

THIS PRINT COVERS CALENDAR ITEM NO. : 13

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Transit

BRIEF DESCRIPTION:

Amending Division II of the Transportation Code to extend an existing transit-only lane on Fourth Street from Howard to Folsom streets and eliminate a time-limited transit-only lane between Howard and Clementina streets, and making various parking modifications along Fourth Street between Market and Folsom streets and on an adjoining segment of Jessie Street as part of the Fourth Street Transit Improvement Project.


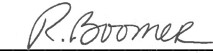
SUMMARY:

- The proposed modifications are part of the Fourth Street Transit Improvement Project, a Muni Forward and Vision Zero supporting project.
- The Project would reduce transit travel time and travel time variability by extending and making full-time an existing transit lane.
- The Project would advance the City's Vision Zero goals by reducing the number of through lanes of traffic in an area with high pedestrian volumes.
- 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. SFMTAB Resolution No. 14-041
(TEP) <http://www.sfmta.com/sites/default/files/agendaitems/3-28-14%20Item%206%20TEP%20CEQA%20approval%20resolution.pdf>
4. TEP FEIR <https://sfplanning.org/project/muni-forward-transit-effectiveness-project-tep-environmental-review-process>
5. TEP Mitigation Monitoring and Reporting Program http://default.sfplanning.org/MEA/tep/TEP_CEQA-FinalMMRP_March272014.pdf

APPROVALS:

DIRECTOR 
SECRETARY 

DATE

September 25, 2019
September 24, 2019

ASSIGNED SFMTAB CALENDAR DATE: October 1, 2019

PAGE 2.

PURPOSE

Amending Division II of the Transportation Code to extend an existing transit-only lane on Fourth Street from Howard to Folsom streets and eliminate a time-limited transit-only lane between Howard and Clementina streets, and making various parking modifications along Fourth Street between Market and Folsom streets and on an adjoining segment of Jessie Street as part of the Fourth Street Transit Improvement Project.

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 1.1: Achieve Vision Zero by eliminating all traffic deaths.

Objective 1.2: Improve the safety of the transportation system.

Goal 2: Make transit and other sustainable means 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.

This action supports the following Transit First Policy principles:

2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle, and on foot must be an attractive alternative to travel by private automobile.
3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
4. Transit-priority improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve pedestrian safety.
5. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.

DESCRIPTION

Fourth Street is a one-way (southbound) street extending from Market Street near Union Square to Mission Bay in the South of Market (SoMa) area. It serves as a continuation of Stockton Street north of Market, and it connects to an Interstate 80 (I-80) westbound on-ramp in SoMa. In addition to its role in the traffic network, it is one of San Francisco’s busiest transit corridors, used by a half-dozen Muni bus routes serving Chinatown, the Caltrain commuter rail terminal at Fourth and King streets, and other destinations (see Figure 1 at right). Pedestrian volumes on Fourth Street have been growing as the Moscone Center convention complex at Fourth and Howard streets has expanded and as dense, mixed-use development has occurred in the surrounding area.



Figure 1: Buses in traffic on Fourth Street

For more than six years, the roadway of Fourth Street has been temporarily reconfigured to accommodate construction of the SFMTA Central Subway project under the street, including the future Yerba Buena/Moscone Station on the Muni Metro T Third line at Fourth and Folsom streets. Unless the proposed changes are approved, the roadway will revert to its previous configuration upon completion of Central Subway construction. The prior configuration generally consists of three lanes of traffic, a transit- and taxi-only lane shared with both through and turning traffic at intersections, additional turn lanes, and parking and loading areas on some blocks.

The Muni routes serving Fourth Street have combined average weekday ridership of more than 70,000 boardings, and the street is used by almost 40 buses in the busiest hour of the day, amounting to a combined average frequency of approximately one bus every 90 seconds. Most of Fourth Street is also part of the City’s Vision Zero program High Injury Network of streets with the highest rates of collisions between vehicles, pedestrians and cyclists.

The proposed Fourth Street Transit Improvement Project would reduce transit delays by improving the transit- and taxi-only lane between Market and Folsom streets and by reducing the number of stops in this segment. It would also improve intermodal connectivity at the future Yerba Buena/Moscone subway station by relocating a bus stop to be adjacent to the station entrance. Finally, it would enhance pedestrian safety by reducing the number of lanes of traffic between Market and Folsom from three or four at intersections (including shared through and turn lanes) to two.

Staging of Central Subway construction equipment in the roadway of Fourth Street ended in late August, and the roadway is now ready for permanent restriping. This project, if approved, can be

implemented as soon as possible, since no major capital elements have been included. Instead, the project consists primarily of roadway striping, bus stop and curb use changes.

This project is complementary to the Third Street Transit and Safety Project, approved by the SFMTA Board of Directors in February 2019. That project, which is scheduled for implementation this fall, will reduce transit delays on the 8, 8AX, 8BX, 30, 45 and 91 (the same bus routes that serve Fourth Street) as they travel northbound on Third Street. This project is also consistent with the changes to the configuration of Fourth Street between Bryant and Townsend streets approved by the SFMTA Board of Directors in July 2019, including maintaining the street's one-way configuration in that segment, rather than converting it to two-way traffic, thereby reducing automobile conflicts with buses operating in that segment of Fourth Street. Taken together, these projects should substantially reduce transit delay in the Third and Fourth streets corridor in SoMa.

The Fourth Street Transit Improvement Project area is shown in Figure 2 below.

Figure 2: Project area



Transit

Muni routes serving Fourth Street between Market and Folsom are briefly described below. In SoMa, each route operates southbound on Fourth Street and northbound on Third Street one block to the east.

- Route 8 *Bayshore* is a frequent service operating from early morning to late night seven days a week except during peak periods in the peak direction, when it is replaced by Routes 8AX *Bayshore A Express* and 8BX *Bayshore B Express* (on Fourth Street, in the weekday PM peak period). The 8, 8AX and 8BX run from Fisherman’s Wharf in the north to Visitacion Valley and the City College of San Francisco main campus to the south, and turn right off of Fourth Street at Harrison Street, one block south of Folsom.
- Routes 30 *Stockton* and 45 *Union-Stockton* are frequent, all-day, seven-day-a-week services operating between the Marina and Cow Hollow to the north and the Fourth and King Caltrain terminal in the south. The 30 and 45 currently turn right at Harrison, then left at Fifth Street to access Caltrain, but the 30 will continue south on Fourth Street upon completion of Central Subway construction on Fourth between Bryant and Townsend.
- Route 91 *3rd Street/19th Avenue Owl* operates overnight only, every half-hour, every night along a loop partly following the Routes 30 and 45 alignment. At Harrison, it continues south on Fourth Street.

Additional characteristics of each route are shown in Figure 3 below.

Figure 3: Summary operating characteristics of Muni bus routes on Fourth Street

Route	Inbound Terminal	Outbound Terminal	Headway (Minutes)				
			Weekday AM Peak	Weekday PM Peak	Weekday Mid-Day	Weekday Evening	Weekend
<i>Daytime/Evening Service</i>							
8	Fisherman’s Wharf	City College	8	--	8	15	8-15
8AX	North Beach	Visitacion Valley	--	6	--	--	--
8BX	Fisherman’s Wharf	Visitacion Valley	--	7	--	--	--
30	Caltrain	Marina (long line), Aquatic Park (short line)	8	6	7	15-20	6-15
45	Caltrain	Cow Hollow	8	12	10	15-20	9-15

Route	Inbound Terminal	Outbound Terminal	Headway (Minutes)					
			Weekday AM Peak	Weekday PM Peak	Weekday Mid-Day	Weekday Evening	Weekend	
<i>Owl Service</i>								
91	S.F. State University	West Portal	30 (overnight)					

Bus stops on Fourth Street between Market and Folsom are located on the far (south) side of each major intersection, approximately 635 feet apart.

- The stop at Market is on a “bulb” sidewalk extension and provides access to the Powell Street BART/Muni subway station as well as numerous bus routes on the surface of Market Street.
- The stop at Mission is on the sidewalk adjacent to a painted “bus zone” and provides access to Muni bus routes 14, 14R and 14X.
- The stop at Howard is a bus zone.
- The stop at Folsom is a bus zone and provides access to Route 12 in the eastbound direction. Under a separate SFMTA project, the Folsom/Howard Streetscape Project, a transit-only lane is planned to be added to Folsom, and additional Muni service may operate there.

From 2012 until April of this year, the southbound 8, 8AX, 8BX, 30, 45 and 91 were rerouted to Fifth Street due to Central Subway construction. Since they have only recently returned to Fourth Street after seven years on Fifth Street, and because both the 30 and 45 continue to operate on Fifth Street south of Harrison rather than their historic alignments of Fourth Street to Townsend, analysis of stop-level ridership and travel time data has not been conducted as part of this project.

Prior to Central Subway construction, the transit- and taxi-only lane on Fourth Street between Market and Folsom was configured as follows:

- Immediately south of Market Street, the transit- and taxi-only lane was along the western curb, adjacent to the “bulb” stop on the south side of Market.
- From the bulb to a point midway between Jessie Street and Mission Street, there was parking and loading to the right of the transit lane.

PAGE 7.

- Approaching Mission, “shared thru/right” arrows were painted in the transit lane, indicating to motorists that it could be used by both through and right-turning traffic. It was previously unclear if general through-traffic was allowed in the lane. To the right of the transit lane along the curb was a right turn-only lane.
- The configuration continued on the block between Mission and Howard, although the stop at Mission was a bus zone rather than a bulb, and the curb lane between Minna Street and Howard Street was a taxi zone and right-turn lane.
- Between Howard and Clementina streets, there was a time-limited (PM peak only) transit lane along the curb, in a “towaway” parking and loading lane.

Upon completion of the Central Subway and extension of T Line service to Chinatown, bus service will be reduced on Fourth Street. However, under current plans there would still be approximately 30 buses per hour on Fourth Street at the busiest times, or approximately one bus every two minutes.

Transit Lane Changes/Transportation Code Legislation

Under the proposed project, a number of changes would be made to the configuration of the transit- and taxi-only lane on Fourth Street between Market and Folsom. The lane would be extended south of Clementina to Folsom and shared with traffic only where motorists are allowed to cross to access right-turn lanes; the entire segment would remain in effect 24 hours a day, seven days a week, including the portion south of Howard Street; and would be colored red. Together, these changes should substantially reduce conflicts between transit and traffic and resulting delay to transit. SFMTA Board approval to amend the Transportation Code is required to make these changes.

North of Minna, the transit lane would remain in the same location, while on the approach to Howard, it would be to the left of two right turn-only lanes, and between Howard and Folsom it would be to the left of the parking and loading lane (including a new bus zone on the north side of Folsom, described below). Between Market and Mission, it would be similar to what currently exists (although the curb lane would be reconfigured to provide additional capacity for right turns outside of the transit lane; see “Traffic Changes” in the following pages). On the approach to Howard, meanwhile, the configuration would be similar to what now exists, except that the empty space between the through and turn lanes (currently painted with a “hatched” striping pattern) would be widened slightly to accommodate the transit lane. The overall proposed configuration of the street is further described under “Other Changes” in the following pages. The previous and proposed configurations of Fourth Street, including the transit-only lane, are shown in the diagrammatic cross-sections and conceptual plan views on the following pages (Figures 4 through 9).

Figure 4: Previous Cross-section at Minna

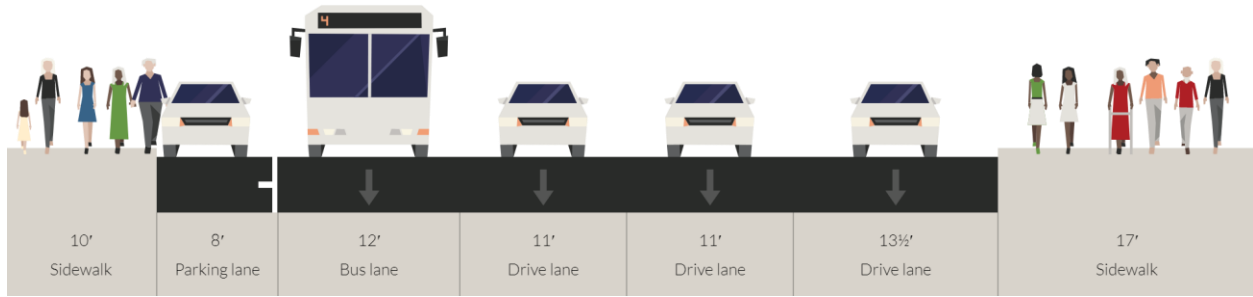


Figure 5: Proposed Cross-section at Minna

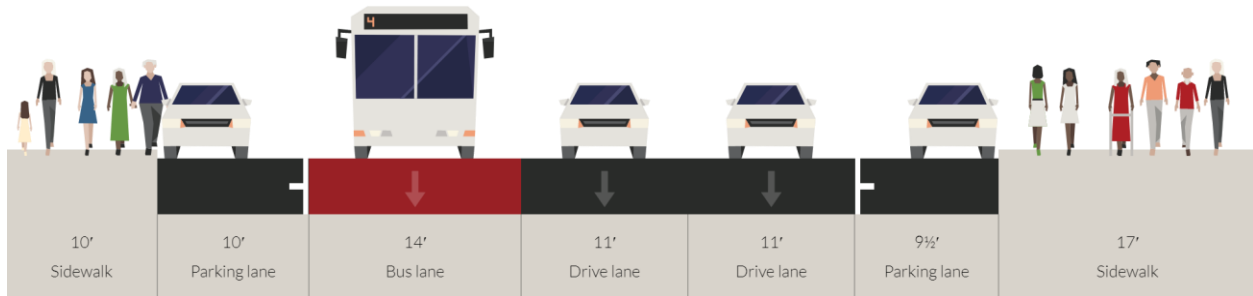


Figure 6: Previous Cross-section at Howard

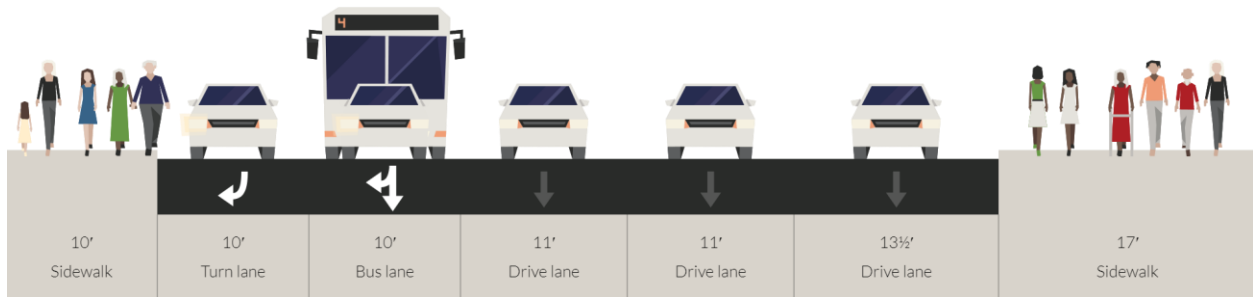


Figure 7: Proposed Cross-section at Howard

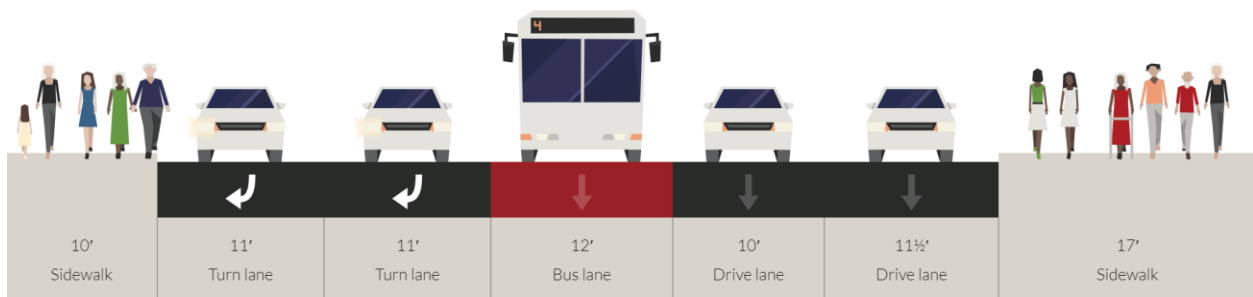


Figure 8: Previous Plan View

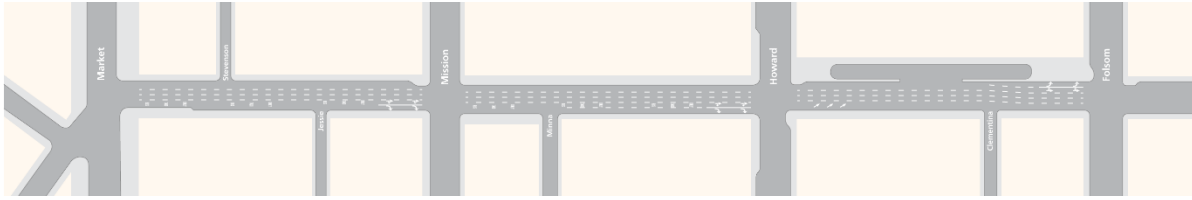
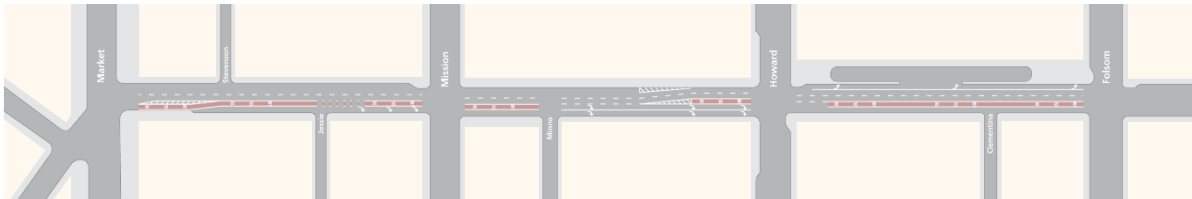


Figure 9: Proposed Plan View



Transit Stop Changes

Under the proposed project, the number of Muni stops on Fourth Street between Market and Folsom would be consolidated from four to three. The stops at Market and Mission would remain as they are. However, the stops at Howard and Folsom would be combined into a single stop on the near (north) side of Folsom (see Figure 10 at right). This stop would consist of a bus zone adjacent to the entrance to the future Yerba Buena/Moscone T Third subway station, and extending approximately 150 feet to Clementina, thereby providing space for two 60-foot buses to use the stop simultaneously. The existing bus zone on the far side of Folsom would remain for use by Golden Gate Transit, while the existing bus zone at Howard would be repurposed primarily for passenger loading (see “Other Changes” in the following pages). SFMTA Board approval is not necessary in order for staff to make these changes.

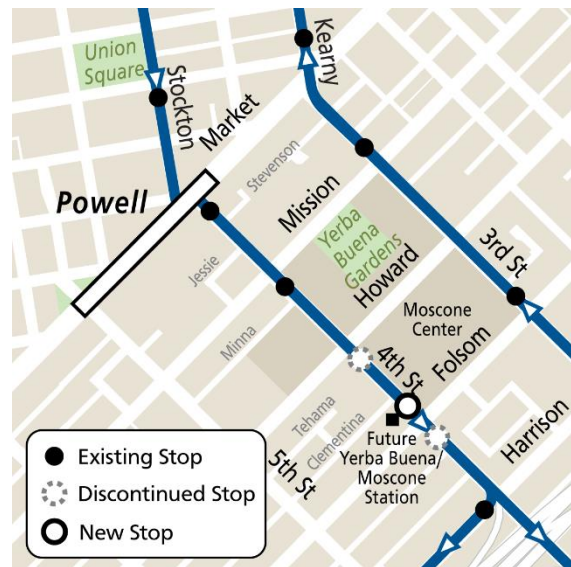


Figure 10: Proposed bus stop changes

The distance between the stops at Mission and Folsom would be approximately 1,045 feet. While some residents of low-income senior housing projects to the west of Fourth Street between Howard and Folsom would have to travel farther to access a stop, the new Folsom stop would only be about 445 feet south of the existing Howard stop, and would require no new crossings of major streets (only Clementina, which is an alley). Some of those using the current Folsom stop would have to cross Folsom to access the new stop.

Altogether, the proposed transit changes – including both the proposed transit lane as well as the changes to stops – are projected to reduce transit travel times in the PM peak period by approximately one minute, a meaningful savings given the relatively short length of the project segment (approximately 1,900 feet). The proposed changes would also enhance transit connectivity.

Other Elements

Traffic Changes

Prior to Central Subway construction, there were three lanes of through traffic on Fourth Street between Market and Folsom, as well as shared through and turn lanes (see “Transit Lane Changes” above) and turn-only lanes on the approach to each major intersection (Mission, Howard and Folsom). Under the proposal, the number of through lanes would be reduced to two, consistent with the number of through lanes on Stockton just to the north. SFMTA Board is not required to make this change. This would amount to maintaining or increasing through capacity over recent construction-related configurations (at one point the roadway narrowed to a single through lane and a shared through and left-turn lane at Folsom).

Capacity for turn movements, meanwhile, would be roughly maintained at both Mission and Howard, and significant capacity would be provided at Folsom.

- At Mission, a white passenger loading zone in front of the City College of San Francisco Downtown Center at 88 Fourth Street would be relocated 60 feet to the north, extending the existing right-turn pocket to 132 feet (the lane just to the left, which was previously a shared through and turn lane, would be a transit lane).
- At Howard, the current configuration featuring two right-turn lanes extending from Minna approximately 360 feet to Howard would generally be maintained, although there would be a taxi zone and adjacent red zones along the curb from Minna to 208 feet north of Howard. Traffic counts conducted for this project found a total of 507 vehicles turning right from Fourth Street onto Howard during the PM peak hour.
- At Folsom, a left-turn lane would extend the length of the block.

Traffic modeling conducted using Synchro simulation software found that under the proposed configuration, peak period congestion would be increased only modestly over the pre-construction condition at Fourth Street and Howard (approximately 10 additional seconds of average delay for all movements) and would be reduced slightly over both pre-construction and construction conditions at Fourth Street and Folsom.

PAGE 11.

At the same time, pedestrian safety should be improved by the removal of one of three lanes of through traffic (one of four lanes at intersections). Vehicular turn movements would continue to be separated from pedestrian movements at both Howard and Folsom.

Parking and Loading Changes

A few changes to curb uses are proposed as part of this project:

- On the west side of Fourth Street between Jessie and Mission, a 60-foot passenger loading (white) zone would be removed (see “Traffic Changes” above) and two short-term (green) metered parking spaces would be converted to a 36-foot white zone. One of the short-term metered parking spaces would be replaced by converting a general metered parking space on the east-west segment of Jessie Street, just around the corner, to a short-term metered parking space. Two more general metered parking spaces on Jessie would be converted to commercial loading (yellow) zones.
- On the east side of Fourth Street between Mission and Howard streets, an 83-foot passenger loading zone added during Central Subway construction would be replaced by a 118-foot passenger loading zone and seven commercial metered loading spaces.
- On the west side of Fourth Street just south of Minna Street, an approximately 125-foot-long taxi loading zone would be added (separated into two roughly equivalent segments by a short segment of red curb adjacent to a fire hydrant).
- On the west side of Fourth Street south of Howard Street, an existing 100-foot bus zone would be removed. Twenty-eight feet of the available curb would become a Tow Away No Stopping Any Time or TANSAT (red) zone due to an adjacent fire hydrant, and the remaining 72 feet would become a passenger loading (white) zone.
- A new bus zone would be added on the west side of Fourth Street between Clementina and Folsom streets.

Implementation

The project is planned to be implemented as soon as possible following the removal of Central Subway construction equipment from the roadway of Fourth Street north of Folsom Street. Construction would consist of striping and painting of the roadway, as well as adding and removing meters and signs. Estimated time for completion is between 7 and 10 working days. The work would be coordinated between SFMTA’s paint, sign, and meter shops. There is no concrete work associated with this project.

Proposed Parking Modifications

The proposed modifications to existing transit-only lanes are included in the Transportation Code

PAGE 12.

attached to this calendar item. 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. In addition, SFMTA staff propose that the SFMTA Board approve the following parking modifications to implement the Fourth Street Transit Improvement Project:

- A. RESCIND – WHITE PASSENGER LOADING ZONE 7 AM TO 10 PM DAILY;
ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – 4th Street, west side, from 60 feet to 120 feet north of Mission Street
- B. RESCIND – TOW AWAY NO STOPPING ANYTIME;
ESTABLISH – WHITE PASSENGER LOADING ZONE AT ALL TIMES – 4th Street, east side, from Mission Street to Minna Street
- C. RESCIND – TOW AWAY NO STOPPING ANYTIME and ESTABLISH – BUS ZONE – 4th Street, west side, from Clementina Street to Folsom Street
- D. RESCIND – TOW AWAY NO STOPPING ANYTIME and ESTABLISH – NO PARKING, TAXI ZONE AT ALL TIMES – 4th Street, west side, from 20 feet to 145 feet south of Minna Street #
- E. RESCIND – TOW AWAY NO STOPPING ANYTIME – 4th Street, east side, from 10 feet to 65 feet south of the northern crosswalk at Minna Street
- F. RESCIND – WHITE PASSENGER LOADING ZONE AT ALL TIMES - 4th Street, east side, from 65 feet to 180 feet south of the northern crosswalk at Minna Street
- G. ESTABLISH – YELLOW METERED LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY - 4th Street, east side, from 10 feet to 170 feet south of the northern crosswalk at Minna Street #
- H. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – 4th Street, east side, from 170 feet to 180 feet south of the northern crosswalk at Minna Street #
- I. RESCIND – TOW AWAY NO PARKING DAILY FROM 7 AM TO 10 AM – Jessie Street, south side, from 4 feet to 84 feet east of Jessie East Street
- J. ESTABLISH – YELLOW METERED LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – Jessie Street, south side, from 4 feet to 44 feet east of Jessie East Street #
- K. ESTABLISH – GREEN METERED PARKING, 15-MINUTE TIME LIMIT, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – Jessie Street, south side, from 57 feet to 75 feet west of 4th Street #
- L. RESCIND – GREEN METERED PARKING, 15-MINUTE TIME LIMIT, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY;
ESTABLISH – WHITE PASSENGER LOADING ZONE, 7 AM TO 10 PM DAILY – 4th Street, west side, from 2 feet to 38 feet south of Jessie Street
- M. RESCIND - BUS ZONE – 4th Street, west side, from Howard Street to 100 feet southerly
- N. ESTABLISH – WHITE PASSENGER LOADING ZONE, 7 AM TO 10 PM DAILY –; 4th Street, west side, from 28 feet to 100 feet south of Howard Street

PAGE 13.

- O. ESTABLISH – TOW-AWAY, NO PARKING – 4th Street, west side, from Howard Street to 28 feet southerly

STAKEHOLDER ENGAGEMENT

The community engagement strategy for this project consisted primarily of stakeholder meetings, passenger surveys, a project website and email notifications. Feedback was received from a diverse group of stakeholders including Muni customers, community organizations, citywide advocacy organizations, local merchants, hotels, institutional stakeholders, and residents of senior communities.

Stakeholder Meetings

Twenty meetings were conducted with the following community stakeholders:

- AltSchool Yerba Buena (300 4th Street)
- Chinatown Transportation Research and Improvement Project (TRIP)
- City College of San Francisco (88 4th Street)
- Cole Hardware (70 4th Street)
- Metreon (135 4th Street)
- The Mosser Hotel (54 4th Street)
- Office of District 6 Supervisor Matt Haney
- San Francisco Bicycle Coalition
- San Francisco Chamber of Commerce
- San Francisco Marriott Marquis (780 Mission)
- San Francisco Transit Riders
- Senior and Disability Action
- SFMTA Citizens Advisory Committee (CAC) Operations and Customer Service Committee (OCSC)
- SFMTA Multimodal Accessibility Advisory Committee (MAAC)
- TODCO Group (230 4th Street)
- Virgin Hotels San Francisco (250 4th Street)
- Yerba Buena Alliance
- Yerba Buena Community Benefit District (Yerba Buena CBD)
- 4th and Folsom affordable housing development team (Tenderloin Neighborhood Development Corporation/HKIT Architects)

In addition to stakeholder meetings, staff provided project information and answered questions via email, which some organizations preferred, including the Hotel Council of San Francisco and Moscone Center. Outreach was also conducted at SoMa Sunday Streets about the project and to respond to questions from the public.

PAGE 14.

Coordination meetings were also held with internal stakeholders including SFMTA management, union officials, transit operators from Potrero, Presidio and Woods divisions, Accessible Services, Parking and Curb Management, and planners, engineers and communications staff for nearby projects. Finally, agency partners including San Francisco Public Works, the San Francisco Planning Department, San Francisco Fire Department and Golden Gate Transit were consulted.

Key findings from stakeholder meetings included:

- Stakeholders generally understood the rationale for providing a transit-only lane on Fourth Street, in terms of both its importance to the transit network as well as the delays caused by traffic.
- Similarly, stakeholders generally understood the rationale for consolidating the Howard and Folsom bus stops next to the future subway station to improve bus connections to the subway.
- Several stakeholders noted that the “temporary” configuration of Fourth Street – which narrows to two lanes at Folsom, next to the staging area for subway station construction – had been in place for so long (since 2013) that reducing the number of through lanes of traffic from three to two north of Folsom would effectively maintain the status quo, rather than making a change to traffic patterns.
- Numerous stakeholders in the corridor said that after years of Central Subway construction, they were suffering from “construction fatigue,” and they were appreciative that the proposed project would require only limited construction.
- Several stakeholders were appreciative of the additional passenger and commercial loading zones proposed by the project and felt it would help to address existing demand.
- Individual stakeholders expressed concerns about proposed changes to curb uses adjacent to their properties, and in each case the proposal was modified to address their concerns. Specifically:
 - City College of San Francisco representatives expressed concern about removal of a passenger loading (white) zone in front of the school’s Downtown Center. In response, two short-term (green) metered parking spaces just to the north were proposed to be converted to a white zone rather than a Towaway No Stopping or TANSAT (red) curb as initially proposed.
 - Moscone Center representatives expressed concern about the removal, prior to this project, of a taxi zone adjacent to the Moscone West facility, and in response the zone is now proposed to be restored.

PAGE 15.

Additionally, the bus zone at Howard proposed for removal is proposed to be converted to a passenger loading (white) zone in part based on discussions with representatives of the TODCO Group, which manages the adjacent low-income senior housing project at 230 Fourth Street.

Surveys

Passengers on Fourth Street buses were surveyed in June, 2019, at various times of day and on all routes. The survey was also posted on the project website (see “Website and Mailing List” below). To support the multi-lingual needs of passengers, surveys were translated into Spanish, Chinese, and Filipino. A total of 214 people responded, including 15 using the Chinese version of the survey, and another six using the Spanish version.

Respondents were asked a variety of questions, and their responses varied. Notably, 69 percent “strongly agreed” or “agreed” with the statement, “I would walk up to one block farther to the stop if it made my trip shorter overall.” In general, respondents expressed satisfaction with existing service, describing it as relatively reliable, not too crowded, and useful (although 89 percent of respondents were Routes 30 or 45 riders, and those services are near the ends of their routes by the time they reach Fourth Street, and are less crowded than the 8, 8AX or 8BX).

Website and Mailing List

The project website can be found at: SFMTA.com/4thStreet. A project mailing list was also developed and used to send project updates.

ALTERNATIVES CONSIDERED

One variant of the proposed project design was considered by SFMTA staff but was ultimately found not to be preferable to the proposed configuration. Under this variant, the existing bus stops at Howard and Folsom would have remained, and a passenger loading (white) zone would have been provided between Clementina and Folsom, adjacent to the future Yerba Buena/Moscone Station. While some illegal pick-up and drop-off activity may occur in the proposed bus zone, and while locating transit stops on the near side of signalized intersections increases delay, this will be offset by removing a stop, and this will provide a direct connection between bus service and the new subway station.

FUNDING IMPACT

The total design and construction cost of the project is currently estimated to be \$356,000. The planned funding source is primarily a federal Transit Performance Initiative (TPI) grant, issued under the TPI Investment Grant Program for Colored Lanes on the SFMTA Rapid Network.

ENVIRONMENTAL REVIEW

The Transit Effectiveness Project Final Environmental Impact Report (TEP FEIR) was certified

PAGE 16.

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

On September 6, 2019, the San Francisco Planning Department determined that the Fourth Street Transit Improvement Project was within the scope of the TEP FEIR. No new significant effects were identified, there was no substantial increase in significant effects already identified, and no new mitigation were required for the project.

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

OTHER APPROVALS RECEIVED OR STILL REQUIRED

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

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.

RECOMMENDATION

Staff recommends amending Division II of the Transportation Code to extend an existing transit-only lane on Fourth Street from Howard to Folsom streets and eliminate a time-limited transit-only lane between Howard and Clementina streets, and making various parking modifications, as set forth in Items A through O above, along Fourth Street between Market and Folsom streets and on an adjoining segment of Jessie Street as part of the Fourth Street Transit Improvement Project.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, Five of Muni’s busiest bus routes operate on Fourth Street South of Market, and during peak periods it is used by nearly 40 buses per hour; and,

WHEREAS, During rush hours these buses are frequently blocked by traffic, delaying thousands of Muni passengers, and,

WHEREAS, Providing a transit- and taxi-only lane and reducing the number of bus stops would serve to both reduce travel times and make service more reliable; and,

WHEREAS, Transit connectivity to the subway station under construction at Fourth and Folsom streets should be as seamless as possible, and,

WHEREAS, South of Market is a rapidly growing area with major destinations and increasing foot traffic, and,

WHEREAS, Improvements to pedestrian safety are critical to achieving the city’s Vision Zero goal to eliminate all traffic deaths by 2024, and,

WHEREAS, The San Francisco Municipal Transportation Agency has received a request, or identified a need for parking modifications as follows:

- A. RESCIND – WHITE PASSENGER LOADING ZONE 7 AM TO 10 PM DAILY and ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – 4th Street, west side, from 60 feet to 120 feet north of Mission Street
- B. RESCIND – TOW AWAY NO STOPPING ANYTIME and ESTABLISH – WHITE PASSENGER LOADING ZONE AT ALL TIMES – 4th Street, east side, from Mission Street to Minna Street #
- C. RESCIND – TOW AWAY NO STOPPING ANYTIME and ESTABLISH – BUS ZONE – 4th Street, west side, from Clementina Street to Folsom Street
- D. RESCIND – TOW AWAY NO STOPPING ANYTIME and ESTABLISH – NO PARKING, TAXI ZONE AT ALL TIMES – 4th Street, west side, from 20 feet to 145 feet south of Minna Street #
- E. RESCIND – TOW AWAY NO STOPPING ANYTIME – 4th Street, east side, from 10 feet to 65 feet south of the northern crosswalk at Minna Street
- F. RESCIND – WHITE PASSENGER LOADING ZONE AT ALL TIMES - 4th Street, east side, from 65 feet to 180 feet south of the northern crosswalk at Minna Street

PAGE 18.

- G. ESTABLISH – YELLOW METERED LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY - 4th Street, east side, from 10 feet to 170 feet south of the northern crosswalk at Minna Street #
- H. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – 4th Street, east side, from 170 feet to 180 feet south of the northern crosswalk at Minna Street
- I. RESCIND – TOW AWAY NO PARKING DAILY FROM 7 AM TO 10 AM – Jessie Street, south side, from 4 feet to 84 feet east of Jessie East Street
- J. ESTABLISH – YELLOW METERED LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – Jessie Street, south side, from 4 feet to 44 feet east of Jessie East Street #
- K. ESTABLISH – GREEN METERED PARKING, 15-MINUTE TIME LIMIT, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – Jessie Street, south side, from 57 feet to 75 feet west of 4th Street #
- L. RESCIND – GREEN METERED PARKING, 15-MINUTE TIME LIMIT, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY;
ESTABLISH – WHITE PASSENGER LOADING ZONE, 7 AM TO 10 PM DAILY – 4th Street, west side, from 2 feet to 38 feet south of Jessie Street #
- M. RESCIND - BUS ZONE – 4th Street, west side, from Howard Street to 100 feet southerly
- N. ESTABLISH – WHITE PASSENGER LOADING ZONE, 7 AM TO 10 PM DAILY – 4th Street, west side, from 28 feet to 100 feet south of Howard Street #
- O. ESTABLISH – TOW-AWAY, NO PARKING – 4th Street, west side, from Howard Street to 28 feet southerly; and,

WHEREAS, The Transit Effectiveness Project Final Environmental Impact Report (TEP FEIR) was certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014; subsequently, on March 28, 2014 in Resolution No. 14-041, the SFMTA Board of Directors approved all of the TEP proposals including Service-Related Capital Improvements and Travel Time Reduction Proposals (TTRP) to improve transit performance along various Municipal Railway routes; as part of Resolution No. 14-041, the SFMTA Board of Directors adopted findings under the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings) and a Mitigation Monitoring and Reporting Program (MMRP); the projects listed above were cleared at a program or project level; any modifications to the programs or projects as described in the FEIR would require further CEQA review; and,

WHEREAS, On September 6, 2019, the San Francisco Planning Department reviewed the Fourth Street Transit Improvement Project and determined that the project was within the scope of the TEP FEIR; no new significant effects were identified, there was no substantial increase in significant effects already identified, and no new mitigation were required for the project; and,

PAGE 19.

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and is incorporated herein by reference; and,

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

RESOLVED, That the SFMTA Board of Directors adopts the Transit Effectiveness Project Final Environmental Impact Report CEQA findings as its own, and to the extent the above actions are associated with any mitigation measures and improvement measures, including Mitigation Measure M-CP-2a: Accidental Discovery of Archeological Resources, Mitigation Measure M-CP-3: Paleontological Resources Accidental Discovery, Mitigation Measure M-HZ-1: Hazardous Materials Soil Testing, Mitigation Measure M-TR-8: Optimization of Intersection Operations, and Improvement Measure Improvement Measure I-TR-1: Construction Measures; the SFMTA Board of Directors adopts these mitigation measures as conditions of this approval; a copy of the Planning Commission Resolution, the CEQA findings, and the CEQA determination are on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and are incorporated herein by reference; and, be it further,

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors amends Transportation Code Division II to extend an existing transit-only lane on Fourth Street from Howard to Folsom streets and eliminate a time-limited transit-only lane between Howard and Clementina streets; and, be it further,

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the various parking modifications, as set forth in Items A through O above, along Fourth Street between Market and Folsom streets and on an adjoining segment of Jessie Street as part of the Fourth Street Transit Improvement Project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of October 1, 2019.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

RESOLUTION NO.

[Transportation Code – Transit Only Lanes]

Resolution amending Division II of the Transportation Code to extend the existing full-time Transit-only lane southbound on 4th Street from Howard to Folsom Streets, and eliminate a time-limited Transit-only lane southbound on 4th Street from Howard to Clementina Streets.

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).

* * * *

(24) **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 Folsom 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.
	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. (Northbound)	Randall St.	Cesar Chavez 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.
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.	1st St.
	Mission St. (Westbound)	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, Monday – Friday	Sacramento St. (Westbound)	Kearny St.	Larkin St.
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. 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

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I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of October 1, 2019.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency