

THIS PRINT COVERS CALENDAR ITEM NO.: 15

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Transit

BRIEF DESCRIPTION:

Approving parking and traffic modifications along the 14/14R Mission Rapid Muni transit corridor that are included in the Muni Forward Service-Related Capital Improvements and Travel Time Reduction Proposals and support the SFMTA's Vision Zero program; and amending Transportation Code, Division II, Section 601 to designate transit-only lanes on Mission Street between 11th Street and South Van Ness Avenue in the westbound (outbound) direction, Mission Street between Duboce Avenue and Randall Street in the southbound (outbound) direction, Otis Street between South Van Ness Avenue and Duboce Avenue in the southbound (outbound) direction, Mission Street between Randall Street and Cesar Chavez Street in the northbound (inbound) direction.

SUMMARY:

- The proposed changes, including parking and traffic modifications on Mission and Otis Streets will promote the City's Transit-First Policy by improving transit performance.
- The WalkFirst process identified Mission and Otis Streets as high-injury corridors. This project advances the City's Vision Zero goals.
- In late 2014 and early 2015, the SFMTA conducted public meetings and door-to-door outreach to specifically discuss the proposed parking and traffic modifications.

ENCLOSURES:

1. SFMTA Board Resolution
2. Transportation Code, Division II Amendment
3. SFMTA Resolution No. 14-041 <http://www.sfmta.com/sites/default/files/agendaitems/3-28-14%20Item%206%20TEP%20CEQA%20approval%20resolution.pdf>
4. TEP FEIR <http://www.sf-planning.org/index.aspx?page=2970>
5. 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 _____ 11/18/15

SECRETARY _____ 11/18/15

ASSIGNED SFMTAB CALENDAR DATE: December 1, 2015

PAGE 2

PURPOSE

Approving parking and traffic modifications along the 14/14R Mission Rapid Muni transit corridor that are included in the Muni Forward Service-Related Capital Improvements and Travel Time Reduction Proposals and support the SFMTA's Vision Zero program; and amending Transportation Code, Division II, Section 601 to designate transit-only lanes on Mission Street between 11th Street and South Van Ness Avenue in the westbound (outbound) direction, Mission Street between Duboce Avenue and Randall Street in the southbound (outbound) direction, Otis Street between South Van Ness Avenue and Duboce Avenue in the southbound (outbound) direction, Mission Street between Randall Street and Cesar Chavez Street in the northbound (inbound) direction.

GOAL

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

Goal 1: Create a safer transportation experience for everyone

Objective 1.3: Improve the safety of the transportation system.

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

Objective 2.2: Improve transit performance.

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

DESCRIPTION

To reduce Muni travel times and enhance reliability on the routes that make up the Rapid Network, the Muni Forward program identifies a variety of Travel Time Reduction Proposals (TTRPs), which are engineering strategies oriented to specifically address the delays transit vehicles face along rapid routes. The TTRPs draw from the Transit Preferential Streets Toolkit, which includes different engineering measures to improve transit service. The 14 Mission was one of the transit lines for which a TTRP was identified, the background and specific details of which are described below.

Muni's 14 Mission, 14R Mission Rapid, 49 Van Ness/Mission bus routes together carry over 67,000 daily customers on an average weekday. The route's corridor is 2.5 miles of Mission and Otis Streets between 11th Street and Randall Street. During the p.m. peak period, the 14 Mission local service operates very slowly given closely spaced bus stops and traffic congestion.

To reduce transit travel times and improve reliability, the SFMTA proposes a variety of improvements within the 14/14R Mission Rapid Muni transit corridor. The proposals include:

- Increasing bus stop spacing from one block to two blocks on Mission Street from Randall Street to 14th Street. Currently, the 14 Mission local service stops at nearly every block between 11th Street and Randall Street. This proposal moves toward a two-block spacing for most stops. By stopping fewer times, the bus would take less time to move through the corridor.

- Adding transit bulbs at two intersections: On Mission Street at 16th Street and 20th Street. Transit bulbs are sidewalk extensions alongside bus stops that allow buses to pick-up and drop-off customers without having to pull out of the travel lane into a bus stop and then wait for a gap to merge back into traffic. Transit bulbs enhance the ability of buses to take advantage of all-door boarding. Transit bulbs provide space for transit shelters and other customer amenities. Transit bulbs also improve pedestrian safety by reducing the roadway crossing distance, making pedestrians waiting to cross the street more visible to approaching motorists, and reducing the speed of motorists turning from cross streets.
- Consolidating travel lanes and optimizing lane widths on Mission Street. Currently, lane widths on Mission Street are nine feet wide and buses are 10.5 feet wide. This creates unsafe conditions for all roadway users and can cause unnecessary congestion. The proposed design will consolidate the existing four, narrow lanes on Mission Street from Cesar Chavez to 14th Street into three lanes: two lanes in the southbound direction, one transit-only lane and one general travel lane; one lane shared lane in the northbound direction.
- Required right turns at six intersections in the northbound direction: On Mission Street at Cesar Chavez Street, 26th Street, 24th Street, 22nd Street, 20th Street, and 16th Street. To ensure the combined, northbound travel lane allows efficient movement for Muni vehicles, the project proposes to require right turns for all vehicles except for transit, taxis, and commercial vehicles. This will allow access to businesses along the corridor, and also ensure the northbound lane is not congested with passenger vehicles.
- Implementing transit only lanes on Mission and Otis Streets to give Muni vehicles their own lane separated from regular traffic. This will help Muni bypass traffic congestion, which will save time and improve reliability for transit service along this busy corridor.
- Restricting left turns at every intersection on Mission Street from 14th Street to Cesar Chavez. Restricting left turns will improve safety for people walking and reduce travel times for both transit and passenger traffic by eliminating delays associated with left turning vehicles waiting for gaps in oncoming traffic.
- Adding pedestrian bulbs at two intersections: On McCoppin Street at Otis Street, and Mission Street at Virginia Avenue. Pedestrian bulbs are sidewalk extensions at intersection corners that improve pedestrian safety by reducing the roadway crossing distance, making pedestrians waiting to cross the street more visible to approaching motorists, and reducing the speed of motorists turning from cross streets. Reducing pedestrian crossing distances can provide flexibility in traffic signal timing that can reduce Muni delays.
- Adding right turn pockets at most intersections on Mission Street. Right turn pockets create a safe zone for right-turning vehicles to wait for crossing pedestrians before proceeding. They also allow vehicles proceeding straight to not be delayed. In the northbound direction at intersections with required right turns, the turn pockets will be longer than the southbound direction where right turns are not required.

- Creating a parking protected cycletrack on Otis Street between South Van Ness Avenue to Gough Street in the westbound direction. The existing Class II bike lane will be converted to a parking protected cycletrack lane to improve protection and safety of cyclists traveling west on Otis Street. A parking protected cycletrack is a type of protected bikeway that uses a parking lane and painted buffer for vehicle parking to physically separate the vehicle travel lane from the bicycle lane by having vehicles park between them. The proposed parking protected cycletrack does not decrease the number of vehicle travel lanes on Otis Street but instead creates more space for bicyclists by moving existing parking away from the curb.

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

1. the alternative criteria are reviewed and approved by a qualified engineer;
2. the alternative criteria is adopted by resolution at a public meeting after public comment and proper notice; and
3. the alternative criteria adheres to the guidelines established by a national association of public agency transportation officials.

The parking protected cycletrack proposed as part of this project meets these three conditions. The alternative criteria for the parking protected cycletrack design have been reviewed and approved by a qualified engineer prior to installation. The alternative criteria for the project are to discourage motor vehicles from encroaching or double parking in the bicycle lane, provide a more inviting and greater sense of comfort for bicyclists, and to provide a greater perception of safety for bicyclists. These alternative criteria will be adopted by SFMTA Board as part of this calendar item. Lastly, the project’s alternative criteria adhere to guidelines set by the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide. The NACTO guidelines state that protected cycletracks require the following features:

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

The parking protected cycletrack for Otis Street will conform to these NACTO design guidelines.

Together, the proposed changes are anticipated to reduce the travel time of 14 Mission local service by more than five minutes in each direction (ten minutes total) within the area (an overall 20 percent

reduction), improving the average operating speed and improving service reliability. The travel time savings would also reduce operating costs on the line and allow for service to be cost effectively increased. These major improvements to Muni service and reliability are possible while retaining 98.5% of the parking supply on Mission Street and within one block of Mission Street for cross streets.

In addition to the transit reliability improvements noted above, this project is also addressing pedestrian safety concerns along the corridor. The San Francisco Pedestrian Safety Task Force identified several high injury corridors that encompass less than seven percent of City streets but account for over half of serious and fatal pedestrian injuries, including the intersection of Mission and Otis Streets. The transit bulbs and pedestrian bulbs recommended as part of this project will improve pedestrian safety and are further enhanced with additional pedestrian safety treatments, including “daylighting” which removes parking near intersections to increased visibility of pedestrians, and “leading pedestrian interval” signal timing changes to give pedestrians a head start before traffic begins moving on the cross streets. Collectively, these improvements play an important role in advancing SFMTA’s Vision Zero goal to eliminate traffic fatalities by 2024.

The implementation of this project is scheduled to begin in 2016.

Specifically, the SFMTA proposes the following:

- A. RESCIND – BUS ZONE - Mission Street, east side, from 15th Street to 80 feet northerly; Mission Street, west side, from 15th Street to 145 feet southerly; Mission Street, east side, from 19th Street to 140 feet northerly; Mission Street, west side, from 19th Street to 145 feet southerly; Mission Street, east side, from 21st Street to 145 feet northerly; Mission Street, west side, from 21st Street to 133 feet southerly.
- B. RESCIND – BUS STOP - Mission Street, east side, from 23rd Street to 147 feet northerly; Mission Street, west side, from 23rd Street to 137 feet southerly; Mission Street, east side, from Precita Avenue to 100 feet northerly; Mission Street, west side, from Precita Avenue to 136 feet northerly; Mission Street, east side, from Fair Avenue to 123 feet northerly; Mission Street, east side, from 29th Street to 112 feet northerly; Mission Street, west side, from 29th Street to 123 feet southerly.
- C. ESTABLISH - BUS ZONE - Mission Street, south side, from 43 feet east of 11th Street to 100 feet easterly (relocated from near side 200 foot bus zone, replaces metered parking spaces 1429, 1431, 1433 and 1435); Mission Street, south side, from South Van Ness to 185 feet easterly (extends existing bus zone from 85 feet to 185 feet and replaces metered parking spaces 1539 and 1541); Otis Street, west side, from McCoppin Street to 106 feet southerly (replaces bus bulb and blue zone); Mission Street, east side, from 18th Street to 152 feet northerly (extends existing 142 foot bus zone and removes yellow metered parking space 2137); Mission Street, east side, from 22nd Street to 130 feet northerly (replaces 130-foot bus bulb); Mission Street, west side, from 22nd Street to 137 feet southerly (replaces 137-foot bus bulb); Mission Street, east side, from Powers Avenue to 100 feet northerly (replaces metered parking spaces 3165, 3167, 3169, 3161, and 3163); Mission Street, west

side, from Cortland Avenue to 90 feet southerly (replaces metered parking spaces 3450 and 3452).

- D. ESTABLISH – RIGHT TURN ONLY, EXCEPT TRANSIT, COMMERCIAL VEHICLES, AND TAXIS - Mission Street, northbound, at Cesar Chavez Street; Mission Street, northbound, at 26th Street; Mission Street, northbound, at 24th Street; Mission Street, northbound, at 22nd Street; Mission Street, northbound, at 20th Street; Mission Street, northbound, at 16th Street.
- E. ESTABLISH – NO LEFT TURN AT ANY TIME EXCEPT BUSES - Mission Street, southbound, at 14th Street; Mission Street, northbound, at 15th Street; Mission Street, northbound and southbound, at 17th Street; Mission Street, northbound and southbound, at 18th Street; Mission Street, northbound and southbound, at 19th Street; Mission Street, northbound and southbound, at 20th Street; Mission Street, northbound and southbound, at 21st Street; Mission Street, northbound and southbound, at 22nd Street; Mission Street, northbound and southbound, at 23rd Street; Mission Street, northbound and southbound, at 24th Street; Mission Street, northbound and southbound, at 25th Street; Mission Street, northbound and southbound, at 26th Street; Mission Street, northbound and southbound, at Cesar Chavez Street.
- F. ESTABLISH – TRANSIT ONLY LANE AT ALL TIMES - Mission Street, westbound, from 11th Street to South Van Ness Avenue; Mission Street, southbound, from Duboce Avenue to Randall Street; Otis Street, southbound, from South Van Ness Avenue to Duboce Avenue; Mission Street, northbound, from Randall Street to Cesar Chavez Street.
- G. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME - Mission Street, north side, from South Van Ness Avenue to 11th Street (right-turn pocket and transit-only lane replaces metered parking spaces 1546, 1544, 1542, 1540, 1532-G, 1530-G, and 1528-G); Mission Street, west side, from Duboce Avenue to 75 feet northerly (right-turn pocket replaces yellow metered space 152); Mission Street, east side, from 14th Street to 55 feet southerly (right-turn pocket replaces metered parking space 1803); Mission Street, west side, from 15th Street to 54 feet northerly (right-turn pocket replaces metered parking spaces 1848 and 1846); Mission Street, east side, from 16th Street to 164 feet southerly (right-turn pocket replaces metered parking spaces 2003, 2005, 2007, 2009, 2011, and 2013 and yellow metered space 2015); Mission Street, east side, from 16th Street to 145 feet northerly (bus bulb replaces 145-foot bus zone); Mission Street, west side, from 16th Street to 146 feet southerly (extends 115-foot bus bulb to 146 feet); Mission Street, west side, from 17th Street to 50 feet northerly (right-turn pocket replaces metered parking space 2048); Mission Street, east side, from 17th Street to 61 feet southerly (right-turn pocket replaces metered parking spaces 2103 and 2105); Mission Street, west side, at 18th Street to 61 feet northerly (right-turn pocket replaces metered parking spaces 2146, 2148, 2150); Mission Street, west side, from 19th Street to 61 feet northerly (right-turn pocket replaces metered parking spaces 2248 and 2250); Mission Street, east side, from 19th Street to 50 feet southerly (right-turn pocket replaces metered parking space 2303); Mission Street, west side, from 20th Street to 56 feet northerly (right-turn pocket replaces metered parking spaces 2348 and 2350); Mission

Street, east side, from 20th Street to 188 feet southerly (right-turn pocket replaces metered parking spaces 2403, 2405, 2407, 2409, 2411, and 2417; and yellow metered spaces 2413 and 2415); Mission Street, east side, from 20th Street to 145 feet northerly (145-foot bus bulb replaces 145-foot bus zone); Mission Street, west side, from 20th Street to 140 feet southerly (145-foot bus bulb replaces 140-foot bus zone); Mission Street, west side from 21st Street to 49 feet northerly (right-turn pocket replaces metered parking space 2446); Mission Street, east side, from 21st Street to 58 feet southerly (right-turn pocket replaces metered parking spaces 2501 and 2503); Mission Street, west side, from 22nd Street to 61 feet northerly (right-turn pocket replaces metered parking spaces 2546 and 2548); Mission Street, east side, from 22nd Street to 186 feet southerly (right-turn pocket replaces metered parking spaces 2603, 2605, 2607, 2609, 2611, and 2617; and yellow metered spaces 2613 and 2615); Mission Street, west side, from 23rd Street to 53 feet northerly (right-turn pocket replaces metered parking space 2650); Mission Street, east side, from 23rd Street to 47 feet southerly (right-turn pocket replaces metered parking space 2703); Mission Street, west side, from 24th Street to 58 feet northerly (right-turn pocket replaces metered parking space 2746); Mission Street, east side, from 24th Street to 194 feet southerly (right-turn pocket replaces taxi zone and metered parking spaces 2809, 2811, 2813, 2815, 2817, and 2819); Mission Street, west side, from 25th Street to 53 feet northerly (right-turn pocket replaces metered parking spaces 2848 and 2850); Mission Street, east side, from 25th Street to 50 feet southerly (right-turn pocket replaces yellow metered parking spaces 2903 and 2905); Mission Street, west side, from 26th Street to 50 feet northerly (right-turn pocket replaces metered parking space 2948 and yellow metered parking space 2950); Mission Street, east side, from 26th Street to 117 feet southerly (right-turn pocket replaces metered parking spaces 3003, 3005, 3007, 3013, and 3015 and yellow metered parking space 3009); Mission Street, east side, from Cesar Chavez Street to 105 feet southerly (right-turn pocket replaces white zone and metered parking spaces 3105, 3107, and 3109); Mission Street, west side, from Valencia Street to 50 feet northerly (right-turn pocket replaces metered parking spaces 3184 and 3186); Mission Street, west side, from 29th Street to 50 feet northerly (right-turn pocket replaces metered parking spaces 3250, 3252, and 3254); Mission Street, west side, from Randall Street to 123 feet northerly (right-turn pocket replaces metered parking spaces 3514 and 3516); McCoppin Street, south side, from Otis Street to 26 feet westerly (corner bulb replaces one parking space); 14th Street, south side, from Mission Street to 22 feet westerly (red curb replaces metered parking space 301); 15th Street, south side, from Mission Street to 18 feet easterly (red curb replaces metered parking space 1553).

- H. ESTABLISH - YELLOW METERED LOADING ZONE - (9AM to 4PM, MON-FRI); Mission Street, south side, from 4 feet to 42 feet east of Lafayette Street (at metered parking spaces 1531 and 1533).
- I. ESTABLISH - YELLOW METERED LOADING ZONE - (8AM to 6PM, MON-SAT); Mission Street, west side, from 192 to 210 feet south of 16th Street (at metered parking space 2020).
- J. ESTABLISH - YELLOW METERED LOADING ZONE - (8AM to 6PM, MON-FRI); Mission Street, east side, from 153 to 212 feet south of 15th Street (removes metered parking space 1915 and extends yellow metered spaces 1917 and 1919); Mission Street, east side

from 152 to 202 feet north of 18th Street (at metered parking space 2133; extends yellow metered parking space 2135); Mission Street, east side, from 74 to 94 feet south of 19th Street (at metered parking space 2307); Mission Street, east side, from 188 to 248 feet south of 20th Street (at metered parking spaces 2419, 2421, and removes metered parking space 2423); Mission Street, west side, from 49 to 69 feet north of 21st Street (at metered parking space 2444); Mission Street, east side, from 186 to 246 feet south of 22nd Street (at metered parking spaces 2619 and 2621 and removes metered parking space 2623); Mission Street, east side, from 170 to 230 feet north of 24th Street (removes metered parking space 2729-G and extends yellow metered parking spaces 2731 and 2733); Mission Street, west side, from 214 to 234 feet south of 24th Street (at metered parking space 2824); Mission Street, east side, from 29 to 89 feet north of 25th Street (removes metered parking space 2843-G and extends yellow metered parking spaces 2845 and 2847); Mission Street, east side, from 66 to 130 feet south of 25th Street (at metered parking spaces 2909, 2911, and 2913); Mission Street, east side, from Cesar Chavez Street to 20 feet northerly (at metered parking space 3015); Mission Street, west side, from 114 to 155 feet north of 29th Street (at metered parking spaces 3246 and 3248).

- K. ESTABLISH - SIX-WHEEL YELLOW METERED LOADING ZONE - (8AM to 6PM, MON-FRI); Mission Street, east side, from 145 to 184 feet north of 16th Street (at metered parking spaces 1931 and 1933); Mission Street, west side, from 170 to 192 feet south of 16th Street (at metered parking space 2018); Mission Street, east side, from 159 to 219 feet south of 17th Street (removes metered parking space 2121 and extends yellow metered spaces 2117 and 2119).
- L. ESTABLISH - SIX-WHEEL YELLOW METERED LOADING ZONE - (8AM to 6PM, MON-SAT); Mission Street, east side, from 226 to 286 feet south of 16th Street (at metered parking spaces 2023, 2025, and 2027); Mission Street, east side, from 17th Street to 61 feet northerly (removes metered parking space 2405 and extends yellow metered spaces 2047 and 2049).
- M. ESTABLISH PASSENGER LOADING ZONE AT ALL TIMES - Mission Street, east side, from 182 to 226 feet south of 16th Street (relocates 44-foot passenger loading zone 18 feet southerly and replaces metered parking space 2021).
- N. ESTABLISH PASSENGER LOADING ZONE, DAILY, 7AM-10PM - Mission Street, east side, from 129 to 170 feet south of Cesar Chavez Street (relocates 41 foot passenger loading zone 129 feet southerly and replaces metered parking spaces 3113 and 3115).

- O. ESTABLISH SHORT TERM METERED PARKING (15 MINUTE TIME LIMIT) - Mission Street, east side, from 232 to 250 feet north of 15th Street (at metered parking space 1827) ; Mission Street, east side, from 14 to 34 feet south of 15th Street (at metered parking space 1901, extends existing corner red curb from 10 to 14 feet); Mission Street, east side, from 233 to 252 feet north of 16th Street (at metered parking space 1925); Mission Street, east side, from 61 to 82 feet north of 17th Street (at metered parking space 2403); Mission Street, east side, from 202 to 222 feet north of 18th Street (at metered parking space 2131); Mission Street, west side, from 61 to 81 feet north of 18th Street (at metered parking space 2144); Mission Street, east side, from 191 to 209 feet north of 20th Street (at metered parking space 2329); Mission Street, west side, from 56 to 76 feet north of 20th Street (at metered parking space 2346); Mission Street, east side, from 189 to 232 feet north of 21st Street (at metered parking spaces 2429 and 2431); Mission Street, east side, from 257 to 277 feet north of 23rd Street (at metered parking space 2625); Mission Street, west side, from 53 to 73 feet north of 23rd Street (at metered parking space 2648); Mission Street, east side, from 237 to 257 feet north of 24th Street (at metered parking space 2727); Mission Street, west side, from 58 to 78 feet north of 24th Street (at metered parking space 2744); Mission Street, east side, from 89 to 109 feet north of 25th Street (at metered parking space 2839); Mission Street, west side, from 53 to 73 feet north of 25th Street (at metered parking space 2846); Mission Street, west side, from 130 to 150 feet north of 26th Street (at metered parking space 2940).
- P. ESTABLISH – PARKING PROTECTED CYCLETRACK - Otis Street, westbound, from South Van Ness Avenue to McCoppin Street.
- Q. ESTABLISH – CLASS II BIKEWAY - Mission Street, westbound, from South Van Ness to 190 feet easterly.
- R. ESTABLISH – TAXI ZONE - Mission Street, east side, from 194 to 214 feet south of 24th Street (replaces metered parking space 2821).
- S. ESTABLISH – CROSSWALK - McCoppin Street, south side at Otis Street.

ALTERNATIVES CONSIDERED

In consideration of improving travel times and reliability, the SFMTA considered retaining two general-use travel lanes in each direction and converting the existing two travel lanes to transit-only red lanes. This option retained 92% of the parking supply on Mission Street and within one block of Mission Street on cross streets; however, this option would require the transit-only lane in the northbound direction to be located next to the curb. Additional analysis by the project team indicated that this option may not result in significant travel time savings for Muni service because this curbside northbound transit-only lane could become congested with right-turning vehicles. This concern combined with overwhelming support from merchants for the alternative, resulted in this option being dropped as a recommendation. There was considerable support from riders to install Mission Street transit-only lanes in both the northbound and southbound direction; however, the recommended alternative described above is expected to result in greater travel time savings for riders.

FUNDING IMPACT

The total cost of this project is \$7,224,000. This project already has funding identified, as detailed below.

Funding Source	Amount
CCSF – GO Bond	\$7,132,000
SFCTA-Prop K-EP1	\$92,000

PUBLIC OUTREACH

The SFMTA conducted extensive public outreach on the 14 Mission project proposals. Specifically, between late 2014 and early 2015, the Agency facilitated three community meetings at central, accessible locations within the project corridor to gather public input about project proposals. Additionally, agency representatives met directly with merchants to collect additional feedback via small group meetings and walking door to door to speak to every available merchant along the 2.5 mile corridor.

Staff also conducted an intercept survey of 1,200 people on Mission Street to better understand how people access and use Mission Street. The survey included a representative sample of neighborhood demographics; 47% of surveys were collected in Spanish and the remaining in English or Cantonese. An even distribution of ages was represented and approximately 59% of survey respondents identified as Hispanic. The results of the survey include:

- 60% of respondents indicated they usually arrive to Mission Street via transit (Muni or BART)
- 23% walk to Mission Street
- 12% drive to Mission Street
- The remainder biked or used taxi or rideshare services

To better engage riders of the Mission Street routes, staff conducted a pop-up meeting at the 24th Street BART station to talk to riders about the project proposals and collect surveys. Staff also rode the bus during rush-hour to talk to riders about the project. Overall, the SFMTA received considerable input about the proposed enhancements throughout the corridor from a variety of stakeholders. Specifically, riders, residents and merchants noted support for improved pedestrian safety and improving travel times via transit stop consolidation, red transit-only lanes, and left-turn restrictions along the corridor. Concerns have been expressed regarding the forced right turns; however, the preservation of parking was communicated as more important to Mission Street merchants. This resulted in support from merchants for project as proposed with a single transit-only lane.

A summary of additional outreach activities includes:

- Received survey feedback from 564 community members
- Posted project information posters at project corridor bus stops for all community meetings
- Mailed over 25,500 post cards to nearby residents
- Distributed over 2,200 project information flyers to Muni customers along project corridor

PAGE 11

- Engaged via email with 31 local neighborhood groups, schools, senior centers, and merchant groups
- Personally met with nearly all local businesses along project corridor

Additionally, project information was available on the SFMTA website, including a detailed description of the project proposal, open house materials, and meeting notices. Email alerts were distributed to Muni Forward listserv subscribers, which described the project and informed stakeholders about the open house event. Furthermore, traditional news media and social media outlets were employed to distribute the survey and open house notices.

The SOMA Storage facility, located at Mission Street and 11th Street, expressed concerns about moving the local bus stop from nearside 11th Street to farside 11th Street. Based on their feedback, the proposed bus location was moved further to the East to minimize the potential for Muni vehicles blocking their driveway. Based on continued concern from this merchant about Muni vehicles blocking a driveway, staff conducted site observations and data analysis of existing bus stops arrivals at the existing bus stop and determined, on average, two 14 Mission local buses arrive within 90 seconds of each other only 5% of the time. This indicates that the staff recommendation of a 100 foot bus zone is sufficient to accommodate 14 Mission local headways.

Community feedback regarding stop consolidation for the 14 Mission local has been mixed. In particular, community groups have expressed concern regarding the removal of bus stops at 19th Street and 21st Street. Results from the online survey indicated that approximately 72% of respondents “Strongly Liked” consolidating bus stops to every two blocks. Additional feedback from speaking to riders at the 24th Street BART pop-up meeting indicated strong support for bus stop consolidation. The senior center located near 21st Street bus stop is concerned about their residents accessing the Mission Street Muni routes. Based on the location of the senior center on Capp Street, customers would have to walk an additional 93 steps to access the 20th Street bus stop. The 20th Street bus stop will be upgraded with a transit bulb to ease boarding and create more space for waiting customers. In addition, these bus stops have lower ridership than other bus stops on Mission Street from 14th Street to Cesar Chavez Street.

ENVIRONMENTAL REVIEW

The TEP Final Environmental Impact Report (FEIR) was certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014. Subsequently, on March 28, 2014 in Resolution No. 14-041, the SFMTA Board of Directors approved all of the TEP proposals including Service-Related Capital Improvements and Travel Time Reduction Proposals (TTRP) to improve transit performance along various Municipal Railway routes. As part of Resolution No. 14-041, the SFMTA Board of Directors adopted findings under the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings) and a Mitigation Monitoring and Reporting Program (MMRP). All of the project proposals are within the scope of the TTRP.14 14 Mission Modified Expanded Alternative as defined in the TEP FEIR. The San Francisco Planning Department Environmental Planning Division reviewed the proposed modifications to the TTRP.14 described here and determined that the proposed project is within the scope of the TEP FEIR. No new significant effects have been identified, there is no substantial increase in significant effects already identified, and no new mitigation is required for the project.

PAGE 12

A subset of TEP MMRP that pertinent to the TTRP.14 Mission is on file with the Secretary of the SFMTA Board of Directors.

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

RECOMMENDATION

Approving parking and traffic modifications along the 14/14R Mission Rapid Muni transit corridor that are included in the Muni Forward Service-Related Capital Improvements and Travel Time Reduction Proposals and support the SFMTA's Vision Zero program; and amending Transportation Code, Division II, Section 601 to designate transit-only lanes on Mission Street between 11th Street and South Van Ness Avenue in the westbound (outbound) direction, Mission Street between Duboce Avenue and Randall Street in the southbound (outbound) direction, Otis Street between South Van Ness Avenue and Duboce Avenue in the southbound (outbound) direction, Mission Street between Randall Street and Cesar Chavez Street in the northbound (inbound) direction, and Mission Street from Duboce Avenue to 315 feet southwest of South Van Ness Ave in the eastbound (inbound) direction.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency has proposed parking and traffic modifications along the 14/14R Mission Rapid Muni transit corridor that are included in the Muni Forward Service-Related Capital Improvements and Travel Time Reduction Proposals and support the SFMTA's Vision Zero program:

- A. RESCIND – BUS ZONE - Mission Street, east side, from 15th Street to 80 feet northerly; Mission Street, west side, from 15th Street to 145 feet southerly; Mission Street, east side, from 19th Street to 140 feet northerly; Mission Street, west side, from 19th Street to 145 feet southerly; Mission Street, east side, from 21st Street to 145 feet northerly; Mission Street, west side, from 21st Street to 133 feet southerly.
- B. RESCIND – BUS STOP - Mission Street, east side, from 23rd Street to 147 feet northerly; Mission Street, west side, from 23rd Street to 137 feet southerly; Mission Street, east side, from Precita Avenue to 100 feet northerly; Mission Street, west side, from Precita Avenue to 136 feet northerly; Mission Street, east side, from Fair Avenue to 123 feet northerly; Mission Street, east side, from 29th Street to 112 feet northerly; Mission Street, west side, from 29th Street to 123 feet southerly.
- C. ESTABLISH - BUS ZONE - Mission Street, south side, from 43 feet east of 11th Street to 100 feet easterly (relocated from near side 200 foot bus zone, replaces metered parking spaces 1429, 1431, 1433 and 1435); Mission Street, south side, from South Van Ness to 185 feet easterly (extends existing bus zone from 85 feet to 185 feet and replaces metered parking spaces 1539 and 1541); Otis Street, west side, from McCoppin Street to 106 feet southerly (replaces bus bulb and blue zone); Mission Street, east side, from 18th Street to 152 feet northerly (extends existing 142 foot bus zone and removes yellow metered parking space 2137); Mission Street, east side, from 22nd Street to 130 feet northerly (replaces 130-foot bus bulb); Mission Street, west side, from 22nd Street to 137 feet southerly (replaces 137-foot bus bulb); Mission Street, east side, from Powers Avenue to 100 feet northerly (replaces metered parking spaces 3165, 3167, 3169, 3161, and 3163); Mission Street, west side, from Cortland Avenue to 90 feet southerly (replaces metered parking spaces 3450 and 3452).
- D. ESTABLISH – RIGHT TURN ONLY, EXCEPT TRANSIT, COMMERCIAL VEHICLES, AND TAXIS - Mission Street, northbound, at Cesar Chavez Street; Mission Street, northbound, at 26th Street; Mission Street, northbound, at 24th Street; Mission Street, northbound, at 22nd Street; Mission Street, northbound, at 20th Street; Mission Street, northbound, at 16th Street.
- E. ESTABLISH – NO LEFT TURN AT ANY TIME EXCEPT BUSES - Mission Street, southbound, at 14th Street; Mission Street, northbound, at 15th Street; Mission Street, northbound and southbound, at 17th Street; Mission Street, northbound and southbound, at 18th Street; Mission Street, northbound and southbound, at 19th Street; Mission Street, northbound and southbound, at 20th Street; Mission Street, northbound and southbound, at 21st Street; Mission Street, northbound and southbound, at 22nd Street; Mission Street, northbound and southbound, at 23rd Street; Mission Street, northbound and southbound, at 24th Street; Mission Street, northbound and southbound, at 25th Street; Mission Street,

northbound and southbound, at 26th Street; Mission Street, northbound and southbound, at Cesar Chavez Street.

- F. ESTABLISH – TRANSIT ONLY LANE AT ALL TIMES - Mission Street, westbound, from 11th Street to South Van Ness Avenue; Mission Street, southbound, from Duboce Avenue to Randall Street; Otis Street, southbound, from South Van Ness Avenue to Duboce Avenue; Mission Street, northbound, from Randall Street to Cesar Chavez Street.
- G. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME - Mission Street, north side, from South Van Ness Avenue to 11th Street (right-turn pocket and transit-only lane replaces metered parking spaces 1546, 1544, 1542, 1540, 1532-G, 1530-G, and 1528-G); Mission Street, west side, from Duboce Avenue to 75 feet northerly (right-turn pocket replaces yellow metered space 152); Mission Street, east side, from 14th Street to 55 feet southerly (right-turn pocket replaces metered parking space 1803); Mission Street, west side, from 15th Street to 54 feet northerly (right-turn pocket replaces metered parking spaces 1848 and 1846); Mission Street, east side, from 16th Street to 164 feet southerly (right-turn pocket replaces metered parking spaces 2003, 2005, 2007, 2009, 2011, and 2013 and yellow metered space 2015); Mission Street, east side, from 16th Street to 145 feet northerly (bus bulb replaces 145-foot bus zone); Mission Street, west side, from 16th Street to 146 feet southerly (extends 115-foot bus bulb to 146 feet); Mission Street, west side, from 17th Street to 50 feet northerly (right-turn pocket replaces metered parking space 2048); Mission Street, east side, from 17th Street to 61 feet southerly (right-turn pocket replaces metered parking spaces 2103 and 2105); Mission Street, west side, at 18th Street to 61 feet northerly (right-turn pocket replaces metered parking spaces 2146, 2148, 2150); Mission Street, west side, from 19th Street to 61 feet northerly (right-turn pocket replaces metered parking spaces 2248 and 2250); Mission Street, east side, from 19th Street to 50 feet southerly (right-turn pocket replaces metered parking space 2303); Mission Street, west side, from 20th Street to 56 feet northerly (right-turn pocket replaces metered parking spaces 2348 and 2350); Mission Street, east side, from 20th Street to 188 feet southerly (right-turn pocket replaces metered parking spaces 2403, 2405, 2407, 2409, 2411, and 2417; and yellow metered spaces 2413 and 2415); Mission Street, east side, from 20th Street to 145 feet northerly (145-foot bus bulb replaces 145-foot bus zone); Mission Street, west side, from 20th Street to 140 feet southerly (145-foot bus bulb replaces 140-foot bus zone); Mission Street, west side from 21st Street to 49 feet northerly (right-turn pocket replaces metered parking space 2446); Mission Street, east side, from 21st Street to 58 feet southerly (right-turn pocket replaces metered parking spaces 2501 and 2503); Mission Street, west side, from 22nd Street to 61 feet northerly (right-turn pocket replaces metered parking spaces 2546 and 2548); Mission Street, east side, from 22nd Street to 186 feet southerly (right-turn pocket replaces metered parking spaces 2603, 2605, 2607, 2609, 2611, and 2617; and yellow metered spaces 2613 and 2615); Mission Street, west side, from 23rd Street to 53 feet northerly (right-turn pocket replaces metered parking space 2650); Mission Street, east side, from 23rd Street to 47 feet southerly (right-turn pocket replaces metered parking space 2703); Mission Street, west side, from 24th Street to 58 feet northerly (right-turn pocket replaces metered parking space 2746); Mission Street, east side, from 24th Street to 194 feet southerly (right-turn pocket replaces taxi zone and metered parking spaces 2809, 2811, 2813, 2815, 2817, and 2819); Mission Street, west side, from 25th Street to 53 feet northerly (right-turn pocket replaces metered parking spaces 2848 and 2850); Mission Street, east side, from 25th Street to 50 feet southerly (right-turn pocket replaces yellow metered parking spaces 2903 and 2905); Mission Street, west side, from 26th Street to 50 feet northerly (right-turn pocket replaces metered parking space 2948 and yellow metered parking space 2950); Mission Street, east side, from 26th Street to 117 feet southerly (right-turn pocket replaces metered parking

spaces 3003, 3005, 3007, 3013, and 3015 and yellow metered parking space 3009); Mission Street, east side, from Cesar Chavez Street to 105 feet southerly (right-turn pocket replaces white zone and metered parking spaces 3105, 3107, and 3109); Mission Street, west side, from Valencia Street to 50 feet northerly (right-turn pocket replaces metered parking spaces 3184 and 3186); Mission Street, west side, from 29th Street to 50 feet northerly (right-turn pocket replaces metered parking spaces 3250, 3252, and 3254); Mission Street, west side, from Randall Street to 123 feet northerly (right-turn pocket replaces metered parking spaces 3514 and 3516); McCoppin Street, south side, from Otis Street to 26 feet westerly (corner bulb replaces one parking space); 14th Street, south side, from Mission Street to 22 feet westerly (red curb replaces metered parking space 301); 15th Street, south side, from Mission Street to 18 feet easterly (red curb replaces metered parking space 1553).

- H. ESTABLISH - YELLOW METERED LOADING ZONE - (9AM to 4PM, MON-FRI); Mission Street, south side, from 4 feet to 42 feet east of Lafayette Street (at metered parking spaces 1531 and 1533).
- I. ESTABLISH - YELLOW METERED LOADING ZONE - (8AM to 6PM, MON-SAT); Mission Street, west side, from 192 to 210 feet south of 16th Street (at metered parking space 2020).
- J. ESTABLISH - YELLOW METERED LOADING ZONE - (8AM to 6PM, MON-FRI); Mission Street, east side, from 153 to 212 feet south of 15th Street (removes metered parking space 1915 and extends yellow metered spaces 1917 and 1919); Mission Street, east side from 152 to 202 feet north of 18th Street (at metered parking space 2133; extends yellow metered parking space 2135); Mission Street, east side, from 74 to 94 feet south of 19th Street (at metered parking space 2307); Mission Street, east side, from 188 to 248 feet south of 20th Street (at metered parking spaces 2419, 2421, and removes metered parking space 2423); Mission Street, west side, from 49 to 69 feet north of 21st Street (at metered parking space 2444); Mission Street, east side, from 186 to 246 feet south of 22nd Street (at metered parking spaces 2619 and 2621 and removes metered parking space 2623); Mission Street, east side, from 170 to 230 feet north of 24th Street (removes metered parking space 2729-G and extends yellow metered parking spaces 2731 and 2733); Mission Street, west side, from 214 to 234 feet south of 24th Street (at metered parking space 2824); Mission Street, east side, from 29 to 89 feet north of 25th Street (removes metered parking space 2843-G and extends yellow metered parking spaces 2845 and 2847); Mission Street, east side, from 66 to 130 feet south of 25th Street (at metered parking spaces 2909, 2911, and 2913); Mission Street, east side, from Cesar Chavez Street to 20 feet northerly (at metered parking space 3015); Mission Street, west side, from 114 to 155 feet north of 29th Street (at metered parking spaces 3246 and 3248).
- K. ESTABLISH - SIX-WHEEL YELLOW METERED LOADING ZONE - (8AM to 6PM, MON-FRI); Mission Street, east side, from 145 to 184 feet north of 16th Street (at metered parking spaces 1931 and 1933); Mission Street, west side, from 170 to 192 feet south of 16th Street (at metered parking space 2018); Mission Street, east side, from 159 to 219 feet south of 17th Street (removes metered parking space 2121 and extends yellow metered spaces 2117 and 2119).
- L. ESTABLISH - SIX-WHEEL YELLOW METERED LOADING ZONE - (8AM to 6PM, MON-SAT); Mission Street, east side, from 226 to 286 feet south of 16th Street (at metered parking spaces 2023, 2025, and 2027); Mission Street, east side, from 17th Street to 61 feet northerly (removes metered parking space 2405 and extends yellow metered spaces 2047 and 2049).

- M. ESTABLISH PASSENGER LOADING ZONE AT ALL TIMES - Mission Street, east side, from 182 to 226 feet south of 16th Street (relocates 44-foot passenger loading zone 18 feet southerly and replaces metered parking space 2021).
- N. ESTABLISH PASSENGER LOADING ZONE, DAILY, 7AM-10PM - Mission Street, east side, from 129 to 170 feet south of Cesar Chavez Street (relocates 41 foot passenger loading zone 129 feet southerly and replaces metered parking spaces 3113 and 3115).
- O. ESTABLISH SHORT TERM METERED PARKING (15 MINUTE TIME LIMIT) - Mission Street, east side, from 232 to 250 feet north of 15th Street (at metered parking space 1827) ; Mission Street, east side, from 14 to 34 feet south of 15th Street (at metered parking space 1901, extends existing corner red curb from 10 to 14 feet); Mission Street, east side, from 233 to 252 feet north of 16th Street (at metered parking space 1925); Mission Street, east side, from 61 to 82 feet north of 17th Street (at metered parking space 2403); Mission Street, east side, from 202 to 222 feet north of 18th Street (at metered parking space 2131); Mission Street, west side, from 61 to 81 feet north of 18th Street (at metered parking space 2144); Mission Street, east side, from 191 to 209 feet north of 20th Street (at metered parking space 2329); Mission Street, west side, from 56 to 76 feet north of 20th Street (at metered parking space 2346); Mission Street, east side, from 189 to 232 feet north of 21st Street (at metered parking spaces 2429 and 2431); Mission Street, east side, from 257 to 277 feet north of 23rd Street (at metered parking space 2625); Mission Street, west side, from 53 to 73 feet north of 23rd Street (at metered parking space 2648); Mission Street, east side, from 237 to 257 feet north of 24th Street (at metered parking space 2727); Mission Street, west side, from 58 to 78 feet north of 24th Street (at metered parking space 2744); Mission Street, east side, from 89 to 109 feet north of 25th Street (at metered parking space 2839); Mission Street, west side, from 53 to 73 feet north of 25th Street (at metered parking space 2846); Mission Street, west side, from 130 to 150 feet north of 26th Street (at metered parking space 2940).
- P. ESTABLISH – PARKING PROTECTED CYCLETRACK; Otis Street, westbound, from South Van Ness Avenue to McCoppin Street.
- Q. ESTABLISH – CLASS II BIKEWAY - Mission Street, westbound, from South Van Ness to 190 feet easterly.
- R. ESTABLISH – TAXI ZONE; Mission Street, east side, from 194 to 214 feet south of 24th Street (replaces metered parking space 2821).
- S. ESTABLISH – CROSSWALK - McCoppin Street, south side at Otis Street

WHEREAS, Section 891 of the Streets and Highways Code provides that agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted may utilize minimum safety design criteria other than those established by Section 890.6 if the following conditions are met: the alternative criteria are reviewed and approved by a qualified engineer, the alternative criteria is adopted by resolution at a public meeting after public comment and proper notice, and the alternative criteria adheres to the guidelines established by a national association of public agency transportation officials; and,

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

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

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

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

WHEREAS, This project was analyzed in the Transit Effectiveness Project Final Environmental Impact Report (FEIR) certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014; and,

WHEREAS, Approval for parking and traffic modifications to implement various projects along the 14/14R Mission Rapid Muni transit corridor included in the Service-Related Capital Improvements of the Muni Forward program, which was previously referred to as the Transit Effectiveness Project (TEP), relies on said FEIR, and information pertaining to the FEIR is set forth in a SFMTA Resolution No 14-041, which is on file with the Secretary to the SFMTA Board of Directors and are incorporated herein by reference; and,

WHEREAS, As part of the Resolution No. 14-041, the SFMTA Board of Directors adopted approval findings under the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings) and a Mitigation Monitoring and Reporting Program (MMRP), which Resolution, CEQA Findings, and MMRP are on file with the Secretary to the SFMTA Board of Directors and are incorporated herein by reference as though fully set forth; and,

WHEREAS, SFMTA staff proposes to adopt the proposed project's Modified Expanded Alternative, which includes all of the same parking and traffic improvements that are included in the Moderate Alternative; and,

WHEREAS, The SFMTA Board has reviewed the FEIR and hereby finds that since certification of the FEIR, no changes have occurred in the proposed project or in the circumstances under which the project would be implemented that would cause new significant impacts or a substantial increase in the severity of impacts identified and analyzed in the FEIR, and that no new information has emerged that would materially change the analysis or conclusions set forth in the FEIR. The actions approved herein would not necessitate implementation of additional or considerably different mitigation measures that those identified in the FEIR; and,

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

RESOLVED, That the SFMTA Board of Directors amends Transportation Code, Division II, Section 601 to designate transit-only lanes on Mission Street between 11th Street and South Van Ness Avenue in the westbound (outbound) direction, Mission Street between Duboce Avenue and Randall Street in the southbound (outbound) direction, Otis Street between South Van Ness Avenue and Duboce Avenue in the southbound (outbound) direction, Mission Street between Randall Street and Cesar Chavez Street in the northbound (inbound) direction; and be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves these parking and traffic modifications, as set forth in items A through S above, along the 14/14R Mission Rapid Muni transit corridor included in the Muni Forward Service-Related Capital Improvements and Travel Time Reduction Proposals and support the SFMTA's Vision Zero program.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of December 1, 2015.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

RESOLUTION

[Transportation Code – Mission Street Transit Only Lanes]

Resolution amending the Transportation Code to designate transit only lanes on Mission Street between 11th Street and South Van Ness Avenue in the westbound (outbound) direction, Mission Street between Duboce Avenue and Randall Street in the southbound (outbound) direction, Otis Street between South Van Ness Avenue and Duboce Avenue in the southbound (outbound) direction, and Mission Street between Randall Street and Cesar Chavez Street in the northbound (inbound) direction.

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

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

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

SEC. 601. DESIGNATED TRANSIT-ONLY AREAS.

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

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

(2) **West Portal Avenue Between 15th Avenue and Sloat Boulevard.**

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

(3) **Exclusive Commercial Vehicle/Transit Area on Sansome Street.**

Except as to buses, taxis, authorized emergency vehicles, and commercial vehicles, no vehicle may operate within the Transit-only Area running southbound on Sansome Street between Washington Street and Bush Street.

(4) **Exclusive Transit/Taxi/Commercial Vehicle Area on Powell Street**

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

(5) **Judah Street, from 9th Avenue to 20th Avenue.**

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

(6) **Van Ness Avenue, from Filbert Street to Market Street.**

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

(7) **Van Ness Avenue, from Filbert Street to Lombard Street.**

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

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

Except as to Municipal Railway and Golden Gate Transit vehicles and authorized

emergency vehicles, no vehicle may operate within the Transit-only Areas on South Van Ness Avenue from Market Street to Mission Street.

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

Hours of Operation	Street	From	To
All Times	1st St.	Market St.	Howard St.
	3rd St.	Townsend St.	Market St.
	4th St.	Harrison St.	Townsend St.
	4th St.	Market St.	Howard St.
	Church St.	16th St.	Duboce Ave.
	Clay St.	Sansome St.	Davis St.
	Fremont St.	Mission St.	Market St.
	Geary St.	Market St.	Powell St.
	Geary St.	Mason St.	Gough St.
	Geneva Ave. (Outbound)	Delano Ave.	280 Freeway Overpass
	Judah St.	20th Ave.	La Playa St.
	Market St. (Inbound)	12th St.	3rd St.
	Market St. (Outbound)	So. Van Ness Ave.	3rd St.
	<u>Mission St. (Inbound)</u>	<u>Randall St.</u>	<u>Cesar Chavez St.</u>
	<u>Mission St. (Outbound)</u>	<u>11th St.</u>	<u>South Van Ness Ave.</u>
	<u>Mission St. (Outbound)</u>	<u>Duboce Ave.</u>	<u>Randall St.</u>
	O'Farrell St.	Gough St.	Hyde St.
	O'Farrell St.	Jones St.	Powell St.
	<u>Otis St. (Outbound)</u>	<u>South Van Ness Ave</u>	<u>Duboce Ave.</u>
	Post St.	Gough St.	Grant St.
	Potrero Ave. (SB)	25th St.	18th St.
Stockton St.	Bush St.	Geary St.	
Sutter St.	Gough St.	Kearny St.	
7:00 AM-7:00 PM, Monday-Friday	Sacramento St.	Drumm St.	Kearny St.
7:00 AM-7:00 PM, Monday-Saturday	Stockton St.	Geary St.	O'Farrell St.
7:00 AM-6:00 PM, Monday-Friday	Mission St. (Inbound)	5th St.	Beale St.
	Mission St. (Outbound)	Main St.	4th St.

7:00 AM-9:00 PM, Monday-Friday	Mission St. (Inbound)	11th St.	5th St.
	O'Farrell St.	Hyde St.	Jones St.
	Clay St.	Powell St.	Battery St.
4:00 PM-6:00 PM, Monday-Friday	Mission St. (Inbound)	11th St.	5th St.
	Mission St. (Outbound)	4th St.	11th St.
	Geary St.	Mason St.	Powell St.
	Sacramento St.	Kearny St.	Larkin St.
3:00 PM-6:00 PM, Monday-Friday	Sutter St.	Sansome St.	Kearny St.
3:00 PM-7:00 PM, Monday-Friday	Bush St.	Montgomery St.	Battery St.
	4th St.	Howard St.	Clementina

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. For purposes of this ordinance, Section 601 of the Transportation Code has been reprinted to include the amendment referenced in Section 4 of the ordinance below.

Section 4. Powell Street Transit/Taxi/Commercial Vehicle Only Lanes. On November 3, 2015, the San Francisco Municipal Transportation Agency Board of Directors approved a resolution amending the Transportation Code to designate transit/taxi/commercial vehicle-only lanes on Powell Street from Ellis Street to Geary Street in the northbound (outbound) direction, and from O'Farrell Street to Ellis Street in the southbound (inbound) direction for an eighteen-month period from December 4, 2015 until June 4, 2017.

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

By: _____
JOHN I. KENNEDY
Deputy City Attorney

I certify that the foregoing resolution was adopted by the San Francisco Municipal
Transportation Agency Board of Directors at its meeting of December 1, 2015.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency