

THIS PRINT COVERS CALENDAR ITEM NO.: 11

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving the installation of various traffic and parking modifications along the 9 San Bruno rapid Muni transit route included in the Transit Effectiveness Project's (TEP) Travel Time Reduction Proposals.

SUMMARY:

- The City's Transit-First policy states that transit priority improvements, such as new traffic signals with Transit Signal Priority (TSP), shall be made to expedite the movement of public transit vehicles.
- On March 27, 2014, the SFMTA Board of Directors approved the Transit Effectiveness Project (TEP) which included Service-Related Capital Improvements and Travel Time Reduction Proposals (TTRP) to improve transit service and performance along various Municipal Railway rapid transit routes.
- These proposed changes, including traffic and parking modifications on 11th Street and Bayshore Boulevard, will promote the City's Transit-First by improving transit performance along various Muni transit corridors.
- These proposed modifications are being presented for MTA Board approval so that these upgrades are included in upcoming paving or other construction projects anticipated to be advertised or begin construction in late 2015.
- The SFMTA conducted door-to-door outreach along 11th Street and Bayshore Boulevard to specifically discuss the proposed traffic and parking modifications, and bus stop changes between May and August 2014.

ENCLOSURES:

1. SFMTA Board Resolution

APPROVALS:

DATE

DIRECTOR _____ 9/29/14

SECRETARY _____ 9/29/14

ASSIGNED SFMTAB CALENDAR DATE: October 7, 2014

PAGE 2.

PURPOSE

Approving the installation of various traffic and parking modifications along the 9 San Bruno rapid Muni transit route included in the Transit Effectiveness Project's (TEP) Travel Time Reduction Proposals.

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 2.2: Improve transit performance.

Objective 2.3: Increase use of all non-private auto modes.

DESCRIPTION

To reduce travel times and enhance reliability on the routes that make up its proposed Rapid Network, the Transit Effectiveness Project (TEP) identifies a variety of Travel Time Reduction Proposals (TTRPs), which are engineering strategies oriented to specifically address the delays transit vehicles face along rapid routes. The TTRPs draw from the Transit Preferential Streets Toolkit, which includes different engineering measures to improve transit service.

The specific details for the 9 San Bruno TTRP project are described below:

11th Street between Market Street and Division Street, and Bayshore Boulevard between Jerrold Avenue and Industrial Street – 9 San Bruno Travel Time Reduction Proposal (TTRP.9):

This is identified in the TEP EIR as TTRP.9, under the category of Travel Time Reduction Proposals. The 9-San Bruno TTRP project consists of two segments: (1) 11th Street, between Market Street and Division Street; (2) Bayshore Boulevard, between Cesar Chavez Street and Alemany Boulevard. The primary tools that are considered for the project included in this calendar item are transit stop relocation (stop optimization), transit islands and bulbs and transit stop re-spacing

Transit stop relocation is proposed at existing traffic signals or intersections which are proposed to be signalized. Relocating the Muni stops at intersections controlled by a traffic signal with TSP allows the buses to take advantage of the green light to get through the intersection prior to loading and unloading passengers, saving time and minimizing the number of times the bus has to stop.

The existing outbound stops at Bayshore Boulevard and Oakdale Avenue, and at Bayshore Boulevard and Cortland Avenue, are proposed to be relocated from the nearside to the farside of the intersection. The existing inbound stop at Bayshore Boulevard and Oakdale Avenue is proposed to be relocated to Bayshore Boulevard and Flower Street. The existing inbound stop at Bayshore Boulevard and Jerrold Avenue is proposed to be relocated 550 feet south on Bayshore Boulevard.

PAGE 3.

The new stop location would not take advantage of any signal improvements; however, it allows buses to better cross four lanes of traffic on Bayshore Boulevard to reach Potrero Avenue.

Transit islands are proposed for stops where the 9-San Bruno and the 9L San Bruno Limited buses stop, and are proposed to provide bicyclists with a separate channel between the boarding area and the existing sidewalk. The transit islands are proposed at the current outbound stop at 11th and Harrison Street, the current inbound stop at Bayshore Boulevard and Cortland Avenue, and at the new inbound stop at Bayshore Boulevard and Flower Street.

Transit bulbs are proposed for stops where the 9-San Bruno and the 9L San Bruno Limited buses stop. These bulbs are proposed for the current inbound stops at 11th Street and Market Street, and at 11th Street and Harrison Street, for the new outbound stops at Bayshore Boulevard and Oakdale Avenue, and at Bayshore Boulevard and Cortland Avenue. A transit bulb is also proposed for the new inbound stop at Bayshore Boulevard and Jerrold Avenue.

The stops in the inbound and outbound direction at 11th Street and Folsom Street are proposed to be removed, thus increasing the inbound stop spacing to approximately 1200 feet. The outbound stop spacing on 11th Street would remain at approximately 700 feet.

Door-to-door outreach was conducted between May 21 and May 23, 2014. Businesses and employees were handed flyers that described the original proposals.

Total people surveyed during door-to-door public outreach: 54

Forty-one businesses/management companies had no comments, or needed more time to look over the flyer.

Nine businesses were opposed to the project. Their reasons are as follows:

- Perception of a lot of double parking at 11th and Harrison. The loss of two yellow meters on the east side of the street may lead trucks to double park.
- Perception of heavy traffic on Bayshore Boulevard – bike lanes and bulbs may force motorists to merge to the left and slow traffic.
- Perception that the right turn from Oakdale to Bayshore is difficult with the short green time – having a bulb and stopped bus may worsen the situation
- The proposed bulb in front of the business would remove customer parking at Bayshore and Cortland.
- The proposed bulb in front of the businesses at Bayshore and Oakdale would remove customer parking.
- The proposed bulb in front of the businesses at 11th and Harrison would remove commercial loading zones.

Three businesses were supportive of the proposals.

PAGE 4.

After taking all of these concerns and other factors into consideration, the SFMTA proposes the following:

ESTABLISH – TOW-AWAY NO STOPPING ANYTIME

ESTABLISH – SIDEWALK WIDENING

- A. 11th Street, east side, from Market Street to 108 feet southerly (extends sidewalk by 6-feet; removes 12 motorcycle spaces and 1 parking space)
- B. 11th Street, east side, from Harrison Street to 165 feet northerly (extends sidewalk by 6-feet; removes 2 parking spaces, a public parklet, and five bike corrals)
- C. Bayshore Boulevard, east side, from 730 feet to 805 feet south of Jerrold Avenue (extends sidewalk by 6-feet; removes 4 parking spaces)
- D. Bayshore Boulevard, west side, from Oakdale Avenue to 110 feet southerly (extends sidewalk by 6-feet; removes 5 parking spaces)
- E. Bayshore Boulevard, west side, from Cortland Avenue to 110 feet southerly (extends sidewalk by 6-feet; removes 4 parking spaces)

ESTABLISH – TOW-AWAY NO STOPPING ANYTIME

- A. 11th Street, east side, from Harrison Street to 106 feet southerly
- B. Bayshore Boulevard, east side, from Flower Street to 145 feet southerly (create bus boarding island and bike channelization lane; removes 7 parking spaces)
- C. Bayshore Boulevard, east side, from 103 to 125 feet north of Cortland Avenue (create bus boarding island in place of existing bus zone; removes 1 yellow loading zone)

ESTABLISH – METERED MOTORCYCLE PARKING

- A. 11th Street, east side, from 108 to 154 feet south of Market Street (creates 12 motorcycle parking spaces; removes 2 parking spaces)

ESTABLISH – BLUE ZONE

- A. 11th Street, east side, from 5 feet to 30 feet north of Folsom Street
- B. 11th Street, west side, from 5 feet to 30 feet south of Folsom Street

RESCIND – GENERAL METERED PARKING

- A. 11th Street, east side, from Folsom Street to 25 feet southerly (removes 1 parking space)
- B. 11th Street, west side, from Folsom Street to 19 feet northerly (removes 1 parking space)

ESTABLISH – YELLOW METERED LOADING ZONE (7AM to 6PM, Mon-Sat)

- A. 11th Street, west side, from Harrison Street to 40 feet northerly

RESCIND – BUS ZONE

- A. 11th Street, east side, from Folsom Street to 75 feet northerly
- B. 11th Street, west side, from Folsom Street to 75 feet southerly
- C. Bayshore Boulevard, west side, from 40 to 120 feet north of Oakdale Avenue (restores 4 parking spaces)
- D. Bayshore Boulevard, east side, from Oakdale Avenue to 120 feet southerly (restores 3 parking spaces)
- E. Bayshore Boulevard, west side, from 20 to 100 feet north of Cortland Avenue (restores 4 parking spaces)

PAGE 5.

- F. Bayshore Boulevard, east side, from Marengo Street to 100 feet northerly (restores 4 parking spaces)

RESCIND – FLAG STOP

- A. Bayshore Boulevard, east side, 270 feet south of Jerrold Avenue
- B. Bayshore Boulevard, west side, at 380 Bayshore Boulevard

ALTERNATIVES CONSIDERED

11th Street between Market Street and Division Street, and Bayshore Boulevard between Jerrold Avenue and Industrial Street – 9 San Bruno Travel Time Reduction Proposal (TTRP.9):

The SFMTA considered building transit islands at the inbound stop at 11th Street and Market Street, 11th Street and Harrison Street, and the outbound stops at Bayshore and Oakdale Avenue, and at Cortland Avenue. The proposed islands at Market Street, and at Oakdale were removed due to concerns about bicyclists weaving between vehicles proceeding straight and right turning vehicles. The proposed islands at Harrison Street and at Cortland Avenue were removed as they would negatively impact Muni routes that make right turns at the intersections.

FUNDING IMPACT

The total cost of this project is \$4,400,000. This project already has funding identified, as detailed below.

Street Segment / Route	Funding Source	Amount
11 th Street between Market and Bryant streets, Bayshore Boulevard between Jerrold Avenue and Industrial Street – 9 San Bruno	CCSF – GO Bond FY 15	\$4,400,000

ENVIRONMENTAL REVIEW

The San Francisco Planning Commission certified the FEIR for the Transit Effectiveness Project on March 27, 2014. All of these proposals are within the scope of the FEIR. The SFMTA adopted a resolution that approved all of the TEP proposals and, in doing so, adopted environmental 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

SFMTA staff recommends that the SFMTA Board of Directors approve the installation of various traffic and parking modifications identified above along the 9 San Bruno Muni rapid transit route included in the Transit Effectiveness Project’s (TEP) Travel Time Reduction Proposals.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency have proposed the installation of new various traffic and parking modifications along the 9 San Bruno rapid Muni transit route included in the Transit Effectiveness Project's Service-Related Capital Improvements and Travel Time Reduction Proposals as follows:

- A. ESTABLISH – TOW AWAY NO STOPPING ANYTIME - 11th Street, east side, from Market Street to 108 feet southerly (removes 12 motorcycle spaces and meter #21100310 for a 6-foot wide transit bulb); 11th Street, east side, from Harrison Street to 165 feet northerly (removes commercial metered spaces #354 and #356, public parklet, and five bike corrals for a 6-foot wide transit bulb); 11th Street, east side, from Harrison Street to 106 feet southerly; Bayshore Boulevard, east side, from 730 feet to 805 feet south of Jerrold Avenue. (75-foot long, 6-foot wide transit bulb); Bayshore Boulevard, west side, from Oakdale Avenue to 110 feet southerly (110-foot long, 6-foot wide transit bulb); Bayshore Boulevard, east side, from Flower Street to 145 feet southerly (for a bus boarding island and bike channelization lane); Bayshore Boulevard, west side, from Cortland Avenue to 110 feet southerly (Removes 38-foot green zone for a 110-foot long, 6-foot wide transit bulb); and Bayshore Boulevard, east side, from 103 to 125 feet north of Cortland Avenue (removes 23 feet of commercial loading zone for a bus boarding island in place of existing bus zone).
- B. ESTABLISH – METERED MOTORCYCLE PARKING - 11th Street, east side, from 108 to 154 feet south of Market Street (removes meters #21100330 and #21100350 for 12 metered motorcycle spaces).
- C. ESTABLISH – BLUE ZONE - 11th Street, east side, from 5 feet to 30 feet north of Folsom Street; and 11th Street, west side, from 5 feet to 30 feet south of Folsom Street.
- D. RESCIND – BUS ZONE - 11th Street, east side, from Folsom Street to 75 feet northerly; 11th Street, west side, from Folsom Street to 75 feet southerly; Bayshore Boulevard, west side, from 40 to 120 feet north of Oakdale Avenue (restores 4 parking spaces); Bayshore Boulevard, east side, from Oakdale Avenue to 120 feet southerly (restores 3 parking spaces); Bayshore Boulevard, west side, from 20 to 100 feet north of Cortland Avenue (restores 4 parking spaces); and Bayshore Boulevard, east side, from Marengo Street to 100 feet northerly (restores 4 parking spaces).
- E. RESCIND – GENERAL METERED PARKING - 11th Street, east side, from Folsom Street to 25 feet southerly (daylighting, removes meter #301); and 11th Street, west side, from Folsom Street to 19 feet northerly (daylighting, removes meter #256).
- F. RESCIND – FLAG STOP - Bayshore Boulevard, east side, 270 feet south of Jerrold Avenue; and Bayshore Boulevard, west side, at “380” Bayshore Boulevard (south of Jack in the Box driveway).
- G. ESTABLISH – YELLOW METERED LOADING ZONE (7AM to 6PM, Mon-Sat) - 11th Street, west side, from Harrison Street to 40 feet northerly (at meters #354 and #356).

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 traffic and parking modifications to implement various projects along the 9 San Bruno rapid Muni transit route included in the Transit Effectiveness Project's (TEP) Service-Related Capital Improvements and Travel Time Reduction Proposals relies on said FEIR, and information pertaining to the FEIR and its certification are set forth in a 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 the 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 not necessitate implementation or additional or considerably different mitigation measures than those identified in the FEIR; 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 these traffic and parking modifications to implement various projects along the 9 San Bruno rapid Muni transit route included in the Transit Effectiveness Project's (TEP) Service-Related Capital Improvements and Travel Time Reduction Proposals.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of October 7, 2014.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency