

THIS PRINT COVERS CALENDAR ITEM NO.: 13

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Transit

BRIEF DESCRIPTION:

Amending Transportation Code, Division II, Sections 601 and 602, to designate full-time transit-only areas on 7th Street between Townsend and Mission streets and 8th Street between Market and Bryant streets, and to add or revise pre-existing transit-only lanes.

SUMMARY:

- This calendar item proposes to make temporary emergency transit-only lanes permanent on 7th Street between Townsend and Mission streets and 8th Street between Market and Bryant streets (“19 Polk Temporary Emergency Transit Lanes Project”).
- The proposed improvements were implemented on a temporary basis in 2020 and 2021 as part of the Temporary Emergency Transit Lanes (TETL) program.
- Following the 19 Polk TETL implementation, evaluation and outreach was conducted. A majority of respondents support making the temporary improvements permanent.
- An evaluation of transit travel times found that the transit lanes have reduced or preserved travel times on the 19 Polk route, with minimal traffic impacts to area streets. The 27 Bryant route, as rerouted in January 2021, also uses a segment of the transit lanes on 7th and 8th Streets and saw similar travel time benefits.
- This calendar item also adds four transit-only areas that were inadvertently omitted from the Transportation Code but have been installed on City streets (“Additional Transportation Code Amendments”).
- The San Francisco Planning Department has determined that the proposed 19 Polk transit modifications are statutorily exempt from the California Environmental Quality Act (CEQA).
- The proposed action for the 19 Polk transit modifications is the Approval Action for the Statutory Exemption as defined by the S. F. Administrative Code Chapter 31.

ENCLOSURES:

1. SFMTAB Resolution
2. Transportation Code, Division II Amendment

APPROVALS:

DATE

DIRECTOR



January 10, 2022

SECRETARY



January 10, 2022

ASSIGNED SFMTAB CALENDAR DATE: January 18, 2021

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PURPOSE

Amending Transportation Code, Division II, Sections 601 and 602, to designate full-time transit-only areas on 7th Street between Townsend and Mission streets and 8th Street between Market and Bryant streets, and to add or revise pre-existing transit-only lanes.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

The proposed project would support the following SFMTA Strategic Plan Goals:

Goal 1: Identify and reduce disproportionate outcomes and resolve past harm towards marginalized communities.

Goal 5: Deliver reliable and equitable transportation services.

Goal 6: Eliminate pollution and greenhouse gas emissions by increasing use of transit, walking, and bicycling.

This item would support the following Transit First Policy Principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
3. 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, and shall strive to reduce traffic and improve public health and safety.
4. Transit priority improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve pedestrian safety.
5. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.
6. New transportation investment should be allocated to meet the demand for public transit generated by new public and private commercial and residential developments.
7. The ability of the City and County to reduce traffic congestion depends on the adequacy of regional public transportation. The City and County shall promote the use of regional mass transit and the continued development of an integrated, reliable, regional public transportation system.

DESCRIPTION

19 POLK TRANSIT LANES

Background

The 19 Polk connects several neighborhoods, including several neighborhoods identified in the SFMTA Service Equity Strategy, such as Bayview, Tenderloin, SoMa, and the Potrero HOPE SF residential area. Prior to the COVID-19 pandemic, 19 Polk buses ran every 20 minutes and ridership was around 6,900 daily boardings. The 27 Bryant was rerouted in January 2021 to share part of 7th and 8th Streets with the 19 Polk (7th Street between Folsom and Mission Streets, 8th Street between Market and Harrison Streets), and also serves several neighborhoods identified in the SFMTA Service Equity Strategy, such as the Mission District, Tenderloin and SoMa. On the 7th and 8th Street one-way couplet through the South of Market (SoMa) neighborhood, transit vehicles formerly shared general traffic lanes, which caused frequent delays for transit riders because these streets are frequently congested with traffic traveling to and from the Interstate 80 freeway ramps. The typical configuration of the 7th and 8th streets prior to June 2020 is shown in Figure 1.

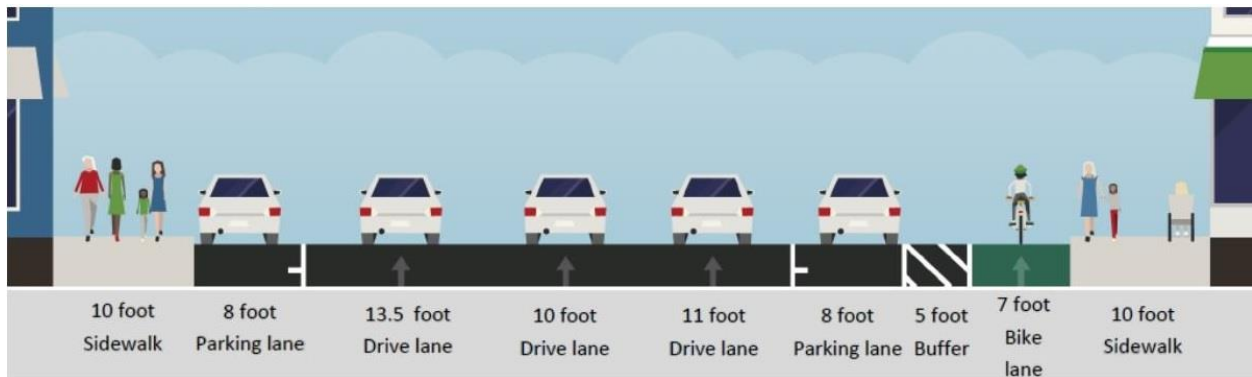


Figure 1: Typical 7th and 8th Street Cross-Section Prior to the Temporary Project

As part of the SFMTA’s response to the COVID-19 pandemic, the Temporary Emergency Transit Lanes (TETL) Program was created to improve speed and reliability for transit vehicles and protect essential trips during the pandemic. The SFMTA Board authorized the TETL Program on June 30, 2020, including approving the installation of temporary emergency transit lanes on select corridors, and authorized the City Traffic Engineer to approve additional temporary emergency transit lanes, subject to certain criteria, following a public hearing. The 19 Polk Temporary Emergency Transit Lanes Project (Project) included:

1. Converting one general purpose lane to a bus and taxi only lane on 7th Street
2. Converting one general purpose lane to a bus and taxi only on 8th Street
3. Establishing a right-turn only lane in the rightmost lane on 7th Street, northbound, at Townsend Street

The above traffic modifications, which are illustrated in Figure 2 and Figure 3, were approved on a temporary basis and must be removed within 120 days following the expiration or termination of the COVID-19 Local Emergency Proclamation, unless the SFMTA Board takes further action to make the modifications permanent.

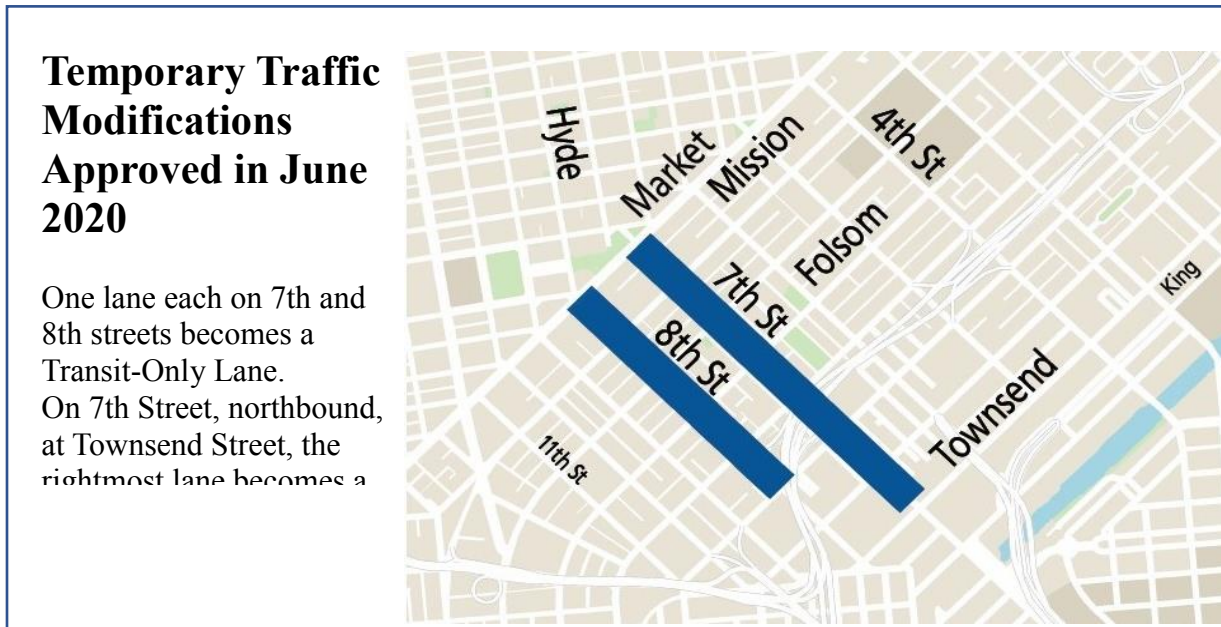


Figure 2: Temporary Traffic Modifications Approved in June 2020

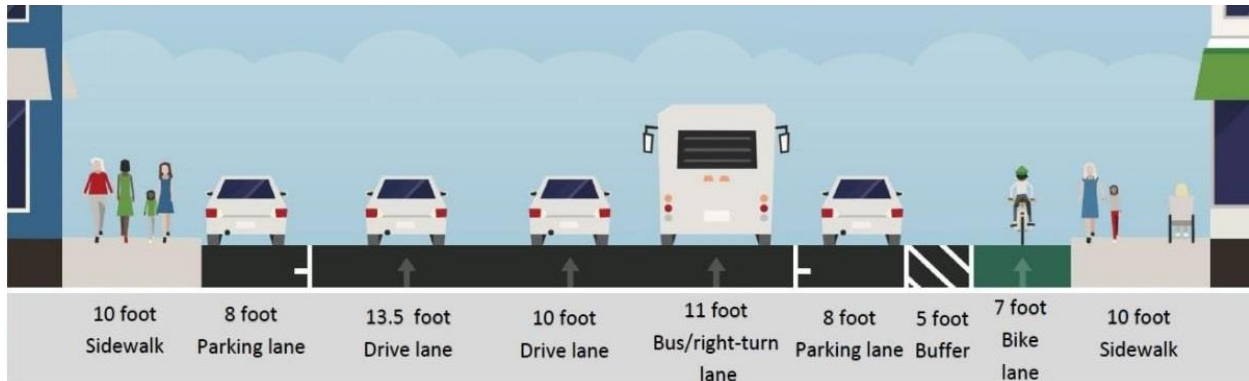


Figure 3: Typical 7th and 8th Street Cross-Section Approved in June 2020

The temporary improvements were implemented on 8th Street in October 2020. Temporary transit-only lanes along 7th Street were implemented with the ongoing 7th Street & 8th Street Safety Project, which included protected bikeways, transit boarding islands, signal upgrades for vehicles, pedestrians, and bicyclists, intersection lighting, and curb management improvements. As a result, the 7th Street temporary improvements were implemented in phases through August 2021.

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Following implementation, staff evaluated the performance of the changes throughout 2021. The evaluation methods and results are described further in the “Evaluation” section below. Approval of permanent full-time transit-only lanes requires an amendment of the Transportation Code.

Evaluation

The SFMTA completed an evaluation of the 19 Polk TETL project to understand benefits and impacts as they relate to the goals of the TETL program. The evaluation report focused on the following categories:

- Equity
- Stakeholder feedback
- Operator feedback
- Transit travel times and traffic impacts
- Safety

The evaluation report was published in December 2021 and is available on the project website <https://www.sfmta.com/projects/19-polk-7th-and-8th-streets-temporary-emergency-transit-lanes>.

The evaluation compared data from pre-COVID (the “Before” condition) to data from Fall 2020 and Spring 2021 (both “After Project” conditions with different levels of traffic on the streets). A multilingual stakeholder survey was distributed online and by phone and received 106 responses. Additionally, a survey of 19 Polk operators was conducted and received 24 responses. The 27 Bryant also uses the transit lanes, but travels in them for a shorter distance than the 19 Polk, so the survey effort focused primarily on 19 Polk riders and operators who use the full length of the transit lanes. The benefits identified for the 19 Polk below also apply to the 27 Bryant route. Evaluation of the temporary project showed community support and success in protecting transit from traffic congestion, with minimal impacts to traffic on project streets or nearby streets. SFMTA staff also monitored traffic conditions throughout the project using INRIX data, traffic cameras, and on-site observations. Some of the key findings from the evaluation are:

- **Project improvements advanced equity by benefiting 19 Polk riders**, 40% of whom have household incomes under \$35,000 (compared to a 26% systemwide average) and 58% of whom are people of color (compared to a 57% systemwide average).
- **19 Polk travel times decreased compared to pre-COVID conditions (Figure 4 and 5), and the transit lanes helped further decrease or preserve travel times as traffic increased in 2020 and 2021.** After project implementation, 19 Polk travel times along 7th and 8th Street in the project corridors decreased in the AM peak hour. After project implementation, midday and PM peak hour travel times were preserved. The 19 Polk maintained lower travel times than during pre-COVID conditions even as traffic increased and approached pre-COVID levels (from 61% of pre-COVID traffic in April-May 2020, to 79% in September-October, to 83% by May 2021). Although the 19 Polk travel times did not decrease by a wide margin, the project kept them from increasing as traffic congestion began to return. This will be an increasingly important benefit for the 19 Polk and 27 Bryant as traffic volumes increase further in the future.

- **The Project did not substantially worsen congestion in the project area.** Traffic speeds were generally unaffected on the project corridor and on nearby parallel routes (6th, 7th, 8th, 9th, and 10th streets), with marginal traffic speed decreases in weekday AM and PM peak hours ranging from no decrease to a 2 mph decrease. Traffic speeds could decrease over time as downtown businesses recover and traffic volumes return.
- **89% of transit operators who were aware of the Project reported that it has made their jobs easier.** Many respondents to the operator survey noticed that trips have been faster (72%) and there have been fewer conflicts with other vehicles (79%) since the project was installed.
- **Support for the Project is high overall, (Figure 6).** Overall, 61% of the stakeholder survey respondents support making the project permanent (“definitely support” plus “probably support”) and 30% oppose (“definitely oppose” plus “probably oppose”). Support is stronger among respondents who typically walk, bike, or ride transit in the project area: more than 70% of each group would “definitely” or “probably” support making the project permanent. A majority of respondents who primarily drive through the project area would oppose making the project permanent (80%).

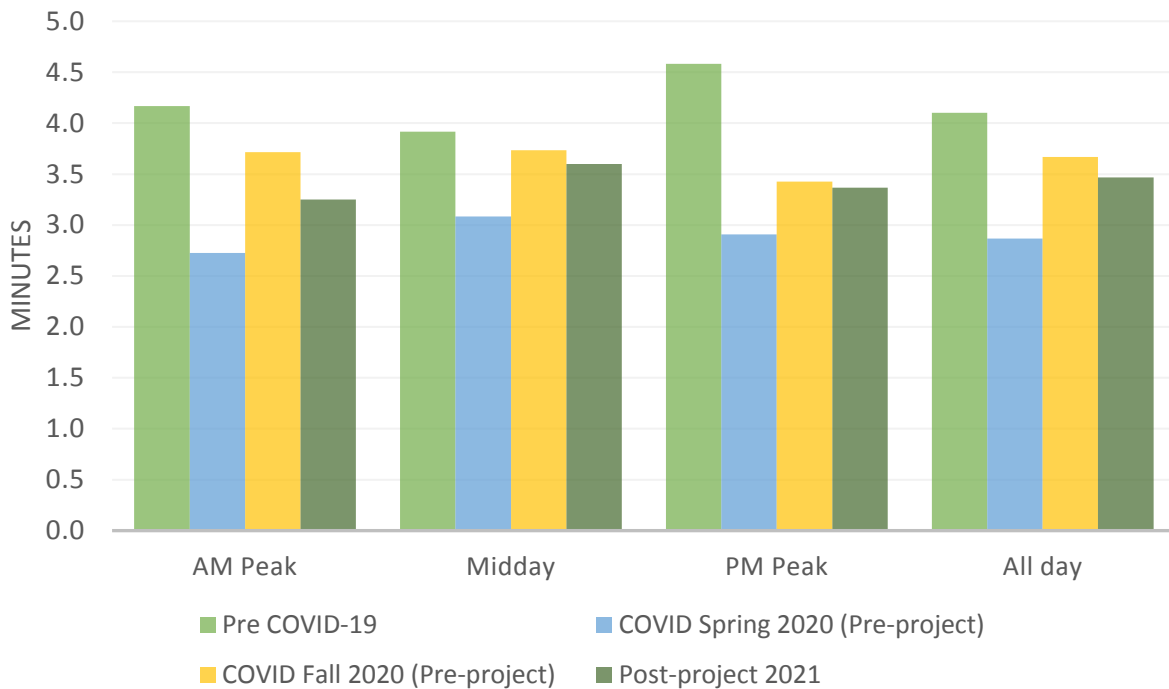


Figure 4: 8th Street (Market to Bryant) Median Percentile Bus Travel Times (minutes).
Source: SFMTA.

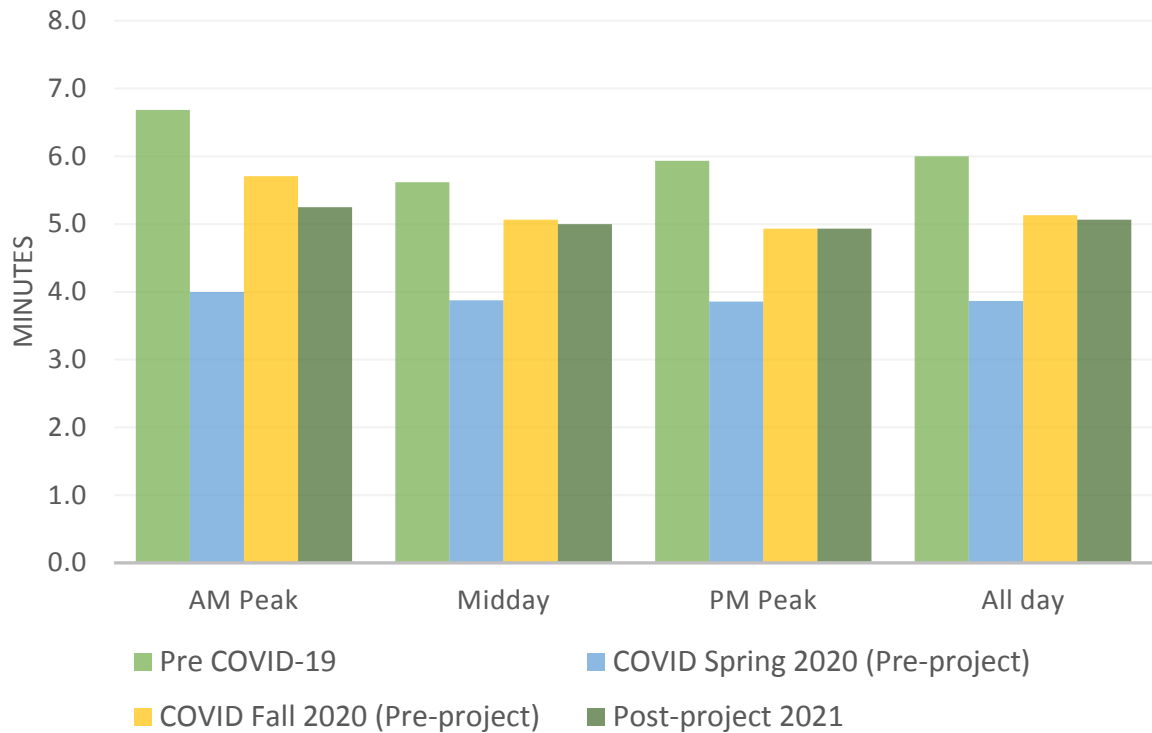
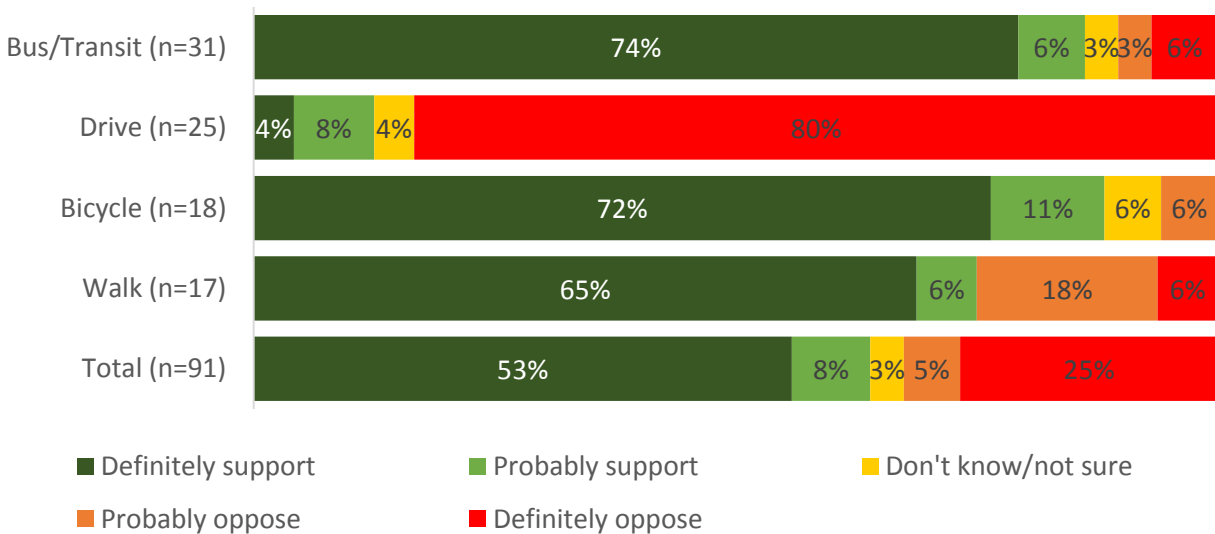


Figure 5: 7th Street (Townsend to Mission) Median Percentile Bus Travel Times (minutes).
Source: SFMTA.



Note: Three of the 94 responses were "I do not travel" along 7th and 8th Street. These responses are not included in the above figure.

Figure 6: Stakeholder responses to "Would you support making temporary emergency transit lanes permanent?" (n=94) summarized by most used travel mode in the project area

Staff will continue to monitor the project and adjust as needed. The proposed transit lanes and

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traffic modifications may be removed by the SFMTA Board of Directors at the recommendation of the SFMTA Director of Transportation based on consultation with the San Francisco Fire Chief regarding impacts to emergency vehicle response times as determined through joint data analysis conducted with the San Francisco Fire Department.

Proposed Traffic Modifications

The proposed traffic modifications would make the existing 19 Polk Temporary Emergency Transit Lanes permanent. These modifications are proposed under the authority granted to the SFMTA under California Vehicle Code Section 21655.1 (designation of lanes for use by public transit buses) and Section 21655.5 (designation of lanes for exclusive or preferential use by high occupancy vehicles). In addition, since the Transportation Code must be amended to make the temporary emergency transit-only lanes permanent, the attached legislation amends the existing code to make these changes as well as the other legislative changes referenced in the 1 California and 43 Masonic/44 O'Shaughnessy MTA Board calendar items which will be considered by the SFMTA Board at one time.

- A. ESTABLISH - BUS AND TAXI ONLY LANE - 7th Street, northbound, from Townsend Street to Mission Street; 8th Street, southbound, from Market Street to Bryant Street
- B. ESTABLISH - RIGHT LANE MUST TURN RIGHT - 7th Street, northbound, at Townsend Street

ADDITIONAL TRANSPORTATION CODE AMENDMENTS

In the past, four other transit-only areas have been approved and installed on City streets but not codified in the Transportation Code although, typically, SFMTA staff prepare legislation to amend the Transportation Code simultaneously with SFMTA Board approval.

The transit-only area listed below on Folsom Street was previously reviewed by SFMTA staff and approved by the SFMTA Board on June 18, 2019. At this time, SFMTA staff recommend amending the Transportation Code to add the following transit-only lane:

- C. ESTABLISH- BUS AND TAXI ONLY LANE - Folsom Street, eastbound, between 10th and Mabini streets. (This transit-only area restriction was approved by the SFMTA Board of Directors on June 18, 2019 by Resolution 190618-075.)

In addition, no prior SFMTA Board approval action can be located for the following three transit-only lanes although these restrictions have been in place for years:

- D. ESTABLISH - CABLE CAR ONLY LANE - Powell Street, southbound, from Sacramento Street to California Street.
- E. ESTABLISH - BUS, TAXI, COMMERCIAL VEHICLE ONLY LANE - Sansome Street, southbound, between Broadway and Washington streets.
- F. ESTABLISH - BUS AND TAXI ONLY LANE - Judah Street, westbound, between 19th

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and 20th avenues.

With respect to Powell Street, this cable car only lane was created as a continuous corridor from Sacramento to Sutter and constructed in April 2011, but the last southbound block from Sacramento Street to California Street had missing documentation. With respect to Sansome Street, the transit-only lane was created as a continuous corridor from Market Street to Broadway and constructed in August 2016, but the taxi designation for the southbound blocks from Broadway to Washington Street had missing documentation. Finally, striping change and signage changes for the westbound Judah Street transit only-lane from 20th to 19th avenues went into effect in May 2016. Staff have competent engineering estimates on the effects of these lanes on safety, congestion, and highway capacity in compliance with state law and now request approval by the SFMTA Board of the aforementioned transit-only lanes on Powell, Sansome, and Judah streets.

In order to ensure that the Transportation Code accurately reflects approved transit-only lane changes, SFMTA staff recommend that the SFMTA Board also approve these amendments to the Transportation Code.

The above modifications are proposed under the authority granted to the SFMTA under California Vehicle Code Section 21655.1 (designation of lanes for use by public transit buses) and Section 21655.5 (designation of lanes for exclusive or preferential use by high occupancy vehicles).

STAKEHOLDER ENGAGEMENT

19 POLK TRANSIT LANES

The community engagement process for this project took place after TETL implementation and during the COVID-19 pandemic, when restrictions on in-person interactions limited the ability of SFMTA staff to conduct some forms of traditional in-person engagement. Staff made additional efforts to reach community members via alternate methods. Major components of the project's engagement and outreach strategy included:

- **A virtual community meeting** was held on August 25, 2020, to inform stakeholders of the temporary transit improvements. The meeting included a presentation and an opportunity for questions and answers.
- **Virtual office hours** were held on August 25, 2021 to discuss converting the temporary lanes to permanent lanes. The office hours offered an opportunity for question and answers about the project and evaluation survey. A presentation about the evaluation survey was posted online prior to the meeting and is still available on the project website.
- **Multilingual posters** were posted throughout the corridor, including at 19 Polk stops and near the project area, prior to the virtual community meeting and virtual office hours.
- **Multilingual mailers and e-mails** were sent at key milestones in the project, including one in Summer 2021 to advertise the proposed TETL project and virtual office hours.

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- **Email/text updates** were sent to subscribers of relevant subscription topics to advertise the virtual office hours.
- A **Pre-Evaluation Survey** was administered online and during stakeholder meetings to solicit feedback from stakeholders on metrics the SFMTA should include when evaluating the project.
- An **evaluation survey** was a key outreach tool to collect feedback following implementation. The survey was available online and by phone during June and July 2021. The survey was promoted via multilingual posters at bus stops, multilingual mailers to residents and businesses in the project area, the SFMTA website, and emails/texts to the 19 Polk TETL project notification lists. Surveys were available in English, Spanish, Filipino and Chinese.
- An **Operator survey** was conducted to seek feedback from Muni operators who regularly operate buses on the 19 Polk route.
- Key project information was shared via **digital platforms** including a project website with information including diagrams illustrating proposed changes, and blog posts on the SFMTA website.
- Multiple **briefings and ongoing communication with the District 6 and District 10 Supervisors’ offices.**

Some key themes from comments provided during the initial virtual community meeting and in the stakeholder evaluation survey included:

- **Improvements in transit performance:** comments were received supporting the project’s resulting faster travel times and better reliability on the 19 Polk route. Commenters also noted a need for further improvements along the route and a desire to prioritize transit performance over the convenience of driving.
- **Increases in difficulty of driving:** comments were received noting concerns about traffic congestion due to reduced general travel lanes and navigating around bike lanes.

A summary of concerns raised during the community engagement process and the project modifications made by the SFMTA to address those concerns is included in Table 1.

Concerns	How SFMTA Staff Addressed Concerns
Desire to retain ability for vehicles to travel straight along 8th Street (rather than turning right onto Mission Street) when exiting from 50 8th Street parking garage	Staff engaged with property owners to discuss access needs and issues. Staff communicated with property owners to confirm that through travel along 8th Street remains permitted by the project’s lane striping design.
Congestion due to reduction of general traffic lanes	Staff monitored traffic throughout the project using INRIX data, traffic cameras, and on-site observations. Analysis showed that the project did not cause average traffic speeds (which would include time spent queueing at intersections) in the area to drop substantially.

Concerns	How SFMTA Staff Addressed Concerns
Concern that survey responses and traffic data are inaccurate due to low vehicle volumes and closed businesses during COVID-19	<p>Staff will continue to monitor traffic conditions and transit travel times, as well as community feedback.</p> <p>Transit ridership and traffic volumes may increase in the future as downtown businesses recover. As that occurs, the travel time protection provided by the transit lanes on 7th and 8th Streets will become increasingly important for the 19 Polk and 27 Bryant routes.</p>

Table 1: Summary of Community Stakeholder Concerns

ADDITIONAL TRANSPORTATION CODE AMENDMENTS

Public outreach for transit-only lanes previously approved but not codified was done at the time when these transit-only lanes were approved. A public hearing for those transit-only lanes where no approval action can be found was held on December 17, 2021. There were no objections raised or comments by members of the public at that public hearing.

ALTERNATIVES CONSIDERED

19 POLK TRANSIT LANES

The alternative is to not pursue making the temporary transit lanes permanent. If these improvements are not made permanent, they will be removed within 120 days after City’s COVID-19 Local Emergency Proclamation is lifted, which will likely result in increased transit travel time and unreliability.

ADDITIONAL TRANSPORTATION CODE AMENDMENTS

No alternatives were considered since these transit-only lanes have already been implemented.

FUNDING IMPACT

19 POLK TRANSIT LANES

All implementation work has been completed, so there is no additional funding impact. The total cost of implementation was approximately \$50,000 (installation and materials) and was funded by Transit Reliability Spot Improvement funds, which is a local funding source.

ADDITIONAL TRANSPORTATION CODE AMENDMENTS

Funding for signage and striping for the previously approved transit-only area restrictions has already occurred.

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ENVIRONMENTAL REVIEW

19 POLK TRANSIT LANES

The proposed 19 Polk transit modifications (Items A-B) are subject to the California Environmental Quality Act (CEQA). CEQA provides a statutory exemption from environmental review for transit prioritization projects pursuant to Public Resources Code Section 21080.25.

The Planning Department determined, on November 17, 2021, that the proposed 19 Polk transit modifications (Items A-B) (Case Number 2021-009694ENV) are statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25.

The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and may be found in the records of the Planning Department at <https://sfplanninggis.org/pim/?tab=Planning+Applications&search=2021-009694ENV> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference.

ADDITIONAL TRANSPORTATION CODE AMENDMENTS

Folsom Transit Lanes

On May 10, 2018, the San Francisco Planning Commission in Motion 20182 certified the Central SoMa Plan Final Environmental Impact Report (Central SoMa FEIR) and in Motion 20183 adopted findings under the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings), including a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program (MMRP). On April 12, 2019, the Planning Department determined in a Note to File that the Folsom-Howard Streetscape Project (which includes the Folsom Street transit lanes) (Planning Case No. 2011.1356E) is within the scope of the Central SoMa Plan EIR.

On June 18, 2019, the SFMTA Board of Directors approved Resolution 190618-075 approving the Folsom-Howard Streetscape Project, including the Folsom Street transit lanes, and adopted the California Environmental Quality Act (CEQA) Findings and the Mitigation Monitoring and Reporting Plan.

The Folsom Street transit lanes (Item C) fall within the scope of the Central SoMa FEIR and Note to File.

The Central SoMa FEIR and Note to File are on file with the Secretary to the SFMTA Board of Directors and may be found in the records of the Planning Department at <https://sfplanninggis.org/pim/?tab=Planning+Applications&search=2011.1356E> and 49 South

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Van Ness Avenue, Suite 1400 in San Francisco and is incorporated herein by reference.

Powell, Sansome, and Judah Transit Lanes

On November 4, 2021, the SFMTA, under authority delegated by the Planning Department, determined that the proposed amendments to Transportation Code Division II, Section 601 (Items D-F), is not a “project” under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b).

A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney’s Office has reviewed this calendar item. No additional approvals are required.

RECOMMENDATION

Staff recommends amending Transportation Code, Division II, Sections 601 and 602, to designate full-time transit-only areas on 7th Street between Townsend and Mission streets and 8th Street between Market and Bryant streets, and to add or revise pre-existing transit-only lanes in the Transportation Code.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency has proposed traffic modifications as follows:

- A. ESTABLISH - BUS AND TAXI ONLY LANE - 7th Street, northbound, from Townsend Street to Mission Street; 8th Street, southbound, from Market Street to Bryant Street
- B. ESTABLISH - RIGHT LANE MUST TURN RIGHT - 7th Street, northbound, at Townsend Street; and,

WHEREAS, The 19 Polk connects several neighborhoods, including neighborhoods identified in the SFMTA Service Equity Strategy; and,

WHEREAS, The 27 Bryant was rerouted in January 2021 to share part of 7th and 8th Streets with the 19 Polk, and also serves several neighborhoods identified in the SFMTA Service Equity Strategy; and,

WHEREAS, Prior to the Temporary Emergency Transit Lanes Program, 19 Polk buses along the 7th Street and 8th Street couplet were required to share lanes with traffic, which caused frequent delays for transit riders; and,

WHEREAS, In June 2020, the SFMTA Board of Directors approved temporary traffic modifications including the 19 Polk Temporary Emergency Transit Lanes project; and,

WHEREAS, Evaluation of the temporary changes has found that they were successful in achieving their goals, including protecting transit from traffic; and,

WHEREAS, Community engagement found support for making the changes permanent, especially among people who use the 19 Polk transit route; and,

WHEREAS, Approval of permanent full-time transit-only areas on 7th Street between Townsend and Mission streets and 8th Street between Market and Bryant streets requires an amendment of the Transportation Code; and,

WHEREAS, The proposed transit lanes and traffic modifications may be removed by the SFMTA Board of Directors at the recommendation of the SFMTA Director of Transportation based on consultation with the San Francisco Fire Chief regarding impacts to emergency vehicle response times as determined through joint data analysis conducted with the San Francisco Fire Department; and,

WHEREAS, The proposed 19 Polk transit modifications (Items A-B) are subject to the California Environmental Quality Act (CEQA); CEQA provides a statutory exemption from

environmental review for transit prioritization projects pursuant to Public Resources Code Section 21080.25; and,

WHEREAS, The Planning Department determined, on November 17, 2021, that the proposed 19 Polk transit modifications (Items A-B) (Case Number 2021-009694ENV) are statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25; and,

WHEREAS, The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31; and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and may be found in the records of the Planning Department at <https://sfplanninggis.org/pim/?tab=Planning+Applications&search=2021-009694ENV> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference; and,

WHEREAS, Typically, City staff prepare legislation amending the Transportation Code simultaneously with SFMTA Board approval, but this inadvertently did not occur for four transit-only lanes; and,

WHEREAS, SFMTA staff recommends amending the Transportation Code Division II to add the following transit-only lane listed below which was previously reviewed by City staff and approved by the SFMTA Board on June 18, 2019 (Resolution No. 190618-075):

C. ESTABLISH- BUS AND TAXI ONLY LANE - Folsom Street, eastbound, between 10th and Mabini streets; and,

WHEREAS, SFMTA staff cannot locate prior SFMTA Board approval actions for three transit-only lanes including Powell Street, Sansome Street, and Judah Street although these restrictions have been in place for years; and,

WHEREAS, SFMTA staff have competent engineering estimates on the effects of these lanes on safety, congestion, and highway capacity in compliance with state law and now request approval by the SFMTA Board of the following transit-only lanes:

- D. ESTABLISH - CABLE CAR ONLY LANE - Powell Street, southbound, from Sacramento Street to California Street.
- E. ESTABLISH - BUS, TAXI, COMMERCIAL VEHICLE ONLY LANE - Sansome Street, southbound, between Broadway and Washington streets.
- F. ESTABLISH - BUS AND TAXI ONLY LANE - Judah Street, westbound, between 19th and 20th avenues; and,

WHEREAS, On May 10, 2018, the San Francisco Planning Commission in Motion 20182 certified the Central SoMa Plan Final Environmental Impact Report (Central SoMa FEIR) and in Motion 20183 adopted findings under the California Environmental Quality Act (CEQA),

the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings), including a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program (MMRP); On April 12, 2019, the Planning Department determined in a Note to File that the Folsom-Howard Streetscape Project (which includes the Folsom Street transit lanes) (Planning Case No. 2011.1356E) is within the scope of the Central SoMa Plan EIR; and,

WHEREAS, On June 18, 2019, the SFMTA Board of Directors approved Resolution 190618-075 approving the Folsom-Howard Streetscape Project, including the Folsom Street transit lanes, and adopted the California Environmental Quality Act (CEQA) Findings and the Mitigation Monitoring and Reporting Plan; and,

WHEREAS, The Folsom Street transit lanes (Item C) fall within the scope of the Central SoMa FEIR and Note to File; and,

WHEREAS, The Central SoMa FEIR and Note to File are on file with the Secretary to the SFMTA Board of Directors and may be found in the records of the Planning Department at <https://sfplanninggis.org/pim/?tab=Planning+Applications&search=2011.1356E> and 49 South Van Ness Avenue, Suite 1400 in San Francisco and is incorporated herein by reference; and,

WHEREAS, On November 4, 2021, the SFMTA, under authority delegated by the Planning Department, determined that the proposed amendments to Transportation Code Division II, Section 601 (Items D-F), is not a “project” under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b); and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by reference; and,

WHEREAS, These modifications are proposed under the authority granted to the SFMTA under California Vehicle Code Section 21655.1 (designation of lanes for use by public transit buses) and Section 21655.5 (designation of lanes for exclusive or preferential use by high occupancy vehicles); and,

WHEREAS, The public has been notified about the proposed improvements and has been given the opportunity to comment on those improvements through the public hearing process; and, now, therefore, be it

RESOLVED, That the SFMTA Board has reviewed and considered the Central SoMa FEIR and Note to File, and record as a whole, and finds that the Central FEIR and Note to File is adequate for the Board’s use as the decision-making body for the actions taken herein and incorporates the California Environmental Quality Act (CEQA) findings by this reference as though set forth in this Resolution; and be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the traffic modifications as set forth in Items A and B above which may be

removed by the SFMTA Board at the recommendation of the Director of Transportation based on consultation with the San Francisco Fire Chief regarding impacts to emergency vehicle response times as determined through joint data analysis conducted with the San Francisco Fire Department; and be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the parking and traffic modifications including the proposed transit-only lanes listed as items C through F above; and be it further

RESOLVED, That the SFMTA Board of Directors amends the Transportation Code Division II, Section 601 to reflect previously approved transit-related traffic modifications on designated transit-only areas on Folsom, Powell, Sansome, and Judah streets; and be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors amends Transportation Code Division II, Section 601, to designate full-time transit-only areas on 7th Street between Townsend and Mission streets and 8th Street between Market and Bryant streets which may be removed by the SFMTA Board at the recommendation of the Director of Transportation based on consultation with the San Francisco Fire Chief regarding impacts to emergency vehicle response times as determined through joint data analysis conducted with the San Francisco Fire Department.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of January 18, 2022.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

[Transportation Code – Various Transit-Only Lanes]

Resolution amending Division II of the Transportation Code to make permanent several existing temporary transit-only areas including on 7th Street, 8th Street, Bosworth Street, California Street, Clay Street (eastbound), Folsom Street (eastbound), Judah Street (westbound), Masonic Avenue, Presidio Avenue, and Sacramento Street (westbound); modifying existing exclusive Cable Car lanes on Powell Street, and transit-only areas on Clay Street, Judah Street, and Sacramento Street; and authorizing taxis to use Sansome Street transit-only areas.

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 amending Section 601 and Section 602, 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, southbound, Between Sacramento Street and Sutter Street and, northbound, Between Sutter Street and 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~~Sacramento and Sutter Streets except to pass a disabled vehicle.

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(5) **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 Broadway and Washington Street between the hours of 6AM – 8PM seven days a week.

(6) **Judah Street, westbound, from 9th Avenue to 19th Avenue and (Eastbound) from 9th Avenue to 20th Avenue to 9th 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.

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(33) ~~(33)~~ **Market Street, westbound, from 50 feet east of Kearny Street to Kearny Street.** Except as to buses, authorized emergency vehicles, and bicycles, no vehicle may operate within Transit-only Areas on Market Street, westbound, from 50 feet east of Kearny Street to Kearny Street.

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(36) **Bosworth Street, westbound, from Lippard Avenue to Elk Street.** Except as to buses, bicycles, taxis, vehicles preparing to make a turn, vehicles entering into or exiting from a stopped position at the curb, vehicles entering into or exiting from a driveway, and authorized emergency vehicles, no vehicle may operate within the Transit-only Areas on Bosworth Street, westbound, from Lippard Avenue to Elk Street.

(37) Masonic Avenue, southbound, from Fell Street to Oak Street. Except as to buses, bicycles, taxis, and authorized emergency vehicles, no vehicle may operate within the Transit-only Areas on Masonic Avenue, southbound, from Fell Street to Oak Street.

(38) Presidio Avenue, southbound, from Bush Street to Sutter Street. Except as to buses, bicycles, taxis, vehicles preparing to make a turn, vehicles entering into or exiting from a stopped position at the curb, vehicles entering into or exiting from a driveway, and authorized emergency vehicles, no vehicle may operate within the Transit-only Areas on Presidio Avenue, southbound, from Bush Street to Sutter Street.

(3639) Other Transit-Only Areas. Except for buses, taxicabs, vehicles preparing to make a turn, vehicles entering into or exiting 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:

Hours of Operation	Street	From	To
Hours of Operation	Street	From	To
All Times	1st St.	Market St.	Howard St.
	3rd St.	Townsend St.	Market St.
	4th St.	Market St.	Folsom St.
	4th St. (Southbound)	Berry St.	Channel St.
	7th St.	Townsend St.	Mission St.
	8th St.	Market St.	Bryant St.
	16th St. (Westbound)	Third St.	Church St.
	16th St. (Eastbound)	Bryant St.	Potrero Ave.
	16th St. (Eastbound)	Vermont St.	Third St.
	Bush St. (Eastbound)	151 feet east of Sansome St.	Battery St.
	California St.	Presidio Ave.	Steiner St.
	Church St.	16th St.	Duboce Ave.
	Clay St.	Sansome St.	Davis St.

<u>Clay St. (Eastbound)</u>	<u>Van Ness Ave.</u>	<u>Larkin St.</u>
<u>Folsom St., (Eastbound)</u>	<u>10th St.</u>	<u>Mabini St.</u>
Fremont St.	Mission St.	Market St.
Fremont St. (Northbound)	Harrison St.	Folsom St.
Geary St.	Market St.	Gough St.
Geary Blvd. (Westbound)	Gough St.	Baker St.
Geary Blvd. (Eastbound)	Fillmore St.	Gough St.
Geary Blvd. (Eastbound)	Baker St.	Steiner St.
Geary Blvd. (Eastbound)	Masonic Ave.	Presidio Ave.
Geary Blvd. (Eastbound)	15th Ave.	14th Ave.
Geary Blvd. (Eastbound)	26th Ave.	24th Ave.
Geary Blvd. (Eastbound)	33rd Ave.	32nd Ave.
Geary Blvd.	14th Ave.	Collins St.
Geary Blvd.	32nd Ave.	28th Ave.
Geneva Ave. (Outbound)	Delano Ave.	280 Freeway Overpass
<u>Judah St. (Westbound)</u>	<u>19th Ave.</u>	<u>20th Ave.</u>
Judah St.	20th Ave.	La Playa St.
Mission St. (Northbound)	Randall St.	Cesar Chavez St.
Mission St. (Eastbound)	1st St.	Beale St.
Mission St. (Westbound)	Main St.	1st St.
Mission St.	1st St.	11th St.
Mission St. (Westbound)	11th St.	South Van Ness Ave.
Mission St. (Southbound)	Duboce Ave.	Randall St.
O'Farrell St.	Stockton St.	Grant St.
O'Farrell St.	Franklin St.	Powell St.
Otis St. (Outbound)	South Van Ness Ave.	Duboce Ave.
Post St.	Gough St.	Grant St.
Potrero Ave. (Southbound)	25th St.	18th St.
Sacramento St. (Westbound)	Drumm St.	Front <u>St.Leidesdorff St.</u>
<u>Sacramento St. (Westbound)</u>	<u>Larkin St.</u>	<u>Franklin St.</u>
Starr King Way	Gough St.	Franklin St.

	Stockton St.	Bush St.	Market St.
	Sutter St.	Gough St.	Kearny St.
	Taraval St. (Eastbound)	46th Ave.	17th Ave.
	Taraval St. (Westbound)	15th Ave.	46th Ave.
	Townsend St. (Eastbound)	Lusk St.	3rd St.
6:00 AM – 10:00 AM, Monday – Friday	Bush St. (Eastbound)	Montgomery St.	Sansome St.
	Bush St. (Eastbound)	Sansome St.	151 Feet Easterly
7:00 AM – 9:00 AM, Monday – Friday	Clay St. (Eastbound)	Powell St.	Sansome St.
	Sacramento St. (Westbound)	Kearny St.	Grant Ave. Stockton St.
<u>7:00 AM – 10:00 AM, Monday – Friday</u>	<u>Clay St. (Eastbound)</u>	<u>Larkin St.</u>	<u>Powell St.</u>
7:00 AM-7:00 PM, Monday-Friday	Sacramento St.	Front St. Leidesdorff St.	Kearny St.
3:00 PM – 8:00 PM, Monday – Friday	Bush St. (Eastbound)	Montgomery St.	Sansome St.
3:30 PM – 7:00 PM, Monday – Friday	Sacramento St. (Westbound)	Kearny St.	Larkin St.
3:00 PM-6:00 PM, Monday-Friday	Sutter St.	Sansome St.	Kearny St.
	Clay St. (Eastbound)	Grant Ave. Stockton St.	Sansome St.
3:00 PM-7:00 PM, Monday-Friday	Bush St. (Eastbound)	Sansome St.	151 feet Easterly
	<u>Clay St. (Eastbound)</u>	<u>Larkin St.</u>	<u>Powell St.</u>
	<u>Sacramento St. (Westbound)</u>	<u>Kearney St.</u>	<u>Larkin St.</u>

**SEC. 602. DESIGNATED TEMPORARY TRANSIT-ONLY AREAS AND TOW
AWAY ZONES.**

(a) The locations listed in this subsection (a) are designated as Temporary Transit-only Areas. For purposes of this Section 602, “Temporary Transit-only Areas” are defined as the locations that are reserved for the use of buses, streetcars, taxis, bicycles, authorized emergency vehicles, vehicles preparing to make a turn, vehicles entering into or exiting from a stopped position at the curb, and/or vehicles entering into or exiting from a driveway, as specified in this subsection (a) and in any determinations made by the City Traffic Engineer to designate such

locations as authorized by subsection (b) to reduce the impact of traffic congestion resulting from the COVID-19 emergency referenced in the Proclamation of the Mayor Declaring the Existence of a Local Emergency, dated February 25, 2020 (“COVID-19 Emergency”).

(1) Except for buses, taxis, authorized emergency vehicles, vehicles preparing to make a turn, vehicles entering into or exiting from a stopped position at the curb, and vehicles entering into or exiting from a driveway, no vehicle may operate in the following Temporary Transit-only Areas:

(A) Laguna Honda Boulevard, both directions, from Clarendon Avenue to Dewey Boulevard;

(B) O’Shaughnessy Boulevard, both directions, from Portola Drive to 800 feet southerly;

~~(C) 7th Street, northbound, from Townsend to Market Streets;~~

~~(D) 8th Street, southbound, from Market to Townsend Streets;~~

~~(E) Masonic Avenue, both directions, from Haight Street to Geary Boulevard;~~

~~(F) Clay Street~~

~~(i) 7AM to 10AM and 3PM to 7PM, Monday to Friday, eastbound, from Larkin Street to Leavenworth Street, from Jones Street to Taylor Street, and from Mason Street to Powell Street;~~

~~(ii) 7AM to 9AM and 3PM to 6PM, Monday to Friday, eastbound, from Powell Street to Grant Avenue; and~~

~~(G) Sacramento Street~~

~~(i) 7AM to 9AM and 3PM to 7PM, Monday to Friday, westbound, from Kearny Street to Stockton Street;~~

~~(ii) 3PM to 7PM, Monday to Friday, westbound, from Stockton Street to Powell Street, and from Mason Street to Larkin Street.~~

(2) Except as to buses, taxis, bicycles, authorized emergency vehicles, vehicles preparing to make a turn, vehicles entering into or exiting from a stopped position at the curb, and vehicles entering into or exiting from a driveway, no vehicle may operate in the Temporary Transit-only Areas on the following corridors:

(A) ~~Woodside Avenue, both directions, from Laguna Honda Boulevard to Portola Drive;~~

(B) ~~Bosworth Street, both directions, from Elk to Arlington Streets;~~
and

(C) ~~Presidio Avenue, both directions, from Sacramento Street to Geary Boulevard.~~

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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.

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:
DAVID CHIU, City Attorney

By: _____
JOHN I. KENNEDY
Deputy City Attorney

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I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of January 18, 2022.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency