

THIS PRINT COVERS CALENDAR ITEM NO.: 10.3

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving various traffic and parking modifications on 4th Street between Harrison and King Streets to implement the Central Subway Project.

SUMMARY:

- The SFMTA Board of Directors has authority to adopt parking and traffic regulations changes.
- Taxis are not exempt from any of these regulations.
- The Central Subway Project includes various traffic and parking modifications on 4th Street between Harrison and King Streets.
- All the traffic and parking modifications herein were reviewed for environmental impacts in the Central Subway EIS/EIR, Case Number 96.81E, which was certified on June 19, 2008.

ENCLOSURES:

1. SFMTAB Resolution
2. Overview of Central Subway Project

APPROVALS:

DATE

DIRECTOR _____

10/07/13

SECRETARY _____

10/07/13

ASSIGNED SFMTAB CALENDAR DATE: October 15, 2013

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PURPOSE

To approve various traffic and parking modifications on 4th Street between Harrison and King Streets to implement the Central Subway Project.

GOAL

This action supports the following SFMTA Strategic Plan Goal 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.
 - Objective 2.4: Improve parking utilization and manage parking demand.

DESCRIPTION

The Central Subway Project is a 1.7-mile extension of Muni's T Third Line from the 4th Street Caltrain Station to Chinatown. The project will provide a direct, rapid transit link from the Bayshore and Mission Bay areas to SoMa, Union Square, and downtown. Four new stations will be built along the alignment: 4th and Brannan Station at 4th and Brannan Streets, Yerba Buena/Moscone Station at 4th and Folsom Streets, Union Square/Market Street Station on Stockton Street at Union Square, and Chinatown Station at Stockton and Washington Streets. This \$1.578 billion project is funded by the Federal Transit Administration (FTA), the State of California, the Metropolitan Transportation Commission, the San Francisco County Transportation Authority, and the City and County of San Francisco. The majority of funding for the Central Subway Project will be provided by the FTA's New Starts program, with a total approved commitment of \$942.2 million.

The SFMTA Board of Directors adopted the Central Subway Project, including the Fourth/Stockton Street alignment with semi-exclusive surface rail operations on Fourth Street, on August 19, 2008 in Resolution 08-150, which included findings under the California Environmental Quality Act (CEQA) and a mitigation monitoring and reporting program. The Fourth and Stockton alignment includes Fourth Street between Townsend and Bryant Streets converted from one way southbound to two-way operation, with a portal in the center of the street underneath the I-080 overpass between Harrison and Bryant Streets. On Fourth Street between Bryant and King Streets, two southbound traffic lanes would exist on the west side of the light rail tracks and one northbound traffic lane on the east side. The northbound lane would be diverted eastbound at Bryant Street with a right-turn only restriction, which requires the removal of parking. Semi-exclusive rail operations on Fourth Street includes a semi-exclusive

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right-of-way, between Brannan and King Streets for both northbound and southbound directions. On Fourth Street between Brannan and Bryant Streets, the track right of way would be semi-exclusive in the northbound direction and mixed-flow in the southbound direction. The trackway would then transition to a portal between Harrison and Bryant Street underneath the I-80 freeway overpass. All intersections would be re-graded to conform to the trackway. The segment of 4th Street between Harrison and King Street is 62.5-feet wide with 10-foot wide sidewalks.

PUBLIC OUTREACH

Numerous community meetings near the project area were held during the planning process of the Central Subway Project. Local input was considered, and if appropriate, incorporated into the plans for the project.

On September 13, 2013, a SFMTA public hearing was held but there was no public comment on the proposed traffic changes.

ITEMS FOR APPROVAL TO SUPPORT THE PROJECT:

A. RESCIND – METERED PARKING

4th Street, east side, from Clara Street and Harrison (7 general spaces and 5 motorcycle spaces); 4th Street, west side, from 115 feet south of Harrison Street to Bryant Street (removes 14 spaces); 4th Street, east side, from Perry Street to Bryant Street (removes 10 spaces); 4th Street, west side, from 60 feet south of Bryant Street to Brannan Street (removes 17 spaces); 4th Street, east side, from Bryant Street to Freelon Street (removes 10 spaces); 4th Street, west side, from Brannan Street to Bluxome Street (removes 5 spaces); 4th Street, east side, from Brannan Street to Townsend Street (removes 18 spaces).

PH 09/13/13 requested by SFMTA.

B. RESCIND – WHITE ZONE

4th Street, east side, from 34 feet to 78 feet south of Welsh Street (44-foot zone); 4th Street, west side, from 108 feet south of Bryant Street to Welsh Street (44-foot zone); 4th Street, west side, from Freelon Street to 32 feet southerly (32-foot zone); 4th Street, east side, from 39 to 84 feet south of Brannan Street (45-foot zone). **PH 09/13/13 requested by SFMTA.**

C. RESCIND – BUS STOP

4th Street, west side, from Brannan Street to 88 feet southerly; 4th Street, west side, from Bluxome Street to Townsend Street. **PH 09/13/13 requested by SFMTA.**

D. RESCIND – BUS STOP

4th Street, west side, from Brannan Street to 88 feet southerly; 4th Street, west side, from Bluxome Street to Townsend Street. **PH 09/13/13 requested by SFMTA.**

E. RESCIND – ONE-WAY STREET

4th Street, southbound, from Bryant Street to Townsend Street. **PH 09/13/13 requested by SFMTA.**

F. RESCIND – LEFT-THRU LANE

4th Street, northbound, approaching King Street. **PH 09/13/13 requested by SFMTA.**

G. RESCIND – RIGHT LANE MUST TURN RIGHT

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- 4th Street, northbound, approaching King Street. **PH 09/13/13 requested by SFMTA.**
- H. ESTABLISH – TWO-WAY STREET
4th Street, from Bryant Street to Townsend Street. **PH 09/13/13 requested by SFMTA.**
- I. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME
4th Street, west side, from 115.5 feet south of Harrison Street to Bryant Street; 4th Street, west side, from 60 feet south of Bryant Street to Townsend Street; 4th Street, east side, from Perry Street to Townsend Street. **PH 09/13/13 requested by SFMTA.**
- J. ESTABLISH – RIGHT TURN ONLY
4th Street, northbound, approaching Bryant Street; Welsh Street, westbound, approaching 4th Street; Freelon Street, eastbound, approaching 4th Street; Bluxome Street, eastbound approaching 4th Street. **PH 09/13/13 requested by SFMTA.**
- K. ESTABLISH – MUNI RIGHT-OF-WAY
4th Street, from Perry Street to Bryant Street, Muni Portal Area; 4th Street, northbound, 15 feet from east curb, from Bryant Street to King Street; 4th Street, southbound, 22 feet from west curb, from Brannan Street to Townsend Street; 4th Street, southbound, 36 feet from west curb, from Townsend Street to King Street. **PH 09/13/13 requested by SFMTA.**
- L. ESTABLISH – LEFT LANE MUST TURN LEFT
4th Street, southbound, approaching Bryant Street; 4th Street, northbound, approaching King Street. **PH 09/13/13 requested by SFMTA.**
- M. ESTABLISH – NO LEFT TURN
4th Street, southbound, approaching Bryant Street, south of the Muni right-of way;
4th Street, northbound, approaching Brannan Street; 4th Street, southbound, approaching Brannan Street; 4th Street, northbound, approaching Townsend Street; 4th Street, southbound, approaching Townsend Street; 4th Street, northbound, approaching Welsh Street; 4th Street, southbound, approaching Welsh Street; 4th Street, northbound, approaching Freelon Street; 4th Street, southbound, approaching Freelon Street; 4th Street, northbound, approaching Bluxome Street. **PH 09/13/13 requested by SFMTA.**

OTHER APPROVALS RECEIVED OR STILL REQUIRED

All the items for approval for the Central Subway Project were reviewed for environmental impacts in the Central Subway EIS/EIR, Case Number 96.81E, on June 19, 2008. The FEIS/FEIR is available at: <http://centralsubwaysf.com/FSEIS-SEIR>.

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

RECOMMENDATION

The SFMTA recommends that the SFMTA Board of Directors approve the traffic and parking modifications, listed above in items A through M, to implement the Central Subway Project.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, In order to implement the Central Subway Project, adopted in Resolution 08-150, the San Francisco Municipal Transportation Agency has identified a need for the following parking and traffic modifications:

A. RESCIND – METERED PARKING

4th Street, east side, from Clara Street and Harrison (7 general spaces and 5 motorcycle spaces); 4th Street, west side, from 115 feet south of Harrison Street to Bryant Street (removes 14 spaces); 4th Street, east side, from Perry Street to Bryant Street (removes 10 spaces); 4th Street, west side, from 60 feet south of Bryant Street to Brannan Street (removes 17 spaces); 4th Street, east side, from Bryant Street to Freelon Street (removes 10 spaces); 4th Street, west side, from Brannan Street to Bluxome Street (removes 5 spaces); 4th Street, east side, from Brannan Street to Townsend Street (removes 18 spaces)

B. RESCIND – WHITE ZONE

4th Street, east side, from 34 feet to 78 feet south of Welsh Street (44-foot zone); 4th Street, west side, from 108 feet south of Bryant Street to Welsh Street (44-foot zone); 4th Street, west side, from Freelon Street to 32 feet southerly (32-foot zone); 4th Street, east side, from 39 to 84 feet south of Brannan Street (45-foot zone)

C. RESCIND – BUS STOP

4th Street, west side, from Brannan Street to 88 feet southerly; 4th Street, west side, from Bluxome Street to Townsend Street

D. RESCIND – BUS STOP

4th Street, west side, from Brannan Street to 88 feet southerly; 4th Street, west side, from Bluxome Street to Townsend Street

E. RESCIND – ONE-WAY STREET

4th Street, southbound, from Bryant Street to Townsend Street

F. RESCIND – LEFT-THRU LANE

4th Street, northbound, approaching King Street

G. RESCIND – RIGHT LANE MUST TURN RIGHT

4th Street, northbound, approaching King Street

H. ESTABLISH – TWO-WAY STREET

4th Street, from Bryant Street to Townsend Street

I. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME

4th Street, west side, from 115.5 feet south of Harrison Street to Bryant Street; 4th Street, west side, from 60 feet south of Bryant Street to Townsend Street; 4th Street, east side, from Perry Street to Townsend Street

J. ESTABLISH – RIGHT TURN ONLY

4th Street, northbound, approaching Bryant Street; Welsh Street, westbound, approaching 4th Street; Freelon Street, eastbound, approaching 4th Street; Bluxome Street, eastbound approaching 4th Street

K. ESTABLISH – MUNI RIGHT-OF-WAY

4th Street, from Perry Street to Bryant Street, Muni Portal Area; 4th Street, northbound, 15 feet from east curb, from Bryant Street to King Street; 4th Street, southbound, 22 feet from west curb, from Brannan Street to Townsend Street; 4th Street, southbound, 36 feet from west curb, from Townsend Street to King Street

L. ESTABLISH – LEFT LANE MUST TURN LEFT

4th Street, southbound, approaching Bryant St.; 4th Street, northbound, approaching King St.

M. ESTABLISH – NO LEFT TURN

4th Street, southbound, approaching Bryant Street, south of the Muni right-of way;
4th Street, northbound, approaching Brannan Street; 4th Street, southbound, approaching Brannan Street; 4th Street, northbound, approaching Townsend Street; 4th Street, southbound, approaching Townsend Street; 4th Street, northbound, approaching Welsh Street; 4th Street, southbound, approaching Welsh Street; 4th Street, northbound, approaching Freelon Street; 4th Street, southbound, approaching Freelon Street; 4th Street, northbound, approaching Bluxome Street

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; and,

WHEREAS, On August 7, 2008, the San Francisco Planning Commission certified that the Final Supplemental Environmental Impact Statement/Supplemental Environmental Impact Report (Final Supplemental EIS/EIR) for the Central Subway/Third Street Light Rail Phase 2 (Central Subway) was in compliance with the California Environmental Quality Act, Public Resources Code section 21000, et seq, and the CEQA Guidelines in Planning Commission Motion No. 17668. The Final Supplemental EIS/EIR and Motion No. 17668 are on file with the Secretary of the SFMTA Board of Directors and are incorporated by reference; and,

WHEREAS, On August 19, 2008, the SFMTA's Board of Directors, by Resolution No. 08-150, approved the Project, including the Fourth/Stockton Street alignment and semi-exclusive rail operations on Fourth Street, and adopted CEQA Findings, including a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program (MMRP) as required by CEQA. Resolution No. 08-150 is on file with the Secretary of the SFMTA Board of Directors and is incorporated by reference; and,

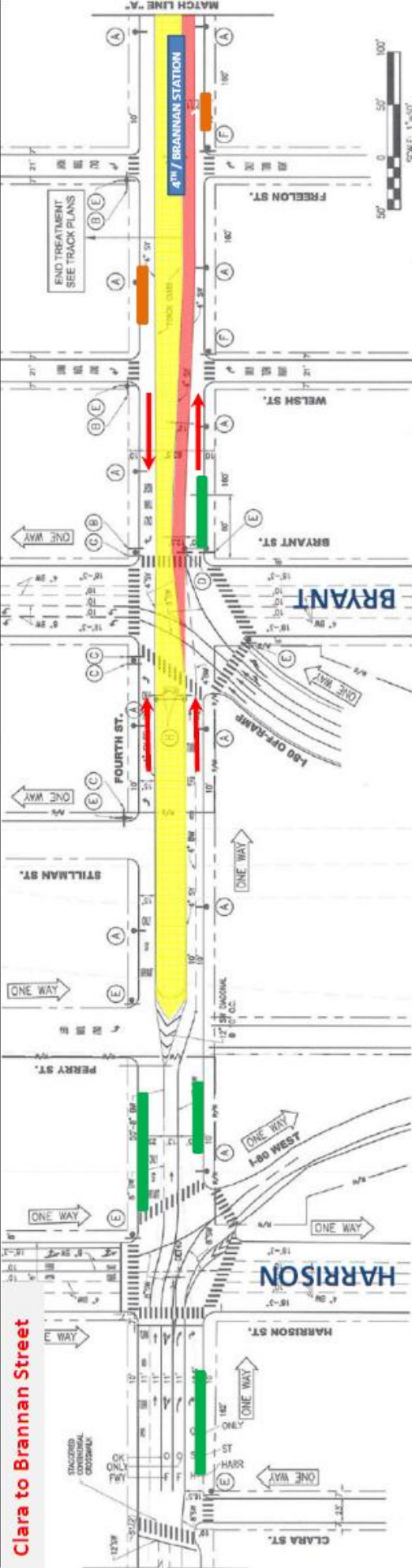
WHEREAS, Based on this Board's review of the Final Supplemental EIS/EIR, the Board finds that there have been no substantial changes proposed for the Central Subway Project that would require major revisions to the Final Supplemental EIS/EIR or that would result in significant environmental impacts that were not evaluated in the Final Supplemental EIS/EIR; and no new information has become available that was not known and could not have been known at the time the Final Supplemental EIS/EIR was certified as complete and that would result in significant environmental impacts not evaluated in the Final Supplemental EIS/EIR; now therefore be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the proposed traffic and parking modifications, items A through M above, to implement the Central Subway Project.

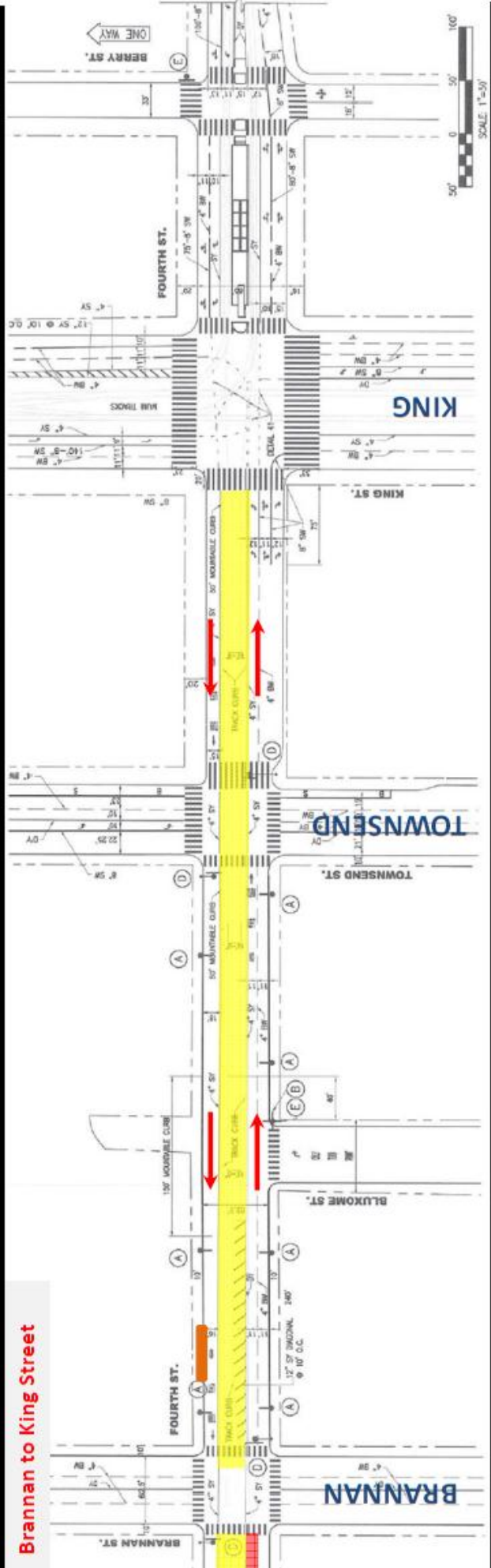
I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of October 15, 2013.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Clara to Brannan Street



Brannan to King Street



1. ALL MINOR STREETS MUST TURN RIGHT ONTO 4TH STREET
2. NO LEFT TURN OFF 4TH STREET AT BRANNAN AND TOWNSEND STREETS.
LEFT TURNS ALLOWED ONTO 4TH STREET AT THESE LOCATIONS.

	MUNI RIGHT OF WAY
	SHARED LANE MUNI/TRAFFIC
	4 TH / BRANNAN SURFACE STATION
	PARKING TO REMAIN
	WHITE ZONE TO BE RELOCATED