

THIS PRINT COVERS CALENDAR ITEM NO. : 8

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving traffic and parking modifications to implement seven projects along rapid transit routes included in the Transit Effectiveness Project’s Travel Time Reduction Proposals, and amending Transportation Code, Division II, Section 601 to eliminate the transit-only area on Potrero Avenue from 22nd Street to 24th Street northbound and to designate a transit-only area on Potrero Avenue from 18th Street to 25th Street southbound.

SUMMARY:

- On March 27, 2014, it is anticipated that the Planning Commission will certify the Final Environmental Impact Report (FEIR) for the Transit Effectiveness Project (TEP).
- If the CPC certifies the FEIR, the SFMTA Board of Directors will consider a resolution that would approve the TEP and adopt findings under the California Environmental Quality Act on March 28th.
- There are seven segments that are proposed for Board approval to allow these segments to be included in upcoming paving or other construction projects anticipated to be advertised or begin construction in 2014.
- The SFMTA conducted outreach on the proposals, including numerous community meetings, to gather public input on these proposals.

ENCLOSURES:

1. SFMTAB Resolution
2. Mitigation Monitoring and Reporting Program
3. Transportation Code, Division II modification
4. Irving Street Design Graphics
5. Irving Street Streetscape Project Survey Results
6. Irving Street Public Feedback Summary
7. Potrero Avenue Design Graphics

APPROVALS:

DATE

DIRECTOR _____

3/24/14

SECRETARY _____

3/24/14

ASSIGNED SFMTAB CALENDAR DATE: March 28, 2014

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PURPOSE

Approving traffic and parking modifications to implement seven projects along rapid transit routes included in the Transit Effectiveness Project's Travel Time Reduction Proposals (TTRPs), and amending Transportation Code, Division II, Section 601 to eliminate the transit-only area on Potrero Avenue from 22nd Street to 24th Street northbound and to designate a transit-only area on Potrero Avenue from 18th Street to 25th Street southbound.

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

- Goal 3: Improve environment and quality of life in San Francisco
Objective 3.1: Reduce the Agency's and the transportation system's resource consumption, emissions, waste, and noise.
Objective 3.2 Increase the transportation system's positive impact to the economy
Objective 3.3 Allocate capital resources effectively
Objective 3.4: Deliver services efficiently

- Goal 4: Create a workplace that delivers outstanding service
Objective 4.4 Improve relationships and partnerships with our stakeholders

DESCRIPTION

The Transit Effectiveness Project (TEP) is a major SFMTA initiative to improve Muni transit service and meet our City's "Transit First" goals. The TEP's focus is on Muni as the transit backbone of a transportation-rich system that connects all modes and all people, but also—unfortunately—a system that has failed to keep pace with a changing San Francisco. While the project is focused on resolving existing issues with Muni service that highly impact the customer's experience, the policies and data analysis methodologies will help Muni identify and respond to the needs of all San Franciscans into the future.

Through this process, SFMTA staff learned that while the way people moved through San Francisco has changed over the last thirty years, Muni transit service had changed very little. . In

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addition, we learned customers wanted faster, more reliable service, and a more seamless customer experience. Numerous studies have revealed that for the full spectrum of Muni customers, including seniors and people with disabilities, reliability is the most significant factor that affects their experience in riding transit.

To address these problems, staff developed numerous strategies, including proposals for specific service changes that would improve neighborhood connectivity, reduce transit travel times, increase capacity on crowded routes, and increase reliability. To reduce travel times and enhance reliability on the routes that make up its proposed Rapid Network, the Transit Effectiveness Project (TEP) identifies a variety of Travel Time Reduction Proposals (TTRPs), which are engineering strategies oriented to specifically address the delays vehicles face along Muni's rapid routes.

The TEP's proposals include TTRPs for eleven corridors, and the projects included in this calendar item address portions of these corridors that have been identified as immediate priorities for implementation in upcoming construction projects to minimize cost and construction-related disruption for the community. If these items are not approved, it may not be possible to include this work in the upcoming projects. In some cases, the streets would be under a five-year paving moratorium and, if delayed, implementation of these projects possibly could not occur absent approval from the Director of Public Works.

The TTRPs draw from the Transit Preferential Streets Toolkit, which includes different engineering measures to improve transit service. The primary tools that are considered for the projects included in this calendar item are:

- *Install Transit Bulbs:* Transit bulbs are sidewalk extensions at a transit stop, typically about the same width as the adjoining parking lane. They can reduce transit travel times by eliminating the need for buses to exit and re-enter the flow of traffic to access curbside transit stops and on rail lines by providing a place for boarding passengers to wait safely directly adjacent to a stopped light rail vehicle (LRV), thereby eliminating the time needed for passengers to walk from the curb across a parking lane to board the LRV. Transit bulbs also provide added space for customer amenities such as shelters, improve pedestrian safety by shortening the street crossing distance, and reduce the speed of turning traffic, as well as reducing sidewalk crowding at transit stop locations. On corridors with both limited and local service, only the limited stops would receive bus bulbs so that the limited buses would be able to pass local buses at local-only stops. For planning purposes, we assume that a bus bulb reduces delays by an average of 5 seconds per installation¹.

¹ SFMTA ensures equitable distribution of shelters and other amenities in accordance with SFMTA service standards and policies and federal Title VI requirements. The distribution of amenities in low income and minority communities is reviewed annually as part of the SFMTA's Title VI Monitoring Program.

- *Remove or Consolidate Transit Stops:* Removing or consolidating closely spaced transit stops can decrease transit travel times by reducing the frequency that transit vehicles stop to pick up and drop off passengers. Removing or consolidating stops with existing transit zones may result in the availability of additional curb space that could be used for new on-street parking, bicycle parking, parklets, or parking restrictions at intersection approaches to improve pedestrian safety, visibility and sight distance. For planning purposes, we assume that removing a transit stop reduces travel time by 10 to 30 seconds depending on the location, ridership and vehicle type. When assessing transit stop removal and consolidation proposals, SFMTA closely reviews stop spacing, block lengths, adjacent land uses such as nearby schools and senior centers, and the slope of the street and adjoining areas among other factors.²
- *Optimize Transit Stop Locations at Intersections;* Optimizing transit stop locations at intersections can decrease transit travel times by reducing the number of times transit vehicles stop at intersections. At stop sign-controlled intersections, it is generally recommended that transit stops be located on the nearside of the intersection to enable transit vehicles to load passengers while stopped at the stop sign, rather than needing to stop a second time to conduct passenger pick-up and drop-off on the farside of the intersection. At traffic signal-controlled intersections, it is generally recommended that transit stops be located on the farside of the intersection to allow transit vehicles to take advantage of existing and planned transit signal priority improvements that could allow traffic signals to hold green signals for approaching transit vehicles. For planning purposes, we assume that optimizing transit stop placement reduces travel times by 5 to 30 seconds depending on the location and vehicle type.
- *Install Transit-Only Lanes:* A transit-only lane is a travel lane that is dedicated to the exclusive use of transit vehicles. Transit-only lanes can reduce transit travel times by allowing transit vehicles to bypass traffic congestion and avoid conflicts with other vehicles in mixed travel lanes. Non-transit vehicles are generally permitted to enter transit-only lanes to access curbside parking or to complete a turn, unless specifically prohibited. Emergency vehicles may use transit-only lanes at all times, and taxis may also use these lanes unless they are explicitly prohibited such as Cable Car lanes on Powell Street between California and Sutter Streets, and Judah Street between 9th and 20th avenues. For planning purposes, we assume that transit lanes reduce travel times by 5 to 30 seconds per block depending on the location and existing traffic conditions.
- *Establish Dedicated Turn Lanes:* Dedicated turn lanes can reduce transit travel times by providing a dedicated space for turning vehicles to queue at an intersection approach without blocking the through-movement of transit vehicles and other traffic. At some signalized intersections with a dedicated left-turn lane, the traffic signal may be modified

² The stop removals considered as part of the Transit Preferential Streets Toolkit do not fall within SFMTA's Board adopted Major Service Change definition and are within SFMTA's stop spacing standards.

to provide a protected signal phase for left-turning vehicles while opposing traffic is held with a red light. Dedicated turn lanes may require the removal of parking. For planning purposes, we assume that turn lanes reduce delays by 5 seconds per installation.

- *Install Traffic Signals at All-way Stop-Controlled Intersections:* Installing traffic signals at all-way stop-controlled intersections can reduce transit travel times by allowing transit vehicles to take advantage of planned transit signal priority improvements that reduce delays for approaching transit vehicles. This treatment also reduces delays associated with long vehicle queues at busy intersections that are stop-controlled with stop signs. New traffic signals would include pedestrian countdown signals and marked crosswalks. For planning purposes, we assume that replacing a stop sign with a signal reduces travel times by 10 to 30 seconds depending on the location and vehicle type.
- *Install Pedestrian Bulbs:* Pedestrian bulbs are sidewalk extensions at non-transit stop intersection corners that widen the sidewalk by a distance equal to or less than the width of the parking lane for the width of the crosswalk. Pedestrian bulbs at signalized intersections can reduce transit travel time by reducing the roadway crossing distance, which can provide flexibility in traffic signal timing and reduce the likelihood of transit vehicles arriving on a red signal indication. Pedestrian bulbs improve pedestrian safety by shortening the street crossing distance, improving pedestrian visibility, and reducing the speed of turning traffic. For planning purposes, we assume that pedestrian bulbs reduce delays by up to 2 seconds per installation at signalized locations.

The specific details for each project are described below:

1. Columbus Avenue between Powell and Stockton – 30 Stockton Travel Time Reduction Proposal (TTRP.30) Coordination with Repaving:

Sidewalk widening/transit bulbs are proposed on three block-faces for implementation in coordination with the upcoming repaving of Columbus Avenue through two separate efforts. In April 2014, the Central Subway project will be repaving and restoring the sidewalks on the block of Columbus between Union and Powell. If approved, the proposed transit bulbs and sidewalk widening on both the inbound and outbound transit stops on Columbus Avenue between Powell and Union streets would be constructed in coordination with this work, minimizing cost and construction impacts on the community. The proposed transit bulb on northbound Stockton Street at Columbus Avenue would be constructed during the repaving of Columbus Avenue, which is planned to begin construction in winter 2015.

These proposals were shaped by feedback at TEP community meetings in spring 2012, included in outreach meetings held regarding the Columbus Streetscape project in fall 2013, and were discussed with representatives from interested community groups in February 2014. There is general support for the concept of widening sidewalks at transit stops, but some opposition to extending the sidewalk widening beyond the transit stop to cover the full block on the east side of Columbus Avenue next to

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Washington Park, which requires removing three metered parking spaces. These items went to public hearing in two separate batches. On January 30, 2014, there was one speaker in favor that requested the outbound bulb by Washington Square be extended to cover the full block. A subsequent hearing was held on March 14, 2014, to consider extending the bulb-out per this suggestion, where there were a total of two speakers in support and one speaker opposed. We have received support from Renew SF, Friends of Washington Square Park, and Southern Telegraph Hill Neighborhood Association, and from members of Friends of Joe DiMaggio Playground and North Beach Neighbors (with a condition that the Union sidewalk widening be studied to inform potential sidewalk widening at other locations along Columbus).

These proposals were reviewed in the FEIR as part of the TTRP.30_1 Moderate Alternative. Additionally, the TTRP.30_1 Expanded Alternative included these proposals as well. The FEIR found that implementation of the transit bulb proposals contained in the TTRP.30_1 Moderate Alternative would result in significant and unavoidable project-level and cumulative loading impacts.

A. ESTABLISH – TRANSIT BULB (6-FOOT SIDEWALK WIDENING): 1) Columbus Avenue, east side, from Union Street to Powell Street; 2) Columbus Avenue, west side, from Powell Street to Union Street;

B. ESTABLISH – 5-FOOT TRANSIT BULB: Stockton Street, east side, from Columbus Avenue to 75 feet southerly.

2. Fulton Street between 46th and 25th Avenues; McAllister Street at Fillmore Street and at Divisadero Street - 5 Fulton Travel Time Reduction Proposal (TTRP.5) Coordination with Repaving

The following changes are proposed to install 16 bus bulbs in coordination with the upcoming repaving of McAllister Street between Divisadero and Polk streets, which will begin construction in spring 2014, and the repaving of Fulton Street between 25th Avenue and The Great Highway, planned to advertise in summer 2014. In addition, the existing 5 Fulton bus stops located in both directions on McAllister Street at the nearside of Divisadero Street are proposed to be moved to the farside, with right-turn pockets added at the nearside approaches. If approved, the proposed transit bulbs on Fulton and McAllister streets would be constructed in coordination with the repaving projects, minimizing cost and construction impacts on the community.

In addition, there are six intersections that currently have four-way stop signs that are proposed for potential signalization or conversion to a two-way stop with traffic calming measures. As it is most cost effective to add traffic signal conduit when the street is opened up for the paving projects, conduit for potential future traffic signals will be added on McAllister Street at Scott, Pierce, Steiner and Laguna streets and on Fulton Street at 47th Avenue and at La Playa Street. In addition, the McAllister Street paving contract will replace the traffic signal conduit on McAllister Street at Webster and Fillmore streets to facilitate the future upgrade of the existing traffic signals to accommodate transit signal priority.

These proposals were shaped by feedback at TEP community meetings in spring 2012 and included in outreach meetings held regarding the 5L Fulton Pilot, which was implemented in fall 2013. During spring 2012 TEP community meetings, we received three comments supporting bus bulbs along the 5 Fulton corridor generally, two comments supporting bus bulbs specifically on McAllister Street at Fillmore Street and two comments supporting bus bulbs specifically on McAllister Street at Divisadero Street. Because the majority of these bus bulbs would be constructed in existing bus zones, the parking impact is minimal. Combined, these proposals would result in a net loss of six parking spaces along a six-block segment of McAllister Street, and four parking spaces along a 23-block segment of Fulton Street. Notices were mailed to over 125 businesses/residences in advance of a public hearing held on March 14, 2014. At the public hearing, two people spoke in opposition to the proposed bus bulbs on McAllister Street at Divisadero Street, and one person spoke in opposition to the proposed bus bulbs on McAllister Street at Fillmore Street.

A. ESTABLISH – BUS BULB (6-FOOT SIDEWALK WIDENING): 1) Fulton Street, south side, from 25th Avenue to 83 feet easterly; 2) Fulton Street, north side, from 25th Avenue to 83 feet westerly; 3) Fulton Street, south side, from 83 feet east of 28th Avenue to 116 feet westerly; 4) Fulton Street, north side, from 28th Avenue to 83 feet westerly; 5) Fulton Street, south side, from 83 feet east of 33rd Avenue to 116 feet westerly; 6) Fulton Street, north side, from 33rd Avenue to 83 feet westerly; 7) Fulton Street, south side, from 83 feet east of 37th Avenue to 116 feet westerly; 8) Fulton Street, south side, from 83 feet east of 40th Avenue to 116 feet westerly; 9) Fulton Street, north side, from 40th Avenue to 83 feet westerly; 10) Fulton Street, south side, from 43rd Avenue to 83 feet easterly; 11) Fulton Street, north side, from 43rd Avenue to 83 feet westerly; 12) Fulton Street, south side, from 83 feet east of 46th Avenue to 116 feet westerly; 13) Fulton Street, north side, from 46th Avenue to 83 feet westerly;

B. ESTABLISH – BUS BULB (6-FOOT SIDEWALK WIDENING): 1) McAllister Street, south side, from Fillmore Street to 148 feet easterly; 2) McAllister Street, north side, from Fillmore Street to 148 feet westerly; 3) McAllister Street, south side, from Divisadero Street to 148 feet easterly; 4) McAllister Street, north side, from Divisadero Street to 148 feet westerly;

C. ESTABLISH – RIGHT LANE MUST TURN RIGHT EXCEPT MUNI: 1) McAllister Street, eastbound, at Divisadero Street; 2) McAllister Street, westbound, at Divisadero Street;

D. RESCIND – BUS ZONES: 1) McAllister Street, south side, from Divisadero Street to 145 feet westerly; 2) McAllister Street, north side, from Divisadero Street to 145 feet easterly.

3. Haight Street between Fillmore and Lyon streets – 71 Haight Travel Time Reduction Proposal (TTRP.71) coordination with repaving

The following changes are proposed for implementation of three pedestrian bulbs and four transit bulbs in coordination with the upcoming repaving of Haight Street. In summer 2014, DPW will begin repaving, constructing ADA-compliant curb ramps and improving water and sewer infrastructure on Haight between Laguna and Masonic. If approved, the proposed transit bulbs on Haight at Fillmore and Divisadero and pedestrian bulbs on Haight at Lyon and Baker would be constructed in coordination with this work, minimizing cost and construction impacts on the community. In addition, there are seven intersections that currently have four-way stop signs that are proposed for

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potential signalization or converting to a two-way stop with traffic calming measures. As it is most cost effective to add signal conduit when the street is opened up for the paving project, conduit for potential future traffic signals will be added at Baker/Buena Vista, Broderick, Scott, Pierce, Webster, Buchanan and Laguna streets. However, there will be additional community outreach before determining if signals or traffic calming will be installed at these intersections.

These proposals were included in outreach meetings for the Wiggle Neighborhood Green Corridor project in fall 2013 and winter 2014, and were discussed at the Haight Public Realm outreach meeting held on February 27th, 2014. There is general support for the concept of widening sidewalks at crowded transit stops, but some opposition to these proposals based on the potential for delay to private autos while a bus is stopped at a bus bulb, parking loss, and driveway access issues. These items went to public hearing on February 14th, 2014, and there was one person in support and three people opposed. Notices were mailed to 433 residents or property owners on the affected blocks on Haight Street. We have letters of support from Lower Haight Merchants and Neighbors Association and Alamo Square Neighborhood Association.

A. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME (7-FOOT SIDEWALK WIDENING): 1) Haight Street, north side, from Lyon Street to 25 feet easterly; 2) Haight Street, south side, from 20 feet west of Lyon Street to 20 feet east of eastern crosswalk line; 3) Buena Vista Avenue East, west side, from Haight Street to 45 feet southeasterly;

B. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME (7-FOOT TRANSIT BULBS): 1) Haight Street, north side, from Divisadero Street to 126 feet westerly; 2) Haight Street, south side, from Divisadero Street to 115 feet easterly; 3) Haight Street, north side, from Fillmore Street to 131 feet westerly; 4) Haight Street, south side, from Fillmore Street to 124 feet easterly.

4. Irving Street between Arguello Boulevard and 9th Avenue – Travel Time Reduction Proposal (TTRP.N) Coordination with Repaving

The following changes are proposed for implementation in coordination with the upcoming repaving of Irving Street. DPW plans to advertise the project to repave Irving Street between Arguello Boulevard and The Great Highway in summer 2014. The segment of Irving Street between 9th Avenue and Arguello Boulevard overlaps with the TTRP for the N Judah. If approved, these proposals would reduce travel times and improve reliability for the N Judah's 40,000+ daily customers, saving about 1 to 1.5 minutes in each direction, would improve pedestrian and traffic safety, and would provide opportunities for streetscape enhancements along widened sidewalks. A graphic summary of the proposals is included in Enclosure 4 – Irving Street Design Graphics.

These proposals were initially shaped by feedback at TEP community meetings in spring 2012. An open house meeting was held on January 30, 2014 to present conceptual design options to the public and was attended by over 100 people. This open house was advertised through multiple means, including mailing meeting announcements to about 2,000 addresses in the project area, emailing numerous neighborhood organizations and over 3,300 individuals who have joined the TEP email list, posting 60 flyers in the neighborhood, handing out 500 flyers to people at transit stops in the area, and conducting door-to-door outreach to businesses directly fronting the proposed transit bulbs. The draft proposals and associated project background materials posted online at www.sfmta.com/irving. A survey was conducted to gather input on the proposals, and approximately 100 responses were received at the open house, and an additional 400 responses were received online. A summary of the survey responses is included in Enclosure 5 Irving Street Streetscape Project Survey Results. The survey found that the majority of respondents somewhat or strongly liked the proposals, but there were also concerns about several proposals. SFMTA staff attended a community-sponsored meeting to discuss the project on February 21, 2014 and attended a walk-through with community leaders on February 28; revised proposals were developed in response to community concerns, primarily focused on reducing the parking impact from the originally-proposed removal of 28 parking spaces to 13 parking spaces.

The current proposals and noteworthy modifications since the January 30, 2014 open house meeting include:

- Optimize the N Judah transit stops at the signalized intersection of 9th Avenue and Irving Street to be the farside. This proposal is anticipated to reduce delays not just for transit, but also for all modes. Currently, turning trains are provided an exclusive traffic signal phase that stops other traffic and pedestrian movements. The duration of this phase is subject to the variability of the dwell time at the nearside transit stops. Moving the transit stops to the farside will remove this uncertainty from the traffic signal timing and reduce delays for all modes at this intersection. Based on community feedback, the position of the proposed inbound stop on Irving Street at 9th Avenue was shifted slightly to minimize the parking impact;

- Consolidate the existing N Judah transit stops in both directions on Irving Street at 4th and 7th avenues into new combined stops in both directions on Irving Street between 5th and 6th avenues;
- Widen the sidewalk by 12.5 to 17.5 feet at the relocated N Judah transit stops to provide faster safer boarding of the N Judah trains and to create additional space for transit shelters, landscaping, seating, bicycle racks and other amenities. The proposed new farside location for the outbound N Judah transit stop on 9th Avenue south of Irving Street would allow for conversion of the existing parklet near Arizmendi Bakery into a more permanent amenity on the transit bulb. Design details for amenities on the proposed transit bulbs will be developed if the proposed transit bulbs are approved. The transit bulbs were originally proposed to be 150 feet long to serve all doors of a two-car train, with the exception of the outbound transit bulb on 9th Avenue south of Irving Street, which was proposed to be 190 feet long to accommodate a two-car N Judah train and a 44 O'Shaughnessy bus at the same time. The revised proposals include shorter transit bulbs that would only serve the doors of the first car of a two-car train. These shorter transit bulbs will require customers getting on or off the second car of a two-car train to step into the street, , but provide enhanced pedestrian and passenger safety by preventing vehicles from passing stopped trains. The proposed transit bulbs were shortened in response to the following concerns:
 - Concerns about removal of on-street parking from residents and business owners fronting the proposed transit bulbs and from neighborhood organizations including the Inner Sunset Park Neighbors and Inner Sunset Merchant Association;
 - Concerns that removing most of the parking on any particular block face may contribute to double-parking on the tracks delaying trains;
 - Concerns from the San Francisco Fire Department that two-car length transit bulbs on both sides of Irving Street between 5th and 6th avenues would require SFFD personnel to operate equipment directly under the Muni's overhead wires during emergency response;
 - Concerns that a two-car train length outbound transit bulb on 9th Avenue south of Irving Street could result in 44 O'Shaughnessy buses stopped at the bulb delaying outbound N Judah trains by preventing them from being able to complete the turn through the 9th Avenue and Irving Street intersection. A shorter transit bulb at this location also allows one commercial loading zone to remain, and we heard from businesses on this block that this loading zone is heavily used for truck; deliveries.
- Install a traffic signal with transit signal priority at the intersection of Irving Street and 4th Avenue to reduce the likelihood of trains being delayed at this intersection if the transit stops are removed;
- Add pedestrian bulbs on Irving Street at 7th, 4th and 3rd avenues;
- Add small pedestrian bulbs on the southwest corner of 9th Avenue and Irving Street to prevent illegally parked cars from blocking turning trains.).

For the March 14, 2014 public hearing, public hearing notices were mailed to 218 businesses/residences along Irving Street between Arguello Boulevard and 9th Avenue and along 9th Avenue between Irving and Judah streets.

A summary of public feedback on these proposals is included in Enclosure 6 Irving Street Public Feedback Summary.

A. RESCIND – FLAG STOP: 1) Irving Street, north side, east of 4th Avenue; 2) Irving Street, south side, west of 4th Avenue; 3) Irving Street, north side, east of 7th Avenue; 4) Irving Street, south side, west of 7th Avenue; 5) Irving Street, north side, east of 9th Avenue; 6) 9th Avenue, east side, south of Irving Street;

B. ESTABLISH – FLAG STOP: 1) Irving Street, north side, east of 6th Avenue; 2) Irving Street, south side, west of 5th Avenue; 3) Irving Street, south side, west of 8th Avenue; 4) 9th Avenue, west side, south of Irving Street;

C. ESTABLISH – 6-FOOT SIDEWALK WIDENING: 1) Irving Street, north side, from 3rd Avenue to 20 feet easterly; 2) Irving Street, north side, from 4th Avenue to 20 feet westerly; 3) Irving Street, north side, from 7th Avenue to 20 feet westerly;

D. ESTABLISH – 5-FOOT SIDEWALK WIDENING AND TOW-AWAY NO STOPPING ANYTIME: Arguello Boulevard, west side, from 20 feet to 27 feet north of Irving Street;

E. ESTABLISH – 4-FOOT SIDEWALK WIDENING: 1) Irving Street, south side, from 9th Avenue to 21 feet easterly; 2) 9th Avenue, east side, from Irving Street to 34 feet southerly

F. ESTABLISH – TRANSIT BULB AND TOW-AWAY NO STOPPING ANYTIME: 1) Irving Street, north side, from 6th Avenue to 101 feet easterly; 2) Irving Street, south side, from 5th Avenue to 101 feet westerly; 3) Irving Street, south side, from 8th Avenue to 104 feet westerly; 4) 9th Avenue, west side, from 100 feet to 230 feet south of Irving Street;

G. ESTABLISH – TRAFFIC SIGNAL: 4th Avenue at Irving Street ;

H. ESTABLISH – YELLOW METERED LOADING ZONE, 8AM TO 6PM, MONDAY THROUGH SATURDAY: 9th Avenue, west side, from 75 feet to 100 feet south of Irving Street;

I. ESTABLISH – GENERAL METERED PARKING: 1) 9th Avenue, east side, from 33 feet to 73 feet south of Irving Street; 2) Irving Street, south side, from 21 feet to 81 feet east of 9th Avenue;

J. ESTABLISH – 30-MINUTE METERED GREEN ZONE, 9AM TO 6PM, MONDAY THROUGH SATURDAY: 1) 8th Avenue, west side, from Irving Street to 21 feet southerly; 2) Irving Street, south side, from 81 feet to 141 feet east of 9th Avenue;

K. ESTABLISH – PART-TIME PASSENGER LOADING ZONE, 3 PM TO 7 PM, MONDAY THROUGH THURSDAY, 9 AM TO 12 PM SATURDAY: Irving Street, south side, from 6th Avenue to 20 feet easterly.

5. 28th Avenue / Judah Street - N Judah Travel Time Reduction Proposal (TTRP.N) Boarding Island Improvements Coordination with Sunset Tunnel Rehabilitation)

The following changes are proposed for implementation in coordination with the Sunset Tunnel Rehabilitation project. SFMTA is proposing to construct two wheelchair accessible platforms to serve the N Judah on Judah Street at 28th Avenue at the location of the current boarding islands. The new platforms would improve access to rail service for people with disabilities by filling a large gap

between accessible platforms, and extend the low-level boarding islands to cover the full length of a two-car train, allowing customers to get on and off trains from a platform rather than a traffic lane. The low-level islands will be 6” high, but will be lowered to 2” where there are driveways to facilitate turning movements. In order to accommodate the accessible ramps and platforms, the existing no-parking zones along the existing island stops will need to be extended, removing a total of eight parking spaces. To offset the elimination of parking, one parking space on 26th Avenue and one parking space on 31st Avenue would be added by converting the existing parallel parking to 45-degree angled parking near Judah Street.

These proposals were shaped by feedback at TEP community meetings in spring 2012. There has also been a long-standing interest in providing additional wayside platforms for wheelchair access to the light rail network. In February 2014, the Mayors Disability Council adopted Resolution # 2014-01: Mayor’s Disability Council Resolution Supporting The San Francisco Municipal Transportation Agency’s Feasibility Study For The Construction And Redesign Of Additional Accessible Wayside Platforms On The Surface Light Rail System Including Passenger Amenities.

In November 2013, SFMTA emailed the 13 neighborhood group representatives listed in the Planning Department’s Neighborhood Group notification list to let them know about this upcoming project and that staff were available to present to their groups. Information about this proposal was also included in Supervisor Tang’s December 2013 newsletter. Public hearing notices were mailed to 85 addresses. These items went to public hearing on March 14th, 2014, and there were four speakers in support, including the vice chair of SFMTA’s Muni Accessibility Advisory Committee (MAAC) and staff from the Mayor’s Office on Disability. There were no speakers opposed. We also have a letter of support from a San Francisco Mayor’s Disability Council Member and from Bruce Oka, former SFMTA Board member.

A. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME: 1) Judah Street, north side, between 27th Avenue and 28th Avenue; 2) Judah Street, south side, between 28th Avenue and 29th Avenue;

B. ESTABLISH - ANGLED 45 DEGREE PARKING: 1) 26th Avenue, east side, from Judah Street to 79 feet northerly; 2) 31st Avenue, west side, from Judah Street to 73 feet southerly.

6. Mission Street at Silver Avenue – 14 Mission Travel Time Reduction Proposal (TTRP.14) Coordination with Repaving

The following changes are proposed for implementation of two bus bulbs and a left-turn pocket in coordination with the upcoming repaving of Silver Avenue. In spring 2014, DPW will begin repaving, constructing ADA-compliant curb ramps, installing a new water main and replacing the sewer at various locations on Silver between Alemany and Palou. If approved, the proposed transit bulbs and turn pocket on Mission Street at Silver Avenue would be constructed in coordination with this work, minimizing cost and construction impacts on the community. There is general support

from the Ney Street Neighborhood Watch group for the concept of widening sidewalks at these crowded transit stops on Mission, and support for shortening the crossing distance across Mission. These items went to public hearing on March 7th, 2014 and there were no speakers for or against the proposals.

These proposals were reviewed in the FEIR as part of the TTRP.14 Moderate Alternative. Additionally, the TTRP.14 Expanded Alternative included these proposals as well. The FEIR found that implementation of the transit bulb proposals contained in the TTRP.14 Moderate Alternative would result in significant and unavoidable project-level loading impacts, which in turn may create a potentially hazardous condition or significant delay that may affect traffic, transit, bicycles, or pedestrians, and would result in significant and unavoidable cumulative impacts to loading and parking.

- A. ESTABLISH – 4’-FOOT SIDEWALK WIDENING AND TOW-AWAY NO STOPPING ANYTIME: 1) Mission Street, west side, from Silver Avenue to Tingley Street; 2) Mission Street, east side, from Silver Avenue to 130 feet southerly;
- B. ESTABLISH – LEFT-TURN POCKET: Mission Street, northbound, at Silver Avenue.

7. Potrero Avenue, from Alameda Street to Cesar Chavez Street – 9 Potrero Travel Time Reduction Proposal (TTRP.9) Coordination with Repaving

The following changes are proposed for implementation in coordination with the upcoming repaving of Potrero Avenue that is planned to advertise in fall 2014. If approved, the following elements would be constructed in coordination with this work, minimizing cost and construction impacts on the community. A graphic summary of the proposals is included in Enclosure 7 Potrero Avenue Design Graphics;

- *Transit-Only Lanes:* A southbound side-running transit-only lane would be designated on Potrero Avenue from 18th Street to 25th Street, estimated to save 3 minutes in the evening peak. The existing northbound side-running transit-only lane between 24th Street and 22nd Street would be removed, but is not expected to increase northbound transit delays. The transit lane is created by removing the painted median midblock and parking near intersections; no general traffic lanes would be removed;
 - The legislation contained within this calendar item states 25th Street as the southern end of the transit-only lane. The transit-only lane would actually end approximately 90-feet south of 24th Street but must be stated as 25th Street for legislative purposes.
- *Sidewalk Widening:* The sidewalk along the east side of Potrero Avenue from 22nd Street to 24th Street would be widened from 9 feet to 14 feet, increasing the space and safety for pedestrians walking between San Francisco General Hospital and the 24th Street bus stop.

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- *Proposed Transit Bulbs:* Transit bulbs that can accommodate two buses stopping simultaneously are proposed for the inbound and outbound stops on Potrero Avenue at 16th Street, and for the outbound direction at 24th Street.
- *Pedestrian Bulbs:* Pedestrian bulbs are proposed for at least one corner at 13 out of the 14 total intersections within the corridor.
- *Transit Stop Re-Spacing:* Transit stop spacing would be modified to increase the average stop spacing from an average of 725' feet to an average of 850'. Stops are strategically located to minimize the walking distance to destinations such as General Hospital and the future accessible path to the Behavioral Health Center at 21st Street.
- *Potrero Avenue at 23rd Street:* Currently, the traffic signal at 23rd Street provides a separate traffic signal phases for eastbound traffic, then for westbound traffic. By restricting turning movements, both legs of 23rd Street could be served in a single traffic signal phase, which would reduce delays to all modes on Potrero Avenue and allow for opening the crosswalk on the north side of the intersection. As a result of the required turn restrictions, about four percent of the traffic using this intersection would need to take an alternate route.

These proposals were shaped by feedback at five community meetings between March and November 2013, as well as meetings with stakeholders such as Calle 24, Walk SF and the SFBC. The main factors that influenced the project's evolution were opposition to parking loss, and a desire for a faster and more reliable Muni, safer bicycling, and a safer pedestrian environment. Through an iterative design process, the project's parking impact was reduced from 105 spaces in July, to 80 spaces in September, to either 30 or 60 spaces in November by strategically minimizing the transit only lanes and sidewalk widening to the areas where they had the most impact. Opposition to the parking loss was strong, but there was also support for the pedestrian sidewalk bulbs, median refuge islands, sidewalk widening and transit-only lane.

At the final two meetings in November, the community was presented with three options, all of which included a transit lane from 18th to 24th, transit and pedestrian bulbs and other project amenities. The difference between the proposals was the extents of sidewalk widening, and whether there was a landscaped median. Based on the community feedback (70 percent of 151 votes in support for sidewalk widening replacing parking), staff selected the option described above to improve pedestrian and bicyclist safety, improve Muni service, and add a streetscape enhancements.

At the public hearing on February 14, 2014, there were five people in support and 16 people opposed. A number of emails have been received by staff both in support and in opposition. There are two online petitions circulating with 199 signatures in opposition to parking removal and 123 in support of wider sidewalks. We also have letters of opposition and support from several residents, and a letter of support from CC Puede, San Francisco General Hospital staff, the San Francisco Bicycle Coalition, and WalkSF.

- A. ESTABLISH – 5-FOOT SIDEWALK WIDENING AND TOW-AWAY NO PARKING ANYTIME: 1) Potrero Avenue, east side, from 21st Street to 65 feet southerly; 2) Potrero Avenue, east side, from 22nd Street to 24th Street;
- B. ESTABLISH – 6-FOOT SIDEWALK WIDENING AND TOW-AWAY NO PARKING ANYTIME: 1) Potrero Avenue, west side, from Alameda Street to 25 feet northerly; 2) Potrero Avenue, east side, from Alameda Street to 25 feet southerly; 3) Potrero Avenue, west side, from 15th Street to 25 feet northerly; 4) Potrero Avenue, west side, from 15th Street to 25 feet southerly; 5) Potrero Avenue, east side, from 15th Street to 25 feet southerly; 6) Potrero Avenue, west side, from 16th Street to 25 feet northerly; 7) Potrero Avenue, west side, from 17th Street to 25 feet southerly; 8) Potrero Avenue, east side, from 17th Street to 25 feet southerly; 9) Potrero Avenue, west side, from Mariposa Street to 25 feet northerly; 10) Potrero Avenue, east side, from Mariposa Street to 25 feet southerly; 11) Potrero Avenue, west side, from 18th Street to 25 feet northerly; 12) Potrero Avenue, west side, from 18th Street to 25 feet southerly; 13) Potrero Avenue, east side, from 18th Street to 25 feet northerly; 14) Potrero Avenue, west side, from 19th Street to 25 feet northerly; 15) Potrero Avenue, west side, from 20th Street to 25 feet northerly; 16) Potrero Avenue, west side, from 20th Street to 25 feet southerly; 17) Potrero Avenue, west side, from 21st Street to 25 feet northerly; 18) Potrero Avenue, east side, from 22nd Street to 25 feet northerly; 19) Potrero Avenue, west side, from 22nd Street to 25 feet northerly; 20) Potrero Avenue, west side, from 22nd Street to 25 feet southerly; 21) Potrero Avenue, west side, from 25th Street to 25 feet northerly; 22) Potrero Avenue, east side, from 25th Street to 25 feet northerly;
- C. ESTABLISH – 16-FOOT SIDEWALK WIDENING AND TOW-AWAY NO PARKING ANYTIME: 23rd Street, north side, from Potrero Avenue to 25 feet westerly;
- D. ESTABLISH – BUS ZONE: 1) Potrero Avenue, west side, from Alameda Street to 80 feet southerly; 2) Potrero Avenue, west side, from Mariposa Street to 80 feet southerly; 3) Potrero Avenue, west side, from 19th Street to 84 feet southerly; 4) Potrero Avenue, west side, from midblock crosswalk between 22nd Street and 23rd Street to 80 feet southerly; 5) Potrero Avenue, east side, from midblock crosswalk between 22nd Street and 23rd Street to 80 feet northerly; 6) Potrero Avenue, east side, from 21st Street to 80 feet northerly; 7) Potrero Avenue, east side, from 19th Street to 80 feet northerly; 8) Potrero Avenue, east side, from Mariposa Street to 80 feet northerly;
- E. RESCIND – FLAG STOP: Potrero Avenue, west side, nearside at Alameda Street;
- F. RESCIND – BUS ZONE: 1) Potrero Avenue, west side, from 17th Street to 100 feet southerly; 2) Potrero Avenue, west side, from 18th Street to 100 feet southerly; 3) Potrero Avenue, west side, from 20th Street to 90 feet southerly; 4) Potrero Avenue, west side, from 22nd Street to 75 feet southerly; 5) Potrero Avenue, west side, from 23rd Street to 100 feet southerly; 6) Potrero Avenue, west side, from 25th Street to 90 feet southerly; 7) Potrero Avenue, east side, from 23rd Street to 100 feet northerly; 8) Potrero Avenue, east side, from 22nd Street to 110 feet northerly; Potrero Avenue, east side, from 20th Street to 120 feet northerly; 9) Potrero Avenue, east side, from 18th Street to 120 feet southerly; 10) Potrero Avenue, east side, from 17th Street to 95 feet northerly;

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- G. ESTABLISH – 6-FOOT TRANSIT BULB AND TOW-AWAY NO STOPPING ANYTIME: 1) Potrero Avenue, west side, from 16th Street to 110 feet southerly; 2) Potrero Avenue, east side, from 16th Street to 110 feet northerly;
- H. ESTABLISH – 4-FOOT TRANSIT BULB AND TOW-AWAY NO STOPPING ANYTIME: Potrero Avenue, west side, from 24th Street to 90 feet southerly;
- I. ESTABLISH –TOW-AWAY NO STOPPING ANYTIME : 1) Potrero Avenue, west side, from 18th Street to 43 feet southerly; 2) Potrero Avenue, east side, from 18th Street to 159 feet southerly; 3) Potrero Avenue, east side, from 80 to 104 feet north of 19th Street; 4) Potrero Avenue, east side, from 20th Street to 104 feet northerly ; 5) Potrero Avenue, east side, from 20th Street to 159 feet southerly; 6) Potrero Avenue, west side, from 20th Street 43 feet southerly; 7) Potrero Avenue, east side, from 80 to 104 feet north of 21st Street;
- J. RESCIND – CURB BULB: Potrero Avenue, west side, from 24th Street to 6 feet northerly;
- K. ESTABLISH – PERPENDICULAR PARKING: Utah Street, east side, from 24th Street to 25th Street;
- L. ESTABLISH – STOP SIGN: 23rd Street, eastbound, at Potrero Avenue;
- M. ESTABLISH – RIGHT TURN ONLY: 23rd Street, eastbound, at Potrero Avenue;
- N. ESTABLISH – NO RIGHT TURN: Potrero Avenue, southbound, at 23rd Street;
- O. ESTABLISH – RIGHT AND LEFT TURN ONLY: 23rd Street, westbound, at Potrero Avenue.

ALTERNATIVES CONSIDERED

Various alternatives were considered for each of these projects as discussed above.

Additionally, for the purposes of environmental review, the FEIR for the TEP analyzed a No Project Alternative and two additional alternatives to the TEP, referred to as the Moderate TTRP Alternative and the Expanded TTRP Alternative, in order to capture the reasonable range of TEP proposals the SFMTA may choose to implement over time and to evaluate the potential environmental impacts resulting from that range. Both alternatives would implement the Service Policy Framework, the Service Improvements, Service Variants, the Service-related Capital Improvements, and the TPS Toolkit as applied to the program-level TTRP corridors. The difference between these alternatives is that under the TTRP Moderate Alternative, these elements would be implemented in combination with a “moderate” number of TPS Toolkit elements along certain Rapid Network corridors and, under the TTRP Expanded Alternative, these elements would be implemented in combination with an “expanded” number of TPS Toolkit elements along the same Rapid Network corridors. Please see Chapter 6 of the FEIR for further detail.

FUNDING IMPACT

The total cost of these projects is \$13.1 million dollars which reflects a cost savings due to coordination with already-approved construction projects. These projects already have funding identified. Approximately half of the funding will come from SFMTA Revenue Bond. The Transit Performance Initiative will provide about one-third of the funding, and the remainder comes from

Prop B, Federal Fixed Guideway Formula Funds, and the 2011 Road Repaving and Street Safety Bond, as detailed below.

Street Segment / Route	Coordinating with	Funding Source	Amount
Columbus Avenue between Powell and Stockton – 30 Stockton	Central Subway (Boring Extraction Site rehabilitation)	SFMTA 2013 Revenue Bond	\$700,000
Fulton Street between 46th and 26 th Avenues –5 Fulton	Fulton St. Repaving (DPW)	SFMTA 2013 Revenue Bond Prop B	\$1,600,000* \$1,900,500*
McAllister Street at Fillmore and at Divisadero Street –5 Fulton	McAllister St. Repaving (DPW)	SFMTA 2013 Revenue Bond	\$905,000
Haight Street between Fillmore and Lyon streets – 71 Haight	Haight St. Repaving (DPW)	SFMTA 2013 Revenue Bond	\$1,075,000
Irving Street between Arguello Boulevard and 9th Avenue - N Judah	Irving St. Repaving (DPW) & Sunset Tunnel Rehabilitation	SFMTA 2013 Revenue Bond & 2011 Road Repaving and Street Safety Bond	\$1,700,000 \$400,000
28 th Avenue / Judah Street Accessible Boarding Island - N Judah	Sunset Tunnel Rehabilitation	Federal Fixed Guideway Formula Funds / SFMTA 2013 Revenue Bond	\$375,000
Mission Street at Silver Avenue – 14 Mission	Silver Ave. Repaving (DPW)	SFMTA 2013 Revenue Bond	\$400,000
Potrero Streetscape	Potrero Avenue Repaving	Transit Performance Initiative	\$4,100,000

OTHER APPROVALS RECEIVED OR STILL REQUIRED

It is anticipated that the San Francisco Planning Commission will certify the FEIR for the Transit Effectiveness Project on March 27, 2014. If the Planning Commission certifies the FEIR on March 27th, the SFMTA may consider a resolution that would approve all or portions of the TEP proposals and, in doing so, would adopt findings and a mitigation monitoring and reporting program (MMRP) under the California Environmental Quality Act on March 28th attached in Exhibit 2. The FEIR for the TEP analyzed the Travel Time Reduction Proposals for the seven segments that are being proposed for SFMTA Board approval here.

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

RECOMMENDATION

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Staff recommends that the SFMTA Board approve the traffic and parking modifications to implement seven projects along rapid transit routes included in the Transit Effectiveness Project's Travel Time Reduction Proposals, and amend Transportation Code, Division II, Section 601 to eliminate the transit-only area on Potrero Avenue from 22nd Street to 24th Street northbound and to designate a transit-only area on Potrero Avenue from 18th Street to 25th Street southbound.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, San Francisco Municipal Transportation Agency (SFMTA) staff have proposed traffic modifications to facilitate the implementation of seven projects along rapid transit routes included in the Transit Effectiveness Project's Travel Time Reduction Proposals t; and,

WHEREAS, SFMTA staff and the inter-agency Transportation Advisory Staff Committee have reviewed designs for these projects, which are on file with the Commission Secretary and are incorporated herein by reference; and,

WHEREAS, These projects, along with other proposed improvements, were analyzed in the Transit Effectiveness Project Final Environmental Impact Report (FEIR) certified by the San Francisco Planning Commission in Motion No. _____ on March 27, 2014; and,

WHEREAS, The actions contemplated herein rely on said FEIR, and information pertaining to the FEIR and its certification are set forth in a SFMTA companion Resolution No 14-____, which are on file with the Secretary to the SFMTA Board of Directors and are incorporated herein by reference; and,

WHEREAS, As part of companion Resolution No 14-____, 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), which Resolution is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by reference as though fully set forth; and,

WHEREAS, The SFMTA Board relies on the CEQA Findings to support the actions set forth within this Resolution and incorporates them by reference as though fully set forth herein, and,

WHEREAS, The SFMTA Board makes the following additional CEQA findings in support of the actions set forth within this Resolution:

(1)_That the actions set forth in A. and B. below were reviewed in the FEIR as part of the TTRP.30_1 Moderate Alternative. Additionally, the TTRP.30_1 Expanded Alternative included these proposals as well. The FEIR found that implementation of the transit bulb proposals contained in the TTRP.30_1 Moderate Alternative would result in significant and unavoidable project-level and cumulative loading impacts (See discussion of Impact TR-51 and Impact C-TR-44 in the CEQA Findings). Because these actions contemplated in this Resolution were analyzed as part of both the TTRP Moderate and Expanded Alternatives, the only Alternative rejected by approving these project elements is the No Project Alternative.

Accordingly, this Board relies on the reasons set forth in the CEQA Findings, including the Statement of Overriding Considerations, for rejecting the No Project Alternative as infeasible and approving the proposal set forth herein.

(2) That the actions set forth in V. and W. below were reviewed in the FEIR as part of the TTRP.14 Moderate Alternative. Additionally, the TTRP.14 Expanded Alternative included these proposals as well. The FEIR found that implementation of the sidewalk widening, tow away no stopping anytime and left-turn pocket proposals contained in the TTRP.14 Moderate Alternative would result in significant and unavoidable project-level and cumulative loading impacts (See discussion of Impact TR-48, Impact TR-49, Impact C-TR-44, and Impact C-TR-52 in the CEQA Findings). Because these actions contemplated in this Resolution were analyzed as part of both the TTRP Moderate and Expanded Alternatives, the only Alternative rejected by approving these project elements is the No Project Alternative. Accordingly, this Board relies on the reasons set forth in the CEQA Findings, including the Statement of Overriding Considerations, for rejecting the No Project Alternative as infeasible and approving the proposal set forth herein.

WHEREAS, Between March 2012 and March 2014 SFMTA staff conducted numerous community meetings and public hearings to review the detailed plans for the projects contained in this resolution, and the public was given notice of these hearing through public postings, flyers, mailings and publication on the SFMTA website, and SFMTA staff received many comments from both project supporters and opponents; and,

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

RESOLVED, That the SFMTA Board of Directors approves the following traffic and parking modifications to implement seven projects along rapid transit routes included in the Transit Effectiveness Project's Travel Time Reduction Proposals as designated below:

- A. ESTABLISH – TRANSIT BULB (6-FOOT SIDEWALK WIDENING) - Columbus Avenue, east side, from Union Street to Powell Street; Columbus Avenue, west side, from Powell Street to Union Street
- B. ESTABLISH – 5-FOOT TRANSIT BULB - Stockton Street, east side, from Columbus Avenue to 75 feet southerly
- C. ESTABLISH – BUS BULB (6-FOOT SIDEWALK WIDENING) - Fulton Street, south side, from 25th Avenue to 83 feet easterly; Fulton Street, north side, from 25th Avenue to 83 feet westerly; Fulton Street, south side, from 83 feet east of 28th Avenue to 116 feet westerly; Fulton Street, north side, from 28th Avenue to 83 feet westerly; Fulton Street, south side, from 83 feet east of 33rd Avenue to 116 feet westerly; Fulton Street, north side, from 33rd Avenue to 83 feet westerly; Fulton Street, south side, from 83 feet east of 37th Avenue to 116 feet westerly; Fulton Street, south side, from 83 feet east of 40th Avenue to 116 feet westerly;

Fulton Street, north side, from 40th Avenue to 83 feet westerly; Fulton Street, south side, from 43rd Avenue to 83 feet easterly; Fulton Street, north side, from 43rd Avenue to 83 feet westerly; Fulton Street, south side, from 83 feet east of 46th Avenue to 116 feet westerly; Fulton Street, north side, from 46th Avenue to 83 feet westerly

- D. ESTABLISH – BUS BULB (6-FOOT SIDEWALK WIDENING) - McAllister Street, south side, from Fillmore Street to 148 feet easterly; McAllister Street, north side, from Fillmore Street to 148 feet westerly; McAllister Street, south side, from Divisadero Street to 148 feet easterly; McAllister Street, north side, from Divisadero Street to 148 feet westerly.
- E. ESTABLISH – RIGHT LANE MUST TURN RIGHT EXCEPT MUNI - McAllister Street, eastbound, at Divisadero Street; McAllister Street, westbound, at Divisadero Street
- F. RESCIND – BUS ZONES - McAllister Street, south side, from Divisadero Street to 145 feet westerly; McAllister Street, north side, from Divisadero Street to 145 feet easterly
- G. ESTABLISH – TOW AWAY NO STOPPING ANYTIME (7-FOOT SIDEWALK WIDENING) - Haight Street, north side, from Lyon Street to 25 feet easterly; Haight Street, south side, from 20 feet west of Lyon Street to 20 feet east of eastern crosswalk line; Buena Vista Avenue East, west side, from Haight Street to 45 feet southeasterly
- H. ESTABLISH – TOW AWAY NO STOPPING ANYTIME (7-FOOT TRANSIT BULBS) - Haight Street, north side, from Divisadero Street to 126 feet westerly; Haight Street, south side, from Divisadero Street to 115 feet easterly; Haight Street, north side, from Fillmore Street to 131 feet westerly; Haight Street, south side, from Fillmore Street to 124 feet easterly
- I. RESCIND – FLAG STOP - Irving Street, north side, east of 4th Avenue; Irving Street, south side, west of 4th Avenue; Irving Street, north side, east of 7th Avenue; Irving Street, south side, west of 7th Avenue; Irving Street, north side, east of 9th Avenue; 9th Avenue, east side, south of Irving Street
- J. ESTABLISH – FLAG STOP - Irving Street, north side, east of 6th Avenue; Irving Street, south side, west of 5th Avenue; Irving Street, south side, west of 8th Avenue; 9th Avenue, west side, south of Irving Street
- K. ESTABLISH – 6-FOOT SIDEWALK WIDENING - Irving Street, north side, from 3rd Avenue to 20 feet easterly; Irving Street, north side, from 4th Avenue to 20 feet westerly; and Irving Street, north side, from 7th Avenue to 20 feet westerly
- L. ESTABLISH – 5-FOOT SIDEWALK WIDENING AND TOW-AWAY NO STOPPING ANYTIME - Arguello Boulevard, west side, from 20 feet to 27 feet north of Irving Street
- M. ESTABLISH – 4-FOOT SIDEWALK WIDENING - Irving Street, south side, from 9th Avenue to 21 feet easterly and 9th Avenue, east side, from Irving Street to 34 feet southerly
- N. ESTABLISH – TRANSIT BULB AND TOW-AWAY NO STOPPING ANYTIME - Irving Street, north side, from 6th Avenue to 101 feet easterly; Irving Street, south side, from 5th Avenue to 101 feet westerly; Irving Street, south side, from 8th Avenue to 104 feet westerly; and 9th Avenue, west side, from 100 feet to 230 feet south of Irving Street
- O. ESTABLISH – TRAFFIC SIGNAL - 4th Avenue at Irving Street
- P. ESTABLISH – YELLOW METERED LOADING ZONE, 8AM TO 6PM, MONDAY THROUGH SATURDAY - 9th Avenue, west side, from 75 feet to 100 feet south of Irving Street

- Q. ESTABLISH – GENERAL METERED PARKING - 9th Avenue, east side, from 33 feet to 73 feet south of Irving Street; and Irving Street, south side, from 21 feet to 81 feet east of 9th Avenue
- R. ESTABLISH – 30-MINUTE METERED GREEN ZONE, 9AM TO 6PM, MONDAY THROUGH SATURDAY - 8th Avenue, west side, from Irving Street to 21 feet southerly; and Irving Street, south side, from 81 feet to 141 feet east of 9th Avenue
- S. ESTABLISH – PART-TIME PASSENGER LOADING ZONE, 3 PM TO 7 PM, MONDAY THROUGH THURSDAY, 9 AM TO 12 PM SATURDAY - Irving Street, south side, from 6th Avenue to 20 feet easterly
- T. ESTABLISH – TOW AWAY NO STOPPING ANYTIME - Judah Street, north side, between 27th Avenue and 28th Avenue; Judah Street, south side, between 28th Avenue and 29th Avenue
- U. ESTABLISH - ANGLED 45 DEGREE PARKING - 26th Avenue, east side, from Judah Street to 79 feet northerly and 31st Avenue, west side, from Judah to 73 feet southerly
- V. ESTABLISH – 4'-FOOT SIDEWALK WIDENING AND TOW AWAY NO STOPPING ANYTIME - Mission Street, west side, from Silver Avenue to Tingley Street; and Mission Street, east side, from Silver Avenue to 130 feet southerly
- W. ESTABLISH – LEFT-TURN POCKET - Mission Street, northbound, at Silver Avenue
- X. ESTABLISH – TRANSIT-ONLY LANE - Potrero Avenue, southbound, from 18th Street to 90 feet south of 24th Street
- Y. RESCIND – TRANSIT-ONLY LANE - Potrero Ave., northbound, from 24th Street to 22nd St.
- Z. ESTABLISH – 5-FOOT SIDEWALK WIDENING AND TOW-AWAY NO PARKING ANYTIME - Potrero Avenue, east side, from 21st Street to 65 feet southerly; and Potrero Avenue, east side, from 22nd Street to 24th Street;
- AA. ESTABLISH – 6-FOOT SIDEWALK WIDENING AND TOW-AWAY NO PARKING ANYTIME - Potrero Avenue, west side, from Alameda Street to 25 feet northerly; Potrero Avenue, east side, from Alameda Street to 25 feet southerly; Potrero Avenue, west side, from 15th Street to 25 feet northerly; Potrero Avenue, west side, from 15th Street to 25 feet southerly; Potrero Avenue, east side, from 15th Street to 25 feet southerly; Potrero Avenue, west side, from 16th Street to 25 feet northerly; Potrero Avenue, west side, from 17th Street to 25 feet southerly; Potrero Avenue, east side, from 17th Street to 25 feet southerly; Potrero Avenue, west side, from Mariposa Street to 25 feet northerly; Potrero Avenue, east side, from Mariposa Street to 25 feet southerly; Potrero Avenue, west side, from 18th Street to 25 feet northerly; Potrero Avenue, west side, from 18th Street to 25 feet southerly; Potrero Avenue, east side, from 18th Street to 25 feet northerly; Potrero Avenue, west side, from 19th Street to 25 feet northerly; Potrero Avenue, west side, from 20th Street to 25 feet northerly; Potrero Avenue, west side, from 20th Street to 25 feet southerly; Potrero Avenue, west side, from 21st Street to 25 feet northerly; Potrero Avenue, east side, from 22nd Street to 25 feet northerly; Potrero Avenue, west side, from 22nd Street to 25 feet northerly; Potrero Avenue, west side, from 22nd Street to 25 feet southerly; Potrero Avenue, west side, from 25th Street to 25 feet northerly; and Potrero Avenue, east side, from 25th Street to 25 feet northerly

- BB. ESTABLISH – 16-FOOT SIDEWALK WIDENING AND TOW-AWAY NO PARKING ANYTIME - 23rd Street, north side, from Potrero Avenue to 25 feet
- CC. ESTABLISH – BUS ZONE - Potrero Avenue, west side, from Alameda Street to 80 feet southerly; Potrero Avenue, west side, from Mariposa Street to 80 feet southerly; Potrero Avenue, west side, from 19th Street to 84 feet southerly; Potrero Avenue, west side, from midblock crosswalk between 22nd Street and 23rd Street to 80 feet southerly; Potrero Avenue, east side, from midblock crosswalk between 22nd Street and 23rd Street to 80 feet northerly; Potrero Avenue, east side, from 21st Street to 80 feet northerly; Potrero Avenue, east side, from 19th Street to 80 feet northerly; and Potrero Avenue, east side, from Mariposa Street to 80 feet northerly
- DD. RESCIND – FLAG STOP - Potrero Avenue, west side, nearside at Alameda Street
- EE. RESCIND – BUS ZONE - Potrero Avenue, west side, from 17th Street to 100 feet southerly; Potrero Avenue, west side, from 18th Street to 100 feet southerly; Potrero Avenue, west side, from 20th Street to 90 feet southerly; Potrero Avenue, west side, from 22nd Street to 75 feet southerly; Potrero Avenue, west side, from 23rd Street to 100 feet southerly; Potrero Avenue, west side, from 25th Street to 90 feet southerly; Potrero Avenue, east side, from 23rd Street to 100 feet northerly; Potrero Avenue, east side, from 22nd Street to 110 feet northerly; Potrero Avenue, east side, from 20th Street to 120 feet northerly; Potrero Avenue, east side, from 18th Street to 120 feet southerly; and Potrero Avenue, east side, from 17th Street to 95 feet northerly
- FF. ESTABLISH – 6-FOOT TRANSIT BULB AND TOW-AWAY NO STOPPING ANYTIME - Potrero Avenue, west side, from 16th Street to 110 feet southerly; and Potrero Avenue, east side, from 16th Street to 110 feet northerly
- GG. ESTABLISH – 4-FOOT TRANSIT BULB AND TOW-AWAY NO STOPPING ANYTIME - Potrero Avenue, west side, from 24th Street to 90 feet southerly
- HH. ESTABLISH –TOW-AWAY NO STOPPING ANYTIME - Potrero Avenue, west side, from 18th Street to 43 feet southerly; Potrero Avenue, east side, from 18th Street to 159 feet southerly; Potrero Avenue, east side, from 80 to 104 feet north of 19th Street; Potrero Avenue, east side, from 20th Street to 104 feet northerly; Potrero Avenue, east side, from 20th Street to 159 feet southerly; Potrero Avenue, west side, from 20th Street 43 feet southerly; and Potrero Avenue, east side, from 80 to 104 feet north of 21st Street
- II. RESCIND – CURB BULB - Potrero Avenue, west side, from 24th Street to 6 feet northerly
- JJ. ESTABLISH – PERPENDICULAR PARKING - Utah St., east side, from 24th Street to 25th St.
- KK. ESTABLISH – STOP SIGN - 23rd Street, eastbound, at Potrero Avenue
- LL. ESTABLISH – RIGHT TURN ONLY - 23rd Street, eastbound, at Potrero Avenue
- MM. ESTABLISH – NO RIGHT TURN - Potrero Avenue, southbound, at 23rd Street
- NN. ESTABLISH – RIGHT AND LEFT TURN ONLY - 23rd Street, westbound, at Potrero Avenue.

RESOLVED, That the SFMTA Board of Directors amends Transportation Code, Division II, Section 601 to eliminate the transit-only area on Potrero Avenue from 22nd Street to 24th Street northbound and to designate a transit-only area on Potrero Avenue from 18th Street to 25th Street southbound; and, be it further

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RESOLVED, That the SFMTA Board of Directors adopts the Mitigation Monitoring and Reporting Program (MMRP) attached to this resolution as Enclosure 2.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of March 28, 2014.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

RESOLUTION NO.

[Transportation Code – Potrero Avenue Transit Only Lane]

Resolution amending Division II of the Transportation Code by amending Section 601 to change the designated transit only lane northbound on Potrero Avenue between 22nd and 24th streets to southbound on Potrero Avenue between 18th and 25th streets.

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

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

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

SEC. 601. DESIGNATED TRANSIT-ONLY AREAS.

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

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

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

(3) Exclusive Commercial Vehicle/Transit Area on Sansome Street. Except as to buses, taxis, authorized emergency vehicles, and commercial vehicles, no vehicle may operate within the Transit-only Area running southbound on Sansome Street between Washington Street and Bush Street.

(4) 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.

(5) 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.
	Clay St.	Sansome St.	Davis St.
	Fremont St.	Mission St.	Market St.
	Geary St.	Market St.	Powell St.
	Geary St.	Mason St.	Gough St.
	Judah St.	20th Ave.	La Playa St.
	Market St. (Inbound)	12th St.	5th St.
	Market St. (Outbound)	So. Van Ness Ave.	8th St.
	O'Farrell St.	Gough St.	Hyde St.
	O'Farrell St.	Jones St.	Powell St.
	Post St.	Gough St.	Grant St.

	Potrero Ave. (NSB)	24 25 th St.	22 nd 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 March 28, 2014.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency