

THIS PRINT COVERS CALENDAR ITEM NO.: 13

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Transit

BRIEF DESCRIPTION:

Approving temporary parking and traffic modifications associated with the West Portal LK Transfer Project and the J Church Transfer Improvements Project to support the restoration of Muni Metro rail service; parking and traffic modifications associated with the reinstatement of the 37 Corbett, 48 Quintara-24th, 27 Bryant, 33 Ashbury-18th, and 55 Dogpatch bus routes; and parking and traffic modifications associated with the creation of the 15 Bayview-Hunters Point Express (BHPX) bus route, during the ongoing COVID-19 State of Emergency.

SUMMARY:

- The SFMTA implemented the West Portal LK Transfer Project and the J Church Transfer Improvements Project (Rail Transfer Projects) in Summer 2020. The SFMTA also restored service on the 37 Corbett and 48 Quintara-24th and will restore service soon on the 27 Bryant, 33 Ashbury-18th, and 55 Dogpatch. To accommodate new temporary terminal locations, larger buses, and adjusted routing, the SFMTA implemented or will implement parking changes (Bus Terminal and Route Improvements & Bus Changes January 2021).
- The SFMTA is establishing a new temporary Muni route called the 15 Bayview-Hunters Point Express (BHPX), which requires limited parking changes (Bus Changes January 2021).
- Rail Transfer Project improvements, the Bus Terminal and Route Improvements, and the Bus Changes January 2021 will be in effect until 120 days after the termination or expiration of the COVID-19 State of Emergency.
- The Planning Department has determined that the Rail Transfer Projects, the Bus Terminal and Route Improvements, and Bus Changes January 2021 are statutorily exempt from the California Environmental Quality Act (CEQA).
- Certain items listed below with a “#” are final SFMTA decisions, as defined by Ordinance 127-18, that can be reviewed by the Board of Supervisors. Information about the review process can be found at sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf

ENCLOSURES:


1. SFMTAB Resolution

APPROVALS:

DIRECTOR  _____

DATE

November 24, 2020

SECRETARY  _____

November 23, 2020

ASSIGNED SFMTAB CALENDAR DATE: December 1, 2020

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PURPOSE

Approving temporary parking and traffic modifications associated with the West Portal LK Transfer Project and the J Church Transfer Improvements Project to support the restoration of Muni Metro rail service; parking and traffic modifications associated with the reinstatement of the 37 Corbett, 48 Quintara-24th, 27 Bryant, 33 Ashbury-18th, and 55 Dogpatch bus routes; and parking and traffic modifications associated with the creation of the 15 Bayview-Hunters Point Express (BHPX) bus route, during the ongoing COVID-19 State of Emergency.

STRATEGIC PLAN GOALS AND TRANSIT-FIRST POLICY PRINCIPLES

The proposed project will 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 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

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and vanpools) and to improve pedestrian safety.

5. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.
6. Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation.
7. New transportation investment should be allocated to meet the demand for public transit generated by new public and private commercial and residential developments.
8. The ability of the City and County to reduce traffic congestion depends on the adequacy of 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 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 State of Emergency, requiring that residents shelter in place, with the only exception being for essential needs and trips. Shortly after San Francisco's shelter-in-place order was issued in March, the SFMTA implemented and has continued to operate the COVID-19 Muni Core Service Plan, which provides limited transit service by allocating limited resources to the locations where they are most needed. This was determined based on equity, routes with a high proportion of people of color or members of low income households, communities of concern, places where people are dependant upon bus service and critical services such as hospitals and grocery stores among other factors. Muni Metro light rail service was closed on March 30, 2020, following the Public Health Order to minimize risk to front-line staff and the community and redirect custodial resources to other facilities. Bus service was also reduced due to increased cleaning requirements and limited operator availability.

August 2020 Rail Restoration Plan

To support San Francisco's COVID-19 response and economic recovery, as well as to free-up buses that were being used to provide substitute service on the L, M, N, and T Muni Metro corridors, SFMTA reopened Muni Metro service on August 22, 2020. This enabled the SFMTA to restore service on the J and K line as well as other bus lines that had been suspended and to expand frequency on lines that were experiencing crowding. Two of the additional bus lines added back into service at that time (37 Corbett and 48 Quintara) needed minor parking and traffic modifications in order to function with their modified routes so that they could best serve unserved areas of San Francisco.

When Muni Metro service was restored on August 22, the SFMTA implemented a new temporary service plan to increase capacity in the subway by adjusting which train lines enter the Market Street and Twin Peaks tunnels. A high-frequency shuttle in the subway replaced the Metro lines that were

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removed from the subway. Devoting the tunnels to the higher capacity routes allowed the SFMTA to use the space in the subway much more efficiently. These changes support more essential trips, physical distancing, and the city's economic recovery.

As shown in Figure 1 below, under the new temporary rail service plan, the J Church terminated at Market Street and customers traveling downtown transferred to the TM Third Street-Ocean View or S Shuttle lines at Church Station or the N Judah at Duboce and Church. In addition, the L Taraval and K Ingleside lines were combined into an interlined LK Taraval-Ingleside line and customers on those lines transferred to the TM Third Street-Ocean View or S Shuttle lines at West Portal Station to connect to downtown destinations. The service plan was implemented from August 22nd until August 24th. Muni Rail Service and Muni Metro service was suspended again on August 24, 2020 due to a COVID-positive case at the Transportation Management Center (TMC), where SFMTA staff oversee Muni Metro rail service, and faulty overhead wire equipment. Since August 24th, the J Church is being served by buses, with the terminal at Duboce and Church. All other Muni Metro lines are operating with the same bus substitution service plan in place prior to August 22nd. The S Shuttle is not operating.



Figure 1: New Temporary Muni Rail Service Plan that was in effect between August 22nd and August 24th

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Due to the urgent need to restore rail service and update bus service to reduce crowding on the city's transit network, the COVID-19 bus and rail service changes and associated Rail Transfer Projects changes (discussed below) were approved on a temporary emergency basis by the Director of Transit in August 2020. The intention was to bring the parking and traffic changes necessary for these service changes to the SFMTA Board for approval on September 15, 2020; however, due to the fact the rail service did not resume as anticipated, and due to an appeal of the environmental approval for the changes, the SFMTA Board vote on whether to affirm these changes was delayed until December 1, 2020. On November 10, 2020, the San Francisco Board of Supervisors held a public hearing to consider appeals of the Planning Department's determinations of exemptions from CEQA for the Bus Terminal and Route Improvements & Rail Transfer Projects. The Board of Supervisors voted unanimously to deny the appeal and uphold the Planning Department's determinations.

Rail Service & Bus Service Restoration

In late December 2020, the SFMTA anticipates that service on the surface, above-ground portion of the J line will be restored. In January 2021, modified bus service will be restored on three bus lines (27 Bryant, 33 Ashbury-18th, and 55 Dogpatch), which will require minor parking and traffic modifications. In addition, to further support social distancing, reduce the spread of COVID, and support essential trips, the SFMTA is creating a temporary 15 Bayview-Hunters Point Express (BHPX) bus line that will connect the southeast neighborhoods of San Francisco to the downtown area near Market and 3rd streets. This also requires minor parking and traffic modifications.

Pursuant to Federal Transit Administration (FTA) Circular 4702.1B, Muni service changes that meet the SFMTA's definition of a major service change but do not exceed 12 months in duration do not require a service equity analysis. Should the transit service changes as described in this calendar item extend beyond 12 months or become a permanent service change, an equity analysis will be conducted, including a public comment process, and the service changes will be brought before the SFMTA Board of Directors for approval.

Rail Transfer Projects

In order to accommodate safe, accessible, and seamless transfers required by the new temporary service plan that went into effect on August 22, 2020, the SFMTA implemented the West Portal LK Temporary Transfer Project and the J Church Temporary Transfer Improvements Project (Rail Transfer Projects) on an emergency basis. Additional improvements that are a part of the J Church Temporary Transfer Improvements Project are planned in December 2020. Changes at each transfer point are further described below.

Church Street Transfer Improvement Project:

The August service changes anticipated a two-phase return of J Church service. In Phase 1, beginning in August 2020, rail service would resume from Balboa Station and terminate on Church Street, immediately south of Market Street. Phase 2, planned for fall 2020, will include extending the J Church service north to Duboce Avenue. The phased return of service was needed so the SFMTA could install temporary accessible boarding islands before rail service can terminate on Church Street at Duboce Avenue. The temporary accessible boarding islands are in the process of being installed in

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order to allow for rail service to restart. Both phases include a series of temporary street, parking, traffic, and transit passenger loading changes to accommodate the new service pattern.

During Phase 1, the J Church terminated on Church Street at Market Street, and parking and traffic changes were implemented on or around Church Street between Market and 15th streets, including the following (also shown in Figure 2 below):

- Restricting most private passenger vehicles on Church Street between 15th and Market streets to provide a safe space for J Church customers to board and disembark the light rail vehicles as they make the transfer between the J trains and Church Street Station. (Local traffic is still be able to access this block of Church Street, including residents, business owners, and customers.)
- Portions of the curbside travel lanes on Church Street were converted to J Church passenger loading zones to increase safety and support physical distancing for transferring customers.

Specifically, traffic for the one block of Church Street between 15th and Market streets was restricted to Muni, paratransit, taxis, bicycles, and commercial vehicles only. Emergency vehicles and local resident and business vehicular access are maintained. The temporary street closure has been effectuated through a series of required right turns and left turn restrictions as follows:

- Prohibited all vehicles from making a left turn from eastbound 15th Street onto northbound Church Street.
- Prohibited vehicles from turning right from eastbound Market Street onto southbound Church Street and from westbound 15th Street onto northbound Church Street.
- Required vehicles to turn right when traveling northbound on Church Street at 15th Street and when traveling southbound on Church Street at Market and 14th streets.
- For all of the traffic restrictions above, Muni, paratransit, taxis, bicycles, commercial vehicles, emergency vehicles, local resident, and business vehicular access are exempted.
- Prohibited all vehicles from making a left turn from westbound Market Street onto southbound Church Street and from southbound Church Street onto eastbound 15th Street.

The temporary street closure and transit passenger loading zones support physical distancing and safe pedestrian conditions for the high volume of passengers that were anticipated to use this temporary terminal stop on Church Street at Market Street. Pursuant to California Vehicle Code sections 21101(e), local authorities may temporarily close a street when, in the opinion of local authorities having jurisdiction, the closing is necessary for the safety and protection of persons who are to use that portion of the street during the temporary closing.

To support these traffic restrictions, temporary removable traffic barriers were installed in the southbound curb lane on Church Street just south of Market Street and in the northbound curb lane of Church Street just north of 15th Street and just south of the existing transit boarding island. Permitted vehicles were still be able to access and exit this block of Church Street via the Muni track lane. Approximately five feet of clear space was maintained along both sides of the street in the curb lanes for bicycles to travel without the need to enter the Muni track lane.

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New 30-minute commercial loading zones were created on both sides of the street to facilitate local commercial loading at all remaining parking spaces on the block. Finally, three new 15-minute green zones, or green meters, were installed on 15th Street and on Market Street at the corners nearest to Church Street to provide a short-term parking option for people visiting Church Street businesses. These green meter and zone spaces are in effect from 9 AM to 6 PM, Monday through Saturday.

These Phase 1 changes were implemented in early August 2020 to support the return of the temporary rail service that ran between August 22nd and the 24th. If Phase 1 changes hadn't occurred, rail service wouldn't have been possible in August. .

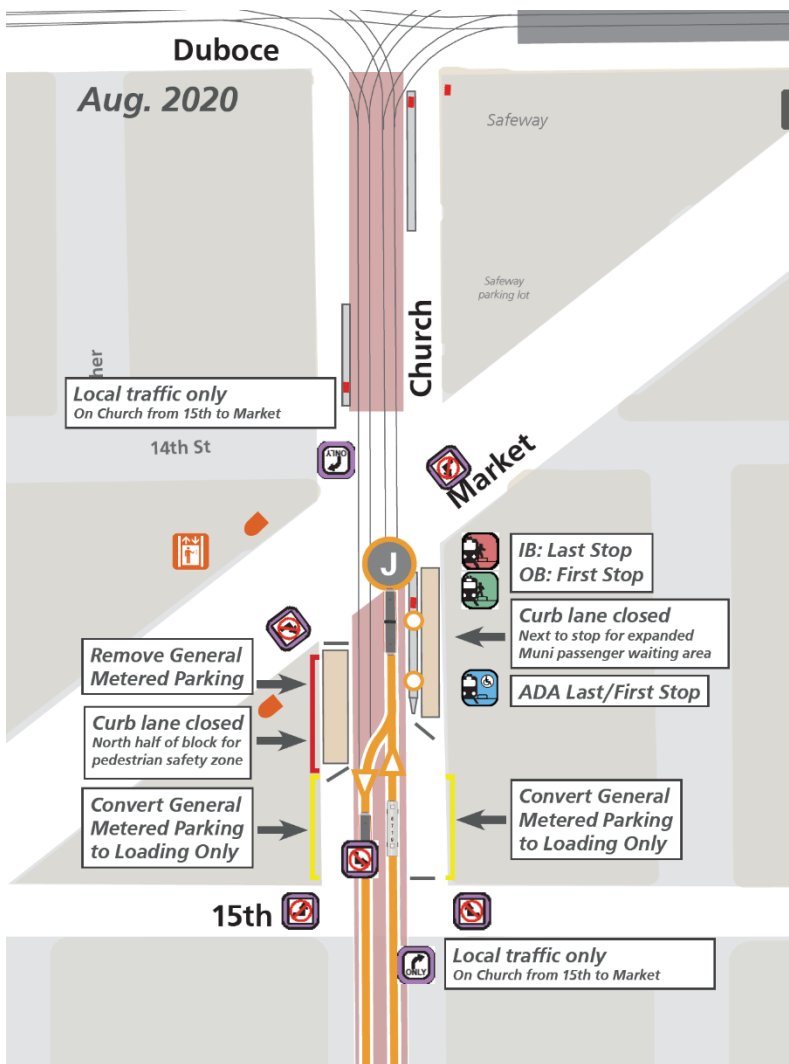


Figure 2. J Church Transfer Improvements Phase 1 (began August 2020; trains currently being substituted by buses).

In Phase 2, it is anticipated that the J Church will terminate on Church Street at Duboce Avenue, and parking and traffic changes will be implemented on or around Church Street between Duboce Avenue and 15th Streets, including the following (also shown in Figure 3 below):

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- A new inbound temporary accessible boarding island will be constructed on Church Street in the northbound direction south of Duboce Avenue to provide a direct transfer to the N Judah for J Church customers
- A new outbound transit stop and temporary accessible boarding island will be constructed on Church Street in the southbound direction just south of Market Street to provide a more direct connection to Church Street Station
- On Church Street between Duboce Avenue and Market Street, one parking space will be shortened and one commercial loading zone will be shifted slightly north to facilitate the train turnback movements on this block.

To accommodate the new outbound transit stop and temporary accessible boarding island, it is anticipated that the southbound temporary street closure on Church Street between 15th and Market streets from Phase 1 remain in place. It is anticipated that the SFMTA may elect to reopen the block to all northbound traffic if the agency determined that there is enough space for passengers to safely board and get off the train at the inbound stop at Church and Market streets.

As discussed above, rail service was suspended on August 24, 2020, with bus substitution service replacing rail on the J Church and other Muni Metro lines. During this bus substitution period, the J Church bus initially terminated on Church Street at Market Street, but it has since been extended to Church Street at Duboce Avenue, consistent with the planned extension of rail service in Phase 2 of the project. Based on the reduced volumes of passengers transferring at the Church and Market streets stop resulting from the route extension to Church Street at Duboce Avenue, the SFMTA determined there is enough space for passengers to safely board and get off at the inbound Church and Market streets stop when rail service resumes. As a result, the SFMTA does not expect the northbound temporary street closure to be necessary to advance transit purposes.

Shared Spaces

The northbound curb lane closure on Church Street between Market and 15th streets provided an opportunity for small businesses to set up outdoor dining through the city's Shared Spaces program. In particular, Il Casaro installed an outdoor parklet within the lane closure in September 2020. Under the Shared Spaces program, the Director of Transportation or designee has the authority to issue a permit to temporarily close this portion of Church Street. The SFMTA is currently accommodating Shared Spaces in the closed northbound curb lane while the lane remains closed for transit purposes in the transition between Phase 1 and Phase 2 of the project. To avoid disruption to existing users of the Shared Space, the SFMTA intends to keep the northbound curb lane closed to vehicular traffic until at least December 31, 2020, when the current Shared Space permit expires. If the permit is not renewed, then Il Casaro will have to remove their outdoor parklet in order to allow for the northbound lane to be reopened to general traffic.

The use of the northbound curb lane on this block by businesses for outdoor dining and sales under the City's Shared Spaces program has become an important resource for some of the small businesses

on the block. This particular block was subject to an environmental appeal filed by Safeway which is located north of this block. On November 10, 2020, the San Francisco Board of Supervisors held a public hearing to consider appeals of the Planning Department's determinations of exemptions from CEQA for the Bus Terminal and Route Improvements & Rail Transfer Projects. The Board of Supervisors voted unanimously to deny the appeal and uphold the Planning Department's determinations. The main issue raised was vehicular access on Church Street in order to access Safeway. Meanwhile, small businesses such as Il Casaro, Thorough Bread and Pastry, Aquitaine, and The Boombox Studio have benefited from street closure which has allowed them to place outdoor installations along Church Street. The City is evaluating these tradeoffs and a potential extension of the northbound curb lane closure beyond December 31, 2020, under the Shared Spaces program (Planning Case No. 2020-005496ENV), separate from the J Church Transfer Improvements project. If the SFMTA decides to extend the temporary closure of the northbound curb lane beyond December 31, 2020, the Shared Spaces program will authorize its continued closure.

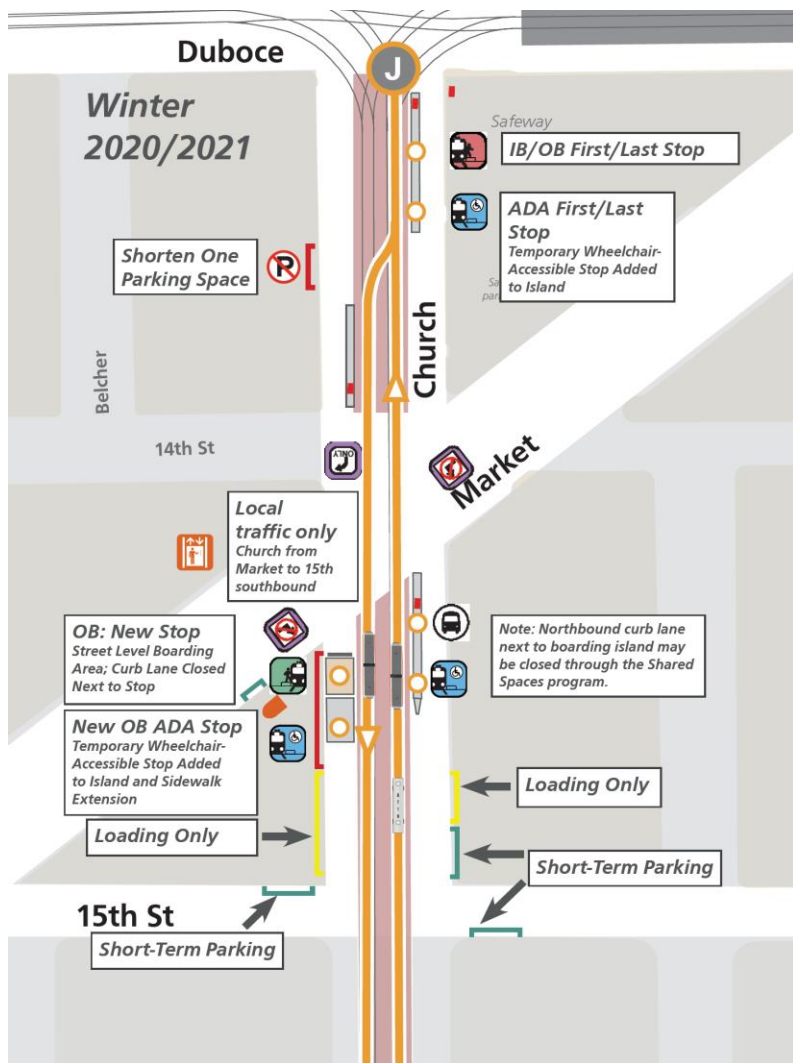


Figure 3. J Church Transfer Improvements Phase 2 (Winter 2020/2021)

West Portal LK Transfer Project:

Several changes were implemented in Summer 2020 near West Portal Station as shown in Figure 4. Temporary accessible boarding ramps were installed on the north and south sides of Ulloa Street between West Portal Avenue and Wawona Street for two new LK Taraval-Ingleside stops. To make room for these ramps as well as room for able-bodied L/K passengers to board, several parking and traffic changes were implemented.

On the south side of Ulloa Street:

- The inbound 48 Quintara-24th Street/L-Owl bus stop and 48 Quintara-24th Street terminal were relocated west, towards Wawona Street. A second spillover terminal space was installed on the north side of Vicente Street at West Portal Avenue, which removed two metered parking spaces.
- Two parking spaces, which were tow-away zones during AM and PM peak hours, were removed.
- A part-time passenger loading zone was removed.
- The space vacated by the inbound 48 Quintara-24th Street stop in the southeast corner of Ulloa Street was replaced with a passenger loading zone.

On the north side of Ulloa Street:

- The outbound L-Owl bus stop on Ulloa Street at Lenox was shifted west to the northeast corner of Ulloa Street at Wawona Street. This location would also be used by the 48 Quintara-24th Street when service west of West Portal Station is restored.
- The West Portal Library's white zone was relocated to Lenox Way, where a green zone was previously, and the green zone was shifted slightly north.

In addition, existing AM Peak no left turn restrictions on Lenox Way southbound at Ulloa Street were extended to all times of day. In addition, painted safety zones and other striping were installed on Ulloa Street to help designate LK street-level passenger boarding/alighting areas. Finally, multiple locations were considered for the L Construction Shuttle stop and terminal. While not expected to be used, this item also seeks approval to install a stop and terminal in the northwest corner of Ulloa Street at Wawona Street as an alternate location. If needed, this location would remove two parking spaces. Please note that the accessible ramps are not being used at this time since the L and K routes are being operated using temporary shuttle buses (the L Bus is running from Embarcadero to SF Zoo and the K Bus is running from Embarcadero to Balboa Park via Ocean Avenue).

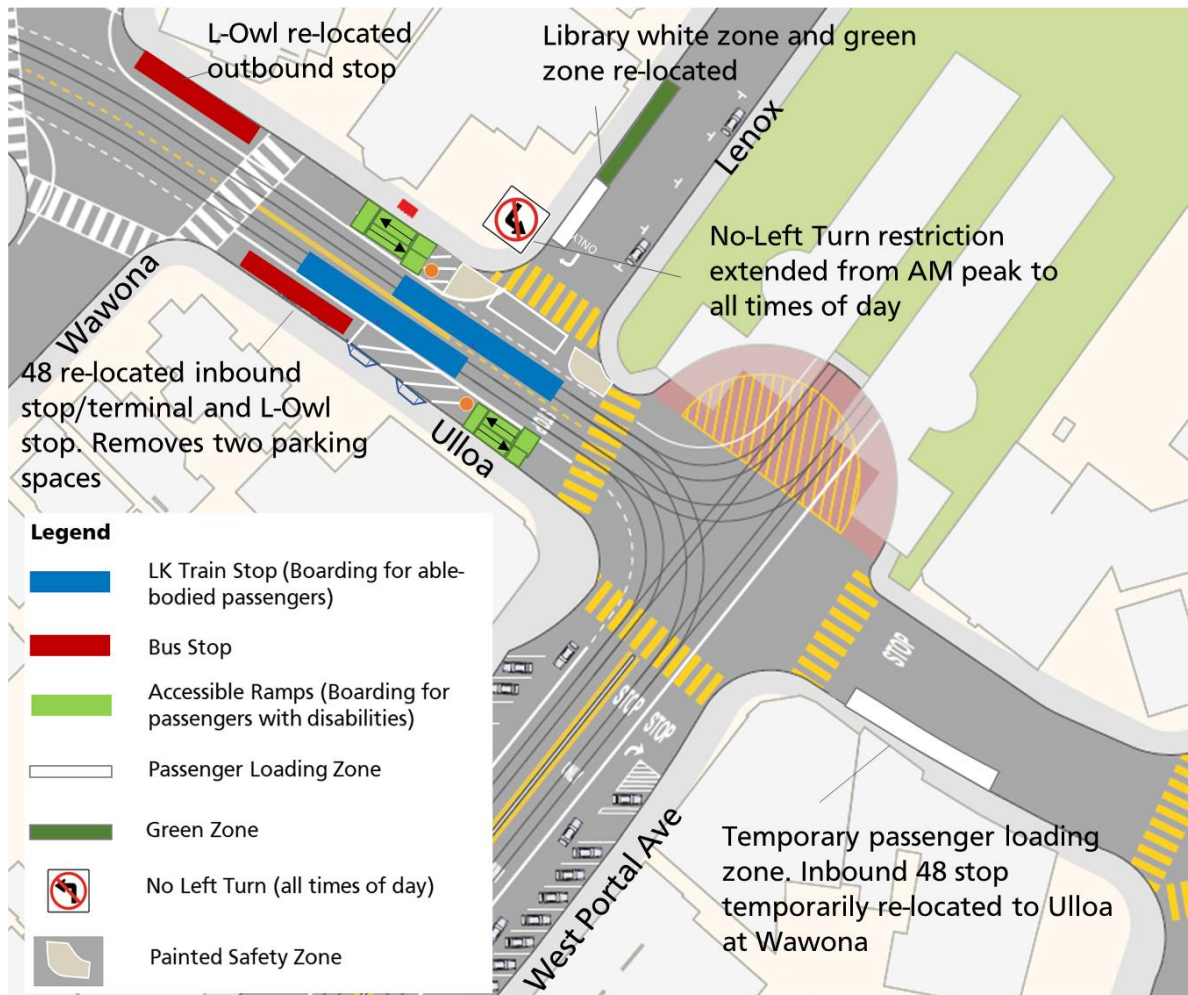


Figure 4. West Portal LK Transfer Project Changes

Proposed Project Parking and Traffic Modifications:

The Church Street Phase 1 and West Portal transfer improvements were installed after they were initially approved as an emergency measure by the City Traffic Engineer, after consideration by the COVID-19 Transportation Advisory Staff Committee (TASC) group, pursuant to Transportation Code Section 201(a)(5) which allows for the installation and removal of traffic control devices “for the purpose of controlling parking or traffic during emergencies, special conditions or events, construction work, short-term testing, or when necessary for the protection of public health and safety.” SFMTA staff are seeking approval from the SFMTA Board of Directors for the emergency improvements as well as for Church Street Phase 2 improvements that are planned for implementation later this month. The approvals and actions would be limited in duration and expire 120 days following the expiration or termination of the COVID-19 Emergency, unless the SFMTA Board takes action prior to their expiration. In the event that SFMTA staff propose to make any of the changes permanent, staff will present the findings from project evaluation and outreach to the

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SFMTA Board to aid in making an informed decision on permanent approval.

Specifically, SFMTA staff proposes that the SFMTA Board retroactively approve the following temporary parking and traffic modifications associated with the West Portal LK Transfer Project and the J Church Transfer Improvements Project to support the restoration of Muni Metro rail service during the ongoing COVID-19 Emergency:

J Church Transfer Improvements – Phase 2

- A. TEMPORARY ROAD CLOSURE EXCEPT FOR MUNI, PARATRANSIT, TAXIS, BICYCLES, AND COMMERCIAL VEHICLES – Church Street, southbound, from Market Street to 15th Street (local and emergency access to be maintained)
- B. ESTABLISH – TOW AWAY NO STOPPING ANY TIME and ESTABLISH – BUS ZONE - - Church Street, west side, from Market Street to 199 feet southerly (accessible loading ramp); Church Street, east side, from Duboce to 185 feet southerly (existing transit island where new temporary accessible boarding ramp will be built)
- C. ESTABLISH – 30 MINUTE COMMERCIAL LOADING AT ALL TIMES – Church Street, east side, from 45 feet to 105 feet north of 15th Street#; Church Street, east side, from 126 feet to 188 feet north of 15th Street#; Church Street, west side, from 15th Street to 163 feet northerly #
- D. ESTABLISH – RIGHT TURN ONLY EXCEPT MUNI, PARATRANSIT, TAXIS, BICYCLES, AND COMMERCIAL VEHICLES – Northbound Church Street at 15th Street (local access and emergency access to be maintained); Southbound Church Street at Market Street (local access and emergency access to be maintained)
- E. ESTABLISH – NO RIGHT TURN EXCEPT MUNI, PARATRANSIT, TAXIS, BICYCLES, AND COMMERCIAL VEHICLES – Eastbound Market Street at Church Street (local access and emergency access to be maintained); Westbound 15th Street at Church Street (local access and emergency access to be maintained)
- F. ESTABLISH – NO LEFT TURN EXCEPT MUNI, PARATRANSIT, TAXIS, BICYCLES, AND COMMERCIAL VEHICLES – Eastbound 15th Street at Church Street (local access and emergency access to be maintained)
- G. ESTABLISH – NO LEFT TURN – Westbound Market Street at Church Street
- H. ESTABLISH – GREEN ZONE, AT ALL TIMES – Church Street, east side, from 5 feet to 45 feet north of 15th Street#; Church Street, east side, from 105 feet to 126 feet north of 15th Street#
- I. ESTABLISH – GREEN ZONE, 9AM TO 6PM, MONDAY THROUGH SATURDAY – 15th Street, north side, from Church Street to 20 feet westerly#; 15th Street, south side, from 10 feet to 30 feet east of Church Street #
- J. ESTABLISH – GREEN METERS, 15-MINUTE TIME LIMIT, 9AM TO 6PM, MONDAY THROUGH SATURDAY – Market Street, south side, from 131 feet to 149 feet west of Church Street (metered space #2119) #
- K. ESTABLISH – TOW AWAY NO STOPPING ANY TIME – Church Street, west side, from 225 feet to 265 feet north of 14th Street
- L. ESTABLISH – COMMERCIAL LOADING 8 AM to 11 AM, MONDAY TO SATURDAY – Church Street, west side, from 301 feet to 334 feet north of 14th Street (relocates the existing zone northerly) #

West Portal LK Transfer Project

- M. RESCIND – BUS ZONE – Ulloa Street, south side, from West Portal Avenue to 75’ easterly
- N. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – Ulloa Street, south side, from West Portal Avenue to 20’ easterly (for a fire lane)
- O. ESTABLISH – WHITE ZONE 7 AM – 7 PM, MONDAY THROUGH SATURDAY – Ulloa Street, south side, from 20’ to 75’ east of West Portal Avenue
- P. ESTABLISH – BUS ZONE – Ulloa Street, south side, from West Portal Avenue to Wawona Street (removes part-time white zone/bus zone and 2 part-time parking spaces; creates a temporary accessible boarding ramp); Ulloa Street, north side, from Lenox Way to Wawona Street (accessible boarding ramp); Vicente Street, north side, from 21’ to 40’ west of West Portal Avenue (removes two parking spaces); Ulloa Street, north side, from 10’ to 55’ west of Wawona Street (removes two parking spaces)
- Q. ESTABLISH – WHITE ZONE – Lenox Way, west side, from 20 to 45’ north of Ulloa Avenue (replaces green zone)
- R. ESTABLISH – GREEN ZONE – Lenox Way, west side, from 45’ to 90’ north of Ulloa Avenue (shifts green zone northerly)#
- S. ESTABLISH – NO LEFT TURN – Lenox Way, southbound at Ulloa Avenue (changes restriction from AM peak only to full time)

Construction and Evaluation:

Construction of the West Portal and Church Street Phase 1 Temporary Rail Transfer Improvements were carried out by SFMTA Field Operations staff and City contractors in August 2020. Construction of Church Street Phase 2 improvements is anticipated in winter 2020/2021. Evaluation will occur over the period of the COVID-19 Emergency and for a period up to 120 days after the conclusion of the emergency. During this time, SFMTA staff will conduct thorough and transparent evaluation, including soliciting stakeholder feedback, measuring health and safety benefits, economic health, equity, neighborhood impacts, traffic safety, impacts to other road users, and transit performance. Results from the evaluation will be publicized on the SFMTA website. In the event that SFMTA staff propose to make any of the changes permanent, staff will present the findings from project evaluation and outreach to the SFMTA Board to aid in making an informed decision on permanent approval.

TRAFFIC AND PARKING MODIFICATIONS FOR AUGUST 2020 BUS CHANGES

On August 22, 2020, the SFMTA also restored partial service on the 37 Corbett and 48 Quintara-24th St bus routes, which had been suspended during the prior phases of the COVID-19 Core Service Plan. The SFMTA’s revenues have fallen while costs of providing service have dramatically increased, largely due to new physical distancing and sanitizing requirements. As a result, these routes were modified from their pre-COVID-19 alignment or bus size to conserve resources. To facilitate turning maneuvers for the 37 Corbett on longer buses and for the modified 48 Quintara-24th St route, the SFMTA implemented terminal and route improvements (Bus Terminal and Route Improvements).

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Pursuant to FTA Circular 4702.1B, Muni service adjustments that meet the SFMTA’s definition of a major service change but do not exceed 12 months in duration do not require a service equity analysis. Should the transit service changes as described in this calendar item extend beyond 12 months or become a permanent service change, an equity analysis will be conducted, including a public comment process, and the changes will be brought before the MTA Board of Directors for approval.

The Bus Terminal and Route Improvements were installed after they were initially approved as an emergency measure through the City Traffic Engineer, pursuant to Transportation Code Section 201(a)(5) which allows for the installation and removal of traffic control devices “for the purpose of controlling parking or traffic during emergencies, special conditions or events, construction work, short-term testing, or when necessary for the protection of public health and safety.” SFMTA staff are seeking approval from the SFMTA Board of Directors for the emergency improvements. The approvals and actions would be limited in duration and expire 120 days following the expiration or termination of the COVID-19 Emergency, unless the SFMTA Board takes action prior to their expiration.

Specifically, SFMTA staff proposes that the SFMTA Board retroactively approve the following temporary parking and traffic modifications associated with the restoration of service on the 37 Corbett and 48-Quintara-24th Street with modified routing during the ongoing COVID-19 Emergency:

- T. ESTABLISH – BUS ZONE – Parkridge Drive, west side, 40 feet to 100 feet north of Burnett Avenue
- U. ESTABLISH – RIGHT TURN ONLY EXCEPT MUNI – 11th Street, northbound, at Market Street.
- V. ESTABLISH – RED ZONE – Diamond Street, east side, from Clipper Street to 10 feet northerly (removes one non-metered parking space); Diamond Street, west side, from Clipper Street to 5 feet northerly; Clipper Street, north side, from Diamond Street to 20 feet westerly (extend existing red zone by 10’ to the west; removes one non-metered parking space); Clipper Street, south side, from Diamond Street to 10 feet westerly (removes one non-metered parking space); 24th Street, south side, from Diamond Street to 17 feet easterly (removes one non-metered parking space).

TRAFFIC AND PARKING MODIFICATIONS FOR JANUARY 2021 BUS CHANGES

The SFMTA is proposing to restore modified service on the 27 Bryant, 33 Ashbury-18th Street and 55 Dogpatch, which have all been suspended during the prior phases of the COVID-19 Core Service Plan, as well as initiate the temporary 15 Bayview-Hunters Point Express (BHPX) bus line. Due to the COVID pandemic evolving, public schools restarting, and new physical distancing and cleaning requirements, the SFMTA has to adapt Muni service to match capacity constraints and essential travel needs. As a result, restored routes will be modified from their pre-COVID-19 alignment and a new route will be implemented to conserve resources, support physical distancing and essential trips, reduce the spread of COVID-19, and accommodate street closures due to COVID-19 related impacts and Shared Spaces. To accommodate routing changes for the 27 Bryant, 33 Ashbury-18th Street and

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the 55 Dogpatch and minor parking and traffic modifications for the BHPX, the SFMTA is proposing to implement terminal and route improvements (Bus Changes January 2021).

The 55 Dogpatch route will be a modified route from the previous 55 16th St route. The route will roughly follow the old 22 Fillmore route since that route will shift to serving the Mission Bay neighborhood. This route would provide for essential trips between the Dogpatch neighborhood, Potrero Hill and the Mission districts. In addition, this Muni route will also provide additional transit service on a busy portion of 16th Street, thus providing for greater physical distancing on Muni vehicles along that corridor.

In response to customer feedback, and to further support physical distancing, reduce the spread of COVID-19 and support essential trips, the SFMTA is establishing a temporary Muni route called the 15 Bayview-Hunters Point Express (BHPX), which would connect the southeast neighborhoods of San Francisco to the downtown area near Market Street and 3rd Street. The 15 (or BHPX) would run express along most of the route north of the Bayview neighborhood with the exception of stopping at key transfer points to routes connecting to the Mission neighborhood. It would serve customers that live in the Bayview and Hunters Point neighborhoods with a quicker trip to downtown, as well as increase capacity by providing an alternative service for customers using other high ridership routes to make these connections. The community is currently choosing between three different route alternatives, which would largely use existing stops. As such, this calendar item includes approval for all the minor parking and traffic modifications necessary for each of the different route alternatives although only one route will ultimately be selected.

Pursuant to FTA Circular 4702.1B, Muni service adjustments that meet the SFMTA's definition of a major service change but do not exceed 12 months in duration do not require a service equity analysis. Should the transit service changes as described in this calendar item extend beyond 12 months or become a permanent service change, an equity analysis will be conducted, including a public comment process, and the changes will be brought before the MTA Board of Directors for approval.

SFMTA staff are seeking approval from the SFMTA Board of Directors for the emergency improvements. The approvals and actions would be limited in duration and expire 120 days following the expiration or termination of the COVID-19 Emergency, unless the SFMTA Board takes action prior to their expiration.

Specifically, SFMTA staff proposes that the SFMTA Board approve the following temporary parking and traffic modifications associated with the reinstatement with modified routing & creation of the 37 Corbett, 48 Quintara-24th, 27 Bryant, 33 Ashbury-18th Street, 15 Bayview-Hunters Point Express (BHPX), and 55 Dogpatch bus routes, during the ongoing COVID-19 Emergency:

- W. ESTABLISH – BUS ZONE – Bayshore Boulevard, east side, Blanken Avenue to Arleta Avenue (extending existing bus zone by 128 feet, removes 6 unmetered parking spaces); Arleta Avenue, south side, from San Bruno Avenue to 50 feet westerly (converts a part-time bus zone to 24/7); Northridge Road, south side, from Ingalls Street to 130 feet easterly (removes 6 unmetered parking spaces); Palou Avenue, south side, from 3rd Street to 115 feet

- westerly (removes 4 unmetered parking spaces and an unmetered commercial parking space); Jones Street, west side, from Ellis Street to 80 feet southerly (removes 4 general metered parking spaces); Jones Street, west side, from Turk Street to 80 feet southerly (removes 1 blue zone and 3 general metered parking spaces); Leavenworth Street, east side, from Turk Street to 80 feet northerly (removes 3 metered commercial spaces and one general metered space); Jackson Street, north side, from Van Ness Avenue to 80 feet westerly (converts part-time bus zone to 24/7; removes 4 unmetered part-time parking spaces); Pacific Avenue, south side, from 15 feet to 60 feet west of Van Ness Avenue (removes 2 commercial metered spaces)
- X. ESTABLISH – RED ZONE –Tennessee Street, west side, from 9 feet to 29 feet south of 20th Street (removes 1 blue zone); Pennsylvania Avenue, east side, from 22nd Street to 25 feet northerly (removes 3 perpendicular unmetered parking spaces); 22nd Street, north side, from 12 feet to 32 feet west of Tennessee Street (extends existing red zone at hydrant by 20 feet, removes 1 unmetered RPP space); 20th Street, south side, from Connecticut Street to 20 feet easterly (removes 1 unmetered parking space); Connecticut Street, west side, from 12 feet to 30 feet north of 20th Street (removes 1 unmetered RPP parking space); Connecticut Street, east side, from 20th Street to 16 feet northerly (removes 2 perpendicular unmetered RPP parking spaces); Rutland Street, east side, from Visitacion Avenue to 20 feet northerly (removes 1 unmetered parking space); Rutland Street, east side, from Leland Avenue to 20 feet southerly (removes 1 unmetered parking space); Rutland, east side, from Leland Avenue to 20 feet northerly (removes 1 unmetered parking space); Arleta Avenue, south side, from Rutland Street to 10 feet easterly (removes 1 unmetered parking space); Keith Street, east side, from Palou Avenue to 20 feet northerly (removes 1 unmetered parking space); Palou Avenue, north side, from Keith Street to 10 feet westerly (removes 1 unmetered parking space); Newcomb Avenue, south side, from Keith Street to 10 feet easterly (removes 1 unmetered parking space); La Salle Avenue, south side, from Newcomb Avenue to 20 feet easterly (removes 1 unmetered parking space); Northridge Road, north side, from Ingalls Street to 20 feet easterly (removes 1 unmetered parking space); Kirkwood Avenue, north side, from Donahue Street to 20 feet westerly (removes 1 unmetered parking space); Kirkwood Avenue, south side, from Donahue Street to 20 feet westerly (removes 1 unmetered parking space); Donahue Street, west side, from Jerrold Avenue to 10 feet southerly (removes 1 unmetered parking space); Ingalls Street, east side, from Palou Avenue to 20 feet northerly; Palou Avenue, north side, from Ingalls Street to 5 feet westerly; Noe Street, west side, from 18th Street to 20 feet southerly (removes two perpendicular unmetered parking spaces); 19th Street, both sides, from Noe Street to 20 feet westerly (removes 2 unmetered parking spaces); Diamond Street, both sides, from 19th Street to 20 feet northerly (removes an unmetered parking space); Diamond Street, east side, from 18th Street to 40 feet southerly (removes 2 general metered parking spaces); Diamond Street, west side, from Market Street to 20 feet southerly (removes an unmetered parking space); Sanchez Street, both sides, from 18th Street to 20 feet northerly (removes 3 unmetered parking spaces)
- Y. ESTABLISH—BUS FLAG STOP—20th Street, south side, at Pennsylvania Avenue; Pennsylvania Avenue, east side, at 20th Street; 20th Street, south side, at Missouri Street; 20th Street, north side, at Missouri Street

STAKEHOLDER ENGAGEMENT

Temporary Rail Transfer Projects Stakeholder Engagement:

Prior to implementation of the Rail Transfer Projects, and building on the extensive citywide messaging program developed for the rail service changes, SFMTA staff undertook targeted outreach for the transfer points that included merchants, residents, community groups, advocacy organizations, neighborhood organizations, and elected officials. This effort focused particularly on proposed changes to parking and loading, as well as to vehicular and pedestrian travel patterns.

Staff held virtual open house meetings focused individually on both of the transfer locations to explain the projects in detail, answer questions from the community, and solicit feedback. Meetings were advertised through multilingual signage at the Temporary Rail Transfer Projects locations, multilingual mailers, emails to project stakeholders, and on social media. To provide broader access, participants were able to join online or by phone.

To inform the public of the proposed rail transfer improvements, SFMTA staff produced direct mail pieces that were delivered to over 5,000 addresses in the project areas, hung posters in the locations where the projects were proposed, sent emails to hundreds of individuals and organizations, created project websites with documentation and details, and promoted methods for public feedback that included both phone and email. Each of the projects held virtual community meetings at which information about the Temporary Rail Transfer Projects was presented, and members of the public provided feedback and asked questions.

Among the groups SFMTA engaged with during the outreach and planning of the Temporary Rail Transfer Projects are Senior and Disability Action, the SFMTA's Multimodal Accessibility Advisory Committee, the SFMTA's Transportation Working Group, Walk San Francisco, the San Francisco Bicycle Coalition, and the San Francisco Transit Riders. To ensure that all customers have an accessible transfer, accessibility enhancements were designed both for the West Portal area and at Church and Market streets.

To share information and gather feedback on the West Portal LK Transfer changes, SFMTA staff leveraged ongoing relationships with individuals and organizations in the West Portal neighborhood and along the L Taraval route based on existing work in that area. Staff met regularly with the West Portal Merchants and the Greater West Portal Neighborhood Association as well as Supervisor Norman Yee's office leading up to the implementation of the West Portal LK Transfer changes. Staff also conducted door to door outreach in the impacted areas where changes in loading zones, bus zone relocation, and parking removal were proposed. In addition to the two virtual community meetings held, individual outreach to property owners was also conducted to solicit feedback and address concerns.

For the J Church Transfer changes, all merchants on Church Street from 15th Street to Duboce Avenue were contacted either by phone, email, flyers left at locations, or in-person (for those businesses that were open). In addition to the virtual community meeting, staff met virtually with property owners, neighborhood organizations, merchants and residents. In coordination with

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Supervisor Rafael Mandelman's office, SFMTA worked with neighborhood stakeholders to develop a project design that met the need for transit operations and customer safety, as well as being responsive to merchant and resident needs. The SFMTA has made numerous adjustments to the project to address stakeholder feedback, including adding short term parking spaces, adjusting enforcement strategies, supporting local merchants in their applications for Shared Space permits, not implementing a proposed left turn restriction into the Safeway parking lot on Church Street, and updating signage to more clearly welcome local pickup and delivery.

Separate from this project, SFMTA staff will continue to work with merchants to determine whether the northbound curb lane on Church Street between Market and 15th streets will remain closed for outdoor dining. This outreach will be led by the SFMTA's Shared Space team, separate from the J Church Transfer Improvements.

Temporary Bus Terminal and Route Improvements Stakeholder Engagement:

37 Corbett: Since the shelter in place order and subsequent reduction of lines to Muni's Core Service Network, customers in the Twin Peaks and Upper Market areas have highlighted the lack of service due to the suspension of the F Market & Wharves streetcar line and lines such as the 37 Corbett that travel to hilly neighborhoods. In response, the SFMTA Service Planning team implemented a temporary, modified 37 Corbett route to 11th and Market streets between August 2020 and January 2021. The newly modified route covers the 37 Corbett's pre-COVID-19 route between Castro and Twin Peaks and provides local service on Market between Castro and Van Ness Stations. Starting in January 2021, the SFMTA plans to restore the pre-COVID-19 route in order to serve the hilly neighborhoods of Ashbury Heights and Duboce Triangle.

48 Quintara-24th Street: Since April 2020, when routes were drastically reduced in response to the COVID-19 pandemic, customers have shared with SFMTA staff through various channels the need for the return of the 48 Quintara-24th Street to connect them to essential businesses. As part of the August service changes, the return of the 48 Quintara-24th Street as a modified route helped provide the east-west transit connection from 3rd Street through the Mission District to a key transfer point at West Portal. This segment carries the highest proportion of customers on the 48 Quintara-24th Street line. In addition, the new route alignment in Noe Valley with the 48 Quintara-24th Street route traveling on Clipper, Diamond, and 24th Street in both directions helps simplify the 48 Quintara-24th Street line to help improve reliability and safety for customers and operators.

Due to faster than normal implementation timelines, robust stakeholder engagement on parking and traffic changes was limited, but feedback from the public was shared with SFMTA staff through the following events:

- **Direct stakeholder outreach:** SFMTA Service Planning staff provided project information as requested to Board of Supervisors' constituent inquiries regarding parking and traffic changes related to the 37 Corbett and 48 Quintara-24th Street lines.
- **SFMTA Blog Post on Bus Service Changes:** First blog on bus and rail service changes posted on July 20, 2020, introducing return of 37 Corbett and 48 Quintara-24th Street lines as modified service.

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- **Social Media and SF311 Complaints** since April 2020:
 - 23 Passenger Service Requests submitted to SF311 requesting return of 37 Corbett line.
 - 25 Passenger Service Requests submitted to SF311 requesting return of 48 Quintara-24th Street line.
 - Customer posts on SFMTA Blog website and on SFMTA Twitter account inquiring about return of 37 Corbett and 48 Quintara-24th Street lines.
- **Board of Supervisors outreach:**
 - The SFMTA Transit Planning Manager and Government Affairs staff met with Supervisor Rafael Mandelman's office on multiple occasions to discuss the return of the 37 Corbett and 48 Quintara-24th Street lines. Parking removal associated with daylighting for pedestrian safety and bus turn movements was shared with the Supervisor's office.
 - The SFMTA Transit Planning Manager and West Portal project staff met with Supervisor Norman Yee's office to share plans for the West Portal Muni operations, specifically the LK Taraval-Ingleside, 48 Quintara-24th Street, and L Bus construction shuttle lines. Parking removal associated with 48 line bus terminal and operations safety was shared with Supervisor's office.
- **Muni Operator outreach** conducted to solicit feedback from internal Muni operations staff to ensure safe and efficient operations.
 - 37 Corbett: Route test conducted on July 13, 2020. Parking changes proposed are related to ensuring enough room at intersection corners for bus turning movements and space for bus zones at the new terminal on 11th and Market streets.
 - 48 Quintara-24th Street: Route test conducted on July 8, 2020 to evaluate new simplified routing via 24th Street to Diamond and Clipper streets compared to the previous route near Grandview and Douglass which required a number of turns. Route test also conducted on July 31, 2020, to evaluate rail and bus operations at West Portal. Parking removal was implemented to provide adequate space for a terminal location that works with the new accessible stop being built for the inbound LRV transfer stop at Ulloa Street and West Portal Avenue.

Temporary Bus Changes January 2021 Stakeholder Engagement:

15 Bayview-Hunters Point Express: The onset of the COVID-19 pandemic made serving important neighborhoods to and from downtown for essential workers and essential trips critical. Due to physical distancing constraints, the SFMTA project team formed the virtual Bayview-Hunters Point Express Working Group, which had regular meetings. The Working Group comprises of community leaders that have expressed interest in the project or have participated in previous transportation projects as key stakeholders. The Bayview-Hunters Point Express Working Group was critical in identifying key priorities, downtown destinations, and providing other key information to shape three route alternatives that will be brought to the broader community for a final decision. Results from a community survey will help Muni determine the community preferred route alternative by mid-November.

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Outreach and Engagement activities conducted in summer and fall of 2020 include:

- Coordination with D10 Supervisor Walton's Office & support subject to public support
- Project kick-off at Resilient Bayview on July 10
- Meetings with the Bayview-Hunters Point Express Working Group
- Project webpage established with project information & resources
- Multilingual survey available online and via text message
- Approximately 200 project flyers soliciting route votes from greater Bayview community
- Handout distribution to residents along Third Street
- Bayview-Hunters Point Express Working Group distribution of 200 flyers via door drop
- Business door-to-door outreach along Third St corridor

27 Bryant: The 27 Bryant is an important connection for community members using Muni for essential trips like medical appointments and grocery shopping and traveling up hilly areas that may be difficult for some neighbors to walk. With the anticipated return of rail in August 2020, staff intended to return the 27 Bryant to service in the fall, but rail continues to be motorized. As rail partially returns to service in early 2021, more buses will become available for other routes, including one of the highest priorities, the 27 Bryant. This past fall, staff continued to have regular presence at community meetings and maintain open communication with key stakeholders to provide updates and answer questions about the return of the 27 Bryant. Activities include:

- Direct Stakeholder Outreach
 - Participation in biweekly Tenderloin Community Benefit District, Tenderloin People's Congress and Tenderloin Traffic Safety Task Force meetings starting August 2020.
 - Virtual Open House on 27 Bryant modified route on September 25. The invitation list included Tenderloin, SoMa, Mission, and Nob Hill community stakeholders.
- Muni Operator outreach
 - Meetings with Woods Division management and union representatives describing proposals in September and October.

33 Ashbury: In response to customer feedback about the need for direct connections to essential health care facilities like St. Mary's Hospital at Stanyan and Fulton streets (Dignity Health) and San Francisco General Hospital (Zuckerberg SFGH) at 1001 Potrero Avenue at 23rd Street, the full route of the 33 Ashbury-18th Street between the Richmond District and Potrero Avenue would return to service as part of the temporary January 2021 service changes. SFMTA received 17 Customer Service Reports that were submitted through 311 requesting return of the 33 Ashbury line. A street closure between Friday to Sunday as part of the Shared Spaces program on 18th Street between Collingwood and Hartford streets in the Castro neighborhood may necessitate a special event reroute in both directions to accommodate the street closure. Additional outreach activities include notifying residents and customers through digital communications, blog posts, and signage about the temporary special event reroutes to adjacent streets in support of local businesses on weekends.

55 Dogpatch: The SFMTA worked with the community to determine possible alignments and stops for a new connection to the 16th Street Corridor called the 55 Dogpatch. The goal of this modified

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route is to balance current customer needs, future development considerations and the steep grades of many streets in the area. The 55 Dogpatch is designed to maintain and enhance transit connections to Potrero Hill and the Dogpatch. As part of the proposed January service changes, the modified 55 Dogpatch route will travel on 20th Street and then south to 22nd Street.

This change is being coordinated with implementation of the 16th Street Improvement Project that will shift the eastern portion of 22 Fillmore bus route to travel the length of 16th Street from Church to 3rd Street. Once this shift happens, transit connections between the 16th Street corridor and the Dogpatch/Potrero Hill area currently served by 22 Fillmore will be replaced by the 55 Dogpatch.

The SFMTA worked closely with the community to determine the modified routing of the 55 Dogpatch. With input from more than 1,000 community members, Muni designed a route for the 55 Dogpatch to maintain and enhance transit connections between 16th Street Mission BART, Potrero Hill, and the Dogpatch.

ALTERNATIVES CONSIDERED

An alternative to implementing the Rail Transfer Projects is to not implement them. However, implementation of these projects is essential to restoring rail service via the new temporary rail service plan, which will address pre-COVID passenger crowding issue. Without restoring rail service, SFMTA would need to continue using buses to provide substitute service on rail service and would be unable to provide the additional bus service planned as part of the Muni Core Service Plan.

West Portal LK Transfer Project: Alternatives Considered

For the West Portal LK Transfer Project, SFMTA staff also considered implementing the new accessible ramps on West Portal Avenue instead of on Ulloa Street but this location would be less preferable for rail operations and would require more on-street parking removal.

J Church Transfer Improvements Project: Alternatives Considered

For the J Church Temporary Transfer Improvements Project, SFMTA staff considered keeping the transfer south of Market Street throughout the COVID-19 emergency, without a second phase where the J Church is extended north to Duboce Avenue. However, without a stop at Duboce Avenue, customers who require a fully accessible transfer from the J Church to downtown-bound Muni Metro service would not have one available in the immediate vicinity in the event that the station elevator is out of service at Church Street Station.

By extending the J Church to Duboce Avenue, customers will have an additional accessible transfer option. This will also benefit able-bodied customers, who will have to option of boarding any outbound train from downtown, including the N Judah, and transferring to the J Church with a seamless transfer. Extending the J Church to Duboce Avenue will also support the creation of a new temporary outbound boarding area on Church Street just south of Market Street, which will create a more direct transfer between Church Street Station and the J Church traveling outbound.

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Staff also considered implementing the new temporary J Church route without any transfer area improvements. However, this would not have met the project's accessibility and safety objectives; this would not provide additional accessible loading options and a large volume of customers would have to use a boarding island with limited space to get on and off the train, making it impossible for Muni customers people to maintain physical distancing. In addition, these additional pedestrian safety measures are necessary to provide a safe environment for the large volumes of J Church customers that will be transferring between the J Church and the Church Street Station.

Bus Terminal and Route Improvements: Alternatives Considered

Alternatives considered including running the full length route of the 48 Quintara-24th Street and running shorter buses on the 37 Corbett. However, this would not be possible without taking buses from other routes that need them to provide adequate frequency to maintain physical distancing.

Bus Changes January 2021: Alternatives Considered

Alternatives considered include running the pre-COVID-19 routes for the 27 Bryant, 33 Ashbury-18th Street, and 55 Dogpatch. However, this would not be possible due to existing Shared Spaces street closures on 18th Street, existing COVID-19 related street closures on Ellis and Turk streets, and would not properly serve the Dogpatch neighborhood once the 22 Fillmore permanently shifts over to serving Mission Bay neighborhood. For the temporary 15 Bayview-Hunters Point Express (BHPX) route, the alternative would be to not establish this route. This would mean that the Bayview/Hunters Point neighborhood residents would have to transfer to the T Third line as they do today in order to get to and from downtown, which increases one's travel time, thus increasing the risk of COVID transmission.

FUNDING IMPACT

The Rail Transfer Projects implementation costs are approximately \$300,000 and will use Transit Reliability Spot Improvement funds. Staff time spent planning and designing these projects will be seeking Federal Emergency Management Agency (FEMA) 75% reimbursement as it responds to and facilitates the City's COVID-19 response during the pandemic.

ENVIRONMENTAL REVIEW

The Rail Transfer Projects, Bus Terminal and Route Improvements, and Bus Changes January 2021 are subject to the California Environmental Quality Act (CEQA). CEQA provides statutory exemptions from environmental review for emergency projects pursuant to Public Resources Code Section 21080(b)(4) and Title 14 of the California Code of Regulations Section 15269 and for specified mass transit projects pursuant to Public Resources Code Section 21080(b)(10) and Title 14 of the California Code of Regulations Section 15275.

The Planning Department determined, on August 12, 2020, that the rail transfer changes (Case Number 2020-007183ENV) and, on August 14, 2020, that the bus terminal and route improvement changes (Case Number 2020-007286ENV), and on November 12, 2020, that the Bus Changes

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January 2021, are statutorily exempt from CEQA pursuant to Public Resources Code Section 21080(b)(4) and Title 14 of the California Code of Regulations Section 15269, and Public Resources Code Section 21080(b)(10) and Title 14 of the California Code of Regulations Section 15275. On November 13, 2020, the Planning Department determined that the proposed modifications to the rail transfer changes (Case Number 2020-007183ENV) did not constitute a substantial modification and no further environmental review is necessary.

Copies of the CEQA determinations are 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 C, I, J, L, and R are such final SFMTA decisions.

RECOMMENDATION

SFMTA staff recommends that the SFMTA Board of Directors approve the temporary parking and traffic modifications associated with the West Portal LK Transfer Project and the J Church Transfer Improvements Project to support the restoration of Muni Metro rail service; parking and traffic modifications associated with the reinstatement of the 37 Corbett, 48 Quintara-24th, 27 Bryant, 33 Ashbury-18th, and 55 Dogpatch bus routes; and parking and traffic modifications associated with the creation of the 15 Bayview-Hunters Point Express (BHPX) bus route, as set forth in Items A through Y above, during the ongoing COVID-19 Emergency.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

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 required the San Francisco Municipal Transportation Agency (SFMTA) to reduce transit service, including closing the Muni Metro rail service to minimize risk to front-line staff and the community and redirect custodial resources to other facilities; and,

WHEREAS, To support San Francisco's economic recovery and free up buses that were being using to provide service on rail corridors, SFMTA resumed Muni Metro service on August 22, 2020, and implemented a new temporary service plan to increase capacity in the subway by readjusting which train lines enter the tunnels; which was forced to shut down starting on August 24, 2020, due to overhead line issues and a COVID-19 incident at the Transportation Management Center (TMC); and

WHEREAS, pursuant to FTA Circular 4702.1B, Muni service adjustments that meet the SFMTA's definition of a major service change but do not exceed 12 months in duration do not require a service equity analysis but should the service changes as described in this calendar item extend beyond 12 months or become a permanent service change, a service equity analysis will be conducted, including a public comment process, and the changes will be brought before the MTA Board of Directors for approval; and,

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

WHEREAS, Pursuant to California Vehicle Code sections 21101(e), local authorities can temporarily close a street when, in the opinion of local authorities having jurisdiction, the closing is necessary for the safety and protection of persons who are to use that portion of the street during the temporary closing; and,

WHEREAS, Consistent with state law, SFMTA staff have determined that temporarily closing Church Street between Market and 15th Streets in the southbound direction provides for the safety and protection of transit customers who use the street during the temporary closure due to the large amount of transit customers needing to cross to and from the center track lanes to the J Church trains and the Muni Metro entrances on the west side of the Market/Church intersection, and, further, that the proposed temporary street closure will also substantially improve safety for pedestrians, cyclists, and other people who will also use this portion of Church Street during this period as well; and,

WHEREAS, Based on public feedback, the SFMTA implemented minor parking and traffic modifications which allow the return of modified bus service for the 37 Corbett and the 48 Quintara-24th Street (Bus Terminal and Route Improvements); and,

WHEREAS, Based on public feedback, the SFMTA is proposing to implement minor parking and traffic modifications which allow the return of modified bus service for the 27 Bryant, 33 Ashbury-18th Street, and 55 Dogpatch along with the creation of a temporary 15 Bayview-Hunters Point Express (BHPX) route (Bus Changes January 2021); and,

WHEREAS, In order to accommodate safe and accessible transfers required by this new temporary service plan, the SFMTA implemented the West Portal LK Temporary Transfer Project and Phase One of the J Church Temporary Transfer Improvements Project (Rail Transfer Projects) as follows:

- A. TEMPORARY ROAD CLOSURE EXCEPT FOR MUNI, PARATRANSIT, TAXIS, BICYCLES, AND COMMERCIAL VEHICLES – Church Street, southbound, from Market Street to 15th Street
- B. ESTABLISH – TOW AWAY NO STOPPING ANY TIME and ESTABLISH – BUS ZONE - - Church Street, west side, from Market Street to 199 feet southerly; Church Street, east side, from Duboce to 185 feet southerly
- C. ESTABLISH – 30 MINUTE COMMERCIAL LOADING AT ALL TIMES– Church Street, east side, from 45 feet to 105 feet north of 15th Street; Church Street, east side, from 126 feet to 188 feet north of 15th Street; Church Street, west side, from 15th Street to 163 feet northerly
- D. ESTABLISH – RIGHT TURN ONLY EXCEPT MUNI, PARATRANSIT, TAXIS, BICYCLES, AND COMMERCIAL VEHICLES– Northbound Church Street at 15th Street; Southbound Church Street at Market Street
- E. ESTABLISH – NO RIGHT TURN EXCEPT MUNI, PARATRANSIT, TAXIS, BICYCLES, AND COMMERCIAL VEHICLES– Eastbound Market Street at Church Street; Westbound 15th Street at Church Street
- F. ESTABLISH – NO LEFT TURN EXCEPT MUNI, PARATRANSIT, TAXIS, BICYCLES, AND COMMERCIAL VEHICLES– Eastbound 15th Street at Church Street
- G. ESTABLISH – NO LEFT TURN– Westbound Market Street at Church Street
- H. ESTABLISH– GREEN ZONE, AT ALL TIMES –Church Street, east side, from 5 feet to 45 feet north of 15th Street; Church Street, east side, from 105 feet to 126 feet north of 15th Street
- I. ESTABLISH – GREEN ZONE, 9AM TO 6PM, MONDAY THROUGH SATURDAY– 15th Street, north side, from Church Street to 20 feet westerly; 15th Street, south side, from 10 feet to 30 feet east of Church Street
- J. ESTABLISH– GREEN METERS, 15-MINUTE TIME LIMIT, 9AM TO 6PM, MONDAY THROUGH SATURDAY– Market Street, south side, from 131 feet to 149 feet west of Church Street
- K. ESTABLISH – TOW AWAY NO STOPPING ANY TIME– Church Street, west side, from 225 feet to 265 feet north of 14th Street
- L. ESTABLISH – COMMERCIAL LOADING 8 AM to 11 AM, MONDAY TO SATURDAY–

Church Street, west side, from 289 feet to 319 feet north of 14th Street

- M. RESCIND – BUS ZONE – Ulloa Street, south side, from West Portal Avenue to 75’ easterly
- N. ESTABLISH – NO STOPPING FIRE LANE–Ulloa Street, south side, from West Portal Avenue to 20’ easterly
- O. ESTABLISH – WHITE ZONE 7 AM – 7 PM, MONDAY THROUGH SATURDAY– Ulloa Street, south side, from 20’ to 75’ east of West Portal Avenue
- P. ESTABLISH – TRANSIT ZONE– Ulloa Street, south side, from West Portal Avenue to Wawona Street; Ulloa Street, north side, from Lenox Way to Wawona Street; Vicente Street, north side, from 21’ to 40’ west of West Portal Avenue; Ulloa Street, north side, from 10’ to 55’ west of Wawona Street
- Q. ESTABLISH – WHITE ZONE– Lenox Way, from 20 to 45’ north of Ulloa Avenue
- R. ESTABLISH – GREEN ZONE– Lenox Way, from 45’ to 90’ north of Ulloa Avenue
- S. ESTABLISH – NO LEFT TURN– Lenox Way, southbound at Ulloa Avenue
- T. ESTABLISH -- BUS ZONE– Parkridge Drive, west side, 40 feet to 100 feet north of Burnett Avenue.
- U. ESTABLISH -- RIGHT TURN ONLY EXCEPT MUNI– 11th Street, northbound, at Market Street.
- V. ESTABLISH—RED ZONES– Diamond Street, east side, from Clipper Street to 10 feet northerly; Diamond Street, west side, from Clipper Street to 5 feet northerly; Clipper Street, north side, from Diamond Street to 20 feet westerly; Clipper Street, south side, from Diamond Street to 10 feet westerly; 24th Street, south side, from Diamond Street to 17 feet easterly.
- W. ESTABLISH – BUS ZONE – Bayshore Boulevard, east side, Blanken Avenue to Arleta Avenue; Arleta Avenue, south side, from San Bruno Avenue to 50 feet westerly; Northridge Road, south side, from Ingalls Street to 130 feet easterly; Palou Avenue, south side, from 3rd Street to 115 feet westerly Jones Street, west side, from Ellis Street to 80 feet southerly; Jones Street, west side, from Turk Street to 80 feet southerly; Leavenworth Street, east side, from Turk Street to 80 feet northerly; Jackson Street, north side, from Van Ness Avenue to 80 feet westerly; Pacific Avenue, south side, from 15 feet to 60 feet west of Van Ness Avenue
- X. ESTABLISH – RED ZONE –Tennessee Street, west side, from 9 feet to 29 feet south of 20th Street; Pennsylvania Avenue, east side, from 22nd Street to 25 feet northerly; 22nd Street, north side, from 12 feet to 32 feet west of Tennessee Street; 20th Street, south side, from Connecticut Street to 20 feet easterly; Connecticut Street, west side, from 12 feet to 30 feet north of 20th Street; Connecticut Street, east side, from 20th Street to 16 feet northerly; Rutland Street, east side, from Visitacion Avenue to 20 feet northerly; Rutland Street, east side, from Leland Avenue to 20 feet southerly; Rutland, east side, from Leland Avenue to 20 feet northerly; Arleta Avenue, south side, from Rutland Street to 10 feet easterly; Keith Street, east side, from Palou Avenue to 20 feet northerly; Palou Avenue, north side, from Keith Street to 10 feet westerly; Newcomb Avenue, south side, from Keith Street to 10 feet easterly; La Salle Avenue, south side, from Newcomb Avenue to 20 feet easterly; Northridge Road, north side, from Ingalls Street to 20 feet easterly; Kirkwood Avenue, north side, from Donahue Street to 20 feet westerly; Kirkwood Avenue, south side, from Donahue Street to 20 feet westerly; Donahue Street, west side, from Jerrold Avenue to 10 feet southerly; Ingalls Street, east side, from Palou Avenue to 20 feet northerly; Palou Avenue, north side, from Ingalls Street to 5 feet westerly; Noe Street, west side, from 18th Street to 20 feet southerly;

19th Street, both sides, from Noe Street to 20 feet westerly; Diamond Street, both sides, from 19th Street to 20 feet northerly; Diamond Street, east side, from 18th Street to 40 feet southerly; Diamond Street, west side, from Market Street to 20 feet southerly; Sanchez Street, both sides, from 18th Street to 20 feet northerly

- Y. ESTABLISH—BUS FLAG STOP—20th Street, south side, at Pennsylvania Avenue; Pennsylvania Avenue, east side, at 20th Street; 20th Street, south side, at Missouri Street; 20th Street, north side, at Missouri Street; and,

WHEREAS, The temporary improvements of the Rail Transfer Projects project shall include a thorough and transparent evaluation process to determine the effectiveness of the changes, including soliciting stakeholder feedback, collecting and analyzing safety and performance data, and posting evaluation results on the SFMTA website; and,

WHEREAS, The proposed parking and traffic modifications will be temporary in nature and will expire 120 days after the termination or expiration of the COVID-19 State of Emergency; and,

WHEREAS, The proposed rail transfer projects and the bus terminal and route improvements are subject to the California Environmental Quality Act (CEQA); CEQA provides a statutory exemption from environmental review for emergency projects pursuant to Public Resources Code Section 21080(b)(4) and Title 14 of the California Code of Regulations Section 15269 and for specified mass transit projects pursuant to Public Resources Code Section 21080(b)(10) and Title 14 of the California Code of Regulations Section 15275; and,

WHEREAS, The Planning Department determined, on August 12, 2020, that the rail transfer projects (Case Number 2020-007183ENV) and, on August 14, 2020, that the bus terminal and route improvement changes (Case Number 2020-007286ENV), and on November 12, 2020, that the Bus Changes January 2021 are statutorily exempt from CEQA pursuant to Public Resources Code Section 21080(b)(4) and Title 14 of the California Code of Regulations Section 15269, and Public Resources Code Section 21080(b)(10) and Title 14 of the California Code of Regulations Section 15275; and,

WHEREAS, On November 13, 2020, the Planning Department determined that the proposed modifications to the rail transfer changes (Case Number 2020-007183ENV) did not constitute a substantial modification and no further environmental review is necessary; and,

WHEREAS, Copies of the CEQA determinations are 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; and,

WHEREAS, The public has been notified about the proposed improvements and has been given the opportunity to comment on those improvements through the public hearing process; and,

WHEREAS, Final SFMTA decisions, whether made by the City Traffic Engineer or the SFMTA Board, can be reviewed by the Board of Supervisors pursuant to Ordinance 127-18 and SFMTA staff have determined that items C, H, I, K, and Q are such final SFMTA decisions; and,

now, therefore, be it

RESOLVED, Pursuant to California Vehicle Code sections 21101(e), the SFMTA Board finds that temporarily closing Church Street between Market and 15th Streets in the southbound direction to through traffic provides for the safety and protection of transit customers who use the street during the temporary closure due to the large amount of transit customers needing to cross to and from the center track lanes to the J Church trains and the Muni Metro entrances on the west side of the Market/Church intersection, and, further, that the proposed temporary street closure will also substantially improve safety for pedestrians, cyclists, and other people who will also use this portion of Church Street during this period as well; and be it further

RESOLVED, That the SFMTA Board of Directors approves the temporary parking and traffic modifications, as set forth in Items A through Y above, as a part of the Rail Transfer Projects and Bus Terminal and Route Improvements; and be it further

RESOLVED, That all actions approved pursuant to the parking and traffic modifications approved herein, are to be in effect temporarily during the COVID-19 emergency referenced in the Proclamation of the Mayor Declaring the Existence of a Local Emergency dated February 25, 2020 and shall expire 120 days after the termination or expiration of such proclamation; and be it further

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of December 1, 2020.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency