

**THIS PRINT COVERS CALENDAR ITEM NO.: 11**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Transit Services

**BRIEF DESCRIPTION:**

Approving the installation of various traffic and parking modifications along the 6 Haight-Parnassus/7 Haight-Noriega Muni transit corridor included in the Muni Forward Service-Related Capital Improvements and Travel Time Reduction Proposals.

**SUMMARY:**

- On March 28, 2014, the SFMTA Board of Directors approved the Transit Effectiveness Project (TEP), which included various Service-Related Improvements and Travel Time Reduction Proposals (TTRP) to improve transit performance along various Municipal Railway routes.
- On November 18, 2014, the SFMTA Board of Directors approved the installation of various traffic modifications along the 6 Haight-Parnassus/7 Haight-Noriega Muni transit corridor, including new transit and pedestrian bulbs. After the November 18, 2014 decision, further coordination with merchants indicated community support for modifications to transit bulbs proposed for various locations along the project corridor for the purpose of enhancing pedestrian safety.
- Furthermore, coordination with the Planning Department indicated the need for expanded streetscape enhancements by the extension of a mid-block bulb between Ashbury Street and Masonic Avenue.
- Muni operations which expressed the need for new Muni-only turn restrictions at Haight and Laguna Streets, which would accommodate Muni reroutes short-turns.

**ENCLOSURES:**

1. SFMTA Board Resolution
2. TEP FEIR <http://www.sf-planning.org/index.aspx?page=2970>

**APPROVALS:**

**DATE**

DIRECTOR \_\_\_\_\_ 5/26/15

SECRETARY \_\_\_\_\_ 5/26/15

**ASSIGNED SFMTAB CALENDAR DATE:** June 2, 2015

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### **PURPOSE**

Approving the installation of various traffic and parking modifications along the 6 Haight-Parnassus/7 Haight-Noriega Muni transit corridor included in the Muni Forward Service-Related Capital Improvements and 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**

In order to reduce travel times and enhance reliability across the Muni system, Muni Forward proposes a wide variety of changes and improvements to transit service, including introducing new routes, realigning existing routes, and increasing frequencies. On March 28, 2014, the Board of Directors asserted its support for Muni Forward by approving the program's catalog of transit service change recommendations. Developed from the findings of years' worth of data collection and analysis and solidified with the feedback received from community members, merchants, neighborhood groups, citizens' advisory committees, and other stakeholders during more than 100 public meetings to discuss them, the service changes approved by the Board represent a realignment of the system to reduce crowding and improve access. The TEP FEIR analyzed the environmental impacts of the array of transit improvements that are now included the Muni Forward program.

Muni Forward identifies a variety of capital projects to specifically address the delays transit vehicles face related to street geometries. Specifically, to reduce travel times and enhance reliability on the routes that make up its proposed Rapid Network, as well as enhance pedestrian safety throughout the corridor. Muni Forward, as informed by the multi-year planning process known as the Transit Effectiveness Project (TEP), identifies a variety of Travel Time Reduction Proposals (TTRPs). These 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.

On November 18, 2014, the Board approved a series of capital improvements for the 6 Haight-Parnassus/7 Haight-Noriega corridor, which are specified in the 71 Haight Noriega TTRP (referred to as TTRP.71 in the TEP FEIR). The approved modifications include new traffic signals, new pedestrian and bus bulbs, and various parking and traffic changes associated with those improvements.

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One of the proposed new bus bulbs approved for installation was on the south side of Haight Street about halfway between Stanyan and Shrader Streets. This bus bulb would replace the existing bus stop and zone at the southeast corner of Haight and Stanyan Streets. However, after Board approval, the SFMTA conducted additional outreach with merchants in the vicinity of the proposed stop and determined that the new stop location would not be optimal. Therefore, the SFMTA now proposes to maintain and install a new bus bulb at the existing stop at the southeast corner of Haight and Stanyan Streets, and rescind the previously-approved bus bulb and associated traffic and parking changes for the mid-block location.

Also, to further enhance pedestrian safety along the Haight Street corridor to address the concerns and interests expressed by community members, the SFMTA proposes to implement two additional pedestrian bulbs. The bulbs, which are proposed for installation at Scott Street and Laguna Street, will both shorten the street crossing distance for pedestrians, as well as enable drivers on Scott and Laguna Streets to more easily see pedestrians using crosswalks at these locations. Furthermore, in coordination with the Haight Street Public Realm Project that is being conducted by the Planning Department, the SFMTA proposes a mid-block bulb on the south side of Haight Street between Ashbury Street and Masonic Avenue, which will be used for streetscape enhancements.

Finally, in November 2014, the SFMTA Board legislated no left turn restrictions on eastbound Haight Street at Laguna Street. However, the SFMTA now proposes “No Left Turns except Muni” restrictions at this location, for the purpose of allowing buses to make that left if necessary. While there is no regular Muni service that makes this left turn, the SFMTA wants the ability to make this turn legally in case of temporary reroutes or short-turns that would involve this location.

Specifically, the SFMTA proposes the following:

- A. RESCIND – TOW AWAY NO STOPPING ANYTIME - Haight Street, south side, from 126 feet east of Stanyan Street to 144 feet easterly (midblock 7-foot bus bulb replaces farside 100 foot bus zone).
- B. ESTABLISH – TOW AWAY NO STOPPING ANYTIME - Haight Street, south side, from Stanyan Street to 144 feet easterly (7-foot bus bulb replaces farside 100 foot bus zone).
- C. ESTABLISH – TOW AWAY NO STOPPING ANYTIME - Scott Street, east side, from Haight Street to 20 feet northerly (6-foot curb bulb replaces one parking space)
- D. ESTABLISH – TOW AWAY NO STOPPING ANYTIME - Laguna Street, west side, from Haight Street to 20 feet southerly (6-foot curb bulb replaces one parking space)
- E. ESTABLISH – TOW AWAY NO STOPPING ANYTIME - Haight Street, south side, from 178 feet east of Ashbury Street to 54 feet easterly (7-foot midblock curb bulb replaces metered motorcycle parking spaces #1425, #1423, and #1421 and yellow metered parking spaces #1419 and #1417) ESTABLISH – MOTORCYCLE METERED PARKING - Haight Street, south side, from 158 feet east of Ashbury Street to 20 feet easterly (4 motorcycle spaces replace meter #1427)
- F. ESTABLISH - YELLOW METERED LOADING ZONE (7AM to 1PM, MON-FRI) - Haight Street, south side, from 232 feet east of Ashbury Street to 40 feet east of Masonic Avenue (at meters #1415, and #1413)
- G. ESTABLISH – NO LEFT TURN EXCEPT MUNI - Haight Street, eastbound, at Laguna Street

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If approved, in order to establish the new bus bulbs, approximately six standard parking spaces would be removed and one net motorcycle parking space would be gained.

**ALTERNATIVES CONSIDERED**

Wraparound bulbs were evaluated at each intersection along Haight Street as directed by the SFMTA Board. Based on further analysis, however, staff determined that many of the side streets were too narrow to accommodate a truck turning into the side street. Utility conflicts were also present at many of the intersections which, for budget reasons, precluded adding them to the overall project scope. Therefore, the SFMTA determined that Scott and Laguna Streets were the most appropriate locations for the wraparound bulbs due to the high multimodal usage at those intersections.

**FUNDING IMPACT**

The proposed relocation of the Stanyan Street bulb and the mid-block bulb between Ashbury Street and Masonic Avenue both have no new funding impact, as the work associated with both of these was previously legislated. The addition of the Muni-only specification to the turn restrictions at Laguna Street also has no cost impact. The new bulbs proposed for Laguna and Scott Streets are as follows:

<b>Street Segment / Route</b>	<b>Funding Source</b>	<b>Amount</b>
Laguna Street pedestrian bulb	Prop A	\$34,000
Scott Street pedestrian bulb	Prop A	\$34,000

**PUBLIC OUTREACH**

In coordination with the Planning Department, which is conducting a Public Realm project on Haight Street, the SFMTA conducted extensive public outreach on the Haight Street proposals. Specifically, between September 2013 and August 2014, the Agency facilitated numerous community meetings at various locations within the Haight Street corridor to gather public input about project proposals. Additionally, agency representatives met directly with merchants and collected additional feedback during those sessions. Overall, the SFMTA received considerable feedback about the need for additional pedestrian enhancements throughout the corridor. Specifically, both residents and merchants noted pedestrian safety and visibility issues affecting users of the crosswalks at Scott and Laguna Streets due to the significant presence of both vehicle and bicycle traffic at those locations. These concerns support the SFMTA’s current proposal to install bulbs at these locations to enhance both pedestrian safety and visibility.

**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. On March 28, 2014, the SFMTA approved all of the TEP proposals and also adopted environmental findings and a

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mitigation monitoring and reporting program (MMRP) under the California Environmental Quality Act.

The San Francisco Planning Department Environmental Planning Division reviewed the proposed modifications to the TTRP.71 described here and determined that the proposed project is within the scope of the TEP FEIR. No new significant effects have been identified, there is no substantial increase in significant effects already identified, and no new mitigation is required for the project.

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

**RECOMMENDATION**

SFMTA staff recommends that the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors approve the installation of various parking and traffic modifications set forth above along the 6 Haight-Parnassus/7 Haight-Noriega Muni transit corridor included in the Muni Forward Service-Related Capital Improvements and Travel Time Reduction Proposals.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. \_\_\_\_\_

WHEREAS, The San Francisco Municipal Transportation Agency has proposed the installation of various traffic and parking modifications along the 6 Haight-Parnassus/7 Haight-Noriega Muni transit corridor included in the Muni Forward Service-Related Capital Improvements and Travel Time Reduction Proposals as follows:

- A. RESCIND – TOW AWAY NO STOPPING ANYTIME - Haight Street, south side, from 126 feet east of Stanyan Street to 144 feet easterly (midblock 7-foot bus bulb replaces farside 100 foot bus zone).
- B. ESTABLISH – TOW AWAY NO STOPPING ANYTIME - Haight Street, south side, from Stanyan Street to 144 feet easterly (7-foot bus bulb replaces farside 100 foot bus zone).
- C. ESTABLISH – TOW AWAY NO STOPPING ANYTIME - Scott Street, east side, from Haight Street to 20 feet northerly (6-foot curb bulb replaces one parking space).
- D. ESTABLISH – TOW AWAY NO STOPPING ANYTIME - Laguna Street, west side, from Haight Street to 20 feet southerly (6-foot curb bulb replaces one parking space).
- E. ESTABLISH – TOW AWAY NO STOPPING ANYTIME - Haight Street, south side, from 178 feet east of Ashbury Street to 54 feet easterly (7-foot midblock curb bulb replaces metered motorcycle parking spaces #1425, #1423, and #1421 and yellow metered parking spaces #1419 and #1417)
- F. ESTABLISH – MOTORCYCLE METERED PARKING - Haight Street, south side, from 158 feet east of Ashbury Street to 20 feet easterly (4 motorcycle spaces replace meter #1427)
- G. ESTABLISH - YELLOW METERED LOADING ZONE (7AM to 1PM, MON-FRI) - Haight Street, south side, from 232 feet east of Ashbury Street to 40 feet east of Masonic Avenue (at meters #1415, and #1413)
- H. ESTABLISH – NO LEFT TURN EXCEPT MUNI - Haight Street, eastbound, at Laguna Street.

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

WHEREAS, Approval for the installation of various parking and traffic modifications along 6 Haight-Parnassus/7-Haight-Noriega Muni transit corridor included in the Service-Related Capital Improvements of the Muni Forward program, which was previously referred to as the Transit Effectiveness Project (TEP), relies on said FEIR, and findings and information pertaining to the FEIR is set forth in a SFMTA Resolution No. 14-041, which is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by reference; and,

WHEREAS, As part of the Resolution No. 14-041, the SFMTA Board of Directors adopted 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 SFMTA Board previously approved the installation of new traffic signals and various parking and traffic modifications along the 6 Haight-Parnassus/7 Haight-Noriega Muni transit corridor on November 18, 2014 as part of Resolution No. 14-166; and

WHEREAS, The public has been notified about the proposed parking and traffic modifications and has been given the opportunity to comment on these modifications through the public hearing process; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the installation of various traffic and parking modifications set forth in items A through H above along the 6 Haight-Parnassus/7 Haight-Noriega Muni transit corridor included in the Muni Forward 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 June 2, 2015.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency