

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 15-008

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 include the realignment of the 22 Fillmore trolley coach route on 16th and Third Streets to connect central San Francisco with the growing residential and commercial community and new University of California, San Francisco (UCSF) hospital at Mission Bay; and,

WHEREAS, SFMTA staff evaluation has revealed that extending the 22 Fillmore on 16th Street east of Kansas Street, where it currently turns south, requires extensive overhead wire work that cannot be completed by the February 1, 2015 opening date for the new UCSF hospital at Mission Bay to be ready for the influx of new employees and customers that need effective transit access to the Mission Bay area; and,

WHEREAS, To provide direct transit service to Mission Bay by the opening date of the new UCSF hospital, the 55 16th Street, which is a new motor coach route that would connect 16th Street Mission BART Station and Mission Bay, could be implemented; and,

WHEREAS, Pursuant to the requirements contained in the Federal Transit Administration's (FTA) Circular 4702.1B, "Title VI Requirements and Guidelines for Federal Transit Administration Recipients," the SFMTA has analyzed the impacts of the proposed 55 16th Street Bus service on low-income and minority communities in San Francisco and has determined that it does not create a disparate impact on minority communities or a disproportionate burden on low income communities under Title VI; and,

WHEREAS, The San Francisco Municipal Transportation Agency has proposed the installation of new bus zones and various parking and traffic modifications along the new 55 16th Street Muni transit route included in the Service-Related Capital Improvements and Travel Time Reduction Proposals of the Muni Forward program, which was previously referred to as the Transit Effectiveness Project (TEP), as follows:

- A. ESTABLISH – TAXI ZONE - 16th Street, south side, from 60 feet to 81 feet east of Hoff Street (rescinds metered space #3011) .

- B. EXTEND – BUS ZONE - 16th Street, south side, from 81 feet to 100 feet east of Hoff Street (relocates taxi zone and extends existing bus zone to a total of 116 feet).
- C. ESTABLISH – TOW AWAY NO STOPPING ANYTIME - 16th Street, south side, from Valencia Street to 31 feet easterly (rescinds metered space #3051).
- D. ESTABLISH – 30-MINUTE COMMERCIAL LOADING ZONE, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY - 16th Street, south side, from 80 feet to 123 feet east of Wisconsin Street (removes 2 parking spaces).
- E. ESTABLISH – BLUE ZONE - 4th Street, west side, from 12 feet to 32 feet south of Mission Bay Boulevard South (rescinds metered spaces #1402); 4th Street, east side, from 3 feet to 23 feet north of Mission Bay Boulevard North (rescinds metered spaces #1325); and Mission Bay Boulevard South, south side, from 11 feet to 33 feet east of 3rd Street (rescinds metered spaces #437).
- F. ESTABLISH – PASSENGER LOADING ZONE, 7 AM TO 7 PM, DAILY - Mission Bay Boulevard South, south side, from 245 feet to 274 feet east of 4th Street (rescinds metered space #511).
- G. ESTABLISH – BUS ZONE - 16th Street, south side, from Rhode Island Street to 80 feet easterly (removes 2 parking spaces); 16th Street, north side, from Rhode Island Street to 80 feet westerly (removes 4 parking spaces); 16th Street, south side, from Wisconsin Street to 80 feet easterly (removes 2 parking spaces and relocates a commercial loading zone); 16th Street, north side, from Wisconsin Street to 80 feet westerly (removes 4 parking spaces); 16th Street, south side, from Missouri Street to 85 feet easterly (removes 3 parking spaces); 16th Street, north side, from Missouri Street to 80 feet westerly; 16th Street, south side, from 4th Street to 80 feet easterly; 16th Street, north side, from 4th Street to 80 feet westerly; Mission Bay Boulevard South, south side, from 4th Street to 145 feet easterly (rescinds 5 feet of passenger loading zone, metered spaces #523, #525, #527, and relocates 60 feet blue zone); and Mission Bay Boulevard North, north side, from 3rd Street to 119 feet westerly (rescinds metered spaces #502, #504, #506, #508, #510).

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 installation of new bus zones and various parking and traffic modifications along new 55 16th Street Muni transit route 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 no necessitate implementation or additional or considerably different mitigation measures that those identified in the FEIR; and,

WHEREAS, Pursuant to Charter Section 16.112, advertisements were placed in the City's official newspaper for a five-day period to provide notice that the Board of Directors would hold a public hearing on January 6, 2015, to consider the new 55 16th Street transit service; and

WHEREAS, The public has been notified about the proposed bus zone and parking and traffic modifications and has been given the opportunity to comment on these modifications through the public hearing process; now, therefore, be it

RESOLVED, That the SFMTA Board approves the implementation of the 55 16th Street transit route, which is an all-day service providing direct access to the Mission Bay neighborhood; and it be further

RESOLVED, That the SFMTA Board approves the Title VI analysis of the impacts of the proposed 55 16th Street service on low-income and minority communities in San Francisco which determined that there is no disparate impact to minority populations or disproportionate burden to low-income populations; and be it further

RESOLVED, That the SFMTA Board approves the installation of new bus zones and various parking and traffic modifications along the 55 16th Street Muni transit route; and it be further

RESOLVED, That the SFMTA Board adopts all applicable mitigation measures as set forth in the Mitigation Monitoring and Reporting Program.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of January 6, 2015.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency