

**THIS PRINT COVERS CALENDAR ITEM NO.: 11**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Transit

**BRIEF DESCRIPTION:**

Approving parking and traffic modifications along the 30 Stockton Muni transit corridor on Chestnut Street, Van Ness Avenue and North Point Street that are included in the Muni Forward Service-Related Capital Improvements and Travel Time Reduction Proposals and support the SFMTA's Vision Zero program and amending Transportation Code, Division II, Section 601 to designate a transit-only lane on Van Ness Avenue from Chestnut Street to 150 feet north of Bay Street in the northbound direction, and from North Point Street to Chestnut Street in the southbound direction.

**SUMMARY:**

- The proposed changes, including parking and traffic modifications on Chestnut Street, Van Ness Avenue and North Point Street, will promote the City's Transit-First Policy by improving transit performance along various Muni transit corridors.
- The proposed modifications are being presented for SFMTA Board approval so that the upgrades are included in upcoming DPW paving and other construction projects that are planned for construction on Chestnut Street in 2017/2018.
- In late 2014 and early 2015, the SFMTA conducted public meetings and door-to-door outreach to specifically discuss the proposed parking and traffic modifications.

**ENCLOSURES:**

1. SFMTA Board Resolution
2. Transportation Code, Division II Amendment
3. SFMTA Resolution No. 14-041 <http://www.sfmta.com/sites/default/files/agendaitems/3-28-14%20Item%206%20TEP%20CEQA%20approval%20resolution.pdf>
4. TEP FEIR <http://www.sf-planning.org/index.aspx?page=2970>
5. Mitigation Monitoring and Reporting Program <https://www.sfmta.com/sites/default/files/agendaitems/3-28-14%20Item%207%20TEP%20Service%20Changes%20-%20MMRP.pdf>

**APPROVALS:**

**DATE**

DIRECTOR \_\_\_\_\_

1/11/16

SECRETARY \_\_\_\_\_

1/11/16

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

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### **PURPOSE**

Approving parking and traffic modifications along the 30 Stockton Muni transit corridor on Chestnut Street, Van Ness Avenue and North Point Street that are included in the Muni Forward Service-Related Capital Improvements and Travel Time Reduction Proposals and support the SFMTA's Vision Zero program and amending Transportation Code, Division II, Section 601 to designate a transit-only lane on Van Ness Avenue from Chestnut Street to 150 feet north of Bay Street in the northbound direction, and from North Point Street to Chestnut Street in the southbound direction.

### **GOAL**

This action supports the following SFMTA Strategic Plan Goal and Objectives:

Goal 1: Create a safer transportation experience for everyone

Objective 1.3: Improve the safety of the transportation system.

Goal 2: Make transit, walking, bicycling, taxi, ridesharing and carsharing the preferred means of travel

Objective 2.2: Improve transit performance.

Objective 2.3: Increase use of all non-private auto modes.

### **DESCRIPTION**

To reduce Muni travel times and enhance reliability on the routes that make up the Rapid Network, the Muni Forward program identifies a variety of Travel Time Reduction Proposals (TTRPs), which are engineering strategies oriented to specifically address the delays transit vehicles face along rapid routes. The TTRPs draw from the Transit Preferential Streets Toolkit, which includes different engineering measures to improve transit service. The background and specific details of the 30 Stockton TTRP project are described below.

Muni's 30 Stockton bus route carries over 22,000 daily customers on an average weekday. The route's corridor is 1.6 miles long and includes Chestnut Street, Van Ness Avenue and North Point Street. Portions of the 30X Marina Express, 47 Van Ness and 49 Van Ness-Mission, as well as Golden Gate Transit, travel through the area and would benefit from the proposed improvements.

Within the transit corridor, the 30 Stockton serves over 5,500 customers. Combined with the 30X Marina Express, 47 Van Ness and 49 Van Ness-Mission within the corridor the routes serve close to 13,000 customers during an average weekday.

Within the corridor, the 30 Stockton operates at an average speed of 6.9 miles per hour during peak periods. The main sources of delay are closely spaced bus stops, and traffic congestion. In order to reduce transit travel times and improve reliability, the SFMTA proposes a variety of improvements within the area. The proposals include:

- Increasing bus stop spacing from one block to two blocks. Currently, the 30 Stockton stops at almost every block on North Point Street and on Chestnut Street. This proposal moves towards at least a two-block spacing throughout the route by removing 12 stops

(five stops in the inbound direction and seven stops in the outbound direction). By stopping fewer times, the bus would take less time to move through the corridor.

- Optimizing bus stop locations at three intersections: on Chestnut Street at Pierce Street, Laguna Street, and on Van Ness Avenue at Francisco Street. Relocating bus stops from the nearside to the farside of signalized intersections would allow Muni to get through the intersection prior to loading and unloading passengers and to take advantage of planned transit signal priority improvements. Relocating bus stops from the farside to the nearside of stop controlled intersections reduces the number of times a bus has to stop at an intersection.
- Adding transit bulbs or transit islands at seven intersections: on Chestnut Street at Pierce Street, Fillmore Street, Webster Street, Laguna Street, Van Ness Ave; On North Point at Polk Street, and Hyde Street. Transit bulbs are sidewalk extensions alongside bus stops. Transit bulbs and islands allow buses to pick-up and drop-off customers without having to pull out of the travel lane into a bus stop and then wait for a gap to merge back into traffic. Transit bulbs and islands enhance the ability of buses to take advantage of all-door boarding and provide space for transit shelters and other customer amenities.
- Extending existing bus stops at two intersections: on Chestnut Street at Webster Street and Gough Street. Existing bus zones would be extended along Chestnut Streets where bus bulbs are not being proposed. These bus zones are not long enough, which makes it difficult and slow for operators to pull in and out of the bus zone. Inadequate bus zone lengths can increase traffic congestion as automobiles are not able to safely travel around a stopped bus.
- Adding transit-only lanes on Van Ness Avenue. In areas of high traffic congestion, transit-only lanes can save significant travel time for the 30 Stockton, 47 Van Ness and 49 Van Ness-Mission by giving the bus its own exclusive lane.
- Left turn restrictions at Mallorca Way and Hyde Street. Vehicles waiting to turn left can block the intersection for through traffic, including Muni. Prohibiting left turns at this intersection would reduce delays to Muni as well as potential conflict points for all road users.
- Adding turn pockets at Scott Street, Steiner Street and Fillmore Street. Turn pockets allow turning vehicles to clear the through travel lane, reducing the delay buses and automobiles experience due to congestion.
- Replacing four-way stop signs with traffic signals at Laguna Street, Octavia Street and Gough Street. Traffic signals would allow 30 Stockton and 30X Marina Express buses to use Transit Signal Priority at these intersections, reducing the delay buses experience due to the stop signs.

Together, the proposed changes are anticipated to reduce the travel time of the 30 Stockton by approximately four minutes in each direction (eight minutes total) within the area (28 percent reduction), improving the average operating speed to 9.5 miles per hour and improving service reliability.

As a result of implementation of this proposal, up to three parking spaces would be gained within

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the transit corridor. On Chestnut Street between Broderick Street and Fillmore Street two parking spaces would be lost, three parking spaces would be gained on Chestnut Street between Fillmore Street and Van Ness Avenue, one parking would be removed on Van Ness Avenue between Chestnut and North Point streets, and three parking spaces would be gained on North Point between Van Ness Avenue and Hyde Street.

In addition to the transit reliability improvements noted previously, this project also addresses pedestrian safety concerns along the corridor. The San Francisco Pedestrian Safety Task Force identified several high injury corridors that encompass less than seven percent of City streets but account for over half of serious and fatal pedestrian injuries. The transit bulbs and pedestrian bulbs recommended as part of this travel time reduction proposal will improve pedestrian safety and are being further enhanced with additional pedestrian safety treatments, including “daylighting” which removes parking near intersections to increase visibility of pedestrians. Collectively, these improvements play an important role in advancing SFMTA’s Vision Zero goal to eliminate traffic fatalities by 2024.

The implementation of this project is being coordinated with repaving and other construction work that the San Francisco Department of Public Works has planned for Chestnut Street and is scheduled to begin in 2017/2018. By coordinating construction of the parking and traffic changes with already-scheduled repaving and streetscape work, which will require lane closures and other interruptions of regular traffic flow, intensive street work will be consolidated and ongoing disruptions to the corridor will be minimized.

Furthermore, included in the project implementation are new traffic signals. The proposed signal upgrades would provide pedestrian and traffic safety improvements, and allow the installation of new signal technology such as Transit Signal Priority which improves transit reliability and travel time. New traffic signals would be added at three Chestnut Street intersection, including intersections with Laguna Street, Octavia Street and Gough Street.

Specifically, the SFMTA proposes the following:

- A. RESCIND – BUS ZONE- Chestnut Street, north side, from Broderick Street to 80 feet easterly; Chestnut Street, south side, from Scott Street to 60 feet westerly; Chestnut Street, north side, from Scott Street to 95 feet easterly; Chestnut Street, north side, from Pierce Street to 75 feet; Chestnut Street, south side, from Pierce Street to 70 feet easterly; Chestnut Street, north side, from Mallorca Way to 60 feet westerly; Chestnut Street, north side, from 76 feet to 100 feet east of Webster Street; Chestnut Street, south side, from Laguna Street to 70 feet westerly; Chestnut Street, north side, from Octavia Street to 75 feet westerly; Chestnut Street, south side, from Octavia Street to 75 feet easterly; Chestnut Street, north side, from Franklin Street to 75 feet westerly; Chestnut Street, south side, from Franklin Street to 75 feet easterly; Van Ness Avenue, west side, from Chestnut Street to 140 feet northerly.
- B. RESCIND – BUS FLAG STOP - Chestnut Street, south side, west of Buchanan Street; Chestnut Street, north side, east of Buchanan Street.

- C. ESTABLISH – BUS ZONE - Chestnut Street, south side, from Webster Street to 120 feet westerly (extends existing 100 feet bus zone by 20 feet, no parking impact); Chestnut Street, north side, from Laguna Street to 100 feet westerly (extends existing 75-foot bus zone by 25 feet, removes one parking space); Chestnut Street, south side, from Laguna Street to 100 feet easterly (no parking impact); Chestnut Street, north side, from Gough Street to 100 feet westerly (extends existing 75-foot bus zone by 25 feet, no parking impact); Chestnut Street, south side, from Gough Street to 100 feet easterly (extends existing 75-foot bus zone by 25 feet, removes 1 parking space); Van Ness Avenue, west side, from Francisco Street to 151 feet southerly (removes one parking space).
- D. ESTABLISH – SIDEWALK WIDENING AND TOW-AWAY NO STOPPING ANYTIME - Chestnut Street, north side, from Pierce Street to 85 feet easterly (8-foot wide bus bulb – bus stop relocated to the nearside); Chestnut Street, south side, from Pierce Street to 75 feet westerly (8-foot wide bus bulb – bus stop relocated to the nearside); Chestnut Street, south side, from Fillmore Street to 92 feet westerly (6-foot wide bus bulb replaces bus zone); Chestnut Street, north side, from 76 feet east to 95 feet west of Webster Street east property line (8-foot wide bus bulb, replaces bus zone); Chestnut Street, north side, Laguna Street to 83 feet westerly (6-foot wide bus bulb replaces bus zone); Laguna Street, west side, Chestnut Street to 73 feet northerly (6-foot wide bus bulb replaces bus zone); Chestnut Street, south side, Van Ness Avenue to 66 feet westerly (6-foot wide bus bulb replaces bus zone); North Point Street, south side, from Hyde Street to 120 feet westerly (6-foot wide bus bulb replaces bus zone); North Point Street, north side, from Hyde Street to 123 feet easterly (6-foot wide bus bulb replaces bus zone).
- E. ESTABLISH – TRANSIT ISLAND AND TOW-AWAY NO STOPPING ANY TIME - Fillmore Street, west side, Chestnut Street to 100 feet northerly; North Point Street, south side, from Polk Street to 163 feet easterly (transit island with cycle track).
- F. ESTABLISH – MUNI & GOLDEN GATE TRANSIT ONLY LANE - Van Ness Avenue, northbound, from Chestnut Street to 150 feet north of Bay Street; Van Ness Avenue, southbound, from North Point Street to Chestnut Street.
- G. ESTABLISH – NO LEFT TURNS - Chestnut Street, eastbound, at Mallorca Way; Mallorca Way, southbound, at Chestnut Street; North Point Street, westbound, at Hyde Street; North Point Street, eastbound, at Hyde Street.
- H. ESTABLISH – RIGHT-TURN ONLY LANE - Chestnut Street, eastbound, at Scott Street (removes commercial loading metered parking # 2307); Chestnut Street, eastbound, at Steiner Street (removes metered parking # 2107, 2105, 2103-G & 2101); Fillmore Street, southbound, at Chestnut Street.
- I. ESTABLISH – RIGHT-TURN ONLY, EXCEPT MUNI & GOLDEN GATE TRANSIT - Van Ness Avenue, northbound, at Chestnut Street.
- J. ESTABLISH – LEFT-TURN LANE - Chestnut Street, westbound, at eastbound Fillmore Street.

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- K. ESTABLISH – RED ZONE - Chestnut Street, north side, from Broderick Street to 23 feet easterly; Chestnut Street, north side, from Scott Street to 15 feet easterly; Chestnut Street, south side, from Avila Street to 18 feet westerly (removes meter #2227); Chestnut Street, south side, from Pierce Street to 12 feet easterly.
  
- L. ESTABLISH – BLUE ZONE - Chestnut Street, north side, from 25 feet to 45 feet west of Webster Street
  
- M. ESTABLISH – COMMERCIAL LOADING METERED PARKING - Scott Street, west side, from 44 feet to 64 feet south of Chestnut Street (meter #3227);
  
- N. ESTABLISH – TRAFFIC SIGNALS - Chestnut Street at Laguna Street; Chestnut Street at Octavia Street; Chestnut Street at Gough Street
  
- O. ESTABLISH – MIDBLOCK CROSSWALK - North Point Street, south side, from 80 feet to 90 feet east of Polk Street (establishes midblock crosswalk between sidewalk and boarding island)

**ALTERNATIVES CONSIDERED**

In consideration of improving travel times and reliability, the SFMTA considered adding an AM peak inbound curbside transit-only lane on Chestnut Street from Broderick Street to Van Ness Avenue. The transit-only lane would have been implemented by establishing tow-away no stopping from 7a.m. to 9 a.m. While this proposal would have reduced the travel times of the 30 Stockton and the 30X Marina Express during the morning commute in the inbound direction, the overall benefit to Muni was neither significant nor conducive to the nature of the storefronts along Chestnut. Additionally, this proposal would have eliminated the possibility of adding bus bulbs on the south side of Chestnut Street.

Additionally, the SFMTA also considered adding traffic signals at all four-way stop controlled intersections along Chestnut Street from Gough Street to Scott Street. While this proposal would have significantly reduced the travel times of the 30 Stockton and the 30X Marina Express by allowing buses to use Transit Signal Priority at these locations, the community expressed concerns regarding this proposal. Residents were especially concerned that the traffic signals would encourage speeding west of Laguna Street. As a result, all the four-way stop controlled intersections located west of Laguna Street will not be modified.

**FUNDING IMPACT**

The total cost of this project is \$8,388,000. This project already has funding identified, as detailed below.

<b>Funding Source</b>	<b>Amount</b>
Prop A	\$7,781,000
Prop K	\$607,000

## **PUBLIC OUTREACH**

The SFMTA conducted extensive public outreach on the 30 Stockton proposals. Specifically, between late 2014 and early 2015, the Agency facilitated community meetings and open houses at central, accessible locations within the project corridor to gather public input about project proposals. Overall, the SFMTA received considerable input about the proposed enhancements throughout the corridor. Specifically, both residents and merchants noted support for improved pedestrian safety and transit stop consolidation along the corridor.

Some residents are still in opposition of adding traffic signals on Chestnut Street at Laguna, Octavia and Gough streets. There is a strong believe among the community that traffic signals would encourage speeding and red light violations, making it unsafe for pedestrians. However, the signals would be programmed according to Muni travel speeds of approximately 10-15 miles per hour and vehicles traveling in excess of this speed limit would face a red light at each intersection unless the vehicles slow down to the posted speed.

A summary of additional activities includes:

- Received survey feedback from 600 community members
- Posted project information posters at project corridor bus stops
- Mailed nearly 6,500 post cards to nearby residents
- Distributed over 4,600 project information flyers to Muni customers along project corridor
- Engaged via email and/or personal meetings with 13 local neighborhood groups
- Called and emailed six local schools
- Presented to SFMTA Citizens' Advisory Council
- Engineering Public Hearing

Additionally, project information was available on the SFMTA website, including a detailed description of the project proposal, open house materials, and meeting notices. Email alerts were distributed to Muni Forward listserv subscribers, which described the project and informed stakeholders about the open house event. Furthermore, social media outlets were employed to distribute the survey and open house notice.

## **ENVIRONMENTAL REVIEW**

The TEP Final Environmental Impact Report (FEIR), Case No. 2011.0558E, was certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014. Subsequently, on March 28, 2014 in Resolution No. 14-041, the SFMTA Board of Directors approved all of the TEP proposals including Service-Related Capital Improvements and Travel Time Reduction Proposals (TTRP) to improve transit performance along various Municipal Railway routes. As part of Resolution No. 14-041, the SFMTA Board of Directors adopted findings under the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings) and a Mitigation Monitoring and Reporting Program (MMRP).

The TEP Final Environmental Impact Report (FEIR) certified by the SF Planning Commission on March 27, 2014, analyzed TTRP.30\_2 at a program level. Subsequently, a project-level proposal

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for these improvements was developed and a supplemental transportation analysis was undertaken to ensure the impacts from the project level fell within the environmental impact thresholds analyzed in the certified FEIR. All of the project proposals are within the scope of the TTRPs defined in the TEP FEIR. The San Francisco Planning Department Environmental Planning Division reviewed the proposed modifications to the TTRP.30\_1 and the proposals for TTRP.30\_2 described here and determined that the proposed project is within the scope of the TEP FEIR. A subset of TEP MMRP that pertinent to the TTRP.30\_1 and TTRP.30\_2: 30 Stockton is on file with the Secretary of the SFMTA Board of Directors.

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

**RECOMMENDATION**

Approving parking and traffic modifications along the 30 Stockton Muni transit corridor on Chestnut Street, Van Ness Avenue and North Point Street that are included in the Muni Forward Service-Related Capital Improvements and Travel Time Reduction Proposals and support the SFMTA's Vision Zero program and amending Transportation Code, Division II, Section 601 to designate a transit-only lane on Van Ness Avenue from Chestnut Street to 150 feet north of Bay Street in the northbound direction, and from North Point Street to Chestnut Street in the southbound direction.



SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. \_\_\_\_\_

WHEREAS, The San Francisco Municipal Transportation Agency has proposed the installation of parking and traffic modifications along the 30 Stockton Muni transit corridor on Chestnut Street, Van Ness Avenue and North Point Street that are included in the Muni Forward Service-Related Capital Improvements and Travel Time Reduction Proposals and support the SFMTA's Vision Zero program as follows:

- A. RESCIND – BUS ZONE- Chestnut Street, north side, from Broderick Street to 80 feet easterly; Chestnut Street, south side, from Scott Street to 60 feet westerly; Chestnut Street, north side, from Scott Street to 95 feet easterly; Chestnut Street, north side, from Pierce Street to 75 feet; Chestnut Street, south side, from Pierce Street to 70 feet easterly; Chestnut Street, north side, from Mallorca Way to 60 feet westerly; Chestnut Street, north side, from 76 feet to 100 feet east of Webster Street; Chestnut Street, south side, from Laguna Street to 70 feet westerly; Chestnut Street, north side, from Octavia Street to 75 feet westerly; Chestnut Street, south side, from Octavia Street to 75 feet easterly; Chestnut Street, north side, from Franklin Street to 75 feet westerly; Chestnut Street, south side, from Franklin Street to 75 feet easterly; Van Ness Avenue, west side, from Chestnut Street to 140 feet northerly.
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- F. ESTABLISH – MUNI & GOLDEN GATE TRANSIT ONLY LANE - Van Ness Avenue, northbound, from Chestnut Street to 150 feet north of Bay Street; Van Ness Avenue, southbound, from North Point Street to Chestnut Street.
- G. ESTABLISH – NO LEFT TURNS - Chestnut Street, eastbound, at Mallorca Way; Mallorca Way, southbound, at Chestnut Street; North Point Street, westbound, at Hyde Street; North Point Street, eastbound, at Hyde Street.
- H. ESTABLISH – RIGHT-TURN ONLY LANE - Chestnut Street, eastbound, at Scott Street (removes commercial loading metered parking # 2307); Chestnut Street, eastbound, at Steiner Street (removes metered parking # 2107, 2105, 2103-G & 2101); Fillmore Street, southbound, at Chestnut Street.
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- N. ESTABLISH – TRAFFIC SIGNALS - Chestnut Street at Laguna Street; Chestnut Street at Octavia Street; Chestnut Street at Gough Street
- O. ESTABLISH – MIDBLOCK CROSSWALK - North Point Street, south side, from 80 feet to 90 feet east of Polk Street (establishes midblock crosswalk between sidewalk and boarding island)

WHEREAS, This project was analyzed in the Transit Effectiveness Project Final Environmental Impact Report (FEIR), Case No. 2011.0558E, 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 30 Stockton Muni transit corridor included in the Travel Time Reduction Proposals 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 SFMTA Board has reviewed the FEIR and hereby finds that since certification of the FEIR, no changes have occurred in the proposed project or in the circumstances under which the project would be implemented that would cause new significant impacts or a substantial increase in the severity of impacts identified and analyzed in the FEIR, and that no new information has emerged that would materially change the analyses or conclusions set forth in the FEIR. The actions approved herein would no necessitate implementation or 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 outreach and public hearing process; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves these parking and traffic modifications, as set forth in items A through O above, along the 30 Stockton Muni transit corridor on Chestnut Street, Van Ness Avenue and North Point Street included in the Muni Forward Service-Related Capital Improvements and Travel Time Reduction Proposals and support the SFMTA's Vision Zero program; and be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors amends Transportation Code, Division II, Section 601 to designate a transit-only lane on Van Ness Avenue from Chestnut Street to 150 feet north of Bay Street in the northbound direction, and from North Point Street to Chestnut Street in the southbound direction.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of January 19, 2016.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

[Transportation Code – Van Ness Avenue Transit Only Lanes]

**Resolution amending the Transportation Code to designate transit only lanes on Van Ness Avenue from Chestnut Street to 150 feet north of Bay Street in the northbound direction, and from North Point Street to Chestnut Street in the southbound 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 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).

(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) **Van Ness Avenue, from Chestnut Street to 150 feet north of Bay 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 Chestnut Street to 150 feet north of Bay Street northbound.

(9) **Van Ness Avenue, from North Point Street to Chestnut 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 North Point Street to Chestnut Street southbound.

(810) **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.

(911) **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.
	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 Street	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