

THIS PRINT COVERS CALENDAR ITEM NO.: 10.3

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving various routine traffic and parking modifications.

SUMMARY:

- The Glen Park Community Plan Bosworth Street/Diamond Street Intersection project will implement pedestrian safety and transit operations improvements by constructing five new bulb-outs at the intersection.

ENCLOSURES:

1. SFMTAB Resolution

APPROVALS:

DATE

DIRECTOR _____ 3/20/14

SECRETARY _____ 3/20/14

ASSIGNED SFMTAB CALENDAR DATE: April 1, 2014

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PURPOSE

To approve various routine traffic and parking modifications.

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 2.3: Increase use of all non-private auto modes.

DESCRIPTION

The SFMTA proposes to modify the Bosworth Street/Diamond Street intersection improvements that were evaluated in the Glen Park Community Plan Final Environmental Impact Report (FEIR). The proposed modifications include the addition of five new bulb-outs at the intersection. The proposed bulb-outs are consistent with the overall pedestrian improvements analyzed in the FEIR. The proposed modifications are expected to further improve pedestrian safety and comfort by reducing sidewalk crowding, reducing street crossing distances, improving pedestrian visibility and reducing vehicle speeds. The project has also been designed to minimize negative impacts to transit travel times while improving the conditions for waiting transit customers.

The location and size of the proposed bulb-outs are:

- 1) Bosworth Street, north side, west of Diamond Street, 6-foot wide, 25-foot long bulb-out;
- 2) Bosworth Street, north side, east of Diamond Street, 8-foot wide, 113-foot long bulb-out;
- 3) Bosworth Street, south side, east of Diamond Street, 8-foot wide, 120-foot long bulb-out;
- 4) Bosworth Street, south side, west of Diamond Street, 4-foot wide, 28-foot long bulb-out; and,
- 5) Diamond Street, west side, south of Bosworth Street, 6-foot wide, 108-foot long bulb-out.

The bulb-outs would require establishing Tow-Away, No Stopping Anytime (TANSAT) zones for the length of the bulb-outs. In addition, a TANSAT zone would be installed on the west side of Diamond Street, north of Bosworth Street. This TANSAT zone would replace an existing Tow-Away, No Stopping, 3 PM to 6 PM, Monday through Friday zone. The project modifications would also include establishing an 84-foot long white zone on the south side of Bosworth Street along the Glen Park BART Station frontage.

The proposed modifications would require removal of five on-street parking spaces, consisting of three metered spaces on the west side of Diamond Street, one metered space on the north side of Bosworth Street, and one on-street space on the west side of Diamond Street.

Lastly, this project will upgrade the traffic signal hardware, add mast-arms, and increase the signal cycle length from 80 seconds to 90 seconds at the Bosworth & Diamond Streets intersection.

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Specifically, the increased signal cycle length is consistent with proposed Mitigation Measure M-TRA-1A in the Glen Park Community Plan FEIR.

ITEMS FOR APPROVAL TO SUPPORT THE PROJECT

A. ESTABLISH – SIDEWALK WIDENING (BULBS)

Bosworth Street, north side, from Diamond Street to 25 feet westerly (6-foot wide bulb, no parking impacts); Bosworth Street, north side, from Diamond Street to 113 feet easterly (8-foot wide bulb, removes one metered space); Bosworth Street, south side, from Diamond Street to 120 feet easterly (8-foot wide bulb, no parking impacts); Bosworth Street, south side, from Diamond Street to 28 feet westerly (4-foot wide bulb, no parking impacts); and Diamond Street, west side, from Bosworth Street to 108 feet southerly (6-foot wide bulb, no parking impacts).

PH 12/27/13 Requested by SFMTA.

B. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME

Bosworth Street, north side, from Diamond Street to 25 feet westerly (6-foot wide bulb, no parking impacts); Bosworth Street, north side, from Diamond Street to 113 feet easterly (8-foot wide bulb, removes one metered space); Bosworth Street, south side, from Diamond Street to 120 feet easterly (8-foot wide bulb, no parking impacts); Bosworth Street, south side, from Diamond Street to 28 feet westerly (4-foot wide bulb, no parking impacts); Diamond Street, west side, from Bosworth Street to 108 feet southerly (6-foot wide bulb, no parking impacts); and Diamond Street, west side, from Bosworth Street to 67 feet northerly (removes three metered spaces); **PH 12/27/13 Requested by SFMTA.**

C. ESTABLISH – WHITE ZONE

Bosworth Street, south side, from 120 feet to 204 feet east of Diamond Street (84-foot zone).

PH 12/27/13 Requested by SFMTA.

PUBLIC OUTREACH

The Glen Park Community Plan: Bosworth Street/Diamond Street Intersection project is an interagency effort to improve pedestrian safety and transit operations at the subject intersection. The project builds on the Glen Park Community Plan FEIR, which was vetted extensively with stakeholders in accordance with CEQA requirements. More recently, and specific to the implementation effort, SFMTA, Planning Department, and SFDPW staff have attended numerous neighborhood meetings and worked closely with the local merchants association, various neighborhood associations, and with District 8 Supervisor Scott Wiener's office to publicize the project and gather community feedback. The proposed design is a result of community input and interagency collaboration.

ALTERNATIVES CONSIDERED

Under the original Glen Park Community Plan, the proposed improvements at the Bosworth Street/Diamond Street intersection were for modified signal timing and lane striping to improve traffic conditions. More specifically, the proposed signalization improvements included: 1) a pedestrian scramble phase, which would allow pedestrians to cross the intersection from different directions simultaneously; 2) a leading protected westbound left-turn/through/right turn phase on Bosworth Street; 3) Bosworth Street eastbound and westbound movements; 4) leading Diamond Street northbound and southbound left turns; and 5) Diamond Street northbound and southbound movements. In addition, the sidewalk on the north side of Bosworth Street (east of Diamond Street) would be widened and a pedestrian bulb-out would be installed on Bosworth Street at the northwest corner of the intersection. Currently the signalization has the following three phases: 1) a leading protected westbound left-turn/through/right-turn phase on Bosworth Street; 2) Bosworth Street east and westbound movements; and 3) Diamond Street north and southbound movements.

During project design phase, SFMTA staff performed additional analysis of the original Glen Park Community Plan proposal and worked with stakeholders to get a better understanding of the community's goals and priorities. These efforts led to the development of the current project as the preferred alternative.

FUNDING IMPACT

The planning phase for this project is complete. It is currently in design phase which is funded with Federal Transit Administration grants and Planning Department funds. Funding for the construction phase is Federal Transit Administration and Proposition K Sales Tax funds.

OTHER APPROVALS RECEIVED

A Final Environmental Impact Report (FEIR) was certified for the 2010 Glen Park Community Plan on November 10, 2011 (Case No. 2005.1004E). The project sponsor, the SFMTA, is currently proposing to construct the Bosworth Street/Diamond Street Intersection Project, which is a modification to the improvements analyzed under the Glen Park Community Plan FEIR. The Glen Park Community Plan FEIR analyzed several projects including street network changes, transportation and infrastructure changes, potential infill development, and open space improvements. The Glen Park Community Plan also included policies and recommendations to implement traffic calming measures at the Bosworth Street/Diamond Street intersection. Subsequent to publication of the FEIR, the SFMTA modified the proposed traffic calming measures at this intersection. Upon review of the proposed changes, the Planning Department determined that the modified project is within the scope of the FEIR and no additional analysis is required pursuant to the California Environmental Quality Act (CEQA).

This determination can be found in a Note to File for Case No. 2005.1004E issued by the Planning Department on January 30, 2014.

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A copy of the Glen Park Community Plan FEIR and the Note to File is on file with the Secretary to the SFMTA Board of Directors, provided to each Board member, and is available on-line at: http://sfmea.sfplanning.org/2005.1004E_FEIR1.pdf.

The City Attorney has reviewed this report.

RECOMMENDATION

SFMTA staff recommends approval of the proposed parking and traffic modifications on Bosworth Street to support the Glen Park Community Plan: Bosworth Street/Diamond Street Intersection Project.

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 parking and traffic modifications as follows:

- A. ESTABLISH – SIDEWALK WIDENING (BULBS) - Bosworth Street, north side, from Diamond Street to 25 feet westerly (6-foot wide bulb, no parking impacts); Bosworth Street, north side, from Diamond Street to 113 feet easterly (8-foot wide bulb, removes one metered space); Bosworth Street, south side, from Diamond Street to 120 feet easterly (8-foot wide bulb, no parking impacts); Bosworth Street, south side, from Diamond Street to 28 feet westerly (4-foot wide bulb, no parking impacts); and Diamond Street, west side, from Bosworth Street to 108 feet southerly (6-foot wide bulb, no parking impacts).
- B. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME - Bosworth Street, north side, from Diamond Street to 25 feet westerly (6-foot wide bulb, no parking impacts); Bosworth Street, north side, from Diamond Street to 113 feet easterly(8-foot wide bulb, removes one metered space); Bosworth Street, south side, from Diamond Street to 120 feet easterly (8-foot wide bulb, no parking impacts); Bosworth Street, south side, from Diamond Street to 28 feet westerly (4-foot wide bulb, no parking impacts); Diamond Street, west side, from Bosworth Street to 108 feet southerly (6-foot wide bulb, no parking impacts); and Diamond Street, west side, from Bosworth Street to 67 feet northerly (removes three metered spaces).
- C. ESTABLISH – WHITE ZONE - Bosworth Street, south side, from 120 feet to 204 feet east of Diamond Street (84-foot zone).

WHEREAS, At its hearing on November 10, 2011, the Planning Commission certified the Final Environmental Impact Report (FEIR) for the Glen Park Community Plan (Motion No. 18490) pursuant to the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.) (CEQA), the CEQA Guidelines (14 Cal. Code Reg. Sections 15000 et seq.) and Chapter 31 of the Administrative Code, and this certification was affirmed by the San Francisco Board of Supervisors on February 14, 2012, in Board of Supervisors' File No. 111306, Ordinance No. 36-12; and,

WHEREAS, San Francisco Planning Department staff reviewed the proposed traffic and parking modifications, items A through C above, and on January 30, 2014, determined in a Note to File that the proposed traffic and parking modifications are within the overall scope of the Glen Park Community Plan and no additional environmental impacts will occur as a result of project implementation, and therefore no additional environmental analysis is required under CEQA; and,

WHEREAS, A copy of the FEIR and Planning Commission Motion No. 18490 is on file with the SFMTA's Board Secretary. The FEIR is available on-line at: http://sfmea.sfplanning.org/2005.1004E_FEIR1.pdf; and,

WHEREAS, Any and all documents referenced in this Resolution may be found in the files of the San Francisco Planning Department, as the custodian of records, at 1650 Mission Street in San Francisco or on file with the Secretary to the SFMTA Board of Directors at 1 South Van Ness Avenue, 7th Floor, in San Francisco; 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, In accordance with the provisions of CEQA, the State CEQA Guidelines and Chapter 31, the SFMTA Board has reviewed and considered the information contained in the FEIR as relevant to this approval and the CEQA Findings contained in Planning Commission Motion No. 18490 as relevant to this approval and finds that the FEIR is adequate for its use as the decision-making body for this Project and hereby adopts and incorporates by reference as though fully set forth herein Motion No. 18490, including a statement of overriding considerations and a mitigation monitoring and reporting program; and therefore, be it further

RESOLVED, The proposed project as described in the case report and Note to File is consistent with the project as described in the FEIR and approved by the Board of Supervisors and would not result in any significant impacts not identified in the FEIR nor cause significant effects identified in the FEIR to be substantially more severe; and therefore, be it further

RESOLVED, The SFMTA Board further finds that since the FEIR was finalized, there have been no substantial project changes and no substantial changes in project circumstances that would require major revisions to the FEIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the FEIR; and be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the proposed traffic and parking modifications on Bosworth Street to support the Glen Park Community Plan Bosworth Street/Diamond Street Intersection project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of April 1, 2014.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency