

THIS PRINT COVERS CALENDAR ITEM NO. : 10.3

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving parking and traffic modifications for the WalkFirst New Signals project, which improves pedestrian safety by installing new signals and street improvements at nine intersections throughout San Francisco.

SUMMARY:

- Nine intersections have been identified for major pedestrian safety improvements through signalization, as a part of citywide Vision Zero initiatives to improve pedestrian safety on High Injury Corridors:
- In addition to new traffic and pedestrian countdown signals at these intersections, this project also provides accessible pedestrian pushbuttons, ADA (Americans with Disabilities Act) compliant curb ramps, median islands, corner bulbs, crosswalk realignment, daylighting, and adjustment and/or removal of parking related to these changes.
- The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

ENCLOSURES:

1. SFMTAB Resolution
2. Annotated Plan Drawings of New Signals and Related Improvements

APPROVALS:

DATE

DIRECTOR _____

7/12/16

SECRETARY R. Boomer _____

7/12/16

ASSIGNED SFMTAB CALENDAR DATE: July 19, 2016

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PURPOSE

Approving parking and traffic modifications for new signals at nine intersections throughout San Francisco as part of the WalkFirst New Signals project, a Vision Zero supporting project.

GOAL

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

Each intersection is currently unsignalized. This project will install new traffic and pedestrian signals at each intersection that will allow for dedicated crossing intervals, timed to accommodate walking speeds as low as 2.5 feet per second. Collision data described below is from 2009 to 2015, including official SFPD data from 2009 to 2013 and preliminary data from 2014 to 2015.

1. 6th Street and Jessie Street

There are no existing marked crosswalks across 6th Street at this location, which is four lanes wide. There have been eight vehicle-pedestrian injury collisions and six vehicle-vehicle collisions from 2009 to 2015. A number of requests have been received for marked crosswalks across 6th Street since 2010, including requests from the San Francisco Police Department. A new signal is estimated to begin construction in mid to late 2017. A future streetscape project at this location to install new ADA compliant curb ramps is estimated to begin construction in 2019. SFMTA staff considered deferring installation of the new signal but determined that the safety benefits of the signal are crucial to achieve as soon as possible.

2. Alemany Boulevard and Niagara Avenue

There are two uncontrolled crosswalks across Alemany Boulevard at this location, which is four lanes wide with a 35 mph speed limit. There have been three vehicle-pedestrian injury collisions and seven vehicle-vehicle broadside collisions from 2009 to 2015. In addition to the new signal, this project will install pedestrian pushbuttons at the medians to allow for two-stage crossings. There are existing ADA-compliant curb ramps.

3. Geneva Avenue and Brookdale Avenue

There is a marked uncontrolled crosswalk and an unmarked uncontrolled crosswalk across Geneva Avenue at this location, which is five lanes wide with a 35 mph speed limit. There has been one vehicle-pedestrian fatal collision nearby, one vehicle-pedestrian injury collision, and two vehicle-vehicle collisions from 2009 to 2015. In addition to the new signal, this project will install a raised median island with the same footprint as the existing painted median

island. The western crosswalk will be newly marked and new ADA-compliant curb ramps will be installed. SFMTA staff are also working with Public Works staff to investigate the possibility of squaring both corners at Brookdale Avenue to reduce vehicle turn speeds. Two parking spaces will be removed for daylighting.

4. Geneva Avenue and Delano Avenue

There are two uncontrolled crosswalks across Geneva Avenue which is four lanes wide. This location is characterized as a primarily residential neighborhood, with a community garden estimated to begin construction in 2016, several schools, and major transit hubs nearby. There have been two vehicle-pedestrian injury collisions and three vehicle-vehicle rear end and broadside collisions from 2009 to 2015. In addition to a new signal, this project will install a new pedestrian bulb on the northeast corner to increase pedestrian visibility for westbound drivers on Geneva Avenue. All four corners will be squared to reduce vehicle turn speeds and ADA-compliant curb ramps will be installed. This project is coordinated with Muni Forward and will remove the median islands on Geneva Avenue to provide future design flexibility. One parking space will be removed for daylighting.

5. Geneva Avenue and Esquina Drive

There is one existing uncontrolled marked crosswalk across Geneva Avenue here, which is five lanes wide with a 35 mph speed limit. There has been one vehicle-pedestrian collision here from 2009 to 2015 and two pedestrians were injured in a vehicle collision in 2008. In addition to the new signal, this project will install a new pedestrian bulb on the northwest corner to accommodate ADA-compliant curb ramps and a raised median island. Three parking spaces will be removed to accommodate daylighting and the bulb. SFMTA staff also recommends the closure of one unmarked crosswalk due to safety concerns and the adjacent availability of a crosswalk.

6. Geneva Avenue and Stoneridge Lane

There is one existing uncontrolled marked crosswalk midblock across Geneva Avenue here, which is five lanes wide with a 35 mph speed limit. Stoneridge Lane functions as a driveway and is a privately owned road. There have been two vehicle-pedestrian fatal collisions, two vehicle-pedestrian injury collisions, and two vehicle-vehicle rear end collisions from 2009 to 2015. There have been a number of requests for countermeasures at this location since 2007. In addition to a new midblock signal, this project will install ADA-compliant curb ramps. In coordination with Muni Forward, this project will also remove the existing median island on Geneva Avenue and replace it with a new turn pocket for drivers entering Stoneridge Lane, providing future design flexibility for transit lanes.

7. Mission Street and Oliver Street, Lawrence Avenue

There are two existing uncontrolled marked crosswalks across Mission Street, which is four lanes wide. SFMTA staff recommend that one traffic signal should control both intersections, since Oliver Street and Lawrence Avenue are offset and intersect Mission Street very close to each other. There have been four vehicle-pedestrian injury collisions and two vehicle-vehicle rear end and broadside collisions from 2009 to 2015. In addition to the new signal, this project

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will install new ADA-compliant curb ramps. Three parking spaces will be removed to accommodate daylighting. SFMTA staff recommend the closure of two existing unmarked crosswalks due to engineering constraints and the adjacent availability of high-quality crossings. In coordination with Muni Forward, the existing median islands on Mission Street will be removed for future design flexibility.

8. Mission Street and Rolph Street, Niagara Avenue, Pope Street

There are existing two uncontrolled marked crosswalks across Mission Street, which is four lanes wide. SFMTA staff recommend that one traffic signal should control all three intersections, since Rolph Street, Niagara Avenue, and Pope Street are offset and intersect Mission Street very close to each other. There have been eight vehicle-pedestrian injury collisions and five vehicle-vehicle collisions at these intersections from 2009 to 2015. In addition to the new signal, this project will realign the south crosswalk at Pope Street to shorten crossing distances, newly mark a north crosswalk at Pope Street, and install ADA-compliant curb ramps. These crosswalk changes require adjustment of existing metered parking stalls to be shorter but still compliant with parking standards. There is no net change in the number of parking spaces here. SFMTA staff recommend the closure of three existing unmarked crosswalks due to engineering constraints and the adjacent availability of high-quality crossings.

9. Mission Street and Seneca Avenue

There are two existing uncontrolled marked crosswalks across Mission Street, which is four lanes wide. There have been six vehicle-pedestrian injury collisions and two vehicle-vehicle collisions from 2009 to 2015. In addition to the new signal, this project will install ADA-compliant curb ramps and slightly realign the south crosswalk across Mission Street to shorten crossing distances. SFMTA staff are coordinating design with new development on the southwest corner (5050 Mission Street). Three parking spaces will be removed to accommodate daylighting.

LEGISLATION

This project requires the following parking and traffic modifications:

- A. ESTABLISH – TRAFFIC SIGNAL - 6th Street at Jessie Street; Alemany Boulevard at Niagara Avenue; Geneva Avenue at Brookdale Avenue; Geneva Avenue at Delano Avenue; Geneva Avenue at Esquina Drive; Geneva Avenue at Stoneridge Lane; Mission Street at Oliver Street and Lawrence Avenue; Mission Street at Rolph Street, Niagara Avenue and Pope Street; Mission Street at Seneca Avenue.
- B. ESTABLISH – MEDIAN ISLAND - Geneva Avenue at Brookdale Avenue (east crosswalk crossing Geneva Avenue); Geneva Avenue at Esquina Drive (west crosswalk crossing Geneva Avenue)
- C. ESTABLISH – SIDEWALK WIDENING - Geneva Avenue (north side, from Delano Avenue to 28 feet easterly at 6 feet wide; Geneva Avenue (north side, from Esquina Drive to 24 feet westerly at 6 feet wide).

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- D. ESTABLISH – NO U-TURN - Geneva Avenue, westbound at Brookdale Avenue; Mission Street, southbound at Rolph Street; Mission Street, northbound at Pope Street
- E. RESCIND – TOW-AWAY, NO STOPPING ANYTIME - Mission Street (west side, from 5216 Mission Street southern property line to 9 feet northerly).
- F. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME - Brookdale Avenue (west side, from Geneva Avenue to 20 feet northerly); Geneva Avenue (south side, from Brookdale Avenue to 20 feet westerly); Delano Avenue (east side, extends existing red zone from 10 to 20 feet southerly from Geneva Avenue); Delano Avenue (west side, extends existing red zone from 10 to 20 feet northerly from Geneva Avenue); Geneva Avenue (north side, from Esquina Drive to 20 feet westerly); Geneva Avenue (south side, extends existing red zone from 10 to 30 feet westerly from Esquina Drive); Esquina Drive (west side, extends existing red zone from 10 to 20 feet northerly from Geneva Avenue); Esquina Drive (east side, from Geneva Avenue to 25 feet northerly); Oliver Street (north side, from Mission Street to 20 feet easterly); Mission Street (west side, from Oliver Street to 20 feet northerly); Lawrence Avenue (south side, from Mission Street to 20 feet westerly); Mission Street (west side, from 12 feet north of 5228 Mission Street southern property line to 6 feet northerly); Mission Street (west side, from Seneca Avenue to 20 feet northerly); Mission Street (east side, from north crosswalk to 20 feet southerly); Seneca Avenue (south side, from Mission Street to 20 feet westerly).
- G. RESCIND – GREEN METERED PARKING, 30-MINUTE LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - Mission Street (west side, from 5228 Mission Street southern property line to 22 feet northerly, space 5208-G).
- H. ESTABLISH – GREEN METERED PARKING, 30-MINUTE LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - Mission Street (west side, from 18 feet north of 5228 Mission Street southern property line to 18 feet northerly, space 5204-G).
- I. ESTABLISH – CROSSWALK CLOSURE - Geneva Avenue at Esquina Drive (east crosswalk crossing Geneva Avenue, currently unmarked); Mission Street at Oliver Street (south crosswalk crossing Mission Street, currently unmarked); Mission Street at Lawrence Avenue (north crosswalk crossing Mission Street, currently unmarked); Mission Street at Rolph Street (south crosswalk crossing Mission Street, currently unmarked); Mission Street at Niagara Avenue (north crosswalk crossing Mission Street, currently unmarked); Mission Street at Niagara Avenue (south crosswalk crossing Mission Street, currently unmarked).

PUBLIC OUTREACH

This project was first presented at public hearing on May 6, 2016. There was concern from representatives of the Outer Mission Merchants and Residents Association, Excelsior Action Group, and the New Mission Terrace Improvement Association, specifically that the noticing of the public hearing was inadequate, that SFMTA outreach in general to this neighborhood was inadequate, and that parking losses would cause an unacceptable impact to local businesses. They expressed strong support for the signals and pedestrian safety improvements, nonetheless.

Staff reviewed the public notice and confirmed that these items were adequately noticed, with flyers posted in visible locations at all intersections at least 10 days prior to the public hearing. Five of the

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nine signals and related changes were approved at the public hearing on May 6. Staff determined it would be best to hold off on approving the remaining four signals in order to work closely with these groups to try to resolve their concerns. Signal-specific concerns were resolved over the next few weeks, and parking impacts were reduced where deemed acceptable by staff engineers. A longer term outreach conversation was initiated between the SFMTA Communications and Marketing Division and these neighborhood representatives, including future presentations at monthly neighborhood group meetings.

There was also strong support for the new signals from representatives of WalkSF. They expressed some concern, however, that the crosswalk closures inhibited pedestrian connectivity. Staff collaborated with WalkSF to resolve their concerns. As a result, the project scope was revised to add two new marked crosswalks and the associated curb ramps.

The remaining four items were presented at subsequent public hearings on May 20, 2016 and June 17, 2016. These items were approved at the public hearing, and all items were scheduled for the July 19, 2016 SFMTA Board meeting.

ALTERNATIVES CONSIDERED

Two alternatives were considered:

1. No Project (All Locations)
2. Flashing Beacon instead of Traffic Signal (Geneva Avenue at Esquina Drive; Mission Street at Oliver Street and Lawrence Avenue)

The “No Project” alternative was rejected because it did not support the City-adopted goal to improve pedestrian safety and reduce injuries and deaths related to crashes on High Injury Corridors.

An earlier proposal designated a flashing beacon instead of a full signal for the intersections of Geneva Avenue at Esquina Drive, and Mission Street at Oliver Street and Lawrence Avenue. Further analysis determined that a full signal provided a large pedestrian safety benefit for a marginal increase in cost.

FUNDING IMPACT

The project cost of approximately \$3,000,000 is fully funded by the 2014 Transportation and Road Improvement Bond.

ENVIRONMENTAL REVIEW

The proposed WalkFirst New Signals and related improvements are subject to the California Environmental Quality Act (CEQA). On April 20, 2016, the Municipal Transportation Agency, under authority delegated by the Planning Department, determined that the proposed WalkFirst New Signals and related improvements are categorically exempt from environmental review pursuant to Title 14 of the California Code of Regulations Section 15301 (operation, repair, maintenance, or

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minor alteration of existing public facilities).

The environmental review determination (Case Number # 2016-005201ENV) 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.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

None.

RECOMMENDATION

Approving parking and traffic modifications for the WalkFirst New Signals project, which improves pedestrian safety by installing new signals and street improvements at nine intersections throughout San Francisco.

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 listed below.

- A. ESTABLISH – TRAFFIC SIGNAL – 6th Street at Jessie Street; Alemany Boulevard at Niagara Avenue; Geneva Avenue at Brookdale Avenue; Geneva Avenue at Delano Avenue; Geneva Avenue at Esquina Drive; Geneva Avenue at Stoneridge Lane; Mission Street at Oliver Street and Lawrence Avenue; Mission Street at Rolph Street, Niagara Avenue and Pope Street; Mission Street at Seneca Avenue.
- B. ESTABLISH – MEDIAN ISLAND - Geneva Avenue at Brookdale Avenue (east crosswalk crossing Geneva Avenue); Geneva Avenue at Esquina Drive (west crosswalk crossing Geneva Avenue)
- C. ESTABLISH – SIDEWALK WIDENING - Geneva Avenue (north side, from Delano Avenue to 28 feet easterly at 6 feet wide; Geneva Avenue (north side, from Esquina Drive to 24 feet westerly at 6 feet wide).
- D. ESTABLISH – NO U-TURN - Geneva Avenue, westbound at Brookdale Avenue; Mission Street, southbound at Rolph Street; Mission Street, northbound at Pope Street
- E. RESCIND – TOW-AWAY, NO STOPPING ANYTIME - Mission Street (west side, from 5216 Mission Street southern property line to 9 feet northerly).
- F. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME - Brookdale Avenue (west side, from Geneva Avenue to 20 feet northerly); Geneva Avenue (south side, from Brookdale Avenue to 20 feet westerly); Delano Avenue (east side, extends existing red zone from 10 to 20 feet southerly from Geneva Avenue); Delano Avenue (west side, extends existing red zone from 10 to 20 feet northerly from Geneva Avenue); Geneva Avenue (north side, from Esquina Drive to 20 feet westerly); Geneva Avenue (south side, extends existing red zone from 10 to 30 feet westerly from Esquina Drive); Esquina Drive (west side, extends existing red zone from 10 to 20 feet northerly from Geneva Avenue); Esquina Drive (east side, from Geneva Avenue to 25 feet northerly); Oliver Street (north side, from Mission Street to 20 feet easterly); Mission Street (west side, from Oliver Street to 20 feet northerly); Lawrence Avenue (south side, from Mission Street to 20 feet westerly); Mission Street (west side, from 12 feet north of 5228 Mission Street southern property line to 6 feet northerly); Mission Street (west side, from Seneca Avenue to 20 feet northerly); Mission Street (east side, from north crosswalk to 20 feet southerly); Seneca Avenue (south side, from Mission Street to 20 feet westerly).
- G. RESCIND – GREEN METERED PARKING, 30-MINUTE LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - Mission Street (west side, from 5228 Mission Street southern property line to 22 feet northerly, space 5208-G).

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

WHEREAS, On April 20, 2016, the Municipal Transportation Agency, under authority delegated by the Planning Department, determined that the proposed WalkFirst New Signals and related improvements are categorically exempt from environmental review pursuant to Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, 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 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-I above to install new traffic signals and related pedestrian safety improvements at nine intersections in San Francisco.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of July 19, 2016.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency