

THIS PRINT COVERS CALENDAR ITEM NO. : 10.3

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approve traffic and parking modifications on Sansome Street between Washington and Bush streets as part of the Sansome Street contraflow lane improvement project, and amend Transportation Code Division II, Section 601 to modify the exclusive transit / taxi / commercial vehicle-only area on Sansome Street between Washington and Bush streets to allow bicycles and limit the hours of operation to 7 a.m. to 8 p.m., seven days a week.

SUMMARY:

- In 1997, the southbound transit / taxi / commercial lane on Sansome Street was installed as a full-time contraflow lane between Washington and Bush to reduce Muni travel time delays.
- In 2014, the SFMTA Board approved an extension of the lane north to Broadway, which is currently in construction. The extension was for a part-time lane to allow residents to use the lane and park at night.
- Combined with the 2014 extension, this legislation will create a consistent transit corridor from 7 a.m. to 8 p.m. along Sansome Street between Bush and Broadway.
- The project will eliminate an ambiguous condition where private vehicles may legally park at some of the metered parking spaces but can't legally access those spaces due to the current vehicle restrictions.
- The project will clarify language that allows bicycles to use the southbound lane.
- The project will make various parking and commercial loading zone modifications.

ENCLOSURES:

1. SFMTAB Resolution
2. Proposed Project overview south of Washington Street
3. Transportation Code Division II amendment
4. TEP FEIR <http://www.sf-planning.org/index.aspx?page=2970>

APPROVALS:

DATE

DIRECTOR _____

6/17/16

SECRETARY R. Boomer _____

6/17/16

ASSIGNED SFMTAB CALENDAR DATE: June 28, 2016

PURPOSE

Approve traffic and parking modifications on Sansome Street between Washington and Bush streets as part of the Sansome Street contraflow lane improvement project, and amend Transportation Code Division II, Section 601 to modify the exclusive transit / taxi / commercial vehicle-only area on Sansome Street between Washington and Bush streets to allow bicycles and limit the hours of operation to 7 a.m. to 8 p.m. seven days a week.

GOAL

This action supports the Vision Zero Policy goal to eliminate traffic fatalities as well as the following SFMTA Strategic Plan Goals 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.
- Goal 3: Improve the environment and quality of life in San Francisco
 - Objective 3.4: Deliver services efficiently.

DESCRIPTION

Background

The Loma Prieta earthquake extensively damaged the Embarcadero Freeway and, in 1991, it was torn down. Traffic that previously used the Embarcadero Freeway was transferred onto city streets. In 1997, the Sansome Street Contraflow Lane Project added a southbound multi-purpose preferential-use lane for exclusive use by transit, taxis and commercial vehicles in order to improve Muni reliability in light of Bay Bridge traffic congestion along Battery Street. The Sansome Street contraflow lane signage has not been modified since 1997 despite of changes to travel and transportation mode patterns. In 2009, the SFMTA bicycle plan denoted both directions of Sansome Street as route #11 due to its relative low traffic volumes and low grade changes. Bicycle sharrows were painted on Sansome Street in 2010, but existing signage doesn't indicate that bicycles may use the southbound lane.

In 2014, the SFMTA Board legislated extending the Sansome Street contraflow lane north to Broadway as part of the Transit Effectiveness Project (TEP). Based on feedback from businesses and residents, SFMTA staff decided to create a part-time Sansome Street contraflow lane between Broadway and Washington streets to allow residents to park overnight.

The Proposed Project

This legislation will modify the 1997 segment of Sansome Street contraflow lane between Washington and Bush streets to allow for overnight parking and to allow bicycles, which will make the entire Sansome corridor between Broadway and Bush Street consistent when the extension completes construction this fall. This is depicted in Figure 1.



Figure 1: Overview Sansome Street southbound contraflow lane

The three main reasons for this project are:

- to reduce transit delays,
- make the parking regulations more clear and make parking accessible to nearby residents during nighttime hours, and
- increase pedestrian safety.

The two primary proposed traffic and parking modifications are:

1. Reducing hours of Transit / Taxi / Bicycle/ Commercial Vehicle-Only Lane on southbound Sansome Street between Washington Street and Bush Street from full-time to part-time, and to allow bikes. (*Transit, paratransit, taxis, commercial vehicles, bicycles, and emergency vehicles would be exempt.*)

The proposed traffic modifications between Washington and Pine streets will reduce the hours of the vehicle restrictions from all times to 7 a.m. to 8 p.m. only. All vehicles, except for Muni, paratransit, taxis, commercial vehicles, bicycles, and emergency vehicles, would be restricted from making turns onto southbound Sansome Street between 7 a.m. and 8 p.m., seven days a week. Non-exempt vehicles will have to continue straight on Washington, Clay, Sacramento, California, or Pine streets and may not turn southbound onto Sansome Street. The new regulations will accommodate overnight residential parking uses by allowing private vehicles to access the west side of the street between 8 p.m. and 7 a.m. The new regulations will clarify existing signage to make clear that bicycles may use the southbound multi-purpose preferential-use lane. To implement the new transit / taxi / bicycle / commercial vehicle-only lane as described, an amendment to Transportation Code, Division II, Section 601 is required.



Figure 2: Example of Proposed Vehicle Exemption Signage

2. Other parking and traffic modifications

To clarify the 2014 extension's vehicle restrictions, a left turn restriction is proposed for westbound Broadway traffic at Sansome Street. This left turn is not currently allowed; the legislation simply reinforces that the new lane will not be available for restricted vehicles when the construction is completed.

Another proposed traffic modification is the extension of the PM peak tow-away lane along the west side of Sansome Street between Washington and Bush streets. SFMTA staff propose to extend the PM peak tow-away lane from its current hours of 3 p.m. to 6 p.m. to 3 p.m. until 8 p.m. This will help alleviate traffic congestion between northbound and southbound vehicles traveling over narrow lanes along Sansome Street during the PM peak hours.

Due to the proposed vehicle restrictions along Sansome Street, metered parking spaces along the west side of the street will need to be changed in order to reflect the types of vehicles permitted to use the southbound lane. Currently the metered parking spaces are a mix of commercial loading, six-wheel vehicle commercial loading, and regular metered spaces. The metered parking spaces are operational from 7 a.m. to 3 p.m., Monday-Friday and 7 a.m. to 6 p.m., Saturday. SFMTA staff proposes that all the metered parking spaces become commercial loading or six-wheel vehicle commercial loading zones from 7 a.m. to 3 p.m., Monday-Friday and 7 a.m. to 8 p.m., Saturday-Sunday.

The project will allow for improved parking and traffic enforcement along Sansome Street by ensuring that the metered commercial spaces on the west-side of Sansome Street matches the time restrictions for vehicles permitted to use the southbound lane, making the metered spaces on Sansome more enforceable. The San Francisco Police Department (SFPD) will focus on violations related to the turn and lane restrictions on the new southbound transit / taxi / bicycle / commercial vehicle-only lane and will be able to point to the new signage that will be consistent with the parking regulations.

Additionally, this project supports the Vision Zero Policy, which the City adopted in February 2014 and aims to eliminate all traffic fatalities by 2024. The intersections in the project corridor are ranked low as injury locations under the Vision Zero program. There were 39 collisions on Sansome Street between Washington and Bush streets from 2011 to 2016, of which five collisions involved southbound vehicles. A recent classification count found that 19 percent of vehicles travelling in the southbound lane were private vehicles in violation of current traffic restrictions. By updating the signage and crosswalks along the corridor, the percentage of violators and potential vehicle and pedestrian collisions will be reduced. (See Figure 2 with proposed new signage). Currently, poor compliance with the existing signage leads to a reduction in Muni reliability.

All of the proposed modifications, including the southbound multi-purpose preferential-use lane, conform with guidelines and standards provided in the California Manual on Uniform Traffic Control Devices and enhance safety for all street users.

The SFMTA proposes the following parking and traffic modifications:

- A. ESTABLISH – TRANSIT/TAXI/BICYCLE/COMMERCIAL VEHICLE-ONLY LANE, 7 AM TO 8 PM, EVERYDAY -- Sansome Street, southbound, from Washington Street to Bush Street (replaces existing southbound TRANSIT/TAXI/COMMERCIAL VEHICLE-ONLY lane)
- B. ESTABLISH – NO LEFT TURN -- Broadway, westbound, at Sansome Street
- C. ESTABLISH – TOW-AWAY NO STOPPING, 3 PM TO 8 PM MONDAY THRU FRIDAY -- Sansome Street, west side from Washington to Bush streets (modifies current 3 PM TO 6 PM peak hour tow-away)
- D. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME, 7 AM TO 3 PM MONDAY THRU FRIDAY & 7 AM TO 8 PM, SATURDAY & SUNDAY, EXCEPT COMMERCIAL LOADING -- Sansome Street, west side, from Washington Street to Clay Street (modifies eight commercial metered spaces, Meter #503, #505, #507, #509, #511, #519, #521, #523); Sansome Street, west side, from 17 feet to 55 feet north of Sacramento Street (modifies two commercial metered spaces, Meter #401, #403); Sansome Street, west side, from Sacramento Street to Halleck Street (modifies five commercial metered spaces, Meter #319, #323, #325, #327, #329); Sansome Street, west side, from 5 feet to 198 feet south of California Street (modifies nine commercial metered spaces, Meter #207, #209, #211, #215, #217, #219, #221, #225, #223); Sansome Street, west side, from 198 feet to 242 feet south of California Street (replaces two general metered with commercial metered spaces, Meter #203, #205); and Sansome Street, west side, from Pine Street to Bush Street (modifies eleven commercial metered spaces, Meter #103, #105, #107, #111, #115, #117, #121, #123, #125, #127, #129)
- E. ESTABLISH – TOW-AWAY NO STOPPING, 7 AM TO 3 PM MONDAY THRU FRIDAY & 7 AM TO 8 PM, SATURDAY & SUNDAY EXCEPT COMMERCIAL LOADING FOR TRUCKS WITH 6 WHEELS OR MORE -- Sansome Street, west side, from 55 feet to 122 feet north of Sacramento Street (modifies three 6-wheel commercial metered spaces, Meter #405, #407, #409)

PUBLIC OUTREACH

SFMTA staff held a public hearing regarding all of the proposed modifications on March 6, to ensure that affected residences and businesses were given the opportunity to provide input. Three merchants expressed concern related to the commercial metered parking changes, as they operate food trucks located on the west side of Sansome Street. Staff reassured the merchants that they would still be able to park their food trucks with the proposed changes since their vehicles are commercial vehicles. No decision regarding the proposed traffic and parking modifications was made at this hearing.

In addition to holding a public hearing, SFMTA staff conducted telephone outreach with key stakeholders who have voiced opposition to parking modifications along Sansome Street in the past. As a result of this additional outreach, the following changes were made:

- The southbound lane restriction was reduced from all times to 7 a.m. to 8 p.m., seven days a week in order to preserve the 37 commercial metered parking spaces along the west side of Sansome Street for nighttime residential parking.

ALTERNATIVES CONSIDERED

The project team explored alternatives that were more restrictive than the current proposal, such as keeping Sansome restricted to all vehicles other than transit, bicycles, taxis, and commercial vehicles for the five blocks between Washington and Bush streets. These options were not pursued in favor of providing a more consistent corridor to improve legibility, compliance and enforcement.

FUNDING IMPACT

The total cost of this project is \$60,000 which consists of SFMTA Sign Shop operating funds (\$10,000) and 2014 Proposition B funds set-aside for pedestrian safety (\$50,000).

ENVIRONMENTAL REVIEW

The proposed parking and traffic modifications are subject to environmental review under the California Environmental Quality Act (CEQA). The Transit Effectiveness Project Final Environmental Impact Report (TEP FEIR) was certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014. Subsequently, on March 28, 2014 in Resolution No. 14-041, the SFMTA Board of Directors approved the Transit Effectiveness Project, including various Service-Related Capital Improvements (SCI) and Travel Time Reduction Proposals (TTRP) to improve transit performance along various Municipal Railway routes. As part of the 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). Approval for TEP Service-Related Capital Improvements and Travel Time Reduction Proposals for the Muni Forward Rapid Network Improvement projects

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listed above relies on said FEIR.

On March 28, 2016, the San Francisco Planning Department determined that the proposed parking and traffic modifications—minor modification to Service-related Capital Improvement SCI.2 Sansome Contraflow Lane Extension—are within the analyses conducted and the conclusions reached in the TEP FEIR, and the modifications would neither cause new significant impacts not identified in the TEP FEIR, nor necessitate new mitigation measures. The Planning Department’s determination (Case No. 2011.0558E) 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’s Office has reviewed this calendar item.

RECOMMENDATION

SFMTA staff recommends that the SFMTA Board of Directors approve the traffic and parking modifications on Sansome Street between Washington and Bush streets as part of the Sansome Street contraflow lane improvement project, and amend Transportation Code Division II, Section 601 to modify the exclusive transit / taxi / commercial vehicle-only area on Sansome Street between Washington and Bush streets to allow bicycles and limit the hours of operation to 7 a.m. to 8 p.m., seven days a week.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The City adopted the Vision Zero Policy in February 2014 which aims to eliminate all traffic fatalities by 2024; and,

WHEREAS, The San Francisco Municipal Transportation Agency have developed the Sansome Street contraflow lane improvement project to support the City's Vision Zero Policy; and,

WHEREAS, SFMTA staff have proposed traffic and parking modifications as part of the Sansome Street contraflow lane improvement project as follows:

- A. ESTABLISH – TRANSIT/TAXI/BICYCLE/COMMERCIAL VEHICLE-ONLY LANE, 7 AM TO 8 PM, EVERYDAY -- Sansome Street, southbound, from Washington Street to Bush Street (replaces existing southbound TRANSIT/TAXI/COMMERCIAL VEHICLE-ONLY lane)
- B. ESTABLISH – NO LEFT TURN -- Broadway, westbound, at Sansome Street
- C. ESTABLISH – TOW-AWAY NO STOPPING, 3 PM TO 8 PM MONDAY THRU FRIDAY -- Sansome Street, west side from Washington to Bush streets (modifies current 3 PM TO 6 PM peak hour tow-away)
- D. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME, 7 AM TO 3 PM MONDAY THRU FRIDAY & 7 AM TO 8 PM, SATURDAY & SUNDAY, EXCEPT COMMERCIAL LOADING -- Sansome Street, west side, from Washington Street to Clay Street (modifies eight commercial metered spaces, Meter #503, #505, #507, #509, #511, #519, #521, #523); Sansome Street, west side, from 17 feet to 55 feet north of Sacramento Street (modifies two commercial metered spaces, Meter #401, #403); Sansome Street, west side, from Sacramento Street to Halleck Street (modifies five commercial metered spaces, Meter #319, #323, #325, #327, #329); Sansome Street, west side, from 5 feet to 198 feet south of California Street (modifies nine commercial metered spaces, Meter #207, #209, #211, #215, #217, #219, #221, #225, #223); Sansome Street, west side, from 198 feet to 242 feet south of California Street (replaces two general metered with commercial metered spaces, Meter #203, #205); and Sansome Street, west side, from Pine Street to Bush Street (modifies eleven commercial metered spaces, Meter #103, #105, #107, #111, #115, #117, #121, #123, #125, #127, #129)
- E. ESTABLISH – TOW-AWAY NO STOPPING, 7 AM TO 3 PM MONDAY THRU FRIDAY & 7 AM TO 8 PM, SATURDAY & SUNDAY EXCEPT COMMERCIAL LOADING FOR TRUCKS WITH 6 WHEELS OR MORE -- Sansome Street, west side, from 55 feet to 122 feet north of Sacramento Street (modifies three 6-wheel commercial metered spaces, Meter #405, #407, #409) and,

WHEREAS, the proposed parking and traffic modifications are subject to the California Environmental Quality Act (CEQA); and,

WHEREAS, On March 27, 2014 the Transit Effectiveness Project Final Environmental Impact Report (TEP FEIR) was certified by the San Francisco Planning Commission in Motion No. 19105; and,

WHEREAS, On March 28, 2014 in Resolution No. 14-041, the SFMTA Board of Directors approved the Transit Effectiveness Project, including various Service-Related Capital Improvements (SCI) and Travel Time Reduction Proposals (TTRP) to improve transit performance along various Municipal Railway routes. As part of the 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); and,

WHEREAS, On March 28, 2016, the San Francisco Planning Department determined that the proposed parking and traffic modifications—minor modification to Service-related Capital Improvement SCI.2 Sansome Contraflow Lane Extension—are within the analyses conducted and the conclusions reached in the TEP FEIR, and the modifications would neither cause new significant impacts not identified in the TEP FEIR, nor necessitate new mitigation measures; the Planning Department’s determination (Case No. 2011.0558E) is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by reference; 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 not necessitate implementation of additional or considerably different mitigation measures that those identified in the FEIR, and the proposed modifications to the Service-related Capital Improvement SCI.2 Sansome Contraflow Lane Extension were appropriately analyzed in the FEIR; and,

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

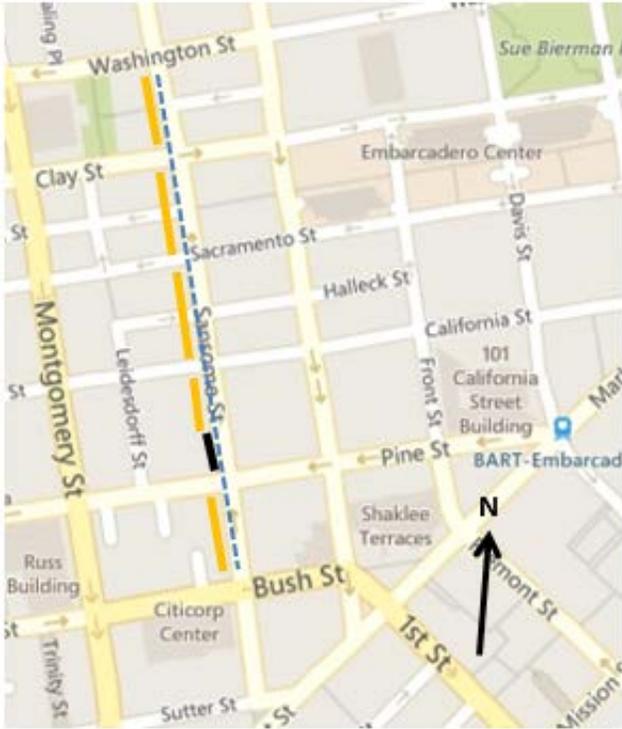
RESOLVED, That the SFMTA Board of Directors amends Transportation Code, Division II, Section 601 to modify the exclusive transit / taxi / commercial vehicle-only area on Sansome Street between Washington and Bush streets to allow bicycles and limit the hours of operation to 7 a.m. to 8 p.m., seven days a week; and, be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the traffic and parking modifications as set forth in items A-E above to implement the Sansome Street Contraflow Lane Improvement Project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of June 28, 2016.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Enclosure 2: Proposed Project overview south of Washington Street



- Proposed Changes:**
-  Existing commercial parking spaces to have hours extended (7 AM-3 PM Mon-Fri & 7 AM-8 PM Sat-Sun)
 -  Existing general parking spaces to be commercial parking spaces
 -  Existing 24/7 southbound restricted lane to have reduced hours (7 AM-8 PM Everyday) & PM Peak tow-away extended (3 PM-8 PM Mon-Fri)

Enclosure 3: Transportation Code Division II amendment

RESOLUTION

[Transportation Code – Sansome Street Transit Only Lanes]

Resolution amending the Transportation Code to revise the southbound Sansome Street transit only lane between Washington Street and Bush Street to permit bicycles and revise the hours of operation to 7AM - 8PM seven days a week.

NOTE: Additions are single-underline Times New Roman; deletions are ~~strike-through Times New Roman~~.

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

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

Sec. 601. DESIGNATED TRANSIT-ONLY AREAS.

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

(1) **Cable Car Lanes on Powell Street between California Street and Sutter Street.** Except as to cable cars, Municipal Railway vehicles, and authorized emergency vehicles, no vehicle may operate within, over, upon or across the cable car lanes, or make any left or U-turn on the exclusive cable car lanes on Powell Street between California and Sutter Streets except to pass a disabled vehicle.

(2) **West Portal Avenue between 15th Avenue and Sloat Boulevard.**

Except as to streetcars and Municipal Railway vehicles, no vehicle may operate within Transit-only Areas on West Portal Avenue between 15th Avenue and Sloat Boulevard.

(3) **Exclusive Commercial Vehicle/Transit Area on Sansome Street.**

Except as to buses, taxis, authorized emergency vehicles, bicycles, and commercial vehicles, no vehicle may operate within the Transit-only Area running southbound on Sansome Street between Washington Street and Bush Street between the hours of 7AM – 8PM seven days a week.

(4) **Exclusive Transit/Taxi/Commercial Vehicle Area on Powell Street**

from Ellis Street to O'Farrell 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 O'Farrell 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.

(10) **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.

(11) **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.
	16th St. (Inbound)	Third St.	Church St.
	16th St. (Outbound)	Bryant St.	Potrero Ave.
	16th St. (Outbound)	Vermont St.	Third 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 St.	South Van Ness Ave.
	Mission St. (Outbound)	Duboce Ave.	Randall St.
	O'Farrell St.	Gough St.	Hyde St.
	O'Farrell St.	Jones St.	Powell St.
	Otis St. (Outbound)	South Van Ness Ave.	Duboce Ave.
	Post St.	Gough St.	Grant St.
	Potrero Ave. (SB)	25th St.	18th St.
	Stockton St.	Bush St.	Geary St.
	Sutter St.	Gough St.	Kearny St.
7:00 AM-7:00 PM, Monday-Friday	Sacramento St.	Drumm St.	Kearny St.
7:00 AM-7:00 PM, Monday-Saturday	Stockton St.	Geary St.	O'Farrell St.
7:00 AM-6:00 PM, Monday-Friday	Mission St. (Inbound)	5th St.	Beale St.
	Mission St. (Outbound)	Main St.	4th St.
7:00 AM-9:00 PM, Monday-Friday	Mission St. (Inbound)	11th St.	5th St.
	O'Farrell St.	Hyde St.	Jones St.
	Clay St.	Powell St.	Battery St.
4:00 PM-6:00 PM, Monday-Friday	Mission St. (Inbound)	11th St.	5th St.
	Mission St. (Outbound)	4th St.	11th St.
	Geary St.	Mason St.	Powell St.
	Sacramento St.	Kearny St.	Larkin St.
3:00 PM-6:00 PM, Monday-Friday	Sutter St.	Sansome St.	Kearny St.
3:00 PM-7:00 PM, Monday-Friday	Bush St.	Montgomery St.	Battery St.
	4th St.	Howard St.	Clementina

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

Section 3. Scope of Ordinance. In enacting this ordinance, the San Francisco Municipal Transportation Agency Board of Directors intends to amend only those words, phrases, paragraphs, subsections, sections, articles, numbers, letters, punctuation marks, charts, diagrams, or any other constituent parts of the Transportation Code that are explicitly shown in this ordinance as additions or deletions in accordance with the "Note" that appears under the official title of the ordinance.

APPROVED AS TO FORM:
DENNIS J. HERRERA, City Attorney

By: _____
JOHN I. KENNEDY
Deputy City Attorney

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of June 28, 2016.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency