

THIS PRINT COVERS CALENDAR ITEM NO.: 11

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Transit Services

BRIEF DESCRIPTION:

Approving the installation of traffic and parking modifications along the 28 19th Avenue Rapid Muni transit corridor that are included in the Muni Forward Service-Related Capital Improvements and Travel Time Reduction Proposals and support the SFMTA's Vision Zero program.

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.
- These proposed changes, including traffic and parking modifications on 19th Avenue, will promote the City's Transit-First Policy by improving transit performance along various Muni transit corridors.
- The proposed changes include numerous pedestrian safety enhancements informed by the WalkFirst process, which identified 19th Avenue as a high-injury corridor prioritized for safety improvements; by delivering these improvements, this project plays an important role in advancing SFMTA's Vision Zero goals.
- These proposed modifications are being presented for MTA Board approval so that the upgrades are included in upcoming Caltrans paving and other construction projects that are planned for construction on 19th Avenue in 2016.
- In late 2014 and early 2015, the SFMTA conducted public meetings and door-to-door outreach to specifically discuss the proposed traffic and parking modifications.

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 _____ 6/26/15

SECRETARY _____ 6/26/15

ASSIGNED SFMTAB CALENDAR DATE: July 7, 2015

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PURPOSE

Approving the installation of traffic and parking modifications along the 28 19th Avenue Rapid Muni transit corridor that are included in the Muni Forward Service-Related Capital Improvements and Travel Time Reduction Proposals and support the SFMTA's Vision Zero goals.

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 Muni travel times and enhance reliability on the routes that make up the Rapid Network, the Muni Forward program 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 background and specific details of the 28 19th Avenue TTRP project are described below:

Muni's 28 19th Avenue and 28R 19th Avenue Rapid bus routes together carry over 17,500 daily customers on an average weekday. The route's corridor is 3.4 miles of 19th Avenue between Lincoln Way and Junipero Serra Boulevard. The M Ocean View Line also travels through a portion of the area.

Within the corridor, the 28 19th Avenue and 28R 19th Avenue Rapid together serve over 17,500 customers on an average weekday and the M Ocean View Line serves an additional 5,400 customers at the stops located along 19th Avenue at Holloway Avenue and Winston Drive. During the p.m. peak period, the 28 19th Avenue local service operates at an average speed of 9.2 miles per hour and the 28 19th Avenue Rapid operates at an average speed of 11.5 miles per hour. The main sources of delay are closely spaced bus stops and traffic congestion.

In order to reduce transit travel times and improve reliability, the SFMTA proposes a variety of improvements within the study area. The proposals include:

- Increasing bus stop spacing from one block to two blocks. Currently, the 28 19th Avenue local service stops at every block between Lincoln Way and Eucalyptus Drive. This proposal moves toward a two-block spacing for most stops. By stopping fewer times, the bus would take less time to move through the corridor.

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- Reducing number of Rapid service stops. Currently, the 28R 19th Avenue Rapid has seven stops in each direction within the area. This proposal would provide stops at major transfer points and destinations, including Judah Street, Quintara Street, Taraval Street, Winston Drive and Holloway Avenue.
- Optimizing bus stop locations at five intersections. Relocating bus stops from the near-side to the far-side of intersections allows buses to take advantage of planned transit signal priority improvements that hold green traffic signal lights for approaching buses.
- Adding transit bulbs at 14 intersections. Transit bulbs are sidewalk extensions alongside bus stops that allow buses to pick-up and drop-off customers without having to pull out of the travel lane into a bus stop and then wait for a gap to merge back into traffic. Transit bulbs enhance the ability of buses to take advantage of all-door boarding. Transit bulbs provide space for transit shelters and other customer amenities. Transit bulbs also improve pedestrian safety by reducing the roadway crossing distance, making pedestrians waiting to cross the street more visible to approaching motorists, and reducing the speed of motorists turning from cross streets.
- Adding pedestrian bulbs at 11 intersections. Pedestrian bulbs are sidewalk extensions at intersection corners that improve pedestrian safety by reducing the roadway crossing distance, making pedestrians waiting to cross the street more visible to approaching motorists, and reducing the speed of motorists turning from cross streets. Reducing pedestrian crossing distances can provide flexibility in traffic signal timing that can reduce Muni delays.
- Shortening one left-turn lane on northbound 19th Avenue at Winston Drive, which constitutes the project's expanded alternative. Shortening the left turn lane that is currently shared with inbound M Ocean View trains would reduce delays for trains which currently must wait for the left turn queue to dissipate before proceeding through the intersection. By shortening the left-turn lane that is shared with the M Ocean View, the space for non-transit vehicles to queue in front of trains would be reduced, thereby allowing both the non-transit vehicles and trains to clear the intersection in one left-turn signal phase.

Together, the proposed changes are anticipated to reduce the travel time of 28 19th Avenue local service by more than 5 minutes in each direction (11 minutes total) within the area (25 percent reduction), improving the average operating speed to 12.2 miles per hour and improving service reliability. The proposed changes are anticipated to reduce the travel time of the 28R 19th Avenue Rapid by 1.5 minutes in each direction (3 minutes total) within the area (nine percent reduction), improving the average operating speed to 12.7 miles per hour. Transit signal priority improvements are anticipated to save an additional 40 seconds in each direction for the 28 19th Avenue local service and 1.5 minutes each direction for the 28R 19th Avenue Rapid. Other changes, such as operational improvements and network enhancements, would further improve travel times along the corridor and add valuable customer amenities such as NextBus displays. The travel time savings would also reduce operating costs on the line and allow for service to be cost effectively increased. And, by electing to move forward with the project's expanded alternative, a major source of delays on the M Ocean View line within the 19th Avenue corridor will be significantly reduced.

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In addition to the transit reliability improvements noted previously, this project is also addressing pedestrian safety concerns along the corridor. The San Francisco Pedestrian Safety Task Force identified several high injury corridors that encompass less than seven percent of City streets but account for over half of serious and fatal pedestrian injuries, including 19th Avenue. The transit bulbs and pedestrian bulbs recommended as part of this travel time reduction proposal will improve pedestrian safety and are being further enhanced with additional pedestrian safety treatments, including “daylighting” which removes parking near intersections to increase visibility of pedestrians, and “leading pedestrian interval” signal timing changes to give pedestrians crossing 19th Avenue a head start before traffic begins moving on the cross streets. Collectively, these improvements play an important role in advancing SFMTA’s Vision Zero goal to eliminate traffic fatalities by 2024.

The implementation of this project is being coordinated with repaving and other construction work that Caltrans has planned for the 19th Avenue corridor and is scheduled to begin in 2016. By coordinating construction of the traffic and parking changes with already-scheduled repaving and streetscape work, which will require extensive lane closures and other interruptions of regular traffic flow, intensive street work will be consolidated and ongoing disruptions to the corridor will be minimized.

Furthermore, included in the project implementation is traffic signal replacement and upgrade work along portions of the corridor. The signals and signal infrastructure along portions of 19th Avenue are outdated, incompatible with new signal technology, and cost the SFMTA unnecessary resources to maintain. The proposed signal upgrades would provide pedestrian and traffic safety improvements, and allow the installation of new signal technology such as Transit Signal Priority which improves transit reliability and travel time. Upgrades would be conducted at five 19th Avenue intersections, including intersections with Moraga Street, Wawona Street, Sloat Boulevard, Rossmoor Drive, and Winston Drive.

Specifically, the SFMTA proposes the following:

- A. RESCIND – BUS ZONE - 19th Avenue, west side, from Lincoln Way to 105 feet southerly (bus stop to remain with bus bulb); 19th Avenue, west side, from Irving Street to 75 feet northerly; 19th Avenue, east side, from Irving Street to 75 feet southerly; 19th Avenue, west side, from Judah Street to 70 feet southerly (bus stop to remain with bus bulb); 19th Avenue, east side, from Judah Street to 60 feet southerly (bus stop relocate to farside); 19th Avenue, west side, from Kirkham Street to 85 feet northerly; 19th Avenue, east side, from Kirkham Street to 75 feet northerly; 19th Avenue, west side, from Lawton Street to 75 feet southerly (bus stop to remain with bus bulb); 19th Avenue, east side, from Lawton Street to 70 feet southerly (bus stop relocate to farside); 19th Avenue, west side, from Moraga Street to 70 feet northerly; 19th Avenue, east side, from Moraga Street to 75 feet southerly; 19th Avenue, west side, from Noriega Street to 75 feet southerly (bus stop to remain with bus bulb); 19th Avenue, east side, from Noriega Street to 70 feet southerly (bus stop relocate to farside); 19th Avenue, west side, from Ortega Street to 75 feet southerly (bus stop to remain with bus bulb); 19th Avenue, east side, from Ortega Street to 90 feet northerly (bus stop to remain with bus bulb); 19th Avenue, west side, from Pacheco Street to 75 feet southerly; 19th Avenue, east side, from Pacheco Street to 75 feet southerly; 19th Avenue, west side,

from Quintara Street to 90 feet southerly (bus stop to remain with bus bulb); 19th Avenue, west side, from Rivera Street to 75 feet southerly (bus stop to remain with bus bulb); 19th Avenue, east side, from Rivera Street to 80 feet southerly (bus stop relocate to farside); 19th Avenue, west side, from Santiago Street to 75 feet northerly; 19th Avenue, east side, from Santiago Street to 80 feet northerly; 19th Avenue, west side, from Taraval Street to 135 feet northerly (bus stop relocate to farside); 19th Avenue, east side, from Taraval Street to 125 feet northerly (bus stop to remain with bus bulb); 19th Avenue, west side, from Ulloa Street to 70 feet northerly; 19th Avenue, east side, from Ulloa Street to 75 feet northerly; 19th Avenue, west side, from Vicente Street to 75 feet southerly (bus stop to remain with bus bulb); 19th Avenue, west side, from Wawona Street to 67 feet northerly; 19th Avenue, east side, from Wawona Street to 75 feet southerly; 19th Avenue, west side, from Sloat Boulevard to 80 feet southerly (bus stop to remain with bus bulb); Sloat Boulevard, south side, from 19th Avenue to 100 feet westerly (bus stop to remain); 19th Avenue, east side, from Sloat Boulevard to 75 feet northerly (bus stop to remain with bus bulb); 19th Avenue, west side, from Eucalyptus Drive to 100 feet northerly (bus stop relocate to farside); 19th Avenue, east side, from Eucalyptus Drive to 100 feet southerly (bus stop relocate to farside); and 19th Avenue, east side, from Holloway Avenue to 95 feet northerly (bus stop to remain with bus bulb).

- B. RESCIND – BUS FLAG STOP - 19th Avenue, east side, south of Vicente Street (bus stop relocated to farside); 19th Avenue, west side, north of Ocean Avenue; and 19th Avenue, east side, south of Ocean Avenue.
- C. ESTABLISH – BUS ZONE - 19th Avenue, east side, from Quintara Street to 145 feet southerly (extends existing 75-foot bus zone by 70 feet).
- D. ESTABLISH – SIDEWALK WIDENING AND TOW-AWAY NO STOPPING ANYTIME - 19th Avenue, west side, from Lincoln Way to 83 feet southerly (6-foot wide bus bulb replaces bus zone); 19th Avenue, west side, from Judah Street to 174 feet southerly (6-foot wide bus bulb replaces bus zone); 19th Avenue, east side, from Judah Street to 148 feet northerly (6-foot wide bus bulb – bus stop relocated to farside, shortens existing 54-foot part-time passenger loading zone by 17 feet); 19th Avenue, west side, from Lawton Street to 83 feet southerly (6-foot wide bus bulb replaces bus zone); 19th Avenue, east side, from Lawton Street to 99 feet northerly (6-foot wide bus bulb – bus stop relocated to farside); 19th Avenue, west side, from Noriega Street to 83 feet southerly (6-foot wide bus bulb replaces bus zone); 19th Avenue, east side, from Noriega Street to 83 feet northerly (6-foot wide bus bulb – bus stop relocated to farside); 19th Avenue, west side, from Ortega Street to 83 feet southerly (6-foot wide bus bulb replaces bus zone); 19th Avenue, east side, from Ortega Street to 83 feet northerly (6-foot wide bus bulb replaces bus zone); 19th Avenue, west side, from Quintara Street to 148 feet southerly (6-foot wide bus bulb replaces bus zone); 19th Avenue, west side, from Rivera Street to 83 feet southerly (6-foot wide bus bulb replaces bus zone); 19th Avenue, east side, from Rivera Street to 108 feet northerly (6-foot wide bus bulb – bus stop relocated to farside); 19th Avenue, west side, from Taraval Street to 169 feet southerly (6-foot wide bus bulb – bus stop relocated to farside); 19th Avenue, east side, from Taraval Street to 171 feet northerly (6-foot wide bus bulb replaces bus zone); 19th Avenue, west side, from Vicente Street to 83 feet southerly (6-foot wide bus bulb replaces bus zone); 19th Avenue, east side, from Vicente Street to 96 feet northerly (6-foot wide bus bulb – bus stop relocated to farside); 19th Avenue, west side, from Sloat Boulevard to 83 feet southerly (6-foot wide bus bulb replaces bus zone); 19th Avenue, east side, from Sloat Boulevard to 83 feet northerly (6-foot wide bus bulb replaces bus zone);

19th Avenue, west side, from Eucalyptus Drive to 83 feet southerly (6-foot wide bus bulb – bus stop relocated to farside); 19th Avenue, east side, from Eucalyptus Drive to 83 feet northerly (6-foot wide bus bulb – bus stop relocated to farside); 19th Avenue, east side, from Holloway Avenue to 148 feet northerly (8-foot wide bus bulb replaces bus zone); 19th Avenue, west side, from Irving Street to 23 feet southerly (6-foot wide corner bulb); Irving Street, south side, from 19th Avenue to 23 feet westerly (6-foot wide corner bulb, removes meter #1803); 19th Avenue, east side, from Irving Street to 57 feet northerly (6-foot wide corner bulb); Irving Street, north side, from 19th Avenue to 56 feet easterly (6-foot wide corner bulb, removes meter #1724); 19th Avenue, west side, from Kirkham Street to 23 feet southerly (6-foot wide corner bulb); Kirkham Street, south side, from 19th Avenue to 23 feet westerly (6-foot wide corner bulb); 19th Avenue, east side, from Kirkham Street to 23 feet northerly (6-foot wide corner bulb); Kirkham Street, north side, from 19th Avenue to 23 feet easterly (6-foot wide corner bulb); Lawton Street, south side, from 19th Avenue to 23 feet westerly (6-foot wide corner bulb); Lawton Street, north side, from 19th Avenue to 23 feet easterly (6-foot wide corner bulb); 19th Avenue, west side, from 18 feet south to 49 feet north of Moraga Street (6-foot sidewalk widening at southern crosswalk); 19th Avenue, east side, from Moraga Street to 23 feet northerly (6-foot wide corner bulb); Moraga Street, north side, from 19th Avenue to 23 feet easterly (6-foot wide corner bulb); 19th Avenue, west side, from Pacheco Street to 23 feet southerly (6-foot wide corner bulb); Pacheco Street, south side, from 19th Avenue to 31 feet westerly (6-foot wide corner bulb); 19th Avenue, east side, from Pacheco Street to 23 feet northerly (6-foot wide corner bulb); Pacheco Street, north side, from 19th Avenue to 23 feet easterly (6-foot wide corner bulb); Quintara Street, south side, from 19th Avenue to 28 feet westerly (6-foot wide corner bulb); 19th Avenue, east side, from Quintara Street to 23 feet northerly (6-foot wide corner bulb); Quintara Street, north side, from 19th Avenue to 28 feet easterly (6-foot wide corner bulb); Rivera Street, south side, from 19th Avenue to 23 feet westerly (6-foot wide corner bulb); Rivera Street, north side, from 19th Avenue to 23 feet easterly (6-foot wide corner bulb); 19th Avenue, west side, from Santiago Street to 56 feet southerly (6-foot wide corner bulb); Santiago Street, south side, from 19th Avenue to 49 feet westerly (6-foot wide corner bulb); 19th Avenue, east side, from Santiago Street to 23 feet northerly (6-foot wide corner bulb); Santiago Street, north side, from 19th Avenue to 42 feet easterly (6-foot wide corner bulb); 19th Avenue, west side, from Ulloa Street to 23 feet southerly (6-foot wide corner bulb); Ulloa Street, south side, from 19th Avenue to 23 feet westerly (6-foot wide corner bulb); 19th Avenue, east side, from Ulloa Street to 23 feet northerly (6-foot wide corner bulb); Ulloa Street, north side, from 19th Avenue to 23 feet easterly (6-foot wide corner bulb); Vicente Street, south side, from 19th Avenue to 23 feet westerly (6-foot wide corner bulb); Vicente Street, north side, from 19th Avenue to 23 feet easterly (6-foot wide corner bulb); 19th Avenue, east side, from 18 feet south to 141 feet north of Wawona Street (6-foot sidewalk widening opposite stem of T-intersection); Sloat Boulevard, south side, from 19th Avenue to 30 feet westerly (7-foot wide corner bulb); Sloat Boulevard, south side, from 19th Avenue to 25 feet easterly (7-foot wide corner bulb); Sloat Boulevard, north side, from 19th Avenue to 41 feet westerly (6-foot wide corner bulb); 19th Avenue, west side, from Ocean Avenue to 23 feet southerly (6-foot wide corner bulb); Ocean Avenue, south side, from 19th Avenue to 25 feet westerly (7-foot wide corner bulb); 19th Avenue, east side, from Ocean Avenue to 23 feet northerly (6-foot wide corner bulb); Ocean Avenue, north side, from 19th Avenue to 25 feet easterly (7-foot wide corner bulb, removes meters #2666 and #2668); Eucalyptus Drive, south side, from 19th Avenue to 23 feet westerly (6-foot

wide corner bulb); Eucalyptus Drive, north side, from 19th Avenue to 28 feet easterly (6-foot wide corner bulb); 19th Avenue, east side, from Holloway Avenue to 30 feet southerly (7-foot wide corner bulb); and Holloway Avenue, south side, from 19th Avenue to 30 feet easterly (9-foot wide corner bulb).

- E. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME - 19th Avenue, west side, from Irving Street to 40 feet northerly; 19th Avenue, east side, from Irving Street to 40 feet southerly; 19th Avenue, west side, from Kirkham Street to 30 feet northerly; 19th Avenue, west side, from Lawton Street to 25 feet northerly; 19th Avenue, east side, from Lawton Street to 40 feet southerly; 19th Avenue, west side, from Moraga Street to 20 feet northerly; 19th Avenue, east side, from Noriega Street to 32 feet southerly; 19th Avenue, west side, from Pacheco Street to 40 feet northerly; 19th Avenue, east side, from Pacheco Street to 40 feet southerly; 19th Avenue, west side, from Quintara Street to 32 feet northerly; 19th Avenue, west side, from Rivera Street to 40 feet northerly; 19th Avenue, east side, from Rivera Street to 40 feet southerly; 19th Avenue, west side, from Santiago Street to 40 feet northerly; 19th Avenue, east side, from Santiago Street to 35 feet southerly; 19th Avenue, west side, from Ulloa Street to 30 feet northerly; 19th Avenue, east side, from Ulloa Street to 40 feet southerly; 19th Avenue, west side, from 20 feet to 40 feet north of Vicente Street; 19th Avenue, east side, from Vicente Street to 25 feet southerly; 19th Avenue, west side, from Wawona Street to 40 feet northerly; Wawona Street, south side, from 19th Avenue to 20 feet westerly; 19th Avenue, east side, from Sloat Boulevard to 40 feet southerly; 19th Avenue, west side, from Ocean Avenue to 40 feet northerly; 19th Avenue, east side, from Ocean Avenue to 40 feet southerly; 19th Avenue, west side, from Eucalyptus Drive to 40 feet northerly; and 19th Avenue, east side, from Eucalyptus Drive to 40 feet southerly.
- F. ESTABLISH – TO-AWAY NO STOPPING, SUNSET TO SUNRISE, DAILY - 19th Avenue, west side, from Vicente Street to 20 feet northerly.
- G. ESTABLISH – BLUE ZONE - 19th Avenue, west side, from 83 feet to 105 feet south of Eucalyptus Drive.

ALTERNATIVES CONSIDERED

In consideration of improving travel times and reliability, the SFMTA considered consolidating rapid stops even further by removing the rapid stop at 19th Avenue and Quintara Street. While providing nonstop 28R service between Judah Street and Taraval Street, this proposal would have also prevented 28R access along an almost 1.5 mile street segment. Therefore, to better optimize access and stop spacing between Judah and Taraval Streets, as well as facilitate transit connections to the 48 Quintara-24th Street line, which operates on Quintara Street, the SFMTA determined to continue its rapid stop service at 19th Avenue and Quintara.

Furthermore, the SFMTA considered moving forward with only the project's moderate alternative and not propose implementation of the expanded alternative, which consists of the shortened left turn lane at 19th Avenue and Winston Drive. However, due to the fact that this lane shortening would significantly reduce delays for M Ocean View trains, which currently must wait for the left turn queue to dissipate before proceeding through the intersection, SFMTA elected to proceed with the expanded alternative. The SFMTA feels confident that the shortening of the left-turn lane that is shared with the M Ocean View will reduce the space for non-transit vehicles to queue in front of

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trains and therefore allow both the non-transit vehicles and trains to clear the intersection in one left-turn signal phase.

FUNDING IMPACT

The total cost of this project is \$22,965,000. This project already has funding identified, as detailed below.

Street Segment / Route	Funding Source	Amount
19 th Avenue South of Golden Gate Park – 28 19 th Avenue	CCSF – GO Bond	\$16,500,000
	SFCTA-Prop K-EP1	\$3,315,000
	SFCTA-Prop K-EP33	\$3,150,000

PUBLIC OUTREACH

The SFMTA conducted extensive public outreach on the 19th Avenue proposals. Specifically, between late 2014 and early 2015, the Agency facilitated a community meeting and open house at a central, accessible location within the project corridor to gather public input about project proposals. Additionally, agency representatives met directly with merchants to collect additional feedback. Overall, the SFMTA received considerable input about the proposed enhancements throughout the corridor. Specifically, both residents and merchants noted support for improved pedestrian safety and transit stop consolidation along the corridor.

A summary of additional activities includes:

- Received survey feedback from 154 community members
- Posted project information posters at project corridor bus stops
- Mailed over 1,200 post cards to nearby residents
- Distributed over 1,000 project information flyers to Muni customers along project corridor
- Engaged via email with 24 local neighborhood groups
- Called 11 local schools
- Personally met with 17 local businesses along project corridor

Additionally, project information was available on the SFMTA website, including a detailed description of the project proposal, open house materials, and meeting notices. Email alerts were distributed to Muni Forward listserv subscribers, which described the project and informed stakeholders about the open house event. Furthermore, social media outlets were employed to distribute the survey and open house notice.

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

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(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.28_1: 19th Avenue Expanded Alternative as defined in the TEP FEIR. The San Francisco Planning Department Environmental Planning Division reviewed the proposed modifications to the TTRP.28_1 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.28_1: 19th Avenue is on file with the Secretary of the SFMTA Board of Directors.

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

RECOMMENDATION

SFMTA staff recommends that the SFMTA Board of Directors approve the installation of traffic and parking modifications along the 28 19th Avenue Rapid Muni transit corridor that are included in the Muni Forward Service-Related Capital Improvements and Travel Time Reduction Proposals and support the SFMTA's Vision Zero program.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency has proposed the installation of traffic and parking modifications along the 28 19th Avenue rapid Muni transit corridor included in the Muni Forward Service-Related Capital Improvements and Travel Time Reduction Proposals as follows:

- A. RESCIND – BUS ZONE - 19th Avenue, west side, from Lincoln Way to 105 feet southerly (bus stop to remain with bus bulb); 19th Avenue, west side, from Irving Street to 75 feet northerly; 19th Avenue, east side, from Irving Street to 75 feet southerly; 19th Avenue, west side, from Judah Street to 70 feet southerly (bus stop to remain with bus bulb); 19th Avenue, east side, from Judah Street to 60 feet southerly (bus stop relocate to farside); 19th Avenue, west side, from Kirkham Street to 85 feet northerly; 19th Avenue, east side, from Kirkham Street to 75 feet northerly; 19th Avenue, west side, from Lawton Street to 75 feet southerly (bus stop to remain with bus bulb); 19th Avenue, east side, from Lawton Street to 70 feet southerly (bus stop relocate to farside); 19th Avenue, west side, from Moraga Street to 70 feet northerly; 19th Avenue, east side, from Moraga Street to 75 feet southerly; 19th Avenue, west side, from Noriega Street to 75 feet southerly (bus stop to remain with bus bulb); 19th Avenue, east side, from Noriega Street to 70 feet southerly (bus stop relocate to farside); 19th Avenue, west side, from Ortega Street to 75 feet southerly (bus stop to remain with bus bulb); 19th Avenue, east side, from Ortega Street to 90 feet northerly (bus stop to remain with bus bulb); 19th Avenue, west side, from Pacheco Street to 75 feet southerly; 19th Avenue, east side, from Pacheco Street to 75 feet southerly; 19th Avenue, west side, from Quintara Street to 90 feet southerly (bus stop to remain with bus bulb); 19th Avenue, west side, from Rivera Street to 75 feet southerly (bus stop to remain with bus bulb); 19th Avenue, east side, from Rivera Street to 80 feet southerly (bus stop relocate to farside); 19th Avenue, west side, from Santiago Street to 75 feet northerly; 19th Avenue, east side, from Santiago Street to 80 feet northerly; 19th Avenue, west side, from Taraval Street to 135 feet northerly (bus stop relocate to farside); 19th Avenue, east side, from Taraval Street to 125 feet northerly (bus stop to remain with bus bulb); 19th Avenue, west side, from Ulloa Street to 70 feet northerly; 19th Avenue, east side, from Ulloa Street to 75 feet northerly; 19th Avenue, west side, from Vicente Street to 75 feet southerly (bus stop to remain with bus bulb); 19th Avenue, west side, from Wawona Street to 67 feet northerly; 19th Avenue, east side, from Wawona Street to 75 feet southerly; 19th Avenue, west side, from Sloat Boulevard to 80 feet southerly (bus stop to remain with bus bulb); Sloat Boulevard, south side, from 19th Avenue to 100 feet westerly (bus stop to remain); 19th Avenue, east side, from Sloat Boulevard to 75 feet northerly (bus stop to remain with bus bulb); 19th Avenue, west side, from Eucalyptus Drive to 100 feet northerly (bus stop relocate to farside); 19th Avenue, east side, from Eucalyptus Drive to 100 feet southerly (bus stop relocate to farside); and 19th Avenue, east side, from Holloway Avenue to 95 feet northerly (bus stop to remain with bus bulb).

- B. RESCIND – BUS FLAG STOP - 19th Avenue, east side, south of Vicente Street (bus stop relocated to farside); 19th Avenue, west side, north of Ocean Avenue; and 19th Avenue, east side, south of Ocean Avenue.
- C. ESTABLISH – BUS ZONE - 19th Avenue, east side, from Quintara Street to 145 feet southerly (extends existing 75-foot bus zone by 70 feet).
- D. ESTABLISH – SIDEWALK WIDENING AND TOW-AWAY NO STOPPING ANYTIME - 19th Avenue, west side, from Lincoln Way to 83 feet southerly (6-foot wide bus bulb replaces bus zone); 19th Avenue, west side, from Judah Street to 174 feet southerly (6-foot wide bus bulb replaces bus zone); 19th Avenue, east side, from Judah Street to 148 feet northerly (6-foot wide bus bulb – bus stop relocated to farside, shortens existing 54-foot part-time passenger loading zone by 17 feet); 19th Avenue, west side, from Lawton Street to 83 feet southerly (6-foot wide bus bulb replaces bus zone); 19th Avenue, east side, from Lawton Street to 99 feet northerly (6-foot wide bus bulb – bus stop relocated to farside); 19th Avenue, west side, from Noriega Street to 83 feet southerly (6-foot wide bus bulb replaces bus zone); 19th Avenue, east side, from Noriega Street to 83 feet northerly (6-foot wide bus bulb – bus stop relocated to farside); 19th Avenue, west side, from Ortega Street to 83 feet southerly (6-foot wide bus bulb replaces bus zone); 19th Avenue, east side, from Ortega Street to 83 feet northerly (6-foot wide bus bulb replaces bus zone); 19th Avenue, west side, from Quintara Street to 148 feet southerly (6-foot wide bus bulb replaces bus zone); 19th Avenue, west side, from Rivera Street to 83 feet southerly (6-foot wide bus bulb replaces bus zone); 19th Avenue, east side, from Rivera Street to 108 feet northerly (6-foot wide bus bulb – bus stop relocated to farside); 19th Avenue, west side, from Taraval Street to 169 feet southerly (6-foot wide bus bulb – bus stop relocated to farside); 19th Avenue, east side, from Taraval Street to 171 feet northerly (6-foot wide bus bulb replaces bus zone); 19th Avenue, west side, from Vicente Street to 83 feet southerly (6-foot wide bus bulb replaces bus zone); 19th Avenue, east side, from Vicente Street to 96 feet northerly (6-foot wide bus bulb – bus stop relocated to farside); 19th Avenue, west side, from Sloat Boulevard to 83 feet southerly (6-foot wide bus bulb replaces bus zone); 19th Avenue, east side, from Sloat Boulevard to 83 feet northerly (6-foot wide bus bulb replaces bus zone); 19th Avenue, west side, from Eucalyptus Drive to 83 feet southerly (6-foot wide bus bulb – bus stop relocated to farside); 19th Avenue, east side, from Eucalyptus Drive to 83 feet northerly (6-foot wide bus bulb – bus stop relocated to farside); 19th Avenue, east side, from Holloway Avenue to 148 feet northerly (8-foot wide bus bulb replaces bus zone); 19th Avenue, west side, from Irving Street to 23 feet southerly (6-foot wide corner bulb); Irving Street, south side, from 19th Avenue to 23 feet westerly (6-foot wide corner bulb, removes meter #1803); 19th Avenue, east side, from Irving Street to 57 feet northerly (6-foot wide corner bulb); Irving Street, north side, from 19th Avenue to 56 feet easterly (6-foot wide corner bulb, removes meter #1724); 19th Avenue, west side, from Kirkham Street to 23 feet southerly (6-foot wide corner bulb); Kirkham Street, south side, from 19th Avenue to 23 feet westerly (6-foot wide corner bulb); 19th Avenue, east side, from Kirkham Street to 23 feet northerly (6-foot wide corner bulb); Kirkham Street, north side, from 19th Avenue to 23 feet easterly (6-foot wide corner bulb); Lawton Street, south side, from 19th Avenue to 23 feet westerly (6-foot wide corner bulb); Lawton Street, north side, from 19th Avenue to 23 feet easterly (6-foot wide corner bulb); 19th Avenue, west side, from 18 feet south to 49 feet north of Moraga Street (6-foot sidewalk widening at southern crosswalk); 19th Avenue, east side, from Moraga Street to 23 feet northerly (6-foot wide corner bulb); Moraga Street, north side, from 19th Avenue to 23 feet easterly (6-foot wide corner bulb); 19th Avenue, west side, from Pacheco Street to 23 feet southerly (6-foot wide corner bulb); Pacheco

Street, south side, from 19th Avenue to 31 feet westerly (6-foot wide corner bulb); 19th Avenue, east side, from Pacheco Street to 23 feet northerly (6-foot wide corner bulb); Pacheco Street, north side, from 19th Avenue to 23 feet easterly (6-foot wide corner bulb); Quintara Street, south side, from 19th Avenue to 28 feet westerly (6-foot wide corner bulb); 19th Avenue, east side, from Quintara Street to 23 feet northerly (6-foot wide corner bulb); Quintara Street, north side, from 19th Avenue to 28 feet easterly (6-foot wide corner bulb); Rivera Street, south side, from 19th Avenue to 23 feet westerly (6-foot wide corner bulb); Rivera Street, north side, from 19th Avenue to 23 feet easterly (6-foot wide corner bulb); 19th Avenue, west side, from Santiago Street to 56 feet southerly (6-foot wide corner bulb); Santiago Street, south side, from 19th Avenue to 49 feet westerly (6-foot wide corner bulb); 19th Avenue, east side, from Santiago Street to 23 feet northerly (6-foot wide corner bulb); Santiago Street, north side, from 19th Avenue to 42 feet easterly (6-foot wide corner bulb); 19th Avenue, west side, from Ulloa Street to 23 feet southerly (6-foot wide corner bulb); Ulloa Street, south side, from 19th Avenue to 23 feet westerly (6-foot wide corner bulb); 19th Avenue, east side, from Ulloa Street to 23 feet northerly (6-foot wide corner bulb); Ulloa Street, north side, from 19th Avenue to 23 feet easterly (6-foot wide corner bulb); Vicente Street, south side, from 19th Avenue to 23 feet westerly (6-foot wide corner bulb); Vicente Street, north side, from 19th Avenue to 23 feet easterly (6-foot wide corner bulb); 19th Avenue, east side, from 18 feet south to 141 feet north of Wawona Street (6-foot sidewalk widening opposite stem of T-intersection); Sloat Boulevard, south side, from 19th Avenue to 30 feet westerly (7-foot wide corner bulb); Sloat Boulevard, south side, from 19th Avenue to 25 feet easterly (7-foot wide corner bulb); Sloat Boulevard, north side, from 19th Avenue to 41 feet westerly (6-foot wide corner bulb); 19th Avenue, west side, from Ocean Avenue to 23 feet southerly (6-foot wide corner bulb); Ocean Avenue, south side, from 19th Avenue to 25 feet westerly (7-foot wide corner bulb); 19th Avenue, east side, from Ocean Avenue to 23 feet northerly (6-foot wide corner bulb); Ocean Avenue, north side, from 19th Avenue to 25 feet easterly (7-foot wide corner bulb, removes meters #2666 and #2668); Eucalyptus Drive, south side, from 19th Avenue to 23 feet westerly (6-foot wide corner bulb); Eucalyptus Drive, north side, from 19th Avenue to 28 feet easterly (6-foot wide corner bulb); 19th Avenue, east side, from Holloway Avenue to 30 feet southerly (7-foot wide corner bulb); and Holloway Avenue, south side, from 19th Avenue to 30 feet easterly (9-foot wide corner bulb).

- E. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME - 19th Avenue, west side, from Irving Street to 40 feet northerly; 19th Avenue, east side, from Irving Street to 40 feet southerly; 19th Avenue, west side, from Kirkham Street to 30 feet northerly; 19th Avenue, west side, from Lawton Street to 25 feet northerly; 19th Avenue, east side, from Lawton Street to 40 feet southerly; 19th Avenue, west side, from Moraga Street to 20 feet northerly; 19th Avenue, east side, from Noriega Street to 32 feet southerly; 19th Avenue, west side, from Pacheco Street to 40 feet northerly; 19th Avenue, east side, from Pacheco Street to 40 feet southerly; 19th Avenue, west side, from Quintara Street to 32 feet northerly; 19th Avenue, west side, from Rivera Street to 40 feet northerly; 19th Avenue, east side, from Rivera Street to 40 feet southerly; 19th Avenue, west side, from Santiago Street to 40 feet northerly; 19th Avenue, east side, from Santiago Street to 35 feet southerly; 19th Avenue, west side, from Ulloa Street to 30 feet northerly; 19th Avenue, east side, from Ulloa Street to 40 feet southerly; 19th Avenue, west side, from 20 feet to 40 feet north of Vicente Street; 19th Avenue, east side, from Vicente Street to 25 feet southerly; 19th Avenue, west side, from Wawona Street to 40 feet northerly; Wawona Street, south side, from 19th Avenue to 20 feet westerly; 19th Avenue, east side, from Sloat Boulevard to 40 feet southerly; 19th

Avenue, west side, from Ocean Avenue to 40 feet northerly; 19th Avenue, east side, from Ocean Avenue to 40 feet southerly; 19th Avenue, west side, from Eucalyptus Drive to 40 feet northerly; and 19th Avenue, east side, from Eucalyptus Drive to 40 feet southerly.

F. ESTABLISH – TO-AWAY NO STOPPING, SUNSET TO SUNRISE, DAILY - 19th Avenue, west side, from Vicente Street to 20 feet northerly.

G. ESTABLISH – BLUE ZONE - 19th Avenue, west side, from 83 feet to 105 feet south of Eucalyptus Drive.

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 28 19th Avenue 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, SFMTA staff proposes to adopt the proposed project's Expanded Alternative, which includes all of the same parking and traffic improvements that are included in the Moderate Alternative, as well as the one proposal to shorten one of two northbound left turn lanes at 19th Avenue/Winston Drive, which is not included in the Moderate Alternative; and,

WHEREAS, The existing left-turn lane configuration in the northbound direction of 19th Avenue at the intersection of 19th Avenue with Winston Drive, where one of two left-turn lanes is used for both left-turning vehicles and through Muni light rail trains causes substantial delays for all inbound (north) M Ocean View trains, which currently must wait for the left turn queue to dissipate before proceeding through the intersection; and,

WHEREAS, Shortening a portion of the leftmost left-turn lane will reduce the stacking length available to non-transit vehicles to queue in front of a train, allowing both non-transit vehicles and trains to clear the intersection in one left-turn signal phase; and,

WHEREAS With more reliable light rail transit service on one of the busiest lines, SFMTA will have fewer needs for last-minute service adjustments, a more stable service environment for resource-need assessment, and will be able to more reliably and effectively allocate transit resources and deliver service overall; 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 set forth in items A through G above along the 28th Avenue Muni transit corridor included in the Muni Forward Service-Related Capital Improvements and Travel Time Reduction Proposals 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 July 7, 2015.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency