

THIS PRINT COVERS CALENDAR ITEM NO. : 10.3

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving various parking and traffic modifications on Grove Street between Van Ness Avenue and Polk Street to support the corner sidewalk widening at the Grove and Polk intersection.

SUMMARY:

- The SFMTA Board of Directors has authority to adopt parking and traffic regulations changes.
- The Planning Department determined that the parking and traffic modifications are categorically exempt from environmental review pursuant to Title 14 of the California Code of Regulations section 15301(c) (Class 1(c) categorical exemption).

ENCLOSURES:

1. SFMTAB Resolution

APPROVALS:

DATE

DIRECTOR _____ 2/10/14

SECRETARY _____ 2/10/14

ASSIGNED SFMTAB CALENDAR DATE: February 18, 2014

PURPOSE

Approving various parking and traffic modifications on Grove Street southside from Van Ness Avenue to Polk Street to support the corner sidewalk widening at the Grove and Polk intersection.

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 2.1: Improve customer service and communications.

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.

DESCRIPTION

Currently, the corners at the Grove and Polk intersection are concave shaped, which are different from normal street corners. The concave-shaped corner makes the streets wider to cross. At this intersection, three crosswalks (Polk northside, Grove westside, and Grove eastside) are between 69 and 72 feet long and one crosswalk (Polk southside) is about 48 feet long. This intersection is adjacent to several destinations (City Hall, Department of Public Health, and the Bill Graham Civic Auditorium) with significant pedestrian activity. The Department of Public Works (DPW) proposes to modify the corners by extending the sidewalk similar to a corner sidewalk widening (bulb-out). The corner bulb-outs will reduce the crossing distance for pedestrians and reduce the exposure of pedestrians to traffic while crossing the street. The bulb-outs will provide a safer and more inviting environment for pedestrians, motorists, and transit riders. DPW proposes to start this work in spring 2014.

Due to the bulb-out at the southwest corner, the eastbound Polk Street right turn lane will be removed at the intersection. The traffic model shows that eastbound traffic can be accommodated with the remaining two traffic lanes. The 21 Hayes line bus stop also will be removed on Grove at Polk Street. This stop is lightly used with a combined on/off of 71 passengers compared to 334 passengers at the Grove and Van Ness stop, only 290 feet to the west on the same block. The next stop is at Market and 9th Street, which is 960 feet to the east of the Grove and Polk stop. Removing the Grove and Polk stop would result in a 1250 feet spacing between the Market and Van Ness stops. This meets SFMTA's draft bus stop spacing guidelines anticipated for adoption by the SFMTA in Spring 2014. The right turn lane and bus stop

removal has been reviewed and determined to be categorically exempt pursuant to Title 14 of the California Code of Regulations section 15301(c) by the Planning Department.

On November 15, 2013, a SFMTA hearing was held to discuss the following parking and traffic changes:

- A. ESTABLISH – RED ZONE
Grove Street, south side, from Polk Street to 25 feet westerly
(for a 6-foot wide corner sidewalk widening). **PH 11/15/13 Requested by SFMTA.**
- B. REVOKE – BUS ZONE
Grove Street, south side, from Polk Street to 117 feet westerly. **PH 11/15/13 Requested by SFMTA.**
- C. ESTABLISH – SFMTA PERMIT PARKING ONLY, (6 AM TO 7 PM, MONDAY THROUGH FRIDAY)
Grove Street, south side, from 25 feet to 117 feet west of Polk Street
(This establishes four 23 feet long spaces.). **PH 11/15/13 Requested by SFMTA.**
- D. REVOKE – RIGHT TURN LANE
Eastbound Grove Street at Polk Street. **PH 11/15/13 Requested by SFMTA.**

As part of the 5L Fulton Limited Pilot Project, some of the changes listed above were implemented by the City's Traffic Engineer pursuant to Division II, Section 201(a)(5) of the San Francisco Transportation Code to replace parking displaced on McAllister Street.

ALTERNATIVES CONSIDERED

The other alternative is a No Build option, but this option does not improve pedestrian comfort or safety at the intersection. As a result, SFMTA staff recommends pursuing the proposed pedestrian improvements at this intersection. The parking and traffic changes are the most appropriate for the pedestrian improvements proposed at the intersection.

FUNDING IMPACT

The bulb-out construction is funded by the Proposition B Road Repaving and Street Safety Bond. The parking and traffic changes are funded through the SFMTA's Transit Operating Funds.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

On January 24, 2014, the San Francisco Planning Department determined that the proposed parking and traffic modifications were categorically exempt from environmental review pursuant to Title 14 of the California Code of Regulations section 15301(c) (Class 1(c) categorical exemption).

The Planning Department's determination is on file with the Secretary to the SFMTA Board of Directors. The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31.

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

RECOMMENDATION

SFMTA staff recommends that the SFMTA Board of Directors approve the proposed parking and traffic modifications on Grove Street between Van Ness Avenue and Polk Street to support the corner sidewalk widening at the Grove and Polk intersection.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency has received a request, or identified a need for the following parking and traffic modifications:

- A. ESTABLISH – RED ZONE - Grove Street, south side, from Polk Street to 25 feet westerly (for a 6-foot wide corner sidewalk widening).
- B. REVOKE – BUS ZONE - Grove Street, south side, from Polk Street to 117 feet westerly.
- C. ESTABLISH – SFMTA PERMIT PARKING ONLY, (6 AM TO 7 PM, MONDAY THROUGH FRIDAY) - Grove Street, south side, from 25 feet to 117 feet west of Polk Street. (This establishes four 23 feet long spaces.).
- D. REVOKE – RIGHT TURN LANE - Eastbound Grove Street at Polk Street.

WHEREAS, On January 24, 2014, the San Francisco Planning Department has reviewed the proposed parking and traffic modifications, as set forth in items A through D above, and determined that the proposed modifications are categorically exempt, under Class 1(c), from environmental review pursuant to Title 14 of the California Code of Regulations section 15301(c) (“CEQA guidelines”); and,

WHEREAS, A copy of the San Francisco Planning Department’s determination is on file with the Secretary to the SFMTA Board of Directors. The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31; and,

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications on November 15, 2013, through the SFMTA’s public hearing process; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves various parking and traffic modifications on Grove Street between Van Ness Avenue and Polk Street to support the corner sidewalk widening at the Grove and Polk intersection.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of February 18, 2014.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency