

THIS PRINT COVERS CALENDAR ITEM NO. : 10.3

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Finance and Information Technology

BRIEF DESCRIPTION:

Adopting a Resolution of Local Support for the 6th Street Pedestrian Safety Project, to be funded in part with a 2019 Regional Active Transportation Program Cycle 4 grant of up to \$6,000,000 from the Metropolitan Transportation Commission.

SUMMARY:


- The Metropolitan Transportation Commission (MTC) administers the Bay Area's Regional Active Transportation Program (ATP) funds, which are available to public transit agencies and other public agencies to promote active transportation, such as bicycling and walking, with a specific focus on school children and disadvantaged communities.
- On February 27, 2019, the MTC programmed up to \$6,000,000 in ATP funds for use on the 6th Street Pedestrian Safety Project; this money may be federally or state-funded.
- As a condition to receiving the money, the MTC requires the SFMTA Board of Directors to adopt a Resolution of Local Support that stipulates how the SFMTA will comply with the MTC's policies governing project delivery and, should they occur, cost overruns.


ENCLOSURES:

1. SFMTAB Resolution
2. [Final Negative Declaration](#)
3. [Final Negative Declaration, Note to File](#)

APPROVALS:

DATE

DIRECTOR  May 13, 2019

SECRETARY  May 13, 2019

ASSIGNED SFMTAB CALENDAR DATE: May 21, 2019

PURPOSE

The purpose of this calendar item is to request that the SFMTA Board adopt a Resolution of Local Support for the 6th Street Pedestrian Safety Project, to be funded in part with a 2019 Regional ATP grant of up to \$6,000,000 from the MTC.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the following SFMTA Strategic Plan goals and objectives:

- Goal 2: Make transit and other sustainable modes of transportation the most attractive and preferred means of travel.
 - Objective 2.1: Improve transit service.
 - Objective 2.2: Enhance and expand use of the city's sustainable modes of transportation.

- Goal 3: Improve the quality of life and environment in San Francisco and the region.
 - Objective 3.2: Advance policies and decisions in support of sustainable transportation and land use principles.
 - Objective 3.4: Provide environmental stewardship to improve air quality, enhance resource efficiency, and address climate change.
 - Objective 3.5: Achieve financial stability for the agency.

This action supports the following Transit First Policy principles:

- 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.
- Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle, and on foot must be an attractive alternative to travel by private automobile.
- The City and County shall encourage innovative solutions to meet public transportation needs wherever possible and where the provision of such service will not adversely affect the service provided by the Municipal Railway.
- Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
- Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
- Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.

DESCRIPTION

6th Street Pedestrian Safety Project

Under this project, the SFMTA will install pedestrian safety improvements, including wider

sidewalks, new traffic signals, corner bulbouts, street lighting, and traffic lane reallocation, on a high-injury corridor. This Project is located on 6th Street between Market and Harrison Streets.

Award of 2019 Regional ATP Funds to the SFMTA

The MTC administers the Bay Area's share of ATP money, which is funded by federal and state sources and available to public transit agencies and other public agencies to promote active transportation, such as bicycling and walking. Since the ATP's inception in 2013, the MTC has programmed funds for Cycles 1, 2, 3, and 4, which were calls for projects issued in 2014, 2015, 2016, and 2018, respectively.

On July 31, 2018, the SFMTA applied for Cycle 4 ATP funds for the 6th Street Pedestrian Safety Project. On February 27, 2019, the MTC adopted its list of Regional ATP program of projects, which included the 6th Street Pedestrian Safety Project. The California Transportation Commission (CTC) will act on the MTC's list on May 15-16, 2019. Assuming the CTC approves the MTC's program of projects, the SFMTA will seek fund allocation (i.e., grant agreement) in spring 2020.

Resolution of Local Support

As a condition for the SFMTA to receive the Regional ATP funds for the 6th Street Pedestrian Safety Project, the MTC requires that the SFMTA Board approve a Resolution of Local Support for the project that states the following:

1. The SFMTA commits to provide local matching funds of at least \$13,761,000 in local funds, for a estimated total Project cost of \$19,761,000;
2. The regional discretionary funding for Regional ATP funds are fixed at the programmed amount, any cost increases must be funded by the SFMTA, and the SFMTA does not expect any cost increases to be funded with additional regional discretionary funding;
3. Because Regional ATP funds originate from the CTC and the California Department of Transportation (Caltrans), the SFMTA:
 - a. understands and will comply with the procedures, delivery milestones, and funding deadlines associated with these funds and specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, as revised);
 - b. has and will retain the expertise, knowledge, and resources necessary to deliver state-funded transportation projects;
 - c. has assigned, and will maintain, a single point of contact for all Caltrans-funded transportation projects to coordinate within the SFMTA and with the San Francisco County Transportation Authority (i.e., the SFMTA's Congestion Management Agency), MTC, and Caltrans on all communications, inquiries, or issues that may arise during the state programming and delivery process for all Caltrans-funded transportation projects and transit projects the SFMTA implements;

4. The SFMTA, subject to applicable local, state, and federal laws and regulations, including compliance with the California Environmental Quality Act, assures it will complete the Project as described in the SFMTA's application to the MTC for Regional ATP funds, and in the attached resolution, and for the amount programmed in the MTC's federal Transportation Improvement Program;
5. The Project will have adequate staffing resources to deliver and complete the Project within the schedule submitted with the SFMTA's application to the MTC for Regional ATP funds;
6. The Project will comply with Project-specific requirements as set forth in the Regional ATP Program; and
7. The Project will comply with MTC Resolution No. 3866, as revised, which sets forth the requirements of the MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region.

STAKEHOLDER ENGAGEMENT

The 6th Street project used a suite of stakeholder engagement tools to develop project design and to keep the public engaged and informed. This included:

- Open houses
- Consortium meetings
- Community walks
- Demonstration projects
- Social media and news postings
- Stakeholder meetings and presentations
- Door-to-door merchant survey
- Multilingual streetscape surveys
- Door-to-door outreach
- Sharing project information at community events
- Website creation and updates
- Project emails
- Project mailings

The community-based organization outreach specifically targeted vulnerable populations, including seniors, people with disabilities, and the diverse populations on and around 6th Street.

Businesses and Merchants

Since 2016, project staff conducted door-to-door outreach to businesses along 6th Street to raise awareness and gather feedback for the Project. Staff met with 50 businesses to inform them of the proposed changes to the street, obtain feedback regarding parking and loading, and provide information about City efforts in addressing the proposed Project's construction impacts, if approved. This portion of outreach also allowed staff to share a loading survey, which asked

businesses to describe their loading practices and identify any possibilities for curbside management improvement.

Project staff also presented, discussed, and obtained feedback on Project elements through over a dozen meetings with business and merchant associations, including Tenderloin Central Business District, Central Market Community Benefit District, Hotel Council, Chamber of Commerce, San Francisco Travel Association, Union Square Business Improvement District, and South of Market Business Association.

Summary of Feedback

The neighborhood shared consistent feedback at the 2013 Open Houses that continued to be heard through the outreach efforts. Common themes in these outreach efforts include:

- Concerns about high levels of pedestrian activity, overcrowding, and pedestrian safety on the sidewalks between Market and Howard.
- The need to address traffic and pedestrian safety concerns along the segments of the corridor with the highest number of collisions, between Market and Folsom Streets
- The significant need for improved and pedestrian and roadway lighting.

Project elements were proposed to address these concerns, and the feedback received is summarized as follows:

- **Streetscape improvements are strongly supported.** There is strong interest for streetscape improvements, like repaving, tree grates, and pedestrian lighting, from 6th Street businesses, residents, pedestrians, community groups, and service providers. Supporters consistently expressed a need for improved pedestrian lighting, street activation, and a reflection of community identity.
- **Sidewalk widening has mixed support.** Many users, especially those who are differently abled, support the sidewalk widening as it would provide a clear path of travel and accommodate the high level of pedestrian activity, overcrowding, and pedestrian safety conflicts on the sidewalks. Some community members expressed opposition to sidewalk widening, as they believe it would invite more homeless encampments to be setup along the street.
- **Parking and loading changes are strongly supported.** Businesses who use the curb space along either side of 6th Street for deliveries and shipments support maintaining loading zones. Residents, community members, and businesses support the removal of general parking spaces as it limits opportunities for criminal activity that they often see happening in private vehicles. Property managers, community service providers, differently abled persons all support the placement of the passenger loading zones and blue zones.
- **Bulbouts, and accessible ramp upgrades are strongly supported.** Many residents, particularly those with children, seniors and/or differently abled; community organizations; service providers; and those who walk along 6th Street strongly support the installation of bulbouts and crosswalks at all intersections to improve comfort for pedestrians and to address the safety needs along the corridor.

- **New signalized intersections, protected turns, and re-timing have mixed support.** Residents, pedestrians, community groups, and service providers support the new signals and re-timing to improve the safety and comfort for pedestrians by designating the right of way between vehicles and pedestrians with signal timing and by providing more opportunities of pedestrians to cross 6th Street. Drivers generally oppose the signalization of every intersection, expressing concerns over traffic flow.
- **Lane reductions have mixed support.** The initial proposal of lane reductions in both the northbound and southbound directions was opposed by drivers and businesses, who travel or conduct business on the north side of 6th Street or north of Market Street. These concerns mainly focused around potential congestion impacts, limited loading access, and bottlenecks from double-parked vehicles. Many residents, community organizations, service providers and those who walk and bike along 6th Street supported both the originally proposed two-lane reduction and the southbound lane reduction as these changes would allow opportunities to enhance the pedestrian environment by providing space for sidewalk widening and by reducing the number of conflict points between vehicles and pedestrians.
- **Bicycle lanes have mixed support.** Some cyclists have mentioned that they rarely use the corridor when riding in the South of Market Neighborhood as parallel streets, such as 7th and 8th Streets, have better bicycle infrastructure. Others supported the bicycle lanes and were frustrated about their removal from the Project scope.
- **Construction impacts are a concern for many stakeholders:** Though not a Project element, construction impacts were a concern heard from a variety of stakeholders. SRO residents and service providers who work with the homeless worry about the ways in which construction will disrupt their routine and mental health, especially if they are forced to relocate without warning. Businesses, particularly in the service industry or who have recently moved in, fear the construction impacts will deter customers and, thus, have significant impacts on the livelihood of their businesses.

Public Hearing

Two public hearings were held on July 20 and August 3, 2018, to solicit additional feedback from the community. In total, 17 people provided comments at the two public hearings. Nine expressed full support of the Project, three had concerns about the bicycle lane removal from the Project elements, and five opposed the Project due to concerns about vehicular mobility and increased traffic congestion.

Letters of Support

Letters of support have been provided by 18 residents and members of the community, Central City SRO Collaborative, Independent Living Resource Center, South of Market Community Action Network, and WalkSF.

ALTERNATIVES CONSIDERED

The two other alternatives considered for the adoption of the resolution of support being requested are (1) not to pursue the Regional ATP funds, which will leave the SFMTA's capital program in deficit, or (2) to find alternative funding from other capital programs to fund the proposed Project.

FUNDING IMPACT

The SFMTA's acceptance and expenditure of the \$6,000,000 grant, which may be federally or state-funded, requires a local match of at least \$13,761,000. The SFMTA will fund this local match with local funds such as General Obligation bond funding. Currently, the total project cost is estimated at \$19,761,000.

ENVIRONMENTAL REVIEW

On August 30, 2017, the San Francisco Planning Department issued a Preliminary Negative Declaration, finding that the proposed project described therein could not have a significant adverse impact on the environment. (FND, Case No. 2014.1010E). The Preliminary Negative Declaration was available for public review from August 30 until September 29, 2017. On October 23, 2017, the Planning Department issued a Final Negative Declaration. On September 13, 2018, in a note to the file, the Planning Department reviewed the proposed changes in the Sixth Street Pedestrian Project that was reviewed in the Final Negative Declaration (FND), and found that the proposed changes (namely, removal of the class II bicycle lane from the scope of the project, changes to left turn restrictions, and removal from the project of raised crosswalks), would not result in new impacts and would not change the impact finding in the FND.

Subsequently, on October 16, 2018, in Resolution No. 181016-140, the SFMTA Board of Directors approved the 6th Street Pedestrian Safety Project and adopted the Final Negative Declaration. As part of Resolution No. 181016-140, the SFMTA Board of Directors found that the FND is adequate, accurate and objective, and that there is no substantial evidence that the proposed project will have a significant effect on the environment.

A copy of the October 23, 2017 FND and the September 13, 2018 note to the file are on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

At its May 2019 meeting, the California Transportation Commission is scheduled to approve overall programming for the 6th Street Pedestrian Safety Project and other projects listed on the MTC's Regional ATP Cycle 4 project list.

Caltrans will perform a thorough review of the Project and will contact sponsors directly regarding any additional information they need to determine eligibility of the proposed scope as

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well as deliverability. This will occur over the next few months. Following review and agreement, MTC and CTC may amend the Project descriptions and funding amounts.

At its October 2018 meeting, the SFMTA Board of Directors approved the parking and traffic modifications on 6th Street from Market and Brannan Streets to improve traffic safety, public space, and curb operations for the community as part of the 6th Street Pedestrian Safety Project.

The City Attorney has reviewed this report.

RECOMMENDATION

SFMTA staff recommends that the SFMTA Board adopt a Resolution of Local Support for the 6th Street Pedestrian Safety Project, to be funded in part with a 2019 Regional ATP Cycle 4 grant of up to \$6,000,000 from the MTC.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) has submitted an application to the Metropolitan Transportation Commission (MTC) for up to \$6,000,000 in funding assigned to the MTC for programming discretion, including, but not limited to, federal funding administered by the Federal Highway Administration (FHWA), such as Surface Transportation Program (STP) funding, Congestion Mitigation and Air Quality Improvement (CMAQ) funding and/or Transportation Alternatives (TA) funding (collectively referred to as “Regional Discretionary Funding”) for the following project: 6th Street Pedestrian Safety Project (Project), which is part of the Regional Active Transportation Program (ATP); and

WHEREAS, The Fixing America’s Surface Transportation Act (the FAST Act), and any extensions or successor legislation for continued funding, authorize various federal funding programs, including, but not limited to, the STP program (23 U.S.C. § 133), the CMAQ program (23 U.S.C. § 149) and the TA Program (23 U.S.C. § 213); and

WHEREAS, State statutes, including California Streets and Highways Code Sections 182.6 and 182.7, provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

WHEREAS, Pursuant to the FAST Act, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal funds for a project shall submit an application first with the appropriate MPO for review and inclusion in the MPO’s Transportation Improvement Program (TIP); and

WHEREAS, The MTC is the MPO for the nine counties in the San Francisco Bay Area region; and

WHEREAS, The MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of CMAQ funds; and

WHEREAS, The SFMTA is an eligible project sponsor for Regional Discretionary Funding; and

WHEREAS, As part of the application for Regional Discretionary Funding, the MTC requires a Resolution of Local Support be adopted stating that the SFMTA Board understands that:

1. The SFMTA commits to provide local matching funds of at least

\$13,761,000 for the Project; and

2. The Regional Discretionary Funding is fixed at the programmed amount, any cost increases must be funded by the SFMTA, and the SFMTA does not expect any cost increases to be funded with Regional Discretionary Funding; and
3. The Project will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
4. The SFMTA will complete the Project as described in the application as included in the MTC's federal TIP; and
5. The Project will have adequate staffing resources to deliver and complete the Project within the schedule submitted with the SFMTA's application to the MTC for up to \$6,000,000 in funding; and
6. The Project will comply with all Project-specific requirements as set forth in the Program; and
7. The Project will comply with MTC Resolution No. 3866, revised, which sets forth the requirements of the MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region; and

WHEREAS, On October 23, 2017, the San Francisco Planning Department, issued a Final Negative Declaration for the Project; and

WHEREAS, On October 16, 2018, the SFMTA Board of Directors approved Resolution No. 181016-140, which stated, in part, that the Board reviewed and considered the Sixth Street Safety Project Final Negative Declaration and the record as a whole and found that there is no substantial evidence that the proposed project will have a significant effect on the environment; and

WHEREAS, Copies of the CEQA determinations are on file with the Secretary to the SFMTA Board of Directors; now, therefore, be it

RESOLVED, That the SFMTA Board of Directors finds that since the Sixth Street Safety Project Final Negative Declaration was finalized and approved by this Board, there have been no substantial project changes and no substantial changes in project circumstances that would require major revisions to the FND due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, there is no new information of substantial importance that would change the conclusions set forth in the FND, and that the proposal would not require the preparation of a subsequent negative declaration under CEQA Guidelines section 15162; and be it further

RESOLVED, That the SFMTA Board of Directors adopts a Resolution of Local Support for the 6th Street Pedestrian Safety Project, to be funded in part from a 2019 Regional ATP Cycle 4 grant in the amount of up to \$6,000,000 from the Metropolitan Transportation Commission; and be it further

RESOLVED, That the SFMTA Board of Directors, by adopting this Resolution of Local Support, states that:

1. The SFMTA commits to provide local matching funds of at least \$13,761,000 of the total estimated cost of \$19,761,000;
2. The regional discretionary funding for Regional ATP Cycle 4 Program is fixed at the programmed amount, and any cost increases must be funded by the SFMTA, and the SFMTA does not expect any cost increases to be funded with additional regional discretionary funding;
3. Because the Regional ATP Cycle 4 funds may originate from the State, the SFMTA:
 - a. understands and will comply with the procedures, delivery milestones, and funding deadlines associated with these funds and specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, as revised);
 - b. the SFMTA has and will retain the expertise, knowledge, and resources necessary to deliver state funded transportation projects; and
 - c. has assigned, and will maintain, a single point of contact for all Caltrans-funded transportation projects to coordinate within the SFMTA and with the San Francisco County Transportation Authority (i.e., the SFMTA's Congestion Management Agency), MTC, the California Department of Transportation (Caltrans), and, if required, FHWA on all communications, inquiries, or issues that may arise during the state programming and delivery process for all FHWA-funded transportation projects and transit projects the SFMTA implements;
4. The SFMTA assures it will complete the Project as described in the SFMTA's application to the MTC for Regional ATP funding and in this resolution, and, if approved, as described and for the amount programmed in the MTC's federal Transportation Improvement Program (TIP);
5. The Project will have adequate staffing resources to deliver and complete the Project within the schedule submitted with the SFMTA's application to the MTC for Regional ATP funding;
6. The Project will comply with Project-specific requirements as set forth in the Regional ATP Program; and
7. The Project will comply with MTC Resolution No. 3866, as revised, which sets forth the requirements of the MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region; and be it

FURTHER RESOLVED, That the SFMTA Board of Directors authorizes the Director of Transportation to transmit a copy of this resolution to the MTC in conjunction with the filing of the applications; and be it

FURTHER RESOLVED, That the SFMTA requests the MTC to support the applications for the Project described in the resolution and to include the Project, if approved, in the MTC's federal TIP.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of May 21, 2019.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency