

**THIS PRINT COVERS CALENDAR ITEM NO.: 14**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Transit

**BRIEF DESCRIPTION:**

Amending Transportation Code, Division II, Sections 601 and 602, to designate full-time transit-only areas on Presidio Avenue, southbound, from Bush Street to Sutter Street, Masonic Avenue, southbound, from Fell Street to Oak Street, and Bosworth Street, westbound, from Lippard Avenue to Elk Street, and approving converting left turn restrictions from peak hours to full-time on Masonic Avenue between Turk Street and Hayes Street.



**SUMMARY:**

- This calendar item proposes to make existing temporary emergency transit-only lanes (TETL), with some modifications, and other transit-supportive street improvements along the 43 Masonic and 44 O’Shaughnessy Muni bus routes permanent.
- The proposed improvements are small spot changes at key bottlenecks, aimed at preserving and reducing transit travel times. More extensive improvements could be considered in the future if ridership and service frequency increase, or if traffic worsens.
- The proposed improvements were implemented on a temporary basis in 2021 as part of the TETL program which aims to provide efficient and reliable transit service for people with the fewest travel options.
- An evaluation of transit travel times determined these changes had minimal traffic impacts and most have successfully improved transit travel times. Following SFMTA Board approval, SFMTA staff will continue to seek improvements that preserve transit travel time gains and improve upon them.
- Following the 43 Masonic and 44 O’Shaughnessy TETL implementation, evaluation and outreach was conducted. A majority of survey respondents support making the project permanent.
- The Planning Department has determined that the proposed transit improvements are categorically exempt from the California Environmental Quality Act (CEQA).
- The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

**ENCLOSURES:**

1. SFMTAB Resolution
2. Transportation Code, Division II Amendment

**APPROVALS:**

	<b>DATE</b>
DIRECTOR 	<u>January 10, 2022</u>
SECRETARY 	<u>January 10, 2022</u>

**ASSIGNED SFMTAB CALENDAR DATE:** January 18, 2022

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**PURPOSE**

Amending Transportation Code, Division II, Sections 601 and 602, to designate full-time transit-only areas on Presidio Avenue, southbound, from Bush Street to Sutter Street, Masonic Avenue, southbound, from Fell Street to Oak Street, and Bosworth Street, westbound, from Lippard Avenue to Elk Street, and approving converting left turn restrictions from peak hours to full-time on Masonic Avenue between Turk Street and Hayes Street.

**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. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.
6. New transportation investment should be allocated to meet the demand for public transit generated by new public and private commercial and residential developments.
7. The ability of the City and County to reduce traffic congestion depends on the adequacy of regional public transportation. The City and County shall promote the use of regional mass transit and the continued development of an integrated, reliable, regional public transportation system.

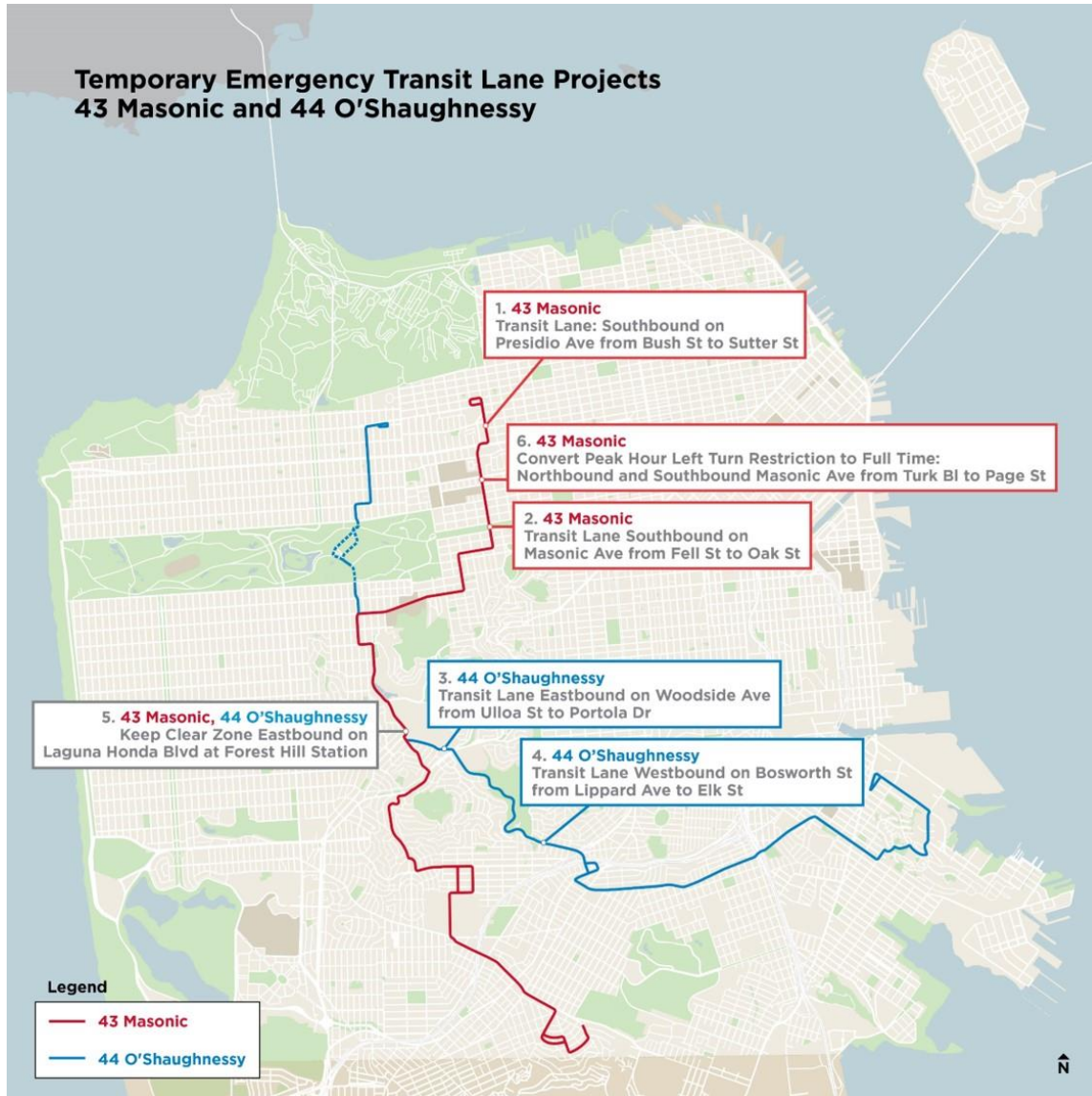
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## **DESCRIPTION**

### **Background**

The 43 Masonic and 44 O'Shaughnessy Muni bus routes connect several neighborhoods, including neighborhoods identified in the SFMTA Muni Service Equity Strategy: Bayview, Excelsior, Ocean View, Outer Mission, Visitación Valley, and Western Addition. Figure 1 provides an overview of the 43 Masonic and 44 O'Shaughnessy temporary emergency transit lane (TETL) Program, which includes temporary transit improvements in several locations along both bus routes. Prior to the COVID-19 pandemic, ridership for 43 Masonic was around 12,600 daily boardings and 44 O'Shaughnessy was around 15,500 daily boardings. 44 O'Shaughnessy provides 24-hour service with 12 minute headways midday and 43 Masonic provides service 5 am to midnight with 15 minute headways midday. The project includes six separate locations, spread across San Francisco, where buses often encounter delays due to traffic congestion. The sections were each evaluated and are presented as a single project because they are used by either the 43 Masonic or 44 O'Shaughnessy bus routes (or both), two crosstown routes that serve central and southern neighborhoods in the City.

As a part of the SFMTA's response to the COVID-19 pandemic, the TETL Program was created to improve speed and reliability for transit vehicles and protect essential trips during the pandemic. The SFMTA Board authorized the TETL Program on June 30, 2020, including approving the installation of temporary emergency transit lanes and other transit-supportive traffic modifications on select corridors, and authorized the City Traffic Engineer to approve additional temporary emergency transit lanes, subject to certain criteria, following a public hearing.



**Figure 1: Overview of the 43 Masonic and 44 O'Shaughnessy TETL Project Locations. (Staff are requesting permanent approval for items 1, 2, 4, and 6. Staff also intend to keep item 5 installed permanently, but no further approvals or legislation are needed to do so because keep clear zones do not require legislation.)**

The 43 Masonic and 44 O'Shaughnessy TETL Project included the following improvements, which were approved on a temporary basis on June 30, 2020, and installed in phases from Fall 2020 through Spring 2021:

1. Convert one southbound general purpose lane to a transit lane on Presidio Avenue from Bush Street to Sutter Street
2. Convert one southbound general purpose lane to a transit lane on Masonic Avenue from

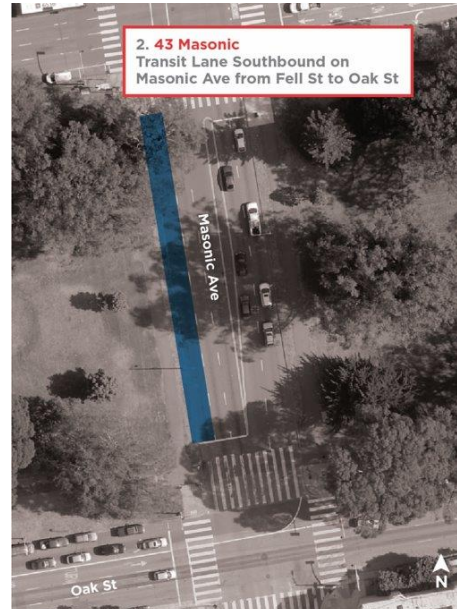
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- Fell Street to Oak Street
3. Convert one eastbound general purpose lane to a transit lane on Woodside Avenue from east of Ulloa Street to Portola Drive
  4. Convert one westbound general purpose lane to a transit lane on Bosworth Street from Lippard Street to Elk Street
  5. Establish a keep clear zone eastbound for buses to pull out from the bus stop at Forest Hills station
  6. Establish full-time left turn restrictions (previously peak hour only) on Masonic Avenue at Page Street (northbound only), Hayes Street, Fulton Street, Golden Gate Avenue, and Turk Boulevard (northbound only)

The above traffic modifications, which are illustrated in **Figure 2** through **Figure 7**, were approved on a temporary basis and must be removed within 120 days following the expiration or termination of the COVID-19 Local Emergency Proclamation, unless the SFMTA Board takes further action to make the modifications permanent. Given the medium-frequency service on the 43 Masonic and 44 O’Shaughnessy bus routes (12-15 minutes during the daytime), the traffic modifications consist of small spot changes at key bottlenecks, aimed at preserving and reducing transit travel times. More extensive improvements could be considered in the future if ridership and service frequency increase, or if traffic worsens. Some of the TETL segments approved on June 30, 2020 were not installed, and are not proposed to be made permanent, because they were not needed due to bus route changes or would require more extensive signal, transit stop, and traffic changes to work as intended. **Figure 2** through **Figure 5** show the temporary transit lanes and other traffic modifications, and indicate which bus routes (43 Masonic or 44 O’Shaughnessy) each serves.



**Figure 2: Presidio Avenue Temporary Transit Lane**



**Figure 3: Masonic Avenue Temporary Transit Lane**





**Figure 4: Woodside Avenue Temporary Transit Lane**



**Figure 5: Bosworth Street Temporary Transit Lane**



**Figure 6: Laguna Honda Boulevard Eastbound "Keep Clear" Zone**



**Figure 7: Masonic Avenue Lane Left Turn Restriction Map**

Additionally, a “keep clear” zone along Laguna Honda Boulevard eastbound (**Figure 6**) is intended to be used by southbound buses (36, 43, 44, 52) as a space to pull out after stopping at the Forest Hill station. (Note, keep clear zones do not require legislation.)

The peak hour left turn restrictions along Masonic Avenue between Page Street and Turk Boulevard were temporarily converted from part time to full time restrictions. Intersections along the study segment do not have dedicated left-turn lanes, which historically led to frequent lane changes along the corridor to avoid queuing vehicles turning left. The frequent lane changes

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impede the movement of buses, and the full-time left turn restrictions reduce the number of frequent lane changes along the corridor, thereby helping buses move faster. **Figure 7** shows the location of left turn lane restrictions along Masonic Avenue.

Approval of permanent full-time transit-only lanes requires an amendment to the Transportation Code. The “keep clear” zone shown in **Figure 6** and the left turn restrictions shown in **Figure 7** do not require an amendment to the Transportation Code. Following implementation, staff evaluated the performance of these traffic modifications from April to July 2021. The evaluation methods and results are described further in the “Evaluation” section below.

### Evaluation

The SFMTA completed an evaluation of the temporary 43 Masonic and 44 O’Shaughnessy transit lanes and traffic modifications to understand project benefits and impacts as they relate to the goals of the TETL program. The evaluation report focused on the following categories:

- Equity
- Stakeholder Feedback
- Operator Feedback
- Transit Travel Times and Traffic Impacts
- Safety

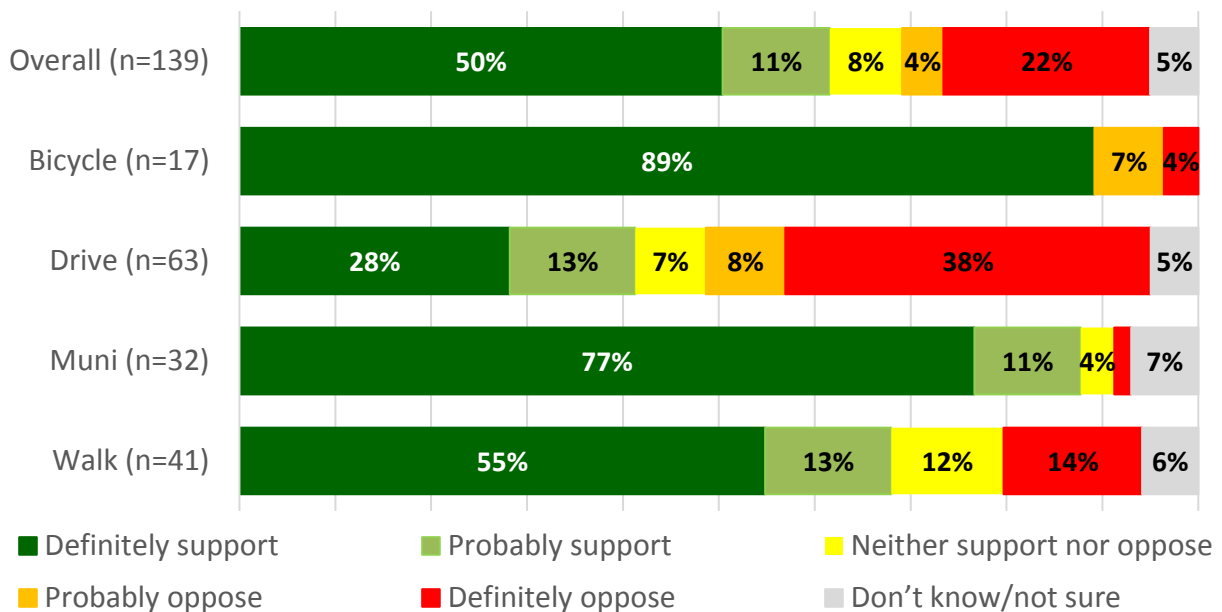
The 43 Masonic/44 O’Shaughnessy Temporary Emergency Transit Lanes Project Evaluation Report was published in December 2021 and is available on the project website (<https://www.sfmta.com/projects/43-masonic-and-44-oshaughnessy-temporary-emergency-transit-lanes>). The evaluation focused on a before-and-after comparison of conditions at six locations in the project area.

The evaluation compared data from pre-COVID (October 1, 2019 to February 28, 2020) and Spring 2021 (the “Before” condition) to data from Fall 2021 (the “After” condition). The “After” data was collected when citywide traffic levels had nearly returned to pre-COVID levels. A multilingual stakeholder survey was distributed online and received 140 responses. Additionally, a survey of 43 Masonic and 44 O’Shaughnessy operators was conducted and received 21 responses. SFMTA staff also monitored traffic throughout the project using INRIX data, traffic cameras, and on-site observations. Some of the key findings from the evaluation are:

- **Project improvements advance equity by benefiting 43 Masonic and 44 O’Shaughnessy riders**, 36% of whom have household incomes under \$35,000 and 63% of whom are people of color.
- **The project did not negatively impact vehicle speeds on project streets.** Traffic speeds decreases were less than one mile per hour along Bosworth (both directions), Laguna Honda (eastbound), and Stanyan (northbound).
- **Route 43 and 44 travel time effects post-implementation varied.** Peak-hour travel times increased in some segments of the route and decreased in others. Bus travel times on project

segments decreased on Presidio Avenue (southbound, PM peak hour) and were virtually unchanged at Bosworth Street (westbound, PM peak hour), and Laguna Honda Boulevard (eastbound, PM peak hour) where the temporary improvements were installed. Increases in bus travel time occurred most in areas with increasing traffic congestion. The most significant increases in bus travel time on project segments were in the eastbound direction on Woodside (approaching Portola Drive) (exceeding 40% in both peaks). Based on staff observations and operator feedback, the Masonic Avenue full time left turn restrictions have helped improve bus travel times outside of peak hours.

- **62% of transit operators who were aware of the project reported that has made their jobs easier.** The left turn restrictions and the transit lane on Masonic Avenue was cited as the most effective project element. The majority of respondents to the operator survey noticed no changes in travel time or motorist behavior since the project was installed, which suggests that the temporary transit improvements helped keep bus travel times stable while traffic volumes in the corridor increased.
- **A majority of stakeholders surveyed would definitely or probably support making project changes permanent.** Overall, 61% of the stakeholder survey respondents support making the project permanent (“definitely support” plus “probably support”) and 26% oppose (“definitely oppose” plus “probably oppose”). A higher proportion of people who report to bike, ride Muni, or walk in the area (75%) indicated that they would support making the project permanent.



**Figure 8: Stakeholder responses to “Emergency transit lanes are a temporary measure to benefit those who rely on Muni. Would you support making them permanent?”**

- **A majority of stakeholders felt safer walking along the study area after the project.** Fifty-three percent (53%) of respondents reported feeling safer walking along the corridor



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after the project. Sixty-one percent (61%) reported feeling safer walking along Masonic Avenue after left turn restrictions were converted to full-time.

- **The project has had a positive effect on safety.** A review of collision data and reports shows no increase in collisions and no collisions attributable to project changes. In addition, extending left-turn restrictions from peak hours to full time improves safety conditions for all road users by eliminating left turn movements that can create conflicts between autos and people biking and walking.
- **Transit lane violations were minimal except at Woodside.** Staff observed a violation rate consistent with citywide observations with minimal impacts in the Presidio Avenue transit lane, the Masonic Avenue transit lane, and at left-turn restrictions along Masonic Avenue. For all project locations, violators represented a small share of overall traffic and presented negligible impact to transit travel times.
- **Staff observations showed that the Woodside transit lane is frequently inaccessible for buses.** In the morning peak hour, vehicle queuing blocks access to the transit-only lane 85% of the time. As a result, most buses cannot access the lane, which likely explains the 40% increase in travel times cited above. SFMTA staff determined that the Woodside transit lane's current design is not effective at reducing or maintaining bus travel times. Therefore, staff do not currently recommend making the Woodside transit lane permanent and will instead explore additional design solutions that could more effectively improve bus travel times at this location.

Staff will continue to monitor the project and adjust as needed. The proposed transit only/high occupancy vehicle lanes and traffic modifications may be removed by the SFMTA Board of Directors at the recommendation of the SFMTA Director of Transportation based on consultation with the San Francisco Fire Chief regarding impacts to emergency vehicle response times as determined through joint data analysis conducted with the San Francisco Fire Department.

### **Proposed Traffic Modifications**

The proposed modifications would make the existing temporary emergency transit-only lanes and left turn restrictions installed in phases through April 2021 permanent. The proposed permanent transit lanes would also allow bicycles because they are short (one to two blocks long), are used by medium-frequency routes (12-15 minutes during the daytime) rather than high-frequency ones, and are in lanes marked with existing sharrows. Therefore, the potential for conflict between buses and bicycles in these short transit lanes is low. 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). 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 1 California and 19 Polk Street MTA Board calendar items which will be considered by the SFMTA Board at one time.

A. ESTABLISH – BUS, TAXI AND BICYCLE ONLY LANE - Bosworth Street,

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westbound, from Lippard Avenue to Elk Street; Masonic Avenue, southbound, between Fell Street and Oak Street; Presidio Avenue, southbound, between Bush Street and Sutter Street

- B. ESTABLISH – NO LEFT TURN - Masonic Avenue, northbound, at Turk Boulevard; Masonic Avenue, northbound and southbound, at Golden Gate Avenue; Masonic Avenue, northbound and southbound, at Fulton Street; Masonic Avenue, northbound and southbound, at Grove Street; Masonic Avenue, northbound and southbound, at Hayes Street; Masonic Avenue, northbound, at Page Street

## STAKEHOLDER ENGAGEMENT

The community engagement process for this project took place after TETL implementation and during the COVID-19 pandemic, when restrictions on in-person interactions limited the ability of SFMTA staff to conduct some forms of traditional in-person engagement. Major components of the project's engagement and outreach strategy included:

- **A Virtual community meeting** was held on September 16, 2020 to inform stakeholders of the temporary transit improvements. The meeting included a presentation and an opportunity for questions and answers.
- **Virtual office hours** were held on August 26, 2021. The office hours offered an opportunity for question and answers about the project and the evaluation survey. A presentation was posted prior to the meeting and is still available on the project website.
- **Multilingual posters** were posted throughout the corridor, including at 43 Masonic and 44 O'Shaughnessy stops and near the project area, prior to the virtual community meeting and virtual office hours.
- **Multilingual mailers and e-mails** were sent at key milestones in the project, including one in Summer 2021 to advertise the proposed TETL project and virtual office hours.
- **Email/text updates** were sent to subscribers of relevant subscription topics to advertise the virtual office hours.
- **A Pre-Evaluation Survey** was administered online and during stakeholder meetings to solicit feedback from stakeholders on metrics the SFMTA should include when evaluating the project.
- **An evaluation survey** was a key outreach tool to collect feedback following implementation. The survey was available online and by phone during July and August 2021. The survey was promoted via multilingual posters at bus stops, multilingual mailers, the SFMTA website, and emails/texts to the 43 Masonic/44 O'Shaughnessy TETL project notification lists. Surveys were available in English, Spanish, and Chinese.
- **An Operator survey** was conducted to seek feedback from Muni operators who regularly operate buses on the 43 Masonic and 44 O'Shaughnessy bus routes.
- Key project information was shared via **digital platforms** including a project website with information including diagrams illustrating proposed changes, and blog posts on the SFMTA website.
- Multiple **briefings and ongoing communication with the District Supervisors' offices**

**where project features are located.**

Some key themes from comments provided during the initial virtual community meeting and in the stakeholder evaluation survey included:

- **Improvements in safety:** comments were received supporting the left turn restrictions on Masonic Avenue and listed a desire for more signage, illuminated signs, and permanent barriers as additional improvements to provide more warning. Comments were received noting that the project’s left-turn restrictions have improved safety for pedestrians.
- **Improvements in transit performance:** comments were received stating that the temporary bus lanes have improved transit performance, and others suggested installing additional improvements to make the transit performance benefits more noticeable.
- **Increases in difficulty of driving:** comments received included concerns about traffic congestion due to reduced general travel lanes, navigating bike lanes, and left turn restrictions.
- **Improvements to transit scheduling:** Comments requested restoring 43 Masonic to pre-COVID route and decreasing headways.

A summary of concerns raised during the community engagement process and the project modifications made by the SFMTA to address those concerns is included in Table 1.

<b>Concerns</b>	<b>How SFMTA Staff Addressed Concerns</b>
Additional signage desired for the left turn restrictions along Masonic Avenue to improve compliance	Staff have ordered additional and replacement signs (original signs had temporary white tape placed over the part-time restriction hours) to be installed in more locations at the intersection. Staff will continue to monitor traffic conditions, gather community feedback, and make further adjustments as needed to manage enforcement.
Increased congestion due to reduction of general traffic lanes	Staff monitored traffic throughout the project using INRIX data, traffic cameras, and on-site observations. Analysis showed that the project did not cause average traffic speeds in the area to drop substantially.  Staff will also continue to monitor traffic conditions and make further adjustments as needed to manage congestion and traffic queues. As a result of project evaluation, staff decided not to pursue permanent approval for the Woodside Avenue transit only lane, where evaluation data showed that the lane did not effectively preserve or improve transit performance.

Concerns	How SFMTA Staff Addressed Concerns
Concerns that transit lanes may not long enough to be effective, and may not be adequately enforced	Staff also found that the Woodside transit lane is not long enough to always allow buses to bypass traffic queues. Staff will explore additional design solutions that could more effectively improve bus travel times along Woodside Avenue. Staff will continue to monitor traffic conditions and community feedback.
Requests for increased bus frequency and restoration of pre-COVID routings.	Project staff shared feedback with transit service planners working on the 2022 Muni Service Network.

**Table 1: Summary of Community Stakeholder Concerns**

**ALTERNATIVES CONSIDERED**

The alternative is to not pursue making the temporary emergency transit lanes permanent. If these improvements are not made permanent, they will be removed within 120 days after City’s COVID-19 Local Emergency Proclamation is lifted, which will likely result in increased transit travel time and unreliability.

**FUNDING IMPACT**

All implementation work has been completed, so there is no additional funding impact. The total construction cost (installation and materials) was approximately \$19,000 and was funded by Transit Reliability Spot Improvement funds, which is a local funding source.

**ENVIRONMENTAL REVIEW**

The proposed transit improvements are subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities as defined in Title 14 of the California Code of Regulations Section 15301.

On January 5, 2022, the Planning Department determined (Case Number 2021-009697ENV) that the proposed transit improvements are categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301. The Planning Department’s determination (Case Number 2021-009697ENV) 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=2021-009697ENV> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference.

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

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**OTHER APPROVALS RECEIVED OR STILL REQUIRED**

The City Attorney's Office has reviewed this calendar item. No additional approvals are required.

**RECOMMENDATION**

Staff recommends amending Transportation Code, Division II, Sections 601 and 602, to designate full-time transit-only areas on Presidio Avenue, southbound, from Bush Street to Sutter Street, Masonic Avenue, southbound, from Fell Street to Oak Street, and Bosworth Street, westbound, from Lippard Avenue to Elk Street, and approving converting left turn restrictions from peak hours to full-time on Masonic Avenue between Turk Street and Hayes Street.



SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. \_\_\_\_\_

WHEREAS, The San Francisco Municipal Transportation Agency has proposed traffic modifications as follows:

- A. ESTABLISH – BUS, TAXI AND BICYCLE ONLY LANE - Bosworth Street, westbound, from Lippard Avenue to Elk Street; Masonic Avenue, southbound, between Fell Street and Oak Street; Presidio Avenue, southbound, between Bush Street and Sutter Street;
- B. ESTABLISH – NO LEFT TURN - Masonic Avenue, northbound, at Turk Boulevard; Masonic Avenue, northbound and southbound, at Golden Gate Avenue; Masonic Avenue, northbound and southbound, at Fulton Street; Masonic Avenue, northbound and southbound, at Grove Street; Masonic Avenue, northbound and southbound, at Hayes Street; Masonic Avenue, northbound, at Page Street; and,

WHEREAS, 43 Masonic and 44 O’Shaughnessy connects several neighborhoods, including neighborhoods identified in the SFMTA Service Equity Strategy; and,

WHEREAS, Prior to the Temporary Emergency Transit Lanes (TETL) Program, 43 Masonic and 44 O’Shaughnessy segments were commonly congested sections of the street network, which caused frequent delays for transit riders; and,

WHEREAS, In June 2020, the SFMTA Board of Directors approved temporary emergency traffic lanes and temporary full-time left turn restrictions on the 43 Masonic and 44 O’Shaughnessy as part of the TETL Program; and,

WHEREAS, Evaluation of the temporary changes was found to not substantially or negatively impact traffic; and,

WHEREAS, The proposed transit lanes and traffic modifications may be removed by the SFMTA Board of Directors at the recommendation of the SFMTA Director of Transportation based on consultation with the San Francisco Fire Chief regarding impacts to emergency vehicle response times as determined through joint data analysis conducted with the San Francisco Fire Department; and,

WHEREAS, Community engagement found support for making the changes permanent, especially among people who use the 43 Masonic and 44 O’Shaughnessy bus routes; 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, Approval of permanent transit-only areas on Presidio Avenue between Bush Street to Sutter Street, Masonic Avenue between Fell Street to Oak Street, and Bosworth Street between Lippard Avenue to Elk Street requires amending the Transportation Code; and,

WHEREAS, The proposed transit improvements are subject to the California Environmental Quality Act (CEQA); CEQA provides a categorical exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities as defined in Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, On January 5, 2022, the Planning Department determined (Case Number 2021-009697ENV) that the proposed transit improvements are categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301; and,

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

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at <https://sfplanninggis.org/pim/?tab=Planning+Applications&search=2021-009697ENV> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference; and,

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

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the traffic modifications as set forth in Items A and B above which may be removed by the SFMTA Board at the recommendation of the Director of Transportation based on consultation with the San Francisco Fire Chief regarding impacts to emergency vehicle response times as determined through joint data analysis conducted with the San Francisco Fire Department; 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 Presidio Avenue, southbound, from Bush Street to Sutter Street, Masonic Avenue, southbound, from Fell Street to Oak Street, and Bosworth Street, westbound, from Lippard Avenue to Elk Street, and approves converting left turn restrictions from peak hours to full-time on Masonic Avenue between Turk Street and Hayes 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.

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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.
	7th St.	Townsend St.	Mission St.
	8th St.	Market St.	Bryant 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.
	California St.	Presidio Ave.	Steiner St.
	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.	<del>Front</del> <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.	<del>Grant Ave.</del> Stockton St.
<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.	<del>Front St.</del> Leidesdorff St.	Kearny St.
3:00 PM – 8:00 PM, Monday – Friday	Bush St. (Eastbound)	Montgomery St.	Sansome St.
<del>3:30 PM – 7:00 PM, Monday – Friday</del>	<del>Sacramento St. (Westbound)</del>	<del>Kearny St.</del>	<del>Larkin St.</del>
3:00 PM-6:00 PM, Monday-Friday	Sutter St.	Sansome St.	Kearny St.
	Clay St. (Eastbound)	<del>Grant Ave.</del> Stockton St.	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.



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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency