

**THIS PRINT COVERS CALENDAR ITEM NO.: 12**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Transit Services

**BRIEF DESCRIPTION:**

The San Francisco Municipal Transportation Agency (SFMTA) Board of Directors authorizes the Director of Transportation to implement the 55 16<sup>th</sup> Street, an all-day bus service providing direct connections between 16<sup>th</sup> Street Mission BART and the Mission Bay neighborhood; approves the SFMTA's Title VI Program Analysis for new 55 16<sup>th</sup> Street transit service; and approves the installation of new bus zones and various parking and traffic modifications along the 55 16<sup>th</sup> Street transit route to provide safe, convenient customer boarding locations along the new line.

**SUMMARY:**

- The Transit Effectiveness Project Service Improvements approved by the Board last year included the realignment of the 22 Fillmore trolley coach on 16<sup>th</sup> and Third Streets to directly connect central San Francisco and the new University of California, San Francisco (UCSF) hospital at Mission Bay.
- Extending the 22 Fillmore on 16<sup>th</sup> Street east of Kansas Street requires extensive overhead wire work that cannot be completed before the February 1, 2015 opening of the new UCSF hospital at Mission Bay.
- To address this, SFMTA proposes the implementation of a new 55 16<sup>th</sup> Street motor coach service that would connect 16<sup>th</sup> Street Mission BART Station and Mission Bay.
- A Title VI service equity analysis found that the new route will not result in a disparate impact to minority communities or a disproportionate burden to low-income communities.
- The new transit service, bus zones, and parking and traffic modifications are anticipated to be implemented by January 31<sup>st</sup>, 2015, in tandem with the planned February 1, 2015 hospital opening.
- The SFMTA conducted outreach for the 16<sup>th</sup> Street transit service proposals, including meetings with specific merchants, to gather input.

**ENCLOSURES:**

1. SFMTA Board Resolution
2. Title VI Analysis

**APPROVALS:**

**DATE**

DIRECTOR \_\_\_\_\_ 12/18/14

SECRETARY \_\_\_\_\_ 12/18/14

**ASSIGNED SFMTAB CALENDAR DATE:** January 6, 2015

## **PURPOSE**

The San Francisco Municipal Transportation Agency (SFMTA) Board of Directors authorizes the Director of Transportation to implement the 55 16<sup>th</sup> Street, an all-day bus service providing direct connections between 16<sup>th</sup> Street Mission BART and the Mission Bay neighborhood; approves the SFMTA's Title VI Program Analysis for new 55 16<sup>th</sup> Street transit service; and approves the installation of new bus zones and various parking and traffic modifications along the 55 16<sup>th</sup> Street transit route to provide safe, convenient boarding locations for customers along the new line.

## **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.

## **DESCRIPTION**

The proposed new 55 16<sup>th</sup> Street Muni service represents the first major service improvement to be implemented as a part of Muni Forward, which is a program of projects and planning efforts that work to achieve a safer, more reliable, and more comfortable experience both on and off transit across San Francisco. Muni Forward, as informed by the extensive multi-year planning effort known as the Transit Effectiveness Project (TEP), is a major SFMTA initiative to improve Muni and meet our City's Transit First goals - originally adopted by the Board of Supervisors in 1973, and reaffirmed by voters in 1999, 2007, and 2010. The "Transit First" Policy and the SFMTA Strategic Plan are geared towards making the use of more sustainable modes like transit, walking, bicycling, and taxis more attractive, which will allow San Francisco to continue to grow and flourish into the future.

In order to reduce travel times and enhance reliability across the Muni system, Muni Forward proposes a wide variety of changes and improvements to transit service, including introducing new routes, realigning existing routes, and increasing frequencies. Additionally, Muni Forward identifies a variety of capital projects to specifically address the delays transit vehicles face related to street geometries.

On March 28, 2014, the Board of Directors asserted its strong support for Muni Forward by approving the program's catalog of transit service change recommendations. Developed from the findings of years' worth of data collection and analysis and solidified with the feedback received from community members, merchants, neighborhood groups, citizens' advisory committees, and other stakeholders during more than 100 public meetings to discuss them, the service changes approved by the Board represent a realignment of the system to reduce crowding and improve access. Additionally, the Board also approved the Final Environmental Impact Report (FEIR) for the TEP, as required under the California Environmental Quality Act (CEQA), which includes the array of transit improvements that are included the Muni Forward program.

The proposed 55 16<sup>th</sup> Street line marks the beginning of an exciting period of transit system enhancement, which will work to continue Muni's strong tradition of making public transit a convenient and appealing transportation mode choice for people in all corners of San Francisco and help enrich this dynamic and diverse city with the quality transportation system it deserves.

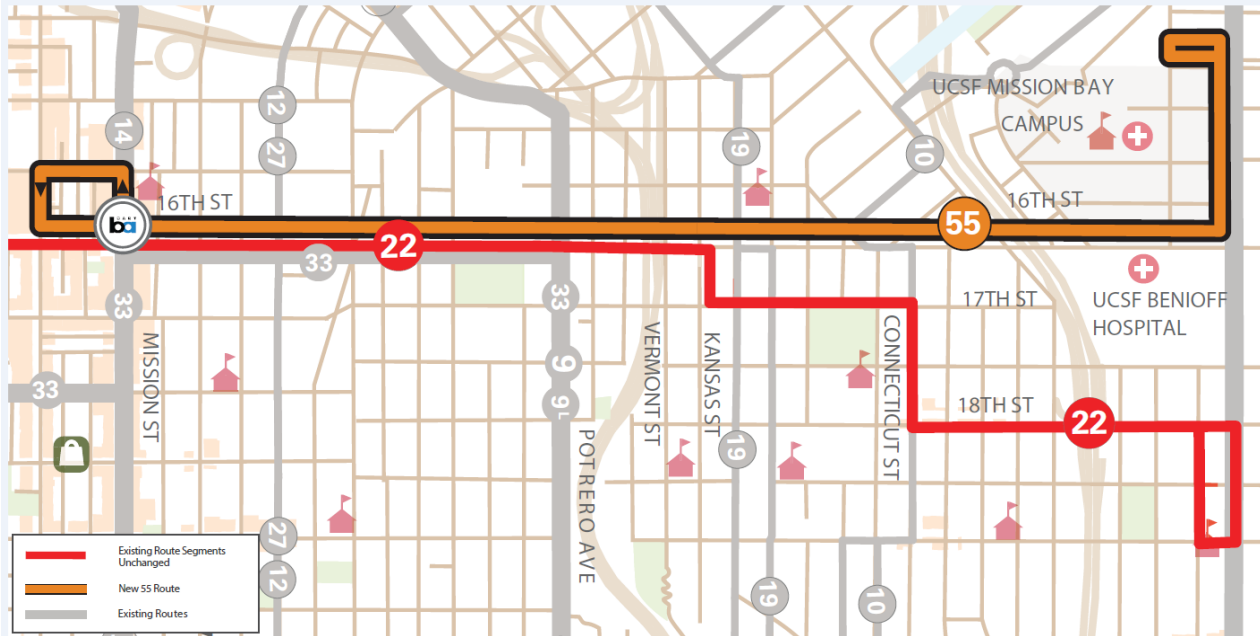
To improve service along 16<sup>th</sup> Street and provide better connections to Mission Bay, which is a center of residential and commercial growth and is the site of a new University of California, San Francisco (UCSF) hospital, the Board approved Muni Forward's proposal to extend the 22 Fillmore trolley line east along 16<sup>th</sup> Street and then north on Third Street to Mission Bay. The 22 Fillmore is the route that currently serves 16<sup>th</sup> Street between Church and Kansas Streets and then turns south into Potrero Hill and the Dogpatch neighborhoods. This would directly connect Mission Bay not only with the Mission District, but also with the rest of central and northern San Francisco.

However, after extensive evaluation, SFMTA confirmed that the overhead wire work associated with the proposed 22 Fillmore extension, which involves the construction of new overhead wiring on 16<sup>th</sup> Street and in the vicinity of Mission Bay and a solution for crossing the Caltrain right-of-way with new overhead wiring at 16<sup>th</sup> and Mississippi Streets, would take several years to complete and could not be implemented by the anticipated opening date for the new UCSF Benioff Children's Hospital at Mission Bay on February 1, 2015. Therefore, the 55 16<sup>th</sup> Street motor coach service, which can be started quickly and provide service to Mission Bay upon the opening of the new hospital, is being proposed for implementation. The 22 Fillmore extension however, still represents Muni Forward's long-term plan for the 16<sup>th</sup> Street corridor, and is planned for implementation in approximately five years.

As an interim phase, the proposed 55 16<sup>th</sup> Street will travel between 16<sup>th</sup> Street Mission BART to Mission Bay primarily via 16<sup>th</sup> Street and serve all 22 Fillmore bus stops between Mission Street and Vermont Street in addition to the newly designated bus stops staff is seeking approval for located east of Vermont Street.

Service will operate on the following streets:

- 16<sup>th</sup> Street between Valencia and Third Streets
- Third Street between 16<sup>th</sup> Street and Mission Bay Boulevard North
- Mission Bay Boulevard North between Third and Fourth Streets
- Mission Bay Boulevard South between Third and Fourth Streets
- Fourth Street between Mission Bay Boulevard North and Mission Bay Boulevard South
- Mission Street between 15<sup>th</sup> and 16<sup>th</sup> Streets
- 15<sup>th</sup> Street between Mission and Valencia Streets
- Valencia Street between 15<sup>th</sup> and 16<sup>th</sup> Streets



Service will operate seven days a week from approximately 6am to midnight each day. On weekdays, service will initially operate every 15 minutes during the day and every 20 minutes during the evening hours. On weekends, service will initially operate every 20 minutes.

Additionally, various on-street bus zone and parking and traffic changes are required prior to the launch of the 55 16<sup>th</sup> Street line to provide safe, convenient boarding and alighting locations for customers and residents. New bus zones at four intersections – Rhode Island, Wisconsin, Missouri, and 4<sup>th</sup> streets – are recommended on 16<sup>th</sup> Street to accommodate safe and convenient boarding and alighting locations for the new line. The new bus zones on 16<sup>th</sup> Street are all consistent with SFMTA Stop Spacing Guidelines. The TEP EIR, analyzed what is now being referred to as the Muni Forward program and discussed that between two to five parking spaces would be removed for each of the 55 16<sup>th</sup> Street line new bus zones. All of the zones conform to these limitations. It is recommended that one commercial loading zone on 16<sup>th</sup> Street near Wisconsin Street be relocated on the same block face, within the 250-foot threshold established by the Planning Department, and that the bus zone located on 16<sup>th</sup> Street at Kansas eastbound be discontinued in order to better conform to SFMTA’s bus stop spacing guidelines.

New bus layovers at two locations – Mission Bay Boulevard North and Mission Bay Boulevard South – are recommended to accommodate the eastern terminal loop and layover for the new line. The eastern terminus for the 55 16<sup>th</sup> Street line would alter parking and passenger loading spaces. The modified project would result in parking removal and the relocation of three blue zones, however, these changes are not considered significant because of the additional off-street parking capacity provided by the UCSF Mission Bay campus and local garages. It is recommended on Mission Bay Boulevard South that three blue zones be replaced in close proximity to their current locations and one general metered space be converted to a passenger loading zone. SFMTA staff worked extensively with UCSF Mission Bay staff on the proposed terminal and parking modifications and obtained UCSF’s support for the proposal.

A western terminal loop – 16<sup>th</sup> to Mission to 15<sup>th</sup> to Valencia streets – is planned for the new line. This is the same western terminal loop described in the TEP EIR. However, in order to allow the 55 16<sup>th</sup> line to safely maneuver the proposed western terminus loop, bus zone and parking

modifications to the area, not previously anticipated, are proposed. It is recommended that an existing bus zone be lengthened and a taxi zone relocated nineteen feet to the west on 16<sup>th</sup> Street at Mission Street. It is also recommended that a Tow Away No Stopping Zone be established on 16<sup>th</sup> Street at Valencia Street to allow the motor coach to safely make the left turn from Valencia Street onto 16<sup>th</sup> Street. These proposed modifications have been reviewed by the Planning Department and are within the scope of the TEP EIR's analysis.

After taking all of these concerns and other factors into consideration, the SFMTA proposes the following:

- Relocate one taxi zone by 19 feet (16<sup>th</sup> Street at Mission Street)
- Lengthen the bus zone at one location (16<sup>th</sup> Street at Mission Street)
- Relocate one commercial loading zone (16<sup>th</sup> Street at Wisconsin Street)
- Relocate three blue zones (UCSF Mission Bay campus)
- Lengthen passenger loading zone at one location (Mission Bay Boulevard South east of Fourth Street)
- New bus zones at four intersections (16<sup>th</sup> Street at Rhode Island, Wisconsin, Missouri, and 4<sup>th</sup> Streets)
- New bus layover locations at two locations (Mission Bay Boulevard North and Mission Bay Boulevard South between Third and Fourth Streets)

ESTABLISH – TAXI ZONE - 16th Street, south side, from 60 feet to 81 feet east of Hoff Street (rescinds metered space #3011)

EXTEND – BUS ZONE - 16th Street, south side, from 81 feet to 100 feet east of Hoff Street (relocates taxi zone and extends existing bus zone to a total of 116 feet)

ESTABLISH – TOW AWAY NO STOPPING ANYTIME - 16th Street, south side, from Valencia Street to 31 feet easterly (rescinds metered space #3051)

ESTABLISH – 30-MINUTE COMMERCIAL LOADING ZONE, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY - 16th Street, south side, from 80 feet to 123 feet east of Wisconsin Street (removes 2 parking spaces)

ESTABLISH – BLUE ZONE - 4th Street, west side, from 12 feet to 32 feet south of Mission Bay Boulevard South (rescinds metered spaces #1402); 4th Street, east side, from 3 feet to 23 feet north of Mission Bay Boulevard North (rescinds metered spaces #1325) and Mission Bay Boulevard South, south side, from 11 feet to 33 feet east of 3rd Street (rescinds metered spaces #437)

ESTABLISH – PASSENGER LOADING ZONE, 7 AM TO 7 PM, DAILY - Mission Bay Boulevard South, south side, from 245 feet to 274 feet east of 4th Street (rescinds metered space #511)

ESTABLISH – BUS ZONE - 16th Street, south side, from Rhode Island Street to 80 feet easterly (removes 2 parking spaces); 16th Street, north side, from Rhode Island Street to 80 feet westerly (removes 4 parking spaces); 16th Street, south side, from Wisconsin Street to 80 feet easterly (removes 2 parking spaces and relocates a commercial loading zone); 16th Street, north side, from Wisconsin Street to 80 feet westerly (removes 4 parking spaces); 16th Street, south

side, from Missouri Street to 85 feet easterly (removes 3 parking spaces); 16th Street, north side, from Missouri Street to 80 feet westerly; 16th Street, south side, from 4th Street to 80 feet easterly; 16th Street, north side, from 4th Street to 80 feet westerly; Mission Bay Boulevard South, south side, from 4th Street to 145 feet easterly; (rescinds 5 feet of passenger loading zone, metered spaces #523, #525, #527, and relocates 60 feet blue zone); and Mission Bay Boulevard North, north side, from 3rd Street to 119 feet westerly (rescinds metered spaces #502, #504, #506, #508, #510)

If approved, approximately 31 parking spaces would be removed – mostly to establish new bus stops and layover locations. One impacted yellow loading zone on 16<sup>th</sup> Street near Wisconsin Street would be relocated on the same block face, within the 250-foot threshold established by the Planning Department. Blue zones on Mission Bay Boulevard South would be relocated in close proximity to their current locations, and the taxi zone on 16<sup>th</sup> Street near Hoff Street would be relocated nineteen feet to the west.

## **TITLE VI ANALYSIS**

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color or national origin in programs and activities receiving Federal financial assistance. In accordance with FTA's Title VI requirements and SFMTA's Major Service Change Policy, SFMTA performed a Title VI analysis for the proposed 55 16<sup>th</sup> Street line. The service change was evaluated to determine if the proposed new service had a disparate impact on minority populations or a disproportionate burden on low-income populations. The full Title VI analysis is provided as Appendix A. Pursuant to FTA requirements, the SFMTA Board is required to approve the Title VI analysis.

U.S. Census data was used to analyze the new route since customer survey data is not available for a route that does not yet exist. Based on U.S. Census data, 58% of San Francisco residents self-identify as minority and 31% live in low-income households. Analyzing the proposed 55 16<sup>th</sup> Street line, 59% of the population benefiting from the new route identifies as a minority and 29% identify as living in a low-income household. As a result, the proposed new route provides a higher benefit to minority populations than the Citywide minority average of 58%, and a slightly lower benefit to low-income populations than the Citywide low income household average but still within the SFMTA Board's adopted disproportionate burden threshold of 8%. As a result, no disparate impact or disproportionate burden was found.

## **ALTERNATIVES CONSIDERED**

The TEP proposed to extend the 22 Fillmore trolley line, which currently serves 16<sup>th</sup> Street between Church and Kansas Streets and then turns south into Potrero Hill and the Dogpatch neighborhoods, east along 16<sup>th</sup> Street and then north on Third Street to Mission Bay. This would directly connect Mission Bay not only with the Mission District, but also with the rest of central and northern San Francisco. However, after extensive evaluation, SFMTA confirmed that the overhead wire work associated with the proposed 22 line extension, which involves the construction of new overhead wiring on 16<sup>th</sup> Street and in the vicinity of Mission Bay and a solution for crossing the Caltrain right-of-way with new overhead wiring at 16<sup>th</sup> and Mississippi Streets, would take several years to complete and could not be implemented prior to the opening of the new UCSF hospital at Mission Bay. Therefore, the 55 16<sup>th</sup> Street motor coach service, which can be implemented quickly and provide service to Mission Bay by the anticipated opening date for the new hospital, is being

proposed for implementation. The 22 Fillmore extension, however, still represents Muni Forward's long-term plan for the 16<sup>th</sup> Street corridor, and is planned for implementation in approximately five years.

With regards to the bus zone and parking and traffic changes associated with the new 55 16<sup>th</sup> Street route, alternatives to the stop locations for the new bus zones along the new 55 16<sup>th</sup> Street Muni route were minimal. Specifically, bus stop locations along the corridor were selected based on SFMTA's Stop Spacing Guidelines. This policy informed the locations of bus zones that were already explored during the multi-year planning efforts of the Transit Effectiveness Project (TEP). Overall, alternative stop locations were not selected based on the policies set forth by the Stop Spacing Guidelines. Furthermore, one alternative to the various parking and traffic modifications proposed for implementation at the new stops include the installation of flag stops, which cannot be installed based on SFMTA policies for new stops and are not ADA accessible. A second alternative to the proposed parking and traffic modifications include the installation of "nearside" stops, or stops that exist at intersections before traffic lights. While the SFMTA assessed installing nearside stops, 16th Street is becoming a major residential, employment and transit corridor which will be signalized in the future. As a result, farside bus stop placement is recommended per SFMTA bus stop guidelines to allow buses to proceed through green lights and stop at an intersection's farside. The stop spacing being recommended is identical to the stop spacing for the planned bus rapid transit corridor on 16th Street.

## **FUNDING IMPACT**

For FY 2015, the estimated 55 16<sup>th</sup> Street line operating cost is \$1.1 million for five months of service. The total annual fiscal impact is approximately \$2.5 million and the amount for the service increase was approved in the SFMTA's two year budget as part of the overall Muni Forward transit service increase.

In addition to operating costs, the total cost for implementing the bus zone and traffic and parking changes associated with this project is \$17,000. Funds for this project are included in the SFMTA's FY 16 operating budget.

## **PUBLIC OUTREACH**

Prior to the March 28, 2014 Board approval of Muni Forward service-related improvements, SFMTA conducted extensive outreach focused on the proposed service and route changes. Beginning in January 2014, SFMTA launched an extensive, multilingual community engagement campaign and gathered considerable input about the service change proposals, including the proposals for the 16<sup>th</sup> Street corridor. These outreach efforts were conducted to ensure that customers were aware of the proposed service change, to gather public input on the proposed changes to inform the SFMTA's decision making process, and to convey information to the public regarding how the proposed changes would provide better transit service while minimizing customer disruption on specific lines.

Specifically, between early February and mid-March, SFMTA facilitated 12 district-level community meetings, with at least one community meeting held in each supervisorial district, which were attended by over 700 members of the public. Additionally, the SFMTA conducted two citywide open houses, which attracted over 130 attendees, to discuss the proposals and any revisions that were made based on the initial community meetings, and to gather additional

feedback. Several of the community meetings and both citywide open houses addressed the changes related to providing new transit service on the 16<sup>th</sup> Street corridor between the Mission District and Mission Bay.

Furthermore, SFMTA conducted public outreach about the specific bus zone and parking and traffic changes related to the implementation of the new 55 16<sup>th</sup> Street route. Between August 2014 and November 2014, the agency facilitated targeted outreach sessions with merchants along the 16<sup>th</sup> Street corridor and in the Mission Bay area. Agency representatives went door to door on 16<sup>th</sup> Street to distribute information and collected additional feedback about the proposals related parking and bus zone modifications to the 55 16<sup>th</sup> Street line on and around 16<sup>th</sup> Street at Rhode Island, Missouri, Wisconsin, and Fourth Streets. A public hearing for the bus zone and parking and traffic modifications was held on November 14, 2014. Before the hearing, SFMTA received five complaints from residents at 999 16<sup>th</sup> Street at Missouri Street objecting to the bus zone adjacent to their building. In accordance with the SFMTA's Stop Spacing Guidelines, staff believes that placing the stop farside of Missouri Street is optimal for stop placement and matches the eventual bus rapid transit corridor stop placement and spacing.

## **PUBLIC NOTICE**

Charter Section 16.112 requires published notice and a public hearing prior to any significant change in the operating schedule or route of a street railway, bus line, trolley bus line or cable car line. Pursuant to Charter Section 16.112, advertisements were placed on December 29, 2014 to January 2, 2015 in the City's official newspaper, the San Francisco Chronicle, for five days to provide notice of the public hearing. In addition to the required legal notice, information about the hearing was posted on the SFMTA website in nine languages to reach customers with Limited English Proficiency.

## **ENVIRONMENTAL REVIEW**

The San Francisco Planning Commission certified Service Improvements and Service Variants for the 16th Street corridor between the Mission District and Mission Bay at a project-level in the Transit Effectiveness Project (TEP) Environmental Impact Report (EIR) on March 27, 2014. These proposals are within the scope of the Final EIR. The SFMTA adopted a resolution that approved, except for those for the 19, 23, 54, 48, and 58 routes, all TEP proposals, which have now been incorporated into Muni Forward. And, in doing so, the SFMTA adopted environmental findings and a mitigation monitoring and reporting program (MMRP) under the California Environmental Quality Act on March 28, 2014.

Since certification of the TEP EIR, the project proposals for the 16<sup>th</sup> Street corridor have been modified and refined. Therefore, an abbreviated environmental checklist was submitted to the San Francisco Planning Department on December 1, 2014, to provide information on existing conditions and proposed changes for improvements to ensure environmental clearance for the modified project. The Planning Department has determined that the proposed project is within the scope of the TEP EIR. Additionally, the Planning Department has determined that no new significant effects have been identified and that no new mitigation is required for the project. A Note to File has been prepared by the Planning Department summarizing these findings.

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



## **RECOMMENDATION**

The San Francisco Municipal Transportation Agency (SFMTA) Board of Directors authorizes the Director of Transportation to implement the 55 16<sup>th</sup> Street, an all-day bus service providing direct connections between 16<sup>th</sup> Street Mission BART and the Mission Bay neighborhood; approves the SFMTA's Title VI Program Analysis for new 55 16<sup>th</sup> Street transit service; and approves the installation of new bus zones and various parking and traffic modifications along the 55 16<sup>th</sup> Street transit route to provide safe, convenient boarding locations for customers along the new line.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. \_\_\_\_\_

WHEREAS, On March 28, 2014, the SFMTA Board of Directors approved the Transit Effectiveness Project (TEP) Environmental Impact Report (EIR) and approved various Service-Related Improvements to improve transit performance along various Municipal Railway routes as a part of the Muni Forward program, which includes all of the projects and planning efforts underway to create a safer and more reliable transportation experience, both on and off transit, for everyone in San Francisco; and,

WHEREAS, The approved Service Improvements include the realignment of the 22 Fillmore trolley coach route on 16<sup>th</sup> and Third Streets to connect central San Francisco with the growing residential and commercial community and new University of California, San Francisco (UCSF) hospital at Mission Bay; and,

WHEREAS, SFMTA staff evaluation has revealed that extending the 22 Fillmore on 16<sup>th</sup> Street east of Kansas Street, where it currently turns south, requires extensive overhead wire work that cannot be completed by the February 1, 2015 opening date for the new UCSF hospital at Mission Bay to be ready for the influx of new employees and customers that need effective transit access to the Mission Bay area; and,

WHEREAS, To provide direct transit service to Mission Bay by the opening date of the new UCSF hospital, the 55 16<sup>th</sup> Street, which is a new motor coach route that would connect 16<sup>th</sup> Street Mission BART Station and Mission Bay, could be implemented; and,

WHEREAS, Pursuant to the requirements contained in the Federal Transit Administration's (FTA) Circular 4702.1B, "Title VI Requirements and Guidelines for Federal Transit Administration Recipients," the SFMTA has analyzed the impacts of the proposed 55 16<sup>th</sup> Street Bus service on low-income and minority communities in San Francisco and has determined that it does not create a disparate impact on minority communities or a disproportionate burden on low income communities under Title VI; and,

WHEREAS, The San Francisco Municipal Transportation Agency has proposed the installation of new bus zones and various parking and traffic modifications along the new 55 16<sup>th</sup> Street Muni transit route included in the Service-Related Capital Improvements and Travel Time Reduction Proposals of the Muni Forward program, which was previously referred to as the Transit Effectiveness Project (TEP), as follows:

- A. ESTABLISH – TAXI ZONE - 16th Street, south side, from 60 feet to 81 feet east

- of Hoff Street (rescinds metered space #3011) .
- B. EXTEND – BUS ZONE - 16th Street, south side, from 81 feet to 100 feet east of Hoff Street (relocates taxi zone and extends existing bus zone to a total of 116 feet).
  - C. ESTABLISH – TOW AWAY NO STOPPING ANYTIME - 16th Street, south side, from Valencia Street to 31 feet easterly (rescinds metered space #3051).
  - D. ESTABLISH – 30-MINUTE COMMERCIAL LOADING ZONE, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY - 16th Street, south side, from 80 feet to 123 feet east of Wisconsin Street (removes 2 parking spaces).
  - E. ESTABLISH – BLUE ZONE - 4th Street, west side, from 12 feet to 32 feet south of Mission Bay Boulevard South (rescinds metered spaces #1402); 4th Street, east side, from 3 feet to 23 feet north of Mission Bay Boulevard North (rescinds metered spaces #1325); and Mission Bay Boulevard South, south side, from 11 feet to 33 feet east of 3rd Street (rescinds metered spaces #437).
  - F. ESTABLISH – PASSENGER LOADING ZONE, 7 AM TO 7 PM, DAILY - Mission Bay Boulevard South, south side, from 245 feet to 274 feet east of 4th Street (rescinds metered space #511).
  - G. ESTABLISH – BUS ZONE - 16th Street, south side, from Rhode Island Street to 80 feet easterly (removes 2 parking spaces); 16th Street, north side, from Rhode Island Street to 80 feet westerly (removes 4 parking spaces); 16th Street, south side, from Wisconsin Street to 80 feet easterly (removes 2 parking spaces and relocates a commercial loading zone); 16th Street, north side, from Wisconsin Street to 80 feet westerly (removes 4 parking spaces); 16th Street, south side, from Missouri Street to 85 feet easterly (removes 3 parking spaces); 16th Street, north side, from Missouri Street to 80 feet westerly; 16th Street, south side, from 4th Street to 80 feet easterly; 16th Street, north side, from 4th Street to 80 feet westerly; Mission Bay Boulevard South, south side, from 4th Street to 145 feet easterly (rescinds 5 feet of passenger loading zone, metered spaces #523, #525, #527, and relocates 60 feet blue zone); and Mission Bay Boulevard North, north side, from 3rd Street to 119 feet westerly (rescinds metered spaces #502, #504, #506, #508, #510).

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 the installation of new bus zones and various parking and traffic modifications along new 55 16<sup>th</sup> Street Muni transit route 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 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, 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 no necessitate implementation or additional or considerably different mitigation measures that those identified in the FEIR; and,

WHEREAS, Pursuant to Charter Section 16.112, advertisements were placed in the City's official newspaper for a five-day period to provide notice that the Board of Directors would hold a public hearing on January 6, 2015, to consider the new 55 16th Street transit service; and

WHEREAS, The public has been notified about the proposed bus zone and parking and traffic modifications and has been given the opportunity to comment on these modifications through the public hearing process; now, therefore, be it

RESOLVED, That the SFMTA Board approves the implementation of the 55 16<sup>th</sup> Street transit route, which is an all-day service providing direct access to the Mission Bay neighborhood; and it be further

RESOLVED, That the SFMTA Board approves the Title VI analysis of the impacts of the proposed 55 16<sup>th</sup> Street service on low-income and minority communities in San Francisco which determined that there is no disparate impact to minority populations or disproportionate burden to low-income populations; and be it further

RESOLVED, That the SFMTA Board approves the installation of new bus zones and various parking and traffic modifications along the 55 16<sup>th</sup> Street Muni transit route; and it be further

RESOLVED, That the SFMTA Board adopts all applicable mitigation measures as set forth in the Mitigation Monitoring and Reporting Program.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of January 6, 2015.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

# **APPENDIX: 55 16<sup>th</sup> Street Title VI Report**

# **55 16<sup>th</sup> Street Title VI Report**

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**San Francisco Municipal Transportation Agency (SFMTA)**

**January 2015**

## **I. Background**

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color or national origin in programs and activities receiving Federal financial assistance. Specifically, Title VI provides that "no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." (42 U.S.C. Section 2000d)

The analysis within this document responds to the reporting requirements contained in the Federal Transit Administration's (FTA) Circular 4702.1B, "Title VI and Title VI-Dependent Guidelines," which provides guidance to transit agencies serving large urbanized areas and requires that these agencies "shall evaluate significant system-wide service and fare changes and proposed improvements at the planning and programming stages to determine whether these changes have a discriminatory impact." (Circular 4702.1B, Chapter IV-10) The FTA requires that transit providers evaluate the effects of service and fare changes on low-income populations in addition to Title VI-protected populations.

The San Francisco Municipal Transportation Agency (SFMTA), a department of the City and County of San Francisco, was established by voter proposition in 1999. One of the SFMTA's primary responsibilities is running the San Francisco Municipal Railway, known universally as "Muni." Muni is the largest transit system in the Bay Area and the eighth largest in the nation, with over 700,000 passenger boardings per day and serving over 220 million customers a year. The Muni fleet includes: historic streetcars, biodiesel and electric hybrid buses and electric trolley coaches, light rail vehicles, paratransit cabs and vans and the world-famous cable cars. Muni provides one of the highest levels of service per capita with 63 bus routes, seven light rail lines, the historic streetcar line, and three cable car lines and provides regional connections to other Bay Area public transit systems such as BART, AC Transit, Golden Gate Transit and Ferries, SamTrans, and Caltrain.

This Title VI document includes:

- A description of the new bus line proposed and background on why the changes are being proposed;
- An analysis based on U.S. Census data to determine the number and percent of minority and low-income residents impacted by the proposal;
- A summary of public outreach and engagement efforts to support this proposal.

## **II. SFMTA's Title VI-related Policies and Definitions**

On October 1, 2012, FTA issued updated Circular 4702.1B, which requires a transit agency's governing board to adopt the following policies related to fare and service changes:

- Major Service Change Definition – establishes a definition for a major service change, which provides the basis for determining when a service equity analysis needs to be conducted.
- Disparate Impact and Disproportionate Burden Policies – establishes thresholds to determine when proposed major service changes or fare changes would adversely affect minority and/or low-income populations and when alternatives need to be considered or impacts mitigated.

In response to Circular 4702.1B, SFMTA developed the following Major Service Change, Disparate Impact and Disproportionate Burden Policies, which were approved by the SFMTA Board of Directors on August 20, 2013, after an extensive multilingual public outreach process. Outreach included two public workshops, five presentations to the SFMTA Board and committees, and outreach to approximately 30 community based organizations and transportation advocates with broad perspective among low income and minority communities. The following are SFMTA's Major Service Change Policy, Disparate Impact Policy, and Disproportionate Burden Policy:

### *Major Service Change Policy*

SFMTA has developed a policy that defines a Major Service Change as a change in transit service that would be in effect for more than a 12-month period, and that would consist of any of the following criteria:

- A schedule change (or series of changes) resulting in a system-wide change in annual revenue hours of five percent or more proposed at one time or over a rolling 24 month period;
- A schedule change on a route with 25 or more one-way trips per day resulting in:
  - Adding or eliminating a route;
  - A change in annual revenue hours on the route of 25 percent or more;
  - A change in the daily span of service on the route of three hours or more; or
  - A change in route-miles of 25 percent or more, where the route moves more than a quarter mile.Corridors served by multiple routes will be evaluated based on combined revenue hours, daily span of service, and/or route-miles.
- The implementation of a New Start, Small Start, or other new fixed guideway capital project, regardless of whether the proposed changes to existing service meet any of the criteria for a service change described above.

### *Disparate Impact Policy*

Disparate Impact Policy determines the point (“threshold”) when adverse effects of fare or service changes are borne disparately by minority populations. Under this policy, a fare change, or package of changes, or major service change, or package of changes, will be deemed to have a disparate impact on minority populations if the difference between the percentage of the minority population impacted by the changes and the percentage of the minority population system-wide is eight percentage points or more. Packages of major service changes across multiple routes will be evaluated cumulatively and packages of fare increases across multiple fare instruments will be evaluated cumulatively.

### *Disproportionate Burden Policy*

Disproportionate Burden Policy determines the point when adverse effects of fare or service changes are borne disproportionately by low-income populations. Under this policy, a fare change, or package of changes, or major service change, or package of changes, will be deemed to have a disproportionate burden on low-income populations if the difference between the percentage of the low-income population impacted by the changes and the percentage of the low-income population system-wide is eight percentage points or more. Packages of major service changes across multiple



routes will be evaluated cumulatively and packages of fare increases across multiple fare instruments will be evaluated cumulatively.

Title VI also requires that positive changes, such as fare reductions and major service improvements, be evaluated for their effect on minority and low-income communities. SFMTA will evaluate positive impact proposals together and negative impact proposals together.

#### Stakeholder Outreach and Engagement

As part of the SFMTA's process to develop the proposed policies, SFMTA conducted a multilingual stakeholder outreach campaign to receive input on the proposed policies and engage the public in the decision making process for adoption of these policies by the SFMTA Board. This effort included presentations to the SFMTA Citizens Advisory Council (CAC) and Muni Accessible Advisory Committee (MAAC), as well as two public workshops. The workshops were promoted through email, telephone calls to community groups and in nine languages on the SFMTA website. Outreach was also targeted to approximately 30 Community Based Organizations and transportation advocates with broad representation among low-income and minority communities. Staff also offered to meet with some community groups if they were unable to attend the public workshops. In addition staff presented the Title VI recommendations at the SFMTA Board of Directors meeting on Tuesday, July 16, 2013. The policies were approved at the Board of Directors meeting on August 20, 2013. A copy of the SFMTA Board of Directors resolution approving the Title VI policy is provided at the conclusion of this document.

#### *Adverse Effect*

In addition to defining policies relating to Major Service Changes, Disparate Impact, and Disproportionate Burden, SFMTA also must define when an adverse effect may be found. According to the Title VI Circular, "an adverse effect is measured by the change between the existing and proposed service levels that would be deemed significant." For this Title VI analysis, an adverse effect may be deemed significant in accordance with SFMTA's Major Service Change definition and must negatively impact minority and low-income populations. An adverse effect may be found if:

- A system-wide change (or series of changes) in annual revenue hours of five percent or more proposed at one time or over a rolling 24 month period;
- A route is added or eliminated;
- Annual revenue hours on a route are changed by 25 percent or more;
- The daily span of service on the route is changed three hours or more; or
- Route-miles are changed 25 percent or more, where the route moves more than a quarter mile.

Corridors served by multiple routes will be evaluated based on combined revenue hours, daily span of service, and/or route-miles.

And the proposed changes negatively impact minority and low-income populations.

#### *Definition of Minority*

For the purpose of the Title VI analysis, minority is defined as a person who self-identifies as any race/ethnicity other than white. Minority includes those self-identifying as multi-racial including white.

### *Definition of Low Income*

SFMTA defines low income as a person self-reporting their household income at 200% below the 2013 Federal poverty level. The table below shows the 2013 household income levels meeting the 200% Federal poverty level threshold. This definition of low income matches SFMTA’s criteria for Lifeline Muni passes for low-income households in San Francisco.

<b>Household Size</b>	<b>Household Income 200% of the 2013 Federal Poverty Level</b>
1	\$22,980
2	\$31,020
3	\$39,060
4	\$47,100
5	\$55,140
6	\$63,180
7	\$71,220
8	\$79,260
For each additional person, add:	\$8,040

### **III. Proposed New Route – 55 16<sup>th</sup> Street**

The proposed 55 16<sup>th</sup> Street line is a key component of Muni Forward, a major SFMTA initiative to improve Muni and meet our City’s Transit First goals - originally adopted by the Board of Supervisors in 1973, and reaffirmed by voters in 1999, 2007, and 2010. The Muni Forward program was born from an extensive data collection, analysis, and public feedback received through the multi-year Transit Effectiveness Program (TEP) planning effort. The TEP identified two key issues that need attention:

1. The frequency and layout of existing routes need to be updated to match current travel patterns and address crowding.
2. The service that Muni provides is slow and unreliable.

The Muni Forward Program, San Francisco’s Transit First Policy, and the SFMTA Strategic Plan are geared towards making more attractive, and encouraging the use of, more sustainable modes like transit, walking, bicycling, and taxis, which will allow San Francisco to continue to grow and flourish into the future.

To address these problems identified in the TEP planning effort, staff developed numerous strategies with extensive community outreach and engagement, including proposals for specific service changes that would improve neighborhood connectivity. The implementation of the 55 16<sup>th</sup> Street line is a key component of improving connections to neighborhoods and major destinations.

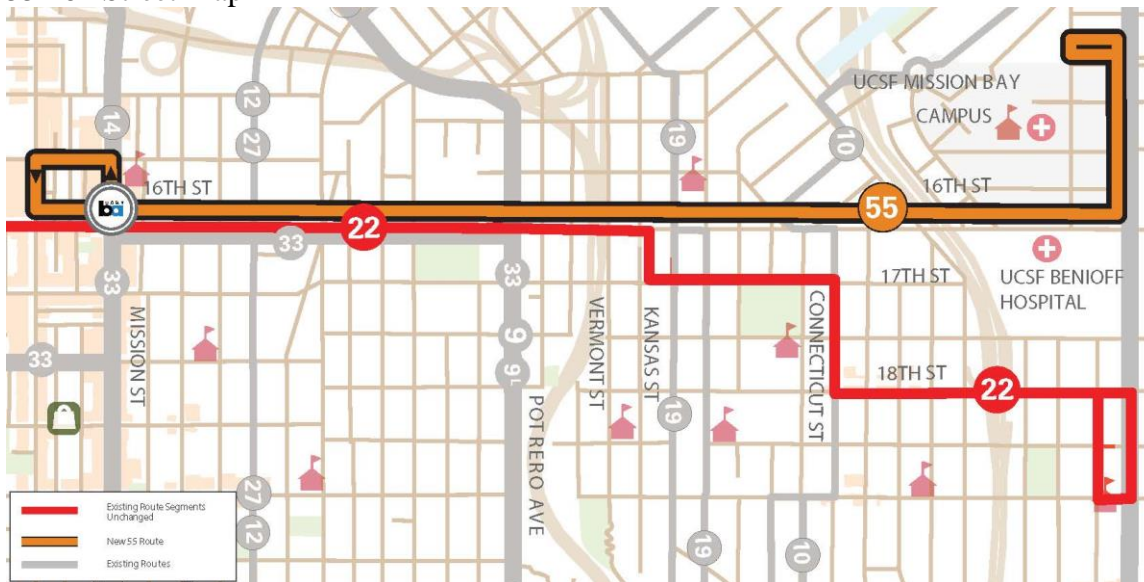
The proposed 55 16<sup>th</sup> Street line will connect 16<sup>th</sup> Street Mission BART, a major regional and local transit hub in the heart of San Francisco’s Mission District, to the growing Mission Bay community and employment hub. The new line will serve local stops along the 16<sup>th</sup> Street corridor between Mission Street and Fourth Street. If approved, the line is scheduled to launch on January 31, 2015,

in time for the February 1, 2015 opening of the new UCSF Benioff Children's Hospital. The route will provide essential connections from the Mission and minority communities to new services such as the new hospital and employment hubs in Mission Bay.

Service is planned to initially operate seven days per week from approximately 6 A.M. to midnight every 15 minutes during the day on weekdays and every 20 minutes on weekday evenings and on weekends.

The following page shows a map of the proposed route.

55 16<sup>th</sup> Street Map



The SFMTA Board of Directors approved the TEP service changes, including a comprehensive Title VI analysis, on March 28, 2014. The Environmental Impact Report (EIR) included the motor coach connection between 16<sup>th</sup> Street Mission BART and Mission Bay (now called the 55 16<sup>th</sup> Street line) but the specific route implementation was not approved by the SFMTA Board on March 28, 2014. In addition, the TEP Title VI report analyzed the end result of the Muni Forward improvement program to extend the 22 Fillmore to Mission Bay but did not analyze the 55 16<sup>th</sup> Street interim solution to connect the Mission and BART to Mission Bay. As a result, SFMTA is performing this Title VI analysis of the proposed line in order to determine impacts, if any, to minority and low income populations and will also go to the SFMTA Board of Directors on January 6, 2015 to hold a public hearing for the proposed line, results of the Title VI report, and required traffic and parking changes required for the new line.

#### IV. New Service Title VI Analysis

Launching the new proposed 55 16<sup>th</sup> Street line triggers criteria in SFMTA's Major Service Change definition:

- Adding or eliminating a route

#### Methodology

The SFMTA relies on customer survey data for frequency change analyses for current transit routes. For proposed new routes like the 55 16<sup>th</sup> Street, no customer survey data exists because the line has not launched and as a result does not have customers yet. For the proposed 55 16<sup>th</sup> Street line analysis, 2010 U.S. Census data was used to assess impacts to minority populations and the more recent 2011 U.S. Census 5-Year American Community Survey data was used to assess impacts to low income populations. The 2011 U.S. Census American Community Survey data includes information on household income but not on ethnicity/race. Data is used on the most detailed level available – block groups for ethnicity/race and Census tracts for household income.

To assess the impacts of the proposal, the new line was mapped. U.S. Census demographic information was analyzed on the Census tract or block group level for all tract or block groups within a quarter of a mile of the new route. Using the Census data, the number of low income and minority residents within a quarter mile of the new route was determined and totaled for all Census tracts or block groups surrounding the new route. The proportion of low income and minority residents impacted by the proposed new route was compared to the San Francisco city low income and minority resident proportions based on 2010 U.S. Census data to determine a disparate impact or disproportionate burden.

According to the U.S. Census data for San Francisco, 58% of San Francisco residents self-identified as a minority and 32% of residents reported that they live in a low income household (making less than 200% of the Federal poverty level).

2010 U.S. Census Demographics:

- Percent Minority Residents: 58%

2011 5-Year U.S. Census 5-Year American Community Survey Data

- Percent Low Income Residents: 32%

Disparate Impact Analysis for Minority Populations

Based on the analysis of Census Block Groups within a quarter of a mile of the additional route segments, almost 21,000 people benefit from the proposed new route and over 12,000 of the total self-identified as a minority on the 2010 U.S. Census or 59%. As a result, the proposed route additions/extensions provide a higher benefit to minority populations than the citywide average of 58%. No disparate impact is found.

Line	Total Population	% Minority	% Non-Minority	Minority Population	Non-Minority Population
55 16 <sup>th</sup> Street	20,948	59%	41%	12,321	8,627
Systemwide Average		58%	42%		
Disparate Impact?	No				

Disproportionate Burden Analysis on Low-Income Populations

Based on the analysis of Census Tracts within a quarter of a mile of the additional route segments, over 10,000 households will benefit from the proposed new route. Of these households, over 3,000

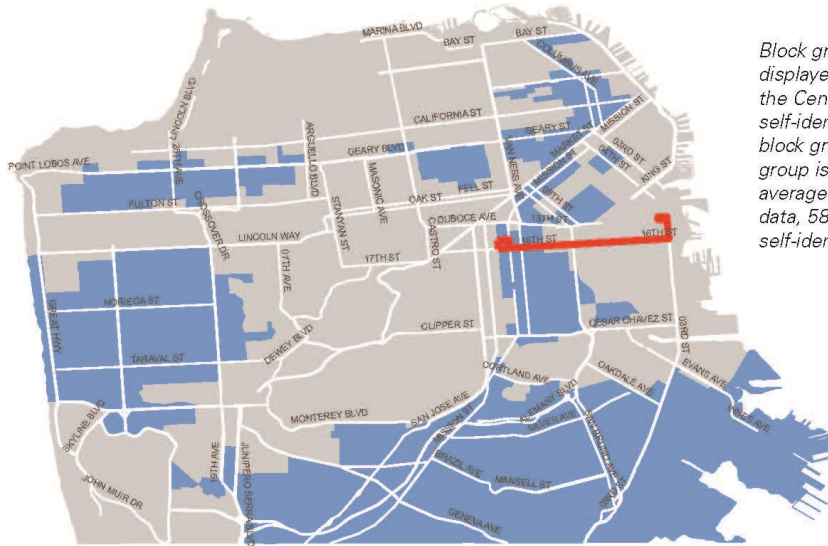
households reported household incomes below 200% of the federal poverty level or 29% of the total. Based on U.S. Census data, 32% of households are low-income in San Francisco. Because 29% is within 8% of the citywide average of low-income households, no disproportionate burden is found.

<b>Line</b>	<b>Total Household</b>	<b>% Low Income</b>	<b>% Non-Low Income</b>	<b>Low Income Households</b>	<b>Non-Low Income Households</b>
55 16 <sup>th</sup> Street	10,612	29%	71%	3,065	7,547
Systemwide Average		32%	68%		
Disproportionate Burden?	No				

The following page shows a map of the minority and income analyses.

## Impact of Service Changes on Minority Census Block Groups

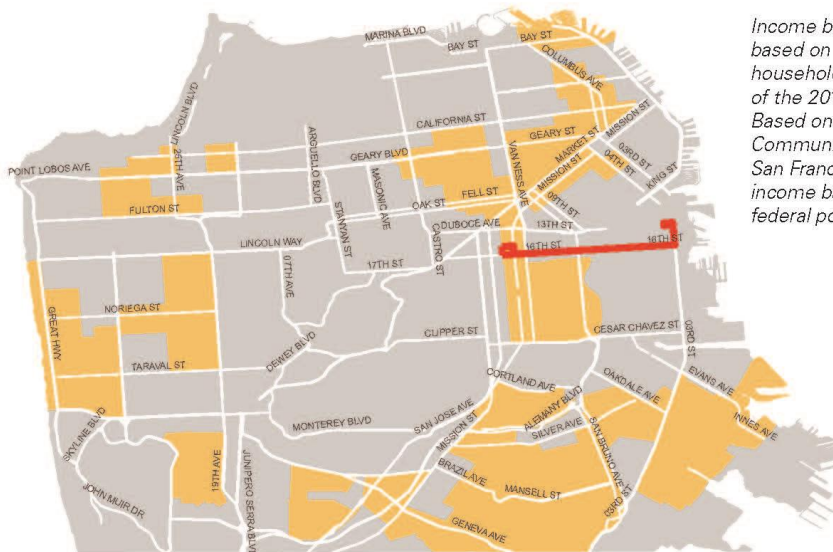
■ 55 16th Street     
 ■ Block Groups Above Citywide Average



Block groups by demographics are displayed based on the percentage of the Census respondents who self-identified as non-white within the block group and whether the block group is above or below the Citywide average. Based on 2010 U.S. Census data, 58% of San Franciscans self-identify as a minority.

## Impact of Service Changes on Low-Income Census Tracts

■ 55 16th Street     
 ■ Census Tracts Above Citywide Average



Income by Census tracts is displayed based on the percentage of households above and below 200% of the 2013 federal poverty level. Based on 2011 5-year American Community Survey data, 31.8% of San Francisco households are low income based on the 200% 2013 federal poverty level.

## V. Outreach Summary

Given the diversity of the SFMTA's service area and ridership, and pursuant to Title VI of the Civil Rights Act of 1964 and its implementing regulations, the SFMTA takes responsible steps to ensure meaningful access to the benefits, services, information, and other important portions of SFMTA's programs and activities for low-income, minority, and Limited-English Proficient individuals, and regardless of race, color or national origin.

Outreach for the TEP, including the motor coach service connecting 16<sup>th</sup> Street Mission BART to Mission Bay, began in 2008 and TEP recommendations have been communicated through extensive multilingual outreach campaigns and modified based on thousands of comments received over multiple years and various phases of the project.

From early February to mid-March 2014, SFMTA held 12 community evening and weekend meetings with at least one community meeting held in each Board of Supervisor district across San Francisco including Districts 6, 9, and 10 where the proposed 55 16<sup>th</sup> Street line operates. SFMTA also held two citywide open houses to discuss the proposals and any revisions that were made based on the initial community meetings, and to record additional feedback. Outreach community meetings concluded on March 12. Translators were available upon request in multiple languages including Spanish and Chinese. Translators were used at several meetings by Spanish and Chinese speakers. Each meeting was open to the public and focused on the service changes that were proposed for that meeting's corresponding district. The meeting format provided explanations to attendees and collected feedback from stakeholders about the proposals. Over 800 people attended the outreach meetings.

<b>Outreach Meeting Dates</b>
Wednesday, February 12, 2014
Tuesday, February 18, 2014
Wednesday, February 19, 2014
Saturday, February 22, 2014
Monday, February 24, 2014
Tuesday, February 25, 2014
Wednesday, February 26, 2014
Thursday, February 27, 2014
Saturday, March 01, 2014
Monday, March 03, 2014
Wednesday, March 05, 2014
Thursday, March 06, 2014
Saturday, March 08, 2014
Wednesday, March 12, 2014

In addition to the neighborhood meetings and open houses, SFMTA held two SFMTA Board of Director meetings, two SFMTA Citizen Advisory Council meetings and one SFMTA Multimodal Accessibility Advisory Committee (MAAC) meeting regarding the proposed service changes. These meetings were open to the public and provided another opportunity for public comment and

involvement. Agendas for the meetings are available 72 hours in advance and are posted at City Hall, the San Francisco Main Library, and on [www.sfmta.com](http://www.sfmta.com). All meetings have a public comment period and translators are available upon request. The Board of Director meetings were held in City Hall, which is easily accessible by transit and all other meetings were held at SFMTA's offices at 1 South Van Ness Avenue. Regular SFMTA Board meetings and selected other meetings are broadcast on cable via SFGTV and streamed on the Internet. Board Agendas and Minutes are available to the public at [www.sfmta.com](http://www.sfmta.com).

All meeting notifications were available in ten languages – English, Spanish, Chinese (Mandarin and Cantonese), Japanese, Russian, Korean, Tagalog, Thai, Vietnamese, and French. Newspaper ads were also taken out in English, Spanish, Chinese, and Russian newspapers.

The SFMTA Board of Directors approved the Environmental Impact Report on Friday, March 28, 2014 which included the bus connection between 16<sup>th</sup> Street Mission BART and Mission Bay (now called the 55 16<sup>th</sup> Street line).

<b>Meeting Name</b>	<b>Date/Time</b>
Citizen's Advisory Committee (CAC)	Thursday, March 6, 2014 at 5:30 P.M.
SFMTA Board of Director's Meeting	Friday, March 14, 2014 at 9:00 A.M.
Multimodal Accessibility Advisory Committee (MAAC)	Thursday, March 20, 2014 at 2:00 P.M.
Citizen's Advisory Committee (CAC)	Thursday, March 20, 2014 at 5:30 P.M.
Policy & Governance Committee (PAG)	Friday, March 21, 2014 at 9:00 A.M.
SFMTA Board of Director's Meeting	Friday, March 28, 2014 at 8:00 A.M.

In addition to federal guidelines, Charter Section 16.112 requires published notice and a public hearing prior to any significant change in the operating schedule or route of a street railway, bus line, trolley bus line or cable car line. Pursuant to Charter Section 16.112, advertisements were placed starting on March 25, 2014, in the City's official newspaper, the San Francisco Chronicle, for four days to provide notice that the SFMTA Board of Directors will hold a public hearing on March 28, 2014, to consider the modifications detailed in the previous section.

In addition to the required legal notice, information about the hearing was posted on the SFMTA Website in nine languages to reach customers with Limited English Proficiency, and multilingual (English, Spanish and Chinese) announcements were posted on the bus stops that would be most affected by the changes. Advertisements were also placed in the Examiner, as well as Spanish, Chinese and Russian language papers: El Mensajero, Sing Tao and Ktsati. Additionally, the March 28<sup>th</sup> public hearing was announced at each of the 14 community workshops and an email was sent to the TEP list serv.

Hundreds of residents provided feedback about the proposals through the online input tool at [www.TellMuni.com](http://www.TellMuni.com). The TellMuni website feedback portal is available in ten languages – English, Spanish, Chinese (Mandarin and Cantonese), Japanese, Russian, Korean, Tagalog, Thai, Vietnamese, and French. Other means of providing feedback have been through Muni's multi-lingual Customer Service Line (3-1-1), through the TEP email address ([tep@sfmta.com](mailto:tep@sfmta.com)), and all proposals are publically available through [www.sfmta.com/tep](http://www.sfmta.com/tep).

[Recent Outreach](#)



Because the SFMTA Board of Directors approval of the EIR and Service Changes did not specifically approve the implementation of the 55 16<sup>th</sup> Street line, SFMTA staff performed additional outreach for the new line.

Staff contacted community stakeholder groups in November 2014 including the Potrero Hill Boosters, North East Mission Business Association (NEMBA), Dogpatch Neighborhood Association, Mission Bay Community Advisory Committee, Rebuild Potrero, and the Potrero Dogpatch Merchants Association to disseminate information on the proposed new route. On Thursday, December 18, staff presented the proposed service details to NEMBA members. News of the proposed new service was well received.

On November 5 and 7, 2014, staff went door to door to neighbors on 16<sup>th</sup> Street surrounding proposed new 55 16<sup>th</sup> Street bus stops to discuss the proposed route and parking and traffic legislation. Staff has also worked extensively over the last several months with staff from the University of California, San Francisco (UCSF) Mission Bay to create a convenient, community supported proposal.

On Friday, November 20, 2014 a public hearing was held to hear comments on proposed parking and traffic legislation changes associated with the implementation of the 55 16<sup>th</sup> Street line. Some concerns were voiced regarding the elimination of parking spots on 16<sup>th</sup> Street at Missouri Street in order to establish a safe, convenient customer bus zone.

On January 6, 2015, the SFMTA Board of Directors will hold a public hearing for implementation of the 55 16<sup>th</sup> Street line at the Board Meeting at 1pm. Charter Section 16.112 requires published notice and a public hearing prior to any significant change in the operating schedule or route of a street railway, bus line, trolley bus line or cable car line. Pursuant to Charter Section 16.112, advertisements were placed on December 29, 2014 through January 2, 2015, in the City's official newspaper, the San Francisco Chronicle, for five days to provide notice of the public hearing. The public notice was also placed in the Spanish and Chinese papers: El Mensajero and Sing Tao.

In addition to the required legal notice, information about the hearing was posted on the SFMTA Website in nine languages to reach customers with Limited English Proficiency.

## **VI. Summary**

Based on the above analysis, the proposed new 55 16<sup>th</sup> Street line does not appear to disparately impact minority populations or disproportionately burden low income populations.