THIS PRINT COVERS CALENDAR ITEM NO.: 11

SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY

DIVISION: Streets

BRIEF DESCRIPTION:

Amending Transportation Code, Division II, Section 601, to designate a full-time transit-only area on Hyde Street between Eddy and McAllister streets; and approving various traffic and parking modifications between Geary and McAllister streets to improve transit and pedestrian safety as part of the Hyde Street Quick-Build Project.

SUMMARY:

- On November 2, 2021, the SFMTA Board directed the SFMTA to develop and implement Quick-Build safety improvements for all remaining corridors on the City's High Injury Network, including Hyde Street between Geary and McAllister streets.
- Hyde Street between McAllister and Eddy streets sees slow bus speeds for the 19 Polk, a Muni Service Equity Strategy line.
- The project proposes a transit lane on Hyde Street between Eddy and McAllister streets and the removal of one travel lane on Hyde Street between Geary and Eddy streets to slow vehicle traffic speeds and increase pedestrian safety. Additional intersection safety improvements would include painted safety zones and left turn safety treatments.
- The project includes a curb management plan that proposes additional or extended color curb zones to provide more space for loading and to deter double parking. The project would remove six parking spaces along Hyde Street.
- SFMTA project staff and community partners conducted extensive outreach that informed the current design proposal, including various accommodations for parking and loading to support nearby businesses, single room occupancy (SRO) buildings, and health/social service organizations.
- The San Francisco Planning Department has determined that the Hyde Street Quick-Build Project is statutorily exempted 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, Division II Amendment
- 3. Hyde Street Quick-Build Existing and Proposed Project Plans

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APPROVALS:		DATE
DIRECTOR _	July This	October 11, 2023
SECRETARY	dilm	October 11, 2023

ASSIGNED SFMTAB CALENDAR DATE: October 17, 2023

PURPOSE

Amending Transportation Code, Division II, Section 601, to designate a full-time transit-only area on Hyde Street between Eddy and McAllister streets, and approving parking and traffic modifications to improve transit and pedestrian safety as part of the Hyde Street Quick-Build Project between Geary and McAllister streets

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the following SFMTA Strategic Plan Goals:

Goal 4: Make streets safer for everyone.

Goal 6: Eliminate pollution and greenhouse gas emissions by increasing use of transit, walking and bicycling.

Goal 7: Build stronger relationships with stakeholders.

This item would 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.
- 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. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.

DESCRIPTION

Project Background

Every street in the Tenderloin neighborhood has been identified as part of the Vision Zero High Injury Network, which consists of the 12 percent of streets that account for 68 percent of San Francisco's severe and fatal traffic injuries. Over the past three years, the SFMTA has implemented several traffic safety improvements across the Tenderloin neighborhood, including pedestrian scrambles, signal retiming, speed limit reduction, and several quick-build projects. These accomplishments stemmed from the community's advocacy and demand for increased investment and broader solutions for traffic safety in the Tenderloin neighborhood. Since 2019, a total of four quick-build projects have been completed in the Tenderloin, including Taylor Street, Leavenworth Street, Golden Gate Avenue, and Jones Street. On November 2, 2021, the SFMTA

Board directed the SFMTA to develop and implement project proposals using the Quick-Build toolkit for all remaining corridors on the City's High Injury Network, including Hyde Street between Geary and McAllister streets. Building off previous Tenderloin quick-build projects, the goal of the Hyde Street Quick-Build project is to improve mobility and traffic safety for the most vulnerable road users on Hyde Street between Geary and McAllister streets.

Existing Conditions

This six-block project area extends along Hyde Street between Geary and McAllister streets in the Tenderloin neighborhood. Hyde Street is a one-way southbound corridor that generally consists of 45 feet of roadway space with 12-foot-wide sidewalks on both sides of the street. There are three southbound vehicle travel lanes between Geary Street and McAllister Street. All intersections along the project corridor have advanced limit lines and continental crosswalks. Some of the cross streets are one-way streets, and all intersections are signalized. There is curbside metered parking, loading zones, and bus zones along the project area. There are 86 general metered parking spaces, 11 commercial loading spaces, two passenger loading zones, three ADA-accessible parking spaces (blue zone), three short-term general metered parking stalls (green zone), one carshare space, and two bus zones in the project area.

Transit in the Project Area

The 19 Polk Muni bus route travels outbound (southbound) on Hyde Street between Eddy and Market streets within the project corridor. The 19 Polk connects several neighborhoods, including neighborhoods identified in the Muni Service Equity Strategy. This portion of Hyde Street sees bus speeds as slow as 4 mph for the 19 Polk during the PM peak, and bus speeds as slow as 6 mph during the AM peak. Other buses that travel along the project area (south of Golden Gate Avenue) include three Golden Gate Transit regional bus routes (101, 130, and 150). On an average weekday, 5,900 daily 19 Polk riders and 1,000 daily Golden Gate Transit riders use these bus routes. These riders would benefit from the reliability improvements provided by a transit lane between Eddy and McAllister streets.

Existing bus stop zones are located along Hyde Street at Turk Street and at McAllister Street. As part of the University of California College of the Law, San Francisco (or UC Law SF) construction project on the 50-100 block of Hyde Street, the Muni stop was temporarily relocated south of McAllister Street. When construction concludes, expected in fall 2023, the bus stop will return to its original location on the west side of Hyde Street between McAllister Street and Golden Gate Avenue.

Nearby Transit Project

The Hyde Street Transit Lane Project (Planning Case No. 2023-007453ENV) is located directly south of the proposed project and consists of implementing two blocks of transit lane on Hyde Street between McAllister and Market streets. This project is independent from the Hyde Street Quick-Build Project and focuses on improving transit reliability on a portion of Hyde Street that sees higher bus frequencies, as the 21 Hayes and 27 Bryant also operate in that segment. The Hyde Street Quick-Build Project was developed to improve safety and mobility along Hyde

Street from Geary Street to McAllister Street. The projects are complementary and would both benefit transit reliability and provide a "road diet" effect.

Collision History

From the period between April 2018 and March 2023, there were a total of 102 collisions along Hyde Street from Geary Street to McAllister Street. Of those collisions, eight resulted in severe injuries and one resulted in a fatality. A majority (almost 56%) of the collisions involved pedestrians. The top three most frequent crash types are drivers' failure to yield right of way at crosswalks (29/102), followed by red light violations (17/102) and unsafe speeds (13/102).

Volumes, Speeds, & Counts

As of 2021, the speed limit on Hyde Street and the entire Tenderloin neighborhood was reduced from 25 mph to 20 mph. Traffic volumes of vehicles, bicycles, and pedestrians along with vehicles speeds were collected in 2022 and 2023 at several locations along the corridor. The data is as follows:

Fulton to Grove

- PM Peak (4pm-6pm)
 - o 1,133 vehicles (2023)
 - o 61 bicycles/scooters (2022)
- 85th % Speeds (2022) = 26 MPH

Eddy to Turk

- PM Peak (4pm-6pm)
 - o 993 vehicles (2023)
 - o 45 bicycles/scooters (2022)
- 85th % Speeds (2022) = 24 MPH

Post to Geary

- PM Peak (4pm-6pm)
 - o 936 vehicles (2023)
 - o 23 bicycles/scooters (2022)
- 85th % Speeds (2022) = 23 MPH

2022 Pedestrians counts (PM Peak, 4pm-6pm)

- 2,448 (Hyde at McAllister)
- 1,174 (Hyde at Turk)
- 1,120 (Hyde at Ellis)

Proposed Improvements

Proposed safety improvements include a vehicle travel lane reduction, a transit lane, and pedestrian safety improvements. In general, improvements are as follows:

Travel Lane Reconfiguration & Pedestrian Improvements

The proposed project would convert the street from three general travel lanes to two general lanes between Geary and Eddy streets, with painted buffers between the travel lanes and curb lane to reduce vehicle speeds on the project corridor and increase safety for pedestrians. The proposed width of each travel lane would be 11 feet. The proposed 3.5-foot buffers between the travel lanes and curb lanes would provide space for vehicles to pull over when an emergency vehicle needs to drive through.

To further enhance safety for pedestrians, the proposed project would install painted safety zones at select intersections along Hyde Street. The project would install five new painted safety zones at Ellis and at Eddy streets to increase pedestrian visibility and slow down turning vehicles. All proposed painted safety zones would use the footprint of the existing red zones to install these improvements and would not require additional parking or loading removal. Additionally, two left turn safety treatments that consist of installing waist-high vertical delineator posts to harden the roadway center line and small rubber speed bumps to create slow turn wedges, would be installed at Ellis and at Eddy streets to encourage drivers to take left turns more slowly and increase driver awareness of other road users.

Transit Improvements

Between Eddy and McAllister streets, a general travel lane would be converted to a transit lane that would help ensure that those who rely on the 19 Polk line and Golden Gate Transit are able to get where they are going reliably. Only buses, taxis, paratransit, and emergency vehicles would be permitted to use the transit lane on Hyde, in addition to vehicles making a right turn or accessing driveways or curbside parking. The proposed transit lane would connect to the Hyde Street Transit Lane Project.

Transit lanes can also offer traffic safety benefits, such as reducing speeding and improving pedestrian safety. This is attributed to the reduction of general travel lanes, which have been found to decrease speeding and reduce the crossing distance for pedestrians at intersections. For example, as part of the Geary Rapid Project 2022 Evaluation, staff found that egregious speeding (over 40 mph) dropped on Geary after a bus lane was installed, while bus travel times improved. The number of vehicles going over 40 mph (in 35 mph zone) was reduced by about 70-80%. Additionally, the Safer Taylor Quick-Build Project, which reduced the number of travel lanes, found that severe speeding decreased after the project was installed. Vehicles traveling over 30 mph decreased by 31% while vehicles traveling over 40 mph decreased by 94%. These traffic safety benefits align with the project's goal of reducing speeding and improving pedestrian safety along Hyde Street while protecting transit riders from any added delay.

Parking and Loading Changes

To accommodate the improvements described above, the proposed design would include color curb changes to add additional commercial and passenger loading to provide more space for loading and deter double parking behavior by providing dedicated curb space for vehicles to load

and unload. Eight general metered parking spaces would be converted into various loading zones including: six commercial loading yellow zones, one accessible parking blue zone (relocation from Hyde Street to Golden Gate Avenue), and one short-term parking green zone.

Overall, an additional six general metered parking spaces would be removed along the project area in order to reallocate space for a proposed left turn pocket on Hyde Street between Geary and O'Farrell streets, and to widen the proposed transit lane on Hyde Street between Golden Gate Avenue and McAllister Street to support transit operations. One 40-foot yellow zone would be converted to general meter parking on the eastside between Eddy and Turk Streets due to the business vacating the storefront, as well as community feedback the project team received during the outreach phase. One 44-foot white zone would be converted to general meter parking on the west side of Hyde Street between Turk Street and Golden Gate Avenue per the request of the business owner that it was no longer needed.

Traffic Signal Timing Adjustments

The Hyde Street project proposes minor traffic signal timing changes between Geary Street and McAllister Street to improve progression along the corridor. These changes include changing the offset of the traffic signals. If a vehicle is traveling down the corridor at the posted speed limit of 20mph, they would be able to receive a green light at each intersection the majority of the time between Geary and Market streets. This is also known as a "green wave."

Implementation & Evaluation

This proposed project would implement a non-red transit lane in fall 2023. Project evaluation will include analysis of transit operations, including travel speed and reliability for the 19 Polk. Any reduction in speed or impact to reliability for the 19 Polk from Eddy to McAllister streets will require review and revision of the project design, including whether to colorize transit lanes to increase driver compliance between Eddy and McAllister streets.

PROPOSED PROJECT PARKING AND TRAFFIC MODIFICATIONS

Items A and B require SFMTA Board Approval. Further, although Transportation Code, Division II, Section 201 delegates to the City Traffic Engineer the authority to approve all other items, the City Traffic Engineer recommends that the SFMTA Board approve Items C through U, as part of the Hyde Street Quick-Build Project.

- A. ESTABLISH –BUS AND TAXI ONLY LANE Hyde Street, southbound, between Eddy Street and McAllister Street
- B. ESTABLISH TOW-AWAY, NO STOPPING ANYTIME Hyde Street, east side, from O'Farrell Street to 72 feet northerly (removes general metered parking spaces #504 & 506). Hyde Street, west side, between Golden Gate Avenue and McAllister Street (removes all existing parking on the west side of the entire block)
- C. ESTABLISH RIGHT LANE MUST TURN RIGHT Hyde Street, southbound, at Geary Street
- D. RESCIND METERED YELLOW ZONE, COMMERCIAL LOADING, 30 MINUTE

- LIMIT, 9AM TO 6PM, MONDAY THROUGH FRIDAY O'Farrell Street, south side, from 8 feet to 32 feet east of Hyde Street
- E. RESCIND METERED YELLOW ZONE, COMMERCIAL LOADING, 30 MINUTE LIMIT, 7AM TO 6PM, MONDAY THROUGH SATURDAY Hyde Street, east side, from 92 feet to 132 feet north of Turk Street
- F. RESCIND GENERAL METERED PARKING, 2-HOUR TIME LIMIT, 7AM TO 6PM, MONDAY THROUGH SATURDAY– O'Farrell Street, south side, from 57 feet to 79 feet east of Hyde Street. Golden Gate Avenue, north side, from 10 feet to 30 feet east of Hyde Street
- G. RESCIND GENERAL METERED PARKING, 4-HOUR TIME LIMIT, 9AM TO 6PM, MONDAY THROUGH SATURDAY Hyde Street, east side, from 30 feet to 72 feet north of O'Farrell Street. Hyde Street, east side, from 48 feet to 69 feet north of Ellis Street
- H. RESCIND GENERAL METERED PARKING, 2-HOUR TIME LIMIT, 9AM TO 6PM, MONDAY THROUGH SATURDAY – Hyde Street, east side, from 21 feet to 109 feet north of Eddy Street
- I. RESCIND GENERAL METERED MOTORCYCLE PARKING, 10-HOUR TIME LIMIT, 9AM TO 6PM, MONDAY THROUGH SATURDAY Hyde Street, west side, from 3 feet to 31 feet south of Ellis Street
- J. RESCIND RED ZONE Hyde Street, west side, from 31 feet to 33 feet south of Ellis Street
- K. RESCIND GREEN METERED PARKING, 30-MINUTE TIME LIMIT, 7AM TO 6PM, MONDAY THROUGH SATURDAY Hyde Street, west side, from 71 feet to 131 feet south of Eddy Street. Hyde Street, west side, from 69 feet to 136 feet north of Golden Gate Avenue
- L. RESCIND WHITE PASSENGER LOADING ZONE, 7AM TO 10PM, DAILY Hyde Street, west side, from 25 feet to 69 feet north of Golden Gate Avenue (44-foot zone)
- M. RESCIND GENERAL METERED PARKING, 2-HOUR TIME LIMIT, 7AM TO 6PM, MONDAY THROUGH SATURDAY Hyde Street, MONDAY THROUGH SATURDAY Hyde Street, west side, from 49 feet to 181 feet south of Golden Gate Avenue
- N. RESCIND BLUE ZONE Hyde Street, west side, from 22 feet to 49 feet south of Golden Gate Avenue
- O. ESTABLISH RED ZONE O'Farrell Street, south side, from 8 feet to 32 feet east of Hyde Street (converts yellow commercial loading space #641 into a red zone)
- P. ESTABLISH METERED YELLOW ZONE, COMMERCIAL LOADING, 30 MINUTE LIMIT, 7AM TO 6PM, MONDAY THROUGH SATURDAY– O'Farrell Street, south side, from 57 feet to 79 feet east of Hyde Street (converts GMP space #637 into a yellow zone). Hyde Street, east side, from 21 feet to 87 feet north of Eddy Street (converts GMP spaces #304, 306 & 310 into yellow zones). Hyde Street, west side, from 111 feet to 131 feet south of Eddy Street (converts green zone space #217-G into a yellow zone)
- Q. ESTABLISH METERED YELLOW ZONE, COMMERCIAL LOADING, 30 MINUTE LIMIT, 7AM TO 6PM, MONDAY THROUGH FRIDAY Hyde Street, east side, from 48 feet to 69 feet north of Ellis Street (converts GMP space #406 into a yellow zone)

- R. ESTABLISH GREEN METERED PARKING, 15-MINUTE TIME LIMIT, 9AM TO 6PM, MONDAY THROUGH SATURDAY Hyde Street, east side, from 87 feet to 109 feet north of Eddy Street (converts GMP space #312 into a green zone)
- S. ESTABLISH GENERAL METERED PARKING, 2-HOUR TIME LIMIT, 9AM TO 6PM, MONDAY THROUGH SATURDAY– Hyde Street, west side, from 3 feet to 33 feet south of Ellis Street (rescinds 2-foot red zone and converts 8 M/C parking spaces into one GMP space #329)
- T. ESTABLISH GENERAL METERED PARKING, 7AM TO 6PM, 2-HOUR TIME LIMIT, MONDAY THROUGH SATURDAY Hyde Street, east side, from 92 feet to 132 feet north of Turk Street (converts yellow zones into two GMP spaces). Hyde Street, west side, from 71 feet to 111 feet south of Eddy Street (converts green zones into two GMP spaces). Hyde Street, west side, from 25 feet to 136 feet north of Golden Gate Avenue (converts white zone and green parking spaces into five GMP spaces)
- U. ESTABLISH BLUE ZONE Golden Gate Avenue, north side, from 10 feet to 30 feet east of Hyde Street (converts GMP space #244 into a blue zone)

EMERGENCY ACCESS

To maintain appropriate emergency access for the San Francisco Fire Department (SFFD), San Francisco Police Department (SFPD), and other first responders, the Project team has submitted proposed street designs for interdepartmental reviews. In working with SFFD staff, the Project team has adjusted lane widths and curb features per their feedback. Large vehicle and custom SFFD vehicle turning templates were also used to determine dimensions in the conceptual design.

This Project was reviewed at the Transportation Advisory Safety Committee (TASC) on September 14, 2023, with no objections from SFMTA Streets, SFMTA Transit Operations, SFMTA Parking Enforcement, SFMTA Taxi Services, the San Francisco Planning Department, the San Francisco Department of Public Works, the SFPD, or the SFFD.

STAKEHOLDER ENGAGEMENT

The SFMTA engaged in extensive community outreach for this project. Overall, community engagement found support for the quick-build project in general, with some concerns related to parking/loading, intersection safety, and the road lane configuration as discussed below.

The community outreach process for this project began in fall 2022. The project's engagement and outreach strategy were divided into two main phases.

Phase 1: Listening and relationship building (Fall 2022-Winter 2023)

• Fall 2022: Building off earlier quick-build project work in the neighborhood, project

staff knew it was critical to build an outreach team that included residents and community members who work and/or live in the Tenderloin. Staff collaborated with community partners for a two-month period prior to reaching out to the greater community to discuss and co-develop a project outreach plan that identified key engagement activities. Outreach partners included organizers and community residents from the Tenderloin People's Congress, Tenderloin Community Benefit District, Tenderloin Traffic Safety Task Force, and Code Tenderloin.

- Winter 2022/2023: Outreach activities focused on stakeholder relationship building, including block-to-block outreach, pop-ups, and community conversations. Outreach activities included staff who could speak Spanish, Chinese, Filipino, Arabic and/or Vietnamese. Pop-up listening session tabling events were held in collaboration with community partners across multiple indoor and outdoor Tenderloin locations to gather community insights into the transportation needs of Tenderloin residents and travelers along Hyde Street:
 - o Wednesday, December 14, 2022: Turk/Hyde Mini Park
 - o Tuesday, December 20, 2022: Urban Alchemy Oasis Park
 - o Wednesday, December 21, 2022: UC Hastings Law
 - o Thursday, December 22, 2022: Curry Senior Center
 - o Tuesday, January 3, 2023: Curry Senior Center
 - o Friday, January 6, 2023: Urban Alchemy Oasis Park
 - o Thursday, January 12, 2023: Turk/Hyde Muni Park
 - o Tuesday, January 17, 2023: Golden Gate/Hyde
 - o Wednesday, January 18, 2023: Geary/Hyde
 - o Thursday, January 19, 2023: Geary/Hyde
 - o Friday, January 20, 2023: San Francisco Public Library
 - o Wednesday, January 25, 2023: Curry Senior Center
 - o Thursday, January 26, 2023: Curry Senior Center
 - o Friday, January 27, 2023: Curry Senior Center
 - o Tuesday, January 31, 2023: Urban Alchemy Oasis Park
- During Phase 1, the outreach team engaged with close to 700 residents and collected 514 surveys during pop-up tabling events and other in-person or virtual activities. From that feedback, staff found the following key takeaways:
 - The highest traffic safety categories where survey respondents felt "very unsafe" or "somewhat unsafe" were vehicle speeds (64.78%), drivers following traffic regulations (63%), and biking and scootering (61.9%).
 - o The highest priority goals for the Hyde Street Quick-Build from survey respondents were "ensuring safe pedestrian crossings and improving pedestrian visibility" (60.59%), "improving transit reliability" (47.49%), and "creating a designated mobility lane/bike lane" (46.48%).
 - Mobility lanes are bike lanes, however staff used this more inclusive term throughout outreach and engagement to represent the many ways people use active transportation around the Tenderloin and beyond.

o The most prevalent categories for written in comments were related to drug presence along the corridor (15.47%), sidewalk or street conditions (14.48%), and bike/scooter safety (11.48%).

Phase 2: Design Feedback Period

- Summer 2023: SFMTA staff incorporated the community feedback from Phase 1 into two design proposals. Design 1 included a road diet from Geary to Eddy streets, a transit lane from Eddy to McAllister streets, and various pedestrian safety improvements. Design 2 included all the proposed elements of Design 1, in addition to a protected eastside running mobility lane.
- SFMTA staff and community partners hosted a virtual and in-person feedback period. The virtual open house event was hosted from June 7 to June 23, 2023. This interactive online event provided project background, summarized outreach to date, and presented design proposals for feedback. In collaboration with community partners, in-person popup tabling events and design workshops were held across multiple indoor and outdoor Tenderloin locations and times of day to provide an opportunity to review and discuss project proposals. Outreach activities included staff who could speak Spanish, Chinese, Filipino, Arabic and/or Vietnamese. In-person design workshops included interpreters:
 - o Sunday, June 4, 2023: Sunday Streets Tenderloin Community Block Party
 - o Tuesday, June 6, 2023: Turk/Hyde Mini Park
 - o Wednesday, June 7, 2023: Turk/Hyde Mini Park
 - o Friday, June 9, 2023: Grove/Hyde
 - o Friday, June 9, 2023: Safe Streets for Seniors Tabling Event
 - o Tuesday, June 13, 2023: Take Back the Block Tabling Event
 - o Tuesday, June 13, 2023: Curry Senior Center
 - o Wednesday, June 14, 2023: McAllister/Hyde
 - o Friday, June 16, 2023: Hyde/McAllister
 - o Monday, June 12, 2023: Tenderloin People's Congress Steering Committee
 - o Wednesday, June 21, 2023: La Cocina Municipal Marketplace
 - o Thursday, June 22, 2023: Sala Burton Manor
 - o Thursday, July 13, 2023: Kelly Cullen Community
- During Phase 2, the outreach team engaged with close to 500 residents and collected 433 surveys during our virtual and in-person open house activities (e.g., pop-ups, design workshops, block to block outreach). From that feedback, staff found the following key takeaways specific to the two design proposals shared with the community during this feedback period:
 - For respondents of the survey who provided their relationship to Hyde, 42% of survey respondents live on or near Hyde, followed by 23% who commute along or work on Hyde Street. The remaining 35% of survey respondents indicated that they do not live, work, or travel on Hyde.

- O There was overall community support for the Hyde Street Quick-Build Project, 70% of survey respondents supported or partially supported both design options shared with the community. 10% of respondents supported Design 1 only, 4% supported Design 2 only, and 5% did not support either design, The remaining 10% respondents left this section of the survey blank.
- O Most common concerns shared in the open comment section included concerns with traffic flow by reducing number of lanes, a mobility lane that proposed bike/vehicle mixing zones at all approaches, and the need to remove all eastside parking/loading to repurpose that space for the proposed mobility lane.

Communication methods applied throughout outreach phases:

- **Multilingual surveys** administered online and during tabling events and community meetings to solicit feedback from stakeholders on transportation needs and challenges along Hyde Street.
- **Multilingual mailers** sent to 5,615 addresses along Hyde Street and cross streets to promote summer feedback period and fall project hearing.
- E-mails sent to 4,546 subscribers at key milestones in the project.
- Text updates sent to 15,947 subscribers at key milestones in the project.
- Social Media updates on Facebook, Twitter, and WhatsApp.
- Key project information was shared via **digital platforms** including a project website and ArcGIS Story Map with information including diagrams illustrating proposed changes.
- Multiple **briefings and ongoing communication** with the District 5 and District 3 Supervisors' office.
- The project team translated communication material into Spanish, Chinese, Filipino, Arabic, and Vietnamese, including website content, surveys, posters, mailers, and flyers.

Summary of key concerns from comments raised during stakeholder engagement included:

- Complete removal of all parking and loading on eastside of Hyde (8 blocks)
 - Staff presented a design that removed all curb access on the east side between Geary Street and Market Street to accommodate both a protected mobility lane and meet emergency clearance width.
 - Main concerns shared with staff included concerns with removing curb access for paratransit/taxi on a street and neighborhood that heavily relies on these services and significantly reducing parking for commercial, nearby workforce, and residential needs.

• Bike/Car Mixing Zones at all intersection approaches

O Due to existing bulbouts and existing signals, Design Option 2 shows bikes/scooters mixing with vehicles at all seven approaches. Signal separation would eliminate bikes mixing with cars, but the capital improvements needed for the signals are not feasible under this quick-build project scope.

• Lack of connectivity to access 8th Street's protected bike lane

O The eastside running bikeway creates a challenging connection for bikes/scooters trying to continue onto the 8th Street west side running protected bike lane. Staff considered a westside running mobility lane, however due to several constraints, including emergency clearance width, transit operations, and utility conflicts, a west side running option is not feasible.

• Community based plan approach to improving mobility in the Tenderloin neighborhood.

- While quick-build efforts in the Tenderloin have been supported, some respondents called for a more comprehensive approach to transportation planning in the neighborhood, starting off with better understanding mobility values and needs of residents, workers, and visitors across the neighborhood, not just along one street.
- Planning work to respond to this need has begun under the SFMTA's <u>Active</u>
 <u>Communities Plan</u> process, which includes partnering with community-based
 partners in the Tenderloin to better understand mobility needs of the community.

ALTERNATIVES CONSIDERED

The project team assessed numerous design alternatives as part of the Hyde Street Quick-Build project. Given the direction to focus on implementing near-term safety improvements on Hyde Street under the Quick-Build program, the project team recommends a road diet and transit lane along Hyde Street between Geary and McAllister streets. The following details the alternatives considered and the associated tradeoffs and constraints.

Travel Lane Reconfiguration (one general traffic lane with an adjacent transit lane between Eddy and Market streets): Given the current traffic volumes along Hyde, changing the street configuration to one general travel lane would not be feasible along Hyde. Traffic modeling shows severe congestion based on peak traffic volumes, impacting transit and overall traffic flow.

Travel Lane Reconfiguration (two general traffic lane): Staff considered changing the street configuration to two general travel lanes between Eddy and McAllister streets. However, a road diet without an adjacent transit lane would impact service to the 19 Polk, a Muni equity priority route, as well as three Golden Gate Transit routes.

Parking Protected Mobility Lane: Hyde Street is a street with multi-story buildings, therefore requiring 26' of clear width for emergency response operations. While staff considered this design in the early design phase, staff does not recommend this design due to it not meeting SFFD's minimum clear width requirement.

Eastside Running Protected Mobility Lane: While there is growing interest in seeing a north to south mobility lane in the Tenderloin to support active transportation, it was clear during the

feedback period that removing all parking and loading on the eastside of Hyde (6 blocks) from Geary to McAllister would further exacerbate parking and loading challenges, especially for small businesses and paratransit services.

Westside Running Protected Mobility Lane: Staff considered a westside running mobility lane, however due to several constraints, including emergency clearance width, transit operations, and utility conflicts, the team did not proceed with a west side running option under the quick-build scope of work.

Two-way Mobility Lane: Staff considered an east side running two-way mobility lane; however, this design would require significant signal upgrades that would necessitate further design work and resources that go beyond the scope of this quick-build project. Two-way operations may also negatively impact transit operations by requiring additional signal phase time for turning vehicles to avoid conflicts with contraflow movements.

Shared Transit Lane with Mobility Lane: SFMTA staff considered a transit lane that allows bikes to share the transit lane south of Eddy. However, staff do not recommend this design due to the safety concerns and operational challenges that arise if buses were to share a transit lane with bikes/scooters, specifically on portions of Hyde where there is a higher frequency of bus service.

No-Build Option: A no build option was not considered during the early planning and development process. On average, Hyde Street experiences two collisions a month. One person walking on Hyde Street is hit every 32 days. More than half the time there is a collision on Hyde Street, a pedestrian is involved. Considering the immediate need for traffic safety improvements along Hyde Street in the Tenderloin, staff did not recommend a no build option.

FUNDING IMPACT

Funding for the planning & design and construction phases has come from the San Francisco County Transportation Authority (SFCTA) Proposition K Half-Cent Sales Tax and Proposition D TNC Tax funds to support SFMTA's Vision Zero Quick-Build Program. The total project cost of the Hyde Street Quick Build is \$365,000 and is broken down into the following project phases and sources:

Uses	Proposition K Half-Cent Sales Tax	Proposition D TNC Tax	Total
Phase 1			
Planning, Design	\$0	\$145,000	\$145,000
Phase 2			
Construction	\$138,600	\$81,400	\$220,000
Total Sources	\$138,600	\$226,400	\$365,000

ENVIRONMENTAL REVIEW

The proposed Hyde Street Quick-Build Project is subject to the California Environmental Quality Act (CEQA). CEQA provides a statutory exemption from environmental review for pedestrian and bicycle facilities that improve safety, access or mobility, including new facilities; for the designation and conversion of general purpose lanes to high-occupancy vehicle lanes or bus-only lanes, for use either during peak congestion hours or all day on highways or streets with existing public transit service; and for the associated maintenance, repair, relocation, replacement, or removal of any utility infrastructure pursuant to Public Resources Code Section 21080.25.

The Planning Department determined on September 15, 2023, that the proposed Hyde Quick-Build Project (Case Number 2023-008383ENV) is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25.

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 https://sfplanninggis.org/pim/?tab=Planning+Applications&search=2023-008383ENV and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney has reviewed this item.

RECOMMENDATION

Staff recommends that the SFMTA Board of Directors amends Transportation Code, Division II, Section 601, to designate full-time transit-only areas on Hyde Street between Eddy and McAllister streets; and approves related parking and traffic modifications, as set forth in Items A through U above to improve transit and pedestrian safety as part of the Hyde Street Quick-Build Project between Geary and McAllister streets.

SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY BOARD OF DIRECTORS

RESOLUTION No.	

WHEREAS, The San Francisco Municipal Transportation Agency is committed to achieving the Vision Zero goal of eliminating transportation related fatalities; and

WHEREAS, The San Francisco Municipal Transportation Agency is committed to making San Francisco a Transit First City that prioritizes non-private automobile transportation; and

WHEREAS, Hyde Street between McAllister and Geary streets is on the Vision Zero High Injury Network, which consists of the 12 percent of streets that account for 68 percent of San Francisco's severe and fatal traffic injuries; and

WHEREAS, Hyde Street between McAllister and Eddy streets sees slow bus speeds for the 19 Polk; and

WHEREAS, The 19 Polk connects several neighborhoods, including neighborhoods identified in the SFMTA Service Equity Strategy; and

WHEREAS, The Hyde Street Quick-Build transit-only area would connect the 19 Polk to the Hyde Street Transit Lane Project; and

WHEREAS, Community engagement found support for these transit lanes, with some modifications to support adjacent parking and loading needs; and

WHEREAS, The San Francisco Municipal Transportation Agency has proposed traffic and parking modifications as follows:

- A. ESTABLISH –BUS AND TAXI ONLY LANE Hyde Street, southbound, between Eddy Street and McAllister Street
- B. ESTABLISH TOW-AWAY, NO STOPPING ANYTIME Hyde Street, east side, from O'Farrell Street to 72 feet northerly (removes general metered parking spaces #504 & 506). Hyde Street, west side, between Golden Gate Avenue and McAllister Street (removes all existing parking on the west side of the entire block)
- C. ESTABLISH RIGHT LANE MUST TURN RIGHT Hyde Street, southbound, at Geary Street
- D. RESCIND METERED YELLOW ZONE, COMMERCIAL LOADING, 30 MINUTE LIMIT, 9AM TO 6PM, MONDAY THROUGH FRIDAY – O'Farrell Street, south side, from 8 feet to 32 feet east of Hyde Street
- E. RESCIND METERED YELLOW ZONE, COMMERCIAL LOADING, 30 MINUTE LIMIT, 7AM TO 6PM, MONDAY THROUGH SATURDAY Hyde Street, east side, from 92 feet to 132 feet north of Turk Street

- F. RESCIND GENERAL METERED PARKING, 2-HOUR TIME LIMIT, 7AM TO 6PM, MONDAY THROUGH SATURDAY O'Farrell Street, south side, from 57 feet to 79 feet east of Hyde Street. Golden Gate Avenue, north side, from 10 feet to 30 feet east of Hyde Street
- G. RESCIND GENERAL METERED PARKING, 4-HOUR TIME LIMIT, 9AM TO 6PM, MONDAY THROUGH SATURDAY Hyde Street, east side, from 30 feet to 72 feet north of O'Farrell Street. Hyde Street, east side, from 48 feet to 69 feet north of Ellis Street
- H. RESCIND GENERAL METERED PARKING, 2-HOUR TIME LIMIT, 9AM TO 6PM, MONDAY THROUGH SATURDAY – Hyde Street, east side, from 21 feet to 109 feet north of Eddy Street
- I. RESCIND GENERAL METERED MOTORCYCLE PARKING, 10-HOUR TIME LIMIT, 9AM TO 6PM, MONDAY THROUGH SATURDAY Hyde Street, west side, from 3 feet to 31 feet south of Ellis Street
- J. RESCIND RED ZONE Hyde Street, west side, from 31 feet to 33 feet south of Ellis Street
- K. RESCIND GREEN METERED PARKING, 30-MINUTE TIME LIMIT, 7AM TO 6PM, MONDAY THROUGH SATURDAY Hyde Street, west side, from 71 feet to 131 feet south of Eddy Street. Hyde Street, west side, from 69 feet to 136 feet north of Golden Gate Avenue
- L. RESCIND WHITE PASSENGER LOADING ZONE, 7AM TO 10PM, DAILY Hyde Street, west side, from 25 feet to 69 feet north of Golden Gate Avenue (44-foot zone)
- M. RESCIND GENERAL METERED PARKING, 2-HOUR TIME LIMIT, 7AM TO 6PM, MONDAY THROUGH SATURDAY Hyde Street, MONDAY THROUGH SATURDAY Hyde Street, west side, from 49 feet to 181 feet south of Golden Gate Avenue
- N. RESCIND BLUE ZONE Hyde Street, west side, from 22 feet to 49 feet south of Golden Gate Avenue
- O. ESTABLISH RED ZONE O'Farrell Street, south side, from 8 feet to 32 feet east of Hyde Street (converts yellow commercial loading space #641 into a red zone)
- P. ESTABLISH METERED YELLOW ZONE, COMMERCIAL LOADING, 30 MINUTE LIMIT, 7AM TO 6PM, MONDAY THROUGH SATURDAY O'Farrell Street, south side, from 57 feet to 79 feet east of Hyde Street (converts GMP space #637 into a yellow zone). Hyde Street, east side, from 21 feet to 87 feet north of Eddy Street (converts GMP spaces #304, 306 & 310 into yellow zones). Hyde Street, west side, from 111 feet to 131 feet south of Eddy Street (converts green zone space #217-G into a yellow zone)
- Q. ESTABLISH METERED YELLOW ZONE, COMMERCIAL LOADING, 30 MINUTE LIMIT, 7AM TO 6PM, MONDAY THROUGH FRIDAY Hyde Street, east side, from 48 feet to 69 feet north of Ellis Street (converts GMP space #406 into a yellow zone)
- R. ESTABLISH GREEN METERED PARKING, 15-MINUTE TIME LIMIT, 9AM TO 6PM, MONDAY THROUGH SATURDAY Hyde Street, east side, from 87 feet to 109 feet north of Eddy Street (converts GMP space #312 into a green zone)
- S. ESTABLISH GENERAL METERED PARKING, 2-HOUR TIME LIMIT, 9AM TO

- 6PM, MONDAY THROUGH SATURDAY—Hyde Street, west side, from 3 feet to 33 feet south of Ellis Street (rescinds 2-foot red zone and converts 8 M/C parking spaces into one GMP space #329)
- T. ESTABLISH GENERAL METERED PARKING, 7AM TO 6PM, 2-HOUR TIME LIMIT, MONDAY THROUGH SATURDAY Hyde Street, east side, from 92 feet to 132 feet north of Turk Street (converts yellow zones into two GMP spaces). Hyde Street, west side, from 71 feet to 111 feet south of Eddy Street (converts green zones into two GMP spaces). Hyde Street, west side, from 25 feet to 136 feet north of Golden Gate Avenue (converts white zone and green parking spaces into five GMP spaces)
- U. ESTABLISH BLUE ZONE Golden Gate Avenue, north side, from 10 feet to 30 feet east of Hyde Street (converts GMP space #244 into a blue zone)

WHEREAS, Approval of permanent transit lane on Hyde Street between McAllister and Eddy streets requires an amendment of the Transportation Code Division II; and

WHEREAS, Although the City Traffic Engineer has the authority to approve Item C through U, the SFMTA Board is requested to approve these items as part of the Hyde Street Quick-Build Project; and

WHEREAS, The proposed Hyde Street Quick-Build Project is subject to the California Environmental Quality Act (CEQA). CEQA provides a statutory exemption from environmental review for pedestrian and bicycle facilities that improve safety, access or mobility, including new facilities; for the designation and conversion of general purpose lanes to high-occupancy vehicle lanes or bus-only lanes, for use either during peak congestion hours or all day on highways or streets with existing public transit service; and for the associated maintenance, repair, relocation, replacement, or removal of any utility infrastructure pursuant to Public Resources Code Section 21080.25; and,

WHEREAS, The Planning Department determined on September 15, 2023, that the proposed Hyde Quick-Build Project (Case Number 2023-008383ENV) is statutorily exempt from CEOA pursuant to Public Resources Code Section 21080.25; 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 https://sfplanninggis.org/pim/?tab=Planning+Applications&search=2023-008383ENV and 49 South Van Ness Avenue, Suite 1400 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 community engagement and public hearing process; and, now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors amends Transportation Code Division II, Section 601, to designate a full-time transit area on Hyde Street between McAllister and Eddy streets; and be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the traffic and parking modifications as set forth in Items A and U on Hyde Street between Geary Street and McAllister Street to improve transit and pedestrian safety as part of the Hyde Street Quick-Build Project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of October 17, 2023.

Secretary to the Board of Directors San Francisco Municipal Transportation Agency

RESOLUTION NO.

[Transportation Code – Transit Only Lanes – Hyde Street]

Resolution amending Division II of the Transportation Code to designate full-time transit-only areas on Hyde Street between McAllister Street and Eddy Street.

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NOTE: Additions are <u>single-underline Times New Roman</u>;

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).

* * * *

(41) **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:

Page 1 10/11/2023

Hours of Operation	Street	From	То
All Times	1st St.	Market St.	Howard St.
	3rd St.	Townsend St.	Market St.
	4th St.	Market St.	Folsom St.
	4th St. (Southbound)	Berry St.	Channel St.
	7th St.	Townsend St.	Mission St.
	8th St.	Market St.	Bryant 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.
	California St.	Presidio Ave.	Steiner St.
	Church St.	16th St.	Duboce Ave.
	Clay St.	Sansome St.	Davis St.
	Clay St. (Eastbound)	Van Ness Ave.	Larkin St.
	Folsom St. (Eastbound)	10th St.	Mabini 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. (Eastbound)	15th Ave.	14th Ave.
	Geary Blvd.	14th Ave.	Collins St.
	Geneva Ave. (Outbound)	Delano Ave.	280 Freeway Overpass
	Hyde St.	McAllister St. Eddy St.	Market St.
	Judah St. (Westbound)	19th Ave.	20th Ave.
	Judah St.	20th Ave.	La Playa St.
	Mission St. (Northbound)	Randall St.	Cesar Chavez St.
	Mission St. (Eastbound)	1st St.	Beale St.

Hours of Operation	Street	From	То
	Mission St. (Westbound)	Main St.	1st St.
	Mission St.	1st St.	11th St.
	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.	Leidesdorff St.
	Sacramento St. (Westbound)	Larkin St.	Franklin St.
	Starr King Way	Gough St.	Franklin St.
	Stockton St.	Bush St.	Market St.
	Sutter St.	Gough St.	Kearny St.
	Taraval St. (Eastbound)	46th Ave.	17th Ave.
	Taraval St. (Westbound)	15th Ave.	46th Ave.
	Townsend St. (Eastbound)	Lusk St.	3rd St.
6:00 AM – 10:00 AM, Monday – Friday	Bush St. (Eastbound)	Montgomery St.	Sansome St.
	Bush St. (Eastbound)	Sansome St.	151 Feet Easterly
7:00 AM – 9:00 AM,	Clay St. (Eastbound)	Powell St.	Sansome St.
Monday – Friday	Sacramento St. (Westbound)	Kearny St.	Stockton St.
7:00 AM – 10:00 AM, Monday – Friday	Clay St. (Eastbound)	Larkin St.	Powell St.
7:00 AM – 7:00 PM, Monday – Friday	Sacramento St.	Leidesdorff St.	Kearny St.
3:00 PM – 8:00 PM, Monday – Friday	Bush St. (Eastbound)	Montgomery St.	Sansome St.

Hours of Operation	Street	From	То
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	Bush St. (Eastbound)	Sansome St.	151 feet Easterly
Monday-i fiday	Clay St. (Eastbound)	Larkin St.	Powell St.
	Sacramento St. (Westbound)	Kearny St.	Larkin St.

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

Section 3. Scope of Resolution. In enacting this resolution, 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 resolution as additions or deletions in accordance with the "Note" that appears

under the official title of the resolution.

APPROVED AS TO FORM: David Chiu, City Attorney

By:

Misha Tsukerman 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 October 17, 2023.

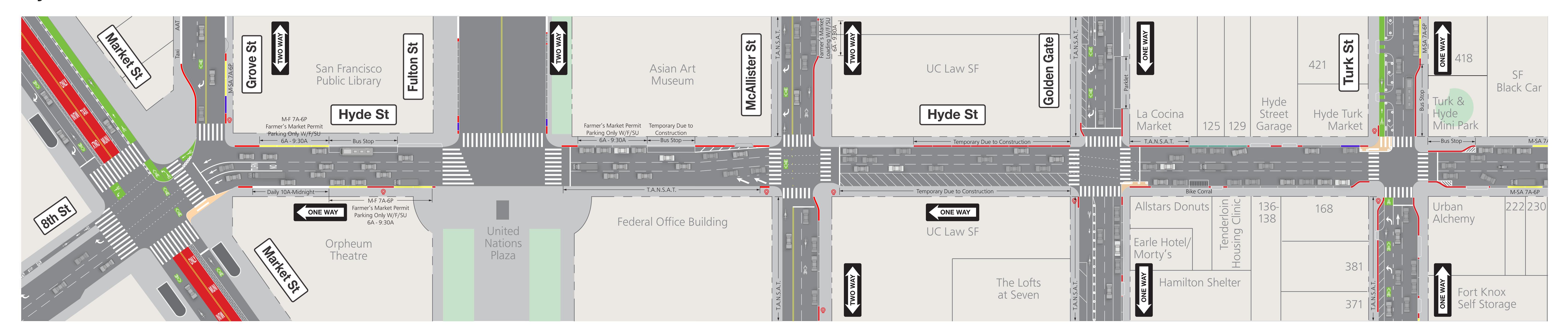
Secretary to the Board of Directors

San Francisco Municipal Transportation Agency

Hyde Street Quick-Build Project - Existing and Proposed Design



Hyde Street – McAllister to Turk Streets - EXISTING



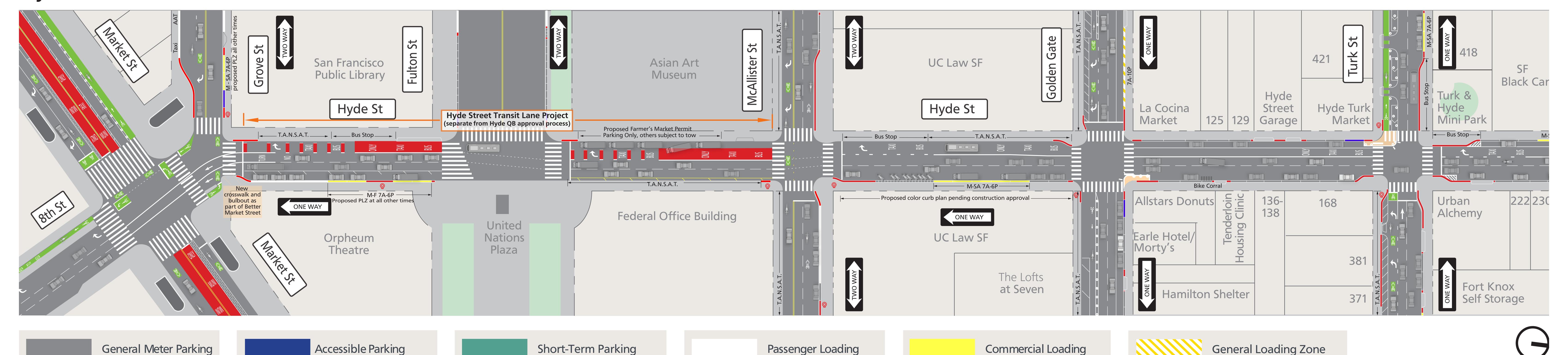
Hyde Street – McAllister to Turk Streets - PROPOSED

Parking for people with disabled

placards only

15-minute short-term parking

Between 9AM-6PM, Monday to Saturday



5-minute passenger loading only

Driver must remain with vehicle

30-minute metered commercial loading

Up to 3-minute active loading without

commercial plates, driver must stay

with vehicle

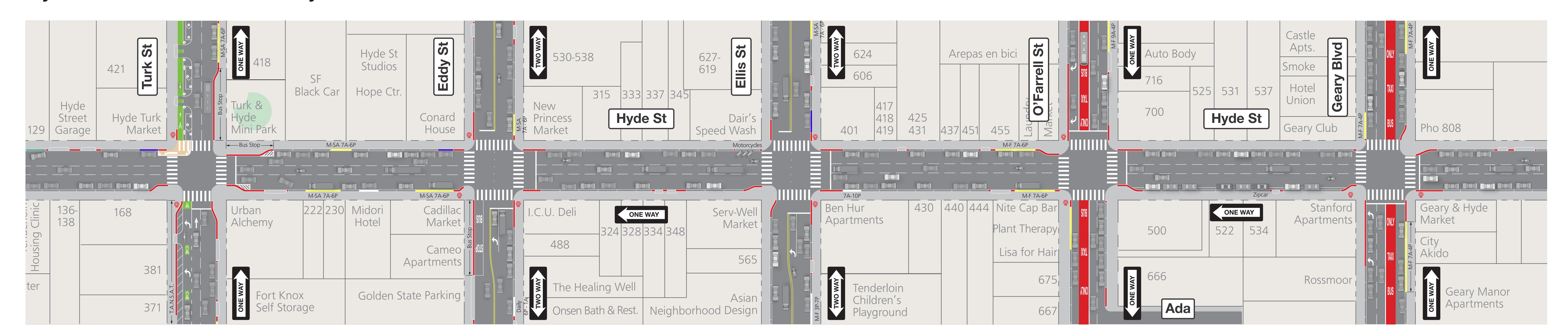
5-minute pickup/drop-offs

Driver can leave vehicle unattended

Hyde Street Quick-Build Project - Existing and Proposed Design



Hyde Street – Turk to Geary Streets - EXISTING



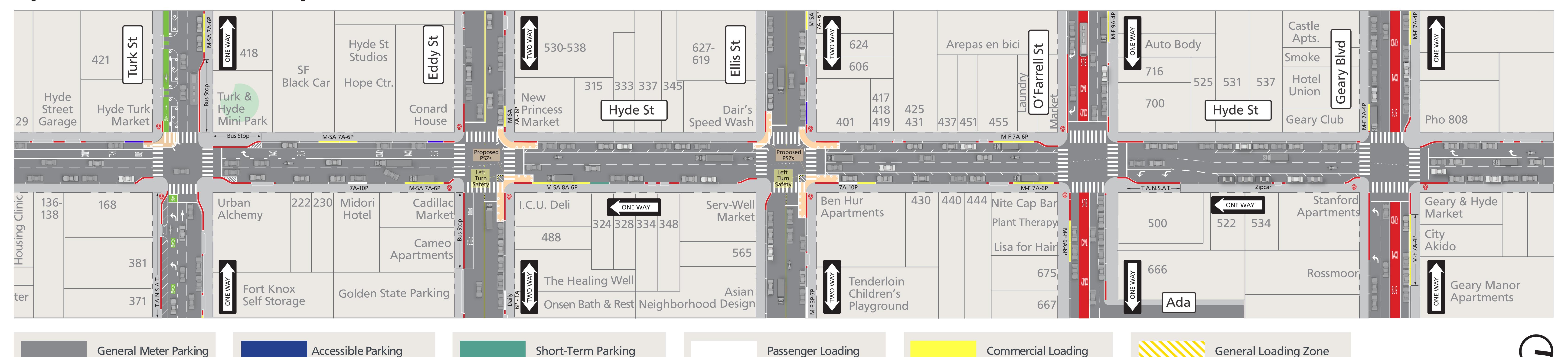
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Driver can leave vehicle unattended