

THIS PRINT COVERS CALENDAR ITEM NO. : 10.3

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving parking and traffic modifications on 22nd Street from Pennsylvania Avenue to Illinois Street as part of the 22nd Street Green Connections Project.

SUMMARY:

- The 22nd Street Green Connections Project provides an important connection for people traveling between the Dogpatch and Potrero Hill neighborhoods.
- The proposed parking and traffic modifications are recommended to improve Muni reliability, reduce travel times, improve roadway safety, and improve pedestrian safety.
- In August 2008, the Eastern Neighborhood Program developed by the San Francisco Planning Department identified 22nd Street as a green connector providing access to parks in the Dogpatch and Central Waterfront area.
- Between June 2015 and March 2016, the San Francisco Public Works and San Francisco Planning Department hosted or participated in several neighborhood and Green Benefit District meetings and presented the project's proposal to solicit input that helped shape the Project.

ENCLOSURES:

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

APPROVALS:

DATE

DIRECTOR _____ 2/10/17

SECRETARY R. Boomer _____ 2/10/17

ASSIGNED SFMTAB CALENDAR DATE: February 21, 2017

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PURPOSE

Approving parking and traffic modifications on 22nd Street from Pennsylvania Avenue to Illinois Street as part of the 22nd Street Green Connections Project.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

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

Transit First Principles

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.
4. Transit priority improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve pedestrian safety.
5. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
6. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.
9. The ability of the City and County to reduce traffic congestion depends on the adequacy of regional public transportation. The City and County shall promote the use of regional mass transit and the continued development of an integrated, reliable, regional public transportation system.
10. The City and County shall encourage innovative solutions to meet public transportation needs wherever possible and where the provision of such service will not adversely affect the service provided by the Municipal Railway.

DESCRIPTION

The 22nd Street Green Connections Project provides an important connection for people traveling between the Potrero Hill and Dogpatch neighborhoods. In August 2008, the Eastern Neighborhood Program developed by the San Francisco Planning Department identified 22nd Street as a green connector providing access to parks in the Dogpatch and Central Waterfront area. 22nd Street is a key street providing access in the Central Waterfront Area. One of the objectives of the Central Waterfront Area Plan is to create a network of green streets that connects open spaces and improves the walkability, aesthetics, and ecological sustainability of the neighborhood. Concepts for 22nd Street were developed under the Dogpatch – Northwest Potrero Hill Green Benefit District Vision Plan and the 22nd Street Greening Master Plan.

In June 2015, the Public Works Team completed the conceptual design for 22nd Street from Pennsylvania Avenue to Illinois Street. To improve pedestrian safety, the project proposals include corner bulb-outs to reduce the roadway crossing distance and make pedestrians waiting to cross the street more visible to approaching motorists. In addition, bulb-outs reduce the speed of motorists turning from cross streets. To improve transit reliability, the two eastbound stops near the 22nd Street Caltrain Station will be consolidated into one bus stop. High visibility crosswalks will also be painted to make pedestrian crossings more visible to motorists. The walking experience would also be improved with pedestrian scale lighting, new trees, and sidewalk landscaping.

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

- A. ESTABLISH - NO PARKING ANYTIME - 22nd Street, north side, from Pennsylvania Street to 31 feet westerly (for a 6-foot wide bulb-out; removes two unmetered spaces); 22nd Street, south side, from Pennsylvania Street to 75 feet easterly (for a 6-foot wide bulb-out in rescinded bus zone); 22nd Street, north side, from Minnesota Street to 39 feet westerly (for a 6-foot wide bulb-out; removes two unmetered spaces; existing fire hydrant red zone); 22nd Street, north side, from Tennessee Street to 37 feet easterly (for a 6-foot wide bulb-out; removes one unmetered space; one existing red zone); 22nd Street, south side, from Tennessee Street to 40 feet westerly (for a 6-foot wide bulb-out; removes two unmetered spaces); 22nd Street, north side, from 3rd Street to 28 feet westerly (for a 6-foot wide bulb-out; removes one unmetered parking space); 22nd Street, south side, from 3rd Street to 31 feet westerly (for a 6-foot wide bulb-out; removes two unmetered parking spaces); 22nd Street, north side, from 3rd Street to 40 feet easterly (for a 6-foot wide bulb-out; removes two unmetered parking spaces); 22nd Street, south side, from 3rd Street to 25 feet easterly (for a 6-foot wide bulb-out; removes one unmetered parking space); 3rd Street, west side, from 22nd Street to 23 feet northerly (for a 6-foot wide bulb-out; removes one unmetered parking space); 3rd Street, west side, from 22nd Street to 23 feet southerly (for a 6-foot wide bulb-out; removes one unmetered parking space)

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- B. RESCIND - BUS ZONE - 22nd Street, south side, from Pennsylvania Street to 100 feet easterly (restores 1 unmetered space; remaining bus zone is a bulb-out); 22nd Street, south side, from Iowa Street to 80 feet easterly (restores 4 unmetered spaces); 22nd Street north side, from Iowa Street to 100 feet easterly (restores 5 unmetered spaces)
- C. ESTABLISH - BUS ZONE - 22nd Street, north side, from 8 feet to 88 feet west of Iowa Street (for an 80-foot long bus zone); 22nd Street, south side, from 8 feet to 108 feet west of Iowa Street (for a 100-foot long bus zone)
- D. ESTABLISH – BIKE ROUTE - 22nd Street, eastbound and westbound, between Pennsylvania Street and Illinois Street (Class III bike facility with sharrows)
- E. RESCIND – BUS FLAG STOP - 22nd Street, south side, east of Minnesota Street
- F. ESTABLISH – BUS FLAG STOP - 22nd Street, south side, west of Minnesota Street

STAKEHOLDER ENGAGEMENT

From June 2015 to March 2016, the San Francisco Public Works and San Francisco Planning Department performed extensive outreach on the proposed project. Both agencies participated in several Neighborhood and Green Benefit District meetings. Neighborhood groups included Potrero Dogpatch Merchants' Association, Dogpatch Neighborhood Association, Potrero Boosters Neighborhood Association, and Dogpatch - Northwest Potrero Green Benefit District Board. On March 9 and March 30, 2016, the Planning Department and San Francisco Public Works held two community meetings to solicit input on the project to form the Project's proposals. The Project is supported by the community. The parking and traffic modifications were developed based on feedback from the community at the Neighborhood and Green Benefit District meetings and the March 2016 community meetings. On January 6, 2017, a public hearing was held to solicit additional feedback on the proposed parking and traffic changes. Prior to the public hearing, notices were posted on light and utility poles along 22nd Street from Pennsylvania Avenue to Illinois Street. We received no additional feedback at the public hearing.

ALTERNATIVES CONSIDERED

The other alternative is a "No Build" option, but this option does not improve transit operations, pedestrian comfort, or safety. As a result, SFMTA staff recommends pursuing the proposed improvements. The parking and traffic changes are the most appropriate for the improvements proposed for the project.

FUNDING IMPACT

The 22nd Street Green Connections Project cost estimate is \$3.6 Million. The project is funded through Development Impact Fees and the Public Works Paving Program Budget.

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ENVIRONMENTAL REVIEW

On February 3, 2016, the San Francisco Planning Department determined that the 22nd Street Green Connections Project is within the scope of the Better Streets Plan Final Mitigated Negative Declaration (FMND, Case No. 2007.1238E) certified by the Planning Commission on September 17, 2010, and that the proposal would not require the preparation of a subsequent negative declaration under CEQA Guidelines section 15162.

A copy of the CEQA determination is 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 is incorporated herein by reference.

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 22nd Street from Pennsylvania Avenue to Illinois Street as part of the 22nd Street Green Connections Project.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The 22nd Street Green Connections Project provides an important connection for people traveling between the Potrero Hill and Dogpatch neighborhoods; and,

WHEREAS, The San Francisco Municipal Transportation Agency is committed to making San Francisco a Transit First city that prioritizes non-private automobile transportation; and,

WHEREAS, The San Francisco Municipal Transportation Agency has proposed parking and traffic modification along 22nd Street from Pennsylvania Avenue to Illinois Street as part of the 22nd Street Green Connections Project as follows:

- A. ESTABLISH - NO PARKING ANYTIME - 2nd Street, north side, from Pennsylvania Street to 31 feet westerly (for a 6-foot wide bulb-out; removes two unmetered spaces); 22nd Street, south side, from Pennsylvania Street to 75 feet easterly (for a 6-foot wide bulb-out in rescinded bus zone); 22nd Street, north side, from Minnesota Street to 39 feet westerly (for a 6-foot wide bulb-out; removes two unmetered spaces; existing fire hydrant red zone); 22nd Street, north side, from Tennessee Street to 37 feet easterly (for a 6-foot wide bulb-out; removes one unmetered space; one existing red zone); 22nd Street, south side, from Tennessee Street to 40 feet westerly (for a 6-foot wide bulb-out; removes two unmetered spaces); 22nd Street, north side, from 3rd Street to 28 feet westerly (for a 6-foot wide bulb-out; removes one unmetered parking space); 22nd Street, south side, from 3rd Street to 31 feet westerly (for a 6-foot wide bulb-out; removes two unmetered parking spaces); 22nd Street, north side, from 3rd Street to 40 feet easterly (for a 6-foot wide bulb-out; removes two unmetered parking spaces); 22nd Street, south side, from 3rd Street to 25 feet easterly (for a 6-foot wide bulb-out; removes one unmetered parking space); 3rd Street, west side, from 22nd Street to 23 feet northerly (for a 6-foot wide bulb-out; removes one unmetered parking space); 3rd Street, west side, from 22nd Street to 23 feet southerly (for a 6-foot wide bulb-out; removes one unmetered parking space)
- B. RESCIND - BUS ZONE - 2nd Street, south side, from Pennsylvania Street to 100 feet easterly (restores 1 unmetered space; remaining bus zone is a bulb-out); 22nd Street, south side, from Iowa Street to 80 feet easterly (restores 4 unmetered spaces); 22nd Street north side, from Iowa Street to 100 feet easterly (restores 5 unmetered spaces)
- C. ESTABLISH - BUS ZONE - 22nd Street, north side, from 8 feet to 88 feet west of Iowa Street (for an 80-foot long bus zone); 22nd Street, south side, from 8 feet to 108 feet west of Iowa Street (for a 100-foot long bus zone)
- D. ESTABLISH – BIKE ROUTE - 22nd Street, eastbound and westbound, between Pennsylvania Street and Illinois Street (Class III bike facility with sharrows).
- E. RESCIND – BUS FLAG STOP - 22nd Street, south side, east of Minnesota Street.

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F. ESTABLISH – BUS FLAG STOP - 22nd Street, south side, west of Minnesota Street

WHEREAS, On September 15, 2010, the San Francisco Planning Department adopted the Better Streets Plan Final Mitigated Negative Declaration (Better Streets Plan FMND, Case No. 2007.1238E), and—under the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the Administrative Code—the San Francisco Planning Commission adopted CEQA Findings, a Mitigation Monitoring and Reporting Program (MMRP) on October 28, 2010 under Motion 18211; and,

WHEREAS, On February 3, 2016, the San Francisco Planning Department determined that the 22nd Street Green Connections Project is within the scope of the Better Streets Plan FMND and that the parking and traffic modifications for the 22nd Street Green Connections Project would not require the preparation of a subsequent negative declaration under CEQA Guidelines Sections 15162 and 15168; and,

WHEREAS, The SFMTA Board has reviewed the Better Streets Plan FMND and hereby finds that since adoption of the FMND, no changes have occurred in the proposed project or in the circumstances under which the project would be implemented that would cause new significant impacts or a substantial increase in the severity of impacts identified and analyzed in the FMND, and that no new information has emerged that would materially change the analysis or conclusions set forth in the FMND; The actions approved herein would not necessitate implementation of additional or considerably different mitigation measures than those identified in the FMND; and,

WHEREAS, A copy of the CEQA determination is 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 is incorporated herein by reference; and,

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves these parking and traffic modifications set forth in Items A through F above on 22nd Street from Pennsylvania Avenue to Illinois Street.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of February 21, 2017.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency