

THIS PRINT COVERS CALENDAR ITEM NO. : 10.5

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approve the installation of two bus bulbs on McAllister Street at the intersection of McAllister Street and Divisadero Street (one bus bulb in the westbound direction of McAllister Street located just east of Divisadero Street, and one bus bulb in the eastbound direction of McAllister Street located just west of Divisadero Street) and two commercial vehicle loading zones immediately adjacent to these bus bulbs.

SUMMARY:

- On March 28, 2014, the SFMTA Board of Directors approved the Transit Effectiveness Project (TEP) which included Travel Time Reduction Proposals (TTRPs) which use engineering measures to reduce transit delays and improve reliability on rapid transit routes.
- Seven segments included in the TTRPs were to be included in upcoming paving or other construction projects anticipated to be advertised or begin construction in Spring through Fall 2014. This proposal modifies one of those segments.
- The SFMTA conducted outreach on this proposal, including numerous community meetings between March 2012 and May 2014, to gather public input.

ENCLOSURES:

1. SFMTAB Resolution
2. San Francisco Planning Department Note to File, Case No. 2011.0558E, Transit Effectiveness Project (TEP)

APPROVALS:

DATE

DIRECTOR _____ July 8, 2014

SECRETARY _____ July 8, 2014

ASSIGNED SFMTAB CALENDAR DATE: July 15, 2014

PURPOSE

Approve the installation of two bus bulbs on McAllister Street at the intersection of McAllister Street and Divisadero Street (one bus bulb in the westbound direction of McAllister Street located just east of Divisadero Street, and one bus bulb in the eastbound direction of McAllister Street located just west of Divisadero Street) and two commercial vehicle loading zones immediately adjacent to these bus bulbs.

GOAL

This action supports the following SFMTA Strategic Plan Goal and Objectives:

Goal 1: Customer Focus: To provide safe, accessible, clean, environmentally sustainable service and encourage the use of auto-alternative modes through the Transit First Policy

Objective 1.1: Improve safety and security across all modes of transportation.

Objective 1.5: Increase percentage of trips using more sustainable modes (such as transit, walking, bicycling, rideshare).

Goal 2: Customer Focus: To improve transit reliability

Objective 2.4: Reduce congestion through major corridors

Goal 3: External Affairs: To improve economic vitality through improved regional transportation

Objective 3.1: Improve economic vitality by growing relationships with businesses, community, and stakeholder groups

Objective 3.2: Pursue internal and external customer satisfaction through proactive outreach and heightened communication conduits

Objective 3.4: Enhance proactive participation and cooperatively strive for improved regional transportation

Goal 4: Financial Capacity: To ensure the efficient and effective use of resources

Objective 4.2: Ensure efficient and effective use of resources

DESCRIPTION

To reduce travel times and enhance reliability on the routes that make up its proposed Rapid Network, the Transit Effectiveness Project (TEP) identifies a variety of Travel Time Reduction Proposals (TTRPs), which are engineering strategies oriented to specifically address the delays transit vehicles face along rapid routes. The TTRPs draw from the Transit Preferential Streets Toolkit, which includes different engineering measures to improve transit service. The primary tool that is considered for the project included in this calendar item is:

- *Install Transit Bulbs:* Transit bulbs are sidewalk extensions at the location of a transit stop, typically about the same width as the adjoining parking lane. They can reduce transit travel times on bus routes by eliminating the need for buses to exit and re-enter the flow of traffic to access curbside transit stops. Transit bulbs also provide

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added space for customer amenities such as shelters, improve pedestrian safety by shortening the street crossing distance, and reduce the speed of turning traffic, as well as reducing sidewalk crowding at transit stop locations.

Transit bulbs are recommended for the stop at McAllister Street and Divisadero Street for the following reasons:

- Reduce delays and enhance reliability for both the 5 Fulton local and 5 Fulton limited routes.
- Add space for shelters and passenger waiting area at this major transfer stop.

The specific details for each project are described below:

McAllister Street at Divisadero Street - 5 Fulton Travel Time Reduction Proposal (TTRP.5) Coordination with Repaving

Two bus bulbs and two commercial vehicle loading zones are proposed to be installed in coordination with the upcoming repaving of McAllister Street, which will begin in summer 2014. If approved, the proposed transit bulbs on McAllister Street would be constructed in coordination with the repaving project, minimizing cost and construction impacts to the community. The bus bulbs and commercial vehicle loading zones will replace existing bus zones and would not remove any parking.

The proposal to install two bus bulbs on McAllister Street at the intersection of McAllister Street and Divisadero Street (one bus bulb in the westbound direction of McAllister Street located just east of Divisadero Street, and one bus bulb in the eastbound direction of McAllister Street located just west of Divisadero Street) and two commercial vehicle loading zones immediately adjacent to these bus bulbs replaces the previous proposal, approved by the SFMTA Board on March 28, 2014, to install two bus bulbs (one bus bulb in the westbound direction of McAllister Street located **west** of Divisadero Street, and one bus bulb in the eastbound direction of McAllister Street located **east** of Divisadero Street) at the intersection of McAllister Street and Divisadero Street that the community objected to. After further discussions with the community in May 2014, an agreement was reached with community support for nearside bus bulbs and commercial vehicle loading zones as proposed below.

- A. ESTABLISH – BUS BULB (6-FOOT SIDEWALK WIDENING): 1) McAllister Street, south side, from Divisadero Street to 78 feet westerly; 2) McAllister Street, north side, from Divisadero Street to 78 feet easterly
- B. ESTABLISH – YELLOW COMMERCIAL VEHICLE LOADING ZONE, 8AM – 6PM MON – FRI: 1) McAllister Street, south side, from 78 feet west of Divisadero Street to 62 feet westerly; 2) McAllister Street, north side, from 78 feet east of Divisadero Street to 67 feet easterly

ALTERNATIVES CONSIDERED

One other alternative was considered for this project; see discussion above.

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FUNDING IMPACT

The total cost of this project is \$450,000. This project already has funding identified as detailed below.

Street Segment / Route	Coordinating with	Funding Source	Amount
McAllister Street at Divisadero Street –5 Fulton	McAllister St. Repaving (DPW)	SFMTA 2013 Revenue Bond	\$450,000

ENVIRONMENTAL REVIEW

The San Francisco Planning Commission certified the FEIR for the Transit Effectiveness Project on March 27, 2014. The SFMTA adopted a resolution that approved all of the TEP proposals and, in doing so, adopted findings and a mitigation monitoring and reporting program (MMRP) under the California Environmental Quality Act on March 28, 2014. The action proposed here modifies the project as proposed in the FEIR. Thus, on June 25, 2014, the San Francisco Planning Department authored a memorandum to file, finding that the modification to the bus bulb proposal at McAllister Street and Divisadero Street falls within the scope of analysis of the TEP FEIR for all environmental topics.

The City Attorney’s Office has reviewed this calendar item.

RECOMMENDATION

Staff recommends that the SFMTA Board approve the installation of two bus bulbs on McAllister Street at the intersection of McAllister Street and Divisadero Street (one bus bulb in the westbound direction of McAllister Street located just east of Divisadero Street, and one bus bulb in the eastbound direction of McAllister Street located just west of Divisadero Street) and the installation of two commercial vehicle loading zones immediately adjacent to these bus bulbs.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, San Francisco Municipal Transportation Agency (SFMTA) staff have proposed traffic modifications to facilitate the implementation of the 5 Fulton rapid transit route included in the Transit Effectiveness Project's Travel Time Reduction Proposals as follows:

- A. ESTABLISH – BUS BULB (6-FOOT SIDEWALK WIDENING): 1) McAllister Street, south side, from Divisadero Street to 78 feet westerly; 2) McAllister Street, north side, from Divisadero Street to 78 feet easterly

- B. ESTABLISH – YELLOW COMMERCIAL VEHICLE LOADING ZONE, 8AM – 6PM MON – FRI: 1) McAllister Street, south side, from 78 feet west of Divisadero Street to 62 feet westerly; 2) McAllister Street, north side, from 78 feet east of Divisadero Street to 67 feet easterly

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 the installation of two bus bulbs on McAllister Street at the intersection of McAllister Street and Divisadero Street (one bus bulb in the westbound direction of McAllister Street located just east of Divisadero Street, and one bus bulb in the eastbound direction of McAllister Street located just west of Divisadero Street) and two commercial vehicle loading zones immediately adjacent to these bus bulbs relies on said FEIR, and information pertaining to the FEIR and its certification are set forth in a SFMTA companion 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 companion Resolution No. 14-041, the SFMTA Board of Directors adopted approval findings under the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings) and a Mitigation Monitoring and Reporting Program (MMRP), which Resolution, CEQA Findings, and MMRP are on file with the Secretary to the SFMTA Board of Directors and are incorporated herein by reference as though fully set forth; and,

WHEREAS, The SFMTA Board has reviewed the FEIR and hereby finds that since certification of the FEIR, no changes have occurred in the proposed project or in the circumstances under which the project would be implemented that would cause new significant impacts or a substantial increase in the severity of impacts identified and analyzed in the FEIR, and that no new information has emerged that would materially change the analyses or conclusions set forth in the FEIR. The actions approved herein would no necessitate implementation or additional or considerably different mitigation measures that those identified in the FEIR; and,

WHEREAS, Between March 2012 and May 2014 SFMTA staff conducted numerous community meetings and public hearings to review the detailed plans for the installation of two bus bulbs on McAllister Street and two commercial vehicle loading zones immediately adjacent to these bus bulbs, and the public was given notice of these hearings through public postings, flyers, mailings and publications on the SFMTA website, and MTA staff received many comments from both project supporters and opponents; and,

WHEREAS, After meeting with the community in May 2014, SFMTA staff has developed this new proposal for two bus bulbs at McAllister Street and Divisadero Street that replaces the bus bulb proposal previously approved by the SFMTA Board on March 28, 2014; and,

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

RESOLVED, That the SFMTA Board of Directors approves the following traffic and parking modifications as designated below:

A. ESTABLISH – BUS BULB (6-FOOT SIDEWALK WIDENING): 1) McAllister Street, south side, from Divisadero Street to 78 feet westerly; 2) McAllister Street, north side, from Divisadero Street to 78 feet easterly;

B. ESTABLISH – YELLOW COMMERCIAL VEHICLE LOADING ZONE, 8AM – 6PM MON – FRI: 1) McAllister Street, south side, from 78 feet west of Divisadero Street to 62 feet westerly; 2) McAllister Street, north side, from 78 feet east of Divisadero Street to 67 feet easterly; and be it

FURTHER RESOLVED, That the SFMTA Board of Directors adopts all mitigation measures set forth in the Transit Effectiveness Project (Citywide) Mitigation Monitoring and Reporting Program applicable to the actions set forth above.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of July 15, 2014.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency