

THIS PRINT COVERS CALENDAR ITEM NO.: 14

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Transit

BRIEF DESCRIPTION:

Approving temporary traffic modifications to designate part-time transit/high-occupancy vehicle (HOV) lanes limited to HOVs, including buses, vehicles carrying multiple occupants, and other vehicles authorized by California Vehicle Code Section 21655.5, on 10 segments of state roadways on the Park Presidio and Lombard corridors; and, amending Transportation Code, Division II, Section 602 to designate such temporary lanes on state roadways, and temporarily authorize the City Traffic Engineer 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 lanes on safety, congestion, and highway capacity and public notice, to be in effect until 120 days after the termination or expiration of the COVID-19 Emergency, subject to the approval of the California Department of Transportation (Caltrans).



SUMMARY:

- In response to the COVID-19 Emergency, the SFMTA has been implementing Temporary Emergency Transit Lanes to ensure that essential trips made by transit remain reliable as the economy recovers and traffic returns, and to ensure that social distancing can be maintained.
- To date, approximately six and a half miles have been implemented, and another six miles have been approved.
- The Project will designate part-time Temporary Transit-Only/HOV lanes on state roadways on the Park Presidio and Lombard corridors, and delegate temporary authority to the City Traffic Engineer to change the minimum number of occupants subject to Caltrans' approval.
- The Project will be in effect until 120 days after the termination or expiration of the COVID-19 Emergency unless the SFMTA Board and Caltrans take further action, as appropriate.
- The Planning Department has determined that the proposed project is statutorily and categorically exempt from the California Environmental Quality Act (CEQA).
- The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31.

ENCLOSURES:

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

APPROVALS:

	DATE
DIRECTOR 	<u>April 14, 2021</u>
SECRETARY 	<u>April 14, 2021</u>

ASSIGNED SFMTAB CALENDAR DATE: April 20, 2021

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PURPOSE

Approving temporary traffic modifications to designate part-time transit/high-occupancy vehicle (HOV) lanes limited to HOVs, including buses, vehicles carrying multiple occupants, and other vehicles authorized by California Vehicle Code Section 21655.5, on 10 segments of state roadways on the Park Presidio and Lombard corridors; and, amending Transportation Code, Division II, Section 602 to designate such temporary lanes on state roadways, and temporarily authorize the City Traffic Engineer 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 lanes on safety, congestion, and highway capacity and public notice, to be in effect until 120 days after the termination or expiration of the COVID-19 Emergency, subject to the approval of the California Department of Transportation (Caltrans).

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

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

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

Objective 2.1: Improve transit service.

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

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

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

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

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

Objective 3.5: Achieve financial stability for the agency.

This item will support the following Transit First Policy Principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
4. Transit priority improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve pedestrian safety.
5. The ability of the City and County to reduce traffic congestion depends on the adequacy of

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regional public transportation. The City and County shall promote the use of regional mass transit and the continued development of an integrated, reliable, regional public transportation system.

DESCRIPTION

Background

On February 25, 2020, Mayor London Breed issued a Proclamation Declaring the Existence of a Local Emergency (COVID-19 Emergency). On March 16, 2020, the San Francisco Health Officer issued a Public Health Order regarding the COVID-19 pandemic requiring residents to shelter in place with the exception of essential needs.

The COVID-19 pandemic has served to reduce both the supply of and demand for transit service in San Francisco. Early in the pandemic, the SFMTA implemented the COVID-19 Core Service Plan network of Muni routes, which allocated limited resources to the locations where they were most needed. The network has since been repeatedly expanded based on ongoing analysis of health and equity concerns, among other factors. Last summer, the Agency secured Board approval of the Temporary Emergency Transit Lanes (TETL) program, which sought to ensure that transit reliability and social distancing could be maintained in key corridors even as the economy began to recover and traffic returned. To date, approximately 6.5 lane-miles of Temporary Emergency Transit Lanes have been implemented, and another six miles have been approved.

The Park Presidio and Lombard corridors are state highways (State Route 1 and U.S. Highway 101, respectively), and as such, they are managed by the California Department of Transportation (Caltrans). Each is also an important transit corridor. Muni routes 28 19th Avenue and 43 Masonic historically served these corridors, although neither route is currently serving Lombard. Route 28 continues to operate on Park Presidio, and the SFMTA has worked with our regional partner, Golden Gate Transit (GGT), to maintain transit service on Lombard by allowing local trips on GGT buses (prior to COVID, only regional passengers were allowed to use this service). GGT continues to operate a half-dozen routes on Lombard.

Shortly after the onset of the COVID-19 Emergency, analysis by SFMTA staff found that decreasing traffic volumes and congestion had greatly decreased travel times for transit in corridors where transit-only lanes allowing transit vehicles to bypass traffic were not already available. Lombard and Park Presidio were among these corridors, and given their importance to both the local and regional transit networks, they were included in the TETL program. Because they are state highways carrying high volumes of regional traffic, however, staff are proposing part-time Temporary Transit/High-occupancy vehicle (HOV) lanes rather than transit-only lanes.

Initial TETL Corridors Approved by the SFMTA Board of Directors in June 2020

On May 28, 2020, Mayor London Breed released a plan and timeline, informed by the Economic Recovery Task Force, to safely reopen San Francisco. Related to this, the SFMTA has developed the Transportation Recovery Plan (TRP) in close coordination with key stakeholders, public officials, members of the public, and the City's Economic Recovery Task Force. On June 30, 2020, the

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SFMTA Board of Directors approved an initial nine-corridor phase of the Temporary Emergency Transit Lanes (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, which would increase exposure to COVID-19 for transit riders.

The SFMTA Board of Directors also delegated authority to the City Traffic Engineer to designate additional TETLs on a predefined list of corridors based upon a determination of public convenience and necessity that met certain predefined criteria. While the proposed Park Presidio Lombard Temporary HOV Lanes project was identified as a potential future TETL corridor, the SFMTA Board must amend Section 602 of Division II of the Transportation Code to designate the proposed corridors as part-time Temporary Transit/HOV lanes because other vehicles authorized to be in HOV lanes by California Vehicle Code section 21655.5 also will be permitted, and the SFMTA needs the flexibility to change the minimum number of occupants required to qualify as a HOV in these lanes from two or more occupants to three or more occupants based on traffic and transit needs.

Proposed Park Presidio Lombard Temporary HOV Lanes

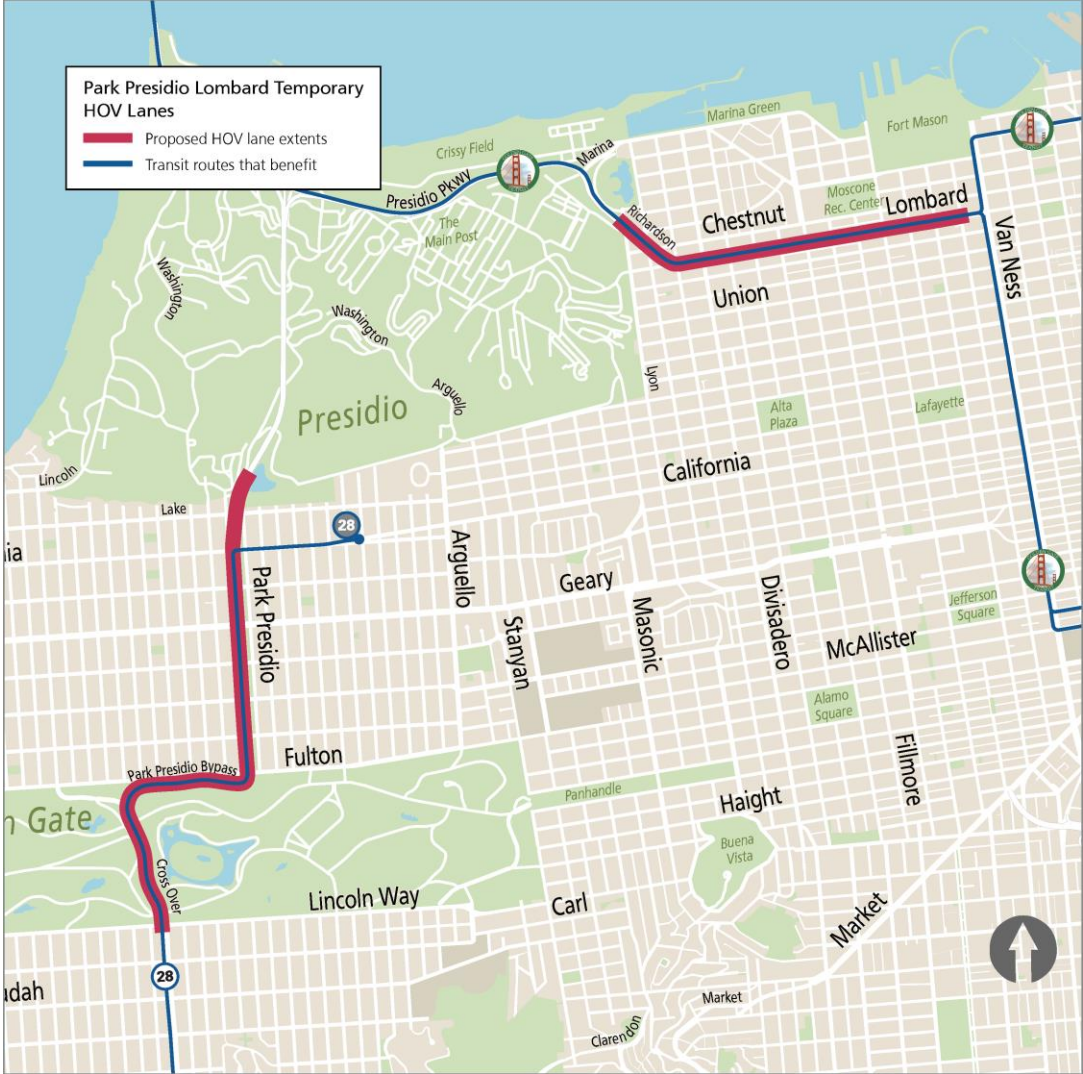
To address the causes of transit delay, support transit reliability, reduce transit travel times, and ensure safe conditions in light of reduced capacity on transit vehicles (including both Muni and Golden Gate Transit) and increasing congestion, SFMTA staff are bringing this proposed action to the SFMTA Board of Directors to approve the implementation of part-time (5 a.m. to 8 p.m., Monday through Friday) Temporary Transit/HOV lanes on State Route 1 and US 101. Specifically, the Project would be implemented on segments of California State Route 1 (CA-1) on Veterans Boulevard, Park Presidio Boulevard, Park Presidio Bypass, and Crossover Drive from 430 feet north of Lake Street to Lincoln Way and on U.S. Highway 101 (US-101) on Lombard Street and Richardson Avenue between Franklin Street/Gough Street and Francisco Street/Lyon Street. A map of the proposed project is shown in Figure 1.

All of the streets in the project area have three general purpose travel lanes in each direction at present. The proposed part-time Temporary Transit/HOV lanes would be installed in the rightmost lane. For purposes of this Project, “Temporary Transit/HOV lanes” includes buses, vehicles carrying two or more or three or more occupants, 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 all the aforementioned vehicles would be allowed to use the designated lanes. The proposed action also would delegate temporary authority, subject to Caltrans’ approval, to the City Traffic Engineer to change the minimum number of occupants required to qualify as a HOV in these lanes from two to three or more occupants, based on engineering estimates of the effect of the lanes on safety, congestion, and highway capacity and public notice. A cross section view of existing conditions and the proposed project is shown in Figures 2 and 3.

The proposed part-time Temporary Transit/HOV lanes will facilitate reliable transit service, helping to maintain social distancing for passengers. These lanes will also reduce passengers’ risk of exposure to COVID-19 by keeping Muni trips as short as possible, and will extend this benefit to other high occupancy vehicles, including service provided by Golden Gate Transit regional express

buses and personal carpools consistent with the City’s Public Health Order. The proposed project would protect transit against the growth of single-occupancy vehicle volumes and encourage transit use and carpooling as the economy begins to recover.

Figure 1: Proposed HOV Lane Locations



EXISTING



10'	8'	10'	10'	10'	4'	10'	10'	10'	8'	10'
sidewalk	parking lane	travel lane	travel lane	travel lane	median	travel lane	travel lane	travel lane	parking lane	sidewalk

PROPOSED



10'	8'	10'	10'	10'	4'	10'	10'	10'	8'	10'
sidewalk	parking lane	HOV lane	travel lane	travel lane	median	travel lane	travel lane	HOV lane	parking lane	sidewalk

Figure 2: Cross Section Views of Existing and Proposed Conditions on Lombard at Buchanan

EXISTING



PROPOSED



Figure 3: Cross Section Views of Existing and Proposed Conditions on Park Presidio at California

Traffic Analysis

SFMTA staff have collected traffic counts and conducted initial traffic analysis focusing on the potential impacts of the project. About one-third of vehicles that the SFMTA observed had at least two occupants and would be eligible to use the proposed part-time Temporary Transit/HOV lanes under the HOV-2 designation. In addition, right-turning vehicles would be eligible to use the

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proposed lanes. In total, over a third of traffic could use the proposed part-time Temporary Transit/HOV lanes, and these lanes represent one-third of the street capacity. For this reason, the proposed project is not anticipated to reduce the effective capacity of the roadway initially, since traffic would continue to be fairly evenly distributed between the three lanes. However, as traffic grows with recovery, transit and carpoolers should be protected from increased congestion. This action provides the SFMTA with the flexibility to change the minimum number of occupants required to qualify as a HOV in these lanes from two or more occupants to three or more occupants based on traffic and transit needs.

The purpose of the Project is to get ahead of a potential increase in the share of drive-alone trips as the economy recovers and people return to jobs in the Financial District and other destinations in the city. This concern is especially urgent as automobile traffic has generally returned faster than transit ridership during the pandemic. If more people drive alone than did pre-COVID, transit and carpoolers will operate in a lane that is protected from that increase in solo drivers. In addition, the part-time Temporary Transit/HOV lanes will make carpooling or riding transit more attractive, which may cause some solo drivers to switch back to carpooling or transit, thereby reducing traffic volumes.

Coordination with Caltrans

Because the proposed part-time Temporary Transit/HOV lanes are on state roadways State Route 1 and U.S. Highway 101 as noted above, Caltrans' approval of the designation is required before the SFMTA can begin construction. The SFMTA is coordinating closely with the Caltrans District 4 office on the design and approval of this Project. Caltrans has delegated environmental authority to the SFMTA for the Project, and plans to both approve the Project's Design Engineering Evaluation Report (DEER) and issue an encroachment permit to the SFMTA prior to any implementation work proceeding. The proposed action for the Board to designate the lanes, and to authorize the City Traffic Engineer to change the minimum number of occupants required to qualify as a HOV from two to three or more occupants in such lanes, will be subject to Caltrans' approval, as reflected in the proposed amendments to the Transportation Code Division II, Section 602. Caltrans' approval also will be required before the City Traffic Engineer exercises such authority to change the minimum number of occupants for HOVs for any of the designated lanes. The SFMTA is also coordinating with Caltrans on project evaluation and regarding any permanent improvements.

All of the above traffic modifications would expire 120 days after the expiration or termination of the COVID-19 Emergency, unless the SFMTA Board and Caltrans take action to make them permanent. All of the proposed changes would be made using paint and signs that are easily removable. In order for these proposed temporary changes to become permanent, additional environmental review, public outreach, SFMTA Board, and Caltrans' approval would be required.

Temporary Traffic Modifications Being Sought

The proposed Park Presidio Lombard Temporary HOV Lanes project includes the following temporary traffic modifications from 5 a.m. to 8 p.m, Monday to Friday, which would expire 120 days after the termination or expiration of the COVID-19 Emergency:

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- 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).

Construction

Caltrans and SFMTA are collaborating on the first segment of part-time Temporary Transit/HOV lanes on US 101 (Lombard Street and Richardson Avenue), to be implemented in April/May 2021. Work would consist of painting lane markings and installing signage.

Evaluation

A key aspect of the proposal would be ongoing monitoring and evaluation of the part-time Temporary Transit/HOV lanes, with an emphasis on equity, health and economic recovery, as well as minimizing unintended impacts. SFMTA staff would consult neighborhood stakeholders prior to implementation regarding potential measures to include in the evaluation, and again following implementation. Evaluation would occur from implementation until up to 120 days after the conclusion of the COVID-19 Emergency, at which time additional construction to reverse the project would occur, unless the SFMTA Board and Caltrans take further action. Based on public feedback and ongoing, on-the-ground data monitoring of the part-time Temporary Transit/HOV lanes, SFMTA staff could make adjustments to the project to meet the needs of community members and Muni riders. Results from the Park Presidio Lombard Temporary HOV Lanes project evaluation would be publicized on the SFMTA website, where staff would report evaluation findings and recommendations.

STAKEHOLDER ENGAGEMENT

In response to the COVID-19 Emergency, SFMTA staff have developed new ways to engage with stakeholders. Much of the engagement for this Project has occurred in an online format, in lieu of in-person meetings, though on-site multilingual posting has continued as normal. If the Project is approved, a multilingual mailer will be sent to affected neighbors to inform them about evaluation of the project.

Prior to implementation and to publicize the proposed project, staff posted announcements on social media, conducted an online community survey to collect feedback on which metrics would be used in the full evaluation, and placed posters around the project corridor to inform community members of the proposed project, public meetings, and ways to provide input. Staff also briefed Supervisor offices, sent approximately 4,000 e-mails to Muni customers, and provided briefings for individual stakeholders upon request.

Staff offered briefings to stakeholder and community-based organizations groups directly affected by the Project beginning in February 2021. In an effort to increase early access to information about the project and scope, a recorded presentation was shared online beginning February 8, 2021. To provide broader access, community members were able to view the presentation at their convenience and submit feedback and questions to the project team.

As these lanes are a response to the public health emergency and temporary in nature, additional stakeholder engagement will occur after implementation, which will allow people to experience the impacts and provide feedback about the changes. The SFMTA will employ a suite of updated engagement options such as text message and online surveys, virtual stakeholder meetings, website updates, and email blasts during our evaluation process, as well as other measures to ensure that engagement with marginalized communities is prioritized.

Prior to the COVID-19 Emergency, the 28 19th Avenue was experiencing growing ridership and increased crowding. Improving the reliability, travel time, and capacity of the service was important to many riders even prior to the pandemic, but has become more urgent given the need for social distancing. The proposed temporary project would help address these concerns.

The proposed temporary project is intended to itself serve as a key phase of public outreach, by allowing community members to experience and evaluate the changes and give feedback in support of future modifications, removal, or permanent installation. Staff will continue to engage with stakeholders throughout the duration of the temporary project.

ALTERNATIVES CONSIDERED

The primary alternatives to the Park Presidio Lombard Temporary HOV Lanes project are to no longer pursue the proposed project or to implement a reduced project that omits some of the proposed work. If the proposed changes are not implemented, increasing congestion will lead to longer travel times and less reliable service on Muni Route 28 19th Avenue as well as on Golden Gate Transit routes using these corridors. These effects would put transit riders at greater risk of exposure to

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COVID-19 and would provide less effective service for essential workers and others who rely on transit.

An alternative limiting the HOV restriction to two or more occupants was also considered. However, SFMTA would like to retain the flexibility to change the minimum number of occupants required to qualify as a HOV in these lanes from two or more occupants to three or more occupants based on changing traffic and transit needs.

FUNDING IMPACT

The Park Presidio Lombard Temporary HOV Lanes project is estimated to cost approximately \$800,000 to implement. If these part-time Temporary Transit/HOV lanes are not constructed, either the agency's operating costs will be increased to maintain service levels, or service levels will be reduced.

ENVIRONMENTAL REVIEW

The Park Presidio Lombard Temporary HOV Lanes project is subject to the California Environmental Quality Act (CEQA) as part of the TETL project. 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 HOV lanes, pursuant to Title 14 of the California Code of Regulations Section 15301. On June 10, 2020, the Planning Department determined (Case Number 2020-005472ENV) that the 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. On March 9, 2021, the Planning Department determined that the proposed modifications to the TETL project did not constitute a substantial modification and no further environmental review is necessary.

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 sfplanning.org and 49 South Van Ness Avenue in San Francisco and is incorporated herein by reference.

While the project area is located on state-owned facilities, Caltrans delegated authority for environmental review of the project to the City and County of San Francisco in a letter dated February 22, 2021.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney's Office has reviewed this item. Caltrans' approval of the proposed project, including the ability of the SFMTA to change the minimum number of occupants required to qualify as a HOV from two to three or more occupants in such lanes, is anticipated prior to start of construction. No additional approvals are required.

RECOMMENDATION

SFMTA staff recommends that the SFMTA Board of Directors approve temporary traffic modifications to designate part-time transit/high-occupancy vehicle (HOV) lanes limited to HOVs, including buses, vehicles carrying multiple occupants, and other vehicles authorized by California Vehicle Code Section 21655.5, on 10 segments of state roadways on the Park Presidio and Lombard corridors; and, amend Transportation Code Division II, Section 602 to designate such temporary lanes on state roadways, and temporarily authorize the City Traffic Engineer 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 lanes on safety, congestion, and highway capacity and public notice, to be in effect until 120 days after the termination or expiration of the COVID-19 Emergency subject to the approval of the California Department of Transportation (Caltrans).

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

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).
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- 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

[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