

**THIS PRINT COVERS CALENDAR ITEM NO. : 10.3**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Sustainable Streets

**BRIEF DESCRIPTION:**

Approving parking and bus stop modifications on Noriega Street between 43<sup>rd</sup> and 47<sup>th</sup> avenues, as well as on 47<sup>th</sup> Avenue at Noriega Street, as part of a Travel Time Reduction Proposal to improve service on the 7 Haight-Noriega bus line.



**SUMMARY:**

- This project addresses closely spaced bus stops, which can lead to slow travel times and travel time variability through this corridor
- This project addresses Muni travel time and reliability concerns on Noriega Street near 45<sup>th</sup> Avenue where an all-way stop sign is proposed as a separate but parallel project to address traffic and pedestrian concerns

**ENCLOSURES:**

1. SFMTA Board Resolution
2. <http://sf-planning.org/muni-forwardtransit-effectiveness-project-tep-environmental-review-process> (Transit Effectiveness Project Final Environmental Impact Report, CEQA Clearance)
3. <http://www.sfmta.com/sites/default/files/agendaitems/3-28-14%20Item%206%20TEP%20CEQA%20approval%20resolution.pdf> (SFMTA Resolution No. 14-041 for Transit Effectiveness Project)
4. Abbreviated CEQA Checklist For Transit Effectiveness Project (TEP) Improvements (Renamed to Muni Forward) Subsequent to Certification of the TEP EIR

**APPROVALS:**

		<b>DATE</b>
DIRECTOR	 _____	9/19/2017 _____
SECRETARY	 _____	9/19/2017 _____

**ASSIGNED SFMTAB CALENDAR DATE:** October 3, 2017

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### **PURPOSE**

Approving parking and bus stop modifications on Noriega Street between 43<sup>rd</sup> and 47<sup>th</sup> avenues, as well as on 47<sup>th</sup> Avenue at Noriega Street, as part of a Travel Time Reduction Proposal to improve service on the 7 Haight-Noriega bus line.

### **STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES**

Goal 1: 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.

Goal 2: Improve the environment and quality of life in San Francisco

Objective 3.4: Deliver services efficiently.

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

- 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.
- 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.
- 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.

### **DESCRIPTION**

SFMTA staff are proposing bus stop changes on Noriega Street between 47<sup>th</sup> and 43<sup>rd</sup> avenues and on 47<sup>th</sup> Avenue at Noriega Street in order to improve service on the 7 Haight-Noriega and 7X Haight-Noriega Express lines, which carry over 13,000 customers every day. These changes are being proposed concurrently with a proposed all-way stop sign at the intersection of Noriega Street and 45<sup>th</sup> Avenue (see below for description). The bus stop changes would remove stops that are more closely spaced than is recommended by the SFMTA's bus stop spacing policy which generally recommends bus stops be 800-1,400 feet apart depending on the block lengths of the neighborhood. Currently, the bus stops are as close as 310 feet apart, and the stop spacing would be improved to an average of 1,100 feet. The efficiencies gained from these changes would improve transit travel times and offset the anticipated increase in travel time and reduction in reliability that would result from the proposed all-way stop sign at Noriega Street and 45<sup>th</sup> Avenue. These improvements are possible without any overall reduction of parking spaces.

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Specifically, SFMTA staff propose the following:

- A. RESCIND – BUS STOP - 47<sup>th</sup> Avenue, east side, south of Noriega Street (no parking impacts); Noriega Street, south side, west of 45<sup>th</sup> Avenue (no parking impacts)
- B. RESCIND – BUS ZONE - Noriega Street, north side, from 44<sup>th</sup> Avenue to 82 feet westerly (restores four parking spaces)
- C. ESTABLISH – BUS ZONE - Noriega Street, north side, from 44<sup>th</sup> Avenue to 120 feet easterly (removes four parking spaces)

**All-way stop sign at the intersection of Noriega Street and 45<sup>th</sup> Avenue**– A separate all-way stop sign proposal sponsored by SFMTA staff was approved by the SFMTA Board at their September 5, 2017 meeting. This project is a result of a separate request from neighborhood stakeholders to address traffic and pedestrian safety concerns at the intersection. This project is independent of the bus stop changes and has undergone environmental review required by the California Environmental Quality Act (CEQA).

## **STAKEHOLDER ENGAGEMENT**

To communicate the proposed bus stop changes to members of the public, door-to-door outreach was conducted to each business on Noriega Street between 44<sup>th</sup> and 47<sup>th</sup> avenues. Additionally, flyers providing notice about the proposed changes and the public hearing held on August 18<sup>th</sup>, 2017 were mailed to residents along the corridor. This information was also shared with Senior and Disability Action. Generally, public feedback was neutral or positive.

There was a concerned citizen that pointed out that some people begin walking east on Noriega if Nextbus indicates long wait times. These people could benefit from closely-spaced bus stops if a bus happens to arrive as they are part-way through their walk. However, this benefit comes at the detriment of the majority of riders on these bus lines and the concern is mostly related to the accuracy of Nextbus predictions. This feedback has been shared with staff working on Nextbus updates.

These changes were also shared with Supervisor Katy Tang's office, which advocated for the proposed all-way stop sign at Noriega Street and 45<sup>th</sup> Avenue. Their office also shared information about the proposals with residents.

## **ALTERNATIVES CONSIDERED**

**No changes to stop spacing** – Staff considered the potential impacts to transit of not improving the bus stop spacing along the corridor. Since the proposed all-way stop sign at Noriega Street and 45<sup>th</sup> Avenue could add up to 30 seconds of transit delay per trip to the 7 Haight-Noriega and 7X Haight-Noriega Express bus lines, staff did not recommend making no changes to stop spacing.

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**Alternate bus stop spacing proposal** – Staff considered consolidating the existing outbound bus stops on Noriega Street at 42<sup>nd</sup> and 44<sup>th</sup> avenues to a new outbound bus stop at 43<sup>rd</sup> Avenue. This would have the benefit of providing even bus stop spacing of every three blocks along the corridor. However, because there is not a stop sign for traffic on Noriega Street at this intersection, adding a bus stop would add to travel time delay. The recommended bus stop at 44<sup>th</sup> Avenue has a stop-controlled crossing in all directions, so buses must already stop here, and would not have to make a further stop to pick up passengers. It is also a preferred place for pedestrians to cross Noriega Street because of the stop sign. For these reasons, this alternative is not recommended.

## **FUNDING IMPACT**

These bus stop changes are estimated to cost \$6,500. The funds would come from the SFMTA Sustainable Streets operating budget and have been accounted for in this year's budget.

## **ENVIRONMENTAL REVIEW**

The proposed parking and traffic modifications are subject to the California Environmental Quality Act (CEQA).

On March 27, 2014, the San Francisco Planning Commission certified the Transit Effectiveness Project Final Environmental Impact Report (TEP FEIR) in Motion No. 19105 (Planning Case No. 2011.0448E). Subsequently, on March 28, 2014 the SFMTA Board of Directors approved (Resolution No. 14-041) 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. Accordingly, the SFMTA Board of Directors further 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 parking and traffic modifications were reviewed in the TEP FEIR at a program level under TTRP.71: 71 Haight-Noriega, 71L Haight-Noriega Limited, and 6 Parnassus. On August 28, 2017, the Planning Department reviewed the proposed changes at a project level and determined they are within the scope of the TEP FEIR, no new significant effects have been identified, there is no substantial increase in significant effects already identified, and no new mitigation is required for the project. The SFMTA Board of Directors has subsequently reviewed the TEP FEIR and CEQA Findings and adopts these findings as its own.

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

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**OTHER APPROVALS RECEIVED OR STILL REQUIRED**

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

**RECOMMENDATION**

SFMTA staff recommends that the SFMTA Board of Directions approve the parking and traffic modifications on Noriega Street between 44<sup>th</sup> and 47<sup>th</sup> avenues as set forth in items A through C above, to improve Muni service along the 7 Haight-Noriega and 7X Haight-Noriega Express bus lines.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. \_\_\_\_\_

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) is the project sponsor of the bus stop modifications on Noriega Street between 43<sup>rd</sup> and 47<sup>th</sup> avenues, as well as on 47<sup>th</sup> Avenue at Noriega Street, as part of a Travel Time Reduction Proposal to improve service on the 7 Haight-Noriega bus line:

- A. RESCIND – BUS STOP - 47<sup>th</sup> Avenue, east side, south of Noriega Street; and Noriega Street, south side, west of 45<sup>th</sup> Avenue
- B. RESCIND – BUS ZONE - Noriega Street, north side, from 44<sup>th</sup> Avenue to 82 feet westerly
- C. ESTABLISH – BUS ZONE - Noriega Street, north side, from 44<sup>th</sup> Avenue to 120 feet easterly

WHEREAS, The proposed parking and traffic modifications are subject to the California Environmental Quality Act (CEQA); and,

WHEREAS, On March 27, 2014, the San Francisco Planning Commission certified the Transit Effectiveness Project Final Environmental Impact Report (TEP FEIR) in Motion No. 19105 (Planning Case No. 2011.0448E); Subsequently, on March 28, 2014 the SFMTA Board of Directors approved (Resolution No. 14-041) 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; Accordingly, the SFMTA Board of Directors further 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); and,

WHEREAS, The proposed parking and traffic modifications were reviewed in the TEP FEIR at a program level under TTRP.71: 71 Haight-Noriega, 71L Haight-Noriega Limited, and 6 Parnassus; On August 28, 2017, the Planning Department reviewed the changes at a project level and determined they are within the scope of the TEP FEIR, no new significant effects have been identified, there is no substantial increase in significant effects already identified, and no new mitigation is required for the project; and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, may be found by Case Number in the records of the Planning Department at 1650 Mission Street in San Francisco, and is incorporated herein by reference; and,

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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 parking and bus stop modifications on Noriega Street between 43<sup>rd</sup> and 47<sup>th</sup> avenues, as well as on 47<sup>th</sup> Avenue at Noriega Street, as set forth in items A through C above, as part of a Travel Time Reduction Proposal to improve service on the 7 Haight-Noriega bus line; now, therefore, be it further

RESOLVED, That the SFMTA Board of Directors has subsequently reviewed the TEP FEIR and CEQA Findings and adopts these findings as its own.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of October 3, 2017.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency