

THIS PRINT COVERS CALENDAR ITEM NO. : 10.3

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving the removal of Municipal Railway bus zones at various locations on Van Ness Avenue, establishing a taxi zone on Van Ness Avenue at Grove Street, and modifying parking at Van Ness Avenue and Chestnut Street to install a pedestrian bulb-out as part of the Van Ness Corridor Transit Improvement Project.

SUMMARY:

- The Van Ness Corridor Transit Improvement Project (Van Ness Project) will create more reliable transit service along the Van Ness Avenue corridor, promote pedestrian safety and comfort, and enhance the urban design of the Van Ness Avenue corridor.
- On November 18, 2014, the SFMTA Board approved various parking and traffic modifications including various bus zone removals on Van Ness Avenue as part of the Van Ness Project.
- On July 19, 2016, SFMTA determined that the proposed taxi zone is categorically 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.
- On March 27, 2014, the Planning Commission certified the Transit Effectiveness Project (TEP) Final Environmental Impact Report (TEP FEIR) including item C, below.

ENCLOSURES:

1. SFMTAB Resolution
2. Van Ness Project ROD:
http://www.sfcta.org/sites/default/files/content/Planning/VanNess_BRT_EIR/FEIR-FEIS/Approvals/Signed%20Final%20ROD.pdf
3. Van Ness BRT FEIR/FEIS Notice of Determination:
http://www.sfcta.org/sites/default/files/content/Planning/VanNess_BRT_EIR/FEIR-FEIS/Approvals/VanNess_BRT_NOD_Stamped_by_Clerk.pdf
4. MTA Resolution No. 14-041 - <https://www.sfmta.com/sites/default/files/agendaitems/3-28-14%20Item%206%20TEP%20CEQA%20approval%20resolution.pdf>
5. TEP FEIR - <http://www.sf-planning.org/index.aspx?page=2970>
6. SFMTA Resolution No. 13-214

APPROVALS:

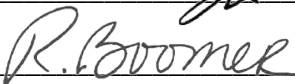
DATE

DIRECTOR



8/8/16

SECRETARY



8/8/16

ASSIGNED SFMTAB CALENDAR DATE: August 16, 2016

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PURPOSE

Approving the removal of Municipal Railway bus zones at various locations on Van Ness Avenue, establishing a taxi zone on Van Ness Avenue at Grove Street, and modifying parking at Van Ness Avenue and Chestnut Street to install a pedestrian bulb-out as part of the Van Ness Corridor Transit Improvement Project.

GOAL

This action supports the following SFMTA Strategic Plan Goals and Objectives:

Goal 1: Create a safer transportation experience for everyone

Objective 1.1: Improve security for transportation system users.

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 2.1: Improve customer service and communications.

Objective 2.2: Improve transit performance.

Objective 2.3: Increase use of all non-private auto modes.

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

Objective 3.1: Reduce the Agency's and the transportation system's resource consumption, emissions, waste, and noise

Objective 3.2: Increase the transportation system's positive impact to the economy

Objective 3.3: Allocate capital resources effectively

Objective 3.4: Deliver services efficiently

Objective 3.5: Reduce capital and operating structural deficits

DESCRIPTION

The Van Ness Corridor Transit Improvement Project, formerly known as the Van Ness Bus Rapid Transit (BRT) Project (herein referred to as the Van Ness Project), is a package of improvements that create rapid and reliable transit service along the Van Ness Avenue corridor between Mission and Lombard Streets. Improvements include: exclusive center median transit lanes for buses, transit signal priority, high quality stations located in the median, reduced permitted left turns, pedestrian safety enhancements and use of new low-floor buses. The Van Ness Project is envisioned to fit together with the larger Muni Forward/Transit Effectiveness Project (TEP) which has a goal to establish a citywide network of "Rapid" transit routes. The Van Ness Project brings faster and more reliable transit service to one of the most important north-south corridors in San Francisco.

On June 4, 2016, the Van Ness at Grove and at California Muni bus zones were temporarily rescinded in preparation for the Van Ness Project construction. After implementation and construction of the Van Ness Project, Muni and Golden Gate Transit vehicles will stop at center boarding islands and no longer stop at the curb. Therefore, this calendar item proposes the permanent removal of the Muni bus zones rescinded for construction and the remaining Muni bus zones that have not already been removed by the SFMTA Board in 2014.

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This calendar item also includes establishing a taxi zone enforced between the hours of 6 PM to 12 Midnight, daily, on the west side of Van Ness Avenue, from 30 feet to 96 feet south of Grove Street. This modification will make parking on the entire block taxi only during the designated times.

During the Van Ness Project detail design process, SFMTA staff proposed additional sidewalk widening at the southwest corner of Van Ness Avenue at Chestnut Street. This sidewalk widening will improve pedestrian safety by reducing the crossing distance of Van Ness Avenue along the south side of the intersection. One parking space will be removed as the result of establishing the pedestrian bulb-out. While this parking change will be considered by the SFMTA Board, the corner sidewalk widening needs to be approved by San Francisco Public Works.

The SFMTA proposes the following the following bus zone removals and parking modifications:

- A. RESCIND – BUS ZONE Van Ness Avenue, west side, from Oak Street to 120 feet northerly (establishes three metered parking spaces and transition space for right turn pocket); Van Ness Avenue, west side, from Grove Street to 96 feet southerly (establishes three metered parking spaces); Van Ness Avenue, east side, from Grove Street to 95 feet northerly (establishes three metered parking spaces); Van Ness Avenue, west side, from McAllister Street to 75 feet southerly (establishes one metered parking spaces; bus zone adjacent to a bulb-in); Van Ness Avenue, east side, from California Street to 100 feet northerly (establishes three metered parking spaces); Van Ness Avenue, west side, from Sacramento Street to 105 feet northerly; Van Ness Avenue, east side, from Union Street to 85 feet southerly
- B. ESTABLISH – TAXI ONLY ZONE, 6 PM TO 12 MIDNIGHT, DAILY - Van Ness Avenue, west side, from 30 feet to 96 feet south of Grove Street
- C. ESTABLISH – NO PARKING ANYTIME – Van Ness Avenue, west side, from Chestnut Street to 30 feet southerly

STAKEHOLDER ENGAGEMENT

The SFMTA created a Van Ness Project Community Advisory Committee (CAC) to provide input and feedback to the project team by providing varied perspectives from the surrounding communities and City, and guide decisions related to the design, construction and implementation of the Van Ness Project.

Public hearing notices were posted on utility poles at Van Ness Avenue and on cross streets with the proposed bus zone removals and parking modifications, and on the SFMTA public hearing webpage. On May 20, 2016, a SFMTA public hearing discussed the bus zone removals. On May 23 and May 25, 2016, SFMTA staff sent e-mails to the fronting property owners about the proposed corner sidewalk widening (pedestrian bulb-out). On May 24, 2016, SFMTA staff visited the fronting businesses to present the proposed bulb-out and parking change. On July 1, 2016, a SFMTA public hearing was held to discuss the parking modifications related to the corner sidewalk widening. A resident supported the bulb-out for pedestrian safety. During the business owner outreach, the fronting business owners did not object to the proposed changes.

ALTERNATIVES CONSIDERED

The other alternative is not to implement the proposed bus zone removals and parking modifications,

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but this alternative does not improve transit performance, pedestrian comfort, or safety. As a result, SFMTA staff recommends approving the proposed bus zone removals and parking modifications.

The bus zone removals and parking modifications are the most appropriate for transit and pedestrian improvements for the proposed project.

FUNDING IMPACT

The total cost of the proposed parking modifications is approximately \$150,000 for the striping and bulb-out work.

ENVIRONMENTAL REVIEW

1. Van Ness Bus Zones

On September 10, 2013, the SFCTA as the lead agency under the California Environmental Quality Act (CEQA) certified the Van Ness BRT Project Final EIS/EIR and approval of the Van Ness Project.

On September 17, 2013, the SFMTA Board of Directors, acting in the capacity of a responsible agency under CEQA adopted Resolution No. 13-214, approved SFMTA's implementation of the Locally Preferred Alternative (LPA) with the Vallejo North Station Variant for the Van Ness Avenue Corridor Transit Improvement Project. Resolution No. 13-214 also incorporated CEQA Findings which included rejecting alternatives identified in the Van Ness BRT Project Final EIS/EIR as infeasible and adopting a statement of overriding considerations and a Mitigation Monitoring and Reporting Program (MMRP).

The action proposed under this resolution related to the bus zone removals is part of the Van Ness Project analyzed in the Van Ness BRT Project Final EIS/EIR.

2. Establish a Taxi Zone

The proposed taxi zone on Van Ness Avenue is subject to CEQA. CEQA provides a categorical exemption from environmental review for minor alterations to existing streets as defined in Title 14 of the California Code of Regulations Section 15301.

On July 19, 2016, the SFMTA, under authority delegated by the Planning Department, determined that the proposed taxi zone on Van Ness Avenue is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301. The SFMTA's determination 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.

3. Parking Modification for Van Ness and Chestnut Street Pedestrian Bulb-out

On March 28, 2014, following the certification of the TEP FEIR by the Planning Commission on March 27, 2014, the SFMTA Board of Directors, adopted Resolution No. 14-041, which approved

SFMTA's implementation of the TEP and adoption of CEQA Findings which include rejecting alternatives identified in the FEIR as infeasible and adopting a statement of overriding considerations

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and a Mitigation Monitoring and Reporting Program (MMRP). The Muni Forward 30 Stockton TTRP Project (TTRP.30_2) at Van Ness Avenue and Chestnut Street is within the scope of the TEP FEIR and was approved by the SFMTA Board in Resolution No. 14-041.

The action proposed related to the bulb-out will be implemented as part of the Van Ness Project.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

None.

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

RECOMMENDATION

Approve the removal of Municipal Railway bus zones at various locations on Van Ness Avenue, establish a taxi zone on Van Ness Avenue at Grove Street, and modify parking at Van Ness Avenue and Chestnut Street to install a pedestrian bulb-out as part of the Van Ness Corridor Transit Improvement Project.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency has received a request, or identified a need for bus zone removals and parking modifications associated with the Van Ness Corridor Transit Improvement Project (herein referred to as Van Ness Project) as follows:

- A. RESCIND – BUS ZONE Van Ness Avenue, west side, from Oak Street to 120 feet northerly (establishes three metered parking spaces and transition space for right turn pocket); Van Ness Avenue, west side, from Grove Street to 96 feet southerly (establishes three metered parking spaces); Van Ness Avenue, east side, from Grove Street to 95 feet northerly (establishes three metered parking spaces); Van Ness Avenue, west side, from McAllister Street to 75 feet southerly (establishes one metered parking spaces; bus zone adjacent to a bulb-in); Van Ness Avenue, east side, from California Street to 100 feet northerly (establishes three metered parking spaces); Van Ness Avenue, west side, from Sacramento Street to 105 feet northerly; Van Ness Avenue, east side, from Union Street to 85 feet southerly
- B. ESTABLISH – TAXI ONLY ZONE, 6 PM TO 12 MIDNIGHT, DAILY - Van Ness Avenue, west side, from 30 feet to 96 feet south of Grove Street
- C. ESTABLISH – NO PARKING ANYTIME – Van Ness Avenue, west side, from Chestnut Street to 30 feet southerly.

WHEREAS, On September 10, 2013, the San Francisco County Transportation Authority (SFCTA) Board, as lead agency under the California Environmental Quality Act (CEQA), adopted Resolution No. 14-18, in which it certified the Final Environmental Impact Statement/Environmental Impact Report (Van Ness BRT Project Final EIS/EIR), adopted findings under CEQA, and approved the locally preferred alternative with the Vallejo North Station Variant for the Van Ness Project; and,

WHEREAS, On September 17, 2013, the San Francisco Municipal Transportation Agency (SFMTA) Board, acting as a responsible agency under CEQA, adopted Resolution No. 13-214, in which it considered the Van Ness BRT Project Final EIS/EIR, adopted findings under CEQA, the CEQA Guidelines, and Chapter 31 of the Administrative Code (Van Ness Project CEQA Findings), including a statement of overriding considerations and a Mitigation Monitoring and Reporting Program (MMRP), and approved the locally preferred alternative with the Vallejo North Station Variant for the Van Ness Project, which Resolution and Van Ness Project CEQA Findings, including the statement of overriding considerations, and MMRP, are on file with the Secretary to the SFMTA Board of Directors and are incorporated in this Resolution by this reference; and,

WHEREAS, As part of SFMTA Board Resolution No.13-214, the SFMTA Board of Directors authorized the Director of Transportation to direct staff to continue with obtaining necessary approvals and to carry out the actions to implement the Van Ness Project; and,

WHEREAS, On December 20, 2013 the Federal Transit Administration issued a Record of Decision (ROD) for the Van Ness Avenue Project, determining that the requirements of the National Environmental Policy Act (NEPA) have been met through the Final Environmental Impact Statement (EIS) document and process; and,

WHEREAS, A copy of the Federal Transit Administration's Record of Decision is on file with the Secretary to the SFMTA Board of Directors; and,

WHEREAS, As part of the Resolution No. 14-164, the San Francisco Municipal Transportation Agency Board of Directors on November 18, 2014 approved traffic and parking modifications on Van Ness Avenue and South Van Ness Avenue between Mission and Lombard Streets associated with the Van Ness Project; and,

WHEREAS, As part of the Resolution No. 15-131, the San Francisco Municipal Transportation Agency Board of Directors on September 15, 2015 approved traffic modifications, parking modifications, and updates to the Transportation Code on Van Ness Avenue and South Van Ness Avenue between Mission and Lombard Streets associated with the Van Ness Project; and,

WHEREAS, The proposed bus zone removals listed above as item A is within the scope of the project analyzed in the Van Ness BRT Project Final EIS/EIR; and,

WHEREAS, The approval of the proposed bus zone removals do not require major revisions to the either the Van Ness BRT Project Final EIS/EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant impacts; and,

WHEREAS, No substantial changes have occurred with respect to the circumstances under which the project analyzed in the Van Ness BRT Project Final EIS/EIR will be undertaken that would require major revisions to the Van Ness BRT Project Final EIS/EIR due to the involvement of new significant environmental effects, or a substantial increase in the severity of effects identified in the Van Ness BRT Project Final EIS/EIR; and,

WHEREAS, No new information of substantial importance to the project analyzed in the Van Ness BRT Project Final EIS/EIR has become available, which would indicated that (i) the project will have significant effects not discussed in the Van Ness BRT Project Final EIS/EIR; (ii) significant environmental effects will be substantially more severe; (iii) mitigation measures or alternatives found not feasible, which would reduce one or more significant effects, have become feasible; or (iv) mitigation measures or alternatives, which are considerably different from those in the Van Ness BRT Project Final EIS/EIR, will substantially reduce one or more significant effects on the environment that would change the conclusions set forth in the Van Ness BRT Project Final EIS/EIR; and,

WHEREAS, The proposed taxi zone on Van Ness Avenue listed above as item B is subject to the California Environmental Quality Act (CEQA); CEQA provides an exemption from environmental review for minor alterations to existing streets as defined in Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, On July 19, 2016, the SFMTA, under authority delegated by the Planning Department, determined that the proposed taxi zone on Van Ness Avenue is categorically exempt from CEQA, pursuant to Title 14 of the California Code of Regulations Section 15301; the proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31; and

WHEREAS, A copy of the CEQA determination 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 are incorporated herein by reference; and,

WHEREAS, The parking modification on Van Ness Avenue at Chestnut Street listed above as item C was analyzed in the Transit Effectiveness Project Final Environmental Impact Report (TEP FEIR) certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014; and,

WHEREAS, By SFMTA Resolution No. 14-041, which is on file with the Secretary to the SFMTA Board of Directors and incorporated in this Resolution by reference, the SFMTA Board of Directors approved the TEP project, including the proposal described herein as the Van Ness Avenue and Chestnut Street Pedestrian Bulb-out; and,

WHEREAS, As part of the Resolution No. 14-041, the SFMTA Board of Directors adopted approval findings under CEQA, the CEQA Guidelines, and Chapter 31 of the Administrative Code (TEP CEQA Findings), including a statement of overriding considerations and a MMRP, which TEP CEQA Findings, including the statement of overriding considerations and MMRP, are on file with the Secretary to the SFMTA Board of Directors and are incorporated in this Resolution by reference; and,

WHEREAS, The public has been notified about the proposed modifications above 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 of Directors has considered the Van Ness BRT Project Final EIS/EIR, the TEP Final EIR, the CEQA Findings that were previously adopted by the SFMTA Board for the Van Ness Project and the TEP, including, without limitation, the statements of overriding considerations and mitigation monitoring and reporting programs; and the Van Ness Project Memo to File, and adopts the CEQA Findings and Memo to File as its own; and, be it further

RESOLVED, That the SFMTA Board finds and determines that the proposed bus zone removals and parking modifications require no further environmental review beyond the Van Ness BRT Project Final EIS/EIR and Memo to File, and the TEP FEIR pursuant to the State CEQA Guidelines Section 15180, 15162 and 15163 for the following reasons:

(1) approval of the proposed bus zone removals and parking modifications do not require major revisions to the either the Van Ness BRT Project Final EIS/EIR or the TEP FEIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant impacts;

(2) no substantial changes have occurred with respect to the circumstances under which the project analyzed in the Van Ness BRT Project Final EIS/EIR or the TEP FEIR will be undertaken that would require major revisions to the Van Ness BRT Project Final EIS/EIR or TEP FEIR due to the involvement of new significant environmental effects, or a substantial increase in the severity of effects identified in the Van Ness BRT Project Final EIS/EIR or TEP FEIR; and,

(3) no new information of substantial importance to the project analyzed in the Van Ness BRT Project Final EIS/EIR or TEP FEIR has become available, which would indicated that (i) the project will have significant effects not discussed in the Van Ness BRT Project Final EIS/EIR or TEP FEIR; (ii) significant environmental effects will be substantially more severe; (iii) mitigation measures or alternatives found not feasible, which would reduce one or more significant effects, have become feasible; or (iv) mitigation measures or alternatives, which are considerably different from those in the Van Ness BRT Project Final EIS/EIR or TEP FEIR, will substantially reduce one or more significant effects on the environment that would change the conclusions set forth in the Van Ness BRT Project

Final EIS/EIR or TEP FEIR; and be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the proposed bus zone removals, proposed new taxi zone, and parking modifications as set forth above in Items A through C.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of August 16, 2016.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

