

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Sustainable Streets

**BRIEF DESCRIPTION:**

Approving various parking and traffic modifications on 24<sup>th</sup> Street between Castro and Noe Streets and on Castro Street between 24<sup>th</sup> and 25<sup>th</sup> Streets, associated with the Department of Public Works' (DPW) 24<sup>th</sup> Street Urban Village Project.

**SUMMARY:**

- Starting in 2006, at the request of the Noe Valley Association, an urban design consultant reached out to the community to develop a streetscape plan, Noe Valley's 24<sup>th</sup> Street – an Urban Village, for 24<sup>th</sup> Street, and the 24<sup>th</sup> Street Urban Village Project was created from this streetscape plan.
- DPW's 24<sup>th</sup> Street Urban Village Project will widen the sidewalk at the bus stops on 24<sup>th</sup> at Castro Streets (southeast corner) and at Noe Street (southwest corner) and on Castro at 24<sup>th</sup> Streets (southeast corner) to provide more room for people to wait for the bus, to walk along 24<sup>th</sup> Street, and to shorten crossing distances at the intersection.
- As part of this project, decorative crosswalks also will be installed at the Church, Noe, and Castro Street intersections. Other improvements include traffic signal head upgrades, a new streetlight, new benches, and new planters.
- This project is being led and designed by DPW, with involvement from the SFMTA and SFPUC.
- During the planning phase, the project team performed community outreach, including two community meetings, worked with the Noe Valley Association (Community Benefit District), and worked with Supervisor Scott Wiener's Office.
- The Planning Department determined that the 24<sup>th</sup> Street Urban Village Project is categorically exempt from environmental review pursuant to Title 14 of the California Code of Regulations section 15301(c) (Class 1(c) categorical exemption).
- Under Proposition A, the SFMTA Board of Directors has authority to adopt parking and traffic regulations changes.

**ENCLOSURES:**

1. SFMTAB Resolution

**APPROVALS:**

**DATE**

DIRECTOR \_\_\_\_\_

June 12, 2014

SECRETARY \_\_\_\_\_

June 12, 2014

**ASSIGNED SFMTAB CALENDAR DATE:** June 24, 2014

## **PAGE 2.**

### **PURPOSE**

Approving various parking and traffic modifications on 24<sup>th</sup> Street between Castro and Noe Streets and on Castro Street between 24<sup>th</sup> and 25<sup>th</sup> Streets, associated with DPW's 24<sup>th</sup> Street Urban Village Project.

### **GOAL**

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

- Goal 1: Create a safer transportation experience for everyone
  - Objective 1.1: Improve security for transportation system users.
  - 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 2.2: Improve transit performance.
  - Objective 2.3: Increase use of all non-private auto modes.
  - Objective 2.4: Improve parking utilization and manage parking demand.

### **DESCRIPTION**

DPW's 24<sup>th</sup> Street Urban Village Project will widen the sidewalk at the bus stop (bus bulb-outs) on 24<sup>th</sup> at Castro Streets and at Noe Street and on Castro at 24<sup>th</sup> Streets to provide more room for people to wait for the bus, to walk along 24<sup>th</sup> Street, and to shorten crossing distance at the intersection. The conversion of existing bus zones to bus bulb-outs was recommended from a 2006 urban design consultant's streetscape plan (Noe Valley's 24<sup>th</sup> Street – an Urban Village) for 24<sup>th</sup> Street in Noe Valley. As part of this project, decorative crosswalks also will be installed at the Church, Noe, and Castro Street intersections. Other improvements include traffic signal head upgrades to the latest standards for improved signal visibility, a new streetlight, new benches, and new planters.

This project will enhance transit performance and pedestrian amenities along 24<sup>th</sup> Street and on Castro Street. The bus bulb-outs will improve transit performance by properly aligning transit vehicles at bus stops and reducing delays with transit vehicles re-entering the traffic flow after serving a bus stop. On Castro Street, the existing angled parking prior to the bus zone requires transit vehicles to get into the bus zone at an angle. With the bus bulb-out, it will make it easier for transit vehicles to access the bus stop. In addition, these improvements will improve pedestrian safety by reducing crossing distances and provide more room for people to walk and visit stores along 24<sup>th</sup> Street and Castro Street. By converting the bus zones into bus bulb-outs, the bus bulb-outs do not need to be same length as the bus zones. Transit vehicles can drive up to the bus stop to pick-up/drop-off passengers and do not need space to align the bus with the sidewalk. As a result, three new parking spaces would be created under this project.

Currently, Commuter Shuttles are using the transit bus zones on 24<sup>th</sup> at Castro Streets and at Noe Street. As part of the Commuter Shuttles Policy and Pilot Program, SFMTA staff will be working with Commuter Shuttle providers with alternate shuttle stop locations when the bus bulb-outs are built. These changes will be presented at a future SFMTA Board of Directors Meeting.

DPW anticipates advertising the project for construction in summer 2014 and construction completed in fall 2014.

## **PAGE 3.**

### **ITEMS**

On April 4, 2014, a SFMTA public hearing was held to discuss the following parking and traffic changes:

**A. ESTABLISH – BUS BULB-OUT**

24<sup>th</sup> Street, south side, from Castro Street to 65 feet easterly

24<sup>th</sup> Street, south side, from Noe Street to 55 feet westerly

Castro Street, east side, from 24<sup>th</sup> Street to 58 feet southerly

**PH 4/4/14 Requested by SFMTA.**

**B. ESTABLISH – METERED PARKING**

Castro Street, east side, from 48 feet to 82 feet south of 24<sup>th</sup> Street (establishes three 45-degree angled parking spaces and rescinds one 19-foot long parallel parking space)

24<sup>th</sup> Street, south side, from 81 feet to 103 feet west of Noe Street (establishes one 22-foot long parking space). **PH 4/4/14 Requested by SFMTA.**

**C. ESTABLISH – YELLOW METER LOADING ZONE (6-WHEEL), 9AM – 6PM, MONDAY THROUGH FRIDAY**

24<sup>th</sup> Street, south side, from 55 feet west of Noe Street to 81 feet westerly (this shifts the existing yellow zone to the end of the proposed bus bulb-out at Noe). **PH 4/4/14**

**Requested by SFMTA.**

### **ALTERNATIVES CONSIDERED**

The other alternative is a No Build option, but this option does not improve transit operations, pedestrian comfort, or safety. As a result, SFMTA staff recommends pursuing the proposed transit and pedestrian improvements. The parking and traffic changes are the most appropriate for the transit and pedestrian improvements proposed for the project.

### **PUBLIC OUTREACH**

Starting in 2006, at the request of the Noe Valley Association, Urban Ecology, a professional urban design consultant, developed a long-range plan for 24<sup>th</sup> Street, which involved extensive community meetings. In addition, recent public outreach also was conducted for the 24<sup>th</sup> Street Urban Village Project. DPW worked with Noe Valley Association to hold two community meetings on October 30, 2013 and on January 23, 2014. Additionally, the Noe Valley Association performed additional outreach at neighborhood events. Survey results from the community meetings showed overall support for the project's proposals.

On April, 4, 2014, the parking and traffic changes associated with the 24<sup>th</sup> Street Urban Village Project were discussed at a SFMTA public hearing.

### **FUNDING IMPACT**

The 24<sup>th</sup> Street Urban Village Project is funded by DPW, through the Proposition B General Obligation Bond and the SFMTA Revenue Bond.

**PAGE 4.**

**OTHER APPROVALS RECEIVED**

On May 7, 2014, the San Francisco Planning Department determined that the 24<sup>th</sup> Street Urban Village Project was 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.

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

**RECOMMENDATION**

SFMTA staff recommends approval of the parking and traffic modifications on 24<sup>th</sup> Street between Castro and Noe Streets and on Castro Street between 24<sup>th</sup> and 25<sup>th</sup> Streets, associated with DPW's 24<sup>th</sup> Street Urban Village Project.

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 traffic modifications as follows:

- A. ESTABLISH – BUS BULB-OUT - 24<sup>th</sup> Street, south side, from Castro Street to 65 feet easterly; 24<sup>th</sup> Street, south side, from Noe Street to 55 feet westerly and Castro Street, east side, from 24<sup>th</sup> Street to 58 feet southerly
- B. ESTABLISH – METERED PARKING - Castro Street, east side, from 48 feet to 82 feet south of 24<sup>th</sup> Street (establishes three 45-degree angled parking spaces and rescinds one 19-foot long parallel parking space) and 24<sup>th</sup> Street, south side, from 81 feet to 103 feet west of Noe Street (establishes one 22-foot long parking space)
- C. ESTABLISH – YELLOW METER LOADING ZONE (6-WHEEL), 9AM – 6PM, MONDAY THROUGH FRIDAY - 24<sup>th</sup> Street, south side, from 55 feet west of Noe Street to 81 feet westerly (this shifts the existing yellow zone to the end of the proposed bus bulb-out at Noe)

WHEREAS, On May 7, 2014, the San Francisco Planning Department has reviewed the proposed parking and traffic modifications, as set forth in items A through C 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 and the proposed actions are Approval Actions 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 proposed traffic and parking modifications, set forth in items A through C, on 24<sup>th</sup> Street, between Castro and Noe Streets and on Castro Street between 24<sup>th</sup> and 25<sup>th</sup> Streets, for the 24<sup>th</sup> Street Urban Village Project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of June 24, 2014.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency