

THIS PRINT COVERS CALENDAR ITEM NO.: 13

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving the installation of new traffic signals and various parking and traffic modifications along the 6 Parnassus/71 Haight Noriega rapid Muni transit route included in the Transit Effectiveness Project's (TEP) Travel Time Reduction Proposals.

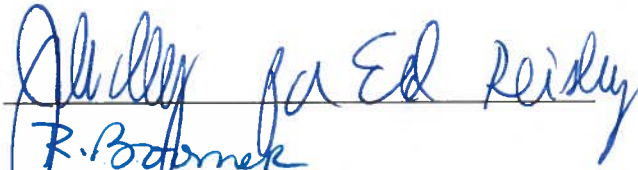

SUMMARY:

- The City's Transit-First policy states that transit priority improvements, such as new traffic signals with Transit Signal Priority (TSP), shall be made to expedite the movement of public transit vehicles.
- On March 28, 2014, the SFMTA Board of Directors approved the Transit Effectiveness Project (TEP) Environmental Impact Report (EIR) and legislated various Service-Related Capital Improvements and Travel Time Reduction Proposals (TTRP) to improve transit service and performance along various Municipal Railway rapid transit routes.
- These proposed changes will improve transit performance along the 6 Parnassus/71 Haight-Noriega Muni corridor.
- These proposed modifications will be included in upcoming paving or other construction projects anticipated to be advertised or begin construction in late 2015.
- The SFMTA conducted outreach with the Planning Department on the Haight Street proposals, including numerous community meetings and meeting with specific merchants.

ENCLOSURES:

1. SFMTA Board Resolution

APPROVALS:

		DATE
DIRECTOR		11/6/14
SECRETARY		11/6/14

ASSIGNED SFMTAB CALENDAR DATE: November 18, 2014

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PURPOSE

Approving the installation of new traffic signals and various parking and traffic modifications along the 6 Parnassus/71 Haight Noriega rapid Muni transit route included in the Transit Effectiveness Project's (TEP) Travel Time Reduction Proposals.

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

The Haight Street corridor, which is served by the 71 and 71L Haight-Noriega Muni routes, as well as the 6 Parnassus route, is a heavily-traveled transit corridor affected by numerous factors that negatively impact transit usability. Specifically, buses in the corridor currently take 11 minutes to travel 1.5 miles, causing transit riders to consistently complain about slow and unreliable travel times. Additionally, crowding is a major issue for transit vehicles on Haight Street, as all of the 26 buses that serve the corridor in the AM and PM peak periods usually operate at standing room only. Furthermore, pedestrian safety concerns exist for the corridor, as there have been 25 pedestrian collisions recorded on Haight Street between Sanyan Street and Central Avenue.

To reduce travel times and enhance reliability on the routes that make up its proposed Rapid Network, as well as enhance pedestrian safety throughout the corridor, the Transit Effectiveness Project (TEP) 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 specific details for the 71 Haight Noriega TTRP project are described below:

Haight Street between Sanyan Street and Laguna Street – 6 Parnassus/71 Haight Noriega Travel Time Reduction Proposal (TTRP.71):

The proposal is identified in the TEP EIR and subsequent environmental documentation as TTRP.71, under the category of Travel Time Reduction Proposal. The focus of this project is the 6 Parnassus/71 Haight Noriega route from the intersections of Haight Street and Sanyan Street to Haight Street and Laguna Street. The primary tools that are considered for the project are pedestrian bulbs, traffic signal and STOP sign changes, transit stop relocation (stop optimization), and a transit queue jump/bypass lane. The Planning Department's Public Realm Project for Haight Street, which aims to develop a community-supported vision for the neighborhood's streets, sidewalks, and

public places, also informed the development of this proposal.

Between Stanyan and Laguna Streets, traffic signals are recommended at ten intersections along the Haight corridor which are currently all-way STOP sign controlled. The traffic signal recommendations are consistent with proposed improvements in the aforementioned Haight Public Realm Plan and Wiggle Improvement Project, which is a partnership between the San Francisco Public Utilities Commission (SFPUC) and SFMTA to enhance the portion of the Haight Street corridor that coincides with the iconic “Wiggle” bicycle route with innovative green infrastructure technologies. Installing traffic signals at all-way STOP-controlled intersections can reduce transit travel times by allowing transit vehicles to take advantage of planned transit signal priority improvements that could allow traffic signals to be programmed to hold green signals for approaching transit vehicles.

The installation of pedestrian bulbs is recommended on Haight Street at 11 intersections. Pedestrian bulbs are sidewalk extensions at non-transit stop intersection corners, typically about the same width as the adjoining parking lane. Pedestrian bulbs at signalized intersections can reduce transit travel time by reducing the roadway crossing distance, which can provide flexibility in traffic signal timing and reduce the likelihood of transit vehicles arriving on a red light. Pedestrian bulbs can also enhance pedestrian safety by shortening the street crossing distance, improving pedestrian visibility and reducing the speed of turning traffic. The intersections in the Upper Haight are based on the Haight Street Public Realm Plan outreach that was conducted over the past year in order to improve the pedestrian environment in a busy corridor. Bulbs at Haight and Scott streets and Haight and Pierce streets are consistent with recommendations based on feedback from the Wiggle Improvement Project public meetings.

Transit bulbs are recommended on Haight Street midblock between Stanyan and Shrader and on Haight Street at Masonic Avenue because they are two of the busiest transit stops and transfer points on the corridor. Transit bulbs can reduce transit travel times on bus routes by eliminating the need for buses to exit and re-enter the flow of traffic to access curbside transit stops. Transit bulbs also provide added space for customer amenities such as shelters, improve pedestrian safety by shortening the street crossing distance, and reduce the speed of turning traffic, as well as reducing sidewalk crowding at transit stop locations.

A transit queue jump bypass lane is recommended at Haight and Buchanan as part of installing a new traffic signal at the intersection in order to reduce STOP sign delay at the intersection. A transit queue jump/bypass lane allows transit vehicles to bypass general traffic stopped at a signalized intersection and move through the intersection with an exclusive traffic signal phase ahead of general traffic. Transit queue jump/bypass lanes can reduce transit travel times by providing priority to transit vehicles at signalized intersections. Similar queue jump signals have been recently installed along the 29 Sunset route and as part of the 2-way Haight Street project.

After taking all of these concerns and other factors into consideration, the SFMTA proposes the following:

- 10 traffic signals
- Pedestrian bulbs at 11 intersections
- Bus bulbs at 2 bus stop locations

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- Optimize bus stops at 4 intersections
 - Remove bus stops at 2 intersections
 - Lengthen bus stops at 2 locations
 - New transit only lane on 1 block
 - Right turn pockets at 4 locations
 - Transit queue jump at 1 intersection
 - Left turn restrictions at 3 locations
 - Yellow loading zones at 10 locations
 - Metered motorcycle parking at 2 locations
 - Blue zones at 2 locations
 - Taxi zone at 1 location
- A. ESTABLISH – TRAFFIC SIGNAL - Haight Street at Shrader Street (replaces 4-way stop signs); Haight Street at Clayton Street (replaces 4-way stop signs); Haight Street at Central Avenue (replaces 4-way stop signs); Haight Street at Baker Street (replaces 4-way stop signs); Haight Street at Broderick Street (replaces 4-way stop signs); Haight Street at Scott Street (replaces 4-way stop signs); Haight Street at Pierce Street (replaces 4-way stop signs); Haight Street at Webster Street (replaces 4-way stop signs); Haight Street at Buchanan Street (replaces 4-way stop signs); and Haight Street at Laguna Street (replaces 4-way stop signs).
- B. RESCIND – BUS ZONE - Haight Street, south side, from Cole Street to 85 feet westerly; Haight Street, north side, from Cole Street to 108 feet westerly; Haight Street, south side from Buena Vista Avenue West to 75 feet easterly; and Haight Street, north side from Central Avenue to 75 feet easterly.
- C. ESTABLISH – BUS ZONE - Haight Street, north side, from Clayton Street to 100 feet westerly (replaces existing 100-foot nearside bus zone; and replaces metered parking spaces 1610, 1608 and yellow metered spaces 1606, and 1604); Haight Street, south side, from Clayton Street to 100 feet easterly (replaces existing 105-foot nearside bus zone; and replaces blue zone, metered parking spaces 1543, 1541, and yellow metered spaces 1539 and 1537); Haight Street, north side, from Baker Street to 100 feet westerly (replaces existing 80-foot nearside bus zone and removes 4 parking spaces); Haight Street, north side, from Pierce Street to 102 feet westerly (replaces existing 100-foot nearside bus zone and removes 4 parking spaces); Haight Street, south side, from Pierce Street to 100 feet easterly (replaces existing 100-foot nearside bus zone and removes 4 parking spaces); Haight Street, north side, from Buchanan Street to 100 feet westerly (replaces existing 80-foot nearside bus zone and removes 4 parking spaces); and Haight Street, south side, from 40 feet west of Buchanan Street to 114 feet westerly (replaces existing nearside 75-foot bus zone and removes 2 parking spaces).
- D. EXTEND – BUS ZONE - Haight Street, south side, from 75 feet to 100 feet west of Buena Vista Avenue East (removes 1 parking space); and Haight Street, north side, from 80 feet west of Laguna Street to 100 feet west of Laguna Street (100-foot bus zone replaces existing 80-foot bus zone).
- E. ESTABLISH – RIGHT TURN POCKET - Haight Street, westbound, at Masonic Avenue (replaces 50-foot parklet).
- F. ESTABLISH – RIGHT LANE MUST TURN RIGHT, EXCEPT MUNI - Haight Street, eastbound, at Buchanan Street (40-foot right turn lane replaces existing nearside 75-foot bus

- zone).
- G. ESTABLISH – NO LEFT TURN EXCEPT MUNI - Haight Street, westbound, at Masonic Avenue; and Haight Street, eastbound, at Masonic Avenue.
 - H. ESTABLISH – NO LEFT TURN - Haight Street, westbound, at Broderick Street; Haight Street, eastbound, at Broderick Street; Haight Street, westbound, at Laguna Street; and Haight Street, eastbound, at Laguna Street.
 - I. ESTABLISH – LEFT LANE MUNI ONLY - Haight Street, eastbound, from Buchanan Street to Laguna Street
 - J. ESTABLISH – TOW AWAY NO STOPPING ANYTIME - Haight Street, north side, from Stanyan Street to 63 feet easterly (right-turn pocket replaces metered parking spaces 1852, 1850, and 1848); Haight Street, north side, from 84 feet east of Stanyan Street to 140 feet easterly (midblock 7-foot bus bulb replaces midblock 100 foot bus zone, and removes yellow metered parking spaces 1832 and 1830); Haight Street, south side, from 126 feet east of Stanyan Street to 144 feet easterly (midblock 7-foot bus bulb replaces farside 100 foot bus zone); Haight Street, north side, from Shrader Street to 25 feet westerly (7-foot curb bulb, shortens passenger loading zone by 25 feet); Haight Street, south side, from Shrader Street to 25 feet westerly (7-foot curb bulb replaces metered motorcycle parking spaces 1809, 1807, 1805, 1803, and 1801); Haight Street, north side, from Shrader Street to 25 feet easterly (7-foot curb bulb replaces metered parking space 1748); Haight Street, north side, from 25 feet west of Cole Street to 120 feet easterly (7 foot curb bulb replaces 108 foot bus zone and yellow metered parking space 1698) (western leg of Cole Street); Haight Street, north side, from Cole Street to 25 feet westerly (7-foot curb bulb replaces yellow metered space 1694) (eastern leg of Cole Street); Haight Street, south side, from 25 feet west of Cole Street to 118 feet easterly (7 foot curb bulb replaces metered parking spaces 1695, 1649, 1643, 1641 and yellow metered space 1651) (eastern leg); Haight Street, south side, from Belvedere Street to 25 feet westerly (7-foot curb bulb replaces metered parking space 1637); Haight Street, north side, from 25 feet west of Belvedere Street to 105 feet easterly (7-foot curb bulb replaces metered parking spaces 1638, 1632, and 1628); Haight Street, south side, from Belvedere Street to 25 feet easterly (7-foot curb bulb replaces blue zone); Haight Street, north side, from Clayton Street to 25 feet easterly (7-foot curb bulb); Haight Street, south side, from Clayton Street to 25 feet westerly (7-foot curb bulb); Haight Street, north side, from Ashbury Street to 25 feet westerly (6-foot curb bulb); Haight Street, south side, from Ashbury Street to 25 feet easterly (6-foot curb bulb replaces yellow metered space 1443); Haight Street, north side, from Ashbury Street to 25 feet easterly (6-foot curb bulb replaces yellow metered space 1444); Ashbury Street, west side, from Haight Street to 25 feet northerly (6-foot curb bulb replaces metered parking space 529); Ashbury Street, east side, from Haight Street to 25 feet northerly (6-foot curb bulb replaces metered parking space 530); Ashbury Street, east side, from Haight Street to 25 feet southerly (6-foot curb bulb replaces metered parking space 604); Haight Street, south side, from Masonic Avenue to 50 feet west (right-turn pocket replaces metered parking spaces 1407, 1403, and taxi zone); Haight Street, north side, from Masonic Avenue to 138 feet westerly (7-foot bus bulb replaces 98-foot bus zone); Haight Street, south side, from Masonic Avenue to 126 feet easterly (7-foot bus bulb replaces 90-foot bus zone); Haight Street, south side, from Central Avenue to 25 feet west (7-foot curb bulb replaces yellow metered space 1303); Haight Street, north side, from Central Avenue to 25 feet west (7-foot curb bulb replaces metered space 1302); Haight Street, north side, from Central Avenue to 25 feet easterly; Haight Street, north side from Scott Street to 25 feet westerly (7-foot curb bulb replaces one

parking space); Haight Street, south side from Scott Street to 25 feet westerly (7-foot curb bulb replaces one parking space); Haight Street, north side from Scott Street to 25 feet easterly (7-foot curb bulb replaces one parking space); Haight Street, south side, from Scott Street to 25 feet easterly (7-foot curb bulb replaces one parking space); Haight Street, north side, from Pierce Street to 25 feet easterly (7-foot curb bulb); Haight Street, north side, from Fillmore Street to 63 feet easterly (right turn pocket replaces yellow metered spaces 505 and 503); Haight Street, south side, from Fillmore Street to 48 feet westerly (right turn pocket replaces metered parking spaces 442, 440); Haight Street, north side, from Webster Street to 25 feet westerly (7-foot curb bulb replaces metered parking space 404); Haight Street, north side, from Webster Street to 25 feet easterly (7-foot curb bulb replaces one parking space); Haight Street, south side, from Webster Street to 25 feet easterly (7-foot curb bulb replaces one parking space); Haight Street, south side, from Buchanan Street to 50 feet easterly (replaces 3 parking spaces); Haight Street, south side, from Laguna Street to 25 feet westerly (7-foot curb bulb); Haight Street, north side, from Laguna Street to 25 feet easterly (7-foot curb bulb replaces 1 parking space); and Haight Street, south side, from Laguna Street, to 25 feet easterly (7-foot curb bulb replaces 1 parking space).

- K. ESTABLISH – YELLOW METERED LOADING ZONE (7AM-1PM, MON-FRI) - Haight Street, north side, from 187 feet to 227 feet west of Shrader Street (at meters #1826 and #1828); Haight Street, south side, from 64 feet to 84 feet west of Belvedere Street (at meter #1641); Haight Street, south side, from 122 feet to 174 feet east of Clayton Street (at meters # 1531, and 1529); Haight Street, north side, from 43 feet to 65 feet east of Ashbury Street (at meter #1440); and Haight Street, south side, from 43 feet to 65 feet east of Ashbury Street (at meter #1439).
- L. ESTABLISH – YELLOW METERED LOADING ZONE (7AM-6PM, MON-FRI) - Haight Street, north side, from 138 feet to 180 west of Masonic Avenue (at meters #1420, and #1422); and Haight Street, south side, from 53 feet to 74 feet west of Central Avenue (at meter #1307).
- M. ESTABLISH – YELLOW METERED LOADING ZONE (10AM-6PM, MON-SAT) - Haight Street, north side, from 131 feet to 171 feet west of Fillmore Street (at meters #516, and #518).
- N. ESTABLISH – YELLOW METERED LOADING ZONE (9AM-6PM, MON-SAT) - Haight Street, south side, from 112 feet to 154 feet west of Fillmore Street (at meters #515 and #517).
- O. ESTABLISH – YELLOW METERED LOADING ZONE (8AM-6PM, MON-FRI) - Haight Street, south side, from 146 feet to 168 feet east of Fillmore Street (at meter #427).
- P. ESTABLISH – MOTORCYCLE METERED PARKING - Haight Street, south side, from 22 feet to 44 feet west of Shrader Street (5 motorcycle spaces replace meter #1811); and Haight Street, south side, from 47 feet to 55 feet west of Ashbury Street (2 motorcycle spaces replace meter #1507).
- Q. ESTABLISH – BLUE ZONE - Haight Street, south side, from 23 feet to 43 feet east of Belvedere Street (replaces metered space #1623); and Haight Street, south side, from 100 feet to 122 feet east of Clayton Street (replaces metered space #1533).
- R. ESTABLISH – TAXI ZONE - Haight Street, south side, from 7 feet west of Ashbury Street to 47 feet westerly.

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If approved, to minimize cost and construction impacts to the community, many of these improvements could be implemented as part of a change order to the Haight Street Repaving Project, which is a planned Department of Public Works (DPW) project to resurface Haight Street. Approximately 55 parking spaces would be removed – mostly to lengthen bus stops and construct pedestrian bulbs. Any impacted yellow loading zones would be replaced on the same blockface, within the 250-foot threshold established by the Planning Department. Blue zones would be replaced next to their current locations, and the taxi zone on Haight Street near Masonic Avenue would be relocated near Ashbury Street based on feedback received by staff.

ALTERNATIVES CONSIDERED

Haight Street between Stanyan Street and Laguna Street – 71 Haight Travel Time Reduction Proposal (TTRP.71):

New Traffic Signals - Alternatives to the traffic signals at six intersections were presented internally and to the public at various meetings in between September 2013 and June 2014. Conversion of all-way STOP controlled intersections to two-way STOP control with traffic calming options were considered. Community feedback was vocal, with some people favoring traffic signals, some people favoring traffic calming designs, and others preferring no change.

Traffic circles were not recommended due to the potential for bus rider discomfort when a bus navigates around a circle, and the need for a bus to significantly slow down to traverse the circle. Pedestrian refuge islands were not recommended due to feedback received during the internal review process stating that the extra feet dedicated to a refuge would be more valuable to a pedestrian as a pedestrian bulb. Pedestrian bulbs became the traffic calming option presented to the public.

At Shrader and Webster streets, new traffic signals were recommended over the traffic calming option due to the intersections being designated as yellow-colored school crossings. At Laguna and Broderick streets, traffic signals were recommended over traffic calming options due to the street grades at these locations and the potential for sight visibility and speed concerns.

Although there is no evidence that traffic signals along this type of intersection are of a particular concern to pedestrians, staff recommended incorporating pedestrian bulbs into the proposals to signalize the intersections. Thus, while a traffic signal would improve transit service and reliability, pedestrian bulbs would provide extra space for pedestrians and visually narrow the street for car drivers.

Bus Stop Removal – At the Baker and Central intersections with Haight Street, a proposal to consolidate the two closely spaced bus stops into one new stop at Lyon Street was considered. However, that proposal is not recommended based on community feedback that the stop serves bus riders near the top of the Haight Street hill, the bottom of the Buena Vista Avenue East hill, and the DMV location at Fell and Baker.

FUNDING IMPACT

The total cost of this project is \$6,600,000. This project already has funding identified, as detailed below.

Street Segment / Route	Funding Source	Amount
Haight Street between Stanyan and Laguna streets – 71 Haight	Planning Department Haight Street Public Realm Project	CCSF – GO Bond FY 15

PUBLIC OUTREACH

In coordination with the Planning Department, which is conducting a Public Realm project on Haight Street, the SFMTA conducted extensive public outreach on the Haight Street proposals. Specifically, between September 2013 and August 2014, the agency facilitated numerous community meetings at various locations within the Haight Street corridor to gather public input about project proposals. Additionally, agency representatives met directly with merchants and collected additional feedback during those sessions. The various feedback received is discussed above.

ENVIRONMENTAL REVIEW

The San Francisco Planning Commission certified the FEIR for the Transit Effectiveness Project on March 27, 2014. All of these proposals are within the scope of the FEIR. The SFMTA approved all of the TEP proposals and, in doing so, adopted environmental findings and a mitigation monitoring and reporting program (MMRP) under the California Environmental Quality Act on March 28, 2014.

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

RECOMMENDATION

SFMTA staff recommends that the SFMTA Board of Directors approve the installation of new traffic signals and various parking and traffic modifications along the 6 Parnassus/71 Haight Noriega rapid Muni transit route included in the Transit Effectiveness Project’s (TEP) Travel Time Reduction Proposals.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency has proposed the installation of new traffic signals and various parking and traffic modifications along the 6 Parnassus/71 Haight Noriega rapid Muni transit route included in the Transit Effectiveness Project's (TEP) Travel Time Reduction Proposals as follows:

- A. ESTABLISH – TRAFFIC SIGNAL - Haight Street at Shrader Street (replaces 4-way stop signs); Haight Street at Clayton Street (replaces 4-way stop signs); Haight Street at Central Avenue (replaces 4-way stop signs); Haight Street at Baker Street (replaces 4-way stop signs); Haight Street at Broderick Street (replaces 4-way stop signs); Haight Street at Scott Street (replaces 4-way stop signs); Haight Street at Pierce Street (replaces 4-way stop signs); Haight Street at Webster Street (replaces 4-way stop signs); Haight Street at Buchanan Street (replaces 4-way stop signs); and Haight Street at Laguna Street (replaces 4-way stop signs).
- B. RESCIND – BUS ZONE - Haight Street, south side, from Cole Street to 85 feet westerly; Haight Street, north side, from Cole Street to 108 feet westerly; Haight Street, south side from Buena Vista Avenue West to 75 feet easterly; and Haight Street, north side from Central Avenue to 75 feet easterly.
- C. ESTABLISH – BUS ZONE - Haight Street, north side, from Clayton Street to 100 feet westerly (replaces existing 100-foot nearside bus zone; and replaces metered parking spaces 1610, 1608 and yellow metered spaces 1606, and 1604); Haight Street, south side, from Clayton Street to 100 feet easterly (replaces existing 105-foot nearside bus zone; and replaces blue zone, metered parking spaces 1543, 1541, and yellow metered spaces 1539 and 1537); Haight Street, north side, from Baker Street to 100 feet westerly (replaces existing 80-foot nearside bus zone and removes 4 parking spaces); Haight Street, north side, from Pierce Street to 102 feet westerly (replaces existing 100-foot nearside bus zone and removes 4 parking spaces); Haight Street, south side, from Pierce Street to 100 feet easterly (replaces existing 100-foot nearside bus zone and removes 4 parking spaces); Haight Street, north side, from Buchanan Street to 100 feet westerly (replaces existing 80-foot nearside bus zone and removes 4 parking spaces); and Haight Street, south side, from 40 feet west of Buchanan Street to 114 feet westerly (replaces existing nearside 75-foot bus zone and removes 2 parking spaces).
- D. EXTEND – BUS ZONE - Haight Street, south side, from 75 feet to 100 feet west of Buena Vista Avenue East (removes 1 parking space); and Haight Street, north side, from 80 feet west of Laguna Street to 100 feet west of Laguna Street (100-foot bus zone replaces existing 80-foot bus zone).
- E. ESTABLISH – RIGHT TURN POCKET - Haight Street, westbound, at Masonic Avenue (replaces 50-foot parklet).
- F. ESTABLISH – RIGHT LANE MUST TURN RIGHT, EXCEPT MUNI - Haight Street, eastbound, at Buchanan Street (40-foot right turn lane replaces existing nearside 75-foot bus zone).
- G. ESTABLISH – NO LEFT TURN EXCEPT MUNI - Haight Street, westbound, at Masonic

- Avenue; and Haight Street, eastbound, at Masonic Avenue.
- H. ESTABLISH – NO LEFT TURN - Haight Street, westbound, at Broderick Street; Haight Street, eastbound, at Broderick Street; Haight Street, westbound, at Laguna Street; and Haight Street, eastbound, at Laguna Street.
 - I. ESTABLISH – LEFT LANE MUNI ONLY - Haight Street, eastbound, from Buchanan Street to Laguna Street
 - J. ESTABLISH – TOW AWAY NO STOPPING ANYTIME - Haight Street, north side, from Stanyan Street to 63 feet easterly (right-turn pocket replaces metered parking spaces 1852, 1850, and 1848); Haight Street, north side, from 84 feet east of Stanyan Street to 140 feet easterly (midblock 7-foot bus bulb replaces midblock 100 foot bus zone, and removes yellow metered parking spaces 1832 and 1830); Haight Street, south side, from 126 feet east of Stanyan Street to 144 feet easterly (midblock 7-foot bus bulb replaces farside 100 foot bus zone); Haight Street, north side, from Shrader Street to 25 feet westerly (7-foot curb bulb, shortens passenger loading zone by 25 feet); Haight Street, south side, from Shrader Street to 25 feet westerly (7-foot curb bulb replaces metered motorcycle parking spaces 1809, 1807, 1805, 1803, and 1801); Haight Street, north side, from Shrader Street to 25 feet easterly (7-foot curb bulb replaces metered parking space 1748); Haight Street, north side, from 25 feet west of Cole Street to 120 feet easterly (7 foot curb bulb replaces 108 foot bus zone and yellow metered parking space 1698) (western leg of Cole Street); Haight Street, north side, from Cole Street to 25 feet westerly (7-foot curb bulb replaces yellow metered space 1694) (eastern leg of Cole Street); Haight Street, south side, from 25 feet west of Cole Street to 118 feet easterly (7 foot curb bulb replaces metered parking spaces 1695, 1649, 1643, 1641 and yellow metered space 1651) (eastern leg); Haight Street, south side, from Belvedere Street to 25 feet westerly (7-foot curb bulb replaces metered parking space 1637); Haight Street, north side, from 25 feet west of Belvedere Street to 105 feet easterly (7-foot curb bulb replaces metered parking spaces 1638, 1632, and 1628); Haight Street, south side, from Belvedere Street to 25 feet easterly (7-foot curb bulb replaces blue zone); Haight Street, north side, from Clayton Street to 25 feet easterly (7-foot curb bulb); Haight Street, south side, from Clayton Street to 25 feet westerly (7-foot curb bulb); Haight Street, north side, from Ashbury Street to 25 feet westerly (6-foot curb bulb); Haight Street, south side, from Ashbury Street to 25 feet easterly (6-foot curb bulb replaces yellow metered space 1443); Haight Street, north side, from Ashbury Street to 25 feet easterly (6-foot curb bulb replaces yellow metered space 1444); Ashbury Street, west side, from Haight Street to 25 feet northerly (6-foot curb bulb replaces metered parking space 529); Ashbury Street, east side, from Haight Street to 25 feet northerly (6-foot curb bulb replaces metered parking space 530); Ashbury Street, east side, from Haight Street to 25 feet southerly (6-foot curb bulb replaces metered parking space 604); Haight Street, south side, from Masonic Avenue to 50 feet west (right-turn pocket replaces metered parking spaces 1407, 1403, and taxi zone); Haight Street, north side, from Masonic Avenue to 138 feet westerly (7-foot bus bulb replaces 98-foot bus zone); Haight Street, south side, from Masonic Avenue to 126 feet easterly (7-foot bus bulb replaces 90-foot bus zone); Haight Street, south side, from Central Avenue to 25 feet west (7-foot curb bulb replaces yellow metered space 1303); Haight Street, north side, from Central Avenue to 25 feet west (7-foot curb bulb replaces metered space 1302); Haight Street, north side, from Central Avenue to 25 feet easterly; Haight Street, north side from Scott Street to 25 feet westerly (7-foot curb bulb replaces one parking space); Haight Street, south side from Scott Street to 25 feet westerly (7-foot curb bulb replaces one parking space); Haight Street, north side from Scott Street to 25 feet easterly (7-foot curb bulb replaces one parking space); Haight Street, south side, from Scott

Street to 25 feet easterly (7-foot curb bulb replaces one parking space); Haight Street, north side, from Pierce Street to 25 feet easterly (7-foot curb bulb); Haight Street, north side, from Fillmore Street to 63 feet easterly (right turn pocket replaces yellow metered spaces 505 and 503); Haight Street, south side, from Fillmore Street to 48 feet westerly (right turn pocket replaces metered parking spaces 442, 440); Haight Street, north side, from Webster Street to 25 feet westerly (7-foot curb bulb replaces metered parking space 404); Haight Street, north side, from Webster Street to 25 feet easterly (7-foot curb bulb replaces one parking space); Haight Street, south side, from Webster Street to 25 feet easterly (7-foot curb bulb replaces one parking space); Haight Street, south side, from Buchanan Street to 50 feet easterly (replaces 3 parking spaces); Haight Street, south side, from Laguna Street to 25 feet westerly (7-foot curb bulb); Haight Street, north side, from Laguna Street to 25 feet easterly (7-foot curb bulb replaces 1 parking space); and Haight Street, south side, from Laguna Street, to 25 feet easterly (7-foot curb bulb replaces 1 parking space).

- K. ESTABLISH – YELLOW METERED LOADING ZONE (7AM-1PM, MON-FRI) - Haight Street, north side, from 187 feet to 227 feet west of Shrader Street (at meters #1826 and #1828); Haight Street, south side, from 64 feet to 84 feet west of Belvedere Street (at meter #1641); Haight Street, south side, from 122 feet to 174 feet east of Clayton Street (at meters # 1531, and 1529); Haight Street, north side, from 43 feet to 65 feet east of Ashbury Street (at meter #1440); and Haight Street, south side, from 43 feet to 65 feet east of Ashbury Street (at meter #1439).
- L. ESTABLISH – YELLOW METERED LOADING ZONE (7AM-6PM, MON-FRI) - Haight Street, north side, from 138 feet to 180 west of Masonic Avenue (at meters #1420, and #1422); and Haight Street, south side, from 53 feet to 74 feet west of Central Avenue (at meter #1307).
- M. ESTABLISH – YELLOW METERED LOADING ZONE (10AM-6PM, MON-SAT) - Haight Street, north side, from 131 feet to 171 feet west of Fillmore Street (at meters #516, and #518).
- N. ESTABLISH – YELLOW METERED LOADING ZONE (9AM-6PM, MON-SAT) - Haight Street, south side, from 112 feet to 154 feet west of Fillmore Street (at meters #515 and #517).
- O. ESTABLISH – YELLOW METERED LOADING ZONE (8AM-6PM, MON-FRI) - Haight Street, south side, from 146 feet to 168 feet east of Fillmore Street (at meter #427).
- P. ESTABLISH – MOTORCYCLE METERED PARKING - Haight Street, south side, from 22 feet to 44 feet west of Shrader Street (5 motorcycle spaces replace meter #1811); and Haight Street, south side, from 47 feet to 55 feet west of Ashbury Street (2 motorcycle spaces replace meter #1507).
- Q. ESTABLISH – BLUE ZONE - Haight Street, south side, from 23 feet to 43 feet east of Belvedere Street (replaces metered space #1623); and Haight Street, south side, from 100 feet to 122 feet east of Clayton Street (replaces metered space #1533).
- R. ESTABLISH – TAXI ZONE - Haight Street, south side, from 7 feet west of Ashbury Street to 47 feet westerly.

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 the installation of new traffic signals and various parking and traffic modifications along the 6 Parnassus/71 Haight Noriega rapid Muni transit route included in

the Transit Effectiveness Project's (TEP) Service-Related Capital Improvements and Travel Time Reduction Proposals relies on said FEIR, and information pertaining to the FEIR and its certification are 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 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, 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 analyses or conclusions set forth in the FEIR. The actions approved herein would not necessitate implementation or additional or considerably different mitigation measures than 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 San Francisco Municipal Transportation Agency Board of Directors approves the installation of new traffic signals and various parking and traffic modifications along the 6 Parnassus/71 Haight Noriega rapid Muni transit route included in the Transit Effectiveness Project's (TEP) Travel Time Reduction Proposals.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of November 18, 2014.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency