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PURPOSE

Approving a parking modification on Potrero Avenue between 21st and 22nd streets, as part of the Potrero Avenue Streetscape Improvement Project, to improve Muni service, bicycle safety and connectivity, and support the SFMTA's Vision Zero program.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the Vision Zero Policy goal to eliminate traffic fatalities as well as the following SFMTA Strategic Plan Goals 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.
- Goal 3: Improve the environment and quality of life in San Francisco
 - Objective 3.4: Deliver services efficiently.

This action also supports the following sections of the Transit-First Policy:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
4. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
5. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.

DESCRIPTION

The Project is a joint SFMTA and San Francisco Public Works effort to improve the safety of people walking and cycling, and to improve Muni service on Potrero Avenue. The Project includes a landscaped median from 21st Street to 25th Street, sidewalk widening from 22nd Street to 24th Street, and a southbound transit-only lane from 18th Street to 24th Street as well as various bulb-outs, pedestrian medians and daylighting and improvements to the bike lane throughout the Project corridor. The project started outreach in 2013, was approved by the SFMTA Board in 2014, and started construction in December 2015. Construction is anticipated to be completed in Spring 2018.

There was a robust community outreach process in 2013 that included five community open houses, which were advertised through postcards mailed to 1,600 residences along the corridor. During this process, City staff heard concerns from the community about pedestrian safety, Muni service,

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lighting, and many other issues. However, one of the most prominent community concerns was about project impacts to on-street parking. Consequently, the proposal was modified to minimize the loss of on-street parking by 40% (from approximately 105 spaces to 60) by reducing the original scope and shortening the transit-only lane by two blocks. At the final community meeting, detailed drawings showed specifically where each of the 60 parking spaces were proposed to be removed, and 70% of the meeting attendees supported that design.

The project was approved by the SFMTA Board of Directors on March 28, 2014. However, subsequent to the Board's approval, staff discovered that some of the parking modifications that had been presented to the public were inadvertently omitted from the public hearing process and the calendar item submitted to the SFMTA Board for approval. The summary documents posted online for the February 14, 2014 Engineering Public Hearing and March 28, 2014 Board calendar item showed that the proposed project would remove approximately 60 parking spaces, and drawings detailed each parking space to be removed. Public hearing notices were posted along the corridors as legally required. Because of the complex nature of the Project, SFMTA staff mailed notices to more than 650 addresses within one block of Potrero Avenue, including Hampshire Street, San Bruno Avenue, Utah Street and cross streets even though this was not legally required. Notices also were mailed to absentee property owners.

During the 2014 process, two errors were made:

First, the computer system used to generate the optional mailed public hearing notices omitted the addresses on the 900 block of Potrero Avenue and portions of the adjacent blocks.

The second error was the result of an administrative oversight. The graphics used for all public outreach and the 2014 calendar item submitted to the SFMTA Board showed approximately 60 parking spaces as being removed, but only 39 parking spaces were included for removal in the Public Hearing notice and Board calendar item's detailed list of areas where parking was to be removed. To correct this error, at the June 20, 2017 hearing, the SFMTA Board approved parking modifications at these locations not included in the detailed parking and traffic modifications in 2014:

- Potrero Avenue south of 19th Street, east side: the removal of eight spaces was approved for the transit-only lane extension and to maintain the northbound left-turn lane for 19th Street. These spaces are next to freeway right-of-way with no fronting properties. This change corrected a typographical error in the 2014 calendar item that incorrectly listed the required parking removal at 18th Street instead of 19th Street, restoring five parking spaces at 18th Street.
- Potrero Avenue north of 24th Street, west side: the removal of five spaces adjacent to businesses was approved due to sidewalk widening, extending the transit-only lane to the south, and maintaining the southbound left-turn lane for 24th Street.
- At various locations, minor adjustments were approved to resolve issues discovered during the design and construction phases, such as the necessity of removing an additional parking space due to a change in the lane transition design, and extending the bus zones at General Hospital to account for adding 9R San Bruno Rapid bus service to a previously local-only bus stop.

While the above list of traffic and parking changes was approved at the June 20th SFMTA Board meeting, proposed parking modifications for the west side of the 900 block of Potrero Avenue between 21st and 22nd Streets was removed from the agenda at the request of staff due to community

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concerns regarding the removal of parking, access for loading, and delays to ambulances destined for the Zuckerberg San Francisco General Hospital (ZSFG) emergency room on 22nd Street. (At the June 20 meeting, a business owner on Potrero Avenue north of 24th Street expressed concerns about receiving deliveries, and staff committed to working with the business to investigate ways to accommodate the owner's needs while still achieving the Project objectives. Staff are continuing to evaluate potential solutions.)

The parking modifications on Potrero Avenue between 21st and 22nd streets were included in the original design, outreach, environmental review and Project description in 2014, but some elements were accidentally omitted from the calendar item. Because the on-going construction has removed most of the parking spaces affected, the City Traffic Engineer issued a directive that temporarily removes the parking until the SFMTA Board considers permanent removal. When the SFMTA learned of these issues in May 2017, the contractor was immediately instructed to delay permanent traffic striping. Construction that did not directly affect the 900 Block of Potrero Ave was to continue, and staff recommended the parking modifications for that block be removed from the agenda. While SFMTA staff believe the errors in the 2014 process were an isolated mistake, staff have evaluated internal review processes and identified procedural changes to avoid future errors. SFMTA staff continually strive to improve our public hearing and outreach process.

Staff explored numerous options suggested by the community and other staff-generated concepts to restore parking on the west side of the street, discussed below in the "Stakeholder Engagement" and "Alternatives Considered" section. None of these alternatives were recommended as they would have actually resulted in a reduction in the number of parking spaces on the 900 block of Potrero.

In an effort to offset the parking impacts of the project, SFMTA staff reached out to ZSFG to try to develop a solution that balances demand for hospital staff parking on 22nd Street with the nearby residents' desire for parking. ZSFG has agreed to accept modifications to the parking restrictions on 22nd Street from "DPH Permit required at all times" to "DPH Permit Required 6:30 AM – 4:00 PM Mon-Fri, RPP Area W permit OK all other times", which increases the neighborhood parking supply by 40 parking spaces between 4 PM and 6:30 AM on weekdays and all day on weekends. Additionally, staff is recommending a "tow-away no parking" restriction rather than "tow-away no stopping" restriction during off-peak hours, which would allow for active loading and unloading.

Staff also met with representatives from the San Francisco Fire Department (SFFD) to understand the Project's impacts to ambulance response times. An SFFD representative explained that their primary concern was regarding possible delays while heading northbound on Potrero Avenue to access the emergency room at ZSFG. Prior to the Project, median islands existed only at intersections, allowing ambulances to use the opposing traffic lanes at midblock locations to avoid traffic congestion. To respond to this concern, staff has developed a concept currently under review by SFFD that removes segments of the median prior to the bus stops at 24th Street and at the ZSFG stop midblock between 23rd and 22nd streets.

Removing the median at these locations will provide two opportunities for ambulances to cross over to the opposite side of the street and bypass any traffic congestion. This preliminary concept may change based on SFFD comments after they have completed their review; however, adding median breaks would not require action from the SFMTA Board. SFFD representatives stated that they did not have concerns about accessing the emergency room from the north, as the transit-only lane was present on the southbound side of the street and the medians are only present for the short block between 21st and 22nd streets, where emergency vehicles are able to access the opposite side of the

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roadway. Adjustments to the median do not require SFMTA Board action and are not part of this set of parking modifications.

In addition, as a result of public outreach since June 2017, staff determined that the “No Right Turn” restriction for southbound Potrero at 23rd Street is no longer necessary because the large pedestrian bulb-out that necessitated this change will not be built due to utility conflicts. Staff considered installing a painted safety zone at this location instead, but have determined the safety zone is not recommended at this time due to negative traffic circulation impacts due to this turn restriction. Therefore the right turn restriction at 23rd Street, while previously approved, will not be implemented.

At this time, SFMTA staff proposes the following parking modification for approval by the SFMTA Board:

- A. ESTABLISH – TOW-AWAY NO STOPPING 7-9AM AND 3-7 PM MONDAY – FRIDAY, TOW-AWAY NO PARKING ALL OTHER TIMES - Potrero Avenue, west side, from 22nd Street (East) to 195 feet northerly (removes five parking spaces); Potrero Avenue, west side, from 22nd Street (East) to 95 feet southerly (removes two parking spaces)

ALTERNATIVES CONSIDERED

Residents on the west side of the 900 block of Potrero expressed concern about parking loss and their ability to safely load and unload passengers and goods, if parking was removed on the west side of the block. Other community members have expressed a desire to retain the median for the pedestrian benefits and landscaping. This block is constrained with many demands – four traffic lanes, two bike lanes, a transit-only lane, a pedestrian median, and left-turn pockets at both ends of the block. Also, the sidewalk on the east side near 21st Street was widened to facilitate building an ADA accessible path around a sidewalk obstruction. To help offset parking removal on the west side of the 900 block, four parking spaces were added to the east side of block, for a total of seven parking spaces.

In response to community concerns, staff considered numerous options to allow parking on the west side of the 900 block, including various permutations that included removing bike lanes, removing left-turn lanes, restricting left turns, removing the transit-only lane, removing medians, removing median traffic signals and/or removing the pedestrian refuge islands. As requested by 900 Potrero Avenue block residents at a June 2nd site walk, staff evaluated removing a left turn pocket and narrowing the median northbound at 21st Street. This change would allow for the restoration of one parking space on the west side, but it was rejected because it required removing the landscaped median and would affect approximately 1,000 left turning vehicles per day.

After the June 20th Board meeting, staff evaluated a second stakeholder-suggested alternative design for the 900 block of Potrero Avenue that shifts the parking from the east side to the west side of the block. Because of the geometry of turn lanes and the space required for safe lane transitions, this alternative option would only restore two parking spaces on the west side while removing seven spaces on the east side for a net removal of five parking space. It would require that 200 feet of the existing median be removed, eliminating the opportunity for landscaping and trees on the block. It also would require removing and rebuilding the pedestrian median slightly east of its current location to accommodate relocating a signal pole. Because this alternative would result in a net reduction of five parking spaces while requiring the removal and partial reconstruction of the already-built concrete median, this alternative was rejected.

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Staff concluded that these alternatives’ considerable trade-offs are not compatible with the City’s goals in pursuing this Vision Zero safety improvement project. As a result, SFMTA staff does not recommend pursuing them.

STAKEHOLDER ENGAGEMENT

The community process for the Project was extensive. Through an iterative design process in 2013, the community helped the project team develop and refine the design through a series of five community workshops. Outreach included sharing block-by-block details of each parking space removed to clearly community the parking impacts. Through this process, the Project was revised to respond to community feedback, reducing parking removal from 105 to 60 spaces shortening sidewalk widening and the transit-only lane by two blocks.

Based on the community feedback during outreach (70% support for sidewalk widening replacing parking), staff recommend the final design, which improved pedestrian and bicyclist safety and transit reliability and added streetscape enhancements while removing approximately 60 spaces.

At a public hearing on February 14, 2014, there were five people in support and 16 people opposed to the Project. Two online petitions were received with 199 signatures in opposition to parking removal and 123 in support of wider sidewalks.

The Project was first heard at a SFMTA Board hearing on March 28, 2014, where the SFMTA Board approved several Transit Effectiveness Project (TEP) items at the same time – five corridor projects (Potrero, Irving, Haight, McAllister and Columbus), as well as numerous Muni route change proposals and other TEP recommendations. Public comment was heard for all of the items together. Several groups gave their support for the entire TEP (which included the Potrero corridor project), including the Pedestrian Safety Advisory Committee, San Francisco Transit Riders, Muni Accessibility Advisory Committee, and the League of Conservation Voters. There were four speakers that spoke specifically with concerns about the loss of parking due to the Project, and six speakers spoke in support of the Project’s pedestrian and safety benefits, including a representative from Supervisor David Campos’ office, CC Puede, and the San Francisco Bicycle Coalition.

The next set of parking and traffic modifications, which covered previously omitted items and design corrections to the project since the SFMTA’s Board’s approval in 2014, was heard at the SFMTA Board hearing on June 20, 2017. There were three speakers that spoke in favor of the project and 10 speakers that spoke in opposition. Those in support expressed the need for pedestrian safety improvements. The primary concerns heard from those against the parking modifications were regarding parking loss and emergency vehicles being impeded by the median. One business owner expressed concerns about receiving deliveries at a business on the 1100 block of Potrero.

Meeting	Date	Attendance
2013 Outreach		
Community Meeting #1	3/26/13	23
Chavez/Mission Projects Meeting	4/25/13	52
Community Meeting #2	7/30/13	45
Community Open House (Mtg. #3)	9/24/13	50
Calle 24 Council	10/21/13	~15
Community Open House (Mtg. #4)	11/7/13	102

Meeting	Date	Attendance
Community Open House (Mtg. #5)	11/21/13	67
2017 Outreach		
900 Block Site Walk	6/2/17	12
ZSFG Community meeting	6/26/17	20
Meeting with individual community members	6/28/17	2

Since the discovery of the need for additional SFMTA Board approval in May 2017, SFMTA and Public Works staff have engaged the community through numerous emails, phone calls, a site walk on June 2nd with affected residents on the 900 block of Potrero, a ZSFG Community meeting on June 26th, and an additional small meeting with community members on June 28th. Staff has also followed up with concerns brought up at the SFMTA Board meeting on June 20th, such as loading for the warehouses on the 1100 block. Staff has briefed Supervisors Cohen and Ronen, conducted door-to-door outreach and mailed post cards along the entire corridor alerting residents of the mistake and hearing at this SFMTA Board meeting. Through this outreach, other follow-up items were identified that have since been rectified, such as temporary signage issues during construction. Staff also met with the SFFD and have identified locations where the median could be removed to minimize delays to ambulances accessing the ZSFG emergency room.

FUNDING IMPACT

If approved, this calendar item has no fiscal impact because the Project design had already included these elements. Not approving this calendar item would require additional funding to support redesign, demolition and reconstruction of portions of the Potrero Streetscape project, and the construction contract would need to be renegotiated and extended.

ENVIRONMENTAL REVIEW

The TEP Final Environmental Impact Report (FEIR) was certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014. Subsequently, on March 28, 2014 in Resolution No. 14-041, the SFMTA Board of Directors approved all of the TEP proposals including Service-Related Capital Improvements and Travel Time Reduction Proposals (TTRP) to improve transit performance along various Municipal Railway routes. As part of 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). All of the project proposals are within the scope of the TTRP.9: 9 San Bruno and 9L San Bruno Limited, Expanded Alternative as defined in the TEP FEIR. The San Francisco Planning Department Environmental Planning Division reviewed the proposed modifications to the TTRP.9 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.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

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

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RECOMMENDATION

SFMTA staff recommends that the SFMTA Board of Directors approve the parking and traffic modifications on Potrero Avenue between 21st and 22nd streets, as set forth in Item A above, to improve Muni service, bicycle safety and connectivity and support the SFMTA's Vision Zero program.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, San Francisco Public Works and the San Francisco Municipal Transportation Agency (SFMTA) are the project sponsors of the Potrero Avenue Streetscape Improvement Project with the goals of improving safety on Potrero Avenue for people walking and riding bikes and improving Muni travel times and reliability; and,

WHEREAS, Potrero Avenue between Alameda and 25th streets are designated a High Injury Corridor by the San Francisco Department of Public Health and the Potrero Avenue Streetscape Improvement Project supports the City's Vision Zero Goal of eliminating all traffic fatalities in San Francisco by 2024; and,

WHEREAS, San Francisco Public Works and the SFMTA conducted a comprehensive public outreach process for the Potrero Avenue Streetscape Improvement Project, including holding five community meetings, and multiple stakeholder meetings in 2013 where the project goals and trade-offs were discussed and the 70 percent of the meeting attendees preferred the design option that removed 60 parking spaces in order to improve conditions for transit riders, people walking and people biking; and,

WHEREAS, The SFMTA Board approved the Potrero Avenue Streetscape Improvement Project on March 28, 2014, where the calendar item described how that the Potrero Avenue Streetscape Improvement Project would remove 60 parking spaces, but due to an administrative oversight the detailed list of location for parking removal in the resolution only proposed removing 39 parking spaces; and

WHEREAS, The SFMTA Board approved the majority of the parking and traffic modifications required to correct the administrative oversight on June 20, 2016 except for the proposed parking modification on the west side of Potrero between 21st and 22nd Street; and

WHEREAS, The SFMTA and San Francisco Public Works have conducted additional public outreach to the community and the Fire Department to understand their concerns, and have identified modifications to address the concerns; and

WHEREAS, San Francisco Public Works and SFMTA staff propose the following parking and traffic modifications associated with the Potrero Avenue Streetscape Improvement Project:

- A. ESTABLISH – TOW-AWAY NO STOPPING 7-9AM AND 3-7 PM MONDAY – FRIDAY; TOW-AWAY NO PARKING ALL OTHER TIMES - Potrero Avenue, west side, from 22nd Street (East) to 195 feet northerly; and Potrero Avenue, west side, from 22nd Street (East) to 95 feet southerly

WHEREAS, The proposed parking and traffic modifications are subject to the California Environmental Quality Act (CEQA); and,

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

WHEREAS, The SFMTA Board of Directors approved many of the TEP proposals including Service-Related Capital Improvements and Travel Time Reduction Proposals (TTRP) to improve transit performance along various Municipal Railway routes on March 28, 2014 in Resolution No. 14-041; and,

WHEREAS, In approving the TEP proposals, 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), as well as a Mitigation Monitoring and Reporting Program (MMRP), which findings are incorporated by reference as though fully set forth herein; and,

WHEREAS, A copy of Resolution No. 14-041, including the CEQA findings and MMRP, and the TEP FEIR are on file with the Secretary to the SFMTA Board of Directors, and may also be found in the records of the Planning Department at 1650 Mission Street in San Francisco; and,

WHEREAS, All of the project proposals are within the scope of the TTRP.9: 9 San Bruno and 9L San Bruno Limited, Expanded Alternative as defined in the TEP FEIR; the San Francisco Planning Department Environmental Planning Division reviewed the proposed modifications to the TTRP.9 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; and,

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

RESOLVED, That the SFMTA Board of Directors adopts CEQA findings set forth in Resolution 14-041 and additionally finds that the proposed modifications described here are within the scope of the TEP FEIR, and that 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, and to the extent the above actions are associated with any mitigation measures, the SFMTA Board of Directors adopts those measures as conditions of this approval; and, be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves parking and traffic modifications on Potrero Avenue between 21st and 22nd streets, as set forth in item A above, as part of the Potrero Avenue Streetscape Improvement Project to improve Muni service, bicycle safety and connectivity, and support the SFMTA's Vision Zero program.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of September 19, 2017.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency