

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 210420-059

WHEREAS, 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, 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 exception of essential needs; and,

WHEREAS, On May 28, 2020, Mayor London Breed 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) serving as a framework for temporary improvements to the multimodal transportation system; and,

WHEREAS, On June 30, 2020, the SFMTA Board of Directors approved an initial phase of the TETL project, a component of the TRP, which creates temporary transit-only lanes in order to prevent essential Muni trips from being delayed due to congestion and avoid gridlock for transit service as the City reopens; and delegated authority to the City Traffic Engineer to designate additional TETLs pursuant to Division II, Section 602(b) of the Transportation Code; and,

WHEREAS, The Park Presidio Lombard Temporary High-Occupancy Vehicle (HOV) Lanes project, a component of the TRP, would provide part-time Temporary Transit/HOV lanes, which would serve to reduce travel times on Muni and Golden Gate Transit routes and make transit service and essential trips safer and more reliable; and,

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

WHEREAS, SFMTA staff have determined that temporarily prohibiting the use of one lane in each direction on Park Presidio Boulevard, Park Presidio Bypass, and Crossover Drive between Lake Street and Lincoln Way and on Lombard Street and Richardson Avenue between Franklin Street/Gough Street and Francisco Street/Lyon Street to all vehicles other than HOVs, including buses, those carrying multiple occupants, and other vehicles authorized by California Vehicle Code section 21655.5, will reduce transit travel times, improve reliability and prevent crowding as outlined in the Public Health Order; and,

WHEREAS, While the proposed Park Presidio Lombard Temporary HOV Lanes project was identified as a potential future TETL corridor, amending Section 602 of Division II of the Transportation Code to designate the proposed corridors as part-time Temporary Transit/HOV lanes is necessary because other vehicles authorized to be in HOV lanes by California Vehicle Code Section 21655.5 also will be permitted, and the SFMTA wants to retain discretion to change the minimum number of occupants required to qualify as HOVs in these lanes from two to three based on engineering estimates of the effect of the change on safety, congestion, and highway capacity and public notice; and,

WHEREAS, Because the corridors on the proposed Park Presidio Lombard Temporary HOV Lanes project are on state roadways, the California Department of Transportation's (Caltrans) authorization of the project is required before the SFMTA can begin construction on the proposed project, any designation by the SFMTA Board is contingent on that approval, and, if the project is so authorized, Caltrans' approval also will be required before the City Traffic Engineer exercises discretion to change the minimum number of occupants required to qualify as HOVs on the project; and,

WHEREAS, The San Francisco Municipal Transportation Agency has proposed the installation of temporary traffic modifications from 5 a.m. to 8 p.m., Monday to Friday, as a part of the Park Presidio Lombard Temporary HOV Lanes project as follows:

- A. ESTABLISH – TRANSIT/HIGH OCCUPANCY VEHICLE LANE – Lombard Street, westbound, from Franklin Street to Richardson Avenue (US-101).
- B. ESTABLISH – TRANSIT/HIGH OCCUPANCY VEHICLE LANE – Lombard Street, eastbound, from Richardson Avenue to Gough Street (US-101).
- C. ESTABLISH – TRANSIT/HIGH OCCUPANCY VEHICLE LANE – Richardson Avenue, westbound, from Lombard Street to Lyon Street (US-101).
- D. ESTABLISH – TRANSIT/HIGH OCCUPANCY VEHICLE LANE – Richardson Avenue, eastbound, from Francisco Street to Lombard Street (US-101).
- E. ESTABLISH – TRANSIT/HIGH OCCUPANCY VEHICLE LANE – Crossover Drive, southbound, from Park Presidio Bypass to Lincoln Way (CA-1).
- F. ESTABLISH – TRANSIT/HIGH OCCUPANCY VEHICLE LANE – Park Presidio Bypass, eastbound, from Crossover Drive to Fulton Street (CA-1).
- G. ESTABLISH – TRANSIT/HIGH OCCUPANCY VEHICLE LANE – Park Presidio Bypass, westbound, from Fulton Street to Crossover Drive (CA-1).
- H. ESTABLISH – TRANSIT/HIGH OCCUPANCY VEHICLE LANE – Park Presidio Boulevard, northbound, from Fulton Street to Lake Street (CA-1).
- I. ESTABLISH – TRANSIT/HIGH OCCUPANCY VEHICLE LANE – Park Presidio Boulevard, southbound, from Lake Street to Fulton Street (CA-1).
- J. ESTABLISH – TRANSIT/HIGH OCCUPANCY VEHICLE LANE – Veterans Boulevard, southbound, from 430 feet north of Lake Street to Lake Street (CA-1); and,

WHEREAS, The temporary improvements of the Park Presidio Lombard Temporary HOV Lanes 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 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 Park Presidio Lombard Temporary HOV Lanes 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, The California Department of Transportation delegated authority for environmental review to the City and County of San Francisco in a letter dated February 22, 2021; and,

WHEREAS, On June 10, 2020, the Planning Department determined (Case Number 2020-005472ENV) that the Park Presidio Lombard Temporary HOV Lanes 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, On March 9, 2021, the Planning Department determined that the proposed modifications to the Park Presidio Lombard Temporary HOV Lanes project did not constitute a substantial modification and no further environmental review is necessary; 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 49 South Van Ness Avenue 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, now, therefore, be it

RESOLVED, That the SFMTA Board of Directors approves the temporary part-time traffic modifications, as set forth in Items A through J above, as a part of the Park Presidio Lombard Temporary HOV Lanes project; and be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors amends the Transportation Code, Division II, Section 602 to designate temporary part-time transit/high-occupancy vehicle (HOV) lanes limited to HOVs, including buses, vehicles carrying two or more people, and other vehicles authorized by California Vehicle Code section 21655.5, on segments of state roadways on Veterans Boulevard, Park Presidio Boulevard, Park Presidio Bypass, Crossover Drive from 430 feet north of Lake Street to Lincoln Way, and on Lombard Street and Richardson Avenue between Franklin Street and Francisco Street/Lyon Street from 5 AM to 8 PM, Monday to Friday; and be it further

RESOLVED; That the San Francisco Municipal Transportation Agency Board of Directors amends the Transportation Code, Division II, Section 602 to add a temporary authorization, subject to the approval of the California Department of Transportation, to the City Traffic Engineer to change the minimum number of occupants required to qualify as a HOV in such lanes from two or more occupants to three or more occupants, based on engineering estimates of the effect of the lanes on safety, congestion, and highway capacity and public notice; and be it further

RESOLVED, That all actions and traffic modifications approved herein are subject to the approval of the California Department of Transportation, and once approved, 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.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of April 20, 2021.



Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

RESOLUTION 210420-059

[Transportation Code – Temporary Emergency Transit/HOV Lanes State Roadways]

Resolution amending Division II of the Transportation Code to authorize temporary Transit-only Areas/high-occupancy vehicle (HOV) 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, subject to the approval of the California Department of Transportation (Caltrans), by: (1) designating temporary Transit-only Areas/HOV lanes on segments of U.S. Highway 101 on Lombard Street, both directions, between Franklin/Gough Street and Richardson Avenue (US-101); Richardson Avenue, both directions, from Lombard Street to Francisco/Lyon Street (US-101); and on segments of State Route 1 on Crossover Drive, southbound, from Park Presidio Bypass to Lincoln Way (CA-1); Park Presidio Bypass, both directions, from Crossover Drive to Fulton Street (CA-1); Park Presidio Boulevard, both directions, between Fulton Street and Lake Street (CA-1); and Veterans Boulevard, southbound, from 430 feet north of Lake Street to Lake Street (CA-1); and (2) granting the City Traffic Engineer temporary authority, subject to Caltrans' approval, to change the minimum number of occupants required to qualify as a HOV from two to three or more occupants in such lanes based on engineering estimates of the effect of the change on safety, congestion, and highway capacity and public notice.

NOTE: Additions are single-underline Times New Roman;
deletions are ~~strike through Times New Roman~~.

The Municipal Transportation Agency Board of Directors of the City and County of San Francisco enacts the following regulations:

Section 1. Article 600 of Division II of the Transportation Code is hereby amended by revising Section 602, 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, high-occupancy vehicles (HOV), including vehicles carrying two or more occupants or three or more occupants, and other vehicles authorized by California Vehicle Code Section 21655.5, 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.

(3) Except for buses, high-occupancy vehicles (HOV), including vehicles carrying two or more occupants and other vehicles authorized by California Vehicle Code Section 21655.5, 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, and provided that the City Traffic Engineer is authorized, subject to the approval of the California Department of Transportation, to change the minimum number of occupants required to qualify as a HOV from two or more occupants to three or more occupants in such lanes, based on engineering estimates of the effect of the change on safety, congestion, and highway capacity and public notice, no vehicle may operate in the Temporary Transit-only Areas on the following corridors from 5 AM to 8 PM, Monday to Friday:

(A) Lombard Street, both directions, between Franklin/Gough Street and Richardson Avenue (US-101);

(B) Richardson Avenue, both directions, from Lombard Street to Francisco/Lyon Street (US-101);

(C) Crossover Drive, southbound, from Park Presidio Bypass to Lincoln

Way (CA-1);

(D) Park Presidio Bypass, both directions, from Crossover Drive to Fulton

Street (CA-1);

(E) Park Presidio Boulevard, both directions, between Fulton Street and

Lake Street (CA-1); and

(F) Veterans Boulevard, southbound, from 430 feet north of Lake Street to

Lake Street (CA-1).

(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 subsections (a)(3) or (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 subsections (a)(3) and (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 subsections (a)(3) and (b) supersede the designations in Section 601 to the extent there is a conflict between the two sections.

Section 2. Effective and Operative Dates.

(a) This ordinance shall become effective 31 days after enactment. Enactment occurs when the San Francisco Municipal Transportation Agency Board of Directors approves this ordinance.

(b) This ordinance shall become operative on its effective date or on the effective date of the written authorization by the California Department of Transportation for the designation of Transit-Only Areas described in subsection (a)(3) of Transportation Code Section 602 as amended by this ordinance, whichever date occurs later; provided, that this ordinance shall not become operative if the California Department of Transportation does not provide such written authorization.

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: _____
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 April 20, 2021.



Secretary to the Board of Directors
San Francisco Municipal Transportation Agency