

THIS PRINT COVERS CALENDAR ITEM NO. : 10.3

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Amending the Transportation Code, Division II, Section 601 and approving traffic modifications to designate an “at all times” transit-only lane on Stockton Street between Geary Street and Market Street.



SUMMARY:

- This proposal designates a transit-only lane that was not previously approved by the SFMTA Board on Stockton Street prior to Central Subway construction.
- An “at all times” transit-only lane will allow the SFMTA to install red treatments to enhance the visibility of the transit-only lane.
- The SFMTA has determined that the proposed project is categorically exempt from the California Environmental Quality Act (CEQA).
- The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

ENCLOSURES:

1. SFMTAB Resolution
2. Transportation Code amendment

APPROVALS:

	DATE
DIRECTOR 	12/11/2018
SECRETARY 	12/11/2018

ASSIGNED SFMTAB CALENDAR DATE: December 18, 2018

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PURPOSE

Amending the Transportation Code, Division II, Section 601 and approving traffic modifications to designate an “at all times” transit-only lane on Stockton Street between Geary Street and Market Street.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

- Goal 1: Make transit, walking, bicycling, taxi, ridesharing and carsharing the preferred means of travel
- Objective 2.2: Improve transit performance.
 - Objective 2.3: Increase use of all non-private auto modes.
- Goal 2: Improve the environment and quality of life in San Francisco
- Objective 3.4: Deliver services efficiently.

This action also supports the following sections of the Transit-First Policy:

- 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.
- 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.
- 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.

DESCRIPTION

This calendar item will authorize the SFMTA to designate an “at all times” transit-only lane (TOL) on Stockton Street between Geary Street and Market Street when Stockton Street is reopened following Central Subway construction (the street has been closed for approximately seven years for construction). The TOL previously existed on this segment of Stockton Street; however, there were conflicting signs in the area. For example, even though the TOL signs indicated that it was in effect at all times, the tow-away no-parking signs indicated that there was parking in the TOL permitted overnight between 7 p.m. and 7 a.m. Also, the prior SFMTA Board approval for the TOL on the block between O’Farrell Street and Geary Street was only for the daytime hours of 7 a.m. to 7 p.m. Additionally, any record of the Board of Supervisors or SFMTA Board approving a TOL for the block between Market Street and O’Farrell Street does not exist.

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An “at all times” TOL will also allow the SFMTA to install a red color treatments on the TOL, which will improve service on the 8/8AX/8BX Bayshore, 30 Stockton, 45 Union/Stockton, and 91 3rd Street/19th Avenue Owl lines for the 69,900 passengers that ride these routes per day. As part of an experiment approved by the Federal Highway Administration (FHWA), the TOL will initially be installed with traditional lane markings for a “before” period, then red color treatments will be installed to allow for before/after data analysis of the red color treatment.

Outreach discussions with merchants along Stockton Street indicated that they did not expect that there would be overnight parking or loading when the street is reopened. Thus, this TOL designation is not likely to change the way Stockton Street functioned before it was closed for construction; it simply corrects the designation to match the prior conditions.

Specifically, SFMTA staff propose the following:

- A. ESTABLISH – TRANSIT ONLY LANE AT ALL TIMES - Stockton Street, southbound, from Geary Street to Market Street

STAKEHOLDER ENGAGEMENT

Supervisor Aaron Peskin was consulted to develop a stakeholder list and to share the background for this proposed legislation. Door-to-door outreach was performed to businesses on Stockton Street between Geary and Market streets and emails were also sent to the Union Square Business Improvement District (BID) and Chinatown Community Development Center. The Union Square BID previously expressed concern about the red color specifically on this and other nearby projects. In response, to this feedback, the project team shared the various alternatives considered and the transit benefits of red color. Generally, all other feedback was either neutral or positive.

ALTERNATIVES CONSIDERED

Establish transit-only lane from 7AM to 7PM – Staff considered a part-time TOL on these two blocks of Stockton Street. However, the lane must be an “at all times” TOL in order for SFMTA to install red treatment. Since the 8/8AX/8BX and 30 lines are categorized as frequent-local and Stockton Street is classified as a Transit Oriented street in the SF General Plan, staff recommended providing as much transit priority as possible by legislating the lane to be full-time and using red color. Additionally, considering that there were “at all times” TOL signs prior to construction, this designation is not expected to change how the street functioned for most users. For these reasons, staff is not recommending this alternative.

Establish an “at all times” transit-only lane without red treatment – Staff considered designating an “at all times” TOL but not adding red color treatment. However, before/after studies that SFMTA has performed on throughout the City have found that red lanes are more effective than traditional TOLs. By not using red color treatment, this could be an invitation to car drivers to violate the lane more frequently, which would decrease transit reliability. For these reasons, staff does not recommend this alternative.

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FUNDING IMPACT

This transit-only lane is expected to cost \$219,000 to install. Proposition B General Funds will be used and have been accounted for in this year's budget.

ENVIRONMENTAL REVIEW

The proposed project is subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical exemption from environmental review for minor alterations to existing facilities as defined in Title 14 of the California Code of Regulations Section 15301.

On October 25, 2018 SFMTA, under authority delegated by the Planning Department, determined (Case Number 2018-014863ENV) that the proposed project is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301.

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

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

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney's Office has reviewed this calendar item.

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: https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf. This decision is not subject to BOS review.

RECOMMENDATION

SFMTA staff recommends that the SFMTA Board of Directors amend the Transportation Code, Division II, Section 601 and approve traffic modifications to designate an "at all times" transit-only lane on Stockton Street between Geary Street and Market Street.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS
RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) is the project sponsor of the traffic modification to designate an “at all times” transit-only lane on Stockton Street between Geary Street and Market Street as follows:

- A. ESTABLISH – TRANSIT ONLY LANE AT ALL TIMES - Stockton Street, southbound, from Geary Street to Market Street; and,

WHEREAS, The proposed project is subject to the California Environmental Quality Act (CEQA); CEQA provides an exemption from environmental review for minor alterations to existing facilities as defined in Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, On October 25, 2018 SFMTA, under authority delegated by the Planning Department, determined that the proposed project is 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 traffic modification and has been given the opportunity to comment on this modification through the public hearing process; now, therefore, be it,

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors authorizes the Director of Transportation to approve the traffic modification as set forth in Item A, to improve Muni service on the 8/8AX/8BX Bayshore, 30 Stockton, 45 Union/Stockton, and 91 3rd Street/19th Avenue Owl routes; now, therefore, be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors amends the Transportation Code, Division II, Section 601 to designate an “at all times” transit-only lane on Stockton Street between Geary and to Market Street.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of December 18, 2018.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

[Transportation Code – Stockton Street Transit-Only Lanes]

Resolution amending the Transportation Code to designate additional Transit-only areas on Stockton Street between Bush and Market Streets.

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

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

Section 1. Article 600 of Division II of the Transportation Code is hereby amended by revising Section 601, to read as follows:

SEC. 601. DESIGNATED TRANSIT-ONLY AREAS.

(a) The locations listed in this Section 601 are designated as Transit-only Areas. Any vehicle operating within a Transit-only Area during times that the Transit-only Area is enforced is in violation of Transportation Code, Division I, Section 7.2.72 (Driving in Transit-only Area).

* * * *

(22) **Other Transit-Only Areas.** Except for buses, taxicabs, 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 Transit-only Areas during the times indicated:

Hours of Operation	Street	From	To
All Times	1st St.	Market St.	Howard St.
	3rd St.	Townsend St.	Market St.
	4th St.	Market St.	Howard St.
	16th St. (Westbound)	Third St.	Church St.
	16th St. (Eastbound)	Bryant St.	Potrero Ave.

	16th St. (Eastbound)	Vermont St.	Third St.
	Bush St. (Eastbound)	151 feet east of Sansome St.	Battery St.
	Church St.	16th St.	Duboce Ave.
	Clay St.	Sansome St.	Davis St.
	Fremont St.	Mission St.	Market St.
	Fremont St. (Northbound)	Harrison St.	Folsom St.
	Geary St.	Market St.	Gough St.
	Geary Blvd. (Westbound)	Gough St.	Baker St.
	Geary Blvd. (Eastbound)	Fillmore St.	Gough St.
	Geary Blvd. (Eastbound)	Baker St.	Steiner St.
	Geary Blvd. (Eastbound)	Masonic Ave.	Presidio Ave.
	Geary Blvd.	Stanyan St.	Collins St.
	Geneva Ave. (Outbound)	Delano Ave.	280 Freeway Overpass
	Judah St.	20th Ave.	La Playa St.
	Market St. (Eastbound)	12th St.	3rd St.
	Market St. (Westbound)	So. Van Ness Ave.	3rd St.
	Mission St. (Northbound)	Randall St.	Cesar Chavez St.
	Mission Street (Eastbound)	1st Street	Beale Street
	Mission St. (Westbound)	Main St.	1st Street
	Mission St. (Westbound)	11th St.	South Van Ness Ave.
	Mission St. (Southbound)	Duboce Ave.	Randall St.
	O'Farrell St.	Stockton St.	Grant St.
	O'Farrell St.	Franklin St.	Powell St.
	Otis St. (Outbound)	South Van Ness Ave.	Duboce Ave.
	Post St.	Gough St.	Grant St.
	Potrero Ave. (Southbound)	25th St.	18th St.
	Sacramento St., (Westbound)	Drumm St.	Front St.
	Starr King Way	Gough St.	Franklin St.
	Stockton St.	Bush St.	Geary St. Market St.
	Sutter St.	Gough St.	Kearny St.
	Taraval St. (Eastbound)	46th Ave.	17th Ave.

	Taraval St. (Westbound)	15th Ave.	46th Ave.
6:00 AM – 10:00 AM ₁ Monday – Friday	Bush St. (Eastbound)	Montgomery St.	Sansome St.
	Bush St. (Eastbound)	Sansome St.	151 Feet Easterly
7:00 AM – 9:00 AM ₁ Monday – Friday	Mission St. (Eastbound)	11th St.	5th St.
	Clay St. (Eastbound)	Powell St.	Sansome St.
	Sacramento St. (Westbound)	Kearny St.	Grant Ave.
7:00 AM – 7:00 PM, Monday – Friday	Sacramento St.	Front St.	Kearny St.
7:00 AM – 7:00 PM, Everyday	Stockton St.	Geary St.	O'Farrell St.
7:00 AM – 6:00 PM, Monday – Friday	Mission St. (Eastbound)	5th St.	Beale St.
	Mission St. (Westbound)	Main St.	4th St.
3:00 PM – 8:00 PM ₁ Monday – Friday	Bush St. (Eastbound)	Montgomery St.	Sansome St.
3:30 PM – 7:00 PM ₁ Monday – Friday	Sacramento St. (Westbound)	Kearny St.	Larkin St.
4:00 PM – 6:00 PM, Monday – Friday	Mission St. (Eastbound)	11th St.	5th St.
	Mission St. (Westbound)	4th St.	11th St.
3:00 PM – 6:00 PM, Monday – Friday	Sutter St.	Sansome St.	Kearny St.
	Clay St. (Eastbound)	Grant Ave.	Sansome St.
3:00 PM – 7:00 PM, Monday – Friday	4th St.	Howard St.	Clementina
	Bush St. (Eastbound)	Sansome St.	151 feet Easterly

Section 2. Effective Date. This ordinance shall become effective 31 days after enactment. Enactment occurs when the San Francisco Municipal Transportation Agency Board of Directors approves this ordinance.

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

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

By: _____
JOHN I. KENNEDY
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 December 18, 2018.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

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Archived on December 18, 2018

Original URL:

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