

THIS PRINT COVERS CALENDAR ITEM NO. : 10.2

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving temporary bus zone modifications associated with the Commuter Shuttle Pilot Program.

SUMMARY:

- The SFMTA Board of Directors has authority to adopt changes to parking and traffic regulations.
- On January 21, 2014, the SFMTA Board approved an 18-month pilot program to test a limited network of Muni bus zones that are shared with commuter shuttle buses that have been issued permits to use the stops.
- SFMTA has determined that temporary peak period AM and PM extensions to existing Muni bus zones are necessary at two designated stops in order to accommodate the higher frequency of usage associated with the shared use of these stops by Muni buses and 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 San Francisco 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 _____

8/18/15

SECRETARY _____

8/18/15

ASSIGNED SFMTAB CALENDAR DATE: September 1, 2015

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PURPOSE

Approve temporary bus zone modifications 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 2: Make transit, walking, bicycling, taxi, ridesharing and carsharing the preferred means of travel

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

DESCRIPTION

On January 21, 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.

Muni service planners and transit engineers reviewed the input and developed an initial network of shared zones 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

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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, 2014 pilot launch. However, based on its ongoing evaluation of the Pilot Program, SFMTA has identified two instances in which existing shared zones need to be extended as both bus zones are below SFMTA bus zone length standards. Although the Pilot Program concludes on January 31, 2016, the proposed bus zone extensions are permanent due to the bus zone lengths being below SFMTA bus zone length standards. In order to accommodate both Muni and shuttle activity, SFMTA recommends the extension of these two zones.

The proposed changes were presented at duly noticed public hearings on May 22, 2015 and June 5, 2015, respectively.

These changes require SFMTA Board approval:

- A. EXTEND – BUS ZONE - Ellis Street, north side, from 67 feet to 89 feet east of Mason Street (relocates 1 yellow metered parking space and extends existing bus zone to 89 feet) PH 5/22/15, Requested by SFMTA**
- B. EXTEND – BUS ZONE - Valencia Street, west side, from 60 feet to 81 feet south of 25th Street (removes general parking meter #1408) PH 6/5/15, Requested by SFMTA**

PUBLIC OUTREACH

Proposed change Item A was presented at the duly noticed for the May 22, 2015 SFMTA engineering public hearing. There were no public comments submitted in response to this proposal.

Proposed change Item B was presented at the duly noticed for the June 5, 2015 SFMTA engineering public hearing. There were no public comments submitted in response to this proposal.

ALTERNATIVES CONSIDERED

The SFMTA considered not expanding these two bus zones. However, if the zones were not to be extended, the SFMTA would not approve the shared use of these two bus zones. The two zones are below Muni Bus Stop Guidelines and therefore would not be added without extending the bus zones.

FUNDING IMPACT

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

ENVIRONMENTAL REVIEW

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 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. Copies of the San Francisco Planning Department and SFMTA'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 the San Francisco Administrative Code Chapter 31.

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On May 21, 2015, the SFMTA, under the authority delegated by the Planning Department, determined that the extension of these two existing bus zones is categorically exempt from environmental review as part of the parking and traffic modifications approved at the May 22, 2015 Engineer's Public Hearing and approved under the categorical exemption issued by Planning Department Case No. 2015-006729ENV 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) as a modification to the previously approved Commuter Shuttle Pilot Program.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

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

RECOMMENDATION

Staff recommends that the SFMTA Board of Directors approve the proposed permanent bus zone modifications.

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. EXTEND – BUS ZONE - Ellis Street, north side, from 67 feet to 89 feet east of Mason Street (relocates 1 yellow metered parking space and extends existing bus zone to 89 feet)
- B. EXTEND – BUS ZONE – Valencia Street, west side, from 60 feet to 81 feet south of 25th Street (removes general parking meter #1408)

WHEREAS, The proposed items were presented at the duly noticed May 22, 2015, and June 5, 2015 SFMTA engineering public hearings; 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), Planning Case No. 2013-1591E modified, and on May 21, 2015, SFMTA staff, under delegated authority from the Planning Department, determined that the parking modifications requested herein were 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) as a modification to the previously approved Commuter Shuttle Pilot Program; 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 has provided the opportunity for the SFMTA to evaluate whether sharing Muni stops specifically selected to minimize impacts on Muni and other users can minimize conflicts while supporting the beneficial commuter options that shuttles provide; and,

WHEREAS, Copies of the San Francisco Planning Department and SFMTA’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 May 22, 2015, and June 5, 2015; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the temporary bus zone modifications listed as A and B above, 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 September 1, 2015.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency