

THIS PRINT COVERS CALENDAR ITEM NO. : 12

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Transit

BRIEF DESCRIPTION:

Amending Transportation Code Division II to establish a transit-only lane on Townsend Street west of Third Street and approving various parking and traffic modifications along Townsend Street between Clarence Place and Lusk Street to accommodate the transit lane.

SUMMARY:

- The Project would reduce transit travel time and travel time variability by establishing a transit-only lane.
- The SFMTA, under authority delegated by the Planning Department, has determined that the proposed Townsend Street and Third Street Bus-Only Lane and associated changes are 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. Final SFMTA Decisions can be reviewed by the Board of Supervisors. Information about the review process can be found at: https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf.

ENCLOSURES:

1. SFMTAB Resolution
2. Transportation Code Division II Amendment

APPROVALS:

DIRECTOR _____

SECRETARY _____

DATE

March 9, 2020

March 9, 2020

ASSIGNED SFMTAB CALENDAR DATE: March 17, 2020

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PURPOSE

Amending Division II of the Transportation Code to establish a transit-only lane on Townsend Street west of Third Street and making various parking and traffic modifications along Townsend Street between Clarence Place and Lusk Street to accommodate the transit lane.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the following SFMTA Strategic Plan Goal and Objectives:

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 transportation system.

Goal 2: Make transit and other sustainable means 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.

This action supports the following Transit First Policy principles:

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.

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DESCRIPTION

This project would add a transit-only left-turn lane on eastbound Townsend Street at Third Street. This would serve to reduce delays on Muni Routes 30 Stockton and 45 Union/Stockton, which together operate an average of every three minutes during the PM peak period, and which combined had approximately 36,100 average boardings per weekday in August 2019 (the most recent month for which data were available). Buses are delayed by traffic at this location not just during weekday rush hours, but before and after baseball games and other events at nearby Oracle Park. The intersection is also near the beginning of both routes in the direction of travel, so the number of riders “downstream” who are impacted by delays is greater than if the location were closer to the end of the route.

This project is related to the Third Street Transit and Safety Project, now under construction to the north. The project would leverage and increase benefits to transit riders from the Third Street project.

Traffic and Transit

The project would provide a bypass or “queue jump” transit-, bus- and taxi-only left-turn lane to the right of the existing left-turn lane on eastbound Townsend Street at Third Street. Because buses turn into an existing transit-only lane on the right side of northbound Third Street, and autos and trucks turn into travel lanes to the left of the transit lane, buses, autos and trucks could turn from both lanes at the same time.

To accommodate the new lane, parking spaces along the curb would be removed (see “Other Elements” below), and the existing through travel and bicycle lanes to the right of the left-turn lane would be shifted to the right, toward the curb.

On the far side of the intersection, where the eastbound travel and bicycle lanes would transition back to the left, a bus zone used by Muni Route 10 Townsend would be extended 45 feet, allowing buses to stop farther away from the intersection and providing more space for the transition.

Six additional parking spaces would also be removed east of Lusk Street to make way for a new terminal for Route 45 Union/Stockton. The existing Route 45 terminal east of Fourth Street could then be used for passenger drop-off on Route 30 Stockton. As passengers must currently wait to disembark until buses have pulled into the Route 30 terminal west of Lusk Street, this would improve access to the Fourth and King Caltrain Station (Route 45 already stops adjacent to the station, west of Fourth Street).

To discourage autos and trucks from illegally using the transit-only left-turn lane, the left-turn lane for private vehicles would be lengthened to provide more capacity for queueing, and the westbound left-turn lane at Lusk Street, where volumes are lower, would be shortened.

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The transit lane would be used primarily by Muni Routes 30 Stockton and 45 Union/Stockton.

- Route 30 operates between Fourth and Townsend streets and the Marina District, via South of Market, Union Square, Chinatown, North Beach, and Fisherman’s Wharf. It also connects to Muni Metro, Bay Area Rapid Transit (BART), and Caltrain rail service. It operates from early morning to late night seven days a week (it is replaced by Route 91 3rd Street/19th Avenue Owl overnight), and as often as every four minutes during the afternoon. Part of Muni’s Frequent Network, it is one of the busiest lines in the system, with a weekday average of 25,100 boardings in August 2019. In December 2019, it had schedule adherence (arrivals no more than one minute early or four minutes late at timepoints) of 64 percent.
- Route 45 operates between Fourth and Townsend streets and Cow Hollow, via South of Market, Union Square, Chinatown, North Beach, and Russian Hill. It also connects to Muni Metro, BART, and Caltrain. It operates from early morning to late night seven days a week, and as often as every eight minutes during the AM peak period. In August 2019, it had a weekday average of 11,000 boardings. In December 2019, it had schedule adherence of 64 percent.

Data collected in April 2018 found a total of 206 vehicles (presumably including autos, trucks and buses) turning left from Townsend Street onto Third Street during the PM peak hour, and preliminary Synchro traffic simulation model analysis conducted for this project found average PM peak delay for this movement of 50.6 seconds. Modeling of delay under different signal phasing scenarios is ongoing; the current permissive left-turn movement may be replaced by a protected phase. However, under any scenario delay should be reduced for both transit and private vehicles, as each would be provided with a dedicated left-turn lane.

Other Elements

Bicycles

The project would provide an ancillary benefit for cyclists, as the existing Class II “door zone” eastbound bicycle lane between the traffic and parking lanes would be relocated to the curb, to the right of all vehicles, on the approach to Third Street. Because Third Street is one-way northbound, there would be no conflicts with right-turning vehicles.

Parking and Loading

To accommodate the transit lane, expanded bus zone, and new layover location, the project would make a number of changes to parking and loading on the south side of Townsend Street east and west of Third Street, between approximately Clarence Place and Lusk Street.

- A general meter parking space would be removed east of Third Street in order to expand an existing red zone to the west of a residential garage entrance (170 Off Third; see

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“Stakeholder Engagement” section). This would serve to improve visibility and safety for motorists pulling out of the garage, as well as motorists and cyclists on Townsend Street.

- To accommodate the expanded bus zone, two “yellow zone” commercial loading spaces would be removed east of Third Street.
- However, two commercial loading spaces would be established farther east, west of the residential garage entrance, replacing two general meter spaces (note that the commercial loading spaces would be somewhat larger than the general meter spaces they would replace).
- To accommodate the transit lane, which would require the travel lane and bicycle lane to be shifted toward the curb, two general meter spaces would be removed west of Third Street, and two more west of the entrance to an off-street loading facility at the Beacon development (see “Stakeholder Engagement”).
- To accommodate the new Route 45 terminal, an existing Americans with Disabilities Act (ADA) “blue zone” parking space immediately to the east of Lusk Street would be relocated 140 feet east. Six more general meter spaces would be removed east of the existing ADA space to make way for the terminal and a new curb ramp behind the relocated ADA space.

In all, a total of 14 general meter spaces would be removed; however, in addition to remaining on-street parking in the area, there is a large public parking garage on the south side of Townsend Street at Lusk Street, in The Beacon.

Implementation

The project is planned to be implemented as soon as possible. Construction would consist of striping and painting of the roadway, as well as adding and removing meters and signs. Estimated time for completion is between seven and ten working days. The work would be coordinated between SFMTA’s paint, sign, and meter shops. There is no concrete work associated with this project.

Proposed Traffic and Parking Modifications

The proposed modifications to existing transit-only lanes are included in the Transportation Code attached to this calendar item. Certain items listed below with a “#” are Final SFMTA Decisions as defined by Ordinance 127-18. Final SFMTA Decisions can be reviewed by the Board of Supervisors. SFMTA staff propose that the SFMTA Board approve the following parking and traffic modifications to implement this project:

- A. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME, Townsend Street, south side, from Third Street to 201 feet westerly (removes meters 205, 207, 217 and 219).

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- B. ESTABLISH – CLASS II BIKEWAY, Townsend Street, eastbound, from Lusk Street to Third Street.
- C. RESCIND – BLUE ZONE, DISABLED PARKING AT ALL TIMES, Townsend Street, south side, from crosswalk at Lusk Street to 18 feet easterly.
- D. ESTABLISH – BLUE ZONE, DISABLED PARKING AT ALL TIMES, Townsend Street, south side, from 140 feet to 160 feet east of east crosswalk at Lusk Street (removes meter 221).
- E. ESTABLISH – BUS ONLY LANE (LEFT-TURNS ONLY), Townsend Street, eastbound, at Third Street.
- F. ESTABLISH – BUS ZONE, Townsend Street, south side, from 72 feet to 117 feet east of Third Street (removes commercial loading meters 179 and 181), Townsend Street, south side, from Lusk Street to 125 easterly (removes meters 225, 227, 229, 231 and 233).
- G. ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 1-HOUR TIME LIMIT, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY, Townsend Street, south side, from 159 feet to 209 feet east of Third Street (removes meters 171 and 173). #
- H. ESTABLISH – RED ZONE, Townsend Street, south side, from 125 feet to 140 feet east of east crosswalk at Lusk Street (removes meter 223), Townsend Street, south side, from 209 feet to 224 feet east of Third Street (removes meter 169).

STAKEHOLDER ENGAGEMENT

Stakeholder engagement for the project primarily consisted of door-to-door outreach to representatives of properties along the south side of Townsend on either side of Third Street. Project information was also posted on the websites for the Third Street Transit and Safety Project ([SFMTA.com/3rdStreet](https://www.sfmta.com/3rdStreet)) and the Townsend Corridor Improvement Project ([SFMTA.com/Townsend](https://www.sfmta.com/Townsend)) and emailed to approximately 130 3rd Street Project stakeholders. A public hearing was held on January 24, 2020.

As the project area is relatively small and adjacent properties consist of large residential developments with a small number of retail storefronts, the five properties fronting the proposed changes were contacted:

- The 170 Off Third Owners Association at 177 Townsend Street
- Yummy Home Plate at 177 Townsend Street
- Subway at 177 Townsend Street
- Taco Bell at 710 Third Street
- The Beacon at 250 King Street (the property extends from King to Townsend)

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Of these, two expressed concerns about the proposal:

- During stakeholder engagement, a representative of the 170 Off Third Owners Association noted that new owners sometimes reserve the general meter parking spaces in front of the building on move-in day. Under an existing SFMTA program, owners would still be able to reserve the commercial loading spaces that would replace these spaces. At the public hearing, residents of 170 Off Third also expressed concern about parking impacts and visibility for motorists pulling out of the building's garage. In response to the latter, SFMTA staff modified the proposal to replace a general meter space just to the west of the garage entrance that had been proposed for conversion to a commercial loading space to a Towaway No Stopping Any Time (TANSAT) red curb instead to improve visibility.
- A representative of The Beacon explained that while the development has off-street loading facilities, demand often exceeds capacity, and loading is conducted along the curb cut providing access to the loading bays, which would be in the path of the proposed bicycle lane. Garbage pickup also occurs at this location. In response to the latter, SFMTA staff worked with the representative to identify an alternate location for garbage pickup.

ALTERNATIVES CONSIDERED

Previous iterations of the project included a protected bicycle lane. This element was removed in order to provide space for the new Route 45 terminal.

Additionally, extension of the bus zone east of Third Street was based on review of preliminary plans by Transit Engineering staff. As originally conceived, the eastbound through travel and bicycle lanes would have shifted left within the intersection. Expanding the bus zone and allowing buses to stop farther east would allow this transition to begin at a point midway across the intersection and continue past the intersection, providing more space for buses turning left to pull into the intersection while waiting to turn.

FUNDING IMPACT

The total design and construction cost of the project is currently estimated to be \$125,000. The planned funding source is SFMTA operating funds.

ENVIRONMENTAL REVIEW

The proposed Townsend Street and Third Street Bus-Only Lane and associated changes are subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical exemption from environmental review for minor alterations to existing facilities as defined in Title 14 of the California Code of Regulations Section 15301.

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On January 10, 2020, the SFMTA, under authority delegated by the Planning Department, determined (Case Number 2020-001196ENV) that the proposed Townsend Street and Third Street Bus-Only Lane and associated changes are categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301.

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 1650 Mission Street 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.

Certain items listed below with a “#” are Final SFMTA Decisions as defined by Ordinance 127-18. Final SFMTA Decisions can be reviewed by the Board of Supervisors. Information about the review process can be found at:

https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf.

RECOMMENDATION

Staff recommends amending Transportation Code Division II to establish a transit-only lane on Townsend Street west of Third Street, converting a bicycle lane to a protected bicycle lane on Townsend Street between Third and Lusk streets, and making various parking and traffic modifications along Townsend Street between Clarence Place and Lusk Street to accommodate the transit and bicycle lanes as well as increased commercial loading.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, During peak periods a Muni bus makes a left turn from Townsend Street onto Third Street every three minutes on average; and,

WHEREAS, Buses are delayed by traffic at this location not just during weekday rush hours, but before and after baseball games and other events at nearby Oracle Park; and,

WHEREAS, Providing a transit-only lane would serve to both reduce travel times and make service more reliable; and,

WHEREAS, The San Francisco Municipal Transportation Agency has received a request, or identified a need for parking and traffic modifications as follows:

- A. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME, Townsend Street, south side, from Third Street to 201 feet westerly
- B. ESTABLISH – CLASS II BIKEWAY, Townsend Street, eastbound, from Lusk Street to Third Street.
- C. RESCIND – BLUE ZONE, DISABLED PARKING AT ALL TIMES, Townsend Street, south side, from crosswalk at Lusk Street to 18 feet easterly.
- D. ESTABLISH – BLUE ZONE, DISABLED PARKING AT ALL TIMES, Townsend Street, south side, from 140 feet to 160 feet east of east crosswalk at Lusk Street.
- E. ESTABLISH – BUS ONLY LANE (LEFT-TURNS ONLY), Townsend Street, eastbound, at Third Street.
- F. ESTABLISH – BUS ZONE, Townsend Street, south side, from 72 feet to 117 feet east of Third Street, Townsend Street, south side, from Lusk Street to 125 easterly
- G. ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 1-HOUR TIME LIMIT, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY, Townsend Street, south side, from 159 feet to 209 feet east of Third Street
- H. ESTABLISH – RED ZONE, Townsend Street, south side, from 125 feet to 140 feet east of east crosswalk at Lusk Street, Townsend Street, south side, from 209 feet to 224 feet east of Third Street; and,

WHEREAS, The proposed Townsend Street and Third Street Bus-Only Lane and associated changes are subject to the California Environmental Quality Act (CEQA); and CEQA provides a categorical exemption from environmental review for minor alterations to existing facilities as defined in Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, On January 10, 2020, the SFMTA, under authority delegated by the Planning Department, determined (Case Number 2020-001196ENV) that the proposed

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Townsend Street and Third Street Bus-Only Lane and associated changes are categorically exempt from CEQA as defined in 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 modifications and has been given the opportunity to comment on those modifications through the public hearing process; now, therefore, be it,

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors amends Transportation Code Division II to establish a transit-only lane on Townsend Street west of Third Street; and, be it further,

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves various parking and modifications, as set forth in Items A through H above, along Townsend Street between Clarence Place and Lusk Street.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of March 17, 2020.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

RESOLUTION

[Transportation Code – Townsend Street Transit Only Lane]

Resolution amending Division II of the Transportation Code to designate a new Transit-only lane eastbound on Townsend Street from Lusk Street to Third 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).

* * * *

(32) **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.
	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.
	Church St.	16th St.	Duboce Ave.
	Clay St.	Sansome St.	Davis St.
	Fremont St.	Mission St.	Market St.
	Fremont St.	Harrison St.	Folsom St.

	(Northbound)		
	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.	Stanyan St.	Collins St.
	Geneva Ave. (Outbound)	Delano Ave.	280 Freeway Overpass
	Judah St.	20th Ave.	La Playa St.
	Mission St. (Northbound)	Randall St.	Cesar Chavez St.
	Mission S.t (Eastbound)	1st St.	Beale St.
	Mission St. (Westbound)	Main St.	1st St.
	Mission St. (Westbound)	11th St.	South Van Ness Ave.
	Mission St. (Southbound)	Duboce Ave.	Randall St.
	O'Farrell St.	Stockton St.	Grant St.
	O'Farrell St.	Franklin St.	Powell St.
	Otis St. (Outbound)	South Van Ness Ave.	Duboce Ave.
	Post St.	Gough St.	Grant St.
	Potrero Ave. (Southbound)	25th St.	18th St.
	Sacramento St., (Westbound)	Drumm St.	Front 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.
	<u>Townsend St.</u> (Eastbound)	<u>Lusk St.</u>	<u>3rd St.</u>
6:00 AM – 10:00 AM,	Bush St. (Eastbound)	Montgomery St.	Sansome St.

Monday – Friday	Bush St. (Eastbound)	Sansome St.	151 Feet Easterly
7:00 AM – 9:00 AM, Monday – Friday	Mission St. (Eastbound)	11th St.	5th St.
	Clay St. (Eastbound)	Powell St.	Sansome St.
	Sacramento St. (Westbound)	Kearny St.	Grant Ave.
7:00 AM-7:00 PM, Monday-Friday	Sacramento St.	Front St.	Kearny St.
7:00 AM-6:00 PM, Monday-Friday	Mission St. (Eastbound)	5th St.	1st St.
	Mission St. (Westbound)	1st St.	4th St.
3:00 PM – 8:00 PM, Monday – Friday	Bush St. (Eastbound)	Montgomery St.	Sansome St.
3:30 PM – 7:00 PM, Monday – Friday	Sacramento St. (Westbound)	Kearny St.	Larkin St.
4:00 PM-6:00 PM, Monday-Friday	Mission St. (Eastbound)	11th St.	5th St.
	Mission St. (Westbound)	4th St.	11th 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

Section 2. Effective Date. This ordinance shall become effective 31 days after enactment. Enactment occurs when the San Francisco Municipal Transportation Agency Board of Directors approves this ordinance.

Section 3. Scope of Ordinance. In enacting this ordinance, the San Francisco Municipal Transportation Agency Board of Directors intends to amend only those words, phrases, paragraphs, subsections, sections, articles, numbers, letters, punctuation marks, charts, diagrams, or any other constituent parts of the Transportation Code that are explicitly shown in this ordinance as additions or deletions in accordance with the "Note" that appears under the official title of the ordinance.

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

By: _____
JOHN I. KENNEDY
Deputy City Attorney

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I certify that the foregoing resolution was adopted by the San Francisco
Municipal Transportation Agency Board of Directors at its meeting of March 17, 2020.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

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Municipal Transportation Agency Board of Directors at its meeting of March 17, 2020.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency