

THIS PRINT COVERS CALENDAR ITEM NO. : 10.4

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving parking and traffic modifications to improve pedestrian safety and transit reliability at the intersection of 18th Street and Mission Street in support of Vision Zero and the Transit Effectiveness Project (TEP).

SUMMARY:

- Left turns from northbound and southbound Mission Street at 18th Street are currently prohibited between 4:00 PM and 6:00 PM Monday through Saturday. This project will extend those restrictions to 7:00 AM to 7:00 PM Monday through Saturday.
- Left turns by vehicles at this location have been associated with pedestrian injuries
- This project will install a Painted Safety Zone on 18th Street at the southwest corner of its intersection with Mission Street and remove a parking space in advance of the east and north crosswalks to increase pedestrian visibility.
- The parking space removal and Painted Safety Zone will improve pedestrian visibility and control the speed for turning vehicles.
- The project will result in the net removal of three general metered parking spaces.

ENCLOSURES:

1. SFMTAB Resolution
2. TEP FEIR: <http://www.sf-planning.org/index.aspx?page=2970>
3. TEP FEIR CEQA Findings: <http://www.sfmta.com/sites/default/files/agendaitems/3-28-14%20Item%206%20TEP%20CEQA%20approval%20resolution.pdf>
4. TEP FEIR Mitigation Monitoring and Reporting Program (MMRP): <https://www.sfmta.com/sites/default/files/agendaitems/3-28-14%20Item%207%20TEP%20Service%20Changes%20-%20MMRP.pdf>
5. Better Streets Plan Mitigated Negative Declaration: http://sfmea.sfplanning.org/2007.1238E_FMND.pdf
6. Better Streets Plan CEQA Findings: http://sfmea.sfplanning.org/2007.1238E_FMND.pdf
7. Better Streets Plan FEIR Mitigation Monitoring and Reporting Program: http://sfmea.sfplanning.org/2007.1238E_FMND.pdf

APPROVALS:

DATE

DIRECTOR _____

6/26/15

SECRETARY _____

6/26/15

ASSIGNED SFMTAB CALENDAR DATE: July 7, 2015

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PURPOSE

Approve various parking and traffic modifications necessary to install pedestrian safety improvements at the intersection of Mission Street and 18th Street in support of Vision Zero and the TEP.

GOAL

This project supports San Francisco's Vision Zero safe streets policy by proposing engineering countermeasures that could reduce the collisions occurring at this location, and is one of Vision Zero's 24 projects.

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

- Goal 1- Create a safer transportation experience for everyone, and
 - 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 2.3: Increase use of all non-private auto modes.

DESCRIPTION

As part of a citywide review of pedestrian collision history (the WalkFirst process), staff identified the intersection of 18th Street and Mission Street as a high priority for pedestrian safety improvements. Between January 2008 and December 2012, there were thirteen vehicle collisions, resulting in five pedestrian injuries at this intersection.

This project will install a Painted Safety Zone on 18th Street at its intersection with Mission Street at the west crosswalk with the loss of one general metered parking space and remove one parking space at the approach to both the east and north crosswalks. This will improve pedestrian visibility and reduce the speed of turning vehicles at the intersection. The project will extend the hours on existing turn prohibitions on left turns on northbound and southbound Mission Street at 18th Street from 4:00 PM – 6:00 PM Monday through Saturday to 7:00 AM – 7:00 PM Monday through Saturday. This project should improve transit reliability because turning vehicles will no longer block the intersection. It will also eliminate a turning maneuver that has led to pedestrian injuries. All of the proposed modifications conform with guidelines and standards provided in the California Manual on Uniform Traffic Control Devices and enhance safety for all street users.

The intersection is one of four locations that constitute one of Vision Zero's 24 Projects. It will result in the removal of three general metered parking spaces.

The project requires the following parking and traffic modifications:

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- A. ESTABLISH – TOW AWAY NO STOPPING ANYTIME – 18th Street, north side, from Mission Street to 27 feet easterly; 18th Street, south side, from Mission Street to 25 feet westerly (for painted safety zone); Mission Street, west side from 18th Street to 21 feet northerly
- B. ESTABLISH – YELLOW METERED COMMERCIAL VEHICLE LOADING ZONE, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY – 18th Street, north side, from 48 feet to 69 feet east of Mission Street (converts meter #3346 to a yellow meter)
- C. NO LEFT TURN EXCEPT MUNI, 7 AM TO 7 PM, MONDAY THROUGH SATURDAY – Mission Street, northbound and southbound, at 18th Street.

PUBLIC OUTREACH

The WalkFirst process used an online tool to solicit public feedback about the types of safety improvements that San Franciscans were interesting in seeing. The tool was promoted through press releases and postcards distributed citywide and made available between November 2013 and January 2014 and garnered over 300 responses. Many participants selected daylighting (which removes parking near intersections to increase visibility of pedestrians), painted safety zones, and left turn restrictions as quick, inexpensive, and effective treatments for improving pedestrian safety. Additionally, a series of ten focus groups was held at locations throughout San Francisco, where participants were asked about the types of improvements and tradeoffs they generally preferred to enhance pedestrian safety.

Extensive public outreach was also performed as part of the Transit Effectiveness Project. Three public meetings concerning transit enhancements for Mission Street were held between February and May 2015 at locations along Mission Street between 14th Street and Cesar Chavez Avenue. All outreach materials included information about implementing turn restrictions or “eliminating turn conflicts at busy intersections.” A survey was distributed online and in-person along Mission Street to understand public sentiments regarding the best strategies to improve Muni service and reliability. Of 437 responses to a question regarding turn restrictions at 18th Street and other locations along Mission Street, 75 percent of respondents supported turn restrictions as a strategy for improving Muni reliability.

A public hearing for this project was held on January 9, 2015. No members of the public spoke either in support or in opposition to the project.

ALTERNATIVES CONSIDERED

- A design that would also include painted safety zones on Mission Street was considered but would conflict with planned right turn pockets intended to improve Muni speed and reliability.
- Traffic signal modifications that would allow pedestrians to start before turning motor vehicles were considered to mitigate conflicts between pedestrians and turning motor vehicles, but a turn restriction more closely addresses left turning movement conflicts.
- Restrictions on left turns for eastbound and westbound 18th Street were also considered

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but traffic model results projected significant traffic impacts in the future.

- A no-build option was not considered because of the status of these locations as high-priority intersections for improvements through Vision Zero

Staff concluded that the recommended pedestrian improvements are the best way to proceed.

FUNDING IMPACT

This project is fully funded. The funding is comprised of the following sources:

- A. SFMTA ENTRIPS Phase 1 \$38,000

ENVIRONMENTAL REVIEW

On June 4th, 2015, the San Francisco Planning Department determined that the proposed parking and traffic modifications listed in items A and B were within the scope of the Better Streets Plan Final Programmatic Mitigated Negative Declaration (PMND) adopted by the Planning Department on September 15, 2010, and that the proposed parking and traffic modifications would not require the preparation of a subsequent negative declaration under CEQA Guidelines section 15162. The Planning Department's determination is on file with the Secretary to the SFMTA Board of Directors.

The left turn prohibition proposed in item C was evaluated as part of the Transit Effectiveness Project. 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). The proposed traffic modification listed in item C are within the scope of improvements for the TTRP.14 project that was analyzed in the TEP FEIR. Although portions of the TTRP.14 project examined in the TEP FEIR triggers significant and unavoidable environmental impacts after mitigation, the portion of TTRP.14 being implemented by SFMTA under this proposed action does not include those elements and thus does not trigger any significant and unavoidable impacts. The TEP FEIR CEQA Findings and Mitigation Monitoring and Reporting Program (MMRP) are on file with the Secretary to the SFMTA Board of Directors.

The City Attorney has reviewed this report.

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RECOMMENDATION

SFMTA staff recommends that the SFMTA Board of Directors approve the parking and traffic modifications listed in items A-C above to improve pedestrian safety at the intersection of 18th Street and Mission Street in support of Vision Zero and the TEP.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, San Francisco Municipal Transportation Agency (SFMTA) staff have proposed the following parking and traffic modifications to improve pedestrian safety at the intersection of 18th Street and Mission Street:

- A. ESTABLISH – TOW AWAY NO STOPPING ANYTIME – 18th Street, north side, from Mission Street to 27 feet easterly; 18th Street, south side, from Mission Street to 25 feet westerly (for painted safety zone); Mission Street, west side from 18th Street to 21 feet northerly
- B. ESTABLISH – YELLOW METERED COMMERCIAL VEHICLE LOADING ZONE, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY – 18th Street, north side, from 48 feet to 69 feet east of Mission Street (converts meter #3346 to a yellow meter)
- C. NO LEFT TURN EXCEPT MUNI, 7 AM TO 7 PM, MONDAY THROUGH SATURDAY – Mission Street, northbound and southbound, at 18th Street.

WHEREAS, On June 4, 2015, the San Francisco Planning Department determined that the proposed parking and traffic modifications listed in items A and B were within the scope of the Better Streets Plan Programmatic Mitigated Negative Declaration (PMND) adopted on September 15, 2010, and that the parking and traffic modifications would not require the preparation of a subsequent negative declaration under CEQA Guidelines section 15162. The SFMTA has reviewed and concurs with the Planning Department’s determinations; and,

WHEREAS, In approving the Better Streets Plan, the SFMTA Board adopted the PMND, along with a Mitigation Monitoring and Reporting Program (MMRP), on April 19, 2011 by Resolution No. 11-055, which Resolution 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, A copy of the San Francisco Planning Department’s determination is on file with the Secretary to the SFMTA Board of Directors, and is incorporated herein by reference; and,

WHEREAS, On March 27, 2014, the San Francisco Planning Commission approved Motion No. 19105 which certified the Transit Effectiveness Project Final Environmental Impact Report (FEIR) that evaluated and cleared the extension of left turn prohibitions listed among the parking and traffic modifications in Item C; and,

WHEREAS, Approval for traffic and parking modifications to implement various projects along the 14 Mission Travel Time Reduction Program (TTRP.14) of the Muni Forward

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program, which was previously referred to as the Transit Effectiveness Project (TEP), including the parking and traffic modification in item C, relies on said FEIR, and information pertaining to the FEIR is set forth in a SFMTA Resolution No 14-041 adopted on March 28, 2014, 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 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), 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, This safety project is in support of Vision Zero by proposing countermeasures to reduce vehicle collisions occurring at this location; 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 San Francisco Municipal Transportation Agency Board of Directors approves the parking and traffic modifications listed in items A-C above to improve pedestrian safety at the intersection of 18th Street and Mission Street in support of Vision Zero and the TEP.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of July 7, 2015.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency