

THIS PRINT COVERS CALENDAR ITEM NO.: 10.4

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Streets

BRIEF DESCRIPTION:

Approving the conversion of a bus and taxi only lane to a general-purpose travel lane and rescinding a left turn only restriction on 1st Street between Market and Mission streets.

SUMMARY:

- The SFMTA proposes converting a bus and taxi only lane to a general-purpose travel lane on 1st Street between Market and Mission streets to improve traffic flow, safety and transit reliability.
- The bus and taxi only lane has not been regularly used for Muni service since 2020.
- Converting the bus and taxi only lane to a general-purpose travel lane will reduce traffic congestion that impacts service for Golden Gate Transit on 1st Street as well as Muni service on Market Street.
- The proposed traffic modifications have been reviewed pursuant to the California Environmental Quality Act (CEQA).
- The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

ENCLOSURES:

1. SFMTAB Resolution

APPROVALS:

DATE

DIRECTOR



October 1, 2026

SECRETARY



October 1, 2026

ASSIGNED SFMTAB CALENDAR DATE: October 6, 2026

PURPOSE

Approving the conversion of a bus and taxi only lane to a general-purpose travel lane and rescinding a left turn only restriction on 1st Street between Market and Mission streets.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the following SFMTA Strategic Plan Goals:

4. Make streets safer for everyone.
5. Deliver reliable and equitable transportation services.

This action supports the following SFMTA Transit First Policy Principles:

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.

DESCRIPTION

The bus and taxi only lane on the east side of 1st Street between Market and Mission streets served several Muni routes accessing the Transbay Terminal until the Transbay Terminal closed in 2010. The lane has not been used for most regular Muni service since completion of the Salesforce Transit Center in 2019 after which the following Muni routes moved from 1st Street to Beale Street, which allowed buses to access the Transit Center more efficiently with fewer turns: 5 Fulton, 5R Fulton Rapid, 7 Haight/Noriega, 38 Geary, 38R Geary Rapid. The 2 Clement route continued to use the lane until the route was discontinued in 2020.

During peak periods, 1st Street is frequently congested with vehicles approaching the Bay Bridge onramp at the intersection of 1st and Harrison streets. As shown in Figure 1 below, southbound traffic crossing Market Street currently merges from three lanes into two lanes, sometimes resulting in queued vehicles blocking crosswalks and travel lanes on Market Street. This queueing across Market Street creates conflicts with people walking and biking and impedes the flow of transit vehicles along Market Street.

This proposal will convert the bus and taxi only lane to a general-purpose travel lane, removing the merge south of Market Street and providing an additional through lane across Mission Street. This proposal will improve traffic flow and safety by reducing queues of vehicles on 1st Street backing up and blocking Market Street. Reducing blockages of Market Street will improve transit reliability and bicycle and pedestrian safety and comfort. Improving traffic flow on 1st Street will also benefit Golden Gate Transit vehicles that travel south on 1st Street to Howard Street. Left turns from southbound 1st Street to eastbound Mission Street will continue to be restricted to Muni and taxis.

Staff conducted a PM peak hour count at the intersection of 1st and Mission streets and only observed five taxis using the bus and taxi only lane to turn left from southbound 1st Street to eastbound Mission Street. Ten private vehicles were also observed violating the lane to make this movement. The adjacent lanes on 1st Street carried approximately 1,100 vehicles.



Figure 1: View of Southbound 1st Street south of Market Street

Implementation

Implementation will require coordination with San Francisco Public Works to repave the existing red bus and taxi only lane, followed by SFMTA staff restriping lane lines and updating signage.

Proposed Parking and Traffic Modifications

The SFMTA recommends that the SFMTA Board approve the following traffic modifications along 1st Street between Market and Mission streets to convert a bus and taxi only lane to a general purpose travel lane.

A. RESCIND – BUS AND TAXI ONLY LANE

1st Street, southbound, between Market Street and Mission Street

B. RESCIND – LEFT LANE MUST TURN LEFT

1st Street, southbound, at Mission Street

COMMUNITY ENGAGEMENT

The SFMTA notified District 6 Supervisor Matt Dorsey’s office about the proposed changes and briefed leadership of the San Francisco Transit Riders. Public feedback was gathered in the following forums:

- Engineering Public Hearing Meeting on July 24, 2026
- Taxi Stakeholder Outreach Meeting on August 20, 2026

There was one inquiry into the effects of this proposal on Golden Gate Transit buses at the Engineering Public Hearing and staff confirmed that Golden Gate Transit buses do not use the existing bus and taxi only lane and would benefit from improved traffic flow. There were questions about the details of the lane alignment approaching Mission Street at the Taxi Stakeholder Outreach Meeting that were clarified by staff. The San Francisco Transit Riders expressed interest in revisiting the routing of Muni service toward the Salesforce Transit Center via 1st Street instead of the current routing on Beale Street and staff shared the challenges associated with 1st Street that led to the decision to use Beale Street for most routes in 2019, including difficult turns from Market Street onto 1st Street and from 1st Street onto Mission Street, as well conflicts and congestion on eastbound Mission Street between 1st and Fremont streets. Staff also shared that the existing Muni and Golden Gate Transit only lane on Beale Street is scheduled to have red pavement markings added in early 2027 following repaving.

ALTERNATIVES CONSIDERED

Staff also considered not pursuing the project. However, this alternative would not improve traffic flow, safety and transit reliability.

FUNDING IMPACT

The total cost for the project is estimated at \$100,000, which covers materials and labor costs for San Francisco Public Works crews to repave a lane and for SFMTA crews to install new traffic striping and signage. The project would be funded using Population Baseline General Fund Transfer funds from the Transit Reliability Spot Improvements Fund.

Table 1: Project cost estimate by phase

Source	Construction	Total
Population Baseline General Fund Transfer	\$100,000	\$100,000

ENVIRONMENTAL REVIEW

The proposed traffic modifications are subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities pursuant to Title 14 of the California Code of Regulations Section 15301.

The SFMTA, under authority delegated by the San Francisco Planning Department, has determined that the proposed parking and traffic modifications in Items A-B (Case No. 2026-006377ENV, July 10, 2026) are categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15301.

The proposed action is the Approval Action for Items A-B as defined by San Francisco Administrative Code Chapter 31.

Copies of the CEQA determinations are on file with the Secretary to the SFMTA Board of Directors and may be found in the records of the Planning Department by Case Number at <https://sfplanninggis.org/pim/> or 49 South Van Ness Avenue, Suite 1400 in San Francisco, and are incorporated herein by reference.

RECOMMENDATION

Staff recommends the SFMTA Board of Directors approves the conversion of the bus and taxi only lane to a general-purpose travel lane and rescinding a left turn only restriction on 1st Street between Market and Mission streets.

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS**

RESOLUTION No. _____

WHEREAS, The bus and taxi only lane on 1st Street between Market and Mission streets has not been regularly used by transit vehicles since 2020; and,

WHEREAS, Converting the bus and taxi only lane on 1st Street between Market and Mission streets into a general purpose travel lane will improve traffic flow, safety and transit reliability; and,

WHEREAS, The San Francisco Municipal Transportation Agency has proposed traffic modifications as follows:

- A. RESCIND – BUS AND TAXI ONLY LANE
1st Street, southbound, between Market Street and Mission Street
- B. RESCIND – LEFT LANE MUST TURN LEFT
1st Street, southbound, at Mission Street; and,

WHEREAS, The proposed traffic modifications are subject to the California Environmental Quality Act (CEQA); CEQA provides a categorical exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities as defined in Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, The SFMTA, under authority delegated by the San Francisco Planning Department, has determined that the proposed traffic modifications in Items A-B (Case No. 2026-006377ENV, July 10, 2026) are categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15301; 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 may be found in the records of the Planning Department at <https://sfplanninggis.org/pim/?tab=Planning+Applications&search=2026-006377ENV> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference; and,

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

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves Items A-B above.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of October 6, 2026.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency