

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 190416-045

WHEREAS, The 27 Bryant experiences the most delay and slowest travel times on the route north of Market Street; and,

WHEREAS, The 27 Bryant travels along streets that have a history of collisions involving people walking with over 75 percent of streets on the 27 Bryant route north of Market Street on the Vision Zero High-Injury Network; and,

WHEREAS, Improvements on the 27 Bryant route would advance the City's Transit-First Policy by improving transit travel time and reliability and support the Vision Zero goal of eliminating traffic-related deaths by 2024; and,

WHEREAS, In support of the Muni Service Equity Strategy, the 27 Bryant project applied a neighborhood-based approach to tailor strategies for effective outreach to stakeholders; and,

WHEREAS, Transit reliability can be improved by simplifying the current route, adding transit bulbs at bus stops, increasing stop spacing, extending bus zones; and,

WHEREAS, Pedestrian safety can be improved by adding sidewalk extensions and red zones at intersection corners as well as upgrading signals to give pedestrians a head start; and,

WHEREAS, To address these safety and travel time issues, the San Francisco Municipal Transportation Agency proposes various parking and traffic modifications as follows:

- A. ESTABLISH – BUS ZONE – Jackson Street, north side, from Hyde Street to 80 feet westerly; Washington Street, south side, from Larkin Street to 112 feet westerly; Jones Street, west side, from O'Farrell Street to 90 feet southerly; Leavenworth Street, east side, from 75 feet to 100 feet south of California; Leavenworth Street, east side, from 74 feet to 100 feet south of Sacramento Street; Hyde Street, west side, from 77 feet to 100 feet north of Clay Street; Hyde Street, west side, from 78 feet to 93 feet north of California Street; Jones Street, west side, from 76 feet to 98 feet north of Sutter Street; Jones Street, west side, from 74 feet to 96 feet north of Post Street; Jones Street, west side, from 68 feet to 102 feet north of Geary Street; Eddy Street, south side, from 80 feet to 110 feet east of Jones Street
- B. RESCIND – BUS ZONE – Ellis Street, north side, from Mason Street to 89 feet easterly; Ellis Street, north side, from Jones Street to 77 feet westerly; Mason Street, west side, from Ellis Street to 70 feet southerly
- C. RESCIND – MUNI FLAG STOP – Jackson Street, north side, east of Larkin Street; Washington Street, south side, east of Van Ness Avenue; Washington Street, south side, west of Hyde Street; Hyde Street, west side, south of Sacramento Street; Bush Street,

- south side, west of Jones Street; Mason Street, west side, south of O'Farrell Street
- D. ESTABLISH –TOW-AWAY NO STOPPING ANYTIME – Ellis Street, north side, from Leavenworth Street to 54 feet; Leavenworth Street, east side, from O'Farrell Street to 78 feet southerly; Leavenworth Street, east side, from Geary Street to 79 feet southerly; Leavenworth Street, east side, from Post Street to 68 feet southerly; Leavenworth Street, east side, from Sutter Street to 68 feet southerly; Leavenworth Street, east side, from Bush Street to 68 feet southerly; Leavenworth Street, east side, from Pine Street to 68 feet southerly; Bush Street, south side, from Leavenworth Street to 63 feet easterly
 - E. ESTABLISH –NO STOPPING ANYTIME – Leavenworth Street, west side, from Pine Street to 35 feet southerly; Leavenworth Street, west side, from Pine Street to 25 feet northerly; Pine Street, north side, from Leavenworth Street to 25 feet westerly
 - F. ESTABLISH – YELLOW METERED LOADING ZONE (SIX-WHEEL), 7AM TO 6PM, MONDAY THROUGH FRIDAY – Ellis Street, north side, from 60 feet to 89 feet east of Mason Street
 - G. ESTABLISH – YELLOW METERED LOADING ZONE, 7AM TO 6PM, MONDAY THROUGH FRIDAY – Ellis Street, north side, from 10 feet to 33 feet west of Jones Street; Ellis Street, north side, from 54 feet to 96 feet east of Leavenworth Street; Sutter Street, north side from 75 feet to 115 feet west of Jones Street; Mason Street, west side, from 10 feet to 30 feet south of Ellis Street
 - H. ESTABLISH – YELLOW METERED LOADING ZONE, 7AM TO 6PM, MONDAY THROUGH SATURDAY – Eddy Street, south side, from 168 feet to 190 feet east of Jones Street
 - I. ESTABLISH – YELLOW METERED LOADING ZONE, 8AM TO 6PM, MONDAY THROUGH SATURDAY – Jones Street, west side, from 7 feet to 28 feet south of Bush Street; Hyde Street, east side, from 3 feet to 59 feet south of California Street
 - J. ESTABLISH – GREEN METERED PARKING, 30 MINUTE TIME LIMIT, 9AM to 6PM, MONDAY THROUGH SATURDAY – Jones Street, west side, from 30 feet to 52 feet north of Ellis Street
 - K. ESTABLISH – YELLOW LOADING ZONE, 30 MINUTE TIME LIMIT, 8AM to 6PM, MONDAY THROUGH SATURDAY – Leavenworth Street, east side, from 55 feet to 80 feet south of Washington Street
 - L. ESTABLISH – GENERAL METERED PARKING – Sutter Street, north side, from 115 feet to 135 feet west of Jones Street
 - M. ESTABLISH – METERED MOTORCYCLE PARKING – Sutter Street, north side, from 135 to 154 feet west of Jones Street
 - N. ESTABLISH – RED ZONE – Ellis Street, north side, from Mason Street to 22 feet easterly; Leavenworth Street, west side, from Clay Street to 20 feet northerly; Clay Street, north side, from Leavenworth Street to 20 feet; Hyde Street, east side, from Jackson Street to 20 feet southerly; Larkin Street, east side, from Washington Street to 20 feet southerly; and,

WHEREAS, The proposed 27 Bryant Transit Reliability Project is subject to the California Environmental Quality Act (CEQA); CEQA provides a categorical exemption from environmental review for existing facilities as defined in Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, On March 8, 2019, the Planning Department determined (Case Number 2019-001882ENV) that the proposed project is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301; and,

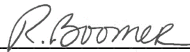
WHEREAS, The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31; and,

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 modifications and has been given the opportunity to comment on those modifications through the public hearing process; now, therefore, be it,

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves various parking and traffic modifications, as set forth in Items A through N above, along the 27 Bryant route from Cyril Magnin (5th Street) at Market to Jackson Street at Van Ness as part of the 27 Bryant Transit Reliability Project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of April 16, 2019.



Secretary to the Board of Directors
San Francisco Municipal Transportation Agency