

THIS PRINT COVERS CALENDAR ITEM NO.: 13

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Transit Services

BRIEF DESCRIPTION:

Approving parking and traffic modifications to implement a new transit only lane and a left turn lane along the 8 Bayshore Muni transit corridor; amending Transportation Code, Division II, Section 601 to designate a transit-only lane at all times on Geneva Avenue between Delano Avenue and the I-280 overpass in the outbound/westbound direction only; and adopting CEQA findings and for the Balboa Park Station Area Plan.

SUMMARY:

- The Balboa Park Station Area and Plaza Improvements project, coordinated with Muni Forward, includes pedestrian safety upgrades on Geneva Avenue near Balboa Park Station.
- The project's proposed changes include transit performance improvements planned for the 8 Bayshore corridor, which includes the immediate vicinity around Balboa Park Station.
- To optimize the delivery of both projects and coordinate complimentary components, various elements of Muni Forward's 8 Bayshore proposals will be implemented as part of this project.
- These proposed modifications will be included in upcoming paving or other construction projects anticipated to be advertised July 2015 and begin construction November 2015. The SFMTA conducted outreach to the Balboa Park Citizen Advisory Committee and residents within one block of Geneva and Delano Avenues.

ENCLOSURES:

1. SFMTA Board Resolution
2. Transportation Code, Division II Amendment
3. Balboa Park Sta. Area Plan CEQA Findings <http://www.sf-planning.org/index.aspx?page=1748>
4. SFMTA Resolution No. 14-041 <http://www.sfmta.com/sites/default/files/agendaitems/3-28-14%20Item%206%20TEP%20CEQA%20approval%20resolution.pdf>
5. TEP FEIR <http://www.sf-planning.org/index.aspx?page=2970>

APPROVALS:

DATE

DIRECTOR _____ 6/9/15

SECRETARY _____ 6/9/15

ASSIGNED SFMTAB CALENDAR DATE: June 16, 2015

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PURPOSE

Approving parking and traffic modifications to implement a new transit only lane and a left turn lane along the 8 Bayshore Muni transit corridor, and amending Transportation Code, Division II, Section 601 to designate a transit-only lane at all times on Geneva Avenue between Delano Avenue and the I-280 overpass in the outbound/westbound direction only.

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

The various corridors served by the 8 Bayshore Muni route, including the portion of the Geneva Avenue corridor in the vicinity of Balboa Park Station, consist of heavily-traveled thoroughfares affected by numerous factors that negatively impact the attractiveness of transit as a mode choice, including reliability, travel times and pedestrian safety. Additionally, the Balboa Park Muni and BART Station, which is a major regional transit hub that is surrounded by several heavily-congested streets, experiences some of the highest levels of daily transit rider use outside of downtown San Francisco and is affected by numerous issues related to safe access and wayfinding. Not only is the station served by BART and is the terminus for three LRV lines, but it is also the home of Muni's primary rail storage and maintenance facilities and is the closest transit hub to nearby attractions such as City College's main campus and Balboa Park.

To reduce travel times, enhance transit reliability, and enhance pedestrian safety throughout the 8 Bayshore 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. Several of these proposals for the 8 Bayshore corridor address locations in the immediate vicinity of Balboa Park Station.

In concurrence with Muni Forward, SFMTA also launched the Balboa Park Station Area and Plaza Improvement Project to focus on implementing transit and other improvements for the station area. Among other elements, the project includes various pedestrian safety and accessibility upgrades for the vicinity of the station, as well as improved customer facilities related to wayfinding and lighting.

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While the full slate of Muni Forward improvements proposed for the 8 Bayshore corridor are not yet ready for implementation, the SFMTA seeks to move forward with specific proposals that compliment and overlap with the Balboa Park Station and Area Improvement Project, which is much closer to being ready for advertisement and construction. These proposals concentrate on the 8 Bayshore line from the intersections of Geneva Avenue and Delano Avenue to Geneva Avenue and the I-280 overpass. This segment of Geneva Avenue is a heavily-used portion of the transit corridor as it is served not only by the 8 Bayshore, but by five additional Muni lines that serve the Balboa Park Station. The primary tools that are considered for the project are parking and traffic modifications, as well as a new transit-only lane.

Specifically, the new transit only lane will be installed in the outbound/westbound direction on Geneva Avenue from Delano Avenue to the I-280 overpass. The transit only lane will increase the reliability and reduce delays for the six Muni lines that run along this portion of Geneva Avenue. In order to facilitate the transit only lane, parking on the north side of Geneva Avenue from Delano Avenue to San Jose Avenue will be converted to Tow Away No Stopping Anytime. The inbound and outbound bus zones at Delano Avenue will also be permanently removed in order to improve the stop spacing. In order to maintain proper visibility of pedestrians crossing at the western crosswalk on Geneva Avenue and Delano Avenue, a 100-foot Tow Away No Stopping Anytime zone will be installed in place of the bus stop.

The SFMTA proposes the following:

- A. ESTABLISH – TOW AWAY NO STOPPING ANYTIME - Geneva Avenue, north side, from Delano Avenue to San Jose Avenue; Geneva Avenue, south side, from Delano Avenue to 100 feet westerly; and Geneva Avenue, south side, from Tara Street to 60 feet westerly.
- B. ESTABLISH – BUS AND TAXI ONLY LANE - Geneva Avenue, westbound, between Delano Avenue and the I-280 overpass.
- C. RESCIND – BUS ZONE - Geneva Avenue, north side, from Delano Avenue to 85 feet westerly; and Geneva Avenue, south side, from Delano Avenue to 90 feet westerly.
- D. ESTABLISH – LEFT LANE MUST TURN LEFT - Geneva Avenue, westbound, between the I-280 on and off ramps.

ALTERNATIVES CONSIDERED

The SFMTA considered not moving forward with these parking and traffic changes until all of the other Muni Forward improvements for the 8 Bayshore corridor are ready for implementation. However, since the proposals under Muni Forward and the elements of the Balboa Park Station Area and Plaza Improvement Project share very similar goals and are largely complimentary, the SFMTA elected to optimize its delivery of multiple projects and move forward with the portion of the Muni Forward 8 Bayshore proposals that correspond with the efforts of the station project and directly affect the immediate vicinity of Balboa Park Station. In detail, all of the elements included in the moderate

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alternative of the approved Muni Forward TTRP.8X that fall within the area of the Balboa Park Station Area and Plaza Improvement Project, which consists of Geneva Avenue between Delano Avenue and the I-280 overpass, are included for approval at this time, while all other TTRP.8X elements that exist outside this area will be submitted for approval at a later date. This allows patrons of Balboa Park Station to experience the improvements planned for the station area at one time, without having to wait years to benefit from other important enhancements.

FUNDING IMPACT

The total cost of this project is \$7,772,000. This project already has funding identified, as detailed below.

Funding Sources and Amounts for Geneva Avenue between Delano Street and I-280 Overpass:

Funding Source	Amount
Prop K	\$2,192,087
FTA	\$2,548,000
FTA Bus Livability	\$265,000
Lifeline Funds	\$1,460,000
Streets Bond (Prop B)	\$968,000
Safe Routes to Transit	\$315,000
SFMTA TSIP	\$30,000

PUBLIC OUTREACH

These Muni Forward focused proposals were presented to the Balboa Park Citizen’s Advisory Committee in December 2014. In addition, mailings were distributed to residents and neighbors living within a one block radius of Geneva and Delano Avenues. Overall, meeting attendees, residents, and neighbors expressed general support for the project as a whole, including for the new transit-only lane. No opposition to the transit-only lane and parking and traffic modifications was raised.

ENVIRONMENTAL REVIEW

The majority of these 8 Bayshore Muni transit corridor proposals were analyzed in the Transit Effectiveness Project Final Environmental Impact Report (TEP FEIR), which was certified by the San Francisco Planning Commission on March 27, 2014. Subsequently on March 28, 2014, in Resolution

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No. 14-041, the SFMTA Board of Directors approved the Transit Effectiveness Project, including various Service-Related Capital Improvements (SCI) 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). Approval for TEP Service-Related Capital Improvements and Travel Time Reduction Proposals for the Muni Forward Rapid Network Improvement projects listed above relies on said the TEP FEIR. As part of the calendar item, the SFMTA Board of Directors is required to adopt CEQA Findings for the Balboa Park Station Area Plan, which includes rejecting alternatives identified in the Balboa Park Station Area Plan FEIR as infeasible and adopting a statement of overriding considerations. The link to these findings are listed as Enclosure 3.

The remaining proposals for traffic changes that focus on pedestrian safety and accessibility on Geneva Avenue were identified in the Balboa Park Station Area Plan as part of the Balboa Park Station Area and Plaza Improvement Project. Environmental review for these proposals was included in the Balboa Park Station Area Plan FEIR, which was certified in Motion No. 17774 on December 4, 2008 by the San Francisco Planning Commission.

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 implement a new transit only lane and a left turn lane along the 8 Bayshore Muni transit corridor; amend Transportation Code, Division II, Section 601 to designate a transit-only lane at all times on Geneva Avenue between Delano Avenue and the I-280 overpass in the outbound/westbound direction only and adopt CEQA findings for the Balboa Park Station Area Plan.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency has proposed parking and traffic modifications to implement a new transit only lane and a left turn lane along the 8 Bayshore Muni transit corridor, and amending Transportation Code, Division II, Section 601 to designate a transit-only lane at all times on Geneva Avenue between Delano Avenue and the I-280 overpass in the outbound/westbound direction only. as follows:

- A. ESTABLISH – TOW AWAY NO STOPPING ANYTIME - Geneva Avenue, north side, from Delano Avenue to San Jose Avenue; Geneva Avenue, south side, from Delano Avenue to 100 feet westerly; and Geneva Avenue, south side, from Tara Street to 60 feet westerly.
- B. ESTABLISH – BUS AND TAXI ONLY LANE - Geneva Avenue, westbound, between Delano Avenue and the I-280 overpass.
- C. RESCIND – BUS ZONE - Geneva Avenue, north side, from Delano Avenue to 85 feet westerly; and Geneva Avenue, south side, from Delano Avenue to 90 feet westerly.
- D. ESTABLISH – LEFT LANE MUST TURN LEFT - Geneva Avenue, westbound, between the I-280 on and off ramps.

WHEREAS, This project was analyzed in the Transit Effectiveness Project Final Environmental Impact Report (TEP FEIR) certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014, as well as a part of the Balboa Park Station Area and Plaza Improvement Project through the Balboa Park Station Area Plan FEIR, which was certified by the San Francisco Planning Commission in Motion No. 17774 on December 4, 2008; and,

WHEREAS, Approval for the installation of various parking and traffic modifications along the 8 Bayshore 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 in taking this action, the SFMTA Board of Directors adopts the CEQA Findings for the Balboa Park Station Area Plan, which includes rejecting alternatives identified in the Balboa Park Station Area Plan FEIR as infeasible and adopting a statement of overriding considerations; these findings and are incorporated herein by this reference as though fully set forth; and be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves parking and traffic modifications set forth in items A through D above related to implementing a new transit only lane and a left turn lane along the 8 Bayshore Muni transit corridor; and be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors amends Transportation Code, Division II, Section 601 to designate a transit-only lane at all times on Geneva Avenue between Delano Avenue and the I-280 overpass in the outbound/westbound direction only.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of June 16, 2015.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

RESOLUTION NO.

[Transportation Code – Geneva Avenue Transit Only Lane]

Resolution amending Division II of the Transportation Code by amending Section 601 to designate a transit only lane in the outbound direction on Geneva Avenue between Delano Avenue and the 280 Freeway overpass.

NOTE: Additions are single-underline Times New Roman;
deletions are ~~strike-through Times New Roman~~.

The Municipal Transportation Agency Board of Directors of the City and County of San Francisco enacts the following regulations:

Section 1. Article 600 of Division II of the Transportation Code is hereby amended by amending Section 601, to read as follows:

Sec. 601 DESIGNATED TRANSIT-ONLY AREAS.

(a) The locations listed in this Section 601 are designated as Transit-only Areas. Any vehicle operating within a Transit-only Area during times that the Transit-only Area is enforced is in violation of Transportation Code, Division I, Section 7.2.72 (Driving in Transit-only Area).

(1) **Cable Car Lanes On Powell Street Between California Street and Sutter Street.** Except as to cable cars, Municipal Railway vehicles, and authorized emergency vehicles, no vehicle may operate within, over, upon or across the cable car lanes, or make any left or U-turn on the exclusive cable car lanes on Powell Street between California and Sutter Streets except to pass a disabled vehicle.

(2) **West Portal Avenue Between 15th Avenue and Sloat Boulevard.** Except as to streetcars and Municipal Railway vehicles, no vehicle may operate within Transit-only Areas on West Portal Avenue between 15th Avenue and Sloat Boulevard.

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(3) **Exclusive Commercial Vehicle/Transit Area on Sansome Street.** Except as to buses, taxis, authorized emergency vehicles, and commercial vehicles, no vehicle may operate within the Transit-only Area running southbound on Sansome Street between Washington Street and Bush Street.

(4) **Judah Street, from 9th Avenue to 20th Avenue.** Except as to streetcars and Municipal Railway vehicles, no vehicle may operate within Transit-only Areas on Judah Street from 9th Avenue to 20th Avenue.

(5) **Other Transit-Only Areas.** Except for buses, taxicabs, vehicles preparing to make a turn, vehicles entering into or existing from a stopped position at the curb, and vehicles entering into or exiting from a driveway, no vehicle may operate in the following Transit-only Areas during the times indicated:

	Hours of Operation	Street	From	To
1	All Times	1st St.	Market St.	Howard St.
2		3rd St.	Townsend St.	Market St.
3		4th St.	Harrison St.	Townsend St.
4		4th St.	Market St.	Howard St.
5		Clay St.	Sansome St.	Davis St.
6		Fremont St.	Mission St.	Market St.
7		Geary St.	Market St.	Powell St.
8		Geary St.	Mason St.	Gough St.
9		<u>Geneva Ave.</u> <u>(Outbound)</u>	<u>Delano Ave.</u>	<u>280 Freeway</u> <u>Overpass</u>
10		Judah St.	20th Ave.	La Playa St.
11		Market St. (Inbound)	12th St.	5th St.
12		Market St. (Outbound)	So. Van Ness Ave.	8th St.
13	All Times	O'Farrell St.	Gough St.	Hyde St.
14		O'Farrell St.	Jones St.	Powell St.

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	Hours of Operation	Street	From	To
15		Post St.	Gough St.	Grant St.
16		Potrero Ave. (SB)	25th St.	18th St.
17		Stockton St.	Bush St.	Geary St.
18		Sutter St.	Gough St.	Kearny St.
19	7:00 AM-7:00 PM, Monday-Friday	Sacramento St.	Drumm St.	Kearny St.
20	7:00 AM-7:00 PM, Monday-Saturday	Stockton St.	Geary St.	O'Farrell St.
21	7:00 AM-6:00 PM, Monday-Friday	Mission St. (Inbound)	5th St.	Beale St.
22		Mission St. (Outbound)	Main St.	4th Street
23	7:00 AM-9:00 PM, Monday-Friday	Mission St. (Inbound)	11th St.	5th St.
24		O'Farrell St.	Hyde St.	Jones St.
25		Clay St.	Powell St.	Battery St.
26	4:00 PM-6:00 PM, Monday-Friday	Mission St. (Inbound)	11th St.	5th St.
27		Mission St. (Outbound)	4th St.	11th St.
28		Geary St.	Mason St.	Powell St.
29		Sacramento St.	Kearny St.	Larkin St.
30	3:00 PM-6:00 PM, Monday-Friday	Sutter St.	Sansome St.	Kearny St.
31	3:00 PM-7:00 PM, Monday-Friday	Bush St.	Montgomery St.	Battery St.
32		4th St.	Howard St.	Clementina

Section 2. Effective Date. This ordinance shall become effective 31 days after enactment. Enactment occurs when the San Francisco Municipal Transportation Agency Board of Directors approves this ordinance.

Section 3. Scope of Ordinance. In enacting this ordinance, the San Francisco Municipal Transportation Agency Board of Directors intends to amend only those words, phrases, paragraphs, subsections, sections, articles, numbers, letters, punctuation marks,

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charts, diagrams, or any other constituent parts of the Transportation Code that are explicitly shown in this ordinance as additions or deletions in accordance with the "Note" that appears under the official title of the ordinance.

APPROVED AS TO FORM:
DENNIS J. HERRERA, City Attorney

By: _____
JOHN I. KENNEDY
Deputy City Attorney

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of June 16, 2015.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency