 Potrero block neighbors, we evaluated removing a left turn pocket and narrowing the median northbound at 21st Street. This change would provide one additional parking space, but would inconvenience approximately 1000 left turning vehicles per day. This change would also reduce the traffic calming benefits of the landscaped median and would require approximately \$100,000 to implement. Staff has analyzed these options and concludes that the considerable trade-offs are not compatible with the City's goals in pursuing this Vision Zero safety improvement project.

STAKEHOLDER ENGAGEMENT

The community process for the Project was extensive. Through an iterative design process, the community helped the project team develop and refine the design. Outreach included block-by-block detail of each parking space removed to clearly communicate the parking impacts. Through a series of five community meetings, the Project was revised to respond to community feedback, reducing the parking impact from 105 to 60, while meeting Project goals by shortening sidewalk widening and the transit-only lane by two blocks.

Based on the community feedback (70% support for sidewalk widening replacing parking), staff recommend the final design that improved pedestrian and bicyclist safety and Muni service, and added streetscape enhancements while removing approximately 60 spaces.

At a public hearing on February 14, 2014, there were five people in support and 16 people opposed to the Project. Two online petitions were received with 199 signatures in opposition to parking removal and 123 in support of wider sidewalks.

The Project was first heard at a SFMTA Board hearing on March 28, 2014, where the SFMTA Board approved several Transit Effectiveness Project (TEP) items at the same time – five corridor projects (Potrero, Irving, Haight, McAllister and Columbus), as well as numerous Muni route change

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proposals and other TEP recommendations. Public comment was heard for all of the items together. Several groups gave their support for the entire TEP (which included the Potrero corridor project), including Pedestrian Safety Advisory Committee, San Francisco Transit Riders' Union, Muni Accessibility Advisory Committee, and the League of Conservation Voters. There were four speakers that spoke specifically with concerns about the loss of parking due to the Project, and six speakers spoke in support of the Project's pedestrian and safety benefits, including Supervisor Campos' aide, CC Puede, and the San Francisco Bicycle Coalition.

Outreach	Date	Attendance
Community Meeting #1	3/26/13	23
Chavez/Mission Projects Meeting	4/25/13	52
Community Meeting #2	7/30/13	45
Community Open House (Mtg. #3)	9/24/13	50
Calle 24 Council	10/21/13	~15
Community Open House (Mtg. #4)	11/7/13	102
Community Open House (Mtg. #5)	11/21/13	67

Since discovering these errors, SFMTA and Public Works staff have engaged the community, and held a site walk on June 2 with affected residents on the 900 block of Potrero to hear their concerns and discuss the Project benefits and trade-offs. In response to residents' concerns about access for loading or people with disabilities or small children, the "Tow Away No Stopping Anytime" restriction on the 900 block of Potrero was modified to "Tow Away No Stopping 7-9 AM and 3-7 PM Monday - Friday, Tow Away No Parking all other times" to accommodate active loading outside of peak hours. In response to neighborhood concerns about parking loss in general staff is working with the community and ZSFGH to modify on-street hospital parking supply that will provide more general parking for the neighborhood along the corridor. Additionally, staff researched the suggestion to remove a northbound left turn pocket and associated median to save a few parking spaces. A follow up meeting to present the results of that analysis is scheduled for the second week of June.

Staff has briefed Supervisors Cohen and Ronen, conducted door-to-door outreach and mailed post cards along the entire corridor alerting residents of the mistake and hearing at this SFMTA Board meeting.

FUNDING IMPACT

If approved, this calendar item has no fiscal impact because the Project design had already included these elements. Not approving this calendar item would require additional funding to support redesign, demolition and reconstruction of portions of the Potrero Streetscape project, and the construction contract would need to be renegotiated and extended.

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

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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.9: 9 San Bruno and 9L San Bruno Limited, Expanded Alternative as defined in the TEP FEIR. The San Francisco Planning Department Environmental Planning Division reviewed the proposed modifications to the TTRP.9 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.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

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 on Potrero Avenue, as set forth in items A through H above, to improve Muni service, bicycle safety and connectivity and support the SFMTA's Vision Zero program.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, San Francisco Public Works and the San Francisco Municipal Transportation Agency (SFMTA) are the project sponsors of the Potrero Avenue Streetscape Improvement Project with the goals of improving safety on Potrero Avenue for people walking and riding bikes and improving Muni travel times and reliability; and,

WHEREAS, Potrero Avenue between Alameda and 25th streets are designated a High Injury Corridor by the San Francisco Department of Public Health and the Potrero Avenue Streetscape Improvement Project supports the City's Vision Zero Goal of eliminating all traffic fatalities in San Francisco by 2024; and,

WHEREAS, San Francisco Public Works and the SFMTA conducted a comprehensive public outreach process for the Potrero Avenue Streetscape Improvement Project, including holding five community meetings, and multiple stakeholder meetings in 2013 where the project goals and trade-offs were discussed and the 70 percent of the meeting attendees preferred the design option that removed 60 parking spaces in order to improve conditions for transit riders, people walking and people biking; and,

WHEREAS, The drawings and summary documents posted online for the SFMTA Board's March 28, 2014 calendar item showed that the Potrero Avenue Streetscape Improvement Project would remove 60 parking spaces, but calendar item submitted to the SFMTA Board for approval only proposed removing 39 parking spaces; and

WHEREAS, San Francisco Public Works and SFMTA staff propose the following parking and traffic modifications associated with the Potrero Avenue Streetscape Improvement Project:

- A. ESTABLISH – FIVE-FOOT SIDEWALK WIDENING AND TOW-AWAY NO PARKING ANYTIME - Potrero Avenue, east side, from 21st Street to 75 feet southerly
- B. ESTABLISH – FOUR-FOOT TRANSIT BULB AND TOW-AWAY NO STOPPING ANYTIME - Potrero Avenue, west side, from 24th Street to 105 feet southerly
- C. ESTABLISH – BUS ZONE - Potrero Avenue, east side, from midblock crosswalk between 22nd Street and 23rd Street to 100 feet northerly
- D. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME - Potrero Avenue, east side, from 19th Street to 160 feet southerly; Potrero Avenue, east side, from 75 feet to 93 feet south of 21st Street; Potrero Avenue, east side, from 20 feet to 53 feet north of 22nd Street (East); Potrero Avenue, west side, from 23rd Street (West) to 60 feet northerly; Potrero Avenue, west side, from 23rd Street (West) to 40 feet southerly; Potrero Avenue, west side, from 23rd Street (East) to 105 feet southerly; Potrero Avenue, west side, from 24th Street to 145 feet northerly; and Potrero Avenue, west side, from 105 feet to 132 feet south of 24th Street
- E. ESTABLISH – TOW-AWAY NO STOPPING 7-9AM AND 3-7 PM MONDAY – FRIDAY; TOW-AWAY NO PARKING ALL OTHER TIMES - Potrero Avenue, west side, from 22nd Street (East) to 195 feet northerly; and Potrero Avenue, west side, from 22nd Street (East) to 95 feet southerly
- F. RESCIND – TOW-AWAY NO STOPPING ANYTIME - Potrero Avenue, west side, from 18th Street to 43 feet southerly; and Potrero Avenue, east side, from 18th Street to 159 feet southerly

- G. ESTABLISH – RED ZONE – Potrero Avenue, east side, from 16th Street to 25 feet southerly; Potrero Avenue, west side, from 18th Street to 40 feet northerly; and Potrero Avenue, west side, from 20th Street to 32 feet northerly
- H. ESTABLISH – NO RIGHT TURN EXCEPT BIKES - Potrero Avenue, southbound, at 23rd Street

WHEREAS, The proposed parking and traffic modifications are subject to the California Environmental Quality Act (CEQA); and,

WHEREAS, The Transit Effectiveness Project (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, and,

WHEREAS, The SFMTA Board of Directors approved many 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; and,

WHEREAS, 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); and,

WHEREAS, A copy of the Planning Commission Resolution, the CEQA findings, and the CEQA document are 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 are incorporated herein by reference; and,

WHEREAS, All of the project proposals are within the scope of the TTRP.9: 9 San Bruno and 9L San Bruno Limited, Expanded Alternative as defined in the TEP FEIR; the San Francisco Planning Department Environmental Planning Division reviewed the proposed modifications to the TTRP.9 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; and,

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

RESOLVED, That the SFMTA Board of Directors adopts the Transit Effectiveness Project (TEP) Final Environmental Impact Report (FEIR) California Environmental Quality Act (CEQA) findings and finds that the proposed modifications described here are within the scope of the TEP FEIR, and that 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, and to the extent the above actions are associated with any mitigation measures, the SFMTA Board of Directors adopts those measures as conditions of this approval; and, be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves parking and traffic modifications on Potrero Avenue between Alameda and 25th streets, as set forth in items A through H above, as part of the Potrero Avenue Streetscape Improvement Project to improve Muni service, bicycle safety and connectivity, and support the SFMTA's Vision Zero program.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of June 20, 2017.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

