

THIS PRINT COVERS CALENDAR ITEM NO.: 10

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Transit

BRIEF DESCRIPTION:

Approving temporary parking and traffic modifications, including designating transit-only lanes on nine corridors, turn restrictions, and parking removal as part of the initial phase of the Temporary Emergency Transit Lanes (TETL) project to reduce the impact of traffic congestion on essential transit services resulting from the COVID-19 pandemic as referenced in the Proclamation of the Mayor Declaring the Existence of a Local Emergency dated February 25, 2020 (COVID-19 Emergency); and amending Division II of the Transportation Code to designate temporary transit-only lanes on nine corridors, temporarily authorize the City Traffic Engineer to designate additional temporary transit-only lanes and create associated tow away areas as delineated on a map appended to the Transportation Code after a public hearing and under specific circumstances, and mandate that all such designations and approvals be in effect only until 120 days after the conclusion of the COVID-19 Emergency.

SUMMARY:

- In response to the COVID-19 Emergency, the SFMTA is implementing the TETL project to reduce the impact of congestion resulting from increased vehicle usage.
- Approving the proposed parking and traffic modifications and amending the Transportation Code will accelerate the TETL project, including temporarily authorizing the City Traffic Engineer to approve temporary transit lanes and tow-away lanes under specific circumstances.
- TETL projects will be in effect until 120 days after the termination or expiration of the COVID-19 Emergency and will be removed unless the SFMTA Board takes further action.
- The Planning Department has determined that the proposed TETL project is statutorily and categorically exempt from the California Environmental Quality Act (CEQA).
- The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31.
- Certain items listed below with a “#” are final SFMTA decisions, as defined by Ordinance 127-18, that can be reviewed by the Board of Supervisors. Information about the review process can be found at sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf

ENCLOSURES:

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

APPROVALS:

DIRECTOR  _____

DATE
June 24, 2020

SECRETARY  _____

June 24, 2020

ASSIGNED SFMTAB CALENDAR DATE: June 30, 2020

PURPOSE

Approving temporary parking and traffic modifications, including designating transit-only lanes on nine corridors, turn restrictions, and parking removal as part of the initial phase of the Temporary Emergency Transit Lanes (TETL) project to reduce the impact of traffic congestion on essential transit services resulting from the COVID-19 pandemic as referenced in the Proclamation of the Mayor Declaring the Existence of a Local Emergency dated February 25, 2020 (COVID-19 Emergency); and amending Division II of the Transportation Code to designate temporary transit-only lanes on nine corridors, temporarily authorize the City Traffic Engineer to designate additional temporary transit-only lanes and create associated tow away areas as delineated on a map appended to the Transportation Code after a public hearing and under specific circumstances, and mandate that all such designations and approvals be in effect only until 120 days after the conclusion of the COVID-19 Emergency.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

The proposed project will support the following goals and objectives of the SFMTA Strategic Plan:

Goal 1: Create a safer transportation experience for everyone.

Objective 1.1: Achieve Vision Zero by eliminating all traffic deaths.

Objective 1.2: Improve the safety of the transit system.

Goal 2: Make transit and other sustainable modes of transportation the most attractive and preferred means of travel.

Objective 2.1: Improve transit service.

Objective 2.2: Enhance and expand use of the city's sustainable modes of transportation.

Objective 2.3: Manage congestion and parking demand to support the Transit First Policy.

Goal 3: Improve the quality of life and environment in San Francisco and the region.

Objective 3.1: Use agency programs and policies to advance San Francisco's commitment to equity.

Objective 3.2: Advance policies and decisions in support of sustainable transportation and land use principles.

Objective 3.4: Provide environmental stewardship to improve air quality, enhance resource efficiency, and address climate change.

Objective 3.5: Achieve financial stability for the agency.

This item will 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.

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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. Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation.
7. New transportation investment should be allocated to meet the demand for public transit generated by new public and private commercial and residential developments.
8. 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

On March 16, 2020, San Francisco's Health Officer issued a Public Health Order in response to the COVID-19 Emergency, requiring that residents shelter in place, with the only exception being for essential needs. This significantly impacted San Francisco's transit system and required the San Francisco Municipal Transportation Agency (SFMTA) to reduce transit service. Specifically, the health order and the impacts of COVID-19 Emergency reduced both the supply and demand of transit service and other mobility services. In particular, the available transit operator workforce was decreased due to increased operator leave due to health and safety concerns and the elimination of overtime. Transit vehicle availability was also decreased due to increased cleaning requirements, leading to an approximately 30 percent reduction in service compared to the scheduled service hours in February 2020. In addition, individual transit vehicles are generally only able to carry one-third as many passengers as they could prior to the COVID-19 Emergency due to physical distancing requirements. As a result, people making essential trips who must use Muni have had access to fewer lines, with reduced frequency and capacity.

During the COVID-19 Emergency, traffic volumes have generally been lower than they were previously. As a result, Muni travel times have decreased by about 15% systemwide in the peak period. This has allowed buses to provide more frequent service with the same number of vehicles, which has helped to partially mitigate the effect of reduced operator availability and vehicle capacity. Notably, where the SFMTA has dedicated transit lanes, there was generally very little travel time savings post-COVID-19, because transit was already protected from traffic congestion. As traffic returns, transit service frequency across the City will be reduced further unless the SFMTA takes measures to protect transit from traffic congestion. Initial data from the Bay Bridge suggest that while transit ridership dropped roughly 90%, vehicle volumes only dropped 70% and has now grown 30% since April 2020. Vehicle traffic is returning faster than transit ridership and cities that are slightly ahead of us with the COVID-19 Emergency, such as Taipei, Shanghai, and Seoul, have seen massive increases in traffic congestion as people with means will choose to use their personal vehicles instead of riding transit.

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Since the adoption of the health order, the SFMTA has developed the Transportation Recovery Plan (TRP) and the Temporary Emergency Transit Lanes (TETL) project in close coordination with key stakeholders, public officials, members of the public and the Economic Recovery Task Force. The SFMTA proposes to implement an initial phase of the TETL project, a component of the TRP, which will create limited and temporary bus and taxi only lanes (some of which would also allow bicycles) in order to prevent essential Muni and taxi trips from being delayed in anticipated surging congestion and prevent gridlock for transit service as the City reopens. These temporary dedicated lanes facilitate higher frequency, more efficient transit service in order to allow transit riders to maintain social distancing. They will also reduce passengers' risk of exposure to COVID-19 through shorter Muni trips, by allowing Muni vehicles to avoid traffic delays. The proposed action also responds directly to the COVID-19 Emergency by creating temporary dedicated lanes for transit as well as emergency vehicles in order to safely transport patients, essential workers, and disaster service workers.

To help expedite the delivery of the TETL project, the SFMTA seeks authority to implement temporary transit-only lanes by:

- Approving a list of nine corridors on which the SFMTA can install temporary, reversible and/or adjustable parking and traffic modifications including signs, transit-only lanes, bus/taxi-only lanes, bus/taxi/bike-only lanes, left-turn restrictions, adjustments to parking regulations, and traffic lane configuration changes.
- Amending Division II of the Transportation Code to designate the nine temporary transit-only areas noted above.
- Amending Division II of the Transportation Code to delegate temporary authority to the City Traffic Engineer to approve temporary transit-only lanes and tow-away lanes as delineated on a map appended to the Transportation Code (Enclosure 2, Appendix A, after a public hearing, and based on specific circumstances.

All of the above approvals and actions would be limited in duration and expire 120 days following the expiration or termination of the COVID-19 Emergency, unless the SFMTA Board takes action prior to the expiration.

To safely create the temporary transit-only lanes under the TETL project, it is necessary to include associated left-turn restrictions and parking modifications. Given that the proposed legislation is temporary in nature, the proposed installation is intended to serve as an key phase of public outreach, by allowing community members to experience and evaluate the changes on a temporary basis.

Transit-Only Lanes:

To support transit reliability, shorten transit travel times, and improve safety conditions in light of reduced capacity on Muni buses and increasing congestion, the SFMTA proposes to install additional temporary transit-only lanes on project corridors throughout the City, which would allow for future modifications to the COVID-19 Core Service Plan to increase coverage across the City and connect to additional essential services while minimizing the effects of congestion on transit service. In addition, there will also be turn restrictions at certain high-turn locations where a turn pocket is infeasible in order to provide for optimized traffic throughput and for traffic safety in support of the City's Vision Zero policy. The proposed TETL project would approve installation of, and amend

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Division II of the Transportation Code to designate, temporary transit-only lanes on the following corridors:

- Laguna Honda Boulevard, both directions, from Clarendon Avenue to Dewey Boulevard
- O'Shaughnessy Boulevard, both directions, from Portola Drive to 800 feet southerly
- Mission Street, both directions, from 11th to 1st Streets (making the current part-time transit-only lanes full-time)
- 7th Street, northbound, from Townsend to Market Streets
- 8th Street, southbound, from Market to Townsend Streets
- Masonic Avenue, both directions, from Haight to Geary Boulevard

In addition, the proposed TETL project would approve the installation of, and amend Division II of the Transportation Code to designate, temporary bus/taxi/bicycle-only lanes on the following three corridors where an existing class III bicycle facility already exists:

- Woodside Avenue, both directions, from Laguna Honda Boulevard to Portola Drive;
- Bosworth Street, both directions, from Elk to Arlington Streets;
- Presidio Avenue, both directions, from Sacramento to Geary Boulevard;

All of the proposed changes would be made with signs and paint that are easily reversible should permanent legislation not be adopted. In order for these proposed lanes to become permanent, additional CEQA, public outreach, and SFMTA Board approval would be required.

Conversion of part-time tow-away lanes:

The proposed temporary parking and traffic modifications in the initial phase of the TETL project would convert the part-time tow-away restrictions to tow-away no stopping anytime on the following street segment in order to provide the required space for a 24/7 transit-only lane:

Mission Street, on one side of the street, from 11th to 1st Streets

The opposite side of Mission Street, where no parking is to be removed, will have the existing part-time tow-away restriction rescinded so that parking and loading will be allowed all day. This will allow residents and businesses to retain more parking during peak hours than in existing conditions where there is no parking allowed on both sides of the street during peak hours. The following parking removal will be necessary as part of the proposed project approvals: 91 general metered parking spaces and 49 un-metered spaces. Thirty-one metered yellow loading zones and 12 white zones will be relocated to adjacent streets (roughly one block away).

Proposed Project Parking and Traffic Modifications

SFMTA staff proposes that the SFMTA Board approve the following temporary parking and traffic modifications associated with the TETL project at various locations throughout the City, which will expire 120 days after the termination or expiration of the COVID-19 Emergency:

- A. ESTABLISH - BUS AND TAXI ONLY LANE - Laguna Honda Boulevard, both directions, from Clarendon Avenue to Dewey Boulevard; O'Shaughnessy Boulevard, both directions, from Portola Drive to 800 feet southerly; Mission Street, both directions, from 11th to 1st Street; 7th Street, northbound, from Townsend to Market Street; 8th Street, southbound, from Market to

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- Townsend Street; Masonic Avenue, both directions, from Haight to Geary Boulevard;
- B. ESTABLISH - BUS, TAXI, BICYCLE ONLY LANE - Woodside Avenue, both directions, from Laguna Honda Boulevard to Portola Drive; Bosworth Street, both directions, from Elk to Arlington Street; Presidio Avenue, both directions, from Sacramento to Geary Boulevard;
- C. RESCIND - TOW-AWAY NO STOPPING 4 PM TO 6 PM MONDAY THROUGH FRIDAY - Mission Street, north side, from 11th to 9th streets; Mission Street, north side, from 8th Street to 274 feet easterly; Mission Street, north side, from 6th to 5th streets;
- D. RESCIND - TOW-AWAY NO STOPPING 7 AM TO 9 AM AND 4 PM TO 6 PM MONDAY THROUGH FRIDAY - Mission Street, south side, from 9th to 8th streets; Mission Street, south side, from 7th Street to 443 feet westerly; Mission Street, south side, from 7th to 6th streets; Mission Street, south side, from 3rd to 1st streets
- E. ESTABLISH - TOW-AWAY NO STOPPING ANYTIME - Mission Street, south side, from 11th to 9th streets (transit-only lane; removes 21 general metered parking spaces, 2 yellow metered spaces, 1 white zone); Mission Street, north side, from 9th to 8th streets (transit-only lane; removes 12 general metered parking spaces, 1 yellow metered space, 4 white zones); Mission Street, south side, from 8th Street to 363 feet east of 8th Street (transit-only lane; removes 8 general metered parking spaces, 1 yellow metered space, 2 white zones); Mission Street, north side, from 6th Street to 539 feet west of 7th Street (transit-only lane; removes 25 general metered parking spaces, 6 yellow metered spaces, 2 white zones); Mission Street, south side, from 6th Street to 5th Street (transit-only lane; removes 16 general metered parking spaces, 5 yellow metered spaces, 2 white zones); Mission Street, north side, from 3rd Street to 1st Street (transit-only lane; removes 27 general metered parking spaces, 5 yellow metered spaces, 5 white zones);
- F. ESTABLISH - NO LEFT TURN EXCEPT MUNI - Masonic Avenue, between Haight Street and Ewing Terrace
- G. ESTABLISH - YELLOW COMMERCIAL METERED ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY – Mission Street, north side, from 84 feet to 128 feet east of 11th Street (converts 2 general metered spaces, 1430 and 1428) #; Mission Street, south side, from 126 feet to 170 feet east of 9th Street (converts 2 general metered spaces, 1247 and 1245) #; Mission Street, south side, from 323 feet to 343 feet east of 7th Street (converts a general metered space, 1057) #; Mission Street, south side, from 131 feet to 151 feet west of 6th Street (converts a general metered space, 1017) #;
- H. ESTABLISH - YELLOW COMMERCIAL METERED ZONE, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – Mission Street, south side, from 139 to 161 feet east of Julia Street (converts 1 general metered space, 1145) #; Mission Street, south side, from 84 feet to 218 west of 7th Street (converts 5 general metered spaces, 1111, 1117, 1119, 1121, 1123) #; Mission Street, north side, from 78 feet to 98 feet east of 6th Street (converts a general metered space, 986) #; Mission Street, north side, from 230 feet to 252 feet east of 6th Street (converts a general metered space, 968) #; Mission Street, north side, from 325 to 347 feet east of 6th Street (converts a general metered space, 958) #; Mission Street, north side, from Mint Street to 46 feet westerly (converts 2 general metered spaces, 936 and 934) #; Mission Street, south side, from 38 feet to 98 feet west of New Montgomery Street (converts 3 general metered spaces, 641, 643, 645) #; Mission Street, south side, from 46 feet to 69 feet east of New Montgomery Street (converts a general metered space, 617) #; Mission Street, south side, from 30 feet to 50 feet west of 1st Street (converts a general metered space, 503) #;

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- I. ESTABLISH - WHITE PASSENGER ZONE, 7 AM TO 10 PM, DAILY – Mission Street, north side, from 108 to 196 feet east of 10th Street (converts 4 general metered spaces, 1332, 1330, 1328, and 1326) #;
- J. ESTABLISH - WHITE PASSENGER ZONE, AT ALL TIMES - Mission Street, south side, from 105 feet to 126 feet east of 9th Street (converts one general metered space, 1249) #; Mission Street, north side, from 102 feet to 144 feet east of 8th Street (converts 2 general metered spaces, 1182 and 1180) #; Mission Street, south side, from 161 feet to 216 east of Julia Street (converts 2 general metered spaces, 1143 and 1139) #; Mission Street, north side, from 46 feet to 134 west of Mint Street (converts 2 general metered spaces, 938 and 950) #; Mission Street, south side, from 165 to 222 feet east of 3rd Street (converts 2 general metered spaces, 673 and 669) #; Mission Street, south side, from 291 feet to 354 feet east of 2nd Street (converts 3 general metered spaces, 561, 557, 555) #

Temporary Delegation of Authority to approve transit-only lanes and tow-away lanes to the City Traffic Engineer:

Given the need to relieve traffic congestion as businesses reopen and help passengers reach essential services safely, there is an urgent need to quickly implement a suite of necessary pandemic-related street changes. To expedite these changes, staff recommends that the SFMTA Board also amend the Transportation Code to temporarily authorize the City Traffic Engineer to designate temporary transit-only lanes and create associated tow-away zones in corridors delineated on a map appended to the Transportation Code to reduce traffic congestion resulting from the COVID-19 Emergency. This authorization would be for the duration of the COVID-19 Emergency and up to 120 days after the conclusion of the emergency, and would be based upon a determination of public convenience and necessity that includes, but is not limited to, meeting the following criteria:

- A public hearing must be held before implementation of a corridor in order to gather feedback from local stakeholders, residents, and neighborhood and merchant groups.
- The street on which the Muni service is operating has seen more than a 12% peak time travel savings between pre-COVID-19 (February 2020) and COVID-19 (April 2020) or is on a Muni rail line.
- The street has current Muni service or is expected to within the 45 days of the determination.
- The corridor will not remove more than one traffic lane in each direction and will preserve one traffic lane in each direction for uses otherwise authorized, or the corridor has a Muni rail line.
- The maximum extent of all potential corridors has to be delineated on a map that will be appended to, and incorporated into, the proposed Section 602 of the Transportation Code as Appendix A.
- The proposed transit-only lanes would be in effect 24 hours a day, seven days a week.

SFMTA Board approval of the proposed Transportation Code amendments will significantly shorten the project approval phase of implementing certain limited transit-only lanes and associated tow-away zones, resulting in expedited implementation that will reduce traffic congestion and provide safer transit options during the pandemic by increasing transit frequency and reducing on-board crowding as well as reducing the amount of time transit riders must spend on board.

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Should the proposed action be approved, the SFMTA intends to continue to maintain an updated list of upcoming TETL projects going forward, including informational presentations and/or approval actions by the SFMTA Board as appropriate.

Public Hearing:

As noted, amending the Transportation Code will authorize the City Traffic Engineer to implement certain traffic and parking modifications listed in the Transportation Code legislation following a public hearing. The public will be notified of the public hearing at which the proposed parking and traffic modifications by (1) a posting on at least two utility poles in the affected area for no less than ten calendar days prior to the hearing, and (2) via the SFMTA website consistent with Transportation Code requirements.

Construction and Evaluation:

For the proposed TETL project, construction and evaluation will occur over the period of the COVID-19 Emergency and for a period up to 120 days after the conclusion of the emergency. During this time, SFMTA staff will conduct thorough and transparent evaluations, including soliciting stakeholder feedback, measuring healthy and safety benefits, economic health, equity, neighborhood impacts, traffic safety, impacts to other road users, and transit performance. Results from the TETL project corridor evaluations will be publicized on the SFMTA website and SFMTA will report to the SFMTA Board of Directors 120 days after the conclusion of the COVID-19 Emergency, including evaluation findings and recommendations regarding the approved parking and traffic modifications.

STAKEHOLDER ENGAGEMENT

Given the COVID-19 Emergency, SFMTA staff have had to rethink and develop a new way to engage with people. As these lanes are temporary in nature, the majority of the stakeholder engagement will happen after implementation, which will allow people to experience the impacts before providing feedback about the changes. The SFMTA will employ a suite of updated engagement options such as text message surveys, online meetings, website updates, phone banking, and other measures during our evaluation process to ensure particularly that engagement with marginalized communities is prioritized.

Additional public outreach and engagement will continue to inform the community about the temporary measures, as well as involve them in the evaluation of these measures to ensure that they align with San Francisco's economic recovery and policy values. The process will include multi-lingual communications such as notices at bus stops, social media posts, continued engagement with neighborhood groups, a public perception survey, and a dedicated project email address and phone number to facilitate additional stakeholder engagement. Initial stakeholder engagement has occurred at series of recent public meetings, including the May 19, 2020 SFMTA Board meeting, the June 2, 2020 SFMTA Board meeting, the June 6, 2020 SFMTA Citizens' Advisory Committee, and the June 23, 2020 San Francisco County Transportation Authority Board meeting. Many people were in support of the project but stressed that proper, thorough outreach has to be done, in particular to communities of concern, even with the shelter in place orders. Stakeholder engagement has also involved numerous meetings with various advocacy groups, Supervisor offices, and members of business, merchant and neighborhood groups. As a result of these meetings, the list of initial

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corridors proposed for legislation was reduced from 15 to nine to reflect concerns raised. The proposed project has also been vetted and informed by consultation with partner agencies via the Emergency Operations Center. The community was also informed of the proposal through on-site public notices for the nine initial corridors, a website, and blog posts. A mailing list of community stakeholders was also developed and used to send email updates.

ALTERNATIVES CONSIDERED

The alternative to the TETL project is to not pursue temporary emergency transit-only lanes. If the proposed changes are not implemented, increasing congestion will lead to reduced transit service frequency and increased crowding on Muni. This would put riders at greater risk of exposure to COVID-19 and would slow down the City's economic recovery by failing to provide adequate transit service, leading to increased congestion and gridlock on the City's streets. Staff also considered seeking approval for additional transit-only lanes at the June 30, 2020 SFMTA Board meeting, but instead elected to adopt a phased approach to approval. This decision was based on feedback from community stakeholders and due to the need to further perform stakeholder engagement and create evaluation metrics prior to expanding the project to additional locations.

FUNDING IMPACT

The initial phase components of the TETL project would cost approximately \$250,000. Since the designation of these transit-only lanes would benefit not only Muni service that is transporting essential workers, but more importantly emergency services such as paramedics, police department personnel, and fire department personnel, this project will use Transit Reliability Spot Improvement funds. Staff will be seeking Federal Emergency Management Agency (FEMA) and State reimbursement as it responds and facilitates the City's COVID-19 response during the pandemic. If these lanes are not constructed and given the impending financial crisis due the COVID-19 Emergency, there would likely need to be a 10% Muni service cut due to the additional travel time and reduced capacity needed to provide service on congested roadways and to provide for proper social distancing in a post COVID-19 era. In short, any service reductions would restrict the number of potential riders which would ultimately impact revenue.

ENVIRONMENTAL REVIEW

The proposed TETL project is subject to the California Environmental Quality Act (CEQA). CEQA provides a statutory exemption from environmental review for emergency projects pursuant to Title 14 of the California Code of Regulations Section 15269. CEQA provides a categorical exemption for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities, including transit improvements such as bus lanes, pursuant to Title 14 of the California Code of Regulations Section 15301.

On June 10, 2020, the Planning Department determined (Case Number 2020-005472ENV) that the proposed TETL project is statutorily exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15269 and categorically exempt from CEQA pursuant to Title 14 of the

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California Code of Regulations Section 15301. 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 1650 Mission Street in San Francisco and is incorporated herein by reference.

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 is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

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

Certain final SFMTA decisions, whether made by the City Traffic Engineer or the SFMTA Board, can be reviewed by the Board of Supervisors pursuant to Ordinance 127-18. Information about the review process can be found at http://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf. SFMTA staff have determined that items G-J are such final SFMTA decisions.

RECOMMENDATION

SFMTA staff recommends that the SFMTA Board of Directors approve temporary parking and traffic modifications, including designating transit-only lanes on nine corridors, turn restrictions, and parking removal as part of the initial phase of the Temporary Emergency Transit Lanes (TETL) project to reduce the impact of traffic congestion on essential transit services resulting from the COVID-19 pandemic as referenced in the Proclamation of the Mayor Declaring the Existence of a Local Emergency dated February 25, 2020 (COVID-19 Emergency); and amending Division II of the Transportation Code to designate temporary transit-only lanes on nine corridors, temporarily authorize the City Traffic Engineer to designate additional temporary transit-only lanes and create associated tow away areas as delineated on a map appended to the Transportation Code after a public hearing and under specific circumstances, and mandate that all such designations and approvals be in effect only until 120 days after the conclusion of the COVID-19 Emergency.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, On January 30, 2020, the World Health Organization declared the COVID-19 outbreak a public health emergency of international concern; on January 31, 2020, the U.S. Department of Health and Human Services declared a Public Health Emergency for the United States; and, on February 25, 2020, San Francisco Mayor London Breed, issued a Proclamation Declaring the Existence of a Local Emergency within the City in response to the pandemic (COVID-19 Emergency), and,

WHEREAS, The Centers for Disease Control and Prevention (CDC) issued guidance to local and state jurisdictions and determined that the virus presents a serious public health threat, requiring coordination among state and local departments to ensure readiness for potential health threats associated with the virus; and,

WHEREAS, The San Francisco Department of Public Health (DPH), the Department of Emergency Management, and other City partners have been working successfully to implement CDC guidelines, but now require additional tools and resources to protect the public health given the current state of the epidemic and the need for a sustained response; and

WHEREAS, On March 16, 2020, San Francisco's Health Officer issued a Public Health Order requiring that residents remain in place, with the only exception being for essential needs which significantly impacted San Francisco's multimodal transportation system, and required the SFMTA to reduce transit service per the COVID-19 Muni Core Service Plan, and on May 28, 2020, the Mayor released a plan and timeline, informed by the Economic Recovery Task Force, to safely reopen San Francisco; and,

WHEREAS, The San Francisco Municipal Transportation Agency, in response to the COVID-19 Emergency and the City's reopening timeline, developed a Transportation Recovery Plan (TRP) that serves as a framework for temporary improvements to the multimodal transportation system; and,

WHEREAS, The Temporary Emergency Transit Lane (TETL) project, a component of the TRP, would provide temporary bus and taxi only lanes and bus, bicycle and taxi only lanes, which would serve to both reduce travel times and make transit service and essential trips safer and more reliable while also increasing transit service and safer bicycle conditions across the city; and,

WHEREAS, The San Francisco Municipal Transportation Agency is committed to making San Francisco a Transit First city; and,

WHEREAS, The San Francisco Municipal Transportation Agency has proposed the temporary installation of temporary parking and traffic modifications as a part of the TETL project as follows:

- A. ESTABLISH - BUS AND TAXI-ONLY LANE - Laguna Honda Boulevard, both directions, from Clarendon Avenue to Dewey Boulevard; O'Shaughnessy Boulevard, both directions, from Portola Drive to 800 feet southerly; Mission Street, both directions, from 11th to 1st Street; 7th Street, northbound, from Townsend to Market Street; 8th Street, southbound, from Market to Townsend Street; Masonic Avenue, both directions, from Haight to Geary Boulevard;
- B. ESTABLISH - BUS, TAXI, BICYCLE-ONLY LANE - Woodside Avenue, both directions, from Laguna Honda Boulevard to Portola Drive; Bosworth Street, both directions, from Elk to Arlington Street; Presidio Avenue, both directions, from Sacramento to Geary Boulevard;
- C. RESCIND - TOW-AWAY NO STOPPING 4 PM TO 6 PM MONDAY THROUGH FRIDAY - Mission Street, north side, from 11th to 9th streets; Mission Street, north from side, from 8th Street to 274 feet easterly; Mission Street, north side, from 6th to 5th streets;
- D. RESCIND - TOW-AWAY NO STOPPING 7 AM TO 9 AM AND 4 PM TO 6 PM MONDAY THROUGH FRIDAY - Mission Street, south side, from 9th to 8th streets; Mission Street, south side, from 7th Street to 443 feet westerly; Mission Street, south side, from 7th to 6th streets; Mission Street, south side, from 3rd to 1st streets;
- E. ESTABLISH - TOW-AWAY NO STOPPING ANYTIME - Mission Street, south side, from 11th to 9th streets ; Mission Street, north side, from 9th to 8th streets Mission Street, south side, from 8th Street to 363 feet east of 8th Street ; Mission Street, north side, from 6th Street to 539 feet west of 7th Street ; Mission Street, south side, from 6th Street to 5th Street; Mission Street, north side, from 3rd Street to 1st Street;
- F. ESTABLISH - NO LEFT TURN EXCEPT MUNI - Masonic Avenue, between Haight Street and Ewing Terrace;
- G. ESTABLISH - YELLOW COMMERCIAL METERED ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY – Mission Street, north side, from 84 feet to 128 feet east of 11th Street; Mission Street, south side, from 126 feet to 170 feet east of 9th Street ; Mission Street, south side, from 323 feet to 343 feet east of 7th Street ; Mission Street, south side, from 131 feet to 151 feet west of 6th Street;
- H. ESTABLISH - YELLOW COMMERCIAL METERED ZONE, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – Mission Street, south side, from 139 to 161 feet east of Julia Street ; Mission Street, south side, from 84 feet to 218 west of 7th Street ; Mission Street, north side, from 78 feet to 98 feet east of 6th Street ; Mission Street, north side, from 230 feet to 252 feet east of 6th Street ; Mission Street, north side, from 325 to 347 feet east of 6th Street; Mission Street, north side, from Mint Street to 46 feet westerly ; Mission Street, south side, from 38 feet to 98 feet west of New Montgomery Street ; Mission Street, south side, from 46 feet to 69 feet east of New Montgomery Street ; Mission Street, south side, from 30 feet to 50 feet west of 1st Street;
- I. ESTABLISH - WHITE PASSENGER ZONE, 7 AM TO 10 PM, DAILY – Mission Street, north side, from 108 to 196 feet east of 10th Street;
- J. ESTABLISH - WHITE PASSENGER ZONE, AT ALL TIMES - Mission Street, south side, from 105 feet to 126 feet east of 9th Street Mission Street, north side, from 102 feet to 144 feet east of 8th Street ; Mission Street, south side, from 161 feet to 216 east of Julia Street ; Mission Street, north side, from 46 feet to 134 west of Mint Street ; Mission Street, south side, from 165 to 222 feet east of 3rd Street ; Mission Street, south side, from 291 feet to 354 feet east of 2nd Street; and,

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WHEREAS, The temporary improvements of the TETL project shall include a thorough and transparent evaluation process to determine the effectiveness of the changes, including soliciting stakeholder feedback, collecting and analyzing safety and performance data, and posting evaluation results on the SFMTA website; and,

WHEREAS, The proposed parking and traffic modifications will be temporary in nature and will expire 120 days after the termination or expiration of the COVID-19 Emergency; and,

WHEREAS, The SFMTA Board temporarily authorizes the City Traffic Engineer, based upon a determination of public convenience and necessity that includes, but is not limited to, meeting specific circumstances set forth in the Transportation Code, to approve temporary transit-only lanes and tow away lanes as delineated on a map to be appended to the Transportation Code, to be in effect during the COVID-19 Emergency, and which shall expire 120 days after the termination or expiration of the COVID-19 Emergency; and,

WHEREAS, The proposed TETL project is subject to the California Environmental Quality Act (CEQA); CEQA provides a statutory exemption from environmental review for emergency projects pursuant to Title 14 of the California Code of Regulations Section 15269; CEQA provides a categorical exemption for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities, including transit improvements such as bus lanes, pursuant to Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, On June 10, 2020, the Planning Department determined (Case Number 2020-005472ENV) that the proposed TETL project is statutorily exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15269 and categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15301; 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 1650 Mission Street in San Francisco, and is incorporated herein by reference; 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,

WHEREAS, Final SFMTA decisions, whether made by the City Traffic Engineer or the SFMTA Board, can be reviewed by the Board of Supervisors pursuant to Ordinance 127-18; and, now, therefore, be it

RESOLVED, That the SFMTA Board of Directors approves the temporary parking and traffic modifications, as set forth in Items A through J above, as a part of the Temporary Emergency Transit Lanes (TETL) project; and be it further

RESOLVED, That the SFMTA Board of Directors amends the Transportation Code, Division II, to add Section 602 to designate temporary transit-only areas at the following locations: Laguna Honda Boulevard, both directions, from Clarendon Avenue to Dewey Boulevard; O'Shaughnessy Boulevard, both directions, from Portola Drive to 800 feet southerly; Mission Street, both directions, from 11th to 1st Street; 7th Street, northbound, from Townsend to Market Street; 8th Street, southbound, from Market to Townsend Street; Masonic Avenue, both directions, from Haight to Geary Boulevard; Woodside Avenue, both directions, from Laguna Honda Boulevard to Portola Drive; Bosworth Street, both directions, from Elk to Arlington Street; and Presidio Avenue, both directions, from Sacramento to Geary Boulevard; and be it further

RESOLVED; That the San Francisco Municipal Transportation Agency Board of Directors amends the Transportation Code, Division II, to also add to Section 602 a temporary authorization to the City Traffic Engineer, based upon a determination of public convenience and necessity that includes, but is not limited to, meeting specific circumstances set forth in the Transportation Code, to approve temporary transit-only lanes and tow away lanes as delineated on a map to be appended to the Transportation Code; and be it further

RESOLVED, That all actions approved pursuant to the amendments to the Transportation Code, and parking and traffic modifications approved herein, are to be in effect temporarily during the COVID-19 emergency referenced in the Proclamation of the Mayor Declaring the Existence of a Local Emergency dated February 25, 2020 and shall expire 120 days after the termination or expiration of such proclamation; and be it further

RESOLVED, That SFMTA staff shall make a report to the SFMTA Board of Directors 120 days after the conclusion of the COVID-19 Emergency, including evaluation findings and recommendations regarding the approved parking and traffic modifications.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of June 30, 2020.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

RESOLUTION NO.

[Transportation Code – Temporary Transit-Only Areas and Tow-Away Zones]

Resolution amending Division II of the Transportation Code to authorize temporary Transit-only lanes to be in effect for the duration of the COVID-19 emergency declared by the Mayor on February 25, 2020 and for 120 days after the termination or expiration of the emergency by: 1) designating Temporary Transit-only Areas (Laguna Honda Boulevard, both directions, from Clarendon Avenue to Dewey Boulevard; O’Shaughnessy Boulevard, both directions, from Portola Drive to 800 feet southerly; Mission Street, both directions, from 11th to 1st Streets; 7th Street, northbound, from Townsend to Market Streets; 8th Street, southbound, from Market to Townsend Streets; Masonic Avenue, both directions, from Haight Street to Geary Boulevard; Woodside Avenue, both directions, from Laguna Honda Boulevard to Portola Drive; Bosworth Street, both directions, from Elk to Arlington Streets; and Presidio Avenue, both directions, from Sacramento Street to Geary Boulevard); (2) providing a map delineating proposed potential Temporary Transit-only Areas; and (3) granting the City Traffic Engineer temporary authority to designate Temporary Transit-only lanes and create associated tow-away zones delineated on the map, after a public hearing.

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 200 of Division II of the Transportation Code is hereby amended by amending Section 201, to read as follows:

SEC. 201. PROCEDURES FOR IMPLEMENTING PARKING AND TRAFFIC CONTROLS.

(a) Office of City Traffic Engineer. The position of City Traffic Engineer is established. The City Traffic Engineer shall be an employee of the SFMTA licensed with the State of California as a Civil or Traffic Engineer and designated by the Director of Transportation to exercise the powers and perform the duties of City Traffic Engineer established by this Code. The City Traffic Engineer shall have the authority to:

* * * *

(b) Public Hearings. The following Parking and traffic measures may be implemented following a public hearing:

- (1) Locate and install Traffic Calming Devices.
- (2) Designate the location of Stands, the types of vehicles authorized to use such Stands, and the days and hours in which Parking restrictions shall be enforced at any Stand.
- (3) Determine the locations for Parking restrictions designated by painted curb colors in accordance with Vehicle Code Section 21458 and the times that Parking is prohibited in such locations.
- (4) Determine the locations of Truck Loading Zones and the times that Parking is prohibited in that Zone.
- (5) Designate motorcycle Parking Spaces.
- (6) Designate on-street bicycle Parking Spaces for the installation and use of Bicycle Racks and Bicycle Sharing Stations, or to grant a permit for a Stationless Bicycle Share Program. In the event that a temporary relocation of a bicycle parking space, bicycle rack, or bicycle sharing station is necessary to improve safety or traffic operations, or to accommodate construction or roadway maintenance, the Director of Transportation has the

authority to temporarily relocate a bicycle parking space, bicycle rack, or bicycle sharing station prior to holding a public hearing. If the bicycle parking space, bicycle rack, or bicycle sharing station will be temporarily relocated for less than ninety days, no public hearing is required. If the temporary relocation is for ninety days or longer, a public hearing must be held within ninety days following the temporary relocation.

(7) Designate intersections at which right, left, or U turns are prohibited.

(8) Designate intersections at which turns against a red or stop signal are prohibited.

(9) Establish multiple turn lanes where vehicles can make right or left turns from more than one lane.

(10) Designate intersections at which one direction of traffic shall be required to yield to the other.

(11) Designate intersections at which traffic shall be required to stop, or where a required stop is eliminated.

(12) Re-classify existing Class II bike lanes or bikeways to Class IV cycle tracks or bikeway based upon a determination of public convenience and necessity including, but not limited to, the alleviation of traffic congestion and public safety.

(13) Designate Temporary Transit-only Areas and create associated tow-away zones, as authorized in Section 602 of the Transportation Code.

(c) SFMTA Board of Directors' Action Required. The following Parking and traffic measures may not be implemented without a public hearing and prior approval of the SFMTA Board of Directors, taking into consideration the recommendation of the City Traffic Engineer:

(1) Designate Parking Meter Zones and Streets on which Parking Meters are to be installed in each Parking Meter Zone.

(2) Establish, modify, or eliminate preferential Parking programs in accordance with Vehicle Code §§ 22507 and 22507.1, including the applicable geographical area(s) and the days and hours of applicable Parking restrictions.

(3) Install or remove bicycle lanes. The City Traffic Engineer shall have the authority to re-classify existing Class II bike lanes or bikeways to Class IV cycle tracks or bikeways, following a public hearing, based upon a determination of public convenience and necessity including, but not limited to, the alleviation of traffic congestion and public safety.

(4) Designate one-way Streets.

(5) Designate the location of all bus zones for the use of public transit vehicles.

(6) Set time limits for, and the days and hours of enforcement of, any Parking restriction except for street cleaning Parking restrictions.

(7) Establish or close a crosswalk.

(8) Establish a tow-away zone, except as specified under the authority granted to the City Traffic Engineer in subsection (b)(13) above.

(9) Designate the angle or direction in which vehicles are required to Park on the Street.

(10) Designate locations where Parking by vehicles over 6 feet high is restricted within 100 feet of an intersection.

(11) Establish bus, truck, and weight restrictions on Streets.

* * * *

(20) Establish transit only lane regulations, except as specified under the authority granted to the City Traffic Engineer in subsection (b)(13) above.

* * * *

Section 2. Article 600 of Division II of the Transportation Code is hereby amended by adding Section 602 and Appendix A, to read as follows:

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 vehicles 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) Mission Street, both directions, from 11th to 1st Streets;

- (D) 7th Street, northbound, from Townsend to Market Streets;
- (E) 8th Street, southbound, from Market to Townsend Streets; and
- (F) Masonic Avenue, both directions, from Haight Street to Geary

Boulevard.

(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.

(b) The City Traffic Engineer is authorized to designate Temporary Transit-only Areas and create associated tow-away zones based upon a determination of public convenience and necessity that includes, but is not limited to, meeting the following criteria, following a public hearing held prior to implementation of a corridor:

(1) the corridor is running transit service, or is reasonably expected to run transit service within 45 days of the determination;

(2) the corridor will be a Temporary Transit-Only Area 24 hours a day/seven days a week if approved;

(3) the corridor is delineated in the color red on the map referenced in Appendix A and is within the boundaries of the City and County of San Francisco as described in said map; and either

(4) the corridor runs bus transit service and

(A) there has been more than a 12% time travel savings for the bus transit service functioning on the corridor between the time preceding the COVID-19 Emergency (February 2020) and during the COVID-19 Emergency (April 2020); and

(B) the proposed Transit-only Area will not remove more than one traffic lane in each direction and will preserve one traffic lane in each direction for uses otherwise authorized; or

(5) the corridor has a Municipal Railway line.

(c) Any vehicle operating within a Temporary Transit-only Area authorized by subsection (a) or designated by the City Traffic Engineer as authorized under subsection (b) above is in violation of the California Vehicle Code or Division I of the Transportation Code, as applicable.

(d) The authorization delegated to the City Traffic Engineer in subsection (b) and all designations of Temporary Transit-only Areas authorized pursuant to this Section 602 shall expire 120 days after the termination or expiration of the COVID-19 Emergency. The Temporary Transit-only Areas authorized in subsection (a) and any designations of Temporary Transit-only Areas by the City Traffic Engineer under the authority of subsection (b) supersede the designations in Section 601 to the extent there is a conflict between the two sections.

APPENDIX A. CITY AND COUNTY OF SAN FRANCISCO MAP.

The attached Map, delineating routes and corridors within the boundaries and jurisdiction of the City and County of San Francisco, is hereby incorporated into the Transportation Code. See Transportation Code, Division II, Sec. 602. Copies of this map shall be available to the public in the Office of the Director of Transportation and in the Office of the Secretary of the SFMTA Board of Directors. This map shall be updated from time to time as necessary to show changes in streets within the boundaries and jurisdiction of the City and County of San Francisco. The updated map will

likewise be a part of, and incorporated into, the Transportation Code and available to the public at the above-designated locations.

Section 3. Scope of Ordinance. Except as to the map contained in Appendix A to Section 602 of the Transportation Code, 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.

Section 4. 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 5. Expiration. This ordinance shall expire by operation of law 120 days after the termination or expiration of the Proclamation of the Mayor Declaring the Existence of a Local Emergency, dated February 25, 2020. Upon the expiration of this ordinance, the City Attorney shall cause this ordinance to be removed from the Transportation Code or to the extent the City Attorney deems appropriate shall prepare an ordinance to that effect for consideration by the San Francisco Municipal Transportation Agency Board of Directors.

APPROVED AS TO FORM:
DENNIS J. HERRERA, City Attorney

By: _____
JULIE VEIT
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 June 30, 2020.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

APPENDIX A

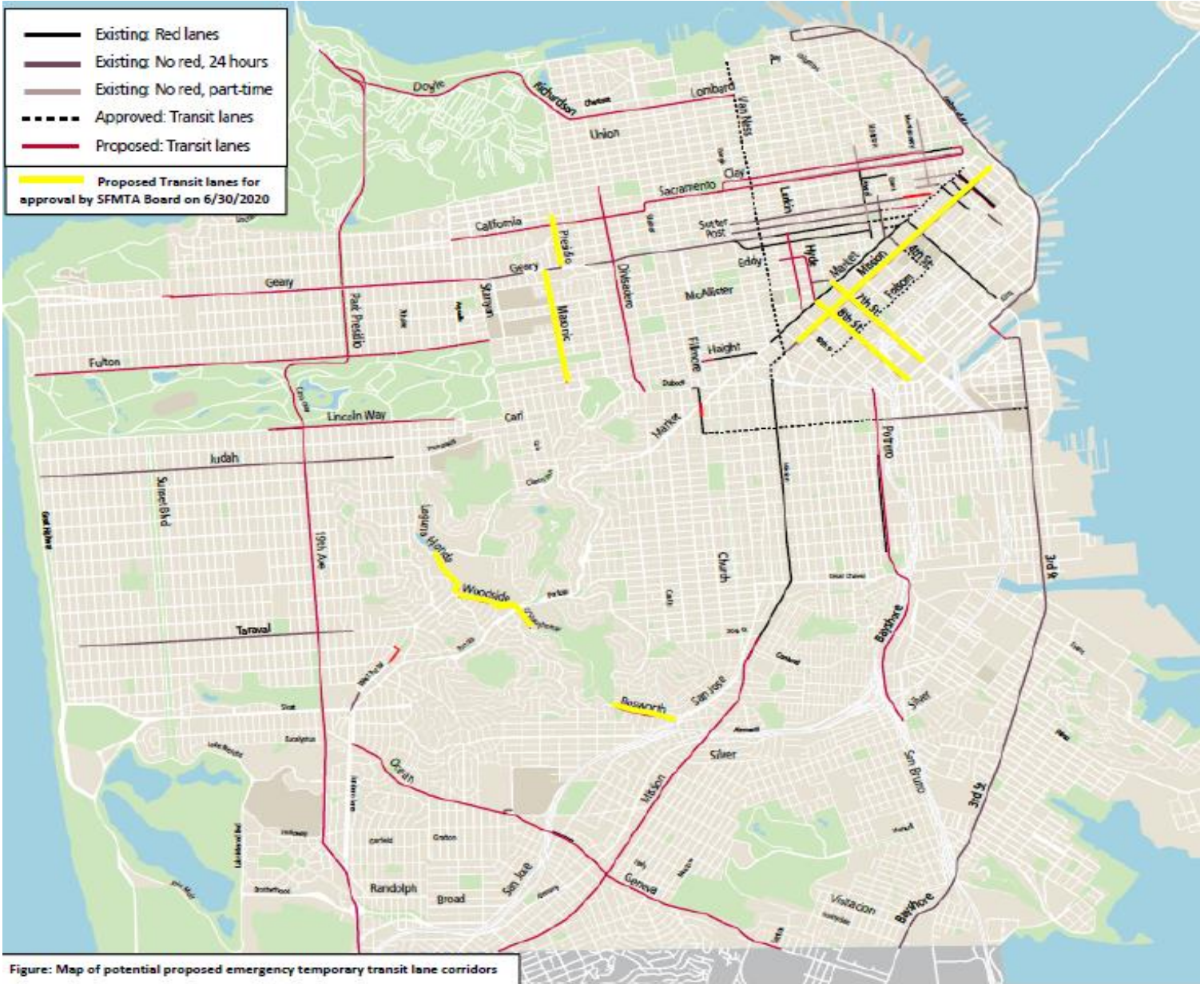


Figure: Map of potential proposed emergency temporary transit lane corridors