

THIS PRINT COVERS CALENDAR ITEM NO. : 10.7

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving various parking and traffic modifications on Van Ness Avenue, South Van Ness Avenue, and 12th Street associated with the Van Ness Corridor Transit Improvement Project and amending Transportation Code, Division II, Section 601 to designate a transit-only lane on South Van Ness Avenue between Market and Mission streets in both directions, Van Ness Avenue between Filbert and Market streets in both directions, and Van Ness Avenue between Filbert and Lombard streets southbound.

SUMMARY:

- The Van Ness Corridor Transit Improvement 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.
- The San Francisco County Transportation Authority (SFCTA) certified the Van Ness Avenue Bus Rapid Transit Project Final EIS/EIR and approved the Project on September 10, 2013.
- In 2013, the SFMTA Board authorized the Director of Transportation to carry out the actions to implement the Van Ness BRT Project.
- On December 20, 2013, the Federal Transit Administration issued a Record of Decision (ROD) for the Van Ness Avenue Bus Rapid Transit Project.
- On November 18, 2014, the SFMTA Board approved various parking and traffic modifications related to left turn prohibitions and parking prohibitions to accommodate corner bulb-outs and transit boarding islands.
- Staff has identified additional blue zones on the first cross street space, to satisfy the mitigation measures in the Van Ness BRT Final EIS/EIR.

ENCLOSURES:

1. SFMTAB Resolution
2. Transportation Code, Division II amendment
3. Van Ness BRT ROD:
http://www.sfcta.org/sites/default/files/content/Planning/VanNess_BRT_EIR/FEIR-FEIS/Approvals/Signed%20Final%20ROD.pdf
4. 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
5. SFMTA Resolution No. 13-214

APPROVALS:

DATE

DIRECTOR _____

9/8/15

SECRETARY _____

9/8/15

ASSIGNED SFMTAB CALENDAR DATE: September 15, 2015

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PURPOSE

Approving various parking and traffic modifications on Van Ness Avenue, South Van Ness Avenue, and 12th Street associated with the Van Ness Corridor Transit Improvement Project and amending Transportation Code, Division II, Section 601 to designate a transit-only lane on South Van Ness Avenue between Market and Mission Streets in both directions, Van Ness Avenue between Filbert and Market streets in both directions, and Van Ness Avenue between Filbert and Lombard streets southbound.

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 (also referred to as the Van Ness Bus Rapid Transit (BRT) 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 BRT 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 Corridor Transit Improvement Project brings faster and more reliable transit service to one of the most important north-south corridors in San Francisco.

On November 18, 2014, the SFMTA Board approved left turn prohibitions along Van Ness Avenue with the exception of left turns at Lombard in the northbound direction and Broadway in the southbound direction. Parking prohibitions at locations with transit boarding islands and pedestrian bulb-outs, and transit-only lanes on South Van Ness Avenue between Market and Mission streets in both directions, Van Ness Avenue between Filbert and Market streets in both directions, and Van Ness Avenue between Filbert and Lombard streets southbound were also approved. However, at that time, the Transportation Code was not updated to include these transit-only lanes in Division II, Section 601.

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Based on the project's detailed design, staff has identified additional blue zones at the first space on the cross streets to replace those removed from Van Ness Avenue and to increase the number of blue zones, where feasible, to meet the United States Access Board's Public Rights-of-Way Accessibility Guidelines and satisfy requirements in mitigation measures. In addition, at the South Van Ness and Mission intersection, the traffic lane closest to the parking lane was modified to a right turn only lane to accommodate the South Van Ness Avenue transit-only lane north of the intersection.

PUBLIC OUTREACH

The SFMTA created a Van Ness BRT Community Advisory Committee (CAC) to provide input and feedback to the Van Ness BRT 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 Corridor Transit Improvement Project.

Public hearing notices were posted on utility poles at Van Ness Avenue and cross streets with the proposed parking changes and on the SFMTA public hearing webpage associated with the Van Ness Corridor Transit Improvement Project. On June 5, 2015, a SFMTA public hearing was held to discuss the parking and traffic modifications. As part of the Van Ness BRT Project's Final EIS/EIR condition of approval and considering the public hearing comments, the SFMTA has incorporated, where feasible, the following mitigation measures during the design phase of the Van Ness BRT Project:

1. On-street parking will be created where bus stops are consolidated or moved to the center of the street.
2. Additional on-street parking will be provided where feasible by lane striping.
3. Infill on-street parking spaces will be provided where they do not exist today as feasible.
4. SFMTA will give priority to retaining color-painted on-street parking spaces, such as yellow freight loading zones, white passenger loading zones, green short-term parking, and blue handicapped parking.
5. Blue handicapped parking spaces will be designed to provide a curb ramp behind each space.

The parking modifications fulfill the mitigation measure listed under item 4 above by providing alternate locations on the cross street for blue handicapped parking where displaced from Van Ness Avenue due to street furniture conflicts and additional blue zone spaces where feasible.

No public comments were received about the proposed changes.

The SFMTA proposes the following parking and traffic modifications for the Van Ness BRT, South Van Ness and Mission Intersection Improvements, and both Muni Forward Projects on Van Ness Avenue.

- A. ESTABLISH – BLUE ZONE – 12th Street, west side, from 3 feet to 12 feet south of Market Street (converts metered space #2); Fell Street, north side, from 20 feet to 41 feet west of Van Ness Avenue (converts metered space #6); Golden Gate Avenue, south side, from Van Ness to 18 feet easterly (motorcycle spaces shifted east); Eddy Street, north side, from 5 feet to 27 feet west of Van Ness Avenue (converts metered space #802-G); Hemlock Street, south side, from 5

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feet to 25 feet east of Van Ness Avenue (converts metered space #139); Broadway Street, north side, from Van Ness Avenue to 18 feet westerly.

- B. ESTABLISH – RIGHT LANE MUST TURN RIGHT - South Van Ness Avenue, northbound, approaching Mission Street.

ALTERNATIVES CONSIDERED

The other alternative is not to implement the proposed parking and traffic modifications, but this alternative does not improve transit performance, pedestrian comfort, or safety. As a result, SFMTA staff recommends pursuing the proposed transit and pedestrian improvements. The parking and traffic changes are the most appropriate for the transit and pedestrian improvements proposed for the project.

FUNDING IMPACT

The total cost of the proposed parking and traffic modifications is approximately \$5,000 for the striping and sign work. The full Van Ness Corridor Transit Improvement Project is estimated to cost \$259.9 million and is funded through Federal Transit Administration grants; Proposition K local sales tax dollars; SFMTA Revenue Bonds; development fees; State Highway Operation and Protection Program funds; Planning, Programming, and Monitoring funds; SFPUC funds; and bridge tolls.

ENVIRONMENTAL REVIEW

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 BRT 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, which 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).

Since the adoption of CEQA Findings and the approval of the Van Ness BRT Project, the SFCTA has prepared a memo to file dated July 15, 2014, titled “Van Ness Avenue Bus Rapid Transit Project – Environmental Compliance for the Proposed Parking Removal from Conceptual Engineering Report” (Memo to File), which concludes that the removal of eleven parking spaces more than assumed in the Van Ness BRT Project Final EIS/EIR, as proposed by SFMTA in the Conceptual Engineering Report, will not result in a new significant environmental impact due to parking loss. This memo to file was incorporated in the SFMTA Board Resolution No. 14-164: Parking and Traffic Modifications associated with the Van Ness Corridor Transit Improvement Project.

The action proposed under this resolution related to various parking and traffic modifications is part of the Van Ness BRT Project analyzed in the Van Ness BRT Project Final EIS/EIR.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The Van Ness Corridor Transit Improvement Project General Plan Referral is being reviewed by the San Francisco Planning Department for consistency with the San Francisco General Plan.

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

RECOMMENDATION

Approving various parking and traffic modifications on Van Ness Avenue, South Van Ness Avenue, and 12th Street associated with the Van Ness Corridor Transit Improvement Project, as set forth in items A and B above, and amending Transportation Code, Division II, Section 601 to designate a transit-only lane on South Van Ness Avenue between Market and Mission Streets in both directions, Van Ness Avenue between Filbert and Market streets in both directions, and Van Ness Avenue between Filbert and Lombard streets southbound.

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 parking and traffic modifications associated with the Van Ness Corridor Transit Improvement Project as follows:

- A. ESTABLISH – BLUE ZONE – 12th Street, west side, from 3 feet to 12 feet south of Market Street (converts metered space #2); Fell Street, north side, from 20 feet to 41 feet west of Van Ness Avenue (converts metered space #6); Golden Gate Avenue, south side, from Van Ness to 18 feet easterly (motorcycle spaces shifted east); Eddy Street, north side, from 5 feet to 27 feet west of Van Ness Avenue (converts metered space #802-G); Hemlock Street, south side, from 5 feet to 25 feet east of Van Ness Avenue (converts metered space #139); Broadway Street, north side, from Van Ness Avenue to 18 feet westerly.
- B. ESTABLISH – RIGHT LANE MUST TURN RIGHT – South Van Ness Avenue, northbound, approaching Mission Street.

WHEREAS, On November 18, 2014, the SFMTA Board approved transit-only lanes on South Van Ness Avenue between Market and Mission streets in both directions, Van Ness Avenue between Filbert and Market streets in both directions, and Van Ness Avenue between Filbert and Lombard streets southbound were also approved. However, at that time, the Transportation Code was not updated to include these transit-only lanes in Division II, Section 601; and,

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 Corridor Transit Improvement Project (also referred to as the Van Ness Bus Rapid Transit (BRT) Project); and,

WHEREAS, On September 17, 2013, the SFMTA Board of Directors, 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 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 Corridor Transit Improvement Project, which Resolution and Van Ness BRT 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 Corridor Transit Improvement Project; and,

WHEREAS, On December 20, 2013 the Federal Transit Administration issued a Record of Decision (ROD) for the Van Ness Avenue Corridor Improvement 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, Since the certification of the Van Ness BRT Project Final EIS/EIR, adoption of the Van Ness BRT Project CEQA Findings, and approval of the Van Ness Corridor Transit Improvement Project, the SFCTA prepared a memo to file dated July 15, 2014, titled "Van Ness Avenue Bus Rapid Transit Project – Environmental Compliance for the Proposed Parking Removal from Conceptual Engineering Report" (Memo to File), which concludes that the removal of eleven parking spaces more than assumed in the Van Ness BRT Project Final EIS/EIR, as proposed by SFMTA in the Conceptual Engineering Report, will not result new significant environmental impact due to parking loss; a copy of which is on file with the Secretary to the SFMTA Board of Directors and incorporated in this Resolution by this reference; 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 Corridor Transit Improvement Project; and,

WHEREAS, The proposed parking and traffic legislation under items A and B are within the scope of the project analyzed in the Van Ness BRT Project Final EIS/EIR; and,

WHEREAS, The SFCTA staff has made documents related to the Van Ness BRT Project Final EIS/EIR, including the Memo to File available to the SFMTA and the public, and these files are part of the record before the SFMTA Board of Directors; and,

WHEREAS, The approval of the proposed parking and traffic legislation does 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 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 of Directors has considered the Van Ness BRT Project Final EIS/EIR, the CEQA Findings that were previously adopted by the SFMTA Board for the Van Ness BRT Project, and the categorical exemption issued for the South Van Ness and Mission Intersection Improvements, including, without limitation, the statements of overriding considerations and mitigation monitoring and reporting programs; and the Van Ness BRT 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 parking and traffic legislation requires no further environmental review beyond the Van Ness BRT Project Final EIS/EIR and Memo to File pursuant to the State CEQA Guidelines Section 15180, 15162 and 15163; and be it further
RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the proposed parking and traffic modifications, set forth in parking and traffic legislation items A and B above, associated with the Van Ness Corridor Transit Improvement Project, as set forth above; and be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors amends Transportation Code, Division II, Section 601 to designate a transit-only lane on South Van Ness Avenue between Market and Mission Streets in both directions, Van Ness Avenue between Filbert and Market Streets in both directions, and Van Ness Avenue between Filbert and Lombard Streets southbound.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of September 15, 2015.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

RESOLUTION NO.

[Transportation Code – Van Ness Avenue and South Van Ness Avenue Transit-Only Lanes]

Resolution amending Division II of the Transportation Code by revising Section 601 to designate transit-only lanes on Van Ness Avenue between Filbert and Market Streets in both directions and between Filbert and Lombard Streets southbound, and on South Van Ness Avenue between Market and Mission Streets in both directions.

NOTE: Additions are single-underline Times New Roman;
deletions are ~~strike-through Times New Roman~~.

The Municipal Transportation Agency Board of Directors of the City and County of San Francisco enacts the following regulations:

Section 1. Article 600 of Division II of the Transportation Code is hereby amended by revising Section 601, to read as follows:

Sec. 601. DESIGNATED TRANSIT-ONLY AREAS.

(a) The locations listed in this Section 601 are designated as Transit-only Areas. Any vehicle operating within a Transit-only Area during times that the Transit-only Area is enforced is in violation of Transportation Code, Division I, Section 7.2.72 (Driving in Transit-only Area).

(1) Cable Car Lanes On Powell Street Between California Street and Sutter Street. Except as to cable cars, Municipal Railway vehicles, and authorized emergency vehicles, no vehicle may operate within, over, upon or across the cable car lanes, or make any left or U-turn on the exclusive cable car lanes on Powell Street between California and Sutter Streets except to pass a disabled vehicle.

RESOLUTION NO.

(2) West Portal Avenue Between 15th Avenue and Sloat Boulevard. Except as to streetcars and Municipal Railway vehicles, no vehicle may operate within Transit-only Areas on West Portal Avenue between 15th Avenue and Sloat Boulevard.

(3) Exclusive Commercial Vehicle/Transit Area on Sansome Street. Except as to buses, taxis, authorized emergency vehicles, and commercial vehicles, no vehicle may operate within the Transit-only Area running southbound on Sansome Street between Washington Street and Bush Street.

(4) Judah Street, from 9th Avenue to 20th Avenue. Except as to streetcars and Municipal Railway vehicles, no vehicle may operate within Transit-only Areas on Judah Street from 9th Avenue to 20th Avenue.

(5) Van Ness Avenue, from Filbert Street to Market Street. Except as to Municipal Railway and Golden Gate Transit vehicles and authorized emergency vehicles, no vehicle may operate within the Transit-only Areas on Van Ness Avenue from Filbert Street to Market Street.

(6) Van Ness Avenue, from Filbert Street to Lombard Street. Except as to Municipal Railway and Golden Gate Transit vehicles and authorized emergency vehicles, no vehicle may operate within the Transit-only Areas on Van Ness Avenue from Filbert Street to Lombard Street southbound.

(7) South Van Ness Avenue, from Market Street to Mission Street. Except as to Municipal Railway and Golden Gate Transit vehicles and authorized emergency vehicles, no vehicle may operate within the Transit-only Areas on South Van Ness Avenue from Market Street to Mission Street.

(58) Other Transit-Only Areas. Except for buses, taxicabs, vehicles preparing to make a turn, vehicles entering into or existing from a stopped position at the curb, and vehicles entering into or exiting from a driveway, no vehicle may operate in the following Transit-only Areas during the times indicated:

RESOLUTION NO.

	Hours of Operation	Street	From	To
1	All Times	1st St.	Market St.	Howard St.
2		3rd St.	Townsend St.	Market St.
3		4th St.	Harrison St.	Townsend St.
4		4th St.	Market St.	Howard St.
5		Church St.	16th St.	Duboce Ave.
6		Clay St.	Sansome St.	Davis St.
7		Fremont St.	Mission St.	Market St.
8		Geary St.	Market St.	Powell St.
9		Geary St.	Mason St.	Gough St.
10		Judah St.	20th Ave	La Playa St.
11		Geneva Ave. (Outbound)	Delano Ave.	280 Freeway Overpass
12		Market St. (Inbound)	12th St.	3rd St.
13		Market St. (Outbound)	So. Van Ness Ave.	3rd St.
14		O'Farrell St.	Gough St.	Hyde St.
15		O'Farrell St.	Jones St.	Powell St.
16		Post St.	Gough St.	Grant St.
17		Potrero Ave. (SB)	25th St.	18th St.
18		Stockton St.	Bush St.	Geary St.
19		Sutter St.	Gough St.	Kearny St.
20	7:00 AM-7:00 PM, Monday-Friday	Sacramento St.	Drumm St.	Kearny St.

RESOLUTION NO.

	Hours of Operation	Street	From	To
21	7:00 AM-7:00 PM, Monday-Saturday	Stockton St.	Geary St.	O'Farrell St.
22	7:00 AM-6:00 PM, Monday-Friday	Mission St. (Inbound)	5th St.	Beale St.
23		Mission St. (Outbound)	Main St.	4th St.
24	7:00 AM-9:00 PM, Monday-Friday	Mission St. (Inbound)	11th St.	5th St.
25		O'Farrell St.	Hyde St.	Jones St.
26		Clay St.	Powell St.	Battery St.
27	4:00 PM-6:00 PM, Monday-Friday	Mission St. (Inbound)	11th St.	5th St.
28		Mission St. (Outbound)	4th St.	11th St.
29		Geary St.	Mason St.	Powell St.
30		Sacramento St.	Kearny St.	Larkin St.
31	3:00 PM-6:00 PM, Monday-Friday	Sutter St.	Sansome St.	Kearny St.
32	3:00 PM-7:00 PM, Monday-Friday	Bush St.	Montgomery St.	Battery St.
33		4th St.	Howard St.	Clementina

Section 2. Effective Date. This ordinance shall become effective 31 days after enactment. Enactment occurs when the San Francisco Municipal Transportation Agency Board of Directors approves this ordinance.

RESOLUTION NO.

Section 3. Scope of Ordinance. In enacting this ordinance, the San Francisco Municipal Transportation Agency Board of Directors intends to amend only those words, phrases, paragraphs, subsections, sections, articles, numbers, letters, punctuation marks, charts, diagrams, or any other constituent parts of the Transportation Code that are explicitly shown in this ordinance as additions or deletions in accordance with the "Note" that appears under the official title of the ordinance.

APPROVED AS TO FORM:
DENNIS J. HERRERA, City Attorney

By: _____
JOHN I. KENNEDY
Deputy City Attorney

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of September 15, 2015.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency