

THIS PRINT COVERS CALENDAR ITEM NO. : 10.3

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving zone modification associated with the Commuter Shuttle Pilot Program.

SUMMARY:

- The SFMTA Board of Directors has the authority to adopt changes to parking and traffic regulations.
- The SFMTA Board approved an 18-month pilot program to test a limited network of shared Muni and commuter shuttle stops through a permit system.
- To facilitate the pilot, temporary peak period AM and PM extensions to existing Muni bus zones are necessary at certain designated stops in order to accommodate a higher frequency of usage associated with sharing the Muni zones with commuter shuttles during peak times.
- Temporary commuter shuttle-only peak period white zones are necessary at locations with high Muni and high shuttle frequency where sharing existing Muni zones would impact Muni service.
- The SF Planning Department determined that the pilot project was exempt from environmental review.
- SFMTA has determined that the proposed stop modification is categorically exempt from environmental review

ENCLOSURES:

1. SFMTAB Resolution

APPROVALS:

DATE

DIRECTOR _____ 3/10/15

SECRETARY _____ 3/10/15

ASSIGNED SFMTAB CALENDAR DATE: March 17, 2015

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PURPOSE

Approve temporary bus zone modification to support the Commuter Shuttle Pilot Program.

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 3: Improve the environment and quality of life in San Francisco

Objective 3.1 Reduce the Agency's and the transportation system's resource consumption, emissions, waste, and noise.

DESCRIPTION

In 2014, the SFMTA Board of Directors approved a Commuter Shuttle Policy and Pilot Program, including a resolution amending Division II of the Transportation Code to authorize the Pilot.

The Pilot aims to gather information for a permanent program which can address the following key transportation issues related to commuter shuttles:

- Delays in Muni service, which are most intense at stops where Muni service is very frequent
- Challenge of shuttle identification and ability to identify the right provider in response to problems
- Safety concerns, local congestion, and upstream Muni delays that result when vehicles are stopping in zones that are not conducive to sharing
- Clarity for enforcement personnel, providers, and the public about where shuttles are allowed to stop
- Responsibility to recover agency costs
- Lack of complete information about shuttle operations – a challenge for communications and planning

The Pilot is intended to enable the SFMTA to evaluate whether sharing Muni stops specifically selected to minimize impacts on Muni and other users, permit terms that establish standards for operations, and data-supported system management can minimize conflicts while supporting the beneficial commuter options that shuttles provide.

In February 2014, the SFMTA invited members of the commuter shuttle sector to propose the locations they wished to see included in the pilot network. At the same time, the SFMTA asked residents which locations they thought should or should not be included in the pilot network.

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Muni service planners and transit engineers reviewed the input and developed a pilot network that is a combination of:

- Zones requested by shuttle service providers
- Zones requested by residents
- Alternative zones within a few blocks of locations requested by shuttle service providers

The Pilot aims to use curb space efficiently by sharing existing Muni zones that can accommodate shuttle activity. The majority of the pilot network was established in advance of the August 1 pilot launch. To address remaining gaps, the SFMTA is proposing the extension of one existing Muni zone at 19th Ave and Kirkham to accommodate sharing with commuter shuttles.

The proposed change reflects challenges associated with the current zone configuration. Commuter shuttle providers and SFMTA enforcement have expressed concerns that the existing zone is not sufficiently long to accommodate shuttle buses and Muni. The zone is currently below Muni's standard length for this type of bus zone. Elongating the zone during the peak morning hours, when it is used by shuttles, would reduce double parking for loading and unloading, and associated traffic impacts.

The proposed change listed below was presented at the duly noticed for the December 18, 2014 SFMTA engineering public hearing. There were no public comments submitted in response to this proposal.

- A. ESTABLISH-TOW-AWAY NO STOPPING ANY TIME, PART TIME BUS ZONE 6-10 AM, MONDAY THROUGH FRIDAY--19th Avenue, west side, from 85 feet to 153 feet north of Kirkham Street. (Restricts one unregulated parking space during peak AM hours)
PH 12/18/14, Requested by SFMTA.

ALTERNATIVES CONSIDERED

Alternatives considered included not changing existing zone location or configuration however since the zone is shorter than Muni's standard length, staff chose not to pursue this option.

FUNDING IMPACT

All costs associated with the Commuter Shuttle Pilot program are being recovered through the Designated Shuttle Stop Use Permit Fee.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

On January 9, 2014, the SFMTA, under the authority delegated by the Planning Department, determined that the Commuter Shuttle Policy and Pilot Program and Transportation Code amendments to implement an 18 month pilot program were exempt from environmental review pursuant to Title 14 of the California Code of Regulations Section 15306 as a Class 6 (Information Collection) categorical exemption. On January 9, 2014, the City Planning Department issued a

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concurrence with this determination. On April 1, 2014, the City Planning Department issued a Notice of Exemption, which was filed with the County Clerk on April 8, 2014.

On December 5, 2014, the SFMTA, under the authority delegated by the Planning Department, determined that the extension one existing bus zone is categorically exempt from environmental review pursuant to Title 14 of the California Code of Regulations Section 15301, Class 1(c)(9) (changes in traffic and parking regulations where such changes do not establish a higher speed limit and/or result in more than a negligible increase in the use of the street) and/or Class 1(c)(13) (installation, modification and replacement of traffic signals, where no more than a negligible increase in the use of the street will result).

Copies of the San Francisco Planning Department and SFTMA's CEQA determinations are on file with the Secretary to the SFMTA Board of Directors. The proposed action is the Approval Action as defined by San Francisco Administrative Code Chapter 31.

RECOMMENDATION

Staff recommends that the SFMTA Board of Directors approve the proposed temporary parking modification at 19th Ave. and Kirkham.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency has identified a need for temporary parking modifications in support of the Commuter Shuttle Pilot program as follows:

- A. ESTABLISH-TOW-AWAY NO STOPPING ANY TIME, PART TIME BUS ZONE 6-10 AM, MONDAY THROUGH FRIDAY--19th Avenue, west side, from 85 feet to 153 feet north of Kirkham Street. (Restricts one unregulated parking space during peak AM hours)

WHEREAS, The proposed modification was presented at the duly noticed December 18, 2014, SFMTA Engineering Public Hearing; and,

WHEREAS, On January 9, 2014, the San Francisco Planning Department determined that the Commuter Shuttle Policy and Pilot Program were exempt from environmental review pursuant to Title 14 of the California Code of Regulations Section 15306 as a Class 6 (Information Collection), and on December 5, 2014, SFMTA staff, under delegated authority from the Planning Department, determined that the parking modification requested herein was categorically exempt from environmental review under Title 14 of the California Code of Regulations Section 15301, Class 1(c)(9) (changes in traffic and parking regulations where such changes do not establish a higher speed limit and/or result in more than a negligible increase in the use of the street) and/or Class 1(c)(13) (installation, modification and replacement of traffic signals, where no more than a negligible increase in the use of the street will result); and,

WHEREAS, The Commuter Shuttle Pilot program called for the creation of a pilot network of designated stops, to be primarily composed of shared existing Muni zones, and to include extensions of existing Muni zones and permitted commuter shuttle only loading zones as needed; and,

WHEREAS, The Commuter Shuttle Pilot program will provide the opportunity for the SFMTA to evaluate whether sharing Muni stops specifically selected to minimize impacts on Muni and other users, permit terms that establish standards for operations, and data-supported system management can minimize conflicts while supporting the beneficial commuter options that shuttles provide; and,

WHEREAS, Copies of the San Francisco Planning Department and SFTMA's CEQA determinations are on file with the Secretary to the SFMTA Board of Directors; and,

WHEREAS, The proposed action is the Approval Action as defined by the San Francisco Administrative Code Chapter 31; and,

WHEREAS, The public has been notified about the proposed parking modifications and has been given the opportunity to comment on those modifications through the public hearing processes on December 18, 2014; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the temporary parking modification on 19th Ave. at Kirkham to remain in effect for the duration of Commuter Shuttle Pilot Program.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of March 17, 2015.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency