

# REUBEN, JUNIUS & ROSE, LLP

Justin A. Zucker  
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September 14, 2020

## Delivered Via E-Mail and USPS

Angela Calvillo, Clerk of the Board  
Board of Supervisors  
1 Carlton B Goodlett Pl. Ste. 244  
San Francisco, CA 94102  
Board.of.Supervisors@sfgov.org

**Re: CEQA Exemptions Appeal | 2020-007183ENV & 2020-007286ENV**  
Our File No.: 8776.07

Dear Ms. Calvillo,

We are working with Safeway Inc., operator of the Safeway grocery store at 2020 Market Street and property owner and ground lessee of the shopping center at the northeastern corner of Market and Church Streets. We write to appeal the California Environmental Quality Act (“CEQA”) exemption determinations made by the Planning Department on August 12, 2020 (Planning Department Case No. 2020-007183ENV), regarding the San Francisco Municipal Transportation Agency (“SFMTA”) rail transfers changes and on August 14, 2020 (Planning Department Case No. 2020-007286ENV), regarding the SFMTA bus terminal and route improvement changes as part of the J Church Transfer Improvements Project (the “Project”).<sup>1</sup> Safeway has expressed its concerns pertaining to the Project’s impacts since it first became aware of them (*see* letters to SFMTA attached as **Exhibit A**) and does not believe the exemptions are proper.

Safeway appreciates and supports the City’s efforts to improve the Muni Subway Metro Rail’s ability to respond to the needs of the COVID-19 pandemic and to generally increase systemwide efficiency. However, Safeway has significant concerns about this Project and its impacts to Safeway, adjacent merchants, residents, and property owners, and believes it is being rushed through without adequate environmental analysis and public review of mitigation measures

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<sup>1</sup> Safeway may be timely only for the appeal of the bus terminal and route improvement changes exemption under Planning Department Case No. 2020-007286ENV, but submits this appeal for the rail transfer changes exemption under Planning Department Case No. 2020-007183ENV as well. There has been no posting on the San Francisco Planning Department’s website to provide notice of the exemption to all interested parties that would have facilitated timely appeal. To that end, neither of the exemptions are available online and have been requested from the Planning Department and will be submitted upon production from the Planning Department.

and alternatives. It is disturbing that the SFMTA has taken the position for the Project that the majority of stakeholder engagement is to happen *after* implementation without adequate consideration of the impacts up front. (See STMTA Staff Report for Temporary Emergency Transit Lanes attached as **Exhibit B.**)

The exemption determinations pursuant to Public Resources Code Section 21080(b)(4) and CEQA Guidelines Section 15269(c) for actions to mitigate an emergency are not proper as applied to this Project. The City has not adequately considered the traffic and pedestrian safety impacts resulting from the Project, including whether there are cumulative impacts or unusual circumstances that would be an exception to eligibility for an exemption. Since implementing elements of the Project over recent weeks, there have been significant impacts to the neighborhood, including to Safeway, the merchants and residents that should have been analyzed. The impacts are not speculative and some have already manifested. For example, there has been significant bus layovers impacting the closed block of Church Street between Market and 15<sup>th</sup> Streets. (See email update regarding bus issues from Jonathan Streeter attached as **Exhibit C.**) And the closure of Church Street to general traffic between Market and 16<sup>th</sup> Streets has created confusion amongst drivers, resulting in a redistribution of vehicle trips without any discussion let along study of that impact. Merchants have seen a decline in business, which during COVID-19 can mean the difference in going out of business or survival. Local residents that rely upon private transit for their daily needs, including families, the disabled, and at-risk individuals utilizing delivery services to reduce exposure to COVID-19, have increased their vehicle miles traveled for obtaining their daily needs due to having to take circuitous routes or going to an alternative merchant elsewhere in the City or beyond.

At this time, the actions proposed by the SFMTA do not seem necessary to prevent or mitigate a public health emergency. The urgency no longer seems to exist. Due to maintenance issues, the Muni light rail system is anticipated to be shut down till 2021. In light of the Muni light rail closure, there now appears to be time to properly conduct the necessary evaluation of the proposed changes in accordance with CEQA.

Based on the foregoing, Safeway appeals the CEQA exemption determinations issued by the Planning Department. Notwithstanding such, Safeway remains open to addressing its concerns prior to any appeal hearing. Please do not hesitate to contact me if you have any questions or need anything else with respect to this appeal.

Very truly yours,

**REUBEN, JUNIUS & ROSE, LLP**



Justin A. Zucker

Angela Calvillo, Clerk of the Board  
CEQA Exemption Appeal  
September 14, 2020  
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Enclosures:

Exhibit A – Safeway Letters to SFMTA  
Exhibit B – Temporary Emergency Transit Lanes Staff Report  
Exhibit C – Email from Jonathan Streeter regarding Implementation

cc: Lisa Gibson, Planning Department (via email only)  
Jonathan Streeter, SFMTA (via email only)  
Natalie Mattei (via email only)  
Andrew Junius (via email only)

# **EXHIBIT A**

# REUBEN, JUNIUS & ROSE, LLP

Justin A. Zucker  
jzucker@reubenlaw.com

July 24, 2020

## Delivered Via E-Mail

Jonathan Streeter  
San Francisco Municipal Transportation Agency  
One South Van Ness Avenue, 7<sup>th</sup> Floor  
San Francisco, CA 94103-5417  
Jonathan.Streeter@sfmta.com; TellMuni@sfmta.com

**Re: J Church Transfer Improvements – Opposition to Project As Proposed**  
**Hearing Date: July 25, 2020**  
Our File No.: 8776.07

Dear Mr. Streeter:

We are working with Safeway, operator of the Safeway grocery store at 2020 Market Street and property owner and ground lessee of the shopping center at the northeastern corner of Market and Church Streets. We write concerning the proposal to install J Church Transfer Improvements (the “Project”) on Church Street between Duboce and 15<sup>th</sup> Streets as part of the San Francisco Municipal Transportation Agency’s (“SFMTA”) Rail Recovery project. Safeway appreciates and supports the City’s efforts to improve the Muni Subway Metro Rail’s ability to respond to the needs of the ongoing COVID-19 pandemic and to generally increase systemwide efficiency. However, we have significant concerns about this Project and believe it may be being rushed through without adequate analysis. And we submit that there are better methods to achieve the desired goal of improving frequencies systemwide to reduce crowding and travel times without a 2-stage Project, closing Church Street between Duboce and 15<sup>th</sup> Streets to general automobile through traffic, and installing turning controls prohibiting left hand turns and imposing right turn only lanes between Market and 14<sup>th</sup> Streets to allow safe passage of commuters from the east side of Church Street to the west side to access the Church Station for transfer to downtown.

### **A. BACKGROUND AND AMBIGUITY WITH PERMANENCY OF IMPROVEMENTS**

In response to the ongoing COVID-19 pandemic, SFMTA is proposing to increase capacity in the subway by readjusting which train lines enter the tunnels, including the J Church line. (*See* SFMTA’s Rail Recovery informational webpage attached as **Exhibit A**). Devoting the tunnels to the higher capacity routes is anticipated to support more essential trips, physical distancing, and the City’s economic recovery.

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SFMTA proposes to create a transfer point between the J Church line and the Church Station at Church and Market Streets, and keeping that line out of the downtown subway tunnel. SFMTA chose to cut off the J Church because of surface-level route constraints that limit the J Church line to one car trains and the desire to limit subway rail tunnel traffic to two car trains to allow for greater social/physical distancing. (See SFMTA’s J Church Transfer Improvements informational webpage attached as **Exhibit B**.) To improve the transfer point, SFMTA proposes to install a temporary emergency transit zone on Church Street between Market and 15<sup>th</sup> Streets. (*Id.*) The transit zone will “automatically be removed 120 days after the emergency order is lifted, unless there is a public process to make the transit zone permanent.” (*Id.*; See also SFMTA Temporary Emergency Transit Lanes informational webpage attached as **Exhibit C**.)

Though there is indication that the J Church Transfer Improvements are temporary in nature and not permanent, it appears that only portions of the Project are temporary. SFMTA’s materials seem to indicate that the J Church will be forever severed from the downtown subway tunnel with the last inbound stop at the northern end of the block of Church Street between Duboce and Market Streets. For example, the Rail Recovery website states that “Metro rail service will return on the following routes, *but will no longer use the subway* in order to significantly cut down delays and congestion in the tunnels: . . . *The J Church will no longer enter the Subway. It will terminate at Market.*” (See **Exhibit A**, emphasis added). Further, SFMTA’s proposed legislation for the Project (attached as **Exhibit D**) makes no mention that the changes will be temporary and there is no inclusion of a sunset provision.

The basis for the Project appears to be tethered to years’ long issues and not just the current COVID-19 pandemic. This leads us to believe that the Project is not temporary; rather permanent. By way of example, it is referenced that a goal of the Project is to make Metro more reliable. “We are all too familiar with the *routine backups that occurred in the Metro rail tunnels before COVID-19 . . . For years J Church and N Judah customers have experienced delays waiting to enter the tunnel at Duboce . . . Change has been needed for a long time . . . This will be a big change to our previous Muni Metro rail service and a big adjustment for all of us.*” (*Id.*, emphasis added). In addition, SFMTA has indicated that prior to COVID-19, it was “running more trains per hour in subway than [it could] process, roughly 40 trains per hour. Often, however, [SFMTA is] only able to get 35 of trains through.” (*Id.*) On SFMTA’s Big Changes Ahead When Muni Rail Returns in August website, it states “[s]ome Muni Metro lines could be taken out of the subway *to cut severe pre-COVID-19 delays and backups in the tunnels.*” (SFMTA’s Big Changes Ahead When Muni Rail Returns in August website attached as **Exhibit E**.)

SFMTA’s communications and proposed legislation regarding the Project are ambiguous, and further clarity on the Project is needed to resolve those ambiguities before proceeding.

## **B. OPPOSITION TO J CHURCH TRANSFER IMPROVEMENTS PROJECT**

We have significant concerns about the Project’s proposed 2 stages when it seems it can be accomplished in 1 stage. Having this temporary project in 2 stages seems unnecessary. In addition, the new traffic controls and temporary emergency lanes are likely to cause confusion and

increase vehicular and pedestrian accidents. They will be detrimental to the ongoing operations of Safeway and other businesses as well as neighborhood residents obtaining their daily living needs from Safeway or traveling to the CPMC Emergency-Davies Campus.

**1. Project Can Achieve Desired Goals and Increase Safety as a 1-Stage Project; 2 Stages Seems Inefficient and Unnecessary**

The temporary Project is proposed to occur in two stages, with the first stage in August 2020 and the second shortly thereafter in fall 2020. We believe that the Project's goals of increasing systemwide efficiency and reducing crowds are better served by completion of only the first stage with modification as discussed below.

In the first stage, the Project proposes that the J Church's last inbound stop and first outbound stop be located at the southeast corner of Market and Church Streets (the "J Transfer Stop"). (See **Exhibit B**, page 3.)

Having a 1-stage Project appears would be better than the proposed 2-stage Project for several reasons. First, we believe that the Project's goals are better met by having all passenger loading/unloading occur where it is proposed in the first stage, i.e., at the J Transfer Stop. (*Id.*) Commuters would have a direct path of travel across Church Street, approximately 70 feet in a cross walk, to access the southern Church Station entrance at the southwest corner of Market and Church Streets. It is a much more direct path of travel for commuters than the proposed location in the second stage at the southeast corner of Duboce and Church Streets. As proposed in the second stage, to transfer downtown it could take a commuter either approximately 530 feet walking south Church Street and crossing diagonally southwest at Market Street to the northern Church Station entrance or approximately 875 feet walking north to Duboce Street, crossing to the west side of Church Street, and south to the northern Church Station entrance. (See measured distances attached as **Exhibit G**; see **Exhibit B**, page 4.) Commuters would be able to transfer more efficiently from the J Transfer Stop. And it is reasonably probable that commuters would jaywalk from that location southwest across Church Street to get to the Church Station, as is already typically done by J Church commuters. Jaywalking commuters will be jockeying for the roadway with cars, trucks, buses, and the J Church train. This would create a dangerous condition.

Second, having the J Church terminate south of Market Street as proposed in the first stage of the Project will increase systemwide efficiency. It would reduce the time needed to "turnaround" the J Church by eliminating the need for crossing Market Street. The J Transfer Stop is at a bustling three-street intersection. As a result, the traffic light signal cycle time is lengthy. In turn, J Church trains will be delayed having to cross Market Street twice before going back in service again to pick up outbound passengers. Rather, the J Church could reverse course from the J Transfer Stop, like how some trains reverse course at the Embarcadero Station at the platform, avoiding having to cross Market Street. In addition, not having the J Church cross Market Street will remove the existing conflict with the F Market line. As a result, the J Church will run more frequently and the F Market line will not suffer from delays due to having to wait for the J Church to cross market, increasing efficiencies systemwide.

Third, because it appears that the goals of the Project can be achieved in the first stage alone, there would be cost savings to the City's taxpayers from having to pay for what seems to be an unnecessary and inefficient second stage. Further, limiting the Project to the first stage would save one on-street parking space on west side of Church Street between Duboce and Market Streets, which are very valuable to businesses and residents in this bustling neighborhood commercial district. ADA accommodations can be included at the J Transfer Stop and would not be exclusive to the second stage's proposed stop at the southeast corner Duboce and Church Streets. And limiting the Project to one stage will reduce the number of times people would have to relearn how to navigate the neighborhood.

For all of the above reasons, we believe that proceeding with the Project in 2 stages as currently proposed is not in the best interests of the City and its residents. Proceeding with the first stage and conducting a thorough analysis of the second stage is warranted for this Project.

## **2. Eliminating or Reducing Automobile Through Traffic on Church Street Between Duboce and 15<sup>th</sup> Streets Adversely Impacts Businesses**

The Project calls for the elimination of general automobile through traffic on Church Street between 15<sup>th</sup> and Market Streets, both southbound and northbound. The Project's proposal to cut off through traffic on northbound Church Street at 15<sup>th</sup> Street adversely impacts people coming to Safeway from the south. As a result, northbound travelers on Church Street – people driving to Safeway from the south – will not be able to make a left turn onto westbound 15<sup>th</sup> to make a right turn onto northbound Sanchez Street. A right turn only is proposed at the intersection of northbound Church Street with 15<sup>th</sup> Street. Contrary to SFMTA's Anna Harkman's suggestion that customers coming to Safeway from the south can use 16<sup>th</sup> Street to get to northbound Sanchez Street, that is not a workable solution.<sup>1</sup> First, no left turn is permitted from northbound Church Street onto westbound 16<sup>th</sup> Street Monday through Friday 7 a.m. to 7 p.m., except for Muni & Taxis. Is that traffic control proposed to be removed? Second, forcing northbound travelers to make a left turn from northbound Church Street onto westbound 16<sup>th</sup> Street is dangerous and reckless because 16<sup>th</sup> Street is a major artery for the City, with two westbound lanes of travel, and there is no dedicated left turn signal to allow safe passage.

Rather than taking northbound Church Street directly to the shopping center – approximately 750 feet from 15<sup>th</sup> Street, customers and employees will be forced to weave through the City's congested neighborhood streets: either heading east on 15<sup>th</sup> Street to northbound Guerrero Street to south-westbound Market Street – an approximately 4,000 foot route – or eastbound 15<sup>th</sup> Street to northbound Guerrero Street to westbound Duboce Street to south-westbound Market Street – an approximately 3,150 foot route. (See measured distances attached as **Exhibit G.**) Both of which are much longer than a mere 1,054 foot/two-tenths of a mile detour as suggested.

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<sup>1</sup> The example provided by Ms. Harkman of a vehicle turning left onto 16<sup>th</sup> Street is a vehicle heading southbound on Church Street turning left onto eastbound 16<sup>th</sup> Street away from Sanchez Street. It is not representative of a person traveling from the south heading northbound on Church Street making a left onto westbound 16<sup>th</sup> Street.



We reiterate that Safeway supports the City's goal of ensuring passenger safety during the COVID-19 pandemic and generally increasing efficiency systemwide. However, with this Project we submit there are alternative traffic calming measures that can be implemented to create a safe and enjoyable public realm that facilitates transfers from the J Transfer Stop to the Church Station than currently proposed. For example:

- Sidewalk Bulb-Outs. Sidewalk bulb-outs at the intersection of Market and Church Streets would be effective to reduce speeding vehicles and shorten the distance for pedestrians to cross the street from the proposed last inbound or first outbound stop of the J Church and the Church Station accessed on the western side of Church Street. Sidewalk bulb-outs, or curb extensions, align the curb with the parking lane to increase the visibility of people on the sidewalk and reduce the distance to cross the street. Bulb-outs can serve as a visual cue for people who drive that they are entering a neighborhood street or area. This helps people at the wheel slow down and become more aware of their surroundings.
- Raised Crosswalks. Raised crosswalks at the intersection of Market and Church Streets would help reduce speeding vehicles and create a better pedestrian experience for individuals traveling downtown having to cross Church Street to access the Church Station to transfer. Raised crosswalks bring the level of the roadway to that of the sidewalk, forcing vehicles to slow before passing over the crosswalk, and providing a level pedestrian path of travel from curb to curb.

### **3. Moving Southbound Church Street Left Turn Into Shopping Center Closer to Market Street Creates Traffic Congestion**

Off of Church Street, between Duboce and Market Streets, are two driveways to the shopping center – a northern and southern driveway. Currently, from Duboce Street on the inner southbound Church Street there is a devoted left turn lane to enter into the northern Church Street driveway. After the left turn only section ends, the inner lane turns into a transit only “red” lane and a concrete boarding island commences to Market Street. Southbound vehicles are prohibited from making a left turn into the southern Church Street driveway, which is closer to Market Street. The Project proposes to eliminate the northerly left turn from Church Street into the shopping center parking lot and replace it with a new left turn at the southerly driveway closer to Market Street. (*See* Email correspondence from Anna Harkman at SFMTA regarding Project with Parking Lot Entrances attachment attached as **Exhibit F**.) Safeway believes that left turn lane should not be moved.

We acknowledge that there are two driveways along Church Street, which from an aerial view may give the appearance that the southerly driveway near Market Street is easily accessible from southbound Church Street. (*See* **Exhibit F**.) We believe that activating the southern Church Street driveway to make left turns into the shopping center is more dangerous and concerning than visible on an aerial basis.

Currently, southbound Church Street between Duboce and Market/14<sup>th</sup> Streets is two lanes. At about where the northern Church Street shopping center driveway is located, the inner southbound Church Street lane converts from a through lane to a left turn only lane to enter the shopping center. Vehicles not wanting to make a left into the shopping center can merge to the outer/curbside lane. After the devoted left turn lane ends the two southbound lanes diverge and are separated by a boarding island. This boarding island, adjacent to the proposed new left turn lane at the southern Church Street driveway currently creates a barrier for movement of vehicles.

The proposed new left turn lane appears to begin after the inner and outer/curbside lanes start to diverge to make room for the boarding island and ends in the middle of the boarding island. Drivers not wanting to go left but finding themselves in the inner left turn only lane would have no ability to shift to an alternative lane, i.e., to the outer/curbside lane because the boarding island is a physical barrier. At that point, the only legal maneuver would be to make a left turn into the shopping center's southern Church Street driveway. Unwary drivers will be funneled into the shopping center creating traffic and congestion to the detriment of the businesses and local residents. If a vehicle were to continue straight in the left turn only lane, serious concerns exist as to potential traffic accidents. At the intersection with Market Street, the inner southbound Church Street lane is transit only. The outer/curbside lane is proposed to be right-turn only. Drivers would either have to cut/jump across the outer/curbside line to go right or illegally proceed southbound on Church Street.

In summary, shifting the inner southbound Church Street devoted left turn lane into the shopping center to the southern Church Street driveway along with the Project's other proposed traffic controls, will create confusion and could lead to increased traffic and pedestrian accidents at this already busy and challenging, multi-modal intersection.

### **C. PROCESSING APPEARS TO BE BEING RUSHED**

We understand that responding to the ongoing COVID-19 pandemic is a moving target. Safeway appreciates the need to be nimble in adapting to the pandemic. That said, however, Safeway believes that this process is being rushed through without the proper analysis being undertaken. Safeway just learned of the Project on July 13, 2020, and it is proposed to be implemented next month.

As mentioned above, some of the proposals appear to be permanent, not temporary, and even the temporary changes are to last until 120 days after the City's emergency order is lifted. Taking that 120 days into consideration along with projections for a vaccine are still a year or more out, the temporary measures are likely to be in place for a year and a half or two. And there is the possibility that they become permanent.

We acknowledge the City's need to respond to the ongoing pandemic. However, proceeding with the Project as currently proposed without further analysis does not appear to be prudent. Accordingly, we believe that the Project could first proceed with implementation of the first stage with the last inbound stop and first outbound stop located at the southeastern corner of

Market and Church Streets and then careful analysis and consideration be performed before proceeding to the second proposed stage, if at all. As discussed above, there are several advantages to making this a 1-stage Project, including from a traffic safety and efficiency standpoint.

**D. CONCLUSION**

Safeway fully supports the City's efforts to improve passenger safety during the ongoing COVID-19 pandemic and generally increasing efficiency systemwide. In this particular case, however, these goals seem would be better served by measures other than those proposed by the J Church Transfer Improvements. For these reasons, Safeway is opposed to the J Church Transfer Improvements project as currently proposed. Natalie Mattei from Safeway and I will attend this Saturday's hearing and are available to discussing the Project further with SFMTA before a final decision is made.

Very truly yours,

**REUBEN, JUNIUS & ROSE, LLP**



Justin A. Zucker

Enclosures:

cc: Anna Harkman, SFMTA (anna.harkman@sfmta.com)  
Sean M. Kennedy, SFMTA (sean.kennedy@sfmta.com)  
Michael Rhodes, SFMTA (michael.rhodes@sfmta.com)  
Natalie Mattei (*via email*)  
Andrew Junius (*via email*)

# **EXHIBIT A**

Alerts UPDATE: Delay near Mission and 2nd has cleared. IB 14/14R are resuming regular service. <https://t.co/qYVwRz8j71> (More: 10 in last 48 hours) (/tweets/sfmta\_muni)

(/signup-alerts?  
SubscribeType=new&qsp=CASFMTA\_2)

The **SFMTA COVID-19 page** (/COVID19) has the latest service and citation information. / La **página SFMTA COVID-19** (/es/projects/covid-19-developments-response) tiene la información más reciente sobre los servicios de tránsito y las citaciones. / 瀏覽**SFMTA COVID-19網頁** (/zh-hant/projects/covid-19-developments-response), 了解最新客運及罰單信息 / Ang **pahina ng SFMTA COVID-19** (/fil/projects/covid-19-developments-response) ay may pinakabagong impormasyon sa serbisyo at pagbanggit.



## Rail Recovery

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## Rail Recovery

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### Project Introduction

Rail service will return in August with changes to reduce delays and congestion in the tunnels. Learn more about the **J Church** (<http://sfmta.com/JTransferProject>) and the **LK** (<http://sfmta.com/LKTransferProject>) transfer points by visiting the project pages below.

- **J Church Transfer Project:** (<http://sfmta.com/JTransferProject>) The J Church will become a surface-only route and will no longer enter the subway. Passengers continuing downtown will transfer at Market & Church.
- **L Taraval and K Ingleside Transfer Project:** (<http://sfmta.com/LKTransferProject>) The L Taraval and K Ingleside will be combined into a surface-only route that will run from the SF Zoo to City College at Balboa Park Station. Passengers continuing downtown will be able to transfer at West Portal Station to the S Shuttle train that will now operate exclusively between West Portal and Embarcadero stations. Customers can also take the new combined T Third/M Oceanview line from West Portal.

Muni Metro rail is scheduled to return in August to coincide with more businesses reopening and the likely event of San Francisco schools welcoming teachers and students back into their classrooms.

Putting Metro rail back in service frees up buses currently in use for the L, M, N and T to serve additional routes and improve frequencies systemwide. A high-frequency shuttle in the subway would replace the Metro lines that we take out of the subway. Devoting the tunnels to the higher capacity routes would use the space in our subway much more efficiently. These changes will support more essential trips, physical distancing, and our city's economic recovery.

We're able to restart Metro rail with the implementation of a mobile cleaning program that allows us to clean buses and trains in the field rather than only at bus and rail yards. This new program helps to expand service levels by keeping more buses on the street. The more vehicles we have in circulation, the easier it is for customers to maintain physical distance onboard.

Highlights of the service changes for rail that are planned for August are below:

### **Subway Metro Rail:**

- All metro buses currently running will be suspended with the return of metro service. This includes the N Bus, L Bus and T Bus. The N Owl and L Owl bus service will continue.
- The N Judah will return with two-car trains.
- More frequent S Shuttles will return between West Portal and Embarcadero stations with two-car trains. These shuttles will run exclusively inside the subway.
- The M Oceanview will return and be combined with the T Third – a practice known as “interlining.” This means we will be able to use two-car trains on both these lines when service returns.

### **Surface Metro Rail:**

Metro rail service will return on the following routes, but will no longer use the subway in order to significantly cut down delays and congestion in the tunnels:

- The **L Taraval** and **K Ingleside** will be combined (interlined) into an L/K line and will no longer enter the subway at West Portal Station. This new interlined L/K route will run from the SF Zoo to City College at Balboa Park Station. West Portal will be a transfer point to either the T/M line or S Shuttles for riders who need to continue to downtown.
- The **J Church** will no longer enter the subway. It will terminate at Market. To continue downtown customers can transfer to the T/M line or S Shuttle at Market and Church, or the N Judah at Duboce and Church.

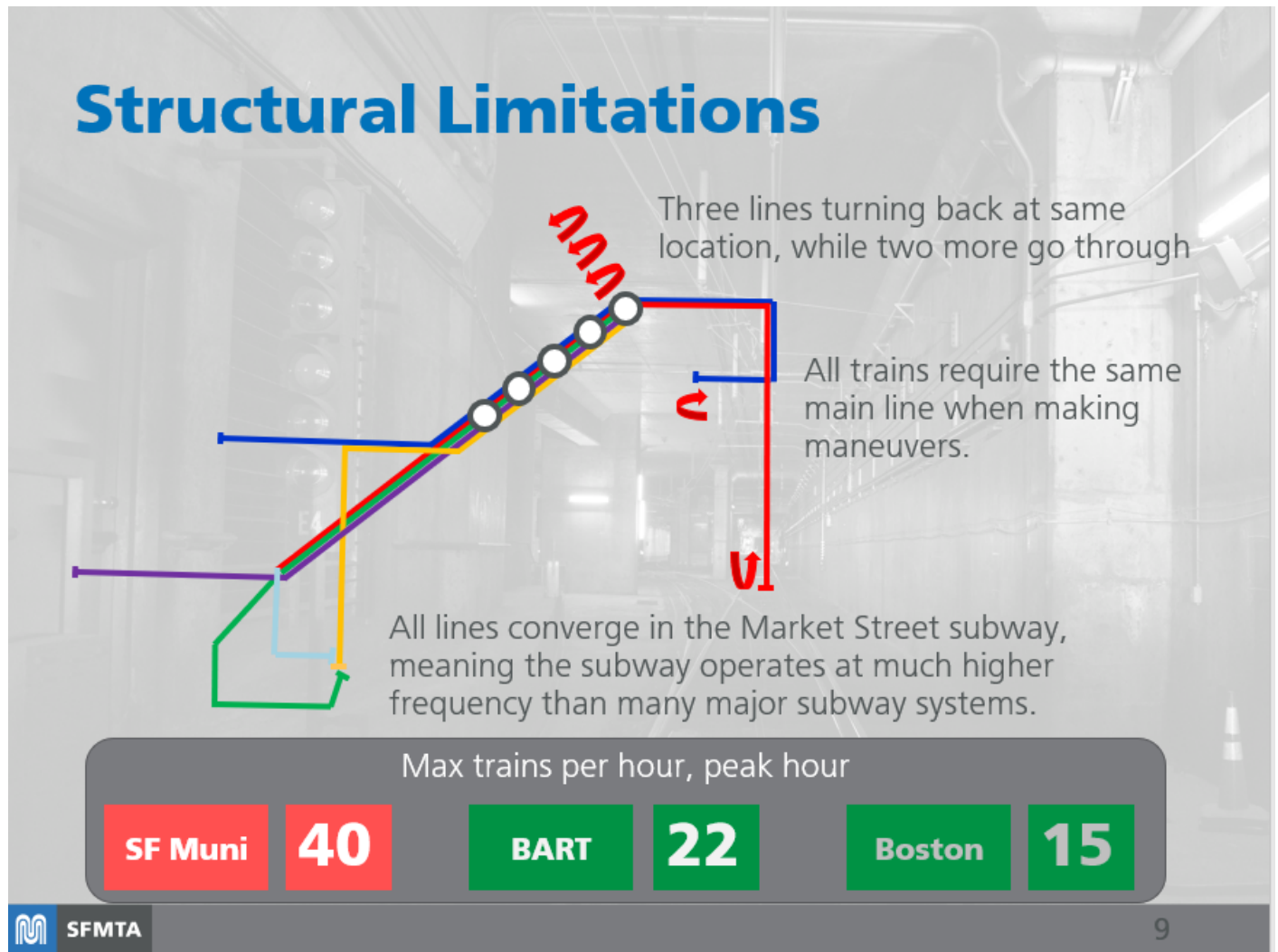
Here is a map of the new Muni Metro rail configuration:



## Making Metro More Reliable

We are all too familiar with the routine backups that occurred in the Metro rail tunnels before COVID-19. Trains would be stuck outside the tunnels, between stations and on the platforms for long periods, often unable to let customers on or off. For years J Church and N Judah customers

have experienced delays waiting to enter the tunnel at Duboce. Customers have similar experiences waiting to exit the tunnel at West Portal Station. A major cause is structural – we move all seven of our Muni Metro lines through a single subway tunnel. Like a backed-up freeway, trains get stuck in traffic, causing unacceptable slowdowns and unreliable service across the system.



*Graphic: Muni Metro lines converging into a single tunnel.*

Change has been needed for a long time, but now, more than ever, we must get people to their jobs and activities reliably and reduce delays that could increase risk of exposure to COVID-19. As we emerge from shelter-in-place, it's imperative that we take the opportunity to improve our rail service so that we can deliver people to and from school and work reliably. We don't want our customers stuck on trains in between stations or crowding on station platforms. By limiting the number of lines that go into the subway, we can meet both of those goals.

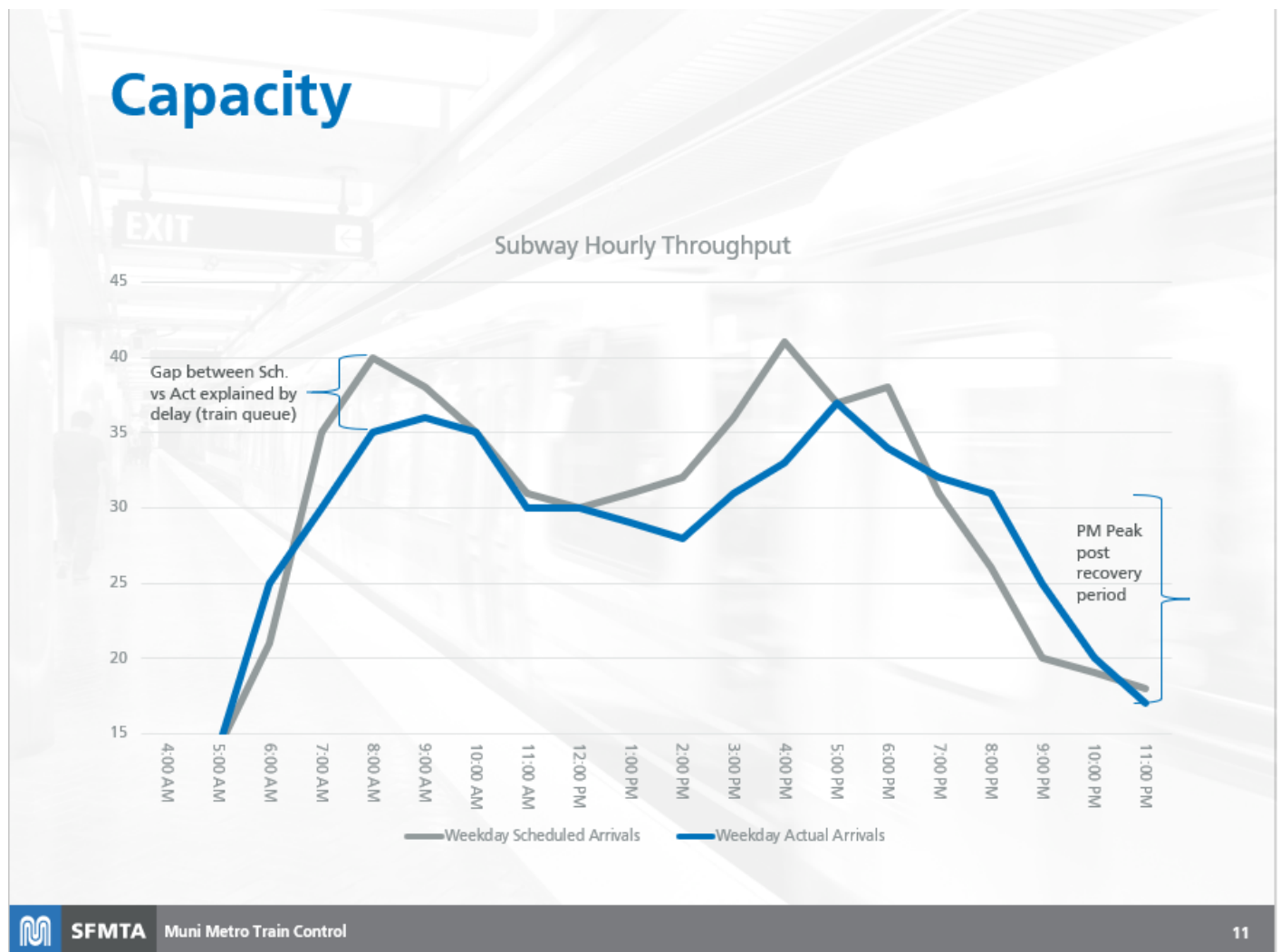
This will be a big change to our previous Muni Metro rail service and a big adjustment for all of us. Customers would need to adapt some of their commute habits, so we are also working to ensure transfers are convenient for people to easily make their connections, particularly for seniors and people with disabilities.



## Addressing Demand for Rail

Our subway system moves our highest volumes of customers, cumulatively, through the core of the city. Reliability is imperative for our customers and operators. Yet over the years as our service has grown, we have placed too much demand on our subway tunnels without improving tunnel capacity.

Before the COVID-19 emergency, we had been running more trains per hour in subway than we can process, roughly 40 trains per hour. Often, however, we're only able to get 35 of trains through. This makes our service inconsistent and leaves our customers frustrated. To improve reliability and efficiency we need to reduce the number of trains per hour to around 25 to 30 and run higher capacity trains through the subway.



*Graphic: Line graphs depicting the disparity between number of trains scheduled to run through the subway and actual number of trains that get from end to end. The difference represents backups and delays that make the current configuration unreliable.*

The J Church and K Ingleside lines can only support one-car trains due to surface-level constraints, while the N Judah, M Ocean View, T Third and S Shuttle can accommodate two-car trains. One-car trains take up the same "slot" in the subway as a two-car train. By devoting the tunnels to the higher

capacity routes, we could be using the space in our subway much more efficiently. And with ridership volumes, it currently makes the most sense to combine the K Ingleside and L Taraval lines.

The shorter running times means the J Church, K Ingleside, and L Taraval lines will be more frequent along their new surface-only routes. Combined with a more reliable frequent shuttle service, trips downtown will be more dependable and quicker.

We want to hear from you. Please use our [feedback form \(/getting-around/muni/muni-feedback\)](/getting-around/muni/muni-feedback) to share your input.

## Related Content



### Big Changes Ahead when Muni Rail Returns in August

[\(/node/22039\)](/node/22039)

## Related Projects



### J Church Transfer Improvements

The J Church Transfer Improvements Project will facilitate connections between surface transportation and the subway

[\(/node/22086\)](/node/22086)

### West Portal LK Transfer Project



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# **EXHIBIT B**

Alerts UPDATE: Delay near Mission and 2nd has cleared. IB 14/14R are resuming regular service. <https://t.co/qYVwRz8j71> (More: 10 in last 48 hours) (/tweets/sfmta\_muni)

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## J Church Transfer Improvements

Home (/) / Projects (/projects) / J Church Transfer Improvements

## J Church Transfer Improvements

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[\[Improvements%0D%0Ahttps://www.sfmta.com/eml/projects/j-church-transfer-\]\(https://www.sfmta.com/eml/projects/j-church-transfer-improvements%0D%0Ahttps://www.sfmta.com/eml/projects/j-church-transfer-improvements%0D%0A%0D%0AI hope you find this useful.\)](mailto:?subject=J Church Transfer Improvements - from the SFMTA website&body=I am sharing a page from the San Francisco Municipal Transportation Agency (SFMTA) website with you.%0D%0A%0D%0AJ Church Transfer</a></p>
</div>
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### Project Introduction

## Expanding Subway Capacity

Muni Metro rail is scheduled to return in August to coincide with more businesses reopening and the likely event of San Francisco schools welcoming teachers and students back into their classrooms. Putting Metro rail back in service frees up buses currently in use for the L, M, N and T to serve additional routes and improve frequencies systemwide. If just a fraction of the people riding transit before the crisis begin driving alone, traffic congestion will be so severe that it could paralyze San Francisco's economic recovery. Without action, transit-dependent riders will disproportionately bear the costs of traffic congestion, including an increased risk of exposure to COVID-19 on slower, more crowded buses and trains.

**As rail service is restored following its temporary suspension (file:///C:/blog/big-changes-ahead-when-muni-rail-returns-august)** under the Core Service Plan, the SFMTA is proposing to increase capacity in the subway by readjusting which train lines enter the tunnels. Creating an improved transfer point between the J Church and Church Station at Church and Market and keeping that line out of the tunnel will allow the J Church to circulate more reliably and frequently and will improve the ability of transit riders throughout the entire Muni system to get to and from downtown.

## Improving Transfers to the Subway

To improve this key transfer point, beginning in August 2020, the SFMTA will install a temporary emergency transit zone on Church Street between Market and 15th streets. This will allow J Church passengers to use the existing accessible platform for connecting with the subway for both inbound and outbound trips. This zone also allows for commercial loading and the ongoing operation of the 22 Fillmore. This project is one of several **other key locations across the city (file:///C:/projects/temporary-emergency-transit-lanes)**, where we are installing temporary emergency lanes to keep buses and trains out of traffic and reduce crowding and travel times.

Later in 2020, J Church service will be extended to Duboce Street when a new accessible platform is added to the boarding island on Church Street south of Duboce Street. A new boarding zone and accessible platform will be constructed on Church Street south of Market and will serve as the first outbound stop.

The J Church was chosen to turn back because of surface-level route constraints which limit the line to one car trains. By turning back the J Church at Market we can ensure that more two-car trains are able to maximize the capacity of our subway system. In addition, by traveling a shorter surface route, the J Church will save travel time allowing for increased frequency, which increases the total capacity of the J Church line.

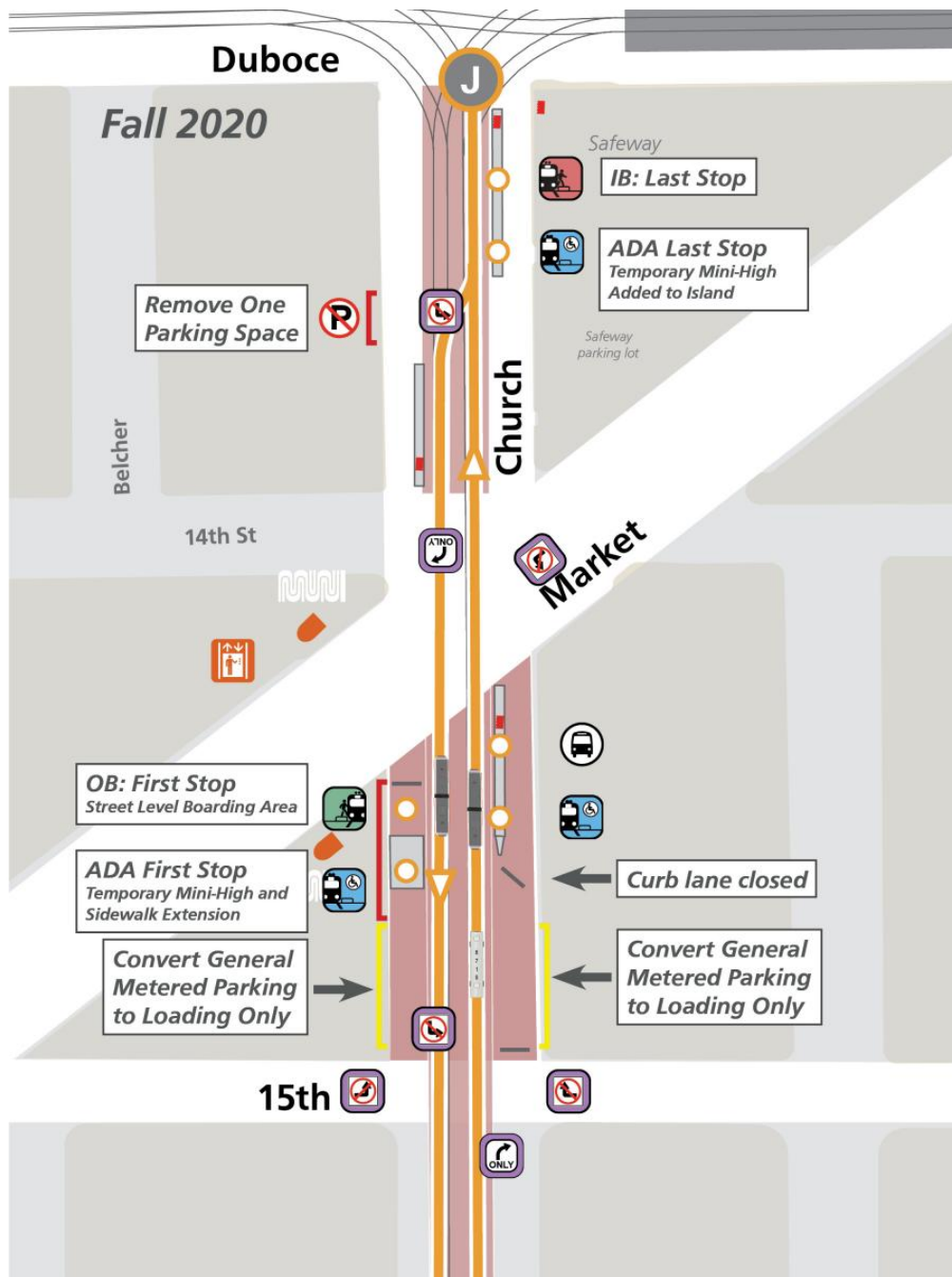
## Church and Market Streets

Initial proposed configuration using existing accessible platform on Church Street between Market and 15th streets



Transfer configuration after proposed construction of a new temporary accessible platform on Church Street between Market and 15th streets





The J Church trackway runs above ground from Balboa Station along San Jose Avenue and Church Street to Duboce Street. Pending approval, a temporary transit zone on Church Street between Market and 15th streets to facilitate transfer to the subway will create bus- and taxi-only lanes, while permitting commercial loading as well.

The SFMTA may adjust the precise configuration in this area over time based on detailed design and engineering to enhance accessibility and transit efficiency. Turn restrictions may be implemented in some locations. Commercial loading and access to private driveways on Church between Market and 15th streets will be maintained.

## Community Meeting

The J Transfer Improvements project will hold a public hearing on **Saturday, July 25, 2020, at 11:00 AM** (</calendar/j-church-transfer-improvements-project-public-hearing-0>) for proposed street changes at the intersection of Church and Market Streets.

### Meeting Access Instructions

This hearing will be available either online or by phone. To provide public comment, you must do so via the public comment phone line using the instructions below.

- **Join online to view shared materials** (<https://meet.sfmta.com/meetings/3TNQZKFJ>)
- **Join by phone or to provide public comment at 888.363.4734, Access code: 7014320**

To view shared materials and provide public comment, join the online session and when it's time for public comment, use your telephone for audio by using the phone instructions above. When prompted online, select "Don't join audio."

All comments will be reviewed by project staff and will be entered into the public record. Comments will be considered when a determination is made whether to implement the change. After the hearing, proposals can be approved by the City Traffic Engineer.

**☎ 415-646-2109:** For free interpretation services, please submit your request 48 hours in advance of meeting. / Para servicios de interpretación gratuitos, por favor haga su petición 48 horas antes de la reunión. / 如果需要免費口語翻譯，請於會議之前48小時提出要求。 / Para sa libreng serbisyo sa interpretasyon, kailangan mag-request 48 oras bago ang miting.

### Implementation and Sunset Date

If approved, the temporary transit zones would be installed in late summer and will be striped only with white paint, making them easily reversible. **The transit zone will automatically be removed 120 days after the emergency order is lifted, unless there is a public process to make the transit zone permanent.**

- **Sign up to receive project updates**  
([https://docs.google.com/forms/d/e/1FAIpQLSdbKoUssk9Q6thuiy9U4fkKwuOyq-Cl0jdBhdLyGdfKxVt91A/viewform?usp=sf\\_link](https://docs.google.com/forms/d/e/1FAIpQLSdbKoUssk9Q6thuiy9U4fkKwuOyq-Cl0jdBhdLyGdfKxVt91A/viewform?usp=sf_link))
- **Learn more about these and other proposed temporary transit lanes** (</projects/temporary-emergency-transit-lanes>)

### Outreach and Evaluation

The urgent nature of this emergency calls for putting temporary measures into place immediately. This approach allows the city to respond quickly to protect public health and support economic recovery while we work with the community to evaluate and adjust the design of this project in real time. Areas of evaluation will include:

- Health and safety benefits
- Economic health

- Neighborhood impacts and equity
- Transit performance
- Traffic safety

Community-based organizations, stakeholders and neighbors will be involved in shaping the process for evaluating and adjusting the design of this project. Based on public feedback and ongoing, on-the-ground data monitoring of the transfer zone changes, we can adjust our operations meet the needs of the community and Muni customers. Both qualitative and quantitative data will be collected after implementation and will inform any changes needed and whether permanent approval of the transfer zone should be pursued.

## We want your feedback

Once the temporary transfer zone is installed, we need your input to help evaluate it. Sign up to take a community feedback survey and **you will receive a link (/signup-alerts?type=new&topic\_id=CASFMTA\_881)** to the survey via email or text shortly after the transfer zone is installed.

## Contact Information

Jonathan "JP" Streeter

**TellMuni@SFMTA.com** (<mailto:TellMuni@SFMTA.com>)

## Upcoming Meetings & Events for this Project

25

Jul

### J Church Transfer Improvements Project Public Hearing

The San Francisco Municipal Transportation Agency will hold a public hearing on Saturday, July 25,...

(</node/22198>)

## Related Reports & Documents

**J Church Transfer Improvements Project Proposed Legislation** (</reports/j-church-transfer-improvements-project-proposed-legislation>)

 **Detailed legislation for J Church Transfer Improvements**

([https://www.sfmta.com/sites/default/files/reports-and-documents/2020/07/j\\_transfer\\_proposed\\_legislation\\_final\\_7\\_16\\_2020.pdf](https://www.sfmta.com/sites/default/files/reports-and-documents/2020/07/j_transfer_proposed_legislation_final_7_16_2020.pdf))

**J Church Transfer Improvements Project Public Hearing** (</calendar/j-church-transfer-improvements-project-public-hearing-0>)

## [Rail Recovery \(/projects/rail-recovery\)](/projects/rail-recovery)

### Stay Informed

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### Related Projects



[Temporary Emergency Transit Lanes](#)

(</node/22022>)

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# **EXHIBIT C**

Alerts **UPDATE:** Delay near Mission and 2nd has cleared. IB 14/14R are resuming regular service.  
<https://t.co/qYVwRz8j71> (More: 10 in last 48 hours) (/tweets/sfmta\_muni)

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## Temporary Emergency Transit Lanes

Protecting Muni Customers During COVID-19

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## Temporary Emergency Transit Lanes

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### Project Introduction

[Español \(/project-updates/carriles-temporarios-de-tr%C3%A1nsito-de-emergencia\)](#) [繁體中文 \(/project-updates/%E8%87%A8%E6%99%82%E7%B7%8A%E6%80%A5%E5%85%AC%E4%BA%A4%E5%B0%88%E8%A1%8C%E8%BB%8A%E9%81%93\)](#)

With the economy reopening, traffic congestion is quickly returning and is projected to be above pre-COVID-19 levels. Meanwhile, hundreds of thousands of people have no choice but to use Muni, such as essential workers who are riding Muni amidst this pandemic. These are the people most at risk when traffic congestion comes roaring back and gridlock threatens our streets. From our bus operators to grocery store and healthcare providers, we are committed to getting essential workers to their destinations safely. Without action, essential workers and transit dependent San Franciscans will bear the costs of traffic congestion, like an increased risk of exposure to COVID-19 on slower, more crowded buses.

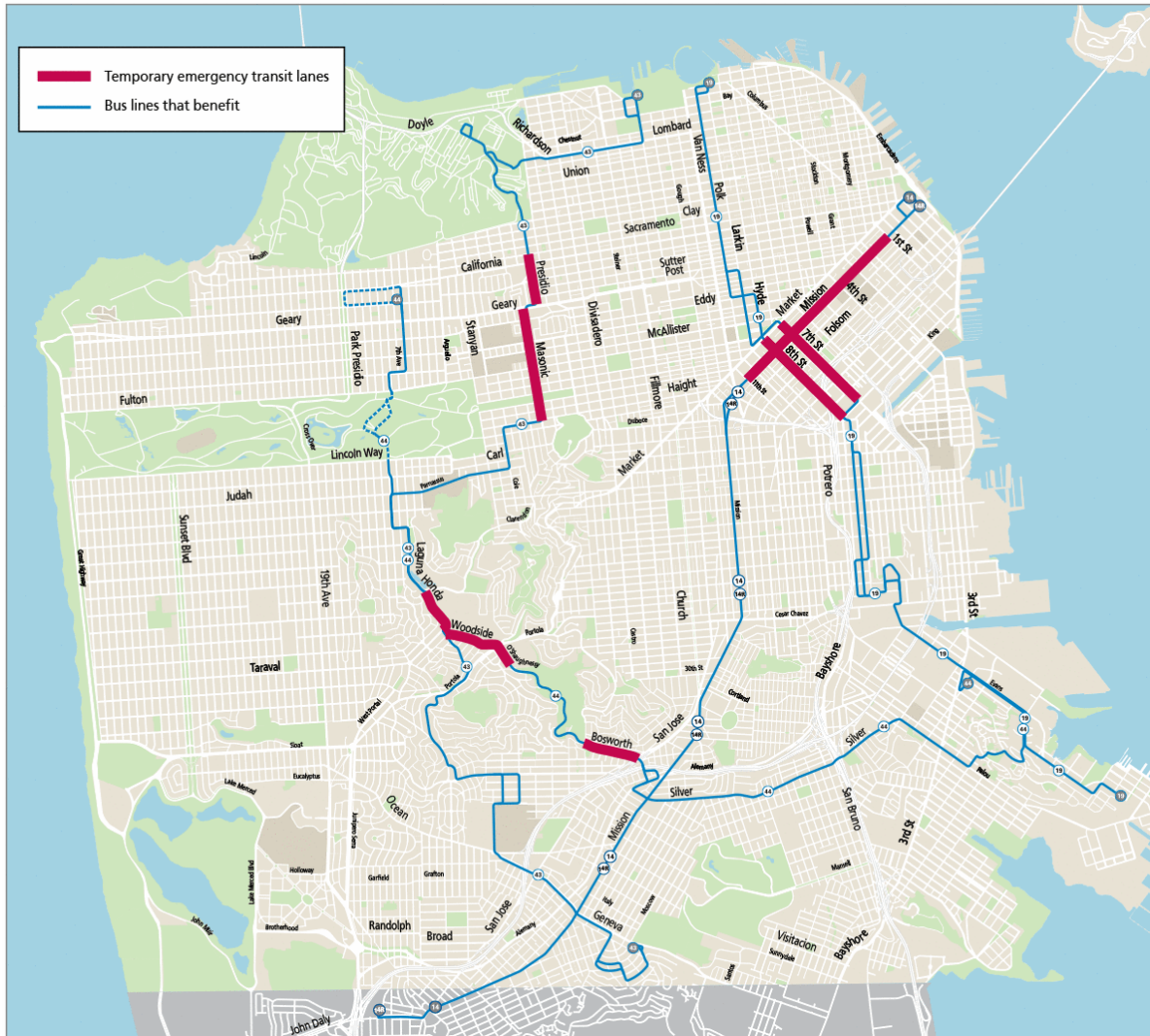
### Transportation is Required for Economic Recovery

Without transportation, there is no recovery. Our economy cannot function without employees being able to get to work, goods being delivered and customers being able to access shops, restaurants and services. If just a fraction of the people riding transit before the crisis begin driving alone, traffic congestion will be so bad that it could paralyze San Francisco's economic recovery. Muni must be an effective

By design, the temporary emergency transit lanes will be striped only with white paint and identified with “Bus/Taxi Only” stenciling making them easily reversible. As a temporary measure, these lanes would be automatically removed within 120 days after the emergency order is lifted, unless there is a public process to make a lane permanent.

Any future temporary transit lanes can be approved by the City Traffic Engineer’s Office following a public hearing process.

## Map of Approved Temporary Transit Lanes



Access a larger map of approved temporary transit lanes that can be downloaded. (</maps/temporary-emergency-transit-lanes-map>)

## On-the-Ground Evaluation and Real-Time Engagement

To prevent congestion from putting our customers at greater risk and paralyzing our economy, we cannot delay. It is critical that we install temporary emergency transit lanes before traffic congestion returns in force. The urgent nature of this emergency calls for putting temporary measures into place, directly on the street. This approach allows the city to respond quickly to protect public health and support economic recovery while we work with the community to evaluate and adjust the temporary transit lanes in real time. Areas of evaluation will include:

- Health and safety benefits
- Economic health
- Equity
- Neighborhood impacts
- Transit performance
- Traffic safety
- Impacts to other road users



option that moves people who are dependent on transit while reducing traffic congestion for those who need to drive and supports the delivery of goods, that our economy needs to get back on its feet.

## Protecting Muni Customers with Transit Lanes



Creating temporary emergency transit lanes helps protect public health by reducing crowding and improving Muni customer travel times as buses are kept out of traffic. Transit lanes allow buses to complete routes in less time and return back into service more quickly. This enables us to provide more service with the same number of buses. That means with our limited resources, Muni can pick up customers more frequently to reduce crowding and provide more space onboard to maintain distance. Customers also reduce their possible exposure to COVID-19 when their travel time is shortened.

Physical distancing means that Muni buses can only carry one-third of our usual passenger load from pre-COVID-19 levels. We need three buses to move the same number of people as one bus did back in January. Temporary emergency transit lanes allow us to act quickly to move more people with fewer resources.

Although traffic congestion has been lighter than usual since shelter-in-place went into effect, that won't last. During the initial months of shelter-in-place, Muni lines saw a 15% reduction in travel time on average, with some lines experiencing much higher **time savings** (</blog/shelter-place-allows-muni-analyze-sources-delay>). We are investing this time savings into more frequent service with the same number of buses, which reduces crowding and supports social distancing. But if we don't do anything as congestion returns, buses will lose that time savings due to traffic delays, impacting the frequency of service Muni can provide. Meanwhile, on streets that already have transit lanes, there has been no or very little Muni time savings with the decreased traffic – demonstrating just how effective those lanes have been at keeping buses moving. First responders will also be able to use this network of lanes to respond to health emergencies faster.

### The Benefits of Transit Lanes



## Temporary Transit Lanes

The initial group of temporary emergency transit lanes was approved by the SFMTA Board of Directors on June 30, 2020. Based on ridership and travel time data, these transit lanes will benefit customers on five Muni routes which are critical to neighborhoods with high percentages of people of color and low-income households.

- **14 Mission and 14R Mission Rapid** (</projects/mission-street-soma-temporary-emergency-transit-lanes>): Mission Street in SoMa
- **19 Polk** (</projects/19-polk-7th-and-8th-streets-temporary-emergency-transit-lanes>): 7th and 8th Streets in SoMa
- **43 Masonic and 44 O'Shaughnessy** (</projects/43-masonic-and-44-oshaughnessy-temporary-emergency-transit-lanes>): Locations on Presidio, Masonic, Laguna Honda, Woodside, and Bosworth streets

These key neighborhoods include Ingleside, Outer Mission, Excelsior, Visitacion Valley, Bayview, Mission, SoMa and the Tenderloin. Since improvements support more frequent service on the entire line, all passengers will benefit, even if the transit lane isn't in their neighborhood.

We will work with community-based organizations to ensure traditionally marginalized communities are prioritized in the decision-making. Community-based organizations, stakeholders and neighbors will be involved in shaping the framework and process for evaluating and adjusting the emergency transit lanes in real time. Based on public feedback and ongoing, on-the-ground data monitoring of the temporary transit lanes, we can tweak – or even remove lanes – to meet the needs of the community and Muni customers.



## Contact Information

[TellMuni@SFMTA.com](mailto:TellMuni@SFMTA.com) (<mailto:TellMuni@SFMTA.com>)

415.646.2350

## Past Meetings & Events for this Project

30

Jun

**Board of Directors special meeting, June 30, 2020**

Due to the COVID-19 health emergency and to protect our Board members, SFMTA staff, and members of...  
(</node/21970>)

2

Jun

**Board of Directors meeting, June 2, 2020**

Due to the COVID-19 health emergency and to protect our Board members, SFMTA staff, and members of...  
(</node/20913>)

## Project Updates

**Carriles temporarios de tránsito de emergencia**

(</node/22148>)

**臨時緊急公交專行車道**

(</node/22149>)

## Related Content

**Fast-Tracking Transit Lanes to Help the City's Recovery**

(</node/22081>)



### Shelter-in-Place Allows Muni to Analyze Sources of Delay

(/node/21894)



### 4th Street Transit Lane Offers Muni a Path Forward

A new transit lane was installed last week on 4th Street in SoMA as part of the previously approved 4th Street Transit Improvement Project.

(/node/21963)




### Transportation Recovery Plan

Rebuilding our transportation system for a resilient recovery


(/node/21973)

## Related Reports & Documents

Carriles de tránsito temporal (folleto) (/reports/carriles-de-tr%C3%A1nsito-temporal-folleto)

 Spanish Flyer Temporary Emergency Transit Lanes ([https://www.sfmta.com/sites/default/files/reports-and-documents/2020/07/factsheet\\_tetl.3.0.spanish.accessible.pdf](https://www.sfmta.com/sites/default/files/reports-and-documents/2020/07/factsheet_tetl.3.0.spanish.accessible.pdf))

Flyer Temporary Emergency Transit Lanes (/reports/flyer-temporary-emergency-transit-lanes)

 Flyer Temporary Emergency Transit Lanes ([https://www.sfmta.com/sites/default/files/reports-and-documents/2020/07/factsheet\\_tetl.3.0.accessible.pdf](https://www.sfmta.com/sites/default/files/reports-and-documents/2020/07/factsheet_tetl.3.0.accessible.pdf))

建議臨時公交傳行車道: 宣傳冊

(/reports/%E5%BB%BA%E8%AD%B0%E8%87%A8%E6%99%82%E5%85%AC%E4%BA%A4%E5%82%B3%E8%A1%8C%E8%BB%8A%E9%81%93-

[Chinese Flyer Temporary Emergency Transit Lanes](#)

[Chinese Flyer Temporary Emergency Transit Lanes \(https://www.sfmta.com/sites/default/files/reports-and-documents/2020/07/factsheet\\_tetl.2.0.chinese.accessible.pdf\)](https://www.sfmta.com/sites/default/files/reports-and-documents/2020/07/factsheet_tetl.2.0.chinese.accessible.pdf)

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### Related Reports & Documents

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[Chinese Flyer Temporary Emergency Transit Lanes \(/reports/%E5%BB%BA%E8%AD%B0%E8%87%A8%E6%99%82%E5%85%AC%E4%BA%A4%E5%82%B3%E8%A1%8C%E8%BB%8A%E9%81%93-%E5%AE%A3%E5%82%B3%E5%86%8A\)](#)

[Chinese Flyer Temporary Emergency Transit Lanes \(https://www.sfmta.com/sites/default/files/reports-and-documents/2020/07/factsheet\\_tetl.2.0.chinese.accessible.pdf\)](https://www.sfmta.com/sites/default/files/reports-and-documents/2020/07/factsheet_tetl.2.0.chinese.accessible.pdf)

### Related Projects



19 Polk on 7th and 8th Streets Temporary Emergency Transit Lanes

[\(/node/22060\)](#)



43 Masonic and 44 O'Shaughnessy Temporary Emergency Transit Lanes

Temporary emergency transit lanes on the 43 Masonic and 44 O'Shaughnessy to help protect public health by reducing crowding and improving Muni customer travel times.

[\(/node/22085\)](#)

Mission Street SoMa Temporary Emergency Transit Lanes



[\(/node/21467\)](#)

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# **EXHIBIT D**



# J Church Transfer Project: Proposed Street Changes

A Public Hearing for the below proposed changes on Church Street between 15<sup>th</sup> and Duboce streets, will be held virtually on Saturday, July 25, 2020 at 11:00am.

## PHASE 1 – PROPOSED LEGISLATION

### PHASE 1 – PROPOSED LEGISLATION

ESTABLISH –MUNI, PARATRANSIT, TAXIS, BICYCLES, AND COMMERCIAL VEHICLES ONLY  
Church Street, northbound and southbound, from Market Street to 15th Street (local access to be maintained)

ESTABLISH – TOW AWAY NO STOPPING ANY TIME  
Church Street, west side, from Market Street to 199 feet southerly

ESTABLISH – 30 MINUTE COMMERCIAL LOADING AT ALL TIMES  
Church Street, east side, from 15th Street to 188 feet northerly  
Church Street, west side, from 15th Street to 163 feet northerly

ESTABLISH – RIGHT TURN ONLY EXCEPT MUNI, PARATRANSIT, TAXIS, BICYCLES, AND COMMERCIAL VEHICLES  
Northbound Church Street at 15th Street  
Southbound Church Street at Market Street

ESTABLISH – NO RIGHT TURN EXCEPT MUNI, PARATRANSIT, TAXIS, BICYCLES, AND COMMERCIAL VEHICLES  
Eastbound Market Street at Church Street  
Westbound 15th Street at Church Street

ESTABLISH – NO LEFT TURN EXCEPT MUNI, PARATRANSIT, TAXIS, BICYCLES, AND COMMERCIAL VEHICLES  
Westbound Market Street at Church Street  
Eastbound 15th Street at Church Street  
Southbound Church Street at 15th Street

RESCIND – TOW AWAY NO STOPPING ANY TIME  
Church Street, east side from 122 feet to 216 feet south of Market Street

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

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)

## PHASE 2 - PROPOSED LEGISLATION

This legislation will be implemented in addition to what would have already been implemented as part of Phase 1.

ESTABLISH – TOW AWAY NO STOPPING ANY TIME

Church Street, west side, from 249 feet to 279 feet north of 14th Street

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 (relocates the existing zone northerly)

ESTABLISH – NO LEFT TURN

Southbound Church Street, between 14th Street and Duboce Street (into the Safeway Plaza)

San Francisco Municipal Transportation Agency      1 South Van Ness Avenue, 7<sup>th</sup> Floor      San Francisco, CA 94103      SFMTA.com

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# **EXHIBIT E**

Alerts UPDATE: Delay near Mission and 2nd has cleared. IB 14/14R are resuming regular service. <https://t.co/qYVwRz8j71> (<https://t.co/qYVwRz8j71>) (More: 10 in last 48 hours) ([/tweets/sfmta\\_muni](/tweets/sfmta_muni))

[\(/signup-alerts?Subscribe\\_type=new&qsp=CASFMTA\\_2\)](/signup-alerts?Subscribe_type=new&qsp=CASFMTA_2)


The **SFMTA COVID-19 page** (</COVID19>) has the latest service and citation information. / La página **SFMTA COVID-19** (</es/projects/covid-19-developments-response>) tiene la información más reciente sobre los servicios de tránsito y las citaciones. / 瀏覽**SFMTA COVID-19**網頁 (</zh-hant/projects/covid-19-developments-response>), 了解最新客運及罰單信息 / Ang pahina ng **SFMTA COVID-19** (</fil/projects/covid-19-developments-response>) ay may pinakabagong impormasyon sa serbisyo at pagbanggit.

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## Big Changes Ahead when Muni Rail Returns in August

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By: [Mariana Maguire \(/people/mariana-maguire\)](/people/mariana-maguire)

Thursday, June 18, 2020



*Photo: Muni Metro rail train at a subway platform.*

Get ready for a big addition to our **[COVID-19 Core Service Network \(/travel-updates/covid-19-muni-core-service-plan\)](/travel-updates/covid-19-muni-core-service-plan)**: Muni Metro rail is scheduled to return in August to coincide with more businesses reopening and the likely event of San Francisco schools welcoming teachers and students back into their classrooms.

But the new Metro rail service will look different when it comes back: Some Muni Metro lines could be taken out of the subway to cut severe pre-COVID-19 delays and backups in the tunnels. This would also allow us to add more cars to our Metro trains to increase capacity.

Putting Metro rail back in service frees up buses currently in use for the L, M, N and T to serve additional routes and improve frequencies systemwide. A high-frequency shuttle in the subway would replace the Metro lines that we take out of the subway. Devoting the tunnels to the higher capacity routes would use the space in our subway much more efficiently. These changes will support more essential trips, physical distancing, and our city's economic recovery.

Closing the Muni Metro subway in March allowed us to minimize risk to our front-line staff and the community and redirect custodial resources to other facilities. While the rail system was closed to customers, Muni was able to complete critical maintenance work to our vehicles and infrastructure.

All our service changes are possible because of the City's efforts, the cooperation of our customers, and the steps we have taken as an agency to decrease the risk of transmission of COVID-19. As more of our operators and other staff are gradually able to return to work, we can offer more service.

We're able to restart Metro rail with the implementation of a mobile cleaning program that allows us to clean buses and trains in the field rather than only at bus and rail yards. This new program helps to expand service levels by keeping more buses on the street. The more vehicles we have in circulation, the easier it is for customers to maintain physical distance onboard.

Highlights of the service changes for rail that are planned for August are below:

### **Subway Metro Rail:**

- All metro buses currently running will be suspended with the return of metro service. This includes the N Bus, L Bus and T Bus. The N Owl and L Owl bus service will continue.
- The N Judah will return with two-car trains.
- More frequent S Shuttles will return between West Portal and Embarcadero stations with two-car trains. These shuttles will run exclusively inside the subway.
- The M Oceanview will return and be combined with the T Third – a practice known as “interlining.” This means we will be able to use two-car trains on both these lines when service returns.

### **Surface Metro Rail:**

Metro rail service will return on the following routes, but will no longer use the subway in order to significantly cut down delays and congestion in the tunnels:

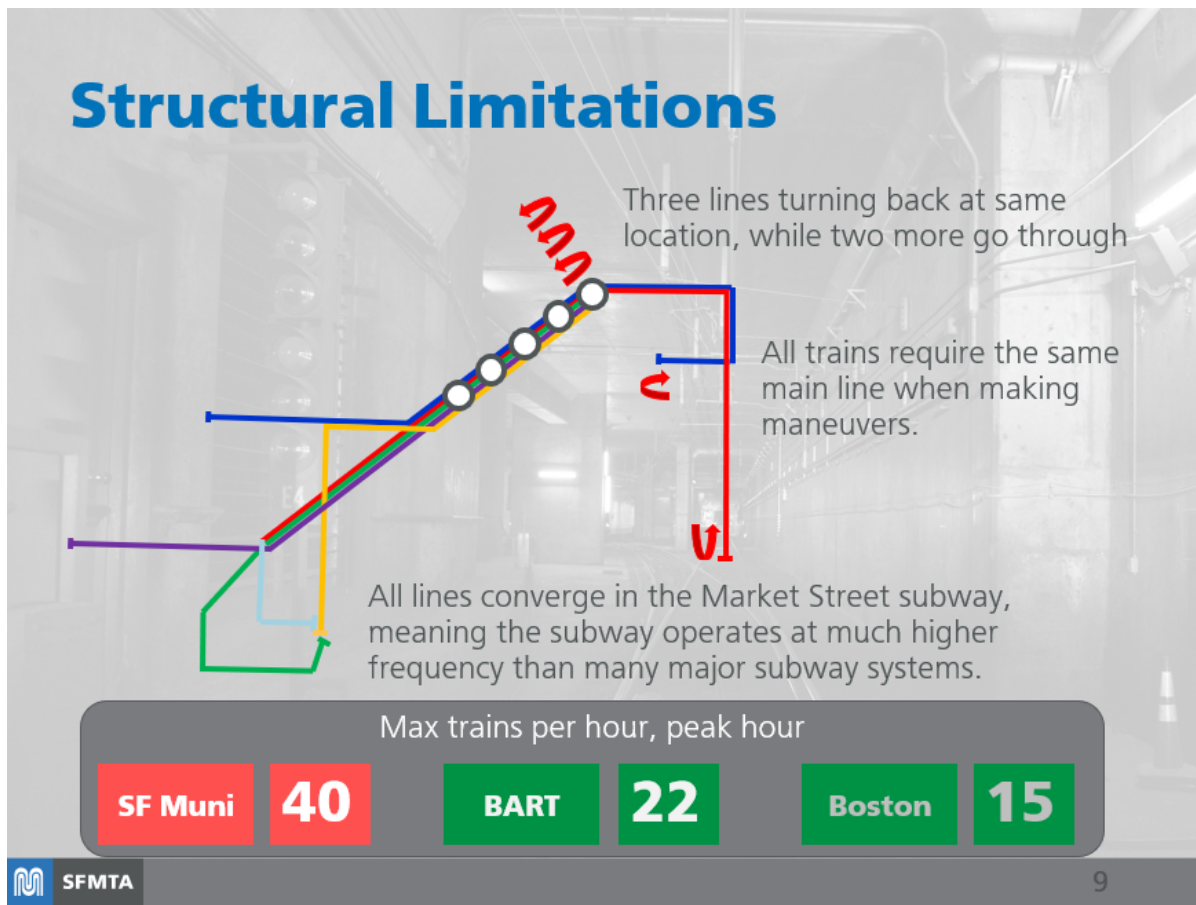
- The **L Taraval** and **K Ingleside** will be combined (interlined) into an L/K line and will no longer enter the subway at West Portal Station. This new interlined L/K route will run from the SF Zoo to City College at Balboa Park Station. West Portal will be a transfer point to either the T/M line or S Shuttles for riders who need to continue to downtown.
- The **J Church** will no longer enter the subway. It will terminate at Market. To continue downtown customers can transfer to the T/M line or S Shuttle at Market and Church, or the N Judah at Duboce and Church.

Here is a map of the new Muni Metro rail configuration:



## Making Metro More Reliable

We are all too familiar with the routine backups that occurred in the Metro rail tunnels before COVID-19. Trains would be stuck outside the tunnels, between stations and on the platforms for long periods, often unable to let customers on or off. For years J Church and N Judah customers have experienced delays waiting to enter the tunnel at Duboce. Customers have similar experiences waiting to exit the tunnel at West Portal Station. A major cause is structural – we move all seven of our Muni Metro lines through a single subway tunnel. Like a backed-up freeway, trains get stuck in traffic, causing unacceptable slowdowns and unreliable service across the system.



*Graphic: Muni Metro lines converging into a single tunnel.*

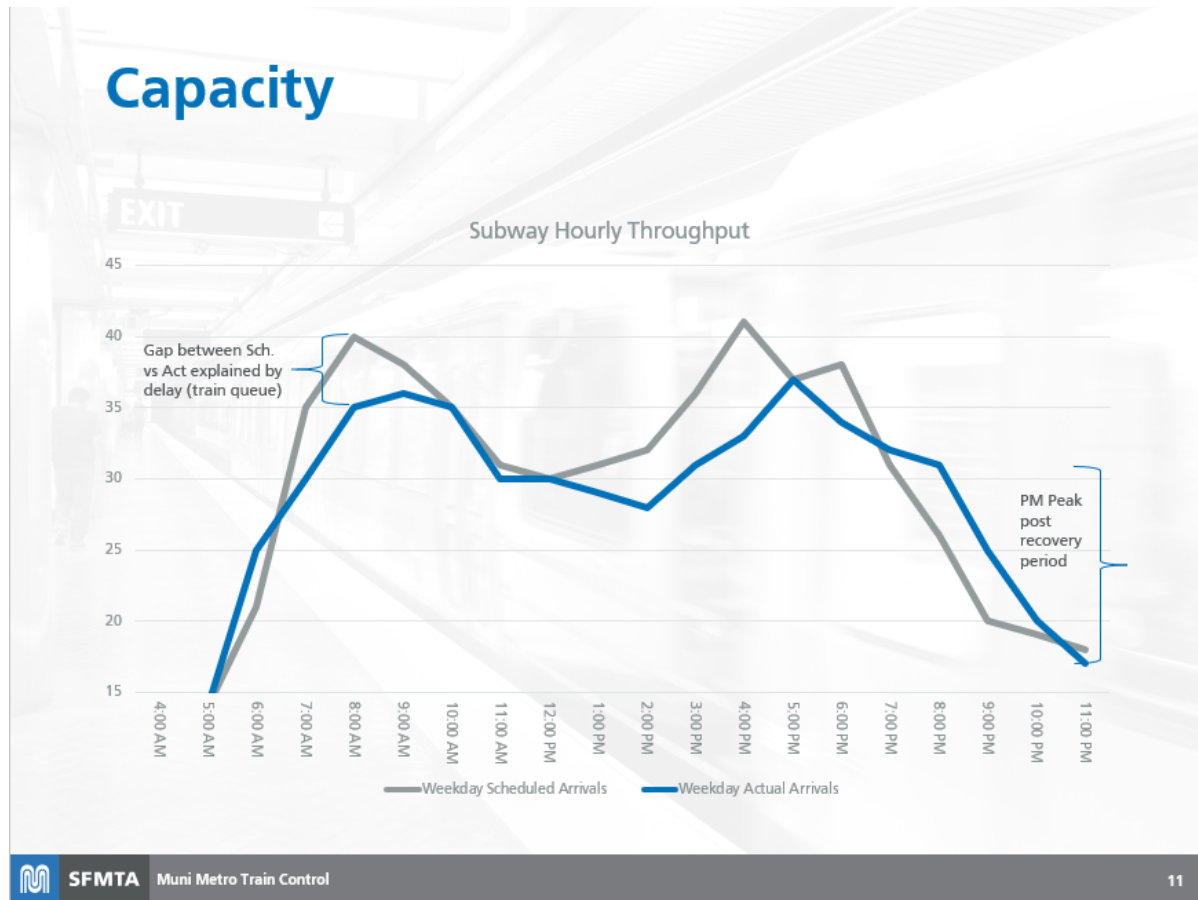
Change has been needed for a long time, but now, more than ever, we must get people to their jobs and activities reliably and reduce delays that could increase risk of exposure to COVID-19. As we emerge from shelter-in-place, it's imperative that we take the opportunity to improve our rail service so that we can deliver people to and from school and work reliably. We don't want our customers stuck on trains in between stations or crowding on station platforms. By limiting the number of lines that go into the subway, we can meet both of those goals.

This will be a big change to our previous Muni Metro rail service and a big adjustment for all of us. Customers would need to adapt some of their commute habits, so we are also working to ensure transfers are convenient for people to easily make their connections, particularly for seniors and people with disabilities.

## Addressing Demand for Rail

Our subway system moves our highest volumes of customers, cumulatively, through the core of the city. Reliability is imperative for our customers and operators. Yet over the years as our service has grown, we have placed too much demand on our subway tunnels without improving tunnel capacity.

Before the COVID-19 emergency, we had been running more trains per hour in subway than we can process, roughly 40 trains per hour. Often, however, we're only able to get 35 of trains through. This makes our service inconsistent and leaves our customers frustrated. To improve reliability and efficiency we need to reduce the number of trains per hour to around 25 to 30 and run higher capacity trains through the subway.



*Graphic: Line graphs depicting the disparity between number of trains scheduled to run through the subway and actual number of trains that get from end to end. The difference represents backups and delays that make the current configuration unreliable.*

The J Church and K Ingleside lines can only support one-car trains due to surface-level constraints, while the N Judah, M Ocean View, T Third and S Shuttle can accommodate two-car trains. One-car trains take up the same "slot" in the subway as a two-car train. By devoting the tunnels to the higher capacity routes, we could be using the space in our subway much more efficiently. And with ridership volumes, it currently makes the most sense to combine the K Ingleside and L Taraval lines.

The shorter running times means the J Church, K Ingleside, and L Taraval lines will be more frequent along their new surface-only routes. Combined with a more reliable frequent shuttle service, trips downtown will be more dependable and quicker.

We know customers will have questions about these changes. More details on these and other service changes, including detailed maps, will be coming soon.



[\(/node/22235\)](#)



**The Third Phase of Slow Streets Rolls Out a Network**  
[\(/node/22217\)](#)



**New Muni Metro Map Debuts to Support Major Railway Changes in August**  
[\(/node/22193\)](#)



**How the SFMTA is Supporting Small Businesses**  
[\(/node/22192\)](#)



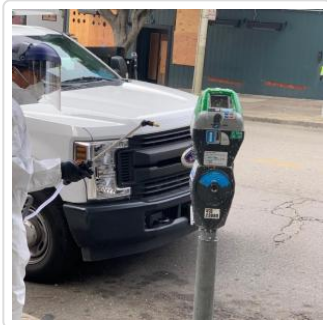
**The Future of Transit Service Through the Health and Budget Crisis**  
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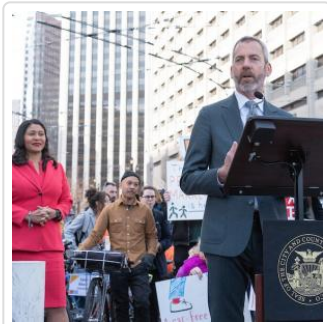




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## Muni Brings Service Changes to Both Bus and Rail August 22



The modified **[COVID-19 Core Service Plan](/travel-updates/covid-19-muni-core-service-plan)** supports essential trips that cannot be made in other ways. All San Franciscans are helping us maintain adequate space on Muni for physical distancing by continuing to **stay at home** (<https://sf.gov/stay-home-except-essential-needs>) except for essential trips. If you need to make an essential trip, please use an alternate form of transportation whenever possible – walking, biking, taxi or driving – to save a seat on Muni for those who don't have other options.

When you must use Muni for your essential trips, please allow space to physically distance and give yourself extra time. You may need to wait longer for a vehicle with available space. Remember, your trip may now include transfers and a longer walk, and your fare is good for two hours across multiple buses.

We know that for many people with disabilities and seniors, walking farther – or paying for other transportation – isn't possible. To serve this need, the SFMTA has introduced the **Essential Trip Card (ETC)** (</getting-around/accessibility/paratransit/essential-trip-card>) – a discount program to help seniors and people with disabilities make essential trips in taxis during this crisis.

**Visit [SFMTA.com/COVID-19](https://www.sfmta.com/COVID-19)** (</projects/covid-19-developments-response>) for the latest information about Muni routes in service or to explore alternate ways to get around the city.

ALSO ON SFMTABLOG

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 **Laura Fingal-Surma** • a month ago

Yes please.

13 | • Share

 **Paulish** • a month ago



This will ultimately benefit riders in the outer neighborhoods. The current 1-car system was intensely constrained and effectively broken. I work near Civic Center – the last station where (pre-COVID) more people get on the train than off during the PM commute.

The trains were consistently packed with crush loads, and frequently passed riders by at the station.

The City’s recently adopted Hub plan will bring capacity for an additional 12,000 housing units and 7,000 jobs within a few blocks of the station. These would have overwhelmed the system had the old service model been kept in place. With many building projects approved or under construction.

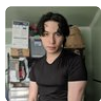
Single-car train rides are pretty useless if they’re so packed you can’t ever catch one home.

Moreover, the time loss due to the transfer penalty should be, on balance mitigated by increased reliability and frequency in the system.

Under the old service model, riders would have to wait (sometimes up to 10 or 15 min) for their train to arrive while several trains on other lines would pass by. For example a rider waiting for

[see more](#)

5 ^ | v • Share ›



**TheOnlyElroi** • a month ago

I am pretty excited about this new system! It's been an idea I've seen brought up on Twitter for a while, didn't think SFMTA would actually implement this. I do have questions, though. Does this mean L will permanently become a 1-car line? And will KL eventually be renamed, seeing as how KT and MT are kind of separated by the subway, but KL would basically be two routes becoming one. Also, I hope the transfer point at West Portal for L will be made more pedestrian friendly. Those last couple inbound stops for L before West Portal are pretty tight for people getting on and off. I'd expect a lot more foot traffic there with the transfer point now being out of the tunnel.

8 ^ | v 1 • Share ›



**BL** → **TheOnlyElroi** • a month ago

considering a 2 car L during rush hours is jam packed by the time it hits 19th ave making it a 1 car train would be awful for us actually using it.

2 ^ | v • Share ›



**Unbias User** ✓verified → **BL** • a month ago • edited

The current system mostly design to for safer and convenient for people stay on 1 train to downtown....Its a single tunnel you going get backup anyways ...this should be less.focus on " i want speedy get to Downtown faster with less on safety"

^ | v • Share ›



**Michael Mathews** → **TheOnlyElroi** • a month ago

I don't think this will be permanent. I would guess the L will be the first to go back to 2 car

I don't think this will be permanent. I would guess the L will be the first to go back to 2-car trains when demand is there. I honestly have not seen the L bus all that packed when I've walked by it at Castro and Market.

1 ^ | v • Share ›



**Ryan** • a month ago

I've been a harsh critic of Muni in the past, but I'm very happy about this! There's good data to back up this plan, and it actually makes our subway operate more like every other leading city's subway. Transfers are fundamentally a good thing if they shorten end-to-end trip times and lower their variance.

It sounds like a step toward the M-Market proposal that I've been a fan of for years. Even though I live on the N line, I wouldn't mind if it turned around at Church and Duboce if it meant isolating below-grade trains from above-grade trains. The underground stations are big enough to accommodate longer trains that could shuttle back and forth with high frequency. And all that leaves more trains for the shorter above-grade lines, which, in turn, improves their reliability as well. It's the combination of above- and below-grade lines and the insane merging of all the lines under Market that lead to so many of the system-wide delays.

4 ^ | v • Share ›



**Yomad Brow** → Ryan • a month ago

Muni Metro is streetcar at best. Don't be delusional thinking we got a subway or even light-rail system.

^ | v • Share ›



**Better SF** → Yomad Brow • a month ago

ok sunshine

^ | v • Share ›



**Kieran** • a month ago

For many years I have wanted the L and K to combine and join with a line that runs down Geneva ave to the Bayshore Caltrain station, sharing the terminal which would be extended from Bayshore/Sunnydale directly to the Bayshore Caltrain station.

It's ironic that Geneva ave used to have a trolley line going from about Mission and Geneva down toward the Cow Palace in the early 20th century and now more than ever it makes perfect sense to resurrect rail on Geneva ave in order to maximize this new combined L and K line..

4 ^ | v • Share ›



**crazyvag** → Kieran • a month ago

Cool idea... And then loop into T, which becomes T/M. So if you really love the subway, just take a long ride. :)

1 ^ | v • Share ›



**Kieran** → crazyvag • a month ago

Yea, I wouldn't be surprised if that happened if Geneva does get rails laid onto it once again. It's a damn shame that rail transport still isn't maximized in San

once again. It's a damn shame that rail transport isn't maximized in San Francisco..

1 ^ | v • Share ›



**david vartanoff** • a month ago

If this re-route is going to work, the St. Francis Circle platforms must be raised (including weather shields) and riders encouraged to make transfers between Ms and LKs there. This provides nearly seamless transfers for all including ADA requirements, and should reduce pressure at WP. Critical to making the M work is getting automatic RR gates at the 19th Ave crossing to eliminate blockage by automobiles.

3 ^ | v • Share ›



**Mark** → david vartanoff • a month ago

good grief is this a clusterf\*ck. so if i'm on an inbound L and want to get to West Portal I should ride it out to SFC and then wait for another inbound train? The SFC intersection is a guaranteed 5 minute when a train is sitting on the other side of the intersection thanks to it being the longest light in the city.

The T is a mess but damn if it doesn't run better than Muni.

^ | v • Share ›



**david vartanoff** → Mark • a month ago

I was insufficiently clear. If transferring between an M and K in either direction SFC makes more sense--stay on the same platform. If making the change between M and the L half, then use WP.

^ | v • Share ›



**Linda Zimmerman** • a month ago

I heard Tumlin interviewed on NPR..in the age of Covid 19 he doesn't seem to care about enforcing wearing masks and he also doesn't foresee bus service on all lines returning for 2 years. The #18,23 and 48 buses have all stopped running during Covid and the 7 has just resumed limited shuttle service to the Inner Sunset this past weekend. Now this plan. How do we stay safe and get places without walking blocks to catch a bus, transferring multiple times due to limited service and waiting forever for unreliable service. I gave up my car 4 years ago due to congestion, car break ins and wanting to go green. Now Tumlin is making transport very difficult unless you are young and want to ride a bike or scooter. I don't think the City even cares about those of us who are older or disabled. Our taxes are not being spent wisely and I'm pretty discouraged.

3 ^ | v • Share ›



**David** → Linda Zimmerman • a month ago

I hate to break it to you, but Muni is not alone in dealing with the pandemic mess. There is a financial black hole in public transit, and many Bay Area transit agencies have suspended service. AC Transit, BART, Golden Gate, SamTrans, VTA, etc. It's going to take years for things to return to normal--whatever normal is going to be after all this is over.

2 ^ | v • Share ›

⏪ ⏩ | ⏴ ⏵ • Share ›



**Linda Zimmerman** → David • a month ago

I read the news David, so you don't have to "break" anything to me except your arrogance.

4 ^ | v 2 • Share ›



**Mark** → Linda Zimmerman • a month ago

If anyone has arrogance it's you, Linda. Toss in whining while you're at it. David was merely pointing out a fact.

2 ^ | v 2 • Share ›



**Unbias User** ✓verified → Linda Zimmerman • a month ago • edited

Yea many already notice the south west service are being left dry. Actually the pre-covid-19 Muni changes are very destructive too.

Tumlin directed more destructive plan eliminating one ride service for 3 rail lines to boost rail 2 lines....equal to unequal....and make it more unacceptable for the disabled.

2 ^ | v 1 • Share ›



**NYOB NYOB** → Unbias User ✓verified • a month ago

As well as the Mission. All to service the business interest of downtown and the hell with the neighborhoods.

2 ^ | v • Share ›



**City Resident** → Linda Zimmerman • a month ago

I understand your concerns, Linda, and I applaud you for giving up your car. I encourage you to advocate for the bus line(s) that you've lost with the MTA and your supervisor. In case you're not familiar with it, San Francisco Transit Riders seem to be doing their best to help our city reopen transit as extensively as possible (and they're happy to have more members and activists join their ranks).

1 ^ | v • Share ›



**Gregory Arenius** • a month ago

This really hurts users of the K and L lines. Those trains were often already packed by the time they arrived inbound at West Portal station. Now everyone is going to have to get off the packed train and cram onto another one? That will be especially fun when an L from one direction and a K from the other arrive at the same time. What a giant "screw you" to Muni ridership. Although, looking at how badly the SFMTA has served Ingelside and all of the OMI during this pandemic I'm actually surprised they're running the K at all.

3 ^ | v • Share ›



**danielhep** → Gregory Arenius • a month ago

The L and K will be much higher frequency, so the trains should be less packed.

5 ^ | v • Share ›



**BL** → danielhep • a month ago

They have to make the L more frequent if they make it a 1 car train to support the K portion of the new line. When the coupling issue happened with the new trains the L ran 1 car trains during rush hours and people post 30th Ave people waited for almost an hour to get on a car

3 ^ | v • Share ›

**Mark** → BL • a month ago

The surface lines aren't designed to provide meaningful headways. During the morning rush it wasn't uncommon to see 3 or 4 L trains in a row sail through my old stop at 30th/Taraval and then nothing for 35 min.

Many of the K stops between Junipero Serra and Faxon need to be eliminated. Ocean Ave. has enough 2-car platforms to pull it off.

^ | v • Share ›

**David Ng** → Mark • 25 days ago • edited

Long ago (20+ years ago) when I used to ride the J/K/M regularly to Balboa Park, I remember Muni used to run 2-car trains on Ocean Ave before it was rebuilt with new tracks around 2002. I can't remember if the Breda's ran as 2-cars on Ocean Ave but the Boeing's did. So I agree with Mark that there is enough room on Ocean Avenue to run 2-car trains. It's just whether Muni is willing to do so or not because it's not like the Church Street right of way on the J line where the LRV's have to stop in the middle of the intersection.

^ | v • Share ›

**crazyvag** → Gregory Arenius • a month ago

Well, there'll be more S-Shuttle trains and maybe they'll be 3-car long eventually.

2 ^ | v • Share ›

**Akit** • a month ago

I appreciate the SFMTA's idea to interline the K and L lines, but how about for those on those lines who need a ramp for wheelchair access so they can transfer to/from West Portal station?

3 ^ | v • Share ›

**Better SF** → Akit • a month ago

The at the SFMTA board meeting on Tues. It was mentioned that one was in the works. We shall have to see if Irving and 5th will be able to open first though.

5 ^ | v • Share ›

**BL** → Akit • a month ago

As a daily L rider I don't appreciate this at all.

2 ^ | v 1 • Share ›

**Better SF** → BL • a month ago



Oh no! No more sacred one seat rides to downtown.

1 ^ | v 2 • Share ›



**Mark** → Better SF • a month ago

Having used the L from Parkside for over 10 years I support this decision with one condition...the Market St. Subway shuttles should be 3-car trains, not 2-car.

As for the Boston analogy, that is completely ridiculous. As a T rider on the Orange Line the trains run a lot more frequently during both peak and off-peak than Muni or BART.

2 ^ | v • Share ›



**Brad** → Mark • a month ago

MUNI was able to use the linking o 3 car issue to get the funding for all the new trains (the old trains work in other cities, but SF wasn't able to succeed). We stopped hearing about 3 car trains once MUNI was able to get the trains they wanted. MUNI hasn't mentioned 3-car trains or even testing them in years.

^ | v • Share ›



**Better SF** → Mark • a month ago

who said anything about boston

^ | v • Share ›



**BL** → Better SF • a month ago

What seat? You do get the L is standing room only on a 2 car train by 26th Ave during rush hour? West Portal station is already packed with people trying to get on a train downtown now we are adding 2 car loads of people getting off the L to that mix.

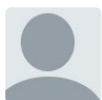
3 ^ | v 1 • Share ›



**Unbias User** ✓verified → BL • a month ago • edited

School reopening too so, its going be unacceptable no doubt

1 ^ | v • Share ›



**psf** • a month ago

Well if it works, it works. But for all those passengers riding the J-Church inbound and the newly-interlined K/L inbound, having to offboard at West Portal Station and Church & Market is going to cause overcrowding on the inbound West Portal Station platform and the inbound Church Street Station platform, especially during weekday morning rush hour. I suppose the installation of the more frequent S-Shuttle can help pick up the slack at West Portal and Church Street Stations. But just having to transfer trains is going to infuriate morning commuters who will no longer be working remotely come August and the return to "normal life". Just saying.

3 ^ | v • Share ›



**Michael Mathews** → psf • a month ago

I wouldn't consider this permanent, but ridership levels are nowhere near what you are used to seeing. I am sure the return of train service will induce some additional demand. I also think that they have to do something to make the subway actually function.

8 ^ | v • Share ›



**Unbias User** ✓verified → psf • a month ago

The change also severely diverts the "backups, crowding and train waiting" to West Portal Station in favor of speeding up the N Judah at Embarcadero.

Basically they partly killed 3 lines to boost 1 line.

3 ^ | v 3 • Share ›



**Better SF** → Unbias User ✓verified • a month ago

How? The only possible delay will be the MT entering west portal going inbound which was ALREADY a major delay point

3 ^ | v • Share ›



**Gregory Arenius** → Better SF • a month ago

There used to be three lines heading from WP (KLM) station to downtown. Now there will just be the M. But during the morning hours trains were already packed and riders were often left to wait for multiple trains before boarding. Now there will be three trains worth of riders arriving at West Portal station and only one trains worth of spaces. That will cause delays and be absolutely horrible to all users of the L and K.

5 ^ | v 2 • Share ›



**Unbias User** ✓verified → Gregory Arenius • a month ago • edited

There will be increase crowd and no doubt increase train waiting. It will increase travel time to your location by a lot. You more likely to missed 1 or 2 trains by the time u get off with the new system and current system allow you to stay on same route to downtown.

This change favors N mostly

**The "transferring" part is a extra time step to get to your downtown location.**

3 ^ | v 1 • Share ›



**Better SF** → Gregory Arenius • a month ago

No. There will be 2 lines, the M about every 7 min and the shuttle about every 3 minutes which start EMPTY at west portal. Also all trains in the subway will be 2 cars and 3 cars on the shuttle is just pending approval. I don't think you read the article very well based on your comment so i would suggest you read the info as to why this change was made.

4 ^ | v 2 • Share ›



**Gregory Arenius** → Better SF • a month ago

Every 3 minutes is 20 trains per hour. The article stated "we need to reduce the number of trains per hour to around 25 to 30". So somewhere between 66% to 80% of the trains in the tunnel will be shuttles? How will they fit the M every 7 minutes (roughly 8.5 trains per hour) and still fit in the N trains (at least 8.5 trains per hour). They can't. The S isn't going to run every 3 minutes.

The article only mentions 2 car trains. This is an agency that spent YEARS saying two train boarding was almost ready. I'll believe them running 3 car trains when I see them.

This is a major, major service cut to users of the L and K (and maybe J trains ) and Muni is trying to put a positive spin on it. The West Portal transfer is going to be a time consuming (+15 minutes each way), inconvenient, and dangerous mess.

But hey, at least I won't have to transfer when I go to the Zoo.

---

[see more](#)

6 ^ | v 1 • Share ›



**Better SF** → Gregory Arenius • a month ago

15 minute connections, your joking right. Let's say the shuttle comes every 5 minutes so between the M and S at west portal you have a train about every 4 minutes. Worst case it takes you a long time to cross the street or you have an issue at the fare gate so you miss 2 trains. Worst case you add 8 minutes. This does not account for the added frequency on the KL meaning you don't have to wait as long for the first train. Also fails connections to the automated train control system is one of the largest sources of every day subway delay. The shuttles will now stay in ATCS all day which will greatly improve reliability. Customers care most about something that is reliable and consistent than something that is normally 5 minutes faster but sometimes 20 minutes slower than the alternative.

3 ^ | v • Share ›



**Gregory Arenius** → Better SF • a month ago • edited

I don't understand why you would be so rudely dismissive of 15 minute connections.

Especially when you consider the following:

\* Every 5 minutes is 12 trains per hour. If they run N and M every 7 minutes that's an addition 17 trains an hour in the tunnel. You can't interleave 17 trains and 12 trains per hour and maintain an even 5 minute cadence. So there will be a greater than 5 minute range of times between

switchbacks. So there will be a greater than 5 minute range of times between S trains.

\* K and an L can both arrive packed at the same time as an already full M. (Trains are often too full to pick up more passengers when leaving WP station).

\* There will be time spent emptying the packed L and K trains into too small boarding islands in the middle of the street. (This will also be dangerous).

[see more](#)

4 ^ | v • Share ›



**Unbias User** ✓verified → Gregory Arenius • a month ago • edited

So your saying they are basically adding a new step to the ladder before reaching the goal.

Adding a new step will always consume more time.

It wont matter if the K ingleside come every 2.5 minutes, 5 minutes or 7.5 minutes

The current system equally distribute consistency to all lines to downtown.

2 ^ | v 1 • Share ›



**Better SF** → Unbias User ✓verified • a month ago

Well the current system is obviously flawed and definitely not very equal. The M line and T line have always suffered from the lowest on time performance and highest amounts of switchbacks across the system. Y'all can bank on this system to fail but you don't have a real solution either

2 ^ | v • Share ›



**Unbias User** ✓verified → Better SF • a month ago • edited

**@Gregory Arenius** is right,

The current system allows all lines (K/T,M,N,J,L) to stay on the train to downtown without needing to transfer to get a downtown train.

1 ^ | v • Share ›

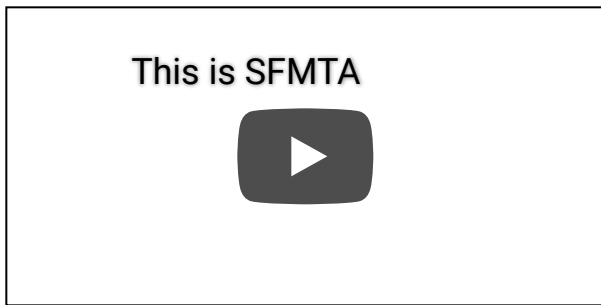
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# **EXHIBIT F**

**From:** [Andrew Junius](#)  
**To:** [Justin A. Zucker](#)  
**Subject:** Fw: MTA - Safeway, 2020 Market, San Francisco  
**Date:** Monday, July 20, 2020 4:46:00 PM  
**Attachments:** [image001.png](#)  
[image003.png](#)  
[Safeway parking lot entrances.pdf](#)

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**From:** Natalie Mattei <Natalie.Mattei@albertsons.com>  
**Sent:** Monday, July 20, 2020 1:15 PM  
**To:** Andrew Junius <ajunius@reubenlaw.com>  
**Subject:** MTA - Safeway, 2020 Market, San Francisco

Fyi. I havent reviewed yet. I can talk at 5pm.

Natalie Mattei  
Office 925-226-5754  
Cell 925-413-4455

---

**From:** Harkman, Anna <Anna.Harkman@sfmta.com>  
**Sent:** Monday, July 20, 2020 1:08:36 PM  
**To:** Natalie Mattei <Natalie.Mattei@albertsons.com>  
**Cc:** Kennedy, Sean M <Sean.Kennedy@sfmta.com>; Rhodes, Michael <Michael.Rhodes@sfmta.com>; Streeter, Jonathan <Jonathan.Streeter@sfmta.com>  
**Subject:** EXTERNAL EMAIL: RE: MTA - Safeway, 2020 Market, San Francisco

Hi Natalie,

Please see the attached PDF for an aerial diagram and photos of the existing and proposed left turn locations. Church Street has two lanes in each direction. In the southbound direction, there is one lane to the left of the boarding island and one to the right. Vehicles turning left into the southern parking lot entrance would use the lane to the left of the boarding island. This is the same lane that vehicles currently use to turn into the northern parking lot entrance. Vehicles would switch from the right lane to the left lane prior to the boarding island to make the turn, as they do at Church and 16<sup>th</sup> streets (also shown in the attachment). As I mentioned previously, the first phase of the project will be implemented in August and will affect only the block of Church south of Market. The second phase of the project, which will affect the left turns into the Safeway parking lot, will be implemented later in the fall – likely in October or November.

Unlike many major cities, San Francisco's subway has been over capacity with six rail lines trying to use one tunnel. Just like on a highway, as more vehicles use the space, the space becomes crowded and vehicles can't move. As a result, San Francisco's subway experiences excessive delays, which are familiar to any rider. For instance, the J Church often gets stuck waiting to enter the tunnel at Duboce Avenue for 5 minutes or more, due to heavy train traffic. The upcoming changes to the rail network will reduce the number of trains in the subway, while running longer trains to increase overall capacity. Trains that are still operating on the surface, including the J Church, will be able to run more frequently, because of the significant travel time savings from not having to operate in the subway. This does not reduce costs, because we will still run the same number of trains, but it does allow us to provide more frequency and capacity, and reduce lengthy delays, thereby reducing exposure to COVID-19. More information is available [here](#).

The SFMTA will be holding an online [public hearing](#) regarding the proposed project on Saturday, July 25 at 11 am. Written comments may be submitted for consideration by sending an email to [TellMuni@SFMTA.com](mailto:TellMuni@SFMTA.com) with the subject line "Public Hearing" in advance of the meeting. Comments will be reviewed by staff and entered into the public record and will be considered by the City Traffic Engineer prior to making a determination of whether to implement the change.

Thank you,

**Anna Harkman**  
Transportation Planner



Office 415.646.2117  
Email [anna.harkman@sfmta.com](mailto:anna.harkman@sfmta.com)

---

**From:** Natalie Mattei <Natalie.Mattei@albertsons.com>  
**Sent:** Wednesday, July 15, 2020 4:56 PM  
**To:** Harkman, Anna <Anna.Harkman@sfmta.com>  
**Cc:** Kennedy, Sean M <Sean.Kennedy@sfmta.com>; Rhodes, Michael <Michael.Rhodes@sfmta.com>; Streeter, Jonathan <Jonathan.Streeter@sfmta.com>  
**Subject:** MTA - Safeway, 2020 Market, San Francisco

EXT

Anna,

I still do not understand how the proposed changes are an emergency response to COVID. It sounds like they're a way to reduce operating costs to MTA at the expense of residential and commercial property owners and businesses.

Your original email stated: **“An important clarification from our phone call yesterday is that while the existing left turn on Church Street into Safeway’s northern parking lot entrance would be restricted, we will restore the left turn into the southern entrance, closer to Market Street.** Below is a screenshot of the boarding island (which I called “median” in my previous email), across from the Safeway driveway closest to Market St. Please help me understand how a vehicle travelling south on Church towards Market would turn left into this Safeway driveway? The “boarding island” is raised concrete with multiple handrails. Perhaps it would help for you to mark on a map which driveway you propose to grant new access to, which you propose to close access to, and where the boarding islands and/or other impediments to access are located.

As I shared previously, this proposal appears extremely detrimental to Safeway’s business. I am bringing in legal counsel to engage in this discussion.



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---

**From:** Harkman, Anna <[Anna.Harkman@sfmta.com](mailto:Anna.Harkman@sfmta.com)>  
**Sent:** Wednesday, July 15, 2020 4:37 PM  
**To:** Natalie Mattei <[Natalie.Mattei@albertsons.com](mailto:Natalie.Mattei@albertsons.com)>  
**Cc:** Kennedy, Sean M <[Sean.Kennedy@sfmta.com](mailto:Sean.Kennedy@sfmta.com)>; Rhodes, Michael <[Michael.Rhodes@sfmta.com](mailto:Michael.Rhodes@sfmta.com)>; Streeter, Jonathan <[Jonathan.Streeter@sfmta.com](mailto:Jonathan.Streeter@sfmta.com)>  
**Subject:** EXTERNAL EMAIL: RE: MTA - Safeway, 2020 Market, San Francisco

Hi Natalie,

Thanks for your feedback. We have been working closely with merchants on the corridor to address specific loading and access needs, as well as identifying opportunities for outdoor dining created by this project.

In response to your first question, yes, we are proposing to close the block of Church between 15th and Market Streets to general traffic, except transit, paratransit, emergency, and commercial vehicles. People driving to Safeway from the south would be able to take Sanchez Street to Market Street as an alternate route - see the attached diagram. This detour is approximately 2/10 of a mile and staff observations and Google Maps estimates suggest that this would add no more than a minute of travel time. In addition, as I mentioned previously, we may be able to restore general access to northbound Church in the second phase of the project this fall, which would eliminate the need for the detour. The southbound lane would remain closed.

In response to your second question, there is no median on Church Street between Market Street and Duboce. You may be referring to the boarding island, which has existed since the 1970s but was widened in 2013. This boarding island is between the two southbound lanes, and does not prevent drivers from turning left from the left lane.

Finally, just to reiterate, this project is an emergency measure in response to COVID-19. From the time of implementation we will be closely monitoring the project in order to make adjustments as needed to ensure we meet the needs of local merchants and residents.

Thank you,

**Anna Harkman**  
Transportation Planner



Office 415.646.2117  
Email [anna.harkman@sfmta.com](mailto:anna.harkman@sfmta.com)

---

**From:** Natalie Mattei <[Natalie.Mattei@albertsons.com](mailto:Natalie.Mattei@albertsons.com)>  
**Sent:** Tuesday, July 14, 2020 7:02 PM

**To:** Harkman, Anna <[Anna.Harkman@sfmta.com](mailto:Anna.Harkman@sfmta.com)>  
**Cc:** Kennedy, Sean M <[Sean.Kennedy@sfmta.com](mailto:Sean.Kennedy@sfmta.com)>; Rhodes, Michael <[Michael.Rhodes@sfmta.com](mailto:Michael.Rhodes@sfmta.com)>; Streeter, Jonathan <[Jonathan.Streeter@sfmta.com](mailto:Jonathan.Streeter@sfmta.com)>  
**Subject:** MTA - Safeway, 2020 Market, San Francisco

EXT

Anna,

Thank you for your email.

I have numerous concerns with the proposed changes, and anticipate our property owners and other merchants in the corridor will as well.

Before commenting in detail, can you please confirm two items.

First, is MTA proposing to restrict non-emergency/commercial vehicles from driving on Church between Market and 15<sup>th</sup>? If so, wouldn't that displace the trips using that stretch of roadway to access Safeway and other merchants, or conversely, to return home after visiting Safeway/other merchants?

Second, MTA constructed an elaborate median at the Safeway driveway on Church closest to Market. Your email indicates that left turns would be re-established (while proceeding southbound on Church towards Market) at this driveway. While that would be great, it would require physical removal of the median, which I doubt is feasible. Please explain.

Thank you,  
Natalie

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---

**From:** Harkman, Anna <[Anna.Harkman@sfmta.com](mailto:Anna.Harkman@sfmta.com)>  
**Sent:** Tuesday, July 14, 2020 4:43 PM  
**To:** Natalie Mattei <[Natalie.Mattei@albertsons.com](mailto:Natalie.Mattei@albertsons.com)>  
**Cc:** Kennedy, Sean M <[Sean.Kennedy@sfmta.com](mailto:Sean.Kennedy@sfmta.com)>; Rhodes, Michael <[Michael.Rhodes@sfmta.com](mailto:Michael.Rhodes@sfmta.com)>; Streeter, Jonathan <[Jonathan.Streeter@sfmta.com](mailto:Jonathan.Streeter@sfmta.com)>  
**Subject:** EXTERNAL EMAIL: RE: MTA - Safeway, 2020 Market, San Francisco

Hi Natalie,

As promised, here is additional information about the SFMTA's proposed J Church Transfer Improvements Project, planned for implementation in two phases in August and late Fall 2020. This is a *temporary* project which will be in effect for the duration of the COVID-19 emergency order. All proposed changes will be removed within 120 days of the end of the order unless there is a further planning and community outreach process, including future approval through the SFMTA Board of Directors.

As I mentioned in our phone call, the SFMTA will restore Muni Metro rail service this August after a four month suspension due to the COVID-19 emergency. However, when rail returns the J Church will no longer travel into the subway, instead traveling on the surface portion of its route between Balboa Park and Market Street. More information about the change to Muni Metro rail service is available [here](#). This change will provide important benefits to public health and safety:

- By reducing the number of lines entering and exiting the subway we can reduce delays on the J Church line and the overall Muni Metro system. This is essential to reducing COVID-19 exposure to riders.
- With a shorter route, we can provide greater frequency on the J Church, reducing crowding to allow customers to practice social distancing.

To implement this change to our rail service, we are proposing changes to the way the J Church operates on Church Street between 15th Street and Duboce that will enhance safety and accessibility for transferring passengers. These changes will take place over two phases:

- **Phase 1 (August 2020):** The J Church will terminate on Church Street south of Market. To support passenger safety and train operations, the SFMTA will restrict automobile access to Church Street between 15th and Market streets to Muni, emergency, and commercial vehicles only. This will create room for a wider passenger waiting area and an easier crossing to the Church Street subway station.
  - **During the first phase no changes will be made north of Market Street, i.e. the block where Safeway is located.**
- **Phase 2 (Fall 2020):** The J Church will be extended to Duboce Avenue and will use the existing crossover track located approximately 275 feet south of Duboce Avenue.
  - To support safe operations as trains are changing direction, the SFMTA will remove one parking space on the west side of Church Street.
  - **An important clarification from our phone call yesterday is that while the existing left turn on Church Street into Safeway's northern parking lot entrance would be restricted, we will restore the left turn into the southern entrance, closer to Market Street.**
  - The SFMTA will also likely **restore** northbound traffic access on Church Street between 15th and Market in this phase, pending further evaluation

and outreach.

I hope that this email better outlines and clarifies our proposed project. Please let me know if you have any additional questions.

Thanks,

**Anna Harkman**  
Transportation Planner



Office 415.646.2117  
Email [anna.harkman@sfmta.com](mailto:anna.harkman@sfmta.com)

---

**From:** Natalie Mattei <[Natalie.Mattei@albertsons.com](mailto:Natalie.Mattei@albertsons.com)>  
**Sent:** Monday, July 13, 2020 7:43 PM  
**To:** Harkman, Anna <[Anna.Harkman@sfmta.com](mailto:Anna.Harkman@sfmta.com)>  
**Subject:** MTA - Safeway, 2020 Market, San Francisco

EXT

Anna,

Per our discussion, you were going to email me information about a proposed MTA project that would eliminate a left turn into Safeway from Church St. I have not received anything yet. Please advise if you've forwarded the information and please add me as an interested party to any public communications and notices.

Thank you,  
Natalie

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Aerial view of existing and proposed left turn locations into Safeway parking lot





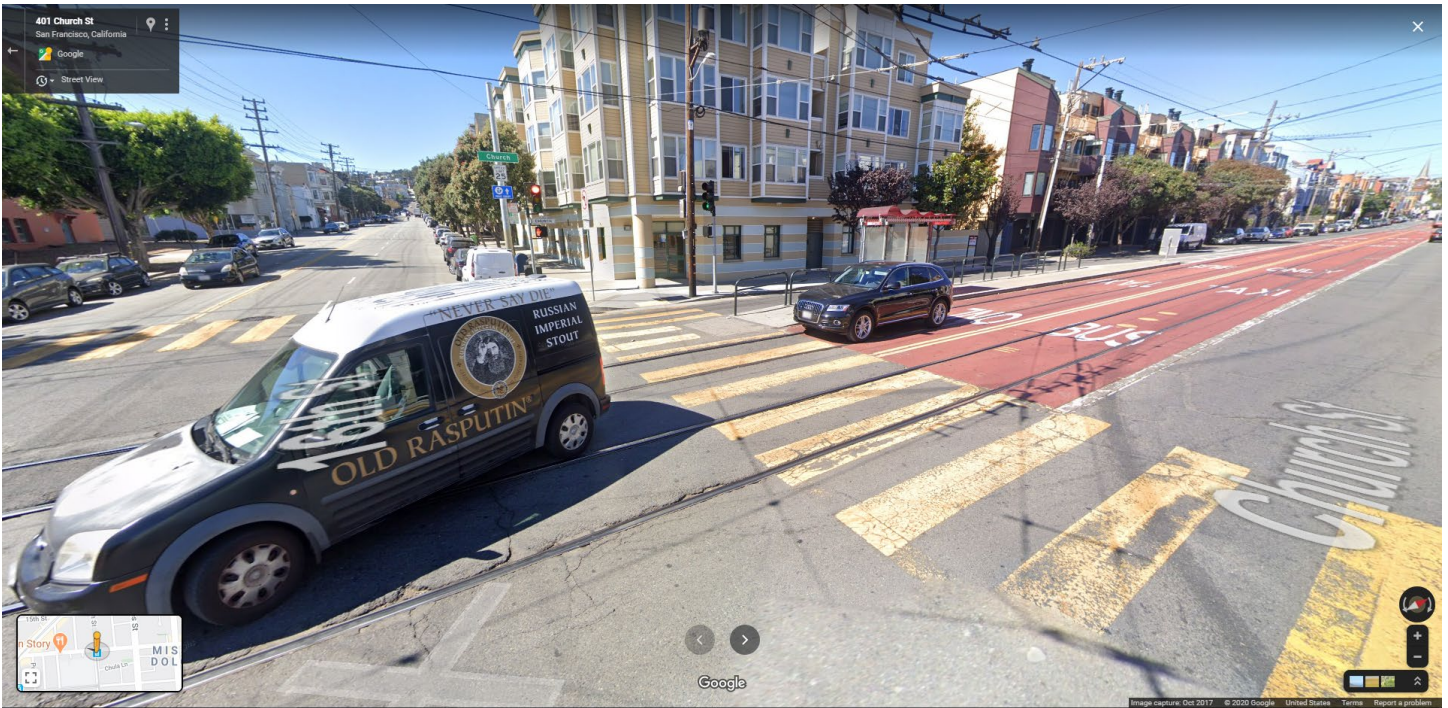
Existing left turn location into Safeway parking lot (northern entrance)



New proposed left turn location into Safeway parking lot (southern entrance)

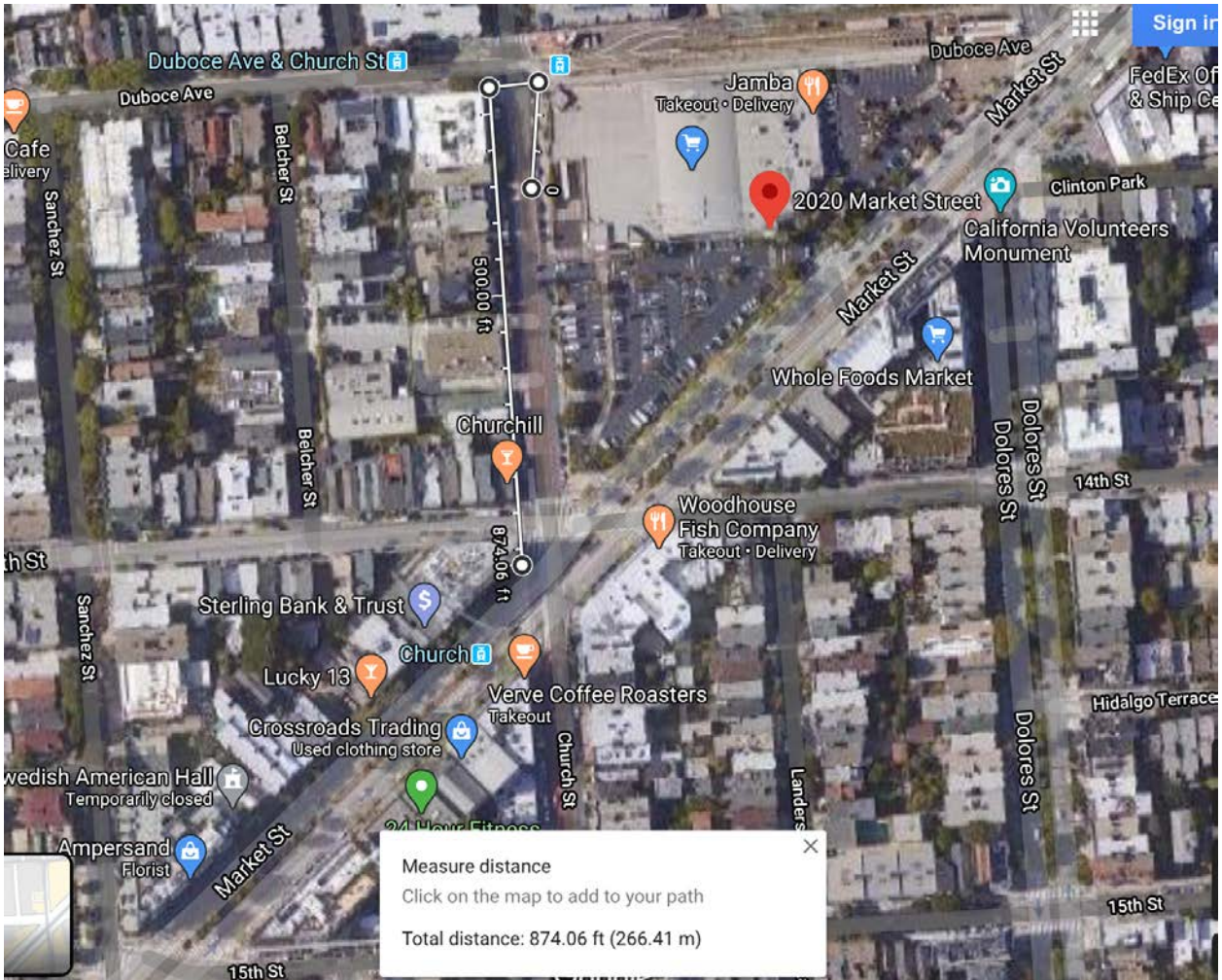


Examples of vehicles turning from the left lane next to a boarding island (Church and 16<sup>th</sup> streets)

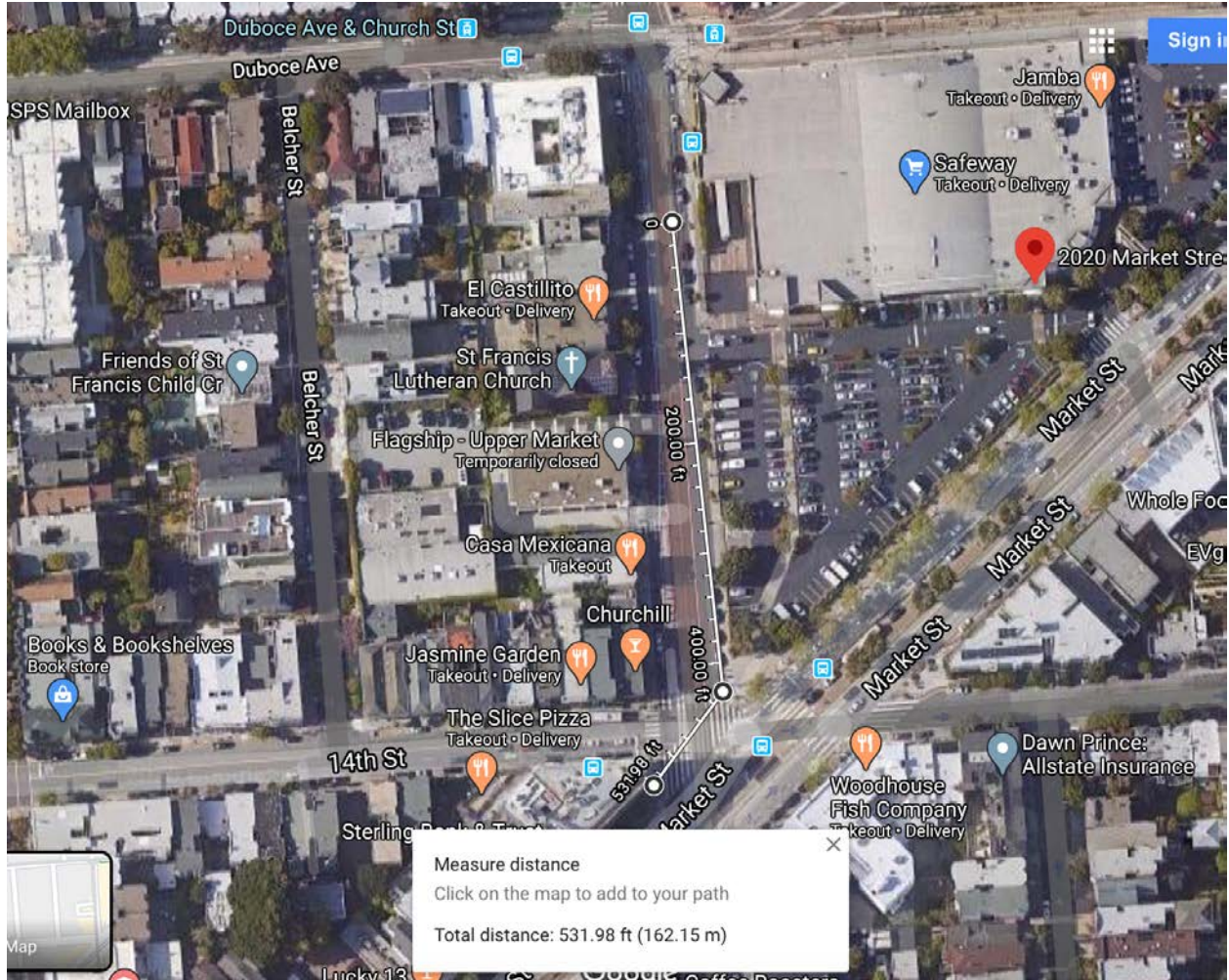


# **EXHIBIT G**

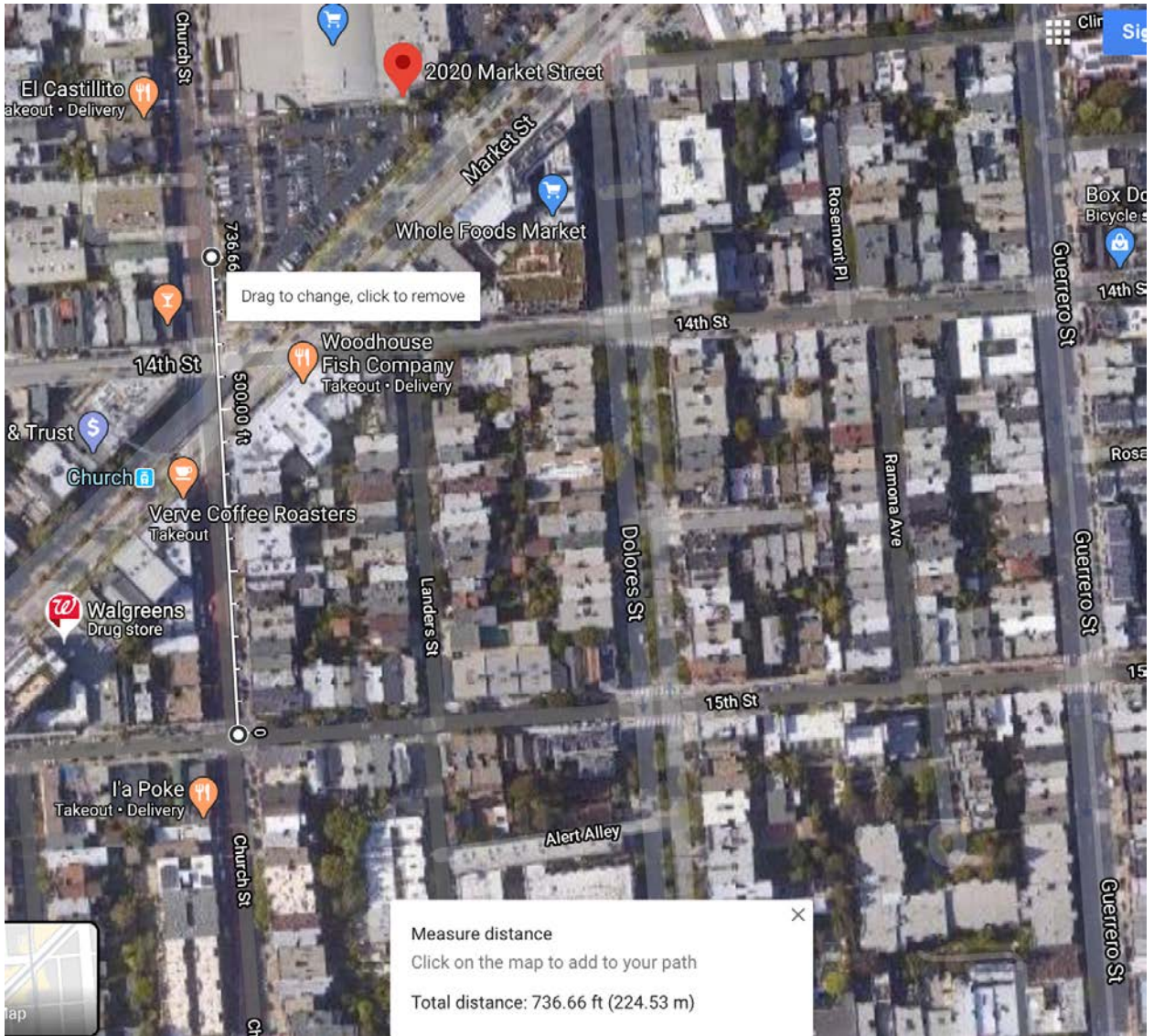
# EXHIBIT G



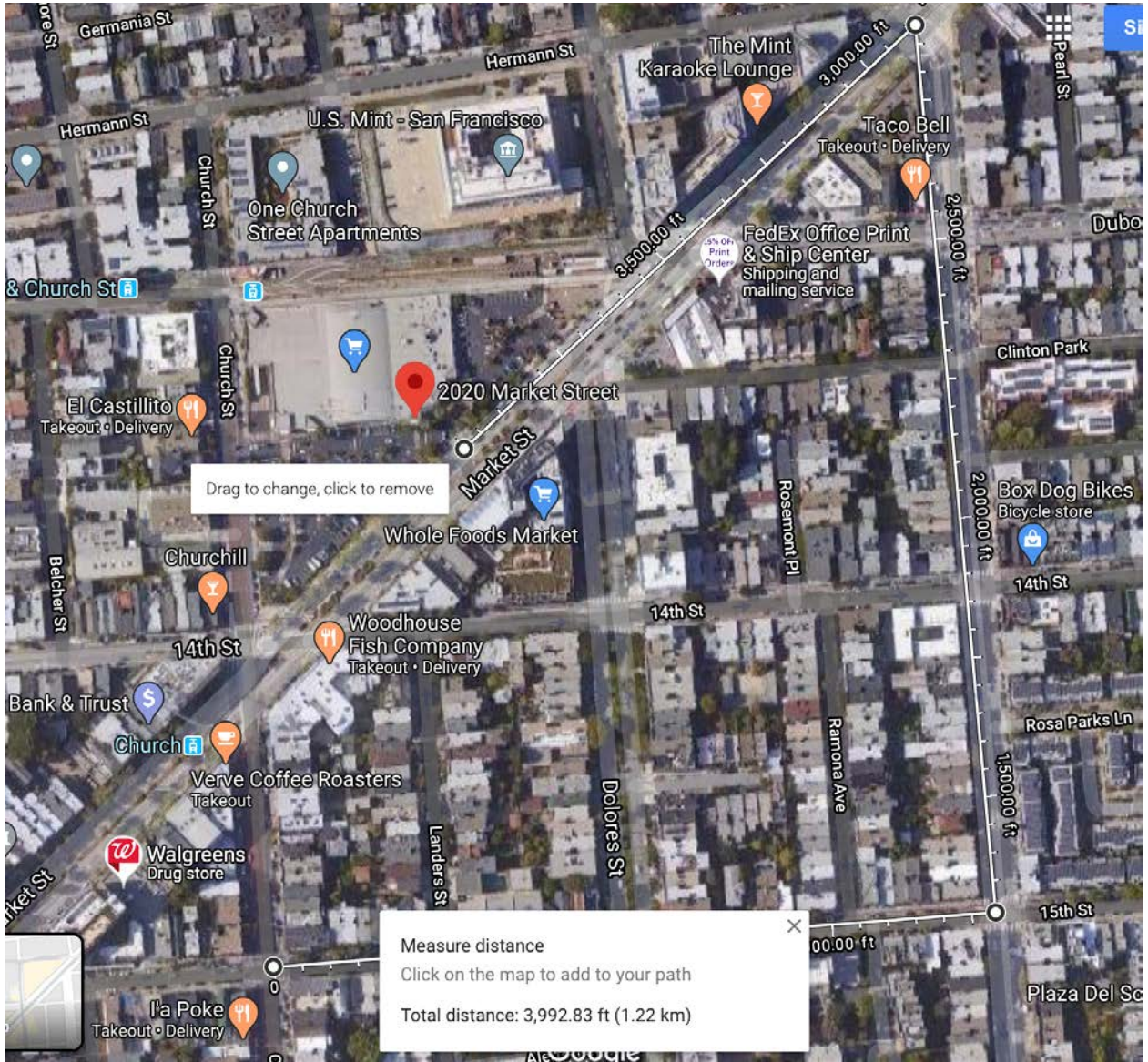
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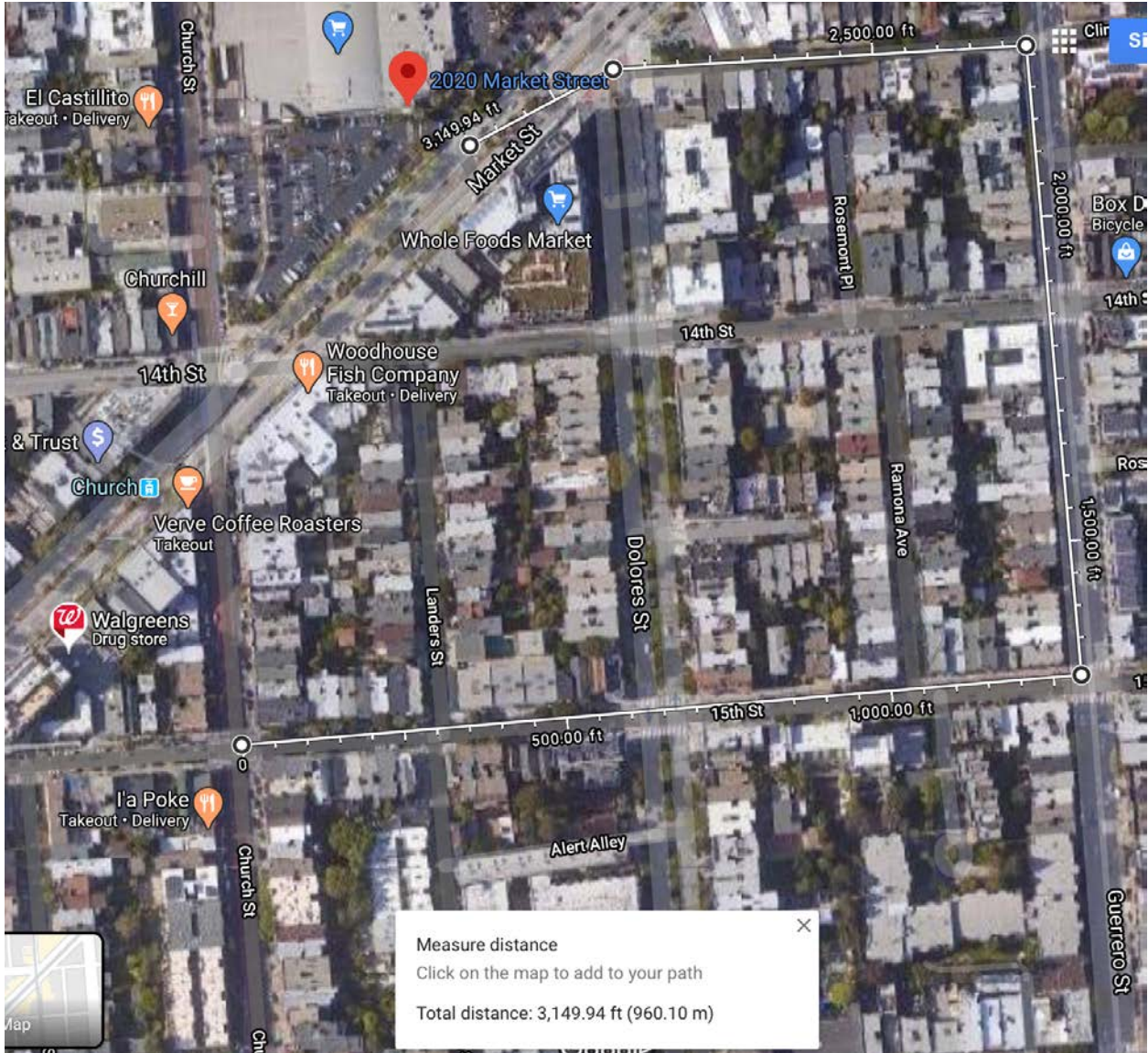
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# EXHIBIT G



# EXHIBIT G





# REUBEN, JUNIUS & ROSE, LLP

Justin A. Zucker  
jzucker@reubenlaw.com

July 28, 2020

## **Delivered Via E-Mail**

Ricardo Olea  
San Francisco Municipal Transportation Agency  
One South Van Ness Avenue, 7<sup>th</sup> Floor  
San Francisco, CA 94103-5417  
ricardo.olea@sfmta.com

**Re: J Church Transfer Improvements – Opposition to Project As Proposed  
Engineering Hearing Date: July 25, 2020  
Our File No.: 8776.07**

Dear Mr. Olea:

We are working with Safeway, operator of the Safeway grocery store at 2020 Market Street and property owner and ground lessee of the shopping center at the northeastern corner of Market and Church Streets. We write concerning the July 25, 2020, Engineering Hearing on the proposal to install J Church Transfer Improvements (the “Project”) on Church Street between Duboce and 15<sup>th</sup> Streets. Safeway appreciates and supports the City’s efforts to improve the Muni Subway Metro Rail’s ability to respond to the needs of the ongoing COVID-19 pandemic. However, we have raised significant concerns about this Project, including those regarding safety and liability.

Our initial comment letter dated July 24, 2020, was submitted into the public record and we also participated in the July 25, 2020 public hearing. In our continued effort to understand the Project and provide prompt feedback, we had a productive conversation today with the Project planner, Michael Rhodes, which we are very thankful for, however there are still outstanding concerns. To that end, Mr. Rhodes is scheduling a further call with a traffic engineer.

We are working expeditiously in good faith to resolve Safeway’s concerns with the Project. We request the opportunity to discuss our outstanding concerns with a traffic engineer prior to publication of the July 25, 2020, Engineering Public Hearing Results, so that they can be adequately analyzed and taken into account when making a determination. As indicated to Mr. Rhodes, we are generally available this Thursday or Friday to discuss these issues with a traffic engineer, and look forward to the opportunity to resolve Safeway’s concerns.

San Francisco Office  
One Bush Street, Suite 600, San Francisco, CA 94104  
tel: 415-567-9000 | fax: 415-399-9480

Oakland Office  
492 9<sup>th</sup> Street, Suite 200, Oakland, CA 94607  
tel: 510-527-5589

[www.reubenlaw.com](http://www.reubenlaw.com)

Ricardo Olea  
San Francisco Municipal Transportation Agency  
J Church Transfer Improvements Project  
July 28, 2020  
Page 2 of 2

Very truly yours,

**REUBEN, JUNIUS & ROSE, LLP**



Justin A. Zucker

cc: Jonathan Streeter, SFMTA (jonathan.streeter@sfmta.com)  
Anna Harkman, SFMTA (anna.harkman@sfmta.com)  
Sean M. Kennedy, SFMTA (sean.kennedy@sfmta.com)  
Michael Rhodes, SFMTA (michael.rhodes@sfmta.com)  
Natalie Mattei (*via email*)  
Andrew Junius (*via email*)

# **EXHIBIT B**



**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS AND  
PARKING AUTHORITY COMMISSION**

**NOTICE OF SPECIAL MEETING AND CALENDAR**

Tuesday, June 30, 2020

Due to the COVID-19 health emergency and to protect our Board Members, SFMTA staff, and members of the public, the Board's Meeting Room (Room 400) is closed.

**Members of the public are encouraged to participate remotely. If you want to ensure your comment on any item on the agenda is received by the Board in advance of the meeting, please send an email to [MTABoard@sfmta.com](mailto:MTABoard@sfmta.com) by 5pm on Monday, June 15 or call (415) 646-4470. Please see the information on the next page for remote meeting access.**

**SPECIAL MEETING  
1 P.M.**

**SFMTA BOARD OF DIRECTORS**

Gwyneth Borden, Chair  
Amanda Eaken, Vice Chair  
Cheryl Brinkman  
Steve Heminger

Jeffrey Tumlin  
**DIRECTOR OF TRANSPORTATION**

Roberta Boomer  
**SECRETARY**

## Remote Meeting Access

WATCH (via SFGovTV) - [www.sfgovtv.org](http://www.sfgovtv.org)  
PUBLIC COMMENT CALL-IN: (888) 808-6929/ Access Code: 9961164

### Providing Public Comment

- *Ensure you are in a quiet location*
- *Speak clearly*
- *Turn off any TVs or radios around you*

1. When prompted, dial “1 - 0” to be added to the speaker line. The auto-prompt will indicate callers are entering “Question and Answer” time, but this is the “Public Comment” period.
2. When prompted, callers will have two minutes to provide comment.

### ACCESSIBLE MEETING POLICY


The San Francisco Municipal Transportation Agency Board of Directors/Parking Authority Commission meeting will be held virtually due to the public health emergency.

To obtain a disability-related accommodation, including auxiliary aids or services, or to obtain meeting materials in alternative format, please contact Roberta Boomer at (415) 646-4470. Providing at least 72 hours' notice will help to ensure availability. Written reports or background materials for calendar items are available for public inspection and copying at 1 South Van Ness Ave 7<sup>th</sup> floor during regular business hours and are available online at [www.sfmta.com/board](http://www.sfmta.com/board). Public comment will be taken on each item before or during consideration of the item.

To assist the City's efforts to accommodate persons with severe allergies, environmental illnesses, multiple chemical sensitivity or related disabilities, attendees at public meetings are reminded that other attendees may be sensitive to various chemical based products. Please help the City to accommodate these individuals.

The ringing of and use of cell phones, pagers and similar sound-producing electronic devices are prohibited at this meeting. Please be advised that the Chair may order the removal from the meeting room of any person(s) responsible for the ringing or use of a cell phone, pager, or other similar sound-producing electronic devices.

### LANGUAGE ASSISTANCE

 415.646.4470: For free interpretation services, please submit your request 48 hours in advance of meeting./Para sa libreng serbisyo sa interpretasyon, kailangan mag-request 48 oras bago ang miting./Para servicios de interpretación gratuitos, por favor haga su petición 48 horas antes de la reunión./如果需要免費口語翻譯，請於會議之前48小時提出要求。Đổi với dịch vụ thông dịch miễn phí, vui lòng gửi yêu cầu của bạn 48 giờ trước cuộc họp./ Для бесплатных услуг устного перевода просьба представить ваш запрос за 48 часов до начала собрания./ Pour les services d'interprétation gratuits, veuillez soumettre votre demande 48 heures avant la réunion./ 무료 통역 서비스를 원하시면 회의 48 시간 전에 귀하의 요청을 제출하십시오./ 無料通訳サービスをご希望の場合は、会議の48時間前までにリクエストを提出してください。/บริการให้ความช่วยเหลือในหลายภาษาด้านภาษาฟรี ณ ที่ประชุมโดยต้องแจ้งล่วงหน้า 48 ชั่วโมง/ يمكن تقديم مساعدة لغوية مجانية في الاجتماع على أن يتم طلب هذه الخدمة قبل الاجتماع بفترة 48 ساعة.

## ORDER OF BUSINESS

1. Call to Order
2. Roll Call
3. Announcement of prohibition of sound producing devices during the meeting.
4. Approval of Minutes
  - June 16, 2020 Regular Meeting
5. Communications
6. Introduction of New or Unfinished Business by Board Members
7. Director's Report (For discussion only)
  - Ongoing Activities
8. Citizens' Advisory Council Report

THE FOLLOWING MATTERS BEFORE THE SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY BOARD OF DIRECTORS ARE RECOMMENDED FOR ACTION AS STATED BY THE SFMTA DIRECTOR OF TRANSPORTATION OR CITY ATTORNEY WHERE APPLICABLE. EXPLANATORY DOCUMENTS FOR ALL CALENDAR ITEMS ARE AVAILABLE FOR REVIEW AT 1 SOUTH VAN NESS AVE. 7<sup>th</sup> FLOOR.

### REGULAR CALENDAR

9. Approving the FY 2021 and FY 2022 revised Operating Budget in the amounts of \$1,251.8 million and \$1,281.1 million respectively for operating expenditures; \$248.3 million and \$111.5 million respectively for capital expenditures; \$2.3 million and \$2.3 million respectively to supplement the existing general liability reserve; and \$15.5 million and \$18.7 million respectively for a new Board Operating Reserve; certifying that the FY 2021 and FY 2022 revised Operating Budget is adequate in making substantial progress towards meeting performance standards; authorizing changes to various fines, fees, fares, rates, and charges, including a waiver of taxi fees, reducing the low-income boot removal fee, creating a new one-time waiver of boot removal for individuals experiencing homelessness, and establishing reduced tow fees for low-income individuals and individuals experiencing homelessness with an operative date of January 4, 2021 with the exception of (1) parking meter rates including rates for special events, Sunday and evening parking enforcement, and demand responsive parking meter caps, (2) SFMTA and Parking Authority garage rates and fees, and (3) waiving taxi permit fees; which will all be effective on July 1, 2020; and (4) vehicle boot removal fee, (5) vehicle towing, towing subcontract, lien, auction, and storage fees, and (6) community service plan processing fees, which will be effective on August 1, 2020; approving the SFMTA's Title VI Fare Equity Analysis for the fare changes; amending Transportation Code Division II to include various rate, fare, fine and fee increases and decreases; waiving all taxi permit fees, and adding new one-time boot removal fee for

individuals experiencing homelessness, tow fees for low-income and HSH-approved individuals experiencing homelessness, ISCOTT permit fee for Community Events, and color curb renewal fee; approving the Title VI analysis; approving a waiver of fares on New Year's Eve 2021, and on New Year's Eve 2022; authorizing the Director to implement short-term experimental fares; retroactively waiving taxi driver permit renewal fees; concurring with the Controller's certification that parking citation processing and collection services; facility security services; paratransit services; parking meter collection and coin counting services; transit shelter maintenance services; and vehicle towing, storage and disposal services can be practically performed by private contractors at a lesser cost than to provide the same services with City employees; and authorizing the Director to make necessary corrections to the revised Operating Budget. (Explanatory documents include a staff report, analysis, budget, amendment, rate changes and resolution.)

10. Amending the Transportation Code, Division II, to add Section 602 to designate temporary transit-only areas at: Laguna Honda Boulevard, both directions, from Clarendon Avenue to Dewey Boulevard; O'Shaughnessy Boulevard, both directions, from Portola Drive to 800 feet southerly; Mission Street, both directions, from 11th to 1st Street; 7th Street, northbound, from Townsend to Market Street; 8th Street, southbound, from Market to Townsend Street; Masonic Avenue, both directions, from Haight to Geary Boulevard; Woodside Avenue, both directions, from Laguna Honda Boulevard to Portola Drive; Bosworth Street, both directions, from Elk to Arlington Street; and Presidio Avenue, both directions, from Sacramento to Geary Boulevard; to also add to Section 602 a temporary authorization to the City Traffic Engineer to approve temporary transit-only lanes and tow away lanes; and approving temporary parking and traffic modifications as follows:

- A. ESTABLISH - BUS AND TAXI-ONLY LANE - Laguna Honda Boulevard, both directions, from Clarendon Avenue to Dewey Boulevard; O'Shaughnessy Boulevard, both directions, from Portola Drive to 800 feet southerly; Mission Street, both directions, from 11<sup>th</sup> to 1<sup>st</sup> Street; 7th Street, northbound, from Townsend to Market Street; 8<sup>th</sup> Street, southbound, from Market to Townsend Street; Masonic Avenue, both directions, from Haight to Geary Boulevard
- B. ESTABLISH - BUS, TAXI, BICYCLE-ONLY LANE - Woodside Avenue, both directions, from Laguna Honda Boulevard to Portola Drive; Bosworth Street, both directions, from Elk to Arlington Street; Presidio Avenue, both directions, from Sacramento to Geary Boulevard
- C. RESCIND - TOW-AWAY NO STOPPING 4 PM TO 6 PM MONDAY THROUGH FRIDAY - Mission Street, north side, from 11<sup>th</sup> to 9<sup>th</sup> streets; Mission Street, north side, from 8<sup>th</sup> Street to 274 feet easterly; Mission Street, north side, from 6<sup>th</sup> to 5<sup>th</sup> streets
- D. RESCIND - TOW-AWAY NO STOPPING 7 AM TO 9 AM AND 4 PM TO 6 PM MONDAY THROUGH FRIDAY - Mission Street, south side, from 9<sup>th</sup> to 8<sup>th</sup> streets; Mission Street, south side, from 7<sup>th</sup> Street to 443 feet westerly; Mission Street, south side, from 7<sup>th</sup> to 6<sup>th</sup> streets; Mission Street, south side, from 3<sup>rd</sup> to 1<sup>st</sup> streets
- E. ESTABLISH - TOW-AWAY NO STOPPING ANYTIME - Mission Street, south side, from 11<sup>th</sup> to 9<sup>th</sup> streets; Mission Street, north side, from 9<sup>th</sup> to 8<sup>th</sup> streets; Mission Street, south side, from 8<sup>th</sup> Street to 363 feet east of 8<sup>th</sup> Street; Mission Street, north side, from 6<sup>th</sup> Street to 539 feet west of 7<sup>th</sup> Street; Mission Street, south side, from 6<sup>th</sup> Street to 5<sup>th</sup> Street; Mission Street, north side, from 3<sup>rd</sup> Street to 1<sup>st</sup> Street
- F. ESTABLISH - NO LEFT TURN EXCEPT MUNI - Masonic Avenue, between Haight Street and Ewing Terrace
- G. ESTABLISH - YELLOW COMMERCIAL METERED ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY - Mission Street, north side, from 84 feet to 128 feet east of 11<sup>th</sup> Street;

Mission Street, south side, from 126 feet to 170 feet east of 9<sup>th</sup> Street; Mission Street, south side, from 323 feet to 343 feet east of 7<sup>th</sup> Street; Mission Street, south side, from 131 feet to 151 feet west of 6<sup>th</sup> Street

- H. ESTABLISH - YELLOW COMMERCIAL METERED ZONE, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – Mission Street, south side, from 139 to 161 feet east of Julia Street; Mission Street, south side, from 84 feet to 218 west of 7<sup>th</sup> Street ; Mission Street, north side, from 78 feet to 98 feet east of 6<sup>th</sup> Street; Mission Street, north side, from 230 feet to 252 feet east of 6<sup>th</sup> Street; Mission Street, north side, from 325 to 347 feet east of 6<sup>th</sup> Street; Mission St., north side, from Mint Street to 46 feet westerly; Mission Street, south side, from 38 feet to 98 feet west of New Montgomery Street; Mission Street, south side, from 46 feet to 69 feet east of New Montgomery Street; Mission Street, south side, from 30 feet to 50 feet west of 1<sup>st</sup> Street;
- I. ESTABLISH - WHITE PASSENGER ZONE, 7 AM TO 10 PM, DAILY – Mission Street, north side, from 108 to 196 feet east of 10<sup>th</sup> Street
- J. ESTABLISH - WHITE PASSENGER ZONE, AT ALL TIMES - Mission Street, south side, from 105 feet to 126 feet east of 9<sup>th</sup> Street Mission Street, north side, from 102 feet to 144 feet east of 8<sup>th</sup> Street; Mission Street, south side, from 161 feet to 216 east of Julia Street; Mission Street, north side, from 46 feet to 134 west of Mint Street; Mission Street, south side, from 165 to 222 feet east of 3<sup>rd</sup> Street; Mission Street, south side, from 291 feet to 354 feet east of 2<sup>nd</sup> Street. (Explanatory documents include a staff report, amendments and resolution.)

## ADJOURN

California Environmental Quality Act (CEQA) Appeal Rights under S.F. Admin. Code Chapter 31: For identified Approval Actions, the Planning Department or the SFMTA has issued a CEQA exemption determination or negative declaration, which may be viewed online at the Planning Department's website. Following approval of the item by the SFMTA Board, the CEQA determination is subject to appeal within the time frame specified in S.F. Administrative Code Section 31.16 which is typically within 30 calendar days. For information on filing a CEQA appeal, contact the Clerk of the Board of Supervisors at City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA 94102, or call (415) 554-5184. Under CEQA, in a later court challenge, a litigant may be limited to raising only those issues previously raised at a hearing on the project or submitted in writing to the City prior to or at such hearing, or as part of the appeal hearing process on the CEQA decision.

Board of Supervisors review of certain SFMTA Decisions: Certain parking and traffic modifications as well as Private Transportation Programs that involve certain parking modifications can be reviewed by the Board of Supervisors. These decisions are subject to review within 30 calendar days after they are made by the SFMTA Board of Directors. For information on requesting a review, contact the Clerk of the Board of Supervisors at City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA 94102, call (415) 554-5184. Ordinance No. 127-18 specifying which SFMTA decisions are reviewable by the Board of Supervisors can be accessed on-line: <https://sfbos.org/sites/default/files/o0127-18.pdf>.

The Ethics Commission of the City and County of San Francisco has asked us to remind individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance [S.F. Campaign and Governmental Conduct Code section 2.100 et seq.] to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the Ethics Commission at 415.581.2300; fax: 415.581.2317; 25 Van Ness Avenue, Suite 220, SF, CA 94102-6027 or the web site: [sfgov.org/ethics](http://sfgov.org/ethics).



If you wish to contact the Board regarding an item that is expected to be on a agenda, please email the Board at [MTABoard@sfmta.com](mailto:MTABoard@sfmta.com). Please know that the Board appreciates receiving such communication not later than Monday, the day before the meeting so they have time to review and consider the comments prior to the meeting.

### KNOW YOUR RIGHTS UNDER THE SUNSHINE ORDINANCE

Government's duty is to serve the public, reaching its decision in full view of the public. Commissions, boards, councils and other agencies of the City and County exist to conduct the people's business. This ordinance assures that deliberations are conducted before the people and that City operations are open to the people's review. For more information on your rights under the Sunshine Ordinance or to report a violation of the ordinance, contact Administrator, by mail to Sunshine Ordinance Task Force, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco CA 94102-4689; by phone at 415.554.7724; by fax at 415.554.7854; or by email at [sotf@sfgov.org](mailto:sotf@sfgov.org).

Copies of the Sunshine Ordinance can be obtained from the Clerk of the Sunshine Task Force, the San Francisco Public Library and on the City's website at [sfgov.org](http://sfgov.org).

**THIS PRINT COVERS CALENDAR ITEM NO.: 10**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Transit

**BRIEF DESCRIPTION:**

Approving temporary parking and traffic modifications, including designating transit-only lanes on nine corridors, turn restrictions, and parking removal as part of the initial phase of the Temporary Emergency Transit Lanes (TETL) project to reduce the impact of traffic congestion on essential transit services resulting from the COVID-19 pandemic as referenced in the Proclamation of the Mayor Declaring the Existence of a Local Emergency dated February 25, 2020 (COVID-19 Emergency); and amending Division II of the Transportation Code to designate temporary transit-only lanes on nine corridors, temporarily authorize the City Traffic Engineer to designate additional temporary transit-only lanes and create associated tow away areas as delineated on a map appended to the Transportation Code after a public hearing and under specific circumstances, and mandate that all such designations and approvals be in effect only until 120 days after the conclusion of the COVID-19 Emergency.

**SUMMARY:**


- In response to the COVID-19 Emergency, the SFMTA is implementing the TETL project to reduce the impact of congestion resulting from increased vehicle usage.
- Approving the proposed parking and traffic modifications and amending the Transportation Code will accelerate the TETL project, including temporarily authorizing the City Traffic Engineer to approve temporary transit lanes and tow-away lanes under specific circumstances.
- TETL projects will be in effect until 120 days after the termination or expiration of the COVID-19 Emergency and will be removed unless the SFMTA Board takes further action.
- The Planning Department has determined that the proposed TETL project is statutorily and categorically exempt from the California Environmental Quality Act (CEQA).
- The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31.
- 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](https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf)

**ENCLOSURES:**

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

**APPROVALS:**

**DATE**

DIRECTOR  \_\_\_\_\_

June 24, 2020  
\_\_\_\_\_

SECRETARY  \_\_\_\_\_

June 24, 2020  
\_\_\_\_\_

**ASSIGNED SFMTAB CALENDAR DATE:** June 30, 2020

**PURPOSE**

Approving temporary parking and traffic modifications, including designating transit-only lanes on nine corridors, turn restrictions, and parking removal as part of the initial phase of the Temporary Emergency Transit Lanes (TETL) project to reduce the impact of traffic congestion on essential transit services resulting from the COVID-19 pandemic as referenced in the Proclamation of the Mayor Declaring the Existence of a Local Emergency dated February 25, 2020 (COVID-19 Emergency); and amending Division II of the Transportation Code to designate temporary transit-only lanes on nine corridors, temporarily authorize the City Traffic Engineer to designate additional temporary transit-only lanes and create associated tow away areas as delineated on a map appended to the Transportation Code after a public hearing and under specific circumstances, and mandate that all such designations and approvals be in effect only until 120 days after the conclusion of the COVID-19 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.

### **PAGE 3.**

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. 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**

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. This significantly impacted San Francisco's transit system and required the San Francisco Municipal Transportation Agency (SFMTA) to reduce transit service. Specifically, the health order and the impacts of COVID-19 Emergency reduced both the supply and demand of transit service and other mobility services. In particular, the available transit operator workforce was decreased due to increased operator leave due to health and safety concerns and the elimination of overtime. Transit vehicle availability was also decreased due to increased cleaning requirements, leading to an approximately 30 percent reduction in service compared to the scheduled service hours in February 2020. In addition, individual transit vehicles are generally only able to carry one-third as many passengers as they could prior to the COVID-19 Emergency due to physical distancing requirements. As a result, people making essential trips who must use Muni have had access to fewer lines, with reduced frequency and capacity.

During the COVID-19 Emergency, traffic volumes have generally been lower than they were previously. As a result, Muni travel times have decreased by about 15% systemwide in the peak period. This has allowed buses to provide more frequent service with the same number of vehicles, which has helped to partially mitigate the effect of reduced operator availability and vehicle capacity. Notably, where the SFMTA has dedicated transit lanes, there was generally very little travel time savings post-COVID-19, because transit was already protected from traffic congestion. As traffic returns, transit service frequency across the City will be reduced further unless the SFMTA takes measures to protect transit from traffic congestion. Initial data from the Bay Bridge suggest that while transit ridership dropped roughly 90%, vehicle volumes only dropped 70% and has now grown 30% since April 2020. Vehicle traffic is returning faster than transit ridership and cities that are slightly ahead of us with the COVID-19 Emergency, such as Taipei, Shanghai, and Seoul, have seen massive increases in traffic congestion as people with means will choose to use their personal vehicles instead of riding transit.

## **PAGE 4.**

Since the adoption of the health order, the SFMTA has developed the Transportation Recovery Plan (TRP) and the Temporary Emergency Transit Lanes (TETL) project in close coordination with key stakeholders, public officials, members of the public and the Economic Recovery Task Force. The SFMTA proposes to implement an initial phase of the TETL project, a component of the TRP, which will create limited and temporary bus and taxi only lanes (some of which would also allow bicycles) in order to prevent essential Muni and taxi trips from being delayed in anticipated surging congestion and prevent gridlock for transit service as the City reopens. These temporary dedicated lanes facilitate higher frequency, more efficient transit service in order to allow transit riders to maintain social distancing. They will also reduce passengers' risk of exposure to COVID-19 through shorter Muni trips, by allowing Muni vehicles to avoid traffic delays. The proposed action also responds directly to the COVID-19 Emergency by creating temporary dedicated lanes for transit as well as emergency vehicles in order to safely transport patients, essential workers, and disaster service workers.

To help expedite the delivery of the TETL project, the SFMTA seeks authority to implement temporary transit-only lanes by:

- Approving a list of nine corridors on which the SFMTA can install temporary, reversible and/or adjustable parking and traffic modifications including signs, transit-only lanes, bus/taxi-only lanes, bus/taxi/bike-only lanes, left-turn restrictions, adjustments to parking regulations, and traffic lane configuration changes.
- Amending Division II of the Transportation Code to designate the nine temporary transit-only areas noted above.
- Amending Division II of the Transportation Code to delegate temporary authority to the City Traffic Engineer to approve temporary transit-only lanes and tow-away lanes as delineated on a map appended to the Transportation Code (Enclosure 2, Appendix A, after a public hearing, and based on specific circumstances.

All of the above 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 the expiration.

To safely create the temporary transit-only lanes under the TETL project, it is necessary to include associated left-turn restrictions and parking modifications. Given that the proposed legislation is temporary in nature, the proposed installation is intended to serve as an key phase of public outreach, by allowing community members to experience and evaluate the changes on a temporary basis.

### **Transit-Only Lanes:**

To support transit reliability, shorten transit travel times, and improve safety conditions in light of reduced capacity on Muni buses and increasing congestion, the SFMTA proposes to install additional temporary transit-only lanes on project corridors throughout the City, which would allow for future modifications to the COVID-19 Core Service Plan to increase coverage across the City and connect to additional essential services while minimizing the effects of congestion on transit service. In addition, there will also be turn restrictions at certain high-turn locations where a turn pocket is infeasible in order to provide for optimized traffic throughput and for traffic safety in support of the City's Vision Zero policy. The proposed TETL project would approve installation of, and amend

## **PAGE 5.**

Division II of the Transportation Code to designate, temporary transit-only lanes on the following corridors:

- Laguna Honda Boulevard, both directions, from Clarendon Avenue to Dewey Boulevard
- O'Shaughnessy Boulevard, both directions, from Portola Drive to 800 feet southerly
- Mission Street, both directions, from 11<sup>th</sup> to 1<sup>st</sup> Streets (making the current part-time transit-only lanes full-time)
- 7<sup>th</sup> Street, northbound, from Townsend to Market Streets
- 8<sup>th</sup> Street, southbound, from Market to Townsend Streets
- Masonic Avenue, both directions, from Haight to Geary Boulevard

In addition, the proposed TETL project would approve the installation of, and amend Division II of the Transportation Code to designate, temporary bus/taxi/bicycle-only lanes on the following three corridors where an existing class III bicycle facility already exists:

- Woodside Avenue, both directions, from Laguna Honda Boulevard to Portola Drive;
- Bosworth Street, both directions, from Elk to Arlington Streets;
- Presidio Avenue, both directions, from Sacramento to Geary Boulevard;

All of the proposed changes would be made with signs and paint that are easily reversible should permanent legislation not be adopted. In order for these proposed lanes to become permanent, additional CEQA, public outreach, and SFMTA Board approval would be required.

### **Conversion of part-time tow-away lanes:**

The proposed temporary parking and traffic modifications in the initial phase of the TETL project would convert the part-time tow-away restrictions to tow-away no stopping anytime on the following street segment in order to provide the required space for a 24/7 transit-only lane:

Mission Street, on one side of the street, from 11<sup>th</sup> to 1<sup>st</sup> Streets

The opposite side of Mission Street, where no parking is to be removed, will have the existing part-time tow-away restriction rescinded so that parking and loading will be allowed all day. This will allow residents and businesses to retain more parking during peak hours than in existing conditions where there is no parking allowed on both sides of the street during peak hours. The following parking removal will be necessary as part of the proposed project approvals: 91 general metered parking spaces and 49 un-metered spaces. Thirty-one metered yellow loading zones and 12 white zones will be relocated to adjacent streets (roughly one block away).

### **Proposed Project Parking and Traffic Modifications**

SFMTA staff proposes that the SFMTA Board approve the following temporary parking and traffic modifications associated with the TETL project at various locations throughout the City, which will expire 120 days after the termination or expiration of the COVID-19 Emergency:

- A. ESTABLISH - BUS AND TAXI ONLY LANE - Laguna Honda Boulevard, both directions, from Clarendon Avenue to Dewey Boulevard; O'Shaughnessy Boulevard, both directions, from Portola Drive to 800 feet southerly; Mission Street, both directions, from 11<sup>th</sup> to 1<sup>st</sup> Street; 7<sup>th</sup> Street, northbound, from Townsend to Market Street; 8<sup>th</sup> Street, southbound, from Market to

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- Townsend Street; Masonic Avenue, both directions, from Haight to Geary Boulevard;
- B. ESTABLISH - BUS, TAXI, BICYCLE ONLY LANE - Woodside Avenue, both directions, from Laguna Honda Boulevard to Portola Drive; Bosworth Street, both directions, from Elk to Arlington Street; Presidio Avenue, both directions, from Sacramento to Geary Boulevard;
- C. RESCIND - TOW-AWAY NO STOPPING 4 PM TO 6 PM MONDAY THROUGH FRIDAY - Mission Street, north side, from 11<sup>th</sup> to 9<sup>th</sup> streets; Mission Street, north side, from 8<sup>th</sup> Street to 274 feet easterly; Mission Street, north side, from 6<sup>th</sup> to 5<sup>th</sup> streets;
- D. RESCIND - TOW-AWAY NO STOPPING 7 AM TO 9 AM AND 4 PM TO 6 PM MONDAY THROUGH FRIDAY - Mission Street, south side, from 9<sup>th</sup> to 8<sup>th</sup> streets; Mission Street, south side, from 7<sup>th</sup> Street to 443 feet westerly; Mission Street, south side, from 7<sup>th</sup> to 6<sup>th</sup> streets; Mission Street, south side, from 3<sup>rd</sup> to 1<sup>st</sup> streets
- E. ESTABLISH - TOW-AWAY NO STOPPING ANYTIME - Mission Street, south side, from 11<sup>th</sup> to 9<sup>th</sup> streets (transit-only lane; removes 21 general metered parking spaces, 2 yellow metered spaces, 1 white zone); Mission Street, north side, from 9<sup>th</sup> to 8<sup>th</sup> streets (transit-only lane; removes 12 general metered parking spaces, 1 yellow metered space, 4 white zones); Mission Street, south side, from 8<sup>th</sup> Street to 363 feet east of 8<sup>th</sup> Street (transit-only lane; removes 8 general metered parking spaces, 1 yellow metered space, 2 white zones); Mission Street, north side, from 6<sup>th</sup> Street to 539 feet west of 7<sup>th</sup> Street (transit-only lane; removes 25 general metered parking spaces, 6 yellow metered spaces, 2 white zones); Mission Street, south side, from 6<sup>th</sup> Street to 5<sup>th</sup> Street (transit-only lane; removes 16 general metered parking spaces, 5 yellow metered spaces, 2 white zones); Mission Street, north side, from 3<sup>rd</sup> Street to 1<sup>st</sup> Street (transit-only lane; removes 27 general metered parking spaces, 5 yellow metered spaces, 5 white zones);
- F. ESTABLISH - NO LEFT TURN EXCEPT MUNI - Masonic Avenue, between Haight Street and Ewing Terrace
- G. ESTABLISH - YELLOW COMMERCIAL METERED ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY – Mission Street, north side, from 84 feet to 128 feet east of 11<sup>th</sup> Street (converts 2 general metered spaces, 1430 and 1428) #; Mission Street, south side, from 126 feet to 170 feet east of 9<sup>th</sup> Street (converts 2 general metered spaces, 1247 and 1245) #; Mission Street, south side, from 323 feet to 343 feet east of 7<sup>th</sup> Street (converts a general metered space, 1057) #; Mission Street, south side, from 131 feet to 151 feet west of 6<sup>th</sup> Street (converts a general metered space, 1017) #;
- H. ESTABLISH - YELLOW COMMERCIAL METERED ZONE, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – Mission Street, south side, from 139 to 161 feet east of Julia Street (converts 1 general metered space, 1145) #; Mission Street, south side, from 84 feet to 218 west of 7<sup>th</sup> Street (converts 5 general metered spaces, 1111, 1117, 1119, 1121, 1123) #; Mission Street, north side, from 78 feet to 98 feet east of 6<sup>th</sup> Street (converts a general metered space, 986) #; Mission Street, north side, from 230 feet to 252 feet east of 6<sup>th</sup> Street (converts a general metered space, 968) #; Mission Street, north side, from 325 to 347 feet east of 6<sup>th</sup> Street (converts a general metered space, 958) #; Mission Street, north side, from Mint Street to 46 feet westerly (converts 2 general metered spaces, 936 and 934) #; Mission Street, south side, from 38 feet to 98 feet west of New Montgomery Street (converts 3 general metered spaces, 641, 643, 645) #; Mission Street, south side, from 46 feet to 69 feet east of New Montgomery Street (converts a general metered space, 617) #; Mission Street, south side, from 30 feet to 50 feet west of 1<sup>st</sup> Street (converts a general metered space, 503) #;

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- I. ESTABLISH - WHITE PASSENGER ZONE, 7 AM TO 10 PM, DAILY – Mission Street, north side, from 108 to 196 feet east of 10<sup>th</sup> Street (converts 4 general metered spaces, 1332, 1330, 1328, and 1326) #;
- J. ESTABLISH - WHITE PASSENGER ZONE, AT ALL TIMES - Mission Street, south side, from 105 feet to 126 feet east of 9<sup>th</sup> Street (converts one general metered space, 1249) #; Mission Street, north side, from 102 feet to 144 feet east of 8<sup>th</sup> Street (converts 2 general metered spaces, 1182 and 1180) #; Mission Street, south side, from 161 feet to 216 east of Julia Street (converts 2 general metered spaces, 1143 and 1139) #; Mission Street, north side, from 46 feet to 134 west of Mint Street (converts 2 general metered spaces, 938 and 950) #; Mission Street, south side, from 165 to 222 feet east of 3<sup>rd</sup> Street (converts 2 general metered spaces, 673 and 669) #; Mission Street, south side, from 291 feet to 354 feet east of 2<sup>nd</sup> Street (converts 3 general metered spaces, 561, 557, 555) #

**Temporary Delegation of Authority to approve transit-only lanes and tow-away lanes to the City Traffic Engineer:**

Given the need to relieve traffic congestion as businesses reopen and help passengers reach essential services safely, there is an urgent need to quickly implement a suite of necessary pandemic-related street changes. To expedite these changes, staff recommends that the SFMTA Board also amend the Transportation Code to temporarily authorize the City Traffic Engineer to designate temporary transit-only lanes and create associated tow-away zones in corridors delineated on a map appended to the Transportation Code to reduce traffic congestion resulting from the COVID-19 Emergency. This authorization would be for the duration of the COVID-19 Emergency and up to 120 days after the conclusion of the emergency, and would be based upon a determination of public convenience and necessity that includes, but is not limited to, meeting the following criteria:

- A public hearing must be held before implementation of a corridor in order to gather feedback from local stakeholders, residents, and neighborhood and merchant groups.
- The street on which the Muni service is operating has seen more than a 12% peak time travel savings between pre-COVID-19 (February 2020) and COVID-19 (April 2020) or is on a Muni rail line.
- The street has current Muni service or is expected to within the 45 days of the determination.
- The corridor 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 the corridor has a Muni rail line.
- The maximum extent of all potential corridors has to be delineated on a map that will be appended to, and incorporated into, the proposed Section 602 of the Transportation Code as Appendix A.
- The proposed transit-only lanes would be in effect 24 hours a day, seven days a week.

SFMTA Board approval of the proposed Transportation Code amendments will significantly shorten the project approval phase of implementing certain limited transit-only lanes and associated tow-away zones, resulting in expedited implementation that will reduce traffic congestion and provide safer transit options during the pandemic by increasing transit frequency and reducing on-board crowding as well as reducing the amount of time transit riders must spend on board.



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Should the proposed action be approved, the SFMTA intends to continue to maintain an updated list of upcoming TETL projects going forward, including informational presentations and/or approval actions by the SFMTA Board as appropriate.

### **Public Hearing:**

As noted, amending the Transportation Code will authorize the City Traffic Engineer to implement certain traffic and parking modifications listed in the Transportation Code legislation following a public hearing. The public will be notified of the public hearing at which the proposed parking and traffic modifications by (1) a posting on at least two utility poles in the affected area for no less than ten calendar days prior to the hearing, and (2) via the SFMTA website consistent with Transportation Code requirements.

### **Construction and Evaluation:**

For the proposed TETL project, construction and 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 evaluations, including soliciting stakeholder feedback, measuring healthy and safety benefits, economic health, equity, neighborhood impacts, traffic safety, impacts to other road users, and transit performance. Results from the TETL project corridor evaluations will be publicized on the SFMTA website and SFMTA will report to the SFMTA Board of Directors 120 days after the conclusion of the COVID-19 Emergency, including evaluation findings and recommendations regarding the approved parking and traffic modifications.

## **STAKEHOLDER ENGAGEMENT**

Given the COVID-19 Emergency, SFMTA staff have had to rethink and develop a new way to engage with people. As these lanes are temporary in nature, the majority of the stakeholder engagement will happen after implementation, which will allow people to experience the impacts before providing feedback about the changes. The SFMTA will employ a suite of updated engagement options such as text message surveys, online meetings, website updates, phone banking, and other measures during our evaluation process to ensure particularly that engagement with marginalized communities is prioritized.

Additional public outreach and engagement will continue to inform the community about the temporary measures, as well as involve them in the evaluation of these measures to ensure that they align with San Francisco's economic recovery and policy values. The process will include multi-lingual communications such as notices at bus stops, social media posts, continued engagement with neighborhood groups, a public perception survey, and a dedicated project email address and phone number to facilitate additional stakeholder engagement. Initial stakeholder engagement has occurred at series of recent public meetings, including the May 19, 2020 SFMTA Board meeting, the June 2, 2020 SFMTA Board meeting, the June 6, 2020 SFMTA Citizens' Advisory Committee, and the June 23, 2020 San Francisco County Transportation Authority Board meeting. Many people were in support of the project but stressed that proper, thorough outreach has to be done, in particular to communities of concern, even with the shelter in place orders. Stakeholder engagement has also involved numerous meetings with various advocacy groups, Supervisor offices, and members of business, merchant and neighborhood groups. As a result of these meetings, the list of initial

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corridors proposed for legislation was reduced from 15 to nine to reflect concerns raised. The proposed project has also been vetted and informed by consultation with partner agencies via the Emergency Operations Center. The community was also informed of the proposal through on-site public notices for the nine initial corridors, a website, and blog posts. A mailing list of community stakeholders was also developed and used to send email updates.

## **ALTERNATIVES CONSIDERED**

The alternative to the TETL project is to not pursue temporary emergency transit-only lanes. If the proposed changes are not implemented, increasing congestion will lead to reduced transit service frequency and increased crowding on Muni. This would put riders at greater risk of exposure to COVID-19 and would slow down the City's economic recovery by failing to provide adequate transit service, leading to increased congestion and gridlock on the City's streets. Staff also considered seeking approval for additional transit-only lanes at the June 30, 2020 SFMTA Board meeting, but instead elected to adopt a phased approach to approval. This decision was based on feedback from community stakeholders and due to the need to further perform stakeholder engagement and create evaluation metrics prior to expanding the project to additional locations.

## **FUNDING IMPACT**

The initial phase components of the TETL project would cost approximately \$250,000. Since the designation of these transit-only lanes would benefit not only Muni service that is transporting essential workers, but more importantly emergency services such as paramedics, police department personnel, and fire department personnel, this project will use Transit Reliability Spot Improvement funds. Staff will be seeking Federal Emergency Management Agency (FEMA) and State reimbursement as it responds and facilitates the City's COVID-19 response during the pandemic. If these lanes are not constructed and given the impending financial crisis due the COVID-19 Emergency, there would likely need to be a 10% Muni service cut due to the additional travel time and reduced capacity needed to provide service on congested roadways and to provide for proper social distancing in a post COVID-19 era. In short, any service reductions would restrict the number of potential riders which would ultimately impact revenue.

## **ENVIRONMENTAL REVIEW**

The proposed TETL project is subject to the California Environmental Quality Act (CEQA). CEQA provides a statutory exemption from environmental review for emergency projects pursuant to Title 14 of the California Code of Regulations Section 15269. CEQA provides a categorical exemption for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities, including transit improvements such as bus lanes, pursuant to Title 14 of the California Code of Regulations Section 15301.

On June 10, 2020, the Planning Department determined (Case Number 2020-005472ENV) that the proposed TETL project is statutorily exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15269 and categorically exempt from CEQA pursuant to Title 14 of the

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California Code of Regulations Section 15301. A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco and is incorporated herein by reference.

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 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](http://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf). SFMTA staff have determined that items G-J are such final SFMTA decisions.

**RECOMMENDATION**

SFMTA staff recommends that the SFMTA Board of Directors approve temporary parking and traffic modifications, including designating transit-only lanes on nine corridors, turn restrictions, and parking removal as part of the initial phase of the Temporary Emergency Transit Lanes (TETL) project to reduce the impact of traffic congestion on essential transit services resulting from the COVID-19 pandemic as referenced in the Proclamation of the Mayor Declaring the Existence of a Local Emergency dated February 25, 2020 (COVID-19 Emergency); and amending Division II of the Transportation Code to designate temporary transit-only lanes on nine corridors, temporarily authorize the City Traffic Engineer to designate additional temporary transit-only lanes and create associated tow away areas as delineated on a map appended to the Transportation Code after a public hearing and under specific circumstances, and mandate that all such designations and approvals be in effect only until 120 days after the conclusion of the COVID-19 Emergency.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

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

WHEREAS, On January 30, 2020, the World Health Organization declared the COVID-19 outbreak a public health emergency of international concern; on January 31, 2020, the U.S. Department of Health and Human Services declared a Public Health Emergency for the United States; and, on February 25, 2020, San Francisco Mayor London Breed, issued a Proclamation Declaring the Existence of a Local Emergency within the City in response to the pandemic (COVID-19 Emergency), and,

WHEREAS, The Centers for Disease Control and Prevention (CDC) issued guidance to local and state jurisdictions and determined that the virus presents a serious public health threat, requiring coordination among state and local departments to ensure readiness for potential health threats associated with the virus; and,

WHEREAS, The San Francisco Department of Public Health (DPH), the Department of Emergency Management, and other City partners have been working successfully to implement CDC guidelines, but now require additional tools and resources to protect the public health given the current state of the epidemic and the need for a sustained response; and

WHEREAS, On March 16, 2020, San Francisco's Health Officer issued a Public Health Order requiring that residents remain in place, with the only exception being for essential needs which significantly impacted San Francisco's multimodal transportation system, and required the SFMTA to reduce transit service per the COVID-19 Muni Core Service Plan, and on May 28, 2020, the Mayor released a plan and timeline, informed by the Economic Recovery Task Force, to safely reopen San Francisco; and,

WHEREAS, The San Francisco Municipal Transportation Agency, in response to the COVID-19 Emergency and the City's reopening timeline, developed a Transportation Recovery Plan (TRP) that serves as a framework for temporary improvements to the multimodal transportation system; and,

WHEREAS, The Temporary Emergency Transit Lane (TETL) project, a component of the TRP, would provide temporary bus and taxi only lanes and bus, bicycle and taxi only lanes, which would serve to both reduce travel times and make transit service and essential trips safer and more reliable while also increasing transit service and safer bicycle conditions across the city; and,

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

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

- A. ESTABLISH - BUS AND TAXI-ONLY LANE - Laguna Honda Boulevard, both directions, from Clarendon Avenue to Dewey Boulevard; O'Shaughnessy Boulevard, both directions, from Portola Drive to 800 feet southerly; Mission Street, both directions, from 11<sup>th</sup> to 1<sup>st</sup> Street; 7<sup>th</sup> Street, northbound, from Townsend to Market Street; 8<sup>th</sup> Street, southbound, from Market to Townsend Street; Masonic Avenue, both directions, from Haight to Geary Boulevard;
- B. ESTABLISH - BUS, TAXI, BICYCLE-ONLY LANE - Woodside Avenue, both directions, from Laguna Honda Boulevard to Portola Drive; Bosworth Street, both directions, from Elk to Arlington Street; Presidio Avenue, both directions, from Sacramento to Geary Boulevard;
- C. RESCIND - TOW-AWAY NO STOPPING 4 PM TO 6 PM MONDAY THROUGH FRIDAY - Mission Street, north side, from 11<sup>th</sup> to 9<sup>th</sup> streets; Mission Street, north from side, from 8<sup>th</sup> Street to 274 feet easterly; Mission Street, north side, from 6<sup>th</sup> to 5<sup>th</sup> streets;
- D. RESCIND - TOW-AWAY NO STOPPING 7 AM TO 9 AM AND 4 PM TO 6 PM MONDAY THROUGH FRIDAY - Mission Street, south side, from 9<sup>th</sup> to 8<sup>th</sup> streets; Mission Street, south side, from 7<sup>th</sup> Street to 443 feet westerly; Mission Street, south side, from 7<sup>th</sup> to 6<sup>th</sup> streets; Mission Street, south side, from 3<sup>rd</sup> to 1<sup>st</sup> streets;
- E. ESTABLISH - TOW-AWAY NO STOPPING ANYTIME - Mission Street, south side, from 11<sup>th</sup> to 9<sup>th</sup> streets ; Mission Street, north side, from 9<sup>th</sup> to 8<sup>th</sup> streets Mission Street, south side, from 8<sup>th</sup> Street to 363 feet east of 8<sup>th</sup> Street ; Mission Street, north side, from 6<sup>th</sup> Street to 539 feet west of 7<sup>th</sup> Street ; Mission Street, south side, from 6<sup>th</sup> Street to 5<sup>th</sup> Street; Mission Street, north side, from 3<sup>rd</sup> Street to 1<sup>st</sup> Street;
- F. ESTABLISH - NO LEFT TURN EXCEPT MUNI - Masonic Avenue, between Haight Street and Ewing Terrace;
- G. ESTABLISH - YELLOW COMMERCIAL METERED ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY – Mission Street, north side, from 84 feet to 128 feet east of 11<sup>th</sup> Street; Mission Street, south side, from 126 feet to 170 feet east of 9<sup>th</sup> Street ; Mission Street, south side, from 323 feet to 343 feet east of 7<sup>th</sup> Street ; Mission Street, south side, from 131 feet to 151 feet west of 6<sup>th</sup> Street;
- H. ESTABLISH - YELLOW COMMERCIAL METERED ZONE, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – Mission Street, south side, from 139 to 161 feet east of Julia Street ; Mission Street, south side, from 84 feet to 218 west of 7<sup>th</sup> Street ; Mission Street, north side, from 78 feet to 98 feet east of 6<sup>th</sup> Street ; Mission Street, north side, from 230 feet to 252 feet east of 6<sup>th</sup> Street ; Mission Street, north side, from 325 to 347 feet east of 6<sup>th</sup> Street; Mission Street, north side, from Mint Street to 46 feet westerly ; Mission Street, south side, from 38 feet to 98 feet west of New Montgomery Street ; Mission Street, south side, from 46 feet to 69 feet east of New Montgomery Street ; Mission Street, south side, from 30 feet to 50 feet west of 1<sup>st</sup> Street;
- I. ESTABLISH - WHITE PASSENGER ZONE, 7 AM TO 10 PM, DAILY – Mission Street, north side, from 108 to 196 feet east of 10<sup>th</sup> Street;
- J. ESTABLISH - WHITE PASSENGER ZONE, AT ALL TIMES - Mission Street, south side, from 105 feet to 126 feet east of 9<sup>th</sup> Street Mission Street, north side, from 102 feet to 144 feet east of 8<sup>th</sup> Street ; Mission Street, south side, from 161 feet to 216 east of Julia Street ; Mission Street, north side, from 46 feet to 134 west of Mint Street ; Mission Street, south side, from 165 to 222 feet east of 3<sup>rd</sup> Street ; Mission Street, south side, from 291 feet to 354 feet east of 2<sup>nd</sup> Street; and,

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

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

WHEREAS, The SFMTA Board temporarily authorizes the City Traffic Engineer, based upon a determination of public convenience and necessity that includes, but is not limited to, meeting specific circumstances set forth in the Transportation Code, to approve temporary transit-only lanes and tow away lanes as delineated on a map to be appended to the Transportation Code, to be in effect during the COVID-19 Emergency, and which shall expire 120 days after the termination or expiration of the COVID-19 Emergency; and,

WHEREAS, The proposed TETL project is subject to the California Environmental Quality Act (CEQA); CEQA provides a statutory exemption from environmental review for emergency projects pursuant to Title 14 of the California Code of Regulations Section 15269; CEQA provides a categorical exemption for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities, including transit improvements such as bus lanes, pursuant to Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, On June 10, 2020, the Planning Department determined (Case Number 2020-005472ENV) that the proposed TETL project is statutorily exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15269 and categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, 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 at 1650 Mission Street 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, now, therefore, be it

RESOLVED, That the SFMTA Board of Directors approves the temporary parking and traffic modifications, as set forth in Items A through J above, as a part of the Temporary Emergency Transit Lanes (TETL) project; and be it further

RESOLVED, That the SFMTA Board of Directors amends the Transportation Code, Division II, to add Section 602 to designate temporary transit-only areas at the following locations: Laguna Honda Boulevard, both directions, from Clarendon Avenue to Dewey Boulevard; O'Shaughnessy Boulevard, both directions, from Portola Drive to 800 feet southerly; Mission Street, both directions, from 11th to 1st Street; 7th Street, northbound, from Townsend to Market Street; 8th Street, southbound, from Market to Townsend Street; Masonic Avenue, both directions, from Haight to Geary Boulevard; Woodside Avenue, both directions, from Laguna Honda Boulevard to Portola Drive; Bosworth Street, both directions, from Elk to Arlington Street; and Presidio Avenue, both directions, from Sacramento to Geary Boulevard; and be it further

RESOLVED; That the San Francisco Municipal Transportation Agency Board of Directors amends the Transportation Code, Division II, to also add to Section 602 a temporary authorization to the City Traffic Engineer, based upon a determination of public convenience and necessity that includes, but is not limited to, meeting specific circumstances set forth in the Transportation Code, to approve temporary transit-only lanes and tow away lanes as delineated on a map to be appended to the Transportation Code; and be it further

RESOLVED, That all actions approved pursuant to the amendments to the Transportation Code, and 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

RESOLVED, That SFMTA staff shall make a report to the SFMTA Board of Directors 120 days after the conclusion of the COVID-19 Emergency, including evaluation findings and recommendations regarding the approved parking and traffic modifications.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of June 30, 2020.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

# **EXHIBIT C**



## J Church Transfer Improvements - Update on Bus Substitution

Streeter, Jonathan <Jonathan.Streeter@sfmta.com>

Fri 9/11/2020 5:30 PM

To: MandelmanStaff, [BOS] <mandelmanstaff@sfgov.org>

Greetings!

I'm reaching out to all stakeholders on the Church and Market corridor just to let you know that we are planning to have the northbound J Church bus complete its route and terminate at the platform just south of Duboce Avenue, instead of at the platform on Market. This mirrors the longer-term route that the J Church will be making when it returns as a rail service.

We believe this will help alleviate the problem with buses laying over on the 200 block of Church Street that has continued to result from unpredictable traffic and passenger loads.

While our Transit team is working to make this happen, we also want to implement the new route in a careful manner and with appropriate messaging to passengers. We expect that it will take a few days, and I will keep you updated when I have more complete information.

Lastly, I want to mention that the new green (15 minute) zones are now in place on the 200 block of Church and we hope will be effective for food delivery and pick up on the block. We are gathering feedback from all parties on this evolving project and appreciate that it has been challenging.

Best

JP

**Jonathan "JP" Streeter**  
Public Relations Officer  
Communications Division



[Jonathan.Streeter@sfmta.com](mailto:Jonathan.Streeter@sfmta.com)

415.646.2109

San Francisco Municipal Transportation Agency  
1 South Van Ness Avenue, 3rd floor  
San Francisco, CA 94103





## COVID-19 Muni Rail Service Adjustments and Associated Stop, Street and Parking Changes – August 22<sup>nd</sup>, 2020 and Fall 2020

Since April 8, 2020, Muni has been operating a COVID-19 Muni Core Service Plan (2020-004707ENV) to support essential trips. In order to respond to changes in travel demand as conditions under the health order change and transit trips are expected to increase, the SFMTA proposes to modify COVID-19 Muni Core Service by scheduling the return of a modified Muni rail service on August 22, 2020, followed by an additional J Church rail service adjustment in Fall of 2020. These Muni rail service changes would necessitate temporary street, parking, and stop changes as described below. This service plan, including the J Church adjustment in the Fall, would provide transit service during the designated health emergency and are temporary. The stop, street, and parking changes implemented as part of the project are temporary and will expire 120 days after the retraction of the City's proclamation of the COVID-19 local emergency. An overall transit service plan for the city following the retraction of the health emergency would be presented to the SFMTA Board of Directors and any service associated stop, street and parking changes to be made permanent would need SFMTA Board of Directors approval.

To improve subway functionality and reduce train delays (which would shorten the amount of time riders spend on a train and in the subway and prevent overcrowding on trains to reduce COVID-19 exposure), SFMTA proposes that some Muni Metro rail lines operate only on the surface and outside of the subway. This surface operation would also allow SFMTA to add more cars to the Metro trains (running 2-car trains and eventually 3-car trains) that would increase capacity to support physical (social) distancing among riders. See Figure 1a showing the proposed COVID-19 modified Muni rail service routes.

All substitute Metro buses currently operating would be suspended with the return of Metro rail service. This includes the N Bus, L Bus, M Bus, and T Bus. The N Owl and L Owl bus service would continue to operate in late evening and early morning hours as usual. As a result of the several projects under construction along Taraval Street<sup>1</sup>, a bus shuttle service has been and would continue operating along a segment of the L Taraval where the tracks and overhead wires are under construction. The proposed project would maintain the L Construction Shuttle service by providing local stops between the San Francisco Zoo and Sunset Boulevard (westbound) and the SF Zoo and 32<sup>nd</sup> Avenue (eastbound). To avoid an additional transfer point resulting from the

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<sup>1</sup> These projects, which would result in upgrades to the existing track, overhead wire, sewer and water line infrastructure, include the L-Taraval Rail Replacement and Overhead Rehabilitation Project (2017-015308ENV), San Francisco Public Utilities Commission's Sewer Replacement Project (Case Number 2017-004381ENV), San Francisco Public Utilities Commission's Water Main Installation Project (2017-016132ENV). These projects are currently under construction and completion of these projects is expected in 2022.

COVID-19 modified Muni rail service, the L Construction Shuttle service route would be extended by providing express service between West Portal Station and Sunset Boulevard (westbound) and 32<sup>nd</sup> Avenue (eastbound), which would operate primarily along Santiago Street eastbound and along Taraval Street westbound. The westbound approach from West Portal Station would be along Ulloa Street and 15<sup>th</sup> Avenue. The eastbound approach to West Portal Station from Santiago Street would be along 15<sup>th</sup> Avenue, Taraval Street, Claremont Street, and Ulloa Street. See Figure 1b showing the proposed L Construction Shuttle service route.

### **Subway Metro Rail**

- The N Judah Metro rail service would return with two-car trains.
- More frequent S Shuttle trains would return between West Portal and Embarcadero stations with two-car trains. These shuttles would operate exclusively inside the subway tunnel and would not operate as surface rail. Later in the year, S Shuttle service may operate with three-car trains.
- The M Oceanview would return and be combined with the T Third which would allow the use of two-car trains on both these routes with the COVID-19 modified Muni rail service.

### **Surface Metro Rail**

The following Metro rail service would return on the following routes, but would no longer use the subway:

- The L Taraval and K Ingleside would be combined into an LK line and would no longer enter the subway at West Portal Station. While this new LK surface metro rail is intended to operate between Balboa Park Station and the SF Zoo, given the current construction along Taraval Street, the LK would initially operate between Balboa Park Station and 32<sup>nd</sup> Avenue (eastbound) and Sunset Boulevard (westbound) (with bus service to the zoo as described above). Riders who need to continue to downtown using rail service would need to transfer at West Portal Station, which would now be a transfer point to either the TM line or S Shuttles. Street and parking changes in the vicinity of the station would need to be implemented in order to support this new transfer point and are described in more detail below.

- J Church Service Phase 1

The J Church would no longer enter the subway at Duboce Avenue. The J Church service would instead terminate on Church Street at Market Street as part of the August Muni rail service changes. Riders who need to continue downtown using rail service would need to transfer to the TM line or S Shuttle at Church Street Station (Market and Church streets), or walk one block north to transfer to the N Judah at Duboce Avenue and Church Street. In addition, stop, street, and parking changes would be implemented on and around Church Street between Market and 15<sup>th</sup> streets in order to support this new J Church terminal/transfer point at Market and Church streets (J Church Phase 1).

### J Church Service Phase 2

In Fall 2020, SFMTA would further modify the J Church route and extend it from Church and Market Streets to Church Street at Duboce Avenue, which would be the new J Church terminal and would provide an additional transfer point. Additional street and parking changes would be implemented on and around Church Street between Duboce Avenue and 15th Street to support the Fall 2020 Muni rail service modification. Stop, street and parking changes associated with the J Church terminal and transfer point are described in more detail below.

The proposed route changes are summarized below in Table 1 and the proposed frequencies are shown in Table 2 below.

Figure 1a: COVID-19 Modified Muni Rail Service Routes



Figure 1b: COVID-19 L Construction Shuttle Service Route

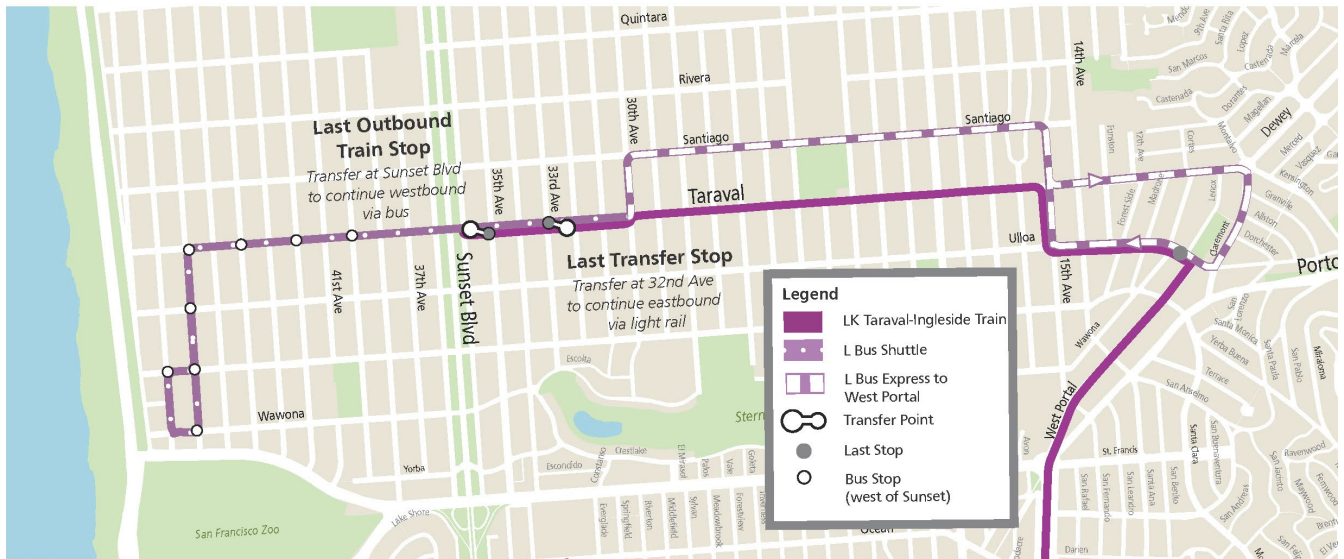


Table 1: Proposed COVID-19 modified Muni rail service route changes		
Line	Description of Service Change	Parking Changes
<b>N Judah Muni Metro (LRV)</b>	Return to service N Judah as surface-subway rail service (no changes to pre-COVID alignment).	N/A
<b>TM Third-Ocean View Muni Metro (LRV)</b>	Return to service as a combined T Third and M Ocean View (TM) surface-subway rail service between Balboa Park Station and Bayshore/Sunnydale Station.	N/A
<b>LK Taraval-Ingleside Muni Metro (LRV)</b>	Return to service as a combined L Taraval and K Ingleside (LK) surface-only rail service between Balboa Park Station and SF Zoo (rail service to 32 <sup>nd</sup> Avenue/Sunset Boulevard and bus service to the zoo).	Yes. Temporary parking removal related to rail service changes. <b>Details provided below.</b>
<b>L Taraval (L Bus) Construction Shuttle Express to West Portal Station</b>	Due to construction along Taraval Street, the L Construction Shuttle would continue providing service to local stops from the zoo to Sunset Boulevard (westbound)/32 <sup>nd</sup> Avenue (eastbound). The L Construction Shuttle service route would be extended by providing express service between Sunset Boulevard (westbound)/32 <sup>nd</sup> Avenue (eastbound) and West Portal Station (no	Yes. Temporary parking removal of two spaces related to temporary accessible boarding islands. <b>Details provided below.</b>

	stops in between) and would operate primarily along Santiago Street eastbound and along Taraval Street westbound. Details provided in description and on Figure 1b.	
<b>J Church Muni Metro (LRV)</b>	Return to operation as surface-only rail service between Balboa Park Station and Church and Market streets in August. In the Fall 2020, the service would be extended one block north to terminate on Church Street at Duboce Avenue.	Yes. Temporary parking removal and street closure related to rail service changes. <b>Details provided below.</b>
<b>S Shuttle Muni Metro (LRV)</b>	Return to operation as subway-only rail service between West Portal and Embarcadero stations. Initially, this would operate as 2-car trains and may be 3-car trains later in the year.	N/A.

Line	Weekday		Weekend	
	Time Span (approximate)	Frequency	Time Span (approximate)	Frequency
J Church	5am to 10pm	7 min	5am to 10pm	7 min
LK Taraval-Ingleside	5am to 10pm	7 min	5am to 10pm	7 min
N Judah	5am to 10pm	7 min	8am to 10pm	10 min
S Shuttle	5am to 10pm	7 mins	8am to 10pm	7 mins
TM Third-Ocean View	5am to 10pm	10 mins	8am to 10pm	10 mins

## **Associated Street and Parking Changes**

### **West Portal Station area**

As mentioned above, under the August 2020 Muni Rail service changes, L Taraval and K Ingleside riders headed towards downtown would need to transfer at West Portal Station. There would be S Shuttles running from West Portal to Embarcadero stations or riders can use the new TM route, a combination of the T Third and M Ocean View.

In order to provide ADA-compliant accessible (accessible) transfers, temporary street and parking changes would be made near West Portal Station. Temporary wayfinding and street signs would also be installed to support these changes. Specifically, the following changes are proposed as described below and as shown in Figure 2 below:

- Two accessible boarding ramps (approximate dimensions as follows: 32 feet long, 14 feet wide, 6 feet tall) would be built on Ulloa Street, one on each side of the street, between West Portal Avenue and Wawona Street for the new LK stops (See Figure 3 for an example of an accessible boarding ramp).
- The existing inbound 48 Quintara-24th Street/L-Owl bus stop on the southeast corner of Ulloa Street at West Portal Avenue and the 48 Quintara-24<sup>th</sup> Street terminal on the southwest corner of Ulloa Street at West Portal Avenue would be relocated westward to the southside of Ulloa Street between West Portal Avenue and Wawona Street. To accommodate these bus stop modifications, the following changes are also needed.
  - Two parking spaces on the south side of Ulloa Street, which are towaway zones during AM and PM peak hours, would be removed.
  - A part-time passenger loading zone on the south side of Ulloa Street would be removed.
  - Since the relocated terminal on Ulloa Street at Wawona Street can only accommodate one bus, a second terminal space would be installed on the north side of Vicente Street at West Portal Avenue, which would require removal of two metered parking spaces. This second terminal space would be used when two 48 buses are laying over at the same time.
  - The space vacated by the inbound 48 stop in the southeast corner of Ulloa Street at West Portal Avenue would be replaced with a passenger loading zone.
- The outbound L-Owl bus stop on Ulloa Street at Lenox Way would be shifted west to the northeast corner of Ulloa Street at Wawona Street. In addition, an L Construction Shuttle stop and terminal would be installed at the northwest corner of Ulloa Street at Wawona Street, which would require removing two parking spaces.
- The West Portal Library is located at 190 Lennox Way (at Ulloa Street). The library's white zone on Ulloa Street would be relocated to Lenox Way, where there currently is a green zone; to accommodate the change, the existing green zone would shift slightly north.
- Existing AM Peak period no left turn restrictions on Lenox Way southbound at Ulloa Street would be extended to all times of day.
- Painted safety zones and other striping would be installed on Ulloa Street to designate LK street-level passenger boarding/alighting areas.

Figure 2: Proposed Street and Parking Changes at West Portal





Figure 3: Example of a Temporary Accessible Boarding Island



## J Church

The J Church would return to service in two phases. In Phase 1, beginning in August 2020, service would terminate on Church Street, immediately south of Market Street. In fall, Phase 2 would include extending the J Church north to Duboce Avenue. Both phases would include a series of temporary street, parking, traffic, and transit passenger loading changes to accommodate the new service pattern. These changes are described in further detail below. Temporary wayfinding and street signs would also be installed to support these changes.

### Phase 1

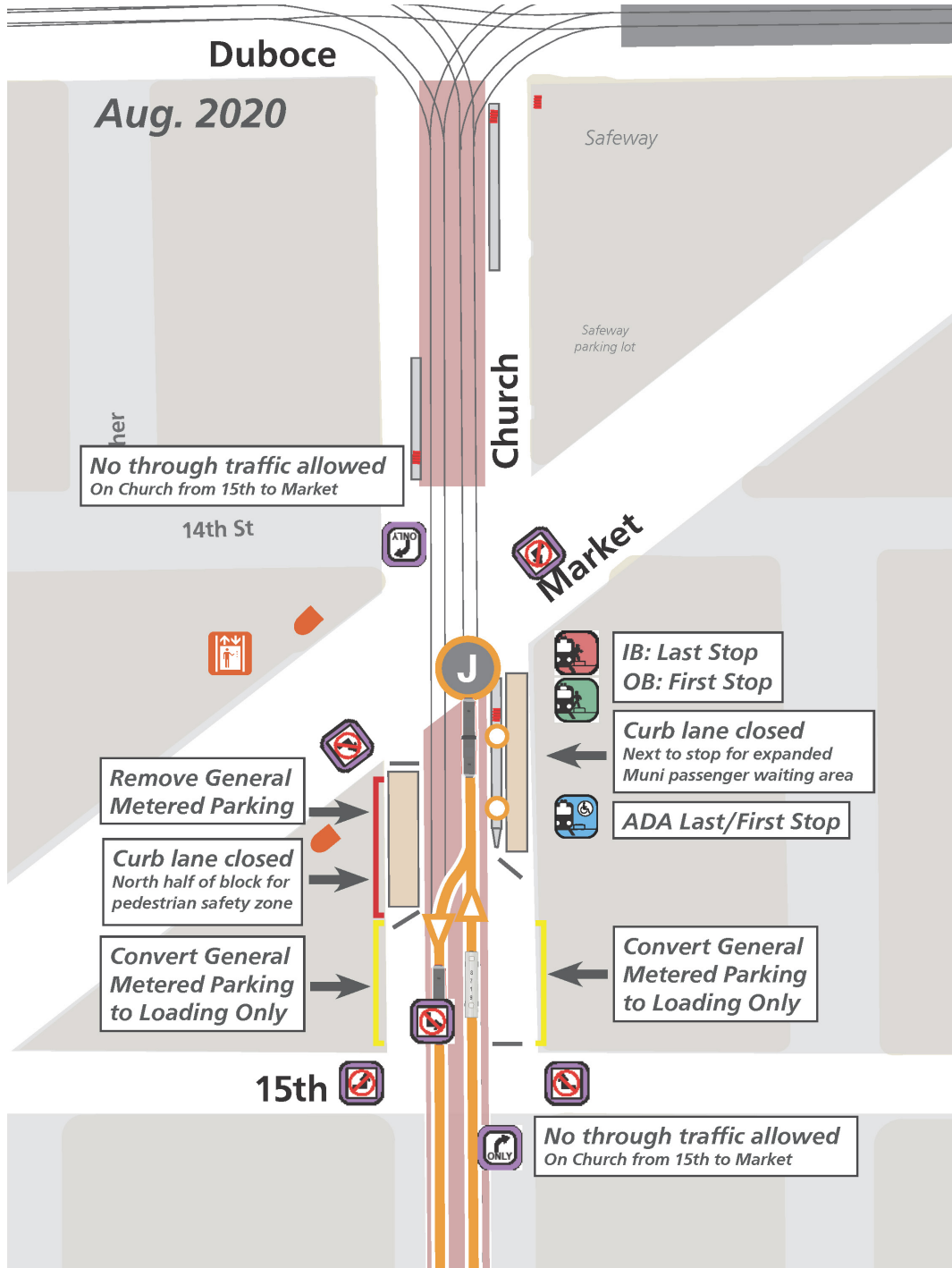
The J Church would terminate at Market and Church streets. The following street and parking changes are proposed on or around Church Street between Market and 15th streets in association with the Phase 1 J Church Terminal and Transfer modification (August 2020). See Figure 4. The changes include parking and traffic modifications that would restrict most private passenger vehicles on Church Street between 15<sup>th</sup> and Market streets to provide a safe space for J Church riders to board and disembark the light rail vehicles as they make the transfer between the J trains and Church Street Station. Portions of the curbside travel lanes on Church Street would be converted to J Church passenger loading zones to increase safety and support physical distancing for transferring riders.

Specifically, the travel lanes on the block of Church Street between 15<sup>th</sup> and Market streets would be restricted to Muni, paratransit, taxis, commercial vehicles, and bicycles only. Local resident

access would also be maintained as indicated below. Emergency vehicles would be exempt from any restrictions. See Figure 4 for a graphic illustrating the proposed changes. This would be effectuated through a series of required right turns and left turn restrictions, outlined below:

- At Church Street and Market Street:
  - Prohibit all vehicles (except emergency vehicles) from making a left turn from westbound Market Street onto southbound Church Street.
  - Require vehicles to turn right when traveling southbound on Church Street at Market Street/14th Street (Muni, paratransit, taxis, bicycles, commercial vehicles, emergency vehicles and local resident access would be exempted.)
  - Prohibit private vehicles from turning right from eastbound Market Street onto southbound Church Street (Muni, paratransit, taxis, bicycles, commercial vehicles, emergency vehicles and local resident access would be exempted.)
- At Church Street and 15th Street (Muni, paratransit, taxis, bicycles, commercial vehicles, emergency vehicles and local resident access would be exempted from vehicle restrictions below except for southbound Church Street):
  - Prohibit private vehicles from turning right from westbound 15<sup>th</sup> Street onto northbound Church Street.
  - Prohibit private vehicles from turning left from eastbound 15<sup>th</sup> Street onto northbound Church Street.
  - Prohibit all vehicles (except emergency vehicles) from turning left from southbound Church Street onto eastbound 15<sup>th</sup> Street.
  - Require vehicles to turn right when traveling northbound on Church Street at 15<sup>th</sup> Street.

Figure 4: Proposed Phase 1 J Church Terminal and Transfer modification



To support these traffic restrictions, traffic barriers would be installed using temporary materials that would be placed 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 15<sup>th</sup> Street and just south of the existing transit boarding island. Permitted vehicles accessing this block of Church Street southbound would do so via the track lane. To exit this block of Church Street northbound, permitted vehicles would enter the track lane to exit. Approximately five feet of clear space would be maintained in the curb lanes for bicycles to pass through without needing to enter the track lane.

The west side of Church Street, from Market Street to approximately 200 feet southerly, would have parking removed to create a temporary pedestrian safety zone that would reduce the crossing distance for riders transferring from the J Church to Church Street Station. This space would also facilitate future installation of a J Church passenger loading area and a temporary accessible boarding ramp in phase 2 of the project. The southbound curbside travel lane would be closed for the first 200 feet south of Market Street as well and would be incorporated into this pedestrian safety zone. The rest of the southbound curb lane would be open for commercial vehicles and local access. Separately, some of the closed curb lane spaces on both sides of the street could potentially be used for a Shared Space that would allow outdoor dining or other retail uses. If pursued, this would go through the Shared Space Program approval process, which has its own existing environmental clearance (Planning Case No. 2020-005496ENV).

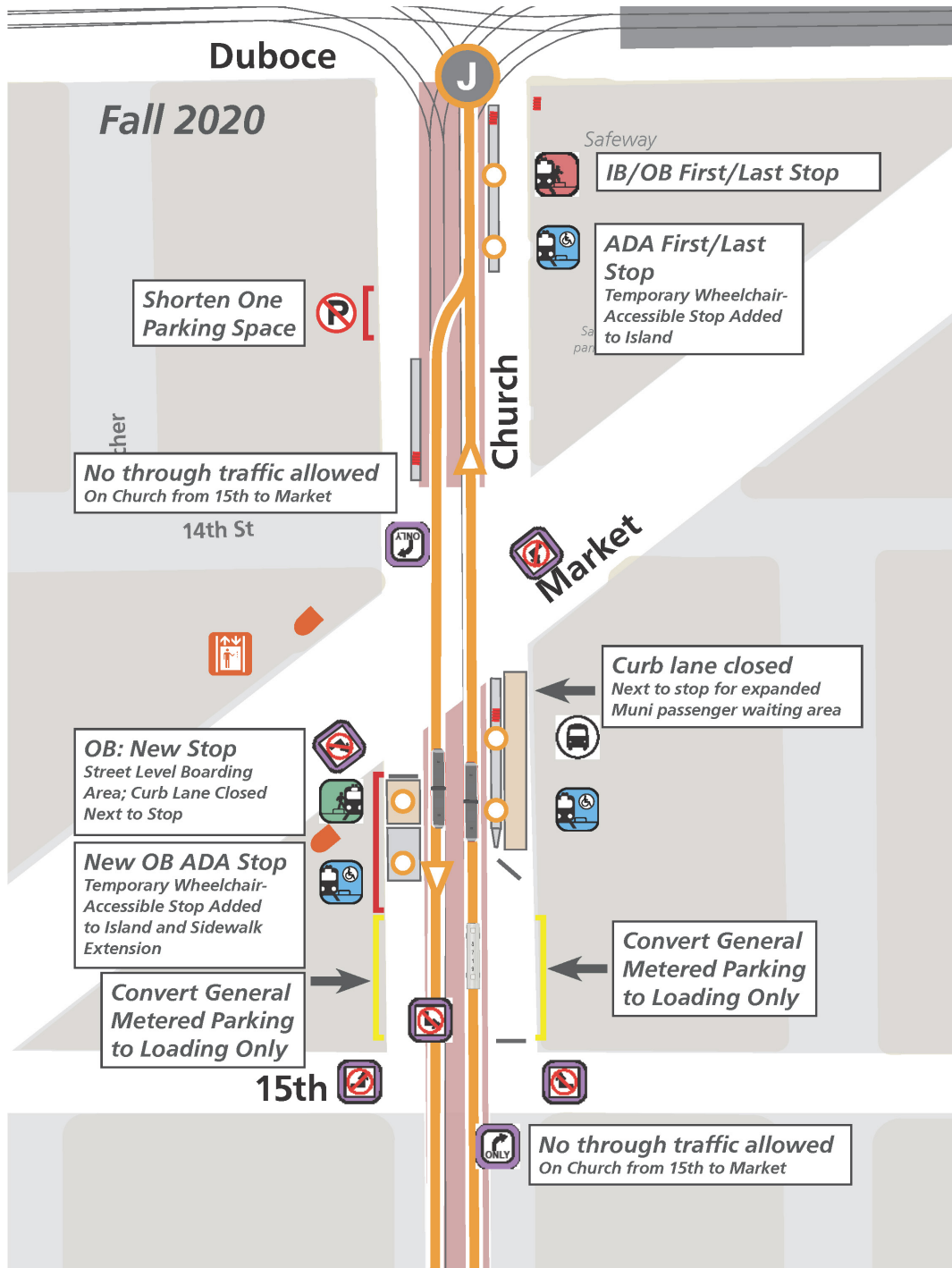
In the northbound direction, a J Church passenger loading zone would be established in the existing curb lane, adjacent to the existing boarding island and wheelchair accessible stop. The purpose of this passenger loading zone is to provide additional space for people to maintain physical distancing when boarding and getting off of (alighting) the J Church train. South of this passenger loading zone, the curb lane would still be open to commercial vehicles and other permitted vehicles.

Eight net new 30-minute commercial loading zones would be created on both sides of Church Street by converting existing general metered parking spaces to loading zones to facilitate local commercial loading at all remaining parking spaces on the block. Finally, three new 15-minute green zones or green meters would be installed on 15<sup>th</sup> Street and on Market Street at the corners nearest to Church Street by converting existing parking spaces. The green zones/spaces would provide a short-term parking option for people visiting Church Street businesses. These green meter and zone spaces would be in effect from 9 AM to 6 PM, Monday through Saturday.

## Phase 2

Phase 2 J Church Terminal and Transfer modification (anticipated Fall 2020) would introduce changes to Church Street between Market Street and Duboce Avenue and also further modify Church street between 15<sup>th</sup> Street and Market Street. See Figure 5 for a graphic summarizing the proposed changes with detailed description for each block provided below.

Figure 5: Proposed Phase 2 J Church Terminal and Transfer modification



*Church Street - Market Street to Duboce Avenue:*

To provide a direct transfer to the N Judah for J Church riders, a new inbound temporary accessible boarding island would be constructed on Church Street in the northbound direction south of Duboce Avenue. The accessible boarding island would be built on top of the existing northbound center lane transit island just south of Duboce Avenue and would have the approximate dimensions as follows: 32 feet long, 14 feet wide, 6 feet tall from the roadway level. (See Figure 3 for an example of an accessible boarding ramp).

In addition, there would be minor parking and traffic modifications on the west side of this block of Church Street in order to facilitate the train turnback movements via an existing track switch located approximately at the northernmost Safeway parking lot entrance. An existing commercial loading zone on the west side of Church Street midblock would be shortened and potentially shift farther north in order to allow space for the train's dynamic envelope (space the train needs to make turns) when turning back.

In addition, the SFMTA may relocate the existing access into the Safeway parking lot for vehicles traveling southbound on Church Street. There are two driveways along Church Street to access the Safeway parking lot. Currently, vehicles driving southbound on Church Street can turn left into the Safeway parking lot using the northern driveway (and vehicles are prohibited from turning left into the southern driveway.) The SFMTA is considering moving the southbound Church Street Safeway vehicle access from the northern driveway to the southern driveway. This would mean prohibiting the existing southbound left turn for all vehicles into the northern Safeway driveway and reopening the southbound left turn for all vehicles into the southern Safeway driveway. This would also mean that access to the Safeway loading docks would be limited to Market Street. The SFMTA is still evaluating this change and may elect to maintain existing conditions.

*Church Street - 15<sup>th</sup> Street to Market Street:*

To provide a more direct connection to Church Street Station, a new outbound transit stop and temporary accessible boarding island would be constructed on Church Street in the southbound direction just south of Market Street. The accessible boarding island would have approximate dimensions as follows: 48 feet long, 20 feet wide, 6 feet tall (See Figure 3 for an example of an accessible boarding ramp). All other traffic circulation on this block of Church Street would remain the same as described in Phase 1, although SFMTA may elect to reopen the block to all northbound traffic if it is 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. The outbound 22 Fillmore<sup>2</sup> bus stop on the northside of Market Street may be relocated from its existing stop on Church Street at 14<sup>th</sup> Street to this new temporary stop shared with the J Church to facilitate a seamless transfer, although SFMTA may keep the 22 Fillmore stop near side of the intersection, if needed for operational reasons.

<sup>2</sup> The outbound direction of the 22 Fillmore is towards the Mission and Potrero Hill neighborhoods.

The specific actions are being taken to prevent and mitigate a public health emergency and are temporary in nature. The stop, street, and parking changes implemented as part of the project are temporary and will expire 120 days after the retraction of the City’s proclamation of the COVID-19 local emergency. An overall transit service plan for the city following the retraction of the health emergency would be presented to the SFMTA Board of Directors and any service associated stop, street and parking changes to be made permanent would need SFMTA Board of Directors approval.

**Approvals:**

The proposed COVID-19 Muni Rail Service adjustments would require approval by the SFMTA Director of Transit. The associated stop, street, and parking changes would require approval by the SFMTA City Traffic Engineer.

**Approval Action:**

In accordance with Chapter 31.04 of the San Francisco Administrative code, the Approval Action of the project would be the approval of the COVID-19 Muni Rail Service adjustments by the SFMTA Director of Transit.

**Statutorily Exempt pursuant to CEQA Guidelines Section 15269(c) Emergency Projects and pursuant to Public Resources Code Section 21080(b)(10) and CEQA Guidelines Section 15275 Specified Mass Transit Projects.**

*Melinda Hue* 8/12/20

Melinda Hue Date  
San Francisco Municipal Transportation Agency

*Laura C. Lynch* 8/12/2020

Laura Lynch Date  
San Francisco Planning Department



2020-007286ENV

## COVID-19 Muni Bus Service Adjustments and Associated Stop, Street and Parking Changes – August 22, 2020

Since April 8, 2020, Muni has been operating a COVID-19 Muni Core Transit Service Plan (Core Service Plan) for transit (2020-004707ENV) to support essential trips. The San Francisco Municipal Transportation Agency (SFMTA) has since seen an increase in the number of riders that are using transit for their essential trips. As such, the SFMTA proposes to modify the Core Service Plan on August 22, 2020 by making bus service changes in addition to the return of Muni Rail service. The Muni Rail service changes and the L Bus Construction Shuttle changes constitute a separate project that is evaluated in a separate environmental document (Case No. 2020-007183ENV). The modifications to Muni Core Bus Service would be supported by the Temporary Emergency Transit Lanes program, which would install temporary transit lanes along some of the corridors in the Core Service network (Case No. 2020-005472ENV).

A key goal of the transit service modifications is to support the community's increased travel needs as the COVID-19 pandemic continues. Adding more frequent service on targeted routes would address crowding, pass-ups, and improve physical distancing between riders onboard buses. These bus service changes would provide transit service during the designated health emergency and are temporary. Any stop, street, and parking changes implemented as part of these bus service changes are temporary and will expire 120 days after the retraction of the City's proclamation of the COVID-19 local emergency. An overall transit service plan for the city following the retraction of the health emergency would be presented to the SFMTA Board of Directors and any service associated stop, street and parking changes to be made permanent would need SFMTA Board of Directors approval.

The following Muni routes would return to service, or have adjustments made to their routes, days of operations, and/or frequencies on August 22, 2020:

### 7 Haight-Noriega

- Service would be extended east past its current temporary terminal at Funston Avenue and Irving Street to include the full route between Ortega Street and 48<sup>th</sup> Avenue and downtown. This would provide restored service to Haight and Market streets as the N Bus Substitution would be discontinued because N Judah rail service would be restored.
- Service would be provided by 60-foot coaches instead of 40-foot coaches to provide more capacity on the buses and improve the ability for riders to physically distance on the bus.



## 12 Pacific Community Shuttle

- Service would be extended south from Sansome and Washington streets to include serving Market Street via Sansome Street.
- By extending service into the Financial District, SFMTA is addressing a customer priority and providing connections to additional transit routes, essential services and regional transit connections such as BART, AC Transit, and Golden Gate Transit.

## 14 Mission

- Bus mode change from 60-foot motor coach to 60-foot electric trolley coach.

## 28 19<sup>th</sup> Ave

- Service would be restored on weekends using the current shortened route between Daly City BART and California Street and 7<sup>th</sup> Avenue. Service on the weekends would provide weekend connections for essential workers arriving on BART and traveling to a number of medical facilities on Geary and California Streets. This service increase would also allow essential trips to Stonestown Galleria (shopping mall) and other destinations for groceries and other essential services.

## 37 Corbett

- With the return of Muni Metro rail service, there would no longer be any local Upper Market area bus service between the Van Ness Avenue/Market Street area and the Castro district, so the 37 Corbett would return to service on a modified route between the intersections of Parkridge Drive and Burnett Avenue and Market Street and Van Ness Avenue, travelling along Market Street making local stops east of Church Street.
- This modified 37 Corbett service responds to feedback from Muni customers identifying service on upper Market area and access to the hilly Twin Peaks neighborhood as a priority.
- This route would connect riders with grocery stores, hospitals, and other transit connections.
- To provide additional capacity, the route would be served by a 40-foot coach, instead of the typical 30-foot coach under pre-COVID operation. Therefore, parking would be removed to accommodate the longer coaches.
  - A new bus zone would be created on Parkridge Drive at the northwest corner of Burnett Avenue in order to accommodate the longer buses (loss of 3 parking spaces).
  - The route would need minor temporary parking and traffic changes in order to turn around at 11<sup>th</sup> Street and Market Street. These changes would consist of allowing Muni buses to make a left turn from 11<sup>th</sup> Street onto westbound Market Street. In addition, to install a new bus layover terminal along the east side of 11<sup>th</sup> Street between Market and Mission streets, three yellow commercial metered parking spaces and a 101-foot long white passenger loading zone would be removed. These loading spaces are not being well-used under the current

conditions and there are 2 yellow commercial metered parking spaces and a 20-foot long white passenger loading zone on the west side of 11<sup>th</sup> Street that can be used.

- Due to the route being served by 40-foot coaches, there would be daylighting at several locations (listed below) where red color curb would be applied; no red color curb would extend beyond 20-feet in length. The locations are as follows: Corbett Avenue and 17<sup>th</sup> Street intersection (2 daylighting locations); Corbett Avenue and Ord Street intersection; Corbett Avenue and Clayton Street intersection; Portola Drive and Market Street intersection; Burnett Avenue and Portola Drive intersection; Crestline Drive and Parkridge Drive intersection (2 daylighting locations); Corbett Avenue near 470 Corbett Avenue; Crestline Drive near the driveway of 41 Crestline Drive; Crestline Drive, near the driveway of 40 Crestline Drive; and Parkridge Drive, near the driveway of 90 Parkridge Drive. Approximately 4 non-metered parking spaces would be removed as a result of the daylighting.

### 38 Geary

- In response to feedback from Muni customers regarding service from the VA Hospital and the Vista Del Mar area, the 38 Geary service would be modified so that between 6 AM and 9 PM daily, half of the buses would terminate at the Geary Boulevard and 32<sup>nd</sup> Avenue terminal, while the other half would terminate at Fort Miley/VA Hospital. At all other times, all 38 Geary trips would terminate at 48<sup>th</sup> Avenue and Point Lobos.
- The 38 Geary buses terminating at Fort Miley/VA Hospital would layover and then proceed on the inbound route, picking passengers up at the existing stop locations.

### 44 O'Shaughnessy

The 44 O'Shaughnessy is currently operating a shortened route between the Bayview district and Forest Hill Station. In response to feedback from Muni customers regarding cross town service and access to Laguna Honda and UCSF Parnassus hospitals, the 44 O'Shaughnessy would return to its original pre-COVID-19 full route between the Bayview district and California Street and 6<sup>th</sup> Avenue.

### 45 Union-Stockton

- The 45 Union-Stockton is not currently operating. In response to feedback from Muni customers about crowding on the 8 Bayshore and 30 Stockton bus routes in the Chinatown neighborhood, the 45 Union-Stockton would return to its original pre-COVID-19 full route between the intersections of Lyon and Greenwich streets and Townsend and 4<sup>th</sup> streets.

### 48 Quintara-24<sup>th</sup> Street

- In response to feedback from Muni customers about more crosstown bus service and more access to hospitals such as SF General Hospital and Trauma Center, the 48 Quintara-

24<sup>th</sup> Street would return with a modified, short route between West Portal Station and 20<sup>th</sup> and 3<sup>rd</sup> streets. This segment carries the highest proportion of riders.

- In order to operate with an improved frequency, the route would take a simplified alignment in Noe Valley, by using Diamond Street to get directly to Clipper Street from 24<sup>th</sup> Street. This means that the 48 Quintara-24<sup>th</sup> Street would not travel on Grandview, Douglass, 21<sup>st</sup>, or Hoffman streets. In order to achieve this alignment, five red zones (no parking or stopping) would be installed in the area near the Clipper Street and Diamond Street intersection and the Diamond Street and 24<sup>th</sup> Street intersection, which would result in a loss of 4 parking spaces.
- Note that as part of a separate project, the Muni Rail service changes (Case No. 2020-007183ENV), the existing inbound 48 Quintara-24<sup>th</sup> Street/L-Owl bus stop on the southeast corner of Ulloa Street at West Portal Avenue and the 48 Quintara-24<sup>th</sup> Street terminal on the southwest corner of Ulloa Street at West Portal Avenue would be relocated westward to the southside of Ulloa Street between West Portal Avenue and Wawona Street to support transfers for the new LK rail transit line.

#### 49 Van Ness/Mission

- To increase capacity, the 49 Van Ness/Mission route would be serviced by 60-foot motor coaches instead of 40-foot motor coaches.

#### 54 Felton

- The 54 Felton is currently operating between the intersections of San Jose and Geneva avenues and Newhall Street and Hudson Avenue. In response to feedback from Muni customers about more crosstown service and connectivity to the Oceanview neighborhood for trips to grocery stores and other essential services, the 54 Felton would return to its full pre-COVID-19 route between the Hunters Point neighborhood (at 3<sup>rd</sup> Street and Newhall Street) and Daly City BART in addition to restoring weekend service.

#### 67 Bernal Heights

- The 67 Bernal Heights is not currently operating. In response to feedback from residents of the Alemany Apartments, an affordable housing development on Ellsworth Street, the 67 Bernal Heights route would return to its full pre-COVID-19 route between the intersections of Ellsworth Street and Crescent Avenue and 24<sup>th</sup> and Mission streets.

Figure 1 below shows the entirety of the COVID-19 Core Service Plan following the August 22, 2020 adjustments.

### Improving Frequency

In addition to the above route modifications, the following routes would have more frequent service to provide more capacity for physical distancing between riders: 8 Bayshore; 9 San Bruno; 9R San Bruno Rapid; 12 Pacific Community Shuttle; 14 Mission; 19 Polk; 22 Fillmore; 24 Divisadero; 25 Treasure Island; 28 19<sup>th</sup> Ave; 29 Sunset; 43 Masonic; and 44 O'Shaughnessy.

Figure 1: COVID-19 Core Service Plan following August 22, 2020 Changes



The specific actions to increase bus service are being taken to prevent and mitigate a public health emergency and are temporary in nature. The stop, street, and parking changes implemented as part of the project are temporary and will expire 120 days after the retraction of the City’s proclamation of the COVID-19 local emergency. An overall transit service plan for the city following the retraction of the health emergency would be presented to the SFMTA Board of Directors and any service associated stop, street and parking changes to be made permanent would need SFMTA Board of Directors approval.

**Approvals:**

The proposed COVID-19 Muni Bus Service adjustments would require approval by the SFMTA Director of Transit. The associated stop, street, and parking changes would require approval by the SFMTA City Traffic Engineer.

**Approval Action:**

In accordance with Chapter 31.04 of the San Francisco Administrative code, the Approval Action of the project would be the approval of the COVID-19 Muni Bus Service adjustments by the SFMTA Director of Transit.

**Statutorily Exempt pursuant to Public Resources Code Section 21080(b)(4) and CEQA Guidelines Section 15269(c), specific actions necessary to prevent or mitigate an emergency, and pursuant to Public Resources Code 21080(b)(10), the institution or increase of passenger or commuter services on rail or highway rights-of-way already in use, including modernization of existing stations and parking facilities. For purposes of this paragraph, "highway" shall have the same meaning as defined in Section 360 of the Vehicle Code. Pursuant to this section, highway includes street.**

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*Melinda Hue*                      8/14/20

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Melinda Hue                      Date  
San Francisco Municipal Transportation Agency

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*Debra Dwyer*                      8/14/20

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Debra Dwyer                      Date  
San Francisco Planning Department

REUBEN, JUNIUS & ROSE, LLP

35012

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10/01/20	21 San Francisco Planning Department 8776.07 - CEQA Appeal File No. 201116	100120	665.00		665.00

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