

THIS PRINT COVERS CALENDAR ITEM NO.: 11

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Transit

BRIEF DESCRIPTION:

Amending Transportation Code, Division II, Section 601, to designate a full-time transit-only area on Hyde Street between McAllister and Market streets; and approving related parking and traffic modifications.



SUMMARY:

- The Hyde Street Transit Lane Project proposes a full-time transit lane on Hyde Street between McAllister and Market streets, a corridor with frequent bus service but slow travel times.
- SFMTA staff conducted extensive outreach that informed the proposal and made various accommodations for the parking and loading needs of adjacent community institutions.
- This project is expected to reduce travel time and improve reliability for Muni Service Equity Strategy lines, including the 19 Polk and the 27 Bryant, as well as the 21 Hayes.
- The San Francisco Planning Department has determined that the proposed Hyde Street Transit Lane Project is statutorily 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.

ENCLOSURES:

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

APPROVALS:

	DATE
DIRECTOR 	<u>September 27, 2023</u>
SECRETARY 	<u>September 27, 2023</u>

ASSIGNED SFMTAB CALENDAR DATE: October 3, 2023

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PURPOSE

Amending Transportation Code, Division II, Section 601, to designate a full-time transit-only area on Hyde Street between McAllister and Market streets; and approving related parking and traffic modifications.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

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

Goal 4 - Make streets safer for everyone.

Goal 5 - Deliver reliable and equitable transportation services.

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

Goal 8 - Deliver quality projects on-time and on-budget.

This item will support the following Transit First Policy Principles:

Policy 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.

Policy 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.

Policy 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.

Policy 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.

Policy 5 - Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.

Policy 7 - Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation.

DESCRIPTION

The Hyde Street Transit Lane Project (Project) would create a permanent full-time transit lane on Hyde Street for two blocks between McAllister and Market streets. Currently, bus travel speeds slow to 5 miles per hour in peak periods on this stretch of Hyde Street, where the speed limit is 20 miles per hour. Based on evaluation of implemented transit lanes nearby, it is estimated that a transit lane would reduce bus travel times by about 20% or more and improve reliability.

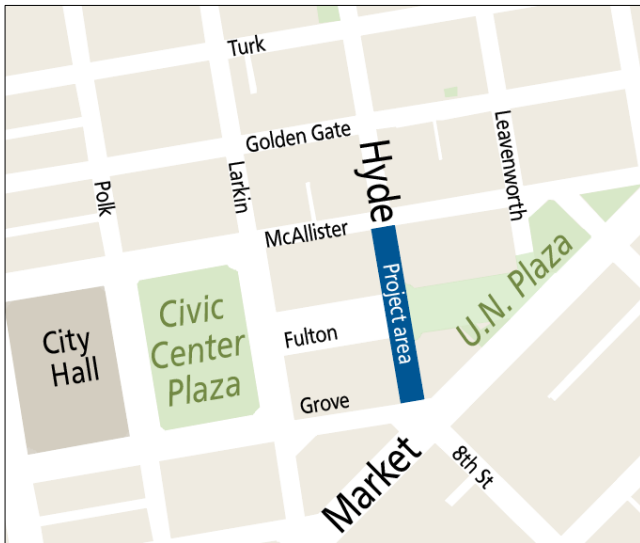


Figure 1: Project Limits

Buses run on average every four minutes on this stretch of Hyde Street during peak periods, connecting six bus routes to BART, Marin County and various San Francisco neighborhoods, including SoMa, the Tenderloin, Potrero Hill, the Bayview and Russian Hill. These bus routes include the 19 Polk and 27 Bryant, key Muni Service Equity Strategy bus routes that are critical to neighborhoods with high percentages of people of color and low-income households, as well as the 21 Hayes and three Golden Gate Transit regional bus routes (101, 130 and 150). More than 11,800 daily Muni riders and 1,000 daily Golden Gate Transit riders use these bus routes that would benefit from the reliability improvements of the transit lane.

Figure 2: Bus frequencies within project limits (Muni and Golden Gate Transit)

Bus Line	AM Peak Period		PM Peak Period	
	Frequency (Minutes)	Buses Per Hour	Frequency (Minutes)	Buses Per Hour
19 Polk	15	4	15	4
27 Bryant	15	4	15	4
21 Hayes	20	3	20	3
Golden Gate Transit routes	15	4	20	3
Total	4	15	4.3	14

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The transit lane is proposed to be implemented immediately, in advance of the 2023 Asia-Pacific Economic Cooperation (APEC) CEO Summit taking place in mid-November. Installing a transit lane would help ensure the people who rely on transit are able to get where they are going reliably during the event and into the future.

The transit lane would be created by converting an existing general purpose travel lane, and would allow buses, taxis and vehicles turning right or accessing driveways or parking. Two general purpose travel lanes would remain. Four yellow-metered curbside parking spaces on the west side of Hyde Street between Fulton and Grove streets would be removed to provide the widened lane widths needed to accommodate buses. No changes would be made to the loading zones on the east side of Hyde Street other than installing new signage to clarify the curb regulations, and permit parking and loading would be expanded on the west side of Hyde Street between McAllister and Fulton streets. This project would serve as an extension of the existing 8th Street transit lane immediately south of Market Street, which has improved bus travel times with minimal impacts to general vehicle traffic.

The SFMTA evaluated the traffic, parking and loading impacts of the project as well. Traffic analysis was conducted and did not identify any major delays to vehicles as a result of the project. As described below, the SFMTA heard stakeholder feedback regarding curb access in the project area. The SFMTA's Curb Management team is working to update permit parking and loading options in the area, and solutions will be in place before the transit lane is implemented.

Implementation

A quick-build phase would implement a non-red transit lane with new signage posted in fall 2023 in advance of the APEC CEO Summit to be hosted in San Francisco in mid-November. The amount of construction required for the permanent version of the transit lane would be relatively limited, largely consisting of restriping existing lane lines and colorizing the transit lanes with red thermoplastic to increase driver compliance. No excavation would be required.

Proposed Parking and Traffic Modifications

The SFMTA proposes that the SFMTA Board approve the following parking and traffic modifications along Hyde Street between McAllister and Market streets to implement the Hyde Street Transit Lane Project.

- A. ESTABLISH – BUS AND TAXI ONLY LANE – Hyde Street, southbound, from McAllister Street to Market Street
- B. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – Hyde Street, west side, from Fulton Street to Grove Street

STAKEHOLDER ENGAGEMENT

The SFMTA engaged in extensive community outreach for this project. Overall, community

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engagement found support for the proposed transit lane, with some modifications to support adjacent parking and loading needs as discussed below.

The community outreach process for this project began in fall 2022 in coordination with the Hyde Street Quick Build project, which is proposing safety improvements on Hyde Street between Geary and Market streets in support of Vision Zero. Major components of the project's engagement and outreach strategy have included:

- **Fall 2022 co-created project outreach plan with community partners.** SFMTA staff worked with residents and community organizers for a two-month period to discuss and co-develop a project outreach plan. Outreach partners included the Tenderloin People's Congress, TLCBD Safe Passage, Tenderloin Traffic Safety Task Force, and Code TL.
- **Winter 2022/2023 outreach activities focused on stakeholder relationship building, including block-to-block, pop-ups, and community conversations.** Pop-up listening session tabling events were held in collaboration with community partners across multiple indoor and outdoor Tenderloin locations to gather community insights into the transportation needs of Tenderloin residents and travelers along Hyde Street:
 - Wednesday, December 14, 2022: Turk/Hyde Mini Park
 - Tuesday, December 20, 2022: Urban Alchemy Oasis Park
 - Wednesday, December 21, 2022: UC Hastings Law
 - Thursday, December 22: Curry Senior Center
 - Tuesday, January 3, 2023: Curry Senior Center
 - Friday, January 6, 2023: Urban Alchemy Oasis Park
 - Thursday, January 12, 2023: Turk/Hyde Muni Park
 - Tuesday, January 17, 2023: Golden Gate/Hyde
 - Wednesday, January 18, 2023: Geary/Hyde
 - Thursday, January 19, 2023: Geary/Hyde
 - Friday, January 20, 2023: San Francisco Public Library
 - Wednesday, January 25, 2023: Curry Senior Center
 - Thursday, January 26, 2023: Curry Senior Center
 - Friday, January 27, 2023: Curry Senior Center
 - Tuesday, January 31, 2023: Urban Alchemy Oasis Park
- **Summer 2023 virtual and in-person feedback period.** Virtual open house event hosted from June 7 to June 23, 2023. This interactive online event provided project background, summarized outreach to date, and presented design proposals for feedback. In collaboration with community partners, in-person events were held across multiple indoor and outdoor Tenderloin locations and times of day to provide an opportunity to review project proposals and answer questions about the project:
 - Sunday, June 4, 2023: Sunday Streets Tenderloin Community Block Party
 - Tuesday, June 6, 2023: Turk/Hyde Mini Park
 - Wednesday, June 7, 2023: Turk/Hyde Mini Park
 - Friday, June 9, 2023: Grove/Hyde
 - Friday, June 9, 2023: Safe Streets for Seniors Tabling Event
 - Tuesday, June 13, 2023: Take Back the Block Tabling Event

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- Tuesday, June 13, 2023: Curry Senior Center
- Wednesday, June 14, 2023: McAllister/Hyde
- Friday, June 16, 2023: Hyde/McAllister
- **Design workshops** with Tenderloin community and resident based organizations to review and discuss project proposals:
 - Monday, June 12, 2023: Tenderloin People’s Congress Steering Committee
 - Wednesday, June 21, 2023: La Cocina Municipal Marketplace
 - Thursday, June 22, 2023: Sala Burton Manor
 - Thursday, July 13, 2023: Kelly Cullen Community
- An **Engineering Public Hearing Meeting** on August 18, 2023 to gather public feedback about the project.
- **Multilingual surveys** respondents administered online and during tabling events and community meetings to solicit feedback from stakeholders on transportation needs and challenges along Hyde Street. More than 500 respondents had been reached as part of this survey effort.
- **Multilingual posters** were posted throughout the project limits.
- **Mailers/e-mails** sent to over 4,500 subscribers at key milestones in the project.
- **Text updates** sent to almost 16,000 subscribers to advertise project updates.
- Key project information was shared via **digital platforms** including a project website with information including diagrams illustrating proposed changes.
- Multiple **briefings and ongoing communication** with the District 5 and District 6 Supervisors’ offices and the following key stakeholders directly impacted by the project on the two blocks of Hyde Street between McAllister Street and Market Street:
 - Asian Art Museum
 - Heart of the City Farmers’ Market
 - Orpheum Theatre
 - San Francisco Public Library
 - Tenderloin Community Benefit District
 - UC Law San Francisco

Key concerns from comments raised at the Engineering Public Hearing and during stakeholder engagement specifically related to the transit lane included:

- **Improvements in transit performance:** Tenderloin stakeholders have shared support for the transit lane and expressed interest in extending the transit lane north of Golden Gate Ave, which will be evaluated further through the Hyde Street Quick Build project.
- **Maintaining loading for the Orpheum Theatre:** Project staff engaged with the Orpheum Theatre to discuss curbside loading needs and issues. Project staff confirmed with Orpheum staff that their most crucial loading zones would be maintained, and that additional loading options in more optimal locations near the theater would be identified and permitted by the SFMTA.
- **Maintaining parking access for the Heart of the City Farmers Market:** Project staff worked with the Farmers Market to maintain crucial Farmers Market Permit Parking on the west side of Hyde Street by their new location on Fulton Street. Additional Farmers Market

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Permit Parking spaces were implemented on Larkin Street in early September to meet the parking needs of the vendors.

- **Maintaining driveway access for the San Francisco Public Library:** Library staff expressed concerns about vehicles blocking their driveway on Hyde Street by an existing bus zone. Project staff communicated to library staff that removing the four parking spaces on Hyde Street between Fulton and Grove streets to enable the transit lane would provide a longer boarding and alighting area for buses and help mitigate driveway access conflicts.
- **Adding curb restrictions by the backside of the Asian Art Museum:** Project staff engaged with the Asian Art Museum as well, which did not express any concerns with the transit lane proposal but requested—aside from Farmers Market Permit Parking on Wednesdays and Sundays—curb restrictions adjacent to the backside of the museum on Hyde Street between McAllister and Fulton streets once the temporary bus zone is restored from farside to nearside McAllister as part of UC Law construction. This change has been planned for implementation by the Curb Management team.
- **Maintaining curb access for UC Law on the east side of Hyde Street north of McAllister Street:** Project staff engaged with UC Law staff, who expressed overall support for Hyde Street improvements as long as the project accommodates the curb access needs of their newly constructed building on the east side of Hyde Street north of McAllister. Project staff confirmed with UC Law staff that the transit lane proposal would not impact the curb regulations next to the new UC Law building.

The project is located within District 5. Supervisor Dean Preston’s office has been briefed on the project and is supportive of the improvements proposed on Hyde St.

ALTERNATIVES CONSIDERED

The alternative is to not pursue a transit lane. The project team does not recommend this alternative because it would not deliver the transit reliability and travel time benefits of transit lanes for the high volume of buses and riders on this corridor.

Staff also evaluated whether it would be possible to implement the transit lane without removing any parking or loading spaces. However, it was determined that the lane would not be wide enough to accommodate buses in this case and a transit lane would not achieve its intended benefit.

Extending the transit lane farther north was also considered. There is less frequent transit service on Hyde Street north of McAllister Street and additional design challenges. As noted in the Stakeholder Engagement section, SFMTA staff will evaluate extending the lane farther north as part of the Hyde Street Quick Build project in the months ahead.

FUNDING IMPACT

The total cost for the project is estimated at \$100,000, which covers materials and labor by SFMTA field crews to perform traffic striping, signage, and parking meter modifications.

Figure 3: Detailed project cost estimate

Category	Amount
Paint Shop Materials and Labor (including installation of red thermoplastic for transit lane)	\$84,000
Sign Shop Materials and Labor	\$4,000
Meter Shop Materials and Labor	\$2,000
Contingency (10%)	\$10,000
Total	\$100,000

The project would be funded using Proposition B Population Baseline General Funds as part of the Transit Reliability Spot Improvements program.

ENVIRONMENTAL REVIEW

The proposed Hyde Street Transit Lane Project is 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 August 24, 2023, that the proposed Hyde Street Transit Lane Project (Case Number 2023-007453ENV) is 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=2023-007453ENV> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, 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.

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RECOMMENDATION

Staff recommends amending Transportation Code, Division II, Section 601, to designate a full-time transit-only area on Hyde Street between McAllister and Market streets; and approving related parking and traffic modifications.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, Hyde Street between McAllister and Market streets is one of the slowest segments for Muni and Golden Gate Transit routes; and,

WHEREAS, Hyde Street between McAllister and Market streets is a high frequency bus transit street in San Francisco connecting to regional transit; and,

WHEREAS, The 19 Polk and 27 Bryant connect several neighborhoods, including neighborhoods identified in the Muni Service Equity Strategy; and,

WHEREAS, Implementing a transit lane on Hyde Street would benefit more than 12,800 daily transit riders during the 2023 Asia-Pacific Economic Cooperation (APEC) CEO Summit and into the future; and,

WHEREAS, The Hyde Street transit lane would connect to the existing 8th Street transit lane that was successful in achieving the goal of protecting transit from increasing traffic congestion post-COVID with minimal impacts to traffic; and,

WHEREAS, Community engagement found support for the transit lane, with some modifications to support adjacent parking and loading needs; and,

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

- A. ESTABLISH – BUS AND TAXI ONLY LANE – Hyde Street, southbound, from McAllister Street to Market Street
- B. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – Hyde Street, west side, from Fulton Street to Grove Street

WHEREAS, The proposed Hyde Street Transit Lane Project is 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 August 24, 2023, that the proposed Hyde Street Transit Lane Project (Case Number 2023-007453ENV) is 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=2023-007453ENV> and 49 South Van Ness Avenue, Suite 1400 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, Parking and loading concerns raised by stakeholders have been addressed through the community engagement process; and, now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the traffic and parking modifications as set forth in Items A and B; and be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors amends Transportation Code Division II, Section 601, to designate a full-time transit-only area on Hyde Street between McAllister and Market streets.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of October 3, 2023.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

RESOLUTION NO.

[Transportation Code – Transit Only Lanes – Hyde Street]

Resolution amending Division II of the Transportation Code to designate full-time transit-only areas on Hyde Street between McAllister Street and Market Street.

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, 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).

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(41) 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.

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.
Clay St. (Eastbound)	Van Ness Ave.	Larkin St.
Folsom St. (Eastbound)	10th St.	Mabini St.
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.	14th Ave.	Collins St.
Geneva Ave. (Outbound)	Delano Ave.	280 Freeway Overpass
<u>Hyde St.</u>	<u>McAllister St.</u>	<u>Market St.</u>
Judah St. (Westbound)	19th Ave.	20th Ave.
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.	Leidesdorff St.
	Sacramento St. (Westbound)	Larkin St.	Franklin St.
	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.	Stockton St.
7:00 AM – 10:00 AM, Monday – Friday	Clay St. (Eastbound)	Larkin St.	Powell St.
7:00 AM – 7:00 PM, Monday – Friday	Sacramento St.	Leidesdorff St.	Kearny St.
3:00 PM – 8:00 PM, Monday – Friday	Bush St. (Eastbound)	Montgomery St.	Sansome St.
3:00 PM-6:00 PM, Monday-Friday	Sutter St.	Sansome St.	Kearny St.
	Clay St. (Eastbound)	Grant Ave.	Sansome St.
3:00 PM-7:00 PM, Monday-Friday	Bush St. (Eastbound)	Sansome St.	151 feet Easterly
	Clay St. (Eastbound)	Larkin St.	Powell St.

	Sacramento St. (Westbound)	Kearny St.	Larkin St.
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Section 2. Effective Date. This resolution shall become effective 31 days after enactment. Enactment occurs when the San Francisco Municipal Transportation Agency Board of Directors approves this resolution.

Section 3. Scope of Resolution. In enacting this resolution, 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 resolution as additions or deletions in accordance with the "Note" that appears under the official title of the resolution.

APPROVED AS TO FORM:
David Chiu, City Attorney

By: _____
Lillian A. Levy
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 October 3, 2023.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency