



SAN FRANCISCO PLANNING DEPARTMENT

General Plan Referral


Date: September 30, 2016
Case No. Case No. 2016-012028GPR
14/14R Mission Muni Forward Project

Block/Lot No.: Various Blocks
Project Sponsor: Felipe Robles
San Francisco Municipal Transportation Agency
1 South Van Ness Avenue, 7th Floor
San Francisco, CA 94103

Applicant: Same as Above

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Recommendation: Finding the project, on balance, is **in conformity** with the General Plan

Recommended By: 
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PROJECT DESCRIPTION

As part of the Muni bus line #14/14R Mission Muni Forward Project, the SFMTA proposes to construct corner sidewalk bulb-outs, transit bulb-outs and transit boarding islands at select intersections along Mission and Otis Streets between South Van Ness Avenue and Cesar Chavez Street. These curb line changes are coordinated with transit-only lanes and changes to intersection operations which prioritize transit on Mission and Otis streets, one of the most heavily use transit corridors in the City. The proposed improvements will provide additional space for transit riders accessing busses, reduced crossing distances for pedestrians, increase pedestrian visibility at intersections, and improved Muni service.

ENVIRONMENTAL REVIEW

This project was fully analyzed in the Transit Effectiveness Project Final Environmental Impact Report (2011.0558E) certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014.

GENERAL PLAN COMPLIANCE AND BASIS FOR RECOMMENDATION

The Project is consistent with the Eight Priority Policies of Planning Code Section 101.1 as described in the body of this letter and is, on balance, **in-conformity** with the following Objectives and Policies of the General Plan:

TRANSPORTATION ELEMENT**OBJECTIVE 1**

MEET THE NEEDS OF ALL RESIDENTS AND VISITORS FOR SAFE, CONVENIENT AND INEXPENSIVE TRAVEL WITHIN SAN FRANCISCO AND BETWEEN THE CITY AND OTHER PARTS OF THE REGION WHILE MAINTAINING THE HIGH QUALITY LIVING ENVIRONMENT OF THE BAY AREA.

POLICY 1.2

Ensure the safety and comfort of pedestrians throughout the city.

The project will provide additional space for people waiting for, boarding and exiting transit vehicles on one of the most heavily utilized transit corridors in the City. This will increase sidewalk space for pedestrians, thus alleviating sidewalk crowding and increasing pedestrian comfort, and will increase pedestrian safety by shortening crossing distances.

POLICY 1.3

Give priority to public transit and other alternatives to the private automobile as the means of meeting San Francisco's transportation needs, particularly those of commuters.

The 14/14R Muni line, the main transit line using Otis and Mission Streets, connects San Francisco residential neighborhoods with downtown and other San Francisco employment centers. The project prioritizes these streets for transit vehicles by adding transit-only lanes and transit boarding facilities.

OBJECTIVE 11

ESTABLISH PUBLIC TRANSIT AS THE PRIMARY MODE OF TRANSPORTATION IN SAN FRANCISCO AND AS A MEANS THROUGH WHICH TO GUIDE FUTURE DEVELOPMENT AND IMPROVE REGIONAL MOBILITY AND AIR QUALITY.

POLICY 11.1

Maintain and improve the Transit Preferential Streets program to make transit more attractive and viable as a primary means of travel.

Mission and Otis Streets are Transit Preferential Streets as identified in Map 9 of the Transportation Element of the General Plan. The project would make transit on this corridor more attractive and viable by prioritizing transit vehicle movement and by improving customer access at transit stops.

OBJECTIVE 14

DEVELOP AND IMPLEMENT A PLAN FOR OPERATIONAL CHANGES AND LAND USE POLICIES THAT WILL MAINTAIN MOBILITY AND SAFETY DESPITE A RISE IN TRAVEL DEMAND THAT COULD OTHERWISE RESULT IN SYSTEM CAPACITY DEFICIENCIES.

POLICY 14.3

Improve transit operation by implementing strategies that facilitate and prioritize transit vehicle movement and loading.

Transit boarding islands and transit bulb-outs at select locations will facilitate faster boarding/de-boarding of busses with less transit and traffic delay. The project also includes transit only lanes and restrictions on non-transit vehicles at select intersections, thus prioritizing transit vehicle movement.

OBJECTIVE 20

GIVE FIRST PRIORITY TO IMPROVING TRANSIT SERVICE THROUGHOUT THE CITY, PROVIDING A CONVENIENT AND EFFICIENT SYSTEM AS A PREFERABLE ALTERNATIVE TO AUTOMOBILE USE.

POLICY 20.1

Give priority to transit vehicles based on a rational classification system of transit preferential streets.

POLICY 20.3

Develop transit preferential treatments according to established guidelines.

POLICY 20.13

Create dedicated bus lanes and Bus Rapid Transit (BRT) lanes to expedite bus travel times and improve transit reliability.

Mission and Otis Streets are Transit Preferential Streets as identified in Map 9 of the Transportation Element of the General Plan. The project prioritizes transit on these streets by implementing several treatments developed as part of the Municipal Transportation Agency's Transit Effectiveness Project. The treatments implemented include dedicated bus lanes, transit islands and transit bulb-outs, and restrictions on certain vehicle movements at select intersections.

OBJECTIVE 23

IMPROVE THE CITY'S PEDESTRIAN CIRCULATION SYSTEM TO PROVIDE FOR EFFICIENT, PLEASANT, AND SAFE MOVEMENT.

POLICY 23.1

Provide sufficient movement space with a minimum of pedestrian congestion in accordance with a pedestrian street classification system.

Sidewalk extensions at select corners and transit stops will provide additional space to alleviate crowding of the sidewalk and provide dedicated waiting space for transit.

POLICY 23.6

Ensure convenient and safe pedestrian crossings by minimizing the distance pedestrians must walk to cross a street.

Sidewalk extensions at select corners will reduce the total crossing distance of an intersection. Sidewalk extensions at corners also provide increased queuing area and greater corner visibility for pedestrians waiting to cross.

MARKET AND OCTAVIA AREA PLAN**OBJECTIVE 7.2**

ESTABLISH A FUNCTIONAL, ATTRACTIVE AND WELL-INTEGRATED SYSTEM OF PUBLIC STREETS AND OPEN SPACES IN THE SOMA WEST AREA TO IMPROVE THE PUBLIC REALM.

POLICY 7.2.2

Embark on a study to redesign Mission and Otis Streets from South Van Ness Avenue to Duboce Avenue.

The project includes a sidewalk bulb-out and transit island on Otis Street at South Van Ness Avenue and pedestrian bulb outs at the intersection of Otis and McCoppin Streets, thus shortening the crossing distance for pedestrians and increasing pedestrian safety at both intersections. These bulb outs should be considered for landscaping as project details are developed in order to improve the public realm. While the project is not a full redesign of Otis Street, it will result in substantial improvements to transit reliability and comfort and to pedestrian and bicycle safety.

PROPOSITION M FINDINGS – PLANNING CODE SECTION 101.1

Planning Code Section 101.1 establishes Eight Priority Policies and requires review of discretionary approvals and permits for consistency with said policies. The Project, constructing pedestrian bulbs, transit bulbs, and traffic circles, is found to be consistent with the Eight Priority Policies as set forth in Planning Code Section 101.1 for the following reasons:

Eight Priority Policies Findings

The subject project is found to be consistent with the Eight Priority Policies of Planning Code Section 101.1 in that:

The proposed project is found to be consistent with the eight priority policies of Planning Code Section 101.1 in that:

1. That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses enhanced.

This project does not propose any changes to retail or land uses. The proposed transit and pedestrian improvements would improve safety and accessibility for residents and employees of local businesses.

2. That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhood.

The Project would have no adverse effect on the City's housing stock or on neighborhood character. The existing housing and neighborhood character will be not be negatively affected

3. That the City's supply of affordable housing be preserved and enhanced.

The Project would have no adverse effect on the City's supply of affordable housing.

4. That commuter traffic not impede Muni transit service or overburden our streets or neighborhood parking.

The project is specifically designed to improve Muni transit service. It will not generate additional commuter traffic.

5. That a diverse economic base be maintained by protecting our industrial and service sectors from displacement due to commercial office development, and that future opportunities for residential employment and ownership in these sectors be enhanced.

The Project would not affect the existing economic base in this area.

6. That the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake.

The Project would not adversely affect achieving the greatest possible preparedness against injury and loss of life in an earthquake.

7. That landmarks and historic buildings be preserved.

The proposed project would have no impact to landmarks and/or historic buildings.

8. That our parks and open space and their access to sunlight and vistas be protected from development.

The Project would have no adverse effect on parks and open space or their access to sunlight and vistas.

RECOMMENDATION:	Finding the Project, on balance, in-conformity with the General Plan
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