

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. 200630-062

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:

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- 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 11<sup>th</sup> to 1<sup>st</sup> Street; 7<sup>th</sup> Street, northbound, from Townsend to Market Street; 8<sup>th</sup> 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 11<sup>th</sup> to 9<sup>th</sup> streets; Mission Street, north from side, from 8<sup>th</sup> Street to 274 feet easterly; Mission Street, north side, from 6<sup>th</sup> to 5<sup>th</sup> 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 9<sup>th</sup> to 8<sup>th</sup> streets; Mission Street, south side, from 7<sup>th</sup> Street to 443 feet westerly; Mission Street, south side, from 7<sup>th</sup> to 6<sup>th</sup> streets; Mission Street, south side, from 3<sup>rd</sup> to 1<sup>st</sup> streets;
- E. ESTABLISH - TOW-AWAY NO STOPPING ANYTIME - Mission Street, south side, from 11<sup>th</sup> to 9<sup>th</sup> streets ; Mission Street, north side, from 9<sup>th</sup> to 8<sup>th</sup> streets Mission Street, south side, from 8<sup>th</sup> Street to 363 feet east of 8<sup>th</sup> Street ; Mission Street, north side, from 6<sup>th</sup> Street to 539 feet west of 7<sup>th</sup> Street ; Mission Street, south side, from 6<sup>th</sup> Street to 5<sup>th</sup> Street; Mission Street, north side, from 3<sup>rd</sup> Street to 1<sup>st</sup> Street;
- F. ESTABLISH - NO LEFT TURN EXCEPT MUNI - Masonic Avenue, between Haight Street and Turk Street;
- 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 11<sup>th</sup> Street; Mission Street, south side, from 126 feet to 170 feet east of 9<sup>th</sup> Street ; Mission Street, south side, from 323 feet to 343 feet east of 7<sup>th</sup> Street ; Mission Street, south side, from 131 feet to 151 feet west of 6<sup>th</sup> 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 7<sup>th</sup> Street ; Mission Street, north side, from 78 feet to 98 feet east of 6<sup>th</sup> Street ; Mission Street, north side, from 230 feet to 252 feet east of 6<sup>th</sup> Street ; Mission Street, north side, from 325 to 347 feet east of 6<sup>th</sup> 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 1<sup>st</sup> Street;
- I. ESTABLISH - WHITE PASSENGER ZONE, 7 AM TO 10 PM, DAILY – Mission Street, north side, from 108 to 196 feet east of 10<sup>th</sup> Street;
- J. ESTABLISH - WHITE PASSENGER ZONE, AT ALL TIMES - Mission Street, south side, from 105 feet to 126 feet east of 9<sup>th</sup> Street Mission Street, north side, from 102 feet to 144 feet east of 8<sup>th</sup> 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 3<sup>rd</sup> Street ; Mission Street, south side, from 291 feet to 354 feet east of 2<sup>nd</sup> 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

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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.

  
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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

[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:

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(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;

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(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.



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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency