

THIS PRINT COVERS CALENDAR ITEM NO.: 12

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving the 12 Folsom/Pacific Rincon Hill Extension Project parking and traffic modifications along Spear, Mission, Folsom, and Essex streets to restore Muni service to the Rincon Hill area; and amending Division II of the Transportation Code to designate a Muni-only lane on Essex Street, southbound, from Harrison Street to 250 feet northerly and revise the locations for the time limited transit-only lane on Mission Street from Beale Street to 1st Street (eastbound) and Main Street to 1st Street (westbound).



SUMMARY:

- The 12 Folsom/Pacific Rincon Hill Extension Project would result in the rerouting of the 12 Folsom/Pacific through the Rincon Hill area.
- This item would create a Muni only lane on Essex Street and revise the locations for the time limited transit-only lanes on Mission Street that have been implemented but inadvertently omitted from the Transportation Code.
- The proposed action is the Approval Action for the proposed parking and traffic modifications as defined by the S. F. Administrative Code Chapter 31.
- Certain items listed below with a “#” are Final SFMTA Decisions as defined by Ordinance 127-18. Final SFMTA Decisions can be reviewed by the Board of Supervisors. Information about the review process can be found at https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf

ENCLOSURES:

1. SFMTAB Resolution
2. Transportation Code Division II amendment
3. 2019-001389ENV 12 Rincon Hill Extension Environmental Clearance
4. SFMTAB Resolution No. 14-041 (TEP)
<http://www.sfmta.com/sites/default/files/agendaitems/3-28-14%20Item%206%20TEP%20CEQA%20approval%20resolution.pdf>
5. TEP FEIR <http://www.sf-planning.org/index.aspx?page=2970>
6. 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 	July 9, 2019
SECRETARY 	July 9, 2019

ASSIGNED SFMTAB CALENDAR DATE: July 16, 2019

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PURPOSE

Approving the 12 Folsom/Pacific Rincon Hill Extension Project parking and traffic modifications along Spear, Mission, Folsom, and Essex streets to restore Muni service to the Rincon Hill area; and amending Division II of the Transportation Code to designate a Muni only lane on Essex Street, southbound, from Harrison Street to 250 feet northerly and revise the locations for the time limited transit-only lane on Mission Street from Beale Street to 1st Street (eastbound) and Main Street to 1st Street (westbound).

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

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

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.

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.

This action supports the following City of San Francisco 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. New transportation investment should be allocated to meet the demand for public transit generated by new public and private commercial and residential developments.

DESCRIPTION

The 12 Folsom/Pacific Rincon Hill Extension Project brings the 12 Folsom/Pacific line back to Rincon Hill a decade after the service was discontinued due to recession-era service cuts. The 12

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Folsom/Pacific will continue to serve the Chinatown, South of Market (SoMa) and Mission neighborhoods as well.

Over the last ten years, the character of Rincon Hill has changed significantly. With as many as 10,000 new residents expected in the neighborhood – including affordable senior housing residents – there is a strong need to provide bus service to the community. The move to restore the 12 Folsom/Pacific to Rincon Hill follows data analysis of growth and travel patterns for the neighborhood included in the 2015 Rincon Hill Community Transit Plan, as well as extensive community feedback.

The proposal would extend the 12 Folsom/Pacific easterly to Rincon Hill via Folsom and Harrison Streets. Instead of using 2nd and Sansome, the proposed route would continue eastbound on Folsom and uses Main (northbound) and Spear (southbound) Streets to connect to Embarcadero Station. The proposal utilizes the existing transit-only lanes on Sacramento and Clay Streets to run between Sansome and Spear streets, in addition to the proposed transit-only lane on Essex Street to reach Harrison Street from Folsom Street. By utilizing transit-only lanes, this route reduces transit delays and improves reliability. The 10 Townsend will continue to serve the stops on 2nd Street and Sansome Street between Clay Street and Folsom streets.

The updates to the 12 Folsom/Pacific route are part of a larger effort to make SoMa a more livable and walkable neighborhood, with better access to transit. Projects like the South Downtown Design and Activation Plan (SODA) and the Folsom-Howard Streetscape Project are coordinated with the 12 Folsom/Pacific Muni reroute proposal to improve operational efficiency of transit service, enhance the safety of vulnerable street users, and create a dedicated bicycle facility on Folsom.

Mission Street Transit-Only Lane/Transportation Code Amendment

Changes to transit only lanes are approved by the SFMTA Board by amending the Transportation Code. Typically, staff prepares legislation amending Division II of the Transportation Code simultaneously with SFMTA Board approval of the traffic modifications, but this inadvertently did not occur for the conversion of the transit-only lane on Mission Street east of 1st Street from part-time to full-time, which was approved by the SFMTA Board on May 1, 2018 (SFMTA Resolution #180501-068). In order to ensure that the Transportation Code accurately reflects transit-only lanes that have been approved by the SFMTA Board, SFMTA staff recommend that the SFMTA Board amend the Transportation Code to revise the locations for the time limited transit-only lane on Mission Street from Beale Street to 1st Street (eastbound) and Main Street to 1st Street (westbound) in addition to approving the new transit-only lane on Essex Street.

Specifically, the SFMTA proposes the following parking and traffic modifications:

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- A. ESTABLISH – BUS ZONE - Spear Street, west side, from Mission Street to 93 feet southerly (removes yellow metered spaces Nos. 102, 104, 106, and 108) (to replace bus flag stop upon relocation of casual carpool from Spear Street to Beale Street); Essex Street, center median, from Folsom Street to 60 feet southerly
- B. ESTABLISH – YELLOW METERED LOADING, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY - Mission Street, south side, from 6 feet to 86 feet west of Spear Street (affects metered spaces Nos. 101, 103, 107, and 109) #
- C. ESTABLISH – NO LEFT TURN EXCEPT BUSES, TAXIS, AND BIKES - Folsom Street, westbound at Essex Street (replaces legislated but not yet implemented NO LEFT TURN EXCEPT MUNI AND BIKES)
- D. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME - Essex Street, east side of median on east side, from Harrison Street to 250 feet northerly (rescinds TOW-AWAY NO STOPPING ANYTIME EXCEPT BUSES)
- E. RESCIND – LEFT LANE MUST TURN LEFT - Essex Street, east side of median, southbound at Harrison Street
- F. ESTABLISH – NO RIGHT TURN EXCEPT MUNI - Essex Street, east side of median, southbound at Harrison Street

STAKEHOLDER ENGAGEMENT

The 12 Folsom/Pacific connects the Financial District with three neighborhoods identified by the Muni Service Equity Strategy that rely on transit service most, Chinatown, South of Market (SoMa) and the Mission. Project staff surveyed the community regarding two possible north of Market alignments for the 12 Folsom/Pacific to connect to the Rincon Hill neighborhood in SoMA to determine which option worked best for them. Community feedback directly shaped the final proposal. The project engaged with diverse populations, including seniors, people with disabilities, families, students, commuters and cultural and ethnic communities. To support the multi-lingual needs of these communities, outreach materials were translated into Spanish and Chinese.

Public outreach, conducted between fall 2017 through winter 2019, focused on engaging with 12 Folsom/Pacific customers and stakeholders in each neighborhood, as well as in Rincon Hill. By tailoring specific outreach strategies within the distinct neighborhoods, as noted in Table 1, staff received feedback that reflects perspectives from the diverse riders who take the 12 line. These outreach activities provided the project with feedback from a total of over 1,200 respondents.

Table 1: Summary of Outreach (Fall 2017 to Winter 2019)

Outreach Activity	Details
Onboard/Online Surveys	Collected feedback from 12 Folsom/Pacific customers via on-board and online surveys.
Text-Based Surveys	218 posters posted at intersections along the full 12 route (and on the proposed routing) soliciting feedback on two route options
Pop-Up Open Houses	Chinatown: Pacific & Stockton stop Financial District: Sansome & Sutter stop

	SoMa: Mission:	Foods Co (near Folsom and 14 th stop) Folsom & 16 th Street stop
Back to School Events	Chinatown: SoMa: Mission:	John Yehall Chin Elementary, Jean Parker Elementary, Spring Valley Elementary Bessie Carmichael Middle School John O’Connell High School Cesar Chavez Elementary
Neighborhood Events	Chinatown: SoMa: Rincon Hill:	Autumn Moon Festival SoMa Sunday Streets, South Downtown Design and Activation Plan (SODA) Workshops SODA Workshops
Stakeholder Outreach/Presentations	Chinatown: SoMa: Mission: Rincon Hill: Citywide:	990 Pacific (low-income senior housing), Chinatown Community Development Center (Chinatown TRIP), District 3 Supervisor’s Office Mission Bay/Potrero Hill Stakeholders, Bayanihan Community Center Stakeholders, South of Market Community Action Network (SOMCAN), Yerba Buena CBD, District 6 Supervisor’s Office Calle 24, NEMBA, PODER, District 8 Supervisor’s Office East Cut CBD, Natalie Gubb Commons (Mercy Housing) SF Transit Riders, Senior and Disability Action, SFMTA Citizens Advisory Committee, SFMTA Multi Modal Accessibility Advisory Committee
Merchant Canvassing	SoMa:	Door-to-door outreach to merchants on 2 nd Street for proposed stop removals and on Spear for proposed parking changes
Online Communications		Email updates and project website provided opportunity for online feedback and well as offering project information.
Operator Outreach		Visited the Kirkland Division to get feedback from operators and provide updates on the proposal.

A survey of 12 Folsom/Pacific customers was offered in English, Spanish and Chinese. Surveys were administered in-person at stops and aboard the 12 Folsom/Pacific in each neighborhood. Surveys were also available online. A complementary text-based survey was advertised through 218 posters at all stops on the route as well as intersections throughout Rincon Hill.

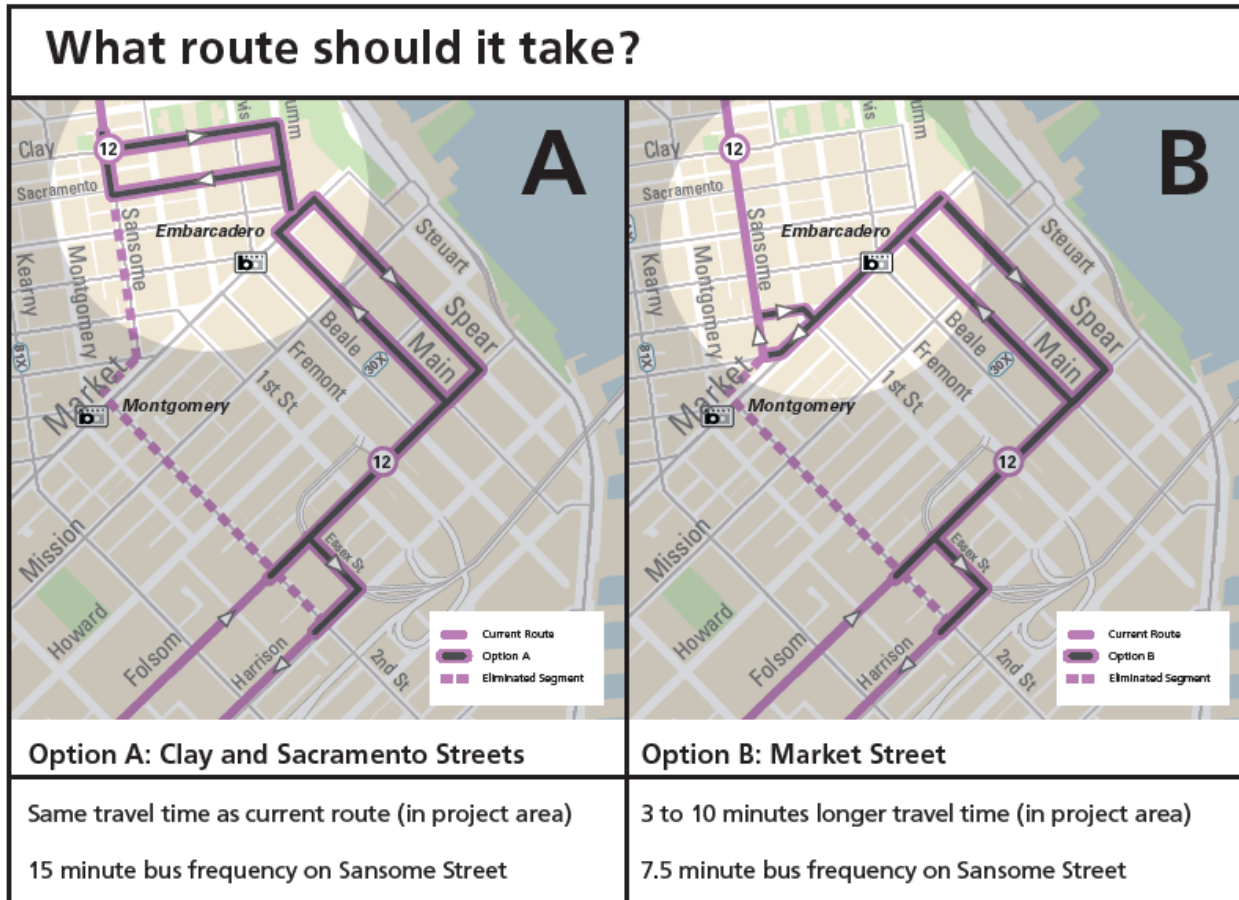


Figure 1: Excerpt from text-based survey poster

Of a total of 1,223 responses, forty-seven percent selected Option A for the north of Market alignment, which uses transit-only lanes on Sacramento and Clay streets to minimize increasing delay. (Due to existing congestion on Sansome and 2nd Streets, the proposed route in option A has the same travel time despite the longer distance.) Thirty-eight percent preferred Option B which traveled on Market Street and maintained current Muni service on Sansome Street. The remaining fifteen percent had no preference between the two options. Informed by this community feedback, the proposal is based on Option A.

In addition to the quantitative feedback received through survey results, outreach also fostered dialogue with the community at pop-up open houses, back to school nights, stakeholder meetings and neighborhood events - nearly thirty meetings and events in all. Events featured staff at information stations with boards illustrating the two route options, explaining the benefits and drawbacks of each and getting the community’s feedback. Participants placed dot stickers on their preference.

Staff also provided briefings to the District 3 and 6 Supervisors’ Offices to inform them of the

proposal to bring Muni service to Rincon Hill. The East Cut Community Benefit District in Supervisor District 6 has been a major stakeholder advocating for the proposal. While residents of Rincon Hill are generally supportive, some stakeholders expressed concerns over reduced service along Second Street. The 10 Townsend, however, will continue to serve these existing stops at 15-minute scheduled frequency.



Figure 2: Pop-up open house at Folsom and 16th Street bus stop

The project team also consulted with operators assigned to the 12 Folsom/Pacific about bus operations. Operators preferred Option A routing as a more direct route that makes use of existing transit-only lanes and avoids the heavy traffic congestion on Market Street.

Additional Transit-Only Lane/Transportation Code Amendment

Public outreach for the Mission Street transit-only lane was completed prior to SFMTA Board approval on May 1, 2018.

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ALTERNATIVES CONSIDERED

12 Folsom/Pacific Rincon Hill Extension

Market Street Alternative Routing: An alternative new routing for the 12-Folsom/Pacific would have buses continue their current route down Sansome Street to Market Street, and along Market Street between Sansome Street and Spear/Main streets. Routing along Spear, Main, Folsom, Harrison, and Essex streets would be identical to the staff-recommended option. Feedback from the public as well as operators and other staff proved this alternative to be less popular than the staff-recommended option.

No-Build Alternative: Not implementing the reroute of the 12-Folsom/Pacific would result in perpetuating the absence of regular Muni bus service through the quickly-growing East Cut and Rincon Hill neighborhoods. Therefore, staff does not recommend the no-build alternative.

Additional Transit-Only Lane/Transportation Code Amendment

No alternatives were considered since this transit-only lane has already been implemented.

FUNDING IMPACT

The proposed routing (Option A) for the 12 Folsom/Pacific has the same travel time as the existing routing, as explained above. Therefore, the proposal would not increase transit operating costs.

The total cost of project implementation is estimated to be \$270,000. This total includes:

- \$160,000 for modifications to the Essex Street median island to accommodate accessible boarding
- \$60,000 for modifications to the traffic signals at the intersection of Essex and Harrison streets to provide Muni buses with an exclusive signal phase
- \$50,000 for traffic striping and signage for the proposed parking and traffic modifications

These improvements will be funded under Transit Reliability Spot Improvements through the Transportation Sustainability Fee.

ENVIRONMENTAL REVIEW

12 Folsom/Pacific Rincon Hill Extension

The proposed Essex Street transit-only lane and traffic and parking modifications, Items A-F, are 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.

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On February 21, 2019, the Planning Department determined (Case Number 2019-001389ENV) that the proposed traffic and parking modifications are categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301.

The proposed action is the Approval Action for the Essex Street transit-only lane and traffic and parking modifications, Items A-F, as defined by the S. F. Administrative Code Chapter 31.

Mission Street Transit-Only lane

The conversion of the transit-only lane on Mission Street east of 1st Street from part-time to full-time, was approved by the SFMTA Board on May 1, 2018 (SFMTA Resolution #180501-068). The SFMTA Board determined in Resolution #180501-068 that the conversion of the transit-only lane on Mission Street east of 1st Street from part-time to full-time, was within the scope of the Transit Effectiveness Project (TEP) Final Environmental Impact Report (FEIR). The 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). All of the project proposals are within the scope of the TTRP.14: 14 Mission Expanded Alternative as defined in the TEP FEIR.

Copies of these CEQA determinations are on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

Certain final SFMTA Decisions, whether made by the City Traffic Engineer or the SFMTA Board, can be reviewed by the Board of Supervisors pursuant to Ordinance 127-18. Information about the review process can be found at: https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf. SFMTA staff have determined that Item B is a Final SFMTA Decision.

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

RECOMMENDATION

SFMTA staff recommends that the San Francisco Municipal Transportation Agency Board of Directors approve the 12 Folsom/Pacific Rincon Hill Extension Project parking and traffic modifications along Spear, Mission, Folsom, and Essex streets, as set forth in Items A-F above, to restore Muni service to the Rincon Hill area; and amend Division II of the Transportation

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Code to designate a Muni only lane on Essex Street, southbound, from Harrison Street to 250 feet northerly and revise the locations for the time limited transit-only lane on Mission Street from Beale Street to 1st Street (eastbound) and Main Street to 1st Street (westbound).

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The 12 Folsom/Pacific Rincon Hill Extension Project will restore Muni service to the Rincon Hill area; 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, The San Francisco Municipal Transportation Agency proposes various parking and traffic modifications as follows:

- A. ESTABLISH – BUS ZONE - Spear Street, west side, from Mission Street to 93 feet southerly (removes yellow metered spaces Nos. 102, 104, 106, and 108) (to replace bus flag stop upon relocation of casual carpool from Spear Street to Beale Street); Essex Street, center median, from Folsom Street to 60 feet southerly
- B. ESTABLISH – YELLOW METERED LOADING, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY - Mission Street, south side, from 6 feet to 86 feet west of Spear Street (affects metered spaces Nos. 101, 103, 107, and 109)
- C. ESTABLISH – NO LEFT TURN EXCEPT BUSES, TAXIS, AND BIKES - Folsom Street, westbound at Essex Street (replaces legislated but not yet implemented NO LEFT TURN EXCEPT MUNI AND BIKES)
- D. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME - Essex Street, east side of median on east side, from Harrison Street to 250 feet northerly (rescinds TOW-AWAY NO STOPPING ANYTIME EXCEPT BUSES)
- E. RESCIND – LEFT LANE MUST TURN LEFT - Essex Street, east side of median, southbound at Harrison Street
- F. ESTABLISH – NO RIGHT TURN EXCEPT MUNI - Essex Street, east side of median, southbound at Harrison Street; and,

WHEREAS, SFMTA staff recommends amending Division II of the Transportation Code to revise the locations for the time limited transit-only lane on Mission Street from Beale Street to 1st Street (eastbound) and Main Street to 1st Street (westbound); and,

WHEREAS, The Mission Street Transit Only Lane 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; 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

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part of 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 are incorporated herein by reference as though fully set forth; and,

WHEREAS, 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 1650 Mission Street in San Francisco, and are incorporated herein by reference; and,

WHEREAS, The proposed parking and traffic modifications associated with the 12 Folsom/Pacific Rincon Hill Extension Project, Items A-F, is subject to the California Environmental Quality Act (CEQA); CEQA provides an exemption from environmental review for existing facilities as defined in Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, On February 21, 2019, the Planning Department determined that the proposed parking and traffic modifications associated with the 12 Folsom/Pacific Rincon Hill Extension Project, Items A-F, are categorically exempt from CEQA, pursuant to Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, The proposed action is the Approval Action for the proposed parking and traffic modifications associated with the 12 Folsom/Pacific Rincon Hill Extension Project, Items A-F, as defined by the San Francisco Administrative Code Chapter 31; and

WHEREAS, Copies of these CEQA determinations are 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, Final SFMTA decisions, whether made by the City Traffic Engineer or the SFMTA Board, can be reviewed by the Board of Supervisors pursuant to Ordinance 127-18. Item B is the Final SFMTA Decisions as defined by Ordinance 127-18; 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, With respect to the Mission Street Transit-Only lane, that the SFMTA Board of Directors adopts the Transit Effectiveness Project Final Environmental Impact Report (TEP FEIR) California Environmental Quality Act (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; and be it further

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RESOLVED, That with respect to the Mission Street Transit-Only lane, the San Francisco Municipal Transportation Agency Board of Directors adopts the Mitigation Monitoring and Reporting program as a condition of approval; and be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves parking and traffic modifications, as set forth in items A through F above, along Mission Street between Spear Street and Main Street, Spear Street between Mission Street and Howard Street, and Essex Street between Howard Street and Folsom Street associated with the 12 Folsom/Pacific Rincon Hill Extension Project; and, be it further

RESOLVED, The San Francisco Municipal Transportation Agency Board of Directors amends the Transportation Code, Division II, Section 601 to create a Muni only lane on Essex Street, southbound, from Harrison Street to 250 feet south of Folsom Street, and revise the locations for the time limited transit-only lane on Mission Street from Beale Street to 1st Street (eastbound) and Main Street to 1st Street (westbound).

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

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

RESOLUTION

[Transportation Code – Essex and Mission Streets Transit-Only Lanes]

Resolution amending Division II of the Transportation Code to designate a Transit-only lane on Essex Street, southbound, from Harrison Street to 250 feet south of Folsom Street, and revise the locations for the time limited Transit-only lane on Mission Street from Beale Street to 1st Street (eastbound) and Main Street to 1st Street (westbound).

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

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

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

SEC. 601. DESIGNATED TRANSIT-ONLY AREAS.

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

* * * *

(22) Essex Street, southbound, from Harrison Street to 250 feet south of Folsom Street. Except as to Municipal Railway vehicles, and authorized emergency vehicles, no vehicle may operate within Transit-only Areas on Essex Street, southbound, from Harrison Street to 250 feet south of Folsom Street.

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

Hours of Operation	Street	From	To
All Times	1st St.	Market St.	Howard St.
	3rd St.	Townsend St.	Market St.
	4th St.	Market St.	Howard St.
	16th St. (Westbound)	Third St.	Church St.
	16th St. (Eastbound)	Bryant St.	Potrero Ave.
	16th St. (Eastbound)	Vermont St.	Third St.
	Bush St. (Eastbound)	151 feet east of Sansome St.	Battery St.
	Church St.	16th St.	Duboce Ave.
	Clay St.	Sansome St.	Davis St.
	Folsom St. (Eastbound)	10th St.	Mabini St.
	Fremont St.	Mission St.	Market St.
	Fremont St. (Northbound)	Harrison St.	Folsom St.
	Geary St.	Market St.	Gough St.
	Geary Blvd. (Westbound)	Gough St.	Baker St.
	Geary Blvd. (Eastbound)	Fillmore St.	Gough St.
	Geary Blvd. (Eastbound)	Baker St.	Steiner St.
	Geary Blvd. (Eastbound)	Masonic Ave.	Presidio Ave.
	Geary Blvd.	Stanyan St.	Collins St.
	Geneva Ave. (Outbound)	Delano Ave.	280 Freeway Overpass
	Judah St.	20th Ave.	La Playa St.
	Market St. (Eastbound)	12th St.	3rd St.
	Market St. (Westbound)	So. Van Ness Ave.	3rd St.
Mission St.	Randall St.	Cesar Chavez	

	(Northbound)		St.
	Mission Street (Eastbound)	1st Street	Beale Street
	Mission St. (Westbound)	Main St.	1st Street
	Mission St. (Westbound)	11th St.	South Van Ness Ave.
	Mission St. (Southbound)	Duboce Ave.	Randall St.
	O'Farrell St.	Stockton St.	Grant St.
	O'Farrell St.	Franklin St.	Powell St.
	Otis St. (Outbound)	South Van Ness Ave.	Duboce Ave.
	Post St.	Gough St.	Grant St.
	Potrero Ave. (Southbound)	25th St.	18th St.
	Sacramento St., (Westbound)	Drumm St.	Front St.
	Starr King Way	Gough St.	Franklin St.
	Stockton St.	Bush St.	Market St.
	Sutter St.	Gough St.	Kearny St.
	Taraval St. (Eastbound)	46th Ave.	17th Ave.
	Taraval St. (Westbound)	15th Ave.	46th Ave.
6:00 AM – 10:00 AM, 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	Mission St. (Eastbound)	11th St.	5th St.
	Clay St. (Eastbound)	Powell St.	Sansome St.
	Sacramento St. (Westbound)	Kearny St.	Grant Ave.
7:00 AM-7:00 PM, Monday-Friday	Sacramento St.	Front St.	Kearny St.
7:00 AM-6:00 PM, Monday-Friday	Mission St. (Eastbound)	5th St.	Beale St. 1st St.
	Mission St. (Westbound)	Main St. 1st St.	4th St.
3:00 PM – 8:00 PM, Monday – Friday	Bush St. (Eastbound)	Montgomery St.	Sansome St.
3:30 PM – 7:00 PM,	Sacramento St.	Kearny St.	Larkin St.

Monday – Friday	(Westbound)		
4:00 PM-6:00 PM, Monday-Friday	Mission St. (Eastbound)	11th St.	5th St.
	Mission St. (Westbound)	4th St.	11th St.
3:00 PM-6:00 PM, Monday-Friday	Sutter St.	Sansome St.	Kearny St.
	Clay St. (Eastbound)	Grant Ave.	Sansome St.
3:00 PM-7:00 PM, Monday-Friday	4th St.	Howard St.	Clementina
	Bush St. (Eastbound)	Sansome St.	151 feet Easterly

Section 2. The City Attorney’s Office is authorized to instruct the Code Publisher to renumber subsections 601(a)(22) and (23) of the Transportation Code denoted in Section 1 of this ordinance as appropriate in order to avoid duplication in numbering that may result from enactment of another ordinance containing a different subsection also designated as subsection 601(a)(22).

Section 3. 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 4. 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.

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

By: _____
JOHN I. KENNEDY
Deputy City Attorney

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

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency