

File No. 200903

Committee Item No. _____

Board Item No. 60

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee: _____

Date: _____

Board of Supervisors Meeting

Date: September 29, 2020

Cmte Board

- Motion
- Resolution
- Ordinance
- Legislative Digest
- Budget and Legislative Analyst Report
- Youth Commission Report
- Introduction Form
- Department/Agency Cover Letter and/or Report
- MOU
- Grant Information Form
- Grant Budget
- Subcontract Budget
- Contract/Agreement
- Form 126 – Ethics Commission
- Award Letter
- Application
- Public Correspondence

OTHER

- Appeal Letter - David Pilpel - 7/30/20
- Appeal Letter - Mary Miles - 7/30/20
- Appellant Supplemental Info - Mary Miles - 9/24/20
- Appellant Supplemental Info - Mary Miles - 9/21/20
- Planning Department Response - 9/21/20
- Municipal Transportation Agency Response - 9/21/20
- Appellant Supplemental Info - Mary Miles - 9/18/20
- Appellant Supplemental Info - David Pilpel - 9/18/20
- Appellant Supplemental Information - David Pilpel - 9/11/20
- Appellant Supplemental Information - Mary Miles - 9/10/20
- Public Hearing Notice - 9/8/20
- Clerical Documents

Prepared by: Lisa Lew

Date: September 18, 2020

Prepared by: _____

Date: _____

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2020 JUL 30 AM 8:57

David Pilpel
2151 27th Ave
San Francisco CA 94116-1730



Angela Calvillo, Clerk of the Board
Board of Supervisors
1 Carlton B Goodlett Pl Ste 244
San Francisco CA 94102-4689

July 29, 2020

Re: California Environmental Quality Act (CEQA) Appeal

Dear Ms. Calvillo,

I write to appeal a CEQA exemption determination, which is attached, made by the Planning Department on June 10, 2020 (Planning Department Case No. 2020-005472ENV) regarding Emergency Temporary Transit Lanes and Bikeways (the Project), which was approved by the Municipal Transportation Agency (MTA) Board on June 30, 2020. I have also attached the adopted resolution (200630-062), agenda, staff report and presentation (agenda item 10), and draft minutes from the MTA Board meeting. While I expressed support for the item during public comment at the MTA Board meeting, I have since learned more about the Project and the CEQA exemption that underlies the MTA Board action to approve the Project.

My concerns about this exemption determination include the scope of the authority delegated to the City Traffic Engineer; whether the exemption determination is a blanket CEQA exemption for subsequent actions by the City Traffic Engineer to approve additional temporary emergency transit lanes under that delegated authority without additional location-specific environmental review of those proposed actions; health impacts and risks, and impacts to emergency vehicle access, that would result from at least two of the specific proposed corridors at Church and Market Streets and at Ulloa Street and West Portal Avenue; whether the Project fits the specific exemptions claimed (Class 1 and Guidelines Section 15269(c)); and whether either (or both) of the exceptions to an exemption (cumulative impacts or unusual circumstances) apply to the Project. I intend to more fully brief these issues and perhaps others on or before August 28, 2020, understanding that the last day for me to withdraw this appeal and avoid a hearing would be August 24, 2020, all based on a possible hearing date of September 8, 2020.

Other issues may be implicated here as well, including the Americans with Disabilities Act (ADA), Title VI, whether the new rail service plan constitutes a route abandonment under Charter Section 8A.108, and others that are beyond the purview of CEQA. I recognize that this appeal may throw a monkey wrench of unknown size in the MTA's plans to restart additional transit service at this time. As such, I respectfully suggest that this appeal may delay rail service restoration and require continued bus substitution instead of rail service.

As a related matter, I assert that at least some of the specific actions proposed here are not, in fact, necessary to prevent or mitigate a public health emergency, but would instead compound or exacerbate one. As such, I believe that under San Francisco Administrative Code Section 31.16 (b) (3) (B), until the CEQA decision is affirmed by the Board, no action should be taken to carry out or consider further the approval of the Project, including activities that might be deemed essential to

abate hazards to the public health and safety, inasmuch as the contention that the specific actions proposed here are necessary to prevent or mitigate a public health emergency is a principal issue being contested in this appeal. Maintaining the status quo, i.e. continued bus substitution instead of rail service, would not compound or exacerbate any existing public health emergency, would avoid irreparable harm, and would allow the appeal process to proceed without the need to consider harms or impacts actually caused by the Project or ways to reverse actions taken to carry out the Project.

The June 30, 2020 MTA Board action adopted a resolution that also amended two sections of the San Francisco Transportation Code, Division II, and added an Appendix A thereto. The Transportation Code amendment, in Section 4, is effective 31 days after enactment, i.e. July 31, 2020, by its own terms. Thus, I question how the MTA purported to hold two online public hearings, on July 18, 2020 (which failed for technical reasons and has since been rescheduled to July 31, 2020) and July 25, 2020, both prior to the effective date of the Transportation Code amendments. Also, the notices for those hearings did not contain language required by Administrative Code Section 31.08 (f) (1). For additional background and context, and in case I need to refer to them in the future, I also attach the legislation, posting notices, and staff presentations from the July 18, July 31, and July 25, 2020 public hearings, along with comments I submitted on July 25, 2020 regarding the J Church Transfer Project, and an MTA Fact Sheet on Temporary Emergency Transit Lanes.

I am always open to resolving my underlying concerns and withdrawing this appeal if an acceptable solution can be reached with Planning and MTA. I also reserve the right to amend this appeal if new information becomes available. Please contact me if you need anything else.

Sincerely,

/s/

David Pilpel

Attachments:

1. DCP Case No. 2020-005472ENV, MTA COVID-19 Emergency Temporary Transit Lanes and Bikeways, Categorical Exemption determination dated June 10, 2020 (20 pages)
2. MTA Board 6-30-20 Item 10 Adopted Resolution 200630-062 (13 pages)
3. MTA Board 6-30-20 Agenda (6 pages)
4. MTA Board 6-30-20 Item 10 Staff Report (24 pages)
5. MTA Board 6-30-20 Item 10 Presentation (22 pages)
6. MTA Board 6-30-20 Draft Minutes (8 pages)
7. MTA LK Transfer Project 7-18-20 Public Hearing Detailed Legislation (1 page)
8. MTA LK Transfer Project 7-18-20 Public Hearing Presentation (19 pages)
9. MTA LK Transfer Project 7-31-20 Public Hearing Detailed Legislation (1 page)
10. MTA LK Transfer Project 7-31-20 Public Hearing Posting Notice (1 page)
11. MTA J Church Transfer Project 7-25-20 Public Hearing Proposed Legislation 7-16-20 (2 pages)
12. MTA J Church Transfer Project 7-25-20 Public Hearing Proposed Legislation 7-21-20 (2 pages)
13. MTA J Church Transfer Project 7-25-20 Public Hearing Posting Notice (1 page)
14. MTA J Church Transfer Project 7-25-20 Public Hearing Presentation (28 pages)
15. MTA J Church Transfer Project Comments DP 200725 (1 page)
16. MTA Temporary Emergency Transit Lanes Fact Sheet 7-4-20 (2 pages)

cc: Lisa Gibson, Environmental Review Officer, Planning Department



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CEQA Categorical Exemption Determination

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address		Block/Lot(s)
SFMTA - Transportation Recovery Plan: COVID-19 Emergency Temporar		
Case No.		Permit No.
2020-005472ENV		
<input checked="" type="checkbox"/> Addition/ Alteration	<input type="checkbox"/> Demolition (requires HRE for Category B Building)	<input type="checkbox"/> New Construction
<p>Project description for Planning Department approval.</p> <p>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

The project has been determined to be categorically exempt under the California Environmental Quality Act (CEQA).	
<input checked="" type="checkbox"/>	Class 1 - Existing Facilities. Interior and exterior alterations; additions under 10,000 sq. ft.
<input type="checkbox"/>	Class 3 - New Construction. 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>Class 32 - In-Fill Development. 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>FOR ENVIRONMENTAL PLANNING USE ONLY</p>
<input checked="" type="checkbox"/>	<p>Class _____</p> <p>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>Air Quality: 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 > CEQA Catex Determination Layers > Air Pollution Exposure Zone)</p>
<input type="checkbox"/>	<p>Hazardous Materials: 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>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 > Maher layer).</p>
<input type="checkbox"/>	<p>Transportation: 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>Archeological Resources: 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 > CEQA Catex Determination Layers > Archeological Sensitive Area)</p>
<input type="checkbox"/>	<p>Subdivision/Lot Line Adjustment: 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 > CEQA Catex Determination Layers > Topography). If yes, Environmental Planning must issue the exemption.</p>
<input type="checkbox"/>	<p>Slope = or > 25%: 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 > CEQA Catex Determination Layers > Topography) If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.</p>
<input type="checkbox"/>	<p>Seismic: Landslide Zone: 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 > CEQA Catex Determination Layers > Seismic Hazard Zones) If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.</p>
<input type="checkbox"/>	<p>Seismic: Liquefaction Zone: 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 > CEQA Catex Determination Layers > Seismic Hazard Zones) If box is checked, a geotechnical report will likely be required and Environmental Planning must issue the exemption.</p>
<p>Comments and Planner Signature (optional): 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**

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

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

Check all that apply to the project.	
<input type="checkbox"/>	1. Change of use and new construction. Tenant improvements not included.
<input type="checkbox"/>	2. Regular maintenance or repair to correct or repair deterioration, decay, or damage to building.
<input type="checkbox"/>	3. Window replacement that meets the Department's <i>Window Replacement Standards</i> . Does not include storefront window alterations.
<input type="checkbox"/>	4. Garage work. 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. Deck, terrace construction, or fences not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	6. Mechanical equipment installation that is not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	7. Dormer installation that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .
<input type="checkbox"/>	8. Addition(s) 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.
Note: Project Planner must check box below before proceeding.	
<input checked="" type="checkbox"/>	Project is not listed. GO TO STEP 5.
<input type="checkbox"/>	Project does not conform to the scopes of work. GO TO STEP 5.
<input type="checkbox"/>	Project involves four or more work descriptions. GO TO STEP 5.
<input type="checkbox"/>	Project involves less than four work descriptions. GO TO STEP 6.

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

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

<input type="checkbox"/>	7. Addition(s) , 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. Other work consistent with the <i>Secretary of the Interior Standards for the Treatment of Historic Properties</i> (specify or add comments):						
<input checked="" type="checkbox"/>	9. Other work 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. Reclassification of property status. (Requires approval by Senior Preservation Planner/Preservation <table border="0" style="width: 100%;"> <tr> <td><input type="checkbox"/> Reclassify to Category A</td> <td><input type="checkbox"/> Reclassify to Category C</td> </tr> <tr> <td>a. Per HRER or PTR dated</td> <td>(attach HRER or PTR)</td> </tr> <tr> <td>b. Other (specify):</td> <td></td> </tr> </table>	<input type="checkbox"/> Reclassify to Category A	<input type="checkbox"/> Reclassify to Category C	a. Per HRER or PTR dated	(attach HRER or PTR)	b. Other (specify):	
<input type="checkbox"/> Reclassify to Category A	<input type="checkbox"/> Reclassify to Category C						
a. Per HRER or PTR dated	(attach HRER or PTR)						
b. Other (specify):							
Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST sign below.							
<input checked="" type="checkbox"/>	Project can proceed with categorical exemption review. The project has been reviewed by the Preservation Planner and can proceed with categorical exemption review. GO TO STEP 6.						
Comments (optional):							
Preservation Planner Signature: Charles Enchill							

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

<input checked="" type="checkbox"/>	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.	
	Project Approval Action: SFMTA Board Approval	Signature: Laura Lynch
		06/10/2020
<p>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.</p>		



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, 4th, Sacramento, and Clay streets). Some streets have left turn pockets (Potrero Avenue, Bayshore and Geary boulevards, 4th, Post, 7th, and 8th 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, 7th Street, and 8th 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 4th 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, 4th 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 th and 18 th 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 th Street	1 st 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 th Street and 8 th 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 th Avenue	Two-way	No change	Would be TOL
4 th Street	Channel	Berry	Two-way	No change	No northbound traffic except Muni
Geary Boulevard	Stanyan	34 th 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 nd Avenue	23 rd 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 th 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 th 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 th 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,



19th 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, 4th 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, 16th Street Improvement Project, 6th 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:
 - 12th 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 13th Street
 - Otis Street: South Van Ness Avenue to Duboce Avenue
 - 13th 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.
- 6th Street Improvement project would implement streetscape changes on 6th 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 7th and 8th 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 11th and 2nd streets on these two east-west streets. The project is currently in design with scheduled construction in 2021. The 7th and 8th street corridors cross Howard and Folsom streets.
- The 16th Street Improvement Project would improve transit reliability and travel time along 16th Street between Church and 3rd streets. This project intersects at



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

- Central Subway project is implementing a new Muni railway line on 4th 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.

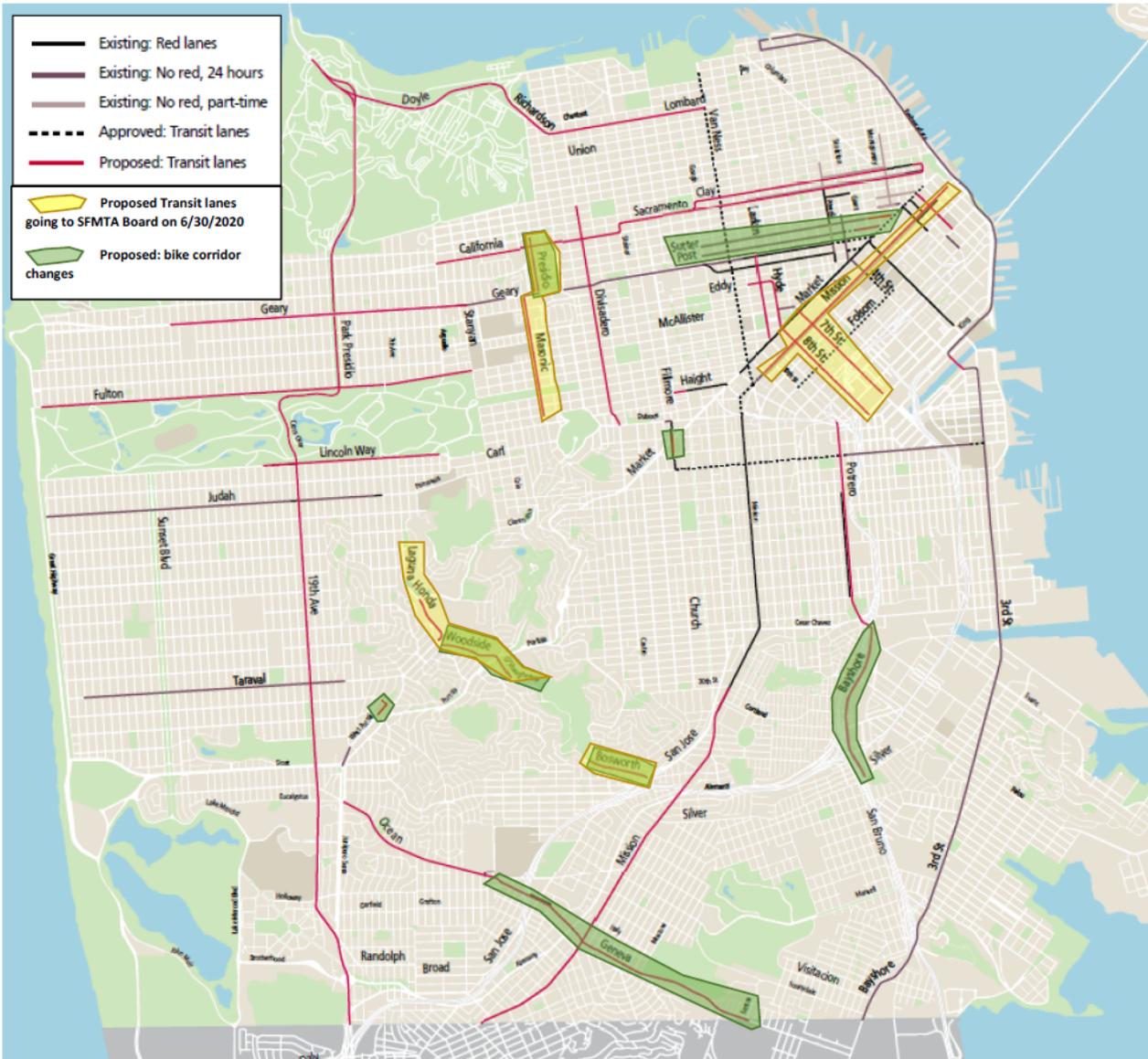


Figure 1: Map of potential proposed emergency temporary transit lane corridors

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:

- 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 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;
- 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 11th to 9th streets; Mission Street, north from side, from 8th Street to 274 feet easterly; Mission Street, north side, from 6th to 5th 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 9th to 8th streets; Mission Street, south side, from 7th Street to 443 feet westerly; Mission Street, south side, from 7th to 6th streets; Mission Street, south side, from 3rd to 1st streets;
- E. ESTABLISH - TOW-AWAY NO STOPPING ANYTIME - Mission Street, south side, from 11th to 9th streets ; Mission Street, north side, from 9th to 8th streets Mission Street, south side, from 8th Street to 363 feet east of 8th Street ; Mission Street, north side, from 6th Street to 539 feet west of 7th Street ; Mission Street, south side, from 6th Street to 5th Street; Mission Street, north side, from 3rd Street to 1st 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 11th Street; Mission Street, south side, from 126 feet to 170 feet east of 9th Street ; Mission Street, south side, from 323 feet to 343 feet east of 7th Street ; Mission Street, south side, from 131 feet to 151 feet west of 6th 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 7th Street ; Mission Street, north side, from 78 feet to 98 feet east of 6th Street ; Mission Street, north side, from 230 feet to 252 feet east of 6th Street ; Mission Street, north side, from 325 to 347 feet east of 6th 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 1st Street;
- I. ESTABLISH - WHITE PASSENGER ZONE, 7 AM TO 10 PM, DAILY – Mission Street, north side, from 108 to 196 feet east of 10th Street;
- J. ESTABLISH - WHITE PASSENGER ZONE, AT ALL TIMES - Mission Street, south side, from 105 feet to 126 feet east of 9th Street Mission Street, north side, from 102 feet to 144 feet east of 8th 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 3rd Street ; Mission Street, south side, from 291 feet to 354 feet east of 2nd 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;

RESOLUTION NO. 200630-062

(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

n:\legana\as2020\2000567\01455539.docx

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



**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 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
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 7th floor during regular business hours and are available online at 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 librang 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。Đóí 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. 7th 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 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
- 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 11th to 9th streets; Mission Street, north side, from 8th Street to 274 feet easterly; Mission Street, north side, from 6th to 5th 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 9th to 8th streets; Mission Street, south side, from 7th Street to 443 feet westerly; Mission Street, south side, from 7th to 6th streets; Mission Street, south side, from 3rd to 1st streets
- E. ESTABLISH - TOW-AWAY NO STOPPING ANYTIME - Mission Street, south side, from 11th to 9th streets; Mission Street, north side, from 9th to 8th streets; Mission Street, south side, from 8th Street to 363 feet east of 8th Street; Mission Street, north side, from 6th Street to 539 feet west of 7th Street; Mission Street, south side, from 6th Street to 5th Street; Mission Street, north side, from 3rd Street to 1st 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 11th Street;

Mission Street, south side, from 126 feet to 170 feet east of 9th Street; Mission Street, south side, from 323 feet to 343 feet east of 7th Street; Mission Street, south side, from 131 feet to 151 feet west of 6th 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 7th Street ; Mission Street, north side, from 78 feet to 98 feet east of 6th Street; Mission Street, north side, from 230 feet to 252 feet east of 6th Street; Mission Street, north side, from 325 to 347 feet east of 6th 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 1st Street;
- I. ESTABLISH - WHITE PASSENGER ZONE, 7 AM TO 10 PM, DAILY – Mission Street, north side, from 108 to 196 feet east of 10th Street
- J. ESTABLISH - WHITE PASSENGER ZONE, AT ALL TIMES - Mission Street, south side, from 105 feet to 126 feet east of 9th Street Mission Street, north side, from 102 feet to 144 feet east of 8th 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 3rd Street; Mission Street, south side, from 291 feet to 354 feet east of 2nd 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.

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. 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.

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.

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 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

ENCLOSURES:

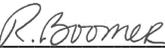
1. SFMTAB Resolution
2. Transportation Code, Division II Amendment

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 11th to 1st Streets (making the current part-time transit-only lanes full-time)
- 7th Street, northbound, from Townsend to Market Streets
- 8th 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 11th to 1st 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 11th to 1st Street; 7th Street, northbound, from Townsend to Market Street; 8th Street, southbound, from Market to

PAGE 6.

- 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 11th to 9th streets; Mission Street, north side, from 8th Street to 274 feet easterly; Mission Street, north side, from 6th to 5th 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 9th to 8th streets; Mission Street, south side, from 7th Street to 443 feet westerly; Mission Street, south side, from 7th to 6th streets; Mission Street, south side, from 3rd to 1st streets
- E. ESTABLISH - TOW-AWAY NO STOPPING ANYTIME - Mission Street, south side, from 11th to 9th streets (transit-only lane; removes 21 general metered parking spaces, 2 yellow metered spaces, 1 white zone); Mission Street, north side, from 9th to 8th streets (transit-only lane; removes 12 general metered parking spaces, 1 yellow metered space, 4 white zones); Mission Street, south side, from 8th Street to 363 feet east of 8th Street (transit-only lane; removes 8 general metered parking spaces, 1 yellow metered space, 2 white zones); Mission Street, north side, from 6th Street to 539 feet west of 7th Street (transit-only lane; removes 25 general metered parking spaces, 6 yellow metered spaces, 2 white zones); Mission Street, south side, from 6th Street to 5th Street (transit-only lane; removes 16 general metered parking spaces, 5 yellow metered spaces, 2 white zones); Mission Street, north side, from 3rd Street to 1st 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 11th Street (converts 2 general metered spaces, 1430 and 1428) #; Mission Street, south side, from 126 feet to 170 feet east of 9th Street (converts 2 general metered spaces, 1247 and 1245) #; Mission Street, south side, from 323 feet to 343 feet east of 7th Street (converts a general metered space, 1057) #; Mission Street, south side, from 131 feet to 151 feet west of 6th 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 7th Street (converts 5 general metered spaces, 1111, 1117, 1119, 1121, 1123) #; Mission Street, north side, from 78 feet to 98 feet east of 6th Street (converts a general metered space, 986) #; Mission Street, north side, from 230 feet to 252 feet east of 6th Street (converts a general metered space, 968) #; Mission Street, north side, from 325 to 347 feet east of 6th 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 1st Street (converts a general metered space, 503) #;

PAGE 7.

- I. ESTABLISH - WHITE PASSENGER ZONE, 7 AM TO 10 PM, DAILY – Mission Street, north side, from 108 to 196 feet east of 10th 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 9th Street (converts one general metered space, 1249) #; Mission Street, north side, from 102 feet to 144 feet east of 8th 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 3rd Street (converts 2 general metered spaces, 673 and 669) #; Mission Street, south side, from 291 feet to 354 feet east of 2nd 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.

PAGE 8.

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

PAGE 9.

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

PAGE 10.

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. 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 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;
- 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 11th to 9th streets; Mission Street, north from side, from 8th Street to 274 feet easterly; Mission Street, north side, from 6th to 5th 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 9th to 8th streets; Mission Street, south side, from 7th Street to 443 feet westerly; Mission Street, south side, from 7th to 6th streets; Mission Street, south side, from 3rd to 1st streets;
- E. ESTABLISH - TOW-AWAY NO STOPPING ANYTIME - Mission Street, south side, from 11th to 9th streets ; Mission Street, north side, from 9th to 8th streets Mission Street, south side, from 8th Street to 363 feet east of 8th Street ; Mission Street, north side, from 6th Street to 539 feet west of 7th Street ; Mission Street, south side, from 6th Street to 5th Street; Mission Street, north side, from 3rd Street to 1st 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 11th Street; Mission Street, south side, from 126 feet to 170 feet east of 9th Street ; Mission Street, south side, from 323 feet to 343 feet east of 7th Street ; Mission Street, south side, from 131 feet to 151 feet west of 6th 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 7th Street ; Mission Street, north side, from 78 feet to 98 feet east of 6th Street ; Mission Street, north side, from 230 feet to 252 feet east of 6th Street ; Mission Street, north side, from 325 to 347 feet east of 6th 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 1st Street;
- I. ESTABLISH - WHITE PASSENGER ZONE, 7 AM TO 10 PM, DAILY – Mission Street, north side, from 108 to 196 feet east of 10th Street;
- J. ESTABLISH - WHITE PASSENGER ZONE, AT ALL TIMES - Mission Street, south side, from 105 feet to 126 feet east of 9th Street Mission Street, north side, from 102 feet to 144 feet east of 8th 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 3rd Street ; Mission Street, south side, from 291 feet to 354 feet east of 2nd Street; and,

PAGE 13.

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.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

RESOLUTION NO.

[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:

(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;

- (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

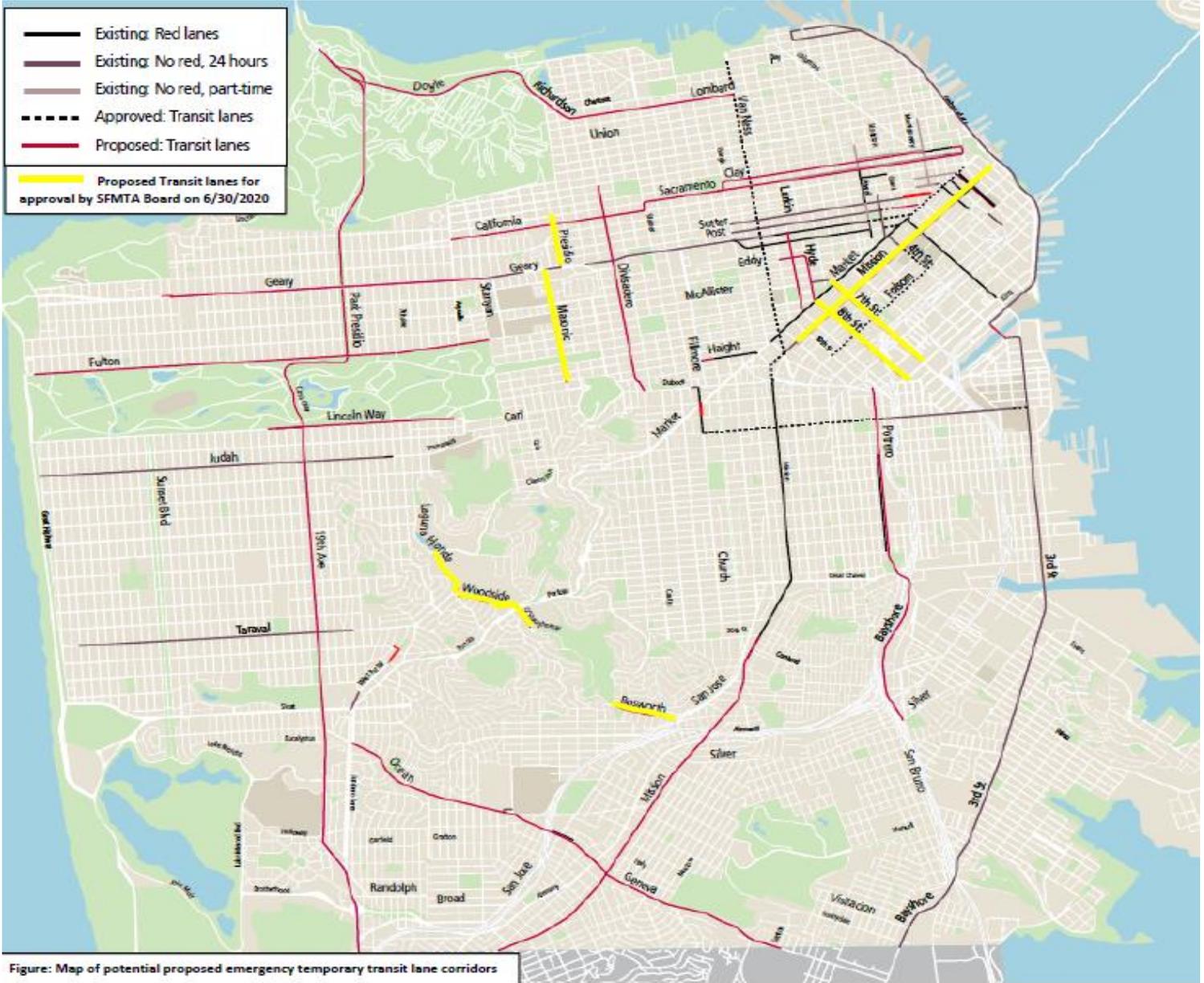
By: _____
JULIE VEIT
Deputy City Attorney

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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

APPENDIX A





SFMTA

Temporary Emergency Transit Lanes

SFMTA Board of Directors

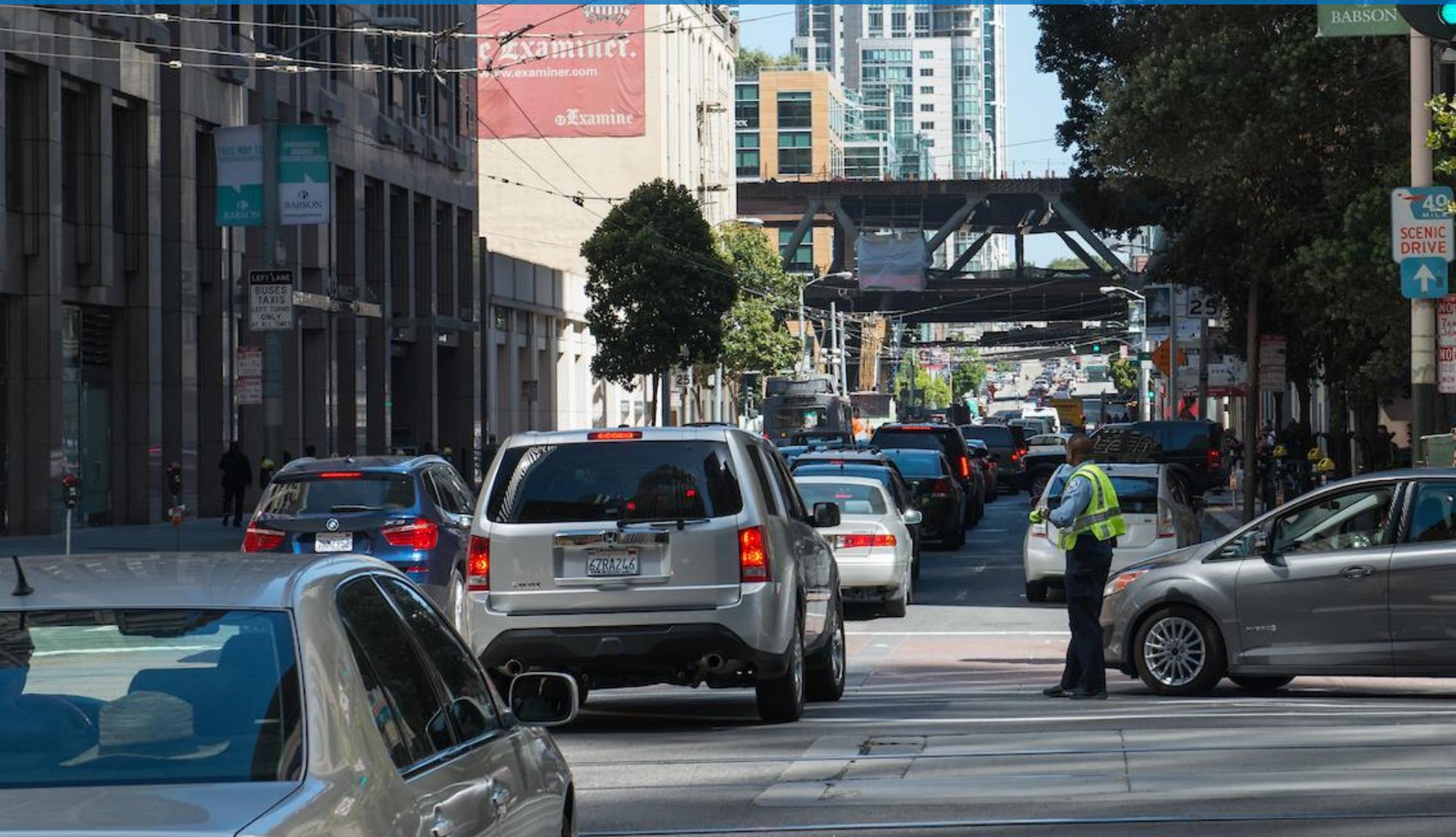
June 30, 2020

Congestion is Coming Back...

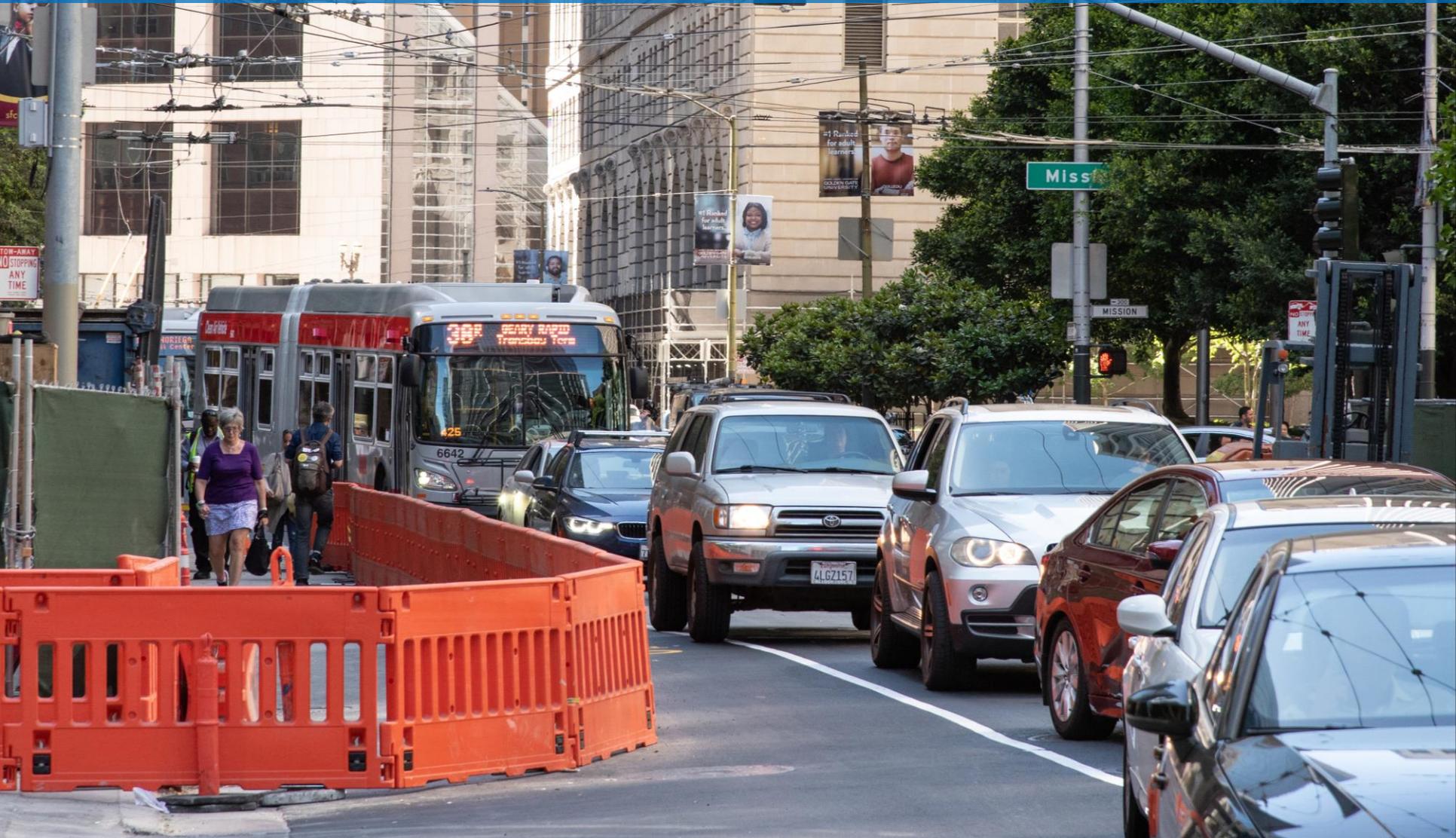


Flickr: tamasrepus

...Heavier Than Ever



We Must Act Fast



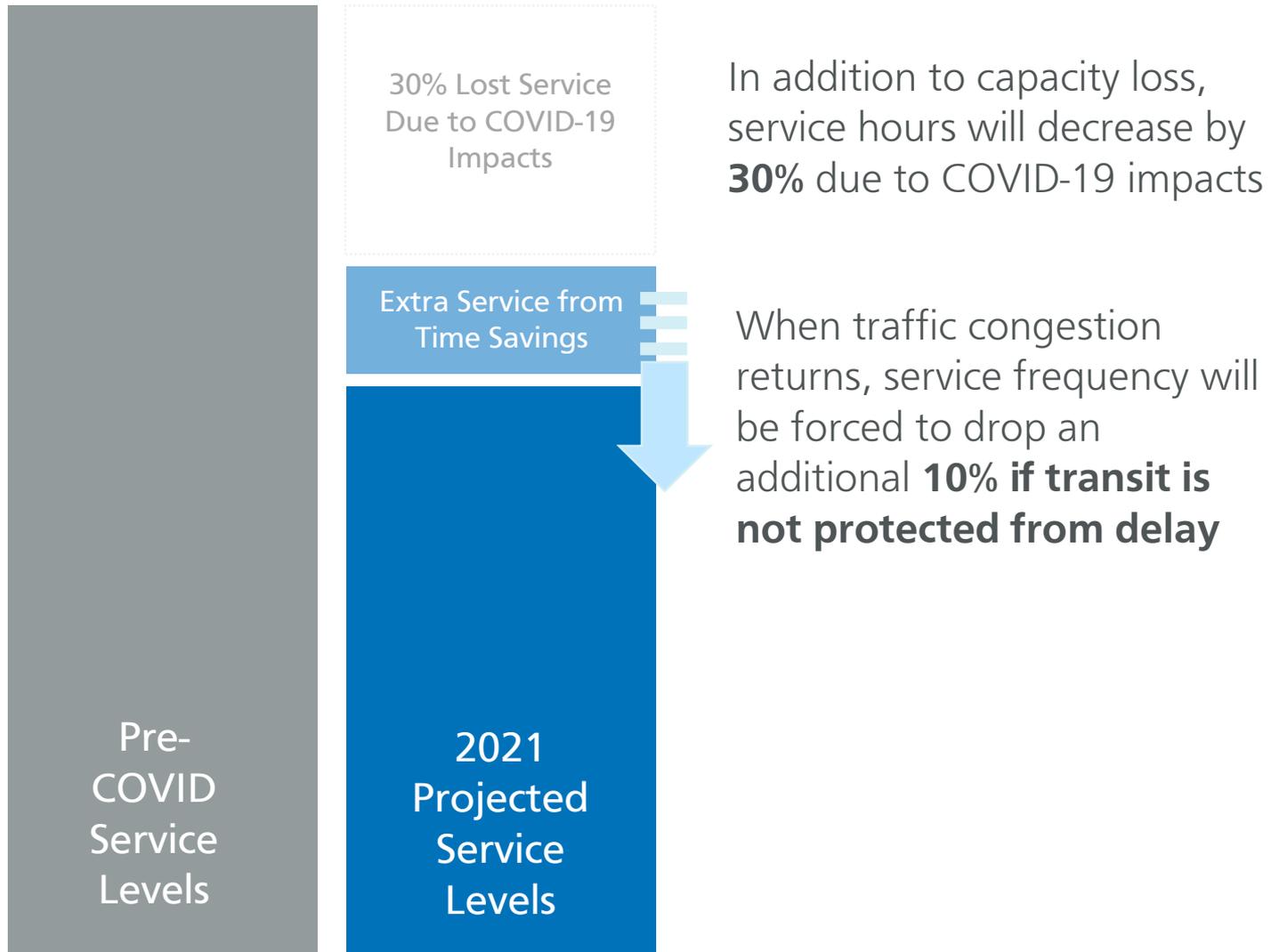
COVID-era Service Challenges



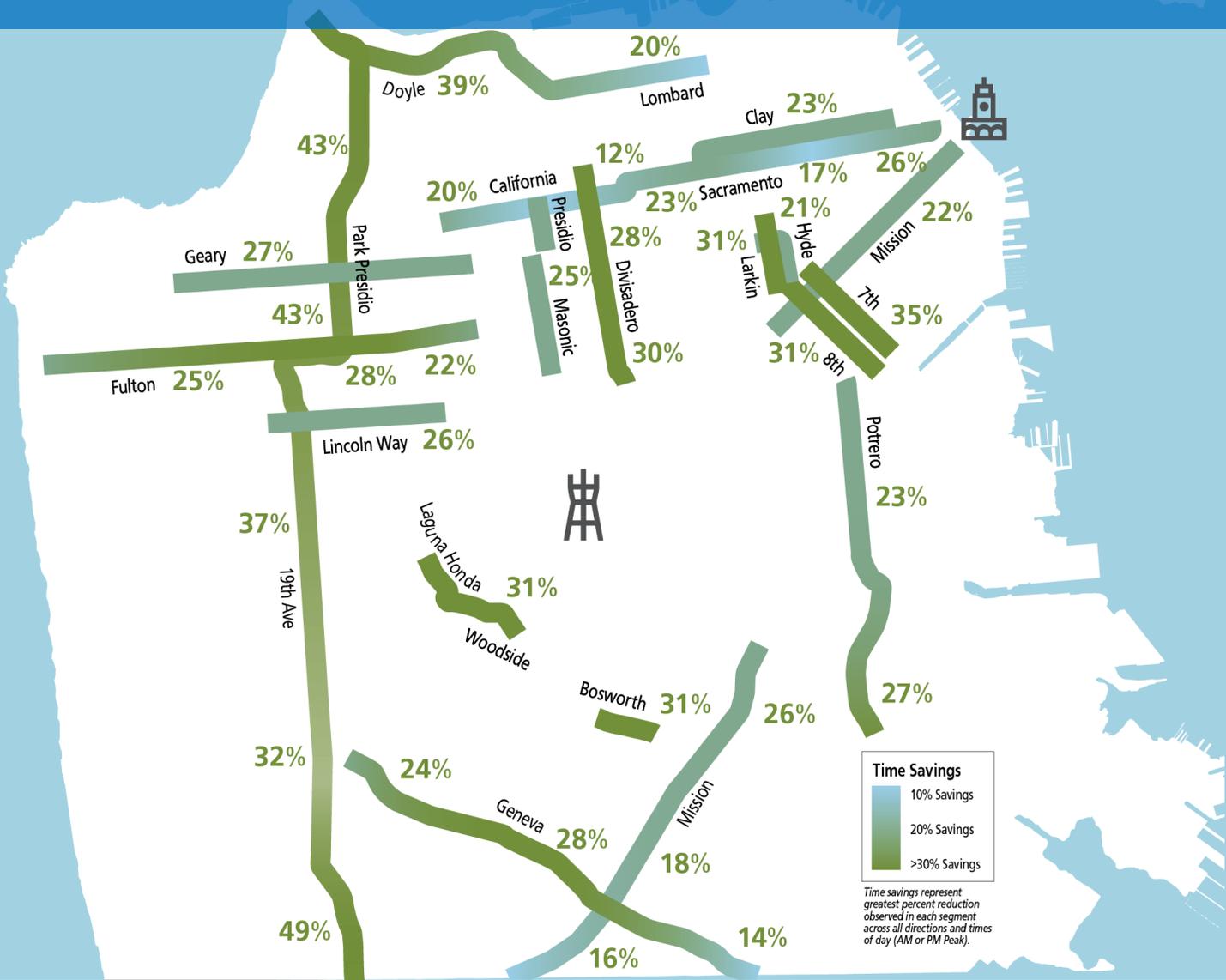
Distancing Reduces Capacity



Muni Faces Major Service Reductions



Time Savings During Shelter in Place



Time Savings

- 10% Savings
- 20% Savings
- >30% Savings

Time savings represent greatest percent reduction observed in each segment across all directions and times of day (AM or PM Peak).

Temporary Emergency Transit Lanes

- **Proposal:** Temporary transit lanes on corridors that normally experience congestion as an emergency measure to reduce crowding and mitigate service reductions
- **Sunset Date:** Transit lanes expire 120 days after emergency order is lifted unless there is permanent SFMTA Board approval
- **Timeline:** Implement first batch of temporary transit lanes ASAP as emergency measure if approved today



Program Benefits

- **Equity:** The project reduces the risk of exposure for people who have the fewest travel choices and ensures there is enough capacity on board, especially for lower-income people of color
- **Public Health:** Reducing crowding on transit is imperative to preventing the spread of COVID-19
- **Economic Recovery:** A strong economic recovery is dependent on an efficient transit system

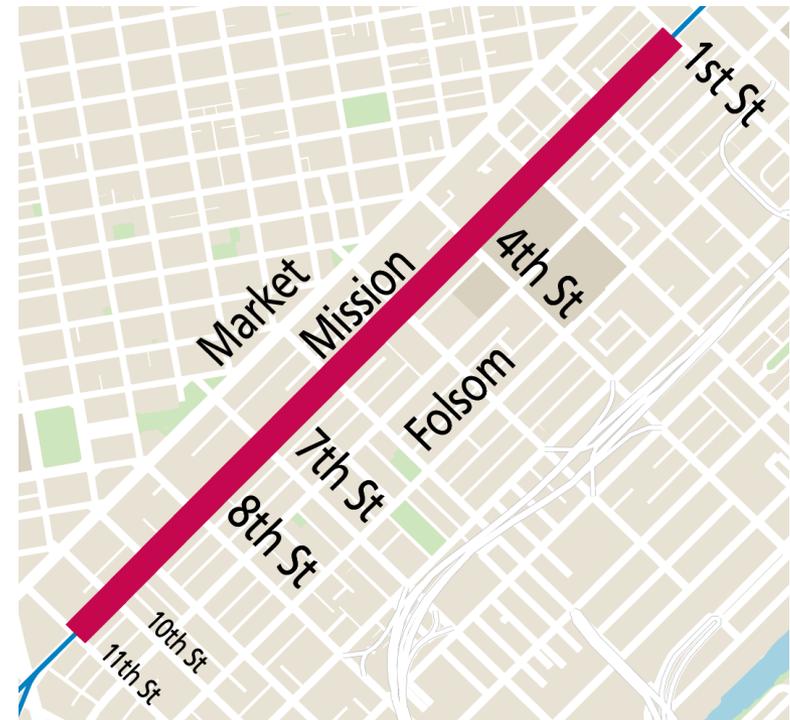


Proposed Initial Locations



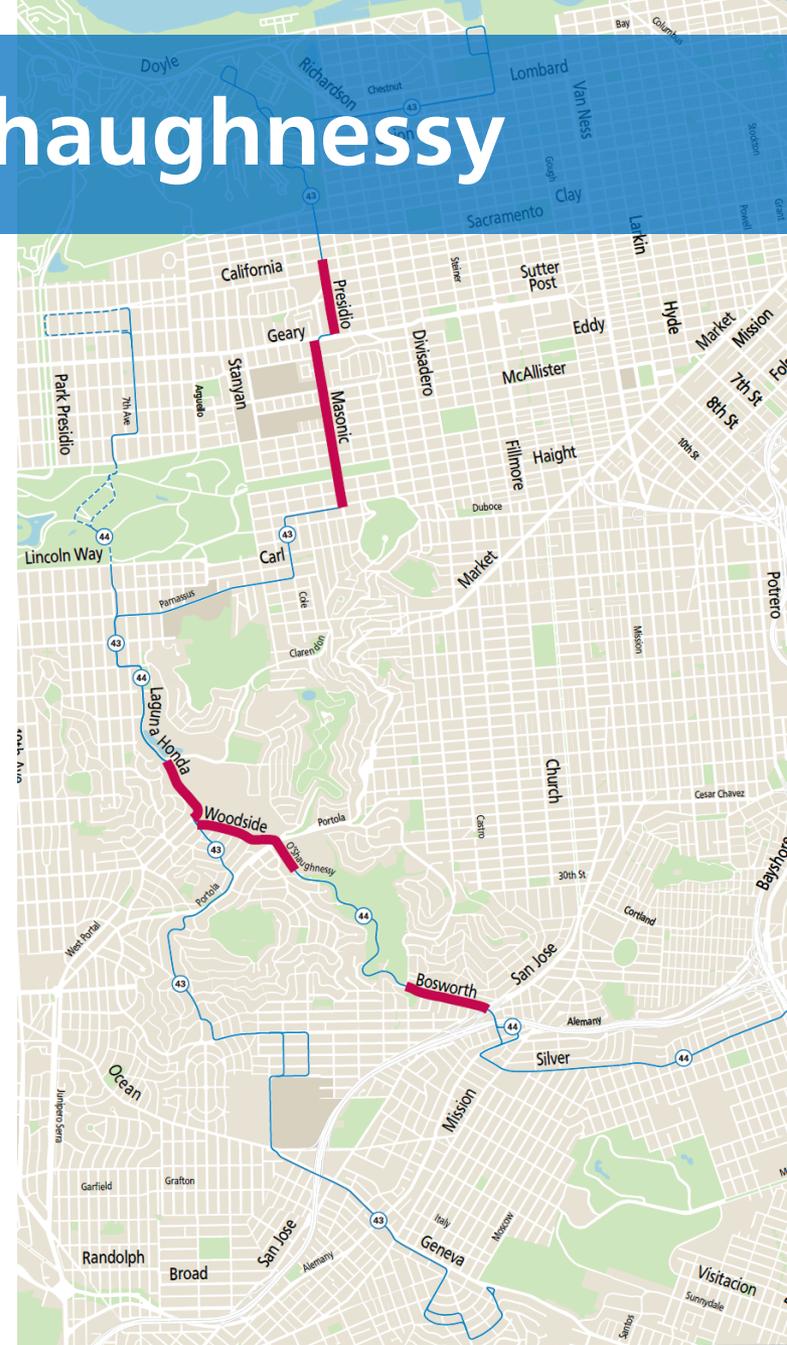
14 Mission (South of Market)

- Implement temporary 24/7 bus lanes (replaces part-time bus lanes)
- Convert part-time tow-away to 24/7 on one side of street
- Restore 24/7 parking on other side by eliminating part-time tow-away
- Widen lanes to accommodate buses and reduce bus collisions



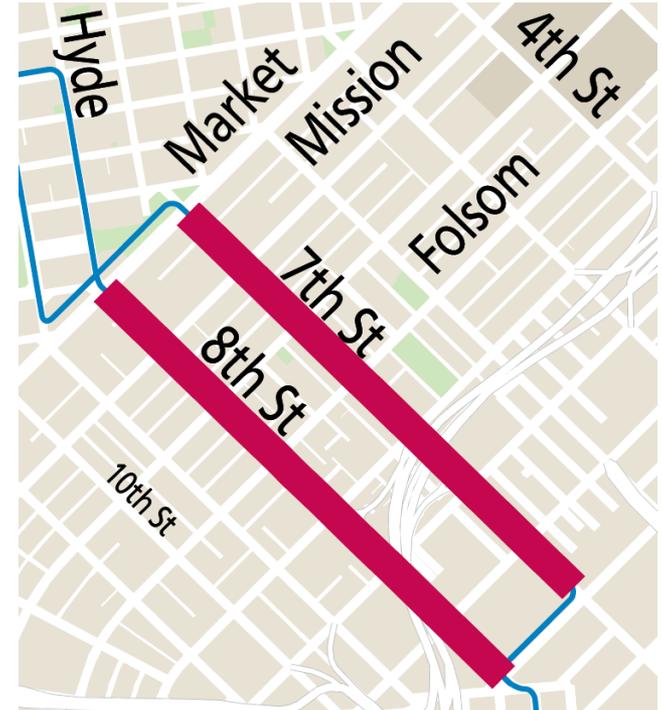
43 Masonic and 44 O'Shaughnessy

- Convert existing curbside travel lane to temporary transit and taxi lane (bikes would be allowed on Presidio, Bosworth, Woodside)



19 Polk (7th and 8th streets)

- Convert existing curbside travel lane from general purpose to temporary emergency transit and taxi lane



Potential Additional Locations

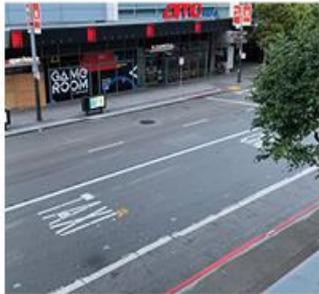
- Additional lanes could be approved by City Traffic Engineer after a public hearing if they meet these criteria:
 - 12% time savings or more during emergency
 - Will have Muni service within 45 days after approval
 - Does not remove more than one lane per direction AND preserves one lane per direction
 - In addition, all Muni Metro rail lines are eligible
- Projects may still be brought to SFMTA Board for final approval when appropriate





1. Implement Temporary Emergency Transit Lanes
Inform the community
During Emergency Declaration

**Temporary transit lanes
sunset 120 days after
end of emergency order**



2. Gather community feedback
Evaluate Temporary Emergency Transit Lanes
Summer 2020 to mid-2021



**3. Based on evaluation and feedback, consider permanent
legislation of lanes and other transit improvements**
Late 2020 to winter 2021/22

July
2020

January
2021

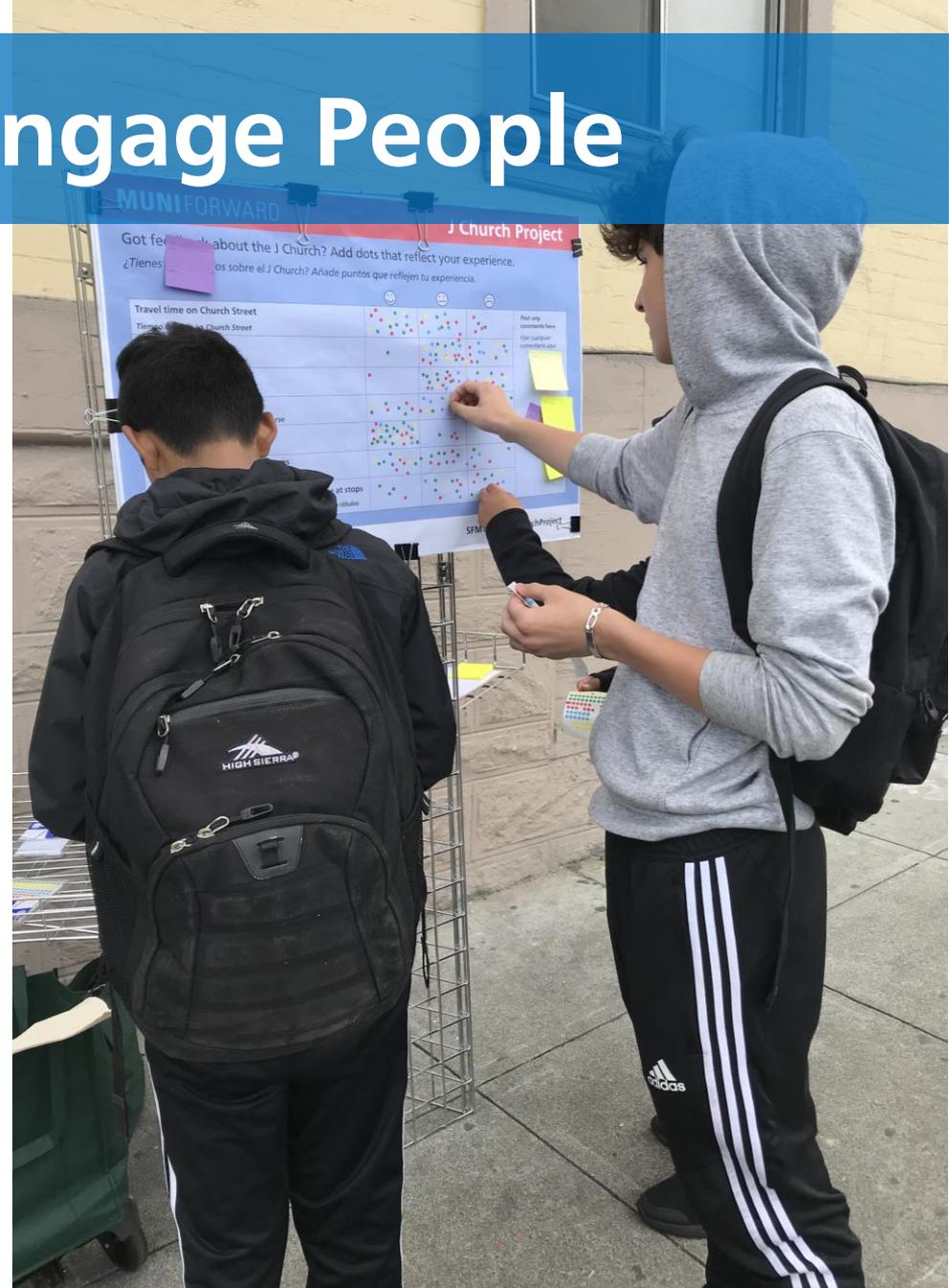
July
2021

January
2022



A New Way to Engage People

- Adapting outreach techniques to COVID-19 era
- On-the-ground, real-time monitoring and outreach to evaluate the temporary lanes
- Actively solicit feedback from marginalized communities
- Unless there is a public process to legislate, temporary lanes will automatically sunset



Evaluation Process

- Community input will shape the evaluation framework, with a focus on equity, health and economic recovery
- Public engagement and evaluation will guide whether and what longer-term improvements are pursued



Today's Legislation

- Approve temporary emergency transit lanes on Mission, Masonic, Presidio, 7th Street, 8th Street, O'Shaughnessy, Laguna Honda, Woodside, Bosworth
- Delegate authority to City Traffic Engineer's Office to approve temporary emergency transit lanes on additional corridors after a public hearing
- Note: All temporary emergency transit lanes must be removed within 120 days after emergency order expires if not approved for permanent legislation
- Temporary emergency transit lanes may be modified or even removed any time during the emergency in response to data and feedback

Next Steps

Today: SFMTA Board approval

July:

- Begin developing evaluation framework with community
- Continue informing neighbors of temporary emergency transit lanes

Late summer/fall:

- Install first temporary transit lanes
- Begin evaluation of initial temporary emergency transit lanes
- Additional lanes approved by City Traffic Engineer after public hearing





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

MINUTES

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 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

ORDER OF BUSINESS

1. Call to Order

Chair Borden called the meeting to order at 1:00 p.m.

2. Roll Call

Present: Gwyneth Borden
Cheryl Brinkman
Amanda Eaken
Steve Heminger

3. Announcement of prohibition of sound producing devices during the meeting.

No announcement was made.

4. Approval of Minutes

PUBLIC COMMENT:

David Pilpel pointed out that there was no public comment on the closed session. The minutes should reflect that.

On motion to approve the minutes of the June 16, 2020 Regular Meeting: unanimously approved.

5. Communications

Chair Borden talked about the passing of Art Curtis and asked that the meeting be adjourned in his memory.

Chair Borden discussed the virtual meeting and expressed appreciation to staff for their work to enable the meeting to be held via teleconference. Board Secretary Boomer reviewed how members of the public could watch the meeting and address the Board.

6. Introduction of New or Unfinished Business by Board Members

Vice Chair Eaken requested an update on efforts to make streets in the Tenderloin safer and more accessible to residents.

7. Director's Report (For discussion only)

-Ongoing Activities

Jeff Tumlin, Director of Transportation discussed the transportation recovery plan including building trust with the public, key data analytics, criteria for establishing “Slow Streets”, street sweeping, and applications for “Shared Spaces”.

PUBLIC COMMENT:

Hayden Miller stated that he is looking forward to more “slow streets” but he urged that existing ones be made more successful. Some intersections are lacking signage. Arterial street crossings should be looked at closely as they create safety hazards.

David Pilpel discussed Art Curtis’s passing. He was a wonderful employee and human being. He knew every inch of the system. He suggested naming something after him or putting up a poster to remind people of the importance of public service. Despite the many problems now, Art would have relished the opportunity to solve them.

John Lisovsky discussed the “Slow Streets” program and discussed several locations. He expressed concern about the grade of hills. A car free Columbus would bend the curve in that district. A North Point “slow street” would also be appreciated.

Eric Rozell expressed appreciation for paying attention to the Tenderloin. It’s a difficult neighborhood to work with. The neighbors are grateful for the changes, particularly on Jones and Turk streets. He urged the agency to continue to pay attention to the neighborhood. Having a “Safe Streets” network is a great idea.

Barry Taranto expressed appreciation for the Essential Trip Card (ETC) and essential ride home programs. He hasn’t seen many users at night. He does give rides to essential workers, many of whom work in the Tenderloin. Blocking streets will make it harder for taxi drivers to drop off workers. It’s hard to avoid not going through some “Slow Street” blocks, as taxis need access to pick up passengers. He is waiting for the official “Slow Street” list from the SFMTA. He was given a link to it but it’s not in a form that he can distribute to the taxi industry. He suggested installing signage a block away from every “Slow Street”.

Martin discussed the J and L lines terminating at Church and Market and at West Portal. He supports those changes and urged the SFMTA to figure out how to make those transfers safe for people with disabilities. The Church and Market intersection is difficult. These transfers must be ironed out before the change. He expressed appreciation for the “Slow Streets” program. In the Tenderloin and the South of Market, the Supervisor seems open to closing those streets so the SFMTA should consider making them pedestrian only. He supports mobility access.

Cliff Barger stated that the Mariposa “Slow Streets” is wonderful. The SFMTA was quick to replace the barriers when they have been moved. People are still driving through Mariposa. He is happy to see the “Shared Spaces” program and urged more repurposing of the parking lane and sidewalks on 18th St. Sidewalks are narrow to the point where people can’t distance themselves. People with mobility issues will have challenges navigating narrow sidewalks.

Aleeta Dupre discussed the J line termination on Market. It's reasonable but there has to be a seamless connection for people with disabilities. There is an incline towards the station so the elevators must be maintained. Signage is essential at that location.

Sara Ogilvy expressed support for the barriers on the "Slow Streets". She has noticed that cars are pushing through the barriers at some locations and is concerned about safety. She also expressed support for "Shared Spaces" in parking spaces and concern for social distancing on sidewalks. With the growing number of COVID, the City needs to take more action and be more aggressive with using parking spaces to help businesses continue.

Roan Kattouw thanked Director Brinkman for raising the question about Senate Bill 288. He expressed concern about "shared spaces" and restaurant service on the sidewalk. Some areas are the point where there isn't a five-foot path of travel to ensure social distancing.

Dan Deutsch expressed support for the "Shared Spaces" program and implored the SFMTA to think bigger. There's been criticism about space being taken from sidewalks. Other cities have been successful with removing parking and ensuring safe walking and cycling.

Mike Chan is heartened by the progress with "Shared Space", and suggested consideration of a "Slow Wiggle" that would allow people to traverse the City. He also discussed constraints in District 6 and urged consideration of more streets in the South of Market. Now is a great time to make sure City streets serve the people who live there.

Flo Kelly stated that vehicles are being cited for street cleaning. She referred to a letter from Glide Memorial Church that asked the SFMTA not to tow nor cite vehicular dwellings. It has a traumatic impact on people who are living in those vehicles and they usually wind up living on the streets.

8. Citizens' Advisory Council Report

No report.

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.)

Leo Levenson, Director, Finance and Information Technology and Jonathan Rewers, Senior Budget Manager, presented the item.

PUBLIC COMMENT:

Members of the public expressing support: David Pilpel, John Lisovsky, Aleeta Dupre, Hayden Miller, Bob Allen, Barry Taranto, Martin, Trevor Adams, and Robert Bruckman

Members of the public expressing support for the BackFirst program: Laura Chalfont, Sylvia Alvarez-Lynch, Michael Leary, Glenna, Anthony Ballester, and Jan

Members of the public expressing neither support nor opposition: Roger Marengo, Roan Kattouw, Zach, Dan Deutsch, Herbert Weiner, and Matt Brezina

Director Heminger requested a monthly report on the budget.

Vice Chair Eaken asked staff to work with the Transportation Authority to present congestion pricing the Board.

RESOLUTION 200630-061

On motion to approve:

ADOPTED: AYES – Borden, Brinkman, Eaken, and Heminger

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 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
- 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 11th to 9th streets; Mission Street, north from side, from 8th Street to 274 feet easterly; Mission Street, north side, from 6th to 5th 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 9th to 8th streets; Mission Street, south side, from 7th Street to 443 feet westerly; Mission Street, south side, from 7th to 6th streets; Mission Street, south side, from 3rd to 1st streets
- E. ESTABLISH - TOW-AWAY NO STOPPING ANYTIME - Mission Street, south side, from 11th to 9th streets; Mission Street, north side, from 9th to 8th streets Mission Street, south side, from 8th Street to 363 feet east of 8th Street ; Mission Street, north side, from 6th Street to 539 feet west of 7th Street; Mission Street, south side, from 6th Street to 5th Street; Mission Street, north side, from 3rd Street to 1st 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 11th Street; Mission Street, south side, from 126 feet to 170 feet east of 9th Street; Mission Street, south side, from 323 feet to 343 feet east of 7th Street; Mission Street, south side, from 131 feet to 151 feet west of 6th 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 7th Street ; Mission Street, north side, from 78 feet to 98 feet east of 6th Street; Mission Street, north side, from 230 feet to 252 feet east of 6th Street; Mission Street, north side, from 325 to 347 feet east of 6th 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 1st Street;
- I. ESTABLISH - WHITE PASSENGER ZONE, 7 AM TO 10 PM, DAILY – Mission Street, north side, from 108 to 196 feet east of 10th Street
- J. ESTABLISH - WHITE PASSENGER ZONE, AT ALL TIMES - Mission Street, south side, from 105 feet to 126 feet east of 9th Street Mission Street, north side, from 102 feet to 144 feet east of 8th 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 3rd Street; Mission Street, south side, from 291 feet to 354 feet east of 2nd Street. (Explanatory documents include a staff report, amendments and resolution.)

Sean Kennedy, Manager, Transit Planning and Michael Rhodes, Project Manager, Temporary Emergency Transit Lanes, presented the item.

PUBLIC COMMENT:

Members of the public expressing support: Michael Balsama, David Pilpel, Martin, Zack Geisgrove, Dan Fetterman, Ken T., Christopher Petersen, Daly Chin, Regina Easlos, Simone Manganelli, Robin, Cliff Barger, Simon Chan, Peter Straus, Nick, Amy O'Hare, Hayden Miller, Anonymous, Barry Taranto, Kevin Burke, Daniel Tahara, Milo Trauss, Nishon Keterphal, Ken Deutsch, Aleeta Dupre, Mike Chan, Elliot Schwartz, Shahin Shahinajad, and Elias Zamoria

Members of the public expressing opposition: Anonymous and Anonymous

Members of the public expressing neither support nor opposition: Herbert Weiner

At the Board's request, Director Tumlin will provide reports on the SFMTA's transit initiatives.

RESOLUTION 200630-062

On motion to amend the resolution to remove the prohibition against turning left onto Ewing Terrace and establishing no left turns except Muni on Masonic Avenue between Haight and Turk streets:

ADOPTED: AYES – Borden, Brinkman, Eaken, and Heminger

On motion to approve as amended:

ADOPTED: AYES – Borden, Brinkman, Eaken, and Heminger

ADJOURN - The meeting was adjourned at 6:14 p.m. in honor of Art Curtis.

A recording of the meeting is on file in the office of the Secretary to the San Francisco Municipal Transportation Agency Board of Directors.



Roberta Boomer
Board Secretary

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.

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. 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.

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.



West Portal LK Transfer Project: Proposed Street Changes

A Public Hearing for the below proposed changes on near West Portal Station, between West Portal Avenue and Wawona Street, will be held virtually on Saturday, July 18, 2020 at 11:00am.

1. RESCIND – BUS ZONE

Ulloa Street, south side, from West Portal Avenue to 75' easterly

ESTABLISH – NO STOPPING FIRE LANE

Ulloa Street, south side, from West Portal Avenue to 20' easterly

ESTABLISH – WHITE ZONE 7 AM – 7 PM, MONDAY THROUGH SATURDAY

Ulloa Street, south side, from 20' to 75' east of West Portal Avenue

These changes would rescind a bus zone, create a 20' fire-hydrant clear zone and a 55' white zone.

2. ESTABLISH – TRANSIT ZONE

A. Ulloa Street, south side, from West Portal Avenue to Wawona Street

B. Ulloa Street, north side, from Lenox Way to Wawona Street

These changes would create new transit zones for the new LK interlined rail route, including ADA accessible platforms. On the south side, there would also be a new 48 bus stop, while removing a part-time white zone/bus zone and 2 part-time uncontrolled parking spaces. On the north side, the new LK stop would be shared with the 48 bus stop and remove one white zone.

3. ESTABLISH – WHITE ZONE

Lenox Way, from 20 to 45' north of Ulloa Avenue

ESTABLISH – GREEN ZONE

Lenox Way, from 45' to 90' north of Ulloa Avenue

ESTABLISH – NO LEFT TURN

Lenox Way, southbound at Ulloa Avenue

These changes would create a new white zone on Lenox Way, replacing the white zone that is being removed on the north side of Ulloa by the library entrance by shifting the existing green zone north. They also would make the existing AM-peak only left turn restriction in effect at all times.



West Portal LK Transfer Project



Virtual Meeting/Public Hearing

July 18, 2020

Welcome!

Thank you for joining us to learn more about and provide comment on the West Portal LK Transfer Project.

This meeting will be recorded for public record and documentation.

Email TellMuni@SFMTA.com to provide comments and feedback.

To provide live public comments:

1. Call: 888-363-4734
2. Enter the code 7014320.
3. When public comment is open, key in "1" and then "0" to join the queue of people wishing to comment.
4. Each participant will have 2 minutes for public comments
5. A remaining 30 second reminder will be announced near the end of each comment



Instant Poll Questions #1 – How did you hear about today's Public Meeting?

How to Participate:

1. Enter [Menti.com](https://www.menti.com) to your web browser
2. Enter code: 62 10 5
3. Click Submit

Join a presentation - Mentimeter x



Mentimeter

Please enter the code

Submit

The code is found on the screen in front of you



Restoring rail service



Especially with COVID-19, we can't return to the way rail was before ...



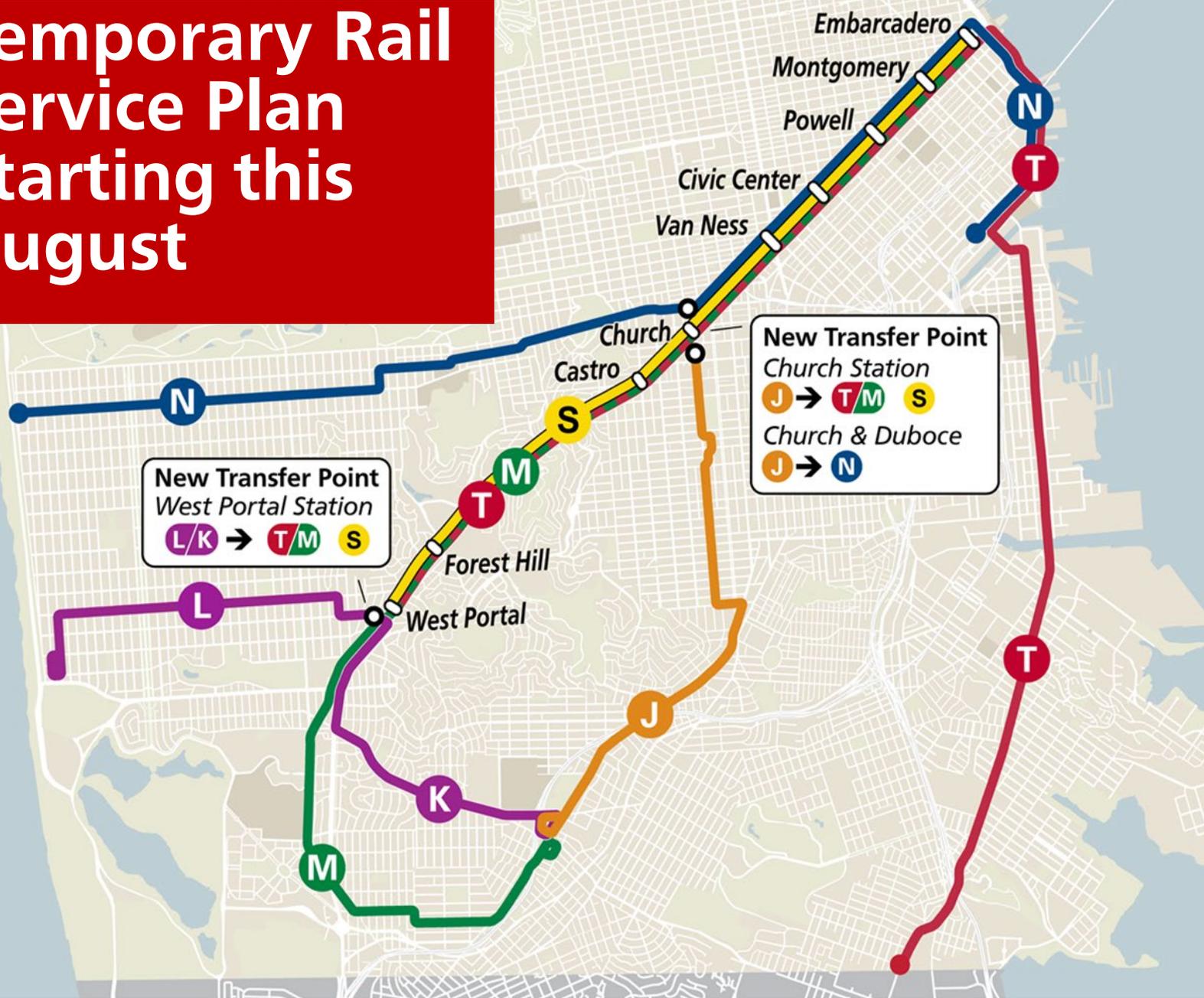
Why remove lines from the subway?

Pre-COVID-19 throughput of subway systems

- Running more trains per hour in subway than we can process
- Queues of trains waiting at portals
- Slow travel time in the subway

Transit System	Trains/Hour
Muni (scheduled)	42
Muni (actual)	34-40
BART (current)	22
BART (projected with new train control)	30
NYC subway (old train control)	10
NYC subway (new train control)	38
Washington D.C.	26
Philadelphia	15
Boston	15

Temporary Rail Service Plan Starting this August



LK transfer improvements

- Requires new temporary transfer stops at West Portal Station with accessible boarding

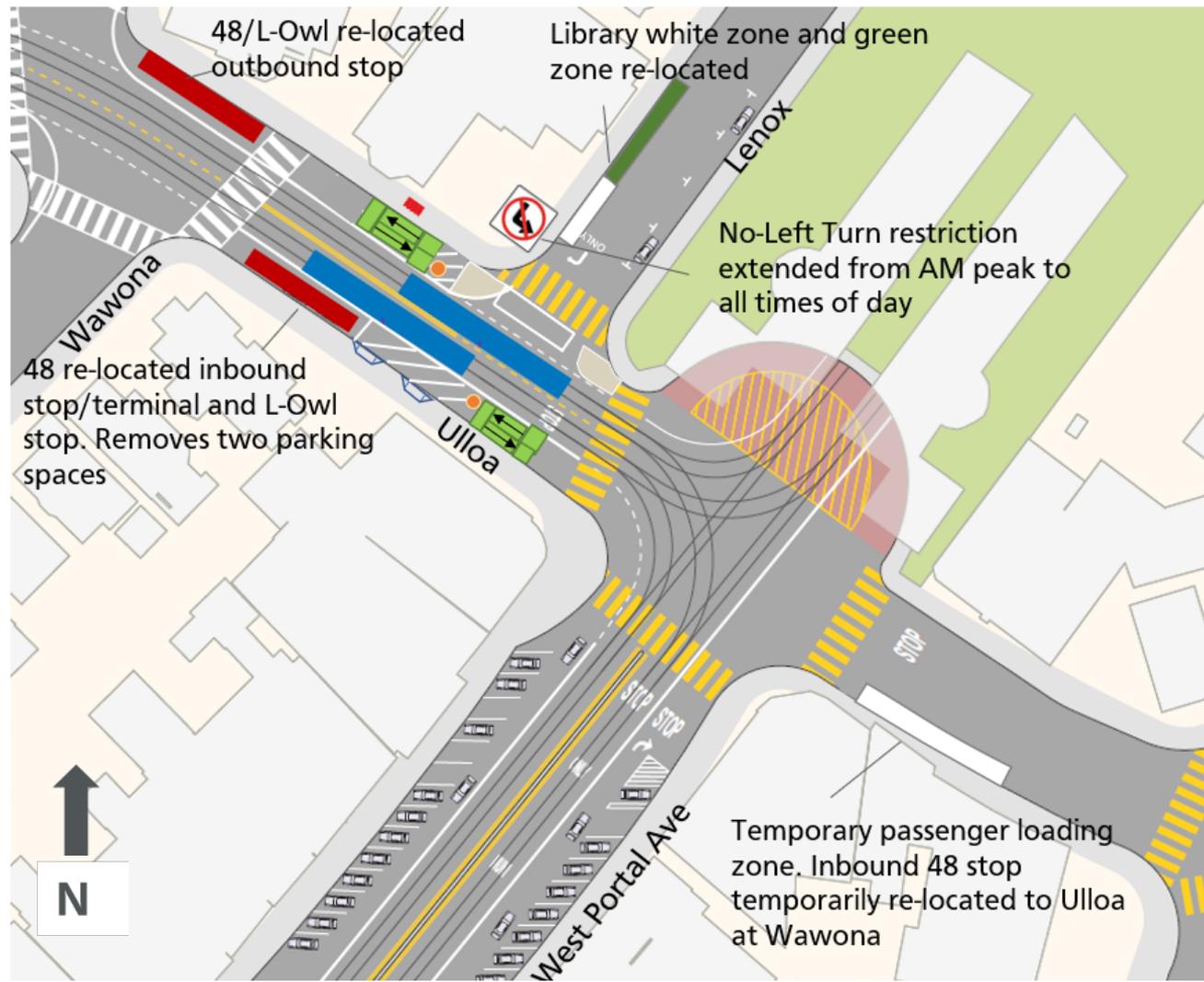


Example of a temporary accessible ramp

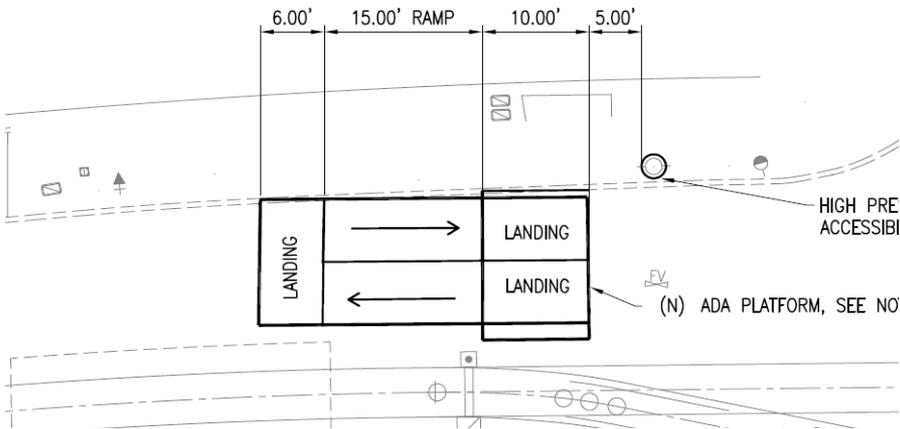
Project overview

Legend

-  LK Train Stop (Boarding for able-bodied passengers)
-  48 Bus Stop
-  Accessible Ramps (Boarding for passengers with disabilities)
-  Passenger Loading Zone
-  Green Zone
-  No Left Turn (all times of day)
-  Painted Safety Zone

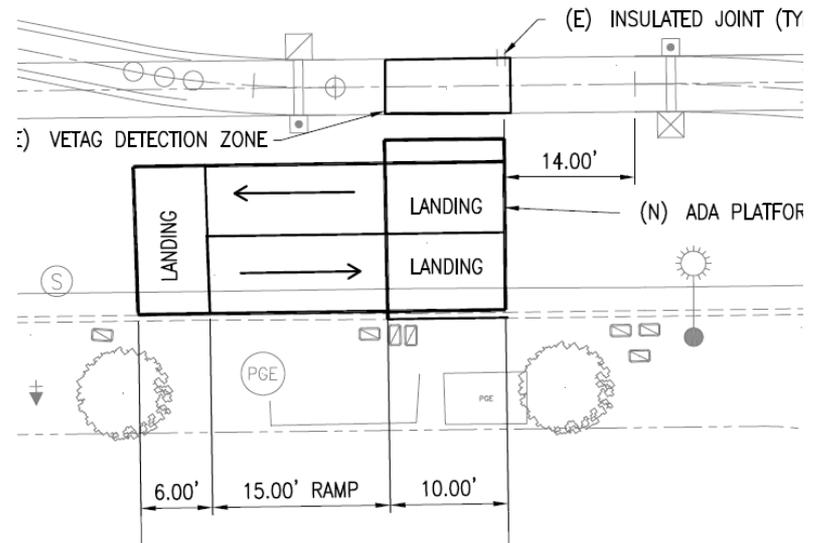


Proposed ramp detail



North side of Ulloa (L outbound)

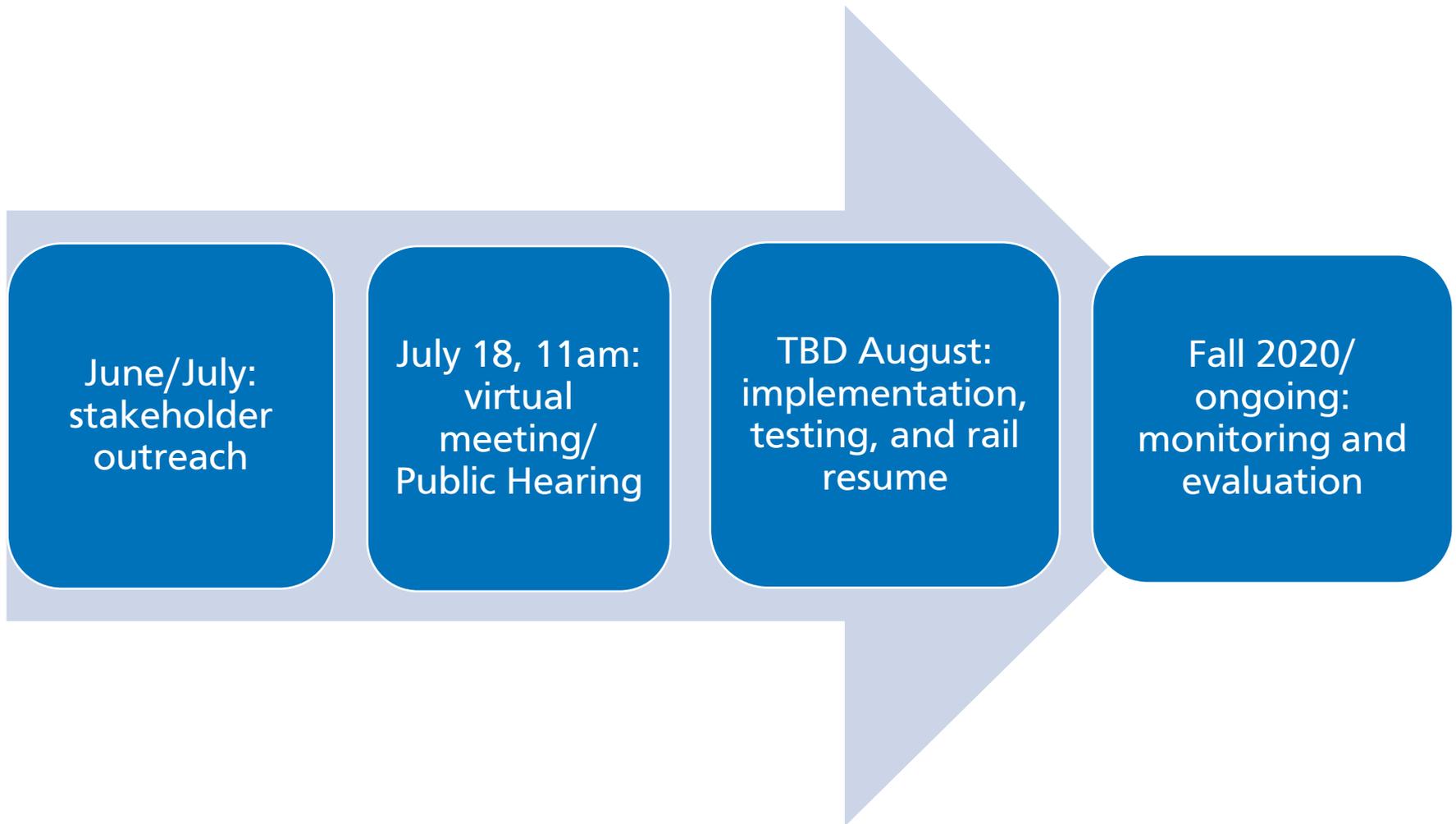
South side of Ulloa (K outbound)



Approval process due to public health emergency

- June 30, 2020: SFMTA Board delegated authority to City Traffic Engineer's Office to approve temporary emergency street changes needed after a Public Hearing
- These changes are temporary and will automatically be removed within 120 days after the State of Emergency order is lifted, unless there is a public process to make them permanent
- Changes will be evaluated and may be considered for permanent approval following additional outreach and SFMTA Board consideration

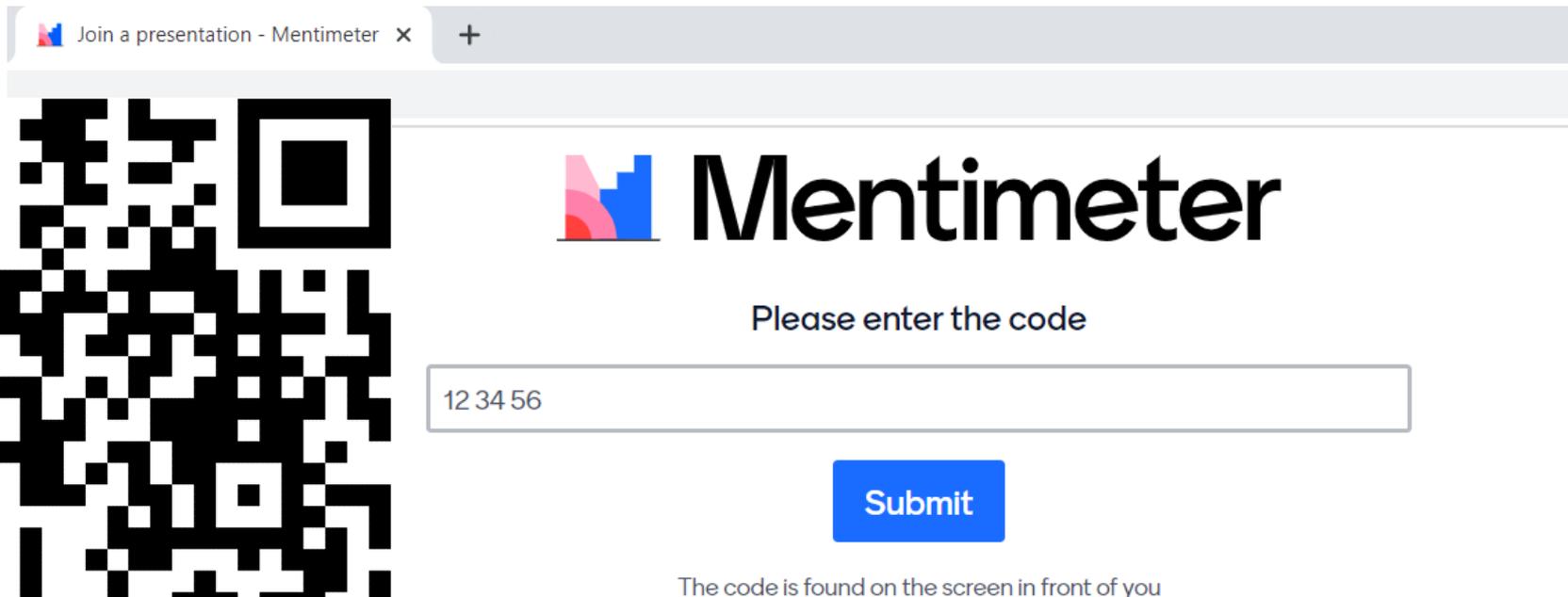
Process



Instant Poll Question #2 – During the project's evaluation phase, how would you like to provide feedback?

How to Participate:

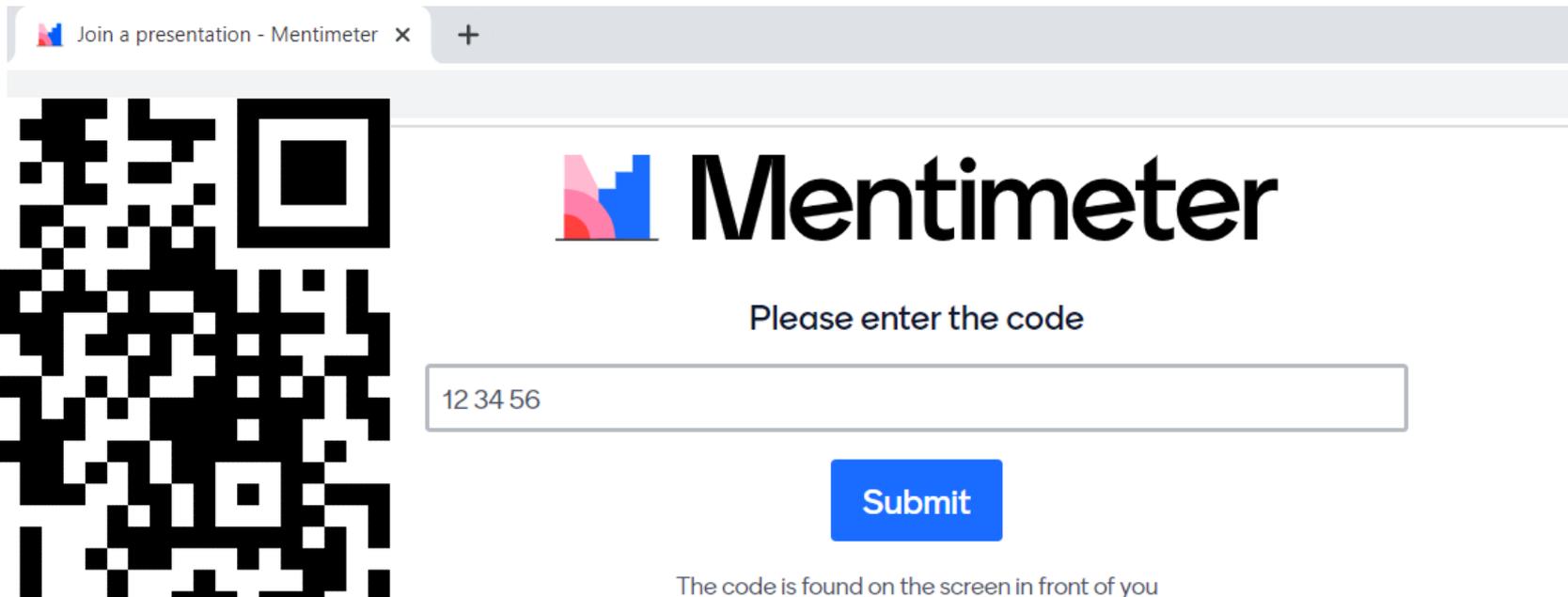
1. Enter [Menti.com](https://www.menti.com) to your web browser
2. Enter code: 62 10 5
3. Click Submit



Instant Poll Question #3 – Are the project proposals clear and easy to understand?

How to Participate:

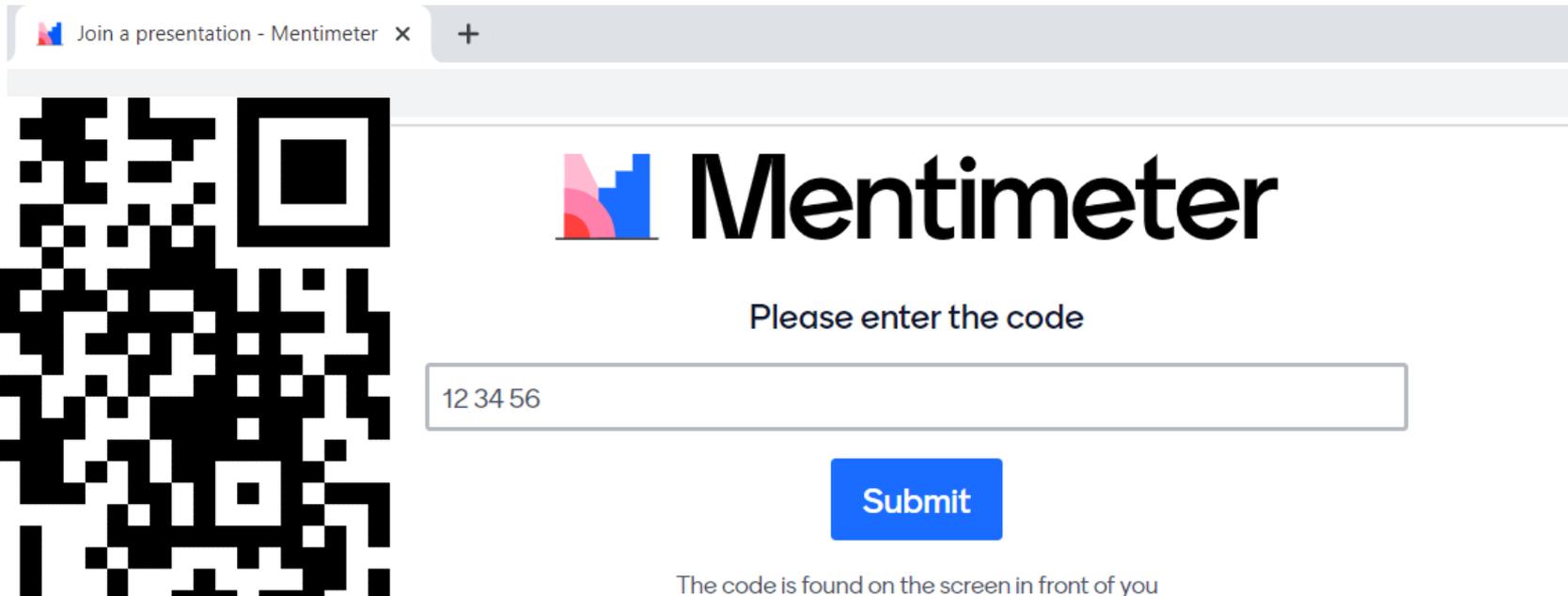
1. Enter [Menti.com](https://www.menti.com) to your web browser
2. Enter code: 62 10 5
3. Click Submit



Instant Poll Question #4 – Are you subscribed to the project email list for updates?

How to Participate:

1. Enter [Menti.com](https://www.menti.com) to your web browser
2. Enter code: 62 10 5
3. Click Submit



Public comment

To provide public comment:

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2. Enter the code 7014320.
3. When public comment is open, key in "1" and then "0" to join the queue of people wishing to comment.
4. Each participant will have 2 minutes for public comments
5. A remaining 30 second reminder will be announced near the end of each comment

Questions and Answers

Thank you.

SFMTA.com/LKTransferProject

TellMuni@SFMTA.com

415.646.2382





West Portal LK Transfer Project: Proposed Street Changes

A Public Hearing for the below proposed changes on near West Portal Station, between West Portal Avenue and Wawona Street, will be held virtually on Friday, July 31, 2020 at 12:00 p.m.

1. RESCIND – BUS ZONE

Ulloa Street, south side, from West Portal Avenue to 75' easterly

ESTABLISH – NO STOPPING FIRE LANE

Ulloa Street, south side, from West Portal Avenue to 20' easterly

ESTABLISH – WHITE ZONE 7 AM – 7 PM, MONDAY THROUGH SATURDAY

Ulloa Street, south side, from 20' to 75' east of West Portal Avenue

These changes would rescind a bus zone, create a 20' fire-hydrant clear zone and a 55' white zone.

2. ESTABLISH – TRANSIT ZONE

A. Ulloa Street, south side, from West Portal Avenue to Wawona Street

B. Ulloa Street, north side, from Lenox Way to Wawona Street

These changes would create new transit zones for the new LK interlined rail route, including ADA accessible platforms. On the south side, there would also be a new 48 bus stop, while removing a part-time white zone/bus zone and 2 part-time uncontrolled parking spaces. On the north side, the new LK stop would be shared with the 48 bus stop and remove one white zone.

3. ESTABLISH – WHITE ZONE

Lenox Way, from 20 to 45' north of Ulloa Avenue

ESTABLISH – GREEN ZONE

Lenox Way, from 45' to 90' north of Ulloa Avenue

ESTABLISH – NO LEFT TURN

Lenox Way, southbound at Ulloa Avenue

These changes would create a new white zone on Lenox Way, replacing the white zone that is being removed on the north side of Ulloa by the library entrance by shifting the existing green zone north. They also would make the existing AM-peak only left turn restriction in effect at all times.

Virtual Community Meeting Public Hearing

Reunión Pública | 公開會議 | Pampublikong Pagding

West Portal LK Transfer Project: Rescheduled Public Hearing due to technical difficulties at an earlier Public Hearing.



The West Portal LK Transfer Project proposes changes near West Portal Station to facilitate Muni Metro's new temporary rail configuration. The aim is to support accessible transfers for customers transferring between the new temporary surface-only LK line and the subway. As an emergency project to support rail service, these changes would be temporary and evaluated through data monitoring and community feedback. They would be automatically removed within 120 days after the emergency order is lifted, unless there is a public process to make the improvements permanent.

Virtual Community Meeting / Public Hearing

Friday, July 31
12:00 p.m.

To join the meeting online and view shared materials, visit: SFMTA.com/LKTransferProject

To join by phone or to provide comment, dial 888-363-4734 and enter the code 7014320.

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

Proposed temporary changes include:

Ulloa Street, south side, from West Portal Avenue easterly
Remove bus zone and create a 55-foot passenger loading zone.

Ulloa Street, south side, from West Portal Avenue to Wawona Street

Create new temporary transit zones for the LK and 48 Quintara/24th Street lines, including ADA accessible platforms, while removing a part-time passenger loading zone/part-time bus stop, and removing two part-time parking spaces.

Ulloa Street, north side, from Wawona Street to Lenox Way

Remove one passenger loading zone to create new temporary LK stop shared with 48 Quintara/24th Street.

Lenox Way, north of Ulloa Avenue

Create passenger loading zone and shift green zone northerly.

Lenox Way, southbound at Ulloa Avenue

Make existing left turn restriction in effect at all times.

Detailed legislation information is available at the SFMTA Engineering website or SFMTA.com/LKTransferProject. For more information, please contact Jerri Diep, Public Information Officer, at 415.646.2382 or email TellMuni@SFMTA.com.

If you would like to comment on this proposed change, you may attend an SFMTA Public Hearing or file your comments in writing before the hearing:

- Email: TellMuni@SFMTA.com with subject line "Public Hearing"
- Mail: Public Hearing, Sustainable Streets Division
One South Van Ness Avenue, 7th Floor, San Francisco, CA 94103-5417
- Public Hearing: **Friday, July 31, at 12:00 PM**
The Virtual Community Meeting/Public Hearing will be available either online or by phone. To provide public comment, you must do so via the public comment phone line at 888-363-4734 and enter the code 7014320. When public comment is open key in "1" and then "0" to join the queue of people wishing to comment.

415.646.2382: For free interpretation services, please submit your request 48 hours in advance of meeting. / 如果需要免費口語翻譯，請於會議之前48小時提出要求。 / Para servicios de interpretación gratuitos, por favor haga su petición 48 horas antes de la reunión. / Para sa librang serbisyo sa interpretasyon, kailangan mag-request 48 oras bago ang miting.

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.

SFMTA.com/LKTransferProject



SFMTA



J Church Transfer Project: Proposed Street Changes

A Public Hearing for the below proposed changes on Church Street between 15th 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, 7th Floor San Francisco, CA 94103 SFMTA.com

311 Free language assistance / 免費語言協助 / Ayuda gratis con el idioma / Бесплатная помощь переводчиков / Trợ giúp Thông dịch Miễn phí / Assistance linguistique gratuite / 無料の言語支援 / Libreng tulong para sa wikang Filipino / 무료 언어 지원 / การช่วยเหลือทางคำภาษาโดยไม่เสียค่าใช้จ่าย / خط المساعدة المجاني على الرقم



J Church Transfer Project: Proposed Street Changes

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

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

Eastbound 15th Street at Church Street

Southbound Church Street at 15th Street

ESTABLISH – NO LEFT TURN

Westbound Market Street at Church 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)

311 Free language assistance / 免費語言協助 / Ayuda gratis con el idioma / Бесплатная помощь переводчиков / Trợ giúp Thông dịch Miễn phí / Assistance linguistique gratuite / 無料の言語支援 / Libreng tulong para sa wikang Filipino / 무료 언어 지원 / การช่วยเหลือทางคำภาษาโดยไม่เสียค่าใช้จ่าย / خط المساعدة المجاني على الرقم

Virtual Community Meeting Public Hearing

Reunión Pública | 公開會議 | Pagdinig sa publiko

J Church Transfer Improvements Project



The J Church Transfer Improvements Project proposes temporary changes at Church and Market streets to facilitate Muni Metro's new rail configuration. The aim is to support accessible transfers customers between the J Church and the subway. As an emergency project to support rail service during COVID-19, these changes would be temporary and evaluated through data monitoring and community feedback. They will be automatically removed 120 days after the emergency order is lifted, unless there is a public process to make the improvements permanent.

Proposed temporary changes would include:

August 2020 –The J Church route will resume service, running between Balboa Park Station and Market Street. Downtown customers will transfer to the T/M or S Shuttle lines at Market Street using accessible platforms. This transfer point will also serve customers connecting to the N Judah.

- Inbound and outbound boarding will occur on the existing Church Street boarding island between Market and 15th streets
- Church Street between Market and 15th streets will be reserved for transit, taxis, local access and commercial loading
- The 22 Fillmore route will continue through this segment of Church with no changes
- Turn restrictions proposed for this project can be found at [SFMTA.com/JTransferProject](https://www.sfmta.com/JTransferProject)

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

Detailed legislation is available at [SFMTA.com/JTransferProject](https://www.sfmta.com/JTransferProject). For more information, please contact Jonathan Streeter, Public Relations Officer, at 415.646.2109 or email TellMuni@SFMTA.com.

If you would like to comment on this proposed change, you may attend an SFMTA Public Hearing or file your comments in writing before the hearing:

- Email: TellMuni@SFMTA.com with subject line "Public Hearing"
- Mail: Public Hearing, Sustainable Streets Division
One South Van Ness Avenue, 7th Floor, San Francisco, CA 94103-5417
- Public Hearing: **Saturday, July 25th**, at 11:00 AM
The Virtual Community Meeting/Public Hearing will be available either online or by phone. To provide public comment, you must do so via the public comment phone line at 888-363-4734 and enter the code 7014320. When public comment is open key in "1" and then "0" to join the queue of people wishing to comment.

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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.

[SFMTA.com/JTransferProject](https://www.sfmta.com/JTransferProject)



SFMTA



Welcome!

**The J Church Improvements Public
Hearing and Community Meeting will
begin shortly**

Use TellMuni@SFMTA.com to submit a question at any
time during the presentation



J Church Transfer Improvements and Shared Spaces Opportunities

Virtual Meeting and Public Hearing

July 25, 2020

Michael Rhodes, Project Manager

Welcome!

Thank you for joining us to learn more about and provide comment on the J Church Transfer Improvements Project.

This meeting will be recorded for public record and documentation.

Email TellMuni@SFMTA.com to provide comments and feedback.

To provide live public comments:

1. Call: 888-363-4734
2. Enter the code **7014320#**.
3. When public comment is open, key in "1" and then "0" to join the queue of people wishing to comment.
4. Each participant will have 2 minutes for public comments



Instant poll #1: How did you learn about today's hearing?

We will be conducting instant polls today using Poll Everywhere.

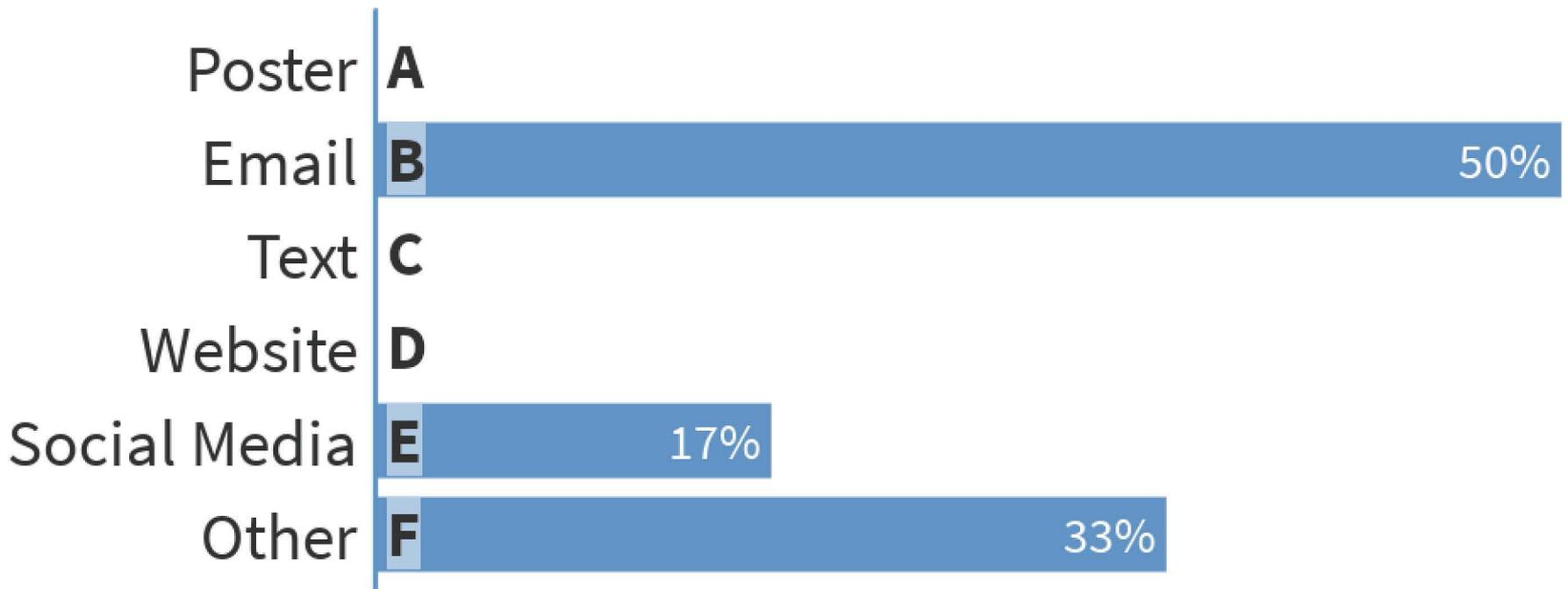
- When the poll is active, you can respond at Pollev.com/sfmtaride
- Text SFMTARIDE to 22333 once to join!



Respond at PolleEv.com/sfmtaride

Text **SFMTARIDE** to **22333** once to join, then **A, B, C, D, E...**

How did you learn about today's hearing?



Restoring Rail Service





Why Remove Lines from the Subway

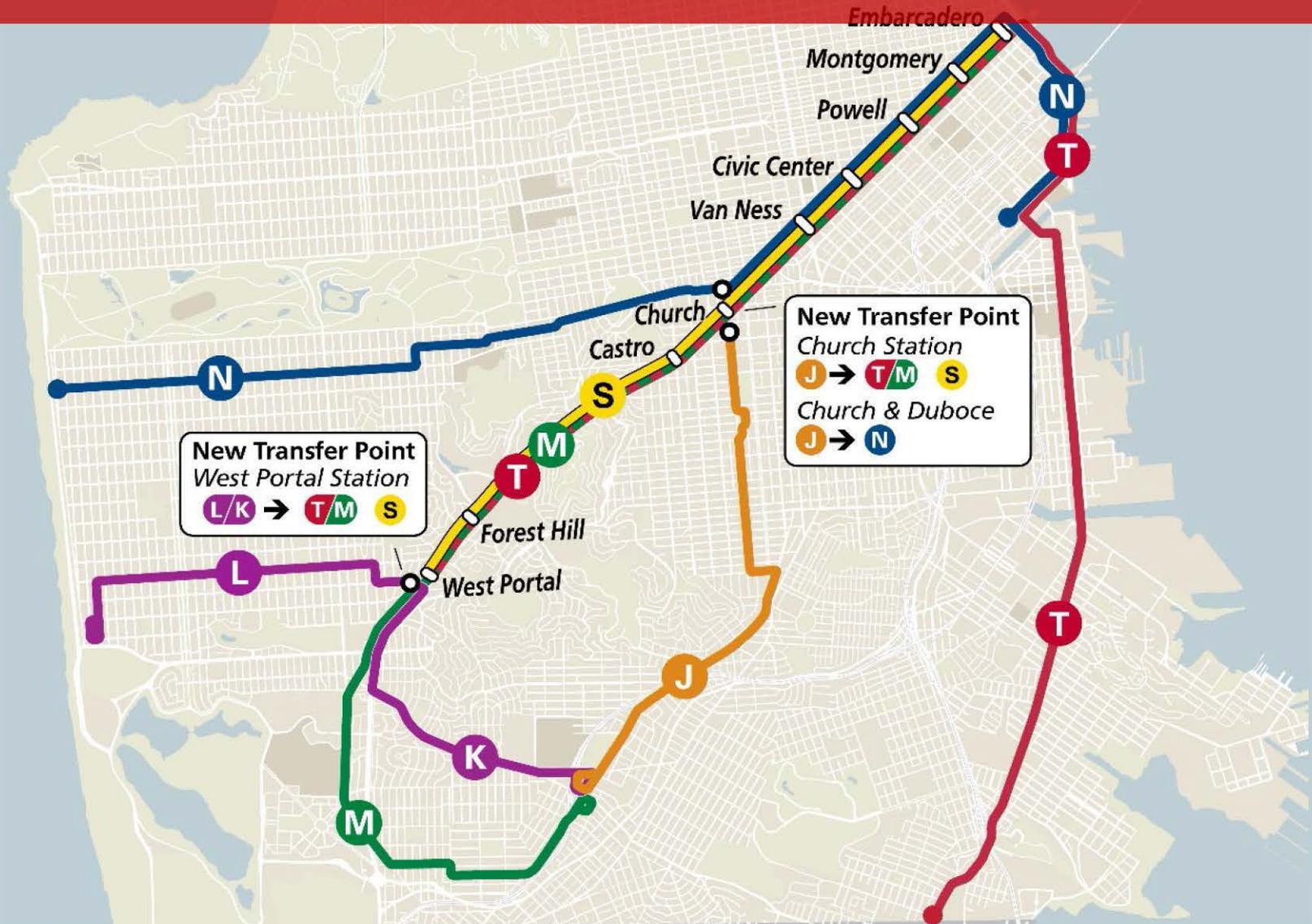
Pre-COVID-19 throughput of subway systems

- Before COVID, we were running more trains per hour in subway than we can process
- Queues of trains waiting at portals
- Slow travel time in the subway

Transit System	Trains/Hour
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NYC subway (old train control)	10
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Washington D.C.	26
Philadelphia	15
Boston	15



J Church to Operate Above-Ground Only



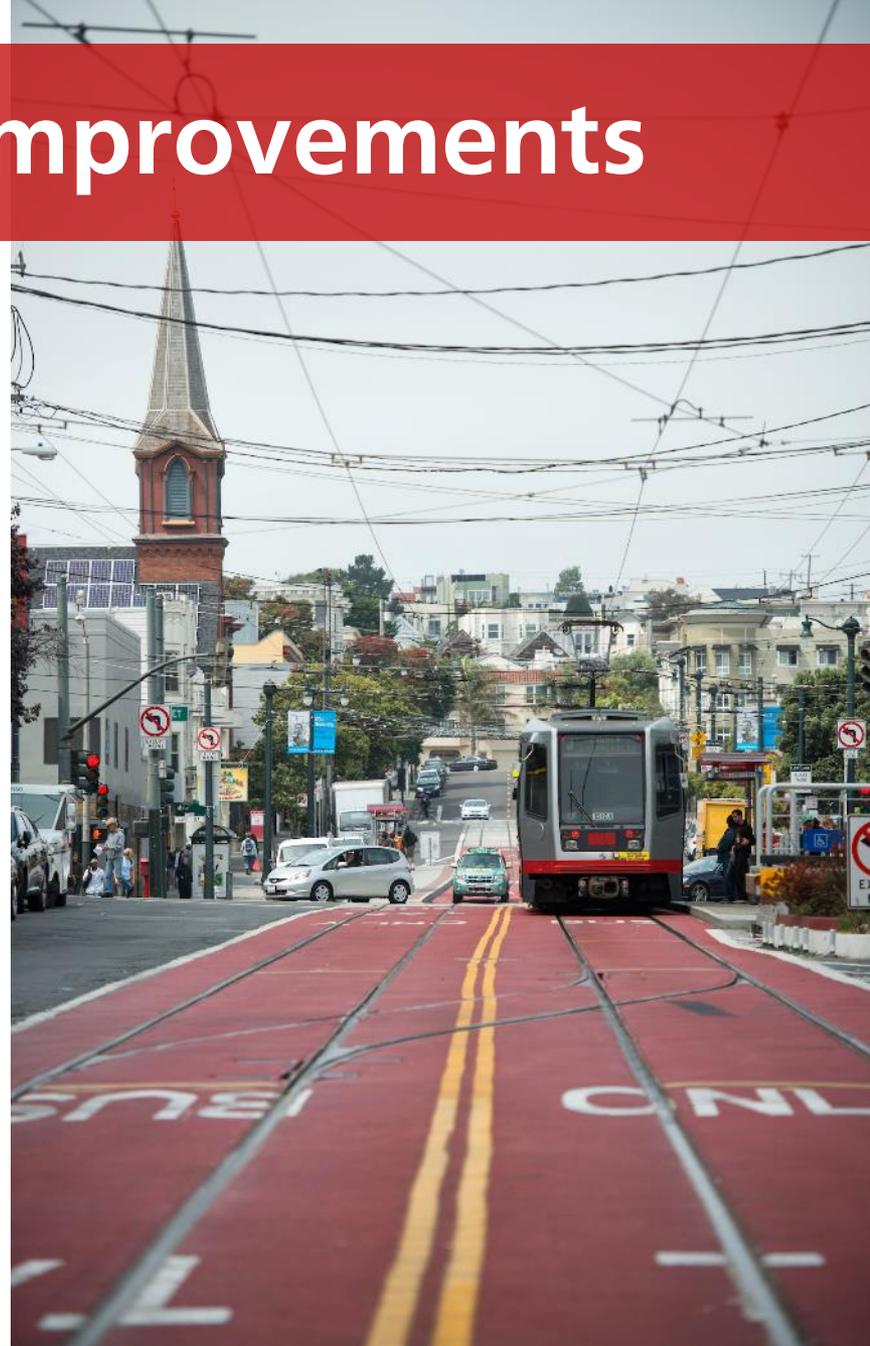
J Church Transfer Improvements

Project Scope

- Temporary upgrades to pedestrian infrastructure on Church Street between 15th Street and Duboce
- Potential outdoor dining space on Church Street

Goals

- Ensure a seamless transfer, especially for people with disabilities
- Support local businesses with outdoor dining space, increased foot traffic, reliable transit service, and efficient commercial loading



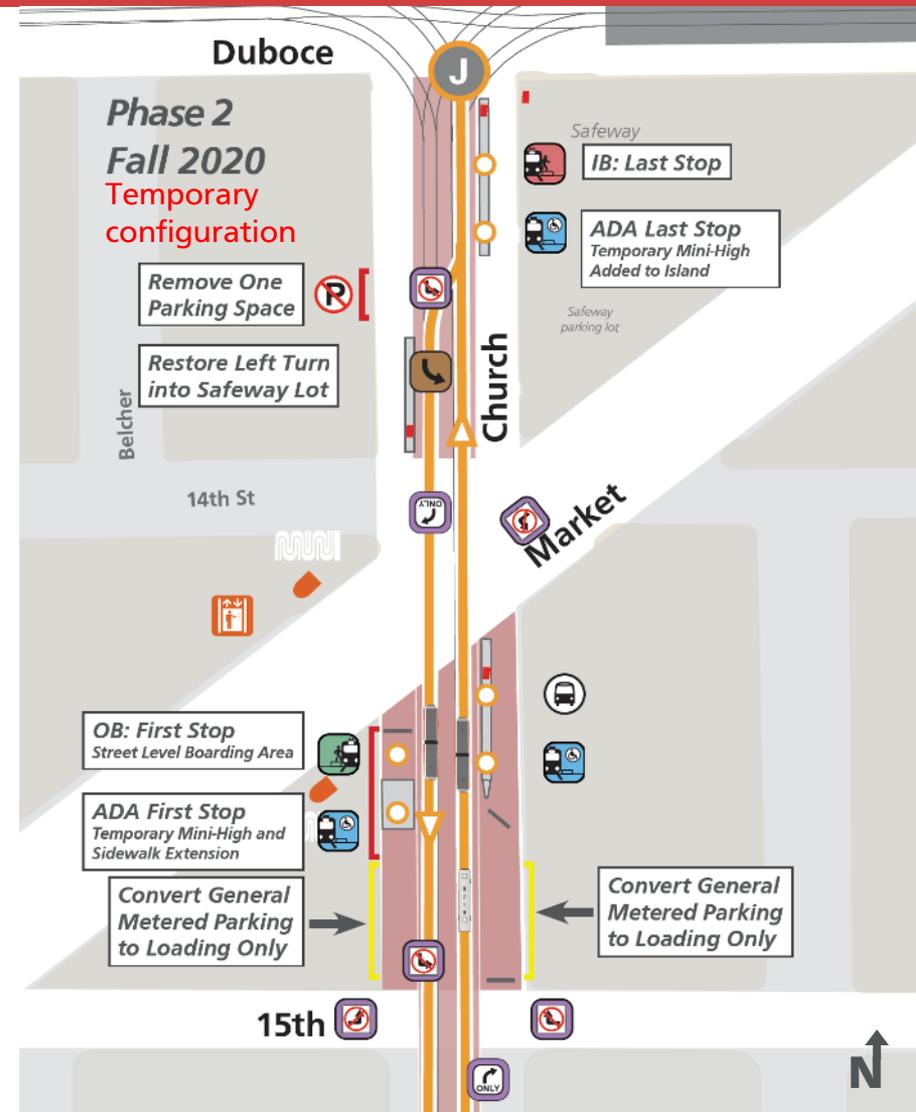
Phase 2 (Fall)

Proposed Medium-Term Temporary Configuration

New temporary accessible platforms

Service extended to Duboce Avenue to provide connection to N Judah

- New temporary accessible platform on Church at Duboce
- New temporary outbound stop on Church south of Market improves connection to subway
- Temporary traffic restrictions maintained between 15th and Market to continue providing safe transfer environment



Accessibility Improvements

- In order to accommodate surface-only configurations for the J Church, we would construct new temporary accessible platforms at Market and Duboce



Outdoor Dining and Retail Opportunities

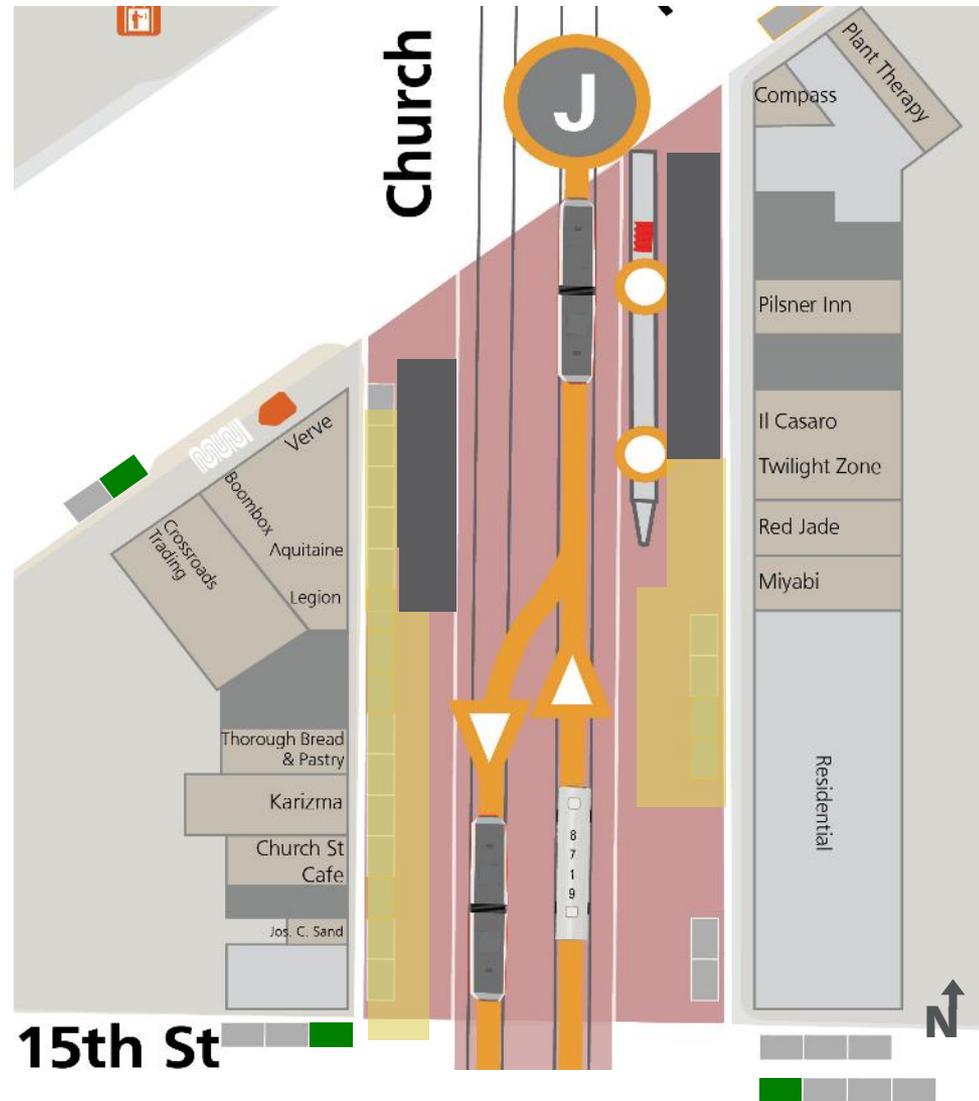


Outdoor Dining Opportunities

- The project would create opportunities for outdoor dining spaces on the block between 15th and Market streets
- Staff are working with merchants to identify potential “Shared Spaces” dining zones and commercial loading solutions

Pedestrian zone

Potential dining zone



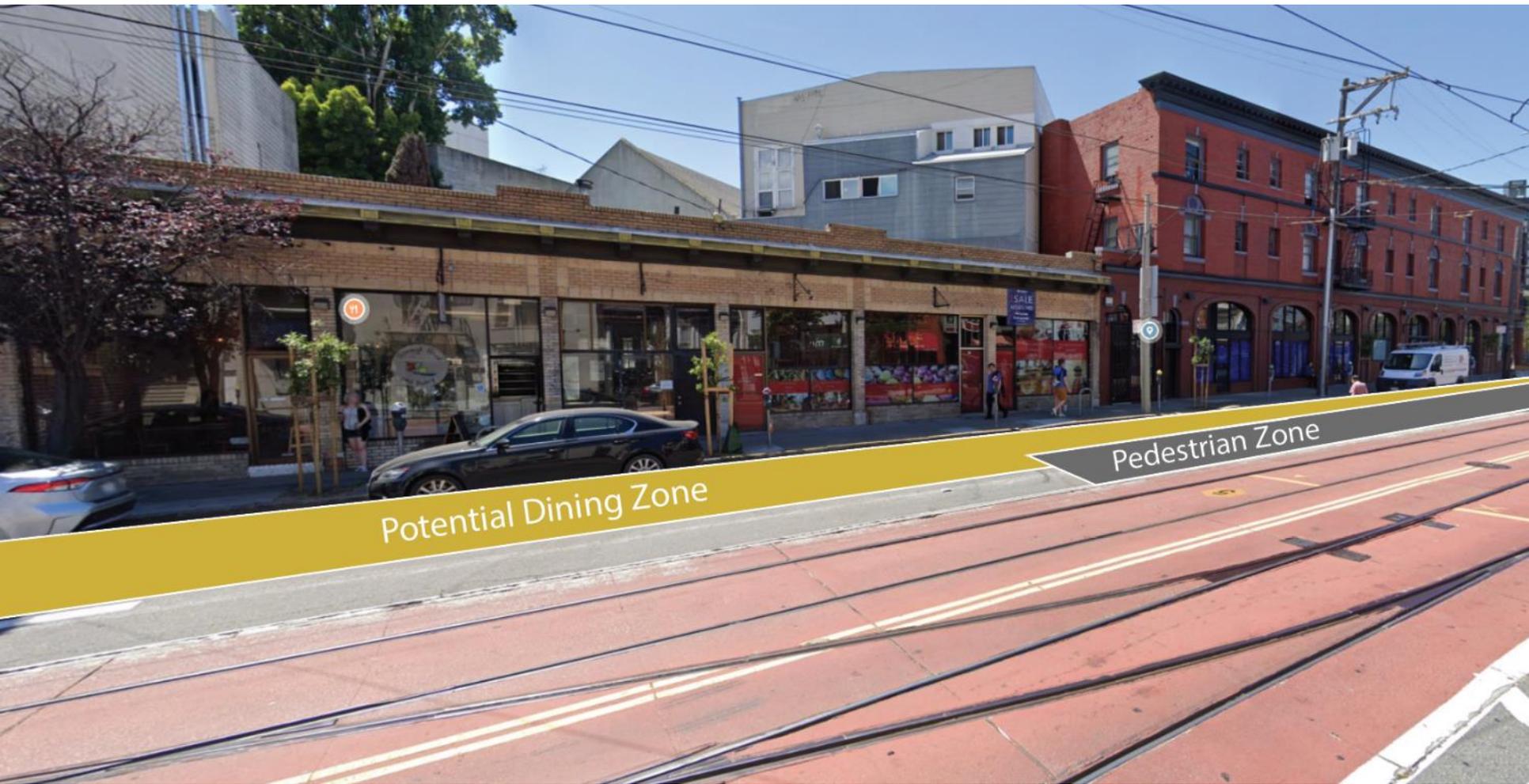
Outdoor Dining Opportunities



Ped
Zone

Potential
Dining
Zone

Outdoor Dining Opportunities



Evaluation and Adjustments

- Community input will shape the evaluation framework, tools and monitoring, with a focus on public health, economic recovery and equity
- Proposal is temporary during the health crisis. Public engagement and evaluation will guide whether and what longer-term improvements are pursued, as well as any near-term adjustments.
- As we evaluate, which metrics are most important?



Photo taken before mask requirements

Approval and Installation Timeline

- SFMTA is pursuing temporary authorization for these changes as an emergency measure to support public health, safety and economic recovery
- **Today:** Traffic and parking changes considered at public hearing
- **Late August:** Phase 1 implemented for restoration of rail service; ongoing monitoring and evaluation begins
- **Fall:** Phase 2 implemented in fall
- **Future:** Changes removed within 120 days after emergency order is lifted, unless there is a public process to make changes permanent



Public Comment

To provide public comment:

1. Call: 888-363-4734
2. Enter the code **7014320#**.
3. When public comment is open, key in "1" and then "0" to join the queue of people wishing to comment.
4. Each participant will have 2 minutes for public comments

Instant poll #2: During the project's evaluation phase, what is your preferred way to give feedback?

We will be conducting instant polls today using Poll Everywhere.

- When the poll is active, you can respond at Pollev.com/sfmtaride
- Text SFMTARIDE to 22333 once to join!

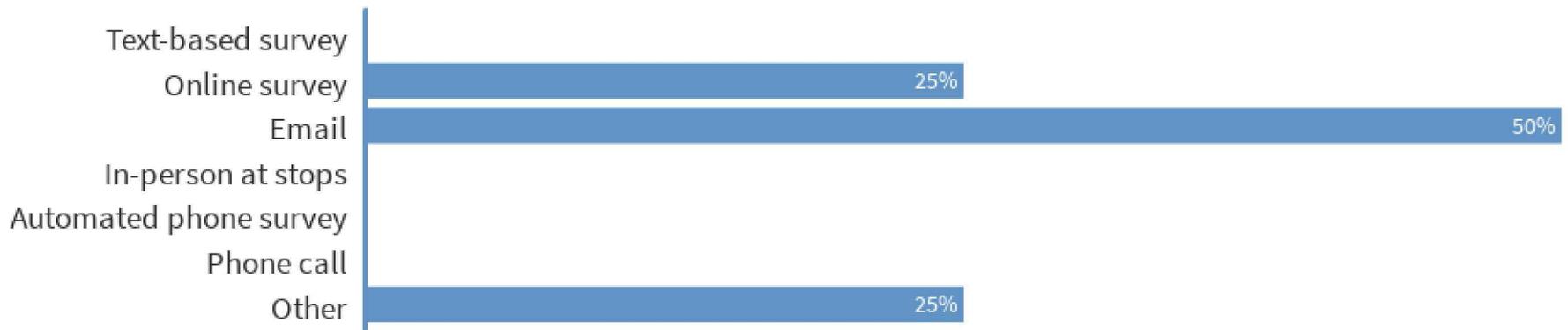




🗨️ When poll is active, respond at PollEv.com/sfmtaride

📱 Text **SFMTARIDE** to **22333** once to join

What is your preferred way to give feedback on the proposed J Church Transfer Improvements?





Summary of Feedback

Instant poll #3: Are the project proposals clear and easy to understand?

We will be conducting instant polls today using Poll Everywhere.

- When the poll is active, you can respond at Pollev.com/sfmtaride
- Text SFMTARIDE to 22333 once to join!

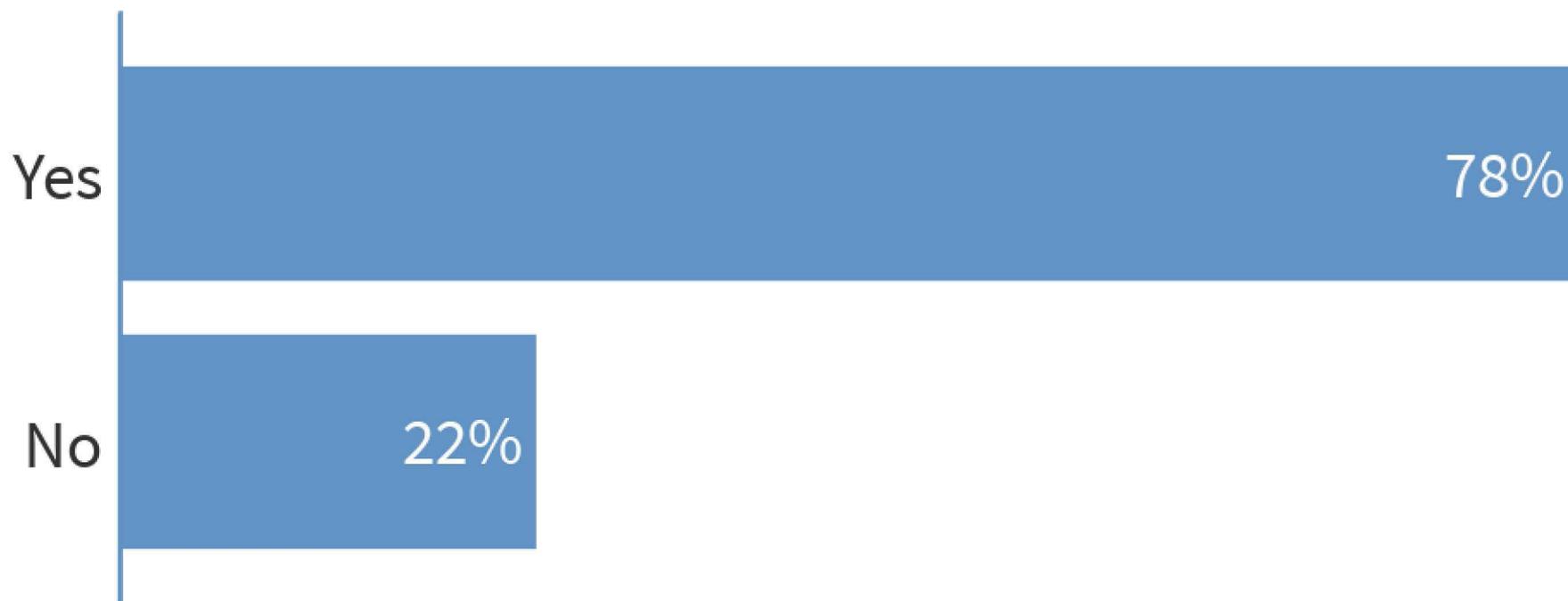




When poll is active, respond at PolleEv.com/sfmtaride

Text **SFMTARIDE** to **22333** once to join

Are the project proposals clear and easy to understand?



Instant poll #4: Were your questions answered today?

We will be conducting instant polls today using Poll Everywhere.

- When the poll is active, you can respond at Pollev.com/sfmtaride
- Text SFMTARIDE to 22333 once to join!





When poll is active, respond at PolleEv.com/sfmtaride

Text **SFMTARIDE** to **22333** once to join

Were your questions answered today?



Thank You

SFMTA.com/JTransferProject

TellMuni@SFMTA.com

415.646.2109

Please complete our demographic survey:

bit.ly/SFMTASurvey



7-25-20 David Pilpel MTA J Church Transfer Project Comments

1. Procedures: There should be written procedures for public hearings on Temporary Emergency Transit Lanes conducted under the authority delegated by the MTA Board to the City Traffic Engineer. Those written procedures should be posted on the MTA website, subject to public comment prior to adoption by the City Traffic Engineer, and take into account COVID-19 requirements, due process, environmental (including San Francisco Administrative Code Chapter 31 notice requirements), technical limitations (i.e. not everyone has computer or email access), and other issues. The adopted written procedures should be posted on the MTA website.
2. Public Outreach: The public outreach process for the public hearing should be summarized in a document posted on the MTA website and referred to during the hearing. This public outreach process summary should include a description of the notices prepared and sent; individuals and organizations contacted; presentations made; location and number of postings on street poles, Muni vehicles and facilities, and other locations; and dates of these outreach activities. All notices, postings, and presentations should be posted on the MTA website at least 72 hours prior to the public hearing.
3. Transit: The transit rationale for this project is flawed and unfair. Increased subway capacity is not needed right now due to significantly lower transit ridership at this time. Alternatives to increase subway capacity should be considered as transit ridership increases. By comparison, Mission Street transit riders are not carried from the Outer Mission to 16th Street, forced to offload and wait, and then transfer to another vehicle of the same type to continue the trip to downtown. Minimizing delay and dwell time in the subway, a worthwhile goal, can be accomplished by other means that have not been discussed publicly. Scheduling five lines every ten minutes, or six trips an hour, totals 30 trips an hour, less than the subway capacity, and should be operable without significant vehicle or passenger delay.
4. Health: In my opinion, forcing transit riders to transfer unnecessarily from one vehicle to another would expose them to the possibility of contacting or transmitting the COVID-19 virus. How the MTA assesses the health risks of proposed operating changes or projects has not been discussed publicly. I believe that this is a significant issue that needs to be addressed and discussed thoroughly at this time.
5. Parking and Traffic: The public hearing presentation (i.e. PowerPoint), including the proposed parking and traffic and transit changes, should be posted on the MTA website prior to the public hearing. Impacts on other vehicles, including commuter shuttle buses, fire, police, and other emergency vehicles, have not been discussed, nor the impacts on vehicle access to Safeway.
6. Environmental: No reference has been given for the environmental determination document for the proposed project, in apparent violation of San Francisco Administrative Code Chapter 31. I would like to comment on any environmental (CEQA) issues involved, which is my right during the public hearing process, but to do so I need to know in advance which document is at issue, as the law requires.
7. Summary: These comments and concerns should be addressed prior to proceeding further. I respectfully request that this hearing be held open for a reasonable period of time, perhaps the close of public comment on the West Portal LK Transfer Project, to allow additional comments to be submitted and for these and any other comments to be submitted by other means for those without email access.

Thanks. That's all I have for now. DP



Temporary Emergency Transit Lanes



With the economy reopening, traffic congestion is quickly returning and is projected to be above pre-COVID-19 levels. Meanwhile, every day about a hundred thousand people, many of them essential workers, continue to rely on Muni during his 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 health-care providers, we are committed to getting essential workers to their destinations safely. Without action, 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 and customers being able to access shops, restaurants and services. Muni must be an effective option that moves people who are dependent on transit while reducing traffic congestion for those who need to drive, and 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, providing 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 physically distance. Customers also reduce their possible exposure to COVID-19 when their travel time is shortened.

The SFMTA Board approved initial temporary emergency transit lanes on June 30, 2020.

They directed that future temporary transit lanes can be approved by the City Traffic Engineer's Office following a public hearing process.

For More Information

[SFMTA.com/TempLanes](https://www.sfmta.com/TempLanes)

Contact TellMuni@SFMTA.com or 415.646.2350

[SFMTA.com/TempLanes](https://www.sfmta.com/TempLanes)



Temporary Transit Lanes

Using ridership and travel time data, temporary emergency transit lanes benefit customers on four initial Muni routes which are critical to neighborhoods with high percentages of people of color and low-income households.

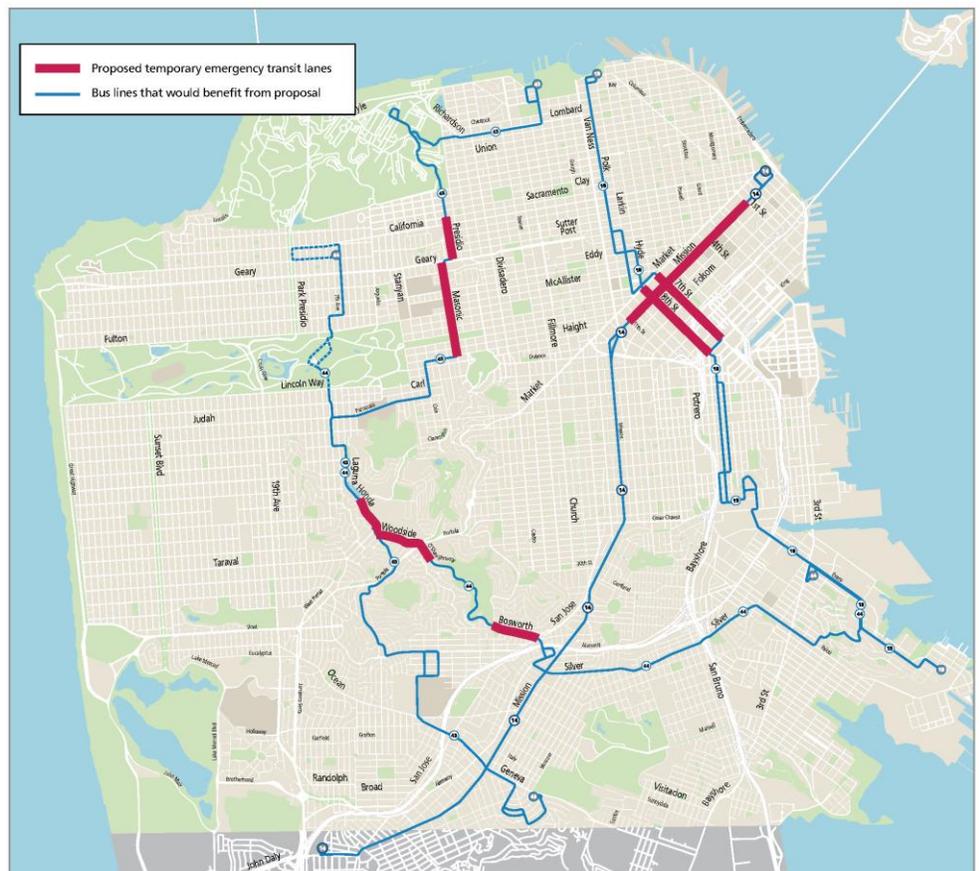
- 14 Mission: Mission Street in SoMa
- 19 Polk: 7th and 8th Streets in SoMa
- 43 Masonic and 44 O’Shaughnessy: Locations on Presidio, Masonic, Laguna Honda, Woodside, Bosworth streets

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. 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 120 days after the emergency order is lifted, unless there is a public process to make a lane permanent. Additional temporary emergency transit lanes can be approved following a public hearing process.

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 starting in August, 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.

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.



Map of initial temporary transit lanes and the bus lines that benefit.

[SFMTA.com/TempLanes](https://www.sfmta.com/TempLanes)

From: [DiSanto, Thomas \(CPC\)](#)
To: [BOS Legislation. \(BOS\)](#)
Cc: [Ko, Yvonne \(CPC\)](#)
Subject: CEQA Appeal Fee Waiver
Date: Monday, July 27, 2020 4:37:20 PM

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO

2020 JUL 30 AM 8:57

BY 

The Planning Department has reviewed and approved a fee waiver under Admin Code Section 31.22 for the CEQA Appeal being filed by David Pilpel with the BOS Clerk's Office regarding the MTA Emergency Temporary Transit Lanes and Bikeways Project.

Please let me know if you have any questions or need additional information.

Thank you.

Thomas DiSanto
Director, Administration
San Francisco Planning Department
1650 Mission Street, Suite 400 San Francisco, CA 94103
Direct: 415.575.9113 | www.sfplanning.org
[San Francisco Property Information Map](#)

The Planning Department is open for business during the Shelter in Place Order. Most of our staff are working from home and we're [available by e-mail](#). Our [Public Portal](#), where you can file new applications, and our [Property Information Map](#) are available 24/7. The Planning and Historic Preservation Commissions are convening remotely and [the public is encouraged to participate](#). The Board of Appeals, Board of Supervisors, and Planning Commission are [accepting appeals](#) via e-mail despite office closures. All of our in-person services at 1650 and 1660 Mission Street are suspended until further notice. [Click here for more information](#).

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](#)

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

FROM:
Mary Miles (SB #230395)
Attorney at Law for Coalition for Adequate Review
364 Page St., #36
San Francisco, CA 94102
(415) 863-2310
E-mail: page364@earthlink.net

TO:
Angela Calvillo, Clerk
San Francisco Board of Supervisors
City Hall, Room 244
San Francisco, CA 94102
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 ¹;
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

¹ 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#) 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:

- 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 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;
- 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 11th to 9th streets; Mission Street, north from side, from 8th Street to 274 feet easterly; Mission Street, north side, from 6th to 5th 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 9th to 8th streets; Mission Street, south side, from 7th Street to 443 feet westerly; Mission Street, south side, from 7th to 6th streets; Mission Street, south side, from 3rd to 1st streets;
- E. ESTABLISH - TOW-AWAY NO STOPPING ANYTIME - Mission Street, south side, from 11th to 9th streets ; Mission Street, north side, from 9th to 8th streets Mission Street, south side, from 8th Street to 363 feet east of 8th Street ; Mission Street, north side, from 6th Street to 539 feet west of 7th Street ; Mission Street, south side, from 6th Street to 5th Street; Mission Street, north side, from 3rd Street to 1st 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 11th Street; Mission Street, south side, from 126 feet to 170 feet east of 9th Street ; Mission Street, south side, from 323 feet to 343 feet east of 7th Street ; Mission Street, south side, from 131 feet to 151 feet west of 6th 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 7th Street ; Mission Street, north side, from 78 feet to 98 feet east of 6th Street ; Mission Street, north side, from 230 feet to 252 feet east of 6th Street ; Mission Street, north side, from 325 to 347 feet east of 6th 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 1st Street;
- I. ESTABLISH - WHITE PASSENGER ZONE, 7 AM TO 10 PM, DAILY – Mission Street, north side, from 108 to 196 feet east of 10th Street;
- J. ESTABLISH - WHITE PASSENGER ZONE, AT ALL TIMES - Mission Street, south side, from 105 feet to 126 feet east of 9th Street Mission Street, north side, from 102 feet to 144 feet east of 8th 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 3rd Street ; Mission Street, south side, from 291 feet to 354 feet east of 2nd 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;

(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

Project Address		Block/Lot(s)
SFMTA - Transportation Recovery Plan: COVID-19 Emergency Temporary		
Case No.		Permit No.
2020-005472ENV		
<input checked="" type="checkbox"/> Addition/ Alteration	<input type="checkbox"/> Demolition (requires HRE for Category B Building)	<input type="checkbox"/> New Construction
<p>Project description for Planning Department approval. 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

The project has been determined to be categorically exempt under the California Environmental Quality Act (CEQA).	
<input checked="" type="checkbox"/>	Class 1 - Existing Facilities. Interior and exterior alterations; additions under 10,000 sq. ft.
<input type="checkbox"/>	Class 3 - New Construction. 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>Class 32 - In-Fill Development. 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>FOR ENVIRONMENTAL PLANNING USE ONLY</p>
<input checked="" type="checkbox"/>	<p>Class _____ 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>Air Quality: 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 > CEQA Catex Determination Layers > Air Pollution Exposure Zone)</p>
<input type="checkbox"/>	<p>Hazardous Materials: 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>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 > Maher layer).</p>
<input type="checkbox"/>	<p>Transportation: 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>Archeological Resources: 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 > CEQA Catex Determination Layers > Archeological Sensitive Area)</p>
<input type="checkbox"/>	<p>Subdivision/Lot Line Adjustment: 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 > CEQA Catex Determination Layers > Topography). If yes, Environmental Planning must issue the exemption.</p>
<input type="checkbox"/>	<p>Slope = or > 25%: 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 > CEQA Catex Determination Layers > Topography) If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.</p>
<input type="checkbox"/>	<p>Seismic: Landslide Zone: 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 > CEQA Catex Determination Layers > Seismic Hazard Zones) If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.</p>
<input type="checkbox"/>	<p>Seismic: Liquefaction Zone: 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 > CEQA Catex Determination Layers > Seismic Hazard Zones) If box is checked, a geotechnical report will likely be required and Environmental Planning must issue the exemption.</p>
<p>Comments and Planner Signature (optional): 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

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

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

Check all that apply to the project.	
<input type="checkbox"/>	1. Change of use and new construction. Tenant improvements not included.
<input type="checkbox"/>	2. Regular maintenance or repair to correct or repair deterioration, decay, or damage to building.
<input type="checkbox"/>	3. Window replacement that meets the Department's <i>Window Replacement Standards</i> . Does not include storefront window alterations.
<input type="checkbox"/>	4. Garage work. 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. Deck, terrace construction, or fences not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	6. Mechanical equipment installation that is not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	7. Dormer installation that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .
<input type="checkbox"/>	8. Addition(s) 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.
Note: Project Planner must check box below before proceeding.	
<input checked="" type="checkbox"/>	Project is not listed. GO TO STEP 5.
<input type="checkbox"/>	Project does not conform to the scopes of work. GO TO STEP 5.
<input type="checkbox"/>	Project involves four or more work descriptions. GO TO STEP 5.
<input type="checkbox"/>	Project involves less than four work descriptions. GO TO STEP 6.

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

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

<input type="checkbox"/>	7. Addition(s) , 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. Other work consistent with the <i>Secretary of the Interior Standards for the Treatment of Historic Properties</i> (specify or add comments):
<input checked="" type="checkbox"/>	9. Other work 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. Reclassification of property status. (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):
Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST sign below.	
<input checked="" type="checkbox"/>	Project can proceed with categorical exemption review. The project has been reviewed by the Preservation Planner and can proceed with categorical exemption review. GO TO STEP 6.
Comments (optional):	
Preservation Planner Signature: Charles Enchill	

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

<input checked="" type="checkbox"/>	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.	
	Project Approval Action: SFMTA Board Approval	Signature: 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, 4th, Sacramento, and Clay streets). Some streets have left turn pockets (Potrero Avenue, Bayshore and Geary boulevards, 4th, Post, 7th, and 8th 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, 7th Street, and 8th 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 4th 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, 4th 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 th and 18 th 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 th Street	1 st 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 th Street and 8 th 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 th Avenue	Two-way	No change	Would be TOL
4 th Street	Channel	Berry	Two-way	No change	No northbound traffic except Muni
Geary Boulevard	Stanyan	34 th 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 nd Avenue	23 rd 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 th 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 th 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 th Avenue/Junipero Serra Blvd	Lincoln Way	Alemanya 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,



19th 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, 4th 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, 16th Street Improvement Project, 6th 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:
 - 12th 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 13th Street
 - Otis Street: South Van Ness Avenue to Duboce Avenue
 - 13th 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.
- 6th Street Improvement project would implement streetscape changes on 6th 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 7th and 8th 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 11th and 2nd streets on these two east-west streets. The project is currently in design with scheduled construction in 2021. The 7th and 8th street corridors cross Howard and Folsom streets.
- The 16th Street Improvement Project would improve transit reliability and travel time along 16th Street between Church and 3rd streets. This project intersects at



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

- Central Subway project is implementing a new Muni railway line on 4th 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.

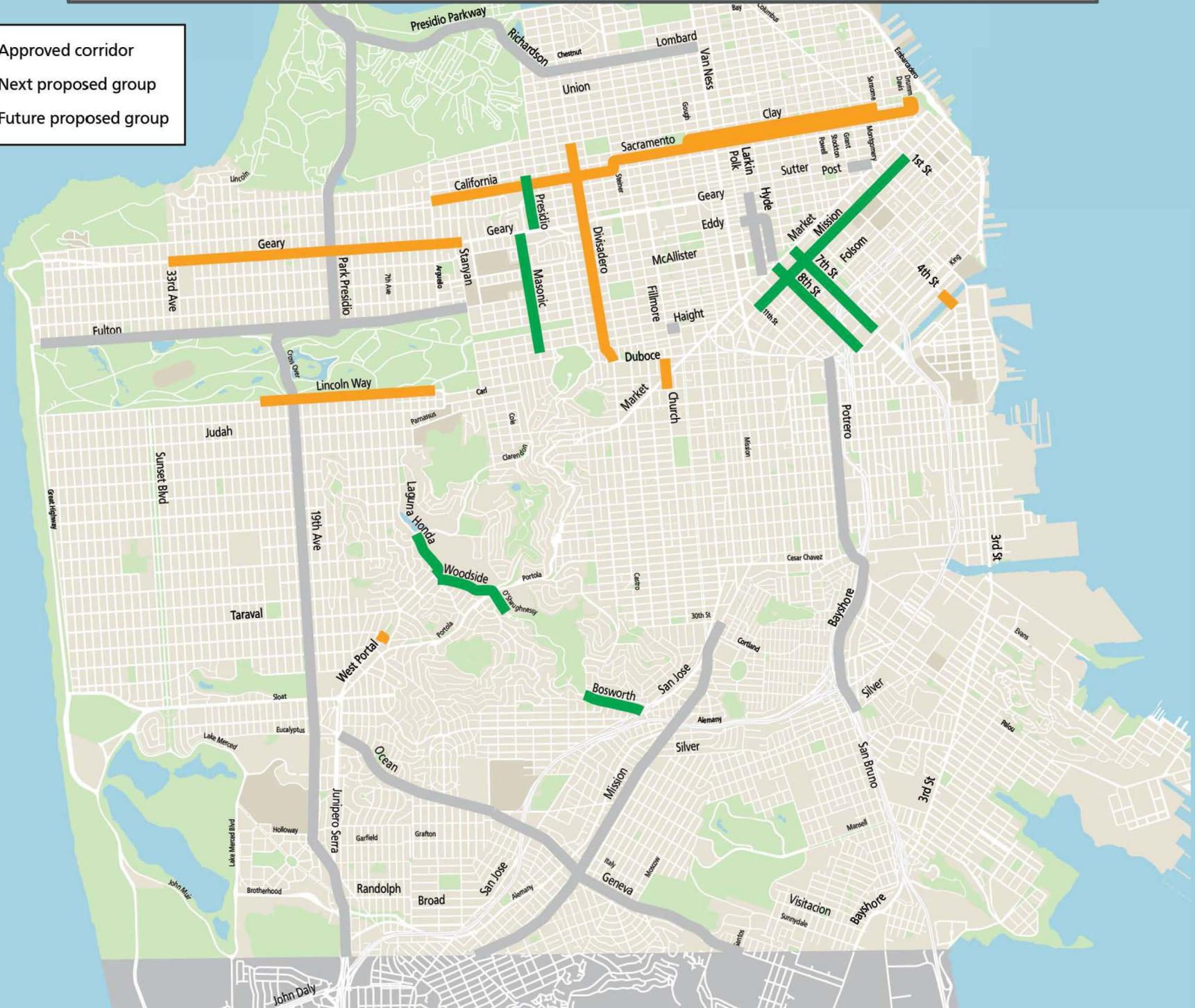


Figure 1: Map of potential proposed emergency temporary transit lane corridors

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.



Rob Anderson

MARY ANN MILES
364 PAGE ST APT 36
SAN FRANCISCO, CA 94102-5624

3077
11-4288/1210 4958

9/11/20
Date

Pay to the Order of San Francisco Planning Department \$ 640.00

Six hundred forty and $\frac{00}{100}$ Dollars

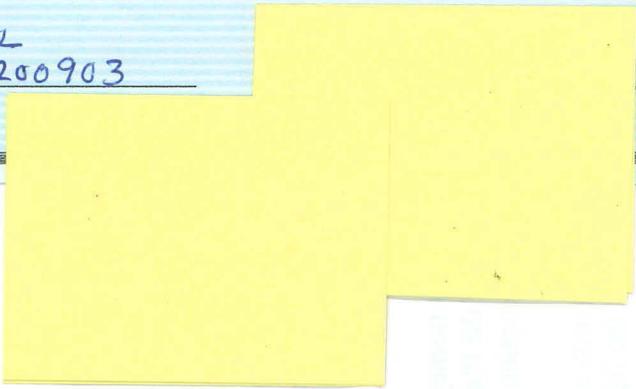


WELLS FARGO Wells Fargo Bank, N.A. California wells Fargo.com

BDS APPEAL OF TETL
For BDS FILE 200903

MP

⑆ 121042882⑆



[Faint, mirrored text from the reverse side of the check, including 'The amount of this check is \$640.00' and 'San Francisco Planning Department']

From: [BOS Legislation, \(BOS\)](#)
To: [Mary Miles](#)
Cc: [PEARSON, ANNE \(CAT\)](#); [STACY, KATE \(CAT\)](#); [JENSEN, KRISTEN \(CAT\)](#); [RUIZ-ESQUIDE, ANDREA \(CAT\)](#); [CLEVELAND-KNOWLES, SUSAN \(CAT\)](#); [VEIT, JULIE \(CAT\)](#); [Teague, Corey \(CPC\)](#); [Sanchez, Scott \(CPC\)](#); [Gibson, Lisa \(CPC\)](#); [Jain, Devyani \(CPC\)](#); [Navarrete, Joy \(CPC\)](#); [Lewis, Don \(CPC\)](#); [Varat, Adam \(CPC\)](#); [Sider, Dan \(CPC\)](#); [Starr, Aaron \(CPC\)](#); [Ionin, Jonas \(CPC\)](#); [Lynch, Laura \(CPC\)](#); [Winslow, David \(CPC\)](#); [Delumo, Jenny \(CPC\)](#); [Wietgreffe, Wade \(CPC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Maquire, Tom \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); [Jones, Sarah \(MTA\)](#); [Hue, Melinda \(MTA\)](#); [Trout, Ian \(MTA\)](#); [Breen, Kate \(MTA\)](#); [Martinsen, Janet \(MTA\)](#); [Ramos, Joel \(MTA\)](#); [Boomer, Roberta \(MTA\)](#); [Contreras, Andrea \(MTA\)](#); [Parks, Jamie \(MTA\)](#); [Hake, Shannon \(MTA\)](#); [Rosenberg, Julie \(BOA\)](#); [Sullivan, Katy \(BOA\)](#); [Longaway, Alec \(BOA\)](#); [BOS-Supervisors](#); [BOS-Legislative Aides](#); [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [BOS Legislation, \(BOS\)](#)
Subject: APPELLANT SUPPLEMENTAL CONT REQUEST- Appeal of CEQA Exemption Determination - Proposed MTA - Transportation Recovery Plan: COVID-19 Emergency Temporary Transit Lanes and COVID-19 Emergency Temporary Bikeways Lanes - Appeal Hearing - September 29, 2020
Date: Thursday, September 24, 2020 4:13:35 PM
Attachments: [image001.png](#)

Greetings,

The Office of the Clerk of the Board received the following supplemental request from the appellant Mary Miles, on behalf of the Coalition of Adequate Review regarding the appeal of the Statutory and Categorical Exemption under the California Environmental Quality Act the proposed MTA's Transportation Recovery Plan: COVID-19 Emergency Temporary Transit Lanes and COVID-19 Emergency Temporary Bikeways Lanes project.

[Appellant Supplemental Continuance Request - Mary Miles - September 24, 2020](#)

Since the agenda packet has already been compiled prior to receiving these documents, it will not be included in the packet, but instead will be included in the official file.

The hearing for this matter is scheduled for 3:00 p.m. special order before the Board on September 29, 2020.

I invite you to review the entire matter on our [Legislative Research Center](#) by following the link below:

[Board of Supervisors File No. 200903](#)

Best regards,

Jocelyn Wong

San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
T: 415.554.7702 | F: 415.554.5163
jocelyn.wong@sfgov.org | www.sfbos.org

(VIRTUAL APPOINTMENTS) To schedule a “virtual” meeting with me (on Microsoft Teams), please ask and I can answer your questions in real time.

Due to the current COVID-19 health emergency and the Shelter in Place Order, the Office of the Clerk of the Board is working remotely while providing complete access to the legislative process and our services



Click [here](#) to complete a Board of Supervisors Customer Service Satisfaction form

The [Legislative Research Center](#) provides 24-hour access to Board of Supervisors legislation, and archived matters since August 1998.

Disclosures: *Personal information that is provided in communications to the Board of Supervisors is subject to disclosure under the California Public Records Act and the San Francisco Sunshine Ordinance. Personal information provided will not be redacted. Members of the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors' website or in other public documents that members of the public may inspect or copy.*

From: [Mary Miles](#)
To: [BOS Legislation. \(BOS\)](#)
Subject: REQUEST FOR CONTINUANCE OF CEQA APPEAL HEARING BOS FILE NO. 200903
Date: Thursday, September 24, 2020 3:14:28 PM

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FROM:
Mary Miles (SB #230395)
Attorney at Law
for Coalition for Adequate Review
364 Page St., #36
San Francisco, CA 94102
(415) 863-2310

TO:
President Norman Yee and Members
San Francisco Board of Supervisors
City Hall, Room 244
San Francisco, CA 94102
BY E-MAIL TO: bos.legislation@sfgov.org
DATE: September 24, 2020

**REQUEST FOR CONTINUANCE OF CEQA APPEAL HEARING
BOS FILE 200903 "Temporary Emergency Transit Lanes"**

Dear President Yee and Members of the Board:

This is my third request for a continuance of the above matter, in which I represent the Appellant. For unexplained reasons this Board has rejected my previous requests.

On September 1, 2020, the Board refused my request for a continuance on a different CEQA appeal after claiming it was unaware of my filed Request and refusing to allow public comment on it. No reason was given for that decision, which happened directly after the Board granted a *second* continuance (total of 90 days) to another CEQA appellant.

On September 22, 2020, when Appellant's Request here was before the Board, instead of considering that Request, the Board without reason rescheduled the hearing for September 29, 2020 instead of the date requested, which is November 10, 2020. The Board scheduled other CEQA appeal continuances to October 6 and October 27, 2020, without disclosing any reason for its disparate and unfair treatment of Appellant.

On September 22, 2020, without allowing Appellant or the public to address each appeal, five different appeals, all concerning citywide projects by MTA were continued for the same time, 3:00 p.m. on September 29, 2020. Again, other CEQA appeals were given continuances of up to a full month, again with no explanation of that disparity or why five appeals on major citywide projects were scheduled at the same time.

The initial 14-days' notice of hearing on this appeal does not comply with the San Francisco Administrative Code, since it does not allow the 20 days before hearing required for submitting an address list. Nor is the three days for submitting a brief (11 days before hearing), particularly since the Board has, again unexplained, scheduled *five* appeals on different MTA Board actions all on the same day, including two others filed by a different party.

A one-week continuance (six days actually since the action was taken at the end of the day on September 22, 2020) does not allow adequate time for Appellant to submit briefs and additional factual information on any of the three appeals. Nor does it comply with the Administrative Code, since it is impossible to submit briefs 11 days before the scheduled hearing.

Late on September 21, 2020, MTA and the Planning Department untimely filed voluminous documents opposing this appeal.

Appellant's aim is to provide the Board with adequate information to enable the Board to make an objective decision on the Appeal as required by CEQA. The goal is to enable members of the public, including those with modest resources, to receive fair treatment and a level playing field before this Board when appealing projects proposed by huge agencies like MTA, with billion-dollar budgets and 7,000 paid staff.

The Project proposed here changes major streets in San Francisco affecting all travelers and residents by eliminating traffic lanes and parking on those streets, not just those who choose to use bicycles or buses. Giving adequate time for Appellant and the public to have a voice at the administrative level is important to assure both their rights under CEQA and democratic process.

Providing adequate time for Appellant to present documents in advance would help inform a fair hearing and assure the right of appeal itself. Therefore, Appellant respectfully requests a continuance of the hearing on this appeal until November 10, 2020.

Thank you for considering this Request for Continuance.

Mary Miles
Attorney for Appellant Coalition for Adequate Review

From: [BOS Legislation, \(BOS\)](#)
To: [Mary Miles](#)
Cc: [PEARSON, ANNE \(CAT\)](#); [STACY, KATE \(CAT\)](#); [JENSEN, KRISTEN \(CAT\)](#); [RUIZ-ESQUIDE, ANDREA \(CAT\)](#); [CLEVELAND-KNOWLES, SUSAN \(CAT\)](#); [VEIT, JULIE \(CAT\)](#); [Teague, Corey \(CPC\)](#); [Sanchez, Scott \(CPC\)](#); [Gibson, Lisa \(CPC\)](#); [Jain, Devyani \(CPC\)](#); [Navarrete, Joy \(CPC\)](#); [Lewis, Don \(CPC\)](#); [Varat, Adam \(CPC\)](#); [Sider, Dan \(CPC\)](#); [Starr, Aaron \(CPC\)](#); [Ionin, Jonas \(CPC\)](#); [Lynch, Laura \(CPC\)](#); [Winslow, David \(CPC\)](#); [Delumo, Jenny \(CPC\)](#); [Wietgreffe, Wade \(CPC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Maquire, Tom \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); [Jones, Sarah \(MTA\)](#); [Hue, Melinda \(MTA\)](#); [Trout, Ian \(MTA\)](#); [Breen, Kate \(MTA\)](#); [Martinsen, Janet \(MTA\)](#); [Ramos, Joel \(MTA\)](#); [Boomer, Roberta \(MTA\)](#); [Contreras, Andrea \(MTA\)](#); [Parks, Jamie \(MTA\)](#); [Hake, Shannon \(MTA\)](#); [Rosenberg, Julie \(BOA\)](#); [Sullivan, Katy \(BOA\)](#); [Longaway, Alec \(BOA\)](#); [BOS-Supervisors](#); [BOS-Legislative Aides](#); [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [BOS Legislation, \(BOS\)](#)
Subject: APPELLANT SUPPLEMENTAL CONT REQUEST- Appeal of CEQA Exemption Determination - Proposed MTA - Transportation Recovery Plan: COVID-19 Emergency Temporary Transit Lanes and COVID-19 Emergency Temporary Bikeways Lanes - Appeal Hearing - September 22, 2020
Date: Monday, September 21, 2020 5:04:13 PM
Attachments: [image001.png](#)

Greetings,

The Office of the Clerk of the Board received the following supplemental request from the appellant Mary Miles, on behalf of the Coalition of Adequate Review regarding the appeal of the Statutory and Categorical Exemption under the California Environmental Quality Act the proposed MTA's Transportation Recovery Plan: COVID-19 Emergency Temporary Transit Lanes and COVID-19 Emergency Temporary Bikeways Lanes project.

[Appellant Supplemental Continuance Request - September 21, 2020](#)

Since the agenda packet has already been compiled prior to receiving these documents, it will not be included in the packet, but instead will be included in the official file.

The hearing for this matter is scheduled for 3:00 p.m. special order before the Board on September 22, 2020.

I invite you to review the entire matter on our [Legislative Research Center](#) by following the link below:

[Board of Supervisors File No. 200903](#)

Best regards,

Jocelyn Wong

San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
T: 415.554.7702 | F: 415.554.5163
jocelyn.wong@sfgov.org | www.sfbos.org

(VIRTUAL APPOINTMENTS) To schedule a “virtual” meeting with me (on Microsoft Teams), please ask and I can answer your questions in real time.

Due to the current COVID-19 health emergency and the Shelter in Place Order, the Office of the Clerk of the Board is working remotely while providing complete access to the legislative process and our services



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From: [Mary Miles](#)
To: [BOS Legislation, \(BOS\)](#)
Subject: FW: BOS FILE 200903 REQUEST FOR CONTINUANCE OF CEQA APPEAL
Date: Monday, September 21, 2020 3:48:46 PM

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FROM:
Mary Miles (SB #230395)
Attorney at Law
for Coalition for Adequate Review
364 Page St., #36
San Francisco, CA 94102
(415) 863-2310

TO:
President Norman Yee and Members
San Francisco Board of Supervisors
City Hall, Room 244
San Francisco, CA 94102

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

**BOARD FILE NO. 200903 REQUEST FOR CONTINUANCE
ITEM 91, SEPTEMBER 22, 2020 AGENDA**

Dear President Yee and Members of the Board:

I forward Appellant's September 10, 2020 Request for Continuance (below) to the Board in an effort to insure the Request was received by the Board.

In a previous appeal on September 1, 2020, the Board apparently did not receive Appellant's continuance request, cut me off when I spoke in support of the continuance as Appellant's representative, refused to hear public comment in support of the continuance, and then refused to continue the matter.

In this case, the Board's Notice of Hearing explicitly stated that the Board would *only* hear public comment on a continuance. Therefore, I respectfully ask the Board to continue the Appeal in Board File No. 200903 as requested.

Thank you.

Mary Miles

Attorney for Appellant Coalition for Adequate Review

From: Mary Miles [mailto:page364@earthlink.net]
Sent: Thursday, September 10, 2020 11:04 AM
To: 'bos.legislation@sfgov.org' <bos.legislation@sfgov.org>
Subject: BOS FILE 200903 REQUEST FOR CONTINUANCE OF CEQA APPEAL HEARING

FROM:
Mary Miles (SB #230395)
Attorney at Law
for Coalition for Adequate Review
364 Page St., #36
San Francisco, CA 94102
(415) 863-2310

TO:
President Norman Yee and Members
San Francisco Board of Supervisors
City Hall, Room 244
San Francisco, CA 94102

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

DATE: September 10, 2020

**REQUEST FOR CONTINUANCE OF CEQA APPEAL HEARING
BOS FILE 200903**

Dear President Yee and Members of the Board:

I represent Appellant in this matter. On September 8, 2020, I received an e-mail with a Notice of Public Hearing stating that the above-described appeal was scheduled for hearing on September 22, 2020. I also received similar e-mails stating that two other appeals hearings were scheduled on the same day.

The 14-day Notice is inadequate to prepare and submit interested persons mailing lists (lists are due 20 days before the hearing) and briefs (due 11 days before the hearing). The short time deprives Appellant of the right to submit information needed for the informed decisionmaking required by CEQA and denies the public's right to notice. Scheduling all three appeals on September 22, 2020 makes it impossible to submit briefs and exhibits on these citywide projects, and for the public to be informed of the hearings and exercise their right to comment. Appellant and the public are thus significantly prejudiced by the inadequate time for briefing, public comment, submitting interested persons lists, and preparing for hearing.

The September 8, 2020 Notice of Public Hearing states:

"NOTE: The President may entertain a motion to continue this Hearing to a future Board of Supervisors meeting date, date to be determined. Public Comment will be taken on the continuance only."

Accordingly, consistent with the Notice, public comment should be taken on the continuance only at the September 22, 2020 meeting, the Board should continue the hearing to a date certain, and public comment should be taken on the merits of the appeal at the continued hearing. To assure equity and fairness, Appellant assumes that the Board will grant all continuance requests.

Therefore, Appellant requests that the Board continue the hearing on this appeal to **November 10, 2020**. Appellant will submit separate Requests for Continuance on the other two appeals.

Thank you.

Mary Miles
Attorney for Appellant Coalition for Adequate Review

From: [BOS Legislation. \(BOS\)](#)
To: [Mary Miles](#)
Cc: [PEARSON, ANNE \(CAT\)](#); [STACY, KATE \(CAT\)](#); [JENSEN, KRISTEN \(CAT\)](#); [RUIZ-ESQUIDE, ANDREA \(CAT\)](#); [CLEVELAND-KNOWLES, SUSAN \(CAT\)](#); [VEIT, JULIE \(CAT\)](#); [Teague, Corey \(CPC\)](#); [Sanchez, Scott \(CPC\)](#); [Gibson, Lisa \(CPC\)](#); [Jain, Devyani \(CPC\)](#); [Navarrete, Joy \(CPC\)](#); [Lewis, Don \(CPC\)](#); [Varat, Adam \(CPC\)](#); [Sider, Dan \(CPC\)](#); [Starr, Aaron \(CPC\)](#); [Ionin, Jonas \(CPC\)](#); [Lynch, Laura \(CPC\)](#); [Winslow, David \(CPC\)](#); [Delumo, Jenny \(CPC\)](#); [Wietgreffe, Wade \(CPC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Maquire, Tom \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); [Jones, Sarah \(MTA\)](#); [Hue, Melinda \(MTA\)](#); [Trout, Ian \(MTA\)](#); [Breen, Kate \(MTA\)](#); [Martinsen, Janet \(MTA\)](#); [Ramos, Joel \(MTA\)](#); [Boomer, Roberta \(MTA\)](#); [Contreras, Andrea \(MTA\)](#); [Parks, Jamie \(MTA\)](#); [Hake, Shannon \(MTA\)](#); [Rosenberg, Julie \(BOA\)](#); [Sullivan, Katy \(BOA\)](#); [Longaway, Alec \(BOA\)](#); [BOS-Supervisors](#); [BOS-Legislative Aides](#); [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [BOS Legislation. \(BOS\)](#)
Subject: PLANNING RESPONSE AND MTA RESPONSE: Appeal of CEQA Exemption Determination - Proposed MTA - Transportation Recovery Plan: COVID-19 Emergency Temporary Transit Lanes and COVID-19 Emergency Temporary Bikeways Lanes - Appeal Hearing September 22, 2020
Date: Monday, September 21, 2020 12:01:41 PM
Attachments: [image001.png](#)

Greetings,

The Office of the Clerk of the Board received the following responses from the Planning Department and the Municipal Transportation Agency, respectively, regarding the appeal of the Statutory and Categorical Exemption under the California Environmental Quality Act the proposed MTA's Transportation Recovery Plan: COVID-19 Emergency Temporary Transit Lanes and COVID-19 Emergency Temporary Bikeways Lanes project.

[Planning Department Response – September 21, 2020](#)

[Municipal Transportation Agency Response – September 21, 2020](#)

Since the agenda packet has already been compiled prior to receiving these documents, it will not be included in the packet, but instead will be included in the official file.

The hearing for this matter is scheduled for 3:00 p.m. special order before the Board on September 22, 2020.

I invite you to review the entire matter on our [Legislative Research Center](#) by following the link below:

[Board of Supervisors File No. 200903](#)

Best regards,

Jocelyn Wong

San Francisco Board of Supervisors

1 Dr. Carlton B. Goodlett Place, Room 244

San Francisco, CA 94102

T: 415.554.7702 | F: 415.554.5163

jocelyn.wong@sfgov.org | www.sfbos.org

(VIRTUAL APPOINTMENTS) To schedule a “virtual” meeting with me (on Microsoft Teams), please ask and I can answer your questions in real time.

Due to the current COVID-19 health emergency and the Shelter in Place Order, the Office of the Clerk of the Board is working remotely while providing complete access to the legislative process and our services



Click [here](#) to complete a Board of Supervisors Customer Service Satisfaction form

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EXEMPTION APPEAL

Transportation Recovery Plan: COVID-19 Emergency Temporary Transit Lanes and COVID-19 Emergency Temporary Bikeways Project

Date: **September 21, 2020**
To: **Angela Calvillo, Clerk of the Board of Supervisors**
From: **Lisa Gibson, Environmental Review Officer - (628) 652-7571**
Wade Wietgreffe, wade.wietgreffe@sfgov.org - (628) 652-7565
Jenny Delumo, jenny.delumo@sfgov.org - (628) 652-7568

RE: **Planning Record No. 2020-005472APL; Board of Supervisors File No. 200903**
Appeal of Statutory and Categorical Exemption for the Transportation Recovery
Plan: COVID-19 Emergency Temporary Transit Lanes and COVID-19 Emergency
Temporary Bikeways Project

Hearing Date: **September 22, 2020 (may be continued)**
Attachments: **Attachment A: Table 1, Proposed Emergency Temporary Transit Lanes, High**
Occupancy Vehicle Lanes, and Bikeways Corridors
Attachment B: SFMTA Memo, Muni Rail Service and Associated Stop, Street, and
Parking Changes (West Portal and J Church Transfer Points), August 7, 2020

Project Sponsor: **Michael Rhodes, SFMTA - Michael.Rhodes@sfmta.com - (415) 579-9702**
Appellant(s): **David Pilpel**
Mary Miles, Coalition for Adequate Review

Planning Department's Recommendation

Uphold the California Environmental Quality Act (CEQA) statutory and categorical exemption determination and deny the appeals of the CEQA determination.

Introduction

This memorandum is a response to the letters of appeal to the board of supervisors (the board) regarding the planning department's (the department) issuance of a statutory exemption and categorical exemption determination under CEQA for the proposed San Francisco Municipal Transportation Agency's (SFMTA) Transportation Recovery Plan: COVID-19 Emergency Temporary Transit Lanes and Emergency Temporary Bikeways project (the project).

The department, pursuant to Article 19 of the CEQA Guidelines, issued a statutory exemption and categorical exemption for the project on June 10, 2020 finding that the proposed project is exempt from the California

Environmental Quality Act (CEQA) under two independent bases: as a statutory exemption per CEQA Section 21080(b)(4) and Section 15269(c) of the CEQA Guidelines, and also as a Class 1 categorical exemption per CEQA Guidelines section 15301(c). In addition to the exemption, the department reviewed a SFMTA memorandum (dated June 10, 2020) to support the exemption.

The decision before the board is whether to uphold the department’s decision that the project is exempt from environmental review under the statutory exemption for emergency projects and/or as a Class 1 categorical exemption and deny the appeal, or to overturn the department’s decision that the project is exempt from environmental review, and to return the project to the department staff for additional environmental review.

Site Description and Existing Use

The project site consists of 36 project corridors spread across several neighborhoods throughout San Francisco. Table 1, Proposed Emergency Temporary Transit Lanes, High Occupancy Vehicle Lanes, and Bikeways Corridors (Attachment A), provides a complete list of the project corridors. The existing roadways in the proposed project corridors typically have at least two travel lanes in each direction except for Eddy Street, Haight Street, 4th Street, Sacramento Street, and Clay Street. Some of the streets within the project corridors have left turn pockets such as Potrero Avenue, Bayshore Boulevard, Geary Boulevard, 4th Street, Post Street, 7th Street, and 8th Street. The portion of Mission Street in downtown San Francisco has left turn restrictions at most intersections.

Part-time transit only lanes exist on West Portal Avenue, Clay Street, Church Street, Sacramento Street, Post Street, Sansome Street, Pine Street, Bush Street, Sutter Street, and Mission Street. Full-time transit only lanes also exist on segments of 3rd Street, 16th Street, Bayshore Boulevard, Potrero Avenue, California Street, Beale Street, Embarcadero, Fremont Street, Geary Boulevard, Haight Street, Judah Street, Mission Street, O’Farrell Street, Stockton Street, Powell Street, and Taraval Street. Approved, but not yet constructed, transit lanes are located on segments of 4th Street, 16th Street, Folsom Street, Market Street, and Van Ness Avenue. Figure 1, Existing Transit Lanes and Proposed Emergency Temporary Transit Lanes and Bikeways Corridors shows the location of existing and approved transit lanes.

Bicycle facilities exist within the proposed project corridors. Five class III bicycle facilities exist on Ulloa Street, Woodside Avenue, Bosworth Street, Presidio Avenue, Sutter Street, Post Street, and Ocean Avenue; two class II bicycle facilities exist on Bayshore Boulevard and Potrero Avenue; a mix of class III and II bicycle facilities exist on Geneva Avenue; and three class IV bicycle facilities exist on Masonic Avenue, Laguna Honda Boulevard, 7th Street, and 8th Street. Bicycle facilities also exist throughout San Francisco on other streets.

The existing process for approving new permanent transit-only lanes requires the following steps:

1. Posting notices at the affected locations and on the SFMTA website describing the proposed changes
2. Assess level of CEQA review
3. Holding a noticed public hearing to accept public comment
4. Approval by the SFMTA Board of Directors

Project Description

On February 25, 2020, Mayor London Breed of San Francisco, issued a local health emergency under California Government Code sections 8550 et seq., San Francisco Charter Section 3.100(14), and Chapter 7 of the San Francisco Administrative Code to address the spread of COVID-19 (coronavirus) pandemic (public health emergency) within the city. On March 6, 2020, San Francisco Health Officer Tomas Aragon declared a health emergency due to the COVID-19 (coronavirus) pandemic and subsequently enacted Health Orders to protect the public health. Health Order No. C19-07 (Stay Safer at Home) was originally issued on March 16, 2020 as Shelter in Place, and has been amended several times as conditions change and additional information and recommendations become available.¹ Health Orders are enforceable laws and are usually accompanied by one or more Directives which provide legally binding instructions for how to comply with the Health Order.

In response to the COVID-19 public health emergency, on April 7, 2020 the SFMTA instituted a COVID-19 Core Service Plan and temporarily phased out service on most Muni lines while maintain service on the most used transit lines. Since then SFMTA has added back a modified version of some Muni lines and increased frequency of buses on others in order to accommodate crowding and facilitate social distancing. The proposed COVID-19 Emergency Temporary Transit Lanes and COVID-19 Emergency Temporary Bikeways project would support SFMTA's COVID-19 Core Service Plan by creating temporary transit lanes (bus and taxi only lanes, 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. Table 1 (Attachment A) provides a complete list of the proposed changes within the project boundaries. Figure 1, Existing Transit Lanes and Proposed Emergency Temporary Transit Lanes and Bikeways Corridors graphically depicts these proposed changes.

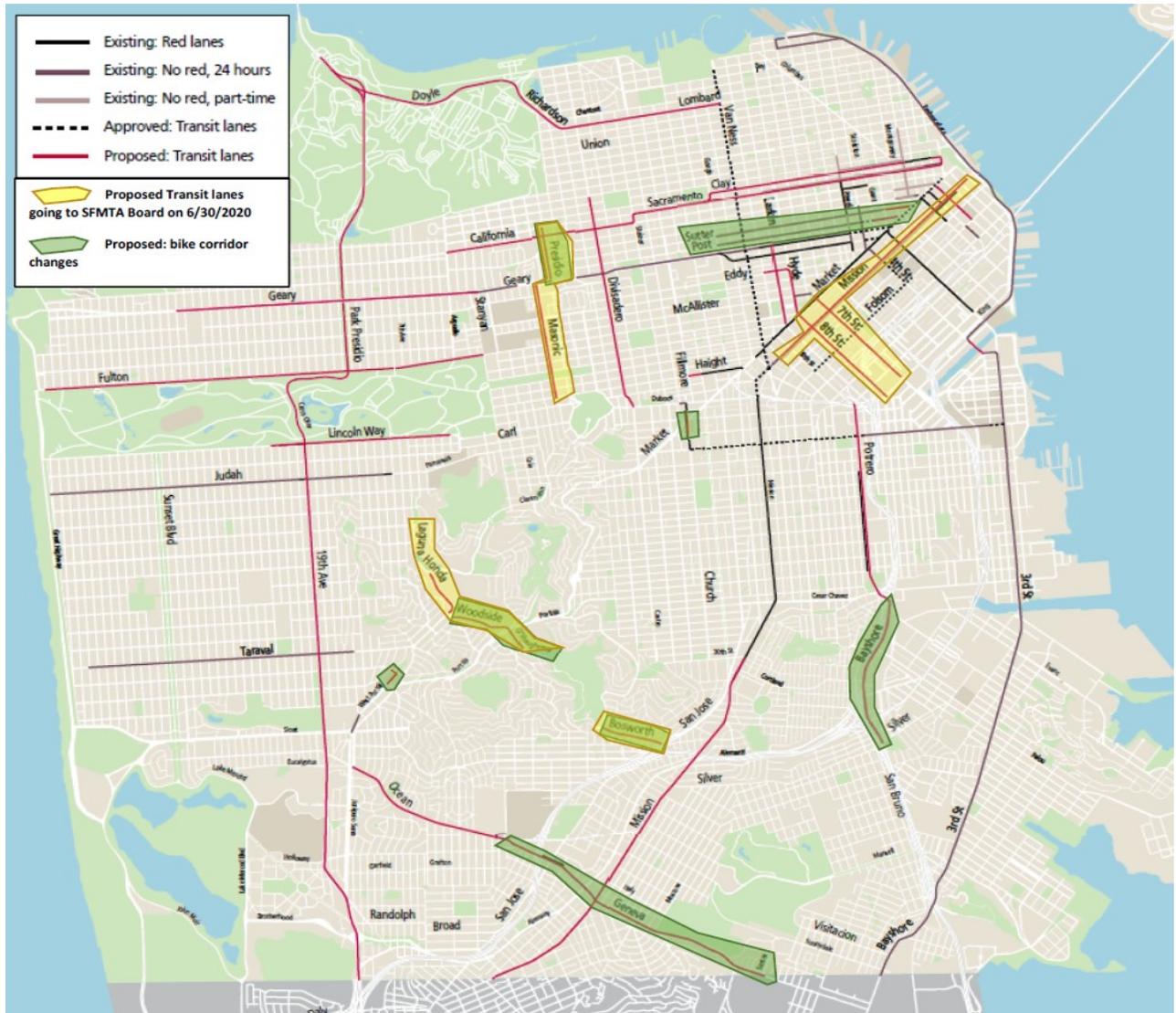
Emergency Temporary Transit Lanes

Table 1 (Attachment A) lists and Figure 1 depicts the 36 project corridors where emergency temporary transit lanes are being proposed. The SFMTA Board of Directors would approve emergency temporary transit lines on the following nine project corridors: Laguna Honda Boulevard from Clarendon Avenue to Dewey Boulevard; O'Shaughnessy Boulevard from Portola Drive to 800 feet southerly; Mission Street from 11th Street to 1st Street; 7th Street from Townsend Street to Market Street; 8th Street from Market Street to Townsend Street; Masonic Avenue from Haight Street to Geary Boulevard; Woodside Avenue from Laguna Honda Boulevard to Portola Drive; Bosworth Street from Elk Street to Arlington Street; and Presidio Avenue from Sacramento Street to Geary Boulevard. The SFMTA Board of Directors would delegate their authority to the City Traffic Engineer to approve the remainder of the corridors (see below and Table 1 in Attachment A). Some project corridors would include one temporary transit only lane going in one direction while other project corridors would include two temporary transit only lanes, one going in each direction. In some project corridors, instead of transit only lanes, the project would temporarily implement Muni only lanes, bus/bicycle only lanes, and bus/taxi/bicycle only lanes. The installation of the proposed temporary transit 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. All emergency temporary transit lanes would allow for emergency vehicle access. Written consent from the San Francisco Fire Department would be required prior to implementation of the lanes. The proposed

¹ San Francisco Department of Public Health. 2020. Orders Issued by the San Francisco Health Officer Relevant to Coronavirus (COVID-19). Available online at <https://www.sfdph.org/dph/alerts/coronavirus-healthorders.asp>. Accessed September 9, 2020.

temporary transit only lanes would accommodate 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.

Figure 1: Existing Transit Lanes and Proposed Emergency Temporary Transit Lanes and Bikeways Corridors²



² Figure 1 includes the corridors that were removed from the project description in the August 7, 2020 memo from SFMTA.

Emergency Temporary High Occupancy Vehicle (HOV) Lanes

Temporary HOV lanes (buses, taxis or vehicles with 3 or more people) are proposed in both directions along California State Route 1 and US 101, Lombard Street, Richardson Avenue, Presidio Parkway, Veterans Boulevard, Park Presidio Boulevard, Park Presidio Bypass, Crossover Drive, 19th Avenue, and Junipero Serra Boulevard. The proposed temporary HOV Lanes are also listed in Table 1 (Attachment A). No parking removal would occur and installation of these HOV lanes are subject to Caltrans approval.

Emergency Temporary Bicycle Lanes

The proposed project would temporarily install bicycle facilities as listed in Table 1 (Attachment A) and shown in Figure 1. This includes temporary bicycle facilities on portion of the following project corridors: Bayshore Boulevard, Post Street, Sutter Street, Geneva Avenue. In addition, as discussed above, some of the project corridors would include bus/bike or bus/taxi/bike lanes. To accommodate the temporary bicycle facilities, the project would temporarily remove metered and unmetered parking spaces and temporarily relocate yellow, white, and blue loading zones on some portions of the project corridors identified for bike lanes. The installation of the temporary bicycle lanes would not require lane removal.

Delegation to City Traffic Engineer

The proposed project would also amend Article 200 of Division II and Article 600 of Division II of the San Francisco Transportation Code authorizing the City Traffic Engineer to designate temporary transit-only lanes and create associated tow-away zones, as authorized in Section 602 of the Transportation Code. The City Traffic Engineer would only be authorized to create these lanes and tow-away zones on the 27 corridors proposed under the COVID-19 Emergency Temporary Transit Lanes and COVID-19 Emergency Bikeways project that the SFMTA Board of Directors did not approve (see above and table 1 in Attachment A).

The identified streets in the project corridors would revert to pre-project (i.e., existing) 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 the department would assess the level of CEQA review prior to any approvals of the permanent implementation, including the need for any analysis.

Background

On February 25, 2020, Mayor London Breed of San Francisco, issued a local health emergency under California Government Code sections 8550 et seq., San Francisco Charter Section 3.100(14), and Chapter 7 of the San Francisco Administrative Code to address the spread of COVID-19 within the city.

On March 6, 2020, San Francisco Health Officer Tomas Aragon declared a health emergency due to the COVID-19 (coronavirus) pandemic.

On March 31, 2020, Public Health order C19-07 was issued, requiring individuals to maintain six feet of social (physical) distance from individuals not in their household.

On June 10, 2020, the department determined that the project was statutorily exempt under CEQA Section 21080(b)(4) and CEQA Guidelines Section 15269(c) and categorically exempt under CEQA Guidelines Class 1 –

Existing Facilities, and issued a determination that no further environmental review was required for the COVID-19 Emergency Temporary Transit Lanes and COVID-19 Emergency Temporary Bikeways project.

On June 30, 2020, the SFMTA Board of Directors approved the project at a noticed public hearing. This approval marks the start of the appeal period for the statutory exemption and categorical exemption.

On July 30, 2020, an appeal of the statutory exemption and categorical exemption determination was filed by David Pilpel.

On that same day, an appeal of the statutory exemption and categorical exemption determination was filed by Mary Miles on behalf of Coalition for Adequate Review.

On August 7, 2020, the SFMTA submitted a memorandum to the department clarifying that proposed Muni rail service changes and associated stop, street, and parking changes on Ulloa Street, and Church Street are not part of the COVID-19 Emergency Temporary Transit Lanes and COVID-19 Emergency Temporary Bikeways project and require separate environmental review.³

CEQA Guidelines

Statutory Exemptions

In accordance with Article 18 Statutory Exemptions, CEQA Guidelines sections 15260 through 15385 list exemptions from CEQA granted by the California State Legislature.

CEQA Guidelines section 15269(c) states that specific actions necessary to prevent or mitigate an emergency are exempt from the requirements of CEQA. This section reflects the mandate in CEQA Section 21080(b)(4), that CEQA “does not apply to (...) specific actions to prevent or mitigate an emergency.” An “emergency,” in turn, is “a sudden, unexpected occurrence, involving a clear and imminent danger, demanding immediate attention to prevent or mitigate loss of, or damage to, life, health, property, or essential public services.” (CEQA Section 21060.3; CEQA Guidelines Section 15359).

Categorical Exemptions

In accordance with CEQA section 21084, CEQA Guidelines sections 15301 through 15333 list classes of projects that have been determined not to have a significant effect on the environment and are exempt from further environmental review, absent specific exceptions (CEQA Guidelines section 15300.2).

CEQA Guidelines section 15301, or Class 1, consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. Examples include, but are not limited to, existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety), and other alterations such as the addition of bicycle facilities, including but not limited to bicycle parking, bicycle-share facilities and bicycle lanes,

³ The planning department issued a statutory exemption for the COVID-19 Muni Rail Service Adjustments and Associated Stop, Street and Parking Changes – August 22nd, 2020 and Fall 2020 project on August 12, 2020.

transit improvements such as bus lanes, pedestrian crossings, street trees, and other similar alterations that do not create additional automobile lanes.

In determining the significance of environmental effects caused by a project, CEQA Guidelines section 15064(f) states that the decision as to whether a project may have one or more significant effects shall be based on substantial evidence in the record of the lead agency. CEQA Guidelines section 15064(f)(5) offers the following guidance: “Argument, speculation, unsubstantiated opinion or narrative, or evidence that is clearly inaccurate or erroneous, or evidence that is not credible, shall not constitute substantial evidence. Substantial evidence shall include facts, reasonable assumption predicated upon facts, and expert opinion supported by facts.”

Planning Department Responses

Two appeals of the statutory exemption and categorical exemption determination for the project were timely filed. The concerns raised in each appeal letter are addressed below. Where both appellants raise a similar concern, the responses below refer to those concerns in the plural (e.g., “appellants”). The responses below refer to the appellant in the case when one appellant raises a concern that the other appellant(s) did not (e.g., “appellant”).

Response 1: The project meets the definition of CEQA section 21080(b)(4) and CEQA Guidelines section 15269(c) Emergency Projects statutory exemption.

COVID-19 is an emergency pursuant to CEQA section 21080(b)(4) and CEQA Guidelines section 15269(c)

On February 25, 2020, Mayor London Breed of San Francisco, issued a local health emergency under California Government Code sections 8550 et seq., San Francisco Charter Section 3.100(14), and Chapter 7 of the San Francisco Administrative Code to address the spread of COVID-19 within the city. On March 4, 2020, Gavin Newsom, Governor of California, issued the Proclamation of a State of Emergency under section 8625 of the California Government Code and the California Emergency Services Act, establishing the existence of a state of emergency throughout California due to COVID-19. As stated above, on March 6, 2020 San Francisco Health Officer Tomas Aragon declared a health emergency for the City and County of San Francisco. Health Orders were enacted to protect the public health and provide guidance and provisions to reduce the spread of COVID 19. Health Order No. C19-07 is the main order that states what activities are allowed and prohibited during the COVID-19 Emergency. It has been amended several times since it was first issued on March 16, 2020.

The appellant claims the proposed COVID-19 Emergency Temporary Transit Lanes and COVID-19 Emergency Temporary Bikeways project does not meet the definition of an emergency as defined in Public Resources Code section 21060.3 ["Emergency"]. This implies the COVID-19 public health emergency, which was the impetus for the SFMTA's decision to implement this project, does not meet the definition of an emergency under the definition in the Public Resources Code. While a pandemic is not explicitly listed in the Public Resources Code section, a sudden and unexpected event such as the COVID-19 pandemic falls within the category of events that would be considered an emergency under the code and meets the intent of that code.

COVID-19 is a sudden and unexpected occurrence. Within the span of a few days the whole world, the United States, California, and the Bay Area went from a handful of confirmed cases to many reported cases.⁴ As a result, it led international, state, and local officials to declare a state of emergency. COVID-19 involves a clear and imminent danger and can cause damage to life and health. According to the Centers for Disease Control and Prevention, in the United States alone, as of September 9, 2020 approximately 6.3 million people have had confirmed COVID-19 cases and approximately 189,000 of these cases have resulted in death.⁵ Thus, COVID-19 is an emergency pursuant to CEQA section 21080(b)(4) and CEQA Guidelines section 15269.

The COVID-19 Emergency Temporary Transit Lanes and COVID-19 Emergency Temporary Bikeways project is responding to the COVID-19 public health emergency

Since April 8, 2020, the SFMTA has operated a COVID-19 Muni Core Service Plan to support essential trips that cannot be made any other way. SFMTA has since seen a small increase in and stabilization of the number of available key personnel and resources, allowing for expansion of transit service based on ridership trends and public feedback during the pandemic. Public Health Order No. C19-07 requires individuals traveling on public transit to, as reasonably as possible, maintain social distancing of at least six feet from any other person not in their household when they are outside their residence. The social distancing requirements reduce the carrying capacity on public transit vehicles. For example, the maximum capacity on Muni's 60-foot buses was 81 people prior to COVID-19 and is now 27 people. As vehicular traffic has picked up since April, Muni has slowed down which also makes it less reliable and increases the potential for rider crowding on its vehicles.

The SFMTA can respond to rider crowding on individual routes through many ways, including by increasing frequency of the transit vehicle, speeding up the transit vehicle, providing other safe ways to travel between origins and destinations for essential trips, increasing service reliability to reduce overcrowding, or all the above. The COVID-19 Emergency Temporary Transit Lanes would support the SFMTA to maintain six feet of social distancing within transit vehicles by supporting transit reliability and shortening transit travel times.

For example, on Geary Boulevard between Arguello Boulevard and 25th Avenue traffic congestion decreased substantially during the initial weeks following the shelter in place order. As a result the average PM peak hour westbound vehicle speeds increased by 38 percent (week of April 7, 2020) compared to pre-COVID-19 conditions. Given the decrease in congestion, roundtrip transit travel times on the 38 Geary were reduced by about 12 percent, this time savings allowed the SFMTA to provide more frequency with the same number of buses.

By the week of September 1, 2020, average PM peak hour westbound vehicle speeds on this stretch of Geary Boulevard were just 19 percent faster than pre-COVID-19 conditions. Thus, the increase in congestion has led to slower transit travel times resulting in riders being on buses for longer periods and an increase in crowding given the social distancing constraints. The percent of trips that exceed social distancing capacity on the 38 Geary outbound from 1 p.m. to 7 p.m. has increased from just 3 percent in late July 2020 to 15 percent during the week of September 7, 2020.

⁴ San Francisco Department of Public Health. 2020. COVID-19 Cases and Deaths. Available online at <https://data.sfgov.org/stories/s/dak2-gvuj>. Accessed September 9, 2020.

⁵ Centers for Disease Control and Prevention. 2020. Coronavirus Disease 2019 – Cases in the U.S. Available online at <https://www.cdc.gov/coronavirus/2019-ncov/cases-updates/cases-in-us.html>. Accessed September 9, 2020.

Over the same time period (between the week of April 7, 2020 and the week of September 1, 2020), average weekday ridership on the 38 Geary increased from 5,600 to 9,400, which has made it harder to maintain social distancing given the corresponding increase in congestion. The above shows that the project is needed to protect transit from growing traffic delay in order to support social distancing on the 38 Geary and other heavily used corridors, such as those proposed under the COVID-19 Emergency Temporary Transit Lanes project.

The proposed project would also facilitate members of the public to traveling by bicycle between origins and destinations for essential trips through the COVID-19 Emergency Temporary Bikeways project along corridors where temporary emergency transit lanes are also proposed. For example, the proposed corridors along Post Street/Sutter Street, Geneva Avenue, and Bayshore Boulevard already have either a class III or class II bike facility, so this project would enhance those bike facilities by converting them to class IV facilities which provide more protection between motor vehicles and people travelling by bicycle. In addition, all these proposed corridors provide direct routes to local hospitals, thus allowing essential workers to get to their places of work safely. Therefore, the project was properly analyzed in accordance with CEQA and qualifies for an emergency project statutory exemption.

The appellant questions whether Muni ridership had increased enough to require the additional transit buses that would necessitate the proposed temporary transit lanes. The appellant notes how much transit ridership has dropped (90 percent) compared to vehicles (70 percent, now up 30 percent since April 2020) and the SFMTA's direction in April 2020 for the public to use private vehicles for essential trips. The concerns raised imply that without more information about current and projected Muni ridership, the proposed project is not necessary to mitigate an emergency. The exemption determination and June 10, 2020 SFMTA memo describe how an increase in both transit ridership compared to initial shelter in place and vehicular traffic, coupled with the transit vehicle capacity restraints that come with compliance with the City's social distancing requirements, have prompted the SFMTA to identify ways to address rider crowding on individual routes. Even with reduced transit ridership compared to pre-COVID conditions, the project is necessary to ensure that there is adequate space for social distancing, since increased congestion would reduce the reliability of service which lead to overcrowding. The examples described above also provide evidence that SFMTA has observed changes in Muni ridership and private vehicle volume that informed their decision to install emergency temporary transit lanes and bicycle facilities to support social distancing for people traveling by transit and bicycle on the project corridors.

The appellant claims that "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." Another appellant states "that at least some of the specific actions proposed here are not, in fact, necessary to prevent or mitigate a public health emergency, but would instead compound or exacerbate one." As stated above, the public health emergency was declared by the city's public health officer on March 6, 2020. Subsequent health orders include directives, such as the six feet of social distancing requirements, to mitigate the spread of COVID-19 and reduce health risks. The COVID-19 Emergency Temporary Transit Lanes and COVID-19 Emergency Temporary Bikeways project would support members of the public maintaining the six feet of social distance required under the City's public health orders while making essential trips by bus or bicycle modes. Thus, the project includes actions to mitigate an emergency.

None of the exclusions of CEQA Guidelines section 15269(c) apply

CEQA Guidelines section 15269(c) states that the statutory exemption for projects necessary to prevent or mitigate an emergency does not apply to “long-term projects undertaken for the purpose of preventing or mitigating a situation that has a low probability of occurrence in the short-term.” This exclusion does not apply to the proposed COVID-19 Emergency Temporary Transit Lanes and COVID-19 Emergency Temporary Bikeways project because the project directly addresses an ongoing public health emergency in which it is necessary to maintain 6 feet of social distancing in order to mitigate the emergency.

The emergency the project would respond to is ongoing. The February 25, 2020 proclamation of a local health emergency, March 4, 2020 Proclamation of a State of Emergency, and Health Order No. C19-07 (as amended) are still in effect. Furthermore, there is no anticipated date for the City to fully reopen and “remove all social distancing limits and other restrictions related to the COVID-19 response”⁶ Therefore, the COVID-19 public health emergency has a high probability of occurring in the short-term.

Second, the project does not include construction of permanent infrastructure and the proposed changes can be adjusted or removed quickly. The proposed transit only lanes and bicycle facilities would be constructed using materials such as temporary striping, striping and signage to indicate the intended use (e.g., bicycles, transit only, bus/taxi only, etc.) and would not require excavation. This means the proposed changes would be implemented to facilitate quick removal of such changes. Furthermore, the changes would expire within 120 days of the repeal of the City’s February 25, 2020 proclamation of a local health emergency due to COVID-19. This is contrary to the appellant’s claim that the project is not temporary “since it is longer than 6 months with no ending date”.

As shown above, the project meets the requirements of an emergency project statutory exemption and none of the above-noted exclusions stated in CEQA Guidelines section 15269(c) apply. The City’s decision that the project fits within the definition of statutory exemption 15269(c) emergency projects is supported by substantial evidence in the record. Statutory exemptions are projects specifically excluded from CEQA consideration as defined by the State Legislature. These exemptions are delineated in Public Resources Code Section 21080 et seq and discussed in CEQA Guidelines Sections 15260-15285. A statutory exemption applies to any given project that falls under its definition, regardless of the project’s potential impacts to the environment. As described in response 2, the project also meets the definition of categorical exemption.

Response 2: The project was appropriately issued a categorical exemption under CEQA Guidelines section 15301.

The project meets the definition of a CEQA Guidelines section 15301, or Class 1, categorical exemption

The appellants claim the proposed COVID-19 Emergency Temporary Transit Lanes and COVID-19 Emergency Temporary Bikeways project does not qualify for a categorical exemption under CEQA Guidelines section 15301, or Class 1 Existing Facilities. The discussion below addressed the appellants’ claims by demonstrating

⁶ City and County of San Francisco. Step by Step Reopening San Francisco. Available online at <https://sf.gov/step-by-step/reopening-san-francisco>. Accessed September 9, 2020.

how the proposed project meets the definition of and thus qualifies for a Class 1 categorical exemption under CEQA Guidelines section 15301.

The proposed project would make alterations to existing transportation network facilities by installing temporary transit only lanes, bus/taxi only lanes, bus/taxi/bicycle only lanes, HOV lanes, and bicycle facilities on existing streets. The project would not create new automobile lanes. These alterations meet the definition of CEQA Guidelines section 15301, or Class 1 Existing Facilities.

Class 1 allows for the categorical exemption of projects that consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. Examples include, but are not limited to, existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety), and other alterations such as the addition of bicycle facilities, including but not limited to bicycle parking, bicycle-share facilities and bicycle lanes, transit improvements such as bus lanes, pedestrian crossings, street trees, and other similar alterations that do not create additional automobile lanes.

Thus, the appellants claim that the project does not qualify for a Class 1 exemption are incorrect.

None of the categorical exemption exceptions apply

CEQA Guidelines section 15300.2 establishes exceptions to the application of a categorical exemption for a project. None of the exceptions apply to the proposed COVID-19 Emergency Temporary Transit Lanes and COVID-19 Emergency Temporary Bikeways project, as discussed below. Thus, the appellants claim that exceptions apply are incorrect.

15300.2(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply in all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

Project Analysis: the categorical exemption for this project is not one of these classes; this exception does not apply.

15300.2 (b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time, is significant.

Project Analysis: The project would not result in significant cumulative impacts.

As described above, the project site spans approximately 36 corridors throughout the City. Thus, the cumulative context for the project is the projects in the vicinity of the corridors. Cumulative projects would implement changes to the transportation network and land use changes, but the proposed project would not combine with them to result in significant cumulative impacts, as described below.

There are significant cumulative transit delay impacts from reasonably foreseeable projects in the vicinity of the project corridors (e.g., the Central SoMa Plan area). However, this project would not contribute considerably to that significant cumulative transit delay impact for the following reasons. The proposed temporary transit lanes and HOV lanes, and the color curb and street parking changes proposed to enable the temporary creation of these lanes, would decrease transit travel times by allowing transit vehicles to bypass traffic congestion and avoid conflicts with other vehicles in mixed-flow lanes. Any temporary turn restrictions implemented as part of the project is not expected to substantially affect transit travel time, as Muni COVID-19 Core service routes would be running in their own designated travel lanes and would not be delayed by vehicles diverted to other streets due to the proposed changes. Similarly, people using the temporary bicycle facilities would have a dedicated space to travel along the project corridors. Thus, the proposed project would not contribute to significant cumulative transit delay impacts.

There are significant cumulative loading impacts from reasonably foreseeable projects in the vicinity of the project corridors (e.g., the Central SoMa Plan area). However, this project would not contribute considerably to that significant cumulative loading impact because the project would relocate commercial and passenger loading zones, as needed, to address land use needs. Thus, the project would not contribute to significant cumulative loading impacts.

The project would install temporary lanes that would separate general vehicle traffic from Muni, taxis, and bicycles, and would not alter facilities for people walking. The temporary lanes would also allow emergency vehicle access. Thus, the project would not contribute to significant cumulative potentially hazardous conditions, accessibility, or emergency access impacts.

The project would not substantially increase vehicle miles traveled; moreover, automobile delay (e.g., congestion) is not considered a significant effect on the environment pursuant to CEQA. The project meets the definition of an “active transportation...and transit project” and “minor transportation project”, as defined in the department’s Transportation Impact Analysis Guidelines (2019). The department substantiates that these projects would not lead to substantial increases in vehicle miles traveled based on a literature review provided in the 2019 guidelines, Appendix L: Vehicle Miles Traveled/Induced Automobile Travel, Attachment C: Combined Vehicle Miles Traveled Annotated Bibliography. Further, the certified Environmental Impact Report for Better Market Street (case number 2014.0012E) demonstrated that that project, which would result in more substantial vehicular restrictions on a major corridor in the City would not substantially increase vehicle miles traveled. The proposed COVID-19 Emergency Temporary Transit Only Lanes and COVID-19 Emergency Temporary Bikeways project would impose left turn restrictions on California Street, Masonic Avenue, Divisadero Street, Fulton Street, Lincoln Way, 4th Street, Ocean Avenue, and Geneva Avenue. The turn restrictions on each of these proposed project corridors would be less substantial than those implemented under Better Market Street Because the project would not result in increased vehicle miles travelled, it would also not result in substantial increase in criteria air pollutant or greenhouse gas emissions, which by their nature, are cumulative impacts.

Lastly, 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 (e.g., no excavation), other significant cumulative construction or operational impacts would not occur.

15300.2 (c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

Project Analysis: Pursuant to CEQA, the department used a two-part analysis to determine that there was no reasonable possibility that the proposed project would have a significant effect on the environment due to unusual circumstances. The following describes the two-parts, or questions, and their applicability to the project.

Question 1: Unusual Circumstances. There are no unusual circumstances surrounding this project.

Project Analysis: The lead agency must determine if unusual circumstances are present. If a lead agency determines that a project does not present unusual circumstances, that determination will be upheld if it is supported by substantial evidence. CEQA Guidelines define substantial evidence as “enough relevant information and reasonable inferences from this information that a fair argument can be made to support a conclusion, even though other conclusions might also be reached.”

The circumstances surrounding the project (absent COVID-19) and the project site are not unusual. The project site is located throughout San Francisco, surrounded by neighboring land uses and streets that serve a mix of transit, bicycles, pedestrians and cars. There is nothing particularly sensitive or unique about the project site and the surrounding streets that would result in an unusual circumstance in accordance with CEQA.

Further, the project elements are not unusual. Circulation changes to these streets are routine in nature, within the context of San Francisco. As stated in the existing conditions discussion above, bicycle facilities and transit-only lanes also exist throughout San Francisco including on some of the project corridors.

Question 2: Significant Effects due to Unusual Circumstances: The project would not result in significant effects due to unusual circumstances.

Project Analysis: If the lead agency determines that a project presents unusual circumstances, then the lead agency must determine if a fair argument has been made supported by substantial evidence in the record that the project may result in significant effects.

As stated above, there are no unusual circumstances surrounding this project, so the lead agency is not required to respond to this question.

The department notes, for informational purposes, that the proposed COVID- 19 Emergency Temporary Transit Only Lanes and COVID-19 Emergency Temporary Bikeways project would not result in significant effects as demonstrated in the exemption determination and June 10, 2020 SFMTA memo. CEQA Guidelines section 15064.3(b)(2) states that transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to have less than a significant transportation impact. As previously discussed above, the project meets the definition of an “active transportation...and transit project” and “minor transportation project” and would not substantially increase vehicle miles traveled. Thus, the project's transportation-related impacts would be less than significant.

Overall, the proposed project would not result in significant construction or operational impacts due to the temporary nature of the project and its limited construction scope. The project would not include excavation and would be implemented in a manner that would facilitate the changes being easily removed within 120 days of the repeal of the February 25, 2020 proclamation of a local health emergency.

15300.2 (d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

Project Analysis: With the exception of State highway 1, the project site is not within a highway officially designated as a state scenic highway; this exception is not applicable.⁷ While State Highway 1 is eligible the project would not damage scenic resources along the highway as it would install temporary street surface treatments (e.g., striping) and signage that can be easily removed.

15300.2 (e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

Project Analysis: the project is not located on such a site; this exception does not apply.

15300.2 (f) Historical Resources. A categorical exemption shall not be used for a project that may cause a substantial adverse change in the significance of a historical resource.

Project Analysis: The project would not have a significant effect on a historic resource because the project would not alter or demolish a historical resource. Any required signage would be limited to modern or standard issue SFMTA street poles and streetlamps. Sign installation would not occur on street poles streetlamps containing sculpted features or historic lights unless the design is also standard issue by SFMTA. Additionally, any signs would be removed, as this is a temporary project.

Response 3: The department appropriately analyzed the whole of the project pursuant to the CEQA Statute and Guidelines and Chapter 31 of the Administrative Code.

While the SFMTA will implement the proposed COVID-19 Emergency Temporary Transit Lanes and COVID-19 Emergency Temporary Bikeways project in phases, the department analyzed and issued an exemption determination for the whole of the project. The first phase of the project was SFMTA approval of temporary transit lanes on nine of the project corridors on Figure 1, labeled “Proposed Transit Lanes going to SFMTA Board on 6/30/2020”. The first phase also included the SFMTA Board of Directors delegating their authority to the City Traffic Engineer to approve transit lanes and tow-away zones on the other 27 project corridors in Figure 1, labeled “Proposed Transit Lanes.” The appellants raise concerns that this delegation of authority allows for future projects to be implemented without environmental review. This is not correct. The exemption determination for the project listed and analyzed all of the project corridors identified by the SFMTA for future transit only lanes and tow-away zones, including those that the City Traffic Engineer would have authority to approve, as listed in the proposed amendments to section 602 of the San Francisco Transportation Code. One

⁷ <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>

appellant also asserts that a July 21, 2020 SFMTA map of the proposed project corridors and the phases for implementation is an update to the project that would include “more service changes to implement more TETL changes whenever it pleases with no further approval process.” This is inaccurate. The proposed project corridors identified on the map are consistent with the proposed project corridors in figure 1. If there are any additional changes to the COVID-19 Emergency Temporary Transit Lanes and COVID-19 Emergency Temporary Bikeways project the department would assess the level of CEQA review required prior to any approvals of the changes, including the need for any analysis.

Response 4: The department and SFMTA met procedural requirements for exemptions provided in the CEQA Guidelines and Chapter 31 of the Administrative Code

The exemption determination was appropriately posted

One appellant inaccurately claims that the exemption determination was not available on the department’s or SFMTA’s website and was not included in the SFMTA agenda packet for the June 30, 2020 Board of Directors hearing to approve the project.

Chapter 31 of the Administrative Code requires the Environmental Review Officer to post on the department’s website the following: “(1) a project description in sufficient detail to convey the location, size, nature and other pertinent aspects of the scope of the proposed project as necessary to explain the applicability of the exemption; (2) the type or class of exemption determination applicable to the project; (3) other information, if any, supporting the exemption determination; (4) the Approval Action for the project, as defined in Section 31.04(h); and (5) the date of the exemption determination.” (section 31.08(e)(1)(A)).

The department posted the exemption determination for the project on the department’s website, <https://sanfrancisco.buildingeye.com/planningceqa/list/type/agencycatex>, on June 10, 2020. The website includes a heading titled “Public Agency Exemptions,” with a table of exemptions for projects sponsored by public agencies to which the exemption determination for the project is linked. Chapter 31 of the Administrative Code does not require other City agencies to post exemption determinations on their websites or for approving bodies to include exemption determinations in their meeting materials. The exemption determination document was appropriately posted.

The hearing for the project approval action was appropriately noticed

The SFMTA followed noticing requirements. Chapter 31 of the Administrative Code requires the SFMTA to provide notice of public hearing on the Approval Action for the project (section 31.08(f)(1)). For this project, that Approval Action occurred when the SFMTA Board of Directors approved the project on June 30, 2020. The SFMTA met this requirement by providing a notice of meeting and calendar prior to the public hearing on the Approval Action⁸ for the project. Consistent with the requirements in section 31.08(f) of the Administrative Code, the notice (a) informed the public about the exemption determination and how to obtain a copy [here, in the staff report and/or resolution]; (b) informed the public of the right to appeal the exemption determination to the Board of Supervisors and the timeframe for submitting an appeal [here, in the agenda];

⁸ San Francisco Municipal Transportation Agency. June 30, 2020 Notice of Special Meeting and Calendar. Available online at: https://www.sfmta.com/sites/default/files/reports-and-documents/2020/06/6-30-20_agenda_-_mtab_special_meeting.pdf. Accessed September 10, 2020

and (c) informed the public that litigants in a later court challenge may be limited to raising only the issues that were 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 [here, in the agenda]. The CEQA Statute and Guidelines do not include provisions for noticing exemptions. Thus, the June 30, 2020 hearing was appropriately noticed.

The City complied with the exemption appeal procedures in Chapter 31 of the Administrative Code

One appellant asserts that the SFMTA did not provide an “opportunity for public appeal to this Board in violation of CEQA and Chapter 31 of the San Francisco Administrative Code”. This is inaccurate, notice of the public’s right to appeal an exemption to the board of supervisors was included, consistent with Chapter 31 of the Administrative Code, in the exemption determination and the agenda for the June 30, 2020 hearing. Furthermore, the appellant received, and availed itself of, the opportunity to appeal the exemption determination to the board of supervisors, as demonstrated by the fact that the appellant filed the appeal.

For informational purposes: one appellant states, “I question how the MTA purported to hold two online public hearings, on July 18, 2020 (which failed for technical reasons and has since been rescheduled to July 31, 2020) and July 25, 2020, both prior to the effective date of the Transportation Code amendments. Also, the notices for those hearings did not contain language required by Administrative Code Section 31.08 (f) (1).” The July 18, 2020 and July 25, 2020 hearings the appellant refers to were for the SFMTA’s LK Transfer Project and J Church Transfer project, respectively. Those projects are not part of the proposed COVID-19 Emergency Temporary Transit Lanes and COVID-19 Emergency Temporary Bikeways project. As described in the Background Section of this response, on August 7, 2020, the SFMTA submitted a memorandum to the department clarifying that proposed Muni rail service changes and associated stop, street, and parking changes on West Portal Avenue and the J Church transfer points are not part of the COVID-19 Emergency Temporary Transit Lanes and COVID-19 Emergency Temporary Bikeways project and require separate environmental review. Thus, the July 18, 2020 and July 25, 2020 hearings and associated noticing noted by the appellant is not germane to this appeal response.

Conclusion

The department has determined that the proposed project is statutorily exempt and categorically exempt from environmental review under CEQA on the basis that: (1) the project meets the definition of an emergency project statutory exemption (2) none of the exceptions specified in CEQA Guidelines section 15269 prohibiting the use of a statutory exemption are applicable to the project, (3) the project meets the definition of one class of projects that the Secretary of Resources has found do not have a significant effect on the environment, and (4) none of the exceptions specified in CEQA Guidelines section 15300.2 prohibiting the use of a categorical exemption are applicable to the project. The appellants have not demonstrated that the department’s determination is not supported by substantial evidence in the record.

For the reasons stated above and in the June 10, 2020 CEQA statutory and categorical exemption determination and accompanying memo from SFMTA, the CEQA determination for this project complies with the requirements of CEQA and the project is appropriately exempt from environmental review pursuant to the cited exemptions. The department therefore respectfully requests that the board uphold the CEQA statutory and categorical exemption determination and deny the appeal of the CEQA determination.

Attachment A

Table 1: Proposed Emergency Temporary Transit Lanes, High Occupancy Vehicle Lanes, and Bikeway Corridors

Street	From	To	Two-way or one-way E TTL ¹ or HOV ²	Parking Removed or Loading Relocated to Nearest Cross-Street	Notes
Notes: ¹ Emergency Temporary Transit Lanes (E TTL) refer to all types of emergency transit lanes including transit only, bus/taxi, bus/taxi/bike lanes ² GMP: General Metered Parking; TOL: Transit (Bus and Taxi) Only Lane; HOV: High Occupancy Vehicle Lane ³ Streets removed from the project per an August 7, 2020 memo from SFMTA					
Potrero Avenue	Cesar Chavez	Division Street	One-way & two-way	No change	One-way TOL ² northbound only between 25th and 18th streets; two-way TOL for other portions of the corridor
Bayshore Boulevard	Silver Avenue	Cesar Chavez	Two-way	Removes 32 northbound and 26 southbound parking spaces due to proposed bicycle facility	TOL; class IV bike facility
Laguna Honda Boulevard	Clarendon Avenue	Dewey Boulevard	Two-way	No change	TOL
Woodside Avenue	Laguna Honda Boulevard	Portola Drive	Two-way	No change	Bus/Taxi/Bicycle only
O'Shaughnessy Boulevard	Portola Drive	800 feet southerly	Two-way	No change	TOL
Bosworth Street	Elk Street	Arlington Street	two-way	No change	Bus/Taxi/Bicycle only
	11th Street	1st Street	two-way	Removes 120 general metered spaces; relocates 20 yellow and 15 white loading spaces on various sides of the	Converts part-time TOL

Street	From	To	Two-way or one-way ETTL ¹ or HOV ²	Parking Removed or Loading Relocated to Nearest Cross-Street	Notes
Mission Street				street. On the opposite side of street, the current part-time tow away regulations would be rescinded.	to full-time TOL
Castro Street	Divisadero Street	Duboce Avenue	Two-way	No Change	TOL
Divisadero Street	Castro Street	Sacramento Street	two-way	No change	TOL
California Street	Arguello Boulevard	Steiner Street	Two-way	No change	TOL
Sacramento Street	Front Street	Larkin Street	One-way	Removes 116 non-metered parking spaces, 1 motorcycle space, and 9 GMPs ² ; relocates 8 white spaces, 3 metered white spaces, and 11 yellow metered spaces	Converts part-time TOL to full-time TOL
	Gough Street	Larkin Street	One-way	No change	TOL
Clay Street	Gough Street	Van Ness Avenue	One-way	Removes 9 non-metered parking spaces	TOL; would require conversion of the existing two-way street to a one-way street
	Van Ness	Larkin	One-way	No change	TOL
	Larkin Street	Powell Street	One-way	Removes 67 non-metered parking spaces; relocates 2 yellow zones	TOL
	Powell Street	Sansome Street	One-way	Removes 29 GMPs; relocates 3 metered white spaces and 17 metered yellow spaces	Converts part-time TOL to full-time TOL
7th Street and 8th Street	Townsend Street	Market Street	one-way	No change	TOL on 7th Street would be northbound; TOL on 8th Street would be southbound
Masonic Avenue	Haight Street	Geary Boulevard	Two-way	No change	TOL
Presidio Avenue	Geary Boulevard	Sacramento Street	Two-way	No change	Bus/taxi/bike only lane
Fulton Street	Stanyan Street	48th Avenue	Two-way	No change	TOL

Street	From	To	Two-way or one-way ETTL ¹ or HOV ²	Parking Removed or Loading Relocated to Nearest Cross-Street	Notes
4th Street	Channel	Berry	Two-way	No change	No northbound traffic except Muni
Geary Boulevard	Stanyan	34th Ave	Two-way	No change	TOL
Haight Street	Webster	Buchanan	One-way	Removes 14 non-metered spaces	TOL
Lincoln Way	2nd Avenue	23rd Avenue	Two-way	Removes 120 non-metered spaces	Converts part-time TOL to full-time TOL
Ulloa Street ³	Wawona Street	West Portal Avenue	Two-way	Removes 2 non-metered (existing part-time restrictions) spaces	No traffic except Muni & bicycles
West Portal Avenue ³	Vicente Street	Ulloa Street	Two-way	Removes 50 GMPs	Converts part-time TOL to full-time TOL & new southbound TOL
Church Street ³	15th Street	Market Street	Two-way	Removes 15 GMPs & 2 metered motorcycle spaces; relocates 6 yellow metered zones	No northbound or southbound traffic except Muni & bicycles
Park Presidio Boulevard/Crossover Drive	Lincoln Way	Lake Street	Two-way	No change	HOV lane (bus/taxi/vehicles with +3 people)
Post Street	Gough Street	Market Street	One-way	Removes 5 GMPs; relocates 4 blue zones, 22 white spaces, and 29 yellow metered spaces due to bicycle facility	TOL with Class IV bicycle facility & bus/taxi/bike only lane on some portions of the street segment
Sutter Street	Kearny Street	Gough Street	One-way	Removes 5 GMPs and 7 non-metered spaces; relocates 1 white space and 4 yellow metered spaces due to bicycle facility	TOL with Class IV bicycle facility & bus/taxi/bike only lane on some portions of the street segment
	Market Street	Kearny Street	One-way	Relocates 24 yellow metered spaces	Converts part-time TOL to full-time bus/taxi/bike only lane
Ocean Avenue	Geneva Avenue	Junipero Serra Boulevard	Two-way	No change	TOL

Street	From	To	Two-way or one-way Ettl ¹ or HOV ²	Parking Removed or Loading Relocated to Nearest Cross-Street	Notes
Mission Street	30th Street	Huron Street	Two-way	No change	TOL
Hyde Street	Eddy Street	Market Street	One-way	No change	TOL
Eddy Street	Polk Street	Hyde Street	One-way	11 GMP would be removed, 2 yellow meter spaces, and 3 white meter spaces would be relocated	TOL
Larkin Street	Market Street	Geary Street	One-way	No change	TOL
Geneva Ave	Ocean Avenue	Santos Street	Two-way	Removes 7 GMP and 193 non-metered spaces; relocates 4 non-metered yellow spaces, 4 metered yellow spaces due to proposed bicycle facility	TOL with IV bicycle facility & bus/taxi/bike only lane on some portions of the street segment
19th Avenue/ Junipero Serra Boulevard	Lincoln Way	Alemany Boulevard	Two-way	No change	HOV lane (bus/taxi/vehicles with 3 or more people)
Veterans Boulevard/Presidio Parkway/ Richardson Avenue/Lombard Street	Van Ness Avenue	Lake Street	Two-Way	No change	HOV lane (bus/taxi/vehicles with 3 or more people)

BOS Exemption Appeal: Attachment B
Hearing Date: September 22, 2020 (may be continued)

Record No. 2020-005472APL
COVID-19 Emergency Temporary Transit Lanes and
COVID-19 Emergency Temporary Bikeways Project

Attachment B

SFMTA Memo, Muni Rail Service and Associated Stop, Street, and Parking Changes (West Portal and J Church Transfer Points), August 7, 2020

Memorandum

Muni Rail Service and Associated Stop, Street, and Parking Changes (West Portal and J Church Transfer Points)



TO: Lisa Gibson, Environmental Review Officer
San Francisco Planning Department

CC: Andrea Ruiz-Esquide, San Francisco City Attorney's Office

THRU: Sean Kennedy, SFMTA Muni Service Planning & Muni Forward Manager 

FROM: Jeff Tumlin, SFMTA Director of Transportation 

DATE: August 7, 2020

SUBJECT: Muni Rail Service and Associated Stop, Street, and Parking Changes
(West Portal and J Church Transfer Points)

The SFMTA is proposing to expand its COVID-19 Muni Core Service Network by scheduling the return of Muni Metro rail service to provide more transit service for San Francisco while minimizing risk of COVID transmission. Pre-COVID, train congestion in the subways resulted in delays and reliability issues. Consequently, some Muni Metro lines would be taken out of the subway to improve subway functionality and reduce train delays in order to shorten the amount of time riders will spend on a train and in the subway.

Under this temporary, modified rail service plan, the L Taraval and K Ingleside would be combined into an LK line and would no longer enter the subway at West Portal Station; riders traveling to and from downtown may need to transfer at the West Portal station. Additionally, the J Church would not enter the subway, and would, instead, turn back at the Church and Market streets intersection and in a subsequent implementation phase at the Church Street and Duboce Avenue intersection, which may require riders traveling to and from downtown to transfer to a line operating in the subway. To support and facilitate these transfers, SFMTA would make stop changes (and construction of Americans with Disabilities Act [ADA] accessible platforms), street changes, and parking changes at these transfer locations.

The Temporary Emergency Transit Lanes (TETL) project, and the implementation of transit-only lanes were evaluated in the TETL Categorical Exemption and Statutory Exemption (Planning Case No. 2020-005472ENV). As SFMTA understands it, the transfer point improvements to support rail service for the L Taraval and J Church were partially identified in the Temporary Emergency Transit Lanes (TETL) project. However, these improvements for the L Taraval (Ulloa Street at West Portal) and J Church corridors were not approved. Given that SFMTA has now finalized its modified Muni Rail Service plan, including the changes needed to support this service plan, we believe that the Muni Rail Service plan and associated stop, street, and parking changes (West Portal and J Church

Memorandum

Muni Rail Service and Associated Stop, Street, and Parking Changes (West Portal and J Church Transfer Points)



SFMTA

Transfer Points) are outside the scope of the TETL environmental review, for the reasons listed below, and new environmental review is needed.

- The proposed street and parking changes are associated with Muni rail service changes.
- There would be bus stop changes associated with Muni rail service changes and SFMTA would need to construct temporary wooden ADA boarding islands at transfer points.
- Transit-only lanes are not being proposed on Ulloa Street or West Portal Avenue and additional transit-only lanes are not being proposed on Church Street (Church Street has existing transit-only lanes)
- The proposed West Portal LK Transfer and J Church Transfer stop/street/parking changes do not rely on TETL delegated authority for approval.
- A portion of the J Church project corridor is outside the project corridor boundary in the TETL exemptions.

The SFMTA will submit the Muni Rail Service Plan, associated stop, street, and parking changes (West Portal and J Church Transfer Points) to the Planning Department shortly for environmental review. As of this date, there has been outreach for these changes, but no approvals have been made. Specifically, there was a public hearing on July 25th for the J Church Transfer Point and on July 31st, 2020 for the West Portal Transfer Point.

Memorandum



To: Angela Calvillo, Clerk of the San Francisco Board of Supervisors

Through: Julie Kirschbaum, Director of Transit 
Sean Kennedy, Transit Planning Manager
Michael Rhodes, Temporary Emergency Transit Lanes Program Manager

From: Jeffrey Tumlin, Director of Transportation  Acting DOT for

Date: September 21, 2020

Subject: Transportation Recovery Plan: COVID-19 Emergency Temporary Transit Lanes and COVID-19 Emergency Temporary Bikeways Project – Project Sponsor CEQA Appeal Response

INTRODUCTION

The San Francisco Municipal Transportation Agency (SFMTA) submits this memorandum in support of the Categorical Exemption and Statutory Exemption determination (No. 2020-005472ENV) for the Transportation Recovery Plan: COVID-19 Emergency Temporary Transit Lanes and COVID-19 Emergency Temporary Bikeways Project, also referred to as the Temporary Emergency Transit Lanes (TETL) project (project). It is a response to two letters of appeal to the Board of Supervisors regarding the Planning Department's issuance of a combined Categorical Exemption and Statutory Exemption under the California Environmental Quality Act (CEQA) for the project. The letter addresses topics other than those related to CEQA, which are separately discussed in the Planning Department's appeal response memorandum.

BACKGROUND

On February 25, Mayor London Breed issued a Proclamation Declaring the Existence of a Local Emergency, finding that the COVID-19 pandemic posed a threat to the lives, property or welfare of the City and County and its residents. On March 16, 2020, San Francisco's Health Officer issued a Public Health Order in response to the COVID-19 Emergency, requiring that residents shelter in place, with the only exception being for essential needs. Since shortly after San Francisco's shelter in place order was issued in March, the SFMTA implemented and has continued to operate the COVID-19 Core Service Plan, operating limited transit service, allocating limited resources to the locations where they are most needed.

During the COVID-19 crisis, the SFMTA's ability to provide transit service has been limited in the following ways:

- fewer operators are available, due to health and safety concerns;
- fewer vehicles are available, due to increased cleaning requirements; and
- less space is available on vehicles, due to social distancing requirements.

Given the recent reductions in both service levels and vehicle capacity, it is more critical than ever that delays be avoided, to reduce both unsafe overcrowding and "pass-ups" due to the bus being full. It is also essential that transit travel times be reduced to limit the amount of time passengers must remain on vehicles. Finally, reduced transit travel times allow more service to be operated using the same, limited resources, further reducing overcrowding.

To ensure that service levels, schedule reliability and safety for those who must make essential trips using transit can be maintained even as traffic congestion returns¹, the SFMTA developed the TETL project. The TETL project was based on a finding that COVID-related traffic reductions had improved Muni travel times by about 15 percent in April 2020 – but in corridors that already had transit lanes, Muni speeds remained relatively constant. By July 2020, SFMTA had begun to see some of these travel time savings erode. For example, transit travel times in the afternoon in the outbound direction have trended upwards on the 14 Mission, 14R Mission Rapid, 9 San Bruno, and 38 Geary lines

The SFMTA's Transportation Recovery Plan (TRP), of which the TETL project is a part, was developed in coordination with stakeholders, public officials, members of the public and the City's Economic Recovery Task Force. The bus and taxi (and in some cases bicycle) lanes the TETL project would create would be temporary; their purpose would be to limit passengers' exposure to the COVID-19 virus as the City reopens.

The TETL project is set to expire 120 days after the City's proclamation of a local emergency is lifted. For any TETL project corridor's emergency transit lane to be made permanent, the SFMTA Board of Directors (Board) would need to approve the permanent project following additional public engagement and environmental review, as needed.

DISCUSSION

Temporary Emergency Transit Lanes are intended to provide additional space and reduced travel times for people making essential trips on Muni.

San Francisco's response to the pandemic has stressed the importance of social distancing, or maintaining adequate space between individuals, to control the spread of COVID-19. Muni bus capacity is currently reduced by about two-thirds to enable social distancing. For instance, on Muni's 60-foot buses, maximum capacity is now 30 people, compared to 100 people before COVID-19.

Muni service has been reduced due to social distance requirements, increased cleaning requirements, and increased operator leave resulting from COVID-19. Reduced congestion during Shelter in Place has created Muni travel time savings that have allowed each bus to provide more service. Without these travel time savings, Muni service would need to be reduced by an additional 10 percent, because buses would take longer to complete each round trip, and more buses would be needed to maintain the same frequency of service.

The combination of social distancing requirements (decreased capacity) and decreased frequency has meant that, even with Muni ridership currently below 25 percent of pre-COVID levels, buses are operating at capacity causing pass-ups and crowding for Muni passengers. The return of congestion threatens to further exacerbate this problem. As congestion returns, Muni vehicles will experience delay and overcrowding, similar to pre-COVID conditions. If no action is taken, this delay will lead to further reduced

¹ According to the Metropolitan Transportation Commission/Bay Area Toll Authority, weekday traffic on the Bay Bridge, for example, declined by roughly half in the early days of the crisis, but has since returned to above 80 percent of previous levels.

buses take longer to complete their round trips, and further overcrowding. By installing Temporary Emergency Transit Lanes, the SFMTA intends to protect transit riders from increased crowding, given the constrained resources and reduced capacity that currently exists. In addition, Temporary Emergency Transit Lanes will ensure that travel times remain as short as possible, which reduces the potential duration of exposure to COVID-19 for riders.

During the COVID-19 health crisis, most people riding transit do not have another choice. People driving have built-in protection from exposure to COVID-19 while traveling. By contrast, transit riders must rely on the SFMTA to provide adequate space for social distancing and reasonably quick travel times to reduce potential exposure, in combination with the agency's extensive hygiene measures such as mandatory face coverings, frequent cleanings, and increased air circulation. The TETL project is designed to ensure that people who do not have the option of driving still have a safe, reliable travel experience when making essential trips.

The SFMTA Board approved TETLs on nine corridors and delegated authority to the City Traffic Engineer to approve TETLs on 27 more corridors following additional public process.

On June 30, 2020, the SFMTA Board approved Temporary Emergency Transit Lanes on nine corridors, including Laguna Honda Boulevard from Clarendon Avenue to Dewey Boulevard; O'Shaughnessy Boulevard from Portola Drive to 800 feet southerly; Mission Street from 11th Street to 1st Street; 7th Street from Townsend Street to Market Street; 8th Street from Market Street to Townsend Street; Masonic Avenue from Haight Street to Geary Boulevard; Woodside Avenue from Laguna Honda Boulevard to Portola Drive; Bosworth Street from Elk Street to Arlington Street; and Presidio Avenue from Sacramento Street to Geary Boulevard. The SFMTA Board also amended the Transportation Code to delegate temporary authority to the City Traffic Engineer to approve temporary transit-only lanes on 27 additional corridors after a public hearing. The appellants are incorrect that the City Traffic Engineer has authority to approve emergency transit lanes anywhere in the city as part of the TETL project. The 27 corridors where the City Traffic Engineer has delegated approval authority were specifically identified in the SFMTA Board approval of June 30, 2020, depicted in a figure showing all of the corridors. The requirements for these corridors include, but are not limited to, the following criteria:

- The street on which the Muni service is operating saw more than a 12 percent peak time travel savings post-COVID-19 or is on a Muni rail line.
- The street has current Muni service or is expected to within the next 45 days.
- The corridor will not remove more than one traffic lane in each direction and will preserve one traffic lane in each direction for general traffic, or the corridor has a Muni rail line.
- All potential corridors are shown on a map that was added to the Transportation Code.

SFMTA must hold a public hearing before approval of an emergency transit lane via this delegated approval authority to gather feedback from local stakeholders, including residents, and neighborhood and merchant groups. Public notice must be posted at least 10 days in advance of the public hearing, following the City's standard requirements for such postings. In addition, the SFMTA Board gave direction to staff that any TETL corridor that generates a large degree of controversy among local stakeholders should still be taken to

the SFMTA Board for approval. As a result, members of the public will have opportunity to provide input in advance of any future Temporary Emergency Transit Lanes receiving approval.

The parking and traffic changes authorized by the SFMTA Board at its June 30, 2020 meeting are itemized in the legislation. They include:

- For eight of the nine corridors (all but Mission Street), converting one general purpose travel lane per direction into an emergency transit lane
- Establishing no-left turn except Muni restrictions on Masonic Avenue between Haight Street and Turk Street
- On Mission Street:
 - Removing 140 part-time parking spaces to convert a part-time transit-only lane to a temporary full-time emergency transit lane. New white passenger and yellow commercial loading zones to replace all spots needing to be removed for a full-time emergency transit lane

Any additional parking removal, travel lane removal, and/or left-turn restrictions in support of TETLs along corridors where the City Traffic Engineer has delegated approval authority would require a public hearing and subsequent approval by the City Traffic Engineer. Each of these individual corridors will undergo further review and outreach before SFMTA staff brings it to public hearing and to the City Traffic Engineer for consideration.

As with the TETLs approved by the SFMTA Board, any future projects approved by the City Traffic Engineer following a public hearing will expire within 120 days of the lifting of the Emergency Order, unless the SFMTA Board takes further action to approve them on a permanent basis following additional public process and environmental review, as needed.

Muni Metro rail transfer changes are not part of the TETL project and are covered by a separate environmental review process

One of the appellants expressed concerns related to the J Church Transfer Improvements and West Portal LK Transfer Projects (the Rail Transfer projects). These changes were proposed and implemented in support of the August 22, 2020 service changes after undergoing their own separate environmental review process. These changes support improved accessibility and safety for passengers transferring between surface and subway Muni Metro lines as part of the SFMTA's temporary Muni Metro service plan during COVID-19.

The Rail Transfer projects were partially identified in the Temporary Emergency Transit Lanes (TETL) project. Following SFMTA's finalization of its modified Muni Rail Service plan after approval of the TETL project, it was determined that the Muni Rail Service plan and associated stop, street, and parking changes including the Rail Transfer projects were outside the scope of the TETL project's environmental review. The SFMTA formally clarified that distinction between the TETL project and the Muni Rail Service plan including the Rail Transfer Projects in a letter submitted to the San Francisco Planning Department on August 7, 2020.

As a result, the rail service plan and Rail Transfer projects received their own environmental clearance separate from the TETL project (Statutory Exemption 2020-007183ENV). The Rail Transfer project changes

were not approved via the TETL project's delegated authority. Consequently, any concerns or objections related to the Muni Metro service changes and the Rail Transfer projects do not pertain to the TETL project.

Public outreach has taken a phased approach given the need to act quickly to respond to the threat of rising congestion and the urgent nature of the COVID-19 public health emergency. The TETL project was shaped by community feedback prior to project approval and will include opportunities to provide feedback and make adjustments after implementation.

The TETL project created multiple means to collect feedback from stakeholders prior to its approval by the SFMTA Board, while working within the mandatory public health restrictions imposed during the Shelter in Place order that eliminated the opportunity for in-person community meetings:

- **May 19 and June 2, 2020: Presentations to SFMTA Board.** Staff presented the TETL plan to the SFMTA Board and received feedback from both Board members and members of the public.
 - **June 4, 2020: Presentation to SFMTA Citizens Advisory Committee.** Staff presented the TETL plan to the SFMTA's Citizens Advisory Council as a part of a presentation about the Transportation Recovery Plan.
 - **June 17, 2020: Project announced via SFMTA website.** Project-specific website created at www.sfmta.com/TempLanes with contact information for staff. Initial TETL project outreach included blog posts and social media campaign, on-site public notices, email updates to list of over 7,800 recipients and individualized outreach to 70 stakeholders.
 - **June 23, 2020: Presentation to San Francisco County Transportation Authority Board.** Staff presented the TETL plan to the SFCTA Board, which is comprised of the Board of Supervisors.
 - **Regular Ongoing Communication:**
 - **Email updates sent to stakeholders.** The project created distribution email lists for those interested in receiving updates on TETL project corridors. Email updates have been sent to distribution lists of as many as 8,200 recipients. As of September 11, 2020, approximately 125 emails have been received relating to the TETL project, with most receiving a response within two business days.
 - **Multilingual informational mailers.** In addition to digital outreach, approximately 52,000 multilingual mailers (in six languages) have been sent to residents and businesses near TETL project corridors with project and community meeting information and how to provide feedback.
 - **Board of Supervisors coordination:** SFMTA is working closely with Board of Supervisors members to address concerns within their districts. Prior to SFMTA Board approval, SFMTA staff met with each district Supervisor on three occasions. Supervisors have been generally supportive of the goals and implementation of the TETL project. Where requested by members of the Board of Supervisors, the SFMTA has committed to additional outreach prior to approval of specific TETL corridors.
- Neighborhood meeting attendance.** SFMTA staff have virtually attended approximately 25 meetings of community organizations explaining the project and gathering resident feedback on the TETL project since May 2020.

Input from the initial round of outreach directly shaped the TETL project, including by helping to determine which TETLs would be brought forth for approval by the SFMTA Board and which would undergo more extensive community outreach prior to public hearing and consideration by the City Traffic Engineer. This is particularly applicable for corridors in neighborhoods with historically disadvantaged communities that have often been excluded from the public decision-making process in the past. Continued community input on the TETLs approved by the SFMTA Board has also helped to shape their detailed design. For example, SFMTA staff will no longer implement the approved left turn restriction on Masonic Avenue at Ewing Terrace and reduced the geographic scope of transit lanes on Bosworth Street due to concerns about congestion impacts to drivers.

Community-based organizations, stakeholders and neighbors will be involved in shaping the 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, the SFMTA can tweak or even remove the temporary transit lanes to meet the needs of the community and Muni customers. As the SFMTA has moved towards implementation of the TETLs approved by the SFMTA Board, staff have held virtual open house meetings focused on specific TETL corridors to explain the project in detail, answer questions from the community, and solicit feedback on evaluation. Meetings have been advertised through multilingual signage on TETL corridors, multilingual mailers, emails and on social media. To provide broad access, participants are able to join online or by phone. After implementation, the SFMTA will conduct surveys to gauge the community's reception of the temporary transit lanes, which will help to determine what changes are needed and whether to pursue permanent improvements. The process will ensure that engagement with marginalized communities is prioritized.

Quick, responsive action that can be iterated upon is imperative during this public health crisis.

During the COVID-19 Public Health Emergency, the SFMTA has moved quickly to ensure continued transportation safety. The TETL project is an opportunity to respond to emergency transportation challenges, address community needs, and ensure transportation safety and public health during this unprecedented time. This project uses temporary transit priority measures on corridors to protect transit riders from crowding and exposure to COVID-19.

Accordingly, we ask that the San Francisco Board of Supervisors uphold the use of a California Environmental Quality Act Categorical and Statutory Exemption to allow for the continued implementation of the TETL project.

From: [BOS Legislation, \(BOS\)](#)
To: [Mary Miles](#)
Cc: [PEARSON, ANNE \(CAT\)](#); [STACY, KATE \(CAT\)](#); [JENSEN, KRISTEN \(CAT\)](#); [RUIZ-ESQUIDE, ANDREA \(CAT\)](#); [CLEVELAND-KNOWLES, SUSAN \(CAT\)](#); [VEIT, JULIE \(CAT\)](#); [Teague, Corey \(CPC\)](#); [Sanchez, Scott \(CPC\)](#); [Gibson, Lisa \(CPC\)](#); [Jain, Devyani \(CPC\)](#); [Navarrete, Joy \(CPC\)](#); [Lewis, Don \(CPC\)](#); [Varat, Adam \(CPC\)](#); [Sider, Dan \(CPC\)](#); [Starr, Aaron \(CPC\)](#); [Ionin, Jonas \(CPC\)](#); [Lynch, Laura \(CPC\)](#); [Winslow, David \(CPC\)](#); [Delumo, Jenny \(CPC\)](#); [Wietgreffe, Wade \(CPC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Maquire, Tom \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); [Jones, Sarah \(MTA\)](#); [Hue, Melinda \(MTA\)](#); [Trout, Ian \(MTA\)](#); [Breen, Kate \(MTA\)](#); [Martinsen, Janet \(MTA\)](#); [Ramos, Joel \(MTA\)](#); [Boomer, Roberta \(MTA\)](#); [Contreras, Andrea \(MTA\)](#); [Parks, Jamie \(MTA\)](#); [Hake, Shannon \(MTA\)](#); [Rosenberg, Julie \(BOA\)](#); [Sullivan, Katy \(BOA\)](#); [Longaway, Alec \(BOA\)](#); [BOS-Supervisors](#); [BOS-Legislative Aides](#); [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [BOS Legislation, \(BOS\)](#)
Subject: APPELLANT SUPPLEMENTAL INFO - Appeal of CEQA Exemption Determination - Proposed MTA - Transportation Recovery Plan: COVID-19 Emergency Temporary Transit Lanes and COVID-19 Emergency Temporary Bikeways Lanes - Appeal Hearing - September 22, 2020
Date: Friday, September 18, 2020 9:21:18 PM
Attachments: [image001.png](#)

Greetings,

The Office of the Clerk of the Board received the following supplemental information from the appellants Mary Miles, on behalf of the Coalition of Adequate Review, and David Pilpel, respectively, regarding the appeal of the Statutory and Categorical Exemption under the California Environmental Quality Act the proposed MTA's Transportation Recovery Plan: COVID-19 Emergency Temporary Transit Lanes and COVID-19 Emergency Temporary Bikeways Lanes project.

[Appellant Supplemental Information – Mary Miles - September 18, 2020](#)
[Appellant Supplemental Information - David Pilpel - September 18, 2020](#)

Since the agenda packet has already been compiled prior to receiving these documents, it will not be included in the packet, but instead will be included in the official file.

The hearing for this matter is scheduled for 3:00 p.m. special order before the Board on September 22, 2020.

I invite you to review the entire matter on our [Legislative Research Center](#) by following the link below:

[Board of Supervisors File No. 200903](#)

Best regards,

Jocelyn Wong

San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
T: 415.554.7702 | F: 415.554.5163
jocelyn.wong@sfgov.org | www.sfbos.org

(VIRTUAL APPOINTMENTS) To schedule a “virtual” meeting with me (on Microsoft Teams), please ask and I can answer your questions in real time.

Due to the current COVID-19 health emergency and the Shelter in Place Order, the Office of the Clerk of the Board is

working remotely while providing complete access to the legislative process and our services



Click [here](#) to complete a Board of Supervisors Customer Service Satisfaction form

The [Legislative Research Center](#) provides 24-hour access to Board of Supervisors legislation, and archived matters since August 1998.

Disclosures: *Personal information that is provided in communications to the Board of Supervisors is subject to disclosure under the California Public Records Act and the San Francisco Sunshine Ordinance. Personal information provided will not be redacted. Members of the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors' website or in other public documents that members of the public may inspect or copy.*

From: [Mary Miles](#)
To: [BOS Legislation, \(BOS\)](#)
Subject: PLEASE PLACE ATTACHED LETTER IN BOS FILES 200883, 200903, 200987, and 201024
Date: Friday, September 18, 2020 4:40:36 PM
Attachments: [9-3-20 GARY RUSS LETTER TO BOARD OF SUPERVISORS.pdf](#)

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

FROM:
Mary Miles (SB #230395)
Attorney at Law for Coalition for Adequate Review
364 Page St., #36
San Francisco, CA 94102
(415) 863-2310
E-mail: page364@earthlink.net

TO:
Angela Calvillo, Clerk
San Francisco Board of Supervisors
City Hall, Room 244
San Francisco, CA 94102
bos.legislation@sfgov.org

DATE: September 18, 2020

RE: PLEASE PLACE ATTACHED LETTER IN BOS FILES

Please place the attached letter (attached in pdf format) in all of the following files and assure it has been received by members of the Board of Supervisors:

BOS File No. 200883

BOS File No. 200903

BOS File No. 200987

BOS File No. 201024

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 members of the Board of Supervisors have received the attached.

Thank you.

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

Mary Miles

From: Gary Russ <gary.russ@sbcglobal.net>
Sent: Thursday, September 3, 2020 7:52 PM
To: 'District 7 Supervisor Norman Yee'; angela.calvillo@sfgov.org
Cc: 'Mary Miles'
Subject: Unable To Comment During Virtual Public Hearing (File No. 200883)... Webex System Failed...

Follow Up Flag: Follow up
Flag Status: Flagged

Hello District Supervisor Yee and Clerk Of The Board Angela Calvillo:

Just want you both to know I was listening to the September 1, 2020, Public Hearing (File No. 200883) but unable to share my comments. No matter how many times I raised my hand via the Webex system , I was not allowed to speak. I wonder how many other people had that experience. Very frustrating.

That day, I had spent a few hours boiling down my messaging for the Board to 2 minutes and then never got to present any of my comments to the Board. So disappointing and frustrating.

I was going to advocate in favor of the continuance based on my own experience with what happens when the City fails to conduct an environmental review and fails to solicit neighborhood feedback before deciding to close a street whether temporarily or even permanently.

My Best,

Gary R. Russ
5 Burnett Avenue North, Apt. 6
San Francisco, CA 94131
gary.russ@sbcglobal.net

David Pilpel
2151 27th Ave
San Francisco CA 94116-1730

President Norman Yee and Members
Board of Supervisors
1 Carlton B Goodlett Pl Ste 244
San Francisco CA 94102-4689

September 18, 2020

Re: California Environmental Quality Act (CEQA) Appeal, **BOS File 200903**

Dear President Yee and Members,

I write to clarify the continuance request I submitted on September 11, 2020, which sought a continuance on this appeal to no earlier than **November 3, 2020**. I now understand, both from the Municipal Transportation Agency (MTA) staff and the Board 9-22-20 Meeting Agenda, that the Board is considering a one-week continuance to September 29, 2020. While that is somewhat helpful, it is also somewhat problematic. As I stated in my September 11, 2020 continuance request, the Jewish holidays are upon us. Rosh Hashanah starts in two hours, so I will be unavailable until Sunday night (September 20, 2020) one hour after sundown. Similarly, Yom Kippur starts a week from Sunday (September 27, 2020) at sunset and lasts until Monday night (September 28, 2020) one hour after sundown, with fasting and praying on Yom Kippur.

Thus, it is unfair and an extreme hardship for me to prepare for appeal hearings on Tuesday, September 29, 2020. Since a continuance into November seems unlikely, I now ask for at least two weeks to allow an orderly process for me to brief, MTA and Planning to respond, and the public to review those filings and make informed and timely public comment for the Board to consider before a continued hearing.

For these reasons, I now ask you for a continuance on this appeal to no earlier than **October 6, 2020**. Planning and MTA can respond before and at the September 22, 2020 hearing.

I am always open to resolving my underlying concerns and withdrawing this appeal if an acceptable solution can be reached with Planning and MTA. Thank you for your consideration.

Sincerely,

/s/

David Pilpel

From: [BOS Legislation..\(BOS\)](#)
To: "Mary Miles"
Cc: [PEARSON, ANNE \(CAT\)](#); [STACY, KATE \(CAT\)](#); [JENSEN, KRISTEN \(CAT\)](#); [RUIZ-ESQUIDE, ANDREA \(CAT\)](#); [CLEVELAND-KNOWLES, SUSAN \(CAT\)](#); [VEIT, JULIE \(CAT\)](#); [Teague, Corey \(CPC\)](#); [Sanchez, Scott \(CPC\)](#); [Gibson, Lisa \(CPC\)](#); [Jain, Devyani \(CPC\)](#); [Navarrete, Joy \(CPC\)](#); [Lewis, Don \(CPC\)](#); [Varat, Adam \(CPC\)](#); [Sider, Dan \(CPC\)](#); [Starr, Aaron \(CPC\)](#); [Ionin, Jonas \(CPC\)](#); [Lynch, Laura \(CPC\)](#); [Winslow, David \(CPC\)](#); [Delumo, Jenny \(CPC\)](#); [Wietgreffe, Wade \(CPC\)](#); [Bihl, Lauren \(CPC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Maguire, Tom \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); [Jones, Sarah \(MTA\)](#); [Hue, Melinda \(MTA\)](#); [Trout, Ian \(MTA\)](#); [Breen, Kate \(MTA\)](#); [Martinsen, Janet \(MTA\)](#); [Ramos, Joel \(MTA\)](#); [Boomer, Roberta \(MTA\)](#); [Contreras, Andrea \(MTA\)](#); [Rosenberg, Julie \(BOA\)](#); [Sullivan, Katy \(BOA\)](#); [Longaway, Alec \(BOA\)](#); [BOS-Supervisors](#); [BOS-Legislative Aides](#); [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [BOS Legislation..\(BOS\)](#)
Subject: APPELLANT SUPPLEMENTAL REQUEST - Appeal of CEQA Exemption Determination - Proposed MTA - Transportation Recovery Plan: COVID-19 Emergency Temporary Transit Lanes and COVID-19 Emergency Temporary Bikeways Lanes - Appeal Hearing September 22, 2020
Date: Thursday, September 10, 2020 1:26:57 PM
Attachments: [image001.png](#)

Greetings,

The Office of the Clerk of the Board received the following supplemental information from the appellant Mary Miles, on behalf of Coalition for Adequate Review, regarding the appeal of the Statutory and Categorical Exemption under the California Environmental Quality Act the proposed MTA's Transportation Recovery Plan: COVID-19 Emergency Temporary Transit Lanes and COVID-19 Emergency Temporary Bikeways Lanes project.

[Appellant Supplemental Information - September 10, 2020](#)

The hearing for this matter is scheduled for 3:00 p.m. special order before the Board on September 22, 2020.

I invite you to review the entire matter on our [Legislative Research Center](#) by following the link below:

[Board of Supervisors File No. 200903](#)

Regards,

Lisa Lew
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
T 415-554-7718 | F 415-554-5163
lisa.lew@sfgov.org | www.sfbos.org

(VIRTUAL APPOINTMENTS) To schedule a "virtual" meeting with me (on Microsoft Teams), please ask and I can answer your questions in real time.

Due to the current COVID-19 health emergency and the Shelter in Place Order, the Office of the Clerk of the Board is working remotely while providing complete access to the legislative process and our services.



Click [here](#) to complete a Board of Supervisors Customer Service Satisfaction form

The [Legislative Research Center](#) provides 24-hour access to Board of Supervisors legislation, and archived matters since August 1998.

Disclosures: Personal information that is provided in communications to the Board of Supervisors is subject to disclosure under the

California Public Records Act and the San Francisco Sunshine Ordinance. Personal information provided will not be redacted. Members of the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors' website or in other public documents that members of the public may inspect or copy.

From: [Mary Miles](#)
To: [BOS Legislation, \(BOS\)](#)
Subject: BOS FILE 200903 REQUEST FOR CONTINUANCE OF CEQA APPEAL HEARING
Date: Thursday, September 10, 2020 11:09:17 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

FROM:
Mary Miles (SB #230395)
Attorney at Law
for Coalition for Adequate Review
364 Page St., #36
San Francisco, CA 94102
(415) 863-2310

TO:
President Norman Yee and Members
San Francisco Board of Supervisors
City Hall, Room 244
San Francisco, CA 94102
BY E-MAIL TO: bos.legislation@sfgov.org
DATE: September 10, 2020

**REQUEST FOR CONTINUANCE OF CEQA APPEAL HEARING
BOS FILE 200903**

Dear President Yee and Members of the Board:

I represent Appellant in this matter. On September 8, 2020, I received an e-mail with a Notice of Public Hearing stating that the above-described appeal was scheduled for hearing on September 22, 2020. I also received similar e-mails stating that two other appeals hearings were scheduled on the same day.

The 14-day Notice is inadequate to prepare and submit interested persons mailing lists (lists are due 20 days before the hearing) and briefs (due 11 days before the hearing). The short time deprives Appellant of the right to submit information needed for the informed decisionmaking required by CEQA and denies the public's right to notice. Scheduling all three appeals on September 22, 2020 makes it impossible to submit briefs and exhibits on these citywide projects, and for the public to be informed of the hearings and exercise their right to comment. Appellant and the public are thus significantly prejudiced by the inadequate time for briefing, public comment, submitting interested persons lists, and preparing for hearing.

The September 8, 2020 Notice of Public Hearing states:

"NOTE: The President may entertain a motion to continue this Hearing to a future Board of Supervisors meeting date, date to be determined. Public Comment will be taken on the continuance only."

Accordingly, consistent with the Notice, public comment should be taken on the continuance only at the September 22, 2020 meeting, the Board should continue the hearing to a date certain, and public comment should be taken on the merits of the appeal at the continued hearing. To assure equity and fairness, Appellant assumes that the Board will grant all continuance requests.

Therefore, Appellant requests that the Board continue the hearing on this appeal to **November 10, 2020**. Appellant will submit separate Requests for Continuance on the other two appeals.

Thank you.

Mary Miles
Attorney for Appellant Coalition for Adequate Review

From: [BOS Legislation..\(BOS\)](#)
To: "Mary Miles"
Cc: [PEARSON, ANNE \(CAT\)](#); [STACY, KATE \(CAT\)](#); [JENSEN, KRISTEN \(CAT\)](#); [RUIZ-ESQUIDE, ANDREA \(CAT\)](#); [CLEVELAND-KNOWLES, SUSAN \(CAT\)](#); [VEIT, JULIE \(CAT\)](#); [Teague, Corey \(CPC\)](#); [Sanchez, Scott \(CPC\)](#); [Gibson, Lisa \(CPC\)](#); [Jain, Devyani \(CPC\)](#); [Navarrete, Joy \(CPC\)](#); [Lewis, Don \(CPC\)](#); [Varat, Adam \(CPC\)](#); [Sider, Dan \(CPC\)](#); [Starr, Aaron \(CPC\)](#); [Ionin, Jonas \(CPC\)](#); [Lynch, Laura \(CPC\)](#); [Winslow, David \(CPC\)](#); [Delumo, Jenny \(CPC\)](#); [Wietgreffe, Wade \(CPC\)](#); [Bihl, Lauren \(CPC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Maguire, Tom \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); [Jones, Sarah \(MTA\)](#); [Hue, Melinda \(MTA\)](#); [Trout, Ian \(MTA\)](#); [Breen, Kate \(MTA\)](#); [Martinsen, Janet \(MTA\)](#); [Ramos, Joel \(MTA\)](#); [Boomer, Roberta \(MTA\)](#); [Contreras, Andrea \(MTA\)](#); [Rosenberg, Julie \(BOA\)](#); [Sullivan, Katy \(BOA\)](#); [Longaway, Alec \(BOA\)](#); [BOS-Supervisors](#); [BOS-Legislative Aides](#); [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [BOS Legislation..\(BOS\)](#)
Subject: APPELLANT SUPPLEMENTAL REQUEST - Appeal of CEQA Exemption Determination - Proposed MTA - Transportation Recovery Plan: COVID-19 Emergency Temporary Transit Lanes and COVID-19 Emergency Temporary Bikeways Lanes - Appeal Hearing September 22, 2020
Date: Friday, September 11, 2020 1:27:25 PM
Attachments: [image001.png](#)

Greetings,

The Office of the Clerk of the Board received the following supplemental information from the appellant David Pilpel, regarding the appeal of the Statutory and Categorical Exemption under the California Environmental Quality Act the proposed MTA's Transportation Recovery Plan: COVID-19 Emergency Temporary Transit Lanes and COVID-19 Emergency Temporary Bikeways Lanes project.

[Appellant Supplemental Information - David Pilpel - September 11, 2020](#)

The hearing for this matter is scheduled for 3:00 p.m. special order before the Board on September 22, 2020.

I invite you to review the entire matter on our [Legislative Research Center](#) by following the link below:

[Board of Supervisors File No. 200903](#)

Regards,

Lisa Lew
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
T 415-554-7718 | F 415-554-5163
lisa.lew@sfgov.org | www.sfbos.org

(VIRTUAL APPOINTMENTS) To schedule a "virtual" meeting with me (on Microsoft Teams), please ask and I can answer your questions in real time.

Due to the current COVID-19 health emergency and the Shelter in Place Order, the Office of the Clerk of the Board is working remotely while providing complete access to the legislative process and our services.



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the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors' website or in other public documents that members of the public may inspect or copy.

David Pilpel
2151 27th Ave
San Francisco CA 94116-1730

President Norman Yee and Members
Board of Supervisors
1 Carlton B Goodlett Pl Ste 244
San Francisco CA 94102-4689

September 11, 2020

Re: California Environmental Quality Act (CEQA) Appeal, **BOS File 200903**

Dear President Yee and Members,

I write to seek a continuance of the subject appeal. Despite my best efforts, I have not completed a more substantive brief on the merits, which is due today. As a non-lawyer, I have struggled considerably to conduct legal research with the few tools available to me. I continue to monitor developments at the Municipal Transportation Agency (MTA), which have outpaced the appeal process and should be documented in the record. The Jewish holidays are upon us, and I can assure anyone reading this that I have much to seek atonement for on Yom Kippur. Finally, I awoke this morning after very little sleep (again) with a sore throat, likely caused by the poor air quality.

For these reasons, I ask you for a continuance on this appeal to no earlier than **November 3, 2020**. Planning and MTA can respond to this request prior to and at the September 22, 2020 hearing. I can also provide a more complete scheduling proposal for all the pending appeals if that is helpful.

I am always open to resolving my underlying concerns and withdrawing this appeal if an acceptable solution can be reached with Planning and MTA. Thank you for your kind consideration.

Sincerely,

/s/

David Pilpel

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [BOS Legislation, \(BOS\)](#)
Subject: FW: Letter in Support of Denying Appeals of CEQA Determinations for BOS Files 200903, 200987, and 201000
Date: Thursday, September 24, 2020 2:02:28 PM

From: Kyle Perata <kperata@gmail.com>
Sent: Tuesday, September 22, 2020 12:41 PM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: Letter in Support of Denying Appeals of CEQA Determinations for BOS Files 200903, 200987, and 201000

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Angela Calvillo
Clerk of the Board
City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA, 94102

Dear members of the San Francisco Board of Supervisors:

Please deny the appeals of Board of Supervisors' File Numbers 200903, 200987, 201000. First, we want to commend the City's Planning Department and the MTA on undertaking swift action to create slow streets to allow for increased social distancing and the implementation of new temporary bike facilities and transit facilities.

We understand that not everyone will appreciate the pedestrian, bicycle, and transit infrastructure improvements that the City has installed to help reduce the risk of Covid-19 while allowing its residents to recreate and travel safely throughout the City, but these improvements have been instrumental in allowing residents to safely be outside during this time. We have used many of these temporary improvements while enjoying being out in the City on our bike rides, walks, and runs.

We firmly believe that the City correctly applied the California Environmental Quality Act to these emergency projects during this unprecedented public health crisis. Please deny these appeals and please continue to implement temporary emergency projects to improve pedestrian and bicycle safety (from Covid-19 and from unsafe roadway conditions) and slow streets to allow for safer social distancing. We encourage the City to evaluate these temporary projects and consider making these permanent after this health crisis passes.

Thank you,

Kyle Perata
Casey Palmer
Residents of District 3
San Francisco

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS Legislation, \(BOS\)](#)
Subject: FW: Items 91 to 94, BOS File No. 200903
Date: Tuesday, September 22, 2020 12:53:51 PM

For File No. 200903, also sent to all Supervisors.

Jackie Hickey
Board of Supervisors
1 Dr. Carlton B. Goodlett Place, City Hall, Room 244
San Francisco, CA 94102-4689
Phone: (415) 554-5184 | Direct: (415) 554-7701
jacqueline.hickey@sfgov.org | www.sfbos.org

From: Board of Supervisors, (BOS)
Sent: Tuesday, September 22, 2020 12:52 PM
To: BOS-Supervisors <bos-supervisors@sfgov.org>
Subject: FW: Items 91 to 94, BOS File No. 200903

From: Mari Mari <unaarana@hotmail.com>
Sent: Saturday, September 19, 2020 9:32 PM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: Items 91 to 94, BOS File No. 200903

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

To the Board of Supervisors:

Please DO NOT give a free giveaway to SFMTA to do whatever they please. With no public outreach, they have been doing this quietly during the pandemic. But Enough is enough.

There is NO NEED for Emergency Temporary Transit Lanes and Bikeways.

What we DO NEED is more buses for SFMTA to run and provide service to us. Not overcrowded buses. As that's what has been happening for many months. That is what SFMTA should be focusing on. The safety of the SFMTA drivers and the riders.

Thank you,

Mari

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS Legislation, \(BOS\)](#)
Subject: FW: File No. 200903: The Sierra Club supports TETLs with the condition that they are restricted to public transit vehicles, per law.
Date: Tuesday, September 22, 2020 12:53:36 PM
Attachments: [Sierra Club Approve TETLs with conditions 09-17-2020.pdf](#)

For File No. 200903, also sent to all Supervisors.

Jackie Hickey
Board of Supervisors
1 Dr. Carlton B. Goodlett Place, City Hall, Room 244
San Francisco, CA 94102-4689
Phone: (415) 554-5184 | Direct: (415) 554-7701
jacqueline.hickey@sfgov.org | www.sfbos.org

From: Board of Supervisors, (BOS)
Sent: Tuesday, September 22, 2020 12:52 PM
To: BOS-Supervisors <bos-supervisors@sfgov.org>
Subject: FW: File No. 200903: The Sierra Club supports TETLs with the condition that they are restricted to public transit vehicles, per law.

From: Sue Vaughan <selizabethvaughan@gmail.com>
Sent: Thursday, September 17, 2020 9:30 PM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; Yee, Norman (BOS) <norman.yee@sfgov.org>
Cc: MTABoard <MTABoard@sfmta.com>; Virginia Reinhart, Sierra Club <virginia.reinhart@sierraclub.org>; Minda Berbeco <minda.berbeco@sierraclub.org>; rebecca evans <rebecae@earthlink.net>; Olga Bolotina <olga.bolotina.ab@gmail.com>; CAC <cac@sfmta.com>
Subject: File No. 200903: The Sierra Club supports TETLs with the condition that they are restricted to public transit vehicles, per law.

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Supervisors,

Please see the attached Sierra Club letter on the creation of Temporary Emergency Transit Lanes. This item will be heard at the Board of Supervisors on Tuesday, September 22, 2020.

Sue Vaughan



San Francisco Bay Chapter

Serving Alameda, Contra Costa, Marin and San Francisco counties

September 17, 2020

Mr. Norman Yee, President
Board of Supervisors
San Francisco City Hall
San Francisco, CA

Subject: File No. 200903: Support TETLs on the condition that the TETLs be restricted to public transit vehicles only

Dear Board of Supervisors President Norman Yee,

The Sierra Club supports the creation of Temporary Emergency Transit Lanes (TETLs) if those lanes are restricted to public transit vehicles -- Muni buses, Golden Gate Transit, SamTrans, and taxicabs.

The San Francisco Municipal Transportation Agency has presented the adoption of these lanes for the following purpose: getting essential workers who depend on Muni to their jobs quickly and safely with the same number of buses but less crowding. Fulfilling this vital function is within the scope of the agency's emergency powers in response to the current pandemic.

However, this function will be defeated if unlimited numbers of private buses -- tour buses, casino buses, Academy of Art University buses, and the hundreds of commuter technology shuttle buses that may resume operations, among others -- are allowed to compete for space in the TETLs. Anecdotal evidence indicates that operation of commuter technology shuttle buses has already slowed down Muni operations at certain concentrated bus stops (in Noe Valley and on Park Presidio at Geary, for example) during commute hours, and it can be extrapolated that private bus operation in transit-only lanes would also interfere in public transit operations.

The availability of safe, fast public transportation operations will entice people out of cars and onto buses, thus reducing vehicle miles traveled, greenhouse gas emissions that exacerbate the climate crisis, and congestion that slows down public transit operations. In addition, public transit plays an essential role in addressing income inequality. Public transit is available to everyone, and is required by Title VI of the Civil Rights Act of 1964 to serve every neighborhood and demographic equitably -- from the outer reaches of the Sunset and Hunters Point to the disabled.

The same equity requirements do not apply to private transportation services that receive no federal funding. Moreover, private bus company providers do not share data about ridership, and no environmental impact study was ever done on the Commuter Shuttle Policy and Program to evaluate the connection between their availability and displacement of lower income people to far-flung suburbs with longer commutes and fewer public transit options. Thus the impact of commuter shuttles -- and other forms of private bus systems -- on the climate crisis is unknown.

State and local laws are clear that private buses are not permitted in transit-only lanes:

According to state law, "buses" and "transit buses" are not the same thing. The California Vehicle Code, Division 1 "Words and Phrases", Section 233, states:

(a) Except as provided in subdivision (b), a "bus" is any vehicle, including a trailer bus, designed,

Sierra Club

used, or maintained for carrying more than 15 persons including the driver. (b) A vehicle designed, used, or maintained for carrying more than 10 persons, including the driver ...

According to the vehicle code, Division I “Words and Phrases”, Section 642:

A “transit bus” is any bus owned or operated by a publicly owned or operated transit system, or operated under contract with a publicly owned or operated transit system, and used to provide to the general public, regularly scheduled transportation for which a fare is charged. A general public paratransit vehicle is not a transit bus.

The San Francisco Board of Supervisors, using its San Francisco Transportation Code Division I powers, passed a law in 2008 making operation of any but public transit vehicles in transit-only lanes an infraction:

SEC. 7.2.72. DRIVING IN TRANSIT-ONLY AREA. To operate a vehicle or any portion of a vehicle within the area of any street designated in Division II as a transit-only area, except that public transit vehicles and taxicabs, vehicles preparing to make a turn, and vehicles entering into or exiting from a stopped position at the curb may be driven within a transit-only area.

In 2016, the California state legislature created an additional vehicle code prohibiting non-transit buses from operating in transit only lanes. According to the California Vehicle Code, Division II, Rules of the Road, Chapter 3 “Driving, Overtaking, and Passing”:

“(a) A person shall not operate a motor vehicle on a portion of a highway that has been designated for the exclusive use of public transit buses, except in compliance with the directions of a peace officer or official traffic control device.”

Our City charter’s Transit First policy also restricts transit only lanes to public buses. According to Section 8A.115:

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 vanpools¹) and to improve pedestrian safety.

To reiterate, the Sierra Club supports the adoption of temporary emergency lanes for the enhancement of public-transit operations. These lanes are restricted by law to public-transit vehicles. Furthermore, if and when, the SFMTA decides to consider permanent adoption of these lanes, a proper environmental analysis should be conducted.

Sincerely,

Becky Evans, Susan Vaughan

Becky Evans, Chair, SF Group Executive Committee

Susan Vaughan, Past Chair, SF Group Executive Committee

¹ Vanpools, according to the California Vehicle Code, Division I “Words and Phrases”, Section 668 , are vehicles that carry 10 to 15 people primarily for non-profit work.

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [BOS Legislation, \(BOS\)](#)
Subject: FW: FILE No. 200903 and FILE No. 201000
Date: Monday, September 14, 2020 2:37:00 PM

From: Robert Chan <doc.robert.chan@gmail.com>
Sent: Monday, September 14, 2020 2:33 PM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: FILE No. 200903 and FILE No. 201000

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Members of the Board,

My name is Robert Chan, and I have sent at least one message to each of you regarding the negative consequences that have ensued because of the closure. closure of Twin Peaks Boulevard at Burnett Avenue and Panorama Drive. I'm hopeful all of you have read my previous email and understand the frustration my neighbors and I are experiencing with all of the negative issues the closure has brought to our neighbourhood and our attempts to reopen the very popular tourist attraction: the summit of Twin Peaks.

I am now writing to ask all of you to agree to the separate appeals from Mary Miles and David Pilpel which demand the Board overturn SFMTA's Planning Department's exempting itself and the City of San Francisco from Environmental Review that is required by the State of California.

While I would greatly like to participate in the virtual Public Hearing on September 22, 2020 @ 3 pm, my occupation will prevent me from doing so.

Thank you for considering my request.

Sincerely,

Robert Chan

From: [Gale Bradley](#)
To: [Board of Supervisors, \(BOS\)](#)
Subject: FILE No. 200903 and FILE No. 201000
Date: Monday, September 14, 2020 5:29:43 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello. My name is Gale Bradley and I live at 425 Burnett Ave. SF. Thank you for allowing me to comment on this Appeal. I encourage the City to agree to the Appellants' appeal. And here is my reason why. When the City fails to conduct State-mandated CEQA reviews, it can and has made huge mistakes like when it closed Twin Peaks Blvd 6 months ago. When closing Twin Peaks Blvd, the City justified its exemption from CEQA due to the emergency created by Covid. That City decision has created a huge mess in our neighborhood with all the trash, crime and noisy partying driven from the Twin Peaks Lookout into our neighborhood. The City failed to invite our neighborhood's feedback before the closure. And, the City ignored the American's With Disabilities Act. Police are still failing to stop the record-setting car break-ins. This is what happens when the City exempts itself from CEQA. And for that reason, I support the Appellants' appeal. I hope you do as well. Thank you.

From: [Gary Russ](#)
To: [Board of Supervisors, \(BOS\)](#)
Subject: FILE 200903... In Support of Appellant...
Date: Tuesday, September 15, 2020 4:44:27 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

To San Francisco's Board of Supervisors:

Hello. My name is Gary Russ and I live at 5 Burnett Avenue North. Thank you for allowing me to comment on this Appeal (File 200903) associated with SFMTA's proposed recovery plan for Emergency Transit lanes and bike pathways. I am a very strong supporter of CEQA and it's goals. I encourage the Board to agree to the Appellants' appeal. And here is my reason why.

When the City fails to conduct State-mandated CEQA reviews, it can and has made huge mistakes like when it closed Twin Peaks Blvd 6 months ago. When closing Twin Peaks Blvd, the City justified its exemption from CEQA due to the emergency created by Covid.

That City decision has created a huge mess in our neighborhood with all the record-setting car break-ins, late night noisy alcohol/drug-fueled partying, and huge amounts of trash driven from the Twin Peaks Lookout into our neighborhood. The City failed to invite our neighborhood's feedback before the closing Twin Peaks Blvd.

And, the City ignored the American's With Disabilities Act. Police are still failing to stop the record-setting car break-ins. It turns out smoke is the only thing that has slowed the break-ins, the partying and trash from the closure. This is what happens when the City exempts itself from CEQA. And for that reason, I support the Appellants' appeal. I hope you do as well. Thank you.

My Best,

Gary R. Russ
5 Burnett Avenue North, Apt. 6
San Francisco, CA 94131
gary.russ@sbcglobal.net

From: [Gary Russ](#)
To: [Board of Supervisors, \(BOS\)](#)
Subject: FILE 201000... In Support of Appellant...
Date: Tuesday, September 15, 2020 5:06:12 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

To San Francisco's Board of Supervisors:

Hello. My name is Gary Russ and I live at 5 Burnett Avenue North. Thank you for allowing me to comment on this Appeal (File 201000) to the City's exemption associated with "SFMTA's proposed Department Operations Center COVID-19 Emergency Temporary Street Changes Program". I am a very strong supporter of CEQA and its goals. I encourage the Board to agree to the Appellants' appeal. And here is my reason why.

When the City fails to conduct State-mandated CEQA reviews, it can and has made huge mistakes like when it closed Twin Peaks Blvd 6 months ago. When closing Twin Peaks Blvd, the City justified its exemption from CEQA due to the emergency created by Covid.

That City decision has created a huge mess in our neighborhood with all the record-setting car break-ins, late night noisy alcohol/drug-fueled partying, and huge amounts of trash driven from the Twin Peaks Lookout into our neighborhood. The City failed to invite our neighborhood's feedback before the closing Twin Peaks Blvd.

And, the City ignored the American's With Disabilities Act. Police are still failing to stop the record-setting car break-ins. It turns out smoke is the only thing that has temporarily slowed the break-ins, the partying and trash from the closure. This is what happens when the City exempts itself from CEQA.

And for that reason, I support the Appellants' appeal. I hope you do as well. Thank you.

My Best,

Gary R. Russ
5 Burnett Avenue North, Apt. 6
San Francisco, CA 94131
gary.russ@sbcglobal.net

From: [Diana Scott](#)
To: [Board of Supervisors, \(BOS\)](#)
Cc: [BOS Legislation, \(BOS\)](#)
Subject: File No. 200903 - Letter supporting Appeal of Exemption No. 2020-oo547ENV
Date: Wednesday, September 16, 2020 9:30:43 AM
Attachments: [Appealing MTA exemption re proposed changes - To the Board of Supervisors 9-16-20.docx](#)

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Please find attached my letter supporting the appeal of above CEQA exemption(s) for the SFMTA regarding proposed "temporary" transit changes during the COVID 19 pandemic, and beyond.

I'd like this included in the packet for the BOS September 22 hearing.
Thank you.

Diana Scott
3657 Wawona St.
San Francisco, CA 94116
(415) 566-7235 (land line)

Angela Cavillo, Clerk
San Francisco Board of Supervisors
City Hall, Rm. 244
San Francisco, CA 94102
bos.legislation@sfgov.org

RE: File No. 200903

Supporting - Notice of Appeal of Exemption No. 2020-005472ENV

To the Board of Supervisors:

I am writing to urge you to postpone the appellant hearing on MTA-proposed changes scheduled for September 22 to after November 4th, to give the appellants time to prepare adequate documents which such massive proposed transit changes deserve, and the public the opportunity to absorb and weigh in on this information.

We're all aware of the multiple challenges that San Francisco residents face at present, from pandemic shelter-in-place orders to toxic air.

What a time – while most of us who usually ride MUNI are literally avoiding public transit “like the plague” to reach limited, necessary destinations – for the MTA to be pushing forward changes that may make it harder to get around the city once we can more freely leave our homes, and may have other unintended impacts!

Today, I plan to attend the funeral of an elderly, fellow non-profit Board member friend, who lived a long life and died last week of pneumonia. Will doing so endanger my health, as member of a vulnerable demographic group? Public transit isn't an option to get me to the funeral.

Yet I feel motivated to submit this letter supporting the appeal for additional time to review and respond to proposed transit changes, since recent MTA street modifications in my neighborhood, the Outer Sunset, seem to make local navigation more difficult and, in West Portal, very likely to increase congestion.

In my twenties, I cried when it became necessary to purchase my first car, having much preferred youth hostel bike trips as a healthy mode of transportation. Now in

my seventies with several health constraints – including vulnerable lungs – the car I am lucky enough to drive to get groceries is a gently used, all-electric 2016 Chevy Spark. Breath and mobility issues definitely restrict my biking options.

I strongly object to suspension of previously required CEQA studies of environmental and health impacts before street or route changes are made, whether temporary or permanent (no one can predict duration).

This is not just about the economics of running MUNI, or increasing bike and scooter ridership, but about the health and safety of our entire urban population. More time is needed for adequate review and response.

Note that an earlier, downward-revised interpretation of CEQA requirements by the SFMTA along Van Ness Avenue, as part of its “bust rapid transit” plan, enabled the destruction of approximately 200 mature trees which are no longer there to absorb CO2 or buffer toxic air along that long corridor.

What relentless administrative process and generous MTA budget has enabled these changes to be considered hurriedly, at a time when public attention is necessarily focused on daily health and survival needs – not to mention distracted by unprecedented electoral threats – even as transit ridership is at an all-time low?

More time is needed for the public to respond, and for the MTA to revise, fairly, its transit change proposals. Please use the September 22 hearing to continue consideration of proposed changes until after the November election.

Respectfully submitted on September 16, 2020 by

Diana Scott,
3657 Wawona St.,
San Francisco, CA 94116

From: [Board of Supervisors. \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [BOS Legislation. \(BOS\)](#)
Subject: FW: Request of a continuance on hearing the appeals on: BOS File No. 200903, 200987, 201000, 201024
Date: Wednesday, September 16, 2020 5:04:55 PM

From: zrants <zrants@gmail.com>
Sent: Wednesday, September 16, 2020 5:00 PM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Cc: Ronen, Hillary <hillary.ronen@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>; Stefani Catherine <margaux.kelly@sfgov.org>; Marstaff (BOS) <marstaff@sfgov.org>; Dean Preston <deanpreston7@gmail.com>; Yee, Norman (BOS) <norman.yee@sfgov.org>; Fewer, Sandra (BOS) <sandra.fewer@sfgov.org>; Haney, Matt (BOS) <matt.haney@sfgov.org>; MandelmanStaff, [BOS] <mandelmanstaff@sfgov.org>; Walton, Shamann (BOS) <shamann.walton@sfgov.org>
Subject: Request of a continuance on hearing the appeals on: BOS File No. 200903, 200987, 201000, 201024

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

September 16, 2020

Supervisors:

Re: Request of a continuance on hiring the appeals of the following cases:
BOS File No. 200903, MTA Emergency Temporary Transit Lanes and Bikeways
BOS File No. 200987, MTA Panhandle Social Distancing and Safety Project
BOS File No. 201000, MTA Emergency Temporary Street Changes Program
BOS File No. 201024, MTA Slow Streets Phase 3

We request a continuance on the appeal for Planning Department Cases listed here based on the fact that no one can reasonably deal with such a case load in such a rushed fashion during a pandemic and a firestorm emergency. In fact, few people could handle this during a none emergency state of affairs when all systems are functioning properly.

These are separate appeals on different MTA programs and projects. MTA is clearly using the COVID-19 crisis as a pretext to implement large-scale traffic and transit changes, labeling them as temporary, but actually designed as permanent, with no meaningful public process.

The main issue before the BOS in the appeals is whether the ongoing COVID-19

public health crisis is an emergency under CEQA, which the law strictly defines as a "sudden, unexpected occurrence" and requires specific conditions to qualify for an exemption from environmental review. The appellants argue that the MTA projects are not exempt under CEQA and that the exemption determination by the Planning Department should be reversed. The appellants are also asking for a continuance on each appeal to allow more time for briefing and public comment before the BOS decides how to rule.

The public has not been properly notified of this hearing or had time to respond to the actions being taken that do not follow health guidelines or fall within the jurisdiction of the agencies attempting to enforce them.

Sincerely,

Mari Eliza

From: [Patricia Ferrero](#)
To: [BOS Legislation, \(BOS\)](#)
Subject: CEQA Appeal on the MTA's extension of the 30-Stockton bus line into the Presidio
Date: Wednesday, September 16, 2020 4:04:12 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I'd like an opportunity to address the Board of Supervisors at their next meeting on the issue of the MTA's plan to extend the 30-Stockton bus line into the Presidio National Trust.

The route is both unsafe and unnecessary. There are posted signs on Marina Boulevard that vehicles over 3 tons are prohibited. The planned extension would violate that traffic law. In addition, the buses would travel two ways on Broderick Street - when they only travel one way on the current route. This will increase traffic, congestion and safety concerns on a block with a lot of retirees and small children.

There has been no need study provided that indicates the necessity of this extension. The ridership from Chestnut Street, down Broderick to Jefferson is almost zero.

Please let me know if you need any additional information.

Patricia Ferrero
415-845-9568

From: [Diana Scott](#)
To: [Board of Supervisors, \(BOS\)](#)
Cc: [BOS Legislation, \(BOS\)](#)
Subject: File No. 200903 - Letter supporting Appeal of Exemption No. 2020-oo547ENV
Date: Wednesday, September 16, 2020 9:30:46 AM
Attachments: [Appealing MTA exemption re proposed changes - To the Board of Supervisors 9-16-20.docx](#)

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Please find attached my letter supporting the appeal of above CEQA exemption(s) for the SFMTA regarding proposed "temporary" transit changes during the COVID 19 pandemic, and beyond.

I'd like this included in the packet for the BOS September 22 hearing.
Thank you.

Diana Scott
3657 Wawona St.
San Francisco, CA 94116
(415) 566-7235 (land line)

Angela Cavillo, Clerk
San Francisco Board of Supervisors
City Hall, Rm. 244
San Francisco, CA 94102
bos.legislation@sfgov.org

RE: File No. 200903

Supporting - Notice of Appeal of Exemption No. 2020-005472ENV

To the Board of Supervisors:

I am writing to urge you to postpone the appellant hearing on MTA-proposed changes scheduled for September 22 to after November 4th, to give the appellants time to prepare adequate documents which such massive proposed transit changes deserve, and the public the opportunity to absorb and weigh in on this information.

We're all aware of the multiple challenges that San Francisco residents face at present, from pandemic shelter-in-place orders to toxic air.

What a time – while most of us who usually ride MUNI are literally avoiding public transit “like the plague” to reach limited, necessary destinations – for the MTA to be pushing forward changes that may make it harder to get around the city once we can more freely leave our homes, and may have other unintended impacts!

Today, I plan to attend the funeral of an elderly, fellow non-profit Board member friend, who lived a long life and died last week of pneumonia. Will doing so endanger my health, as member of a vulnerable demographic group? Public transit isn't an option to get me to the funeral.

Yet I feel motivated to submit this letter supporting the appeal for additional time to review and respond to proposed transit changes, since recent MTA street modifications in my neighborhood, the Outer Sunset, seem to make local navigation more difficult and, in West Portal, very likely to increase congestion.

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my seventies with several health constraints – including vulnerable lungs – the car I am lucky enough to drive to get groceries is a gently used, all-electric 2016 Chevy Spark. Breath and mobility issues definitely restrict my biking options.

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Note that an earlier, downward-revised interpretation of CEQA requirements by the SFMTA along Van Ness Avenue, as part of its “bust rapid transit” plan, enabled the destruction of approximately 200 mature trees which are no longer there to absorb CO2 or buffer toxic air along that long corridor.

What relentless administrative process and generous MTA budget has enabled these changes to be considered hurriedly, at a time when public attention is necessarily focused on daily health and survival needs – not to mention distracted by unprecedented electoral threats – even as transit ridership is at an all-time low?

More time is needed for the public to respond, and for the MTA to revise, fairly, its transit change proposals. Please use the September 22 hearing to continue consideration of proposed changes until after the November election.

Respectfully submitted on September 16, 2020 by

Diana Scott,
3657 Wawona St.,
San Francisco, CA 94116

San Francisco Board of Supervisors,

108 people have signed a petition on Action Network telling you to Support Emergency Measures to Open Streets to People.

Here is the petition they signed:

We urge you to reject the CEQA appeals of SFMTA's emergency measures. Slow Streets, Shared Spaces, Temporary Emergency Transit Lanes and Emergency Bike Lanes provide essential relief and amenities to San Franciscans during the COVID-19 emergency. The programs allow San Franciscans to enjoy safe and socially-distanced time outdoors. They help San Franciscans travel safely to work, groceries, and errands. They provide an economic lifeline for struggling small businesses. And they add to the city's COVID response capacity by making room for testing sites and food pantries.

Moreover, we call on you to reform the CEQA appeals process. All transportation projects which do not increase vehicle-miles traveled (VMT) should be ineligible to be appealed on CEQA grounds to the Board of Supervisors. All emergency SFMTA projects should not be subject to appeal on CEQA grounds.

Transportation projects such as these help San Francisco meet its joint commitments to making our streets safer and reducing our contributions to climate change. We will not succeed in either goal if we continue to allow a small number of individuals to abuse the CEQA process and waste city resources, delaying these necessary and urgent projects.

You can view each petition signer and the comments they left you below.

Thank you,

Streets for People

1. byron hawley (*ZIP code: 94118*)

This use of CEQA is the most un environmental step a single resident has done to attempt to stop an environmentally conscience set of measures to help people and businesses survive during a pandemic and looks absolutely foolish against the backdrop of California's single most deadly fire season brought on by decades of mismanagement and stupidity

2. Alexander Walker (*ZIP code: 94123*)

3. Ali Vahabzadeh (*ZIP code: 94123*)

4. Alex Stahl (*ZIP code: 94110*)

5. Andrew Reeder (*ZIP code: 94121*)

Open the streets to walking/biking and allow restaurants to create larger parklets. This is absolutely

an emergency, and will help people survive both mentally and financially.

6. Arman Khatchatrian (*ZIP code: 94131*)

7. Aubrey Jones (*ZIP code: 94043*)

8. Cassius Jones (*ZIP code: 94117*)
Please open up streets to pedestrians!

9. Austin Elliott (*ZIP code: 94103*)

10. Ben Donahue (*ZIP code: 94110*)

11. Sarah Boudreau (*ZIP code: 94123*)

12. Brandon Whitney (*ZIP code: 94103*)

13. Colby Sato (*ZIP code: 94103*)

14. Christopher Golis (*ZIP code: 94116*)

15. Gabriela Kaufman (*ZIP code: 94121*)

16. Cliff Bargar (*ZIP code: 94107*)

17. Carly Mc Caffrey (*ZIP code: 94118*)

@ Santa Lee Fewer. Just because you are not running for re-election does not mean you can give up on the housing and sustainability crisis. Please help make an SF where young people can afford to stay.

18. Daniel Lopes (*ZIP code: 94102*)

19. Deepak Jagannath (*ZIP code: 94129*)

20. Derek Boehringer (*ZIP code: 94102*)

21. Desiree Stanley (*ZIP code: 94118*)

22. Dan Federman (*ZIP code: 94117*)

23. Dennis Dominguez (*ZIP code: 94117*)

24. David Marwick (*ZIP code: 94110*)

25. Donovan Lacy (*ZIP code: 94107*)

26. Shirley Johnson (*ZIP code: 94110*)

Please use common sense when it comes to CEQA and don't allow it to delay environmentally beneficial projects. We need to fast-track all programs that reduce vehicle miles traveled to make our streets safer for pedestrians and bike riders.

27. Evan Aczon (*ZIP code: 94114*)

28. Elaine Lee (*ZIP code: 94110*)

Slow Streets, Shared Spaces, JFK/Great Highway car-free FOREVER!! Cars have enough streets here in SF, let the people take back some!!!

29. Elliot Schwartz (*ZIP code: 94107*)

30. Galit Gontar (*ZIP code: 94131*)

31. Josh Snyder (*ZIP code: 94110*)

32. Tamas Nagy (*ZIP code: 94102*)

Safe Streets and protected bike lanes are great environmentally friendly projects. They shouldn't be held up by a couple people abusing an "environmental protection" law. Please fix this.

33. Jack Harman (*ZIP code: 94115*)

34. Jacqueline Mauro (*ZIP code: 94131*)

We need *major* changes to fight climate policy and help SF recover from the pandemic. Allowing obstructionism like this to continue will strangle our city.

35. Rob Jaques (*ZIP code: 94107*)

36. Jason Cunningham (*ZIP code: 94117*)

Make it happen!

37. Jean Walsh (*ZIP code: 94608-3429*)

38. Joseph Lacap (*ZIP code: 94118*)

CEQA has become a laughable excuse for an "environmental protection" law. All it achieves (at least in urban contexts) is to preserve the status quo of traffic, long commutes, and unfavorable housing while wasting everyone's time and money in the process.

39. Juliette Page (*ZIP code: 94117*)

40. Joe Kaylor (*ZIP code: 94133*)

41. **Joe FitzPatrick** (*ZIP code: 94109*)
42. **Joe Tutterow** (*ZIP code: 94115*)
43. **John DiMattia** (*ZIP code: 94115*)
44. **Jonathan Dirrenberger** (*ZIP code: 94114*)
45. **Jordon Wing** (*ZIP code: 94110*)
46. **Josh Estelle** (*ZIP code: 94112*)
47. **Joshua Barnabei** (*ZIP code: 94103*)
48. **Julie Lacap** (*ZIP code: 94118*)
49. **jonathan winston** (*ZIP code: 94137*)
50. **John Stefanski** (*ZIP code: 94107*)
51. **James Dyer** (*ZIP code: 94117*)
52. **Kieran Farr** (*ZIP code: 94110*)
53. **An anonymous signer** (*ZIP code: 94117*)
54. **Kenneth Russell** (*ZIP code: 94132*)
We need to move San Francisco forward
55. **Kevin Utschig** (*ZIP code: 94110*)
56. **Laura Burkhauser** (*ZIP code: 94112*)
57. **Martin Strauss** (*ZIP code: 94117*)
58. **Martin Munoz** (*ZIP code: 94117*)
59. **Maxwell Davis** (*ZIP code: 94611*)
60. **Meredith Bradshaw** (*ZIP code: 94131*)
This is insanity. Let's work to make these changes work.

61. Michael Ducker (*ZIP code: 94115*)

62. Monica Mallon (*ZIP code: 95124*)

63. Michael Smith (*ZIP code: 94117*)

64. Michael Chen (*ZIP code: 94109*)

65. Nicasio Nakamine (*ZIP code: 94122*)

66. Nadia Rahman (*ZIP code: 94118*)

67. Nathanael Aff (*ZIP code: 94122*)

68. Jeremy Rose (*ZIP code: 94110*)

69. Parker Day (*ZIP code: 94103*)

Stop a couple of bad actors from wasting City resources and time.

70. John Pascoe (*ZIP code: 94116*)

71. Patrick Chang (*ZIP code: 94103*)

Open streets to ppl close minna street to cars or add speed bumps. 600 block of minna cars fly by over 30mph

72. Patrick Traughber (*ZIP code: 94109*)

We need to make progress quickly and we shouldn't stop progress because one person doesn't like Slow Streets. Reform how San Francisco responds to CEQA appeals now.

73. Peter Belden (*ZIP code: 94107*)

74. Peter Darche (*ZIP code: 94110*)

75. Phil Crone (*ZIP code: 94112*)

76. Patrick Linehan (*ZIP code: 94112*)

77. Rachel Ratliff (*ZIP code: 94114*)

78. Riley Avron (*ZIP code: 89449*)

79. Raynell Cooper (*ZIP code: 94117*)

80. CHRISTIAN RITTER (ZIP code: 94110)

81. Radoslav Kirov (ZIP code: 94102)

82. Robin Kutner (ZIP code: 94117)

83. Roan Kattouw (ZIP code: 94109)

84. Ryan Prior (ZIP code: 94117)

Let us cycle safely in SF!

85. Sachin Agarwal (ZIP code: 94122)

86. Samuel Maskell (ZIP code: 94105)

87. Scott Andreas (ZIP code: 94115)

88. Michael Howley (ZIP code: 94117)

I would go even further and request no CEQA appeals for any SFMTA/transportation projects that do not add lane-miles or parking stalls for private vehicles. Clean and simple, whereas VMT projection math could be fought over.

Would love to see the Board of Supervisors also take similar action to establish CEQA-proof criteria for other types of projects, like housing. I won't hold my breath though.

89. Anthony Fox (ZIP code: 94109)

90. Maureen Persico (ZIP code: 94110)

I'm sick of this nonsense!

91. Solomon Hykes (ZIP code: 94115)

92. Sharky Laguana (ZIP code: 94127)

93. Scott Holden (ZIP code: 94110)

Slow Streets has been a huge help in allowing those of us who have been locked inside our tiny apartments to get outside and exercise while maintaining safe social distancing from others. Taking away this program based on the complaints of a handful of spiteful people that have apparently found enough free time during a pandemic to file them is beyond unfair to those who are unable to counter their claims. A system that allows this to happen is a broken system. For the good of the residents of this city who are trying their best to stay safe and sane through this nightmare of a year, please fix it.

94. Harold Pile (ZIP code: 94117)

95. Srinivasan Vijayaraghavan (ZIP code: 94110)

96. Steven Guichard (*ZIP code: 94110*)

97. Stephanie Beechem (*ZIP code: 94611*)

98. Sean Hall (*ZIP code: 94127*)

99. Theo Gordon (*ZIP code: 94115*)

100. Taylor McNair (*ZIP code: 94110*)

101. Tristen Miller (*ZIP code: 94117*)

102. Jane Natoli (*ZIP code: 94118*)

103. Matthew Warshauer (*ZIP code: 94117*)

We are in a time of crisis. It is a time for action. We can't let those actions be bogged down in slow processes like these.

104. Charles Whitfield (*ZIP code: 94107*)

105. Artie Lee (*ZIP code: 94110*)

You've got the city behind you, Supervisors. Please fix this unintended side effect that blocks progress in our city.

106. Zack Subin (*ZIP code: 94112*)

We have 10 yrs to slash emissions by 50%. We can't let 20% of that get gobbled up by CEQA appeals.

Not to mention, biking on these Slow Streets was one of the few things that brought me joy in our pandemic spring in SF.

From: [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#)
Cc: [BOS Legislation, \(BOS\)](#)
Subject: FW: FILE No. 200903 and FILE No. 201000
Date: Monday, September 14, 2020 2:37:01 PM

From: Robert Chan <doc.robert.chan@gmail.com>
Sent: Monday, September 14, 2020 2:33 PM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: FILE No. 200903 and FILE No. 201000

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Members of the Board,

My name is Robert Chan, and I have sent at least one message to each of you regarding the negative consequences that have ensued because of the closure. closure of Twin Peaks Boulevard at Burnett Avenue and Panorama Drive. I'm hopeful all of you have read my previous email and understand the frustration my neighbors and I are experiencing with all of the negative issues the closure has brought to our neighbourhood and our attempts to reopen the very popular tourist attraction: the summit of Twin Peaks.

I am now writing to ask all of you to agree to the separate appeals from Mary Miles and David Pilpel which demand the Board overturn SFMTA's Planning Department's exempting itself and the City of San Francisco from Environmental Review that is required by the State of California.

While I would greatly like to participate in the virtual Public Hearing on September 22, 2020 @ 3 pm, my occupation will prevent me from doing so.

Thank you for considering my request.

Sincerely,

Robert Chan

From: [BOS Legislation, \(BOS\)](#)
To: "Mary Miles"
Cc: [PEARSON, ANNE \(CAT\)](#); [STACY, KATE \(CAT\)](#); [JENSEN, KRISTEN \(CAT\)](#); [RUIZ-ESQUIDE, ANDREA \(CAT\)](#); [CLEVELAND-KNOWLES, SUSAN \(CAT\)](#); [VEIT, JULIE \(CAT\)](#); [Teague, Corey \(CPC\)](#); [Sanchez, Scott \(CPC\)](#); [Gibson, Lisa \(CPC\)](#); [Jain, Devyani \(CPC\)](#); [Navarrete, Joy \(CPC\)](#); [Lewis, Don \(CPC\)](#); [Varat, Adam \(CPC\)](#); [Sider, Dan \(CPC\)](#); [Starr, Aaron \(CPC\)](#); [Ionin, Jonas \(CPC\)](#); [Lynch, Laura \(CPC\)](#); [Winslow, David \(CPC\)](#); [Delumo, Jenny \(CPC\)](#); [Wietgreffe, Wade \(CPC\)](#); [Bihl, Lauren \(CPC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Maguire, Tom \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); [Jones, Sarah \(MTA\)](#); [Hue, Melinda \(MTA\)](#); [Trout, Ian \(MTA\)](#); [Breen, Kate \(MTA\)](#); [Martinsen, Janet \(MTA\)](#); [Ramos, Joel \(MTA\)](#); [Boomer, Roberta \(MTA\)](#); [Contreras, Andrea \(MTA\)](#); [Rosenberg, Julie \(BOA\)](#); [Sullivan, Katy \(BOA\)](#); [Longaway, Alec \(BOA\)](#); [BOS-Supervisors](#); [BOS-Legislative Aides](#); [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [BOS Legislation, \(BOS\)](#)
Subject: HEARING NOTICE - Appeal of CEQA Exemption Determination - Proposed MTA - Transportation Recovery Plan: COVID-19 Emergency Temporary Transit Lanes and COVID-19 Emergency Temporary Bikeways Lanes - Appeal Hearing September 22, 2020
Date: Tuesday, September 8, 2020 9:49:11 AM
Attachments: [image001.png](#)

Greetings,

The Office of the Clerk of the Board has scheduled a remote hearing for Special Order before the Board of Supervisors on **September 22, 2020, at 3:00 p.m.**, to hear an appeal of CEQA Exemption Determination, for the proposed San Francisco Municipal Transportation Agency's Transportation Recovery Plan: COVID-19 Emergency Temporary Transit Lanes and COVID-19 Emergency Temporary Bikeways Lanes project.

Please find the following link to the hearing notice for the matter:

[Public Hearing Notice - September 8, 2020](#)

The President may entertain a motion to continue this Hearing to a future Board of Supervisors meeting date, to be determined. Public Comment will be taken on the continuance only.

I invite you to review the entire matters on our [Legislative Research Center](#) by following the link below:

[Board of Supervisors File No. 200903](#)

Regards,

Brent Jalipa

Board of Supervisors - Clerk's Office
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
(415) 554-7712 | Fax: (415) 554-5163
brent.jalipa@sfgov.org | www.sfbos.org

(VIRTUAL APPOINTMENTS) To schedule a "virtual" meeting with me (on Microsoft Teams), please ask and I can answer your questions in real time.

Due to the current COVID-19 health emergency and the Shelter in Place Order, the Office of the Clerk of the Board is working remotely while providing complete access to the legislative process and our services.



Click [here](#) to complete a Board of Supervisors Customer Service Satisfaction form

Disclosures: *Personal information that is provided in communications to the Board of Supervisors is subject to disclosure under the California Public Records Act and the San Francisco Sunshine Ordinance. Personal information provided will not be redacted. Members of the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors' website or in other public documents that members of the public may inspect or copy.*

BOARD of SUPERVISORS



City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102-4689
Tel. No. 554-5184
Fax No. 554-5163
TDD/TTY No. 554-5227

NOTICE OF PUBLIC HEARING

BOARD OF SUPERVISORS OF THE CITY AND COUNTY OF SAN FRANCISCO Sent via Email and/or U.S. Postal Service

NOTICE IS HEREBY GIVEN THAT the Board of Supervisors of the City and County of San Francisco will hold a remote public hearing to consider the following appeal and said public hearing will be held as follows, at which time all interested parties may attend and be heard:

NOTE: The President may entertain a motion to continue this Hearing to a future Board of Supervisors meeting date to be determined. Public Comment will be taken on the continuance only.

Date: Tuesday, September 22, 2020

Time: 3:00 p.m.

Location: REMOTE MEETING VIA VIDEOCONFERENCE

Watch: www.sfgovtv.org

Watch: SF Cable Channel 26, 78 or 99 (*depending on your provider*) once the meeting starts, the telephone number and Meeting ID will be displayed on the screen.

Public Comment Call-In: <https://sfbos.org/remote-meeting-call>

Subject: **File No. 200903.** Hearing of persons interested in or objecting to the determination of exemption from environmental review under the California Environmental Quality Act issued as a Statutory and Categorical Exemption by the Planning Department on June 10, 2020, for the proposed Municipal Transportation Agency's Transportation Recovery Plan: COVID-19 Emergency Temporary Transit Lanes and Bikeways project. (Appellants: David Pilpel; Mary Miles, on behalf of the Coalition for Adequate Review) (Filed July 30, 2020)

On March 17, 2020, the Board of Supervisors authorized their Board and Committee meetings to convene remotely and allow for remote public comment due to the Coronavirus -19 pandemic. Therefore, Board of Supervisors meetings that are held through videoconferencing will allow remote public comment. Visit the SFGovTV website (www.sfgovtv.org) to stream the live meetings or watch them on demand.

PUBLIC COMMENT CALL-IN

WATCH: SF Cable Channel 26, 78 or 99 (depending on your provider), once the meeting starts, and the telephone number and Meeting ID will be displayed on the screen; or

VISIT: <https://sfbos.org/remote-meeting-call>

DATED ~ MAILED ~ EMAILED ~ POSTED: September 8, 2020

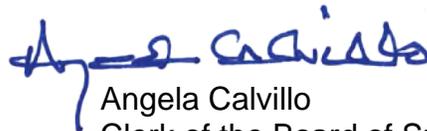
Please visit the Board's website (<https://sfbos.org/city-board-response-covid-19>) regularly to be updated on the City's response to COVID-19 and how the legislative process may be impacted.

In accordance with Administrative Code, Section 67.7-1, persons who are unable to attend the hearing on this matter may submit written comments prior to the time the hearing begins. These comments will be made as part of the official public record in this matter and shall be brought to the attention of the Board of Supervisors. Written comments should be addressed to Angela Calvillo, Clerk of the Board, City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA, 94102 or sent via email (bos@sfgov.org). Information relating to this matter is available in the Office of the Clerk of the Board or the Board of Supervisors' Legislative Research Center (<https://sfbos.org/legislative-research-center-lrc>). Agenda information relating to this matter will be available for public review on Friday, September 18, 2020.

For any questions about this hearing, please contact one of the Legislative Clerks:

Lisa Lew (lisa.lew@sfgov.org) ~ (415) 554-7718)
Jocelyn Wong (jocelyn.wong@sfgov.org) ~ (415) 554-7702)

Please Note: *The Department is open for business, but employees are working from home. Please allow 48 hours for us to return your call or email.*



Angela Calvillo
Clerk of the Board of Supervisors
City and County of San Francisco

jw:ll:ams

BOARD of SUPERVISORS



City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco 94102-4689
Tel. No. 554-5184
Fax No. 554-5163
TDD/TTY No. 554-5227

PROOF OF MAILING

Legislative File No. 200903

Description of Items: Hearing - Appeal of Determination of Exemption From Environmental Review - Proposed MTA's Transportation Recovery Plan: COVID-19 Emergency Temporary Transit Lanes and Bikeways Project - 405 Notices Mailed

I, Lisa Lew, an employee of the City and County of San Francisco, mailed the above described document(s) by depositing the sealed items with the United States Postal Service (USPS) with the postage fully prepaid as follows:

Date: September 8, 2020

Time: 3:30 p.m.

USPS Location: Repro Pick-up Box in the Clerk of the Board's Office (Rm 244)

Mailbox/Mailslot Pick-Up Times (if applicable): N/A

A handwritten signature in blue ink that reads "Lisa Lew".

Signature: _____

Instructions: Upon completion, original must be filed in the above referenced file.

From: [BOS Legislation, \(BOS\)](#)
To: [Ko, Yvonne \(CPC\)](#); [Yeung, Tony \(CPC\)](#)
Cc: [BOS-Operations](#); [BOS Legislation, \(BOS\)](#)
Subject: CHECK PICKUP: Appeal of CEQA Exemption Determination - Proposed MTA - Transportation Recovery Plan: COVID-19 Emergency Temporary Transit Lanes and COVID-19 Emergency Temporary Bikeways Lanes - Appeal Hearing September 22, 2020
Date: Tuesday, September 15, 2020 4:47:47 PM
Attachments: [image001.png](#)
[Appeal Check Pickup.doc](#)

Hi Yvonne,

The check for the appeal filing fee for the CEQA Exemption Determination appeal of the proposed MTA Transportation Recovery Plan: COVID-19 Emergency Temporary Transit Lanes and COVID-19 Emergency Temporary Bikeways Lanes project, is ready to be picked up at the Clerk's Office. Please coordinate with our BOS-Operations team, copied here, to set up a date and time for pickup. A fee waiver was filed with this project.

Ops,

The check should be in your possession currently. Please have Planning sign the attached pick up form and scan it back to the leg clerks when completed.

Thank you.

Lisa Lew
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
T 415-554-7718 | F 415-554-5163
lisa.lew@sfgov.org | www.sfbos.org

(VIRTUAL APPOINTMENTS) To schedule a "virtual" meeting with me (on Microsoft Teams), please ask and I can answer your questions in real time.

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From: BOS Legislation, (BOS) <bos.legislation@sfgov.org>
Sent: Wednesday, September 2, 2020 6:15 PM
To: Mary Miles <page364@earthlink.net>
Cc: PEARSON, ANNE (CAT) <Anne.Pearson@sfcityatty.org>; STACY, KATE (CAT)

<Kate.Stacy@sfcityatty.org>; JENSEN, KRISTEN (CAT) <Kristen.Jensen@sfcityatty.org>; RUIZ-ESQUIDE, ANDREA (CAT) <Andrea.Ruiz-Esquide@sfcityatty.org>; CLEVELAND-KNOWLES, SUSAN (CAT) <Susan.Cleveland-Knowles@sfcityatty.org>; VEIT, JULIE (CAT) <Julie.Veit@sfcityatty.org>; Teague, Corey (CPC) <corey.teague@sfgov.org>; Sanchez, Scott (CPC) <scott.sanchez@sfgov.org>; Gibson, Lisa (CPC) <lisa.gibson@sfgov.org>; Jain, Devyani (CPC) <devyani.jain@sfgov.org>; Navarrete, Joy (CPC) <joy.navarrete@sfgov.org>; Lewis, Don (CPC) <don.lewis@sfgov.org>; Varat, Adam (CPC) <adam.varat@sfgov.org>; Sider, Dan (CPC) <dan.sider@sfgov.org>; Starr, Aaron (CPC) <aaron.starr@sfgov.org>; Ionin, Jonas (CPC) <jonas.ionin@sfgov.org>; Lynch, Laura (CPC) <laura.lynch@sfgov.org>; Winslow, David (CPC) <david.winslow@sfgov.org>; Delumo, Jenny (CPC) <jenny.delumo@sfgov.org>; Wietgreffe, Wade (CPC) <wade.wietgreffe@sfgov.org>; Tumlin, Jeffrey (MTA) <Jeffrey.Tumlin@sfmta.com>; Maguire, Tom (MTA) <Tom.Maguire@sfmta.com>; Olea, Ricardo (MTA) <Ricardo.Olea@sfmta.com>; Jones, Sarah (MTA) <Sarah.Jones@sfmta.com>; Hue, Melinda (MTA) <Melinda.Hue@sfmta.com>; Trout, Ian (MTA) <Ian.Trout@sfmta.com>; Breen, Kate (MTA) <Kate.Breen@sfmta.com>; Martinsen, Janet (MTA) <Janet.Martinsen@sfmta.com>; Ramos, Joel (MTA) <Joel.Ramos@sfmta.com>; Boomer, Roberta (MTA) <Roberta.Boomer@sfmta.com>; Rosenberg, Julie (BOA) <julie.rosenberg@sfgov.org>; Sullivan, Katy (BOA) <katy.sullivan@sfgov.org>; Longaway, Alec (BOA) <alec.longaway@sfgov.org>; BOS-Supervisors <bos-supervisors@sfgov.org>; BOS-Legislative Aides <bos-legislative_aides@sfgov.org>; Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>; Somera, Alisa (BOS) <alisa.somera@sfgov.org>; Mchugh, Eileen (BOS) <eileen.e.mchugh@sfgov.org>; BOS Legislation, (BOS) <bos.legislation@sfgov.org>

Subject: Appeal of CEQA Exemption Determination - Proposed MTA - Transportation Recovery Plan: COVID-19 Emergency Temporary Transit Lanes and COVID-19 Emergency Temporary Bikeways Lanes - Appeal Hearing September 22, 2020

Greetings,

The Office of the Clerk of the Board has scheduled for a remote hearing Special Order before the Board of Supervisors on September 22, 2020, at 3:00 p.m. Please find linked below two letters of appeal regarding the proposed Municipal Transportation Agency's Transportation Recovery Plan: COVID-19 Emergency Temporary Transit Lanes and COVID-19 Emergency Temporary Bikeways Lanes project, as well as direct links to the Planning Department's timely filing determination, and an informational letter from the Clerk of the Board.

[Appeal Letter - David Pilpel - July 30, 2020](#)

[Appeal Letter - Mary Miles, on behalf of the Coalition for Adequate Review - July 30, 2020](#)

[Planning Department Memo - August 10, 2020](#)

[Clerk of the Board Letter - September 2, 2020](#)

Please note, the President may entertain a motion to continue this Hearing to a future Board of Supervisors meeting date to be determined. Public Comment will be taken on the continuance only.

I invite you to review the entire matters on our [Legislative Research Center](#) by following the link below:

[Board of Supervisors File No. 200903](#)

Best regards,

Jocelyn Wong

San Francisco Board of Supervisors

1 Dr. Carlton B. Goodlett Place, Room 244

San Francisco, CA 94102

T: 415.554.7702 | F: 415.554.5163

jocelyn.wong@sfgov.org | www.sfbos.org

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September 15, 2020

File Nos. 200903-200906

Planning Case No. 2020-005472ENV

Received from the Board of Supervisors Clerk's Office one check payment in the amount of Six Hundred Forty Dollars (\$640), representing the filing fee paid by Mary Miles, on behalf of Coalition for Adequate Review for the appeal of the Statutory and Categorical Exemption under CEQA for the proposed MTA's Transportation Recovery Plan: COVID-19 Emergency Temporary Transit Lanes and Bikeways Project:

Planning Department

By:

Tony Yeung

Print Name

[Signature] 9/17/20

Signature and Date

From: [BOS Legislation, \(BOS\)](#)
To: [Mary Miles](#)
Cc: [PEARSON, ANNE \(CAT\)](#); [STACY, KATE \(CAT\)](#); [JENSEN, KRISTEN \(CAT\)](#); [RUIZ-ESQUIDE, ANDREA \(CAT\)](#); [CLEVELAND-KNOWLES, SUSAN \(CAT\)](#); [VEIT, JULIE \(CAT\)](#); [Teague, Corey \(CPC\)](#); [Sanchez, Scott \(CPC\)](#); [Gibson, Lisa \(CPC\)](#); [Jain, Devyani \(CPC\)](#); [Navarrete, Joy \(CPC\)](#); [Lewis, Don \(CPC\)](#); [Varat, Adam \(CPC\)](#); [Sider, Dan \(CPC\)](#); [Starr, Aaron \(CPC\)](#); [Ionin, Jonas \(CPC\)](#); [Lynch, Laura \(CPC\)](#); [Winslow, David \(CPC\)](#); [Delumo, Jenny \(CPC\)](#); [Wietgreffe, Wade \(CPC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Maguire, Tom \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); [Jones, Sarah \(MTA\)](#); [Hue, Melinda \(MTA\)](#); [Trout, Ian \(MTA\)](#); [Breen, Kate \(MTA\)](#); [Martinsen, Janet \(MTA\)](#); [Ramos, Joel \(MTA\)](#); [Boomer, Roberta \(MTA\)](#); [Rosenberg, Julie \(BOA\)](#); [Sullivan, Katy \(BOA\)](#); [Longaway, Alec \(BOA\)](#); [BOS-Supervisors](#); [BOS-Legislative Aides](#); [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [BOS Legislation, \(BOS\)](#)
Subject: Appeal of CEQA Exemption Determination - Proposed MTA - Transportation Recovery Plan: COVID-19 Emergency Temporary Transit Lanes and COVID-19 Emergency Temporary Bikeways Lanes - Appeal Hearing September 22, 2020
Date: Wednesday, September 2, 2020 6:14:37 PM
Attachments: [image001.png](#)

Greetings,

The Office of the Clerk of the Board has scheduled for a remote hearing Special Order before the Board of Supervisors on September 22, 2020, at 3:00 p.m. Please find linked below two letters of appeal regarding the proposed Municipal Transportation Agency's Transportation Recovery Plan: COVID-19 Emergency Temporary Transit Lanes and COVID-19 Emergency Temporary Bikeways Lanes project, as well as direct links to the Planning Department's timely filing determination, and an informational letter from the Clerk of the Board.

[Appeal Letter - David Pilpel - July 30, 2020](#)

[Appeal Letter - Mary Miles, on behalf of the Coalition for Adequate Review - July 30, 2020](#)

[Planning Department Memo - August 10, 2020](#)

[Clerk of the Board Letter - September 2, 2020](#)

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[Board of Supervisors File No. 200903](#)

Best regards,

Jocelyn Wong

San Francisco Board of Supervisors

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San Francisco, CA 94102

T: 415.554.7702 | F: 415.554.5163

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September 2, 2020

David Pilpel
2151 27th Avenue
San Francisco, CA 94116

Mary Miles
364 Page Street, #36
San Francisco, CA 94102

Subject: File No. 200903 - Appeal of California Environmental Quality Act (CEQA) Determination of Exemption from Environmental Review - MTA - Transportation Recovery Plan: COVID-19 Emergency Temporary Transit Lanes and Bikeways Project

Dear Mr. Pilpel and Ms. Miles:

As you know, in response to the challenges posed during this health emergency, we have been working diligently the last several months to stabilize the remote meeting system and establish processes to execute efficient, complex hearings at the Board of Supervisors. Now that we have reached confidence in the remote meeting system, we are resuming scheduling of the appeal queue. In order to alleviate deadline concerns due to the sizable queue, Mayor London N. Breed issued the Twenty-Second Supplement to the Declaration of the Emergency that provides the Board until September 30, 2020, to schedule all of the initial hearings for pending appeals.

The Office of the Clerk of the Board is in receipt of a memorandum dated August 10, 2020, from the Planning Department regarding their determination on the timely filing of appeal of the Statutory and Categorical Exemption Determination issued by the Planning Department under CEQA for the proposed Municipal Transportation Agency's Transportation Recovery Plan: COVID-19 Emergency Temporary Transit Lanes and Bikeways project .

The Planning Department has determined that the appeal was filed in a timely manner (copy attached).

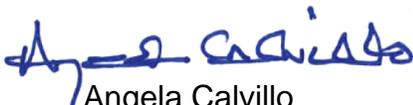
In accordance with Mayor Breed's Twenty-Second Supplemental and Administrative Code, Section 31.16, a remote initial hearing date has been scheduled for **Tuesday, September 22, 2020, at 3:00 p.m.**, at the Board of Supervisors meeting.

Please note, the President of the Board of Supervisors may entertain a motion to continue this Hearing to a future Board of Supervisors meeting date to be determined. Public comment will be taken on the continuance only.

Please provide to the Clerk's Office names, addresses, and emails of interested parties to be notified of the hearing by Friday, September 4, 2020. Please also provide supporting documentation you wish to include for the hearing, by emailing an electronic copy by Thursday, September 17, 2020, at noon to bos.legislation@sfgov.org. Any materials received after this date, will still be distributed to all parties and be included as part of the official file. For the above, the Clerk's office requests electronic files be sent to bos.legislation@sfgov.org.

If you have any questions, please feel free to contact Legislative Clerks Lisa Lew at (415) 554-7718, Jocelyn Wong at (415) 554-7702, or Brent Jalipa at (415) 554 7712.

Very truly yours,



Angela Calvillo
Clerk of the Board

jw:ll:ams

- c: Anne Pearson, Deputy City Attorney
- Kate Stacy, Deputy City Attorney
- Kristen Jensen, Deputy City Attorney
- Susan Cleveland-Knowles, Deputy City Attorney
- Julie Veit, Deputy City Attorney
- Corey Teague, Zoning Administrator, Planning Department
- Scott Sanchez, Acting Deputy Zoning Administrator, Planning Department
- Lisa Gibson, Environmental Review Officer, Planning Department
- Devyani Jain, Deputy Environmental Review Officer, Planning Department
- Joy Navarette, Environmental Planning, Planning Department
- Don Lewis, Environmental Planning, Planning Department
- Adam Varat, Acting Director of Citywide Planning, Planning Department
- Dan Sider, Director of Executive Programs, Planning Department
- Aaron Starr, Manager of Legislative Affairs, Planning Department
- Jonas Ionin, Planning Commission Secretary, Planning Department
- Laura Lynch, Staff Contact, Planning Department
- David Winslow, Staff Contact, Planning Department
- Jeffrey Tumlin, Municipal Transportation Agency
- Tom Maguire, Municipal Transportation Agency
- Ricardo Olea, Municipal Transportation Agency
- Sarah Jones, Municipal Transportation Agency
- Melinda Hue, Municipal Transportation Agency
- Ian Trout, Municipal Transportation Agency
- Kate Breen, Municipal Transportation Agency
- Janet Martinsen, Municipal Transportation Agency
- Joel Ramos, Municipal Transportation Agency
- Roberta Boomer, Municipal Transportation Agency
- Julie Rosenberg, Executive Director, Board of Appeals
- Katy Sullivan, Legal Assistant, Board of Appeals
- Alec Longaway, Legal Process Clerk, Board of Appeals



Statutory/Categorical Exemption Appeal Timeliness Determination

DATE: August 10, 2020
TO: Angela Calvillo, Clerk of the Board of Supervisors
FROM: Lisa Gibson, Environmental Review Officer
RE: Appeal Timeliness Determination – COVID-19 Emergency
Temporary Transit Lanes and Emergency Temporary Bikeways
Statutory/Categorical Exemption 2020-005472ENV

On July 30, 2020, David Pilpel filed an appeal with the Office of the Clerk of the Board of Supervisors of the Statutory and Categorical Exemption determination for the San Francisco Municipal Transportation Agency’s COVID-19 Emergency Temporary Transit Lanes and Emergency Temporary Bikeways project (ETTL project). Separately, on July 30, 2020, Mary Miles, on behalf of the Coalition for Adequate Review, also filed an appeal with Office of the Clerk of the Board of Supervisors of the Statutory and Categorical Exemption determination for the San Francisco Municipal Transportation Agency’s COVID-19 Emergency Temporary Transit Lanes and Emergency Temporary Bikeways project.

As explained below, both appeals are timely.

Date of Project Approval	30 Days after Approval Action	Appeal Deadline (Must be a day that the Clerk of Board’s Office is open for remote business)	Date of Appeal Filing	Timely?
June 30, 2020	July 30, 2020	July 30, 2020	July 30, 2020	Yes

Approval Action: On June 10, 2020, the Planning Department issued a Statutory and Categorical Exemption determination for the proposed project. The first Approval Action of the project would be the approval by the SFMTA Board of Directors, 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. On June 30, 2020, the SFMTA Board approved the project and delegated authority, marking the Approval Action for the project.

Appeal Deadline Sections 31.16(a) and (e) of the San Francisco Administrative Code state that any person or entity may appeal an exemption determination to the Board of

Supervisors during the time period beginning with the date of the exemption determination and ending 30 days after the Date of the Approval Action. The 30th day after the Date of the Approval Action was Thursday, July 30, 2020 (Appeal Deadline).

Appeal Filing and Timeliness: Each of the two Appellants filed the appeals of the exemption determination on Thursday, July 30, 2020, prior to the end of the Appeal Deadline. Therefore, both appeals are timely.

From: [BOS Legislation, \(BOS\)](#)
To: [Hillis, Rich \(CPC\)](#)
Cc: [PEARSON, ANNE \(CAT\)](#); [STACY, KATE \(CAT\)](#); [JENSEN, KRISTEN \(CAT\)](#); [RUIZ-ESQUIDE, ANDREA \(CAT\)](#); [CLEVELAND-KNOWLES, SUSAN \(CAT\)](#); [VEIT, JULIE \(CAT\)](#); [Teague, Corey \(CPC\)](#); [Sanchez, Scott \(CPC\)](#); [Gibson, Lisa \(CPC\)](#); [Jain, Devyani \(CPC\)](#); [Navarrete, Joy \(CPC\)](#); [Lewis, Don \(CPC\)](#); [Varat, Adam \(CPC\)](#); [Sider, Dan \(CPC\)](#); [Starr, Aaron \(CPC\)](#); [Ionin, Jonas \(CPC\)](#); [Lynch, Laura \(CPC\)](#); [Winslow, David \(CPC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Maguire, Tom \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); [Jones, Sarah \(MTA\)](#); [Hue, Melinda \(MTA\)](#); [Trout, Ian \(MTA\)](#); [Breen, Kate \(MTA\)](#); [Martinsen, Janet \(MTA\)](#); [Ramos, Joel \(MTA\)](#); [Boomer, Roberta \(MTA\)](#); [Rosenberg, Julie \(BOA\)](#); [Sullivan, Katy \(BOA\)](#); [Longaway, Alec \(BOA\)](#); [BOS-Supervisors](#); [BOS-Legislative Aides](#); [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [BOS Legislation, \(BOS\)](#)
Subject: Appeal of CEQA Exemption Determination - SFMTA - Transportation Recovery Plan: COVID-19 Emergency Temporary Transit Lanes and COVID-19 Emergency Temporary Bikeways - Timeliness Determination
Date: Monday, August 3, 2020 9:06:55 AM
Attachments: [Appeal Ltr 073020 - Mary Miles.pdf](#)
[Appeal Ltr 073020 - David Pilpel.pdf](#)
[COB Ltr 073120.pdf](#)
[image001.png](#)

Dear Director Hillis,

The Office of the Clerk of the Board is in receipt of two appeals of the CEQA Exemption Determination for the proposed San Francisco Municipal Transportation Agency project regarding the Transportation Recovery Plan: COVID-19 Emergency Temporary Transit Lanes and COVID-19 Emergency Temporary Bikeways. These appeals were filed by David Pilpel and by Mary Miles, on behalf of Coalition for Adequate Review.

Please find the attached letter of appeals and timely filing determination request letter from the Clerk of the Board. Kindly review for timely filing determination.

Regards,

Jocelyn Wong

San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
T: 415.554.7702 | F: 415.554.5163
jocelyn.wong@sfgov.org | www.sfbos.org

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July 31, 2020

To: Rich Hillis
Planning Director

From:  Angela Calvillo
Clerk of the Board of Supervisors

Subject: Appeal of California Environmental Quality Act (CEQA) Determination of Exemption from Environmental Review - SFMTA - Transportation Recovery Plan: COVID-19 Emergency Temporary Transit Lanes and COVID-19 Emergency Temporary Bikeways

As you know, in response to the challenges posed during this health emergency, we have been working diligently the last several months to stabilize the remote meeting system and establish processes to execute efficient, complex hearings at the Board of Supervisors. Now that we have reached confidence in the remote meeting system, we are resuming scheduling of the appeal queue. In order to alleviate deadline concerns due to the sizable queue, Mayor London N. Breed issued the Twenty-Second Supplement to the Declaration of the Emergency that provides the Board until September 30, 2020, to schedule all of the initial hearings for pending appeals. Upon receipt of your determination, we will move forward accordingly and schedule a hearing within the timeframe if it is deemed to have been filed timely.

Two appeals of the CEQA Determination of Exemption from Environmental Review for the proposed San Francisco Municipal Transportation Agency project regarding emergency temporary transit lanes and bikeways was filed with the Office of the Clerk of the Board on July 30, 2020, by David Pilpel and by Mary Miles, on behalf of Coalition for Adequate Review.

Pursuant to Administrative Code, Chapter 31.16, I am forwarding these appeals, with attached documents, to the Planning Department to determine if the appeals have been filed in a timely manner.

If you have any questions, please feel free to contact Legislative Clerks Lisa Lew at (415) 554-7718, Jocelyn Wong at (415) 554-7702 or Brent Jalipa at (415) 554-7712.

c: Anne Pearson, Deputy City Attorney
Kate Stacy, Deputy City Attorney
Kristen Jensen, Deputy City Attorney
Susan Cleveland-Knowles, Deputy City Attorney
Julie Veit, Deputy City Attorney
Corey Teague, Zoning Administrator, Planning Department
Scott Sanchez, Acting Deputy Zoning Administrator, Planning Department
Lisa Gibson, Environmental Review Officer, Planning Department
Devyani Jain, Deputy Environmental Review Officer, Planning Department
Joy Navarette, Environmental Planning, Planning Department
Don Lewis, Environmental Planning, Planning Department
Adam Varat, Acting Director of Citywide Planning, Planning Department
Dan Sider, Director of Executive Programs, Planning Department
Aaron Starr, Manager of Legislative Affairs, Planning Department
Jonas Ionin, Planning Commission Secretary, Planning Department
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Sarah Jones, Municipal Transportation Agency
Melinda Hue, Municipal Transportation Agency
Ian Trout, Municipal Transportation Agency
Kate Breen, Municipal Transportation Agency
Janet Martinsen, Municipal Transportation Agency
Joel Ramos, Municipal Transportation Agency
Roberta Boomer Municipal Transportation Agency
Julie Rosenberg, Executive Director, Board of Appeals
Katy Sullivan, Legal Assistant, Board of Appeals
Alec Longaway, Legal Process Clerk, Board of Appeals

Introduction Form

By a Member of the Board of Supervisors or Mayor

Time stamp
or meeting date

I hereby submit the following item for introduction (select only one):

- 1. For reference to Committee. (An Ordinance, Resolution, Motion or Charter Amendment).
- 2. Request for next printed agenda Without Reference to Committee.
- 3. Request for hearing on a subject matter at Committee.
- 4. Request for letter beginning : "Supervisor inquiries"
- 5. City Attorney Request.
- 6. Call File No. from Committee.
- 7. Budget Analyst request (attached written motion).
- 8. Substitute Legislation File No.
- 9. Reactivate File No.
- 10. Topic submitted for Mayoral Appearance before the BOS on

Please check the appropriate boxes. The proposed legislation should be forwarded to the following:

- Small Business Commission
- Youth Commission
- Ethics Commission
- Planning Commission
- Building Inspection Commission

Note: For the Imperative Agenda (a resolution not on the printed agenda), use the Imperative Form.

Sponsor(s):

Subject:

Hearing - Appeal of Determination of Exemption From Environmental Review - Proposed MTA's Transportation Recovery Plan: COVID-19 Emergency Temporary Transit Lanes and Bikeways Project

The text is listed:

Hearing of persons interested in or objecting to the determination of exemption from environmental review under the California Environmental Quality Act issued as a Statutory and Categorical Exemption by the Planning Department on June 10, 2020, for the proposed Municipal Transportation Agency's Transportation Recovery Plan: COVID-19 Emergency Temporary Transit Lanes and Bikeways project. (Appellants: David Pilpel; Mary Miles, on behalf of the Coalition for Adequate Review) (Filed July 30, 2020)

Signature of Sponsoring Supervisor:

For Clerk's Use Only