

**THIS PRINT COVERS CALENDAR ITEM NO.: 10.12**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Transit

**BRIEF DESCRIPTION:**

Approving the realignment of the 10 Townsend line's southern terminal loop, as well as the relocation of the 10 Townsend's southern terminal.

**SUMMARY:**

- On March 28, 2014, the SFMTA Board of Directors approved the Transit Effectiveness Project (TEP) Environmental Impact Report (EIR) and various Service-Related Improvements to improve transit performance along various Municipal Railway routes.
- The approved Service Improvements include a new southern terminal loop and terminal location for the 10 Townsend line adjacent to Rolph Playground.
- The approved Service Improvements also included the realignment of the 33 Stanyan from the San Francisco General Hospital area so that it would no longer serve its existing southern terminal loop and terminal.
- Community feedback received during community meetings and direct communications with the public indicate support for realigning the 10 Townsend so that after the 33 Stanyan is realigned, it both utilizes the 33 Stanyan's existing terminal loop and location and avoids operating on new transit streets in the vicinity of Rolph Playground.
- The SFMTA proposes to realign the 10 Townsend so that it serves the 33 Stanyan's current southern terminal loop and terminal location after the 33 Stanyan no longer serves the vicinity of San Francisco General Hospital.
- The proposed 10 Townsend realignment and terminal relocation is planned to coincide with the realignment of the 33 Stanyan line.

**ENCLOSURES:**

1. SFMTA Board Resolution

**APPROVALS:**

**DATE**

DIRECTOR \_\_\_\_\_ 2/23/15

SECRETARY \_\_\_\_\_ 2/23/15

**ASSIGNED SFMTAB CALENDAR DATE:** March 3, 2015

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### **PURPOSE**

Approving the realignment of the 10 Townsend line's southern terminal loop, as well as the relocation of the 10 Townsend's southern terminal.

### **GOAL**

This action supports the following SFMTA Strategic Plan Goal 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.

### **DESCRIPTION**

In order to reduce travel times and enhance reliability across the Muni system, Muni Forward proposes a wide variety of changes and improvements to transit service, including introducing new routes, realigning existing routes, and increasing frequencies. On March 28, 2014, the SFMTA Board of Directors asserted its strong support for Muni Forward by approving the program's catalog of transit service change recommendations. Developed from the findings of years' worth of data collection and analysis and solidified with the feedback received from community members, merchants, neighborhood groups, citizens' advisory committees, and other stakeholders during more than 100 public meetings to discuss them, the service changes approved by the SFMTA Board represent a realignment of the system to reduce crowding and improve access. Additionally, the SFMTA Board also adopted the Final Environmental Impact Report (FEIR) for the TEP, as required under the California Environmental Quality Act (CEQA), which includes the array of transit improvements that are included the Muni Forward program.

Included in the service changes approved by the SFMTA Board in March 2014 are realignment proposals for the 10 Townsend line. These approved realignment proposals include a new terminal loop that utilizes Potrero Avenue, Cesar Chavez Street, and Hampshire Street, as well as a new terminal location next to the Rolph Playground on Hampshire Street. This alignment and terminal location was suggested due to the existence of a convenience facility available for operator use at Rolph Playground. The 33 Stanyan, which currently terminates in this vicinity, was also approved for realignment and would no longer serve Potrero Avenue and its existing terminal loop near San Francisco General Hospital. Therefore, under this plan, the 10 Townsend would serve a portion of the existing 33 Stanyan terminal loop, and the 33 line would no longer serve the Potrero Avenue area at all.

However, SFMTA has since received community input that expresses support for aligning the 10 Townsend on the existing 33 Stanyan terminal loop and not operate on any new transit streets. Therefore, the 10 line would not operate south of 25<sup>th</sup> Street and could not terminate next to the Rolph Playground. Additionally, a new operator convenience facility has been installed at the 33 Stanyan's existing terminal location. To address community feedback, the SFMTA now proposes

to install a new 10 Townsend terminal loop on 25<sup>th</sup> Street at the northeast corner of Hampshire Street.



Map Comparing Initial Proposal and New Proposal

Specifically, the SFMTA proposes the following service changes:

10 Townsend service will operate on its current route between the intersection of Steiner and Jackson Streets and the intersection of 24<sup>th</sup> Street and Potrero Avenue. From 24<sup>th</sup> and Potrero, the 10 Townsend will be realigned to no longer terminate at that location and instead continue south on Potrero Avenue to 25<sup>th</sup> Street and then west on 25<sup>th</sup> Street to Hampshire Street. The service will terminate at the existing 33 Stanyan terminal at 25<sup>th</sup> and Hampshire. Service will then continue along the existing 33 Stanyan alignment, on Hampshire Street between 25<sup>th</sup> and 24<sup>th</sup> Streets and on 24<sup>th</sup> Street between Hampshire Street and Potrero Avenue, to the location of the existing 10 Townsend terminal at the intersection of 24<sup>th</sup> Street and Potrero Avenue. The service will then continue north along its current alignment to Steiner and Jackson Streets.

Since the 10 Townsend will be realigned along the 33 Stanyan's existing alignment and will use its existing terminal, no parking and traffic changes are required.

### **ALTERNATIVES CONSIDERED**

As approved by the SFMTA Board in March 2014, the SFMTA considered realigning the 10 Townsend to continue as far south as Cesar Chavez Street and terminate on Hampshire Street adjacent to the Rolph Playground. However, input received from community members indicates that this proposal, which requires the 10 Townsend to operate on streets that do not currently have transit service, is not optimal.

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Additionally, the SFMTA considered maintaining the existing 10 Townsend alignment and terminal location. However, the SFMTA prefers to realign the 10 Townsend to use the existing 33 Stanyan terminal, due to the fact that it recently invested in the installation of a new operator convenience facility at that location. Once the 33 Stanyan is realigned away from the vicinity of San Francisco General Hospital, it will no longer terminate at the location of the new convenience facility. The realignment of the 10 Townsend to that location will ensure continued use of the new facility and will enhance 10 Townsend operators' workplace convenience and comfort.

## **FUNDING IMPACT**

The proposed 10 Townsend realignment and southern terminal relocation have no funding impact. Specifically, since the 10 Townsend will be realigned along the 33 Stanyan's existing alignment and will use its existing terminal, no changes that require funding are required.

## **PUBLIC OUTREACH**

In early 2014, to finalize the proposed service change recommendations in coordination with the anticipated March 2014 certification of the TEP EIR and SFMTA Board approval processes, the Muni Forward team facilitated extensive outreach focused on the proposed service and route changes. Specifically, from early February to mid-March, SFMTA facilitated 12 district-level community meetings, with at least one community meeting held in each supervisorial district, which were attended by over 700 members of the public. During several of these meetings, the Muni Forward team received feedback from attendees about the proposed 10 Townsend terminal relocation and expressed interest in altering the proposal to include a terminal relocation to the 33 Stanyan's existing terminal. Additionally, Muni Forward team members have since corresponded directly with members of the public about the terminal relocation. Based on the feedback received both during community meetings and through direct communications with local residents, SFMTA staff has elected to modify its proposal for the 10 Townsend and request approval of a route realignment and terminal relocation to the 33 Stanyan's existing terminal loop and location.

## **ENVIRONMENTAL REVIEW**

The San Francisco Planning Commission certified the FEIR for the Transit Effectiveness Project on March 27, 2014. This proposal is within the scope of the FEIR. The SFMTA approved all of the TEP proposals and, in doing so, adopted environmental findings and a mitigation monitoring and reporting program (MMRP) under the California Environmental Quality Act on March 28, 2014.

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

## **RECOMMENDATION**

Approving the realignment of the Muni 10 Townsend line's southern terminal loop, as well as the relocation of the 10 Townsend's southern terminal.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

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

WHEREAS, On March 28, 2014, the SFMTA Board of Directors approved the Transit Effectiveness Project (TEP) Environmental Impact Report (EIR) and approved various Service-Related Improvements to improve transit performance along various Municipal Railway routes as a part of the Muni Forward program, which includes all of the projects and planning efforts underway to create a safer and more reliable transportation experience, both on and off transit, for everyone in San Francisco; and,

WHEREAS, The approved Service Improvements included a new southern terminal loop and terminal location for the 10 Townsend line adjacent to Rolph Playground, which will move 10 Townsend service onto streets that are not currently served by transit; and,

WHEREAS, The approved Service Improvements also include the realignment of the 33 Stanyan away from the San Francisco General Hospital area so that it would no longer serve its existing southern terminal loop and terminal; and,

WHEREAS, Community feedback received during community meetings and direct communications indicates support for realigning the 10 Townsend so that it both utilizes the 33 Stanyan's existing terminal loop and location and avoids operating on new transit streets in the vicinity of Rolph Playground; and,

WHEREAS, The San Francisco Municipal Transportation Agency has proposed realignment of the 10 Townsend service south of the intersection of 24<sup>th</sup> Street and Potrero Avenue so that it utilizes the existing 33 Stanyan alignment on Potrero Avenue between 24<sup>th</sup> Street and 25<sup>th</sup> Street, 25<sup>th</sup> Street between Potrero Avenue and Hampshire Street, Hampshire Street between 25<sup>th</sup> Street and 24<sup>th</sup> Street, and 24<sup>th</sup> Street between Hampshire Street and Potrero Avenue; as well as the existing 33 Stanyan terminal at 25<sup>th</sup> Street and Hampshire Street.

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

WHEREAS, Approval for the realignment of the 10 Townsend Muni transit route and the relocation of the 10 Townsend terminal included in the Service-Related Capital Improvements of the Muni Forward program, which was previously referred to as the Transit Effectiveness Project (TEP), relies on said FEIR, and information pertaining to the FEIR is set forth in a SFMTA Resolution No 14-041, which is on file with the Secretary to the SFMTA Board of Directors and are incorporated herein by reference; and,

WHEREAS, As part of the 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 Resolution, CEQA Findings, and MMRP are on file with the

Secretary to the SFMTA Board of Directors and are incorporated herein by reference as though fully set forth; and,

WHEREAS, The SFMTA Board has reviewed the FEIR and hereby finds that since certification of the FEIR, no changes have occurred in the proposed project or in the circumstances under which the project would be implemented that would cause new significant impacts or a substantial increase in the severity of impacts identified and analyzed in the FEIR, and that no new information has emerged that would materially change the analyses or conclusions set forth in the FEIR. The actions approved herein would not necessitate implementation of additional or considerably different mitigation measures than those identified in the FEIR; and,

RESOLVED, That the SFMTA Board approves the realignment of the Muni 10 Townsend line's southern terminal loop; and it be further

RESOLVED, That the SFMTA Board approves the relocation of the 10 Townsend's southern terminal; and it be further

RESOLVED, That the SFMTA Board adopts all applicable mitigation measures as set forth in the MMRP.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of March 3, 2015.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency