

**From:** [Mary Miles](#)  
**To:** [BOS Legislation, \(BOS\)](#)  
**Subject:** 7-30-20 NOTICE OF APPEAL TO BOARD OF SUPERVISORS  
**Date:** Thursday, July 30, 2020 3:59:41 PM  
**Attachments:** [7-30-20 BOS APPEAL TETL PROJECT\\_attachments1-tf.pdf](#)

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**TO:**  
Angela Calvillo, Clerk  
San Francisco Board of Supervisors  
City Hall, Room 244  
San Francisco, CA 94102  
[bos.legislation@sfgov.org](mailto:bos.legislation@sfgov.org)

**DATE:** July 30, 2020

**RE:** Notice of Appeal of Exemption No. 2020-005472ENV

Attached please find in pdf format Appellant's Notice of Appeal (Appeal letter) to the Board of Supervisors of Exemption No. 2020-005472ENV, dated June 10, 2020, with Attachments A - C.

Appellant files this Appeal electronically, since the Board of Supervisors' office is closed. Per information provided by the Clerk of the Board of Supervisors, Appellant was advised that payment is not due until the Board resumes scheduling and schedules hearing on this Appeal. Appellant therefore will await further advice from the Clerk on when payment is due. Appellant has attached an Application for Fee Waiver along with this Notice of Appeal.

If there is any problem with the attached filing, or if you need any other

documents, please advise me by return e-mail. Please also advise that the Board of Supervisors has received this Appeal.

Thank you.

Mary Miles  
Attorney at Law  
364 Page St., #36  
San Francisco, CA 94102

FROM:  
Mary Miles (SB #230395)  
Attorney at Law for Coalition for Adequate Review  
364 Page St., #36  
San Francisco, CA 94102

TO:  
Angela Calvillo, Clerk  
San Francisco Board of Supervisors  
City Hall, Room 244  
San Francisco, CA 94102

DATE: July 30, 2020

BY E-MAIL TO: bos.legislation@sfgov.org

**NOTICE OF APPEAL OF CEQA EXEMPTION(S) OF MTA'S TEMPORARY  
EMERGENCY TRANSIT LANES PROJECT ("TETL")**

PLEASE TAKE NOTICE that Coalition for Adequate Review hereby appeals to the San Francisco Board of Supervisors the environmental determination(s) of the San Francisco Planning Department and the June 30, 2020 approval and all actions implementing the San Francisco Municipal Transportation Agency's ("MTA's") Temporary Emergency Transit Lanes Project ("TETL") Project, which is neither "temporary" nor exempt from the California Environmental Quality Act ("CEQA"), Pub. Res. Code §§ 21000 *et seq.* Please distribute a copy of this Notice of Appeal to each Board member and place a copy in all applicable files on the Project.

Attachments:

EXHIBIT A: MTA Board Resolution No. 200630-062, June 30, 2020 approving the Project [The referenced "map" was not attached to the MTA document];  
EXHIBIT B: San Francisco Planning Department's Categorical and Statutory Exemption No. 2020-005472 <sup>1</sup>;  
EXHIBIT C: July 21, 2020, MTA map of proposed Project.

On June 30, 2020, MTA announced it would illegally implement its TETL Project with *no* opportunity for public appeal to this Board in violation of CEQA and Chapter 31 of the San Francisco Administrative Code. (Exh. A.)

MTA's proposed "initial phase" of its TETL Project **removes an unstated number of traffic lanes, turning lanes, loading zones, and 837 parking spaces**, to install exclusive bus-only and "emergency bicycle lanes" on city streets. (Categorical and Statutory

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<sup>1</sup> The Exemption document was not available before the June 30, 2020 MTA Board meeting, and it was then backdated to June 10, 2020

Exemption 2020-0054472 ENV, MTA Memorandum, Ian Trout, SFMTA, to Laura Lynch, SF Planning Dept., June 10, 2020 ["6/10/20 MTA Memo"] p. 3.) The Project would convert travel and parking lanes to bus-only, "emergency" bicycle lanes, or bike/bus/taxi-only "HOV" lanes. (6/10/20 MTA Memo, pp. 2-9.) The Project would also remove turning lanes, loading zones and motorcycle parking. (6/10/20 MTA Memo, p. 11.)

MTA states, "The proposed changes...are to facilitate members of the public maintaining six feet social distance while making essential trips by bus or bicycle modes." (6/10/20 MTA Memo, p. 10.) MTA: since "social distancing" means very low occupancy on buses, traffic and parking lanes supposedly must be eliminated to create special bus and bicycle-only lanes "to support essential trips," "allow for better physical distancing, and maintain transit reliability for essential trips in light of increasing congestion." (6/10/20 MTA Memo, p. 1.)

However, as MTA admits, transit ridership has declined by 90%, and travel by other motor vehicles is only 60% of pre-Covid levels. (MTA Fiscal Year 2021-2022 Update, June 30, 2020, p. 12.)

The Project also proposes removing hundreds of parking spaces to create bicycle lanes "to facilitate members of the public maintaining six feet social distance while making essential trips by bus or bicycle modes." (6/10/20 MTA Memo, pp. 9-10 [emphasis added].) No evidence is provided of *any* potential increase in *essential* trips by bicycles or buses.

The "initial phase" of the Project targets full streets or segments of: Mission Street; Potrero Avenue; Laguna Honda Boulevard; Woodside Avenue; O'Shaughnessy Boulevard; Castro Street; Divisadero Street; California Street; Sacramento Street; Clay Street; 7th Street from Townsend Street to Market Street; 8th Street (from Townsend Street to Market Street); Masonic Avenue; Presidio Avenue; Fulton Street; 4th Street; Geary Boulevard; Haight Street; Lincoln Way; Ulloa Street; West Portal Avenue; Church Street; Park Presidio/Crossover Drive; Post Street; Sutter Street; Ocean Avenue; Hyde Street; Eddy Street; Larkin Street; Geneva Avenue; 19th Avenue/Junipero Serra Blvd.; and Veterans Blvd/Presidio Parkway/Richardson Ave/Lombard Street. (6/10/20 MTA Memo, pages 4 - 8].)

**Parking removals would include 837 metered, unmetered, yellow, white, and blue parking spaces:**

68 spaces on Bayshore Boulevard from Silver Avenue to Cesar Chavez, due to a "proposed bikeway;"

155 spaces on Mission Street from 11th Street to 1st Street;

148 spaces on Sacramento Street from Arguello Boulevard to Steiner Street;

124 spaces on Clay Street, including 9 spaces on Clay Street from Gough Street to Van Ness Avenue, 69 spaces on Clay Street from Larkin to Powell Street, and 46 spaces on Clay Street from Powell to Sansome Street;

14 spaces on Haight Street from Webster to Buchanan Streets;



120 spaces on Lincoln Way from 2nd Avenue to 23rd Avenue;  
2 spaces on Ulloa from Wawona Street to West Portal Avenue;  
50 spaces on West Portal Avenue from Vicente to Ulloa Streets;  
23 spaces on Church Street from 15th to Market Streets;  
60 spaces, including 4 blue spaces on Post Street from Gough to Market Streets  
"due to proposed bikeway;"  
41 spaces on Sutter Street, including 17 spaces on Sutter Street from Kearny to  
Gough Streets "due to proposed bikeway," and 24 spaces on Sutter from Market to  
Kearny Streets;  
16 spaces on Eddy Street from Polk to Hyde Streets; and  
209 spaces, including one blue space on Geneva Ave. from Ocean Ave to Santos  
Street "due to proposed bikeway."  
(6/10/20 MTA Memo, pp. 4-8.)

The Project also amends the City's Transportation Code to “temporarily authorize the City Traffic Engineer to designate temporary transit-only lanes and create associated tow-away zones in corridors on a map to be appended to the Transportation Code to reduce traffic congestion resulting from the COVID-19 Emergency.” (MTA Board, June 30, 2020 Agenda Packet, p. 7.) Thus, the Project includes and approves with *no* environmental review and *no* opportunity for public input *more* TETL changes on *any* street MTA's "Traffic Engineer" designates. (See Exh. C, MTA, July 21, 2020 Map of more proposed TETL streets.)

On June 30, 2020, the MTA Board approved the Project, stating that the “initial phase” of the Project would “approve installation of, and amend Division II of the Transportation Code to designate, temporary *transit-only* lanes on. . . 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 Streets; . . . 7th Street, northbound, from Townsend to Market Streets, 8th Street, southbound, form Market to Townsend Streets; and Masonic Avenue, both directions, from Haight to Geary Boulevard.” (Agenda Packet, p. 5.)

On July 21, 2020, MTA issued an "update" of the Project that included *more* "service changes" to implement more TETL changes wherever it pleases with no further approval process. (See Exh. C, and MTA Board, July 21, 2020: "Transit Service & Temporary Emergency Transit Lanes Updates.")

The Project will also “approve the installation of, and amend Division II of the Transportation Code to designate, temporary bus/taxi/ bicycle-only lanes on. . . Woodside Avenue, both directions from Laguna Honda Boulevard to Portola Drive; Bosworth Street, both directions, from Elk to Arlington Streets; and Presidio Avenue, both directions, from Sacramento to Geary Boulevard.” (MTA Board, June 30, 2020 Agenda Packet, p. 5.)

The Project states that “[t]his authorization would be for the duration of the COVID-19 Emergency and up to *120 days after the conclusion of the emergency.*” (MTA Board, June 30, 2020 Agenda Packet, p. 7, emphasis added.)

The Project is *not* "temporary," however, since it is longer than 6 months with *no* ending date, and it proposes to **make its changes permanent if "MTA takes further action."** (MTA Board, June 30, 2020 Agenda Packet, p. 1, emphasis added.)

The map of future Project streets in the Categorical Exemption shows many *additional* streets throughout the City that would eliminate traffic lanes, loading zones, and public parking included in the Project. (Categorical Exemption 2020-005447ENV, pages 4 - 8; see also Exh. C, 7/21/20 MTA map.)

This Appeal includes *every* "phase," and ***every past, present, and future part of this Project.***

Approving the Project violates CEQA for the following reasons.

**1. The Project Is Not Categorically Exempt Under CEQA Guidelines Section 15301 or Any Other Exemption**

MTA and the Planning Department claim that the “COVID-19 Emergency” and March 16, 2020 “Public Health Order” is an “existing facility” justifying a Categorical Exemption from CEQA under 14 Cal. Code Regs. (“CEQA Guidelines”) § 15301.

MTA is mistaken both factually and as a matter of law, since a temporary “emergency” is not an “existing” facility.

The Project does not qualify for a Class 1 exemption, since it does not “consist[] of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public...facilities.” (CEQA Guidelines, §15301.)

The Project, does not involve a “minor alteration,” but instead proposes a *major change of use* that may have significant impacts on traffic, parking, energy consumption, air quality, GHG, public safety, and emergency services on affected streets and cumulatively in surrounding areas.

The Project also is not categorically exempt, because it will have cumulative impacts throughout the areas where traffic lanes and parking are removed.

For example, congestion on Mission Street has already been worsened by City's billion-dollar "Better Market Street" project, which closed access to Market Street to travelers in cars to create bicycle lanes on January 29, 2020, diverting hundreds of cars to the already-congested Mission Street. MTA now proposes to eliminate a traffic lane and parking on Mission Street, which will worsen congestion in the entire area. A project that may have significant impacts is not exempt under CEQA.

The Project therefore is *not* categorically exempt under Guidelines §15301.

## **2. The Project Does Not Qualify For A Statutory Emergency Exemption Under CEQA**

The MTA Board Agenda Packet (page 9) states that MTA also claims a “statutory exemption” under Guidelines section 15269. The Categorical Exemption form (page 1) improperly checks a box stating "Class \_\_\_ Statutorily Exempt-15269(c) Emergency Projects: Specific actions necessary to prevent or mitigate an emergency," with no support or further explanation.

MTA's determination to delay and obstruct motor vehicle traffic does not present an “emergency” under CEQA, which is clearly defined and narrowly construed as “a sudden, unexpected occurrence, involving a clear and imminent danger, demanding immediate action to prevent or mitigate loss of, or damage to, life, health, property, or essential public services . . . includ[ing] such occurrences as fire, flood, earthquake. . . riot, accident, or sabotage.” (Pub. Res. Code, sec. 21060.3.)

The proposed removal of traffic lanes and parking and creation of bus and bicycle lanes does not meet that definition or qualify for any statutory or emergency exemption.

## **3. MTA Admits That Traffic Remains Significantly Below Pre-COVID Levels, Which Would Not Be An “Emergency” In Any Event**

MTA claims that vehicle volumes dropped 70% and have now “grown 30% since April 2020.” (MTA Board, June 30, 2020 Agenda Packet, p. 3.) Therefore, those vehicle volumes are now only 60% of pre-COVID volumes.

MTA claims Muni ridership dropped “roughly 90%,” but *fails to state that it has already radically cut Muni routes and frequency.* (MTA Board, June 30, 2020 Agenda Packet, p. 3.)

In fact, MTA’s Director of Transportation recommended that people make essential trips in private vehicles rather than public transportation, admitting that cars are the safest mode of transportation during the Covid pandemic. (*San Francisco Chronicle*, April 14, 2020, [https://www.sfchronicle.com/bayarea/article/Could-cars-emerge-with-a-better-image-when-SF-15198197.php?utm\\_source=newsletter&utm\\_medium=email&utm\\_content=headlines&utm\\_campaign=sfc\\_politicalpunch#](https://www.sfchronicle.com/bayarea/article/Could-cars-emerge-with-a-better-image-when-SF-15198197.php?utm_source=newsletter&utm_medium=email&utm_content=headlines&utm_campaign=sfc_politicalpunch#)) The Project would therefore adversely affect public health and safety impacts for essential travel.

MTA's "carmageddon" scenario is completely unsupported, with MTA expressing its anti-car ideology with *no* supporting data: “Vehicle traffic is returning faster than transit ridership and cities. . . 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.” (MTA Board, June 30, 2020 Agenda Packet, p. 3.)

That speculation does not support either a categorical or statutory exemption from CEQA. *No* traffic counts are provided. Nor may MTA speculate on unknown future impacts of Covid on traffic to support this Project.

The Project is in fact a transparent attempt to *permanently* remove **853** parking spaces, *important traffic lanes*, and loading zones on City streets. (6/10/20 MTA Memo, pp. 4-8.) If, as MTA fears, traffic volumes do return to pre-Covid levels, the Project will clearly *worsen* congestion and cause significant impacts on transportation, parking, air quality, GHG, energy consumption, and public safety/emergency access. Since it may have significant impacts, as MTA admits, the Project *cannot be categorically exempt under CEQA*.

MTA has provided no evidence that transit ridership will increase after plummeting 90% since COVID if it makes traveling and parking more difficult for motor vehicles. Few people will risk their lives to ride a Muni bus during the pandemic. That MTA admits that its transit ridership is 10% of pre-COVID levels is indisputable evidence that this Project is completely unnecessary.

#### **4. MTA Has Failed To Provide Notice And Allow Public Participation In The Project's Creation And Review**

MTA claims its “staff have had to rethink and develop a new way to engage with people.” In fact MTA has failed to “engage with people” at all on this Project, which highlights its determination to implement this Project with *no* opportunity for public participation and meaningful input as required by CEQA. (MTA Agenda Packet, p. 8.) MTA claims it has met with “various advocacy groups,” “Supervisor offices,” and members of other unnamed “groups,” and that it developed a “mailing list” that was “used to send email updates” to those selected individuals. (*Id.*)

That is *not public* notice or participation required by CEQA, and it is a fundamental violation of CEQA’s purpose to inform the public and allow informed participation.

Any supervisors who have advocated *for* the TETL Project must recuse themselves from any participation on this appeal. (*Petrovich Development Co. LLC v. City of Sacramento* (2020) 48 Cal.App.5th 963, 974-976 [City council's denial of conditional use permit voided due to councilmember's bias].)

The Categorical Exemption was not in MTA's Agenda Packet, and it was not available either on MTA's or Planning's web site, violating the Sunshine Ordinance, CEQA, and other public meeting requirements, and making meaningful public input impossible. (*e.g.* SF Admin. Code sec. 67.9(a); see also, 67.1, 67.5, 67.7 (a), (b); 67.15(b); 67.16.) The document was only provided after Sunshine Ordinance requests to MTA and Planning. As noted, *no* copy is available of any claimed "statutory exemption," and checking a box on a form for Categorical Exemptions does not satisfy City's need to substantiate a statutory exemption, which in any case does not apply to the proposed TETL Project.

#### **CONCLUSION**

MTA presents no evidence that its TETL Project will result in increased Muni ridership or bicycling, which would not justify the asserted exemptions in any event. MTA's claimed "emergency" and Class 1 exemptions from CEQA do not apply to this Project, since it will clearly have significant impacts. Its duration and MTA's apparent intent to

make the Project permanent require full environmental analysis and mitigation of its impacts. MTA has also failed to give public notice, information, and the opportunity for meaningful public input on this Project in violation of CEQA.

Because it is not exempt from CEQA and may have significant effects on the environment, this Board must reject the TETL Project, reverse MTA's Resolution and the amendment of the Transportation Code, and return all affected streets to their prior condition before installing TETL, including *restoring all traffic lanes and parking*.

  
\_\_\_\_\_  
Mary Miles

DATED: July 30, 2020

# **ATTACHMENT A**

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. 200630-062

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:

**PAGE 2.**

- 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 Turk Street;
- 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,



**PAGE 3.**

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

**PAGE 4.**

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.

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

[Transportation Code – Temporary Transit-Only Areas and Tow-Away Zones]

**Resolution amending Division II of the Transportation Code to authorize temporary Transit-only lanes to be in effect for the duration of the COVID-19 emergency declared by the Mayor on February 25, 2020 and for 120 days after the termination or expiration of the emergency by: 1) designating Temporary Transit-only Areas (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 Streets; 7th Street, northbound, from Townsend to Market Streets; 8th Street, southbound, from Market to Townsend Streets; Masonic Avenue, both directions, from Haight Street to Geary Boulevard; Woodside Avenue, both directions, from Laguna Honda Boulevard to Portola Drive; Bosworth Street, both directions, from Elk to Arlington Streets; and Presidio Avenue, both directions, from Sacramento Street to Geary Boulevard); (2) providing a map delineating proposed potential Temporary Transit-only Areas; and (3) granting the City Traffic Engineer temporary authority to designate Temporary Transit-only lanes and create associated tow-away zones delineated on the map, after a public hearing.**

NOTE: Additions are single-underline Times New Roman;  
deletions are ~~strike-through Times New Roman~~.

The Municipal Transportation Agency Board of Directors of the City and County of San Francisco enacts the following regulations:

Section 1. Article 200 of Division II of the Transportation Code is hereby amended by amending Section 201, to read as follows:

**SEC. 201. PROCEDURES FOR IMPLEMENTING PARKING AND TRAFFIC CONTROLS.**

(a) Office of City Traffic Engineer. The position of City Traffic Engineer is established. The City Traffic Engineer shall be an employee of the SFMTA licensed with the State of California as a Civil or Traffic Engineer and designated by the Director of Transportation to exercise the powers and perform the duties of City Traffic Engineer established by this Code. The City Traffic Engineer shall have the authority to:

\* \* \* \*

(b) Public Hearings. The following Parking and traffic measures may be implemented following a public hearing:

- (1) Locate and install Traffic Calming Devices.
- (2) Designate the location of Stands, the types of vehicles authorized to use such Stands, and the days and hours in which Parking restrictions shall be enforced at any Stand.
- (3) Determine the locations for Parking restrictions designated by painted curb colors in accordance with Vehicle Code Section 21458 and the times that Parking is prohibited in such locations.
- (4) Determine the locations of Truck Loading Zones and the times that Parking is prohibited in that Zone.
- (5) Designate motorcycle Parking Spaces.
- (6) Designate on-street bicycle Parking Spaces for the installation and use of Bicycle Racks and Bicycle Sharing Stations, or to grant a permit for a Stationless Bicycle Share Program. In the event that a temporary relocation of a bicycle parking space, bicycle rack, or bicycle sharing station is necessary to improve safety or traffic operations, or to accommodate construction or roadway maintenance, the Director of Transportation has the

authority to temporarily relocate a bicycle parking space, bicycle rack, or bicycle sharing station prior to holding a public hearing. If the bicycle parking space, bicycle rack, or bicycle sharing station will be temporarily relocated for less than ninety days, no public hearing is required. If the temporary relocation is for ninety days or longer, a public hearing must be held within ninety days following the temporary relocation.

(7) Designate intersections at which right, left, or U turns are prohibited.

(8) Designate intersections at which turns against a red or stop signal are prohibited.

(9) Establish multiple turn lanes where vehicles can make right or left turns from more than one lane.

(10) Designate intersections at which one direction of traffic shall be required to yield to the other.

(11) Designate intersections at which traffic shall be required to stop, or where a required stop is eliminated.

(12) Re-classify existing Class II bike lanes or bikeways to Class IV cycle tracks or bikeway based upon a determination of public convenience and necessity including, but not limited to, the alleviation of traffic congestion and public safety.

(13) Designate Temporary Transit-only Areas and create associated tow-away zones, as authorized in Section 602 of the Transportation Code.

(c) SFMTA Board of Directors' Action Required. The following Parking and traffic measures may not be implemented without a public hearing and prior approval of the SFMTA Board of Directors, taking into consideration the recommendation of the City Traffic Engineer:

RESOLUTION NO. 200630-062

(1) Designate Parking Meter Zones and Streets on which Parking Meters are to be installed in each Parking Meter Zone.

(2) Establish, modify, or eliminate preferential Parking programs in accordance with Vehicle Code §§ 22507 and 22507.1, including the applicable geographical area(s) and the days and hours of applicable Parking restrictions.

(3) Install or remove bicycle lanes. The City Traffic Engineer shall have the authority to re-classify existing Class II bike lanes or bikeways to Class IV cycle tracks or bikeways, following a public hearing, based upon a determination of public convenience and necessity including, but not limited to, the alleviation of traffic congestion and public safety.

(4) Designate one-way Streets.

(5) Designate the location of all bus zones for the use of public transit vehicles.

(6) Set time limits for, and the days and hours of enforcement of, any Parking restriction except for street cleaning Parking restrictions.

(7) Establish or close a crosswalk.

(8) Establish a tow-away zone, except as specified under the authority granted to the City Traffic Engineer in subsection (b)(13) above.

(9) Designate the angle or direction in which vehicles are required to Park on the Street.

(10) Designate locations where Parking by vehicles over 6 feet high is restricted within 100 feet of an intersection.

(11) Establish bus, truck, and weight restrictions on Streets.

\* \* \* \*

(20) Establish transit only lane regulations, except as specified under the authority granted to the City Traffic Engineer in subsection (b)(13) above.

\* \* \* \*

Section 2. Article 600 of Division II of the Transportation Code is hereby amended by adding Section 602 and Appendix A, to read as follows:

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

(a) The locations listed in this subsection (a) are designated as Temporary Transit-only Areas. For purposes of this Section 602, “Temporary Transit-only Areas” are defined as the locations that are reserved for the use of buses, streetcars, taxis, bicycles, authorized emergency vehicles, vehicles preparing to make a turn, vehicles entering into or exiting from a stopped position at the curb, and/or vehicles entering into or exiting from a driveway vehicles as specified in this subsection (a) and in any determinations made by the City Traffic Engineer to designate such locations as authorized by subsection (b) to reduce the impact of traffic congestion resulting from the COVID-19 emergency referenced in the Proclamation of the Mayor Declaring the Existence of a Local Emergency, dated February 25, 2020 (“COVID-19 Emergency”).

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

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

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

(C) Mission Street, both directions, from 11th to 1st Streets;

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(D) 7th Street, northbound, from Townsend to Market Streets;

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

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

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

(A) Woodside Avenue, both directions, from Laguna Honda Boulevard to Portola Drive;

(B) Bosworth Street, both directions, from Elk to Arlington Streets;  
and

(C) Presidio Avenue, both directions, from Sacramento Street to Geary Boulevard.

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

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

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

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



(4) the corridor runs bus transit service and

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

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

(5) the corridor has a Municipal Railway line.

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

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

#### **APPENDIX A. CITY AND COUNTY OF SAN FRANCISCO MAP.**

The attached Map, delineating routes and corridors within the boundaries and jurisdiction of the City and County of San Francisco, is hereby incorporated into the Transportation Code. See Transportation Code, Division II, Sec. 602. Copies of this map shall be available to the public in the Office of the Director of Transportation and in the Office of the Secretary of the SFMTA Board of Directors. This map shall be updated from time to time as necessary to show changes in streets within the boundaries and jurisdiction of the City and County of San Francisco. The updated map will

likewise be a part of, and incorporated into, the Transportation Code and available to the public at the above-designated locations.

Section 3. Scope of Ordinance. Except as to the map contained in Appendix A to Section 602 of the Transportation Code, in enacting this ordinance, the San Francisco Municipal Transportation Agency Board of Directors intends to amend only those words, phrases, paragraphs, subsections, sections, articles, numbers, letters, punctuation marks, charts, diagrams, or any other constituent parts of the Transportation Code that are explicitly shown in this ordinance as additions or deletions in accordance with the "Note" that appears under the official title of the ordinance.

Section 4. Effective Date. This ordinance shall become effective 31 days after enactment. Enactment occurs when the San Francisco Municipal Transportation Agency Board of Directors approves this ordinance.

Section 5. Expiration. This ordinance shall expire by operation of law 120 days after the termination or expiration of the Proclamation of the Mayor Declaring the Existence of a Local Emergency, dated February 25, 2020. Upon the expiration of this ordinance, the City Attorney shall cause this ordinance to be removed from the Transportation Code or to the extent the City Attorney deems appropriate shall prepare an ordinance to that effect for consideration by the San Francisco Municipal Transportation Agency Board of Directors.

APPROVED AS TO FORM:  
DENNIS J. HERRERA, City Attorney

By: \_\_\_\_\_  
JULIE VEIT  
Deputy City Attorney

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RESOLUTION NO. 200630-062

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.



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

# **ATTACHMENT B**



# SAN FRANCISCO PLANNING DEPARTMENT

## CEQA Categorical Exemption Determination

### PROPERTY INFORMATION/PROJECT DESCRIPTION

<b>Project Address</b>		<b>Block/Lot(s)</b>
SFMTA - Transportation Recovery Plan: COVID-19 Emergency Temporary		
<b>Case No.</b>		<b>Permit No.</b>
2020-005472ENV		
<input checked="" type="checkbox"/> <b>Addition/ Alteration</b>	<input type="checkbox"/> <b>Demolition (requires HRE for Category B Building)</b>	<input type="checkbox"/> <b>New Construction</b>
<p><b>Project description for Planning Department approval.</b>          Transportation Recovery Plan: COVID-19 Emergency Temporary Transit Lanes and COVID-19 Emergency Temporary Bikeways. Full project description attached to this Categorical Exemption, and located under related documents for record 2020-005472ENV.</p>		

### STEP 1: EXEMPTION CLASS

<b>The project has been determined to be categorically exempt under the California Environmental Quality Act (CEQA).</b>	
<input checked="" type="checkbox"/>	<b>Class 1 - Existing Facilities.</b> Interior and exterior alterations; additions under 10,000 sq. ft.
<input type="checkbox"/>	<b>Class 3 - New Construction.</b> Up to three new single-family residences or six dwelling units in one building; commercial/office structures; utility extensions; change of use under 10,000 sq. ft. if principally permitted or with a CU.
<input type="checkbox"/>	<p><b>Class 32 - In-Fill Development.</b> New Construction of seven or more units or additions greater than 10,000 sq. ft. and meets the conditions described below:</p> <p>(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.</p> <p>(b) The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses.</p> <p>(c) The project site has no value as habitat for endangered rare or threatened species.</p> <p>(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.</p> <p>(e) The site can be adequately served by all required utilities and public services.</p> <p><b>FOR ENVIRONMENTAL PLANNING USE ONLY</b></p>
<input checked="" type="checkbox"/>	<p><b>Class _____</b>          Statutorily Exempt-15269(c) Emergency Projects:          Specific actions necessary to prevent or mitigate an emergency.</p>

## STEP 2: CEQA IMPACTS

### TO BE COMPLETED BY PROJECT PLANNER

<input type="checkbox"/>	<p><b>Air Quality:</b> Would the project add new sensitive receptors (specifically, schools, day care facilities, hospitals, residential dwellings, and senior-care facilities within an Air Pollution Exposure Zone? Does the project have the potential to emit substantial pollutant concentrations (e.g., backup diesel generators, heavy industry, diesel trucks, etc.)? (refer to EP_ArcMap &gt; CEQA Catex Determination Layers &gt; Air Pollution Exposure Zone)</p>
<input type="checkbox"/>	<p><b>Hazardous Materials:</b> If the project site is located on the Maher map or is suspected of containing hazardous materials (based on a previous use such as gas station, auto repair, dry cleaners, or heavy manufacturing, or a site with underground storage tanks): Would the project involve 50 cubic yards or more of soil disturbance - or a change of use from industrial to residential?</p> <p><b>Note that a categorical exemption shall not be issued for a project located on the Cortese List if the applicant presents documentation of enrollment in the San Francisco Department of Public Health (DPH) Maher program, a DPH waiver from the Maher program, or other documentation from Environmental Planning staff that hazardous material effects would be less than significant (refer to EP_ArcMap &gt; Maher layer).</b></p>
<input type="checkbox"/>	<p><b>Transportation:</b> Does the project involve a child care facility or school with 30 or more students, or a location 1,500 sq. ft. or greater? Does the project have the potential to adversely affect transit, pedestrian and/or bicycle safety (hazards) or the adequacy of nearby transit, pedestrian and/or bicycle facilities?</p>
<input type="checkbox"/>	<p><b>Archeological Resources:</b> Would the project result in soil disturbance/modification greater than two (2) feet below grade in an archeological sensitive area or eight (8) feet in a non -archeological sensitive area? If yes, archeo review is required (refer to EP_ArcMap &gt; CEQA Catex Determination Layers &gt; Archeological Sensitive Area)</p>
<input type="checkbox"/>	<p><b>Subdivision/Lot Line Adjustment:</b> Does the project site involve a subdivision or lot line adjustment on a lot with a slope average of 20% or more? (refer to EP_ArcMap &gt; CEQA Catex Determination Layers &gt; Topography). If yes, Environmental Planning must issue the exemption.</p>
<input type="checkbox"/>	<p><b>Slope = or &gt; 25%:</b> Does the project involve any of the following: (1) square footage expansion greater than 500 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? (refer to EP_ArcMap &gt; CEQA Catex Determination Layers &gt; Topography) <b>If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.</b></p>
<input type="checkbox"/>	<p><b>Seismic: Landslide Zone:</b> Does the project involve any of the following: (1) square footage expansion greater than 500 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? (refer to EP_ArcMap &gt; CEQA Catex Determination Layers &gt; Seismic Hazard Zones) <b>If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.</b></p>
<input type="checkbox"/>	<p><b>Seismic: Liquefaction Zone:</b> Does the project involve any of the following: (1) square footage expansion greater than 500 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? (refer to EP_ArcMap &gt; CEQA Catex Determination Layers &gt; Seismic Hazard Zones) <b>If box is checked, a geotechnical report will likely be required and Environmental Planning must issue the exemption.</b></p>
<p><b>Comments and Planner Signature (optional):</b> Laura Lynch</p> <p>There are no unusual circumstances that would result in a reasonable possibility of a significant effect.</p>	

**STEP 3: PROPERTY STATUS - HISTORIC RESOURCE**  
**TO BE COMPLETED BY PROJECT PLANNER**

<b>PROPERTY IS ONE OF THE FOLLOWING:</b> (refer to <i>Property Information Map</i> )	
<input checked="" type="checkbox"/>	<b>Category A:</b> Known Historical Resource. <b>GO TO STEP 5.</b>
<input type="checkbox"/>	<b>Category B:</b> Potential Historical Resource (over 45 years of age). <b>GO TO STEP 4.</b>
<input type="checkbox"/>	<b>Category C:</b> Not a Historical Resource or Not Age Eligible (under 45 years of age). <b>GO TO STEP 6.</b>

**STEP 4: PROPOSED WORK CHECKLIST**  
**TO BE COMPLETED BY PROJECT PLANNER**

<b>Check all that apply to the project.</b>	
<input type="checkbox"/>	1. <b>Change of use and new construction.</b> Tenant improvements not included.
<input type="checkbox"/>	2. <b>Regular maintenance or repair</b> to correct or repair deterioration, decay, or damage to building.
<input type="checkbox"/>	3. <b>Window replacement</b> that meets the Department's <i>Window Replacement Standards</i> . Does not include storefront window alterations.
<input type="checkbox"/>	4. <b>Garage work.</b> A new opening that meets the <i>Guidelines for Adding Garages and Curb Cuts</i> , and/or replacement of a garage door in an existing opening that meets the Residential Design Guidelines.
<input type="checkbox"/>	5. <b>Deck, terrace construction, or fences</b> not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	6. <b>Mechanical equipment installation</b> that is not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	7. <b>Dormer installation</b> that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .
<input type="checkbox"/>	8. <b>Addition(s)</b> that are not visible from any immediately adjacent public right-of-way for 150 feet in each direction; does not extend vertically beyond the floor level of the top story of the structure or is only a single story in height; does not have a footprint that is more than 50% larger than that of the original building; and does not cause the removal of architectural significant roofing features.
<b>Note: Project Planner must check box below before proceeding.</b>	
<input checked="" type="checkbox"/>	Project is not listed. <b>GO TO STEP 5.</b>
<input type="checkbox"/>	Project <b>does not conform</b> to the scopes of work. <b>GO TO STEP 5.</b>
<input type="checkbox"/>	Project involves <b>four or more</b> work descriptions. <b>GO TO STEP 5.</b>
<input type="checkbox"/>	Project involves <b>less than four</b> work descriptions. <b>GO TO STEP 6.</b>

**STEP 5: CEQA IMPACTS - ADVANCED HISTORICAL REVIEW**  
**TO BE COMPLETED BY PROJECT PLANNER**

<b>Check all that apply to the project.</b>	
<input type="checkbox"/>	1. Project involves a <b>known historical resource (CEQA Category A)</b> as determined by Step 3 and conforms entirely to proposed work checklist in Step 4.
<input type="checkbox"/>	2. <b>Interior alterations to publicly accessible spaces.</b>
<input type="checkbox"/>	3. <b>Window replacement</b> of original/historic windows that are not "in-kind" but are consistent with existing historic character.
<input type="checkbox"/>	4. <b>Façade/storefront alterations</b> that do not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	5. <b>Raising the building</b> in a manner that does not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	6. <b>Restoration</b> based upon documented evidence of a building's historic condition, such as historic photographs, plans, physical evidence, or similar buildings.

<input type="checkbox"/>	7. <b>Addition(s)</b> , including mechanical equipment that are minimally visible from a public right-of-way and meet the <i>Secretary of the Interior's Standards for Rehabilitation</i> .
<input type="checkbox"/>	8. <b>Other work consistent</b> with the <i>Secretary of the Interior Standards for the Treatment of Historic Properties</i> (specify or add comments):
<input checked="" type="checkbox"/>	9. <b>Other work</b> that would not materially impair a historic district (specify or add comments):  Re-striping of streets for temporary transit/bike lanes. Any required signage will be limited to modern or standard issue SFMTA street poles/street lamps. Sign installation will not occur on street poles/lights containing sculpted features unless the design is also standard issue by SFMTA.  (Requires approval by Senior Preservation Planner/Preservation Coordinator)
<input type="checkbox"/>	10. <b>Reclassification of property status.</b> (Requires approval by Senior Preservation Planner/Preservation  <input type="checkbox"/> Reclassify to Category A a. Per HRER or PTR dated <input type="checkbox"/> Reclassify to Category C (attach HRER or PTR) b. Other (specify):
<b>Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST sign below.</b>	
<input checked="" type="checkbox"/>	<b>Project can proceed with categorical exemption review.</b> The project has been reviewed by the Preservation Planner and can proceed with categorical exemption review. <b>GO TO STEP 6.</b>
<b>Comments (optional):</b>	
<b>Preservation Planner Signature:</b> Charles Enchill	

**STEP 6: CATEGORICAL EXEMPTION DETERMINATION  
TO BE COMPLETED BY PROJECT PLANNER**

<input checked="" type="checkbox"/>	<b>No further environmental review is required. The project is categorically exempt under CEQA. There are no unusual circumstances that would result in a reasonable possibility of a significant effect.</b>	
	<b>Project Approval Action:</b> SFMTA Board Approval	<b>Signature:</b> Laura Lynch 06/10/2020
	Once signed or stamped and dated, this document constitutes a categorical exemption pursuant to CEQA Guidelines and Chapter 31 of the Administrative Code. In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination can only be filed within 30 days of the project receiving the approval action. Please note that other approval actions may be required for the project. Please contact the assigned planner for these approvals.	





Date: June 10, 2020  
To: Laura Lynch, San Francisco Planning Department  
From: Ian Trout, San Francisco Municipal Transportation Agency  
Through: Melinda Hue, San Francisco Municipal Agency  
Re: **Transportation Recovery Plan: COVID-19 Emergency Temporary Transit Lanes and COVID-19 Emergency Temporary Bikeways**  
Planning Department Case: 2020-005472ENV

## Project Overview

As a result of the coronavirus (COVID-19) public health emergency, the San Francisco Municipal Transportation Agency (SFMTA) proposes to create temporary transit lanes (bus and taxi only, bus/taxi/bike only lanes, Muni only lanes, or Muni/bicycle only lanes), and temporary bikeways in order to support essential trips in San Francisco, allow for better physical distancing, and maintain transit reliability for essential trips in light of increasing congestion.

## Existing Conditions

The project area spans several neighborhoods throughout San Francisco. The list of project corridors are listed below in Table 1. The existing roadways typically have two travel lanes in each direction (with the exception of Eddy, Haight, Ulloa, 4<sup>th</sup>, Sacramento, and Clay streets). Some streets have left turn pockets (Potrero Avenue, Bayshore and Geary boulevards, 4<sup>th</sup>, Post, 7<sup>th</sup>, and 8<sup>th</sup> streets) but most don't. The Mission Street corridor through downtown San Francisco has left turn restrictions at most intersections. In addition, there are existing part time transit only lanes on the following streets: West Portal Avenue, Clay, Sacramento, Sutter, and Mission streets.

In addition, there are some existing bicycle corridors within the proposed project limits: There are five class III bicycle corridors located on Ulloa Street, Woodside Avenue, Bosworth Street, Presidio Avenue, Sutter, and Post streets and Ocean Avenue, two class II bicycle corridors located on Bayshore Boulevard and Potrero Avenue; Geneva Avenue has a mix of class III and II bikeways, and finally three class IV corridors located on Masonic Avenue, Laguna Honda Boulevard, 7<sup>th</sup> Street, and 8<sup>th</sup> Street.



## Proposed Project

The proposed project includes temporary changes that would expire once the state of emergency is lifted. The identified streets would revert to pre-project conditions within 120 days after the retraction of the City's proclamation of the COVID-19 local emergency. Permanent implementation of the changes in the proposed project would require subsequent approval and a new CEQA analysis would be performed prior to any approvals of the permanent implementation.

## Emergency Temporary Transit Lanes

Since April 8, 2020, Muni has been operating a COVID-19 Core Service Plan to support essential trips that cannot be made any other way. SFMTA has since seen a small increase in and stabilization in the number of available key personnel and resources, allowing for expansion of transit service based on ridership trends and public feedback during the pandemic. However, even with the increasing expansion of transit service, Muni vehicle capacity on each bus has been reduced under the COVID-19 local emergency due to the need to maintain six feet of social distancing within vehicles. To support transit reliability, shorten transit travel times, and address overcrowding resulting from reduced capacity on Muni buses as well as to address increasing congestion, the SFMTA proposes to install temporary transit lanes (bus and taxi only, bus/taxi/bike only lanes, Muni only lanes, or Muni/bicycle only lanes) on project corridors throughout the city (See Table 1). Adding transit only lanes along Muni's COVID-19 Core Service Plan routes would minimize risks from traffic delay which potentially increases the risk of exposure to COVID-19 for customers and operators by elongating trips. The additional proposed transit only lanes 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 delay.

Table 1 shows a list of project corridors where emergency temporary transit lanes are being proposed. For a graphical representation of the corridors, please refer to Figure 1 below. Some project corridors would include one transit only lane going in one direction while other project corridors would include two transit only lanes, one going in each direction. In some project corridors, instead of transit only lanes, there would be:

- Creation of Muni/bicycle only lane on Church Street and on Ulloa Street in order to provide a dedicated space for transfer points between the J and the K/L rail



shuttles and the Muni Metro at Church Station and West Portal Station, respectively.

- Creation of a Muni only lane on 4<sup>th</sup> Street between Channel and Berry streets in order to prioritize the T route thru a sometimes congested section of its route. Note that due to the presence of rails and heavy congestion, no taxis or bicycles would be allowed to use the Muni only lane in this location.
- Creation of bus/taxi/bicycle only lanes on Woodside Avenue, Bosworth Street, Presidio Avenue, and portions of Post and Sutter streets and Geneva Avenue (these streets are already class III bicycle corridors)

To accommodate the installation of such lanes, additional changes may also occur, including:

- Left Turn restrictions on California Street, Masonic Avenue, Divisadero Street, Fulton Street, Lincoln Way, 4<sup>th</sup> Street, Ocean Avenue, and Geneva Avenue
- Approximately 837 general parking spaces removed (un-metered and metered)
- Approximately 3 motorcycle spaces removed
- Approximately 55 white zones relocated to across the street or on the nearest cross-street (un-metered and metered)
- Approximately 5 blue zones relocated to nearest accessible location
- Approximately 123 yellow zones relocated to across the street or on the nearest cross-street (un-metered and metered)
- Conversion of Clay Street, between Gough Street and Van Ness Avenue, from a two-way street into one-way eastbound street

The installation of these bus and taxi only, bus/taxi/bike only lanes, Muni only lanes, or Muni/bicycle only lanes would not require lane removal, but would require either the conversion of an existing mixed-flow lane, a parking lane, or conversion of an existing part time transit only lane into full time transit only and bus/taxi/bicycle only lanes.



Table 1- COVID-19 Emergency Temporary Transit Lanes (ETTL)

Notes for Table 1: One-Way indicates that only one transit only lane going in one direction would be installed along the project corridor. Two-Way indicates that two transit only lanes (one going in each direction) would be installed along the project corridor.

GMP: General Metered Parking

TOL: Transit (Bus and Taxi) Only Lane

HOV: High Occupancy Vehicle lane

Street	From	To	two-way or one way ETTLs proposed*	Parking Removed/Loading Relocated to nearest cross-street	Notes
Potrero Avenue	Cesar Chavez	Division Street	One-way & two-way	No change	Would be Northbound TOL only between 25 <sup>th</sup> and 18 <sup>th</sup> streets; otherwise TOL in both directions
Bayshore Boulevard	Silver Avenue	Cesar Chavez	Two-way	32 northbound and 26 southbound (non-metered) parking spaces would be removed due to proposed bikeway (see below)	Would be TOL
Laguna Honda Boulevard	Clarendon Avenue	Dewey Boulevard	Two-way	No change	Would be TOL
Woodside Avenue	Laguna Honda Boulevard	Portola Drive	Two-way	No change	Would be bus/taxi/bike only lane
O'Shaughnessy Boulevard	Portola Drive	800 feet southerly	Two-way	No change	Would be TOL
Bosworth Street	Elk Street	Arlington Street	two-way	No change	Would be bus/taxi/bike only lane



Mission Street	11 <sup>th</sup> Street	1 <sup>st</sup> Street	two-way	120 GMP spaces would be removed, 20 Yellow zones and 15 white zones would be relocated. On the opposite side of street, the current part-time tow-away regulations would be rescinded.	Would be conversion of part-time TOL to full time TOL
Castro Street	Divisadero Street	Duboce Avenue	Two-way	No Change	Would be TOL
Divisadero Street	Castro Street	Sacramento Street	two-way	No change	Would be TOL
California Street	Arguello Boulevard	Steiner Street	Two-way	No change	Would be TOL
Sacramento Street	Front Street	Larkin Street	One-way	116 non-metered parking spaces, 1 motorcycle space, and 9 GMP would be removed, 8 white zones, 3 metered white zones, 11 yellow metered zones would be relocated	Would be conversion of part-time TOL to full time TOL
Sacramento Street	Gough Street	Larkin Street	One-way	No change	Would be TOL
Clay Street	Gough Street	Van Ness Avenue	One-way	9 non-metered parking spaces would be removed	Would be TOL, which would require conversion of the existing two-way street to a one-way street
Clay Street	Van Ness	Larkin	One-way	No change	Would be TOL



Clay Street	Larkin Street	Powell Street	One-way	67 non-metered parking spaces would be removed, 2 yellow zones would be relocated	Would be TOL
Clay Street	Powell Street	Sansome Street	One-way	29 GMP would be removed, 3 metered white zones and 17 yellow metered zones would be relocated	Would be conversion of part-time TOL to full time TOL
7 <sup>th</sup> Street and 8 <sup>th</sup> Street (19 Polk)	Townsend Street	Market Street	one-way	No change	TOL on 7th Street would be northbound and TOL on 8th Street would be southbound
Masonic Avenue	Haight Street	Geary Boulevard	Two-way	No change	Would be TOL
Presidio Avenue	Geary Boulevard	Sacramento Street	Two-way	No change	Would be bus/taxi/bike only lane
Fulton Street	Stanyan Street	48 <sup>th</sup> Avenue	Two-way	No change	Would be TOL
4 <sup>th</sup> Street	Channel	Berry	Two-way	No change	No northbound traffic except Muni
Geary Boulevard	Stanyan	34 <sup>th</sup> Ave	Two-way	No change	Would be TOL
Haight Street	Webster	Buchanan	One-way	14 non-metered spaces would be removed	Would be TOL
Lincoln Way	2 <sup>nd</sup> Avenue	23 <sup>rd</sup> Avenue	Two-way	120 non-metered spaces would be removed	Conversion of part-time tow away travel lane to full time.
Ulloa Street	Wawona Street	West Portal Avenue	Two-way	2 non-metered (existing part time restrictions)	No traffic except Muni & bicycles



				spaces would be removed	
West Portal Avenue	Vicente Street	Ulloa Street	Two-way	50 GMP would be removed	Conversion of part-time to full time transit only lane & new southbound TOL
Church Street	15 <sup>th</sup> Street	Market Street	Two-way	15 GMP & 2 metered motorcycle spaces would be removed; 6 yellow metered zones would be relocated	No northbound or southbound traffic except Muni & bicycles
Park Presidio Blvd/Crossover Dr	Lincoln Way	Lake Street	Two-way	No change	HOV lane (bus/taxi/ vehicles with +3 people)
Post Street	Gough Street	Market Street	One-way	5 GMP would be removed, 4 blue zones, 22 white zones, 29 yellow metered zones would be relocated due to proposed bikeway (see below)	Would be TOL with IV bikeway & Bike/Bus/taxi only lane in some parts
Sutter Street	Kearny Street	Gough Street	One-way	5 GMPs, 7 non-metered spaces would be removed; 1 white zone and 4 yellow metered spaces would be relocated due to proposed bikeway (see below)	Would be TOL with IV bikeway & Bike/Bus/taxi only lane in some parts
Sutter Street	Market Street	Kearny Street	One-way	24 yellow metered spaces	Would be conversion of



				would be relocated	part-time TOL to full time Bike/Bus/taxi lane
Ocean Avenue	Geneva Avenue	Junipero Serra Boulevard	Two-way	No change	Would be TOL
Mission Street	30 <sup>th</sup> Street	Huron Street	Two-way	No change	Would be TOL
Hyde Street	Eddy Street	Market Street	One-way	No change	Would be TOL
Eddy Street	Polk Street	Hyde Street	One-way	11 GMP would be removed, 2 Yellow meters, and 3 white meters would be relocated	Would be TOL
Larkin Street	Market Street	Geary Street	One-way	No change	Would be TOL
Geneva Ave	Ocean Avenue	Santos Street	Two-way	7 GMP, 193 non-metered spaces would be removed; 1 blue zone, 4 non-metered yellow zones, 4 yellow meters would be relocated due to proposed bikeway (see below)	Would be TOL with IV bikeway & Bike/Bus/taxi only lane in some parts
19 <sup>th</sup> Avenue/Junipero Serra Blvd	Lincoln Way	Alemany Boulevard	Two-way	No change	HOV lane (bus/taxi/ vehicles with +3 people)
Veterans Blvd/Presidio Parkway/Richardson Ave/Lombard St	Van Ness Avenue	Lake Street	Two-way	No change	HOV lane (bus/taxi/ vehicles with +3 people)

### Emergency Temporary HOV Lanes

Temporary HOV lanes (bus/taxi/vehicles with 3 or more people) are proposed, in both directions, along California State routes 1 and 101 along Lombard Street, Richardson Avenue, Presidio Parkway, Veterans Boulevard, Park Presidio Boulevard, Crossover Drive,





19<sup>th</sup> Avenue, and Junipero Serra Boulevard. These lanes would help improve travel times and reliability for the 28, 28R Muni routes, many Golden Gate Transit routes (approximately 50 buses per hour in the peak periods), Marin Airporter, and Sonoma County Airport Express buses. No parking removal would occur and installation of these HOV lanes are subject to Caltrans approval.

### Emergency Temporary Bicycle Lanes

A temporary Class IV bike way is proposed for Bayshore Boulevard, in both directions, between Silver and Oakdale avenues. In addition, in the northbound direction, the proposed IV bikeway would extend to Jerrold Avenue. To accommodate the bike lane, approximately 32 northbound and 26 southbound non-metered parking spaces would be removed. The bike lane is needed for supporting access to essential services, such as Zuckerberg San Francisco General Hospital, through bike travel while transit service levels are temporarily reduced and to reduce congestion.

Temporary Class IV bike ways are also proposed for uphill portions of Geneva Avenue, Post Street, and Sutter Street. To accommodate the bike ways, approximately 17 general metered parking spaces and 200 non-metered spaces would be removed. Approximately, 5 blue zones, 4 non-metered yellow zones, 23 white zones, 37 yellow metered zones would be relocated. These bike lanes are needed for supporting access to essential services through bike travel, such as connections to BART stations, grocery stores, California Pacific Medical Center (CPMC) Van Ness Campus, and St Francis Memorial Hospital, while transit service levels are temporarily reduced and to reduce congestion.

Also, as noted in Table 1 above, some of the project corridors would include Muni/bicycle lanes or bike/bus/taxi lanes. The bus/bicycle/taxi only lanes would be located on Woodside Avenue, Bosworth Street, Presidio Avenue, and portions of Geneva Avenue, Sutter, and Post streets where there already is an existing class III bikeway. These would be created to provide more separation between Muni or bicycles and private vehicles.

The Muni/bicycle only lanes are proposed to be located on Church and Ulloa streets in order to establish a safe area for people to walk between the rail platforms and the sidewalk without having to worry about private or commercial vehicles. These 2 locations will be key transfer points between the Muni Metro subway and the J or K/L shuttles.



The proposed changes described above are to facilitate members of the public maintaining six feet social distance while making essential trips by bus or bicycle modes. These changes are proposed to prevent and mitigate a public health emergency, are temporary in nature, and will expire 120 days after the retraction of the City's proclamation of the COVID-19 local emergency (dated February 25, 2020).

## Transportation Discussion

### **Vehicle Miles Traveled**

The proposed project would include temporary transit and bicycling safety improvements, reconfiguration of traffic lanes, loading zones, and parking restrictions on multiple corridors listed above in Table 1. While temporary in nature, these improvements fall under "Active Transportation...and Transit Projects" and "Other Minor Transportation Projects" in accordance with *CEQA Section 21099 – Modernization of Transportation Analysis*, and are therefore presumed to not significantly impact VMT and no further VMT analysis is required.

### **Pedestrians**

While the proposed project mainly consists of transit and bicycle improvements, it could improve safety for pedestrians by prohibiting turns at certain intersections and reducing the risk of traffic collisions. The temporary changes would not alter any sidewalks, so no direct impacts to pedestrians are expected.

### **Bicycles**

This project would improve conditions for people on bikes traveling on Bayshore Boulevard, Church Street, Ulloa Street, Woodside Avenue, Bosworth Street, Presidio Avenue, Geneva Avenue, Sutter, and Post streets. A parking-protected bike lane on Bayshore Boulevard and on parts of Sutter and Post streets, and Geneva Avenue would reduce potential conflicts between bicycles and other modes as the parking lane would provide physical separation between bicycles and moving vehicles. The bicycle/bus/taxi or Muni/bicycle only lanes on Church, Ulloa and Bosworth streets and Woodside and , Presidio avenues, and portions of Sutter and Post streets, and Geneva Avenue would reduce potential conflicts between bicycles and private or commercial vehicles.



### **Transit**

The proposed project would install temporary transit only or bus/taxi/bicycle only lanes on the project corridors listed in Table 1. The Muni COVID-19 Core Service Plan includes the following Muni routes that would run along these proposed lanes: 9/9R, 19, 1, 2, 5, 7, 8, 24, 28, 38, 38R, 44, 43, 14, 14R, J, K, L, M, T. These lanes are proposed to separate transit vehicles from vehicle congestion. Transit (bus and taxi, Muni, HOV, or bus/taxi/bike only) lanes can reduce transit travel times by allowing transit vehicles to bypass traffic congestion and avoid conflicts with other vehicles in mixed-flow lanes. Therefore, transit delay is not expected. Left turn restrictions along California Street, Masonic Avenue, Divisadero Street, Fulton Street, Lincoln Way, 4<sup>th</sup> Street, Ocean Avenue, and Geneva Avenue would change vehicle circulation and may force vehicles to make a series of right turns to get to their intended direction. These turn restrictions would not affect the Muni COVID-19 Core service as it would be running in its own designated travel lane and would not be delayed by vehicles, and in addition overall vehicle volumes in the city are currently low due to the mandated Shelter In Place.

### **Loading**

The proposed project would relocate loading zones based on current adjacent land use needs, the need to provide space for transit only lanes (such as on Eddy, Church, Post, Sutter, Mission, Clay, or Sacramento streets), the need to provide space for IV bike ways (such as on Geneva Avenue, Sutter, or Post streets) or a due to daylighting at driveways and intersections. The project would not reduce the number of yellow commercial loading zones.

Passenger loading zones on Eddy, Sutter, Post, Clay, Sacramento, and Mission streets would be relocated as needed to accommodate the new fulltime transit only lanes and class IV bike ways. The project would not reduce the number of white passenger loading zones. Both passenger and commercial loading zones would be relocated across the street if space is available. If there is no space available, then the zones would be relocated to the nearest cross-street.

### **Parking**

The project would remove up to 837 general parking spaces (un-metered and metered) along the length of the corridors listed in Table 1 due to the need to physical space for the transit only lanes and class IV bike ways. Approximately 420 spaces are being converted from a part-time tow-away restriction to being full time. In addition,



approximately 120 general metered parking spaces on Mission Street would have their part-time tow-away restriction removed (allowing parking there at all times), therefore restoring 120 full-time general metered parking spaces. The project would also remove up to 1 non-metered motorcycle space and 2 metered motorcycle spaces.

### **Emergency Access**

All emergency vehicles would be permitted in the temporary transit only and muni/taxi/bicycle only lanes and would not be required to follow the other turn restrictions. This may improve emergency access as emergency vehicles may benefit from being out of vehicle congestion.

The project corridors would be reviewed by the Transportation Advisory Staff Committee (TASC) or COVID-TASC, including representatives from the San Francisco Fire Department prior to project approval.

### **Construction**

These transit only lanes and the Bayshore Boulevard, Post Street, Sutter Street, and Geneva Avenue bikeways would be constructed using materials such as striping, temporary striping, and signage that would be placed to indicate that the lane is for emergency vehicles, buses, and taxis. These lanes would be installed one corridor at a time, with the work ranging from one day to several depending upon the length of the corridor. The proposed improvements would not require any excavation. Any required signage would be limited to modern or standard issue SFMTA street poles/street lamps. Sign installation would not occur on street poles/lights containing sculpted features or historic lights unless the design is also standard issue by SFMTA.

### **Planned Projects in the Vicinity**

Planned projects in the area include the Geary Rapid project, 16<sup>th</sup> Street Improvement Project, 6<sup>th</sup> Street Improvement Project, Howard/Folsom Streetscape project, Better Market Street project, Central Subway project, and The Hub Area Plan as well as its associated Draft Public Realm Plan. Given the temporary nature of the proposed COVID-19 Emergency Temporary Transit Only Lanes and COVID-19 Emergency Temporary Bikeways and their limited construction scope, significant cumulative construction or operational impacts are not anticipated. The following projects in the vicinity would be constructed regardless of the proposed Transportation Recovery Plan: COVID-19



## Emergency Temporary Transit Lanes and COVID-19 Emergency Temporary Bikeways project.

- The Hub Public Realm Plan is associated with the Hub Area Plan and proposes to establish a functional, attractive, and well-integrated system of public streets to improve the public realm through the streetscape improvements within the plan area. The Hub Public Realm Plan proposes circulation changes to major intersections such as Market Street and Van Ness Avenue as well as Mission Street and South Van Ness Avenue to improve safety. Specific design recommendations for implementing the goals of the Hub Public Realm Plan have been developed for the following streets:
  - 12<sup>th</sup> Street: Market Street to Mission Street
  - Gough Street: Stevenson Street to Otis Street
  - Mission Street/South Van Ness Avenue intersection
  - South Van Ness Avenue: Mission Street to 13<sup>th</sup> Street
  - Otis Street: South Van Ness Avenue to Duboce Avenue
  - 13<sup>th</sup> Street/Duboce Avenue: Folsom Street to Valencia Street
- Geary Rapid project would implement streetscape changes on Geary Street and Boulevard between Market and Stanyan streets, providing for greater transit reliability on the 38/38R Geary Muni routes. This project is under construction and overlaps with the Presidio/Masonic corridor.
- 6<sup>th</sup> Street Improvement project would implement streetscape changes on 6<sup>th</sup> Street between Brannan and Market streets, including sidewalk widening, new traffic signals, and improved ADA features. This project will commence construction in December 2020 and overlaps with the Mission Street corridor.
- Better Market Street project would implement streetscape changes on Market St between Octavia Boulevard and Steuart Street. This project overlaps with 7<sup>th</sup> and 8<sup>th</sup> streets but the quick build of BMS project was completed in January 2020. Construction on the capital improvements anticipated under Better Market Street is scheduled to begin early 2021.
- Howard/Folsom Improvement would improve bicycle, pedestrian, and transit facilities between 11<sup>th</sup> and 2<sup>nd</sup> streets on these two east-west streets. The project is currently in design with scheduled construction in 2021. The 7<sup>th</sup> and 8<sup>th</sup> street corridors cross Howard and Folsom streets.
- The 16<sup>th</sup> Street Improvement Project would improve transit reliability and travel time along 16<sup>th</sup> Street between Church and 3<sup>rd</sup> streets. This project intersects at



the intersection of Potrero Avenue and 16<sup>th</sup> Street. The project on 16<sup>th</sup> Street is in its final stages of construction.

- Central Subway project is implementing a new Muni railway line on 4<sup>th</sup> Street between Caltrain station and Chinatown in a new subway tunnel underneath union square and Chinatown neighborhoods. The project has been under construction since 2011 and is scheduled to be completed at the end of 2020. Mission, Clay, and Sacramento streets pass over the new Central Subway tunnel.

### **Project Approval:**

The SFMTA is seeking approval from the San Francisco Municipal Transportation Agency Board (SFMTA Board) for the initial phase of the ETTL project, including temporary transit lanes and various parking and traffic changes associated with the ETTL project (for example, left turn restrictions, adjustments to parking regulations, and changes to the configuration of traffic lanes) for 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.

As part of the initial phase of the ETTL project, the SFMTA is also seeking approval for the SFMTA Board to delegate its authority to approve emergency temporary transit lanes and tow-away lanes to the Office of the City Traffic Engineer for the rest of the project corridors listed in Table 1 above or in Figure 1 below. The improvements for the remaining corridors are anticipated to consist of similar treatments to those in the initial phase and would address the same purpose under the local health emergency.



**Approval Action:**

In accordance with Chapter 31.04 of the San Francisco Administrative code, the first Approval Action of the project would be the approval by the SFMTA Board, of the initial phase of the ETTL project and the delegation of authority to approve emergency temporary transit lanes and tow-away lanes to the Office of the City Traffic Engineer for the rest of the project corridors listed in Table 1 above following holding a public hearing for the subsequent locations.



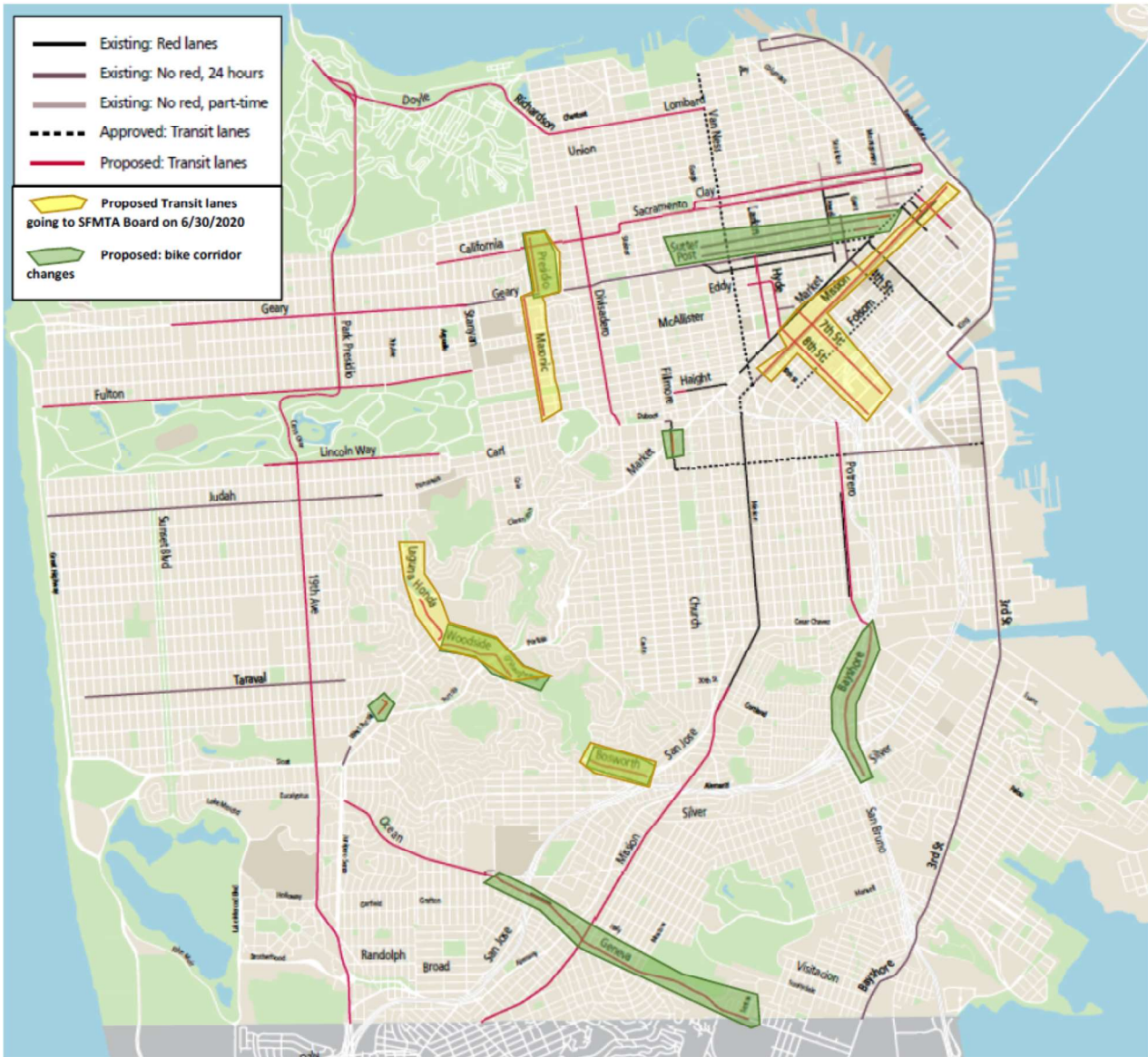


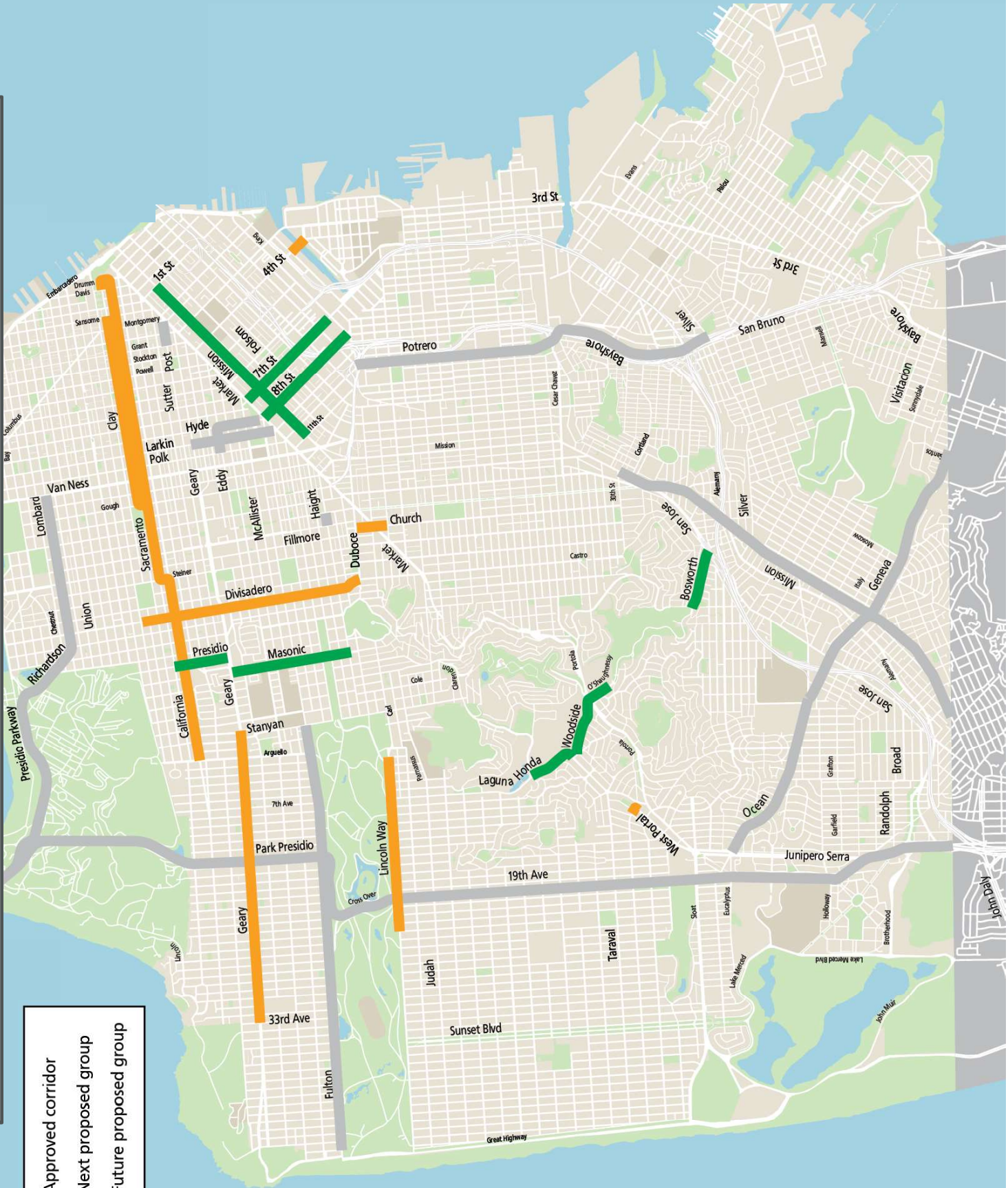
Figure 1: Map of potential proposed emergency temporary transit lane corridors



# **ATTACHMENT C**

# Temporary Emergency Transit Lanes: Proposed Phasing

- Approved corridor
- Next proposed group
- Future proposed group





# San Francisco Planning

## BOARD OF SUPERVISORS APPEAL FEE WAIVER FOR NEIGHBORHOOD ORGANIZATIONS

### APPLICATION

#### Appellant's Information

Name: Mary Miles, Attorney at Law, for Coalition for Adequate Review

Address: 364 PAGE ST., #36  
SAN FRANCISCO, CA 94102

Email Address: page364@earthlink.net

Telephone: (415) 863-2310

#### Neighborhood Group Organization Information

Name of Organization: Coalition for Adequate Review

Address: PLEASE SEE ABOVE

Email Address: PLEASE SEE ABOVE

Telephone: " " "

#### Property Information

Project Address: Citywide

Project Application (PRJ) Record No: 2020-005472ENV Building Permit No:

Date of Decision (if any): June 30, 2020

#### Required Criteria for Granting Waiver

All must be satisfied; please attach supporting materials.

REQUIRED CRITERIA	YES	NO
The appellant is a member of the stated neighborhood organization and is authorized to file the appeal on behalf of the organization. Authorization may take the form of a letter signed by the President or other officer of the organization.	<input checked="" type="checkbox"/>	
The appellant is appealing on behalf of an organization that is registered with the Planning Department and that appears on the Department's current list of neighborhood organizations.	<input checked="" type="checkbox"/>	
The appellant is appealing on behalf of an organization that has been in existence at least 24 months prior to the submittal of the fee waiver request. Existence may be established by evidence including that relating to the organization's activities at that time such as meeting minutes, resolutions, publications and rosters.	<input checked="" type="checkbox"/>	
The appellant is appealing on behalf of a neighborhood organization that is affected by the project and that is the subject of the appeal.	<input checked="" type="checkbox"/>	

#### For Department Use Only

Application received by Planning Department:

By: \_\_\_\_\_ Date: \_\_\_\_\_

#### Submission Checklist:

- APPELLANT AUTHORIZATION     CURRENT ORGANIZATION REGISTRATION     MINIMUM ORGANIZATION AGE
- PROJECT IMPACT ON ORGANIZATION
- WAIVER APPROVED     WAIVER DENIED

FROM:  
Rob Anderson, Director  
Coalition for Adequate Review

TO:  
San Francisco Planning Department  
1650 Mission Street  
San Francisco, CA 94103

RE: Application for Board of Supervisors Appeal Fee Waiver  
Appeal of Planning Department Categorical Exemption

DATE: July 30, 2020

This will advise that Mary Miles, Attorney at Law, is authorized to represent Coalition for Adequate Review in the Appeal of the Planning Department's and the Municipal Transportation Agency's approval and CEQA Exemption on the TETL Project dated June 30, 2020.

Coalition for Adequate Review requests a fee waiver for filing this Appeal to the Board of Supervisors, and attaches a copy of the Application for Board of Supervisors Appeal Fee Waiver form.

Coalition for Adequate Review has existed for more than 24 months and is on the Planning Department's list of neighborhood organizations. Coalition for Adequate Review uses San Francisco streets, including the streets affected by the TETL Project and is affected by the impacts of the proposed Project that is the subject of this appeal.

Therefore, Coalition for Adequate Review respectfully asks that the Planning Department grant the attached Application for Board of Supervisors Appeal Fee Waiver. Thank you.



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Rob Anderson