

THIS PRINT COVERS CALENDAR ITEM NO. : 11

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Transit

BRIEF DESCRIPTION:

Approving parking and traffic modifications on San Bruno Avenue included in the Muni Forward Travel Time Reduction Proposals and in support of the SFMTA's Vision Zero program.

SUMMARY:

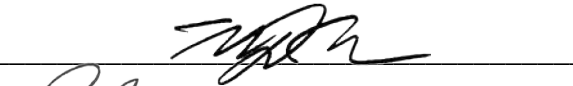
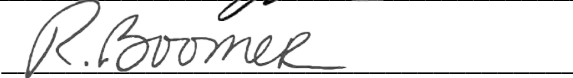
- The proposed modifications, the San Bruno Avenue Multimodal Improvement Project, are recommended to improve Muni reliability, reduce transit travel times, improve roadway safety, and increase the number of customers who can access this corridor with curbside parking.
- The proposed changes, including parking and traffic modifications on San Bruno Avenue, will promote the City's Transit-First Policy by improving transit travel time and reliability.
- San Bruno Avenue is a high-injury corridor, with 37 pedestrian injury collisions in 7 years.
- Beginning in spring 2015, the SFMTA conducted extensive public outreach to solicit input that helped shape the Project, including public meetings, door-to-door outreach, neighborhood group meetings, surveys, mailings, and ambassadors at stops.

ENCLOSURES:

1. SFMTAB Resolution
2. SFMTAB 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>

APPROVALS:

DATE

| | | |
|-----------|---|-----------------|
| DIRECTOR |  | <u>10/11/16</u> |
| SECRETARY |  | <u>10/11/16</u> |

ASSIGNED SFMTAB CALENDAR DATE: October 18, 2016

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PURPOSE

Approving parking and traffic modifications on San Bruno Avenue included in the Muni Forward Travel Time Reduction Proposals and in support of the SFMTA's Vision Zero program.

GOAL

This action supports 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.

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. San Bruno Avenue was a street for which a TTRP was identified, the background and specific details of which are described below.

Muni's 8 Bayshore, 8AX Bayshore Express, 9 San Bruno, and 9R San Bruno Rapid bus routes together carry over 50,000 daily customers on an average weekday. The ridership on these routes has been increasing over the past two years and there is a high volume of boardings and exists in both directions throughout the day. In addition, the ridership is primarily low-income and minority at 73% and 82% respectively. The 9 San Bruno route is designated as a senior route with 22% of ridership over 55 years of age.

The photo below depicts the high demand for Muni service at Bacon Street. The Muni routes that serve this corridor provide important connections to the Mission, SOMA, the Financial District, Chinatown, and Fisherman's Wharf. Many of these destinations are important cultural connections for residents in the Portola.



The San Bruno Multimodal Improvement Project (Project) began with a request from the Portola neighborhood community to evaluate and design a suite of multimodal improvements with the goals of:

- Improving safety for all users of the corridor
- Increasing the reliability of Muni
- Optimizing parking supply near the commercial core
- Improving bike safety and connections

The Project's corridor is 1.5 miles on San Bruno Avenue from Arleta Street to Rickard Street. In addition to being a high ridership Muni corridor, this is the heart of the Portola neighborhood commercial corridor. The high concentration of local neighborhood attractions results in high volumes of people walking and strong demand for parking. San Bruno Avenue is unfortunately also part of San Francisco's high injury corridor. In the past seven years there have been 37 pedestrian related collisions. The Project's engineering proposals are intended to improve roadway safety for all users of the corridor.

In Summary the Project proposal includes:

- Five transit bulb-outs to improve Muni reliability, passenger loading, and crossing safety
- Seven pedestrian bulb-outs to improve pedestrian visibility
- One new traffic signal to improve safety and corridor reliability
- Two rectangular rapid flashing beacons to improve crossing safety

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- Intersection daylighting throughout the corridor to improve pedestrian visibility
- Bus zone extensions to improve safety and Muni efficiency
- Bike lanes between Paul Avenue and Mansell Street to improve bicycle safety
- Morning tow-away zones to address congestion approaching Alemany Maze and Silliman Street

To reduce improve roadway safety, reduce transit travel times, and improve reliability, the SFMTA proposes a variety of improvements within the San Bruno Avenue transit corridor. The proposals include:

- Adding five transit bulbs at four intersections: On San Bruno Avenue at Silver, Thornton, Bacon (both directions), and Mansell. 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.
- Replacing all-way STOP signs with a traffic signal with transit signal priority at Felton Street. Traffic signals can be programmed to hold green signals for approaching transit vehicles.
- Adding Rapid Flashing Beacons to increase crossing safety for people walking at Burrows Street and Wayland Street.
- Expanding bus zones to improve safety and corridor reliability at various locations along San Bruno Avenue. Creating bus zones of proper length ensures that Muni operators can pull their coach close to the curb to ensure passengers can easily board. Proper bus zone lengths also ensure that other Muni vehicles and cars can pass buses while they load/unload passengers.
- Adding morning tow-away zones to create a second lane of traffic to improve corridor reliability and reduce congestion: On San Bruno Avenue approaching Silliman Street and from Silver Avenue toward the Alemany Maze. Both of these intersections have significant morning roadway congestion that delays Muni vehicles.
- Adding left turn pockets to improve bus reliability when turning onto San Bruno Avenue at Silver Avenue. These turn pockets will improve reliability of the 9 San Bruno and 9R San Bruno Rapid.
- Adding pedestrian bulbs at four intersections: On San Bruno Avenue at Burrows, Wayland, Woolsey, and the midblock crossing at 3800 San Bruno Avenue. Pedestrian bulbs are sidewalk extensions at intersection corners that 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. Reducing pedestrian crossing distances can provide flexibility in traffic signal timing that can reduce Muni delays. Pedestrian bulbs in some instances require parking removal to improve intersection safety. The actual sidewalk extension will be approved by Public Works at a later date.

- Upgrading the bicycle route from the existing sharrows to a bicycle lane to provide safe travel space for bicyclists: On San Bruno Avenue from Paul Street to Mansell Street. This segment of San Bruno Avenue is the official San Francisco bicycle route; however, bike lanes do not exist on these two blocks. Bicycle lanes exist south of Mansell Street on San Bruno Avenue and on Bayshore Boulevard where the bicycle route continues northbound.
- Optimizing bus stop spacing: Consolidating the inbound Wilde and Ward stops to a new stop at Harkness and removing the under-utilized outbound stop at Woolsey. By stopping fewer times, the bus would take less time to move through the corridor.

Specifically, the SFMTA proposes the following transit and pedestrian safety improvements:

- A. ESTABLISH - TOW AWAY NO STOPPING ANY TIME - San Bruno Avenue, west side, from 26 feet south of Brussels Street Stairs (3800 San Bruno Avenue) to 51 feet northerly (6-foot pedestrian bulb, removes 2 unmetered parking space); San Bruno Avenue, east side, from 26 feet north of Brussels Street Stairs (3801 San Bruno Avenue) to 51 feet southerly (6-foot pedestrian bulb, removes 1 unmetered parking space); San Bruno Avenue, west side, from Wilde Avenue to 10 feet northerly (daylighting, no parking impacts, part of current bus zone being rescinded); San Bruno Avenue, west side, from Harkness Street to 10 feet northerly (daylighting, removes 1 unmetered parking space); San Bruno Avenue, east side, from Harkness Street (northern crosswalk) to 10 feet southerly (daylighting, removes 1 unmetered parking space); San Bruno Avenue, east side, from Harkness Street (southern crosswalk) to 10 feet southerly (daylighting, removes 1 unmetered parking space); San Bruno Avenue, west side, from Mansell Street to 75 feet northerly (6-foot bus bulb, removes 2 unmetered parking spaces); San Bruno Avenue, east side, from Paul Avenue to 100 feet southerly (right-turn lane, removes 2 unmetered parking spaces); Paul Avenue, south side, from San Bruno Avenue to 40 feet westerly (for turning movement clearance, removes 2 unmetered parking spaces); San Bruno Avenue, west side, from Dwight Street to Paul Avenue southern crosswalk (top of T-intersection, removes 3 unmetered parking spaces); San Bruno Avenue, west side, from Woolsey Street to 23 feet southerly (6-foot pedestrian bulb, removes 1 unmetered parking space); San Bruno Avenue, west side, from Woolsey Street to 23 feet northerly (6-foot pedestrian bulb, no parking impacts, part of current bus zone being rescinded); San Bruno Avenue, east side, from Woolsey Street to 20 feet southerly (pedestrian safety zone, existing red curb, so there is no parking impact); San Bruno Avenue, west side, from Wayland Street to 22 feet northerly (6-foot pedestrian bulb, removes 1 metered parking space: 2732); San Bruno Avenue, west side, from Wayland Street to 23 feet southerly (6-foot pedestrian bulb, removes 1 unmetered parking space); San Bruno Avenue, east side, from Bacon Street to 154 feet northerly (6-foot wide bus bulb, replaces existing 100-foot bus zone; removes 3 metered

parking spaces: 2629-Q, 2631-Q, 2633); San Bruno Avenue, west side, from Bacon Street to 162 feet southerly (4-foot wide bus bulb, replaces existing 100-foot bus zone, removes 1 yellow metered loading space: 2710 (to be relocated), removes 2 metered parking spaces: 2712, 2714); San Bruno Avenue, east side, from Bacon Street to 150 feet southerly (for right-turn lane, removes 4 metered parking spaces: 2701, 2703, 2705, 2707); San Bruno Avenue, west side, from Bacon Street to 167 feet northerly (to create space for left-turn lane, removes 6 metered parking spaces: 2634, 2636, 2638, 2640, 2642, 2644; removes 2 yellow metered loading spaces: 2628, 2632 (to be relocated)); San Bruno Avenue, west side, from Burrows Street to 21 feet southerly (6-foot pedestrian bulb, removes 1 metered parking space: 2602); San Bruno Avenue, west side, from Felton Street to 10 feet northerly (daylighting, no parking impacts, part of current bus zone being rescinded); San Bruno Avenue, west side, from 142 feet to 194 feet south of Silliman Street (for right turn lane into grocery store parking lot, removes 2 metered parking spaces: 2468, 2470); San Bruno Avenue, east side, from Silliman Street-US 101 On-Ramp, to 15 feet southerly (daylighting, removes 1 metered parking space: 2457); San Bruno Avenue, east side, from Silver Avenue to 187 feet southerly (6-foot bus bulb, removes 5 metered parking spaces: 2401, 2403, 2405, 2407, 2411); Thornton Avenue, south side, from San Bruno Avenue to 8 feet easterly (14 foot transit bulb (shadows adjacent perpendicular parking), removes 1 parking space); Thornton Avenue, north side, from San Bruno Avenue to 81 feet easterly (removes general metered perpendicular parking spaces: 850, 852, 854, 856, 858, 860, 862, 864, which are to be relocated to the south side of the street); San Bruno Avenue, east side, from Felton Street northern crosswalk to Felton Street southern crosswalk (top of T-intersection, removes 1 metered parking space: 2509); Burrows Street, north side, from San Bruno Avenue to 63 feet easterly (removes general metered perpendicular parking spaces: 20, 22, 24, 26, 28, 30, which are to be relocated to the south side of the street); San Bruno Avenue, east side, from Mansell Street-US 101 Ramp to 20 feet southerly (daylighting, removes 1 unmetered parking space)

- B. ESTABLISH - BUS ZONE - Bayshore Boulevard, west side, from Arleta Avenue to 135 feet southerly (extends existing zone by 35 feet, removes 1 unmetered parking space); San Bruno Avenue, west side, from Somerset Street to 120 feet northerly (replaces flag stop, removes 5 unmetered parking spaces); San Bruno Avenue, east side, from Somerset Street to 140 feet northerly (replaces flag stop, removes 7 unmetered parking spaces); San Bruno Avenue, west side, from crosswalk at Brussels Street Stairs (3800 San Bruno Avenue), to 140 feet southerly (replaces flag stop, removes 5 unmetered parking spaces); San Bruno Avenue, east side, from crosswalk at Brussels Street Stairs (3801 San Bruno Avenue), to 140 feet northerly (replaces flag stop, removes 6 unmetered parking spaces); San Bruno Avenue, east side, from Harkness Street to 100 feet northerly (stop consolidation, associated with removal of inbound bus zones at Wilde Avenue and Ward Street, removes 5 unmetered parking spaces); San Bruno Avenue, west side, from Dwight Street to 190 feet northerly (extends existing zone by 105 feet, removes 4 unmetered parking spaces); San Bruno Avenue, east side, from Paul Avenue to 165 feet northerly (extends existing zone by 15 feet, removes 1 unmetered parking space); San Bruno Avenue, west side, from Felton Street to 171 feet southerly (relocates bus zone from nearside, removes 6 metered parking spaces: 2502, 2506, 2508, 2510, 2516, 2018 and 2 yellow metered loading spaces: 2512, 2514); San Bruno Avenue, west side, from Silver

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Avenue to 159 feet southerly (extends existing zone by 51 feet, removes 1 green metered parking space: 2416G and 1 yellow metered parking space: 2414, which is being relocated on the same block); Mansell Street, north side, from San Bruno Avenue to 100 feet westerly (extends existing zone by 25 feet, removes 1 unmetered parking space); San Bruno Avenue, west side, from Wilde Avenue to 120 feet northerly (extends current zone by 60 feet, removes 3 unmetered parking spaces); San Bruno Avenue, west side, from Ward Street to 120 feet northerly (extends current zone by 60 feet, removes 2 unmetered parking spaces)

- C. RESCIND - BUS ZONE - San Bruno Avenue, east side, from Wilde Avenue to 100 feet northerly (stop consolidation restores 5 unmetered parking spaces); San Bruno Avenue, east side, from Ward Street to 120 feet northerly (stop consolidation restores 6 unmetered parking spaces); San Bruno Avenue, west side, from Woolsey Street to 120 feet northerly (stop consolidation restores 2 unmetered parking spaces); San Bruno Avenue, west side, from Felton Street to 120 feet northerly (relocated farside, restores 5 metered parking spaces)
- D. RESCIND - MUNI FLAG STOP - 3800 San Bruno Avenue (Brussels Street Stairs) (replaced by bus zone); 3801 San Bruno Avenue (Brussels Street Stairs) (replaced by bus zone)
- E. ESTABLISH - TRAFFIC SIGNAL - San Bruno Avenue, at Felton Street
- F. ESTABLISH - RECTANGULAR RAPID FLASHING BEACON - San Bruno Avenue, at Wayland Street, crossing San Bruno Avenue; San Bruno Avenue, at Burrows Street, crossing San Bruno Avenue
- G. ESTABLISH - CLASS II BICYCLE LANE - San Bruno Ave, southbound, from Paul Avenue to 160 feet south of Mansell Street; San Bruno Ave, northbound, from 160 feet south of Mansell Street-US 101 Ramp to Olmstead Street
- H. ESTABLISH - TOW AWAY NO STOPPING, 7:00 A.M. TO 9:00 A.M., MONDAY THROUGH FRIDAY - San Bruno Avenue, east side, from Silliman Street-US 101 On-Ramp to 127 feet southerly (creates peak period right turn lane, prohibits parking at 5 metered parking spaces: 2459, 2461, 2465, 2467, 2471 during enforcement hours); San Bruno Avenue, east side, from Silver Avenue to 140 feet north of Rickard Street (creates peak period travel lane, removes approximately 40 unmetered parking spaces during enforcement hours)
- I. ESTABLISH - RIGHT TURN LANE MUST TURN RIGHT, 7:00 A.M. TO 9:00 A.M., MONDAY THROUGH FRIDAY - San Bruno Avenue, northbound, from Silliman Street-US 101 to 127 feet southerly
- J. ESTABLISH - LEFT LANE MUST TURN LEFT - Silver Avenue, westbound, at San Bruno Avenue; Silver Avenue, eastbound, at San Bruno Avenue
- K. ESTABLISH -RIGHT LANE MUST TURN RIGHT - San Bruno Avenue, southbound, from 142 feet to 194 feet south of Silliman Street (into grocery store parking lot)

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- L. ESTABLISH - RAISED CROSSWALK - San Bruno Avenue, east crosswalk, at Thornton Street
- M. ESTABLISH - BLUE ZONE - Burrows Street, north side, from 6 to 28 feet west of San Bruno Avenue (converts general metered parking zone 102 to blue zone)
- N. ESTABLISH - GENERAL METERED PARKING, 2-HOUR TIME LIMIT, 9:00 AM TO 6:00 PM, MONDAY THROUGH SATURDAY - San Bruno Avenue, east side, from 101 feet to 141 feet south of Burrows Street (converts yellow metered loading zones 2611 and 2613 to general metered parking, there are no identified users of the yellow metered loading zones); San Bruno Avenue, east side, from 53 feet to 73 feet south of Felton Street (converts yellow metered loading zone 2519 to general metered parking, there are no identified users of the yellow metered loading zone); San Bruno Avenue, west side, from 108 feet to 164 feet south of Burrows Street (converts and extends yellow metered loading zones 2616, 2618 to general metered parking); Wayland Street, north side, from 5 feet to 43 feet west of San Bruno Avenue (converts two unmetered parking spaces to general metered parking); Wayland Street, north side, from 5 feet to 45 feet east of San Bruno Avenue (converts two unmetered parking spaces to general metered parking); Wayland Street, south side, from 5 feet to 61 feet east of San Bruno Avenue (converts three unmetered parking spaces to general metered parking); San Bruno Avenue, west side, from Wayland Street to Woolsey Street (converts general unmetered parking to general metered parking); San Bruno Avenue, east side, from Woolsey Street to Wayland Street (converts general unmetered parking to general metered parking); San Bruno Avenue, east side, from 13 feet to 33 feet north of Burrows Street (converts yellow metered loading zone 2559 to general metered parking, there are no identified users of the yellow metered loading zone)
- O. ESTABLISH - GENERAL METERED PERPENDICULAR PARKING, 2-HOUR TIME LIMIT, 9:00 AM TO 6:00 PM, MONDAY THROUGH SATURDAY - Thornton Avenue, south side, from 10 feet to 61 feet east of San Bruno Avenue (relocates perpendicular parking from the north side of the street, results in a net loss of 2 parking spaces); Burrows Street, south side, from 10 feet to 65 feet east of San Bruno Avenue (relocates perpendicular parking from the north side of the street, results in a net loss of 1 parking space)
- P. ESTABLISH - GREEN METERED PARKING, 30-MINUTE TIME LIMIT, 9:00 AM TO 6:00 PM, MONDAY THROUGH SATURDAY - San Bruno Avenue, west side, from 3 feet to 25 feet north of Silliman Street (converts general metered space 2446 to one green metered space); San Bruno Avenue, west side, from 33 feet to 120 feet south of Silliman Street (converts general metered spaces 2458, 2460 and yellow metered spaces 2462, 2464 to green metered spaces, yellow zone is being relocated to the side-street); San Bruno Avenue, west side, from 10 feet to 130 feet north of Felton Street (establishes 5 new green metered parking spaces, replacing a bus zone that is being relocated); San Bruno Avenue, west side, from 229 feet to 251 feet south of Felton Street (replaces general metered parking space 2528 with green metered parking); San Bruno Avenue, west side, from 293 feet to 311 feet south of

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Felton Street (replaces general metered parking space 2536 with green metered parking); San Bruno Avenue, west side, from 69 feet to 91 feet north of Silliman Street (replaces general metered parking space 2438 with green metered parking); San Bruno Avenue, west side, from 237 feet to 256 feet south of Bacon Street (replaces general metered parking space 2722 with green metered parking); San Bruno Avenue, west side, from 179 feet to 200 feet south of Wayland Street (new metered parking space, replacing general unmetered parking); San Bruno Avenue, east side, from 216 feet to 237 feet south of Wayland Street (new metered parking space, replacing general unmetered parking)

- Q. ESTABLISH - YELLOW METERED LOADING ZONE PARKING, 30-MINUTE TIME LIMIT, 5:00 AM TO 6:00 PM, MONDAY THROUGH SATURDAY - Felton Street, north side, from 24 feet to 46 feet west of San Bruno Avenue (converts general metered parking space 4 to yellow metered parking, extending the adjacent yellow zone)
- R. ESTABLISH - YELLOW METERED LOADING ZONE PARKING, 30-MINUTE TIME LIMIT, 9:00 AM TO 6:00 PM, MONDAY THROUGH SATURDAY - San Bruno Avenue, west side, from 159 feet to 181 feet south of Silver Avenue (converts general metered space 2420 to one yellow metered loading, relocated due to bus zone extension on the same block); San Bruno Avenue, west side, from 219 feet to 237 feet south of Silliman Street (establishes 1 new yellow metered parking spaces, extending an adjacent zone); San Bruno Avenue, west side, from 68 feet to 96 feet south of Burrows Street (converts and extends general metered parking space 2610 to yellow metered loading zone)
- S. ESTABLISH - YELLOW METERED LOADING ZONE PARKING, 30-MINUTE TIME LIMIT, 9:00 AM TO 12:00 NOON, MONDAY THROUGH SATURDAY - Silliman Street, south side, from 5 feet to 45 feet west of San Bruno Avenue (converts general metered parking spaces 1, 3 to yellow metered parking); Bacon Street, south side, from 10 feet to 32 feet west of San Bruno Avenue (converts general metered parking space 101 to yellow metered parking)

STAKEHOLDER ENGAGEMENT

Stakeholders within the project area have been extensively involved throughout the outreach phase of the project, ensuring that the needs and concerns of the community have been heard and incorporated into the project design wherever possible. Numerous adjustments to the project as a result of community input are included in the current Project proposal. The Project's outreach process included two "kickoff" meetings, four open houses, door-to-door merchant and resident outreach, multi-lingual surveys, rider outreach at bus stops, meetings with neighborhood groups, postcards sent four separate times to advertise community meetings to over summarizing the project mailed to over 1,500 addresses within the project area, and formal letters to residents immediately adjacent to specific Project proposals. Input from stakeholders has shaped many aspects of the Project.

The origins of SFMTA's work on San Bruno Avenue resulted from a request by the Portola Neighborhood Association (PNA). The PNA requested SFMTA evaluate options to improve safety,

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munireliability, and parking supply. To better understand the realm of transportation issues and generate possible solutions, SFMTA staff held two “kickoff” meetings. These meetings enabled neighborhood residents, merchants, and bus riders to share their perspectives on San Bruno Avenue’s current issues. The second of two “kickoff” meetings was conducted in Cantonese by SFMTA staff with interpretation for English speaking attendees. SFMTA staff focused considerable attention throughout the outreach to engage Portola residents that are monolingual Cantonese speaking given they represent nearly half of the neighborhood population. These efforts afforded a more direct opportunity for Cantonese residents and bus riders to share their thoughts directly with SFMTA staff. Staff is thankful to the help and support of numerous organizations that made much of this Cantonese focused outreach possible, the San Francisco Community Empowerment Center, San Francisco Family Connections, and the Portola Neighborhood Association.

A pop-up rider outreach event held at the San Bruno Avenue and Bacon bus stop with project surveys is shown below.



After the two “kickoff” meetings, community outreach started in fall 2015. Staff held four community open houses that presented proposed changes to San Bruno Avenue. Two of the open

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houses were held at locations with storefronts on San Bruno Avenue, which allowed people walking by to participate. Two of the four open houses were also held primarily in Cantonese with English interpretation.

Based on feedback from community open houses and discussions with neighborhood groups, the following items were either added to or modified the Project proposal:

- The original Project proposal recommended removing the outbound Woolsey and inbound Wayland bus stops given their close proximity to the Bacon Street stops. Based on feedback from riders, Muni operators, and residents, the Project proposal recommends retaining the inbound Wayland bus stop.
- Based on feedback from residents and WalkSF, five pedestrian bulbs were added to the project proposal at Woolsey, Wayland, and Burrows.
- Feedback from a community member at an open house resulted in modifying the geometry of the transit bulb southwest corner of Bacon Street.
- To increase parking turnover and thereby increase the number of customers that can utilize curbside parking, Staff added to the Project proposal new parking meters on Woolsey and Wayland Streets east of San Bruno Avenue toward the 101 Freeway, and on San Bruno Avenue from Wayland Street to Woolsey Street.
- Based on door-to-door merchant outreach and feedback from a San Bruno Avenue SFPD traffic officer, meter time limits in various locations throughout the Project corridor are recommended to change to better meet the needs of merchants and customers.
- Two AM peak tow-away zones were added based on feedback from riders and neighborhood organizations to alleviate congestion for Muni vehicles and other vehicles accessing the 101 Freeway.
- During the two “kickoff” meetings, nearly everyone complained about the very narrow sidewalk on the east side of San Bruno Avenue approaching Mansell Street, which is also a high ridership bus stop. To provide more space for waiting passengers and people walking, the Project includes a sidewalk extension at this location.
- Based on feedback from the San Francisco Bicycle Coalition and bicycle riders that utilize San Bruno Avenue, bicycle lanes were added to the Project proposal on San Bruno Avenue from Paul Avenue to Mansell Street by removing 1 travel lane.
- The outbound Wilde bus stop is recommended to remain (originally it was recommended for consolidation to a new stop at Harkness Street), based on feedback from riders of the 56 Rutland who frequently transfer from the 9 San Bruno and 8 Bayshore at this location.
- During door-to-door outreach to residents from Ward Street to Wilde Street, numerous residents requested adding a new 9R San Bruno Rapid stop at either Harkness or Wilde. While, this change does not require legislation, staff will add this new stop for the 9R San Bruno Rapid during the next service change.

In addition to the above additions and modifications to the Project proposal, staff received communication from residents requesting changes to the proposed bus zone at the outbound 3800 San Bruno Avenue bus stop. This bus stop is currently a flag stop for the 9 San Bruno, 8 Bayshore, 8AX Bayshore Express, and the 56 Rutland. Given the ridership at this location and the nature of the road

topography, staff recommends this proposal remain as part of the Project.

ALTERNATIVES CONSIDERED

The initial proposals for San Bruno Avenue studied in the Transit Effectiveness Project Environmental Impact Report included the options of an expanded alternative and a moderate alternative. The expanded alternative included replacing all-way STOP controlled intersections with traffic signals and moving most transit stops to the far-side of the intersection. The moderate alternative did not propose traffic signals and kept transit stops at the near-side of the intersection. The final proposal, included in this calendar item, blends elements from both the expanded and moderate alternatives, based on the input received during the public outreach process described below.

FUNDING IMPACT

The total cost of this project is \$4,076,000. This project is fully funded, as detailed below.

| Funding Source | Amount |
|-----------------------|--------------------|
| CCSF – Prop B | \$500,000 |
| SFMTA – Revenue Bond | \$3,576,000 |
| Total | \$4,076,000 |

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). All of the project proposals are within the scope of the TTRP.8 San Bruno Avenue Segment, Modified Expanded Alternative as defined in the TEP FEIR. The San Francisco Planning Department Environmental Planning Division reviewed the proposed modifications to the TTRP.8 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.

All of the project proposals are within the scope of the TTRP.8 San Bruno Avenue Segment, Modified Expanded Alternative is on file with the Secretary of the SFMTA Board of Directors.

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OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney has reviewed this item. No other approvals are required.

RECOMMENDATION

Approving parking and traffic modifications on San Bruno Avenue included in the Muni Forward Travel Time Reduction Proposals and in support of the SFMTA's Vision Zero program.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency has proposed parking and traffic on San Bruno Avenue included in the Muni Forward Travel Time Reduction Proposals and in support of the SFMTA's Vision Zero program:

- A. ESTABLISH - TOW AWAY NO STOPPING ANY TIME - San Bruno Avenue, west side, from 26 feet south of Brussels Street Stairs (3800 San Bruno Avenue) to 51 feet northerly (6-foot pedestrian bulb, removes 2 unmetered parking space); San Bruno Avenue, east side, from 26 feet north of Brussels Street Stairs (3801 San Bruno Avenue) to 51 feet southerly (6-foot pedestrian bulb, removes 1 unmetered parking space); San Bruno Avenue, west side, from Wilde Avenue to 10 feet northerly (daylighting, no parking impacts, part of current bus zone being rescinded); San Bruno Avenue, west side, from Harkness Street to 10 feet northerly (daylighting, removes 1 unmetered parking space); San Bruno Avenue, east side, from Harkness Street (northern crosswalk) to 10 feet southerly (daylighting, removes 1 unmetered parking space); San Bruno Avenue, east side, from Harkness Street (southern crosswalk) to 10 feet southerly (daylighting, removes 1 unmetered parking space); San Bruno Avenue, west side, from Mansell Street to 75 feet northerly (6-foot bus bulb, removes 2 unmetered parking spaces); San Bruno Avenue, east side, from Paul Avenue to 100 feet southerly (right-turn lane, removes 2 unmetered parking spaces); Paul Avenue, south side, from San Bruno Avenue to 40 feet westerly (for turning movement clearance, removes 2 unmetered parking spaces); San Bruno Avenue, west side, from Dwight Street to Paul Avenue southern crosswalk (top of T-intersection, removes 3 unmetered parking spaces); San Bruno Avenue, west side, from Woolsey Street to 23 feet southerly (6-foot pedestrian bulb, removes 1 unmetered parking space); San Bruno Avenue, west side, from Woolsey Street to 23 feet northerly (6-foot pedestrian bulb, no parking impacts, part of current bus zone being rescinded); San Bruno Avenue, east side, from Woolsey Street to 20 feet southerly (pedestrian safety zone, existing red curb, so there is no parking impact); San Bruno Avenue, west side, from Wayland Street to 22 feet northerly (6-foot pedestrian bulb, removes 1 metered parking space: 2732); San Bruno Avenue, west side, from Wayland Street to 23 feet southerly (6-foot pedestrian bulb, removes 1 unmetered parking space); San Bruno Avenue, east side, from Bacon Street to 154 feet northerly (6-foot wide bus bulb, replaces existing 100-foot bus zone; removes 3 metered parking spaces: 2629-Q, 2631-Q, 2633); San Bruno Avenue, west side, from Bacon Street to 162 feet southerly (4-foot wide bus bulb, replaces existing 100-foot bus zone, removes 1 yellow metered loading space: 2710 (to be relocated), removes 2 metered parking spaces: 2712, 2714); San Bruno Avenue, east side, from Bacon Street to 150 feet southerly (for right-turn lane, removes 4 metered parking spaces: 2701, 2703, 2705, 2707); San Bruno Avenue, west side, from Bacon Street to 167 feet northerly (to create space for left-turn lane, removes 6 metered parking spaces: 2634, 2636, 2638, 2640, 2642, 2644; removes 2 yellow metered loading spaces: 2628, 2632 (to be relocated)); San Bruno Avenue, west side, from Burrows Street to 21 feet southerly (6-foot pedestrian bulb, removes 1 metered parking space:

2602); San Bruno Avenue, west side, from Felton Street to 10 feet northerly (daylighting, no parking impacts, part of current bus zone being rescinded); San Bruno Avenue, west side, from 142 feet to 194 feet south of Silliman Street (for right turn lane into grocery store parking lot, removes 2 metered parking spaces: 2468, 2470); San Bruno Avenue, east side, from Silliman Street-US 101 On-Ramp, to 15 feet southerly (daylighting, removes 1 metered parking space: 2457); San Bruno Avenue, east side, from Silver Avenue to 187 feet southerly (6-foot bus bulb, removes 5 metered parking spaces: 2401, 2403, 2405, 2407, 2411); Thornton Avenue, south side, from San Bruno Avenue to 8 feet easterly (14 foot transit bulb (shadows adjacent perpendicular parking), removes 1 parking space); Thornton Avenue, north side, from San Bruno Avenue to 81 feet easterly (removes general metered perpendicular parking spaces: 850, 852, 854, 856, 858, 860, 862, 864, which are to be relocated to the south side of the street); San Bruno Avenue, east side, from Felton Street northern crosswalk to Felton Street southern crosswalk (top of T-intersection, removes 1 metered parking space: 2509); Burrows Street, north side, from San Bruno Avenue to 63 feet easterly (removes general metered perpendicular parking spaces: 20, 22, 24, 26, 28, 30, which are to be relocated to the south side of the street); San Bruno Avenue, east side, from Mansell Street-US 101 Ramp to 20 feet southerly (daylighting, removes 1 unmetered parking space)

- B. ESTABLISH - BUS ZONE - Bayshore Boulevard, west side, from Arleta Avenue to 135 feet southerly (extends existing zone by 35 feet, removes 1 unmetered parking space); San Bruno Avenue, west side, from Somerset Street to 120 feet northerly (replaces flag stop, removes 5 unmetered parking spaces); San Bruno Avenue, east side, from Somerset Street to 140 feet northerly (replaces flag stop, removes 7 unmetered parking spaces); San Bruno Avenue, west side, from crosswalk at Brussels Street Stairs (3800 San Bruno Avenue), to 140 feet southerly (replaces flag stop, removes 5 unmetered parking spaces); San Bruno Avenue, east side, from crosswalk at Brussels Street Stairs (3801 San Bruno Avenue), to 140 feet northerly (replaces flag stop, removes 6 unmetered parking spaces); San Bruno Avenue, east side, from Harkness Street to 100 feet northerly (stop consolidation, associated with removal of inbound bus zones at Wilde Avenue and Ward Street, removes 5 unmetered parking spaces); San Bruno Avenue, west side, from Dwight Street to 190 feet northerly (extends existing zone by 105 feet, removes 4 unmetered parking spaces); San Bruno Avenue, east side, from Paul Avenue to 165 feet northerly (extends existing zone by 15 feet, removes 1 unmetered parking space); San Bruno Avenue, west side, from Felton Street to 171 feet southerly (relocates bus zone from nearside, removes 6 metered parking spaces: 2502, 2506, 2508, 2510, 2516, 2018 and 2 yellow metered loading spaces: 2512, 2514); San Bruno Avenue, west side, from Silver Avenue to 159 feet southerly (extends existing zone by 51 feet, removes 1 green metered parking space: 2416G and 1 yellow metered parking space: 2414, which is being relocated on the same block); Mansell Street, north side, from San Bruno Avenue to 100 feet westerly (extends existing zone by 25 feet, removes 1 unmetered parking space); San Bruno Avenue, west side, from Wilde Avenue to 120 feet northerly (extends current zone by 60 feet, removes 3 unmetered parking spaces); San Bruno Avenue, west side, from Ward Street to 120 feet northerly (extends current zone by 60 feet, removes 2 unmetered parking spaces)
- C. RESCIND - BUS ZONE - San Bruno Avenue, east side, from Wilde Avenue to 100 feet northerly (stop consolidation restores 5 unmetered parking spaces); San Bruno Avenue, east side, from Ward Street to 120 feet northerly (stop consolidation restores 6 unmetered parking spaces);

- San Bruno Avenue, west side, from Woolsey Street to 120 feet northerly (stop consolidation restores 2 unmetered parking spaces); San Bruno Avenue, west side, from Felton Street to 120 feet northerly (relocated farside, restores 5 metered parking spaces)
- D. RESCIND - MUNI FLAG STOP - 3800 San Bruno Avenue (Brussels Street Stairs) (replaced by bus zone); 3801 San Bruno Avenue (Brussels Street Stairs) (replaced by bus zone)
 - E. ESTABLISH - TRAFFIC SIGNAL - San Bruno Avenue, at Felton Street
 - F. ESTABLISH - RECTANGULAR RAPID FLASHING BEACON - San Bruno Avenue, at Wayland Street, crossing San Bruno Avenue; San Bruno Avenue, at Burrows Street, crossing San Bruno Avenue
 - G. ESTABLISH - CLASS II BICYCLE LANE - San Bruno Ave, southbound, from Paul Avenue to 160 feet south of Mansell Street; San Bruno Ave, northbound, from 160 feet south of Mansell Street-US 101 Ramp to Olmstead Street
 - H. ESTABLISH - TOW AWAY NO STOPPING, 7:00 A.M. TO 9:00 A.M., MONDAY THROUGH FRIDAY - San Bruno Avenue, east side, from Silliman Street-US 101 On-Ramp to 127 feet southerly (creates peak period right turn lane, prohibits parking at 5 metered parking spaces: 2459, 2461, 2465, 2467, 2471 during enforcement hours); San Bruno Avenue, east side, from Silver Avenue to 140 feet north of Rickard Street (creates peak period travel lane, removes approximately 40 unmetered parking spaces during enforcement hours)
 - I. ESTABLISH - RIGHT TURN LANE MUST TURN RIGHT, 7:00 A.M. TO 9:00 A.M., MONDAY THROUGH FRIDAY - San Bruno Avenue, northbound, from Silliman Street-US 101 to 127 feet southerly
 - J. ESTABLISH - LEFT LANE MUST TURN LEFT - Silver Avenue, westbound, at San Bruno Avenue; Silver Avenue, eastbound, at San Bruno Avenue
 - K. ESTABLISH - RIGHT LANE MUST TURN RIGHT - San Bruno Avenue, southbound, from 142 feet to 194 feet south of Silliman Street (into grocery store parking lot)
 - L. ESTABLISH - RAISED CROSSWALK - San Bruno Avenue, east crosswalk, at Thornton Street
 - M. ESTABLISH - BLUE ZONE - Burrows Street, north side, from 6 to 28 feet west of San Bruno Avenue (converts general metered parking zone 102 to blue zone)
 - N. ESTABLISH - GENERAL METERED PARKING, 2-HOUR TIME LIMIT, 9:00 AM TO 6:00 PM, MONDAY THROUGH SATURDAY - San Bruno Avenue, east side, from 101 feet to 141 feet south of Burrows Street (converts yellow metered loading zones 2611 and 2613 to general metered parking, there are no identified users of the yellow metered loading zones); San Bruno Avenue, east side, from 53 feet to 73 feet south of Felton Street (converts yellow metered loading zone 2519 to general metered parking, there are no identified users of the yellow metered loading zone); San Bruno Avenue, west side, from 108 feet to 164 feet south of Burrows Street (converts and extends yellow metered loading zones 2616, 2618 to general metered parking); Wayland Street, north side, from 5 feet to 43 feet west of San Bruno Avenue (converts two unmetered parking spaces to general metered parking); Wayland Street, north side, from 5 feet to 45 feet east of San Bruno Avenue (converts two unmetered parking spaces to general metered parking); Wayland Street, south side, from 5 feet to 61 feet east of San Bruno Avenue (converts three unmetered parking spaces to general metered parking); San Bruno Avenue, west side, from Wayland Street to Woolsey Street (converts general unmetered parking to general metered parking); San Bruno Avenue, east side, from Woolsey Street to Wayland Street (converts general unmetered parking to general metered parking); San Bruno Avenue, east side, from 13 feet to 33

feet north of Burrows Street (converts yellow metered loading zone 2559 to general metered parking, there are no identified users of the yellow metered loading zone)

- O. ESTABLISH - GENERAL METERED PERPENDICULAR PARKING, 2-HOUR TIME LIMIT, 9:00 AM TO 6:00 PM, MONDAY THROUGH SATURDAY - Thornton Avenue, south side, from 10 feet to 61 feet east of San Bruno Avenue (relocates perpendicular parking from the north side of the street, results in a net loss of 2 parking spaces); Burrows Street, south side, from 10 feet to 65 feet east of San Bruno Avenue (relocates perpendicular parking from the north side of the street, results in a net loss of 1 parking space)
- P. ESTABLISH - GREEN METERED PARKING, 30-MINUTE TIME LIMIT, 9:00 AM TO 6:00 PM, MONDAY THROUGH SATURDAY - San Bruno Avenue, west side, from 3 feet to 25 feet north of Silliman Street (converts general metered space 2446 to one green metered space); San Bruno Avenue, west side, from 33 feet to 120 feet south of Silliman Street (converts general metered spaces 2458, 2460 and yellow metered spaces 2462, 2464 to green metered spaces, yellow zone is being relocated to the side-street); San Bruno Avenue, west side, from 10 feet to 130 feet north of Felton Street (establishes 5 new green metered parking spaces, replacing a bus zone that is being relocated); San Bruno Avenue, west side, from 229 feet to 251 feet south of Felton Street (replaces general metered parking space 2528 with green metered parking); San Bruno Avenue, west side, from 293 feet to 311 feet south of Felton Street (replaces general metered parking space 2536 with green metered parking); San Bruno Avenue, west side, from 69 feet to 91 feet north of Silliman Street (replaces general metered parking space 2438 with green metered parking); San Bruno Avenue, west side, from 237 feet to 256 feet south of Bacon Street (replaces general metered parking space 2722 with green metered parking); San Bruno Avenue, west side, from 179 feet to 200 feet south of Wayland Street (new metered parking space, replacing general unmetered parking); San Bruno Avenue, east side, from 216 feet to 237 feet south of Wayland Street (new metered parking space, replacing general unmetered parking)
- Q. ESTABLISH - YELLOW METERED LOADING ZONE PARKING, 30-MINUTE TIME LIMIT, 5:00 AM TO 6:00 PM, MONDAY THROUGH SATURDAY - Felton Street, north side, from 24 feet to 46 feet west of San Bruno Avenue (converts general metered parking space 4 to yellow metered parking, extending the adjacent yellow zone)
- R. ESTABLISH - YELLOW METERED LOADING ZONE PARKING, 30-MINUTE TIME LIMIT, 9:00 AM TO 6:00 PM, MONDAY THROUGH SATURDAY - San Bruno Avenue, west side, from 159 feet to 181 feet south of Silver Avenue (converts general metered space 2420 to one yellow metered loading, relocated due to bus zone extension on the same block); San Bruno Avenue, west side, from 219 feet to 237 feet south of Silliman Street (establishes 1 new yellow metered parking spaces, extending an adjacent zone); San Bruno Avenue, west side, from 68 feet to 96 feet south of Burrows Street (converts and extends general metered parking space 2610 to yellow metered loading zone)
- S. ESTABLISH - YELLOW METERED LOADING ZONE PARKING, 30-MINUTE TIME LIMIT, 9:00 AM TO 12:00 NOON, MONDAY THROUGH SATURDAY - Silliman Street, south side, from 5 feet to 45 feet west of San Bruno Avenue (converts general metered parking spaces 1, 3 to yellow metered parking); Bacon Street, south side, from 10 feet to 32 feet west of San Bruno Avenue (converts general metered parking space 101 to yellow metered parking)

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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 parking and traffic modifications along the San Bruno Avenue transit corridor 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 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 analysis or conclusions set forth in the FEIR. The actions approved herein would not necessitate implementation of additional or considerably different mitigation measures that those identified in the FEIR; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors adopts the Mitigation Monitoring and Reporting Program as conditions of approval; and be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves parking and traffic modifications, as set forth in items A through S above, along the San Bruno Avenue transit corridor.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of October 18, 2016.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency