

THIS PRINT COVERS CALENDAR ITEM NO.: 11

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Parking and Traffic

BRIEF DESCRIPTION:

Selecting a preferred location for the 2 Clement terminal and approving parking modifications associated with the terminal. A new terminal is needed to accommodate the elimination of the 2 Clement west of Park Presidio Boulevard, which the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors approved as part of the SFMTA's 2009-2010 Amended Operating Budget and will take effect fall 2009.

SUMMARY:

- To address a \$129 million budget deficit, on April 30, 2009, the SFMTA Board of Directors approved a budget amendment for FY 2010 that included transit service reductions on select routes, including eliminating the 2 Clement service west of Park Presidio Boulevard. A new terminal location is required to implement the 2 Clement service changes.
- Proposals for the 2 Clement terminal location were heard at a public hearing on July 31st, 2009, presented at subsequent neighborhood meetings, and heard at the September 1, 2009 SFMTA Board of Directors meeting. At each of these meetings there was public concern expressed regarding proposed terminal locations.
- As directed by the SFMTA Board of Directors, staff analyzed additional terminal locations and confirmed Funston Avenue north of Geary Boulevard as the staff recommendation. The inbound 2 Clement stop on Clement Street at 14th Avenue is presented as a secondary option. This secondary option would function well as a terminal, but does not connect 2 Clement customers to the 28 19th Avenue or 38 Geary routes.

ENCLOSURES:

1. SFMTAB Resolution

APPROVALS:

DATE

DIRECTOR OF DIVISION

PREPARING ITEM _____

FINANCE _____

EXECUTIVE DIRECTOR/CEO _____

SECRETARY _____

ADOPTED RESOLUTION

BE RETURNED TO _____ Julie Kirschbaum

ASSIGNED SFMTAB CALENDAR DATE: _____

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PURPOSE

To select a preferred location for the 2 Clement terminal and to approve parking modifications associated with the terminal. A new terminal is needed to accommodate the elimination of the 2 Clement west of Park Presidio Boulevard, which will take effect fall 2009.

The San Francisco Municipal Transportation Agency (SFMTA) will be implementing Muni service changes in fall 2009 to help address a \$129 million budget deficit. These changes include discontinuing routes or route segments with relatively lower ridership; increasing or decreasing frequency of service on routes depending on demand; restructuring routes to make new connections; and adjusting the operation times of some routes. On September 1, 2009 the SFMTA Board of Directors approved parking and traffic modifications associated with the following routes:

- 1 California
- 9 AX Bayshore 'A' Express
- 9L San Bruno Limited
- 10 Townsend
- 12 Folsom/Pacific
- 14X Mission Express
- 21 Hayes
- 38 Geary
- 41 Union
- 48 Quintara
- 88 BART Shuttle

On September 1, 2009 the SFMTA Board of Directors did not approve either of the two terminal options presented for the 2 Clement. The SFMTA Board of Directors requested that staff study additional terminal locations for the 2 Clement and present them at the September 15, 2009 SFMTA Board of Directors meeting.

Benefit to the SFMTA 2008 – 2012 Strategic Plan:

GOAL

- | | |
|----------|---|
| Goal 1 - | Customer Focus: To provide safe, accessible, reliable, clean and environmentally sustainable service and encourage the use of auto-alternative modes through the Transit First Policy |
| | Objective 1.1 - Improve safety and security across all modes of transportation |
| Goal 4 - | Financial Capacity: To ensure financial stability and effective resource utilization. |
| | Objective 4.2 - Ensure efficient and effective use of resources. |

DESCRIPTION AND ALTERNATIVES CONSIDERED

On April 21, 2009, the SFMTA Board of Directors declared a fiscal emergency for 2009-2010 under California Public Resources Code section 21080.32 and California Environmental Quality Act implementing guidelines, Title 14 of the California Code of Regulations section 15285, caused by the failure of agency revenues to adequately fund agency programs, facilities, and operations.

On April 30, 2009, the SFMTA Board of Directors approved a budget amendment for FY 2010 that included transit service reductions on select routes, including eliminating 2 Clement service west of Park Presidio Boulevard. A new terminal location is required to implement the 2 Clement service changes.

SFMTA staff presented a proposal for a new 2 Clement terminal on the east side of 14th Avenue north of Geary Boulevard at a public hearing on July 31, 2009. Neighbors expressed concerns with loss of parking, idling noise and exhaust, pedestrian safety and right-turn conflicts at 14th Avenue and Geary Boulevard created by bus congestion at the outbound 38 Geary stop at Geary/Park Presidio boulevards. SFMTA staff met with area neighbors on August 11, 2009 and agreed to evaluate an alternate terminal location on the west side of Funston Avenue north of Geary Boulevard, across the street from a closed gas station. Subsequently, SFMTA staff met with Funston Avenue neighbors on August 24, 2009 to discuss concerns related to loss of parking, idling noise and exhaust, pedestrian safety and cumulative challenges associated with spillover parking demands from Geary/Clement businesses and cut through traffic diverted from Park Presidio.

SFMTA staff presented both the 14th Avenue and Funston Avenue terminal options for the 2 Clement at the SFMTA Board of Directors meeting on September 1, 2009. The staff recommendation was for the Funston Avenue terminal. Neighbors expressed concerns with both terminal locations. SFMTA staff indicated that either terminal location would operate effectively and would provide good connections between the 2 Clement and both the 38 Geary and 28 19th Avenue routes. The SFMTA Board of Directors did not approve either the 14th Avenue or Funston Avenue terminal location, and requested that SFMTA staff evaluate additional terminal location options for the 2 Clement, including an option with a terminal on Clement Street, and present them at the September 15, 2009 SFMTA Board of Directors meeting.

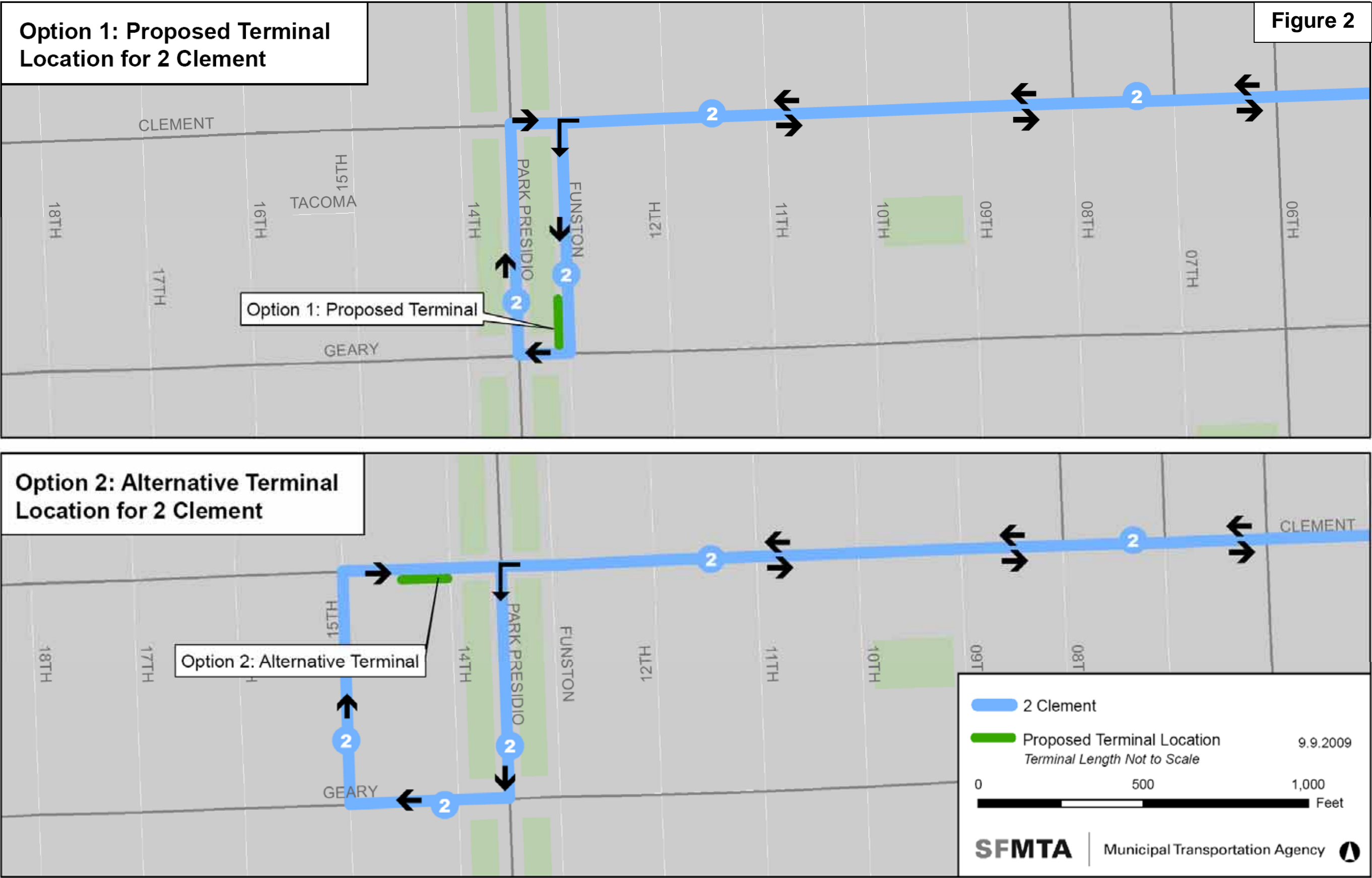
SFMTA staff evaluated 12 possible terminal locations for the 2 Clement (including the two options presented at the SFMTA Board of Directors meeting on September 1, 2009) as presented in Table 1. Figure 1 maps each location considered. Based on this analysis, the recommended staff location for the terminal continues to be on the west side of Funston Avenue north of Geary Boulevard. The terminal loop for this route is shown in Figure 2. Of the 12 terminal locations evaluated, this location provides the best service for transit customers wishing to transfer to the 28 19th Avenue or 38 Geary routes while still providing for efficient transit operations. The SFMTA staff recommendation is consistent with the City's Transit First Policy, which states that "travel by public transit... must be an attractive alternative to travel by private automobile" and that "decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit."

Table 1: Analysis of Potential Western Terminal Locations for the 2 Clement

Option #	Terminal Location	Sufficient Layover Space (2 Buses)	Connectivity to 28/38 Routes?	Number of Unmetered Parking Spaces Eliminated	Number of Metered Parking Spaces Eliminated	New Streets with Transit Activity	Summary	Turnaround Routing
1	West side of Funston Avenue north of Geary Boulevard	Yes	Yes	7	0	Funston	This option was presented to the SFMTA Board of Directors on 9/1/09 and continues to be the SFMTA staff recommended option because of the direct connection provided between the 2 Clement and 28 19th Avenue and 38/38L Geary routes, ease of circulation for buses, and location of terminal along median rather than fronting residents or businesses. This option would require sidewalk/accessibility upgrades to be implemented by DPW.	WB Clement; L-Funston (layover); R-Geary; R-Park Presidio; R-Clement
2	South side of Clement Street west of 14th Avenue	Yes	No	2	0	15th Ave	This option is the SFMTA staff secondary recommendation. This option does not provide convenient connections between the 2 Clement and 28 19th Avenue and 38/38L Geary routes. This option provides sufficient space and reasonable ease of circulation for buses. Because this location is an existing bus stop, it would only require the removal of two parking spaces (offset by spaces added across the street at discontinued outbound 2 Clement stop). This location is along the side wall of Congregation Beth Shalom (main entrance on 14th Avenue).	WB Clement; L-Park Presidio; R-Geary; R-15th; R-Clement (layover)
3	East side of 14th Avenue north of Geary Boulevard	Yes	Yes	9	0	14th Ave	This option was presented to the SFMTA Board of Directors on 9/1/09 and provides the most convenient transfers between the 2 Clement and outbound 38/38L Geary buses. This location is along a median rather than fronting residents or businesses. This option is not recommended by SFMTA staff because of potential right-turn conflicts at 14th Avenue and Geary Boulevard created by bus congestion at the outbound 38 Geary stop at Geary/Park Presidio boulevards.	WB Clement; L-Park Presidio; R-Geary; R - 14th (layover); R-Clement
4	South side of Clement Street east of Funston Avenue	Yes	No	1 blue zone	6	Funston	This option has similar benefits/tradeoffs to Option 2, but requires more parking removal and would locate the terminal in front of the Christian Science Monitor and a restaurant.	WB Clement; L-Funston; R-Geary; R-Park Presidio; R-Clement (layover)
5	North side of Geary Boulevard west of 14th Avenue	Yes	Yes	1 blue zone	5	15th Ave	This option would provide a direct connection between the 2 Clement and 28 19th Avenue and 38/38L Geary routes, but is not recommended by SFMTA staff because the terminal would be located in front of businesses, rather than on a median.	WB Clement; L-Park Presidio; R-Geary (layover at 14th); R-15th; R-Clement
6	North side of Geary Boulevard east of Funston Avenue	Maybe	Yes	0	4	12th Ave	This option would require blocking an inactive driveway on Geary Boulevard and may not be feasible depending on future development plans at this location. SFMTA staff does not recommend this option until further investigation of development plans with the Planning Department.	WB Clement; L-12th; R-Geary (layover); R-Park Presidio; R-Clement

Option #	Terminal Location	Sufficient Layover Space (2 Buses)	Connectivity to 28/38 Routes?	Number of Unmetered Parking Spaces Eliminated	Number of Metered Parking Spaces Eliminated	New Streets with Transit Activity	Summary	Turnaround Routing
7	Park Presidio Boulevard median on either California Street, Clement Street, or Geary Boulevard, between either: 1) Funston Avenue and Park Presidio or 2) Park Presidio Boulevard and 14th Ave	No	Varies	varies	varies	varies	This option is not recommended by SFMTA staff because of insufficient layover space.	n/a, layover is not feasible
8	South side of Clement Street west of 12th Avenue	No	No	0	3	12th Ave	This location is an existing inbound 2 Clement stop, but is not recommended by SFMTA staff because of insufficient layover space.	n/a, layover is not feasible
9	North side of Clement Street west of 12th Avenue	No	No	0	3	12th Ave	This location is an existing outbound 2 Clement stop, but is not recommended by SFMTA staff because of insufficient layover space.	n/a, layover is not feasible
10	West side of 12th Avenue, mid-block between Clement and California streets	No	No	10	0	12th Ave	This location was used as a layover when the former 10 Monterey operated in the 1970s, but is not currently recommended by SFMTA staff because of insufficient layover space.	n/a, layover is not feasible
11	North side of Clement Street east of 15th Avenue	No	No	4	0	Either 14th Ave or 16th Ave & 15th Ave	This location is an existing outbound 2 Clement stop, but is not recommended by SFMTA staff because of insufficient layover space and because of the long distance from 38/38L Geary stops.	n/a, layover is not feasible
12	East side of 15th Avenue between Geary Boulevard and Clement Street	No	No	5	0	15th Ave	This option is not recommended by SFMTA staff because of insufficient layover space.	n/a, layover is not feasible





In addition to the two options presented at the SFMTA Board of Directors meeting on September 1, 2009, SFMTA staff determined four terminal locations to be potentially feasible. Of these four locations, staff recommends the south side of Clement Street at 14th Avenue as an alternative terminal location. This location is currently used as an inbound 2 Clement bus stop and would only require removing two additional parking spaces to accommodate up to two buses laying over. It is along the side wall of the Beth Shalom Temple, and does not conflict with the Temple's main entrance on 14th Avenue. This location would add up to three minutes of travel time for customers transferring to the 28 19th Avenue and 38 Geary routes. The terminal loop for this route is shown in Figure 2. If the SFMTA Board of Directors determines that Clement Street at 14th Avenue is the preferred terminal location, SFMTA staff would initiate a public hearing process to remove two additional parking spaces and bring legislation to be approved by the SFMTA Board of Directors at a subsequent meeting.

Six of the 12 locations evaluated are infeasible because they do not provide sufficient terminal space – terminals cannot be located where buses would block active driveways or crosswalks. To safely accommodate two 40-foot buses, the 2 Clement terminal would require 120 feet of continuously clear curb space if located at the far side of an intersection; 140 feet if located at the near side of an intersection; 90 ft if located on the Park Presidio median and 180 feet if located midblock.

The city attorney has reviewed this report.

ENVIRONMENTAL CLEARANCE

Parking and traffic modifications associated with transit service changes are subject to the California Environment Quality Act (CEQA). California Public Resources Code section 21080.32 and California Environmental Quality Act implementing guidelines, Title 14 of the California Code of Regulations section 15285, provides a statutory exemption from environmental review for parking and traffic changes related to the reduction or elimination of transit service if implemented as a result of a declared fiscal emergency caused by the failure of revenues to adequately fund an agency's programs, facilities, and operations. On April 21, 2009, the Board of Directors declared a fiscal emergency for 2009-2010 under California Public Resources Code section 21080.32 and California Environmental Quality Act implementing guidelines, Title 14 of the California Code of Regulations section 15285. City Planning made the determination that the parking and traffic changes related to the 2 Clement are covered under this fiscal emergency declaration and are statutorily exempt from environmental review.

FUNDING IMPACT

The estimated savings for the overall service adjustments approved by the SFMTA Board of Directors on April 30 was \$13.4 million. During a subsequent Board of Supervisors meeting on May 12, 2009, an agreement was made to add back \$8.7 million into the SFMTA budget for transit service enhancements including adjusting headways and service hours on routes parallel to the routes with service reductions. The estimated cost of implementing all of the parking changes associated with the service changes is \$20,000. The estimated annual loss in revenue due to parking

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meter changes associated with all of the service changes is \$25,000.

RECOMMENDATION

Staff recommends that the 2 Clement terminal be located on the west side of Funston Avenue north of Geary Boulevard and that the SFMTA Board of Directors authorize the SFMTA Executive Director/CEO to execute the parking modifications required to implement service changes for the 2 Clement.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The SFMTA approved in April 2009 a series of Muni service adjustments to address a \$129 million budget deficit for fiscal year 2010; and,

WHEREAS, On April 21, 2009, the SFMTA Board of Directors declared that a fiscal emergency exists caused by the failure of agency revenues to adequately fund agency programs, facilities, and operations pursuant to California Public Resources Code section 21080.32 and California Environmental Quality Act implementing guidelines, Title 14 of the California Code of Regulations section 15285; and,

WHEREAS, The Planning Department has determined that the proposed parking and traffic changes associated with service changes to the 2 Clement are statutorily exempt from environmental review based on the SFMTA's declaration of fiscal emergency pursuant to California Public Resources Code section 21080.32 and California Environmental Quality Act implementing guidelines, Title 14 of the California Code of Regulations section 15285; and,

WHEREAS, Said determinations are on file with the Secretary to the SFMTA Board of Directors and are incorporated herein by this reference; and,

WHEREAS, These transit service changes require the creation of new terminal or parking prohibitions for the 2 Clement as follows:

2 CLEMENT

- A. BUS ZONE – ESTABLISH: Funston Avenue, west side, from Geary Boulevard to 140 feet northerly (140-foot bus zone).

OR

- B. BUS ZONE – ESTABLISH 14th Avenue, east side, from Geary Boulevard to 135 feet northerly (135-foot bus zone); BUS STOP (FLAG) – ESTABLISH 14th Avenue, east side, south of Clement Street (nearside); RED ZONE – ESTABLISH 14th Avenue, east side, from Clement Street to 20 feet southerly (20-foot red zone) and Clement Street, south side, from 14th Avenue to 20 feet easterly (20-foot red zone)

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

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RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors, upon recommendation of the Executive Director/CEO, and the Director of Parking and Traffic, does hereby approve these parking regulations to accommodate Muni service changes approved as part of the FY 2010 budget amendment for the 2 Clement.

I hereby certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of _____

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency