

**THIS PRINT COVERS CALENDAR ITEM NO. : 10.2**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Sustainable Streets

**BRIEF DESCRIPTION:**

Approving the installation of pedestrian bulbouts at six intersections on Holloway Avenue between Ashton Avenue and Brighton Avenue.

**SUMMARY:**

- This project is being proposed by the San Francisco Public Utilities Commission (SFPUC) as part of their Green Streets program.
- This project will install pedestrian bulbouts on Holloway Avenue at the intersections of Ashton, Capitol, Miramar, Granada, Plymouth, and Brighton Avenues.
- The bulbouts will serve as rain gardens that will help return one million gallons of water to the ground aquafer in an average year.
- These bulbouts will also shorten pedestrian crossing distances and improve pedestrian visibility at these intersections, enhancing pedestrian safety.
- The project will result in the removal of six on-street parking spaces.
- The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

**ENCLOSURES:**

1. SFMTAB Resolution

**APPROVALS:**

**DATE**

DIRECTOR \_\_\_\_\_

3/30/15

SECRETARY \_\_\_\_\_

3/30/15

**ASSIGNED SFMTAB CALENDAR DATE:** April 7, 2015

## **PAGE 2.**

### **PURPOSE**

Approving the installation of pedestrian bulbouts at six intersections on Holloway Avenue between Ashton Avenue and Brighton Avenue.

### **GOAL**

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

Goal 1 – Create a safer transportation experience for everyone, and

Goal 2 – Make transit, walking, bicycling, taxi, ridesharing and carsharing the preferred means of travel.

### **DESCRIPTION**

The SFPUC's Holloway Green Streets project will install a number of enhancements to effectively mitigate storm water runoff. These enhancements include the installation of pedestrian bulbouts at six intersections that will also serve as storm water gardens, known as bio-swales.

The bio-swales located in the bulbouts will help return one million gallons of storm water to the ground aquifer in a typical year. Additionally, the bulbouts shorten pedestrian crossing distances and improve visibility, enhancing pedestrian safety. These outcomes make the project consistent with the SFMTA's pedestrian safety goals relating to the Walk First initiative.

The project requires the following parking and traffic modifications:

#### **ESTABLISH – SIDEWALK WIDENING, ESTABLISH – NO PARKING ANY TIME**

Holloway Avenue, north side, from Ashton Avenue to 21 feet easterly (6-foot bulb)

Holloway Avenue, south side, from Ashton Avenue to 31 feet easterly (6-foot bulb)

Holloway Avenue, north side, from Capitol Avenue to 20 feet easterly (6-foot bulb)

Holloway Avenue, south side, from Capitol Avenue to 20 feet easterly (6-foot bulb)

Holloway Avenue, north side, from Miramar Avenue to 23 feet easterly (6-foot bulb)

Holloway Avenue, south side, from Miramar Avenue to 31 feet easterly (6-foot bulb)

Holloway Avenue, north side, from Granada Avenue to 19 feet easterly (6-foot bulb)

Holloway Avenue, south side, from Granada Avenue to 21 feet easterly (6-foot bulb)

Holloway Avenue, north side, from Plymouth Avenue to 17 feet easterly (6-foot bulb)

Holloway Avenue, south side, from Plymouth Avenue to 21 feet easterly (6-foot bulb)

Holloway Avenue, north side, from Brighton Avenue to 23 feet easterly (6-foot bulb)

Holloway Avenue, south side, from Brighton Avenue to 21 feet easterly (6-foot bulb)

### **ALTERNATIVES CONSIDERED**

The initial draft of this project included bulbouts on every corner through the corridor. The scope was reduced in response to feedback received at the two open houses hosted in 2013. A later proposal included two wrap-around bulb-outs at Lee Street, a seventh intersection, but unfavorable soil conditions and public feedback in opposition to parking removal caused the intersection to be dropped from the final proposal. A no-build version of the project was not considered because it would not have been possible to achieve the water-infiltration and pedestrian safety goals of the project without them.

### **PAGE 3.**

Staff concluded that the recommendation to implement the pedestrian bulbouts was the best way to proceed.

### **PUBLIC OUTREACH**

The SFPUC held two public open houses, one in August of 2013 and the second in November 2013. In addition, an online interactive survey was available. 274 people visited the site, and 116 people took the survey, of which 43 were project area residents. On the question “What is important to you on this street,” residents were given a chance to rank the following items: “Community Spaces”, “Nature Space”, “On-Street Parking”, “Bicycle Improvements”, and “Traffic Calming and Pedestrian Improvements.” “Nature Space” and “Traffic Calming” tied for first place, while “On-Street Parking” ranked fifth. This led the project team to believe that the removal of some parking to achieve the project goals would not be a large issue with the neighborhood.

An SFMTA public hearing was held on January 30, 2015. Seven members of the public attended and 44 emails were received. Of those, two were in favor of the project. The primary response was concern over the removal of parking at the corners of the project intersections. There was some confusion about the number of spaces being removed because the standard language on the project hearing posting only indicated linear feet of street space being restricted. Additionally, a second project on the same posting led some people to believe that a bike lane was being installed and that *all* the parking on their blocks was being removed. SFMTA staff made sure to clarify these miscommunications at the hearing. This led some residents to reduce their opposition to the project.

### **FUNDING IMPACT**

This project is fully funded by the San Francisco Public Utilities Commission.

### **OTHER APPROVALS RECEIVED OR STILL REQUIRED**

The proposed traffic modifications are subject to environmental review under the California Environmental Quality Act (CEQA). On March 6, 2015, the San Francisco Planning Department determined that the proposed parking and traffic modifications are exempt from environmental review pursuant to Title 14 of the California Code of Regulations Section 15306 as a Class 4 exemption (Minor Alterations to Land) categorical exemption.

The San Francisco 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**

Approving the installation of pedestrian bulbouts at six intersections on Holloway Avenue between Ashton Avenue and Brighton Avenue.

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 modification on behalf of the San Francisco Public Utilities Commission to install pedestrian bulbouts at six intersections on Holloway Avenue between Ashton Avenue and Brighton Avenue:

- A. ESTABLISH – SIDEWALK WIDENING, ESTABLISH – NO PARKING ANY TIME  
Holloway Avenue, north side, from Ashton Avenue to 21 feet easterly (6-foot bulb);  
Holloway Avenue, south side, from Ashton Avenue to 31 feet easterly (6-foot bulb)  
Holloway Avenue, north side, from Capitol Avenue to 20 feet easterly (6-foot bulb)  
Holloway Avenue, south side, from Capitol Avenue to 20 feet easterly (6-foot bulb)  
Holloway Avenue, north side, from Miramar Avenue to 23 feet easterly (6-foot bulb)  
Holloway Avenue, south side, from Miramar Avenue to 31 feet easterly (6-foot bulb)  
Holloway Avenue, north side, from Granada Avenue to 19 feet easterly (6-foot bulb)  
Holloway Avenue, south side, from Granada Avenue to 21 feet easterly (6-foot bulb)  
Holloway Avenue, north side, from Plymouth Avenue to 17 feet easterly (6-foot bulb)  
Holloway Avenue, south side, from Plymouth Avenue to 21 feet easterly (6-foot bulb)  
Holloway Avenue, north side, from Brighton Avenue to 23 feet easterly (6-foot bulb)  
Holloway Avenue, south side, from Brighton Avenue to 21 feet easterly (6-foot bulb)

WHEREAS, On March 6, 2015, the San Francisco Planning Department determined that the proposed modifications listed in the above items are exempt from environmental review pursuant to Title 14 of the California Code of Regulations Section 15301 as a Class 4 ( Minor Alterations to Land) categorical exemption; 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. 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 modification listed in items above to install pedestrian bulbouts at six intersections on Holloway Avenue between Ashton Avenue and Brighton Avenue.

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

---

Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency