

THIS PRINT COVERS CALENDAR ITEM NO. : 10.2

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Transit

BRIEF DESCRIPTION:

Approving additional parking and traffic modifications along the 22 Fillmore Transit Priority Project corridor that are included in the Muni Forward Service-Related Capital Improvements and Travel Time Reduction Proposals and support the SFMTA's Vision Zero program.



SUMMARY:

- In 2016, the SFMTA Board approved the 22 Fillmore Transit Priority Project, which will include sidewalk bulbouts, transit-only lanes, and other pedestrian safety and transit reliability improvements.
- Several additional safety improvements were included in discussions during community outreach, but have not yet been approved by the SFMTA Board.
- The proposed action would establish traffic signals at six intersections on 16th Street and two intersections on 17th Street and remove one parking space for a pedestrian bulb at one intersection on 16th Street.
- The proposed parking and traffic modifications have been reviewed pursuant to the California Environmental Quality Act (CEQA).

ENCLOSURES:

1. SFMTAB Resolution
2. SFMTA Resolution No. 14-041 <http://www.sfmta.com/sites/default/files/agendaitems/3-28-14%20Item%206%20TEP%20CEQA%20approval%20resolution.pdf>
3. TEP (Muni Forward) FEIR <http://www.sf-planning.org/index.aspx?page=2970>
4. TEP (Muni Forward) 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>7/10/2018</u> |
| SECRETARY  | <u>7/10/2018</u> |

ASSIGNED SFMTAB CALENDAR DATE: July 17, 2018

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PURPOSE

Approving additional parking and traffic modifications along the 22 Fillmore Muni transit corridor that are included in the Muni Forward Service-Related Capital Improvements and Travel Time Reduction Proposals and support the SFMTA's Vision Zero program.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

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

- Goal 1: Create a safer transportation experience for everyone.
 - Objective 1.1: Achieve Vision Zero by eliminating all traffic deaths.
 - Objective 1.2: Improve the safety of the transit system.
- Goal 2: Make transit and other sustainable modes of transportation the most attractive and preferred means of travel.
 - Objective 2.1: Improve transit service.
 - Objective 2.2: Enhance and expand use of the city's sustainable modes of transportation.

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

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
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.
7. Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation.

DESCRIPTION

The 22 Fillmore Transit Priority Project (Project), approved at the January 19, 2016 SFMTA Board meeting, is designed to improve transit reliability and travel time, safety, and accessibility for all users while meeting the needs of current and future residents, workers, and visitors to the Mission and Mission Bay. The changes included parking removal for sidewalk widening, transit

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boarding islands, transit only lanes, turn restrictions, bus stop changes and relocating bike lanes from 16th Street to 17th Street. The Project is anticipated to reduce the travel time of the 22 Fillmore by about five minutes in each direction (ten minutes roundtrip) within the study area (a 25 percent reduction). Transit signal priority improvements are anticipated to save an additional minute in each direction.

The additional parking and traffic modifications being proposed in this calendar item are also part of the Project, but were not included in the previously approved calendar item. These proposals were included in the original Project outreach, but were not finalized in time for inclusion with the original Project approval in 2016. The additional proposals would add six new traffic signals on 16th Street between Shotwell and Missouri streets and two on 17th Street between Harrison and Utah streets to improve pedestrian and bicycle safety as part of the overall project. The approved Project rerouted bicycle traffic from 16th Street to 17th Street to create room for a transit only lane on 16th Street; as a result, additional safety features are proposed for 17th Street in conjunction with the relocated bike lane to ensure a safe and comfortable experience for bicycle users. This will also support improved traffic flow on both 16th Street and 17th Street.

The additional proposals also include the removal of one parking space on 16th Street at Harrison Street in order for Public Works to install a pedestrian bulb at this intersection to improve safety on 16th Street, which is a high-injury corridor for pedestrians. This parking loss will be offset by new parking at the intersection that will be established when the transit stops and bus zones are removed as part of the project.

The additional proposals included in this calendar item are primarily focused on bicycle and pedestrian safety, and include:

- Adding traffic signals at eight intersections. These signals will be programmed to hold green lights for Muni vehicles on 16th Street, thereby minimizing delay to transit.
- Removing one parking space in order for Public Works to add a pedestrian bulb at 16th Street and Harrison Street. Pedestrian bulbs are sidewalk extensions at intersection corners that improve pedestrian safety by reducing the roadway crossing distance, making the speed of motorists turning from cross streets. Reducing pedestrian crossing distances can provide flexibility in traffic signal timing that can reduce Muni delays.

Specifically, the SFMTA proposes the following:

- A. ESTABLISH – TRAFFIC SIGNALS – 16th Street at Shotwell Street (no parking impacts); 16th Street at Utah Street (no parking impacts); 16th Street at San Bruno Avenue (no parking impacts); 16th Street at Wisconsin Street (no parking impacts); 16th Street at Connecticut Street (no parking impacts); 16th Street at Missouri Street (no parking impacts); 17th Street at Bryant Street (no parking impacts); and 17th Street at Utah Street (no parking impacts).

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- B. ESTABLISH – NO STOPPING ANYTIME - 16th Street, south side, from Harrison Street to 18 feet easterly (6-foot wide pedestrian bulb).

STAKEHOLDER ENGAGEMENT

The original Project underwent extensive public outreach in advance of approval in 2016, including open house meetings, door-to-door merchants outreach, postcards to addresses on the corridor and a project webpage and mailing list with regular project updates. The additional items being proposed today were heard at the SFMTA public hearings on October 30, 2015 and November 17, 2017. There was no significant opposition to these proposals at these hearings.

FUNDING IMPACT

This project has identified \$4.5 million through the General Obligation Bond for traffic signal and communications infrastructure.

ENVIRONMENTAL REVIEW

All of the 22 Fillmore proposed project improvements are within the scope of the TTRP.22 16th Street Expanded Alternative as defined in the Transit Effectiveness Project Final Environmental Impact Report (FEIR). The Transit Effectiveness Project FEIR was certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014. On March 28, 2014, the SFMTA Board of Directors in Resolution 14-041, adopted the Transit Effectiveness Project FEIR (Case Number 2011.0558E), including a statement of overriding considerations and a mitigation monitoring and reporting program pursuant to the California Environmental Quality Act (CEQA).

On January 8, 2016, the Planning Department issued a Note to File (Case Number 2011.0558E) to the Transit Effectiveness Project FEIR for the proposed traffic signals. On December 11, 2017, the Planning Department issued a Note to File (Case Number 2011.0558E) to the Transit Effectiveness Project FEIR for the proposed pedestrian bulb, parking restrictions, and bicycle corral on the pedestrian bulb. Both of these Notes to File concluded that the proposed changes would not cause new significant impacts not identified in the FEIR or result in a substantial increase in the severity of previously identified significant impacts, and no new mitigation measures would be necessary to reduce significant impacts.

A copy of the above CEQA determinations are on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and are incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

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

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RECOMMENDATION

SFMTA staff recommend that the SFMTA Board approve the parking and traffic modifications, as set forth in items A through B above, along the 22 Fillmore Muni transit corridor that are included in the Muni Forward Service-Related Capital Improvements and Travel Time Reduction Proposals and support the SFMTA's Vision Zero goals.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency has proposed parking and traffic modifications along the 22 Fillmore Muni transit corridor included in the Muni Forward Service-Related Capital Improvements and Travel Time Reduction Proposals and support the SFMTA's Vision Zero program:

- A. ESTABLISH – TRAFFIC SIGNALS – 16th Street, at Shotwell Street (no parking impacts), 16th Street at Utah Street (no parking impacts), 16th Street at San Bruno Avenue (no parking impacts), 16th Street at Wisconsin Street (no parking impacts), 16th Street at Connecticut Street (no parking impacts), 16th Street, at Missouri Street (no parking impacts), 17th Street at Bryant Street (no parking impacts), 17th Street at Utah Street (no parking impacts)
- B. ESTABLISH –NO STOPPING ANYTIME - 16th Street, south side, from Harrison Street to 18 feet easterly (6-foot wide pedestrian bulb); and,

WHEREAS, This project was analyzed in the Transit Effectiveness Project Final Environmental Impact Report (Final Environmental Impact Report) certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014; and,

WHEREAS, On March 28, 2014, the SFMTA Board of Directors in Resolution 14-041, adopted the Transit Effectiveness Project Environmental Impact Report (Case Number 2011.0558E), including a statement of overriding considerations and a mitigation monitoring and reporting program pursuant to California Environmental Quality Act; and,

WHEREAS, On January 8, 2016, the Planning Department issued a Note to File (Case Number 2011.0558E) to the Transit Effectiveness Project Final Environmental Impact Report for the proposed traffic signals; and,

WHEREAS, On December 11, 2017, the Planning Department issued a Note to File (Case Number 2011.0558E) to the Transit Effectiveness Project Final Environmental Impact Report for the proposed pedestrian bulb, parking restrictions, and bicycle corral on the pedestrian bulb, concluding for both Notes to File that the proposed changes would not cause new significant impacts not identified in the EIR or result in a substantial increase in the severity of previously identified significant impacts, and no new mitigation measures would be necessary to reduce significant impacts; and,

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WHEREAS, A copy of the above California Environmental Quality Act determinations are on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and are incorporated herein by reference; therefore be it,

RESOLVED, That the SFMTA Board of Directors adopts the Transit Effectiveness Program Final Environmental Impact Report California Environmental Quality Act findings as its own, and to the extent the above actions are associated with any mitigation measures, the SFMTA Board of Directors adopts those measures as conditions of this approval; a copy of the Planning Commission Resolution, the California Environmental Quality Act findings, and the California Environmental Quality Act determination are on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and are incorporated herein by reference; and, be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the parking and traffic modifications, as set forth in items A through B above, along the 22 Fillmore Muni transit corridor included in the Muni Forward Service-Related Capital Improvements and Travel Time Reduction Proposals and support the SFMTA's Vision Zero program; and be it further

RESOLVED, That the SFMTA Board rejects the Travel Time Reduction Program 22 Moderate Alternative as infeasible, and approves the proposed Modified Expanded 16th Street Improvement Project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of July 17, 2018.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency