

**THIS PRINT COVERS CALENDAR ITEM NO. : 10.4**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Sustainable Streets

**BRIEF DESCRIPTION:**

Approving parking and traffic modifications on Sansome Street between Pacific Avenue and Broadway to modify the PM peak tow-away lane from its current hours of 3 p.m. to 6 p.m. Monday thru Friday to 7 a.m. to 7 p.m. every day and remove three commercial metered spaces on the west side of Sansome Street between Washington and Merchant streets included in the Muni Forward Travel Time Reduction Proposals and in support of The SFMTA's Vision Zero program.

**SUMMARY:**

- In 1997, the southbound transit/taxi/commercial lane on Sansome Street was installed as a full-time contraflow lane between Washington and Bush to reduce Muni travel time delays.
- In 2016, the Muni Forward program completed the Sansome Street contraflow lane extension project which converted a one-way portion of Sansome Street into a two-way street.
- The proposed changes will improve traffic flow and San Francisco Fire Department (SFFD) emergency response times.
- The proposed modifications will improve Muni reliability, reduce transit and auto travel times, improve roadway safety and reduce emergency response times for SFFD vehicles.
- The SFMTA conducted door-to-door outreach to gather input in July and October 2016.
- The proposed action is the Approval Action for Item B as defined by S. F. Administrative Code Chapter 31.

**ENCLOSURES:**

1. SFMTAB Resolution
2. Case File 2011.0558E, Minor Modification to Service-related Capital Improvement SCI.2 Sansome Contraflow Lane Extension – Sansome Street between Broadway and Pacific Avenue
3. TEP FEIR <http://www.sf-planning.org/index.aspx?page=2970> (CEQA Clearance for Item A)

**APPROVALS:**

**DATE**

DIRECTOR \_\_\_\_\_ 2/15/17

SECRETARY R. Boomer \_\_\_\_\_ 2/10/17

**ASSIGNED SFMTAB CALENDAR DATE:** February 21, 2017

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### **PURPOSE**

Approving parking and traffic modifications on Sansome Street between Pacific Avenue and Broadway to modify the PM peak tow-away lane from its current hours of 3 p.m. to 6 p.m. Monday thru Friday to 7 a.m. to 7 p.m. every day and remove three commercial metered spaces on the west side of Sansome Street between Washington and Merchant streets included in the Muni Forward Travel Time Reduction Proposals and in support of The SFMTA's Vision Zero program.

### **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 1.3: Improve the safety of the transportation system.
- Goal 2: Make transit, walking, bicycling, taxi, ridesharing and carsharing the preferred means of travel
  - Objective 2.2: Improve transit performance.
  - Objective 2.3: Increase use of all non-private auto modes.

This action supports the following Transit First Policy Principles:

Goal 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.

Goal 7: Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation.

Goal 9: The ability of the City and County to reduce traffic congestion depends on the adequacy of regional public transportation. The City and County shall promote the use of regional mass transit and the continued development of an integrated, reliable, regional public transportation system.

### **DESCRIPTION**

The proposed changes will improve traffic flow by creating a second northbound lane on Sansome Street during daytime hours (7 a.m. to 7 p.m. everyday) to accommodate traffic approaching the Broadway intersection and San Francisco Fire Department (SFFD) emergency response times by creating additional on-street space across from Firehouse #13 to better accommodate SFFD vehicle turns. The proposed modifications will improve Muni reliability, reduce transit and auto travel times, improve roadway safety and reduce emergency response times for SFFD vehicles, which is consistent with the Transit First Policy.

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1. Implement traffic and parking modifications along Sansome Street between Broadway and Pacific Avenue.

To reduce Muni travel times and enhance reliability on the routes that travel the Sansome Street corridor, the Muni Forward program identified a Service-Related Capital Improvement (the Sansome Street contraflow lane extension project) which was completed in July 2016 and converted a one-way portion of Sansome Street into a two-way street. In response to the two-way street conversion, SFMTA staff now proposes to extend the hours of PM peak tow-away lane along the east side of Sansome Street between Broadway and Pacific Avenue from its current hours of 3 p.m. to 6 p.m., Monday thru Friday, to 7 a.m. to 7 p.m. everyday. This change will help alleviate traffic congestion for northbound vehicles, Golden Gate Transit buses and Muni buses due to the heavy left turn volumes and non-coordinated signals when Sansome Street traffic approaches Broadway.

During recent 24-hour counts, approximately 354 vehicles per hour travel northbound on Sansome Street. In addition to the vehicle volumes during non-peak hour periods, the signal timing is not coordinated for Sansome Street at Broadway since Broadway is a major traffic corridor. The project will allow for better traffic flow and transit reliability by effectively doubling the queueing capacity for northbound Sansome Street traffic at the approach to the Broadway intersection. Approximately eight metered spaces will be removed due to the limited hours of which meters operate (7 a.m. to 6 p.m. Monday thru Saturday) and the proposed tow-away lane enforcement hours. During the evening, vehicles may still park overnight on this block of Sansome Street.

2. Implement traffic and parking modifications along Sansome Street between Washington and Merchant streets.

To reduce SFFD emergency response times, the SFMTA proposes to remove three commercial metered spaces located directly across from SFFD Firehouse #13, located on Sansome Street between Washington and Merchant streets. This parking modification was requested by the SFFD Firehouse #13 due to the narrow street width and northbound traffic volumes that are preventing fire vehicles from turning left to head south on Sansome Street. By removing these three spaces, fire emergency response times may be decreased. SFMTA staff observed that during various times of the day, even when vehicles did not block the firehouse KEEP CLEAR area, fire engines have difficulty pulling out of Firehouse #13 and turning south to head to emergencies south of Washington Street.

The SFMTA proposes the following parking and traffic modifications:

- A. ESTABLISH—TOW AWAY NO STOPPING: 7AM to 7PM, EVERYDAY - Sansome Street, east side, from Broadway to Pacific Avenue (removes eight metered spaces, Meter #810, #812, #814, #818, #820, #824, #826)
- B. ESTABLISH--TOW-AWAY, NO STOPPING ANYTIME - Sansome Street, west

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side, between Washington and Merchants streets (extends current red zone to the south by 66 feet and removes 3 commercial metered spaces, Meter #523, #521, #519)

## **STAKEHOLDER ENGAGEMENT**

The SFMTA performed door-to-door outreach during the months of July and October 2016 to the affected businesses and residents. A small number of businesses were concerned about the loss of parking spaces, in particular commercial parking, but they did mention that they understand the goals and objectives of the proposed modifications and will make other arrangements regarding commercial loading for their businesses. The majority of persons were either for or did not care about the proposed modifications.

The SFMTA held a public hearing regarding the proposed changes to Sansome Street, between Broadway and Pacific Avenue, on August 11, 2016 and for the changes to Sansome Street between Merchant and Washington streets on November 18, 2016. No one expressed any concerns or comments about any of the proposed modifications. No decision regarding the proposed traffic and parking modifications was made at either hearing.

## **ALTERNATIVES CONSIDERED**

The project team explored alternatives that were more restrictive than the current proposals, such as removing the parking along the east side of Sansome Street between Broadway and Pacific Avenue. These options were not pursued in favor of providing a balanced approach between traffic management and providing parking for residents and patrons.

## **FUNDING IMPACT**

The total cost of this project is \$8,000 which will be paid through the SFMTA's Sign, Meter, Curb Paint and Paint shops operating funds.

## **ENVIRONMENTAL REVIEW**

1. Traffic and Parking Modifications along Sansome Street between Broadway and Pacific Avenue.

The TEP Final Environmental Impact Report (FEIR) was certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014. Subsequently, on March 28, 2014 in Resolution No. 14-041, the SFMTA Board of Directors approved all of the TEP proposals including Service-related Capital Improvements and Travel Time Reduction Proposals to improve transit performance along various Municipal Railway routes. As part of Resolution No. 14-041, the SFMTA Board of Directors adopted findings under the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings) and a Mitigation Monitoring and Reporting Program (MMRP). On September 28, 2016, the Planning Department reviewed the proposed modifications in Item A described herein

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and determined that they are within the scope of the Service-related Capital Improvement (SCI) SCI.2 as defined in the TEP FEIR, and concluded that the proposed changes would not cause new significant impacts not identified in the FEIR, nor result in a substantial increase in the severity of previously identified significant impacts, and no new mitigation measures would be necessary to reduce significant impacts.

**2. Traffic and Parking Modifications along Sansome Street between Washington and Merchant Streets.**

The proposed traffic and parking modifications are subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities as defined in Title 14 of the California Code of Regulations Section 15301.

On December 8, 2016, the SFMTA, under authority delegated by the Planning Department, determined that the proposed traffic and parking modifications in Item B are categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301. The SFMTA's determination (Case Number 2016-016076ENV) is 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. The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

**OTHER APPROVALS RECEIVED OR STILL REQUIRED**

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

**RECOMMENDATION**

SFMTA staff recommends that the SFMTA Board of Directors approve the traffic and parking modification on Sansome Street between Pacific Avenue and Broadway to modify the PM peak tow-away lane from its current hours of 3 p.m. to 6 p.m. Monday thru Friday to 7 a.m. to 7 p.m. every day and to remove three commercial metered spaces on the west side of Sansome Street between Washington and Merchant streets.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. \_\_\_\_\_

WHEREAS, To reduce Muni travel times and enhance reliability on the routes that travel the Sansome Street corridor, the Muni Forward program identified a Service-Related Capital Improvement (the Sansome Street contraflow lane extension project) which was completed in July 2016 and converted a one-way portion of Sansome Street into a two-way street; and,

WHEREAS, In response to the two-way street conversion, SFMTA staff now proposes to extend the hours of PM peak tow-away lane along the east side of Sansome Street between Broadway and Pacific Avenue; and,

WHEREAS, This change will help alleviate traffic congestion for northbound vehicles, Golden Gate Transit buses and Muni buses due to the heavy left turn volumes and non-coordinated signals; and

WHEREAS, At the request of the San Francisco Fire Department (SFFD), the SFMTA proposes to remove three commercial metered spaces located directly across from SFFD Firehouse #13, located on Sansome Street between Washington and Merchant streets in order to reduce San Francisco Fire Department (SFFD) emergency response times; and

WHEREAS, SFMTA staff have proposed parking and traffic modifications as follows:

- A. ESTABLISH—TOW AWAY NO STOPPING: 7AM to 7PM, EVERYDAY  
Sansome Street, east side, from Broadway to Pacific Avenue (removes eight metered spaces, Meter #810, #812, #814, #818, #820, #824, #826)
- B. ESTABLISH--TOW-AWAY, NO STOPPING ANYTIME - Sansome Street, west side, between Washington and Merchants streets (extends current red zone to the south by 66 feet and removes 3 commercial metered spaces, Meter #523, #521, #519)

WHEREAS, The proposed parking and traffic modifications are subject to the California Environmental Quality Act (CEQA); and,

WHEREAS, On March 27, 2014 the Transit Effectiveness Project Final Environmental Impact Report (TEP FEIR) was certified by the San Francisco Planning Commission in Motion No. 19105; and,

WHEREAS, On March 28, 2014 in Resolution No. 14-041, the SFMTA Board of Directors approved all of the TEP proposals including Service-Related Capital Improvements to improve transit performance along various Municipal Railway routes; and,

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WHEREAS, As part of Resolution No. 14-041, the SFMTA Board of Directors adopted findings under the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings) and a Mitigation Monitoring and Reporting Program (MMRP), which CEQA findings and MMRP are hereby incorporated by reference as though fully set forth; and,

WHEREAS, On September 28, 2016, the Planning Department reviewed the proposed modifications in Item A described herein and concluded that they are within the scope of the Service-related Capital Improvement (SCI) SCI.2 as defined in the TEP FEIR, and concluded that the proposed changes would not cause new significant impacts not identified in the FEIR, nor result in a substantial increase in the severity of previously identified significant impacts, and no new mitigation measures would be necessary to reduce significant impacts; and,

WHEREAS, Title 14 of the California Code of Regulations Section 15301 provides an exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities; and,

WHEREAS, The Planning Department has determined that the proposed parking and traffic modifications in Item B are categorically exempt from CEQA (Case No. 2016-016076ENV) pursuant to Title 14 of the California Code of Regulations Section 15301; The proposed action is the Approval Action for Item B as defined by S. F. Administrative Code Chapter 31; and

WHEREAS, Copies of the CEQA determinations 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,

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment through the public hearing process; now, therefore, be it

RESOLVED, The San Francisco Municipal Transportation Agency Board of Directors concurs with the Planning Department's conclusion that the proposed modifications in Item A are within the scope of the Service-related Capital Improvement (SCI) SCI.2 as defined in the TEP FEIR, and that the proposed changes will not cause new significant impacts not identified in the FEIR, nor result in a substantial increase in the severity of previously identified significant impacts, and no new mitigation measures would be necessary to reduce significant impacts; and, be it further

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RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves various parking and traffic modifications, as set forth in items A-B above, on Sansome Street between Pacific Avenue and Broadway to modify the PM peak tow-away lane from its current hours of 3 p.m. to 6 p.m. Monday thru Friday to 7 a.m. to 7 p.m. everyday and remove three commercial metered spaces on the west side of Sansome Street between Washington and Merchant streets.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of February 21, 2017.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency