

THIS PRINT COVERS CALENDAR ITEM NO.: 10.2

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving the installation of new traffic signals and various traffic and parking modifications along rapid Muni transit routes included in the Transit Effectiveness Project's (TEP) Service-Related Capital Improvements and 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 seven new traffic signals, along with various traffic and parking modifications on Sansome Street, 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 2014.
- The SFMTA participated in a neighborhood meeting with the Cayuga Improvement Association to specifically discuss the proposed traffic signal at Cayuga Street and Geneva Avenue in July 2014.
- The SFMTA conducted outreach on the Sansome Street proposals, including door-to-door outreach and a meeting with the Jackson Square Merchants Association, to gather input between May and July 2014.

ENCLOSURES:

1. SFMTA Board Resolution

APPROVALS:

DATE

DIRECTOR _____

8/22/14

SECRETARY _____

8/22/14

ASSIGNED SFMTAB CALENDAR DATE: September 2, 2014

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PURPOSE

Approving the installation of new traffic signals and various traffic and parking modifications along rapid Muni transit routes included in the Transit Effectiveness Project’s (TEP) 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

- 1. Install new traffic signals at various locations throughout the City

The following intersections are on rapid Muni transit corridors that serve the following Municipal Railway routes:

	Intersection	Muni Route	EIR Project ID
1	4 th Avenue and Irving Street	N-Judah	TTRP .N (Moderate)
2	18 th Avenue and Judah Street	N-Judah	TTRP .N (Moderate)
3	47 th Avenue and Fulton Street	5-Fulton	TTRP .5 (Moderate)
4	Cesar Chavez and Church Streets	J-Church	TTRP .J (Moderate)
5	Fulton Street and La Playa	5-Fulton, 18-46 th Avenue	TTRP .5 (Moderate)
6	Laguna and McAllister Streets	5-Fulton	TTRP .5 (Moderate)
7	Cayuga Street and Geneva Avenue	8X-Bayshore, 29-Sunset, 43-Masonic, 54-Felton	TTRP .8x (Moderate)

These intersections are along very busy corridors with mixed modes of travel, including pedestrians, bicyclists, and transit, along with general motorized vehicle traffic. Currently, these intersections are controlled by four-way stop signs. The SFMTA has determined that installing traffic signals at these intersections will help to improve Muni transit service at and near these locations by further clarifying right-of-way assignments for all modes of travel, improving general intersection operations, and reducing transit delays.

The SFMTA conducted public outreach by holding public hearings for all of these proposed intersections, to ensure that affected residents and businesses are given the opportunity to provide input. The public hearing for the first six locations was on 8/1/2014, during which three residents spoke. Two residents expressed concerns regarding installing a traffic signal at 18th Avenue and

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Judah Street, but were not entirely opposed to the proposed traffic signal. The third resident spoke about the proposed traffic signal at Cesar Chavez and Church Streets, but also had no general objections, except to ask about the City's overall plans for the J-Church corridor. No decision regarding these proposed traffic signals was made at this hearing.

Regarding the seventh location (Cayuga Street and Geneva Avenue), SFMTA staff participated in a weekend neighborhood meeting with the Cayuga Improvement Association (CIA) to address specific concerns raised by local residents. This intersection has been proposed for signalization in the past, but the residents have opposed this plan because of concerns regarding possible impacts on local traffic patterns, volumes and speed of vehicles, and driveway access near the intersection corners, as well as other concerns. These concerns were addressed at the neighborhood meeting, where staff also emphasized the SFMTA's goal of improving transit service for the multiple Muni routes that travel through this intersection, encouraging transit use, and reducing traffic volumes in general. The SFMTA subsequently scheduled this proposal for a public hearing on 8/15/2014, but no one from the public attended the hearing to speak on this item.

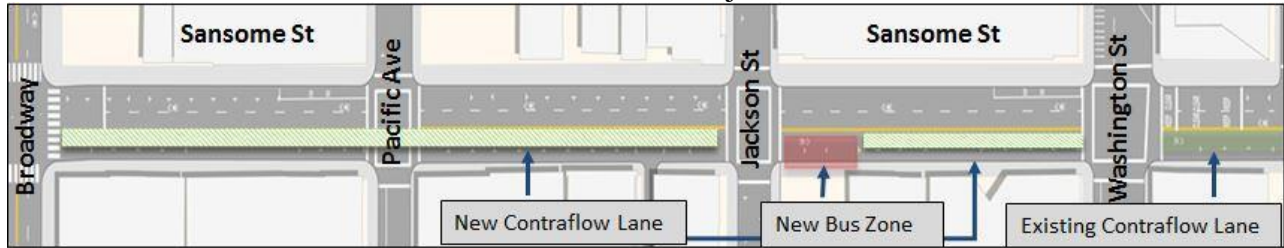
A. ESTABLISH – NEW TRAFFIC SIGNALS

1) 4th Avenue and Irving Street; 2) 18th Avenue and Judah Street; 3) 47th Avenue and Fulton Street; 4) Cesar Chavez and Church Streets; 5) Fulton Street and La Playa; 6) Laguna and McAllister Streets; and 7) Cayuga Street and Geneva Avenue.

2. Implement various traffic and parking modifications along Sansome Street, between Broadway and Washington Street (Sansome Street Contraflow Lane Extension)

This is identified in the TEP EIR as SCI .2, under the category of Service-Related Capital Improvements. The Sansome Street contraflow lane extension project is along Sansome Street between Broadway and Washington Street, and seeks to establish various traffic and parking modifications, including an extension of the existing southbound transit/commercial vehicle only lane further north, to allow the outbound 10-Townsend bus to bypass the intersection of Battery and Washington Streets. The lane will be in effect between 6AM-8PM, 7 days a week. Outside of the aforementioned hours, the new southbound lane will be open to all vehicular traffic. A new bus zone will be created on Sansome Street just south of Jackson Street. Additional modifications requiring approval include: the removal of sixteen metered commercial loading spaces on Washington Street, Jackson Street, Pacific Avenue, and Broadway, the establishment of fourteen metered commercial loading spaces on the west side of Sansome Street, the establishment of seven new ADA-accessible blue zones, the creation of two new 30-min metered spaces, and the removal of three metered spaces on Sansome Street. Other improvements include: upgrading the existing traffic signals and curb ramps at the intersections of Washington and Sansome streets, Jackson and Sansome streets, and Pacific Avenue and Sansome Street. The SFMTA will coordinate with a DPW repaving project along Sansome Street in order to minimize disruption for the travelling public. Construction is scheduled for fall 2015.

Sansome Street – Project Area



Muni lines #10, 12, 41, 30X, and 82X run through the project area. Golden Gate Transit also runs bus service through the project area. It is anticipated that the outbound 10-Townsend and 12 Folsom will save up to three minutes in travel time as a result of this project.

These proposals were shaped by public feedback received via SFMTA’s website (www.tellmuni.com) and from door-to-door outreach, as summarized below:

Sansome Street contraflow lane extension on-line outreach summary (comments received 5/23/14-5/30/14, via www.tellmuni.com):

- Three comments in opposition to the project from Skyline Construction (including one from the Vice President of the company):
 - Parking spots on side streets are always full, but never full on the west side of Sansome Street.
 - They chose their business location specifically for ease of parking for their subcontractors and superintendents.
- One comment in favor and one comment in opposition to the project received from the general public.

Sansome Street contraflow lane extension door-to-door outreach summary (conducted on 5/22/14-5/23/14 and 7/11/14):

- 14 business owners are opposed to the project. Their reasons are the following:
 - Left turns from northbound Sansome into parking lots and garages with a new southbound lane would create long queues, blocking northbound traffic.
 - Opposed due to parking loss.
 - There will be too many yellow meters on the west side of Sansome Street; no need for all of them.
 - There’s a heavy left turn from Sansome onto Broadway (300vph during the PM peak, accounting for 39% of vehicle traffic).
 - A lot of trucks use Pacific and Jackson, and removing all of the yellow meters on those streets will just lead truckers to block the street to make deliveries.
 - Concern about the loss of a northbound lane.
 - Clients need to park on the east side of Sansome Street, and west side has a 3-6PM tow-away lane.
 - Contraflow lane is confusing, hazardous, and dangerous. Too much signage will only exasperate the situation.
 - Loss of a parking space for a blue zone would hurt sales of our business (Battery/Pacific)
 - Too many people abuse blue placards; there should be more enforcement, not more blue zones.

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- 71 businesses/management companies either had no comments, or needed more time to look over the flyer.
- 35 businesses/management companies were okay with the original proposal.

Total Comments in support: 35

Total Comments with concerns: 14

Total People Surveyed during door-to-door public outreach: 120

In general, the main factors that influenced the project's evolution were public opposition to the loss of parking, concern about traffic impacts at the intersection of Broadway and Sansome Street, and a desire for a faster and more reliable Muni. As a result, the proposed hours for the southbound lane restriction to transit/commercial vehicles only changed from 24 hours, 7 days a week, to 6AM-8PM, 7 days a week. Other noteworthy modifications made by the SFMTA since the May-July 2014 outreach include:

- Keeping two northbound lanes on Sansome Street up to the Broadway intersection to facilitate left turning vehicles.
- Establishing short term metered green zones based on merchant's feedback to allow for more customers to access stores.
- Retaining one metered commercial loading space on Jackson Street for deliveries and pick-ups to the businesses located on that street.

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

- A. ESTABLISH – TRANSIT/COMMERCIAL VEHICLE-ONLY LANE, 6 AM TO 8 PM, EVERYDAY
Sansome Street, southbound, from Broadway to Washington Street (replaces 1 northbound lane).
- B. ESTABLISH – NO PARKING ANYTIME
1) Sansome Street, west side, from Washington Street to 27 feet northerly (removes one 6-wheel commercial metered space, Meter #601); 2) Sansome Street, west side, from Pacific Avenue to 20 feet northerly (removes one metered space, Meter #803).
- C. ESTABLISH – BUS ZONE
ESTABLISH – NO PARKING ANYTIME
Sansome Street, west side, from Jackson Street to 67 feet southerly (removes one metered space, Meter #627).
- D. ESTABLISH – FLAG STOP
Broadway, west side, nearside at Sansome Street (moves flag stop from farside to nearside).
- E. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME, 6 AM TO 8 PM, EVERYDAY, EXCEPT METERED COMMERCIAL LOADING
1) Sansome Street, west side, from 26 feet to 255 feet south of Broadway (replaces six general metered spaces, Meter #805, #807, #815, #817, #819, #821); 2) Sansome Street, west side, from Pacific Avenue to Jackson Street (replaces five general metered spaces, Meter #711, #713, #719, #721, #723); 3) Sansome Street, west side, from 133 feet to 153 feet south of Jackson Street (replaces one general metered space, Meter #613).
- F. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME, 6 AM TO 8 PM, EVERYDAY, EXCEPT METERED COMMERCIAL LOADING FOR TRUCKS WITH 6 WHEELS OR MORE

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Sansome Street, west side, from 184 feet to 228 feet south of Jackson Street (replaces two general metered spaces, Meter #605, #607).

- G. RESCIND – TOW-AWAY NO STOPPING ANY TIME, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY, EXCEPT METERED COMMERCIAL LOADING FOR TRUCKS WITH 6 WHEELS OR MORE

Washington Street, north side, from 110 feet to 152 feet west of Sansome Street (Meter #512, #514).

- H. RESCIND – TOW-AWAY NO STOPPING ANYTIME, 7 AM TO 3 PM, MONDAY THROUGH FRIDAY, EXCEPT COMMERCIAL LOADING

Sansome Street, east side, from 71 feet to 115 feet north of Jackson Street (Meter #710, #712).

- I. RESCIND – TOW-AWAY NO STOPPING ANYTIME, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY, EXCEPT COMMERCIAL LOADING

1) Washington Street, north side, from 152 feet to 196 feet west of Sansome Street (Meter #512, #514, #516, #518); 2) Jackson Street, south side, from 128 feet to 173 feet west of Sansome Street (REINO Meters #0413, #0415); 3) Pacific Avenue, south side, from 108 feet to 150 feet west of Sansome Street (Meter #411, #413); 4) Pacific Avenue, south side, from 239 feet to 261 feet west of Sansome Street (Meter #427); 5) Pacific Avenue, north side, from 12 feet to 40 feet east of Sansome Street (Meter #332); 6) Broadway, south side, from 188 feet to 228 feet west of Sansome Street (Meter #317, #319).

- J. ESTABLISH –SHORT TERM METERED GREEN ZONE

1) Sansome Street, east side, from 78 feet to 96 feet south of Broadway (One metered 30-minute green parking space replaces one metered general parking space, Meter #820); 2) Jackson Street, north side, from 69 feet to 83 feet west of Sansome Street (One metered 30-minute green parking space replaces one metered commercial parking space, Meter #508).

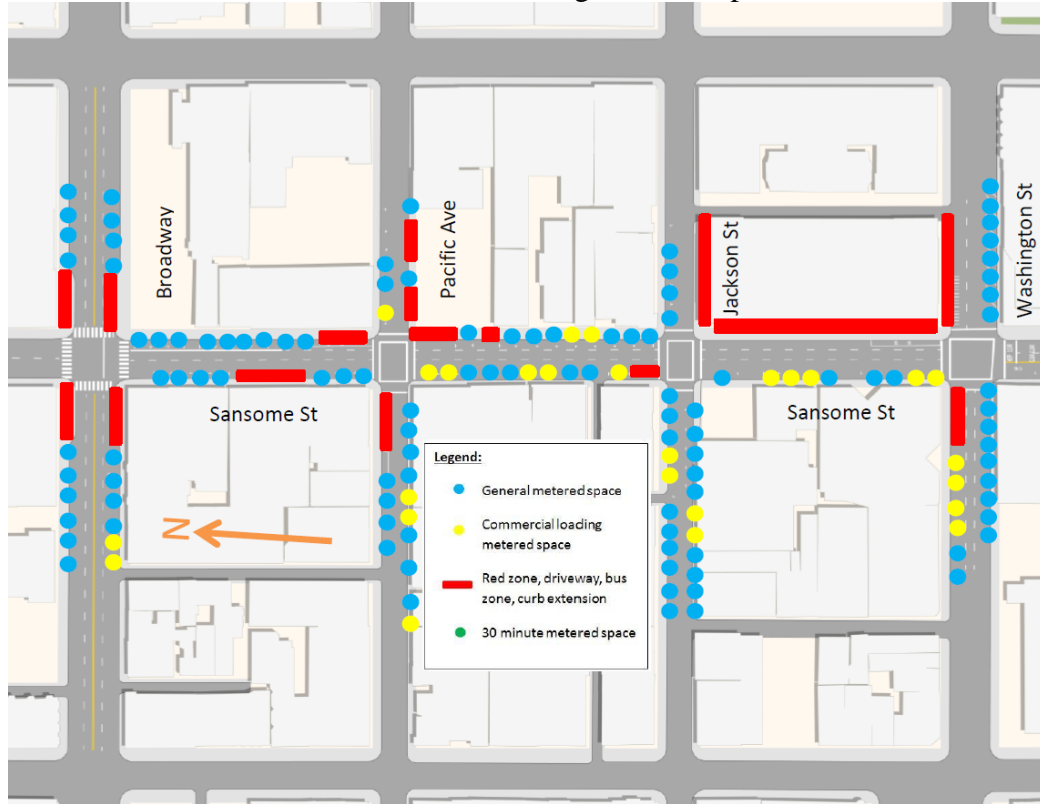
- K. ESTABLISH – NO RIGHT TURN ON RED

Broadway, eastbound, at Sansome Street

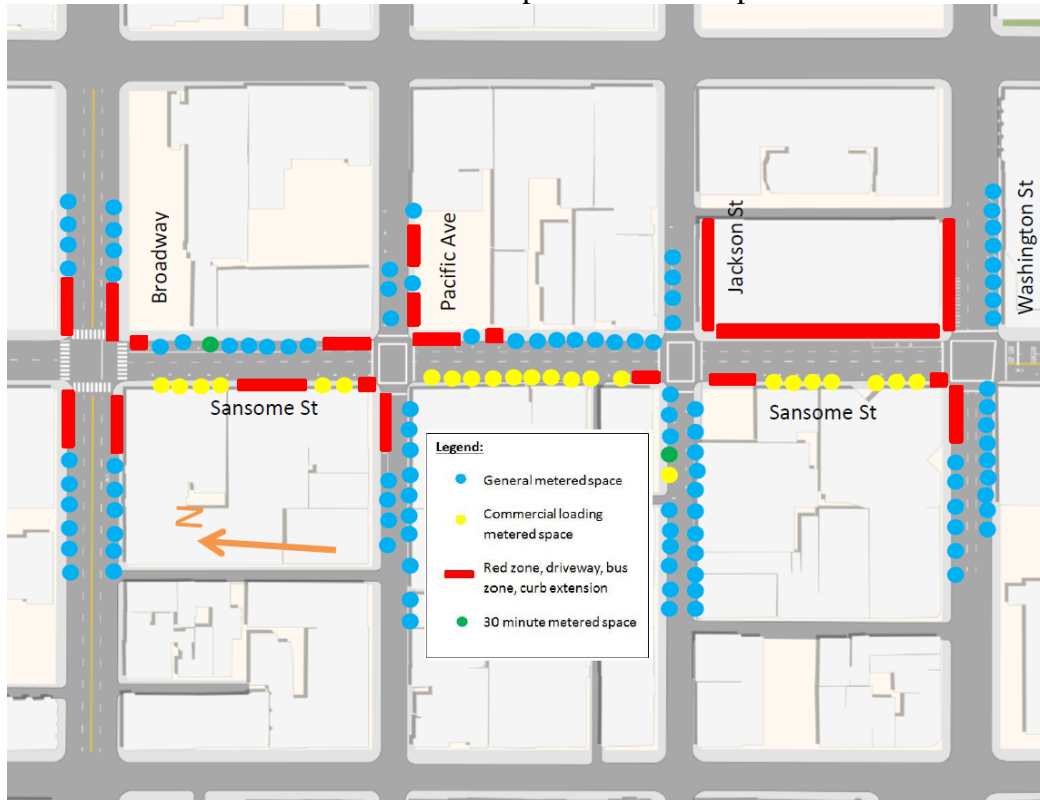
- L. ESTABLISH – BLUE ZONE

1) Pacific Avenue, north side, from 6 feet to 28 feet west of Battery Street (300 Block, parking meter #304); 2) Washington Street, south side, from Battery Street to 24 feet westerly (400 Block, REINO meter #04005); 3) Montgomery Street, east side, from 16 feet to 38 feet north of Washington Street (700 Block, REINO meter #07006); 4) Montgomery Street, west side, from 7 feet to 29 feet south of Jackson Street (700 Block, REINO meter #07017); 5) Pacific Avenue, north side, from 13 feet to 35 feet west of Front Street (Meter #204); 6) Jackson Street, south side, from 21 feet to 40 feet east of Columbus Avenue (Meter #515); 7) Pacific Avenue, north side, from 12 feet to 34 feet west of Montgomery (Meter #502).

Sansome Street – Existing Metered Spaces



Sansome Street – Proposed Metered Spaces



ALTERNATIVES CONSIDERED

New Traffic Signals

For the two intersections of Cesar Chavez and Church Streets, and Laguna and McAllister Streets, two other alternatives were considered: 1) Replace the existing four-way stops with two-way stops to favor movements on the transit corridor; and 2) retain the existing traffic controls. The alternative to create two-way stops at these locations was eliminated due to potential safety concerns, particularly for pedestrians and bicyclists; while the option to keep the existing controls was not pursued because it would not advance the SFMTA’s goal of improving transit performance.

For the remaining five locations, the only alternative would be to keep the existing four-way stop signs. This option is not preferred because it would yield no improvements to transit service, as noted above.

Sansome Street

One other alternative was considered for this project, specifically on the block of Sansome Street between Pacific Avenue and Broadway. The alternative would have reduced the northbound lanes from two lanes to one lane during the PM peak in order to provide a painted median at the intersection of Sansome Street and Broadway. This would have allowed for the outbound 10-Townsend bus to turn right onto Sansome Street from Broadway on a red light. This proposal would have removed nine parking spaces and is not recommended due to community concerns about the loss of parking.

FUNDING IMPACT

The total cost of these projects is \$2,986,000. This project already has funding identified, as detailed below.

Street Segment / Route	Coordinating with	Funding Source	Amount
New traffic signals at seven intersections	Fulton Street Repaving (DPW)	CCSF-GO Bond	\$1,726,000
Sansome Street between Broadway and Washington Street –10 Townsend	Sansome Street Repaving (DPW)	SFCTA-PropK-EP1	\$180,000
Sansome Street between Broadway and Washington Street –10 Townsend	Sansome Street Repaving (DPW)	CCSF-GO Bond	1,080,000

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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 new traffic signals and various traffic and parking modifications identified above along Muni rapid transit routes included in the Transit Effectiveness Project's (TEP) 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 have proposed the installation of new traffic signals and various traffic and parking modifications along rapid Muni transit routes included in the Transit Effectiveness Project's Service-Related Capital Improvements and Travel Time Reduction Proposals as follows:

- A. ESTABLISH – NEW TRAFFIC SIGNALS - 4th Avenue and Irving Street; 18th Avenue and Judah Street; 47th Avenue and Fulton Street; Cesar Chavez and Church Streets; Fulton Street and La Playa; Laguna and McAllister Streets; and Cayuga Street and Geneva Avenue.
- B. ESTABLISH – TRANSIT/COMMERCIAL VEHICLE-ONLY LANE, 6 AM TO 8 PM, EVERYDAY - Sansome Street, southbound, from Broadway to Washington Street (replaces 1 northbound lane).
- C. ESTABLISH – NO PARKING ANYTIME - Sansome Street, west side, from Washington Street to 27 feet northerly (removes one 6-wheel commercial metered space, Meter #601); and Sansome Street, west side, from Pacific Avenue to 20 feet northerly (removes one metered space, Meter #803).
- D. ESTABLISH – BUS ZONE and ESTABLISH – NO PARKING ANYTIME - Sansome Street, west side, from Jackson Street to 67 feet southerly (removes one metered space, Meter #627).
- E. ESTABLISH – FLAG STOP - Broadway, west side, nearside at Sansome Street (moves flag stop from farside to nearside).
- F. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME, 6 AM TO 8 PM, EVERYDAY, EXCEPT METERED COMMERCIAL LOADING - Sansome Street, west side, from 26 feet to 255 feet south of Broadway (replaces six general metered spaces, Meter #805, #807, #815, #817, #819, #821); Sansome Street, west side, from Pacific Avenue to Jackson Street (replaces five general metered spaces, Meter #711, #713, #719, #721, #723); and Sansome Street, west side, from 133 feet to 153 feet south of Jackson Street (replaces one general metered space, Meter #613).
- G. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME, 6 AM TO 8 PM, EVERYDAY, EXCEPT METERED COMMERCIAL LOADING FOR TRUCKS WITH 6 WHEELS OR MORE - Sansome Street, west side, from 184 feet to 228 feet south of Jackson Street (replaces two general metered spaces, Meter #605, #607).
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Jackson Street, south side, from 128 feet to 173 feet west of Sansome Street (REINO Meters #0413, #0415); Pacific Avenue, south side, from 108 feet to 150 feet west of Sansome Street (Meter #411, #413); Pacific Avenue, south side, from 239 feet to 261 feet west of Sansome Street (Meter #427); Pacific Avenue, north side, from 12 feet to 40 feet east of Sansome Street (Meter #332); and Broadway, south side, from 188 feet to 228 feet west of Sansome Street (Meter #317, #319).

- K. ESTABLISH –SHORT TERM METERED GREEN ZONE - Sansome Street, east side, from 78 feet to 96 feet south of Broadway (One metered 30-minute green parking space replaces one metered general parking space, Meter #820); and Jackson Street, north side, from 69 feet to 83 feet west of Sansome Street (One metered 30-minute green parking space replaces one metered commercial parking space, Meter #508).
- L. ESTABLISH – NO RIGHT TURN ON RED - Broadway, eastbound, at Sansome Street
- M. ESTABLISH – BLUE ZONE - Pacific Avenue, north side, from 6 feet to 28 feet west of Battery Street (300 Block, parking meter #304); Washington Street, south side, from Battery Street to 24 feet westerly (400 Block, REINO meter #04005); Montgomery Street, east side, from 16 feet to 38 feet north of Washington Street (700 Block, REINO meter #07006); Montgomery Street, west side, from 7 feet to 29 feet south of Jackson Street (700 Block, REINO meter #07017); Pacific Avenue, north side, from 13 feet to 35 feet west of Front Street (Meter #204); Jackson Street, south side, from 21 feet to 40 feet east of Columbus Avenue (Meter #515); and Pacific Avenue, north side, from 12 feet to 34 feet west of Montgomery (Meter #502).

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 rapid Muni transit routes 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 rapid Muni transit routes included in the Transit Effectiveness Project's (TEP) Service-Related Capital Improvements and Travel Time Reduction Proposals, as 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 September 2, 2014.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency