

THIS PRINT COVERS CALENDAR ITEM NO. : 12

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving a parking protected bikeway and parking and traffic modifications on 7th Street between Market Street and Cleveland Street to improve safety for all modes of transportation, enhance comfort for people walking and biking along the corridor, and improve transit performance and safety for the 19 Polk. Approving a reroute of the inbound 19 Polk around the Civic Center/UN Plaza area; and amending Transportation Code, Division II, Section 601 to designate a transit-only lane on 7th Street between Mission Street and Market Street (inbound) at all times.

SUMMARY:

- This project supports Mayor Lee’s Directive on Pedestrian and Bicycle Safety.
- This project will implement a road diet on 7th Street, establish red visibility zones and establish transit boarding islands for the 19 Polk line.
- The project will establish a transit-only lane on 7th Street and reroute the inbound 19 Polk Muni line from Market Street to McAllister Street.
- This project will upgrade the existing bike lane to a parking protected bikeway
- The 19 Polk reroute requires removal and relocation of several stops
- The proposal removes 19 general parking spaces in the project area.
- The SFMTA conducted public outreach that helped shape parking management along the 7th Street Safety project
- The Planning Department has determined that the proposed 7th Street Safety Project is categorically exempt. The proposed action is the Approval Action as defined by the S.F. Administrative Code for that portion of this item.
- The rerouting of the 19 Polk was analyzed in the Transit Effectiveness Project (TEP) Final Environmental Impact Report, and the proposed action is not the Approval Action as defined by the S.F. Administrative Code for that portion of this item.

ENCLOSURES:

1. SFMTAB Resolution
2. 7th Street Plans and Cross-Section Graphics and Community Outreach Material
3. Transportation Code - 7th Street Transit Only Lane

APPROVALS:

DATE

DIRECTOR  11/8/16

SECRETARY  11/8/16

ASSIGNED SFMTAB CALENDAR DATE: November 15, 2016

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PURPOSE

Approving a parking protected bikeway and parking and traffic modifications on 7th Street between Market Street and Cleveland Street to improve safety for all modes of transportation, enhance comfort for people walking and biking along the corridor, and improve transit performance and safety for the 19 Polk. Approving a reroute of the inbound 19 Polk around the Civic Center/UN Plaza area; and amending Transportation Code, Division II, Section 601 to designate a transit-only lane on 7th Street between Mission Street and Market Street (inbound) at all times.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the following SFMTA Strategic Plan Goal and Objectives:

Goal 1: Create a safer transportation experience for everyone

Objective 1.3: Improve the safety of the transportation system

Goal 2: Make transit, walking, bicycling, taxi, ridesharing and carsharing the preferred means of travel

Objective 2.2: Improve transit performance

Objective 2.3: Increase use of all non-private auto modes

Transit First 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.
6. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.
9. 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.
10. The City and County shall encourage innovative solutions to meet public transportation needs wherever possible and where the provision of such service will not adversely affect the

service provided by the Municipal Railway.

DESCRIPTION

Mayor Lee’s Executive Directive on Pedestrian Bicycle Safety, issued on August 4, 2016, calls on the SFMTA to make our streets safer and accelerate the city’s Vision Zero goals immediately. The order specifically asks the SFMTA to deliver near-term safety improvements on 7th Street by May 2017.

Seventh Street is a northbound, four-lane, one-way street in the city’s South of Market neighborhood. The street has a one-way northbound bicycle lane that carries approximately 366 people bicycling in the evening two-hour peak period per day. The inbound 19 Polk carries approximately 3,700 passengers inbound per day and with a frequency of 15 minutes. Approximately 1,400 vehicles travel along the corridor in the PM peak hour.

In the past five years, there have been a total of 97 collisions along 7th Street between Market Street and Brannan Street. 19 collisions involved bicycles and 30 collisions involved pedestrians, including one collisions that resulted in a pedestrian fatality. More recently there was a bicycle collision that resulted in a fatality at the intersection of 7th and Howard. In addition, there have been 22 reported inbound 19 Polk collisions within the project limits in the past five years. There is a distinct collision pattern involving 19 Polk buses with 12 reported collisions in the past five years along the block of 7th Street between Market Street and Mission Street where buses merge from the furthest right hand lane to the furthest left hand lane in order to make a left turn onto Market Street.

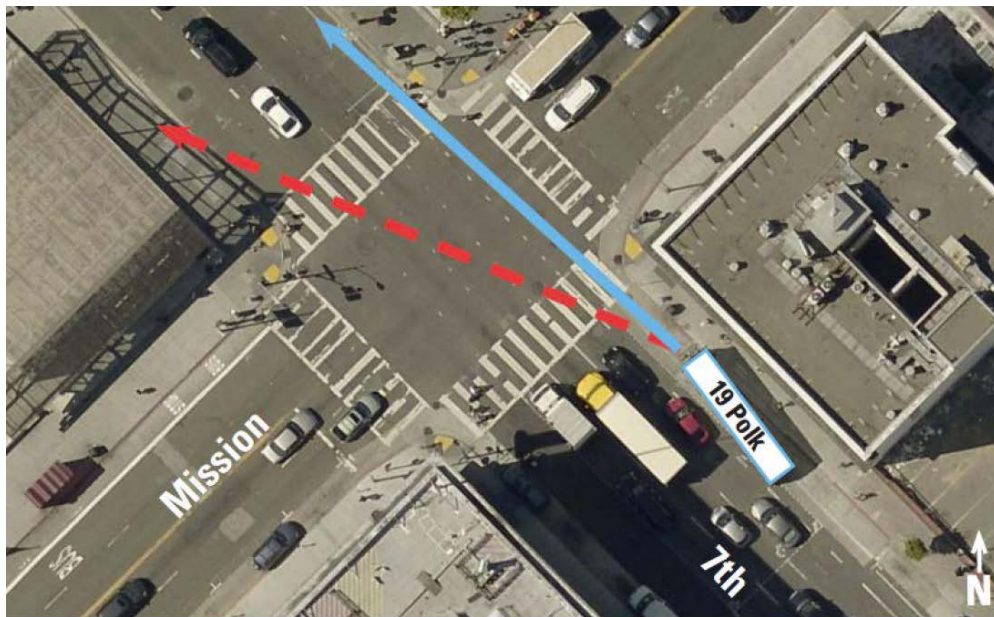


Figure 1: Aerial rendering of Muni 19 Polk at 7th Street and Mission Street. The red dotted line represents the four-lane transition the 19 Polk takes to position itself to turn left at 7th Street and Market Street. The blue line represents the proposed route of the 19 Polk.

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To improve safety and comfort through the project area for all road users, particularly for those walking and bicycling, the SFMTA is proposing parking and traffic modifications along 7th Street between Market Street and Cleveland Street. Specifically, the project is proposing to establish red zones to improve visibility at intersections (known as daylighting) and a protected bikeway on 7th Street by upgrading the existing bike lane to a parking protected bikeway.

In combination with the safety improvements, the project will also improve travel time, reliability, and safety of the 19 Polk. The SFMTA is proposing rerouting and adjusting inbound 19 Polk transit stop locations around the Civic Center and UN Plaza area, installing a transit-only lane on 7th Street between Market Street and Mission Street, and installing transit boarding islands to reduce conflicts between bicycles and buses and to reduce transit travel times by eliminating the need for buses to exit and re-enter the flow of traffic to access curbside transit stops.

Project Elements

This project is an early implementation of safety needs along the corridor in advance of a planned streetscape project along the 7th Street and 8th Street corridors as described in the SFMTA Capital Improvement Program. The proposed changes will primarily be made with paint and traffic striping to quickly implement a parking protected bikeway roadway configuration. The future streetscape project will include a build out of the parking protected bikeway configuration with a concrete buffered bike lane, concrete boarding islands, potential alley traffic signals, sidewalk bulbs, new striping, and possibly a limited amount of paving.

Project elements, such as the protected bikeway, are informed by the Eastern Neighborhood Transportation Implementation Planning Study. The Eastern Neighborhoods Transportation Implementation Planning Study looked at the communities of the Mission District, South of Market, Central Waterfront, Showplace Square, and Potrero Hill and evaluated transportation design improvements that balanced pedestrian conditions, the public realm, transit performance, bicycle conditions, vehicle circulation parking and loading, and deliverability and cost-effectiveness. Proposed transit changes are informed by Muni Forward/Transit Effectiveness Project (TEP).

Proposed improvements along 7th Street can generally be described in three categories based on the following:

1. Bike - Parking and traffic modifications along 7th Street between Market and Cleveland Street to establish parking protected bikeways and two-stage left turn areas.
2. Pedestrian - Parking and traffic modifications along 7th Street between Market and Cleveland Street and along adjoining streets and alleys to establish no parking areas that improve visibility of people at intersections.
3. Transit - Parking and traffic modifications along 7th Street at Market Street, Mission Street, Howard Street and Folsom Street to establish transit boarding islands; establish a transit-only lane on 7th Street between Market and Mission Street; rescind 19 Polk bus

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stops at Market Street and Hyde Street, Larkin Street and Grove Street, and Larkin Street and McAllister Street to reroute the 19 Polk; establish 19 Polk bus stop at Charles J. Brenham Place and Market Street and McAllister and Hyde Street to reroute the 19 Polk.

Bicycle Safety Improvements

On 7th Street there is an existing bike lane (Class II Bikeway) that will be upgraded to a separated bikeway (Class IV Bikeway). A Class IV bikeway is a bikeway for exclusive use of bicycles and includes separating the bikeway from through vehicle traffic. A parking protected bikeway is a type of separated bikeway that includes a parking lane and painted buffer between the vehicle travel lanes and the bikeway so that people on bikes are protected from moving traffic.

The SFMTA proposes installing a parking protected bikeway on northbound 7th Street from Cleveland Street to Market Street to accommodate safer and more comfortable bicycle travel along the corridor. A parking protected bikeway is proposed in order to improve safety, discourage double-parking, and prevent driving in the bikeway.

Separated bikeways are authorized under California State law (Assembly Bill No. 1193 effective January 1, 2015). Section 891 of the Streets and Highways Code provides that agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted may utilize minimum safety design criteria other than those established by Section 890.6 if all of the following conditions are met:

1. The alternative criteria are reviewed and approved by a qualified engineer with consideration for the unique characteristics and features of the proposed bikeway and surrounding environs;
2. The alternative criteria, or the description of the project with reference to the alternative criteria, are adopted by resolution at a public meeting, after having provided proper notice of the public meeting and opportunity for public comment; and
3. The alternative criteria adhere to guidelines established by a national association of public agency transportation officials.

The proposed parking protected bikeway meets these three conditions. The alternative criteria for the parking protected bikeway design have been reviewed and approved by a qualified engineer prior to installation. The alternative criteria for the project are to discourage motor vehicles from encroaching or double parking in the bicycle lane, provide a more inviting and greater sense of comfort for bicyclists, and to provide a greater perception of safety for bicyclists. These alternative criteria will be adopted by SFMTA Board of Directors as part of this calendar item. Lastly, the project's alternative criteria adhere to guidelines set by the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, Federal Highway Administration Separated Bike Lane Planning and Design Guide, and California Department of Transportation Design Bulletin Information Number 89 Class IV Bikeway Guidance. The NACTO guidelines state that parking protected bikeways require the following features:

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- A separated bikeway, like a bike lane, is a type of preferential lane as defined by the Manual on Uniform Traffic Control Devices (MUTCD).
- Bicycle lane word, symbol, and/or arrow markings shall be placed at the beginning of a cycle track and at periodic intervals along the facility based on engineering judgment.
- If pavement markings are used to separate motor vehicle parking lanes from the preferential bicycle lane, solid white lane line markings shall be used. Diagonal crosshatch markings may be placed in the neutral area for special emphasis. Raised medians or other barriers can also provide physical separation to the cycle track.

The separated bikeway for 7th Street will conform to these NACTO design guidelines.

The separated bikeway will also conform to best practices and design standards, including design guidelines developed jointly by the SFMTA, Mayor's Office of Disability, and Department of Public Works to ensure accessibility for all street users. The painted buffer alongside the parking lanes that separates the vehicle travel lane from the bikeway will be clearly marked with cross-hatching and 60-inches in width, the recommended buffer width. It was also reviewed by the San Francisco Fire Department (see discussion in Stakeholder Engagement Section).

Two-stage left turn bicycle boxes will be installed to assist bicyclists making a left turn onto westbound McAllister Street from northbound Charles J. Brenham Place, a left turn onto westbound Howard Street from northbound 7th Street, and a left turn onto northbound 7th Street from eastbound Folsom Street.

Two-stage left turn bicycle boxes are waiting areas painted in the intersection to help cyclists perform a left turn in two movements from the right side lane. They are intended to make an intersection more inviting for people riding bicycles, make bicycle turning movements more predictable, reduce bicycle encroachment into the crosswalk, and signal to drivers that the turn box is a permitted location for bicyclists to wait. As part of the design, No Right Turn on Red turn restrictions are proposed to prevent conflicts with crossing vehicle traffic.

Pedestrian Safety Improvements

This project proposes a "road diet" to remove a lane of traffic on northbound 7th Street (four lanes to three lanes). While necessary to accommodate the proposed parking protected bikeway, the road diet is also a pedestrian safety improvement that has been empirically shown to reduce crashes according to the Federal Highway Administration.

At all street and alley intersection crossings, red zones will be established to improve visibility at crosswalks. These no parking areas will be marked with a red paint on the curb and could be enhanced with painted safety zones and additional delineation to prevent vehicles from parking in these areas and help slow vehicle turning movements.

Transit Safety and Performance Improvements

The inbound 19 Polk has bus stop zones at Folsom Street (curbside), Howard Street (curbside), Mission Street (curbside) and Market Street (left-side transit boarding island). As part of the proposal for a parking protected bikeway, curbside transit stops will be upgraded to transit boarding islands. This improves transit operations by eliminating the need for buses to exit and re-enter the flow of traffic to access curbside transit stops, reduces bicycle and bus conflicts, and provides additional space for people waiting, allowing for more room on the sidewalk to be used for pedestrian traffic. Where feasible, transit stops will be moved to the far side on the intersection to improve operations.

The project also proposes rerouting the inbound 19 Polk. Currently, the 19 Polk stops at Mission Street (on the far right), then merges across four lanes of vehicle traffic between Mission and Market streets, in order to stop at a left-side transit boarding island at Market Street. Then the bus turns left onto Market Street and right onto Larkin Street. The block segment between Mission Street and Market Street is congested and the 19 Polk has difficulty making the lane transition. There have been 12 reported collisions with Muni vehicles along this block segment in the last five years. The transit stop at 7th Street and Market Street is heavily used with 147 average daily on and 582 average daily offs, but has a relatively small transit boarding island that has difficulty accommodating passenger demand.

The proposed change would route the 19 Polk through the Market Street intersection, left onto westbound McAllister Street, and then rejoin the existing route with a right turn onto Larkin Street (northbound). This reroute eliminates the four-lane transition between Mission and Market streets. The proposed reroute also avoids difficult turning maneuvers onto and off of Market Street, is approximately 1,000 feet shorter than the existing route and requires buses to pass through one fewer signalized intersection. Between Mission Street and Market Street a transit-only lane will be established to improve travel time and reliability through this congested block of 7th Street. The proposed reroute is expected to reduce transit travel time by approximately one minute during peak periods.

Proposed 19 Polk Re-route



Revised: 10/24/2016
 Figure 2: Image of proposed Muni 19 Polk reroute from Market Street onto McAllister Street

The proposed reroute requires removal of the 19 Polk stops at Market and Hyde (Orpheum Theatre stop), at Larkin Street and Grove Street (San Francisco Public Library (SFPL) Main Branch stop) and at Larkin Street and McAllister Street (Asian Art Museum stop) to the existing bus stops at Charles J. Brenham Place and Market Street (UN Plaza stop) and McAllister Street and Hyde Street (UC Hastings stop). Boardings and alightings at these stops are as follows:

- Market Street and Hyde Street – Average weekday boarding: 259; Average weekday alighting: 90
- Larkin Street and Grove Street – Average weekday boarding: 269; Average weekday alighting: 44
- Larkin Street and McAllister Street – Average weekday boarding: 90; Average weekday alighting: 36

As a result of the proposed stop modifications, the nearest inbound 19 Polk stop to the SFPL Main Branch would be located on the northwest corner of McAllister Street at Hyde Street (UC Hastings stop), requiring customers to walk approximately 660 feet to access the library. Approximately 850 average weekday customers use the 19 Polk to travel through the existing stop at 7th and Market streets and the existing stop at Larkin and McAllister streets to get to other destinations further along the line.

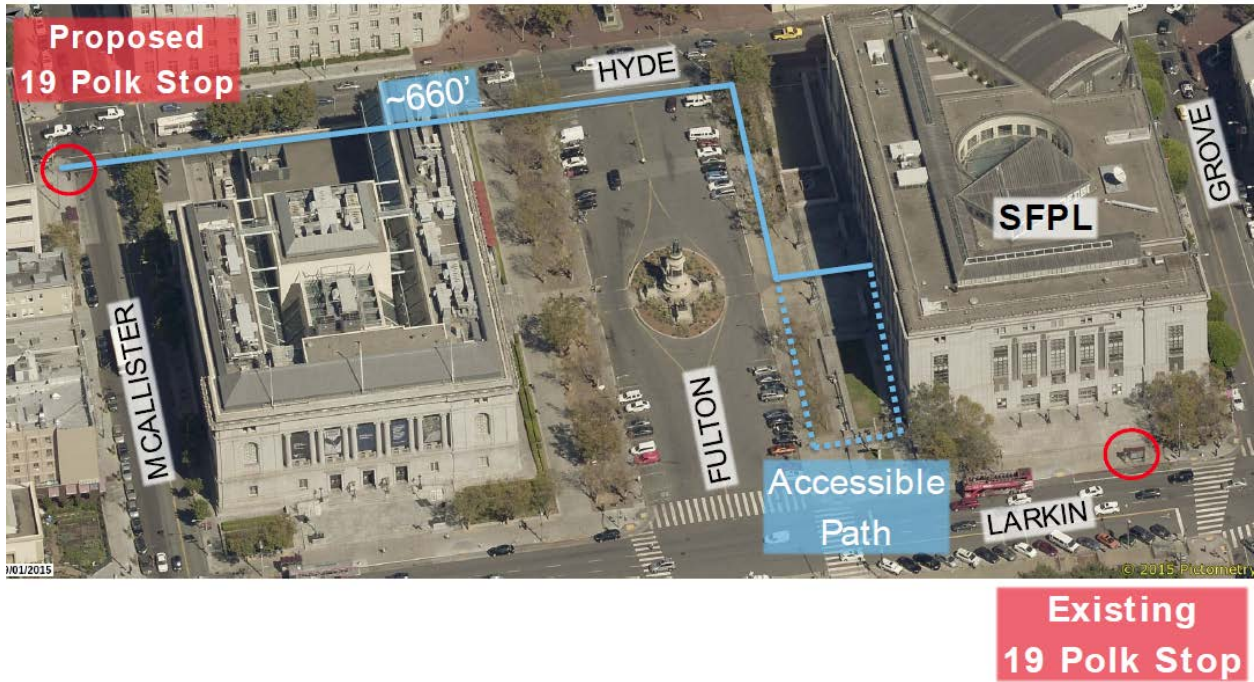


Figure 3: Aerial rendering showing the shortest path of travel from the 19 Polk bus stop at McAllister Street and Hyde Street to the San Francisco Public Library.

A one-block transit-only lane is proposed on 7th Street between Mission Street and Market Street at all times which requires an amendment to the Transportation Code.

The proposed 19 Polk reroute and stop consolidation do not constitute a major service change as defined under the SFMTA’s Major Service Change Policy. As a result, a Title VI equity analysis is not required. Further, the proposed changes do not constitute a “significant change” in the route for the 19 Polk so no published notice is required pursuant to Charter Section 16.112.

Other Project Elements

The project will upgrade existing crosswalks to high visibility continental crosswalk markings and install advance limit lines at signalized intersection approaches to discourage vehicle from encroaching into the crosswalk.

The project also upgrades the eight-inch traffic signals along the 7th Street corridor to 12-inch traffic signals for improved signal visibility.

Proposed Project Parking and Traffic Modifications

The specific parking and traffic modification are as follows:

- A. ESTABLISH – CLASS IV BIKEWAY - 7th Street, northbound, east side, from

Cleveland Street to Market Street (Class IV Parking Protected Bikeway)

- B. ESTABLISH – TRANSIT-ONLY LANE AT ALL TIMES - 7th Street, east side from Market Street to Mission Street
- C. RESCIND – TRANSIT BOARDING ISLAND - 7th Street, west side, from Market Street to 50 feet southerly (7th/Market near side boarding island, bus stop and commuter shuttle bus stop will be relocated far side where there is an existing bus stop)
- D. RESCIND – BUS ZONE - 7th Street, east side, from Mission Street to 99 feet southerly (Existing bus zone moved to far side transit boarding island); 7th Street, east side, from Howard Street to 110 feet southerly (Existing near side bus zone replaced by near side transit boarding island); 7th Street, east side, from Folsom Street to 91 feet northerly (Existing far side bus zone replaced by far side transit boarding island); Larkin Street, east side from Grove Street to 75 feet northerly (stop in front of SF Public Library relocated to stop at Hyde and McAllister at part of Muni 19 Polk reroute); Larkin Street, east side from McAllister Street to 68 feet southerly (stop in front of Asian Art Museum relocated to stop at Hyde and McAllister at part of Muni 19 Polk reroute)
- E. RESCIND – LEFT LANE MUST TURN LEFT - 7th Street, northbound, at Market Street
- F. RESCIND – YELLOW METER LOADING ZONE - 7th Street, east side, from 110 feet to 118 feet south of Howard Street; 7th Street, east side, from 81 feet to 103 feet north of Folsom Street
- G. RESCIND – WHITE ZONE, AT ALL TIMES - 7th Street, east side, from 182 feet to 226 feet south of Howard
- H. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME - 7th Street, east side, from Market Street to Stevenson Street; 7th Street, east side, from Mission Street to Minna Street; 7th Street, east side, from Folsom Street to Cleveland Street
- I. ESTABLISH – TOW-AWAY NO STOPPING, 6 PM TO 7 AM, EVERYDAY - 7th Street, west side, from Market Street to Stevenson Street
- J. ESTABLISH – RIGHT LANE MUST TURN RIGHT - 7th Street, northbound, at Market Street; 7th Street, northbound, at Stevenson Street; 7th Street, northbound, at Mission Street; 7th Street, northbound, at Folsom Street
- K. ESTABLISH – TRANSIT BOARDING ISLAND, TOW-AWAY NO STOPPING ANYTIME -7th Street, east side, from Mission Street to 50 feet northerly (7th/Mission far side boarding island); 7th Street, east side, from Howard Street to 45 feet southerly (7th/Howard near side boarding island); 7th Street, east side, from Folsom Street to 91 feet northerly (7th/Folsom far side boarding island)

- L. ESTABLISH – ABILITY OF PERMITTED COMMUTER SHUTTLE BUS TO USE MUNI BUS ZONE - Charles J. Brenham Place, east side, from Market to McAllister Street
- M. ESTABLISH – TOW -WAY NO PARKING ANYTIME - 7th Street, west side, from Market Street to 35 feet southerly; 7th Street, west side, from Stevenson Street to 3 feet northerly; Stevenson Street, north side, from 7th Street to 10 feet westerly; 7th Street, east side, from Minna Street to 73 feet southerly; 7th Street, east side from 89 feet to 104 feet south of Minna; Minna Street, north side, from 7th Street to 10 feet westerly; Minna Street, north side, from 7th Street to 10 feet easterly; Natoma Street, south side, from 7th Street to 10 feet easterly; Natoma Street, south side, from 7th Street to 12 feet westerly; 7th Street, east side, from Natoma Street to 30 feet southerly; 7th Street, west side, from Natoma Street to 22 feet southerly; 7th Street, east side, from Howard Street to 18 feet northerly; 7th Street, east side, from 33 feet to 37 feet north of Howard Street; Howard Street, north side, from 7th Street to 45 feet easterly; Howard Street, south side, from 7th Street to 33 feet easterly; 7th Street, west side, from Howard Street to 44 feet southerly; Folsom Street, north side, from 7th Street to 40 feet easterly; 7th Street, east side, from 80 feet to 100 feet south of Howard Street; 7th Street, east side, from 182 feet to 198 feet south of Howard Street; 7th Street, east side, from 280 feet to 286 feet south of Howard Street; 7th Street, east side, from 305 feet to 323 feet south of Howard Street
- N. ESTABLISH – YELLOW METER LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY - 7th Street, west side, from 35 feet to 161 feet south of Market Street; 7th Street, east side, from 131 feet to 151 north of Folsom Street; 7th Street, east side, from 38 feet to 58 feet north of Howard Street
- O. ESTABLISH – BLUE ZONE - Stevenson Street, north side, from 10 feet to 30 feet west of 7th Street; Minna Street, north side, from 10 feet to 31 feet west of west of 7th Street; Minna Street, north side, from 25 feet to 35 east of 7th Street; Howard Street, north side, from 7 feet to 25 feet west of 7th Street
- P. ESTABLISH – WHITE ZONE, AT ALL TIMES - 7th Street, east side, from 73 feet to 89 feet south of Minna Street; 7th Street, east side, from 18 feet to 33 feet north of Natoma Street; 7th Street, east side, from 238 feet to 280 feet south of Howard Street
- Q. ESTABLISH – NO RIGHT TURN ON RED - Howard Street, westbound, at 7th Street (for bicycle two-stage turn box); 7th Street, northbound, at Folsom Street (for bicycle two-stage turn box)

STAKEHOLDER ENGAGEMENT

Door-to-Door Outreach

In late August and early September, SFMTA staff performed door-to-door outreach to businesses along 7th Street. They were able to make contact with at least 39 commercial businesses to inform them of the proposed changes to the street. Businesses were generally supportive of the bikeway improvements. Staff asked what loading changes the project could make to help with their businesses operations and adjusted the design to meet those loading needs within the context of the proposed changes. One business was concerned about the road diet and how it might affect congestion along the corridor. A road diet along 7th Street is needed to provide the space to create the parking protected bikeway.

Bus Stop Outreach

In late August and early September, SFMTA staff conducted on-the-ground outreach at key bus stops in the project area. SFMTA staff were stationed at stops proposed to be consolidated to inform 19 Polk riders about the project, including the 19 Polk reroute and associated bus stop changes. Some riders were supportive of the changes to help improve performance of the 19 Polk. Other riders and those waiting at the bus stops were unsupportive of the changes due to the increased walking distance from the proposed to stop at McAllister and Hyde to the library.

Stakeholder Meetings

Staff conducted targeted stakeholder meetings with community and advocacy groups including, but not limited to, the Central City SRO Collaborative, San Francisco Bicycle Coalition, Walk SF, the Multimodal Accessibility Advisory Committee, the San Francisco Public Library Main Branch, Lighthouse for the Blind and Supervisor Kim's Office. Staff held an information session at the SFPL Main Branch on October 27, 2016 to discuss the proposed transit changes with library users. Approximately ten members of the public attended and opposed the relocation of 19 Polk stops further from the library.

In addition to the concern for the added distance library users would have to walk to get from the bus stop at McAllister and Hyde Street to library entrance, they were concerned about the safety of the pedestrian crossings to get to the library. A query for pedestrian collisions at the intersection of McAllister and Hyde and at Fulton and Hyde found that there were no collisions for pedestrians crossing the western crossings for either intersection. There have also been pedestrian improvements along the proposed path to the library. In June 2015, UC Hastings implemented pedestrian improvements at the intersection of McAllister and Hyde by installing bulbouts to improve visibility of people in the crosswalk, slow turning vehicles, and reduce crossing distance. In August 2016 the crosswalks at Fulton Street and Hyde Street were upgraded to high visibility continental crosswalks.

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Informational Open House

An open house was held on September 22, 2016 at the Bayanihan Community Center at 6th Street and Mission Street to discuss the proposed project. Community meeting postcards were sent to all addresses within a one block radius of the project area. Approximately 50 members of the community attended with a mix of representation from the local neighborhood and those who travel through the neighborhood. There was overall support for bikeway improvements seen broadly as an improvement over existing conditions. There was a desire for more concrete elements to be installed. Staff explain that hardscape elements like bulbouts and concrete islands and traffic signal modifications could be explored as part of the streetscape project along 7th Street and 8th Street. Some members of the community objected to the reroute of the 19 Polk that necessitates removing stops around the public library.

Public Hearing

A public hearing was held on October 14, 2016, to solicit additional feedback from the community. At least 100 members of the community wrote in support of establishing protected bikeways on 7th Street and 8th Street.

Two members of the community wrote in support of the transit reroute and one member of the community wrote in opposition to the transit reroute and relocation of the SFPL Main Branch stops at Market Street and Hyde Street and at Larkin Street and Grove Street to McAllister Street and Larkin Street.

Two members of the community wrote in about their concern for an increase in congestion as a result of the road diet.

Four members of the public commented about the hardship imposed by the proposed reroute of the 19 Polk from Market Street to McAllister Street and associated bus stop changes near the SFPL Main Branch.

San Francisco Fire Department

The San Francisco Fire Department objected to the proposed parking protected bikeway based on following design issues:

1. Insufficient access to two hydrants located at 121 7th Street and 227 7th Street
2. Increased distance from buildings due to the parking lane relocated 12 feet from the curb which affects:
 - a. Location of center of the aerial fire turn ladder turntable relative to building faces.
 - b. Distance from fire engine pumpers to standpipes.
 - c. Distance that attack and ready lines need to traverse to access buildings.

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SFMTA staff modified the proposed design to address the Fire Department's concerns and believe the following existing conditions along the street and design elements of the project mitigate the Fire Department's concerns. SFMTA staff modified the proposed design as indicated below to address the Fire Department's concerns:

1. Fire Hydrant Access
 - a. 121 7th Street: At this location, there are two fire hydrants within 50 feet of each other. The low-pressure hydrant at the corner of 7th Street and Natoma Street will have a typical no parking zone that provides continual access to the hydrant. For the high-pressure hydrant 50 feet to the north, the project proposes a 15 foot no parking zone with a 24-hour passenger loading zone on each side of the no parking zone. The passenger loading zone requires drivers to not leave their vehicle unattended so, in the case of an emergency, drivers can move their vehicles out of the way of the hydrant. Staff had considered a longer no parking zone but concluded such action would invite illegal parking. By marking it a passenger loading zone, the curb is better managed in a way that keeps drivers at their vehicles.
 - b. 227 7th Street: A no-parking zone adjacent to the fire hydrant is proposed to provide the Fire Department continual access.

2. Increased distance from buildings due to relocation of the parking lane 12 feet away from the curb line
 - a. There are numerous red zones along fire hydrants, at driveways, at alleys, and at turn pockets approaching intersections provide curb access for fire apparatus.
 - b. In other locations, the increased distance is 12 feet alongside a relatively narrow 10 foot sidewalk. This overall 30 foot distance from building face to edge of parking is well within the range of the 50 to 150 feet long ready lines.
 - c. Metered parking spaces are generally much longer than typical vehicles, ensuring regularly spaced gaps between parked cars to allow access to the curb. All of the 7th Street project area have metered parking.
 - d. Standpipes and sprinkler systems reduce the need for Fire Department aerial apparatus operations and for lines from pumps/engines into buildings. Staff have provided the Fire Department with drawings indicating where hydrants and visible stand pipes/sprinkler connections are located.
 - e. There are numerous examples of fire departments around the country, including the San Francisco Fire Department, operating aerial ladders outside of the 15 to 30 feet range.

The SFMTA has worked with the Fire Department to understand their operational needs, and while the design may not meet all of their requests, the SFMTA believes that it has designed the street with flexibility and building and hydrant access in mind so as not to preclude the Fire Department's emergency response activities. Much of the bikeway will be marked with only paint, allowing the design to be modified, if needed, after it is implemented. SFMTA staff will continue working with the Fire Department after the project is implemented to monitor operations.

ALTERNATIVES CONSIDERED

The Eastern Neighborhoods Transportation Implementation Planning Study evaluated design improvements along the 7th Street corridor that balanced pedestrian conditions, the public realm, transit performance, bicycle conditions, vehicle circulation parking and loading, and deliverability and cost-effectiveness. Of the six alternatives considered, the SFMTA recommended Alternative 2, which reduced 7th Street to three, one-way lanes, invests in pedestrian connectivity and additional pedestrian space, and adds a one-way parking protected bikeway to the street. This alternative provides the greatest benefit across the project considerations. The proposed changes described above implement key elements of the preferred alternative.

The other alternatives included:

Alternative 1: Seventh and Eighth Streets: one-way, two lanes, one-way protected bikeway
This concept would narrow the roadway to two, one-way lanes on each street and provide important benefits for pedestrians, cyclists, and the public realm with 15-foot sidewalks, greatly narrowed crossing distance, wide protected bikeway s, and traffic calming. It would not provide for two-way circulation or allow for consolidation of transit routes. It would require the expense of moving curblines on both streets. This alternative was not carried forward due to impact of forecast traffic queues on cross streets including Market.

Alternative 2: Seventh and Eighth Streets: one-way, three lanes, one-way protected bikeway

This concept would narrow the roadway to three, one-way lanes on both Seventh and Eighth Streets and provide one-way buffered bike lanes on both streets. It would provide bulbouts and mid-block crossings but widen the sidewalk on one side of each street rather than both sides. The net gain in pedestrian space would be less than Alternative 1, but the vehicle capacity would be higher, which would result in less transit delay and less impacts on adjacent streets. This alternative was carried forward as recommended alternative.

Alternative 3: Seventh and Eighth Streets: one-way, three lanes, one-way bike lane

Like Alternative 2, this concept would narrow the roadway to three, one-way lanes on both Seventh and Eighth Streets. It differs from Alternative 2 in that it would provide a Class II bike lane on each street instead of a protected bikeway, and widen the sidewalk to 15 feet on both sides providing additional benefit for pedestrians and the public realm. This alternative was not carried forward due to lack of improvement to cycling conditions.

Alternative 4: Seventh and Eighth Streets: two lanes with buffered bike lane and busway

This alternative would provide two one-way vehicle lanes and two parking lanes. In a

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buffered space outside the parking lane, it would provide a wide shared bus/bike lane. This alternative would provide a high level of transit priority. However, on a set of streets with moderate planned transit frequencies (15- minute headways), this may not be the most efficient use of street space. This alternative was not carried forward due to impact of forecast traffic queues on cross streets and an overemphasis on transit priority.

Alternative 5: Seventh: two lanes northbound lanes, one lane southbound with two-way protected bikeway; Eighth: two lanes northbound, two lanes southbound.

This alternative would provide two-way circulation on Seventh and Eighth Streets. Seventh Street would have two lanes northbound, one lane southbound, and a two-way protected bikeway. Eighth Street would have two lanes in each direction and no bike facilities. Transit would be consolidated on Eighth Street. Sidewalks would remain at 10 feet. This alternative improves bicycle connectivity and consolidates transit. However, it would not improve the pedestrian realm on Eighth Street. Reduced capacity could lead to substantial traffic impacts on other streets, including Market. This alternative was evaluated further and proposed for further consideration if the City can lower vehicle travel demand in this corridor through Travel Demand Management or diversion.

Alternative 6: Seventh Street: two lanes northbound, one lane southbound with one-way protected bikeway; and Eighth Street two lanes southbound, one lane northbound with one-way protected bikeway.

This alternative would allow for three lanes of traffic on each street plus protected bikeways. Two lanes would operate in the dominant direction of travel (northbound on Seventh and Southbound on Eighth), while a third lane would operate in the opposite direction. A one-way protected bikeway would be provided on each street. It allows for transit consolidation but would not improve bicycle connectivity like Alternative 5 and has less total vehicle capacity. This Alternative was not carried forward. However, recommended Alternative 2 could be converted to this configuration if the City can lower vehicle travel demand in this corridor through Travel Demand Management or diversion.

The study is included for reference: www.sf-planning.org/eastern-neighborhoods

Several alternatives to the proposed 19 Polk reroute were considered to address the collision pattern involving buses merging from the rightmost lane to the leftmost lane on 7th Street in order to make a left turn onto Market Street. These alternates included:

Transit queue jump at 7th Street and Mission Street

A queue jump is a type of transit preferential treatment that allows a transit vehicle to bypass general traffic stopped at a signalized intersection and move through the intersection with an exclusive traffic signal phase ahead of general traffic. To implement a queue jump at 7th and Mission Streets, the signal timing cycle length would increase, a

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separate signal phase for the 19 Polk would be introduced, the existing transit stop would remain near side and a transit only lane south of Mission Street would be introduced. The proposed design for the intersection of 7th and Mission Streets also calls for separation between right turning vehicle and the bikeway. There is physically no room for three lanes of vehicle traffic, a transit only lane, passenger loading area, a bikeway and a right turn pocket. If space could be made by compromising on the lane configuration, the added signal delay introduced by the separate queue jump signal phase for the 19 Polk would adversely affect the 14 Muni line on Mission Street.

7th and Mission Streets far side transit boarding island only

Unlike the existing nearside stop configuration, a far side stop allows bus operators to wait until 7th Street traffic is stopped by a red light before proceeding to merge to the left; however this may not always be possible given the frequent queuing of traffic on 7th Street that often backs up from Market Street all the way to Mission Street.

None of these aforementioned transit alternatives would provide the other benefits of the proposed reroute, including transit travel time and reliability benefits resulting from a route that is approximately 1,000 feet shorter and includes fewer intersections, a new segment of transit-only lane allowing buses to bypass congestion on 7th Street between Mission and Market streets and the bypass of the challenging operating environment along two blocks of Market Street, including a right-turn onto Larkin Street across a very busy bicycle lane.

FUNDING IMPACT

The 7th Street Safety Project is a project in the San Francisco Municipal Transportation Agency's 2017-2021 Capital Improvement Program. Funding for the project is planned to come from a variety of sources including General Obligation bonds, Prop B General Fund Set-aside, Prop AA vehicle registration fee, Prop K sales tax, and development impact fees. The projects will be delivered in three phases with a total estimated project cost of \$11,468,948.

Phase 1 – 7th/8th Street Safety Projects: 7th Street between Market Street and Cleveland Street and 8th Street between Market Street and Harrison Street (\$2,340,361)

- Planning/Design – Expected completion in 12/2016 (\$450,513)
- Construction – Expected completion in 4/2017 (\$1,889,746)

Phase 2 – 7th/8th Street Safety Projects: 7th Street between Cleveland Street and Townsend Street and 8th Street between Harrison Street and Townsend Street (\$1,970,311)

- Planning/Design – Expected completion in 9/2017 (\$380,565)
- Construction – Expected completion in 1/2018 (\$1,589,746)

Phase 3 – 7th/8th Street Streetscape Project: 7th/8th Street between Market Street and Townsend Street

- Planning/Design/Construction – 2018/2019 (\$7,158,276)

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ENVIRONMENTAL REVIEW

The proposed 7th Street Safety Project is subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities, as well as for minor public alterations in the condition of land including the creation of bicycle lanes on existing rights-of-way as defined in Title 14 of the California Code of Regulations Sections 15301 and 15304 respectively.

The Planning Department determined (Case Number 2016-011501ENV) that the proposed 7th Street Safety Project, which includes items A and F-Q, is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301 and 15304. The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31 for this portion of the item.

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.

The TEP Final Environmental Impact Report (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 TEP proposals including Service Improvements to improve transit performance along various Municipal Railway routes. As part of Resolution No. 14-041, the SFMTA Board of Directors adopted findings under CEQA, the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings) and a Mitigation Monitoring and Reporting Program (MMRP). The San Francisco Planning Department Environmental Planning Division reviewed the proposed rerouting of the 19 Polk, which includes items B-E described here, and determined that the proposed project is within the scope of the TEP FEIR. No new significant effects have been identified, there is no substantial increase in significant effects already identified, and no new mitigation is required for the project.

The link to the TEP Final Environmental Impact report is: www.sf-planning.org/index.aspx?page=2970

The link to the TEP MMRP is: http://208.121.200.84/ftp/files/MEA/tep/TEP_CEQA-FinalMMRP_March272014.pdf

The link to SFMTA Board Resolution No. 14-041 is:
<https://www.sfmta.com/sites/default/files/agendaitems/3-28-14%20Item%206%20TEP%20CEQA%20approval%20resolution.pdf>

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OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney has reviewed this item. No other approvals are required.

RECOMMENDATION

Approving a parking protected bikeway and parking and traffic modifications on 7th Street between Market Street and Cleveland Street to improve safety for all modes of transportation, enhance comfort for people walking and biking along the corridor, and improve transit performance and safety for the 19 Polk. Approving a reroute of the inbound 19 Polk around the Civic Center/UN Plaza area; and amending Transportation Code, Division II, Section 601 to designate a transit-only lane on 7th Street between Mission Street and Market Street (inbound) at all times.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency is committed to achieving Vision Zero goals and implementing safety improvements on 7th Street as outlined in Mayor Lee’s Executive Directive on Bicycle and Pedestrian Safety; 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, Section 891 of the Streets and Highways Code provides that agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted may utilize minimum safety design criteria other than those established by Section 890.6 if the following conditions are met: the alternative criteria are reviewed and approved by a qualified engineer, the alternative criteria is adopted by resolution at a public meeting after public comment and proper notice, and the alternative criteria adheres to the guidelines established by a national association of public agency transportation officials; and

WHEREAS, The parking protected bikeway proposed as part of the project meets these three requirements; and

WHEREAS, The parking protected bikeway has been reviewed and approved by a qualified engineer prior to installation; and,

WHEREAS, The alternative criteria for the project are to discourage motor vehicles from encroaching or double parking in the bicycle facility, provide a more inviting and greater sense of comfort for bicyclists, and to provide a greater perception of safety for bicyclists; and,

WHEREAS, The project’s alternative criteria adhere to guidelines set by the National Association of City Transportation Officials; and,

WHEREAS, The San Francisco Municipal Transportation Agency has proposed the installation of parking and traffic modification along 7th Street between Market Street and Cleveland Street and transit service changes in the Civic Center and UN Plaza area as follows:

- A. ESTABLISH – CLASS IV BIKEWAY- 7th Street, northbound, east side, from Cleveland Street to Market Street (Class IV Parking Protected Bikeway)
- B. ESTABLISH – TRANSIT- ONLY LANE AT ALL TIMES - 7th Street, east side from Market Street to Mission Street
- C. RESCIND – TRANSIT BOARDING ISLAND - 7th Street, west side, from Market Street

to 50 feet southerly (7th/Market near side boarding island, bus stop and commuter shuttle bus stop will be relocated far side where there is an existing bus stop)

- D. RESCIND – BUS ZONE - 7th Street, east side, from Mission Street to 99 feet southerly (Existing bus zone moved to far side transit boarding island); 7th Street, east side, from Howard Street to 110 feet southerly (Existing near side bus zone replaced by near side transit boarding island); 7th Street, east side, from Folsom Street to 91 feet northerly (Existing far side bus zone replaced by far side transit boarding island); Larkin Street, east side from Grove Street to 75 feet northerly (stop in front of SF Public Library relocated to stop at Hyde and McAllister at part of Muni 19 Polk reroute); Larkin Street, east side from McAllister Street to 68 feet southerly (stop in front of Asian Art Museum relocated to stop at Hyde and McAllister at part of Muni 19 Polk reroute)
- E. RESCIND – LEFT LANE MUST TURN LEFT - 7th Street, northbound, at Market Street
- F. RESCIND – YELLOW METER LOADING ZONE - 7th Street, east side, from 110 feet to 118 feet south of Howard Street; 7th Street, east side, from 81 feet to 103 feet north of Folsom Street
- G. RESCIND – WHITE ZONE, AT ALL TIMES - 7th Street, east side, from 182 feet to 226 feet south of Howard
- H. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME - 7th Street, east side, from Market Street to Stevenson Street; 7th Street, east side, from Mission Street to Minna Street; 7th Street, east side, from Folsom Street to Cleveland Street
- I. ESTABLISH – TOW-AWAY NO STOPPING, 6 PM TO 7 AM, EVERYDAY - 7th Street, west side, from Market Street to Stevenson Street
- J. ESTABLISH – RIGHT LANE MUST TURN RIGHT - 7th Street, northbound, at Market Street; 7th Street, northbound, at Stevenson Street; 7th Street, northbound, at Mission Street; 7th Street, northbound, at Folsom Street
- K. ESTABLISH – TRANSIT BOARDING ISLAND, TOW-AWAY NO STOPPING ANYTIME - 7th Street, east side, from Mission Street to 50 feet northerly (7th/Mission far side boarding island); 7th Street, east side, from Howard Street to 45 feet southerly (7th/Howard near side boarding island); 7th Street, east side, from Folsom Street to 91 feet northerly (7th/Folsom far side boarding island)
- L. ESTABLISH – ABILITY OF PERMITTED COMMUTER SHUTTLE BUS TO USE MUNI BUS ZONE - Charles J. Brenham Place, east side, from Market to McAllister Street
- M. ESTABLISH – TOW -WAY NO PARKING ANYTIME - 7th Street, west side, from Market Street to 35 feet southerly; 7th Street, west side, from Stevenson Street to 3 feet northerly; Stevenson Street, north side, from 7th Street to 10 feet westerly; 7th Street, east side, from Minna Street to 73 feet southerly; 7th Street, east side from 89 feet to 104 feet south of Minna; Minna Street, north side, from 7th Street to 10 feet westerly; Minna Street, north side, from 7th Street to 10 feet easterly; Natoma Street, south side, from 7th Street to 10 feet easterly; Natoma Street, south side, from 7th Street to 12 feet westerly; 7th Street, east side, from Natoma Street to 30 feet southerly; 7th Street, west side, from Natoma Street to 22 feet southerly; 7th Street, east side, from Howard Street to 18 feet northerly; 7th Street, east side, from 33 feet to 37 feet north of Howard Street; Howard Street, north side, from 7th Street to 45 feet easterly; Howard Street, south side, from 7th

Street to 33 feet easterly; 7th Street, west side, from Howard Street to 44 feet southerly; Folsom Street, north side, from 7th Street to 40 feet easterly; 7th Street, east side, from 80 feet to 100 feet south of Howard Street; 7th Street, east side, from 182 feet to 198 feet south of Howard Street; 7th Street, east side, from 280 feet to 286 feet south of Howard Street; 7th Street, east side, from 305 feet to 323 feet south of Howard Street

N. ESTABLISH – YELLOW METER LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY - 7th Street, west side, from 35 feet to 161 feet south of Market Street; 7th Street, east side, from 131 feet to 151 north of Folsom Street; 7th Street, east side, from 38 feet to 58 feet north of Howard Street

O. ESTABLISH – BLUE ZONE - Stevenson Street, north side, from 10 feet to 30 feet west of 7th Street; Minna Street, north side, from 10 feet to 31 feet west of west of 7th Street; Minna Street, north side, from 25 feet to 35 east of 7th Street; Howard Street, north side, from 7 feet to 25 feet west of 7th Street

P. ESTABLISH – WHITE ZONE, AT ALL TIMES - 7th Street, east side, from 73 feet to 89 feet south of Minna Street; 7th Street, east side, from 18 feet to 33 feet north of Natoma Street; 7th Street, east side, from 238 feet to 280 feet south of Howard Street

Q. ESTABLISH – NO RIGHT TURN ON RED - Howard Street, westbound, at 7th Street (for bicycle two-stage turn box); 7th Street, northbound, at Folsom Street (for bicycle two-stage turn box); and,

WHEREAS, The proposed 7th Street Safety Project is subject to the California Environmental Quality Act (CEQA); CEQA provides an exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities, as well as for minor public alterations in the condition of land including the creation of bicycle lanes on existing rights-of-way as defined in Title 14 of the California Code of Regulations Sections 15301 and 15304 respectively; and,

WHEREAS, The Planning Department determined that the proposed 7th Street Safety Project, which includes items A and F-Q, is categorically exempt from CEQA, pursuant to Title 14 of the California Code of Regulations Section 15301 and 15304; 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,

WHEREAS, The rerouting of the 19 Polk, which includes items B-E, was analyzed in the Transit Effectiveness Project Final Environmental Impact Report (FEIR) certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014; and,

WHEREAS, Approval for parking and traffic modifications along the Mission Street Rapid Muni transit corridor of the Muni Forward program, which was previously referred to as the Transit Effectiveness Project (TEP), relies on said FEIR, and information pertaining to the

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FEIR is set forth in a SFMTA Resolution No 14-041, which is on file with the Secretary to the SFMTA Board of Directors; and,

WHEREAS, As part of the Resolution No. 14-041, the SFMTA Board of Directors adopted approval 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), which Resolution, CEQA Findings, and MMRP are on file with the Secretary to the SFMTA Board of Directors; and,

WHEREAS, The SFMTA Board has reviewed the FEIR and hereby finds that since certification of the FEIR, no changes have occurred in the proposed project or in the circumstances under which the project would be implemented that would cause new significant impacts or a substantial increase in the severity of impacts identified and analyzed in the FEIR, and that no new information has emerged that would materially change the analysis or conclusions set forth in the FEIR. The actions approved herein would not necessitate implementation of additional or considerably different mitigation measures that those identified in the FEIR; 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 these parking and traffic modifications set forth in Items A through Q above along 7th Street between Market Street and Cleveland Street and approving 19 Polk transit stop changes, a 19 Polk (inbound) reroute in the Civic Center and UN Plaza area and support the SFMTA's Vision Zero program and Mayor Lee's Executive Directive on Bicycle and Pedestrian Safety; and be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors amends the Transportation Code, Division II, Section 601 to designate transit-only lanes on 7th Street between Mission Street and Market Street.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of November 15, 2016.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

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[Transportation Code – 7th Street Transit Only Lanes]

Resolution amending the Transportation Code to designate a transit-only lane on 7th Street eastside (inbound) direction from Market Street to Mission Street.

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

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

Section 1. Article 600 of Division II of the Transportation Code is hereby amended by revising Section 601(a)(11), 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).

(1) **Cable Car Lanes On Powell Street Between California Street and Sutter Street.** Except as to cable cars, Municipal Railway vehicles, and authorized emergency vehicles, no vehicle may operate within, over, upon or across the cable car lanes, or make any left or U-turn on the exclusive cable car lanes on Powell Street between California and Sutter Streets except to pass a disabled vehicle.

(2) **West Portal Avenue Between 15th Avenue and Sloat Boulevard.** Except as to streetcars and Municipal Railway vehicles, no vehicle may operate within Transit-only Areas on West Portal Avenue between 15th Avenue and Sloat Boulevard.

(3) **Exclusive Commercial Vehicle/Transit Area on Sansome Street.** Except as to buses, taxis, authorized emergency vehicles, and commercial

vehicles, no vehicle may operate within the Transit-only Area running southbound on Sansome Street between Washington Street and Bush Street.

(4) **Exclusive Transit/Taxi/Commercial Vehicle Area on Powell Street from Ellis Street to O'Farrell Street in the Northbound (Outbound) Direction, and from O'Farrell Street to Ellis Street in the Southbound (Inbound) Direction.** Except as to buses, taxis, authorized emergency vehicles, and commercial vehicles, no vehicle may operate within the Transit/Taxi/Commercial Vehicle-only Area on Powell Street from Ellis Street to O'Farrell Street in the northbound (outbound) direction, and from O'Farrell Street to Ellis Street in the southbound (inbound) direction.

(5) **Judah Street, from 9th Avenue to 20th Avenue.** Except as to streetcars and Municipal Railway vehicles, no vehicle may operate within Transit-only Areas on Judah Street from 9th Avenue to 20th Avenue.

(6) **Van Ness Avenue, from Filbert Street to Market Street.** Except as to Municipal Railway and Golden Gate Transit vehicles and authorized emergency vehicles, no vehicle may operate within the Transit-only Areas on Van Ness Avenue from Filbert Street to Market Street.

(7) **Van Ness Avenue, from Filbert Street to Lombard Street.** Except as to Municipal Railway and Golden Gate Transit vehicles and authorized emergency vehicles, no vehicle may operate within the Transit-only Areas on Van Ness Avenue from Filbert Street to Lombard Street southbound.

(8) **Van Ness Avenue, from Chestnut Street to 150 Feet North of Bay Street.** Except as to Municipal Railway and Golden Gate Transit vehicles and authorized emergency vehicles, no vehicle may operate within the Transit-only Areas on Van Ness Avenue from Chestnut Street to 150 feet north of Bay Street northbound.

(9) **Van Ness Avenue, from North Point Street to Chestnut Street.**

Except as to Municipal Railway and Golden Gate Transit vehicles and authorized emergency vehicles, no vehicle may operate within the Transit-only Areas on Van Ness Avenue from North Point Street to Chestnut Street southbound.

(10) **South Van Ness Avenue, from Market Street to Mission Street.**

Except as to Municipal Railway and Golden Gate Transit vehicles and authorized emergency vehicles, no vehicle may operate within the Transit-only Areas on South Van Ness Avenue from Market Street to Mission Street.

(11) **Other Transit-Only Areas.** Except for buses, taxicabs, vehicles preparing to make a turn, vehicles entering into or existing from a stopped position at the curb, and vehicles entering into or exiting from a driveway, no vehicle may operate in the following Transit-only Areas during the times indicated:

Hours of Operation	Street	From	To
All times	1st St.	Market St.	Howard St.
	3rd St.	Townsend St.	Market St.
	4th St.	Harrison St.	Townsend St.
	4th St.	Market St.	Howard St.
	<u>7th Street (Inbound)</u>	<u>Market St.</u>	<u>Mission St.</u>
	16th St. (Inbound)	Third St.	Church St.
	16th St. (Outbound)	Bryant St.	Potrero Ave.
	16th Street (Outbound)	Vermont	Third
	Church St.	16th St.	Duboce Ave.
	Clay St.	Sansome St.	Davis St.
	Fremont St.	Mission St.	Market St.
	Geary St.	Market St.	Powell St.
	Geary St.	Mason St.	Gough St.
	Geneva Ave. (Outbound)	Delano Ave.	280 Freeway Overpass

	Judah St.	20th Ave.	La Playa St.
	Market St. (Inbound)	12th St.	3rd St.
	Market St. (Outbound)	So. Van Ness Ave.	3rd St.
	Mission St. (Inbound)	Randall St.	Cesar Chavez St.
	Mission St. (Outbound)	11th St.	South Van Ness Ave.
	Mission St. (Outbound)	Duboce Ave.	Randall St.
	O'Farrell St.	Gough St.	Hyde St.
	O'Farrell St.	Jones St.	Powell St.
	Otis St. (Outbound)	South Van Ness Ave.	Duboce Ave.
	Post St.	Gough St.	Grant St.
	Potrero Ave. (SB)	25th St.	18th St.
	Stockton St.	Bush St.	Geary St.
	Sutter St.	Gough St.	Kearny St.
	Taraval St. (Inbound)	46th Ave.	17th Ave.
	Taraval St. (Outbound)	15th Ave.	46th Ave.
7:00 AM-7:00 PM, Monday-Friday	Sacramento St.	Drumm St.	Kearny St.
7:00 AM-7:00 PM, Monday-Saturday	Stockton St.	Geary St.	O'Farrell St.
7:00 AM-6:00 PM, Monday-Friday	Mission St. (Inbound)	5th St.	Beale St.
	Mission St. (Outbound)	Main St.	4th St.
7:00 AM-9:00 PM, Monday-Friday	Mission St. (Inbound)	11th St.	5th St.
	O'Farrell St.	Hyde St.	Jones St.
	Clay St.	Powell St.	Battery St.
4:00 PM-6:00 PM, Monday-Friday	Mission St. (Inbound)	11th St.	5th St.
	Mission St. (Outbound)	4th St.	11th St.
	Geary St.	Mason St.	Powell St.
	Sacramento St.	Kearny St.	Larkin St.
3:00 PM-6:00 PM, Monday-Friday	Sutter St.	Sansome St.	Kearny St.
3:00 PM-7:00 PM, Monday-Friday	Bush St.	Montgomery St.	Battery St.
	4th St.	Howard St.	Clementina

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

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

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

By: _____
JOHN I. KENNEDY
Deputy City Attorney

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of November 15, 2016.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency