

THIS PRINT COVERS CALENDAR ITEM NO.: 10.3

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving the conversion of temporary bulb-outs to permanent bulb-outs, and additional traffic, parking and pedestrian changes to re-align sidewalks and relocate a bus zone in the Persia Triangle area.

SUMMARY:

- On February 18, 2014, the SFMTA Board of Directors approved a pilot project to implement various parking and pedestrian changes in the Persia Triangle area in advance of long-term permanent improvements.
- On March 28, 2014, the SFMTA Board of Directors approved the Transit Effectiveness Project (TEP) which included Terminal and Transfer Point Improvements (TTPI) for the Persia Triangle area, which use engineering measures to improve transfer points for passengers.
- The SFMTA, in conjunction with the SF Planning Department conducted outreach for this proposal, including numerous community meetings between March and June 2013, to gather public input.
- The proposed long-term permanent changes will be included in the Department of Public Works' (DPW) Ocean Avenue and Persia Avenue Pavement Renovation and Sewer Replacement Contract scheduled for advertisement in August 2014.

ENCLOSURES:

1. SFMTAB Resolution

APPROVALS:

DATE

DIRECTOR _____

8/10/14

SECRETARY _____

8/10/14

ASSIGNED SFMTAB CALENDAR DATE: August 19, 2014

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PURPOSE

Approving the conversion of temporary bulb-outs to permanent bulb-outs, and additional traffic, parking and pedestrian changes to re-align sidewalks and relocate a bus zone in the Persia Triangle area.

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 2.2: Improve transit performance.
Objective 2.3: Increase use of all non-private auto modes.
Objective 2.4: Improve parking utilization and manage parking demand.
- Goal 3: Improve the environment and quality of life in San Francisco
Objective 3.2: Increase the transportation system's positive impact to the economy

DESCRIPTION

The Persia Triangle is the area bounded by Mission Street, Ocean Avenue, and Persia Avenue. There are two components to this project, the first is to improve pedestrian safety as recommended by the City's Walkfirst Report and the second is to improve terminal and transfer points as part of the TEP.

With support from Supervisor John Avalos and the community, the Planning Department proposed a pilot project to implement several temporary street changes to ensure pedestrian safety in advance of long-term permanent changes proposed in the TEP. The SFMTA Board of Directors approved the following parking changes in February 2014:

ESTABLISH – NO PARKING ANYTIME and RESCIND – BLUE ZONE

Ocean Avenue, north side, from Mission Street, 15 feet to 35 feet westerly (extends existing 15' red zone to 35')

ESTABLISH – BLUE ZONE and RESCIND – PARKING METER

Ocean Avenue, north side, from Mission Street, 35 feet to 55 feet westerly (convert Parking Meter #6)

The parking legislation changes were needed to relocate a blue zone further west along Ocean to accommodate a temporary painted bulb-out. Additional temporary bulb-outs were to be placed at existing red zones and thus did not require additional approval. These locations are:

- Persia and Ocean Avenues – southwest and southeast corners
- Ocean Avenue, west of Mission Street (south side). This location will incorporate temporary landscaping and seating areas.
- Mission Street, south of Ocean Avenue (west side). This location will also incorporate temporary landscaping and seating areas.

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The pilot was originally scheduled to be implemented by September 2014 and last for six months until long-term permanent changes went into effect. The timeline for implementation of the long-term changes was accelerated because the work will be combined with an existing contract to replace sewer lines and renovate the pavement on Ocean and Persia Avenues. DPW will advertise the contract in late August 2014, with the long-term permanent improvements in the Persia Triangle area set for construction in March 2015. We are seeking MTA Board approval for the long-term improvement items prior to this contract award.

The temporary striped bulb-outs approved as part of the pilot project will be converted to permanent concrete bulb outs. New elements that will be introduced include traffic signal modifications to add pedestrian countdown signals and to upgrade existing infrastructure, the closure of the westbound right turn slip lane on Ocean Avenue at Alemany Boulevard, re-alignment of the sidewalk on the north and south sides of Ocean Avenue, east of Alemany Boulevard to reduce pedestrian crossing distances, and bus stop relocation.

Muni bus lines #14 and #49 currently run through the project area. The proposed long-term changes seek to incorporate capital improvements to reduce travel times and enhance connection access to the 29 Sunset, as well as to reduce the delays at bus stops for both the 29 Sunset and the 49 Van Ness-Mission. These capital improvements supplement the service changes for the 29 Sunset that were approved by the SFMTA Board in March as part of the TEP.

The TTPI includes the following service-related changes: (1) relocate the outbound 49 Van Ness-Mission bus stop on Ocean Avenue just west of Mission Street to just east of Alemany Boulevard on Ocean Avenue; and (2) reroute the inbound 29 Sunset through Ocean Avenue via Persia Avenue. The two lines would share the relocated bus zone at Ocean Avenue, just east of Alemany Boulevard. The relocated bus zone will provide immediately utility to the 49 Van Ness-Mission, with utilization from the 29 Sunset to follow in the future.

Currently, the inbound 29 Sunset route turns left onto southbound Mission Street from Persia Avenue, turns right onto westbound Geneva Avenue from Mission Street, proceeds along Geneva Avenue to Balboa Park Station and then further west along Geneva Avenue to Ocean Avenue. The existing outbound route operates in the opposite direction. The revised inbound (northbound) route would continue on Persia Avenue across Mission Street and turn left onto Ocean Avenue to proceed to the Balboa Park Station and then continues along Ocean Avenue to meet up with the existing route. The new approved segment of the 29 Sunset route would operate in both the inbound and outbound directions. The existing 29 Sunset route along Persia Avenue, east of Mission, would remain unchanged.

See the green line in the graphic on the next page for the proposed 29 Sunset route. The black line displays the route proposed for elimination with lines in red displaying segments that would be covered by another Muni route.

Proposed 29 Sunset Re-Route



The graphic on Page 5 displays a location map of the proposed long-term improvements in the Persia Triangle area.

As part of this project, the following items were discussed at the December 6, 2013, SFMTA public hearing and require MTA Board approval:

A. ESTABLISH – NO PARKING ANYTIME

Ocean Avenue, north side, from Alemany Boulevard to 70 feet easterly (extends existing 40-ft red zone; in conjunction with closure of Westbound Right Turn Slip Lane).

Ocean Avenue, north side, from Mission Street, 15 feet to 35 feet westerly (extends existing 15-ft red zone; in conjunction with sidewalk widening)

PH 12/06/13 Requested by SFMTA.

B. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME

Alemany Boulevard, east side, from Ocean Avenue to 55 feet northerly (closing WBRT Slip Lane)

Alemany Boulevard, east side, from Ocean Avenue to 55 feet southerly (square up curb return)

Mission Street, west side, from Ocean Avenue to 50 feet southerly (new pedestrian bulb)

Mission Street, west side, from Persia Avenue to 25 feet northerly (new pedestrian bulb)

Ocean Avenue, north side, from Alemany Boulevard to 70 feet easterly (closing WBRT Slip Lane)

Ocean Avenue, south side, from Alemany Boulevard to 35 feet easterly (square up curb return)

Ocean Avenue, north side, from Mission Street to 30 feet westerly (new pedestrian bulb)

Ocean Avenue, south side, from Mission Street to 76 feet westerly (new pedestrian bulb)

Ocean Avenue, south side, from Persia Avenue to 20 feet westerly (new pedestrian bulb)

Ocean Avenue, south side, from Persia Avenue to 15 feet easterly (new pedestrian bulb)

Persia Avenue, east side, from Mission Street to 20 feet northerly (new pedestrian bulb)

Persia Avenue, east side, from Ocean Avenue to 20 feet southerly (new pedestrian bulb)

PH 12/06/13 Requested by SFMTA.

C. ESTABLISH – BUS ZONE

Ocean Avenue, north side, from Alemany Boulevard to 110 feet easterly

Ocean Avenue, south side, from Mission Street to 75 feet westerly

PH 12/06/13 Requested by SFMTA.

Persia Triangle – Various Street Changes – Pilot and Long-Term



Location	Pilot	○ Long-Term
1	N/A	Re-align NE corner of Alemany/Ocean (Remove WB Right-Turn Slip Lane)
2	N/A	Re-align SE corner of Alemany/Ocean (Square up curb return)
3	Temporary bulb-out on SW corner of Ocean/Persia	Permanent bulb-out on SW corner of Ocean/Persia
4	Temporary bulb-out on SE corner of Ocean/Persia	Permanent bulb-out on SE corner of Ocean/Persia
5	N/A	Permanent bulb-out on NW corner of Mission/Persia
6	Temporary sidewalk extension on SW corner of Mission/Ocean	Permanent sidewalk extension on SW corner of Mission/Ocean
7	Temporary sidewalk extension on NW corner of Mission/Ocean	Permanent sidewalk extension on NW corner of Mission/Ocean

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ALTERNATIVES CONSIDERED

Various proposals were brought to the community during outreach events in March and June 2013. Proposals not selected included an option to incorporate a bus bulb on the north side of Ocean Avenue, at the T-intersection of Persia Avenue and Ocean Avenue.

The selected locations for improvements have the support of Supervisor John Avalos and the community.

FUNDING IMPACT

This contract is funded through a grant from the California Department of Transportation (PTMISEA – Public Transportation, Modernization, Improvement, and Service Enhancement Account) and local sales tax revenue (Proposition K). The total cost of the pavement renovation and sewer replacement project is estimated at \$2.9 million. Work specific to this approval is estimated at 1.4 million.

OTHER APPROVALS RECEIVED

The San Francisco Planning Commission certified the FEIR for the TEP on March 27, 2014. The SFMTA adopted a resolution that approved all of the TEP proposals, including the Persia Triangle long-term improvements as outlined here, and, in doing so, adopted findings and a mitigation monitoring and reporting program (MMRP) under the California Environmental Quality Act on March 28, 2014.

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

RECOMMENDATION

Staff recommends that the SFMTA Board of Directors approve converting temporary bulb-outs to permanent bulb-outs, and additional traffic, parking and pedestrian changes to re-align sidewalks and relocate a bus zone in the Persia Triangle area.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency has received a request, and identified a need for traffic, parking and pedestrian changes in the Persia Triangle as follows:

A. ESTABLISH – NO PARKING ANYTIME

Ocean Avenue, north side, from Alemany Boulevard to 70 feet easterly (extends existing 40-ft red zone; in conjunction with closure of Westbound Right Turn Slip Lane).

Ocean Avenue, north side, from Mission Street, 15 feet to 35 feet westerly (extends existing 15-ft red zone; in conjunction with sidewalk widening)

B. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME

Alemany Boulevard, east side, from Ocean Avenue to 55 feet northerly (closing WBRT Slip Lane)

Alemany Boulevard, east side, from Ocean Avenue to 55 feet southerly (square up curb return)

Mission Street, west side, from Ocean Avenue to 50 feet southerly (new pedestrian bulb)

Mission Street, west side, from Persia Avenue to 25 feet northerly (new pedestrian bulb)

Ocean Avenue, north side, from Alemany Boulevard to 70 feet easterly (closing WBRT Slip Lane)

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Ocean Avenue, south side, from Persia Avenue to 15 feet easterly (new pedestrian bulb)

Persia Avenue, east side, from Mission Street to 20 feet northerly (new pedestrian bulb)

Persia Avenue, east side, from Ocean Avenue to 20 feet southerly (new pedestrian bulb)

C. ESTABLISH – BUS ZONE

Ocean Avenue, north side, from Alemany Boulevard to 110 feet easterly

Ocean Avenue, south side, from Mission Street to 75 feet westerly

WHEREAS, The pilot project was approved by the SFMTA Board of Directors on February 18, 2014 prior to long-term permanent improvements in the area; and,

WHEREAS, This project was analyzed in the Transit Effectiveness Project Final Environmental Impact Report (FEIR) certified by the San Francisco Planning Commission in motion No. 19105 on March 27, 2014; and,

WHEREAS, Approval for the conversion of temporary bulb-outs to permanent bulb-outs, and additional traffic, parking and pedestrian changes to re-align sidewalks and relocate a bus zone in the Persia Triangle area relies on said FEIR, and information pertaining to the FEIR and its certification are set forth in SFMTA Resolution No 14-041, which is on file with the Secretary to the SFMTA Board of Directors and are incorporated herein by reference; and,

WHEREAS, As part of Resolution No. 14-041, the SFMTA Board of Directors adopted approval 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, Between March and June 2013 SFMTA staff conducted numerous community meetings to review the detailed plans for various traffic, parking and pedestrian changes in the area; 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 SFMTA Board of Directors approves converting temporary bulb-outs to permanent bulb-outs, and additional traffic, parking and pedestrian changes to re-align sidewalks and relocate a bus zone in the Persia Triangle area; and be it further

RESOLVED, That the SFMTA Board of Directors adopts all mitigation measures set forth in the Mitigation Monitoring and Reporting Program applicable to the actions set forth above.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of August 19, 2014.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency