

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Transit

**BRIEF DESCRIPTION:**

Approving a left-turn restriction along 4th Street between Berry and Channel Streets; and amending Transportation Code, Division II, Section 601, to designate full-time transit-only areas on 4th Street between Berry and Channel Streets.

**SUMMARY:**

- This item proposes to make temporary emergency transit-only lanes on 4th Street between Berry and Channel Streets permanent. It would also make permanent the temporary northbound left turn restriction at the intersection of 4th and Berry Streets.
- The proposed improvements were implemented on a temporary basis in January 2021 as part of the Temporary Emergency Transit Lanes (TETL) program.
- Following the 4th Street Bridge TETL implementation, evaluation and outreach was conducted, finding that the transit lanes and turn restriction are improving travel times on the T Third Street light rail line, with minimal traffic impacts to 4th Street or nearby streets; and a majority of transit riders who took our evaluation survey support making the temporary improvements permanent.
- Due to the 4th Street Bridge TETL, trains were 2.5 times more likely to arrive on a green light at the intersection of 4th and Berry Streets. When trains did arrive on a red light, the average wait for a green light was 70% shorter.

**ENCLOSURES:**

1. SFMTAB Resolution
2. Transportation Code, Division II Amendment
3. SFMTAB Resolution No. 14-041 (TEP) <http://www.sfmta.com/sites/default/files/agendaitems/3-28-14%20Item%206%20TEP%20CEQA%20approval%20resolution.pdf>
4. TEP FEIR <https://sfplanning.org/project/muni-forward-transit-effectiveness-project-tep-environmental-review-process#info>
4. TEP Mitigation Monitoring and Reporting Program <https://www.sfmta.com/sites/default/files/agendaitems/3-28-14%20Item%207%20TEP%20Service%20Changes%20-%20MMRP.pdf>

**APPROVALS:**

**DATE**

DIRECTOR \_\_\_\_\_

SECRETARY \_\_\_\_\_

**ASSIGNED SFMTAB CALENDAR DATE:** September 21, 2021

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**PURPOSE**

Approving a left-turn restriction along 4th Street between Berry and Channel Streets; and amending Transportation Code, Division II, Section 601, to designate full-time transit-only areas on 4th Street between Berry and Channel Streets.

**STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES**

The proposed project would 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 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

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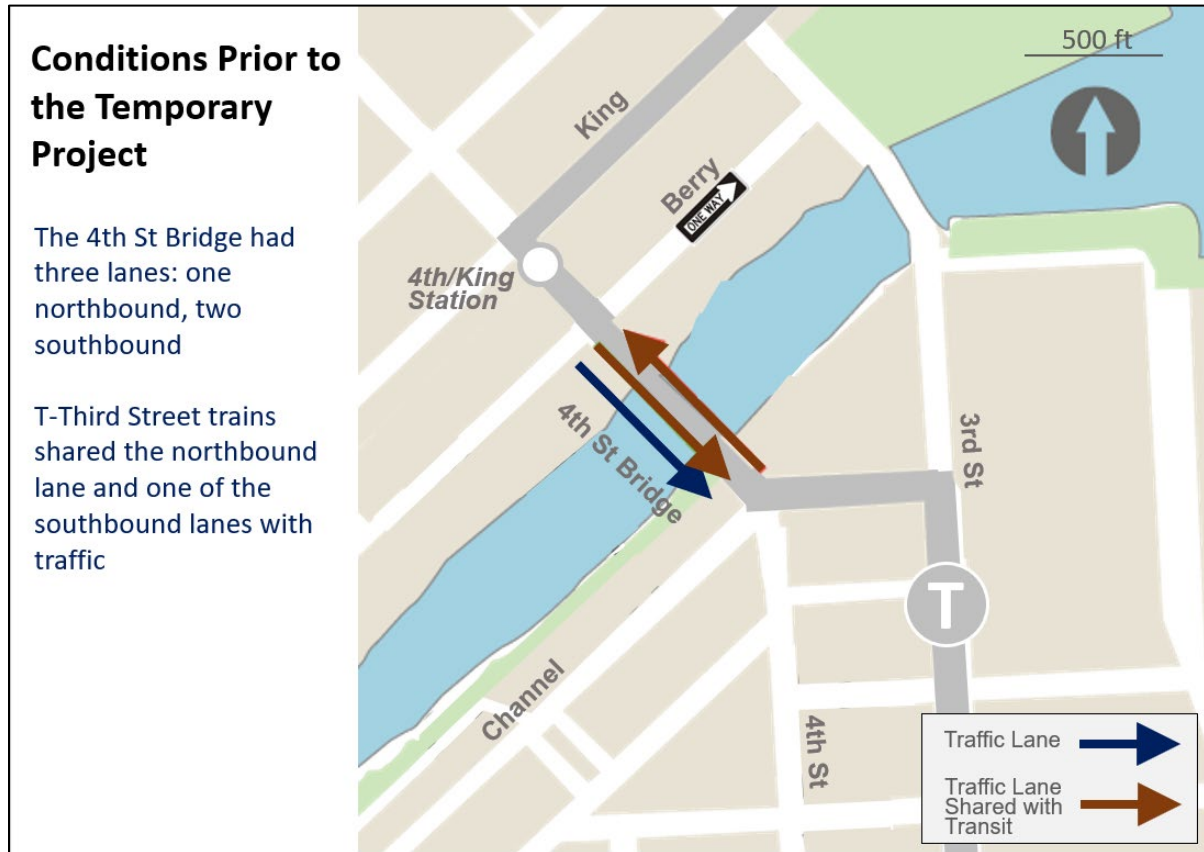
taxis and vanpools) and to improve pedestrian safety.

5. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.
6. New transportation investment should be allocated to meet the demand for public transit generated by new public and private commercial and residential developments.
7. 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**

**Background**

The T Third Street is among the busiest lines on the Muni Metro system. Pre-COVID-19 pandemic, ridership was around 33,000 daily boardings (including the K Ingleside, which is through-routed with the T Third Street) and has recently reached 22,000 daily boardings as of May 2021. The 4th Street Bridge (the segment of 4th Street between Berry and Channel Streets in the Mission Bay neighborhood) was one of the few places along the T Third Street where trains did not have their own right-of-way and were required to share lanes with traffic, causing frequent delays for transit riders. T Third Street riders, particularly those living in the Bayview and Visitacion Valley neighborhoods, frequently voiced a desire for the SFMTA to address delays and unreliable service on the T Third Street, as noted in recent SFMTA planning efforts such as the Bayview Community Based Transportation Plan and Southeast Muni Expansion. The configuration of the 4th Street Bridge roadway prior to January 2021 is shown in Figure 1.



**Figure 1: 4th Street Bridge Lane Configuration Prior to January 2021**

As a part of the SFMTA’s response to the COVID-19 pandemic, the Temporary Emergency Transit Lanes (TETL) Program was created to eliminate traffic congestion for transit vehicles and protect essential trips during the pandemic. The SFMTA Board authorized the TETL Program in June 2020, including approving the installation of temporary emergency transit lanes on select corridors, and authorized the City Traffic Engineer to approve additional temporary emergency transit lanes, subject to certain criteria, following a public hearing. On January 5, 2021, the SFMTA Board approved the following traffic modifications related to the 4th Street Bridge:

1. Following a public hearing to consider public comment, the SFMTA Board directed the City Traffic Engineer to approve temporary transit-only lanes in the northbound and southbound direction on the 4th Street Bridge between Berry and Channel Streets, which the City Traffic Engineer subsequently approved on January 6, 2021;
2. Temporarily prohibiting the use of northbound 4th Street between Berry and Channel Streets by all vehicles other than transit, buses, taxis, bicycles, and emergency vehicles;
3. The temporary designation of 4th Street between Berry and Channel Streets, in the southbound direction, as a one-way street for all vehicles except transit, buses, taxis, bicycles, and emergency vehicles; and
4. The temporary implementation of a series of turn restrictions and required turns

including:

- a. Rescinding the existing left turn restriction after ballpark events, and implementing a left turn restriction at all times for eastbound Channel Street onto northbound 4th Street for all vehicles other than transit, buses, taxis, bicycles, and emergency vehicles;
- b. Rescinding the existing right turn restriction after ballpark events, and implementing a right turn restriction at all times for westbound Channel Street onto northbound 4th Street for all vehicles other than transit, buses, taxis, bicycles, and emergency vehicles;
- c. Rescinding the existing required left or right turn (no through traffic) after ballpark events, and implementing a required left or right turn (no through traffic) at all times on northbound 4th Street at Channel Street for all vehicles other than transit, buses, taxis, bicycles, and emergency vehicles;
- d. Implementing a left turn restriction at all times for northbound 4th Street onto westbound Berry Street for all vehicles.

All of the above traffic modifications, which are illustrated in Figure 2, were approved on a temporary basis and must be removed within 120 days following the expiration or termination of the COVID-19 Local Emergency Proclamation, unless the SFMTA Board takes further action to make the modifications permanent.

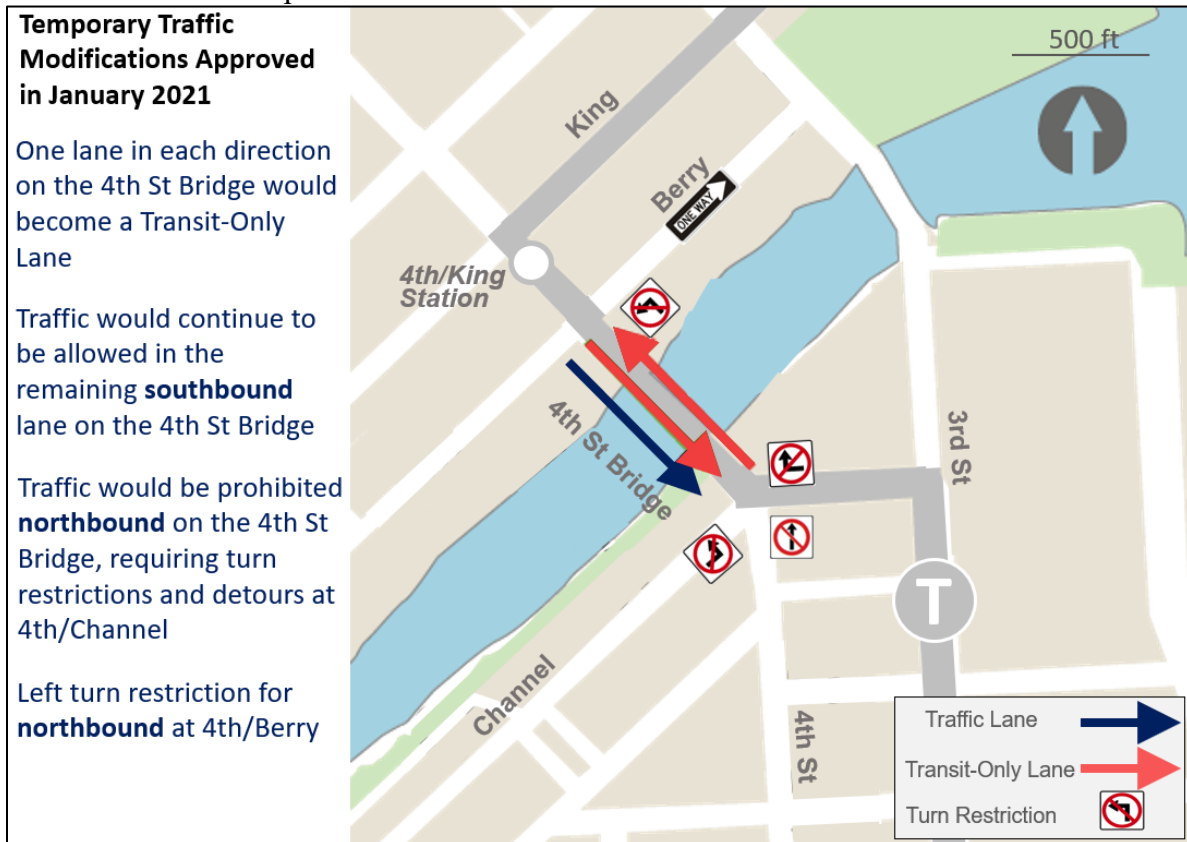


Figure 2: Temporary Traffic Modifications Approved in January 2021

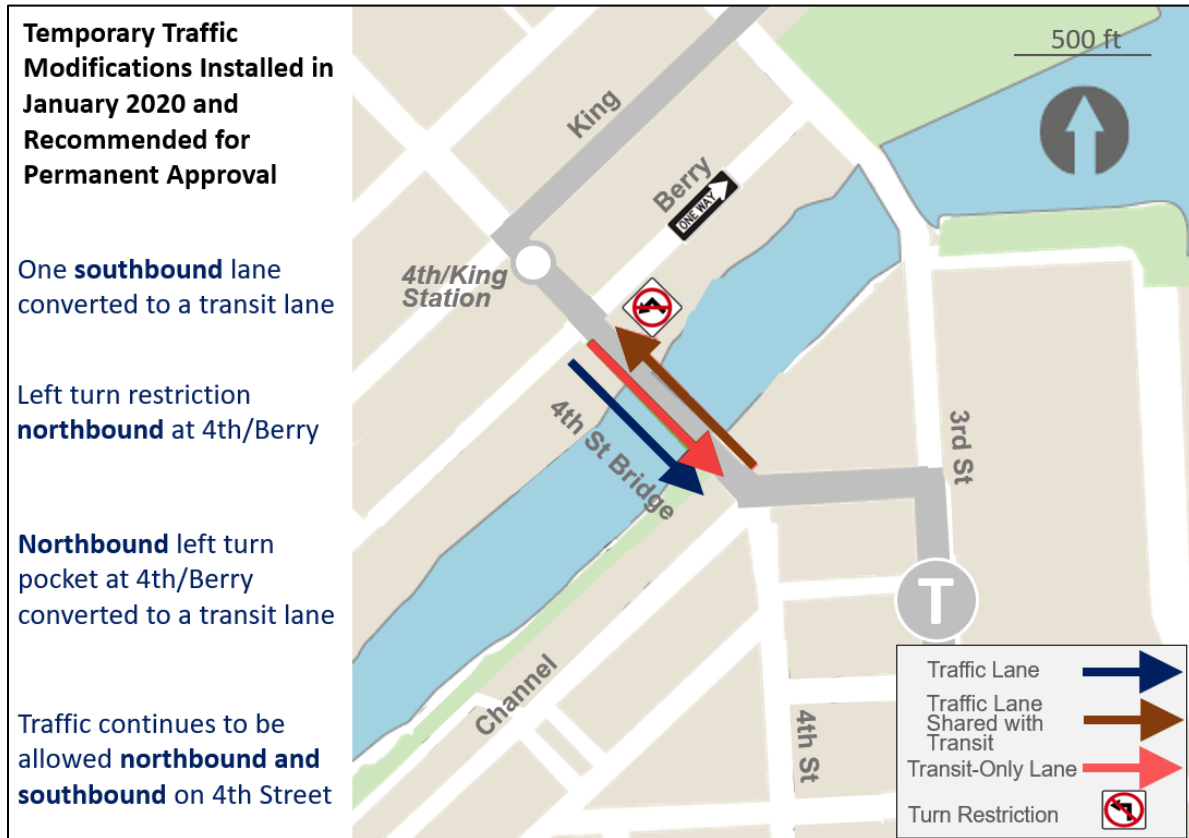
As discussed in the January 5, 2021 calendar item for the 4th Street Bridge TETL project, SFMTA staff developed a two-phased approach for implementation in response to community concerns. The two-phased approach called for installation of an initial set of traffic modifications, followed by a period of evaluation to determine whether the initial phase was sufficient to prevent transit delays. The remaining modifications would only be installed if the evaluation revealed that LRV trains were still delayed by northbound traffic on 4th Street following implementation of the initial phase. Accordingly, staff installed only the following temporary traffic modifications in January 2021 as part of the initial phase, and then evaluated their performance to determine whether installation of the remaining modifications would be necessary:

1. Transit-only lanes on 4th Street
  - a. Southbound from Berry Street to Channel Street;
  - b. Northbound from Berry Street to 148 feet southerly (located in a former left turn pocket);
2. Left turn restriction at all times from northbound 4th Street onto westbound Berry Street for all vehicles.

The initial phase of traffic modifications is depicted in Figure 3. Following implementation, staff evaluated the performance of these traffic modifications from January to July 2021 and found that they successfully delivered the project's envisioned transit benefits, and no further modifications were necessary. As a result, the Phase 2 temporary traffic modifications were never installed. The evaluation methods and results are described further in the "Evaluation" section below.

Based on the results of the evaluation, which show that the temporary project successfully improved transit speed and reliability, staff now propose to make the Phase 1 temporary traffic modifications permanent. In addition to approval of the left-turn restrictions, approval of permanent full-time transit-only areas on 4th Street between Berry and Channel Streets requires an amendment of the Transportation Code.

Staff will continue to monitor the project and make adjustments as needed. The proposed transit lanes and traffic modifications may be removed by the SFMTA Board of Directors at the recommendation of the SFMTA Director of Transportation based on consultation with the San Francisco Fire Chief regarding impacts to emergency vehicle response times as determined through joint data analysis conducted with the San Francisco Fire Department.



**Figure 3: Reduced Set of Temporary Traffic Modifications Installed in January 2021 and Recommended for Permanent Approval**

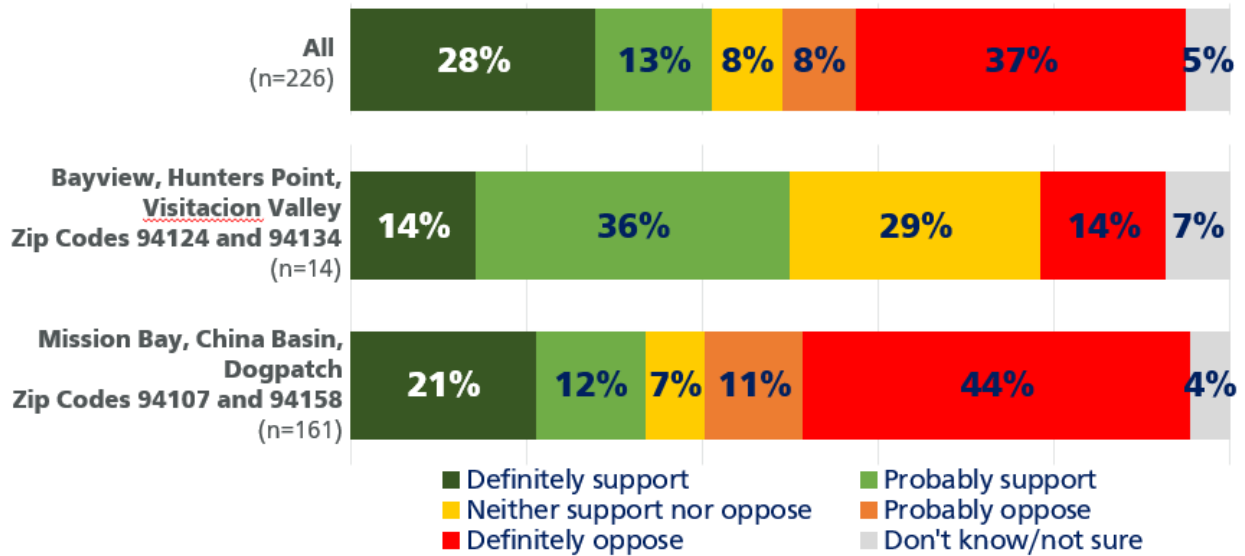
### Evaluation

The SFMTA completed an evaluation of the 4th Street Bridge TETL project to understand key benefits and impacts. The *4th Street Bridge Temporary Emergency Transit Lanes Project Evaluation Report* was published in July 2021 and is available on the project website [www.sfmta.com/4thStBridge](http://www.sfmta.com/4thStBridge). The evaluation focused on comparing data from Fall 2020 for the “Before” condition and from Spring 2021 for the “After” condition. A multi-lingual stakeholder survey was distributed online, and received over 200 responses. Additionally, a survey of T Third Street operators was conducted, and received over 40 responses. Evaluation of the temporary project showed that it was successful in protecting transit from traffic, with minimal impacts to traffic on 4th Street or nearby streets. Some of the key findings from the evaluation are:

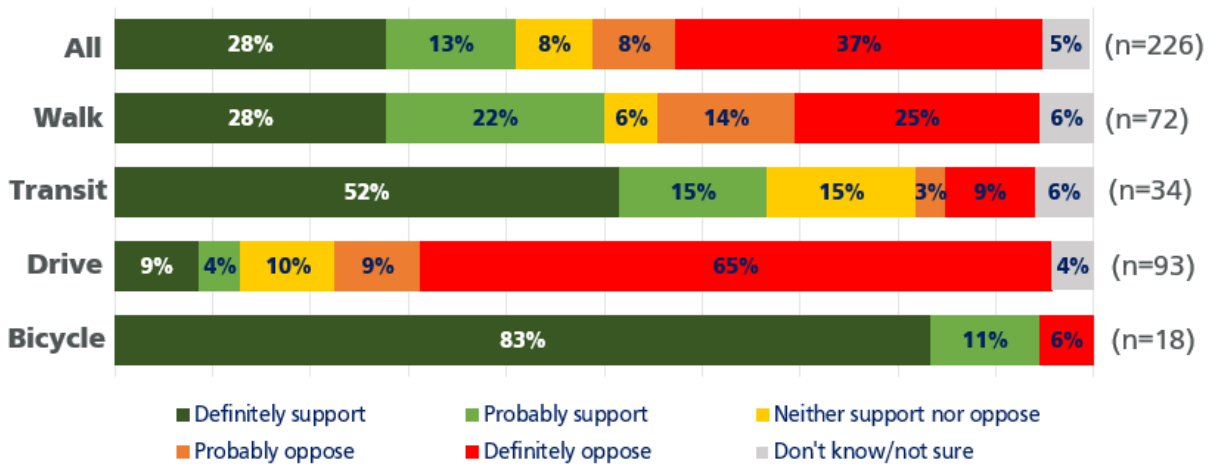
- **T Third Street travel time improved where transit lanes were implemented, despite citywide increases in traffic.** Northbound travel times from Mission Rock to 4th and King decreased by 52 seconds (28%), while southbound travel times decreased by 26 seconds (16%). At the intersection of 4th and Berry Streets, trains were 2.5 times more likely to arrive on a green light. When trains did arrive on a red light, the average wait for a green light was 70% shorter.

- **Project improvements advance equity by benefiting T Third Street customers, 25% of whom have household incomes under \$35,000 and 62% of whom are people of color.**
- **The project did not substantially impact vehicle speeds in the project area. There does not appear to be a significant rate of traffic diversions from 4th Street to nearby streets.** Once the project was installed, all-day speed changes on streets in the project area varied from a 6.5% speed decrease (less than 1 mph, approximately 6 seconds of addition vehicle travel time) on northbound 3rd Street to a 10.1% speed increase on westbound Mission Bay Drive, with a similar range during both peak periods. Speeds on northbound 4<sup>th</sup> Street remained approximately constant, while southbound 4<sup>th</sup> Street showed a modest increase in traffic speeds.
- **Eighty percent of transit operators who were aware of the project reported that it has made their jobs easier.** Many respondents to the operator survey noticed that T Third Street trips have been faster (44%) and there have been fewer conflicts with other vehicles (77%) since the project was installed.
- **Support for the project is highly correlated with zip code and travel mode (Figures 4 and 5).** Overall, 41% of the stakeholder survey respondents support making the project permanent and 45% of respondents are opposed. However, likely due to the online-only survey format necessitated by the COVID-19 pandemic, respondents to the survey did not comprise a representative sample of those affected by the project. For example, the majority of respondents were from the China Basin, Mission Bay, and Dogpatch neighborhoods, while only 8% were from the Bayview, Hunters Point, and Visitacion Valley neighborhoods along the southern portion of the T Third Street line. As shown in Figures 4 and 5, respondents who primarily drive or live in the China Basin, Mission Bay, and Dogpatch neighborhoods are more likely to oppose making the project permanent. Respondents who primarily walk, bike, or ride transit, or live in the Bayview, Hunters Points, and Visitacion Valley neighborhoods are more likely to support making the project permanent. Strong support for making the project permanent was found among respondents who use transit or bicycles to cross the 4th Street Bridge.





**Figure 4: Stakeholder responses to “Temporary emergency transit lanes are a temporary measure to benefit those who rely on Muni. Would you support making them permanent?” Cross-tabbed with “What is your zip code?”**



**Figure 5: Stakeholder responses to “Temporary emergency transit lanes are a temporary measure to benefit those who rely on Muni. Would you support making them permanent?” Cross-tabbed with “Thinking about your trips since late January 2021, how do you most often travel between Mission Bay and SOMA over the 4th Street Bridge”**

**Proposed Traffic Modifications**

The proposed modifications would make the existing temporary transit-only lanes and left turn restriction installed in January 2021 permanent. In addition, the Transportation Code requires an

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amendment to make the temporary transit-only lanes permanent.

- A. ESTABLISH – MUNI ONLY LANE – 4th Street, northbound, from Berry Street to 148 feet southerly
- B. ESTABLISH – TRANSIT AND TAXI ONLY LANE – 4th Street, southbound, from Berry Street to Channel Street
- C. ESTABLISH – NO LEFT TURN – 4th Street, northbound, at Berry Street

## STAKEHOLDER ENGAGEMENT

The community outreach process for this project occurred in two phases: prior to TETL implementation and after.

Both phases took place during the COVID-19 pandemic, when restrictions on in-person interactions limited the ability of SFMTA staff to conduct some forms of traditional in-person outreach. Major components of the project’s outreach strategy included:

- A **Virtual Community Meeting** was held prior to approval of the temporary transit improvements on December 8, 2020. Over 50 stakeholders joined the meeting.
- An additional **Virtual Community Meeting** is scheduled to be held on July 15, 2021 prior to the public hearing to consider making the temporary improvements permanent.
- **Presentations and meetings with individual stakeholder groups** including the Mission Bay Community Advisory Committee, 15 Bayview-Hunters Point Express Community Advisory Committee, Mission Bay Transportation Management Association, and the San Francisco Transit Riders.
- **Direct outreach to residential, commercial, and institutional stakeholders affected by potential driving detours** including UCSF Mission Bay, Chase Center, Oracle Park, 1 Mission Bay, and 185 Berry.
- **Multilingual Posters** were posted throughout the corridor, including at T Third Street stops, prior to the Virtual Community Meeting, as well as to announce the evaluation results and provide notice of the proposed action at the SFMTA Board to make these improvements permanent.
- **Multilingual Mailers and E-mails** were sent at key milestones in the project, including one in Fall 2020 to advertise the proposed TETL project and Virtual Community Meeting, as well as one in July 2021 to publicize the evaluation results and recommendation to make the lanes permanent. Mailers were sent to approximately 5,200 project neighbors, and e-mails were sent to over 5,000 recipients.
- **Email/text updates** were sent to subscribers of relevant subscription topics at key milestones throughout the project.
- A **Pre-Evaluation Survey** was administered online and during stakeholder meetings to solicit feedback from stakeholders on metrics the SFMTA should include when evaluating the project.
- An **Evaluation Survey** was a key outreach tool to collect feedback following implementation. The survey was available online during May and June 2021. The survey

was promoted via posters at bus stops, advertisements on Facebook, Instagram and Spotify, the SFMTA website, and emails/texts to the 4th Street Bridge TETL and T Third Street notification lists (~5,000 subscribers). Surveys were available in English, Spanish, and Chinese. Over 200 responses were received.

- An **Operator Survey** was conducted to seek feedback from Muni operators who regularly operate trains on the T Third Street line, with over 40 operators providing responses.
- Key project information was shared via **digital platforms** including a project website with information including diagrams illustrating proposed changes, and blog posts on the SFMTA website.
- Multiple **briefings and ongoing communication with the District 6 and District 10 Supervisors’ offices.**

Some key themes from comments provided during the initial virtual community meeting and in the stakeholder evaluation survey included:

- **Improvements in transit performance:** comments supporting faster travel times and better reliability on the T Third Street line, including the need for further improvements along the line and desire to prioritize transit performance over the convenience of driving.
- **Increases in difficulty of driving:** comments regarding detours necessitated by the project’s left turn restriction at 4th and Berry Streets, as well as the potential for delays and congestion along the detour routes. Comments included concerns about traffic congestion during special events at Oracle Park and Chase Center, and potential congestion due to nearby development projects. Comments also included requests to delay making the project permanent so that traffic conditions under full economic recovery conditions could be evaluated.

A summary of concerns raised during the community engagement process and the project modifications made by the SFMTA to address those concerns is included in Table 1.

Concerns	How SFMTA Staff Addressed Concerns
Detours for vehicles attempting to access the 100 block of Berry Street, including UCSF medical facilities located at 185 Berry Street	Project staff were able to modify the project to retain the southbound left turn at 4th and Berry Streets without substantially compromising transit travel time savings.  Staff also adopted a phased project implementation approach that initially retained northbound traffic access across the 4th Street Bridge to allow for monitoring of transit performance. If northbound trains had become delayed by traffic congestion more than 5% of the time, the full northbound transit lane and one-way southbound conversion of the 4th Street Bridge would have been implemented. On-site and camera observations revealed that trains were delayed by traffic congestion less than 1%

	<p>of the time, even after California’s June 15th, 2021 reopening, so the full northbound transit lane and one-way southbound conversion were not implemented.</p>
<p>Detours for vehicles wishing to turn left from northbound 4th Street on to westbound Berry Street</p>	<p>Retaining the northbound left turn would expose trains to traffic delays because the T Third Street tracks are located in the northbound left turn lane, and the complex signal phasing required to allow northbound left turns would sacrifice the project’s transit travel time savings. Staff made other modifications, listed below, which may lessen the inconvenience of northbound traffic detours.</p> <p>Staff also explored the possibility of converting the one-way eastbound segment of Berry Street between 4th and 3rd Streets to a two-way street or a one-way westbound street to allow more detour options for vehicles traveling to Berry Street west of 4th Street. Staff found that two-way conversion was not feasible due to the narrow roadway width. Also, one-way westbound conversion would not help facilitate detours because roadway geometry restrictions imposed by the 3rd Street Bridge would make northbound left turns from 3rd Street onto Berry Street infeasible.</p>
<p>Traffic congestion and queues due to detours and reduction of general traffic lanes</p>	<p>Staff monitored traffic throughout the project using INRIX data, traffic cameras, and on-site observations. Analysis showed that the project did not cause average traffic speeds in the area to drop substantially.</p> <p>Staff will also continue to monitor traffic conditions and make further adjustments as needed to manage congestion and traffic queues.</p>
<p>Detours for vehicles exiting the One Mission Bay garage on 3rd Street wishing to travel toward 4th and King Streets.</p>	<p>The SFMTA shops restriped a portion of 3rd Street in front of the garage exit in May 2021 to allow exiting vehicles to turn left, a turning movement that had previously been restricted.</p>
<p>Signal delays for vehicles detouring to Berry Street via Mission Bay Drive, especially when railroad crossing gates at Mission Bay Drive are activated by approaching Caltrain trains.</p>	<p>Staff have initiated consultation with the California Public Utilities Commission, which has jurisdiction over railroad crossings, to adjust signal operations to facilitate westbound right turns from Mission Bay Drive onto Berry Street.</p>
<p>Traffic congestion due to events at Oracle Park</p>	<p>The 4th Street Bridge is already closed to general traffic in the northbound direction after ballpark events, which is a more restrictive traffic condition than the proposed project. Therefore, the project is unlikely to substantially affect</p>

	traffic due to events at Oracle Park.
Traffic congestion due to events at Chase Center	Parking Control Officers are normally stationed at 4th and Berry following Chase Center events, and can override the project’s northbound left turn restriction when needed to facilitate traffic movement. Therefore, the project is unlikely to substantially affect traffic due to events at Chase Center.
Requests to delay permanent approval of the project until after full economic recovery has occurred, so that traffic impacts can be evaluated further	While traffic patterns may continue to change as San Francisco recovers from the COVID-19 pandemic, the project is unlikely to substantially affect congestion, as discussed in the Evaluation section above. As traffic volumes increase, the project will ensure that 4th Street is designed to move the most people by protecting high-capacity T Third Street trains from congestion in accordance with the City’s Transit First policy.

**Table 1: Summary of Community Stakeholder Concerns**

**ALTERNATIVES CONSIDERED**

The alternative is to not pursue making the left-turn restriction and temporary transit lanes permanent. If these improvements are not made permanent, they will be removed within 120 days after City’s COVID-19 Local Emergency Proclamation is lifted, which will likely result in increased transit travel time and unreliability.

**FUNDING IMPACT**

All implementation work has been completed, so there is no additional funding impact. The total cost of implementation was less than \$50,000 and funded by Transit Reliability Spot Improvement funds, which is a local funding source.

**ENVIRONMENTAL REVIEW**

The Transit Effectiveness Project Final Environmental Impact Report (TEP FEIR) was certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014. Subsequently, on March 28, 2014 in Resolution No. 14-041, the SFMTA Board of Directors approved all of the TEP proposals including Service-Related Capital Improvements and Travel Time Reduction Proposals (TTRP) to improve transit performance along various Municipal Railway routes. As part of Resolution No. 14-041, the SFMTA Board of Directors adopted findings under the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings) and a Mitigation Monitoring and Reporting Program (MMRP).

On July 13, 2021, the San Francisco Planning Department determined that the project was within the scope of the TEP FEIR. No new significant effects were identified, there was no substantial

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increase in significant effects already identified, and no new mitigation were required for the project.

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://sfplanning.org/> 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's Office has reviewed this calendar item. No additional approvals are required.

**RECOMMENDATION**

Staff recommends approving a left-turn restriction along 4th Street between Berry and Channel Streets; and amending Transportation Code, Division II, Section 601, to designate full-time transit-only areas on 4th Street between Berry and Channel Streets.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

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

WHEREAS, The T Third Street is among the busiest rail lines on the Muni Metro system; and

WHEREAS, Prior to the Temporary Emergency Transit Lanes Program, the 4th Street Bridge was one of the few places along the T Third Street line where trains did not have their own right-of-way and were required to share lanes with traffic, which caused frequent delays for transit riders; and

WHEREAS, On January 5, 2021 the SFMTA Board of Directors approved temporary traffic modifications, and on January 6, 2021 the City Traffic Engineer approved temporary transit-only lanes, which collectively comprise the 4th Street Bridge Temporary Emergency Transit Lanes project; and

WHEREAS, Evaluation of the temporary changes has found that they were successful in achieving their goals, including protecting transit from traffic, with minimal impacts to traffic on 4th Street or nearby streets; and

WHEREAS, The proposed transit lanes and traffic modifications may be removed by the SFMTA Board of Directors at the recommendation of the SFMTA Director of Transportation based on consultation with the San Francisco Fire Chief regarding impacts to emergency vehicle response times as determined through joint data analysis conducted with the San Francisco Fire Department; and

WHEREAS, Community engagement found support for making the changes permanent among people who cross the 4th Street Bridge using transit; and

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

- A. ESTABLISH – MUNI ONLY LANE – 4th Street, northbound, from Berry Street to 148 feet southerly
- B. ESTABLISH – TRANSIT AND TAXI ONLY LANE – 4th Street, southbound, from Berry Street to Channel Street
- C. ESTABLISH – NO LEFT TURN – 4th Street, northbound, at Berry Street; and

WHEREAS, Approval of permanent full-time transit-only areas on 4th Street between Berry and Channel Streets requires an amendment of the Transportation Code; and

WHEREAS, The Transit Effectiveness Project Final Environmental Impact Report (TEP FEIR) was certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014; subsequently, on March 28, 2014 in Resolution No. 14-041, the SFMTA Board of Directors approved all of the TEP proposals including Service-Related Capital Improvements

and Travel Time Reduction Proposals (TTRP) to improve transit performance along various Municipal Railway routes; as part of Resolution No. 14-041, the SFMTA Board of Directors adopted findings under the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings) and a Mitigation Monitoring and Reporting Program (MMRP); the projects listed above were cleared at a program or project level; any modifications to the programs or projects as described in the FEIR would require further CEQA review; and

WHEREAS, On July 13, 2021, the San Francisco Planning Department Environmental Planning Division determined that the project was within the scope of the TEP FEIR; no new significant effects were identified, there was no substantial increase in significant effects already identified, and no new mitigations were required for the project; 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 49 South Van Ness Avenue 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, now, therefore, be it

RESOLVED, That the SFMTA Board of Directors adopts the Transit Effectiveness Project Final Environmental Impact Report CEQA findings as its own, and to the extent the above actions are associated with any mitigation measures, the SFMTA Board of Directors adopts those measures as conditions of this approval; a copy of the Planning Commission Resolution, the CEQA findings, and the CEQA determination are on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at <https://sfplanning.org/> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference; and be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the traffic modifications as set forth in Items A through C above which may be removed by the SFMTA Board at the recommendation of the Director of Transportation based on consultation with the San Francisco Fire Chief regarding impacts to emergency vehicle response times as determined through joint data analysis conducted with the San Francisco Fire Department; and be it further



RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors amends Transportation Code Division II, Section 601, to designate full-time transit-only areas on 4th Street between Berry and Channel Streets which may be removed by the SFMTA Board at the recommendation of the Director of Transportation based on consultation with the San Francisco Fire Chief regarding impacts to emergency vehicle response times as determined through joint data analysis conducted with the San Francisco Fire Department.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of September 21, 2021.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

RESOLUTION NO.

[Transportation Code – Transit Only Lanes – 4th Street]

**Resolution amending Division II of the Transportation Code to designate full-time transit-only areas on 4th Street, northbound, between Berry Street and 148 feet southerly, and 4th Street, southbound, between Berry Street and Channel Street.**

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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 amending 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).

\* \* \* \*

(35) 4th Street, northbound, from Berry Street to 148 feet southerly. Except as to Municipal Railway vehicles and authorized emergency vehicles, no vehicle may operate within the Transit-only Areas on 4th Street, northbound, from Berry Street to 148 feet southerly.

~~(3536)~~ **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:

<b>Hours of Operation</b>	<b>Street</b>	<b>From</b>	<b>To</b>
All Times	1st St.	Market St.	Howard St.
	3rd St.	Townsend St.	Market St.
	4th St.	Market St.	Folsom St.
	<u>4th St. (Southbound)</u>	<u>Berry St.</u>	<u>Channel St.</u>
	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. (Eastbound)	15th Ave.	14th Ave.
	Geary Blvd. (Eastbound)	26th Ave.	24th Ave.
	Geary Blvd. (Eastbound)	33rd Ave.	32nd Ave.
	Geary Blvd.	14th Ave.	Collins St.
	Geary Blvd.	32nd Ave.	28th Ave.
	Geneva Ave. (Outbound)	Delano Ave.	280 Freeway Overpass
	Judah St.	20th Ave.	La Playa St.
	Mission St. (Northbound)	Randall St.	Cesar Chavez St.
	Mission St. (Eastbound)	1st St.	Beale St.
	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.	

<b>Hours of Operation</b>	<b>Street</b>	<b>From</b>	<b>To</b>
	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.	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, Monday – Friday	Clay St. (Eastbound)	Powell St.	Sansome St.
	Sacramento St. (Westbound)	Kearny St.	Grant Ave.
	Sacramento St.	Front St.	Kearny St.
7:00 AM – 7:00 PM, Monday – Friday	Bush St. (Eastbound)	Montgomery St.	Sansome St.
3:00 PM – 8:00 PM, Monday – Friday	Sacramento St. (Westbound)	Kearny St.	Larkin 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	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.

