

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. 16-013

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.

---

Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

RESOLUTION 16-013

[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

