

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 220906-080

WHEREAS, On April 20, 2021 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 I 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.



Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

[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

n:\legana\as2022\2200449\01610405.docx

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