

THIS PRINT COVERS CALENDAR ITEM NO.: 12

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Transit

BRIEF DESCRIPTION:

Amending Transportation Code Division II, Sections 601 and 602 to designate transit-only areas on segments of the 1 California transit line between Presidio Avenue and Front Street; and approving related parking and traffic modifications.



SUMMARY:

- This calendar item proposes to make permanent the temporary emergency transit-only lanes along segments of the 1 California corridor between Presidio and Kearny streets, and implement other transit-supportive street improvements.
- Most of the proposed improvements were implemented in Summer 2021 as a part of the Temporary Emergency Transit Lanes (TETL) program with the goal of retaining the transit travel speed improvements achieved during the pandemic.
- Following the TETL implementation, evaluation and outreach was conducted, finding that the transit lanes have met the goal of the program. Specifically, the 1 California line travel time has improved by up to 15% of pre-pandemic levels.
- Some additional parking and traffic changes beyond those implemented as a part of the 1 California TETL Project are recommended to respond to evaluation results and stakeholder feedback.
- Certain items listed below with a “#” are final SFMTA decisions, as defined by Ordinance 127-18, that can be reviewed by the Board of Supervisors. SFMTA staff have determined that items K, L, M, N, O, P, Q, S, and V are final SFMTA decisions.

ENCLOSURES:

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

APPROVALS:

	DATE
DIRECTOR 	January 10, 2022
SECRETARY 	January 10, 2022

ASSIGNED SFMTAB CALENDAR DATE: January 18, 2022

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PURPOSE

Amending Transportation Code Division II, Sections 601 and 602 to designate transit-only areas on segments of the 1 California transit line between Presidio Avenue and Front Street; and approving related parking and traffic modifications.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

The proposed Project would support the following SFMTA Strategic Plan Goals:

Goal 1: Identify and reduce disproportionate outcomes and resolve past harm towards marginalized communities.

Goal 5: Deliver reliable and equitable transportation services.

Goal 6: Eliminate pollution and greenhouse gas emissions by increasing use of transit, walking, and bicycling.

This item would support the following Transit First Policy Principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
4. Transit priority improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles (including 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

Background

The 1 California Muni transit line is a high ridership east-west route that connects the Outer Richmond to Downtown San Francisco by way of California, Sacramento and Clay streets. Pre-COVID-19 pandemic, ridership was around 23,000 daily weekday boardings and the line has recently been seeing over 12,000 daily boardings. The 1 California line serves the Chinatown neighborhood – one of San Francisco's neighborhoods with high percentages of people of color and low-income households. In addition, 65% of Chinatown and Nob Hill households do not own a car, more than twice as many as the citywide average of 31%. The large number of transit-dependent residents in these neighborhoods underscores the importance of ensuring strong transit performance on the

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1 California line.

The COVID-19 pandemic drastically reduced auto trips, causing a decrease in congestion and an increase in transit travel speeds that resulted in a quicker, more reliable transit trip. On the 1 California, this time savings was equivalent to an approximate 15% savings or ~14 minute reduction in end-to-end running time in the AM peak, and an approximate 11% savings or ~11 minute reduction in end-to-end running time in the PM peak.

As a part of the SFMTA’s response to the COVID-19 pandemic, the Temporary Emergency Transit Lanes (TETL) Program was created to retain travel time improvements by protecting transit vehicles from congestion. The SFMTA Board authorized the program in June 2020, including approving the installation of temporary emergency transit lanes on select corridors and authorizing the City Traffic Engineer to approve additional temporary emergency transit lanes, subject to certain criteria, following a public hearing.

The 1 California TETL Project (Project) underwent a planning and outreach phase between Fall 2020 and early 2021, including hosting two virtual community meetings in February 2020. As a result of feedback received during the outreach phase, several changes were made to the proposed project prior to its approval in April 2021. Because the TETL Program only delegated authority to the City Traffic Engineer to approve full-time transit lanes and the Project included a mix of full-time and part-time transit lanes, the SFMTA Board approved the 1 California TETL part-time transit lanes on April 20, 2021 and directed the City Traffic Engineer to approve the full-time transit lanes associated with the Project following a Public Hearing held at the same April 20, 2021 SFMTA Board meeting. Figure 1 shows locations that were approved for new or expanded transit lanes and Figures 2 and 3 provide additional details on the hours transit lanes were approved to be in effect along each segment.

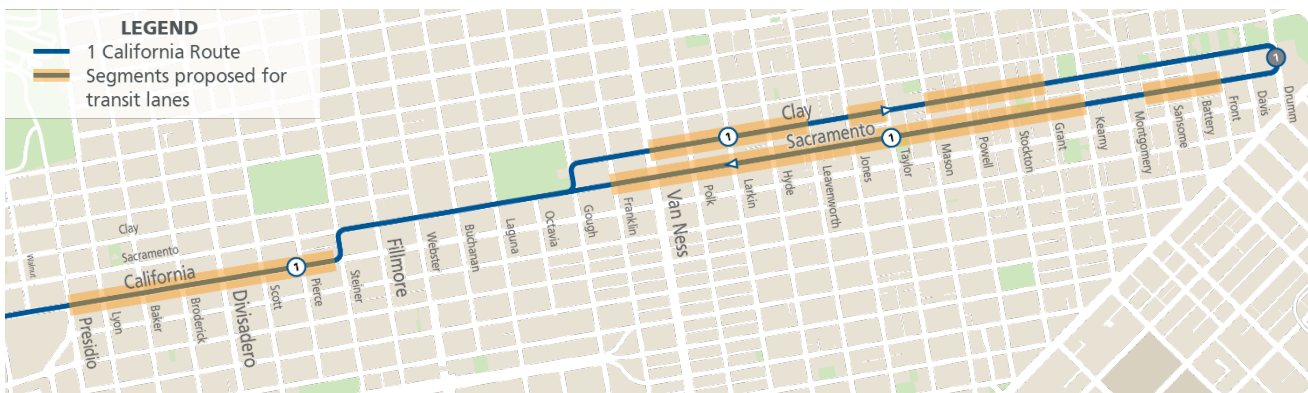


Figure 1 – 1 California TETL Project transit lane locations (mix of full-time and part-time transit lanes)



Figure 2 – 1 California TETL transit lane locations along California Street

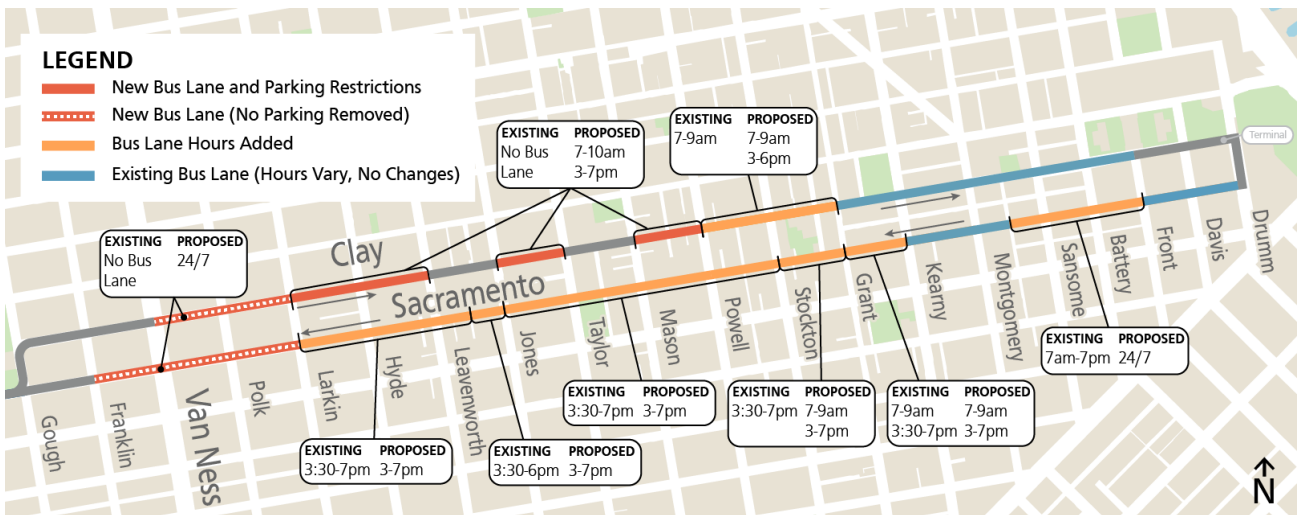


Figure 3 – 1 California TETL transit lane locations and hours along Clay and Sacramento streets

Implementation of the Project occurred between May and July 2021. Transit lanes east of Larkin Street are towaway transit lanes that also function as on-street parking during hours the transit lane is not in effect. Enforcement of the new towaway transit lanes occurred in stages throughout the month of July 2021, with a period of warnings, followed by a period of tickets without towing, prior to commencing towing towards the end of July 2021. This enforcement coincided with the resumption of enforcement of existing towaway transit lanes along Clay and Sacramento streets that were in effect prior to the COVID-19 pandemic but had not been enforced since the start of the pandemic.

Evaluation

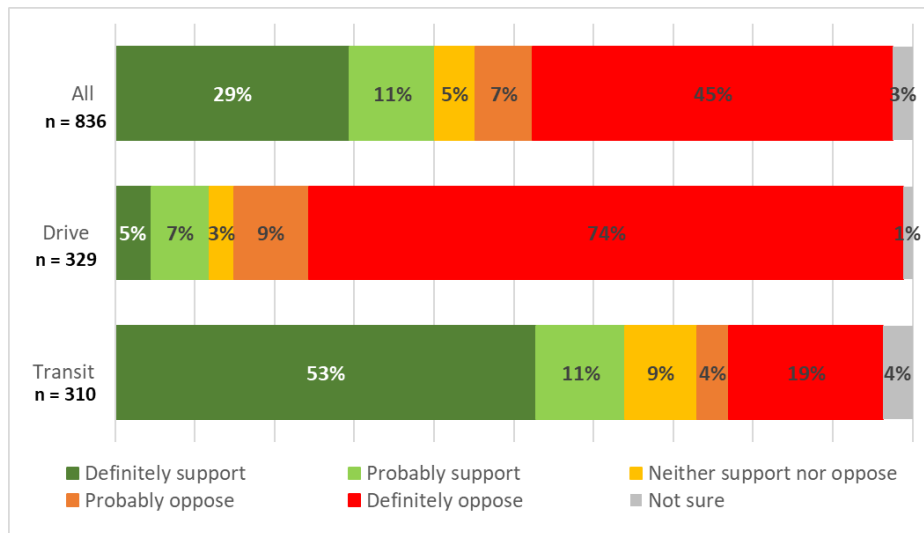
The SFMTA completed an evaluation of the Project to understand key benefits and impacts. The *1 California Temporary Emergency Transit Lanes Project Evaluation Report* was published in November 2021 and is available on the Project website [SFMTA.com/TempLanes1Cal](https://www.sfcta.com/TempLanes1Cal). In addition, key findings were synthesized in a one-page “Score Card” also available on the Project website.

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Some of the key findings are:

- **Transit travel time was preserved where transit lanes were implemented, with travel time savings up to 15% faster than pre-pandemic levels.** Transit travel time varied by location, time of day, and direction, with greater savings in the AM peak in the inbound direction.
- **Minimal traffic impacts.** In locations where new transit lanes were implemented during peak hours, auto speeds remained relatively constant, with no portions of the corridor showing auto speed reductions greater than 1%.
- **Over 70% of 1 California operators surveyed reported that the transit lanes have made their job easier.** A paper survey was distributed to operators who operate the 1 California line. About half also reported fewer conflicts with other vehicles, indicating the new lanes have helped to protect buses from private vehicle traffic.
- **Traffic collisions remain low.** No affected street segment showed a significant increase in collisions, and the average monthly collision rate decreased slightly when compared to the period immediately before Project implementation, as well as as prior to the COVID-19 pandemic.
- **Minimal impacts to loading availability in the corridor.** Staff observations along blocks where the Project decreased loading availability found only one instance of loading-related double parking when no loading zones were available, and that instance was on a block with an active construction project underway that likely contributed to the issue.
- **Transit lane compliance, particularly for part-time towaway transit lanes, is in need of improvement and could further improve transit performance benefits.** During staff observations of peak period towaway transit lanes, cars were found parking in the transit lane on 20-35% of surveyed blocks. SFMTA will use this data to inform enforcement efforts and awareness, which could further improve transit performance benefits.
- **Support for keeping new transit lanes was divided, with greater levels of opposition from people who primarily drive and greater levels of support from people who primarily ride transit.** Figure 4 summarizes overall support as well as support from people who primarily drive and ride transit. Overall support for keeping transit lanes was approximately 40%, with support among transit riders at 64% and opposition among people who drive at 83%. As further discussed in the full *Evaluation Report*, survey respondents over-represented people who own vehicles among Nob Hill and Chinatown residents, with about 2/3 of respondents from these neighborhoods reporting owning a cars, while American Community Survey data indicates only about 1/3 of households in these neighborhoods own cars (*American community Survey, 2019, Table B08201*).

Figure 4 : Support for Keeping Transit Lanes by Mode



Recommended Modifications and Next Steps

As further described below in the Stakeholder Engagement section, staff engaged with affected stakeholders to collaborate on Project refinements both prior to approval, and again during the Project evaluation stage. As a result of stakeholder engagement during the evaluation phase, the following four recommendations were made along with SFMTA staff’s recommendation to keep the majority of 1 California TETL transit lanes in place.

1. **Rescind the afternoon transit lane hours on Clay Street between Powell and Stockton streets in Chinatown.** This change is recommended because the combination of a busy passenger loading zone at Powell Street and a queue of vehicles turning right at Stockton Street leaves little room for a usable transit lane on this block. Observations indicated that over 70% of buses were not making use of the transit lane on this block. Chinatown merchants have also expressed concern with the loss of afternoon parking availability. Despite this recommended change, 1 California travel times on this block remain extremely slow. A future 1 California Muni Forward Project is planned to initiate outreach within the next several years and will consider a broader set of tools to improve transit performance along this block and the entire 1 California corridor.
2. **Rescind south side general traffic afternoon peak hour tow-away lanes on Sacramento Street between Stockton and Montgomery.** This change responds to stakeholder feedback about an existing condition prior to the Project and the COVID-19 pandemic. During afternoon peak hours, both sides of Sacramento Street do not allow parking on these blocks. On the north side of the street, the towaway lane is for transit; and on the south side, this towaway lane is for general-purpose traffic. In light of reduced traffic volumes due to the pandemic, stakeholders raised concerns about the undue impact of not being able to park on either side of the street, plus the potential for excess lane capacity to lead to speeding. While this excess lane capacity is not needed at this time, the SFMTA will monitor conditions and could consider reinstating the towaway lane in the future if traffic levels becomes so severe that transit performance is impacted.
3. **Add two new blocks of AM and PM peak transit lanes on Clay Street in Nob Hill:**

between Mason and Taylor and between Jones and Leavenworth. These blocks were not included in the Project because there is a tree that overhangs into the curbside lane on each of these blocks that would prevent a bus from operating in this lane. Because evaluation results show promising travel time improvements on adjacent segments of Clay Street, especially during the morning peak period, and because continuous transit lanes are more legible and effective than discontinuous transit lanes, we are recommending adding these blocks as transit lanes. If these new lanes are approved, the SFMTA would then need to follow an administrative public process to notice and consider removal of the two trees. After completing this process, SFMTA would arrange for the removal of the trees and plant replacement trees to address the loss to the urban canopy, striving to add two trees for each tree removed.

4. **Continued monitoring of transit travel times on Clay Street in the afternoon peak period in Nob Hill.** Transit performance benefits were much clearer on Clay Street through Nob Hill in the morning (the peak direction) than in the afternoon. However, commute travel to the Financial District has not yet rebounded to pre-pandemic levels. We expect the full benefits of the Project won't be realized until a greater level of this traffic is restored. We will continue to monitor transit travel times and could make additional changes to transit lane design after Financial District traffic has returned and we have a better picture of longer-term transit performance.

Figure 5 below illustrates the full revised proposal incorporating these recommendations. The proposed modifications to existing transit-only lanes are included in the Transportation Code attached to this calendar item.

Implementation

While most recommended parking and traffic changes were already implemented as a part of the Project, recommended modifications described above would be implemented following SFMTA Board approval including:

- In the weeks following SFMTA Board approval, proposed modifications in Chinatown described above under #1 and #2 would be implemented.
- Proposed modifications described above under #3 would occur on a longer timeframe. Following SFMTA Board approval, SFMTA staff would follow the public process required for consideration of removal of trees. Following completion of that process, SFMTA would coordinate with the San Francisco Public Works Bureau of Urban Forestry to remove the trees and plant replacement trees and implement the transit lanes.

Figure 5: Revised 1 California Transit Lanes Project Proposal



Parking and Loading Changes

In some segments of the corridor, proposed 1 California transit lanes reduce available hours for parking and loading during hours the transit lane is in affect. Table 1 summarizes these changes. Due to the overall constrained parking supply, the project team sought to minimize parking impacts by only proposing transit lanes during the hours that data indicated the greatest potential for benefit.

Removing peak period parking to make room for transit lanes is a policy question centered around how we can best use San Francisco’s limited public street space. There is a direct tradeoff between using it to improve transit performance for those who are making essential trips versus using it to provide parking for San Franciscans who primarily own cars.

Table 1: Parking impacts

	Number of parking and loading spaces affected			
	Change from no transit lane to both AM and PM transit lane	Add peak period to existing transit lane (e.g. from only AM to AM and PM)	Add time to existing transit lane (e.g. from 3:30-7pm to 3-7pm)	Restore parking between 4-6pm by rescinding general purpose towaway
Financial District		-28 ¹		+14
Chinatown		-12	-41	+23
Nob Hill	-69		-82	

¹these spaces would be converted from 7am-7pm transit lanes to full time transit lanes

Proposed Transit-Only/High Occupancy Vehicle Lanes and Parking and Traffic Modifications

The proposed permanent transit-only/high occupancy vehicle lanes are authorized pursuant to California Vehicle Code Section 21655.1 (designation of lanes for use by public transit buses) and Section 21655.5 (designation of lanes for exclusive or preferential use by high occupancy vehicles). SFMTA staff also propose that the SFMTA Board approve the following parking and traffic modifications, as well as the transit-only lane modifications discussed above, on the I California corridor. In addition, since the Transportation Code must be amended to make the temporary emergency transit-only lanes permanent, the attached legislation amends the existing code to make these changes as well as the other legislative changes referenced in the 43 Masonic/44 O’Shaughnessy and 19 Polk Street MTA Board calendar items which will be considered by the SFMTA Board at one time. Certain items listed below with a “#” are final SFMTA decisions, as defined by Ordinance 127-18, that 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

- A. ESTABLISH – BUS AND TAXI ONLY LANE AT ALL TIMES – California Street, westbound and eastbound, from Presidio Avenue to Steiner Street; Clay Street, eastbound, from Van Ness Avenue to Larkin Street; Sacramento Street, westbound, from Larkin Street to Franklin Street; Sacramento Street, westbound, from Front Street to Leidesdorff Street
- B. ESTABLISH – BUS AND TAXI ONLY LANE, 7AM TO 10AM AND 3PM TO 7PM, MONDAY THROUGH FRIDAY – Clay Street, eastbound, from Larkin Street to Powell Street
- C. ESTABLISH – BUS AND TAXI ONLY LANE, 7AM TO 9AM AND 3PM TO 6PM, MONDAY THROUGH FRIDAY – Clay Street, eastbound, from Stockton Street to Grant Avenue
- D. ESTABLISH – BUS AND TAXI ONLY LANE, 7AM TO 9AM AND 3PM TO 7PM, MONDAY THROUGH FRIDAY – Sacramento Street, westbound, from Kearny Street to Stockton Street

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- E. ESTABLISH – BUS AND TAXI ONLY LANE, 3PM TO 7PM, MONDAY THROUGH FRIDAY – Sacramento Street, westbound, from Stockton Street to Larkin Street.
- F. ESTABLISH – TOW AWAY, NO STOPPING ANYTIME – Sacramento Street, north side, from Front Street to Leidesdorff Street; Sacramento Street, south side, from 12 feet to 30 feet east of Stockton Street (removes existing meter #845).
- G. ESTABLISH – TOW AWAY, NO STOPPING 7AM TO 10AM AND 3PM TO 7PM, MONDAY THROUGH FRIDAY – Clay Street, south side, from Larkin Street to Powell Street
- H. ESTABLISH – TOW AWAY, NO STOPPING 7AM TO 9AM AND 3PM TO 6PM, MONDAY THROUGH FRIDAY – Clay Street, south side, from Stockton Street to Grant Avenue
- I. ESTABLISH – TOW AWAY, NO STOPPING 7AM TO 9AM AND 3PM TO 7PM, MONDAY THROUGH FRIDAY – Sacramento Street, north side, from Kearny Street to Stockton Street
- J. ESTABLISH – TOW AWAY, NO STOPPING 3PM TO 7PM, MONDAY THROUGH FRIDAY – Sacramento Street, north side, from Stockton Street to Larkin Street
- K. ESTABLISH – METERED YELLOW COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, 7AM TO 6PM MONDAY THROUGH FRIDAY AND 7AM TO 4PM SATURDAY – Sacramento Street, south side, from 52 feet to 119 feet east of Grant Avenue (modifies from 7AM TO 4PM MONDAY THROUGH SATURDAY) #
- L. RESCIND – UNMETERED YELLOW COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, 10AM TO 3PM MONDAY THROUGH FRIDAY – Clay Street, south side, from Jones Street to 40 feet easterly #
- M. ESTABLISH – METERED YELLOW COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, 9AM TO 3PM MONDAY THROUGH SATURDAY – Sacramento Street, north side, from 12 feet to 30 feet east of Waverly Place (modifies from 7AM TO 3:30PM MONDAY THROUGH FRIDAY 7AM TO 6PM SATURDAY) #
- N. ESTABLISH – UNMETERED WHITE ZONE, PASSENGER LOADING, 9AM TO 3PM MONDAY THROUGH FRIDAY AND 8AM TO 6PM SATURDAY – Sacramento Street, north side, from 30 feet to 51 feet east of Waverly Place (modifies from 8AM TO 3:30PM MONDAY THROUGH FRIDAY 8AM TO 6PM SATURDAY) #
- O. ESTABLISH – METERED YELLOW COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, 9AM TO 3PM, MONDAY THROUGH FRIDAY – Sacramento Street, north side, from 54 feet to 142 feet east of Grant Avenue (modifies from 9AM TO 3:30PM MONDAY THROUGH FRIDAY) #
- P. ESTABLISH – METERED YELLOW COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, 9AM TO 3PM MONDAY THROUGH FRIDAY AND 7AM TO 6PM SATURDAY – Sacramento Street, north side, from Grant Avenue to 54 feet easterly (modifies from 9AM TO 3:30PM MONDAY THROUGH FRIDAY 7AM TO 6PM SATURDAY); Sacramento Street, north side, from 64 feet to 158 feet west of Kearny Street (modifies from 9AM TO 3:30PM MONDAY THROUGH FRIDAY 7AM TO 6PM SATURDAY) #

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- Q. ESTABLISH – METERED YELLOW COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, 7AM TO 6PM MONDAY THROUGH SATURDAY – Sacramento Street, south side, from 30 feet to 54 feet east of Stockton Street (modifies from 7AM TO 4PM MONDAY THROUGH FRIDAY 7AM TO 6PM SATURDAY); Sacramento Street, south side, from 49 feet to 71 feet east of Brooklyn Place (modifies from 7AM TO 4PM MONDAY THROUGH FRIDAY 7AM TO 6PM SATURDAY); Sacramento Street, south side, from 3 feet to 23 feet west of Grant Avenue (modifies from 7AM TO 4PM MONDAY THROUGH FRIDAY 7AM TO 6PM SATURDAY) #
- R. ESTABLISH- RIGHT LANE MUST TURN RIGHT EXCEPT MUNI – Clay Street, eastbound at Stockton Street
- S. ESTABLISH – UNMETERED WHITE ZONE, PASSENGER LOADING, 8AM TO 3PM AND 7PM TO 9PM, MONDAY THROUGH FRIDAY, 8AM TO 9PM SATURDAY AND SUNDAY – Sacramento Street, north side, from 38 feet to 90 feet west of Mason Street (modifies from 7AM to 3:30PM 7PM TO 10PM MONDAY THROUGH FRIDAY 7AM TO 10PM SATURDAY THROUGH SUNDAY); Sacramento Street, north side, from 20 feet to 40 feet east of Sproule Lane (modifies from 7AM to 3:30PM 7PM TO 10PM MONDAY THROUGH FRIDAY 7AM TO 10PM SATURDAY THROUGH SUNDAY); Sacramento Street, north side, from 20 feet to 40 feet west of Sproule Lane (modifies from 7AM to 3:30PM 7PM TO 10PM MONDAY THROUGH FRIDAY 7AM TO 10PM SATURDAY THROUGH SUNDAY); Sacramento Street, north side, from 15 feet to 35 feet east of Taylor Street (modifies from 7AM to 3:30PM 7PM TO 10PM MONDAY THROUGH FRIDAY 7AM TO 10PM SATURDAY THROUGH SUNDAY); Sacramento Street, north side, from 3 feet to 23 feet west of Taylor Street (modifies from 7AM to 3:30PM 7PM TO 10PM MONDAY THROUGH FRIDAY 7AM TO 10PM SATURDAY THROUGH SUNDAY) #
- T. RESCIND – TOW-AWAY, NO STOPPING, 3PM TO 6PM, MONDAY THROUGH FRIDAY – Sacramento Street, south side, Montgomery Street to Kearny Street
- U. RESCIND – TOW-AWAY, NO STOPPING, 4PM TO 6PM, MONDAY THROUGH FRIDAY – Sacramento Street, south side, Kearny Street to Stockton Street
- V. ESTABLISH – METERED YELLOW COMMERCIAL LOADING, 1-HOUR TIME LIMIT, 7A TO 6P MONDAY THROUGH FRIDAY – Sacramento Street, south side, from 32 feet to 100 feet east of Kearny Street (modifies from 7AM TO 3PM MONDAY THROUGH FRIDAY); Sacramento Street, south side, from 3 feet to 93 feet east of Spring Street (modifies from 7AM TO 3PM MONDAY THROUGH FRIDAY); Sacramento Street, south side, from 115 feet to 136 feet west of Montgomery Street (modifies from 7AM TO 3PM MONDAY THROUGH FRIDAY); Sacramento Street, south side, from 17 feet to 77 feet west of Montgomery Street (modifies from 7AM TO 3PM MONDAY THROUGH FRIDAY) #

STAKEHOLDER ENGAGEMENT

Notification

The SFMTA notified stakeholders about the Project proposal using the following techniques:

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- Three mailers were sent to all properties within one or two blocks of the proposed street changes, covering almost 24,000 addresses. The first one was sent to notify about the proposed Project and the opportunity to provide feedback prior to approval and implementation. It included an overview of the proposal as well as information about two virtual community meetings to learn more and provide feedback. A second postcard mailer was sent following approval and implementation to invite stakeholders to complete the stakeholder survey; and a third mailer was sent to notify about the availability of evaluation results and recommendations to keep most transit lanes in place. All mailers were in both English and Chinese.
- Email/text updates were sent to 1 California Muni alerts subscribers and other relevant subscription topics.
- Posters in English and Chinese were posted at key destinations along the Project corridor, including at bus stops at key Project milestones including: 1) to announce the Project/virtual committee meetings 2) to invite stakeholders to complete the stakeholder survey, as well as official Public Hearing notices 3) preceding the SFMTA Board's approval of the temporary Project in April 2021 and 4) announcing consideration of the Project at this January 18, 2022 SFMTA Board Meeting and Public Hearing.
- Meetings were conducted with stakeholder organizations within the Project limits who accepted our invitation to meet, including: Chinatown Transportation Research and Improvement Project, Chinatown merchants' representatives, Pacific Heights Residents Association, Friends of Lafayette Park, the Nob Hill Association, Discover Polk Community Benefit District, and the San Francisco Transit Riders.
- Two virtual community meetings were held:
 - February 17, 2021, 11:30am, focused on the western portion of the corridor, west of Steiner Street, and was conducted in English. There were approximately 15 attendees.
 - February 24, 2021, 2:00pm, focused on the eastern portion of the corridor east of Larkin Street. This meeting was conducted in both English and Cantonese and had approximately 45 attendees.

The meetings were facilitated by an SFMTA Public Hearing officer and included remarks from the District Supervisor's office, a staff presentation, public questions/comments, and staff responses.

- Direct phone calls or emails to notify about the virtual community meetings was conducted to organizations in close proximity to the proposal such as medical institutions, places of worship, community centers, grocery stores, large residential properties, schools, and banks. An evaluation survey was made available for about one month after implementation to seek feedback from affected stakeholders on improvements. The survey was available in Chinese and English online and was distributed in paper format with pre-paid mail back envelopes in food boxes distributed by the Chinatown YMCA.
- The evaluation survey was further promoted via social media and print advertising, including Facebook, Instagram, and Spotify, and print ads placed in the Chinese newspaper *Sing Tao*.
- Feedback was accepted by phone and email. We received email and/or phone calls from about 100 individuals and everyone who contacted us received a response.

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- A site meeting was conducted with approximately 20 Chinatown merchant representatives on August 17, 2021 to hear feedback after new transit lanes were implemented.
- Project team staff participated in the Chinatown Night Out event on September 8, 2021 to share information and field questions from attendees
- Virtual Office Hours were conducted on December 9, 2021 to offer stakeholders a chance to ask questions about the evaluation results and recommendations to staff.
- Multiple briefings and ongoing communication with the District 2 and District 3 Supervisor's offices.

Feedback

Some key themes from comments provided during the evaluation phase of the Project included the following.

Transit Riders

Many transit riders noted an improvement in their commutes. Some illustrative example quotes include the following:

- "My commute is a lot faster now because the bus gets to skip all that traffic! The bus also comes more consistently on time now."
- "It has been more reliable and less bunching at the bus stop."
- "Really great! I like how there's less just random stopping and cars cutting buses off now that the transit lanes are in place."
- "It seems a bit better - I'd say travel times are modestly faster and the bus turns up a bit more reliably. That said, I think it could be better if the transit lanes were consistent along the whole route."
- "It seems to go faster. In particular, I live on Clay street and I would see the bus and garbage truck face off and have to reverse / wait/ be stuck constantly. Now with the temp bus lane on my block, they can go around each other."

Chinatown Stakeholder Concerns

Stakeholders in Chinatown raised some concerns to the Project team, some of which were broader concerns associated with the challenges of the COVID-19 pandemic, and some that were specific to implementation of the Project.

- It is a difficult time for Chinatown merchants, with less tourist activity due to the pandemic.
- Loss of parking, parking tickets, and tow fees are harmful to small businesses.
- Many Chinatown shoppers come by bus or foot, but some come by car and these changes make it more difficult or may deter them from coming.
- It appears that there is not much traffic slowing down the bus and that the buses are not that full.
- There are some locations where it appears the bus is not using the new towaway transit lane.
- While any changes that decrease parking availability make things more difficult, afternoon hours are more important for parking for businesses and therefore the afternoon hours added on Clay Streets have been more difficult to adjust to than Sacramento Street.

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This feedback was used to develop the first two recommended changes described above, both of which increase overall afternoon parking supply availability within Chinatown.

Nob Hill Stakeholder Concerns

Many Nob Hill stakeholders raised two main concerns with the Project.

- Concern about loss of residential parking from residents who own cars; and
- Feeling that there is little traffic present to protect buses from.

In considering the first bullet, careful consideration of the policy context of how San Francisco prioritizes use of its limited public street space is warranted as discussed above in the Parking and Loading section. In considering the second, evaluation results showed faster transit travel time following Project implementation as compared to prior to the COVID-19 pandemic. However, it is also clear that vehicle traffic associated with the commute to the Financial District has not rebounded to the level of other citywide traffic patterns. It is expected that benefits will become more clear as additional traffic returns.

California Street Stakeholder Concerns

Stakeholders affected by the new transit lane segment along California Street between Presidio and Steiner raised two main concerns with the Project.

- Concern from people driving about delays due to left-turning vehicles; and
- Concern from people driving about collective impact of loss in auto capacity from this Project as well as changes to other nearby streets (e.g. Clay Street Slow Street).

In reviewing this feedback alongside evaluation data showing minimal changes in traffic speeds and improvements in transit performance described in the Evaluation section, staff do not recommend any changes to the proposal as a result of this feedback.

ALTERNATIVES CONSIDERED

The alternative we considered involved reverting to the pre-COVID conditions along the 1 California corridor. However, if the proposed changes are not maintained, transit travel time would likely erode and would not meet the goal of protecting transit from congestion. Consequently, staff did not select that option.

FUNDING IMPACT

The Project's implementation cost less than \$150,000 and used Transit Reliability Spot Improvement funds. Implementation of the additional changes recommended as a part of the permanent project would cost less than \$40,000. These changes would be implemented using the SFMTA's operating fund balance.

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ENVIRONMENTAL REVIEW

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

On January 7, 2022, the San Francisco Planning Department determined that the Project was within the scope of the TEP FEIR. No new significant effects were identified, there was no substantial increase in significant effects already identified, and no new mitigation were required for the Project.

A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at <https://sfplanninggis.org/pim/?tab=Planning+Applications&search=2011.0558E> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney's Office has reviewed this item. No additional approvals are 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 items K, L, M, N, O, P, Q, S, and V are final SFMTA decisions.

RECOMMENDATION

SFMTA staff recommend that the SFMTA Board of Directors amending Transportation Code Division II, Sections 601 and 602 to designate transit-only areas on segments of the 1 California transit line between Presidio Avenue and Front Street and approve related parking and traffic modifications.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency has proposed parking and traffic modifications related to the 1 California transit line as follows:

- A. ESTABLISH – BUS AND TAXI ONLY LANE AT ALL TIMES – California Street, westbound and eastbound, from Presidio Avenue to Steiner Street; Clay Street, eastbound, from Van Ness Avenue to Larkin Street; Sacramento Street, westbound, from Larkin Street to Franklin Street; Sacramento Street, westbound, from Front Street to Leidesdorff Street
- B. ESTABLISH – BUS AND TAXI ONLY LANE, 7AM TO 10AM AND 3PM TO 7PM, MONDAY THROUGH FRIDAY – Clay Street, eastbound, from Larkin Street to Powell Street
- C. ESTABLISH – BUS AND TAXI ONLY LANE, 7AM TO 9AM AND 3PM TO 6PM, MONDAY THROUGH FRIDAY – Clay Street, eastbound, from Stockton Street to Grant Avenue
- D. ESTABLISH – BUS AND TAXI ONLY LANE, 7AM TO 9AM AND 3PM TO 7PM, MONDAY THROUGH FRIDAY – Sacramento Street, westbound, from Kearny Street to Stockton Street
- E. ESTABLISH – BUS AND TAXI ONLY LANE, 3PM TO 7PM, MONDAY THROUGH FRIDAY – Sacramento Street, westbound, from Stockton Street to Larkin Street.
- F. ESTABLISH – TOW AWAY, NO STOPPING ANYTIME – Sacramento Street, north side, from Front Street to Leidesdorff Street; Sacramento Street, south side, from 12 feet to 30 feet east of Stockton Street (removes existing meter #845).
- G. ESTABLISH – TOW AWAY, NO STOPPING 7AM TO 10AM AND 3PM TO 7PM, MONDAY THROUGH FRIDAY – Clay Street, south side, from Larkin Street to Powell Street
- H. ESTABLISH – TOW AWAY, NO STOPPING 7AM TO 9AM AND 3PM TO 6PM, MONDAY THROUGH FRIDAY – Clay Street, south side, from Stockton Street to Grant Avenue
- I. ESTABLISH – TOW AWAY, NO STOPPING 7AM TO 9AM AND 3PM TO 7PM, MONDAY THROUGH FRIDAY – Sacramento Street, north side, from Kearny Street to Stockton Street
- J. ESTABLISH – TOW AWAY, NO STOPPING 3PM TO 7PM, MONDAY THROUGH FRIDAY – Sacramento Street, north side, from Stockton Street to Larkin Street
- K. ESTABLISH – METERED YELLOW COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, 7AM TO 6PM MONDAY THROUGH FRIDAY AND 7AM TO 4PM SATURDAY – Sacramento Street, south side, from 52 feet to 119 feet east of Grant Avenue (modifies from 7AM TO 4PM MONDAY THROUGH SATURDAY) #
- L. RESCIND – UNMETERED YELLOW COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, 10AM TO 3PM MONDAY THROUGH FRIDAY – Clay Street, south side, from

Jones Street to 40 feet easterly #

- M. ESTABLISH – METERED YELLOW COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, 9AM TO 3PM MONDAY THROUGH SATURDAY – Sacramento Street, north side, from 12 feet to 30 feet east of Waverly Place (modifies from 7AM TO 3:30PM MONDAY THROUGH FRIDAY 7AM TO 6PM SATURDAY) #
- N. ESTABLISH – UNMETERED WHITE ZONE, PASSENGER LOADING, 9AM TO 3PM MONDAY THROUGH FRIDAY AND 8AM TO 6PM SATURDAY – Sacramento Street, north side, from 30 feet to 51 feet east of Waverly Place (modifies from 8AM TO 3:30PM MONDAY THROUGH FRIDAY 8AM TO 6PM SATURDAY) #
- O. ESTABLISH – METERED YELLOW COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, 9AM TO 3PM, MONDAY THROUGH FRIDAY – Sacramento Street, north side, from 54 feet to 142 feet east of Grant Avenue (modifies from 9AM TO 3:30PM MONDAY THROUGH FRIDAY) #
- P. ESTABLISH – METERED YELLOW COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, 9AM TO 3PM MONDAY THROUGH FRIDAY AND 7AM TO 6PM SATURDAY – Sacramento Street, north side, from Grant Avenue to 54 feet easterly (modifies from 9AM TO 3:30PM MONDAY THROUGH FRIDAY 7AM TO 6PM SATURDAY); Sacramento Street, north side, from 64 feet to 158 feet west of Kearny Street (modifies from 9AM TO 3:30PM MONDAY THROUGH FRIDAY 7AM TO 6PM SATURDAY) #
- Q. ESTABLISH – METERED YELLOW COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, 7AM TO 6PM MONDAY THROUGH SATURDAY – Sacramento Street, south side, from 30 feet to 54 feet east of Stockton Street (modifies from 7AM TO 4PM MONDAY THROUGH FRIDAY 7AM TO 6PM SATURDAY); Sacramento Street, south side, from 49 feet to 71 feet east of Brooklyn Place (modifies from 7AM TO 4PM MONDAY THROUGH FRIDAY 7AM TO 6PM SATURDAY); Sacramento Street, south side, from 3 feet to 23 feet west of Grant Avenue (modifies from 7AM TO 4PM MONDAY THROUGH FRIDAY 7AM TO 6PM SATURDAY) #
- R. ESTABLISH- RIGHT LANE MUST TURN RIGHT EXCEPT MUNI – Clay Street, eastbound at Stockton Street
- S. ESTABLISH – UNMETERED WHITE ZONE, PASSENGER LOADING, 8AM TO 3PM AND 7PM TO 9PM, MONDAY THROUGH FRIDAY, 8AM TO 9PM SATURDAY AND SUNDAY – Sacramento Street, north side, from 38 feet to 90 feet west of Mason Street (modifies from 7AM to 3:30PM 7PM TO 10PM MONDAY THROUGH FRIDAY 7AM TO 10PM SATURDAY THROUGH SUNDAY); Sacramento Street, north side, from 20 feet to 40 feet east of Sproule Lane (modifies from 7AM to 3:30PM 7PM TO 10PM MONDAY THROUGH FRIDAY 7AM TO 10PM SATURDAY THROUGH SUNDAY); Sacramento Street, north side, from 20 feet to 40 feet west of Sproule Lane (modifies from 7AM to 3:30PM 7PM TO 10PM MONDAY THROUGH FRIDAY 7AM TO 10PM SATURDAY THROUGH SUNDAY); Sacramento Street, north side, from 15 feet to 35 feet east of Taylor Street (modifies from 7AM to 3:30PM 7PM TO 10PM MONDAY THROUGH FRIDAY 7AM TO 10PM SATURDAY THROUGH SUNDAY); Sacramento Street, north side, from 3

- feet to 23 feet west of Taylor Street (modifies from 7AM to 3:30PM 7PM TO 10PM MONDAY THROUGH FRIDAY 7AM TO 10PM SATURDAY THROUGH SUNDAY) #
- T. RESCIND – TOW-AWAY, NO STOPPING, 3PM TO 6PM, MONDAY THROUGH FRIDAY – Sacramento Street, south side, Montgomery Street to Kearny Street
 - U. RESCIND – TOW-AWAY, NO STOPPING, 4PM TO 6PM, MONDAY THROUGH FRIDAY – Sacramento Street, south side, Kearny Street to Stockton Street
 - V. ESTABLISH – METERED YELLOW COMMERCIAL LOADING, 1-HOUR TIME LIMIT, 7A TO 6P MONDAY THROUGH FRIDAY – Sacramento Street, south side, from 32 feet to 100 feet east of Kearny Street (modifies from 7AM TO 3PM MONDAY THROUGH FRIDAY); Sacramento Street, south side, from 3 feet to 93 feet east of Spring Street (modifies from 7AM TO 3PM MONDAY THROUGH FRIDAY); Sacramento Street, south side, from 115 feet to 136 feet west of Montgomery Street (modifies from 7AM TO 3PM MONDAY THROUGH FRIDAY); Sacramento Street, south side, from 17 feet to 77 feet west of Montgomery Street (modifies from 7AM TO 3PM MONDAY THROUGH FRIDAY) #; and

WHEREAS, the 1 California Muni transit line is an important east-west bus line connecting the Outer Richmond to Downtown San Francisco, including serving the Chinatown and Nob Hill neighborhoods where about 65% of households do not own a car, more than twice as many as the citywide average; and,

WHEREAS, In June 2020, the SFMTA Board of Directors authorized the Temporary Emergency Transit Lanes (TETL) Program to keep buses out of congestion and protect essential trips during the pandemic; and this program approved designating certain temporary emergency transit lanes and authorized the City Traffic Engineer to designate other corridors as temporary emergency transit lanes, subject to certain criteria, following a public hearing; and

WHEREAS, On April 20, 2021, following a public hearing, the SFMTA Board of Directors approved parking and traffic changes associated with the 1 California TETL Project (Project); and

WHEREAS, Temporary Emergency Transit Lanes were installed on segments of the 1 California corridor between May and July 2021; and

WHEREAS, Evaluation of the temporary changes has found that they were successful in achieving their goals, including protected transit from traffic; and

WHEREAS, As a result of stakeholder engagement during the evaluation phase, four recommendations were made along with SFMTA staff's recommendation to keep the majority of 1 California TETL transit lanes in place; and,

WHEREAS Adoption of the proposed amendment to the Transportation Code would make the Project transit only lanes changes permanent; and

WHEREAS, SFMTA staff also propose that the SFMTA Board approve parking and traffic modifications, as set forth in Items A through V, on the 1 California corridor; 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 January 7, 2022, the San Francisco Planning Department Environmental Planning Division determined that the Project was within the scope of the TEP FEIR; no new significant effects were identified, there was no substantial increase in significant effects already identified, and no new mitigations were required for the Project; and

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and may be found in the records of the Planning Department at <https://sfplanninggis.org/pim/?tab=Planning+Applications&search=2011.0558E> and 49 South Van Ness Avenue in San Francisco, and is incorporated herein by reference; and

WHEREAS, The proposed permanent transit-only/high occupancy vehicle lanes are authorized pursuant to California Vehicle Code Section 21655.1 (designation of lanes for use by public transit buses) and Section 21655.5 (designation of lanes for exclusive or preferential use by high occupancy vehicles); and,

WHEREAS, Certain items listed below with a “#” are final SFMTA decisions, as defined by Ordinance 127-18, that can be reviewed by the Board of Supervisors, and SFMTA staff have determined that items K, L, M, N, O, P, Q, S, and V are such final SFMTA decisions; 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 adopts the Transit Effectiveness Project Final Environmental Impact Report CEQA findings as its own, and to the extent the above actions are associated with any mitigation measures, the SFMTA Board of Directors adopts those measures as conditions of this approval; a copy of the Planning Commission Resolution, the CEQA findings, and the CEQA determination are on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at <https://sfplanning.org/> and 49 South Van Ness Avenue, Suite 1400 in San Francisco,

and is incorporated herein by reference; and, be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the parking and traffic modifications as set forth in Items A through V above; and be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors amends Transportation Code Division II, Section 601, to designate full-time transit-only areas on the following segments: California Street, westbound and eastbound, from Presidio Avenue to Steiner Street; Clay Street, eastbound, from Van Ness Avenue to Larkin Street; Sacramento Street, westbound, from Larkin Street to Franklin Street; Sacramento Street, westbound, from Front Street to Leidesdorff Street; and to designate transit only areas from 7am to 10am and 3pm to 7pm, Monday through Friday on Clay Street, eastbound, from Larkin Street to Powell Street; and to designate transit only areas from 7am to 9am and 3pm to 6pm, Monday through Friday on Clay Street, eastbound, from Stockton Street to Grant Avenue; and to designate transit only areas from 7am to 9am and 3pm to 7pm, Monday through Friday on Sacramento Street, westbound, from Kearny to Stockton Street; and to designate transit only areas from 3pm to 7pm, Monday through Friday on Sacramento Street, westbound, from Stockton Street to Larkin Street.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of January 18, 2022.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

[Transportation Code – Various Transit-Only Lanes]

Resolution amending Division II of the Transportation Code to make permanent several existing temporary transit-only areas including on 7th Street, 8th Street, Bosworth Street, California Street, Clay Street (eastbound), Folsom Street (eastbound), Judah Street (westbound), Masonic Avenue, Presidio Avenue, and Sacramento Street (westbound); modifying existing exclusive Cable Car lanes on Powell Street, and transit-only areas on Clay Street, Judah Street, and Sacramento Street; and authorizing taxis to use Sansome Street transit-only areas.

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 amending Section 601 and Section 602, 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, southbound, Between Sacramento Street and Sutter Street and, northbound, Between Sutter Street and 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~~Sacramento and Sutter Streets except to pass a disabled vehicle.

* * * *

(5) **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 Broadway and Washington Street between the hours of 6AM – 8PM seven days a week.

(6) **Judah Street, westbound, from 9th Avenue to 19th Avenue and (Eastbound) from 9th Avenue to 20th Avenue to 9th 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.

* * * *

(33) ~~(33)~~ **Market Street, westbound, from 50 feet east of Kearny Street to Kearny Street.** Except as to buses, authorized emergency vehicles, and bicycles, no vehicle may operate within Transit-only Areas on Market Street, westbound, from 50 feet east of Kearny Street to Kearny Street.

* * * *

(36) Bosworth Street, westbound, from Lippard Avenue to Elk Street. Except as to buses, bicycles, taxis, vehicles preparing to make a turn, vehicles entering into or exiting from a stopped position at the curb, vehicles entering into or exiting from a driveway, and authorized emergency vehicles, no vehicle may operate within the Transit-only Areas on Bosworth Street, westbound, from Lippard Avenue to Elk Street.

(37) Masonic Avenue, southbound, from Fell Street to Oak Street. Except as to buses, bicycles, taxis, and authorized emergency vehicles, no vehicle may operate within the Transit-only Areas on Masonic Avenue, southbound, from Fell Street to Oak Street.

(38) Presidio Avenue, southbound, from Bush Street to Sutter Street. Except as to buses, bicycles, taxis, vehicles preparing to make a turn, vehicles entering into or exiting from a stopped position at the curb, vehicles entering into or exiting from a driveway, and authorized emergency vehicles, no vehicle may operate within the Transit-only Areas on Presidio Avenue, southbound, from Bush Street to Sutter Street.

~~(3639)~~ 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
Hours of Operation	Street	From	To
All Times	1st St.	Market St.	Howard St.
	3rd St.	Townsend St.	Market St.
	4th St.	Market St.	Folsom St.
	4th St. (Southbound)	Berry St.	Channel St.
	<u>7th St.</u>	<u>Townsend St.</u>	<u>Mission St.</u>
	<u>8th St.</u>	<u>Market St.</u>	<u>Bryant St.</u>
	16th St. (Westbound)	Third St.	Church St.
	16th St. (Eastbound)	Bryant St.	Potrero Ave.
	16th St. (Eastbound)	Vermont St.	Third St.
	Bush St. (Eastbound)	151 feet east of Sansome St.	Battery St.
	<u>California St.</u>	<u>Presidio Ave.</u>	<u>Steiner St.</u>
	Church St.	16th St.	Duboce Ave.

Clay St.	Sansome St.	Davis St.
<u>Clay St. (Eastbound)</u>	<u>Van Ness Ave.</u>	<u>Larkin St.</u>
<u>Folsom St., (Eastbound)</u>	<u>10th St.</u>	<u>Mabini St.</u>
Fremont St.	Mission St.	Market St.
Fremont St. (Northbound)	Harrison St.	Folsom St.
Geary St.	Market St.	Gough St.
Geary Blvd. (Westbound)	Gough St.	Baker St.
Geary Blvd. (Eastbound)	Fillmore St.	Gough St.
Geary Blvd. (Eastbound)	Baker St.	Steiner St.
Geary Blvd. (Eastbound)	Masonic Ave.	Presidio Ave.
Geary Blvd. (Eastbound)	15th Ave.	14th Ave.
Geary Blvd. (Eastbound)	26th Ave.	24th Ave.
Geary Blvd. (Eastbound)	33rd Ave.	32nd Ave.
Geary Blvd.	14th Ave.	Collins St.
Geary Blvd.	32nd Ave.	28th Ave.
Geneva Ave. (Outbound)	Delano Ave.	280 Freeway Overpass
<u>Judah St. (Westbound)</u>	<u>19th Ave.</u>	<u>20th Ave.</u>
Judah St.	20th Ave.	La Playa St.
Mission St. (Northbound)	Randall St.	Cesar Chavez St.
Mission St. (Eastbound)	1st St.	Beale St.
Mission St. (Westbound)	Main St.	1st St.
Mission St.	1st St.	11th St.
Mission St. (Westbound)	11th St.	South Van Ness Ave.
Mission St. (Southbound)	Duboce Ave.	Randall St.
O'Farrell St.	Stockton St.	Grant St.
O'Farrell St.	Franklin St.	Powell St.
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

			<u>St. Leidesdorff St.</u>
	<u>Sacramento St. (Westbound)</u>	<u>Larkin St.</u>	<u>Franklin St.</u>
	Starr King Way	Gough St.	Franklin St.
	Stockton St.	Bush St.	Market St.
	Sutter St.	Gough St.	Kearny St.
	Taraval St. (Eastbound)	46th Ave.	17th Ave.
	Taraval St. (Westbound)	15th Ave.	46th Ave.
	Townsend St. (Eastbound)	Lusk St.	3rd St.
6:00 AM – 10:00 AM, Monday – Friday	Bush St. (Eastbound)	Montgomery St.	Sansome St.
	Bush St. (Eastbound)	Sansome St.	151 Feet Easterly
7:00 AM – 9:00 AM, Monday – Friday	Clay St. (Eastbound)	Powell St.	Sansome St.
	Sacramento St. (Westbound)	Kearny St.	Grant Ave. <u>Stockton St.</u>
<u>7:00 AM – 10:00 AM, Monday – Friday</u>	<u>Clay St. (Eastbound)</u>	<u>Larkin St.</u>	<u>Powell St.</u>
7:00 AM-7:00 PM, Monday-Friday	Sacramento St.	Front St. <u>Leidesdorff St.</u>	Kearny 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.
3:00 PM-6:00 PM, Monday-Friday	Sutter St.	Sansome St.	Kearny St.
	Clay St. (Eastbound)	Grant Ave. <u>Stockton St.</u>	Sansome St.
3:00 PM-7:00 PM, Monday-Friday	Bush St. (Eastbound)	Sansome St.	151 feet Easterly
	<u>Clay St. (Eastbound)</u>	<u>Larkin St.</u>	<u>Powell St.</u>
	<u>Sacramento St. (Westbound)</u>	<u>Kearney St.</u>	<u>Larkin St.</u>

SEC. 602. DESIGNATED TEMPORARY TRANSIT-ONLY AREAS AND TOW AWAY ZONES.

(a) The locations listed in this subsection (a) are designated as Temporary Transit-only Areas. For purposes of this Section 602, “Temporary Transit-only Areas” are defined as the locations that are reserved for the use of buses, streetcars, taxis, bicycles, authorized emergency vehicles,

vehicles preparing to make a turn, vehicles entering into or exiting from a stopped position at the curb, and/or vehicles entering into or exiting from a driveway, as specified in this subsection (a) and in any determinations made by the City Traffic Engineer to designate such locations as authorized by subsection (b) to reduce the impact of traffic congestion resulting from the COVID-19 emergency referenced in the Proclamation of the Mayor Declaring the Existence of a Local Emergency, dated February 25, 2020 (“COVID-19 Emergency”).

(1) Except for buses, taxis, authorized emergency vehicles, 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 Temporary Transit-only Areas:

- (A) Laguna Honda Boulevard, both directions, from Clarendon Avenue to Dewey Boulevard;
- (B) O’Shaughnessy Boulevard, both directions, from Portola Drive to 800 feet southerly;
- ~~(C) 7th Street, northbound, from Townsend to Market Streets;~~
- ~~(D) 8th Street, southbound, from Market to Townsend Streets;~~
- ~~(E) Masonic Avenue, both directions, from Haight Street to Geary Boulevard;~~
- ~~(F) Clay Street
 - ~~(i) 7AM to 10AM and 3PM to 7PM, Monday to Friday, eastbound, from Larkin Street to Leavenworth Street, from Jones Street to Taylor Street, and from Mason Street to Powell Street;~~
 - ~~(ii) 7AM to 9AM and 3PM to 6PM, Monday to Friday, eastbound, from Powell Street to Grant Avenue; and~~~~
- ~~(G) Sacramento Street
 - ~~(i) 7AM to 9AM and 3PM to 7PM, Monday to Friday, westbound,~~~~

~~from Kearny Street to Stockton Street;~~

~~(ii) 3PM to 7PM, Monday to Friday, westbound, from Stockton Street to Powell Street, and from Mason Street to Larkin Street.~~

(2) Except as to buses, taxis, bicycles, authorized emergency vehicles, 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 Temporary Transit-only Areas on the following corridors:

(A) Woodside Avenue, both directions, from Laguna Honda Boulevard to Portola Drive;

(B) Bosworth Street, both directions, from Elk to Arlington Streets; and

(C) Presidio Avenue, both directions, from Sacramento Street to Geary Boulevard.

* * * *

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:
DAVID CHIU, 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 January 18, 2022.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency