

**THIS PRINT COVERS CALENDAR ITEM NO.: 12**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Transit

**BRIEF DESCRIPTION:**

Approving parking and traffic modifications along the 22 Fillmore 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 goals; and amending Transportation Code, Division II, Section 601 to designate transit/taxi only lanes on 16th Street from Third Street to Church Street in the westbound direction (inbound), Bryant Street to Potrero Avenue in the eastbound direction (outbound), and Vermont Street to Third Street in the eastbound (outbound) direction.

**SUMMARY:**

- Upgrading the 22 Fillmore line on 16<sup>th</sup> Street is necessary and timely with the high degree of redevelopment and job growth that is occurring in eastern San Francisco.
- The proposed changes on 16<sup>th</sup> and 17<sup>th</sup> Streets, will promote the City's Transit-First Policy by improving transit performance, support the Agency's Transit Collision Reduction Program, and enhance bike safety and connectivity.
- The proposed changes include pedestrian safety enhancements informed by the WalkFirst process, which identified 16<sup>th</sup> Street as a high-injury corridor.
- In 2015, the SFMTA conducted public meetings, door-to-door outreach, and various other engagement activities to 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 \_\_\_\_\_

1/13/16

SECRETARY \_\_\_\_\_

1/13/16

**ASSIGNED SFMTAB CALENDAR DATE:** January 19, 2016

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### **PURPOSE**

Approving parking and traffic modifications along the 22 Fillmore 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 goals; and amending Transportation Code, Division II, Section 601 to designate transit/taxi only lanes on 16th Street from Third Street to Church Street in the westbound direction (inbound), Bryant Street to Potrero Avenue in the eastbound direction (outbound), and Vermont Street to Third Street in the eastbound (outbound) 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**

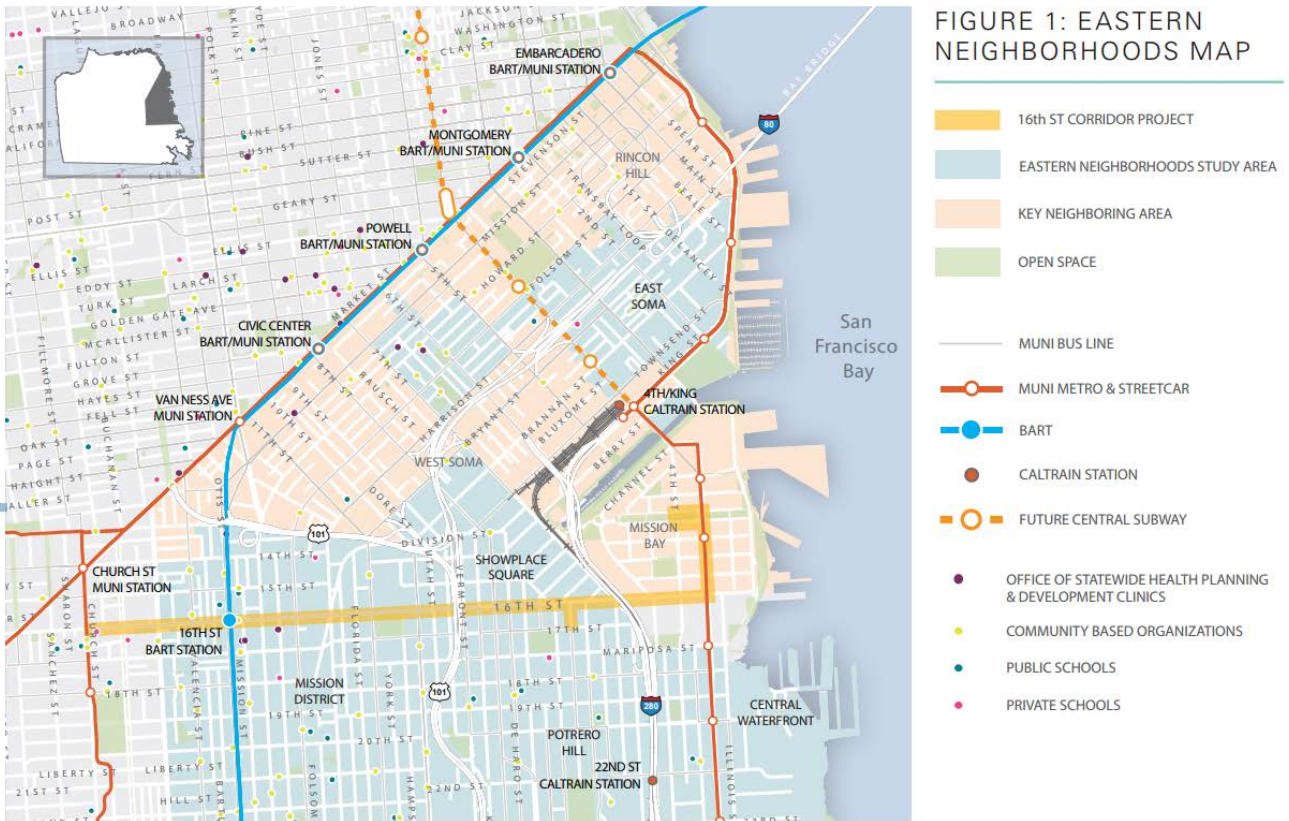
The 22 Fillmore Transit Priority Project (Project) is a \$67 million investment to revamp the transportation infrastructure along a rapidly changing 2.3 mile transit corridor. The 22 Fillmore trolley route connects northeast to southeast San Francisco as it passes through the heart of the city, traveling north-south along Fillmore Street and east-west along 16th Street. The Project Corridor is on 16<sup>th</sup> Street starting at Church Street, the project then connects with Bay Area Rapid Transit (BART) regional rail in San Francisco's vibrant Mission District, and runs east through established Potrero Hill and fast-growing Mission Bay neighborhoods. The project connects to the SFMTA's T Third Street light rail line and the proposed site of the new Golden State Warriors National Basketball Association (NBA) arena.

The project will transform and shape the corridor by improving transit reliability, travel time, safety, connectivity, and accessibility for all users while meeting the needs of current and future residents, workers, and visitors to this growing regional destination. Upgrading the 22 Fillmore line is necessary and timely with the high degree of redevelopment and job growth that is occurring in eastern San Francisco, particularly in Mission Bay. The project will modernize and extend the trolley bus system to improve transit reliability, travel time, safety, and accessibility for all users on the 22 Fillmore Muni route.

The Project was identified as a key investment in the Eastern Neighborhoods Plan (see Figure 1 below). At the eastern end of the corridor, the Mission Bay redevelopment project is well underway. When fully built-out, Mission Bay will include over 6,400 housing units, numerous

biotechnology research and development companies, the recently opened University of California San Francisco (UCSF) Medical Center with three hospitals primarily serving children, women and cancer patients, and a new Kaiser Permanente Medical building. The direct connection to Mission Bay is made possible by an innovative and cost-effective solution to the long-standing technical challenge of crossing the Caltrain tracks, a key component of the 22 Fillmore Transit Priority project.

In sum, over 43,000 people (51 percent minority, 25 percent low-income) live within a quarter-mile of the project area. Approximately 2,800 businesses employing over 23,000 individuals call the area home. The proposed project will transform and better connect these communities by improving reliability, travel time, safety, and accessibility for all regardless of mode of travel.



To achieve these goals, the Project is relying on the plans established in the Transit Effectiveness Project, now known as Muni Forward, which identified Travel Time Reduction Proposals (TTRPs) for several Muni transit lines. These TTRPs are engineering strategies oriented to specifically address the delays transit vehicles face along key transit routes. The TTRPs draw from the Transit Preferential Streets Toolkit, which includes different engineering measures to improve transit service. The 22 Fillmore was one of the transit lines for which a TTRP was identified.

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On March 28, 2014, the SFMTA Board of Directors asserted its strong support for Muni Forward by approving the program's catalog of transit service change recommendations. Developed from the findings of years' worth of data collection and analysis and solidified with the feedback received from community members, merchants, neighborhood groups, citizens' advisory committees, and other stakeholders during more than 100 public meetings to discuss them, the service changes approved by the SFMTA Board represent a realignment of the system to reduce crowding and improve access. Additionally, the SFMTA Board also adopted the Final Environmental Impact Report (FEIR) for the TEP, as required under the California Environmental Quality Act (CEQA), which includes the array of transit improvements that are included in the Muni Forward program.

Included in the service changes approved by the SFMTA Board was a re-alignment of the 22 Fillmore route. Because the 22 Fillmore is served by trolley coaches, this route alignment could not be implemented until the construction of new overhead wire infrastructure on 16<sup>th</sup> Street. When it is rerouted, the 22 Fillmore will continue along 16th Street to Third Street, creating new connections to Mission Bay from the Mission District. The route change will add transit to 16th Street between Kansas and Third Streets, Third Street between Mission Bay Boulevard North and 16th Street, Mission Bay Boulevard North and South between Fourth and Third streets, and Fourth Street between Mission Bay Boulevard North and South.

Muni's 22 Fillmore carries over 17,000 daily customers on an average weekday along the entire length of the line, from the Marina to the Dogpatch. The project area is the 2.3-mile segment of the line running east-west on 16th Street, from Church Street to Third Street. In addition to the 22 Fillmore, the 33 Ashbury/18th serves 16<sup>th</sup> Street, from Mission Street to Potrero Avenue. The 55 16th Street (launched in January 2015 as a temporary service) serves the corridor from Mission Street to Third Street.

Over 10,000 daily average boardings currently take place along the Project Corridor, which is on 16<sup>th</sup> and 17<sup>th</sup> Streets from Church Street to 3<sup>rd</sup> Street. The 22 Fillmore accounts for over 8,000 boardings, while the 33 Ashbury/18th (1,400) and the 55 16th Street (1,200) account for the rest. During peak travel periods, the 22 Fillmore operates at an average speed of seven miles per hour. The main sources of delay are closely spaced bus stops and traffic congestion.

The SFMTA proposes a variety of elements in the Project Corridor that will improve transit reliability, travel time, safety, and accessibility for all users while meeting the needs of current and future residents, workers, and visitors to this growing regional destination. The proposals include (see Figure 2 for map):

- Implementing transit/taxi only lanes on 16th Street to give Muni vehicles and taxis their own lane separate from regular traffic. This will help Muni bypass traffic current and expected auto traffic, which will save time and improve reliability for transit service along this busy corridor. The transit lane in the westbound direction will be on the right side from Third Street to Church Street. The transit only lane in the eastbound direction will be in the center from Bryant Street to Third Street. Taxis will be allowed to use the

transit only lanes in both directions at all times.

- Adjusting stop spacing to help Muni customers travel the same distance in less time. The 22 Fillmore TTRP will remove six existing stops along the 16th Street corridor: inbound and outbound stops at Guerrero Street, inbound and outbound stops at Harrison Street, the outbound stop at San Bruno Avenue, and the inbound stop at Vermont Street.
- Optimizing bus stop locations at the Dolores Street and Valencia Street intersections. Relocating bus stops from the near-side to the far-side of intersections allows buses to take advantage of planned transit signal priority improvements that hold green traffic signal lights for approaching buses.
- Adding transit bulbs and/or islands at 11 intersections. Transit bulbs are sidewalk extensions alongside bus stops that allow buses to pick-up and drop-off customers without having to pull out of a side-running transit lane. Transit islands provide transit riders a safe place to wait for their bus adjacent to a center-running transit lane. Both types of stop enhancements also enhance the ability of buses to take advantage of all-door boarding and provide space for transit shelters and other customer amenities. Additionally, transit bulbs and islands 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. At most locations transit bulbs will wrap the corner and extend the sidewalk into the cross street as well as into 16th Street.
- Restricting left turns at most locations from Seventh Street/Mississippi Street to Dolores Street. Restricting left turns will improve safety for people walking and reduce travel times for both transit and through traffic by eliminating delays associated left turning vehicles waiting for gaps in oncoming traffic.
- Adding pedestrian bulbs at 12 intersections. 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. At most locations the pedestrian bulbs will wrap the corner and extend the sidewalk into the cross street as well as into 16th Street.
- Moving the eastbound and westbound bicycle lanes on 16th Street from Kansas Street to Mississippi Street to 17th Street from Kansas Street to Mississippi Street will reduce conflicts between transit and bicycles on 16th Street and provide a parallel, continuous and safe bicycle route for people riding bicycles along the corridor.

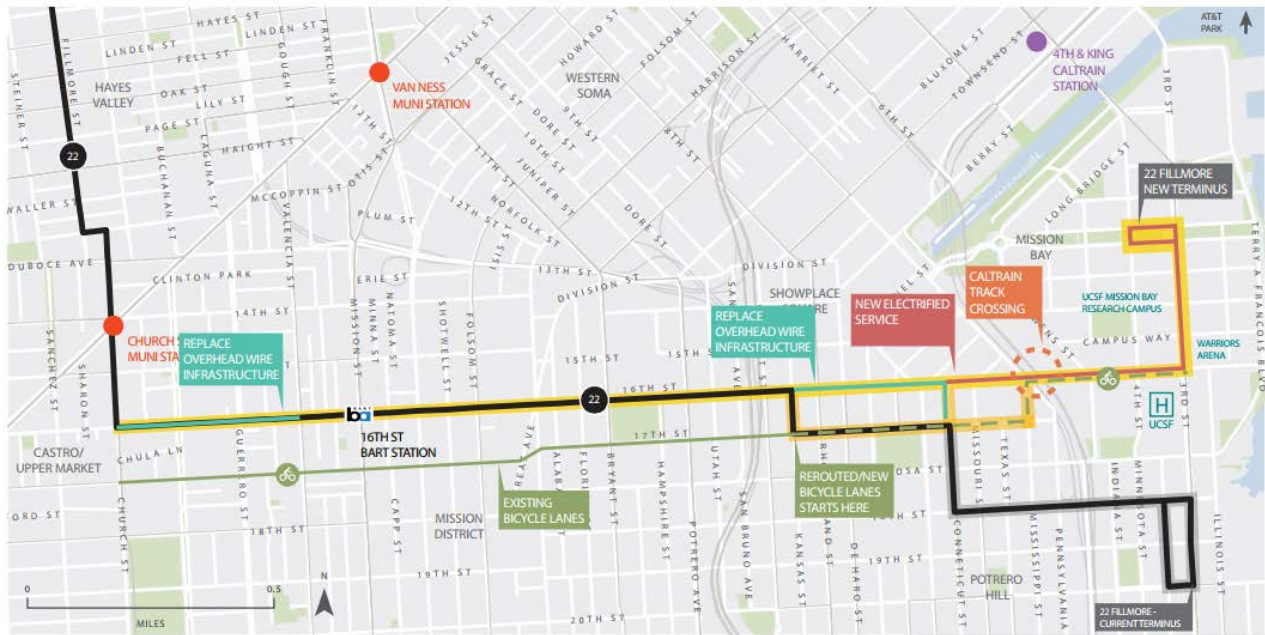


FIGURE 2: PROJECT MAP



Together, the proposed changes are anticipated to reduce the travel time of the 22 Fillmore by about five minutes in each direction (ten minutes total) within the study area (a 25 percent reduction). Transit signal priority improvements are anticipated to save an additional minute. Other changes such as operational improvements and network enhancements would further improve travel times along the corridor and add valuable customer amenities such as NextBus displays.

The Project also supports the Agency’s Transit Collision Reduction Program, which is focusing resources to improve intersections or street segments with a high proportion of Muni related collisions. Sixteenth Street and Mission Street, which is the location of most concern for collisions, will achieve significant safety enhancements from the Project’s proposals. Other collision hot spot intersections on 16<sup>th</sup> Street will benefit from the proposed improvements.

In addition to the transit reliability improvements noted previously, this project also addresses current pedestrian safety concerns along the corridor. The San Francisco Pedestrian Safety Task Force identified several high injury corridors that encompass less than 12 percent of City streets but account for over 70 percent of serious and fatal pedestrian injuries, including 16th Street. The proposed project scope, including new signals and pedestrian bulbs, also address intersections with planned pedestrian growth from new development. The transit bulbs, boarding islands, and pedestrian bulbs recommended as part of this travel time reduction proposal will improve

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pedestrian safety and are being further enhanced with additional pedestrian safety treatments, including:

- “Daylighting” which converts parking near intersections to increase visibility of people.
- Installing raised crosswalks across two alleys to bring the level of the roadway to that of the sidewalk, encouraging vehicles to slow before passing over the crosswalk and providing a level pedestrian path of travel from curb to curb.
- Installing and/or upgrading standard crosswalks to continental-style paint treatments to increase visibility and visually remind motorists that there are people walking along and crossing the street.
- Adding pedestrian crossing signals as needed along the corridor to provide people walking more clear notice of how much time they have left to cross the street.

Collectively, these pedestrian safety improvements on the 16th Street corridor play an important role in advancing SFMTA’s Vision Zero goal to eliminate traffic fatalities by 2024.

The implementation of this project is being coordinated with the 9/9R San Bruno and 14/14R Mission Muni Forward projects, as well as with the San Francisco Public Utilities Commission’s repair and replacement projects for the water and sewer systems on 16th Street. Therefore, intensive street work will be consolidated and ongoing disruptions to the corridor will be minimized.

Specifically, the SFMTA proposes the following:

- A. ESTABLISH – BUS/TAXI ONLY LANES - 16th Street, westbound, from Third Street to Church Street; 16th Street, eastbound, from Bryant Street to Potrero Avenue; 16th Street, eastbound, from Vermont Street to Third Street.
- B. ESTABLISH – BUS ZONE AND SIDEWALK WIDENING - 16th Street, north side, from Church Street to 78 feet easterly (6-foot wide bus bulb replaces bus zone); 16th Street, north side, from Dolores Street to 71 feet westerly (6-foot wide bus bulb– bus stop relocated to farside); 16th Street, south side, from Dolores Street to 83 feet easterly foot wide bus bulb– bus stop relocated to farside); 16th Street, north side, from Valencia Street to 118 feet westerly (6-foot wide bus bulb– bus stop relocated to farside, relocates a blue zone, removes four metered parking spaces and one yellow parking zone); 16th Street, south side, from Valencia Street to 118 feet easterly (6-foot wide bus bulb– bus stop relocated to farside, removes 3 metered parking spaces and one yellow parking zone); 16th Street, north side, from Mission Street to 126 feet easterly (6-foot wide bus bulb replaces bus zone); 16th Street, south side, from Mission Street to 116 feet westerly (6-foot wide bus bulb replaces bus zone); 16th Street, south side, from Shotwell Street to 146 feet easterly (6-foot wide bus bulb replaces bus zone); 16th Street, north side, from Folsom Street to 118 feet westerly (6-foot wide bus bulb replaces bus zone); 16th Street, north side, from Potrero Avenue to 115 feet westerly (6-foot wide bus bulb replaces bus zone); 16th Street, north side, from Rhode Island Street to 95 feet westerly (6-foot wide

bus bulb replaces bus zone); 16th Street, north side, from Wisconsin Street to 118 feet westerly (6-foot wide bus bulb replaces bus zone); 16th Street, north side, from Missouri Street to 118 feet westerly (6-foot wide bus bulb replaces bus zone).

- C. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME AND BOARDING ISLAND - Folsom Street, east side, from 16th Street to 115 feet northerly; Folsom Street, west side, from 16th Street to 115 feet southerly (shortens existing yellow zone by 20 feet); 16th Street, north side, from Bryant Street to 200 feet easterly; 16th Street, south side, from Potrero Avenue to 100 feet westerly; Street, south side, from Rhode Island Street to 198 feet westerly; 16th Street, south side, from Wisconsin Street to 200 feet westerly; 16th Street, south side, from Missouri Street to 200 feet westerly.
- D. ESTABLISH – NO PARKING ANYTIME AND SIDEWALK WIDENING - Dolores Street, west side, from 16th Street to 18 feet northerly (6-foot wide pedestrian bulb); 16th Street, south side, from Dolores Street to 18 feet westerly (6-foot wide pedestrian bulb); Dolores Street, west side, from 16th Street to 18 feet southerly (6-foot wide pedestrian bulb, removes 18 feet of passenger loading zone); 16th Street, north side, from Guerrero Street to 18 feet westerly (6-foot wide pedestrian bulb); Guerrero Street, west side, from 16th Street to 18 feet northerly (6-foot wide pedestrian bulb); 16th Street, north side, from Guerrero Street to 18 feet easterly (6-foot wide pedestrian bulb); Guerrero Street, east side, from 16th Street to 18 feet northerly (6-foot wide pedestrian bulb, relocates 18 feet of a commercial loading zone northerly); 16th Street, south side, from Guerrero Street to 18 feet easterly (6-foot wide pedestrian bulb); Guerrero Street, east side, from 16th Street to 18 feet southerly (6-foot wide pedestrian bulb); 16th Street, south side, from Guerrero Street to 15 feet westerly (4-foot wide pedestrian bulb); Guerrero Street, west side, from 16th Street to 15 feet southerly (4-foot wide pedestrian bulb); 16th Street, north side, from Mission Street to 18 feet westerly (6-foot wide pedestrian bulb); 16th Street, north side, from Capp Street to 63 feet westerly (6-foot wide pedestrian bulb, removes 1 metered parking space); Capp Street, west side, from 16th Street to 18 feet northerly (6-foot wide pedestrian bulb); 16th Street, north side, from Capp Street to 18 feet easterly (6-foot wide pedestrian bulb, relocates a yellow metered parking space); Capp Street, east side, from 16th Street to 18 feet northerly (6-foot wide pedestrian bulb, relocates existing blue zone northerly); 16th Street, south side, from Capp Street to 54 feet easterly (6-foot wide pedestrian bulb, removes 1 metered parking space); Capp Street, east side, from 16th Street to 18 feet southerly (6-foot wide pedestrian bulb, removes 1 metered parking space); 16th Street, south side, from Capp Street to 20 feet westerly (6-foot wide pedestrian bulb); Capp Street, west side, from 16th Street to 18 feet southerly (6-foot wide pedestrian bulb, relocates existing blue zone southerly); 16th Street, north side, from Folsom Street to 23 feet easterly (6-foot wide pedestrian bulb); 16th Street, south side, from Folsom Street to 18 feet easterly (6-foot wide pedestrian bulb); Folsom Street, east side, from 16th Street to 18 feet southerly (6-foot wide pedestrian bulb); 16th Street, south side, from Folsom Street to 21 feet westerly (6-foot wide pedestrian bulb); 16th Street, north side, from Harrison Street to 42 feet easterly (6-foot wide pedestrian bulb and bike corral); 16th Street, north side, from Harrison Street to



18 feet easterly (6-foot wide pedestrian bulb); Treat Avenue, east side, from 16th Street to 145 feet northerly (8-foot to 45-foot plaza bulb, turning Treat Avenue into a T-Intersection, intersecting with Harrison Street); 16th Street, south side, from Treat Avenue to 18 feet westerly (6-foot wide pedestrian bulb); Treat Avenue, west side, from 16th Street to 114 feet southerly (16-foot to 45-foot plaza bulb, relocates a green zone, turning Treat Avenue into a T-Intersection, intersecting with Harrison Street); 16th Street, north side, from San Bruno Avenue to 18 feet westerly (6-foot wide pedestrian bulb); San Bruno Avenue, west side, from 16th Street to 18 feet northerly (6-foot wide pedestrian bulb); 16th Street, north side, from San Bruno Avenue to 18 feet easterly (6-foot wide pedestrian bulb); San Bruno Avenue, east side, from 16th Street to 18 feet northerly (6-foot wide pedestrian bulb); 16th Street, south side, from San Bruno Avenue to 18 feet easterly (6-foot wide pedestrian bulb); San Bruno Avenue, east side, from 16th Street to 18 feet southerly (6-foot wide pedestrian bulb); 16th Street, south side, from San Bruno to 18 feet westerly (6-foot wide pedestrian bulb, shortens green zone by 8 feet); San Bruno Avenue, west side, from 16th Street to 18 feet southerly (6-foot wide pedestrian bulb, relocates blue zone and extends existing green zone 12 feet northerly); 16th Street, north side, from Kansas Street to 18 feet westerly (6-foot wide pedestrian bulb); Kansas Street, west side, from 16th Street to 18 feet northerly (6-foot wide pedestrian bulb); 16th Street, north side, from Kansas Street to 18 feet easterly (6-foot wide pedestrian bulb); Kansas Street, east side, from 16th Street to 18 feet northerly (6-foot wide pedestrian bulb); Kansas Street, east side, from 16th Street to 23 feet southerly (6-foot wide pedestrian bulb); Kansas Street, west side, from 16th Street to 23 feet southerly (6-foot wide pedestrian bulb); Rhode Island Street, west side, from 16th Street to 18 feet northerly (6-foot wide pedestrian bulb); 16th Street, north side, from Rhode Island Street to 18 feet easterly (6-foot wide pedestrian bulb); Rhode Island Street, east side, from 16th Street to 18 feet northerly (6-foot wide pedestrian bulb); Rhode Island Street, west side, from 16th Street to 18 feet southerly (6-foot wide pedestrian bulb, shortens yellow zone by 18 feet); De Haro Street, west side, from 16th Street to 18 feet northerly (6-foot wide pedestrian bulb); 16th Street, north side, from De Haro Street to 18 feet easterly (6-foot wide pedestrian bulb); De Haro Street, east side, from 16th Street to 18 feet northerly (6-foot wide pedestrian bulb); 16th Street, south side, from De Haro Street to 18 feet easterly (6-foot wide pedestrian bulb); De Haro Street, east side, from 16th Street to 18 feet southerly (6-foot wide pedestrian bulb); 16th Street, south side, from De Haro Street to 18 feet westerly (6-foot wide pedestrian bulb); De Haro Street, west side, from 16th Street to 18 feet southerly (6-foot wide pedestrian bulb); Wisconsin Street, west side, from 16th Street to 18 feet northerly (6-foot wide pedestrian bulb); 16th Street, north side, from Wisconsin Street to 18 feet easterly (6-foot wide pedestrian bulb); Wisconsin Street, east side, from 16th Street to 18 feet northerly (6-foot wide pedestrian bulb); Wisconsin Street, west side, from 16th Street to 18 feet southerly (6-foot wide pedestrian bulb); Connecticut Street, east side, from 16th Street to 18 feet southerly (6-foot wide pedestrian bulb); 16th Street, south side, from Connecticut Street to 18 feet westerly (6-foot wide pedestrian bulb); Connecticut Street, west side, from 16th Street to 18 feet southerly (6-foot wide pedestrian bulb).

- E. ESTABLISH - TOW-AWAY NO STOPPING ANYTIME - 16th Street, south side, from Valencia Street to 20 feet westerly (daylighting); Harrison Street, east side, from 16th Street to 15 feet southerly (daylighting); 16th Street, south side, from 180 feet to 300 feet east of Bryant Street (lateral bus lane transition); 16th Street, north side, from Potrero Avenue to 100 feet easterly (right turn pocket); 16th Street, south side, from Potrero Avenue to 100 feet westerly (right turn pocket); 16th Street, south side, from 100 feet to 278 feet west of Potrero Avenue (boarding island taper and lateral travel lane transition); 16th Street, north side, from Vermont Street to 20 feet westerly (daylighting); 16th Street, south side, from Vermont Street to 20 feet westerly (daylighting); 16th Street, south side, from Kansas Street to 20 feet westerly (daylighting); Rhode Island Street, east side, from 16th Street to 20 feet southerly (daylighting); 16th Street, south side, from Wisconsin Street to 20 feet easterly (daylighting); Wisconsin Street, east side, from 16th Street to 20 feet southerly (daylighting); 16th Street, south side, from Mississippi Street to 150 feet westerly (left turn pocket).
- F. ESTABLISH – RAISED CROSSWALK - Julian Avenue, north crosswalk, at 16th Street; Hoff Avenue, south crosswalk, at 16th Street.
- G. RESCIND – BUS ZONE - 16th Street, south side, from Dolores Street to 70 feet westerly; 16th Street, north side, from Guerrero Street to 72 feet easterly; 16th Street, south side, from Guerrero Street to 65 feet westerly; 16th Street, north side, from Valencia Street to 100 feet easterly; 16th Street, south side, from Valencia Street to 80 feet westerly; Folsom Street, east side, from 16th Street to 75 feet northerly; Folsom Street, west side, from 16th Street to 80 feet southerly; 16th Street, north side, from Harrison Street to 75 feet easterly; 16th Street, south side, from Treat Avenue to 75 feet westerly; 16th Street, north side, from 80 feet to 200 feet east of Bryant Street; 16th Street, south side, from Potrero Avenue to 150 feet westerly; 16th Street, south side, from San Bruno Avenue to 80 feet easterly; 16th Street, north side, from Vermont Street to 80 feet westerly; 16th Street, south side, from Kansas Street to 75 feet westerly; 16th Street, south side, from Rhode Island Street to 80 feet easterly; 16th Street, south side, from Wisconsin Street to 80 feet easterly; 16th Street, south side, from Missouri Street to 85 feet easterly.
- H. RESCIND – BUS POLE STOP - 16th Street, north side, from Dolores Street to 70 feet easterly.
- I. ESTABLISH – BLUE ZONE - 16th Street, north side, from Caledonia Street to 22 feet westerly; Capp Street, east side, from 18 feet to 38 feet north of 16th Street; Capp Street, west side, from 18 feet to 38 feet south of 16th Street; Valencia Street, west side, from 21 feet to 43 feet south of 15th Street (replaces one general metered parking space); South Van Ness Avenue, west side, from 16th Street 20 feet southerly; South Van Ness Avenue, east side, from 16th Street 20 feet northerly; Potrero Avenue, west side, from 10 feet to 30 feet south of 15th Street (replaces one general metered parking space); San Bruno Avenue, east side, from 18 feet to 38 feet north of 16th Street.

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- J. ESTABLISH – 6-WHEEL COMMERCIAL LOADING ZONE, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - 16th Street, south side, from 6 feet to 30 feet east of Rondel Place (removes 1 metered parking space); 16th Street, south side, from 30 feet to 52 feet east of Rondel Place (removes 1 metered parking space).
- K. ESTABLISH – 30-MINUTE COMMERCIAL LOADING ZONE, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY - Guerrero Street, east side, from 18 feet to 63 feet north of 16th Street; 16th Street, south side, from 18 feet to 38 feet east of Folsom Street (shifts existing loading zone 20 feet westerly); Folsom Street, west side, from 115 feet to 160 feet south of 16th Street (shortens existing loading zone by 20 feet); Harrison Street, east side, from 15 feet to 35 feet south of 16th Street.
- L. ESTABLISH – 30-MINUTE COMMERCIAL LOADING ZONE, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - 16th Street, north side, from 118 feet to 138 feet west of Valencia Street (shortens existing yellow metered parking space by 6 feet); 16th Street, north side, from 18 feet to 48 feet east of Capp Street (extends and shifts existing zone easterly, relocates green metered parking space 18 feet easterly).
- M. ESTABLISH – GREEN PARKING METER - 16th Street, north side, from 48 feet to 70 feet east of Capp Street (removes 1 metered parking space).
- N. ESTABLISH – GREEN ZONE - Treat Avenue, west side, from 114 feet to 154 feet south of 16th Street; San Bruno Avenue, west side, from 18 feet to 30 feet south of 16th Street.
- O. ESTABLISH – RIGHT TURN LANE - Harrison Street, west side, from 16th Street to 100 feet northerly; Harrison Street, west side, from 17th Street to 115 feet northerly.
- P. ESTABLISH – NO TURN ON RED - Valencia Street, southbound, at 16th Street.
- Q. ESTABLISH – NO TURN ON RED EXCEPT BICYCLES - 16th Street, eastbound, at Valencia Street.
- R. ESTABLISH – LEFT LANE MUST TURN LEFT - Harrison Street, northbound, at 16th Street; Harrison Street, southbound, at 16th Street.
- S. ESTABLISH – NO LEFT TURN - 16th Street, westbound and eastbound, at Guerrero Street, 16th Street, westbound and eastbound, at Valencia Street, 16th Street, westbound and eastbound, at Folsom Street, 16th Street, westbound, at Harrison Street, 16th Street, westbound and eastbound, at Kansas Street, 16th Street, westbound and eastbound, at Rhode Island Street, 16th Street, westbound and eastbound, at De Haro Street, 16th Street, westbound and eastbound, at Carolina Street, 16th Street, westbound and eastbound, at Wisconsin Street, 16th Street, westbound, at Arkansas Street, 16th Street, westbound, at Connecticut Street, 16th Street, westbound, at Missouri Street, 16th Street,

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westbound, at 7th Street and Mississippi Street.

- T. ESTABLISH – NO LEFT TURN EXCEPT MUNI – 16th Street, eastbound at Harrison Street, 16th Street, westbound and eastbound, at Potrero Avenue.
- U. ESTABLISH – NO LEFT TURN, 7 AM TO 9 AM AND 4 PM TO 7 PM, MONDAY THROUGH FRIDAY - 16th Street, westbound and eastbound, at Dolores Street; 16th Street, westbound and eastbound, at Capp Street; 16th Street, westbound and eastbound, at Shotwell Street; 16th Street, westbound and eastbound, at Alabama Street; 16th Street, westbound and eastbound, at Florida Street; 16th Street, westbound and eastbound, at Bryant Street; 16th Street, westbound and eastbound, at Utah Street; 16th Street, westbound and eastbound, at San Bruno Street.
- V. ESTABLISH – NO TURN ON RED - 7th Street, southbound, at 16th Street.
- W. RESCIND – CLASS II BIKE LANES - 16th Street, westbound and eastbound, from Kansas Street to Mississippi Street and 7th Street.
- X. RESCIND – CLASS III BIKE ROUTE - 16th Street, westbound, Valencia Street to Mission Street.
- Y. ESTABLISH – CLASS II BIKE LANE - Harrison Street, northbound, from 16th Street to 17th Street; 17th Street, westbound and eastbound, from Rhode Island Street to Mississippi Street and 7th Street.
- Z. ESTABLISH – CLASS III BIKE ROUTE - 17th Street, westbound and eastbound, from Kansas Street to Rhode Island Street.

**FUNDING IMPACT**

The total cost of this project is \$67,100,000. This project already has funding identified, as detailed below.

<b>Funding Source</b>	<b>Amount</b>	<b>Notes</b>
FTA Section 5337 Fixed Guideway Funds	\$3,000,000	
Eastern Neighborhoods Development Impact Fees	\$14,151,000	
Proposition K Transportation Sales Tax	\$4,096,063	
2014 Transportation and Road Improvement General Obligation Bond (GO Bond)	\$41,600,000	\$2.15M appropriated in current issuance, remainder anticipated in FY18 issuance
Population Based General Fund Baseline	\$4,252,937	Anticipated in FY19 appropriation
<b>Total</b>	<b>\$67,100,000</b>	

**PUBLIC OUTREACH**

The SFMTA conducted extensive public outreach on the 22 Fillmore TTRP proposals. Specifically, between January 2015 and June 2015, the Agency issued two surveys, facilitated three community open houses at central and accessible locations within the project corridor to gather public input about project proposals. Additionally, agency representatives met directly with neighborhood resident and merchant organizations to collect additional feedback. Overall, the SFMTA received considerable input about the proposed enhancements throughout the corridor. Specifically, both residents and merchants noted support for implementation of the transit only lanes and improved pedestrian safety along the corridor. The following stakeholders and community groups issued letters of support in mid-2015 for this project's application to the federal Transportation Investment Generating Economic Recovery (TIGER) competitive grant program:

- Congresswoman Nancy Pelosi
- Congresswoman Jackie Speier
- California Assembly member David Chiu
- Metropolitan Transportation Commission
- San Francisco Mayor Edwin Lee
- San Francisco Board of Supervisors
- San Francisco County Transportation Authority
- Office of Economic & Workforce Development
- Office of Community Investment & Infrastructure
- Eastern Neighborhoods Citizens Advisory Committee
- North East Mission Business Association
- Potrero Dogpatch Merchants Association
- San Francisco Bicycle Coalition
- Walk SF
- Golden State Warriors
- San Francisco Giants
- SFMade
- University of California, San Francisco

In addition to coordinating with the above stakeholders and community groups, SFMTA also received feedback and comments on the proposal from area residents, Muni riders, the SFMTA CAC and SFMTA Multimodal Accessibility Advisory Committee (MAAC).

A summary of the additional outreach activities includes:

- Posted project information posters at project corridor bus stops.
- Mailed over 9,700 post cards to nearby residents.
- Distributed over 3,400 project information and meeting notice flyers to Muni customers along project corridor.
- Engaged via email with 15 local neighborhood groups and three schools.

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Furthermore, 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. Social media outlets were employed to distribute the survey and open house notice.

Finally, the surveys also provided valuable input and the results are summarized below:

- Received survey feedback from 286 community members.
- 80% support a transit only lane
- 77% support transit stop consolidation
- 74% support pedestrian and transit bulbs
- 73% support moving bike lanes from 16<sup>th</sup> to 17<sup>th</sup> streets
- 72% support turn restrictions

Some of the public comments included the concerns about the addition traffic congestion and increased walking distance to transit stops, over all the public were supportive of the project.

## **ENVIRONMENTAL REVIEW**

All of the 22 Fillmore proposed project improvements are within the scope of the TTRP.22 16<sup>th</sup> Street Expanded Alternative as defined in the TEP Final Environmental Impact Report (FEIR). The TEP FEIR was certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014. Subsequently, on March 28, 2014 in Resolution No. 14-041, the SFMTA Board of Directors approved all of the TEP proposals including the TTRP and Service-Related Capital Improvements to improve transit performance along various Municipal Railway routes. As part of Resolution No. 14-041, the SFMTA Board of Directors adopted findings under the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings) and a Mitigation Monitoring and Reporting Program (MMRP). The San Francisco Planning Department Environmental Planning Division reviewed the proposed modifications to the TTRP.22 Expanded Alternative 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. A subset of TEP MMRP pertinent to the TTRP.22 16<sup>th</sup> Street is on file with the Secretary of the SFMTA Board of Directors.

Because the SFMTA Board of Directors did not determine whether to approve the Moderate or Expanded TTRP.22 16<sup>th</sup> Street project when it approved the TEP as a whole on March 28, 2014, the SFMTA Board of Directors, in approving this TTRP.16 Modified Expanded Alternative, now adopts additional findings rejecting the TTRP.16 Moderate Alternative as infeasible.

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

**RECOMMENDATION**

Approving parking and traffic modifications along the 22 Fillmore 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 goals; and amending Transportation Code, Division II, Section 601 to designate transit/taxi only lanes on 16th Street, westbound, from Third Street to Church Street; 16th Street, eastbound, from Bryant Street to Potrero Avenue; and 16th Street, eastbound, from Vermont Street to Third Street.

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 22 Fillmore 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:

- A. ESTABLISH – BUS ONLY LANE - 16th Street, westbound, from Third Street to Church Street; 16th Street, eastbound, from Bryant Street to Potrero Avenue; 16th Street, eastbound, from Vermont Street to Third Street.
- B. ESTABLISH – BUS ZONE AND SIDEWALK WIDENING - 16th Street, north side, from Church Street to 78 feet easterly (6-foot wide bus bulb replaces bus zone); 16th Street, north side, from Dolores Street to 71 feet westerly (6-foot wide bus bulb– bus stop relocated to farside); 16th Street, south side, from Dolores Street to 83 feet easterly (6-foot wide bus bulb– bus stop relocated to farside); 16th Street, north side, from Valencia Street to 118 feet westerly (6-foot wide bus bulb– bus stop relocated to farside, relocates a blue zone, removes four metered parking spaces and one yellow parking zone); 16th Street, south side, from Valencia Street to 118 feet easterly (6-foot wide bus bulb– bus stop relocated to farside, removes 3 metered parking spaces and one yellow parking zone); 16th Street, north side, from Mission Street to 126 feet easterly (6-foot wide bus bulb replaces bus zone); 16th Street, south side, from Mission Street to 116 feet westerly (6-foot wide bus bulb replaces bus zone); 16th Street, south side, from Shotwell Street to 146 feet easterly (6-foot wide bus bulb replaces bus zone); 16th Street, north side, from Folsom Street to 118 feet westerly (6-foot wide bus bulb replaces bus zone); 16th Street, north side, from Potrero Avenue to 115 feet westerly (6-foot wide bus bulb replaces bus zone); 16th Street, north side, from Rhode Island Street to 95 feet westerly (6-foot wide bus bulb replaces bus zone); 16th Street, north side, from Wisconsin Street to 118 feet westerly (6-foot wide bus bulb replaces bus zone); 16th Street, north side, from Missouri Street to 118 feet westerly (6-foot wide bus bulb replaces bus zone).
- C. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME AND BOARDING ISLAND - Folsom Street, east side, from 16th Street to 115 feet northerly; Folsom Street, west side, from 16th Street to 115 feet southerly (shortens existing yellow zone by 20 feet); 16th Street, north side, from Bryant Street to 200 feet easterly; 16th Street, south side, from Potrero Avenue to 100 feet westerly; Street, south side, from Rhode Island Street to 198 feet westerly; 16th Street, south side, from Wisconsin Street to 200 feet westerly; 16th Street, south side, from Missouri Street to 200 feet westerly.
- D. ESTABLISH – NO PARKING ANYTIME AND SIDEWALK WIDENING - Dolores Street, west side, from 16th Street to 18 feet northerly (6-foot wide pedestrian bulb); 16th Street, south side, from Dolores Street to 18 feet westerly (6-foot wide pedestrian bulb); Dolores Street, west side, from 16th Street to 18 feet southerly (6-foot wide pedestrian bulb, removes 18 feet of passenger loading zone); 16th Street, north side, from Guerrero



Street to 18 feet westerly (6-foot wide pedestrian bulb); Guerrero Street, west side, from 16th Street to 18 feet northerly (6-foot wide pedestrian bulb); 16th Street, north side, from Guerrero Street to 18 feet easterly (6-foot wide pedestrian bulb); Guerrero Street, east side, from 16th Street to 18 feet northerly (6-foot wide pedestrian bulb, relocates 18 feet of a commercial loading zone northerly); 16th Street, south side, from Guerrero Street to 18 feet easterly (6-foot wide pedestrian bulb); Guerrero Street, east side, from 16th Street to 18 feet southerly (6-foot wide pedestrian bulb); 16th Street, south side, from Guerrero Street to 15 feet westerly (4-foot wide pedestrian bulb); Guerrero Street, west side, from 16th Street to 15 feet southerly (4-foot wide pedestrian bulb); 16th Street, north side, from Mission Street to 18 feet westerly (6-foot wide pedestrian bulb); 16th Street, north side, from Capp Street to 63 feet westerly (6-foot wide pedestrian bulb, removes 1 metered parking space); Capp Street, west side, from 16th Street to 18 feet northerly (6-foot wide pedestrian bulb); 16th Street, north side, from Capp Street to 18 feet easterly (6-foot wide pedestrian bulb, relocates a yellow metered parking space); Capp Street, east side, from 16th Street to 18 feet northerly (6-foot wide pedestrian bulb, relocates existing blue zone northerly); 16th Street, south side, from Capp Street to 54 feet easterly (6-foot wide pedestrian bulb, removes 1 metered parking space); Capp Street, east side, from 16th Street to 18 feet southerly (6-foot wide pedestrian bulb, removes 1 metered parking space); 16th Street, south side, from Capp Street to 20 feet westerly (6-foot wide pedestrian bulb); Capp Street, west side, from 16th Street to 18 feet southerly (6-foot wide pedestrian bulb, relocates existing blue zone southerly); 16th Street, north side, from Folsom Street to 23 feet easterly (6-foot wide pedestrian bulb); 16th Street, south side, from Folsom Street to 18 feet easterly (6-foot wide pedestrian bulb); Folsom Street, east side, from 16th Street to 18 feet southerly (6-foot wide pedestrian bulb); 16th Street, south side, from Folsom Street to 21 feet westerly (6-foot wide pedestrian bulb); 16th Street, north side, from Harrison Street to 42 feet easterly (6-foot wide pedestrian bulb and bike corral); 16th Street, north side, from Harrison Street to 18 feet easterly (6-foot wide pedestrian bulb); Treat Avenue, east side, from 16th Street to 145 feet northerly (8-foot to 45-foot plaza bulb, turning Treat Avenue into a T Intersection, intersecting with Harrison Street); 16th Street, south side, from Treat Avenue to 18 feet westerly (6-foot wide pedestrian bulb); Treat Avenue, west side, from 16th Street to 114 feet southerly (16-foot to 45-foot plaza bulb, relocates a green zone, turning Treat Avenue into a T-Intersection, intersecting with Harrison Street); 16th Street, north side, from San Bruno Avenue to 18 feet westerly (6-foot wide pedestrian bulb); San Bruno Avenue, west side, from 16th Street to 18 feet northerly (6-foot wide pedestrian bulb); 16th Street, north side, from San Bruno Avenue to 18 feet easterly (6-foot wide pedestrian bulb); San Bruno Avenue, east side, from 16th Street to 18 feet northerly (6-foot wide pedestrian bulb); 16th Street, south side, from San Bruno Avenue to 18 feet easterly (6-foot wide pedestrian bulb); San Bruno Avenue, east side, from 16th Street to 18 feet southerly (6-foot wide pedestrian bulb); 16th Street, south side, from San Bruno to 18 feet westerly (6-foot wide pedestrian bulb, shortens green zone by 8 feet); San Bruno Avenue, west side, from 16th Street to 18 feet southerly (6-foot wide pedestrian bulb, relocates blue zone and extends existing green zone 12 feet northerly); 16th Street, north side, from Kansas Street to 18 feet westerly (6-foot wide pedestrian bulb); Kansas Street, west side, from 16th Street to 18 feet northerly (6-foot wide

pedestrian bulb); 16th Street, north side, from Kansas Street to 18 feet easterly (6-foot wide pedestrian bulb); Kansas Street, east side, from 16th Street to 18 feet northerly (6-foot wide pedestrian bulb); Kansas Street, east side, from 16th Street to 23 feet southerly (6-foot wide pedestrian bulb); Kansas Street, west side, from 16th Street to 23 feet southerly (6-foot wide pedestrian bulb); Rhode Island Street, west side, from 16th Street to 18 feet northerly (6-foot wide pedestrian bulb); 16th Street, north side, from Rhode Island Street to 18 feet easterly (6-foot wide pedestrian bulb); Rhode Island Street, east side, from 16th Street to 18 feet northerly (6-foot wide pedestrian bulb); Rhode Island Street, west side, from 16th Street to 18 feet southerly (6-foot wide pedestrian bulb, shortens yellow zone by 18 feet); De Haro Street, west side, from 16th Street to 18 feet northerly (6-foot wide pedestrian bulb); 16th Street, north side, from De Haro Street to 18 feet easterly (6-foot wide pedestrian bulb); De Haro Street, east side, from 16th Street to 18 feet northerly (6-foot wide pedestrian bulb); 16th Street, south side, from De Haro Street to 18 feet easterly (6-foot wide pedestrian bulb); De Haro Street, east side, from 16th Street to 18 feet southerly (6-foot wide pedestrian bulb); 16th Street, south side, from De Haro Street to 18 feet westerly (6-foot wide pedestrian bulb); De Haro Street, west side, from 16th Street to 18 feet southerly (6-foot wide pedestrian bulb); Wisconsin Street, west side, from 16th Street to 18 feet northerly (6-foot wide pedestrian bulb); 16th Street, north side, from Wisconsin Street to 18 feet easterly (6-foot wide pedestrian bulb); Wisconsin Street, east side, from 16th Street to 18 feet northerly (6-foot wide pedestrian bulb); Wisconsin Street, west side, from 16th Street to 18 feet southerly (6-foot wide pedestrian bulb); Connecticut Street, east side, from 16th Street to 18 feet southerly (6-foot wide pedestrian bulb); 16th Street, south side, from Connecticut Street to 18 feet westerly (6-foot wide pedestrian bulb); Connecticut Street, west side, from 16th Street to 18 feet southerly (6-foot wide pedestrian bulb).

- E. ESTABLISH - TOW-AWAY NO STOPPING ANYTIME - 16th Street, south side, from Valencia Street to 20 feet westerly (daylighting); Harrison Street, east side, from 16th Street to 15 feet southerly (daylighting); 16th Street, south side, from 180 feet to 300 feet east of Bryant Street (lateral bus lane transition); 16th Street, north side, from Potrero Avenue to 100 feet easterly (right turn pocket); 16th Street, south side, from Potrero Avenue to 100 feet westerly (right turn pocket); 16th Street, south side, from 100 feet to 278 feet west of Potrero Avenue (boarding island taper and lateral travel lane transition); 16th Street, north side, from Vermont Street to 20 feet westerly (daylighting); 16th Street, south side, from Vermont Street to 20 feet westerly (daylighting); 16th Street, south side, from Kansas Street to 20 feet westerly (daylighting); Rhode Island Street, east side, from 16th Street to 20 feet southerly (daylighting); 16th Street, south side, from Wisconsin Street to 20 feet easterly (daylighting); Wisconsin Street, east side, from 16th Street to 20 feet southerly (daylighting); 16th Street, south side, from Mississippi Street to 150 feet westerly (left turn pocket).
- F. ESTABLISH – RAISED CROSSWALK - Julian Avenue, north crosswalk, at 16th Street; Hoff Avenue, south crosswalk, at 16th Street.
- G. RESCIND – BUS ZONE - 16th Street, south side, from Dolores Street to 70 feet westerly; 16th Street, north side, from Guerrero Street to 72 feet easterly; 16th Street, south side, from Guerrero Street to 65 feet westerly; 16th Street, north side, from Valencia Street to 100 feet easterly; 16th Street, south side, from Valencia Street to 80

feet westerly; Folsom Street, east side, from 16th Street to 75 feet northerly; Folsom Street, west side, from 16th Street to 80 feet southerly; 16th Street, north side, from Harrison Street to 75 feet easterly; 16th Street, south side, from Treat Avenue to 75 feet westerly; 16th Street, north side, from 80 feet to 200 feet east of Bryant Street; 16th Street, south side, from Potrero Avenue to 150 feet westerly; 16th Street, south side, from San Bruno Avenue to 80 feet easterly; 16th Street, north side, from Vermont Street to 80 feet westerly; 16th Street, south side, from Kansas Street to 75 feet westerly; 16th Street, south side, from Rhode Island Street to 80 feet easterly; 16th Street, south side, from Wisconsin Street to 80 feet easterly; 16th Street, south side, from Missouri Street to 85 feet easterly.

- H. RESCIND – BUS POLE STOP - 16th Street, north side, from Dolores Street to 70 feet easterly.
- I. ESTABLISH – BLUE ZONE - 16th Street, north side, from Caledonia Street to 22 feet westerly; Capp Street, east side, from 18 feet to 38 feet north of 16th Street; Capp Street, west side, from 18 feet to 38 feet south of 16th Street; Valencia Street, west side, from 21 feet to 43 feet south of 15th Street (replaces one general Meter #404); South Van Ness Avenue, west side, from 16th Street 20 feet southerly; South Van Ness Avenue, east side, from 16th Street 20 feet northerly; Potrero Avenue, west side, from 10 feet to 30 feet south of 15th Street (replaces one general Meter #202); San Bruno Avenue, east side, from 18 feet to 38 feet north of 16th Street.
- J. ESTABLISH – 6-WHEEL COMMERCIAL LOADING ZONE, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - 16th Street, south side, from 6 feet to 30 feet east of Rondel Place (removes 1 general parking Meter #3035); 16th Street, south side, from 30 feet to 52 feet east of Rondel Place (removes 1 general parking Meter #3033-G).
- K. ESTABLISH – 30-MINUTE COMMERCIAL LOADING ZONE, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY - Guerrero Street, east side, from 18 feet to 63 feet north of 16th Street; 16th Street, south side, from 18 feet to 38 feet east of Folsom Street (shifts existing loading zone 20 feet westerly); Folsom Street, west side, from 115 feet to 160 feet south of 16th Street (shortens existing loading zone by 20 feet); Harrison Street, east side, from 15 feet to 35 feet south of 16th Street.
- L. ESTABLISH – 30-MINUTE COMMERCIAL LOADING ZONE, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - 16th Street, north side, from 118 feet to 138 feet west of Valencia Street (shortens existing yellow metered parking space by 6 feet); 16th Street, north side, from 18 feet to 48 feet east of Capp Street (extends and shifts existing zone easterly, relocates green metered parking space 18 feet easterly).
- M. ESTABLISH – GREEN PARKING METER - 16th Street, north side, from 48 feet to 70 feet east of Capp Street (removes 1 metered parking space).
- N. ESTABLISH – GREEN ZONE - Treat Avenue, west side, from 114 feet to 154 feet south of 16th Street; San Bruno Avenue, west side, from 18 feet to 30 feet south of 16th Street.
- O. ESTABLISH – RIGHT TURN LANE - Harrison Street, west side, from 16th Street to 100 feet northerly; Harrison Street, west side, from 17th Street to 115 feet northerly.
- P. ESTABLISH – NO TURN ON RED - Valencia Street, southbound, at 16th Street.
- Q. ESTABLISH – NO TURN ON RED EXCEPT BICYCLES - 16th Street, eastbound, at Valencia Street.

- R. ESTABLISH – LEFT LANE MUST TURN LEFT - Harrison Street, northbound, at 16th Street; Harrison Street, southbound, at 16th Street.
- S. ESTABLISH – NO LEFT TURN - 16th Street, westbound and eastbound, at Guerrero Street, 16th Street, westbound and eastbound, at Valencia Street, 16th Street, westbound and eastbound, at Folsom Street, 16th Street, westbound, at Harrison Street, 16th Street, westbound and eastbound, at Kansas Street, 16th Street, westbound and eastbound, at Rhode Island Street, 16th Street, westbound and eastbound, at De Haro Street, 16th Street, westbound and eastbound, at Carolina Street, 16th Street, westbound and eastbound, at Wisconsin Street, 16th Street, westbound, at Arkansas Street, 16th Street, westbound, at Connecticut Street, 16th Street, westbound, at Missouri Street, 16th Street, westbound, at 7th Street and Mississippi Street.
- T. ESTABLISH – NO LEFT TURN EXCEPT MUNI - 16th Street, eastbound at Harrison Street, 16th Street, westbound and eastbound, at Potrero Avenue.
- U. ESTABLISH – NO LEFT TURN, 7 AM TO 9 AM AND 4 PM TO 7 PM, MONDAY THROUGH FRIDAY - 16th Street, westbound and eastbound, at Dolores Street; 16th Street, westbound and eastbound, at Capp Street; 16th Street, westbound and eastbound, at Shotwell Street; 16th Street, westbound and eastbound, at Alabama Street; 16th Street, westbound and eastbound, at Florida Street; 16th Street, westbound and eastbound, at Bryant Street; 16th Street, westbound and eastbound, at Utah Street; 16th Street, westbound and eastbound, at San Bruno Street.
- V. ESTABLISH – NO TURN ON RED - 7th Street, southbound, at 16th Street.
- W. RESCIND – CLASS II BIKE LANES - 16th Street, westbound and eastbound, from Kansas Street to Mississippi Street and 7th Street.
- X. RESCIND – CLASS III BIKE ROUTE - 16th Street, westbound, Valencia Street to Mission Street.
- Y. ESTABLISH – CLASS II BIKE LANE - Harrison Street, northbound, from 16th Street to 17th Street; 17th Street, westbound and eastbound, from Rhode Island Street to Mississippi Street and 7th Street.
- Z. ESTABLISH – CLASS III BIKE ROUTE - 17th Street, westbound and eastbound, from Kansas Street to Rhode Island Street.

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 22 Fillmore 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, The San Francisco Planning Department has reviewed the proposed project changes to the TTRP.22 Expanded Alternative described here (Modified Expanded Alternative) and determined that the proposed project is within the scope of the TEP FEIR, with no new significant effects identified, no substantial increase in significant effects already identified, and no new mitigation is required for the Modified Expanded Alternative; and,

WHEREAS, The Modified Expanded Alternative includes all of the same parking and traffic improvements that are included in the Moderate Alternative, and it also includes the implementation of new transit only lanes on 16th Street, which is not part of the Moderate Alternative. The transit only lanes on 16th Street, will allow buses to travel through the corridor more efficiently; and,

WHEREAS, Due to the transit only lanes, the Moderate Expanded Alternative will provide more reliable 22 Fillmore service on one of the busiest lines. Therefore, SFMTA will have fewer needs for last-minute service adjustments on this line, a more stable service environment for resource-need assessment, and will be able to more reliably and effectively allocate transit resources and deliver service overall, which are the objectives of the TEP; 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 rejects the TTRP.22 Moderate Alternative as infeasible, and approves the proposed Modified Expanded project; and, be it further,

RESOLVED, That the SFMTA Board of Directors amends Transportation Code, Division II, Section 601 to designate transit/taxi only lanes on 16th Street from Third Street to Church Street in the westbound direction (inbound), Bryant Street to Potrero Avenue in the eastbound direction (outbound), and Vermont Street to Third Street in the eastbound (outbound) direction; and, be it further,

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves these parking and traffic modifications set forth in items A through Z above along the 22 Fillmore 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 January 19, 2016.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

## RESOLUTION

[Transportation Code – 16th Street Transit Only Lanes]

**Resolution amending the Transportation Code to designate transit vehicle only lanes on 16th Street from Third Street to Church Street in the westbound (inbound) direction, and Bryant Street to Potrero Avenue in the eastbound (outbound) direction, and Vermont Street to Third Street in the eastbound (outbound) 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 amending 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.
	<u>16th St. (Inbound)</u>	<u>Third St.</u>	<u>Church St.</u>
	<u>16th St. (Outbound)</u>	<u>Bryant St.</u>	<u>Potrero Ave.</u>
	<u>16th St. (Outbound)</u>	<u>Vermont St.</u>	<u>Third St.</u>
	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.
	Mission St. (Inbound)	Randall St.	Cesar Chavez St.
	Mission St. (Outbound)	11th St.	South Van Ness Ave.
	Mission St. (Outbound)	Duboce Ave.	Randall St.
	O'Farrell St.	Gough St.	Hyde St.
	O'Farrell St.	Jones St.	Powell St.
	Otis St. (Outbound)	South Van Ness Ave.	Duboce Ave.
	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.

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 January 19, 2016.

\_\_\_\_\_  
Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency