

THIS PRINT COVERS CALENDAR ITEM NO.: 13

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Transit

BRIEF DESCRIPTION:

Approve temporary traffic modifications associated with the 1 California Temporary Emergency Transit Lane project, including part-time transit-only areas and related parking and traffic changes on segments of Clay and Sacramento streets between Larkin and Kearny streets; direct the City Traffic Engineer, following a public hearing, to establish temporary transit-only areas on California Street, westbound and eastbound, from Presidio Avenue to Steiner Street; Clay Street, eastbound, from Van Ness Avenue to Larkin Street; Sacramento Street, westbound, from Larkin Street to Franklin Street; and Sacramento Street, westbound, from Front Street to Leidesdorff Street; and amend Transportation Code Division II, Section 602 to designate part-time temporary transit-only areas on designated segments of Clay and Sacramento streets between Larkin and Kearny streets.



SUMMARY:

- In response to the COVID-19 Emergency, the SFMTA has been implementing the Temporary Emergency Transit Lane Program (TETL) to reduce the impact of traffic congestion on Muni service. To date, SFMTA has implemented 6.7 miles of TETLs and has approved 5.9 miles more.
- The SFMTA is proposing the 1 California TETL project to improve Muni service on the 1 California line.
- The 1 California TETL project will designate temporary transit lanes on segments of California, Sacramento, and Clay streets as well as make related parking and traffic changes.
- Because the 1 California TETL project includes a mix of part-time and full-time transit lanes, and the City’s Traffic Engineer does not have delegated authority to approve part-time temporary transit lanes.
- The 1 California TETL project will be in effect until 120 days after the termination or expiration of the COVID-19 Emergency unless the SFMTA Board takes further action.
- The SMTA conducted a variety of multi-lingual public outreach activities.
- The Planning Department has determined that the proposed 1 California TETL project is statutorily and categorically exempt from the California Environmental Quality Act (CEQA).
- 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:

	DATE
DIRECTOR 	April 13, 2021
SECRETARY 	April 13, 2021

ASSIGNED SFMTAB CALENDAR DATE: April 20, 2021

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PURPOSE

Approve temporary traffic modifications associated with the 1 California Temporary Emergency Transit Lane project, including part-time transit-only areas and related parking and traffic changes on segments of Clay and Sacramento streets between Larkin and Kearny streets; direct the City Traffic Engineer, following a public hearing, to establish temporary transit-only areas on California Street, westbound and eastbound, from Presidio Avenue to Steiner Street; Clay Street, eastbound, from Van Ness Avenue to Larkin Street; Sacramento Street, westbound, from Larkin Street to Franklin Street; and Sacramento Street, westbound, from Front Street to Leidesdorff Street; and amend Transportation Code Division II, Section 602 to designate part-time temporary transit-only areas on designated segments of Clay and Sacramento streets between Larkin and Kearny streets.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

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

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 transit system.

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 3.1: Use agency programs and policies to advance San Francisco's commitment to equity.

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 would 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.

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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. New transportation investment should be allocated to meet the demand for public transit generated by new public and private commercial and residential developments.

DESCRIPTION

Background

The 1 California line serves the Chinatown neighborhood – one of San Francisco's neighborhoods with high percentages of people of color and low-income households. In addition, 65% of Chinatown and Nob Hill households do not own a car, more than twice as many as the citywide average of 31% with no car. The large share of transit-dependent residents in these neighborhoods further underscores the importance of improving transit performance on the 1-California line.

On February 25, 2020, Mayor London Breed issued a Proclamation Declaring the Existence of a Local Emergency (COVID-19 Local Emergency Proclamation), finding that the COVID-19 pandemic posed a threat to the lives, property or welfare of the city and county and its residents. 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 only exception being for essential needs. The health order and the impacts of the COVID-19 Emergency reduced both the supply and demand of transit service and other mobility services. Shortly after San Francisco's shelter-in-place order was issued, the SFMTA implemented and has continued to operate the COVID-19 Muni Core Service Plan, which provides transit service by allocating limited resources to the locations where they are most needed.

During the first several months of the COVID-19 Emergency, traffic was reduced. As a result, Muni travel times initially decreased allowing buses to provide more frequent service with the same number of vehicles, which helped to partially mitigate the effect of reduced staff resources and vehicle capacity. In the 1-California corridor, transit travel time improved by about 20% east of Arguello Street, resulting in the ability to operate the same service level with two to three fewer buses. Each bus saved translates to about \$1 million in annual operating savings. As the economy has begun to reopen, we have been seeing signs of increasing congestion in the 1 California corridor. Traffic speed decreases and transit travel time increases in this corridor are correlated with greater levels of economic reopening. In short, vehicle speeds have decreased while transit travel time has increased, likely due to increased congestion

In addition, individual transit vehicles are generally carrying substantially fewer passengers as they could prior to the COVID-19 Emergency due to physical distancing requirements. As a result, customers are subject to pass-ups when buses reach their capacity. Recently, the 1 California line has been among the top ten Muni lines that received the most complaints of pass-ups. In January 2021, the SFMTA introduced additional service on the 1-California that has addressed some of these crowding and pass-ups issues. With greater levels of economic reopening anticipated, protecting the 1 California from increased traffic congestion is an important strategy to maintain travel times and

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minimize crowding.

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

On June 30, 2020, the SFMTA Board of Directors approved an initial nine-corridor phase of the TETL project which creates limited and temporary transit lanes in order to prevent essential Muni trips from being delayed due to congestion and avoid gridlock for transit service as the City reopens.

The SFMTA Board of Directors also delegated authority to the City Traffic Engineer under Division II, Section 602(b) of the Transportation Code (“Section 602(b)”) to designate additional TETLs on corridors based upon a determination of public convenience and necessity, including meeting the following criteria and after a public hearing:

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 of Section 602(b) of the Transportation Code 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.

During discussion of this delegation of authority at the June 30, 2020 meeting, the SFMTA Board asked staff to bring to the SFMTA Board for discussion any potentially controversial TETLs that the City Traffic Engineer was considering for approval under Section 602(b).

SFMTA staff have determined that the following segments of the proposed 1 California TETL satisfy Criteria 1, 2, 3, and 4 of Section 602(b) such that the City Traffic Engineer could exercise delegated authority to approve based on a determination of public convenience and necessity following this public hearing: California Street, westbound and eastbound, from Presidio Avenue to Steiner Street; Clay Street, eastbound, from Van Ness Avenue to Larkin Street; Sacramento Street, westbound, from Larkin Street to Franklin Street; Sacramento Street, westbound, from Front Street to Leidesdorff Street. The April 16th SFMTA Board meeting will serve as the public hearing for these segments. At the close of the public hearing, the SFMTA Board of Directors will be asked to consider whether the Board agrees with staff’s recommendation and provide direction to the City Traffic Engineer whether to establish temporary transit lanes on these designated segments.

However, other segments of the proposed 1 California TETL do not satisfy Criteria 2 and therefore require Board consideration and action as a part of this calendar item. Further explanation as to why

segments of the route are being considered for part time transit lanes is outlined below.

Proposed 1 California TETL Project

The 1 California TETL would install a combination of part-time and full-time temporary emergency transit lanes along segments of California, Clay and Sacramento streets as shown in Figure 3. Temporary transit lanes would be striped only with white paint and identified with “Bus/Taxi Only” stenciling and signage, making them easily reversible. No red color is proposed as part of these temporary installations. Cars are still allowed to enter transit lanes to make right turns and access parking. Temporary emergency transit lanes will automatically be removed within 120 days after the emergency order is lifted, unless there is a public process to make a temporary emergency transit lane permanent. In order for these proposed temporary changes to become permanent, additional environmental review, public outreach, and SFMTA Board approval would be required.

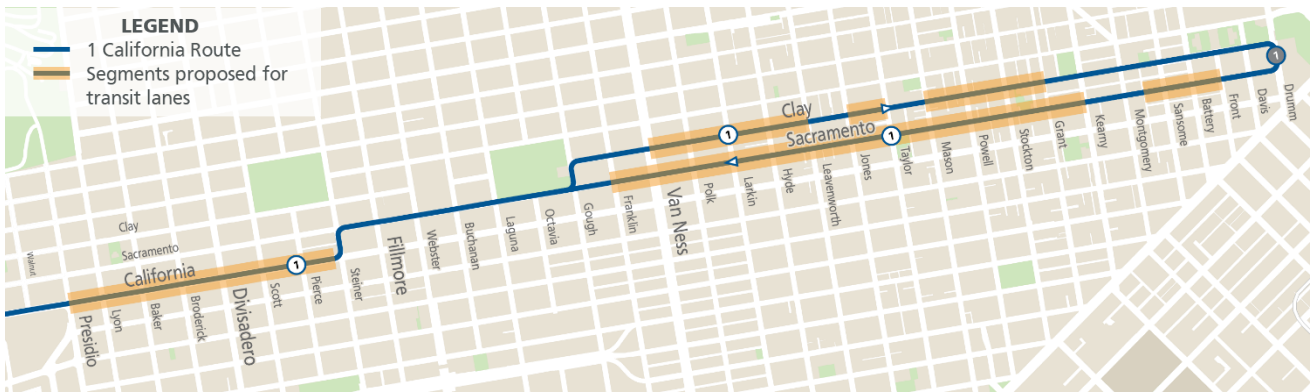


Figure 3 – Locations proposed for temporary emergency transit treatments (mix of full-time and part-time transit lanes)

California Street between Steiner and Presidio streets

On this segment, temporary emergency transit lanes would replace the curbside travel lane as shown in Figures 4 and 5. Lanes would be in effect at all times. All on-street parking would be retained.

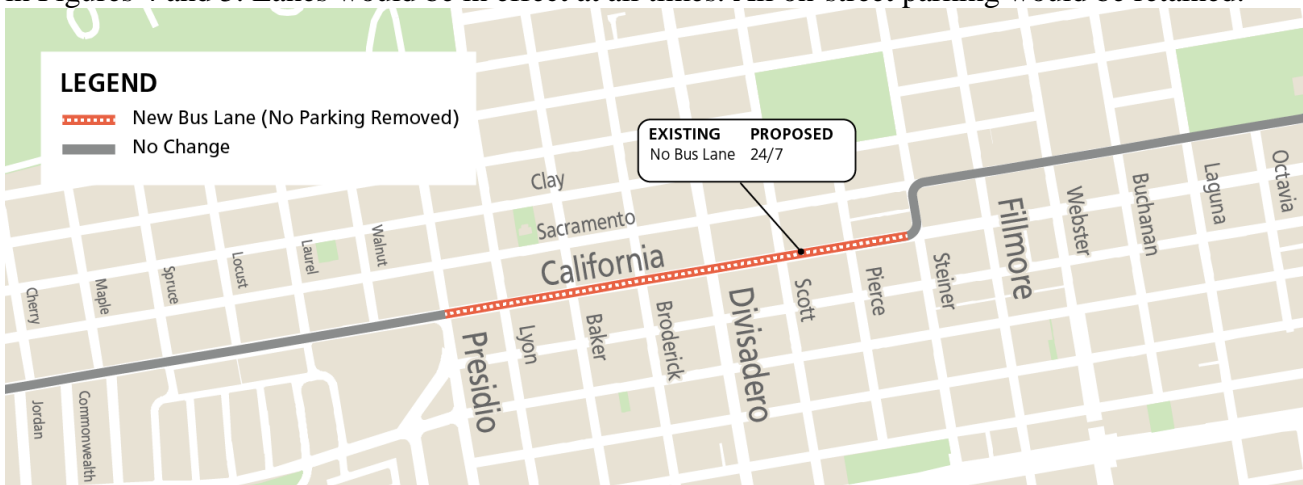


Figure 4 – 1 California TETL detailed proposal – western segment

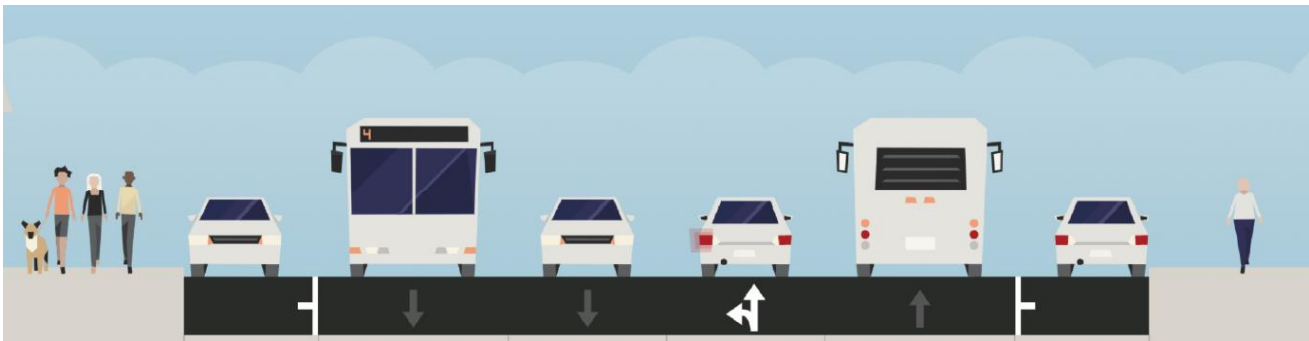


Figure 5 – Proposed cross-section: California between Presidio and Steiner streets. The curbside travel lanes would become temporary emergency transit lanes.

Sacramento and Clay streets

On Sacramento and Clay streets, proposed temporary transit lanes would include a mix of part-time and full-time transit lanes as shown in Figure 6. The proposed configuration on these streets would vary in different segments of the corridor that have different street widths. Between Franklin and Larkin streets, temporary emergency transit lanes would replace the curbside travel lane as shown in Figure 7. Lanes would be in effect at all times. All on-street parking would be retained.



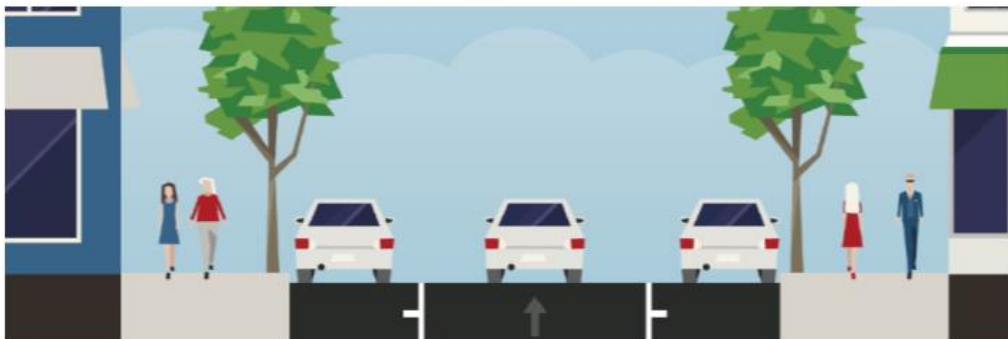
Figure 6 – 1 California TETL detailed proposal – eastern segment



Figure 7 - Proposed cross-section: segments of Sacramento and Clay streets between Franklin and Larkin streets. The curbside travel lane would become a temporary emergency transit lane.

Between Larkin and Kearny streets, temporary emergency transit lanes would replace the right-hand side curbside parking lane during hours the transit lane is in effect (see Figure 8).

During most hours when **bus lane is not in effect**



During peak hours when **bus lane is in effect**

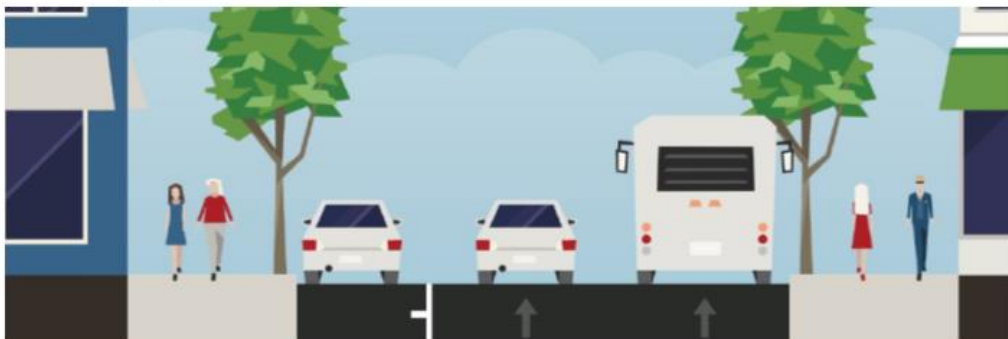


Figure 8: Proposed cross-section: segments of Sacramento and Clay streets between Larkin and Kearny streets. The curbside parking lane becomes a transit lane during hours the transit lane is in effect (hours would vary as described further below).

Finally, on Sacramento Street between Leidesdorff and Front streets, temporary emergency transit lanes would convert the existing 7am-7pm transit lane to a full time transit lane as shown in Figure 9, eliminating these curbside spaces as part-time parking spaces.

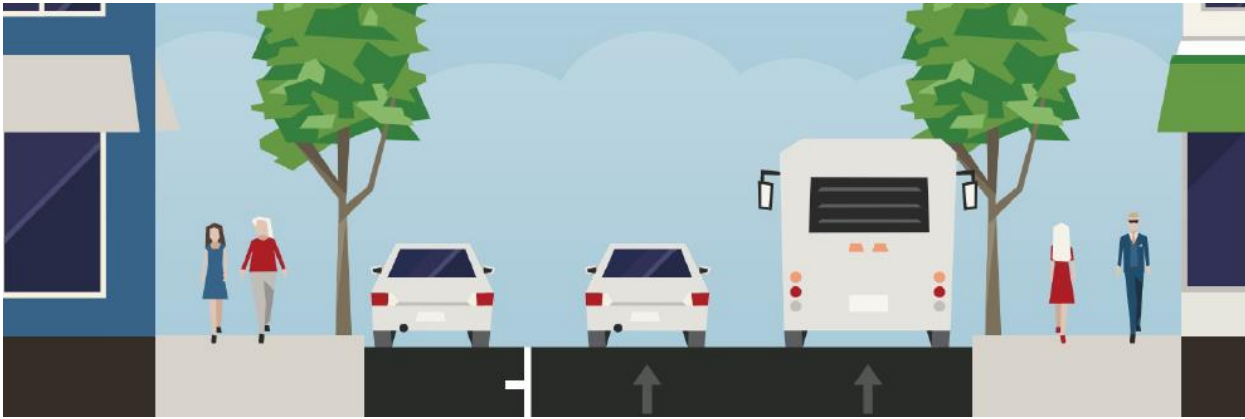


Figure 9: Proposed cross-section: Sacramento between Leidesdorff and Front streets

Parking and Loading Changes

In some segments of the corridor, the proposed 1 California TETL would reduce available hours for parking and loading during hours the temporary transit lane is in affect. Table 1 summarizes these changes. Due to the overall constrained parking supply, the project team sought to minimize parking impacts by only proposing temporary transit lanes during the hours that data indicated the greatest potential for benefit.

This is a policy question centered around how we can best use San Francisco’s limited public street space. There is a direct tradeoff between using it to improve transit performance for those who are making essential trips versus using it to provide parking for San Franciscans who primarily own cars.

Table 1: Parking impacts

	Number of parking spaces affected		
	Change from no transit lane to both AM and PM transit lane	Added peak period to existing transit lane (e.g. from only AM to AM and PM)	Added time to existing transit lane (e.g. from 3:30-7pm to 3-7pm)
Financial District		37 ¹	
Chinatown		34	28
Nob Hill	43		76

¹these spaces would be converted from 7am-7pm transit lanes to full time transit lanes

The SFMTA also sought to minimize impacts to passenger and commercial loading zones. Targeted outreach was conducted to all affected white zones to ensure passenger loading needs would continue to be accommodated and some minor refinements were made to address two organizations’ needs. In addition, while there are some reductions to the available hours of some commercial loading zones, the hours remaining along with other commercial loading zones nearby are adequate.

Proposed Temporary Parking and Traffic Modifications

The SFMTA proposes that the SFMTA Board approve the following parking and traffic modifications on the 1 California corridor to implement the 1 California TETL project.

- A. ESTABLISH – TRANSIT ONLY LANE, 7AM TO 10AM AND 3PM TO 7PM, MONDAY TO FRIDAY – Clay Street, eastbound, from Larkin Street to Leavenworth Street; Clay Street, eastbound, from Jones Street to Taylor Street; Clay Street, eastbound, from Mason Street to Powell Street
- B. ESTABLISH – TRANSIT ONLY LANE, 7AM TO 9AM AND 3PM TO 6PM, MONDAY TO FRIDAY – Clay Street, eastbound, from Powell Street to Grant Avenue
- C. ESTABLISH – TRANSIT ONLY LANE, 7AM TO 9AM AND 3PM TO 7PM, MONDAY TO FRIDAY – Sacramento Street, westbound, from Kearny Street to Stockton Street
- D. ESTABLISH – TRANSIT ONLY LANE, 3PM TO 7PM, MONDAY TO FRIDAY – Sacramento Street, westbound, from Stockton Street to Powell Street; Sacramento Street, westbound, from Mason Street to Larkin Street

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- E. ESTABLISH – TOW AWAY NO STOPPING ANYTIME – Sacramento Street, north side, from Front Street to Leidesdorff Street
- F. ESTABLISH – TOW AWAY NO STOPPING 7AM TO 10AM AND 3PM TO 7PM, MONDAY TO FRIDAY – Clay Street, south side, Larkin Street to Leavenworth Street; Clay Street, south side, Jones Street to Taylor Street; Clay Street, south side, Mason Street to Powell Street
- G. ESTABLISH – TOW AWAY NO STOPPING 7AM TO 9AM AND 3PM TO 6PM, MONDAY TO FRIDAY – Clay Street, south side, from Powell Street to Grant Avenue
- H. ESTABLISH – TOW AWAY NO STOPPING 7AM TO 9AM AND 3PM TO 7PM, MONDAY TO FRIDAY – Sacramento Street, north side, from Kearny Street to Stockton Street
- I. ESTABLISH – TOW AWAY NO STOPPING 3PM to 7PM, MONDAY TO FRIDAY – Sacramento Street, north side, from Stockton Street to Powell Street; Sacramento Street, north side, from Mason Street to Larkin Street
- J. RESCIND – PASSENGER LOADING ZONE, 9AM TO 6PM, MONDAY TO FRIDAY – Clay Street, south side, from 66 feet to 110 feet east of Powell Street (to be relocated to meters #937, 939, and 941)
- K. ESTABLISH – PASSENGER LOADING ZONE, 9AM to 6PM, MONDAY TO FRIDAY – Clay Street, south side, from Powell Street to 66 feet easterly (relocates existing zone at metered spaces #935 and #933) #
- L. ESTABLISH – COMMERCIAL LOADING FROM 10AM TO 3PM MONDAY TO FRIDAY – Clay Street, south side, from Jones Street to 40 feet easterly (modifies existing hours) #
- M. ESTABLISH – COMMERCIAL LOADING 9AM-3PM MONDAY TO SATURDAY – Sacramento Street, north side, from Waverly Place to 51 feet easterly (modifies existing commercial hours and replaces white zone)) #
- N. ESTABLISH – COMMERCIAL LOADING 9AM TO 3PM, MONDAY TO FRIDAY – Sacramento Street, north side, from 54 feet to 142 feet east of Grant Avenue (modifies existing hours) #
- O. ESTABLISH – COMMERCIAL LOADING 9AM TO 3PM MONDAY TO FRIDAY AND 7AM TO 6PM SATURDAY – Sacramento Street, north side, from Grant Avenue to 54 feet easterly (modifies existing hours); Sacramento Street, north side, from 64 feet to 158 feet west of Kearny Street (modifies existing hours) #
- P. ESTABLISH- RIGHT LANE MUST TURN RIGHT EXCEPT MUNI – Clay Street, eastbound at Stockton Street
- Q. ESTABLISH – WHITE ZONE, PASSENGER LOADING ZONE, 7AM TO 3PM AND 3PM TO 10PM, MONDAY TO FRIDAY, 7AM TO 10PM SATURDAY AND SUNDAY – Sacramento Street, north side, from 38 feet to 90 feet west of Mason Street (modifies existing hours); Sacramento Street, north side, from 20 feet to 40 feet east of Sproule Lane (modifies existing hours); Sacramento Street, north side, from 20 feet to 40 feet west of Sproule Lane (modifies existing hours); Sacramento Street, north side, from 15 feet to 35 feet east of Taylor Street (modifies existing hours); Sacramento Street, north side, from 3 feet to 23 feet west of Taylor Street (modifies existing hours)

All of the above parking and traffic modifications would be limited in duration and expire 120 days

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following the expiration or termination of the COVID-19 Local Emergency Proclamation, unless the SFMTA Board of Directors takes action to make them permanent. All of the proposed changes would be made with signs and paint that are easily reversible. In order for these proposed temporary changes to become permanent, additional environmental review, public outreach, TASC review, and SFMTA Board of Directors approval would be required.

Implementation and Evaluation

If approved, implementation of the 1 California TETL project is anticipated later this Spring 2021. Work would consist of painting lane markings and installing signage.

Evaluation would occur from Spring 2021 until up to 120 days after the conclusion of the COVID-19 Local Emergency Proclamation, at which time changes to reverse the project would occur, unless the SFMTA Board takes further action. SFMTA staff would conduct a thorough and transparent project evaluation to understand benefits and impacts. SFMTA staff would also consult neighborhood stakeholders regarding potential measures to include in the evaluation. Results from the 1 California TETL project evaluation would be publicized on the SFMTA website, where staff would report evaluation findings and recommendations.

STAKEHOLDER ENGAGEMENT

Notification

The SFMTA notified stakeholders about the project proposal using the following techniques:

- A mailer was sent to all properties within one or two blocks of the proposed street changes, covering almost 24,000 addresses. The mailer was in English, Chinese, and Russian and included an overview of the project proposal as well as information about two virtual community meetings to learn more and provide feedback.
- Email/text updates were sent to 1 California Muni alerts subscribers and other relevant subscription topics.
- Posters in English, Russian, and Chinese were posted at key destinations along the project corridor, including at bus stops.
- Stakeholder meetings were conducted with stakeholder organizations within the project limits who accepted our invitation to meet, including: Chinatown Transportation Research and Improvement Project, Chinatown merchants' representatives, Pacific Heights Residents Association, Friends of Lafayette Park, the Nob Hill Association, Discover Polk Community Benefit District, and the San Francisco Transit Riders.
- Direct phone calls or emails to notify about the community meetings was conducted to organizations in close proximity to the proposal such as medical institutions, places of worship, community centers, grocery stores, large residential properties, schools, and banks.
- Two virtual community meetings were held:
 - February 17, 11:30am, focused on the western portion of the corridor, west of Steiner Street, and was conducted in English. There were approximately 15 attendees.

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- February 24, 2:00pm, focused on the eastern portion of the corridor east of Larkin Street. This meeting was conducted in both English and Cantonese and had approximately 45 attendees.

The meetings were facilitated by an SFMTA Public Hearing officer and included remarks from the District Supervisor’s office, a staff presentation, public questions/comments, and staff responses.

- Feedback was accepted by phone and email. We received email and/or phone calls from over 50 individuals and everyone who contacted us received a response.

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

Feedback

Figure 10 summarizes the number and sentiment of comments received via phone/email and live at one of the two community meetings. Out of 98 comments received, the majority, ~56%, were in support of the proposal, with approximately 30% opposed and additional 14% neutral.

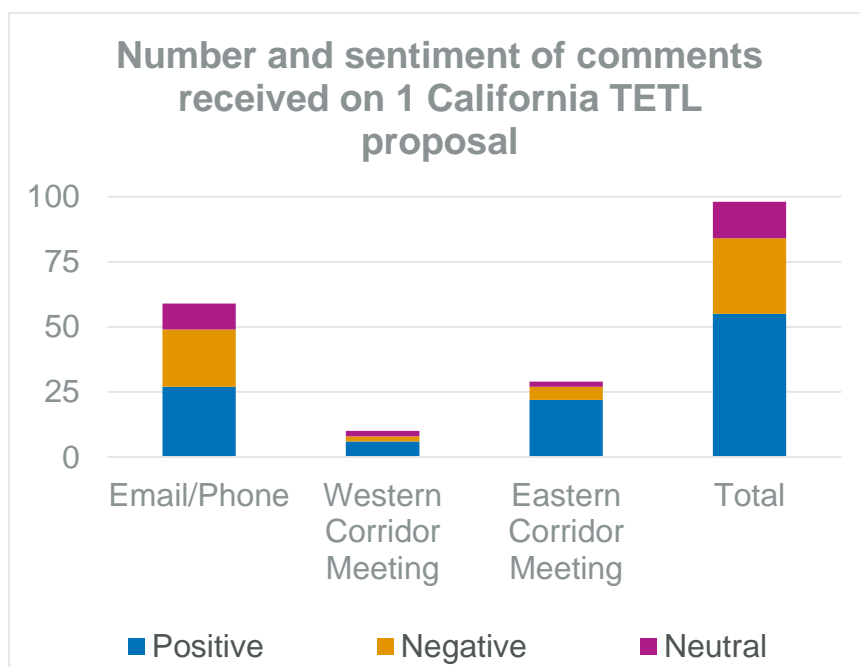


Figure 10: Number and sentiment of comments received on 1 California TETL proposal

In addition to general support or opposition to the proposed project, staff received stakeholder feedback on the following topics:

- Transit riders who support the improvements and have experienced buses slowed by

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congestion and pass-ups/crowding on the 1-California.

- Requests to make transit lanes active for more hours and segments of the 1-California corridor.
- Mixed opinions about whether the 1-California is experiencing crowded conditions and being slowed by traffic.
- Concerns about impacts to loading and parking in Chinatown.
- Concerns about increased traffic congestion and impacts to parallel streets.
- Concerns about the impacts of new parking restrictions in Nob Hill, particularly on Clay Street.
- Suggestions to move the portion of the 1-California that operates along Clay and Sacramento streets to California Street.
- Confusion about the goals of project, connection to the COVID pandemic, and process for considering making permanent.
- Questions about why transit lanes are proposed on Clay Street in Nob Hill in the afternoon from 3-7pm when the dominant commute direction during these hours is westbound.
- Questions about whether transit travel time savings during Shelter in Place was only as a result of reduced ridership.
- Requests to implement earlier than May 2021.

SFMTA published a 1 California TETL Project Outreach Summary that further documented this feedback and provided responses to each topic, available on the project website:

[SFMTA.com/TempLanes1Cal](https://www.sfmta.com/TempLanes1Cal). SFMTA made several project changes to address some of the major areas of feedback, including:

- **Revised proposal to decrease parking impacts on Clay Street in Nob Hill.** Those raising comments on this topic were concerned that people who own cars and do not have access to off-street parking would have a difficult time finding alternative locations to park, and find it challenging to need to move their cars twice during the workday when many people are working from home. In response to this feedback, the revised proposal removes the proposed transit lane on Clay Street between Leavenworth and Jones streets and on Clay Street between Taylor and Mason streets. We would need to remove partial blocks of the proposed transit lane on these blocks because of two locations where a tree overhangs the curbside lane. We are proposing to remove these two entire blocks to allow for additional preservation of parking. With this change, the total number of parking spaces affected on Clay Street in Nob Hill decreases by 26, from 69 to 43 parking spaces. In addition, part-time transit lanes would only be in affect from Monday through Friday. Recognizing the constrained parking supply in the surrounding neighborhood, we limited the proposed transit lane hours to only those where data was showing the greatest potential for benefit.
- **Revised proposal to address concerns with loading impacts in Chinatown.** Several comments raised specific concerns about loading impacts of the proposed expanded hours of transit lanes in Chinatown. Based on this feedback, SFMTA conducted additional coordination with Chinatown stakeholders and developed a revised proposed that removed the proposed addition of 9-10am on segments of Sacramento and Clay in Chinatown given the importance of that hour for loading. In addition, proposed changes along Clay Street between Grant Avenue and Montgomery Street were dropped, and some minor changes to the limits of

the afternoon transit lane hours on Clay Street between Powell and Stockton streets were made to maintain two passenger loading zones that support a childcare center and a medical center.

Figure 11 provides a mark-up of all the changes.

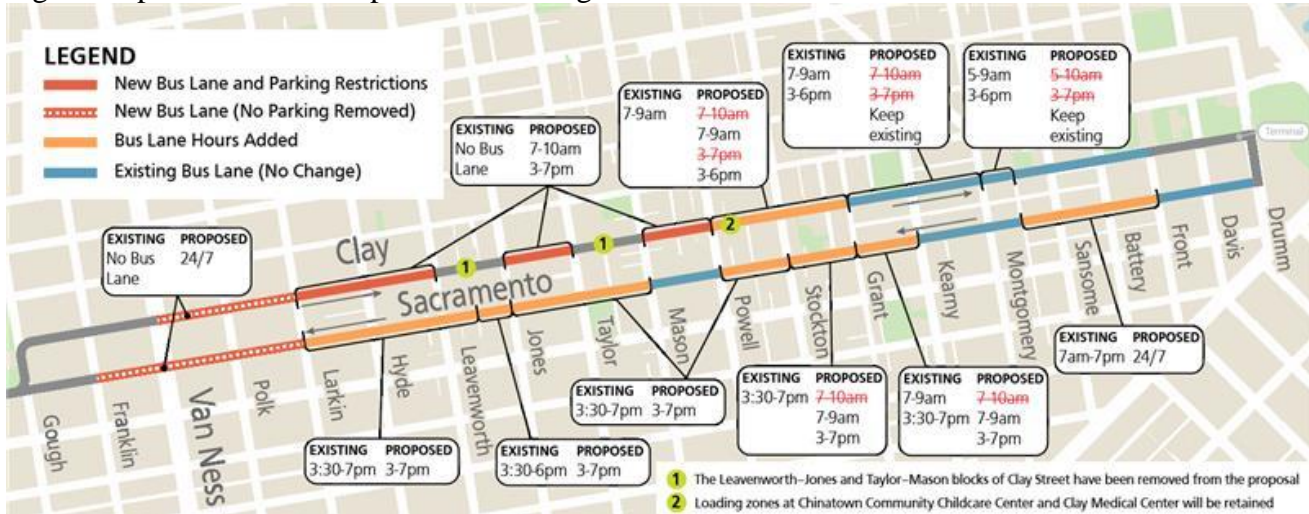


Figure 11 – Changes made to proposal in response to outreach

Given that the proposed legislation is responsive to the public health emergency and temporary in nature, the proposed installation is intended to serve as a key phase of public outreach, by allowing community members to experience and evaluate the changes on a temporary basis 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 alternative to the 1 California TETL project is to not 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 may lead to longer travel times, less reliable service, and increased crowding on the 1 California line. These effects would put riders at greater risk of exposure to COVID-19 and would provide less effective transit service for essential workers and others who rely on Muni.

FUNDING IMPACT

The 1 California TETL project’s implementation would cost less than \$150,000 and will be implemented using Transit Reliability Spot Improvement funds. If these transit lanes are not implemented, given the impending financial crisis due the COVID-19 Emergency, there would likely be difficulty delivering needed transit service to the 1 California corridor due to the additional travel time and reduced capacity needed to provide service on congested roadways and to provide for proper social distancing in the COVID-19 era. In short, any service reductions would restrict the number of potential riders which would ultimately impact revenue.

ENVIRONMENTAL REVIEW

The 1 California 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. On June 10, 2020, the Planning Department determined (Case Number 2020-005472ENV) that the 1 California Street 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 31, 2021, the Planning Department determined that the proposed modifications to the 1 California 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.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney's Office has reviewed this item. No additional approvals are required.

Certain 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. Information about the review process can be found at http://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet/pdf. SFMTA staff have determined that items K, L, M, N, O, and Q are such final SFMTA decisions.

RECOMMENDATION

SFMTA staff recommends that the SFMTA Board of Directors approve temporary traffic modifications associated with the 1 California Temporary Emergency Transit Lane Project, including part-time transit-only areas and related parking and traffic changes on segments of Clay and Sacramento streets between Larkin and Kearny streets, and, following a public hearing, direct the City Traffic Engineer to designate temporary transit-only areas on California Street, westbound and eastbound, from Presidio Avenue to Steiner Street; Clay Street, eastbound, from Van Ness Avenue to Larkin Street; Sacramento Street, westbound, from Larkin Street to Franklin Street; and Sacramento Street, westbound, from Front Street to Leidesdorff Street; and amend Transportation Code Division II, Section 602 to designate temporary transit-only areas on designated segments of Clay and Sacramento streets between Larkin and Kearny streets.

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 only exception being for essential needs which significantly impacted San Francisco's transit system; and,

WHEREAS, On June 30, 2020, the SFMTA Board of Directors approved an initial phase of the Temporary Emergency Transit Lanes (TETL) project which creates temporary transit 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 1 California Temporary Emergency Transit Lane (TETL) project would provide a combination of part-time and full-time temporary transit lanes on segments of California, Sacramento, and Clay streets which would serve to reduce travel times on Muni's 1 California line and make transit service and essential trips safer and more reliable; and,

WHEREAS, The SFMTA is committed to making San Francisco a Transit First city; and,

WHEREAS, Transportation Code Division II, Section 602(b) delegates authority to the City Traffic Engineer to designate additional TETLs on corridors based upon a determination of public convenience and necessity, including meeting the following criteria and after a public hearing:

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 of Section 602(b) of the Transportation Code 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; and,

WHEREAS, SFMTA staff have determined that the following segments of the proposed 1 California TETL satisfy criteria 1, 2, 3, and 4 of Section 602(b) such that the City Traffic Engineer can exercise his delegated authority to approve based on a determination of public convenience and necessity: California Street, westbound and eastbound, from Presidio Avenue to Steiner Street; Clay Street, eastbound, from Van Ness Avenue to Larkin Street; and Sacramento Street, westbound, from Larkin Street to Franklin Street; Sacramento Street, westbound, from Front Street to Leidesdorff Street; and,

WHEREAS, SFMTA staff has calendared this hearing before the SFMTA Board of Directors in accordance with the request the SFMTA Board made at its June 30, 2020 meeting to consider TETL proposals that are potentially controversial; and,

WHEREAS, At the close of the public hearing, the SFMTA Board of Directors is asked to consider whether the MTA Board agrees with staff's recommendation that the designated segments of the 1 California TETL meets the criteria in Section 602(b) described above for designation of temporary transit-only lanes; and, if the SFMTA Board so agrees, to provide direction to the City Traffic Engineer whether to establish temporary transit lanes on the designated segments of the 1 California TETL pursuant to the SFMTA Board's delegation under Section 602(b) until 120 days after the termination or expiration of the COVID-19 Local Emergency Proclamation; and,

WHEREAS, The San Francisco Municipal Transportation Agency has proposed the installation of temporary parking and traffic modifications as a part of the 1 California TETL project as follows:

- A. ESTABLISH – TRANSIT ONLY LANE, 7AM TO 10AM AND 3PM TO 7PM, MONDAY TO FRIDAY – Clay Street, eastbound, from Larkin Street to Leavenworth Street; Clay Street, eastbound, from Jones Street to Taylor Street; Clay Street, eastbound, from Mason Street to Powell Street
- B. ESTABLISH – TRANSIT ONLY LANE, 7AM TO 9AM AND 3PM TO 6PM, MONDAY TO FRIDAY – Clay Street, eastbound, from Powell Street to Grant Avenue
- C. ESTABLISH – TRANSIT ONLY LANE, 7AM TO 9AM AND 3PM TO 7PM, MONDAY TO FRIDAY – Sacramento Street, westbound, from Kearny Street to Stockton Street
- D. ESTABLISH – TRANSIT ONLY LANE, 3PM TO 7PM, MONDAY TO FRIDAY – Sacramento Street, westbound, from Stockton Street to Powell Street; Sacramento Street, westbound, from Mason Street to Larkin Street
- E. ESTABLISH – TOW AWAY NO STOPPING ANYTIME – Sacramento Street, north side, from Front Street to Leidesdorff Street
- F. ESTABLISH – TOW AWAY NO STOPPING 7AM TO 10AM AND 3PM TO 7PM, MONDAY TO FRIDAY – Clay Street, south side, Larkin Street to Leavenworth Street; Clay Street, south side, Jones Street to Taylor Street; Clay Street, south side, Mason Street to Powell Street

- G. ESTABLISH – TOW AWAY NO STOPPING 7AM TO 9AM AND 3PM TO 6PM, MONDAY TO FRIDAY – Clay Street, south side, from Powell Street to Grant Avenue
- H. ESTABLISH – TOW AWAY NO STOPPING 7AM TO 9AM AND 3PM TO 7PM, MONDAY TO FRIDAY – Sacramento Street, north side, from Kearny Street to Stockton Street
- I. ESTABLISH – TOW AWAY NO STOPPING 3PM to 7PM, MONDAY TO FRIDAY – Sacramento Street, north side, from Stockton Street to Powell Street; Sacramento Street, north side, from Mason Street to Larkin Street
- J. RESCIND – PASSENGER LOADING ZONE, 9AM TO 6PM, MONDAY TO FRIDAY – Clay Street, south side, from 66 feet to 110 feet east of Powell Street
- K. ESTABLISH – PASSENGER LOADING ZONE, 9AM to 6PM, MONDAY TO FRIDAY – Clay Street, south side, from Powell Street to 66 feet easterly
- L. ESTABLISH – COMMERCIAL LOADING FROM 10AM TO 3PM MONDAY TO FRIDAY – Clay Street, south side, from Jones Street to 40 feet easterly
- M. ESTABLISH – COMMERCIAL LOADING 9AM-3PM MONDAY TO SATURDAY – Sacramento Street, north side, from Waverly Place to 51 feet easterly.
- N. ESTABLISH – COMMERCIAL LOADING 9AM TO 3PM, MONDAY TO FRIDAY – Sacramento Street, north side, from 54 feet to 142 feet east of Grant Avenue
- O. ESTABLISH – COMMERCIAL LOADING 9AM TO 3PM MONDAY TO FRIDAY AND 7AM TO 6PM SATURDAY – Sacramento Street, north side, from Grant Avenue to 54 feet easterly; Sacramento Street, north side, from 64 feet to 158 feet west of Kearny Street (modifies existing hours)
- P. ESTABLISH- RIGHT LANE MUST TURN RIGHT EXCEPT MUNI – Clay Street, eastbound at Stockton Street
- Q. ESTABLISH – WHITE ZONE, PASSENGER LOADING ZONE, 7AM TO 3PM AND 3PM TO 10PM, MONDAY TO FRIDAY, 7AM TO 10PM SATURDAY AND SUNDAY – Sacramento Street, north side, from 38 feet to 90 feet west of Mason Street; Sacramento Street, north side, from 20 feet to 40 feet east of Sproule Lane; Sacramento Street, north side, from 20 feet to 40 feet west of Sproule Lane; Sacramento Street, north side, from 15 feet to 35 feet east of Taylor Street; Sacramento Street, north side, from 3 feet to 23 feet west of Taylor Street; and,

WHEREAS, The temporary improvements of the 1 California 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 traffic modifications will be temporary in nature and will expire 120 days after the termination or expiration of the COVID-19 Local Emergency Proclamation; and,

WHEREAS, The 1 California 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 1 California 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, On March 31, 2021, the Planning Department determined that the proposed modifications to the 1 California TETL 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, 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. Items K, L, M, N, O, and Q are Final SFMTA Decisions as defined by Ordinance 127-18; 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 San Francisco Municipal Transportation Agency Board of Directors amends Transportation Code Division II, Section 602 to designate transit only areas from 7am to 10am and 3pm to 7pm, Monday to Friday on Clay Street; eastbound, from Larkin Street to Leavenworth Street; eastbound, from Jones Street to Taylor Street; eastbound, from Mason Street to Powell Street; and to designate transit only areas from 7am to 9am and 3pm to 6pm, Monday to Friday on Clay Street eastbound, from Powell Street to Grant Avenue; and to designate transit only areas from 7am to 9am and 3pm to 7pm, Monday to Friday on Sacramento Street westbound, from Kearny Street to Stockton Street; and to designate transit only areas from 3pm to 7pm, Monday to Friday on Sacramento Street westbound, from Stockton Street to Powell Street; westbound, from Mason Street to Larkin Street; and

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors directs the City Traffic Engineer to establish temporary transit-only areas on California Street, westbound and eastbound, from Presidio Avenue to Steiner Street; Clay Street, eastbound, from Van Ness Avenue to Larkin Street; Sacramento Street, westbound, from Larkin Street to Franklin Street; and Sacramento Street, westbound, from Front Street to Leidesdorff Street as a part of the California Temporary Emergency Transit Lane project; and be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the temporary parking and traffic modifications, as set forth in Items A through Q above, to remain 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 NO.

[Transportation Code – Clay and Sacramento Streets Temporary Transit-Only Areas]

Resolution amending Division II of the Transportation Code to designate new temporary transit-only areas on Clay and Sacramento Streets in the Nob Hill and Chinatown neighborhoods.

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, 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:

* * * *

(E) 8th Street, southbound, from Market to Townsend Streets; ~~and~~

(F) Masonic Avenue, both directions, from Haight Street to Geary Boulevard;

(G) Clay Street

(i) 7AM to 10AM and 3PM to 7PM, Monday to Friday, eastbound, from Larkin Street to Leavenworth Street, from Jones Street to Taylor Street, and from Mason Street to Powell Street;

(ii) 7AM to 9AM and 3PM to 6PM, Monday to Friday, eastbound, from Powell Street to Grant Avenue; and

(H) Sacramento Street

(i) 7AM to 9AM and 3PM to 7PM, Monday to Friday, westbound, from Kearny Street to Stockton Street;

(ii) 3PM to 7PM, Monday to Friday, westbound, from Stockton Street to Powell Street, and from Mason Street to Larkin Street.

* * * *

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 April 20, 2021.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency