

THIS PRINT COVERS CALENDAR ITEM NO.: 10.3

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Transit

BRIEF DESCRIPTION:

Approving parking and traffic modifications along the 5/5R Fulton Rapid corridor to support 60-foot articulated electric trolley buses on Muni's 5R Fulton Rapid route.

SUMMARY:

- On October 15, 2013, the SFMTA Board approved a pilot project to implement the 5L Fulton Limited service and 5 Fulton short line service and associated parking and traffic changes along the route.
- On March 28, 2014, the SFMTA Board approved the 5L Fulton Limited service and 5 Fulton short line service on a permanent basis.
- In 2015, the 5L Fulton Limited route was renamed the 5R Fulton Rapid route and service was increased.
- To address continued growth in ridership, Muni plans to add 60-foot articulated buses on the 5R Fulton Rapid route.
- These proposed modifications enable 60-foot articulated buses to operate on the 5R Fulton Rapid route safely and efficiently.

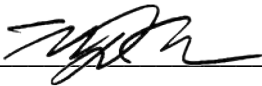
ENCLOSURES:

1. SFMTA Board Resolution
2. SFMTA Resolution No. 14-041 <http://www.sfmta.com/sites/default/files/agendaitems/3-28-14%20Item%206%20TEP%20CEQA%20approval%20resolution.pdf>
3. TEP FEIR <http://www.sf-planning.org/index.aspx?page=2970>
4. Mitigation Monitoring and Reporting Program
<https://www.sfmta.com/sites/default/files/agendaitems/3-28-14%20Item%207%20TEP%20Service%20Changes%20-%20MMRP.pdf>

APPROVALS:

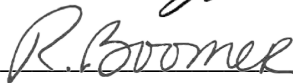
DATE

DIRECTOR



9/9/16

SECRETARY



9/9/16

ASSIGNED SFMTAB CALENDAR DATE: September 20, 2016

PURPOSE

Approving parking and traffic modifications along the 5/5R Fulton Rapid corridor to support 60-foot articulated electric trolley buses on Muni's 5R Fulton Rapid route.

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

Since October 2013, numerous improvements to reduce Muni travel times, enhance reliability and increase safety have been implemented or approved by the SFMTA Board along the 5/5R Fulton Rapid Muni transit corridor, including:

- 18 new transit bulbs.
- Five new traffic signals and two traffic circles replacing all-way STOPS.
- Bus stop consolidation to better match SFMTA's stop spacing guidelines, bus zone extensions and bus stop location optimization throughout the corridor.
- Parking and traffic modifications to improve safety, including reconfiguration of Fulton Street between Baker and Stanyan streets.

In order to provide additional capacity to address crowding, Muni added 60-foot articulated buses on the 5R Fulton Rapid route beginning in August 2016. The SFMTA proposes parking and traffic modifications that will enable 60-foot articulated buses to operate on the 5R Fulton Rapid route safely and efficiently. The proposed changes remove 12 unmetered parking spaces and prohibit parking in front of five residential driveways. These proposals include:

- Relocating the eastbound bus stop at the intersection of Fulton Street with Masonic Avenue from the nearside to the farside and adding an eastbound right turn pocket to improve safety and traffic flow, reduce Muni delay, and accommodate 60-foot articulated buses.
- Extending 10 bus zones along Fulton Street between 6th and 36th avenues to accommodate 60-foot articulated buses.

Specifically, the SFMTA proposes the following:

- A. RESCIND – BUS ZONE - Fulton Street, south side, from Masonic Avenue to 70 feet westerly
- B. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME - Fulton Street, south side, from Masonic Avenue to 60 feet westerly (right-turn only except Muni)

- C. ESTABLISH – RIGHT LANE MUST TURN RIGHT EXCEPT MUNI - Fulton Street, eastbound, at Masonic Avenue
- D. ESTABLISH – BUS ZONE - Fulton Street, south side, from Masonic Avenue to 100 feet easterly (removes five unmetered parking spaces); Fulton Street, north side, from 6th Avenue to 105 feet westerly (prohibits parking across driveway, extends existing 75-foot bus zone to 105 feet); Fulton Street, north side, from 8th Avenue to 100 feet westerly (removes one unmetered parking space, extends existing 75-foot bus zone to 100 feet); Fulton Street, south side, from 10th Avenue to 100 feet easterly (removes one unmetered parking space, extends existing 90-foot bus zone to 100 feet); Fulton Street, south side, from 18th Avenue to 100 feet easterly (removes one unmetered parking space, extends existing 80-foot bus zone to 100 feet); Fulton Street, north side, from 18th Avenue to 105 feet westerly (removes one unmetered parking space and prohibits parking across one driveway, extends existing 75-foot bus zone to 105 feet); Fulton Street, south side, from 22nd Avenue to 100 feet easterly (removes one unmetered parking space, extends existing 75-foot bus zone to 100 feet); Fulton Street, north side, from 22nd Avenue to 105 feet westerly (removes one unmetered parking space and prohibits parking across one driveway, extends existing 75-foot bus zone to 105 feet); Fulton Street, south side, from 30th Avenue to 100 feet easterly (removes one unmetered parking space, extends existing 80-foot bus zone to 100 feet); Fulton Street, north side, from 30th Avenue to 100 feet westerly (prohibits parking across driveway, extends existing 80-foot bus zone to 100 feet); Fulton Street, north side, from 36th Avenue to 100 feet westerly (prohibits parking across driveway, extends existing 75-foot bus zone to 100 feet)

STAKEHOLDER ENGAGEMENT

Staff met with representatives from the five businesses directly fronting the proposed changes on Fulton Street near Masonic Avenue between May and June 2016. Public hearing notices were posted at intersections with the proposed changes prior to a Public Hearing held on July 15, 2106. Four of the five businesses on Fulton Street near Masonic Avenue were supportive of proposed changes. Staff received comments via email or phone from four residents along Fulton Street expressing concern regarding the proposed parking to accommodate longer bus zones.

ALTERNATIVES CONSIDERED

Staff considered adding 60-foot articulated buses to Muni’s 5R Fulton Rapid route without making any parking or traffic modifications. However, several bus zones along the route are shorter than SFMTA’s guidelines for 60-foot articulated buses and could result in buses not being able to pull fully to the curb at stops or have difficulty reentering traffic, which could negatively impact transit travel times, reliability and safety. Staff also considered maintaining the eastbound bus stop at the intersection of Fulton Street with Masonic Avenue at its nearside location and lengthening it to accommodate 60-foot articulated buses, but this was determined to be infeasible due to the location of an existing green zone for short-term parking.

FUNDING IMPACT

The total estimated cost to implement these changes is \$25,000. Changes will be funded by the SFMTA Transit Division budget.

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). The San Francisco Planning Department Environmental Planning Division reviewed the proposed modifications 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. A subset of TEP MMRP that pertinent to the TTRP.5 Fulton is on file with the Secretary of the SFMTA Board of Directors.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney's Office has reviewed this calendar item. No other approvals are necessary.

RECOMMENDATION

Approving parking and traffic modifications along the 5/5R Fulton Rapid corridor, as set forth in items A-D above, to support 60-foot articulated electric trolley buses on Muni's 5R Fulton Rapid route.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency has proposed parking and traffic modifications along the 5/5R Fulton Rapid corridor to support 60-foot articulated electric trolley buses on Muni's 5R Fulton Rapid route as follows:

- A. RESCIND – BUS ZONE - Fulton Street, south side, from Masonic Avenue to 70 feet westerly
- B. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME - Fulton Street, south side, from Masonic Avenue to 60 feet westerly (right-turn only except Muni)
- C. ESTABLISH – RIGHT LANE MUST TURN RIGHT EXCEPT MUNI - Fulton Street, eastbound, at Masonic Avenue
- D. ESTABLISH – BUS ZONE - Fulton Street, south side, from Masonic Avenue to 100 feet easterly (removes five unmetered parking spaces); Fulton Street, north side, from 6th Avenue to 105 feet westerly (prohibits parking across driveway, extends existing 75-foot bus zone to 105 feet); Fulton Street, north side, from 8th Avenue to 100 feet westerly (removes one unmetered parking space, extends existing 75-foot bus zone to 100 feet); Fulton Street, south side, from 10th Avenue to 100 feet easterly (removes one unmetered parking space, extends existing 90-foot bus zone to 100 feet); Fulton Street, south side, from 18th Avenue to 100 feet easterly (removes one unmetered parking space, extends existing 80-foot bus zone to 100 feet); Fulton Street, north side, from 18th Avenue to 105 feet westerly (removes one unmetered parking space and prohibits parking across one driveway, extends existing 75-foot bus zone to 105 feet); Fulton Street, south side, from 22nd Avenue to 100 feet easterly (removes one unmetered parking space, extends existing 75-foot bus zone to 100 feet); Fulton Street, north side, from 22nd Avenue to 105 feet westerly (removes one unmetered parking space and prohibits parking across one driveway, extends existing 75-foot bus zone to 105 feet); Fulton Street, south side, from 30th Avenue to 100 feet easterly (removes one unmetered parking space, extends existing 80-foot bus zone to 100 feet); Fulton Street, north side, from 30th Avenue to 100 feet westerly (prohibits parking across driveway, extends existing 80-foot bus zone to 100 feet); Fulton Street, north side, from 36th Avenue to 100 feet westerly (prohibits parking across driveway, extends existing 75-foot bus zone to 100 feet); and,

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 5/5R Fulton Rapid 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 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 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 of additional or considerably different mitigation measures that 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 adopts the attached Mitigation Monitoring and Reporting Program as conditions of approval; and be it further,

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves these parking and traffic modifications, as set forth in items A through D above, along the 5/5R Fulton Rapid corridor.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of September 20, 2016.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency