

THIS PRINT COVERS CALENDAR ITEM NO. : 10.2

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving various parking and traffic modifications on Herbst Road between Skyline Boulevard and Armory Drive to support traffic calming measures on Herbst Road.

SUMMARY:

- The SFMTA Board of Directors has authority to adopt parking and traffic regulations changes.
- The Planning Department determined that the parking and traffic modifications are categorically exempt from environmental review pursuant to Title 14 of the California Code of Regulations section 15301(c) (Class 1(c) categorical exemption).

ENCLOSURES:

1. SFMTAB Resolution

APPROVALS:

DATE

DIRECTOR _____

3/20/14

SECRETARY _____

3/20/14

ASSIGNED SFMTAB CALENDAR DATE: April 1, 2014

PAGE 2.

PURPOSE

Approving various parking and traffic modifications on Herbst Road between Skyline Boulevard and Armory Drive to support traffic calming measures on Herbst Road.

GOAL

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

- Goal 1: Create a safer transportation experience for everyone
 - Objective 1.3: Improve the safety of the transportation system.
- Goal 2: Make transit, walking, bicycling, taxi, ridesharing and carsharing the preferred means of travel
 - Objective 2.1: Improve customer service and communications.
 - Objective 2.3: Increase use of all non-private auto modes.
- Goal 3: Improve the environment and quality of life in San Francisco.
 - Objective 3.4: Deliver services efficiently.

DESCRIPTION

The SFMTA proposes traffic calming improvements on Herbst Road between Skyline Boulevard and Armory Drive, located in the Lakeshore neighborhood. The objective of the project is to reduce vehicular speeds to be more consistent with the 25-mile-per-hour speed limit on Herbst Road and adjacent streets, as well as to improve pedestrian safety in the project area. At this location, Herbst Road is a two-lane, one-way, westbound street and provides access to the staff parking lot for the San Francisco Zoo and on-street parking for the Janet Pomeroy Recreation and Rehabilitation Center. The proposed project would include a travel lane reduction and the installation of traffic calming measures such as a landscaped median island (choker) and the upgrading of an existing crosswalk to a raised crosswalk.

The traffic calming project came about from a request by the Janet Pomeroy Center and is included in the SFMTA Livable Streets Site-Specific Traffic Calming funding plan for Fiscal Year 11/12. The goal of the project is to reduce speeding and enhance pedestrian safety for those parking and accessing the Muni bus stop on Herbst Road across from the Pomeroy Center. Muni route 18- 46th Avenue serves the corridor, with one stop on the block just beyond the proposed traffic calming.

On January 31, 2014, an SFMTA hearing was held to discuss the following parking and traffic changes:

PAGE 3.

- A. RESCIND – BLUE ZONE
Herbst Road, south side, from 249 feet to 258 feet east of Armory Drive
Herbst Road, south side, from 282 feet to 291 feet east of Armory Drive
- B. ESTABLISH – BLUE ZONE
Herbst Road, south side, from 242 feet to 251 feet east of Armory Drive
Herbst Road, south side, from 288 feet to 297 feet east of Armory Drive
- C. ESTABLISH – NO PARKING ANYTIME
Herbst Road, south side, from 237 feet to 242 feet east of Armory Drive
Herbst Road, south side, from 251 feet to 261 feet east of Armory Drive
Herbst Road, south side, from 276 feet to 288 feet east of Armory Drive
Herbst Road, north side, from 282 feet to 320 feet east of Armory Drive (for concrete island installation)
Herbst Road, south side, from 297 feet to 320 feet east of Armory Drive (for concrete island installation)
- D. ESTABLISH – BUS ZONE
Herbst Road, north side, from 169 feet to 181 feet east of Armory Drive (extends existing 80-foot bus zone to 92 feet)
- E. ESTABLISH – RAISED CROSSWALK
Herbst Road, between Armory Drive and Skyline Boulevard (at existing 15-foot wide marked crosswalk)

There was no opposition to these changes at the hearing. The SF Zoo and the Pomeroy Center are in support.

ALTERNATIVES CONSIDERED

The other alternative is a No Build option, but this option does not improve pedestrian comfort or safety at the mid-block crosswalk. As a result, SFMTA staff recommends pursuing the proposed pedestrian improvements on this street. The parking and traffic changes are the most appropriate for the pedestrian improvements proposed on the street.

FUNDING IMPACT

The traffic calming measures are funded by the Prop K half-cent sales tax for traffic safety projects.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

On November 15, 2013, the San Francisco Planning Department determined that the proposed parking and traffic modifications on Herbst Road between Skyline Boulevard and Armory Drive are categorically exempt from environmental review pursuant to Title 14 of the California Code of Regulations section 15301(c) (Class 1(c) categorical exemption).

The Planning Department's determination is on file with the Secretary to the SFMTA Board of Directors. The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31.

PAGE 4.

The City Attorney has reviewed this report.

RECOMMENDATION

SFMTA staff recommends that the SFMTA Board of Directors approve the proposed parking and traffic modifications on Herbst Road between Skyline Boulevard and Armory Drive to support the traffic calming measures on Herbst Road.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency has received a request, or identified a need for the following parking and traffic modifications:

- A. RESCIND – BLUE ZONE - Herbst Road, south side, from 249 feet to 258 feet east of Armory Drive and Herbst Road, south side, from 282 feet to 291 feet east of Armory Drive
- B. ESTABLISH – BLUE ZONE - Herbst Road, south side, from 242 feet to 251 feet east of Armory Drive and Herbst Road, south side, from 288 feet to 297 feet east of Armory Drive
- C. ESTABLISH – NO PARKING ANYTIME - Herbst Road, south side, from 237 feet to 242 feet east of Armory Drive; Herbst Road, south side, from 251 feet to 261 feet east of Armory Drive; Herbst Road, south side, from 276 feet to 288 feet east of Armory Drive; Herbst Road, north side, from 282 feet to 320 feet east of Armory Drive (for concrete island installation) and Herbst Road, south side, from 297 feet to 320 feet east of Armory Drive (for concrete island installation)
- D. ESTABLISH – BUS ZONE - Herbst Road, north side, from 169 feet to 181 feet east of Armory Drive (extends existing 80-foot bus zone to 92 feet)
- E. ESTABLISH – RAISED CROSSWALK - Herbst Road, between Armory Drive and Skyline Boulevard (at existing 15-foot wide marked crosswalk)

WHEREAS, On November 15, 2013, the San Francisco Planning Department reviewed the proposed parking and traffic modifications, as set forth in items A through E above, and determined that the proposed modifications are categorically exempt, under Class 1(c), from environmental review pursuant to Title 14 of the California Code of Regulations section 15301(c) (CEQA guidelines); and,

WHEREAS, A copy of the San Francisco Planning Department’s determination is on file with the Secretary to the SFMTA Board of Directors. The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31; and,

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications on January 31, 2014, through the SFMTA’s public hearing process; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves various parking and traffic modifications on Herbst Road between Skyline Boulevard and Armory Drive to support traffic calming measures on Herbst Road.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of April 1, 2014.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency