

THIS PRINT COVERS CALENDAR ITEM NO.: 11

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Transit

BRIEF DESCRIPTION:

Amending Transportation Code Division II, Section 601 to designate Muni-only transit lanes on West Portal Avenue, northbound, from Ulloa Street to 230 feet southerly, West Portal Avenue, southbound, from Ulloa Street to 120 feet southerly, and Ulloa Street, westbound, from West Portal Avenue to Lenox Way; and approving parking and traffic changes, as set forth in Items A-R, as a part of the West Portal Station Safety and Community Improvements Project.

SUMMARY:

- The West Portal Station Safety and Community Improvements Project aims to holistically improve safety near West Portal Station.
- The project includes proposed improvements to calm traffic on Ulloa, Wawona and Vicente streets and to simplify the West Portal Avenue and Ulloa Street intersection where about 5,000 transit riders board each day.
- In response to a collision that killed a family of four waiting for the bus on Ulloa Street at Lenox Way, Mayor Breed and Supervisor Melgar urged the SFMTA to quickly implement safety improvements near West Portal Station.
- Proposals have been refined based on community feedback and a Welcoming West Portal Committee convened by Supervisor Melgar's office and the West Portal Merchants Association.
- The Planning Department has determined that the West Portal Station Safety and Community Improvements Project is statutorily exempt from the California Environmental Quality Act (CEQA).
- The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31.
- Certain items listed below with a “#” are Final SFMTA Decisions as defined by Ordinance 127-18. Final SFMTA Decisions can be reviewed by the Board of Supervisors. Information about the review process can be found at https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf

ENCLOSURES:

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


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APPROVALS:

DATE

DIRECTOR  July 10, 2024

SECRETARY  July 10, 2024

ASSIGNED SFMTAB CALENDAR DATE: July 16, 2024

PURPOSE

Amending Transportation Code Division II, Section 601 to designate Muni-only transit lanes on West Portal Avenue, northbound, from Ulloa Street to 230 feet southerly, West Portal Avenue, southbound, from Ulloa Street to 120 feet southerly, and Ulloa Street, westbound, from West Portal Avenue to Lenox Way; and approving parking and traffic changes, as set forth in Items A-R, as a part of the West Portal Station Safety and Community Improvements Project.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the following Strategic Plan goals and objectives:

Goal 4 - Make streets safer for everyone: eliminate traffic deaths, reduce severe injuries and ensure marginalized and vulnerable populations can move freely without fear of harassment, violence or injury on all modes of travel.

Goal 6 - Eliminate pollution and greenhouse gas emissions by increasing use of transit, walking and bicycling: promote mode shift and use public spaces efficiently to support the city's climate action efforts and align land use, housing and transportation policies.

Goal 7 – Cultivate and maintain strong relationships to meet community needs, center racial equity and ensure that public input is inclusive of BIPOC communities and populations underserved by the transportation sector.

Goal 8 - Deliver quality projects on-time and on-budget. Deliver projects more efficiently and effectively to establish public trust in the agency.

This action supports the following Transit First Policy Principles:

Policy 1 - To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.

Policy 2 - Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.

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Policy 3 - Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.

Policy 4 - Transit-priority improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve pedestrian safety.

Policy 5 - Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.

Policy 6 - Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.

DESCRIPTION

The West Portal Station Safety and Community Improvements Project aims to holistically improve safety near West Portal Station. In response to a collision that tragically killed a family of four waiting for the bus on Ulloa at Lenox on March 16, 2024, Mayor Breed and Supervisor Melgar urged the SFMTA to quickly implement safety improvements near West Portal Station.

The West Portal Muni Metro Station is a key node within the Muni light rail network (see **Figure 1**). Three Muni light rail lines, the K Ingleside, the L Taraval and the M Ocean View serve this station, and it is the point where these lines transition from street-level operation to subway operation within the Twin Peaks Tunnel and continue to the Market Street subway. The 48-Quintara/24th Street and 57 Parkmerced bus routes connect riders to the station. The L Taraval currently operates as a bus and will resume rail service when the L Taraval Improvement Project is completed later this fall. Finally, the 91 Owl bus provides nighttime/early morning transit service in the area with its final stop and terminal located within the half circle outside the station (called “the horseshoe”). Altogether, about 5,000 riders board near West Portal Station each day (April 2024).

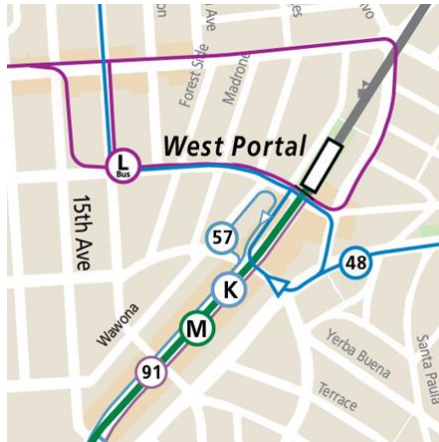


Figure 1. Existing transit routing in West Portal Station vicinity

West Portal is also home to a vibrant commercial corridor full of unique restaurants and shops. Many youth also travel in the area including students from nearby schools, like Hoover Middle School and St. Brendan Parish School, who travel near West Portal Station to board transit and visit neighborhood businesses. Families with children at West Portal Elementary, which is just a block away, regularly travel through this area. In addition, the West Portal Playground and West Portal Library are located very close to the station and generate significant travel activity from families, particularly those with children.

The goals of the project are to:

- Calm traffic on Ulloa and Vicente streets approaching West Portal Avenue to signal to people driving to slow down as they approach an area with significant pedestrian activity.
- Simplify the West Portal and Ulloa intersection to discourage through-traffic in this unusually busy node of pedestrian activity.
- Redesign the station entrance (“the horseshoe”) to visually enhance it, provide more room for pedestrians to access the station, and help direct pedestrians to the best path of travel to the platforms.
- Support a vibrant and healthy West Portal Avenue commercial corridor.

There is no evidence to date that the street design impacted the tragic March 16, 2024, collision that spurred the expedited development of this project proposal. The San Francisco Police Department’s investigation of the crash has found that the person driving the vehicle that killed the family was traveling at an extremely high rate of speed on Ulloa Street eastbound when she hit the West Portal Library and the Ulloa Street/Lenox Way Muni bus stop. This is why one of the project’s goals is to calm traffic on Ulloa Street to discourage speeding.

Community input on the existing conditions is varied. For example, some community members have described the intersection of West Portal Avenue and Ulloa Street as chaotic and confusing, while others report feeling like the intersection functions acceptably. Staff notes that the volume of people getting on and off transit in this area, in addition to the many people walking in the area to access West Portal Avenue businesses, supports action to discourage through car traffic

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to limit conflicts between pedestrians and cars.

The horseshoe is the semi-circular area immediately outside the station that includes space for two Muni maintenance trucks to park. As a large space without clear definition, people traveling to and from West Portal Station often walk across any portion of the space, requiring Muni train operators to pass through this area with extreme caution. Opportunity exists to introduce design features to help direct pedestrians to the best path of travel into and out of the station and to create a welcoming entrance to West Portal.

Finally, we know that like many San Francisco merchant corridors, the West Portal Avenue merchants have indicated difficult economic conditions since the COVID pandemic. They have shared that many businesses operate on thin margins, and it is important to ensure customers traveling by all modes of travel can easily access the commercial area.

Planning Process

As a part of the process to develop the recommended project design, three different options with different vehicle restrictions and transit lane limits were considered and circulated for feedback from the SFMTA Board, the Welcoming West Portal Committee and members of the public. Option 1 and Option 3 each had two variations (1a, 1b, 3a, 3b). These options are discussed further in the Alternatives Considered section of this report. The following section focuses only on the recommended set of vehicle restrictions and transit lanes.

Project Scope Overview

The project proposals include the following main elements as summarized in



Figure 2.

Traffic calming treatments on Ulloa Street, Vicente Street and Wawona Street.

On Ulloa Street, a series of treatments both at intersections and along the corridor would work together to discourage speeding and calm traffic. Ulloa Street’s centerline would be hardened with flexible plastic delineators and/or low-profile speed bumps between Forest Side and West Portal avenues. Intersection improvements at each intersection between Forest Side Avenue and Claremont Boulevard would be made using painted roadway markings. The combination of vertical elements in the centerline and markings at intersection corners would work together to encourage slower speeds as illustrated in **Figure 3**. In addition, the intersection of Ulloa and Wawona streets would receive Rectangular Rapid Flashing Beacons to make pedestrians crossing here more visible to people driving.



Figure 2 - Project Proposals Overview Map. Some additional improvements are not shown here but are summarized in the rest of this section.



Figure 3 – Conceptual illustration of Ulloa traffic calming proposals: painted roadway markings would complement a hardened centerline to physically and visually shrink the roadway.

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On Vicente Street, treatments at the Vicente Street/Portola Drive/Santa Clara Avenue and Vicente Street/West Portal Avenue intersections would work in concert with a preexisting plan to install concrete islands at the Vicente Street/Madrone Avenue/Wawona Street intersection. Improvements along these three intersections together would serve to calm traffic as it approaches West Portal Avenue from either side of Vicente Street. Vicente Street/Portola Drive/Santa Clara Avenue would receive similar intersection improvements to those described above for Ulloa Street including painted roadway markings and vertical elements. At the Vicente Street/West Portal Avenue intersection, the 57 Parkmerced stop on the north side of Vicente Street just west of West Portal Avenue would be removed to improve safety and traffic flow. Currently, when a bus stops in this location, the westbound travel lane is narrowed by the bus, causing cars traveling westbound to drive partially in the eastbound lane to pass the bus and creating more friction at this busy intersection. This bus stop has very low ridership. It was previously needed as an overflow terminal space; however, there is now sufficient terminal space on Ulloa Street between Wawona Street and West Portal Avenue, so this location is no longer needed.

On Wawona Street, six new vertical speed control elements (such as speed tables or cushions) would be installed on the blocks of Wawona Street between 14th Avenue and Taraval Street. Recent speed data collected indicated approximately 14% of cars were traveling over 30 mph northbound (uphill; speed limit 25 mph), and approximately 20% of cars were traveling over 30 mph downhill on the blocks of Wawona Street where traffic calming is proposed. These vertical speed control elements are anticipated to calm traffic and slow speeds on Wawona Street.

Turn restrictions at West Portal/Ulloa and West Portal/Vicente

A series of vehicle restrictions would increase safety at these intersections as shown in **Figure 4**. At West Portal Avenue/Ulloa Street, left turns from northbound West Portal Avenue would be restricted, as would westbound through traffic at Ulloa Street. Together, these two restrictions would simplify the intersection and decrease conflicts between pedestrians and vehicles by decreasing overall vehicle traffic through this intersection. The remaining vehicle movements allowed in this intersection are the ones considered most important for access to West Portal Avenue for customers. It maintains the ability for cars to turn south onto West Portal Avenue from Ulloa Street in either direction. In addition, cars may travel eastbound across West Portal to maintain access to the businesses on the block of Ulloa Street between West Portal Avenue and Claremont Boulevard, as well as to provide access to the SFMTA parking lot on the south side of Ulloa Street at Claremont Boulevard.



Figure 4 - Proposed vehicle restrictions and transit lanes

At West Portal Avenue/Vicente Street, the southbound left-turn from West Portal Avenue to Vicente Street would be restricted. Left turns at signalized intersections are responsible for about 40% of traffic deaths in San Francisco; and, in 2013, a woman was killed by a driver turning left at this crosswalk. This restriction would also create a co-benefit for transit by eliminating delay from left-turning vehicles that share a lane with the Muni K Ingleside and M Ocean View lines here.

Muni-only lanes

Muni-only transit lanes would be installed on small segments of West Portal Avenue and Ulloa Street to reinforce legibility of turn restrictions and provide Muni with a clear path traveling to and from the West Portal Station, including the first 230 feet of West Portal Avenue northbound, the first 120 feet of West Portal Avenue southbound and Ulloa Street westbound between West Portal Avenue and Lenox Way (**Figure 4**).

One-Way Lenox Way and Related Changes

Lenox Way is a low-volume (less than 1,000 vehicles per day) residential street that has single family homes, a small preschool, and the West Portal Library on the west side of the street and West Portal Elementary, West Portal Playground and Recreation Center and West Portal Station

on the east side of the street.

Lenox Way would be converted from a two-way street to a one-way street traveling southbound downhill. This circulation change would help achieve the project goal to discourage through traffic through the West Portal Station area because Lenox Way traffic would only be able to travel westbound on Ulloa Street away from West Portal Station. It also would support compliance with the West Portal Avenue/Ulloa Street no westbound through and no northbound left turn restrictions because drivers destined for Lenox would no longer need to make these turns to access Lenox Way and would instead access Lenox Way via Taraval Street.

A painted edge line would be installed on Lenox to visually narrow the roadway and provide clear space to make it easier for cars backing out of driveways to have improved visibility for completing the maneuver (see **Figure 5**). Adjacent to West Portal Elementary, a painted buffer area would be installed next to the existing passenger loading zone to give more space for student pick-up- and drop-off-related loading.



Figure 5 - Illustration of Lenox Way edgeline to visually narrow street and provide room to back out of driveways

At the intersection of Lenox Way and Ulloa Street, the existing painted safety zone would be modified to provide room for cars traveling from Lenox Way onto Ulloa Street to turn and pass in the 48 Quintara/L Bus outbound bus zone when no bus is present if needed (see **Figure 6**). This addresses one of the concerns we heard from Lenox Way residents who were concerned that if a train is stopped on Ulloa Street here (which sometimes happens when trains are using the crossover or when there is an incident in the system), that there would be enough room for cars to safely pass at that location. Rubber speed humps or other treatments would be installed to ensure turns at the intersection of Lenox Way and Ulloa Street are made slowly.

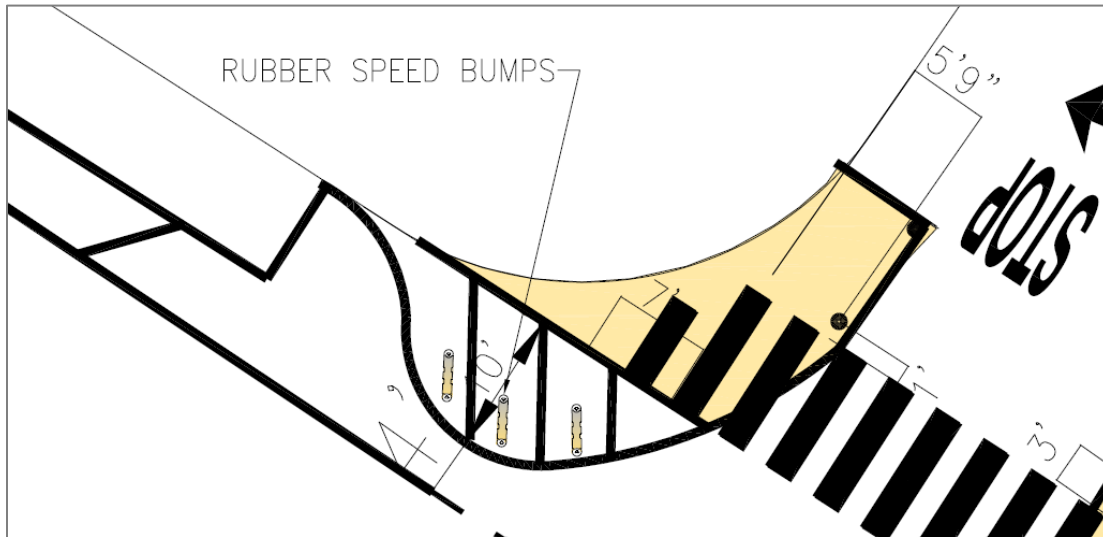


Figure 6 - Conceptual illustration of revised painted safety zone at Ulloa/Lenox to provide room for Lenox vehicles to pass around a train parked on Ulloa if needed

Horseshoe redesign

The half circle outside the station would be redesigned as a welcoming new station entrance, relocating the two Muni maintenance truck parking spaces to Lenox Way. The redesign would use temporary materials designed to last three to five years to evaluate how well the space functions and provide time to plan a redesign with more permanent materials as appropriate. The redesign elements include a series of planters and a street mural that would work together to define the pedestrian-only space within the horseshoe and direct Muni riders to the best path to access the platforms (**Figure 7**). A bikeshare is also planned to be included in the area and will undergo a separate Public Hearing and approval process at a later date. Additional wayfinding murals would be painted on the West Portal Station walls to beautify the space. Note that these elements do not require any parking and traffic legislation but are included here to share the full

context of the project proposals.



Figure 7- Conceptual illustration of horseshoe redesign (draft, subject to change)

Color curb changes

The following color curb changes would be made:

- On Vicente Street at West Portal Avenue, one general metered parking space and one blue zone would replace the 57 Parkmerced bus stop that would be removed.
- On Lenox Way at Ulloa Street, changes would be made on both the east and west sides of the street (see **Figure 8**). On the east side of Lenox Way, four general metered parking spaces would be replaced with two passenger loading spaces and two Muni maintenance truck parking spaces. The additional two passenger loading spaces would add to the existing one passenger loading space to provide more room for people picking up and dropping off riders coming to or from the West Portal Station. The two Muni maintenance truck spaces would replace the two spaces that are proposed to be removed from the horseshoe. On the west side of Lenox Way, one space of Residential Permit Parking would be removed to provide room to lengthen the passenger loading zone in front of the West Portal Library to two passenger loading zone spaces, shifting the existing two ten-minute parking spaces north.
- On Taraval Street, one space of Residential Permit Parking would be removed on the south side of Taraval Street just west of Lenox Way for daylighting to improve visibility of pedestrians in the crosswalk across Lenox Way at Taraval Street (next to West Portal Elementary). In addition, on the south side of Taraval Street, a School Bus Loading Zone would replace 80 feet of Residential Parking Permit space east of Lenox Way. This would replace the existing School Bus Loading Zone on Claremont Boulevard during West Portal Elementary School's Modernization Project beginning in Summer 2024.



Figure 8 - Proposed Lenox/Ulloa curb uses

91 Owl Reroute

The 91 3rd Street/19th Avenue Owl stop and terminal space that is currently located in the horseshoe would be relocated to the south side of Ulloa Street just east of West Portal Avenue. During the hours this part-time zone is in effect (11:00pm-5:30am), five general parking spaces would be removed. To facilitate this new stop location, the routing would be revised such that 91 Owl inbound lines would turn right to go east on Ulloa Street from West Portal Avenue, let off passengers, and go out of service. After resuming service, the route would continue east on Ulloa, turn right to go south on Portola Avenue, turn right to go west on Vicente Street, and turn left to go south on West Portal Avenue as shown in **Figure 9**.

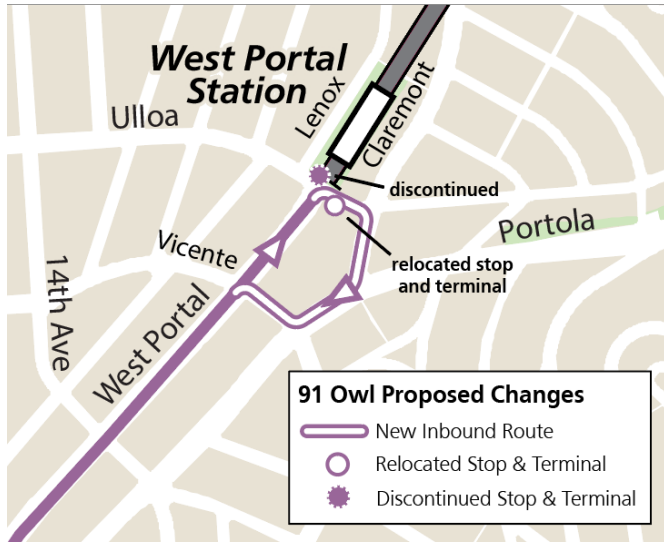


Figure 9 - Proposed 91 Owl Relocated Stop/Terminal and Reroute

Parking and Traffic Legislation Proposals

The SFMTA proposes that the SFMTA Board approve the following parking and traffic modifications in the vicinity of West Portal Station to implement the West Portal Station Safety and Community Improvements Project:

- A. RESCIND – MUNI AND TAXI ONLY LANE, 6 AM TO 10 AM, MONDAY THROUGH FRIDAY
West Portal Avenue, northbound, from Vicente Street to Ulloa Street
- B. ESTABLISH – MUNI ONLY LANE AT ALL TIMES
West Portal Avenue, northbound, from Ulloa Street to 230 feet southerly
West Portal Avenue, southbound, from Ulloa Street to 120 feet southerly
Ulloa Street, westbound, from West Portal Avenue to Lenox Way
- C. ESTABLISH – RIGHT TURN ONLY EXCEPT MUNI
West Portal Avenue, northbound, at Ulloa Street
- D. ESTABLISH – LEFT TURN ONLY EXCEPT MUNI
Ulloa Street, westbound, at West Portal Avenue
- E. ESTABLISH – NO LEFT TURN EXCEPT MUNI
West Portal Avenue, southbound, at Vicente Street
- F. ESTABLISH – ONE-WAY STREET (SOUTHBOUND)
Lenox Way, between Taraval Street and Ulloa Street
- G. ESTABLISH – PEDESTRIAN CROSSING BEACON
Ulloa Street, eastern and western crosswalks, at Wawona Street intersection
- H. ESTABLISH – 10-MINUTE PARKING, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY
Lenox Way, west side, from 63 feet to 103 feet north of Ulloa Street (replaces 1 unmetred parking space) #
- I. ESTABLISH – PASSENGER LOADING ZONE, 7 AM TO 7 PM, MONDAY THROUGH SATURDAY

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- Lenox Way, east side, from 25 feet to 69 feet north of Ulloa Street (removes 2 general metered spaces) #
- Lenox Way, west side, from 17 feet to 63 feet north of Ulloa Street (changes hours of existing passenger loading zone and replaces 1 10-minute parking space) #
- J. ESTABLISH – TOW-AWAY NO STOPPING ANY TIME, EXCEPT AUTHORIZED MUNI VEHICLES
- Lenox Way, eastside, from 69 feet to 117 feet north of Ulloa Street (removes 2 general metered spaces)
- K. ESTABLISH – SPEED TABLES
- Wawona Street, between Ulloa Street and Vicente Street (2 speed tables)
- Wawona Street, between Taraval Street and Ulloa Street (2 speed tables)
- L. RESCIND – SPEED HUMP
- Wawona Street, between Vicente Street and 14th Avenue (1 speed hump)
- M. ESTABLISH – SPEED CUSHIONS
- Wawona Street, between Vicente Street and 14th Avenue (2 3-lump cushions)
- N. RESCIND – BUS ZONE
- Vicente Street, northside, from West Portal Avenue to 65 feet westerly
- O. ESTABLISH – BLUE ZONE
- Vicente Street, northside, from 15 feet to 39 feet west of West Portal Avenue
- P. ESTABLISH – RED ZONE
- Vicente Street, northside, from West Portal Avenue to 15 feet easterly
- Taraval Street, southside, from Lenox Way to 14 feet easterly
- Taraval Street, southside, from Lenox Way to 20 feet westerly
- Q. ESTABLISH – PART-TIME BUS ZONE, 11 PM TO 5:30 AM, DAILY
- Ulloa Street, south side, from West Portal Avenue to Claremont Boulevard #
- R. ESTABLISH – NO STOPPING, SCHOOL BUS LOADING ONLY, 7 AM TO 4 PM, SCHOOL DAYS
- Taraval, southside, from 14 feet to 94 feet east of Lenox Way #

Traffic Study

To better understand the potential traffic impacts of the recommended vehicle restrictions, as well as other vehicle restrictions that were studied but are not included in the recommended project proposal, the SFMTA contracted with Fehr & Peers, a transportation consulting firm, to conduct a traffic study. Using counts conducted in spring of 2024, Fehr & Peers analyzed how traffic volumes would change at select locations within the neighborhood where cars would likely reroute to if some vehicle movements were no longer allowed. Key findings of this study are summarized below, with additional detail provided in

Table 1.

- The streets that would experience the greatest change in traffic with the new proposed restrictions are Vicente Street and Wawona Street, as these streets would serve as the closest and most likely routes where traffic driving across West Portal Avenue on Ulloa Street would divert. For the purpose of this analysis, Fehr & Peers assumed that in

general 50% of cars that would have to reroute would reroute to these streets¹, while the others would likely divert to a variety of other routes including 14th Avenue, 15th Avenue, Taraval Street or others.

- Fehr & Peers analyzed how the West Portal and Vicente intersection’s performance would change with the earlier Option 1 and Option 2 scenarios, finding that there would be an increase in delay at this intersection; however, the changes would not have such a high level of delay that the intersection’s operations would fail. The final recommended set of turn restrictions has fewer traffic restrictions along Ulloa Street, which would result in less traffic shifting to West Portal and Vicente and therefore a smaller increase in delay at this intersection.

Table 1- Percent change in traffic volumes on nearby streets with proposed vehicle restrictions

Street Segment	% Change in traffic volume
Vicente Street between Wawona and West Portal	10%
Wawona Street between Ulloa and Vicente	22%
Wawona Street between Ulloa and Taraval	0%
Claremont Boulevard between Ulloa and Portola	0%
Claremont Boulevard between Dorchester and Ulloa	3%
Taraval Street between Wawona and Lenox	4%

The findings of this analysis were used to inform the project proposals as follows.

First, the results of this analysis helped characterize a trade-off: decreasing traffic at West Portal Avenue/Ulloa Street results in more traffic at West Portal Avenue/Vicente Street and on Wawona Street. During community outreach, we heard significant feedback from the community about feeling unsafe crossing the West Portal Avenue/Vicente Street intersection and not wanting to see an increase in traffic in this location. That is one of the reasons why the recommended project proposals have fewer vehicles restrictions at this intersection than the original proposal.

In addition, several new elements were included in the project proposals. To improve safety and traffic flow at West Portal Avenue/Vicente Street, the proposed project includes the following changes at this intersection:

- Removing the 57 Parkmerced bus stop on the north side of Vicente at West Portal.
- Restricting southbound left turns from West Portal Avenue to Vicente Street.

And, to improve safety and calm traffic on Wawona Street, the proposed project includes new proposed vertical speed control elements like speed tables or speed cushions on the blocks of

¹ Where turns onto West Portal Avenue from Ulloa Street are restricted, Fehr & Peers assumed all the rerouted cars would use Vicente Street and Wawona Street. This is only relevant for the earlier Option 1 and Option 2 scenarios, not the recommended vehicle restrictions, which do not restrict those movements.

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Wawona Street between Taraval Street and 14th Avenue.

Project Delivery

Project proposals are planned for implementation later this year. Improvements to the horseshoe would be implemented by a Job Order Contract that will be contracted by SF Public Works anticipated in late summer 2024. All other project elements would be delivered by SFMTA's paint, sign and parking meter crews. One-way Lenox Way would be implemented prior to the first day of the San Francisco Unified School District 2024 school year on August 19, 2024. Vehicle restrictions (i.e. the no left-turn and no through movement restrictions) would be implemented when L Taraval rail resumes later this fall. Traffic calming improvements would be implemented in this same time period, with the exception of the Wawona/Ulloa streets pedestrian crossing beacons which require additional time for design and construction and would be installed later in 2024 or early 2025.

Monitoring, Evaluation, and Potential Future Improvements

After implementation, the project team will monitor and evaluate the project changes. In addition to other potential metrics, some key metrics of success that are tentatively planned include:

- Change in traffic speeds on select streets including Ulloa, Lenox, and Wawona streets.
- Perception of safety measured through an intercept survey administered near the intersections of West Portal Avenue/Ulloa Street and West Portal Avenue/Vicente Street.
- Observations and survey focused on evaluating the success of the horseshoe design.

This evaluation will be used to inform additional potential improvements. For example, the horseshoe redesign, if successful, could lead to expanding the sidewalk into more of the horseshoe area and installing additional vertical elements to channel pedestrians to take the safest path to enter the station.

An idea that we would like to explore further in the future is whether there is an opportunity to relocate the westbound 48 Quintara/24th Street bus stop to be adjacent to the east side of the horseshoe, beyond the eastern crosswalk. Such an idea may be feasible as a part of a capital project. The capital project would realign the east leg of the West Portal Avenue/Ulloa Street crosswalk. Changes would include installing a concrete island to shorten the crossing distance on this leg, installing a concrete bus island for loading and unloading and modifying sidewalk curb ramps and potentially restricting westbound through traffic. This idea is a way to respond to frequent community suggestions to relocate the bus stop to the horseshoe.

There may be also opportunity to expand the south Ulloa sidewalk to provide more room for people to wait at the bus stop and minimize some of the difficulties business owners report with the current 48-Quintara/24th Street inbound bus stop.

STAKEHOLDER ENGAGEMENT

The project's planning process included a community outreach process that reached many community members. This process led to refined project proposals in collaboration with

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residents, merchants, students and Muni riders.

We reached community members through:

- More than 20 meetings to get feedback from community groups representing youth, seniors, people with disabilities, merchants and residents.
- Three tabling events across the corridor, that reached hundreds of participants.
- A project survey that collected over 4,000 responses in English, Chinese and Spanish, online and in-person.
- Regular project website updates, email and text blasts to a list of over 2,500 subscribers
- 15+ media stories that drove additional awareness and interest.

Community Engagement by Phase

Project Launch

The project team launched outreach in April 2024 with the publication of the project website, proposed designs and a multilingual community survey as well as project meetings and meetings with community groups.

The project team discussed the project proposals and sought feedback with groups representing West Portal community members (e.g. West Portal Merchants' Association, Greater West Portal Neighborhood Association), youth (e.g. West Portal Elementary School), seniors (e.g. Self-Help for the Elderly, Senior & Disability Action), transit riders (e.g. SF Transit Riders) and traffic safety advocates (e.g. Walk San Francisco, KidSafeSF). These presentations and discussions were in addition to numerous one-on-one phone calls, meetings and site visits with residents, merchants and other community members interested in the project.

Through three pop-up events on the corridor (**Figure 10**), the project staff was able to reach hundreds of community members who shared feedback, learned more about the project and completed paper versions of the community survey. We held these events at popular locations along the West Portal corridor, including at the West Portal Branch Library and outside West Portal Station. We provided Cantonese and Spanish interpretation and translated materials at all three events.



Figure 10 - Pop-out outreach on Monday, April 23, on West Portal Avenue at Vicente Street

In meetings and at project events, we promoted a multilingual community survey to seek feedback on the project proposals. We collected over 4,000 survey responses via online and paper options, including responses in English, Spanish and Chinese.

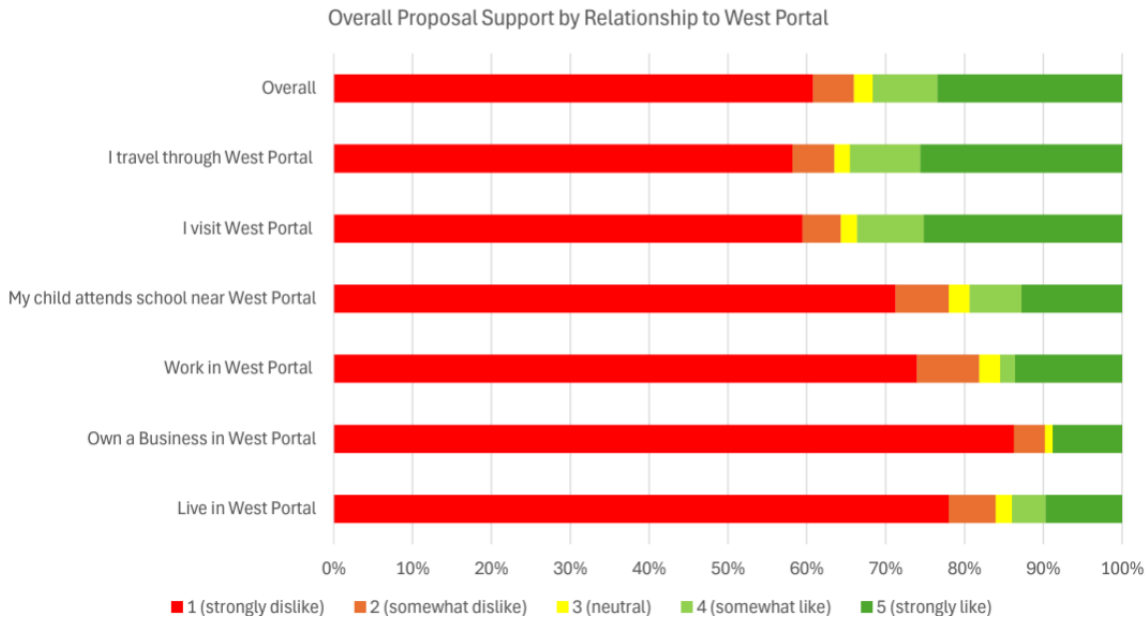


Figure 11 - Survey results showed that a majority of respondents strongly disliked the initial project proposals

The short survey focused on respondents' overall opinion of the initial project proposals, and also included questions about possible additions to the horseshoe area in front of West Portal Station. Over 60% of respondents indicated that they “strongly disliked” the project proposals (see **Figure 11**).

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Those who indicated that they live or own a business were the most likely to share this rating with over 75% of respondents selecting “strongly dislike.” Those who visit or travel through West Portal had slightly lower levels of “strongly dislike.” Over 20% of both groups selected “strongly like.”

Proposal ratings also varied by travel mode. Respondents who traveled through the area regularly by bike, scooter or Muni had somewhat lower levels of strongly or somewhat disliking the project proposals. Those who more often drive or take a taxi or rideshare were most likely to “strongly dislike” the proposals.

Over 2,500 respondents chose to share written feedback in the survey’s free response section, and many community members chose to share additional feedback through emails to the project email address, which received over 800 emails.

A few themes of feedback emerged during this initial round of outreach:

- There was broad agreement on the importance of improving traffic safety and diverging opinions about the connection between the proposals and the fatal March 16 crash.
- Community members wanted more time to have focused discussions to get the details right and wanted a public forum to share their feedback directly with decision-makers.
- Project implementation could be best coordinated with the return of rail service on the L Taraval this fall.
- Community members saw opportunities for safety and traffic calming improvements at other nearby locations.
- Turn restrictions could make accessing businesses difficult or confusing for people driving.
- Bus stops and terminal space on Ulloa Street could pose challenges for businesses.

Welcoming West Portal Committee

In response to this feedback, Supervisor Myrna Melgar, in collaboration with the West Portal Merchants’ Association convened the Welcoming West Portal Committee. Eleven community members were selected out of an applicant pool of over 100 to serve on this committee. The committee meetings served as a forum to collaboratively explore opportunities to refine and develop additional project proposals. Members brought their experiences as residents of West Portal, owners of businesses on Ulloa Street and West Portal Avenue, parents of school-aged children, transit advocates and leaders of small business associations.

The Welcoming West Portal Committee held four two-hour, in-person meetings with the guidance of an outside facilitator beginning May 15 and ending June 10. All meetings were open to the public to view via Zoom and to provide chat feedback that was distributed to Committee members.

The meetings included agenda items on sharing personal experiences with traffic safety in the area, reviewing area traffic studies, identifying possible refinements to the project proposal,

sharing feedback on new proposal options and discussing possible place-making and beautification options. Project staff attended each meeting to discuss traffic study results, outreach and proposal details and seek feedback from Committee members.

The meetings included productive and generative discussions. Several new elements were added to the proposals in response to feedback from the Committee in addition to community feedback, including:

The idea of a more holistic approach to improving safety by introducing safety improvements at multiple locations along the Ulloa Street and Vicente Street corridors approaching West Portal Avenue (see

Figure 12 - Community and Committee involvement resulted in an expanded and more holistic set of safety proposals. Streets with improvements in original proposal (left), vs. final recommended proposal (right).

-)
- The idea of introducing the southbound left-turn restriction from West Portal Avenue to Vicente Street
- The idea of eliminating the 57 Parkmerced bus stop on Vicente Street at West Portal Avenue.

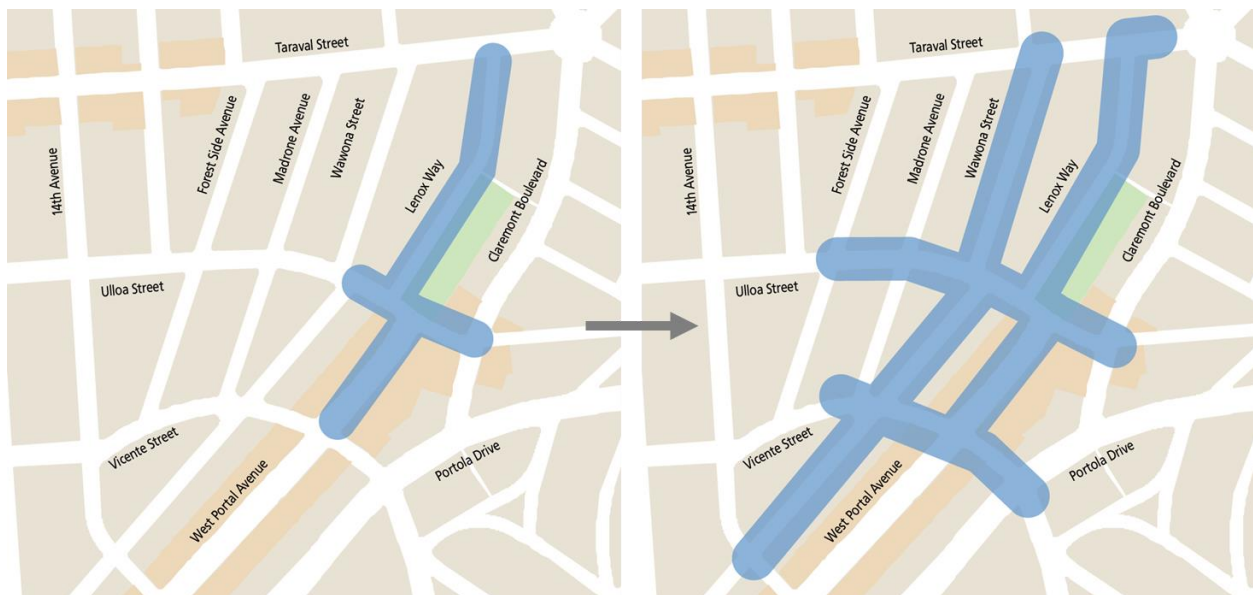


Figure 12 - Community and Committee involvement resulted in an expanded and more holistic set of safety proposals. Streets with improvements in original proposal (left), vs. final recommended proposal (right).

The project team developed several different revised proposal options that responded to Committee feedback and Committee members each shared preferences on the options they preferred the most at the third Committee meeting on June 3.

The final recommended project proposal is not identical to any of those options, but is most

similar to Option 3a. Out of ten attendees at that meeting, four Committee members preferred Option 3a the most, and five committee members preferred it the second most, as reported during the June 3 Committee meeting. Concerns about tradeoffs with decreasing traffic at West Portal Avenue/Ulloa Street resulting in increased traffic at West Portal Avenue/Vicente Street and on Wawona Street was the explanation provided by the committee members who most preferred Options 3a or 3b. During the first Committee meeting, several Committee members expressed that they do not feel safe crossing the street at West Portal Avenue/Vicente Street today and were worried that this would worsen with an increase in traffic there.

In addition, Committee members felt that Wawona Street would experience negative outcomes with the increases in traffic estimated for Options 1 and 2, especially when considering recent speed data indicating that already 14-20% of cars are going over 30 mph (speed limit 25 mph). One member preferred Option 1a the most and provided the explanation that many West Portal residents primarily use walking and transit to get around and want to see improvements. In addition, there are many transit riders that pass through West Portal and there should be thought given as to how to encourage more of these riders to patronize West Portal businesses.

A document that summarizes the Committee's feedback is being finalized and will be shared with the SFMTA Board in advance of the July 16 SFMTA Board meeting.

Continued Community Feedback and Hearings

While the Welcoming West Portal Committee was meeting, project staff continued to spend time engaging additional community members. We continued meeting with community groups through presentations and feedback sessions, including at Self-Help for the Elderly's senior lunch at the West Portal Rec Center (see **Error! Reference source not found.**), at West Portal Elementary School's Parents Club meeting and with key groups like Lenox Way residents and community members.



Figure 13 SFMTA meeting about the project at the Self-Help for the Elderly senior lunch at the West Portal Rec Center

During this period, we also brought the project to several city bodies, including the SFMTA Citizens Advisory Council, the SFMTA Multimodal Accessibility Advisory Committee and an informational update at the June 4 SFMTA Board Meeting. Both the SFMTA CAC and San Francisco Youth Commission passed resolutions in support of advancing safety and community space improvements through the project.

At the June 4 SFMTA Board meeting, we heard public comment from 25 community members. Feedback echoed other outreach, including concerns about turn restrictions hurting businesses and traffic circulation, interest in relocating bus stops to the horseshoe area, opposition to the conversion to a one-way Lenox Way, and interest in going further than the original proposal in

adding safety and transit improvements despite impacts to people driving.

Community Feedback Themes Across Phases and Project Response

Across project phases and outreach formats, a few themes of feedback emerged, and they are reflected in the proposed project.

Traffic restrictions could hurt businesses and traffic circulation across the neighborhood.

Project response: the initial proposals' five proposed traffic restrictions on Ulloa Street at West Portal Avenue and Claremont Boulevard have been refined to two traffic restrictions on Ulloa Street at West Portal Avenue that target two movements with pedestrian conflicts at this intersection. (This is in addition to the southbound left-turn restriction from West Portal to Vicente that a few Welcoming West Portal Committee members suggested and has been incorporated into the project proposal).

Transit lanes could be confusing and hard to enforce in an area with existing double-parking problems.

Project response: the proposal limits the proposed transit lanes to only small segments of West Portal Avenue and Ulloa Street. This focuses on where transit lanes would help enforce a proposed turn restriction and avoid street segments where double-parking issues would limit the effectiveness of the transit lane.

Concerns with one-way Lenox Way including concerns about the potential for speeding, the potential for cars on Lenox Way to get stuck if a train is parked on Ulloa Street to cross over or due to a system incident, and the potential for cars on Lenox Way to get stuck due to double parked vehicles on the south end of Lenox Way.

Project response: The design of Lenox Way has been updated to respond to each of these concerns including the inclusion of a painted edge line to visually narrow the street, a redesigned painted safety zone at the northwest corner of Lenox Way and Ulloa Street that would allow for residents to exit Lenox Way even in cases where trains are stopped next to the library and the addition of passenger loading zones on Lenox Way near Ulloa Street that could help deter bottlenecks from double-parking. While these modifications address the primary concerns expressed by Lenox residents, residents continue to express opposition to converting Lenox Way to a one-way street.

Nearby streets need additional traffic-calming and would need even more if traffic restrictions were added on West Portal Avenue.

Project response: Project proposals now include holistic safety improvements to enhance visibility, slow down traffic and improve intersection safety at nearby blocks on Ulloa Street, Vicente Street, Wawona Street and Lenox Way.

ALTERNATIVES CONSIDERED

Three different options were developed and shared during earlier stages of the project’s planning. These options each had different vehicle restrictions and transit lane limits and were considered and circulated for feedback from the SFMTA Board, the Welcoming West Portal Committee and members of the public. Option 1 and Option 3 each had two variations (1a, 1b, 3a, 3b). These options are summarized in the [SFMTA Board’s June 4 presentation slides](#). The recommended alternative most closely resembles Option 3a and best balances the goal of reducing conflicts at the West Portal/Ulloa intersection while minimizing increased traffic at West Portal/Vicente and on Wawona. This option also provides holistic safety improvements along Ulloa, Vicente, Wawona and Lenox. Proposal elements that were considered but not included in the recommended proposal included additional vehicle restrictions at the West Portal Avenue/Ulloa Street intersection and longer Muni transit only lanes on the first block of West Portal Avenue between Ulloa and Vicente streets.

FUNDING IMPACT

The total cost for the West Portal Station Safety and Community Improvements Project is estimated at \$1,483,000, currently planned to be funded with local Fiscal Year 22-23 Proposition B funds and District 7 Participatory Budgeting funds. Table 2 summarizes the cost and funding source by phase.

Table 2- Project Funding by Source and Phase

	Prop B	D7 Participatory Budgeting Funds	Total
SFMTA staff time for planning, design, and construction management	\$ 338,000	\$ -	\$ 338,000
Public Works staff time for design and construction management	\$ 126,000	\$ 50,000	\$ 176,000
Construction cost	\$ 969,000	\$ -	\$ 969,000
Total	\$ 1,433,000	\$ 50,000	\$ 1,483,000

ENVIRONMENTAL REVIEW

CEQA provides a statutory exemption from environmental review for transit prioritization projects; projects for the designation and conversion of general purpose lanes to high-occupancy vehicle lanes or bus-only lanes, or highway shoulders to part-time transit lanes, for use either

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during peak congestion hours or all day on highways with existing public transit service or where a public transit agency will be implementing public transit service as identified in a short range transit plan; projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians within the public right-of-way; pedestrian and bicycle facilities that improve safety, access, or mobility, including new facilities, within the public right-of-way; and the maintenance, repair, relocation, replacement, or removal of any utility infrastructure associated with project types as described, pursuant to Public Resources Code Section 21080.25.

The Planning Department determined on July 1, 2024, that the proposed West Portal Station Safety and Community Improvements Project (Case Number 2024-005553ENV) is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25.

The proposed action, with the exception of the bike share station, is the Approval Action as defined by the S.F. Administrative Code Chapter 31.

A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney has reviewed this report.

RECOMMENDATION

Amend Transportation Code Division II, Section 601 to designate Muni-only transit lanes on West Portal Avenue, northbound, from Ulloa Street to 230 feet southerly, West Portal Avenue, southbound, from Ulloa Street to 120 feet southerly, and Ulloa Street, westbound, from West Portal Avenue to Lenox Way; and approve parking and traffic changes, as set forth in Items A-R, as a part of the West Portal Station Safety and Community Improvements Project.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, In response to a collision that killed a family of four waiting for the bus on Ulloa Street at Lenox Way on March 16, 2024, Mayor Breed and Supervisor Melgar urged the San Francisco Municipal Transportation Agency (SFMTA) to quickly implement safety improvements near West Portal Station; and,

WHEREAS, The SFMTA has developed the West Portal Station Safety and Community Improvements Project to calm traffic on Ulloa, Wawona, and Vicente streets; and to simplify the West Portal and Ulloa intersection where about 5,000 transit riders board each day; and,

WHEREAS, Proposed improvements have been refined based on community feedback and a Welcoming West Portal Committee convened by Supervisor Melgar's office and the West Portal Merchants Association; and,

WHEREAS, The SFMTA proposes the installation of parking and traffic modifications in the vicinity of West Portal Station as follows:

- A. RESCIND – MUNI AND TAXI ONLY LANE, 6 AM TO 10 AM, MONDAY THROUGH FRIDAY
West Portal Avenue, northbound, from Vicente Street to Ulloa Street
- B. ESTABLISH – MUNI ONLY LANE AT ALL TIMES
West Portal Avenue, northbound, from Ulloa Street to 230 feet southerly
West Portal Avenue, southbound, from Ulloa Street to 120 feet southerly
Ulloa Street, westbound, from West Portal Avenue to Lenox Way
- C. ESTABLISH – RIGHT TURN ONLY EXCEPT MUNI
West Portal Avenue, northbound, at Ulloa Street
- D. ESTABLISH – LEFT TURN ONLY EXCEPT MUNI
Ulloa Street, westbound, at West Portal Avenue
- E. ESTABLISH – NO LEFT TURN EXCEPT MUNI
West Portal Avenue, southbound, at Vicente Street
- F. ESTABLISH – ONE-WAY STREET (SOUTHBOUND)
Lenox Way, between Taraval Street and Ulloa Street
- G. ESTABLISH – PEDESTRIAN CROSSING BEACON
Ulloa Street, eastern and western crosswalks, at Wawona Street intersection
- H. ESTABLISH – 10-MINUTE PARKING, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY
Lenox Way, west side, from 63 feet to 103 feet north of Ulloa Street (replaces 1 unmetereed parking space) #
- I. ESTABLISH – PASSENGER LOADING ZONE, 7 AM TO 7 PM, MONDAY

THROUGH SATURDAY

Lenox Way, east side, from 25 feet to 69 feet north of Ulloa Street (removes 2 general metered spaces) #Lenox Way, west side, from 17 feet to 63 feet north of Ulloa Street (changes hours of existing passenger loading zone and replaces 1 10-minute parking space) #

J. ESTABLISH – TOW-AWAY NO STOPPING ANY TIME, EXCEPT AUTHORIZED MUNI VEHICLES

Lenox Way, eastside, from 69 feet to 117 feet north of Ulloa Street (removes 2 general metered spaces)

K. ESTABLISH – SPEED TABLES

Wawona Street, between Ulloa Street and Vicente Street (2 speed tables)

Wawona Street, between Taraval Street and Ulloa Street (2 speed tables)

L. RESCIND – SPEED HUMP

Wawona Street, between Vicente Street and 14th Avenue (1 speed hump)

M. ESTABLISH – SPEED CUSHIONS

Wawona Street, between Vicente Street and 14th Avenue (2 3-lump cushions)

N. RESCIND – BUS ZONE

Vicente Street, northside, from West Portal Avenue to 65 feet westerly

O. ESTABLISH – BLUE ZONE

Vicente Street, northside, from 15 feet to 39 feet west of West Portal Avenue

P. ESTABLISH – RED ZONE

Vicente Street, northside, from West Portal Avenue to 15 feet easterly

Taraval Street, southside, from Lenox Way to 14 feet easterly

Taraval Street, southside, from Lenox Way to 20 feet westerly

Q. ESTABLISH – PART-TIME BUS ZONE, 11 PM TO 5:30 AM, DAILY

Ulloa Street, south side, from West Portal Avenue to Claremont Boulevard #

R. ESTABLISH – NO STOPPING, SCHOOL BUS LOADING ONLY, 7 AM TO 4 PM, SCHOOL DAYS

Taraval, southside, from 14 feet to 94 feet east of Lenox Way #; and,

WHEREAS, The California Environmental Quality Act (CEQA) provides a statutory exemption from environmental review for transit prioritization projects; projects for the designation and conversion of general purpose lanes to high-occupancy vehicle lanes or bus-only lanes, or highway shoulders to part-time transit lanes, for use either during peak congestion hours or all day on highways with existing public transit service or where a public transit agency will be implementing public transit service as identified in a short range transit plan; projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians within the public right-of-way; pedestrian and bicycle facilities that improve safety, access, or mobility, including new facilities, within the public right-of-way; and the maintenance, repair, relocation, replacement, or removal of any utility infrastructure associated with project types as described, pursuant to Public Resources Code Section 21080.25; and,

WHEREAS, The Planning Department determined on July 1, 2024, that the proposed West Portal Station Safety and Community Improvements Project (Case Number 2024-

005553ENV), is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25; and,

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

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by reference; and,

WHEREAS, Final SFMTA decisions, whether made by the City Traffic Engineer or the SFMTA Board of Directors, can be reviewed by the Board of Supervisors pursuant to Ordinance 127-18. Items H, I, Q and R are Final SFMTA Decisions as defined by Ordinance 127-18; and,

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications through a public hearing held at the SFMTA Board of Directors meeting on July 16, 2024; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors amends Transportation Code Division II, Section 601 to designate Muni-only transit lanes on West Portal Avenue, northbound, from Ulloa Street to 230 feet southerly, West Portal Avenue, southbound, from Ulloa Street to 120 feet southerly, and Ulloa Street, westbound, from West Portal Avenue to Lenox Way; and, be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the parking and traffic modifications, as set forth in items A through R above;

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of July 16, 2024.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

RESOLUTION NO.

[Transportation Code – Transit Only Lanes – Vicinity of West Portal Avenue and Ulloa Street]

Resolution amending Division II of the Transportation Code to designate full-time Transit-only areas on West Portal Avenue, northbound, from Vicente Street to Ulloa Street; West Portal Avenue, northbound, from Ulloa Street to 230 feet southerly, and West Portal Avenue, southbound, from Ulloa Street to 120 feet southerly; and Ulloa Street, westbound, between West Portal Avenue and Lenox Way.

NOTE: Additions are in *single-underline italics Times New Roman font*.
Deletions are in ~~*strike-through italics Times New Roman font*~~.

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

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

Sec. 601. DESIGNATED TRANSIT-ONLY AREAS.

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

* * * *

(22) ~~West Portal Avenue, northbound, from Vicente Street to Ulloa Street. Except as to Municipal Railway vehicles, taxis, and authorized emergency vehicles, no vehicle may operate within the Transit-only Areas on West Portal Avenue northbound from Vicente Street to Ulloa Street, between the hours of 6AM-10AM Monday through Friday.~~ **West Portal Avenue, northbound, from Ulloa Street to 230 feet southerly, and West Portal Avenue, southbound, from Ulloa Street to 120 feet southerly.** Except as to Municipal Railway vehicles, and authorized emergency vehicles, no vehicle may operate within the Transit-only Areas on West Portal Avenue, northbound, from Ulloa Street to 230 feet southerly, and West Portal Avenue, southbound, from Ulloa Street to 120 feet southerly.

(23) **Ulloa Street, westbound, between West Portal Avenue and Lenox Way.** Except as to Municipal Railway vehicles, and authorized emergency vehicles, no vehicle may operate within the Transit-only Areas on Ulloa Street, westbound, between West Portal Avenue and Lenox Way.

(~~23~~**24**) **Essex Street southbound, from Harrison Street to 250 feet south of Folsom Street.** Except as to Municipal Railway vehicles, and authorized emergency vehicles, no vehicle may operate within Transit-only Areas on Essex Street, southbound, from Harrison Street to 250 feet south of Folsom Street.

(~~24~~**25**) **Market Street, eastbound, between 10th Street and Main Street, and Market Street, westbound, between Beale Street and 8th Street.** Except as to Municipal Railway vehicles, and authorized emergency vehicles, no vehicle may operate within Transit-only Areas on Market Street, eastbound, between 10th Street and Main Street and Market Street, westbound, between Beale Street and 8th Street.

(~~25~~**26**) **Market Street, eastbound, between Gough Street and 10th Street, and Market Street, westbound, between 8th Street and 12th Street.** Except as to

Municipal Railway and AC Transit vehicles, taxis, and authorized emergency vehicles, no vehicle may operate within Transit-only Areas on Market Street, eastbound, between Gough Street and 10th Street and Market Street, westbound, between 8th Street and 12th Street.

~~(2627)~~ **11th Street, northbound, from Market Street to 134 feet south of Market Street.** Except as to Municipal Railway vehicles, and authorized emergency vehicles, no vehicle may operate within Transit-only Areas on 11th Street, northbound, from Market Street to 134 feet south of Market Street.

~~(2728)~~ **Charles J. Brenham Place, southbound, from McAllister Street to Market Street.** Except as to Municipal Railway vehicles, and authorized emergency vehicles, no vehicle may operate within Transit-only Areas on Charles J. Brenham Place, southbound, from McAllister Street to Market Street.

~~(2829)~~ **2nd Street, northbound, from Market Street to Stevenson Street.** Except as to buses, taxicabs, authorized emergency vehicles, bicycles, and commercial vehicles, no vehicle may operate within Transit-only Areas on 2nd Street, northbound, from Market Street to Stevenson Street.

~~(2930)~~ **Main Street, northbound, from Market Street to 180 feet south of Market Street.** Except as to buses, taxis, authorized emergency vehicles, bicycles, and commercial vehicles, no vehicle may operate within Transit-only Areas on Main Street, northbound, from Market Street to 180 feet south of Market Street.

~~(3031)~~ **Powell Street, northbound, from Ellis Street to Geary Street, and Powell Street, southbound, from Geary Street to O'Farrell Street.** Except as to Municipal Railway vehicles, taxis, authorized emergency vehicles, and vehicles entering into or exiting from a stopped position at the curb, no vehicle may operate within the

Transit-only Areas on Powell Street, northbound, from Ellis Street to Geary Street, and Powell Street, southbound, from Geary Street to O'Farrell Street.

~~(3132)~~ **Powell Street, southbound, from O'Farrell Street to Ellis Street.**

Except as to Municipal Railway vehicles, taxis, and authorized emergency vehicles, no vehicle may operate within the Transit-only Area on Powell Street, southbound, from O'Farrell Street to Ellis Street.

~~(3233)~~ **Beale Street, southbound, from Market Street to Natoma Street.**

Except as to Municipal Railway vehicles, Golden Gate Transit vehicles, and authorized emergency vehicles, no vehicle may operate within the Transit-only Area on Beale Street, southbound, from Market Street to Natoma Street.

~~(3334)~~ **Market Street, westbound, from 50 feet east of Kearny Street to Kearny Street.** Except as to buses, authorized emergency vehicles, and bicycles, no vehicle may operate within Transit-only Areas on Market Street, westbound, from 50 feet east of Kearny Street to Kearny Street.

~~(3435)~~ **Geary Boulevard, westbound, from 14th Avenue to 15th Avenue.**

Except as to Municipal Railway vehicles and authorized emergency vehicles, no vehicle may operate within the Transit-only Areas on Geary Boulevard westbound from 14th Avenue to 15th Avenue.

~~(3536)~~ **4th Street, northbound, from Berry Street to 148 feet southerly.**

Except as to Municipal Railway vehicles and authorized emergency vehicles, no vehicle may operate within the Transit-only Areas on 4th Street, northbound, from Berry Street to 148 feet southerly.

~~(3637)~~ **Bosworth Street, westbound, from Lippard Avenue to Elk Street.**

Except as to buses, bicycles, taxis, vehicles preparing to make a turn, vehicles entering

into or exiting from a stopped position at the curb, vehicles entering into or exiting from a driveway, and authorized emergency vehicles, no vehicle may operate within the Transit-only Areas on Bosworth Street, westbound, from Lippard Avenue to Elk Street.

~~(3738)~~ **Masonic Avenue, southbound, from Fell Street to Oak Street.** Except as to buses, bicycles, taxis, and authorized emergency vehicles, no vehicle may operate within the Transit-only Areas on Masonic Avenue, southbound, from Fell Street to Oak Street.

~~(3839)~~ **Presidio Avenue, southbound, from Bush Street to Sutter Street.** Except as to buses, bicycles, taxis, vehicles preparing to make a turn, vehicles entering into or exiting from a stopped position at the curb, vehicles entering into or exiting from a driveway, and authorized emergency vehicles, no vehicle may operate within the Transit-only Areas on Presidio Avenue, southbound, from Bush Street to Sutter Street.

~~(3940)~~ **Geary Boulevard, westbound, from 15th Avenue to 32nd Avenue.** Except as to Municipal Railway vehicles, taxis, vehicles preparing to make a turn, vehicles entering into or exiting from a stopped position at the curb, vehicles entering into or exiting from a driveway, and authorized emergency vehicles, no vehicle may operate within the Transit-only Area on Geary Boulevard, westbound, from 15th Avenue to 32nd Avenue.

~~(4041)~~ **Geary Boulevard, eastbound, from 33rd Avenue to 15th Avenue.** Except as to Municipal Railway vehicles, taxis, vehicles preparing to make a turn, vehicles entering into or exiting from a stopped position at the curb, vehicles entering into or exiting from a driveway, and authorized emergency vehicles, no vehicle may operate within the Transit-only Area on Geary Boulevard, eastbound, from 33rd Avenue to 15th Avenue.

(~~4142~~) San Jose Avenue, southbound, from Cotter Street to Ocean Avenue, and San Jose Avenue, northbound, from Ocean Avenue to Cotter Street. Except as to Municipal Railway vehicles, buses, streetcars, taxis, vehicles preparing to make a left turn, vehicles entering into or exiting from a driveway, and authorized emergency vehicles, no vehicle may operate within the Transit-only Areas on San Jose Avenue, southbound, from Cotter Street and Ocean Avenue, and on San Jose Avenue, northbound, from Ocean Avenue and Cotter Street.

(~~4243~~) San Jose Avenue, southbound, from Niagara Avenue to Farallones Street and San Jose Avenue, northbound, from Broad Street to Niagara Avenue. Except as to Municipal Railway vehicles, buses, streetcars, taxis, vehicles preparing to make a left turn, vehicles entering into or exiting from a driveway, and authorized emergency vehicles, no vehicle may operate within the Transit-only Areas on San Jose Avenue, southbound, from Niagara Avenue to Farallones Street, and on San Jose Avenue, northbound, from Broad Street to Niagara Avenue.

(~~4344~~) Ocean Avenue, eastbound, from Junipero Serra Boulevard to Frida Kahlo Way, and Ocean Avenue, westbound, from Geneva Avenue to Junipero Serra Boulevard. Except as to Municipal Railway vehicles, buses, streetcars, taxis, vehicles preparing to make a left turn, vehicles entering into or exiting from a driveway, and authorized emergency vehicles, no vehicle may operate within the Transit-only Areas on Ocean Avenue, eastbound, from Junipero Serra Boulevard to Frida Kahlo Way, and Ocean Avenue, westbound, from Geneva Avenue to Junipero Serra Boulevard.

(~~4445~~) Other Transit-Only Areas. Except for buses, taxicabs, vehicles preparing to make a turn, vehicles entering into or exiting from a stopped position at the

curb, and vehicles entering into or exiting from a driveway, no vehicle may operate in the following Transit-only Areas during the times indicated:

* * * *

Section 2. Effective Date. This resolution shall become effective 31 days after enactment. Enactment occurs when the San Francisco Municipal Transportation Agency Board of Directors approves this resolution.

Section 3. Scope of Resolution. In enacting this resolution, 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 resolution as additions or deletions in accordance with the "Note" that appears under the official title of the resolution.

APPROVED AS TO FORM:
DAVID CHIU, City Attorney

By: _____
LILLIAN A. LEVY
Deputy City Attorney

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I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of July 16, 2024.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency