

**THIS PRINT COVERS CALENDAR ITEM NO.: 12**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Transit

**BRIEF DESCRIPTION:**

Approving traffic modifications extending the authorization for existing temporary part-time high-occupancy vehicle (HOV) lanes limited to HOVs, including buses, vehicles carrying multiple occupants, and other vehicles authorized by California Vehicle Code Section 21655.5, on segments of state roadways on the Park Presidio and Lombard corridors to create a pilot program ending June 30, 2025; and, amending Transportation Code, Division II, Section 602 and adding Section 603 to designate such lanes on state roadways and to authorize the City Traffic Engineer, subject to the approval of the California Department of Transportation, to change the minimum number of occupants required to qualify as an HOV in such lanes from two or more occupants to three or more occupants, based on engineering estimates of the effect of the lanes on safety, congestion, and highway capacity, to be in effect upon SFMTA Board approval, subject to the approval of the California Department of Transportation (Caltrans).

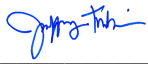

**SUMMARY:**

- In response to the COVID-19 Emergency, the SFMTA implemented Temporary Emergency HOV Lanes on segments of the Park Presidio and Lombard corridors. These lanes can only be used by carpools, buses and select other vehicles.
- The proposed action would extend the existing HOV lanes by rescinding the requirement that they be removed or made permanent within 120 days of the end of the COVID-19 Emergency Order and establishing a pilot period with an end date of June 30, 2025.
- Extending the existing temporary part-time HOV lanes will allow two years for data collection, followed by a year for analysis, refinement, negotiation and approvals.
- If the SFMTA Board approves this extension, a future approval action would still be required to make the pilot project permanent once a full evaluation is completed.
- The Planning Department has determined that the proposed project is categorically exempt from the California Environmental Quality Act (CEQA).
- The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31.

**ENCLOSURES:**

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

**APPROVALS:**

	<b>DATE</b>
DIRECTOR  _____	<u>August 31, 2022</u>
SECRETARY  _____	<u>August 31, 2022</u>

**ASSIGNED SFMTAB CALENDAR DATE:** September 6, 2022

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## **PURPOSE**

Approving traffic modifications extending the authorization for existing temporary part-time high-occupancy vehicle (HOV) lanes limited to HOVs, including buses, vehicles carrying multiple occupants, and other vehicles authorized by California Vehicle Code Section 21655.5, on segments of state roadways on the Park Presidio and Lombard corridors to create a pilot program ending June 30, 2025; and, amending Transportation Code, Division II, Section 602 and adding Section 603 to designate such lanes on state roadways and to authorize the City Traffic Engineer, subject to the approval of the California Department of Transportation, to change the minimum number of occupants required to qualify as an HOV in such lanes from two or more occupants to three or more occupants, based on engineering estimates of the effect of the lanes on safety, congestion, and highway capacity, to be in effect upon SFMTA Board approval, subject to the approval of the California Department of Transportation (Caltrans).

## **STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES**

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

1. Identify and reduce disproportionate outcomes and resolve past harm towards marginalized communities.
5. Deliver reliable and equitable transportation services.
6. Eliminate pollution and greenhouse gas emissions by increasing use of transit, walking, and bicycling.
7. Build stronger relationships with stakeholders.
8. Deliver quality projects on-time and on-budget.
9. Fix things before they break, and modernize systems and infrastructure.
10. Position the agency for financial success.

This item will support the following Transit First Policy Principles:

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

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transit and the continued development of an integrated, reliable, regional public transportation system.

## **DESCRIPTION**

### **Background**

The Park Presidio and Lombard corridors are state highways (State Route 1 [CA-1] and U.S. Highway 101 [US-101], respectively), and as such, they are managed by the California Department of Transportation (Caltrans). Each is also an important transit corridor. Muni Route 28 19<sup>th</sup> Avenue currently operates on both corridors. Route 43 Masonic service to Lombard Street was also recently restored, and regular weekday service on the 28R 19<sup>th</sup> Avenue Rapid will be restored to Park Presidio and Park Presidio Bypass in the coming year. In addition, Golden Gate Transit (GGT) operates frequent regional transit service on Richardson Avenue and Lombard Street.

SFMTA is piloting HOV Lanes on segments of the Park Presidio and Lombard corridors as a strategy to encourage more efficient roadway use by promoting transit and carpooling. Reserving the right lane for carpools and buses allows for these more efficient modes to have quicker and more reliable travel times (pre-project evaluation found that approximately one-third of vehicles were high-occupancy vehicles, meaning more than half of all people traveling in the corridor would be eligible to use the lanes). Incentivizing transit and carpool use will meet the project's core goal of maximizing person throughput on these oversubscribed state roadways. Related outcomes that we will also be evaluating are transit and carpool reliability, transit and carpool travel times and corridor safety.

Without the HOV lanes, the number of single-occupancy trips is expected to increase as the economy recovers and people return to jobs in San Francisco. This concern is especially urgent as automobile traffic has generally returned faster than transit ridership during the pandemic. Providing the dedicated HOV lane will protect transit and carpools from increasing congestion. In addition, the HOV lanes will make carpooling or riding transit more attractive, which will incentivize some solo drivers to switch back to carpooling or transit, thereby reducing traffic volumes.

### **Park Presidio Lombard Temporary HOV Lanes**

On April 20, 2021, the SFMTA Board of Directors approved the implementation of part-time (5 a.m. to 8 p.m., Monday through Friday) temporary HOV lanes on segments of CA-1 on Veterans Boulevard, Park Presidio Boulevard and Park Presidio Bypass, and Crossover Drive<sup>1</sup> from 430 feet north of Lake Street to Lincoln Way and on US-101 on Lombard Street and Richardson

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<sup>1</sup> While the April 20, 2021 approval action included authorization to establish an HOV lane on southbound Crossover Drive, due to Caltrans concerns about potential traffic congestion on the southbound approach to Crossover and Lincoln Way, this is no longer being pursued. The current request to extend the HOV lanes pilot does not include Crossover Drive.

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Avenue between Franklin Street/Gough Street and Francisco Street/Lyon Street. This approval action also provided the SFMTA, after receiving Caltrans approval, with the flexibility to change the minimum number of occupants required to qualify as a HOV in these lanes from two or more occupants to three or more occupants based on traffic and transit needs, providing further protection to transit and vehicles with three or more occupants. A map of the project as implemented is shown in Figure 1. The SFMTA Board of Directors' approval of the temporary HOV lanes is subject to the limitation that the lanes must be removed within 120 days of the lifting of the COVID-19 Emergency Order unless additional legislation is brought to the Board for consideration.

Caltrans reviewed the project's Design Engineering Evaluation Report (DEER) for the entire project and issued an encroachment permit for the Lombard and Richardson (US-101) segments in August 2021. In September 2021, the SFMTA installed temporary HOV lanes on Lombard Street and Richardson Avenue. Caltrans issued an encroachment permit for the segments on Park Presidio Boulevard and Park Presidio Bypass in March 2022 and the SFMTA completed implementation in April 2022.

Figure 1: Implemented Temporary Emergency HOV Lane Locations

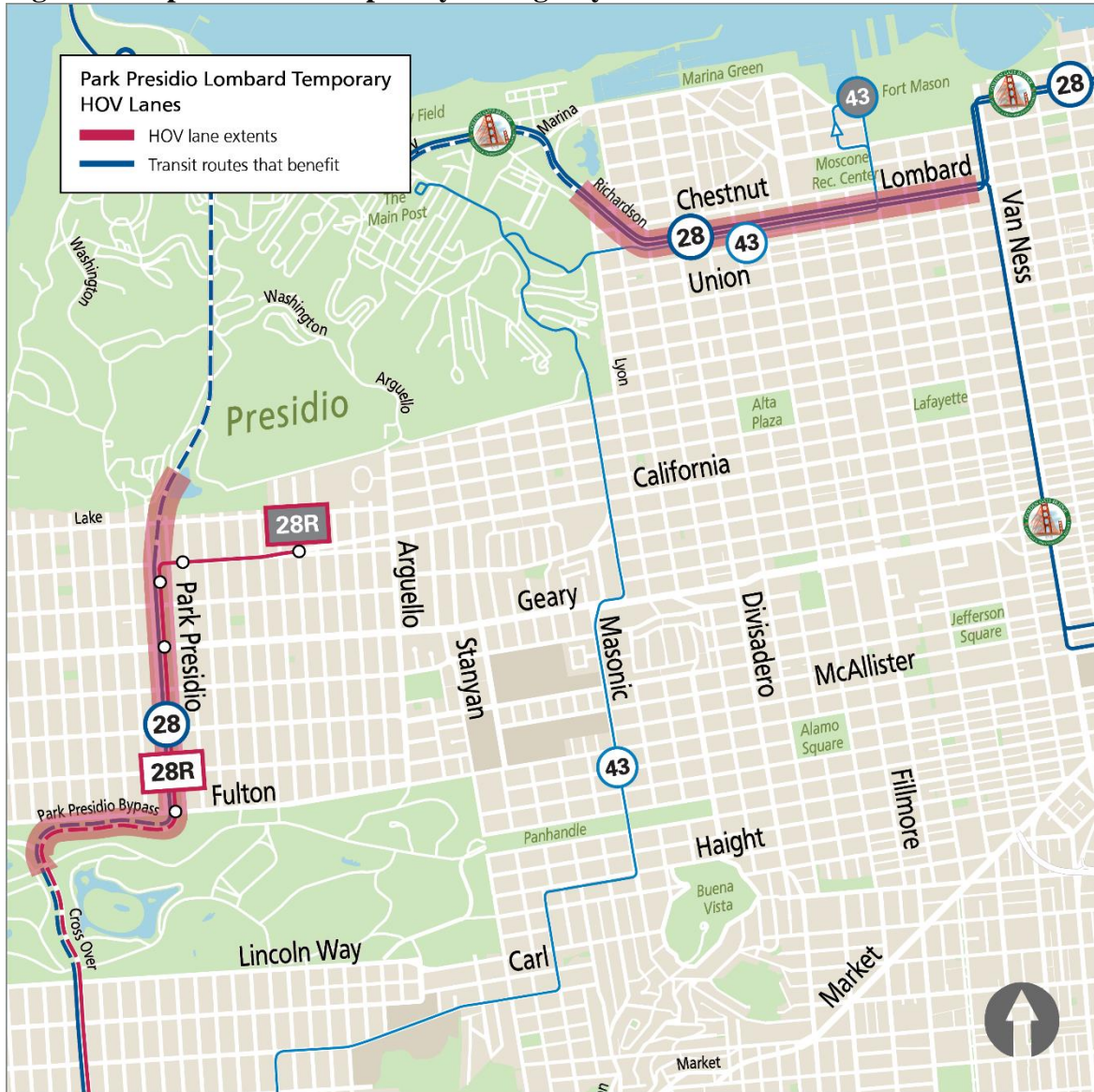




Figure 2: Temporary Emergency HOV Lanes on Lombard Street



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### **Evaluation**

Extending the HOV lanes pilot program would provide adequate time for the SFMTA to complete a robust evaluation of the lanes' operation and impact on transit performance. Given the unique nature of the HOV lanes, SFMTA and Caltrans staff agree that a comprehensive evaluation would be necessary to move forward with any proposal to make the project permanent.

Data collection is proposed to last two years. The proposed three-year pilot period would allow an additional year for analysis, as well as: design refinement; the Caltrans and regional permitting processes, including any necessary negotiations, installation of any additional infrastructure, and approval of an environmental document; any remaining community engagement; and Board approval. Please see page 10 for additional details.

SFMTA staff have developed a data collection and evaluation plan in coordination with Caltrans and with input from neighborhood stakeholders. Pre-project evaluation data was collected prior to implementation of each segment, and post-project evaluation data will be collected quarterly for two years following implementation of both corridors.

Because HOV lanes in the Park Presidio corridor were only recently implemented, post-project data collection has not yet begun. However, the SFMTA collects some transit performance data on a regular basis. Based on review of these data, the 28 19<sup>th</sup> Avenue saw travel time savings of up to 7% immediately following implementation in Fall 2021, and savings of up to 10% compared to pre-COVID travel times, even as traffic volumes began approaching pre-COVID levels.

### **Key Evaluation Metrics**

- AM, PM, and mid-day total person movement counts based on observed vehicle occupancies at one location on each HOV lane corridor
- HOV lane compliance
- AM, PM, and all-day transit travel time metrics, including overall travel time, travel time variability, and headway adherence along each corridor by route
- Transit ridership metrics, including total ridership, crowding, and pass-ups along each corridor by route
- Transit customer perception of quality of transit service
- AM, PM, and mid-day turning movements at seven intersections on the HOV lane corridors
- 24-hour bi-directional through traffic volumes at twenty locations on the HOV lane corridors and nearby streets
- AM, PM, and mid-day auto speeds and travel times based on floating-car studies by lane on HOV lane corridors and INRIX for nearby streets
- AM, PM, and mid-day traffic delay (intersection level of service) at seven intersections on the HOV lane corridors

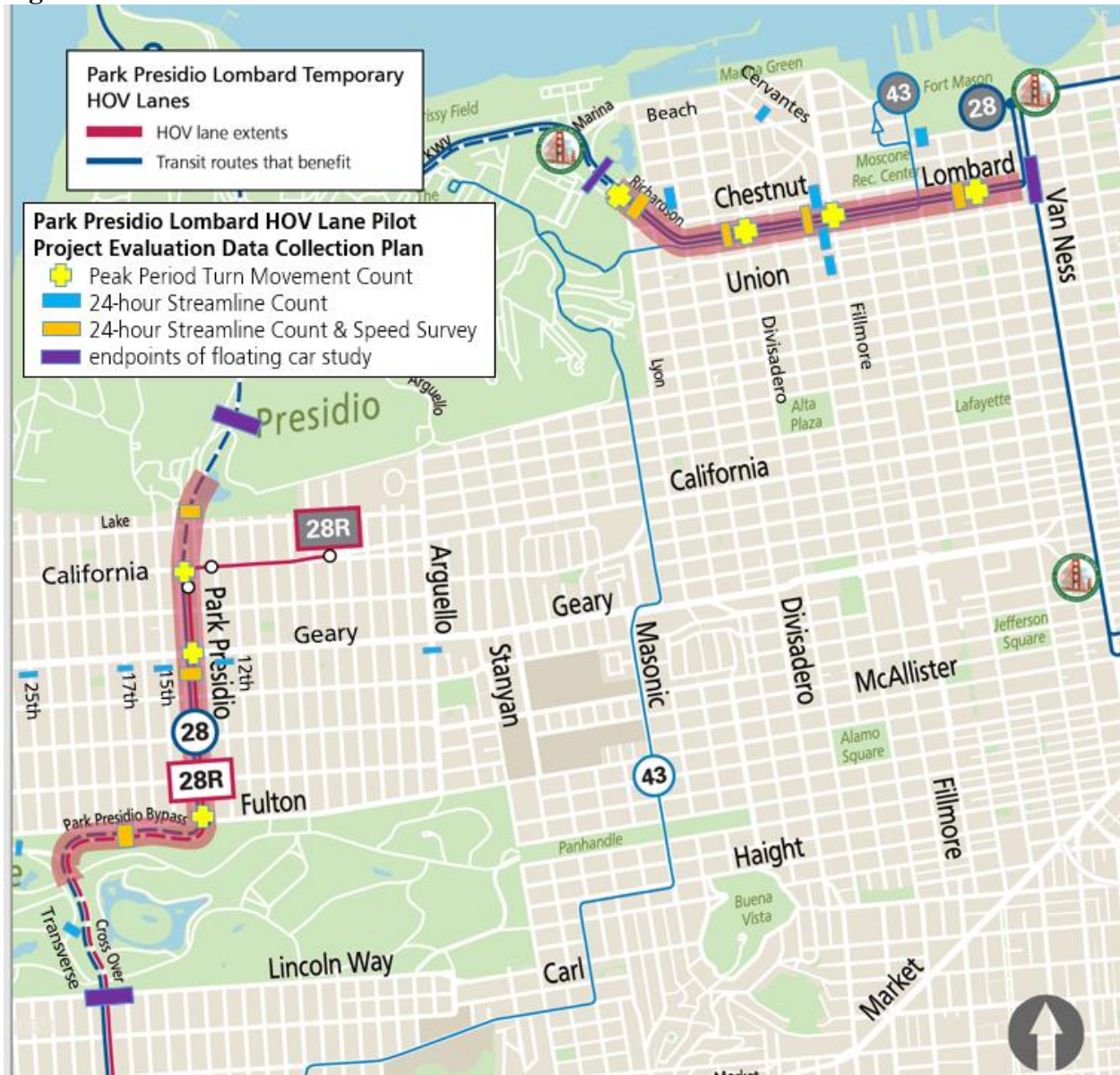
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- Traffic diversion at thirteen locations on nearby streets
- All-mode collisions at all locations on the HOV lane corridors

In addition to quantitative data collection, the SFMTA is collecting and responding to public and transit operator feedback on the HOV lanes. During the data collection and evaluation period, SFMTA staff can adjust the project to meet the needs of community members and Muni riders. Following the data collection period, SFMTA staff will conduct a thorough analysis of the evaluation data and develop recommendations for modifications or adjustments to the pilot project and whether the HOV lanes should be made permanent. The results of the evaluation will inform the development of any proposal to install HOV lanes permanently on these corridors, as well as any potential future extension of the HOV lanes, such as on the 19<sup>th</sup> Avenue segment of CA-1. Results from the pilot project evaluation are expected to be available in 2024 and will be publicized on the SFMTA website, where staff will report evaluation findings and recommendations.



Figure 3: HOV Lane Data Collection Plan



### Pursuing Permanent HOV Lanes

As a corridor within the SFMTA’s Temporary Emergency Transit Lanes (TETL) program, the prior approval of the project by the SFMTA Board of Directors is subject to the limitation that the lanes be removed or made permanent within 120 days of the lifting of San Francisco’s COVID-19 Emergency Order. As with other implemented corridors within the TETL program, SFMTA staff plan to determine whether to pursue permanent approval of the temporary HOV lanes pending the results of the project evaluation. While an end date for the COVID-19 Emergency Order is not currently known, approving the extension of the existing temporary part-

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time HOV lanes as a pilot not subject to the Emergency Order will ensure that the SFMTA has sufficient time to conduct a comprehensive evaluation of the HOV lanes as well as properly develop and vet a proposal for permanent HOV lanes.

Developing a proposal for permanent HOV lanes is expected to be an extensive process. The SFMTA and Caltrans have identified several key issues that need to be resolved prior to agreeing to a proposal for permanent HOV lanes.

*Overhead signage:* Caltrans has requested that the SFMTA install overhead signs at the start of the HOV lanes segment on Veterans Boulevard, Park Presidio and Park Presidio Bypass, one sign for southbound on Veterans Boulevard, and one sign for northbound on Park Presidio Bypass. Procuring these signs is expected to take approximately nine months. The SFMTA will work with San Francisco Recreation and Parks on the placement of any signage within Golden Gate Park.

*Intelligent Transportation System (ITS):* The SFMTA and Caltrans have discussed an ITS system that would enable real-time changes to restrictions in the HOV lanes based on congestion levels. Implementing such a system would require identifying and procuring technology for monitoring congestion levels in real time, as well as for dynamically signaling any changes to motorists. This is expected to require extensive research, design and negotiation between the SFMTA and Caltrans, including agreement on the purpose and usage of such a system (SFMTA staff believe any such system should be used to maximize person throughput).

*Environmental clearance:* While the project area is located on state-owned facilities, Caltrans delegated authority for environmental review of the project to the City and County of San Francisco in a letter dated February 22, 2021. Caltrans is expected to delegate authority for environmental review again for a proposal for permanent HOV lanes if the pilot is successful.

*Regional approval:* In addition to receiving Caltrans approval for the permanent HOV lanes proposal, approval from two regional committees would be required. The Managed Lanes Committee, including members from Caltrans, Metropolitan Transportation Commission (MTC), and the California Highway Patrol (CHP), oversees regional HOV lane proposals. The Air Quality Conformity Task Force, including members from the Association of Bay Area Governments (ABAG), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Environmental Protection Agency (EPA), Caltrans, the California Air Resources Board (CARB) and the Bay Area Air Quality District (BAAQMD), determines if transportation projects comply with state and federal air quality regulations. Both committees would need to review and approve the proposal for permanent HOV lanes, which is expected to be a more extensive process than the approval received for the HOV lanes pilot project.

A timeline of the overall project is included below:

Date	Action
April 20, 2021	SFMTA Board approval of temporary emergency HOV lanes
September 2021	Lombard and Richardson segments implemented
April 2022	Park Presidio segment implemented
September 6, 2022	SFMTA Board vote on extending the HOV lanes pilot
<i>If pilot extension is approved:</i>	
2022-2024	Conduct full pilot evaluation; install remaining project components
Early 2025	SFMTA Board vote on permanent project (pending evaluation results)

**Extension of Temporary Traffic Modifications Being Sought**

The proposed Park Presidio Lombard HOV Lanes pilot project would extend the following temporary traffic modifications, which are in effect 5 a.m. to 8 p.m., Monday to Friday, while the SFMTA conducts further evaluation in consultation with Caltrans:

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

**STAKEHOLDER ENGAGEMENT**

To inform the community of the temporary HOV lanes project, staff posted multi-lingual posters along the project corridor, sent multiple rounds of emails to thousands of Muni customers and people who signed up for project updates, and published newspaper ads in neighborhood papers. In addition to informing the community of the project, an online survey was conducted to collect feedback on which metrics would be used in the full evaluation of the project after its implementation. To increase early access to information about the project and scope, a recorded presentation was shared online. Community members were able to view the presentation at their

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convenience and submit feedback and questions to the project team. The project implementation itself is intended to serve as a key phase of public outreach, by allowing community members to experience and evaluate the changes and give feedback in support of future modifications, removal, or permanent installation.

Staff also briefed Supervisor offices and offered briefings to stakeholder and targeted community-based organizations directly affected by the project beginning in February 2021 and continuing throughout the project.

Additional stakeholder engagement will continue during the pilot phase of the project, which will allow people to experience the impacts and provide feedback about the changes. As part of the evaluation of the pilot, a community survey will be conducted that will collect feedback about how the project has benefited and impacted the community. The survey will be advertised by postcard, posters along the corridor, email blasts, and targeted outreach to key community-based organizations.

## **ALTERNATIVES CONSIDERED**

The alternative to extending the Park Presidio Lombard Temporary HOV Lanes as a pilot project is to remove the temporary HOV lanes within 120 days of the end of the COVID-19 Emergency. Removing the lanes in this scenario would limit the ability to complete evaluation of the project and pursue a permanent project. Reversing the temporary HOV lanes as congestion increases will lead to longer travel times and less reliable service on Muni Routes 28 19<sup>th</sup> Avenue, 28R 19<sup>th</sup> Avenue Rapid, and 43 Masonic as well as on Golden Gate Transit routes using these corridors. People carpooling would also experience slower, less reliable travel times.

Starting with an HOV-3 requirement of three occupants per vehicle was also considered for the pilot project, rather than the HOV-2 requirement implemented. However, we made the joint decision with SFMTA and Caltrans staff to initiate the pilot with the less restrictive HOV-2 condition. Reviewing the efficacy of the HOV-2 requirement will be a key element of the initial project evaluation. If the data pointed towards the need to revise the pilot to change to an HOV-3 requirement, it would require buy in from Caltrans staff.

## **FUNDING IMPACT**

Extending the temporary HOV lanes as a pilot project would incur only minimal costs for maintenance of roadway signage and markings, paid from operating funds. However, traffic data collection would cost approximately \$270,000 and the proposed overhead signage and ITS system would incur additional, as yet unknown costs.

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## **ENVIRONMENTAL REVIEW**

The Park Presidio Lombard HOV Lanes project is subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical exemption for basic data collection, research, experimental management, and resource evaluation activities as defined in pursuant to Title 14 of the California Code of Regulations Section 15306.

While the project area is located on state-owned facilities, Caltrans delegated authority for environmental review of the project to the City and County of San Francisco in a letter dated February 22, 2021. On February 9, 2022, the Planning Department determined (Case Number 2021-009917ENV) that the Park Presidio Lombard HOV Lanes project is categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15306.

The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

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 by Case Number at <https://sfplanninggis.org/pim/> or 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. Caltrans has approved the existing temporary HOV lanes, and has provided written approval of the continuation of the project as a pilot through March 31, 2024. Written approval from Caltrans for continuation of the pilot through June 30, 2025 is anticipated prior to the end of March 2024. No additional approvals are required.

## **RECOMMENDATION**

SFMTA staff recommends that the SFMTA Board of Directors approve traffic modifications extending the existing temporary part-time high-occupancy vehicle (HOV) lanes limited to HOVs, including buses, vehicles carrying multiple occupants, and other vehicles authorized by California Vehicle Code Section 21655.5, on segments of state roadways on the Park Presidio and Lombard corridors, to create a pilot program ending June 30, 2025; and, amend Transportation Code, Division II, Section 602 and add Section 603 to designate such lanes on state roadways and to authorize the City Traffic Engineer, subject to the approval of the California Department of Transportation, to change the minimum number of occupants required to qualify as an HOV in such lanes from two or more occupants to three or more occupants, based on engineering estimates of the effect of the lanes on safety, congestion, and highway capacity, to be in effect upon SFMTA Board approval, subject to the approval of the California Department of Transportation (Caltrans).



SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. \_\_\_\_\_

WHEREAS, On April 20, 2020 the San Francisco Municipal Transportation Agency Board of Directors approved the implementation of part-time temporary HOV lanes on segments of California State Route 1 (CA-1) on Veterans Boulevard, Park Presidio Boulevard and Park Presidio Bypass from 430 feet north of Lake Street to Crossover Drive and on U.S. Highway 101 (US-101) on Lombard Street and Richardson Avenue between Franklin Street/Gough Street and Francisco Street/Lyon Street; and,

WHEREAS, The HOV lanes are reserved for buses and carpools; and,

WHEREAS, The approved temporary HOV lanes are subject to the requirement that the lanes be removed or made permanent within 120 days of the lifting of the COVID-19 Emergency Order; and,

WHEREAS, SFMTA staff have determined, with Caltrans' concurrence, that due to the unique nature of the HOV lanes it is necessary to conduct a full and comprehensive evaluation of the performance of the temporary HOV lanes before developing a proposal for permanent HOV lanes; and,

WHEREAS, The evaluation period will include quantitative and qualitative data collection and additional public outreach to capture user and neighborhood feedback; and,

WHEREAS, A proposal for permanent HOV lanes will be subject to additional design negotiations, environmental clearances, and regional approvals; and,

WHEREAS, Conducting the aforementioned evaluation and developing a proposal for permanent HOV lanes may require additional time beyond 120 days past the lifting of the COVID-19 Emergency Order; and,

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

- A. ESTABLISH – TRANSIT/HIGH OCCUPANCY VEHICLE LANE – Lombard Street, westbound, from Franklin Street to Richardson Avenue (US-101).
- B. ESTABLISH – TRANSIT/HIGH OCCUPANCY VEHICLE LANE – Lombard Street, eastbound, from Richardson Avenue to Gough Street (US-101).
- C. ESTABLISH – TRANSIT/HIGH OCCUPANCY VEHICLE LANE – Richardson Avenue, westbound, from Lombard Street to Lyon Street (US-101).
- D. ESTABLISH – TRANSIT/HIGH OCCUPANCY VEHICLE LANE – Richardson Avenue, eastbound, from Francisco Street to Lombard Street (US-101).
- E. ESTABLISH – TRANSIT/HIGH OCCUPANCY VEHICLE LANE – Park Presidio Bypass, eastbound, from Crossover Drive to Fulton Street (CA-1).

- F. ESTABLISH – TRANSIT/HIGH OCCUPANCY VEHICLE LANE – Park Presidio Bypass, westbound, from Fulton Street to Crossover Drive (CA-1).
- G. ESTABLISH – TRANSIT/HIGH OCCUPANCY VEHICLE LANE – Park Presidio Boulevard, northbound, from Fulton Street to Lake Street (CA-1).
- H. ESTABLISH – TRANSIT/HIGH OCCUPANCY VEHICLE LANE – Park Presidio Boulevard, southbound, from Lake Street to Fulton Street (CA-1).
- I. ESTABLISH – TRANSIT/HIGH OCCUPANCY VEHICLE LANE – Veterans Boulevard, southbound, from 430 feet north of Lake Street to Lake Street (CA-1); and,

WHEREAS, The Park Presidio Lombard Temporary HOV Lanes project is subject to the California Environmental Quality Act (CEQA); CEQA provides a categorical exemption for basic data collection, research, experimental management, and resource evaluation activities as defined in Title 14 of the California Code of Regulations Section 15306; and,

WHEREAS, The California Department of Transportation delegated authority for environmental review to the City and County of San Francisco in a letter dated February 22, 2021; and,

WHEREAS, On February 9, 2022, the Planning Department determined (Case Number 2021-009917ENV) that the Park Presidio Lombard Temporary HOV Lanes project is categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15306; and,

WHEREAS, The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31; and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and may be found in the records of the Planning Department by Case Number at <https://sfplanninggis.org/pim/> or 49 South Van Ness Avenue in San Francisco, and is incorporated herein by reference; and,

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

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the extension of the existing temporary HOV lanes on segments of CA-1 and US-101 as a pilot project, as set forth in Items A through J above, with the pilot period ending June 30, 2025; and, be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors amends the Transportation Code, Division II, Section 602 and adds Section 603 to designate such lanes and to authorize the City Traffic Engineer, subject to the approval of the

California Department of Transportation, to change the minimum number of occupants required to qualify as an HOV in such lanes from two or more occupants to three or more occupants, based on engineering estimates of the effect of the lanes on safety, congestion, and highway capacity; and, be it further

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

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of September 6, 2022.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

RESOLUTION NO.

[Transportation Code – High Occupancy Vehicle Lanes]

**Resolution amending Division II of the Transportation Code to extend temporary high-occupancy vehicle lanes on Lombard Street, Richardson Avenue, Veterans Drive (southbound), Park Presidio Boulevard, and Park Presidio Bypass through March 31, 2024, unless extended with approval of the California Department of Transportation until June 30, 2025.**

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 and adding Section 603, to read as follows:

**SEC. 602. DESIGNATED TEMPORARY TRANSIT-ONLY AREAS AND TOW AWAY ZONES.**

(a) The locations listed in this subsection (a) are designated as Temporary Transit-only Areas. For purposes of this Section 602, “Temporary Transit-only Areas” are defined as the locations that are reserved for the use of buses, streetcars, taxis, ~~high-occupancy vehicles (HOV), including vehicles carrying two or more occupants or three or more occupants, and other vehicles authorized by California Vehicle Code Section 21655.5,~~ bicycles, authorized emergency vehicles, vehicles preparing to make a turn, vehicles entering into or exiting from a stopped position at the curb, and/or vehicles entering into or exiting from a driveway, as specified in this subsection (a) and in any determinations made by the City Traffic Engineer to designate such locations as authorized by subsection (b) to reduce the impact of traffic congestion

resulting from the COVID-19 emergency referenced in the Proclamation of the Mayor Declaring the Existence of a Local Emergency, dated February 25, 2020 (“COVID-19 Emergency”).

(1) Except for buses, taxis, authorized emergency vehicles, vehicles preparing to make a turn, vehicles entering into or exiting from a stopped position at the curb, and vehicles entering into or exiting from a driveway, no vehicle may operate in the following Temporary Transit-only Areas:

(A) Laguna Honda Boulevard, both directions, from Clarendon Avenue to Dewey Boulevard;

(B) O’Shaughnessy Boulevard, both directions, from Portola Drive to 800 feet southerly;

(C) Clay Street, 3PM to 6PM, Monday to Friday, eastbound direction, from Stockton Street to Grant Avenue.

(2) Except as to buses, taxis, bicycles, authorized emergency vehicles, vehicles preparing to make a turn, vehicles entering into or exiting from a stopped position at the curb, and vehicles entering into or exiting from a driveway, no vehicle may operate in the Temporary Transit-only Areas on the following corridor:

Woodside Avenue, both directions, from Laguna Honda Boulevard to Portola Drive.

~~–(3)– Except for buses, high-occupancy vehicles (HOV), including vehicles carrying two or more occupants and other vehicles authorized by California Vehicle Code Section 21655.5, authorized emergency vehicles, vehicles preparing to make a turn, vehicles entering into or exiting from a stopped position at the curb, and vehicles entering into or exiting from a driveway, and provided that the City Traffic Engineer is authorized, subject to the approval of the California Department of Transportation, to change the minimum number of occupants required to qualify as a HOV from two or more occupants~~



~~to three or more occupants in such lanes, based on engineering estimates of the effect of the change on safety, congestion, and highway capacity and public notice, no vehicle may operate in the Temporary Transit only Areas on the following corridors from 5 AM to 8 PM, Monday to Friday:~~

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

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

~~————— (C) — Crossover Drive, southbound, from Park Presidio Bypass to Lincoln Way (CA 1);~~

~~————— (D) — Park Presidio Bypass, both directions, from Crossover Drive to Fulton Street (CA 1);~~

~~————— (E) — Park Presidio Boulevard, both directions, between Fulton Street and Lake Street (CA 1); and~~

~~————— (F) — Veterans Boulevard, southbound, from 430 feet north of Lake Street to Lake Street (CA 1).~~

(b) The City Traffic Engineer is authorized to designate Temporary Transit-only Areas and create associated tow-away zones based upon a determination of public convenience and necessity that includes, but is not limited to, meeting the following criteria, following a public hearing held prior to implementation of a corridor:

(1) the corridor is running transit service, or is reasonably expected to run transit service within 45 days of the determination;

(2) the corridor will be a Temporary Transit-Only Area 24 hours a day/seven days a week if approved;

(3) the corridor is delineated in the color red on the map referenced in Appendix A and is within the boundaries of the City and County of San Francisco as described in said map; and either

(4) the corridor runs bus transit service and

(A) there has been more than a 12% time travel savings for the bus transit service functioning on the corridor between the time preceding the COVID-19 Emergency (February 2020) and during the COVID-19 Emergency (April 2020); and

(B) the proposed Transit-only Area will not remove more than one traffic lane in each direction and will preserve one traffic lane in each direction for uses otherwise authorized; or

(5) the corridor has a Municipal Railway line.

(c) Any vehicle operating within a Temporary Transit-only Area authorized by subsection (a) or designated by the City Traffic Engineer as authorized under subsections ~~(a)(3) or~~ (b) is in violation of the California Vehicle Code or Division I of the Transportation Code, as applicable.

(d) The authorization delegated to the City Traffic Engineer in subsections ~~(a)(3) and~~ (b) and all designations of Temporary Transit-only Areas authorized pursuant to this Section 602 shall expire 120 days after the termination or expiration of the COVID-19 Emergency. The Temporary Transit-only Areas authorized in subsection (a) and any designations of Temporary Transit-only Areas by the City Traffic Engineer under the authority of subsections ~~(a)(3) and~~ (b) supersede the designations in Section 601 to the extent there is a conflict between the two sections.

**SEC. 603. HIGH-OCCUPANCY VEHICLE LANES PILOT PROGRAM.**

**(a) High Occupancy Vehicle Lanes.** Other than Authorized Vehicles, no vehicle may operate in the Transit-only Areas on the following corridors from 5 AM to 8 PM, Monday to Friday:

<u>Hours of Operation</u>	<u>Street</u>	<u>From</u>	<u>To</u>
<u>5 AM to 8 PM, Monday to Friday</u>	<u>Lombard Street (US-101) (westbound)</u>	<u>Franklin Street</u>	<u>Richardson Avenue</u>
	<u>Lombard Street (US-101) (eastbound)</u>	<u>Richardson Avenue</u>	<u>Gough Street</u>
	<u>Richardson Avenue (US-101) (westbound)</u>	<u>Lombard Street</u>	<u>Lyon Street</u>
	<u>Richardson Avenue (US-101) (eastbound)</u>	<u>Francisco Street</u>	<u>Lombard Street</u>
	<u>Park Presidio Bypass (CA-1) (eastbound)</u>	<u>Crossover Drive</u>	<u>Fulton Street</u>
	<u>Park Presidio Bypass (CA-1) (westbound)</u>	<u>Fulton Street</u>	<u>Crossover Drive</u>
	<u>Park Presidio Boulevard (CA-1) (northbound)</u>	<u>Fulton Street</u>	<u>Lake Street</u>
	<u>Park Presidio Boulevard (CA-1) (southbound)</u>	<u>Lake Street</u>	<u>Fulton Street</u>
	<u>Veterans Boulevard (CA-1) (southbound)</u>	<u>430 feet north of Lake Street</u>	<u>Lake Street</u>

(b) The High-Occupancy Vehicle (“HOV”) lanes restrictions provided in subsection (a) shall constitute the HOV Lanes Pilot Program.

(c) For purposes of this Section 603, “Authorized Vehicles” shall mean buses, HOVs (defined as vehicles carrying two or more occupants and other vehicles authorized by California Vehicle Code Section 21655.5), authorized emergency vehicles, vehicles preparing to make a turn, vehicles entering into or exiting from a stopped position at the curb, and vehicles entering into or exiting from a driveway.

(d) The City Traffic Engineer is authorized, subject to the approval of the California Department of Transportation, to change the minimum number of occupants required to qualify as an HOV from two or more occupants to three or more occupants in such lanes, based on engineering estimates of the effect of the change on safety, congestion, and highway capacity.

(e) This Section 603 shall expire by operation of law on April 1, 2024, unless the California Department of Transportation provides written authorization for the pilot program described in subsection (a) to continue until June 30, 2025, at which time this Section would expire. Upon expiration of this Section, the City Attorney is authorized to remove this Section from the Transportation Code.

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. This ordinance shall become operative on its effective date.

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:  
DAVID CHIU, City Attorney

By: \_\_\_\_\_  
LILLIAN LEVY  
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 September 6, 2022.

\_\_\_\_\_  
Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency