

THIS PRINT COVERS CALENDAR ITEM NO. : 10.4

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving temporary parking modifications associated with the Commuter Shuttle Pilot Program.

SUMMARY:

- The SFMTA Board of Directors has 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.
- SFMTA has determined that the proposed stop modifications and establishment and modification of white zones are categorically exempt from environmental review

ENCLOSURES:

1. SFMTAB Resolution

APPROVALS:

DATE

DIRECTOR _____

July 8, 2014

SECRETARY _____

July 8, 2014

ASSIGNED SFMTAB CALENDAR DATE: July 15, 2014

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PURPOSE

Approve temporary parking 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 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

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 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 pilot network proposes to extend seven existing Muni zones to accommodate sharing with commuter shuttles. It also proposes to create eight new commuter shuttle-only loading zones, and to extend one existing commuter shuttle-only loading zone, in locations where separate zones are needed to avoid impacts on Muni operations because there is both a high frequency of use by Muni, and by shuttle service providers.

Proposed changes A-I were presented at the duly noticed June 20, 2014 SFMTA engineering public hearing. These changes require SFMTA Board approval:

- A. EXTEND – BUS ZONE--16th Street, south side, from 90 feet to 110 feet east of Mission Street (extends bus zone by 20 feet; relocates bike corral) **PH 6/20/2014 Requested by SFMTA.**
- B. ESTABLISH – NO PARKING ANYTIME EXCEPT BICYCLES—16th Street, south side, from 110 feet to 130 feet east of Mission Street (relocates existing bike corral to meter #2937) **PH 6/20/2014 Requested by SFMTA.**
- C. EXTEND – BUS ZONE--Fillmore Street, east side, from 75 feet to 90 feet north of Jackson Street (extends bus zone by 15-feet- removes 1 parking space) **PH 6/20/2014 Requested by SFMTA.**
- D. EXTEND – BUS ZONE—Divisadero Street, east side from 84 feet to 106 feet north of Oak Street (extends existing zone by 22-feet- removes metered #410) **PH 6/20/2014 Requested by SFMTA.**
- E. ESTABLISH – TOW-AWAY NO PARKING, PERMITTED COMMUTER SHUTTLE BUS ZONE, 6AM-10AM, MONDAY TO FRIDAY—Divisadero Street, west side, from 118 feet to 188 feet south of Geary Boulevard (70-foot zone) **PH 6/20/2014 Requested by SFMTA.**
- F. ESTABLISH – TOW-AWAY NO PARKING, PERMITTED COMMUTER SHUTTLE BUS ZONE, 6AM-10AM, MONDAY TO FRIDAY—South Van Ness Avenue, west side, from 76 feet to 217 feet south of Market Street (141-foot zone) **PH 6/20/2014 Requested by SFMTA.**
- G. ESTABLISH – TOW-AWAY NO PARKING, PERMITTED COMMUTER SHUTTLE BUS ZONE, 6AM-10AM, MONDAY TO FRIDAY—Van Ness Avenue, west side, from 80 feet to 134 feet south of Union Street (extends existing commuter shuttle zone by 54 feet) **PH 6/20/2014 Requested by SFMTA.**

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- H. ESTABLISH – TOW-AWAY NO PARKING, PERMITTED COMMUTER SHUTTLE BUS ZONE, 6AM-10AM AND 4PM-8PM, MONDAY TO FRIDAY—16th Street, north side, from South Van Ness Avenue to 88 feet westerly (88-foot zone) **PH 6/20/2014 Requested by SFMTA.**
- I. ESTABLISH – TOW-AWAY NO PARKING, PERMITTED COMMUTER SHUTTLE BUS ZONE, 6AM-10AM AND 4PM-8PM, MONDAY TO FRIDAY—17th Street, north side, from Wisconsin Street to 50 feet westerly (50-foot zone) **PH 6/20/2014 Requested by SFMTA.**
- J. ESTABLISH – TOW-AWAY NO PARKING, PERMITTED COMMUTER SHUTTLE BUS ZONE, 6AM-10AM AND 4PM-8PM, MONDAY TO FRIDAY—Church Street, east side, from Market Street to 80 feet northerly (80-foot zone) **PH 6/20/2014 Requested by SFMTA.**
- K. ESTABLISH – TOW-AWAY NO PARKING, PERMITTED COMMUTER SHUTTLE BUS ZONE, 6AM-10AM AND 4PM-8PM, MONDAY TO FRIDAY—Lombard Street, south side, from 40 feet to 80 feet east of Pierce Street (40-foot zone) **PH 6/20/2014 Requested by SFMTA.**
- L. ESTABLISH – TOW-AWAY NO PARKING, PERMITTED COMMUTER SHUTTLE BUS ZONE, 6AM-10AM AND 4PM-8PM, MONDAY TO FRIDAY—San Jose Avenue, east side, from 229 feet to 329 feet south of 29th Street (100-foot zone) **PH 6/20/2014 Requested by SFMTA.**
- M. RESCIND – BUS ZONE—Van Ness Avenue, east side, from Grove Street to 95 feet northerly (to be replaced by peak period commuter shuttle zone) **PH 6/20/2014 Requested by SFMTA.**
- N. ESTABLISH – TOW AWAY NO PARKING PERMITTED COMMUTER SHUTTLE BUS ZONE, 4PM-8PM MONDAY TO FRIDAY-- Van Ness Avenue, east side, from Grove Street to 95 feet northerly (replaces bus zone with peak period shuttle bus zone and metered parking at all other times) **PH 6/20/2014 Requested by SFMTA.**
- O. ESTABLISH – PART-TIME BUS ZONE, 6AM-10AM, MONDAY TO FRIDAY – Divisadero Street, west side, from 75 feet to 115 feet south of Haight Street (extends existing bus zone part-time by 45 feet) **PH 6/20/2014 Requested by SFMTA.**
- P. ESTABLISH – PART-TIME BUS ZONE, 4PM-8PM, MONDAY TO FRIDAY—Van Ness Avenue, east side, from 72 feet to 112 feet south of Union Street (extends existing bus zone part-time by 40 feet) **PH 6/20/2014 Requested by SFMTA.**

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No members of the public spoke in opposition to the above changes. Several members of the public spoke in opposition to the pilot and in opposition to commuter shuttles' use of specific streets. Several commuter shuttle service providers spoke in support of the proposed network. There are several locations with proposed improvements that caused resident and/or merchant concerns; staff is working with the residents/merchants to resolve these proposals and will be bringing them to the SFMTA Board for action once resolved.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

On January 8, 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.

On June 6, 2014, the SFMTA, under the authority delegated by the Planning Department, determined that three all-day bus zone extensions beyond Muni standard length, five peak-period only Muni zone extensions beyond Muni standard length, nine peak-period only zones for permitted shuttle buses, and one conversion of an existing Muni zone (to be removed for Van Ness BRT) to a peak-period only zone for permitted shuttle buses (Items A-P above) are 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) .

The proposed action is the Approval Action as defined by San Francisco Administrative Code Chapter 31. This item has been reviewed by the City Attorney.

RECOMMENDATION

Staff recommends that the SFMTA Board of Directors approve the proposed temporary parking modifications, to remain in effect for the duration of the Commuter Shuttle Pilot Program.

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--16th Street, south side, from 90 feet to 110 feet east of Mission Street (extends bus zone by 20 feet; relocates bike corral)
- B. ESTABLISH – NO PARKING ANYTIME EXCEPT BICYCLES—16th Street, south side, from 110 feet to 130 feet east of Mission Street (relocates existing bike corral to meter #2937)
- C. EXTEND – BUS ZONE--Fillmore Street, east side, from 75 feet to 90 feet north of Jackson Street (extends bus zone by 15-feet- removes 1 parking space)
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- H. ESTABLISH – TOW-AWAY NO PARKING, PERMITTED COMMUTER SHUTTLE BUS ZONE, 6AM-10AM AND 4PM-8PM, MONDAY TO FRIDAY—16th Street, north side, from South Van Ness Avenue to 88 feet westerly (88-foot zone)
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- M. RESCIND – BUS ZONE—Van Ness Avenue, east side, from Grove Street to 95 feet northerly (to be replaced by peak period commuter shuttle zone) PH 6/20/2014 Requested by SFMTA.
- N. ESTABLISH – TOW AWAY NO PARKING PERMITTED COMMUTER SHUTTLE BUS ZONE, 4PM-8PM MONDAY TO FRIDAY-- Van Ness Avenue, east side, from Grove Street to 95 feet northerly (replaces bus zone with peak period shuttle bus zone and metered parking at all other times)

- O. ESTABLISH – PART-TIME BUS ZONE, 6AM-10AM, MONDAY TO FRIDAY – Divisadero Street, west side, from 75 feet to 115 feet south of Haight Street (extends existing bus zone part-time by 45 feet)
- P. ESTABLISH – PART-TIME BUS ZONE, 4PM-8PM, MONDAY TO FRIDAY—Van Ness Avenue, east side, from 72 feet to 112 feet south of Union Street (extends existing bus zone part-time by 40 feet) , and

WHEREAS, The proposed modifications were presented at the duly noticed June 20, 2014 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), and on June 6, SFMTA staff 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) 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 actions are Approval Actions 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 June 20, 2014 and July 11, 2014; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the temporary parking modifications 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 July 15, 2014.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency