

**THIS PRINT COVERS CALENDAR ITEM NO.: 10.2**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION: Streets**

**BRIEF DESCRIPTION:**

Amending Transportation Code, Division II, Section 503 to add Liebig Street, from San Jose Avenue to the County Line, to the list of streets restricting use by a commercial vehicle with a seating capacity of nine or more persons.

**SUMMARY:**

- The SFMTA Board of Directors has authority to adopt parking and traffic regulations changes.
- Liebig Street is a 35-foot wide residential street in the City’s Outer Mission neighborhood, which has become a cut-through route for tour buses.
- An amendment to the Transportation Code is being proposed to add Liebig Street, between San Jose Avenue and the County line, to the list of streets where large commercial passenger carrying vehicles are restricted.
- The SFMTA has determined that the proposed restriction is categorically exempt from the California Environmental Quality Act (CEQA).
- The proposed action is the Approval Action as defined by S.F. Administrative Code Chapter 31.

**ENCLOSURES:**

1. SFMTAB Resolution
2. Transportation Code legislation
3. 4/16/2021 Public Hearing Agenda with Environmental Clearance

**APPROVALS:**

	<b>DATE</b>
DIRECTOR 	<u>July 13, 2021</u>
SECRETARY 	<u>July 13, 2021</u>

**ASSIGNED SFMTAB CALENDAR DATE:** July 20, 2021

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**PURPOSE**

Amending Transportation Code, Division II, Section 503 to include Liebig Street, between San Jose Avenue and the County line, in the list of streets where commercial vehicles with a seating capacity of nine or more persons is restricted.

**STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES**

The item will support the following goals and objectives of the SFMTA Strategic Plan:

Goal 1: Create a safer transportation experience for everyone.

Objective 1.2: Improve the safety of the transit system.

Objective 1.3: Improve security for transportation system users.

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

Objective 3.1: Use agency programs and policies to advance San Francisco’s commitment to equity.

Objective 3.2: Advance policies and decisions in support of sustainable transportation and land use principles.

This item will support the following Transit First Policy Principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.

**DESCRIPTION**

Liebig Street is a 35-foot wide, approximately 800-foot street, which runs between San Jose Avenue and Mission Street in the City’s Outer Mission district. Through Supervisor Safai’s office, residents have documented a variety of large tour buses using Liebig Street as a shortcut, primarily operating in one direction only, from San Jose Avenue to Mission Street. This part of Mission Street is actually part of Daly City, but the majority of Liebig Street lies within the jurisdiction of the City and County of San Francisco. From the photographic documentation, it appears that multiple tour bus operators, with a variety of destinations, are using this street.

Accordingly, the following restriction is proposed:

**A. ESTABLISH – TOUR BUS (MORE THAN 8 PASSENGERS) RESTRICTION  
Liebig Street, between San Jose Avenue and the County Line**

The SFMTA Board is requested to approve this change by proposing the traffic modification, as set forth in Item A, to restrict commercial vehicles with a seating capacity of nine or more persons on Liebig Street from San Jose Avenue to the County Line and amending the Transportation Code.

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## **STAKEHOLDER ENGAGEMENT**

SFMTA staff alerted the residents and Supervisor Safai that a restriction on large commercial vehicles was going to be recommended. An on-line public hearing was conducted to consider the proposed changes on April 16, 2021. An official document indicating the public hearing date, time, location, and purpose was posted in the areas affected by the change 10 days in advance of the hearing date. We also notified all the affected District Supervisors and their aides via our standard email notification process when these public hearings were held. The public comments received were in support of the proposed changes and no objections were raised.

## **ALTERNATIVES CONSIDERED**

Agency staff considered directly contacting the tour bus companies to question their use of the street and request voluntarily avoidance of the street. However, due to the large number of potential different tour bus operators and agency staffing vacancies, this approach was not considered practical.

## **FUNDING IMPACT**

The passage of this proposal would only require the installation of two signs, which would have inconsequential funding impact.

## **ENVIRONMENTAL REVIEW**

The proposed commercial vehicle use restriction is subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities as defined in Title 14 of the California Code of Regulations Section 15301.

On April 2, 2021, the SFMTA, under authority delegated by the San Francisco Planning Department, determined (Case No. 2021-003190ENV) that the proposed speed limit modifications described above are categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15301.

The proposed action is the Approval Action as defined by San Francisco Administrative Code Chapter 31.

A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at <https://sfplanning.org/> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference.

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**OTHER APPROVALS RECEIVED OR STILL REQUIRED**

The City Attorney has reviewed this report.

**RECOMMENDATION**

Staff recommends that the SFMTA Board of Directors amend the Transportation Code, Division II, Section 503 to add Liebig Street, from San Jose Avenue to the County Line, to the list of streets restricting use by a commercial vehicle with a seating capacity of nine or more persons.

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 – TOUR BUS (MORE THAN 8 PASSENGERS) RESTRICTION  
Liebig Street, between San Jose Avenue and the County Line

WHEREAS, Liebig Street is a 35-foot wide, approximately 800-foot street, which runs between San Jose Avenue and Mission Street in the City’s Outer Mission district on which residents have documented a variety of large tour buses using as a shortcut from San Jose Avenue to Mission Street; and,

WHEREAS, The proposed commercial vehicle use restriction is subject to the California Environmental Quality Act (CEQA); CEQA provides a categorical exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities pursuant to Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, On April 2, 2021, the SFMTA, under authority delegated by the San Francisco Planning Department, determined (Case No. 2021-003190ENV) that the proposed speed limit modifications described above are categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, The proposed action is the Approval Action as defined by San Francisco Administrative Code Chapter 3I; and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and some may be found in the records of the Planning Department at [sfplanning.org](http://sfplanning.org) or 49 South Van Ness Avenue, Suite 1400 in San Francisco, and are incorporated herein by reference; 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, That the San Francisco Municipal Transportation Agency Board of Directors amends Transportation Code, Division II, Section 503 to add Liebig Street, from San Jose Avenue to the County Line, to the list of streets restricting use by a commercial vehicle with a seating capacity of nine or more persons; and be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the traffic modification, as set forth in Item A, to restrict commercial vehicles with a seating capacity of nine or more persons on Liebig Street from San Jose Avenue to the County Line.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of July 20, 2021.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

[Transportation Code – Commercial Vehicle Street Restrictions]

**Resolution amending Division II of the Transportation Code to prohibit commercial vehicles with a seating capacity of nine or more persons on Liebigh Street, between San Jose Avenue and the County Line.**

NOTE: Additions are single-underline Times New Roman;  
deletions are ~~strike-through Times New Roman~~.

The Municipal Transportation Agency Board of Directors of the City and County of San Francisco enacts the following regulations:

Section 1. Article 500 of Division II of the Transportation Code is hereby amended by revising Section 503, to read as follows:

**SEC. 503. COMMERCIAL PASSENGER VEHICLES; RESTRICTED STREETS.**

\* \* \* \*

(b) **Restricted Streets.** Except as otherwise provided in this Code, no person shall operate a commercial vehicle with seating capacity of nine or more persons, including the driver, used or maintained for the transportation of persons for profit, upon the following Streets or within the following areas:

\* \* \* \*

Leavenworth Street between Union Street and Pacific Avenue.

Liebigh Street between San Jose Avenue and the County Line.

Lombard Street between Taylor and Kearny Streets.

\* \* \* \*

Section 2. Effective Date. This ordinance shall become effective 31 days after enactment. Enactment occurs when the San Francisco Municipal Transportation Agency Board of Directors approves this ordinance.

Section 3. Scope of Ordinance. In enacting this ordinance, the San Francisco Municipal Transportation Agency Board of Directors intends to amend only those words, phrases, paragraphs, subsections, sections, articles, numbers, letters, punctuation marks, charts, diagrams, or any other constituent parts of the Transportation Code that are explicitly shown in this ordinance as additions or deletions in accordance with the "Note" that appears under the official title of the ordinance.

APPROVED AS TO FORM:  
DENNIS J. HERRERA, City Attorney

By: \_\_\_\_\_  
JOHN I. KENNEDY  
Deputy City Attorney

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I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of July 20, 2021.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency