

THIS PRINT COVERS CALENDAR ITEM NO. : 10.2

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving parking and traffic modifications on Mission Street between 1st and Main streets as part of the 14 Mission Rapid Project; and amending Transportation Code Division II to expand the hours of bus/taxi only lanes on Mission Street between 1st and Beale streets eastbound (inbound) and Mission Street between Main and 1st streets westbound (outbound) to “All Times” and adding or amending pre-existing transit-only lanes to the Transportation Code.

SUMMARY:



- With the anticipated opening of the new Transbay Terminal, various street modifications need to be made in order to ensure the smooth flow of public transit into and out of the terminal.
- This item would expand the hours of the bus and taxi only lane on Mission Street, between 1st and Beale streets eastbound (inbound) and Mission Street between Main and 1st streets westbound (outbound) to “All Times” within the new Transbay Terminal area to facilitate Muni, Golden Gate Transit, and Samtrans routes serving the new terminal.
- This item would also codify six additional transit-only areas that were inadvertently omitted from the Transportation Code but have been installed on City streets.

ENCLOSURES:

1. SFMTAB Resolution
2. Transportation Code Division II amendment
3. SFMTAB Resolution No. 14-041 (TEP)
<http://www.sfmta.com/sites/default/files/agendaitems/3-28-14%20Item%206%20TEP%20CEQA%20approval%20resolution.pdf>
4. TEP FEIR <http://www.sf-planning.org/index.aspx?page=2970>
5. Mitigation Monitoring and Reporting Program
<https://www.sfmta.com/sites/default/files/agendaitems/3-28-14%20Item%207%20TEP%20Service%20Changes%20-%20MMRP.pdf>

APPROVALS:

DATE

DIRECTOR		4/25/2018
SECRETARY		4/24/2018

ASSIGNED SFMTAB CALENDAR DATE: May 1, 2018

PAGE 2.

PURPOSE

This item would approve parking and traffic modifications on Mission Street between 1st and Main streets as part of the 14 Mission Rapid Project, a Muni Forward and Vision Zero supporting project; and amendments to Division II of the Transportation Code to expand the hours of bus/taxi only lanes on Mission Street between 1st and Beale streets eastbound (inbound) and Mission Street between Main and 1st streets westbound (outbound) to “All Times” and add or amend pre-existing transit-only lanes to the Transportation Code.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the following SFMTA Strategic Plan Goals 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.

This action supports the following SFMTA 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.

DESCRIPTION

Mission Street Transit-Only Lane

With the anticipated opening of the new Transbay Terminal, various street modifications need to be made in order to ensure the smooth flow of public transit into and out of the terminal. These traffic and parking modifications are along Mission Street between 1st and Beale streets. Pursuant to the Transit Center District Plan, Mission Street will have to accommodate approximately 60 buses per hour in the eastbound direction (Muni routes: 5, 5R, 7, 14, 14R, 14X, 38, 38R). And in the westbound

PAGE 3.

direction, the 14,14R, and 14X lines will run over 20 buses per hour. The modifications below will ensure that the Muni routes in this area continue to function in a reliable manner by creating dedicated bus and taxi only lanes at all times and by removing parking that could block the adjacent transit lane. This proposal is being coordinated with adjacent development projects and other Public Works projects, so that there is minimal disruption to the travelling public. These changes will improve transit reliability, operational efficiency of the transit service, and enhance the safety of vulnerable street users, in particular those accessing the transit service along Mission Street. Specifically, the SFMTA proposes the following transit and pedestrian safety improvements:

- A. ESTABLISH ---- BUS AND TAXI ONLY LANE, Mission Street, eastbound, from 1st to Beale streets (converts part-time lane to “All Times”); Mission Street, westbound, from Main to 1st streets (converts part-time to “All Times”).
- B. ESTABLISH ---- TOW-AWAY NO STOPPING ANYTIME, Mission Street, north side, from Fremont to Beale streets (removes three metered spaces, Meters #322, #318, and #316); Mission Street, south side, from Fremont Street to 69 feet easterly (removes two yellow commercial metered spaces, Meters #323 & #321); Mission Street, south side, from Beale Street to 22 feet westerly (removes one general metered space/part time white zone, Meter #301)

Additional Transit-Only Lanes/Transportation Code Amendments

In the past, several transit-only area lanes have been approved and installed on City streets but not codified in the Transportation Code, or other Municipal Code. Typically, City staff prepare legislation amending Division II, Section 601 of the Transportation Code simultaneously with SFMTA Board approval, or approval by the Board of Supervisors prior to 2000, but this inadvertently did not occur for several transit-only lanes.

The two transit-only area lanes listed below, located on California and Clay streets, were previously reviewed by City staff and approved by the Board of Supervisors on April 12, 1971 (BOS Resolution #199-71) and December 14, 1970 (BOS Resolution #726-70). At this time, SFMTA staff recommend amending the Transportation Code to add the following two transit-only lanes:

- ESTABLISH-CABLE CAR ONLY LANE, California Street, westbound, from Stockton to Powell streets.
- ESTABLISH-BUS AND TAXI ONLY LANE, Clay Street, eastbound, from Powell Street to Sansome streets, 7 to 9 a.m. Monday-Friday.

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

- C. ESTABLISH-BUS AND TAXI ONLY LANE, Clay Street, eastbound, from Kearny to Sansome streets 3 to 6 p.m. Monday-Friday.
- D. ESTABLISH-BUS ONLY LANE, Pine Street, westbound, from Battery to Sansome streets, 3 to 7 p.m. Monday-Friday.

PAGE 4.

- E. ESTABLISH-BUS AND TAXI ONLY LANE, Sacramento Street, westbound, from Drumm to Front streets.
- F. ESTABLISH-MUNI ONLY LANE, Duboce Avenue, eastbound, from Fillmore to Church streets.

With respect to Clay Street, this transit-only lane was created as a continuous corridor between Grant Avenue and Sansome Street and constructed in 1979 but two blocks eastbound from Kearny to Sansome streets had missing documentation. In addition, there was a clerical error regarding the effective hours for the transit-only lane. The effective hours were intended to be 7 to 9 a.m. and 3 to 6 p.m. as stated on the street signs instead of 7 a.m. to 9 p.m. as currently reflected in the Transportation Code.

With respect to Pine Street, the transit-only lane was created as a continuous corridor from Market Street to Montgomery Street and constructed in October 2015, but the westbound block from Battery to Sansome streets had missing documentation.

The proposed changes to the existing Sacramento Street transit-only lane, which was constructed in 1985, amends the Transportation Code to include the westbound blocks from Drumm to Front streets.

Finally, striping change and signage changes for the eastbound Duboce Avenue transit only-lane from Fillmore to Church streets went into effect in June 1978. 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:

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

STAKEHOLDER ENGAGEMENT

Mission Street Transit-Only Lane

Public outreach for Mission Street was performed via door-to-door outreach the week of December 4, 2017, a public hearing held on December 29, 2017, and email correspondence/in-person meetings with Millennium Tower residents in December 2017 and January 2018. As a result of this public outreach, further color curb modifications will be made on Mission Street between Fremont and Beale streets and will be presented at a color curb hearing at a later date. These changes supplement what is described above and do not conflict with any of the modifications that the SFMTA Board is requested to approve now.

Additional Transit-Only Lanes/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

PAGE 5.

approval action can be found was held on April 14, 2017. There were no objections raised or comments by members of the public at that public hearing.

ALTERNATIVES CONSIDERED

Mission Street Transit-Only Lane

SFMTA staff drafted an alternative that removed all parking on both sides of Mission Street between Beale and Fremont streets in order to create wider transit-only and general purpose lanes. This alternative was not pursued due to the need to strike a balance between parking loss (commercial and passenger loading) and creating a wide enough transit-only lane to be efficient and safe.

Additional Transit-Only Lanes/Transportation Code Amendments

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

FUNDING IMPACT

The total design and construction cost of the Muni Forward components for the project on Mission Street is \$600,000. These improvements will be funded through Customer First, the Transbay Joint Power Authority, and other sources. Funding for signage and striping for the previously approved transit-only area restrictions has already occurred.

ENVIRONMENTAL REVIEW

Mission Street Transit-Only Lane

The Transit Effectiveness Project (TEP) Final Environmental Impact Report (FEIR) was certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014. Subsequently, on March 28, 2014 in Resolution No. 14-041, the SFMTA Board of Directors approved all of the TEP proposals including Service-Related Capital Improvements and Travel Time Reduction Proposals (TTRP) to improve transit performance along various Municipal Railway routes. As part of 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). All of the project proposals are within the scope of the TTRP.14: 14 Mission Expanded Alternative as defined in the TEP FEIR.

Additional Transit-Only Lanes/Transportation Code Amendments

On September 30, 2016 and on June 8, 2017, the SFMTA, under authority delegated by the Planning Department, determined that the proposed amendments to Division II of the Transportation Code are 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).

PAGE 6.

Copies of these CEQA determinations are 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.

RECOMMENDATION

SFMTA staff recommend that the San Francisco Municipal Transportation Agency Board of Directors approve parking and traffic modifications on Mission Street between 1st and Main streets as part of the 14 Mission Rapid Project; and amends the Transportation Code, Division II, Section 601 to expand the hours of bus and taxi only lanes on Mission Street between 1st and Beale streets eastbound (inbound) and Mission Street between Main and 1st streets westbound (outbound) to "All Times" and add or amend pre-existing transit-only lanes to the Transportation Code.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, With the anticipated opening of the new Transbay Terminal, various street and parking modifications along Mission Street between 1st and Beale streets need to be made in order to ensure the smooth flow of public transit into and out of the terminal as follows:

- A. ESTABLISH ---- BUS & TAXI ONLY LANE, Mission Street, eastbound, from 1st to Beale streets (converts part-time lane to “All Times”); Mission Street, westbound, from Main to 1st streets (converts part-time to “All Times”).
- B. ESTABLISH ---- TOW-AWAY NO STOPPING ANYTIME, Mission Street, north side, from Fremont to Beale streets (removes three metered spaces, Meters #322, #318, and #316); Mission Street, south side, from Fremont Street to 69 feet easterly (removes two yellow commercial metered spaces, Meters #323 & #321); Mission Street, south side, from Beale Street to 22 feet westerly (removes one general metered space/part time white zone, Meter #301); and,

WHEREAS, Over the past four decades, many transit-only lanes restrictions have been approved and implemented by the City; and,

WHEREAS, Typically, City staff prepare legislation amending the Transportation Code simultaneously with SFMTA Board approval, or approval by the Board of Supervisors prior to 2000, but this inadvertently did not occur for several transit-only lanes; and,

WHEREAS, SFMTA staff recommends amending the Transportation Code Division II to add the following two transit-only lanes listed below which were previously reviewed by City staff and approved by the Board of Supervisors on April 12, 1971 (BOS Resolution #199-71) and December 14, 1970 (BOS Resolution #726-70):

- ESTABLISH-CABLE CAR ONLY LANE, California Street, westbound, from Stockton to Powell streets.
- ESTABLISH-BUS AND TAXI ONLY LANE, Clay Street, eastbound, from Powell Street to Sansome streets, 7 to 9 a.m. Monday-Friday.

WHEREAS, SFMTA staff cannot locate supporting formal approval actions for four transit-only lanes including Clay Street, Pine Street, Sacramento Street, and Duboce Avenue 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

PAGE 8.

the SFMTA Board of the following transit-only lanes:

- C. ESTABLISH --- BUS AND TAXI ONLY LANE, Clay Street, eastbound, from Kearny to Sansome streets 3 to 6 p.m. Monday-Friday.
- D. ESTABLISH--- BUS ONLY LANE, Pine Street, westbound, from Battery to Sansome streets, 3 to 7 p.m. Monday-Friday.
- E. ESTABLISH---- BUS AND TAXI ONLY LANE, Sacramento Street, westbound, from Drumm to Front streets.
- F. ESTABLISH----MUNI ONLY LANE, Duboce Avenue, eastbound, from Fillmore to Church streets; and,

WHEREAS, In order to ensure that the Transportation Code accurately reflects previously approved transit-only lane changes, SFMTA staff recommends that the SFMTA Board amend the Transportation Code Division II; and,

WHEREAS, On September 30, 2016 and June 8, 2017, the SFMTA, under the authority delegated by the Planning Department, determined that the Additional Transit-Only Lanes listed above, and the corresponding amendments to the Transportation Code, is not a “project” under the California Environmental Quality Act (CEQA); and,

WHEREAS, Copies of these CEQA determinations are on file with the Secretary to the SFMTA Board of Directors, and is incorporated herein by reference; and,

WHEREAS, The Mission Street Transit Only Lane 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; subsequently, on March 28, 2014 in Resolution No. 14-041, the SFMTA Board of Directors approved all of the TEP proposals including Service-Related Capital Improvements and Travel Time Reduction Proposals (TTRP) to improve transit performance along various Municipal Railway Routes; as part of Resolution No. 14-041, the SFMTA Board of Directors adopted approval 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, A copy of the Planning Commission Resolution, the CEQA findings, and the CEQA determination are on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and are incorporated herein by reference; and, be it further

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

PAGE 9.

RESOLVED, With respect to the Mission Street Transit Only Lane, that the SFMTA Board of Directors adopts the Transit Effectiveness Project Final Environmental Impact Report (TEP FEIR) California Environmental Quality Act (CEQA) findings as its own, and to the extent the above actions are associated with any mitigation measures, the SFMTA Board of Directors adopts those measures as conditions of this approval; and be it further

RESOLVED, That with respect to Mission Street Transit Only Lane, the San Francisco Municipal Transportation Agency Board of Directors adopts the Mitigation Monitoring and Reporting program as a condition of approval; 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 A-F above; and, be it further

RESOLVED, The San Francisco Municipal Transportation Agency Board of Directors amends the Transportation Code, Division II, Section 601 to expand the hours of bus and taxi only lanes on Mission Street between 1st and Beale streets eastbound (inbound) and Mission Street between Main and 1st streets westbound (outbound) to “All Times” and add or amend pre-existing transit-only lanes in other locations.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of May 1, 2018.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

RESOLUTION #

Resolution amending the Transportation Code to make various modifications to existing cable car and transit vehicle only lanes.

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 ~~Rail~~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 ~~ex~~cept to pass a disabled vehicle.

(2) **Cable Car Lanes On California Street (Eastbound) Between Powell Street and Grant Avenue and (Westbound) Between Stockton and Powell Streets.** 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 California Street, eastbound, between Powell Street and

Grant Avenue and westbound between Stockton and Powell streets, except to pass a disabled vehicle.

* * * *

(12) **Pine Street, from Market Street to ~~Battery Street and from Sansome Street to Montgomery Street~~**. Except as to buses, 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, and authorized emergency vehicles, no vehicle may operate within the Transit-only Areas on Pine Street from Market Street ~~to Battery Street and from Sansome Street~~ to Montgomery Street westbound between the hours of 3PM – 7PM Monday to Friday.

* * * *

(16) **Duboce Avenue, from Church Street to Fillmore Street**. Except as to streetcars and Municipal Railway vehicles and bicycles, no vehicle may operate within the Transit-only Areas on Duboce Avenue from Church Street to Fillmore Street in ~~the westbound~~ both directions.

* * * *

(21) **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
All Times	1st St.	Market St.	Howard St.
	* * * *		
	<u>Mission Street (Eastbound)</u>	<u>1st Street</u>	<u>Beale Street</u>
	<u>Mission St.</u>	<u>Main St.</u>	<u>1st Street</u>

	<u>(Westbound)</u>		
	* * * *		
	Post St.	Gough St.	Grant St. <u>Ave.</u>
	Potrero Ave. (Southbound)	25th St.	18th St.
	<u>Sacramento St., (Westbound)</u>	<u>Drumm St.</u>	<u>Front St.</u>
	* * * *		
7:00 AM – 9:00 AM Monday – Friday	Mission St. (Eastbound)	11th St.	5th St.
	Clay St. (Eastbound)	Grant St. <u>Powell St.</u>	Kearny St. <u>Sansome St.</u>
	Sacramento St. (Westbound)	Kearny St.	Grant St. <u>Ave.</u>
7:00 AM-7:00 PM Monday-Friday	Sacramento St.	Drumm St. <u>Front St.</u>	Kearny St.
	* * * *		
7:00 AM-9:00 PM, Monday-Friday	Clay St.	Powell St.	Battery St.
	* * * *		
3:00 PM-6:00 PM, Monday-Friday	Sutter St.	Sansome St.	Kearny St.
	Clay St. (Eastbound)	Kearny St. <u>Grant Ave.</u>	Grant Ave. <u>Sansome St.</u>
	* * * *		

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

PAGE 13.

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

n:\leganalas2018\1800490\01260219.docx

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of May 1, 2018.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency