

THIS PRINT COVERS CALENDAR ITEM NO. : 10.5

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving 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.
- The SF Planning Department determined that the pilot project was exempt from environmental review.
- SFMTA has determined that the proposed stop modifications and establishment and modification of white zones are categorically exempt from environmental review.

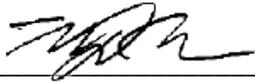
ENCLOSURES:

1. SFMTAB Resolution

APPROVALS:

DATE

DIRECTOR



10/8/14

SECRETARY

10/8/14

ASSIGNED SFMTAB CALENDAR DATE: October 21, 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 majority of the pilot network was established in advance of the August 1 pilot launch. To address remaining gaps, the SFMTA is proposing extension of one existing Muni zone to accommodate sharing with commuter shuttles. Staff also proposes the creation of four new permitted commuter shuttle-only loading zones, the conversion of an existing shuttles-only loading zone to permitted commuter shuttles-only loading zone, and the conversion of an existing tour bus only loading zone to a permitted shuttles and tour bus only loading zone--with extended hours. The separate permitted commuter shuttle-only loading zones are proposed 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-E were presented at the duly noticed for the September 19, 2014 and October 3, 2014 SFMTA engineering public hearings. These changes require SFMTA Board approval:

- A. ESTABLISH – TOW-AWAY NO PARKING, PERMITTED COMMUTER SHUTTLE BUS ZONE, 6 AM TO 10 AM, MONDAY THROUGH FRIDAY – Castro Street, west side, from 18th Street to 100 feet northerly (Restricts parking at four metered parking permit spaces during peak AM hours) **PH 10/03/14, Requested by SFMTA.**
- B. EXTEND – BUS ZONE – Valencia Street, west side, from 60 feet south of 24th Street to 80 feet southerly (18-foot extension of existing bus zone; removes one unmetered residential parking permit (RPP) parking space) **PH 9/19/14 Requested by SFMTA.**
- C. ESTABLISH – TOW-AWAY NO PARKING, PERMITTED COMMUTER SHUTTLE BUS ZONE, 6 AM-10 AM, MONDAY THROUGH FRIDAY – Church Street, west side, from 15th Street to 100 feet northerly (Restricts parking at four metered spaces during AM peak hours) **PH 9/19/14 Requested by SFMTA.**
- D. ESTABLISH – TOW-AWAY NO PARKING, PERMITTED COMMUTER SHUTTLE BUS ZONE, 6 AM-10 AM, MONDAY THROUGH FRIDAY – Van Ness Avenue, west side, from Sacramento Street to 89 feet southerly (Restricts parking at four metered spaces during AM peak hours) **PH 9/19/14 Requested by SFMTA.**

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- E. ESTABLISH – TOW-AWAY NO PARKING, PERMITTED COMMUTER SHUTTLE BUS ZONE, 4PM-8PM, MONDAY THROUGH FRIDAY – Castro Street, east side, from Market Street to 90 feet northerly (Restricts parking at 5 unmetered residential parking permit (RPP) parking spaces during peak PM hours) **PH 9/19/14 Requested by SFMTA.**

Several members of the merchant community expressed concern about Item A, Castro at 18th St. Concerns related to reduction in parking for local businesses. The SFMTA looked into an alternative location suggested by the Castro Street Merchant Association, adjacent to residential buildings, but concluded that a zone away from residential uses was preferred. A member of the public expressed concern about Item B, Valencia Street Muni zone extension. The concern related to loss of personal parking. This zone does not meet Muni standards and subsequently has resulted in buses impinging on the bicycle lane and into the crosswalk. Upgrading this zone will support safety and sharing. The owner of Church Street Café, and several patrons, expressed concern about Item C. The concern related to potential parking restrictions impact on café business, though the owner acknowledged that bus activity adjacent to his café may increase business. This location had been identified with the intent of minimizing impacts on merchants and supporting the demand for shuttle service in this neighborhood. Item D is proposed in order to address shuttle providers' and residents' concerns that the shared Muni-shuttle zone on Van Ness at Sacramento is not sufficient to meet shuttle demand and a separate zone is needed to minimize impacts on Muni.

ALTERNATIVES CONSIDERED

Alternatives considered included:

- Not providing shuttle access in these locations, which would increase demand on other zones in the network beyond what could be accommodated and/or leave gaps in the network.
- Providing shuttle access at other zones, which were not selected because of concerns about impact on Muni, and on other users.

FUNDING IMPACT

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

OTHER APPROVALS RECEIVED OR STILL REQUIRED

On January 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.

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On September 11, 2014, the SFMTA, under the authority delegated by the Planning Department, determined that four peak period zones for permitted shuttle buses and the extension of one existing bus zone (Items A-E) 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. ESTABLISH – TOW-AWAY NO PARKING, PERMITTED COMMUTER SHUTTLE BUS ZONE, 6 AM TO 10 AM, MONDAY THROUGH FRIDAY – Castro Street, west side, from 18th Street to 100 feet northerly (Restricts parking at four metered parking permit spaces during peak AM hours)
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- D. ESTABLISH – TOW-AWAY NO PARKING, PERMITTED COMMUTER SHUTTLE BUS ZONE, 6 AM-10 AM, MONDAY THROUGH FRIDAY – Van Ness Avenue, west side, from Sacramento Street to 89 feet southerly (Restricts parking at four metered spaces during AM peak hours)
- E. ESTABLISH – TOW-AWAY NO PARKING, PERMITTED COMMUTER SHUTTLE BUS ZONE, 4PM-8PM, MONDAY THROUGH FRIDAY – Castro Street, east side, from Market Street to 90 feet northerly (Restricts parking at 5 unmetered residential parking permit (RPP) parking spaces during peak PM hours)

WHEREAS, The proposed modifications were presented at the duly noticed September 19, 2014, October 3, 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 September 11, 2014, 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) and/or Class 1(c)(13) (installation, modification and replacement of traffic signals, where no more than a negligible increase in the use of the street will result); and,

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

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

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

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

WHEREAS, The public has been notified about the proposed parking modifications and has been given the opportunity to comment on those modifications through the public hearing processes on July 18, 2014, August 1, 2014, and August 15, 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 October 21, 2014.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency