

**THIS PRINT COVERS CALENDAR ITEM NO.: 10.3**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Transit

**BRIEF DESCRIPTION:**

Amending and re-adopting portions of SFMTA Board of Directors Resolution No. 201201-104 approved on December 1, 2020, by rescinding the approval of parking modification Items V through X associated with the reinstatement of the 27 Bryant, 33 Ashbury-18<sup>th</sup>, and 55 Dogpatch bus routes and creation of the 15 Bayview-Hunters Point Express (BHPX) bus route, and re-adopting these temporary parking and traffic modifications during the ongoing COVID-19 State of Emergency as Approval Actions which are subject to appeal to the San Francisco Board of Supervisors.

**SUMMARY:**

- On December 1, 2020, the SFMTA Board approved Resolution No. 201201-104 which approved parking modifications associated with upcoming Bus Changes in January 2021.
- In Resolution 201201-104, parking modifications Items V through X were not identified as Approval Actions subject to appeal to the Board of Supervisors.
- This calendar item corrects that error by amending SFMTA Board of Directors Resolution No. 201201-104 to rescind the approval of parking modifications Items V through X and re-adopting these temporary parking and traffic modifications as Approval Actions which are subject to appeal to the San Francisco Board of Supervisors under S.F. Administrative Code Chapter 31.
- The remaining approvals in Resolution No. 201201-104 items A to U were not Approval Actions, were properly noticed and remain in full force and effect.
- These parking modifications will be in effect until 120 days after the termination or expiration of the COVID-19 State of Emergency.
- The Planning Department has determined that the Bus Changes January 2021 are statutorily exempt from the California Environmental Quality Act (CEQA).
- The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

**ENCLOSURES:**

1. SFMTAB Resolution

**APPROVALS:**

DIRECTOR Jeffrey Tumlin

SECRETARY Caroline Celaya

**DATE**

December 29, 2020

December 29, 2020

**ASSIGNED SFMTAB CALENDAR DATE:** January 5, 2021

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### **PURPOSE**

Amending and re-adopting portions of SFMTA Board of Directors Resolution No. 201201-104 approved on December 1, 2020, by rescinding the approval of parking modification Items V through X associated with the reinstatement of the 27 Bryant, 33 Ashbury-18<sup>th</sup>, and 55 Dogpatch bus routes and creation of the 15 Bayview-Hunters Point Express (BHPX) bus route, and re-adopting these temporary parking and traffic modifications during the ongoing COVID-19 State of Emergency as Approval Actions which are subject to appeal to the San Francisco Board of Supervisors.

### **STRATEGIC PLAN GOALS AND TRANSIT-FIRST POLICY PRINCIPLES**

The proposed project will support the following goals and objectives of the SFMTA Strategic Plan:

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.

Objective 2.3: Manage congestion and parking demand to support the Transit First Policy.

Goal 3: Improve the quality of life and environment in San Francisco and the region.

Objective 3.1: Use agency programs and policies to advance San Francisco's commitment to equity.

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 item will support the following Transit First Policy Principles:

1. 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.
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

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signalization, shall be made to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve pedestrian safety.

5. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.
6. Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation.
7. New transportation investment should be allocated to meet the demand for public transit generated by new public and private commercial and residential developments.
8. 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**

**Background:**

On December 1, 2020, the SFMTA Board approved Resolution No. 201201-104 which approved parking modifications associated with upcoming bus changes in January 2021. In Resolution 201201-104, parking modifications Items V through X were not identified as Approval Actions subject to appeal to the Board of Supervisors. This calendar item corrects that error by amending and re-adopting portions of SFMTA Board of Directors Resolution No. 201201-104 by rescinding the approval of parking modifications Items V through X by removing the Second Resolved Clause and replacing it with the following: “That the SFMTA Board of Directors approves the temporary parking and traffic modifications, as set forth in Items A through U above, as a part of the Rail Transfer Projects and Bus Terminal and Route Improvements” and re-adopting these temporary parking and traffic modifications as Approval Actions which are subject to appeal to the San Francisco Board of Supervisors under S.F. Administrative Code Chapter 31. The remaining approvals in Resolution No. 201201-104 items A to U were not Approval Actions, were properly noticed and remain in full force and effect.

The parking modifications listed as Items V through X in Resolution No. 201201-104 were to remain in effect until 120 days after the termination or expiration of the COVID-19 State of Emergency. The following paragraph describes the specific parking and traffic modifications associated with the Bus Changes in January 2021 for which SFMTA Board approval is requested.

**TRAFFIC AND PARKING MODIFICATIONS FOR JANUARY 2021 BUS CHANGES**

The majority of this section was discussed in the staff report for agenda item #13-Traffic Modifications-Temporary Rail Transfer and Bus Route Improvements, of the December 1, 2020 SFMTA Board of Directors meeting.

Specifically, SFMTA staff proposes that the SFMTA Board rescind and re-approve the following temporary parking and traffic modifications associated with the reinstatement with modified routing & creation of the 37 Corbett, 48 Quintara-24<sup>th</sup>, 27 Bryant, 33 Ashbury-18<sup>th</sup> Street, 15 Bayview-Hunters Point Express (BHPX), and 55 Dogpatch bus routes during the ongoing COVID-19 Emergency:

- A. ESTABLISH – BUS ZONE – Bayshore Boulevard, east side, Blanken Avenue to Arleta Avenue (extending existing bus zone by 128 feet, removes 6 unmetered parking spaces); Arleta Avenue, south side, from San Bruno Avenue to 50 feet westerly (converts a part-time bus zone to 24/7); Northridge Road, south side, from Ingalls Street to 130 feet easterly (removes 6 unmetered parking spaces); Palou Avenue, south side, from 3<sup>rd</sup> Street to 115 feet westerly (removes 4 unmetered parking spaces and an unmetered commercial parking space); Jones Street, west side, from Ellis Street to 80 feet southerly (removes 4 general metered parking spaces); Jones Street, west side, from Turk Street to 80 feet southerly (removes 1 blue zone and 3 general metered parking spaces); Leavenworth Street, east side, from Turk Street to 80 feet northerly (removes 3 metered commercial spaces and one general metered space); Jackson Street, north side, from Van Ness Avenue to 80 feet westerly (converts part-time bus zone to 24/7; removes 4 unmetered part-time parking spaces); Pacific Avenue, south side, from 15 feet to 60 feet west of Van Ness Avenue (removes 2 commercial metered spaces)
- B. ESTABLISH – RED ZONE –Tennessee Street, west side, from 9 feet to 29 feet south of 20th Street (removes 1 blue zone); Pennsylvania Avenue, east side, from 22nd Street to 25 feet northerly (removes 3 perpendicular unmetered parking spaces); 22nd Street, north side, from 12 feet to 32 feet west of Tennessee Street (extends existing red zone at hydrant by 20 feet, removes 1 unmetered RPP space); 20th Street, south side, from Connecticut Street to 20 feet easterly (removes 1 unmetered parking space); Connecticut Street, west side, from 12 feet to 30 feet north of 20th Street (removes 1 unmetered RPP parking space); Connecticut Street, east side, from 20th Street to 16 feet northerly (removes 2 perpendicular unmetered RPP parking spaces); Rutland Street, east side, from Visitacion Avenue to 20 feet northerly (removes 1 unmetered parking space); Rutland Street, east side, from Leland Avenue to 20 feet southerly (removes 1 unmetered parking space); Rutland, east side, from Leland Avenue to 20 feet northerly (removes 1 unmetered parking space); Arleta Avenue, south side, from Rutland Street to 10 feet easterly (removes 1 unmetered parking space); Keith Street, east side, from Palou Avenue to 20 feet northerly (removes 1 unmetered parking space); Palou Avenue, north side, from Keith Street to 10 feet westerly (removes 1 unmetered parking space); Newcomb Avenue, south side, from Keith Street to 10 feet easterly (removes 1 unmetered parking space); La Salle Avenue, south side, from Newcomb Avenue to 20 feet easterly (removes 1 unmetered parking space); Northridge Road, north side, from Ingalls Street to 20 feet easterly (removes 1 unmetered parking space); Kirkwood Avenue, north side, from Donahue Street to 20 feet westerly (removes 1 unmetered parking space); Kirkwood Avenue, south side, from Donahue Street to 20 feet westerly (removes 1 unmetered parking space); Donahue Street, west side, from Jerrold Avenue to 10 feet southerly (removes 1 unmetered parking space); Ingalls Street, east side, from Palou Avenue to 20 feet northerly; Palou Avenue, north side, from Ingalls Street to 5 feet westerly; Noe Street, west side, from 18<sup>th</sup> Street to 20 feet southerly (removes two perpendicular unmetered parking spaces); 19<sup>th</sup> Street, both sides, from Noe Street to 20 feet westerly (removes 2 unmetered parking spaces); Diamond Street, both sides, from 19<sup>th</sup> Street to 20 feet northerly (removes an unmetered parking space); Diamond Street, east side, from 18<sup>th</sup> Street to 40 feet southerly (removes 2 general metered parking spaces); Diamond Street, west side, from Market Street to 20 feet southerly (removes an unmetered parking space); Sanchez Street, both sides, from 18<sup>th</sup> Street to 20 feet northerly (removes 3 unmetered parking spaces)

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- C. ESTABLISH—BUS FLAG STOP—20<sup>th</sup> Street, south side, at Pennsylvania Avenue; Pennsylvania Avenue, east side, at 20<sup>th</sup> Street; 20<sup>th</sup> Street, south side, at Missouri Street; 20<sup>th</sup> Street, north side, at Missouri Street

**STAKEHOLDER ENGAGEMENT**

Stakeholder engagement for these projects was discussed in the staff report for agenda item #13-Traffic Modifications-Temporary Rail Transfer and Bus Route Improvements, of the December 1, 2020 SFMTA Board of Directors meeting.

**ALTERNATIVES CONSIDERED**

Alternatives that were considered were discussed in the staff report for agenda item #13-Traffic Modifications-Temporary Rail Transfer and Bus Route Improvements, of the December 1, 2020 SFMTA Board of Directors meeting.

**FUNDING IMPACT**

The bus changes January 2021 implementation costs are approximately \$300,000 and will use Transit Reliability Spot Improvement funds. Staff time spent planning and designing these projects will be seeking Federal Emergency Management Agency (FEMA) 75% reimbursement as it responds to and facilitates the City’s COVID-19 response during the pandemic.

**ENVIRONMENTAL REVIEW**

The bus changes January 2021 are subject to the California Environmental Quality Act (CEQA). CEQA provides statutory exemptions from environmental review for emergency projects pursuant to Public Resources Code Section 21080(b)(4) and Title 14 of the California Code of Regulations Section 15269 and for specified mass transit projects pursuant to Public Resources Code Section 21080(b)(10).

The Planning Department determined, on December 10, 2020, that the Bus Changes January 2021 (Case Number 2020-010047ENV), are statutorily exempt from CEQA pursuant to Public Resources Code Section 21080(b)(4) and Title 14 of the California Code of Regulations Section 15269, and Public Resources Code Section 21080(b)(10).

The proposed action is the Approval Action for the Bus Changes January 2021 Statutory Exemption as defined by the S.F. Administrative Code Chapter 31.

A copy 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 [sfplanning.org](http://sfplanning.org) and 49 South Van Ness Avenue in San Francisco and is incorporated herein by reference.

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**OTHER APPROVALS RECEIVED OR STILL REQUIRED**

The City Attorney's Office has reviewed this item. No additional approvals are required.

Certain final SFMTA decisions, whether made by the City Traffic Engineer or the SFMTA Board, can be reviewed by the Board of Supervisors pursuant to Ordinance 127-18. Information about the review process can be found at [http://sfbos.org/sites/default/files/SFMTA\\_Action\\_Review\\_Info\\_Sheet.pdf](http://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf). SFMTA staff have determined that no such items are present in this staff report and subsequent resolution.

**RECOMMENDATION**

SFMTA staff recommends that the SFMTA Board of Directors amend and re-adopt portions of SFMTA Board of Directors Resolution No. 201201-104 approved on December 1, 2020, by rescinding the approval of parking modification Items V through X associated with the reinstatement of the 27 Bryant, 33 Ashbury-18<sup>th</sup>, and 55 Dogpatch bus routes and creation of the 15 Bayview-Hunters Point Express (BHPX) bus route, and re-adopt these temporary parking and traffic modifications during the ongoing COVID-19 State of Emergency as Approval Actions which are subject to appeal to the San Francisco Board of Supervisors.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

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

WHEREAS, On December 1, 2020, the SFMTA Board approved Resolution No. 201201-104 which approved parking modifications associated with upcoming Bus Changes in January 2021; and,

WHEREAS, In Resolution 201201-104, parking modifications Items V through X were not identified as Approval Actions subject to appeal to the Board of Supervisors; and,

WHEREAS, In order to correct this error, the SFMTA Board of Directors is asked to amend and re-adopt portions of SFMTA Board of Directors Resolution No. 201201-104 by rescinding the approval of parking modifications Items V through X by removing the Second Resolved Clause and replacing it with the following: “That the SFMTA Board of Directors approves the temporary parking and traffic modifications, as set forth in Items A through U above, as a part of the Rail Transfer Projects and Bus Terminal and Route Improvements,” and re-adopt these temporary parking and traffic modifications during the ongoing COVID-19 State of Emergency as Approval Actions which are subject to appeal to the San Francisco Board of Supervisors; and,

WHEREAS, Pursuant to FTA Circular 4702.1B, Muni service adjustments that meet the SFMTA’s definition of a major service change but do not exceed 12 months in duration do not require a service equity analysis but should the service changes as described in this calendar item extend beyond 12 months or become a permanent service change, a service equity analysis will be conducted, including a public comment process, and the changes will be brought before the MTA Board of Directors for approval; and,

WHEREAS, The San Francisco Municipal Transportation Agency is committed to making San Francisco a Transit-First city; and,

WHEREAS, In order to accommodate safe transit operations required by this new temporary service plan, the SFMTA is proposing to implement the Bus Changes January 2021 as follows:

- A. ESTABLISH – BUS ZONE – Bayshore Boulevard, east side, Blanken Avenue to Arleta Avenue; Arleta Avenue, south side, from San Bruno Avenue to 50 feet westerly; Northridge Road, south side, from Ingalls Street to 130 feet easterly; Palou Avenue, south side, from 3<sup>rd</sup> Street to 115 feet westerly Jones Street, west side, from Ellis Street to 80 feet southerly; Jones Street, west side, from Turk Street to 80 feet southerly; Leavenworth Street, east side, from Turk Street to 80 feet northerly; Jackson Street, north side, from Van Ness Avenue to 80 feet westerly; Pacific Avenue, south side, from 15 feet to 60 feet west of Van Ness Avenue
- B. ESTABLISH – RED ZONE –Tennessee Street, west side, from 9 feet to 29 feet south of 20th Street; Pennsylvania Avenue, east side, from 22nd Street to 25 feet northerly; 22nd Street, north side, from 12 feet to 32 feet west of Tennessee Street; 20th Street, south side, from Connecticut Street to 20 feet easterly; Connecticut Street, west side, from 12 feet to 30 feet north of 20th Street; Connecticut Street, east side, from 20th Street to 16 feet northerly;

Rutland Street, east side, from Visitacion Avenue to 20 feet northerly; Rutland Street, east side, from Leland Avenue to 20 feet southerly; Rutland, east side, from Leland Avenue to 20 feet northerly; Arleta Avenue, south side, from Rutland Street to 10 feet easterly; Keith Street, east side, from Palou Avenue to 20 feet northerly; Palou Avenue, north side, from Keith Street to 10 feet westerly; Newcomb Avenue, south side, from Keith Street to 10 feet easterly; La Salle Avenue, south side, from Newcomb Avenue to 20 feet easterly; Northridge Road, north side, from Ingalls Street to 20 feet easterly; Kirkwood Avenue, north side, from Donahue Street to 20 feet westerly; Kirkwood Avenue, south side, from Donahue Street to 20 feet westerly; Donahue Street, west side, from Jerrold Avenue to 10 feet southerly; Ingalls Street, east side, from Palou Avenue to 20 feet northerly; Palou Avenue, north side, from Ingalls Street to 5 feet westerly; Noe Street, west side, from 18<sup>th</sup> Street to 20 feet southerly; 19<sup>th</sup> Street, both sides, from Noe Street to 20 feet westerly; Diamond Street, both sides, from 19<sup>th</sup> Street to 20 feet northerly; Diamond Street, east side, from 18<sup>th</sup> Street to 40 feet southerly; Diamond Street, west side, from Market Street to 20 feet southerly; Sanchez Street, both sides, from 18<sup>th</sup> Street to 20 feet northerly

- C. ESTABLISH—BUS FLAG STOP—20<sup>th</sup> Street, south side, at Pennsylvania Avenue; Pennsylvania Avenue, east side, at 20<sup>th</sup> Street; 20<sup>th</sup> Street, south side, at Missouri Street; 20<sup>th</sup> Street, north side, at Missouri Street; and,

WHEREAS, The temporary improvements of the Bus Changes January 2021 project shall include a thorough and transparent evaluation process to determine the effectiveness of the changes, including soliciting stakeholder feedback, collecting and analyzing safety and performance data, and posting evaluation results on the SFMTA website; and,

WHEREAS, The proposed parking and traffic modifications will be temporary in nature and will expire 120 days after the termination or expiration of the COVID-19 State of Emergency; and,

WHEREAS, The Bus Changes January 2021 are subject to the California Environmental Quality Act (CEQA); CEQA provides a statutory exemption from environmental review for emergency projects pursuant to Public Resources Code Section 21080(b)(4) and Title 14 of the California Code of Regulations Section 15269 and for specified mass transit projects pursuant to Public Resources Code Section 21080(b)(10); and,

WHEREAS, The Planning Department determined, on December 10, 2020, that the Bus Changes January 2021 (Case Number 2020-010047ENV) are statutorily exempt from CEQA pursuant to Public Resources Code Section 21080(b)(4) and Title 14 of the California Code of Regulations Section 15269, and Public Resources Code Section 21080(b)(10); and,

WHEREAS, The proposed action is the Approval Action for the Bus Changes January 2021 Statutory Exemption as defined by the 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 [sfplanning.org](http://sfplanning.org) and 49 South Van Ness Avenue in San Francisco, and is incorporated herein by reference; and,



WHEREAS, The public has been notified about the proposed improvements and has been given the opportunity to comment on those improvements through the public hearing process; and,

WHEREAS, Final SFMTA decisions, whether made by the City Traffic Engineer or the SFMTA Board, can be reviewed by the Board of Supervisors pursuant to Ordinance 127-18 and SFMTA staff have determined that no such items exist in this resolutions; and, now, therefore, be it

RESOLVED, That the SFMTA Board of Directors amends portions of Resolution No. 201201-104, approved on December 1, 2020, by rescinding the approval of parking modifications Items V through X associated with the reinstatement of the 27 Bryant, 33 Ashbury-18<sup>th</sup>, and 55 Dogpatch bus routes and creation of the 15 Bayview-Hunters Point Express (BHPX) bus route by removing the Second Resolved Clause and replacing it with the following: “That the SFMTA Board of Directors approves the temporary parking and traffic modifications, as set forth in Items A through U above, as a part of the Rail Transfer Projects and Bus Terminal and Route Improvements”; and be it further

RESOLVED, That the SFMTA Board of Directors re-adopts the temporary parking and traffic modifications, as set forth in Items A through C above, as a part of the Bus Changes January 2021 project; and be it further

RESOLVED, That the parking and traffic modifications approved herein are to be in effect temporarily during the COVID-19 emergency, referenced in the Proclamation of the Mayor Declaring the Existence of a Local Emergency dated February 25, 2020, and shall expire 120 days after the termination or expiration of such proclamation; and be it further

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of January 5, 2021.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency