

THIS PRINT COVERS CALENDAR ITEM NO.: 10.3

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving parking and traffic modifications on 4th Street between Harrison and King streets to optimize transit operations and safety as part of the Central Subway Project.

SUMMARY:



- The Central Subway Project reconfigures 4th Street between Harrison and King streets, with Muni light rail vehicles (LRVs) operating on the surface of 4th Street south of Bryant Street.
- This project modifies the design of 4th Street between Harrison and King streets to optimize transit operations and safety for Muni LRVs and buses.
- The proposed parking and traffic modifications have been reviewed pursuant to the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).
- The proposed project is not subject to the Board of Supervisors (BOS) review because it is a large infrastructure project with a budget of over \$10 million.

ENCLOSURES:

1. SFMTAB Resolution
2. Central Subway Final Supplemental Environmental Impact Statement/Supplemental Environmental Impact Report and Mitigation Monitoring and Reporting Program: <https://www.sfmta.com/reports/central-subway-final-seisseir>
3. Addendum No. 3 to Final SEIR: <https://citypln-m-extnl.sfgov.org/SharedLinks.aspx?accesskey=63d045255099b88721030d9bd4b09d5a6720cedd55e352a305240aad3f994a80&VaultGUID=A4A7DACD-B0DC-4322-BD29-F6F07103C6E0>
4. Federal Transit Administration Central Subway Project Environmental Re-evaluation

APPROVALS:

DATE

DIRECTOR		July 9, 2019
SECRETARY		July 9, 2019

ASSIGNED SFMTAB CALENDAR DATE: July 16, 2019

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PURPOSE

Approving parking and traffic modifications on 4th Street between Harrison and King streets to optimize transit operations and safety as part of the Central Subway Project.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

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

Goal 1: Create a safer transportation experience for everyone.

Objective 1.1: Achieve Vision Zero by eliminating all traffic deaths.

Objective 1.2: Improve the safety of the transit system.

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.

This action supports the following Transit-First Policy principles:

2. 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.
3. 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.
4. Transit priority improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve pedestrian safety.

DESCRIPTION

The Central Subway Project reconfigures 4th Street between Harrison and King streets, with LRVs operating on the surface of 4th Street south of Bryant Street. On August 19, 2008, the SFMTA Board of Directors, by Resolution No. 08-150, approved the project, including Alternative 3—Fourth/Stockton Alignment Option B (Modified LPA, Semi-Exclusive Suboption), as analyzed in the Final Supplemental Environmental Impact Statement/ Environmental Impact Report (SEIS/SEIR), referred to hereafter as the “Approved Project.” On October 15, 2013, the SFMTA Board of Directors, by Resolution No. 13-222, approved parking and traffic modifications required to implement the Approved Project along 4th Street between Harrison and King streets. In preparation for the start of Central Subway service, SFMTA staff reviewed the Approved Project’s detailed design for 4th Street and identified opportunities to improve transit travel times and reduce potential conflicts between transit vehicles and other street users. To optimize transit operations and safety, the SFMTA is proposing modifications to the design of 4th Street, referred to hereafter as the “Modified Project.” The Modified Project refines the design of 4th Street between Harrison and King streets, reducing travel time for Muni’s T Third and N Judah lines, reducing conflicts between transit vehicles (including LRVs and buses) and general traffic, and allowing Muni’s 30 Stockton and 45 Union/Stockton routes to follow a more direct alignment.

An overview of the travel lane and trackway layout on 4th Street between Harrison and King streets for both the Approved Project and the Modified Project is shown in Figure 1 below. The Approved Project included an exclusive rail right-of-way (ROW) separating surface-running LRVs and general traffic on 4th Street between Bryant and King streets in both directions, except in the southbound direction between Bryant and Brannan streets, where LRVs and general traffic share a lane. The Approved Project also included converting 4th Street from its current one-way southbound traffic operation to two-way traffic operation between Bryant and Townsend streets.

To optimize transit operations and safety, the Modified Project includes parking and traffic modifications to support the following goals and design features:

- Minimizes travel time for T Third LRVs and conflicts between T Third LRVs and general traffic by providing a continuous exclusive rail ROW southbound on 4th Street between Bryant and Brannan streets, as shown in Figure 1 below.
- Reduces signal delay for southbound T Third LRVs and other traffic at the intersection of 4th and Bryant streets by removing the need for an exclusive LRV signal phase.
- Reduces signal delay for all traffic, including Muni LRVs and streetcars at the intersection of 4th and King streets by restricting northbound, southbound and eastbound left turns and removing the associated signal phases for these movements.
- Allows Muni's 30 Stockton and 45 Union/Stockton bus routes to operate along a more direct and reliable route using the east (left) side of southbound 4th Street between Harrison and Townsend streets, as depicted by a dashed red line in Figure 2 below.
- Minimizes conflicts between Muni's 30 Stockton and 45 Union/Stockton bus routes and bicycles on Brannan, 5th and Townsend streets, where bikeway improvement projects are underway, as shown in Figure 2 below.

Compared to the Approved Project, the Modified Project is expected to reduce roundtrip travel time for T Third LRVs operating on 4th Street by about 40 seconds and roundtrip travel time for N Judah LRVs and E Embarcadero streetcars operating on King Street by about 80 seconds.

The Modified Project extends an exclusive rail ROW southbound on 4th Street between Bryant and Brannan streets near the location of the subway portal where southbound LRVs will transition between subway and surface operation. This exclusive rail ROW will be separated from general traffic by curbs. Consistent with adjoining areas of surface-running exclusive rail ROW previously included with the Approved Project, this area is not required to be designated as a transit-only lane in the San Francisco Transportation Code and therefore no amendment is proposed. This exclusive rail ROW is included as item A of the proposed parking and traffic modifications for SFMTA Board approval listed below.

The Modified Project allows Muni's 30 Stockton and 45 Union/Stockton bus routes to use the same routing via southbound 4th Street and eastbound Townsend Street that existed prior to Central Subway Project construction commencing in 2012, as depicted by a dashed red line in Figure 2 below. This routing is projected to save approximately four minutes of travel time compared to the Approved Project's routing via southbound 4th Street, westbound Brannan Street, southbound 5th Street and eastbound Townsend Street as depicted by a solid blue line in Figure 2 below. In addition to reduced travel time, the Modified Project reduces potential conflicts between Muni buses and bicycles service on streets that the SFMTA has prioritized for bicycle improvements.

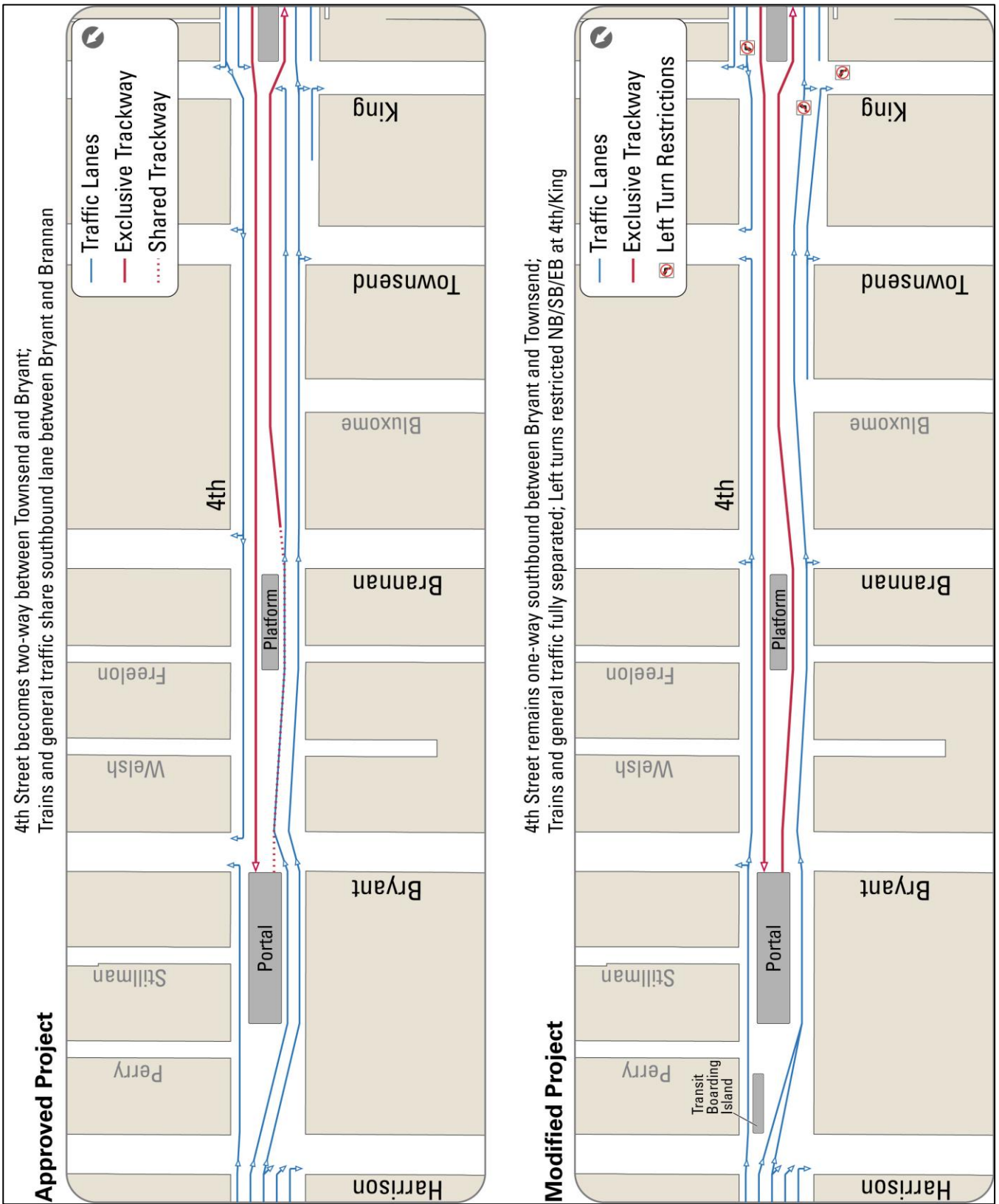


Figure 1 – Overview of Approved Project and Modified Project

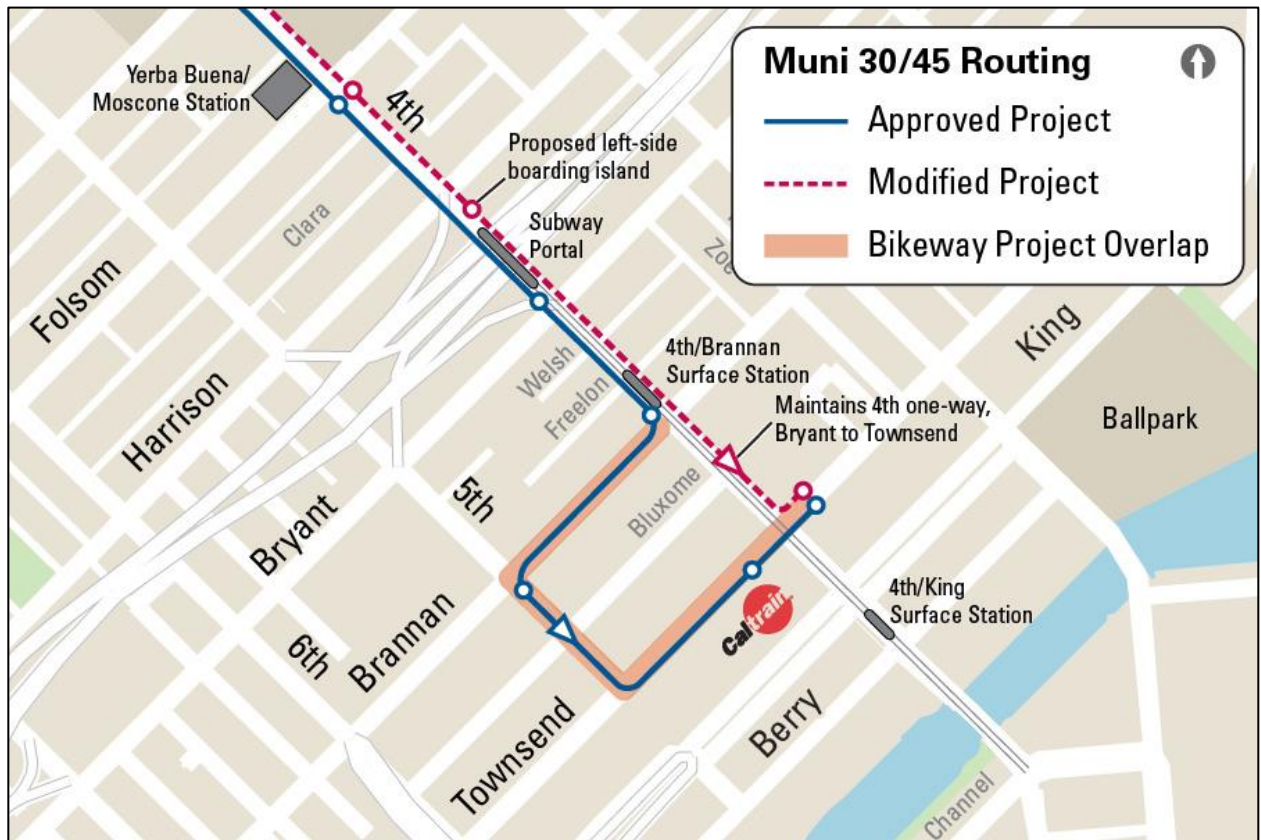


Figure 2 – Muni 30 Stockton and 45 Union/Stockton Routing

Proposed Parking and Traffic Modifications for SFMTA Board Approval:

- A. ESTABLISH – MUNI RIGHT-OF-WAY - 4th Street, southbound, from Bryant Street to Brannan Street
- B. ESTABLISH – NO LEFT TURN - 4th Street, northbound, at King Street; 4th Street, southbound, at King Street; Brannan Street, eastbound, at 4th Street; King Street, eastbound, at 4th Street; Townsend Street, eastbound, at 4th Street
- C. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME - 4th Street, east side, from Harrison Street to Perry Street (transit boarding island, removes 4 general metered spaces)
- D. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME - 4th Street, west side, from Harrison Street to 115 feet southerly (removes 2 general metered spaces); 4th Street, west side, from Bryant Street to 20 feet southerly (removes 1 general metered space)
- E. ESTABLISH – TOW-AWAY, NO PARKING, PASSENGER LOADING ONLY, 5 PM TO 2 AM, EVERYDAY - 4th Street, west side, from 20 to 60 feet south of Bryant Street (relocates 2 metered spaces)
- F. ESTABLISH - METERED YELLOW ZONE, COMMERCIAL LOADING, 7 AM TO 5 PM, MONDAY THROUGH SATURDAY - 4th Street, west side, from 20 to 60 feet south of Bryant Street (relocates 2 metered spaces)
- G. ESTABLISH – GENERAL METERED PARKING - 4th Street, west side, from 109 to 205 feet south of Brannan Street (restores 5 general metered spaces)

The following parking and traffic modifications reverse decisions previously made by the SFMTA Board of Directors as part of the Central Subway Project that have not yet been implemented:

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- H. ESTABLISH – ONE-WAY STREET - 4th Street, southbound, from Bryant Street to Townsend Street
- I. ESTABLISH – RIGHT TURN ONLY - 4th Street, northbound, at Townsend Street
- J. ESTABLISH – LEFT TURN ONLY - Welsh Street, westbound, at 4th Street
- K. ESTABLISH – RIGHT LANE MUST TURN RIGHT - 4th Street, northbound, at King Street
- L. ESTABLISH – LEFT LANE MUST TURN LEFT - 4th Street, southbound, at Townsend Street
- M. RESCIND – NO LEFT TURN - 4th Street, southbound, at Townsend Street; 4th Street, southbound, at Brannan Street; 4th Street, southbound, at Freelon Street
- N. RESCIND – LEFT LANE MUST TURN LEFT - 4th Street, southbound, at Bryant Street

STAKEHOLDER ENGAGEMENT

Prior to approving the Central Subway Project in 2008, the SFMTA undertook substantial public outreach efforts, including more than 100 public meetings and briefings with community groups between 2003-2007. Outreach has continued throughout the construction process, with a focus on construction impacts.

In the spring of 2019 the SFMTA initiated a focused public outreach effort specific to the changes associated with the Modified Project. SFMTA staff conducted door-to-door outreach along 4th Street in the Modified Project area, delivering project flyers to interested residents and businesses. In addition, letters with information about the Modified Project were mailed to all addresses in the blocks surrounding the Modified Project area and an email notice was sent to the Central Subway Project email subscription list. Information about the Modified Project was also posted on the Central Subway Project website. A public hearing was held on May 17, 2019, with hearing notices posted on the SFMTA website and on utility poles along 4th Street in the Modified Project area.

During the spring 2019 focused outreach effort, 15 individuals contacted SFMTA staff with specific questions and feedback, including a mixture of support for the proposed changes, concerns about how restricting left turns at the intersection of 4th and King streets would impact local auto circulation, and suggestions for additional improvements to streets in the area.

The San Francisco Giants Transportation Manager expressed support for the Modified Project's efforts to improve operations for Muni's T Third and N Judah lines but also expressed concerns with an earlier proposal to restrict left turns from the westbound approach to the intersection of 4th and King streets, noting that this movement is critical to managing traffic flow during events at Oracle Park. This proposal was removed from the Modified Project based on feedback from the San Francisco Giants and other stakeholders and following discussions with the SFMTA's construction traffic routing staff who noted that this movement is part of a critical detour route during closures of the Third Street bridge.

SFMTA staff attended a Board Meeting of the Palms Home Owners Association on March 20, 2019 to discuss local circulation for residents and visitors of their building located at 555 4th Street. Residents were supportive of the Modified Project's efforts to improve Muni operations and the proposal to keep 4th Street in its current one-way southbound traffic configuration between Bryant and Townsend streets. Residents requested additional investigation of parking on traffic modifications on the streets surrounding the Palms – Freelon, Welsh and Zoe streets – in particular, several residents requested that parking be removed from Zoe Street and that Zoe Street be converted from one-way to two-way traffic operation between Brannan and Freelon streets to

provide easier auto access to their building. SFMTA staff will further investigate the feasibility of this specific request separately from this project.

SFMTA staff also met with representatives of the proposed 490 Bryant Street office development to discuss local circulation who did not express any concerns with the proposed parking and traffic modifications.

ALTERNATIVES CONSIDERED

During development of the Modified Project, SFMTA staff considered a design alternative that would provide a continuous exclusive rail ROW southbound on 4th Street between Bryant and Brannan streets but would not maintain 4th Street in its current one-way southbound traffic operation between Bryant and Townsend streets. This option would provide similar benefits for Muni’s T Third Line as the preferred alternative but would add additional delays for general traffics on southbound 4th Street at Bryant and Brannan streets and would not provide any benefits for Muni’s 30 Stockton and 45 Union/Stockton routes and therefor was not carried forward. SFMTA staff also considered a design alternative that would restrict left turns in all directions at the intersection of 4th and King streets but this alternative was not preferred due to the circulation impacts described in the Stakeholder Engagement Section above.

FUNDING IMPACT

The total cost associated with the planning, design and construction of the Modified Project is estimated to be \$522,500, which has been secured from Proposition B Population Baseline funds.

The Central Subway Project is funded with Federal Transit Administration (FTA) New Starts, Federal Congestion Management & Air Quality (CMAQ), State Transportation Bond Proposition 1A and 1B, State Regional Improvement Program, State Transportation Congestion Relief Program (TCRP), and Prop K Half-Cent Local Sales Tax funds. The breakdown of Project funding sources and their amounts is as follows:

Source	TOTAL
5309 New Starts	\$942,200,000
CMAQ3	\$41,025,000
Prop 1A High Speed Rail Connectivity	\$61,308,000
Prop 1B- MTC	\$87,895,815
Prop 1B-SFMTA	\$219,896,185
RIP-SF/Other	\$74,248,000
TCRP	\$14,000,000
Prop K	\$137,727,000
Total	\$1,578,300,000

ENVIRONMENTAL REVIEW

The Central Subway Final Supplemental Environmental Impact Statement/Supplemental Environmental Impact Report (Final SEIS/SEIR) evaluated the environmental impacts of the Central Subway Project. The Final SEIR was certified by the San Francisco Planning Commission in Motion No. 17668 on August 7, 2008 (Case No. 1996.281E). On August 19, 2008, the SFMTA

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Board of Directors approved Resolution 08-150 adopting Central Subway Project Alternative 3B as the Locally Preferred Alternative, the CEQA Findings, Statement of Overriding Considerations and the Mitigation Monitoring and Reporting Plan. The Federal Transit Administration (FTA) adopted the record of Decision on the Final SEIS on November 26, 2008.

On June 10, 2019, the FTA determined that changes described in the Modified Project do not constitute a substantial change to the Approved Project, and with the mitigation specified in the re-evaluation, the changes would not cause significant environmental impacts that have not been previously evaluated. On this basis, the FTA found that no SEIS nor Environmental Assessment is necessary.

On June 26, 2019, the San Francisco Planning Department issued Addendum No. 3 to the Final SEIR and determined that the Modified Project would not cause new significant impacts that were not identified in the Final SEIS/SEIR or subsequent addenda, no new mitigation measures would be necessary to reduce significant impacts, no changes have occurred with respect to circumstances surrounding the Modified Project that would cause significant environmental impacts to which the project would contribute considerably, no new information has become available that shows that the Modified Project would cause significant environmental impacts and no supplemental environmental review is required beyond the addendum.

Copies of the Final SEIS/SEIR, the Planning Department's CEQA determination related to the Modified Project and the FTA's NEPA determination related to the Modified Project 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 are incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The proposed parking and traffic modifications are not subject to BOS review because they are a part of, and directly related to, a large infrastructure project with a budget of over \$10 million.

The City Attorney has reviewed this item. No other approvals are required.

RECOMMENDATION

Staff recommends that the SFMTA Board of Directors approve parking and traffic modifications on 4th Street between Harrison and King streets, as set forth in items A-N above, to optimize transit operations and safety as part of the Central Subway Project.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency is committed to making San Francisco a Transit First city that prioritizes non-private automobile transportation; and,

WHEREAS, The Central Subway Project will improve public transportation in San Francisco by extending the Muni Metro T Third Line through SoMa, Union Square and Chinatown, providing a direct, rapid transit link between downtown and the existing T Third Line route on 3rd Street; and,

WHEREAS, The design of 4th Street between Harrison and King streets is critical to the successful operation of the Central Subway and is the location where the T Third Line will transition from surface operation to subway operation; and,

WHEREAS, The San Francisco Municipal Transportation Agency has identified design modifications to 4th Street between Harrison and King streets that will improve transit operations and safety, including reducing travel time for Muni's T Third and N Judah lines, reducing conflicts between transit vehicles (including LRVs and buses) and general traffic, and allowing Muni's 30 Stockton and 45 Union/Stockton routes to follow a more direct alignment; and,

WHEREAS, The San Francisco Municipal Transportation Agency has proposed the installation of parking and traffic modifications on 4th Street between Harrison and King streets to optimize transit operations and safety as part of the Central Subway Project as follows:

- A. ESTABLISH – MUNI RIGHT-OF-WAY - 4th Street, southbound, from Bryant Street to Brannan Street
- B. ESTABLISH – NO LEFT TURN - 4th Street, northbound, at King Street; 4th Street, southbound, at King Street; Brannan Street, eastbound, at 4th Street; King Street, eastbound, at 4th Street; Townsend Street, eastbound, at 4th Street
- C. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME - 4th Street, east side, from Harrison Street to Perry Street
- D. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME - 4th Street, west side, from Harrison Street to 115 feet southerly; 4th Street, west side, from Bryant Street to 20 feet southerly
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- G. ESTABLISH – GENERAL METERED PARKING - 4th Street, west side, from 109 to 205 feet south of Brannan Street
- H. ESTABLISH – ONE-WAY STREET - 4th Street, southbound, from Bryant Street to Townsend Street
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- K. ESTABLISH – RIGHT LANE MUST TURN RIGHT - 4th Street, northbound, at King Street

- L. ESTABLISH – LEFT LANE MUST TURN LEFT - 4th Street, southbound, at Townsend Street
- M. RESCIND – NO LEFT TURN - 4th Street, southbound, at Townsend Street; 4th Street, southbound, at Brannan Street; 4th Street, southbound, at Freelon Street
- N. RESCIND – LEFT LANE MUST TURN LEFT - 4th Street, southbound, at Bryant Street; and,

WHEREAS, The Central Subway Final Supplemental Environmental Impact Statement/Supplemental Environmental Impact Report (Final SEIS/SEIR) evaluated the environmental impacts of the Central Subway Project; on August 7, 2008, the San Francisco Planning Commission certified the Final SEIR (Case No. 1996.281E); on August 19, 2008, the SFMTA Board of Directors approved Resolution 08-150 adopting Central Subway Project Alternative 3B as the Locally Preferred Alternative, the CEQA Findings, Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Plan; The Federal Transportation Agency (FTA) adopted the record of Decision on the Final SEIS on November 26, 2008; and,

WHEREAS, On June 10, 2019, the FTA determined that changes described in the Modified Project do not constitute a substantial change to the Approved Project, and with the mitigation specified in the re-evaluation, the changes would not cause significant environmental impacts that have not been previously evaluated and no SEIS nor Environmental Assessment is necessary; and,

WHEREAS, On June 26, 2019 the San Francisco Planning Department issued Addendum No. 3 to the Final SEIR and determined that the Modified Project would not cause new significant impacts that were not identified in the Final SEIS/SEIR or subsequent addenda, no new mitigation measures would be necessary to reduce significant impacts and no supplemental environmental review is required beyond the addendum; and,

WHEREAS, Copies of the Final SEIS/SEIR, the Planning Department's CEQA determination related to the Modified Project and the FTA's NEPA determination related to the Modified Project 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 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 SFMTA Board has reviewed and considered the Central Subway Final SEIS/SEIR and record as a whole, and finds that the Central Subway Final SEIS/SEIR is adequate for the Board's use as the decision-making body for the actions taken herein, and incorporates the CEQA findings by this reference as though set forth in this Resolution; and, be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the parking and traffic modifications, as set forth in items A through N above, along 4th Street between Harrison and King streets associated with the Central Subway Project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of July 16, 2019.

Secretary to the Board of Directors



U.S. Department
of Transportation

**Federal Transit
Administration**

REGION IX
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Edward D. Reiskin Director of Transportation
San Francisco Municipal Transportation Agency
1 South Van Ness Avenue, 7th Floor
San Francisco, CA 94103

JUN 10 10:18

Re: Central Subway Project Environmental Re-evaluation

Dear Mr. Reiskin:

The Central Subway Project (Project) was previously the subject of a Record of Decision dated November 26, 2008. After review of the San Francisco Municipal Transportation Agency's (SFMTA) letter and supporting materials, received May 20, 2019, the Federal Transit Administration (FTA) determines that neither the preparation of a Supplemental Environmental Impact Statement (SEIS) nor an Environmental Assessment (EA) is necessary, in accordance with 23 CFR §§ 771.115, 771.119, and 771.130(c), for a design change for the Project.

Based on the information submitted and past experience with similar projects, this review finds that the design changes: do not induce significant environmental impacts to planned growth or land use for the area; do not require the relocation of significant numbers of people; do not have a significant impact on natural, cultural, recreational, historical or other resource; do not involve significant air, noise, or water quality impacts; do not have significant impacts on travel patterns; do not result in a use or constructive use of historic or other resources within the meaning of Section 4(f) of the Department of Transportation Act, 49 USC§ 303; or do not otherwise, either individually or cumulatively, have any significant environmental impacts.

The FTA finds that the changes described in the re-evaluation materials are not substantial and with the mitigation specified in the re-evaluation material the changes will not cause significant environmental impacts that were not previously evaluated. Neither the preparation of a SEIS nor an EA is necessary.

If you have any questions, please contact Alexander Smith at (415) 734-9472 or by email at alexander.smith@dot.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Alexander Smith", with a blue dot above the final letter.

Ray Tellis
Regional Administrator

