

THIS PRINT COVERS CALENDAR ITEM NO.: 12

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Transit

BRIEF DESCRIPTION:

Approving various parking and traffic modifications along Mission Street between Beale Street and South Van Ness Avenue; and amending Transportation Code, Division II, Sections 601 and 602, respectively, to designate full-time transit-only areas on Mission Street between 1st and 11th Streets.

SUMMARY:

- The Mission Street SoMa Transit Improvements Project would make temporary full-time transit lanes in a major corridor permanent. It would also improve safety by widening substandard transit and travel lanes and reducing the number of traffic lanes off-peak, and increase capacity for transit by lengthening existing bus zones.
- Some proposed improvements were implemented last fall as part of the Temporary Emergency Transit Lanes (TETL) program.
- Following the TETL implementation, extensive evaluation and outreach was conducted, and the current proposal is informed by findings from those processes.
- Certain items listed below with a “#” are final SFMTA decisions, as defined by Ordinance 127-18, that can be reviewed by the Board of Supervisors. Information about the review process can be found at https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf.

ENCLOSURES:

1. SFMTAB Resolution
2. Transportation Code, Division II Amendment
3. SFMTAB Resolution No. 14-041 (TEP)
<http://www.sfmta.com/sites/default/files/agendaitems/3-28-14%20Item%206%20TEP%20CEQA%20approval%20resolution.pdf>
4. TEP FEIR <https://sfplanning.org/project/muni-forward-transit-effectiveness-project-tep-environmental-review-process#info>
5. TEP Mitigation Monitoring and Reporting Program
https://sfplanning.org/sites/default/files/documents/environmental/TEP/TEP_CEQA-FinalMMRP_March272014.pdf

APPROVALS:

	DATE
DIRECTOR 	June 9, 2021
SECRETARY 	June 9, 2021

ASSIGNED SFMTAB CALENDAR DATE: June 15, 2021

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PURPOSE

Approving various parking and traffic modifications along Mission Street between Beale Street and South Van Ness Avenue; and amending Transportation Code, Division II, Sections 601 and 602, respectively, to designate full-time transit-only areas on Mission Street between 1st and 11th Streets.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

The proposed project will support the following goals and objectives of the SFMTA Strategic Plan:

Goal 1: Create a safer transportation experience for everyone

Objective 1.1: Achieve Vision Zero by eliminating all traffic deaths.

Objective 1.2: Improve the safety of the transportation system.

Goal 2: Make transit and other sustainable modes of transportation the most attractive and preferred means of travel.

Objective 2.1: Improve transit service.

Objective 2.2: Enhance and expand use of the city's sustainable modes of transportation.

Goal 3: Improve the quality of life and environment in San Francisco and the region.

Objective 3.1: Use agency programs and policies to advance San Francisco's commitment to equity.

Objective 3.2: Advance policies and decisions in support of sustainable transportation and land use principles.

Objective 3.4: Provide environmental stewardship to improve air quality, enhance resource efficiency, and address climate change.

Objective 3.5: Achieve financial stability for the agency.

This item will support the following Transit First Policy Principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
4. Transit priority improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve pedestrian safety.
5. The ability of the City and County to reduce traffic congestion depends on the adequacy of regional public transportation. The City and County shall promote the use of regional mass transit and the continued development of an integrated, reliable, regional public transportation system.

DESCRIPTION

The project would create permanent full-time transit lanes on Mission Street between 1st and 11th Streets for two of Muni’s busiest routes, the 14 Mission and 14R Mission Rapid, as well as regional express buses. The project would also make minor changes between Beale Street and 1st Street and between 11th Street and South Van Ness Avenue. These changes are described under “Current Proposal.” Temporary full-time transit lanes were implemented on Mission during the COVID-19 pandemic. Prior to COVID, this segment of Mission had part-time transit lanes. The project would also widen the existing narrow transit and travel lanes to reduce the risk of "sideswipe" collisions and allow more efficient transit and traffic operations, making permanent the current temporary removal of curbside parking and loading from one side of the street. It would also increase capacity for transit by lengthening bus zones to accommodate a minimum of two 60-foot buses, or three 60-foot buses at stops likely to be used by Rapid service.

The project would leave in place temporary changes to lane striping and curb use designations made last fall as part of the Temporary Emergency Transit Lanes (TETL) program, with some modifications.

We anticipate returning to the Board with relatively minor additional changes focused on developer-funded sidewalk widening between Steuart and Annie streets, which would require additional removal of parking and loading. We are currently coordinating with the Planning Department and Public Works on this effort, which is part of the larger interagency South Downtown Design + Activation (SODA) project.

Transit



Figure 1 Project Segment

Prior to the COVID-19 pandemic and resulting changes to Muni service, Mission South of Market was served by Muni routes 14 Mission, 14R Mission Rapid, 14X Mission Express, and 714 BART Early Bird, as well as Golden Gate Transit Routes 30, 70, 101, and 101X, and SamTrans Routes 292, 397, 398 and FCX. Routes 14X and 101X are not currently operating due to COVID resource constraints.

Routes 14 Mission and 14R Mission Rapid have historically been among Muni's busiest, with average weekday boardings in Fiscal Year (FY) 2020 of 26,700 and 20,300, respectively. Their combined daily ridership at that time of 47,000 was nearly equivalent to that of the N Judah (46,900), and only moderately less than that of Muni’s 38 Geary and 38R Geary Rapid combined (54,300).

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As the eastern part of the project area is within San Francisco's office and retail core, and the Salesforce Transit Center regional bus hub is at the eastern end of the segment at Mission and 1st Street, bus loads have historically remained high throughout the segment. Pre-pandemic, several stops were used by more than 1,000 passengers per day, with some stops approaching 3,000 combined boardings and alightings.

Even during the COVID-19 pandemic, Mission Street has remained a busy transit corridor and is expected to continue to grow as the City rebuilds. In April, Routes 14 Mission and 14R Mission Rapid averaged 33,600 boardings per day, or 71% of their pre-pandemic total, while Muni system ridership was 29% of the pre-pandemic (FY2020) total.

Additionally, construction of the SFMTA's Better Market Street (BMS) project will temporarily displace some Muni service to Mission Street, which is the closest parallel street to Market Street. While traffic routing plans are still being finalized, it is likely that Muni's 9 San Bruno and 9R San Bruno Rapid, which cross Mission to reach Market, will be relocated to Mission for the duration of BMS phase one construction, scheduled to begin this fall and last several years. Other routes may also be relocated at times.

Traffic, Parking and Loading

Prior to fall 2020, when temporary changes were made between 3rd Street and 11th Street, Mission was a four-lane street -- two lanes each way -- with parallel parking and loading on both sides at most points. However, the travel lanes were very narrow: the inner lanes were nine feet wide, and the outer lanes were 9 feet, 3 inches. Since buses are 10 feet, 6 inches wide including side mirrors, operators would often straddle both lanes.

At different times of day (varying by block and direction), one or both of the outer lanes would be designated transit-only. When this was the case, parking and loading would generally be prohibited on that side of the street to provide additional space. The resulting lanes were approximately 17 feet, 3 inches wide, wider than needed for safe and efficient transit operations, but still not quite wide enough for buses to pass illegally parked vehicles without merging into the adjacent lane. Additionally, this arrangement had the effect of providing more capacity for traffic (and more opportunities for speeding, increasing the risk to pedestrians in a Vision Zero High Injury Network corridor) at off-peak times, rather than during peak traffic periods.

Despite strong off-peak demand on Muni's 14 Mission and 14R Mission Rapid, transit-only restrictions were in effect only during the day on weekdays (7 a.m. to 6 p.m.) in the eastern part of the segment, and during one or both weekday peak periods (7 to 9 a.m. and 4 to 6 p.m. eastbound, and 4 to 6 p.m. westbound) in the western part. Between 1st and 3rd streets, all parking and loading was prohibited from 7 to 9 a.m. and 3 to 6 p.m. weekdays, and between 5th and 11th streets, all parking and loading was prohibited from 7 to 9 a.m. and 4 to 6 p.m. eastbound, and from 4 to 6 p.m. westbound (parking was also prohibited westbound between 4th and 5th streets from 3 to 6 p.m.).

In short, the previous travel lanes were too narrow for safe and efficient bus operations most of the time, and much of the parking and loading on the street was prohibited the rest of the time.

Temporary Emergency Transit Lanes Changes

In 2014, the SFMTA Transit Effectiveness Project (TEP) recommended transit improvements to Mission Street between Spear Street and South Van Ness Avenue (improvements that served as the basis for the updated proposal described here). Transit improvements have since been made to other segments of Mission Street, including in the Mission District in 2016. Active planning for improvements to this segment of Mission Street began in late 2019. The COVID-19 pandemic began in early 2020.

Because the Mission Street SoMa Transit Improvements Project was already well underway when the pandemic began, and because the 14 Mission and 14R Mission Rapid are Muni Service Equity Strategy routes with high percentages of riders of color and riders from low-income households, the project was well-positioned for partial implementation as part of the SFMTA's TETL Program.

The TETL Program, approved by the SFMTA Board of Directors in June 2020, is part of the Agency's response to the pandemic. It allows for temporary implementation of transit-only lanes in corridors where they can help ensure that essential trips made on transit remain reliable and relatively safe as the economy recovers and traffic begins to return. Under the TETL Program, temporary transit lanes will have to be removed within 120 days of the end of the City's emergency shelter-in place order (the "Stay Safer at Home Health Order") unless they are separately approved by the SFMTA Board.

The Board's approval of the TETL Program included approval of temporary full-time transit-only lanes along Mission Street between 1st and 11th Streets. The TETL changes were made between 3rd and 11th streets in late August and September 2020 (proposed changes between 1st and 3rd streets were delayed and have not been implemented). These changes primarily consisted of restriping the roadway to remove parking and loading on one side of the street and widen travel lanes, along with making the transit-only lanes full-time. Some remaining curb uses were also redesignated, mostly to support the commercial loading needs of nearby businesses.



Figure 2: Cross-sections: Previous (above) and Current/Proposed (below)

As previously noted, prior to the TETL changes, this segment of Mission consisted of two travel lanes each way, plus curbside parking and loading on both sides of the street. However, one lane in each direction was converted to transit-only part of the time, and at those times, parking and loading was generally prohibited on that side of the street. At off-peak times, the roadway provided more capacity for traffic (and more opportunities for speeding) despite lower traffic volumes.

Removing parking and loading on one side of the street allowed all four travel lanes to be widened to standard dimensions (see Figure 2 above). While converting the existing part-time transit-only lanes into full-time transit-only lanes reduced the number of traffic lanes off-peak, it did not affect peak traffic capacity.

As part of the TETL changes, a total of approximately 130 parking and loading spaces were removed between 5th and 11th streets, a distance of approximately 0.8 miles (no changes were made to parking and loading between 3rd and 5th streets). However, widening the transit lanes allowed towaway restrictions on remaining parking and loading spaces to be rescinded.

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Additionally, care was taken to ensure that the commercial and passenger loading needs of adjacent properties could be met to the extent possible given the removal of parking and loading spaces necessary as part of the concept. In practice, this meant two things:

1. The side of the street from which parking and loading was removed varied from block to block, and in some cases, from one end of the block to the other. These design decisions were made primarily on the basis of analysis of where removal might have the least overall impact on loading.
2. Many remaining parking spaces were converted to commercial or passenger loading spaces, both on Mission Street as well as on cross streets.

TETL Evaluation

Following implementation of the TETL project, a series of surveys were conducted of perceptions of the project among different stakeholder groups:

- A survey of business owners in the corridor, focused on loading impacts;
- A survey of the general public, including both Muni riders and non-riders, with questions related to project benefits and impacts; and
- A survey of Muni's 14 Mission and 14R Mission Rapid operators, with questions about transit operations.

These surveys are further described below under "Stakeholder Engagement."

Technical evaluation was also conducted of project performance and the results are described below. This evaluation, along with evaluations of other TETL projects, will be described in fact sheets and a report to be released this summer.

A number of refinements were ultimately made to the current proposal based on the surveys and evaluation; these are described in the following section, "Current Proposal."

Key findings from the surveys and evaluation include:

- **During the mid-day, when transit lanes were added, transit travel times have improved significantly over pre-COVID conditions, and they have remained relatively steady since last summer even as traffic has increased.** Between January and March of this year, average round-trip travel time between 5th and 11th streets between 9 a.m. and 4 p.m. was 20% lower on Route 14 and 18% lower on Route 14R than in January and February of 2020, prior to the pandemic. In January through March of this year, average travel time was 3% higher on the 14 and 1% higher on the 14R than between June and August of last year, during the pandemic and prior to implementation of the project. However, over that same period, traffic volumes on Mission between 3rd and 9th increased by approximately 20%. (Note that the segments do not match due to differences between data sources). This is an indication that adding transit lanes in the mid-day has protected transit against increasing traffic congestion.

- **Even though a large number of parking spaces were removed, availability of commercial loading spaces increased substantially.** Redesignating parking spaces as commercial loading spaces (which revert to general parking outside of designated hours) and rescinding towaway restrictions served to increase the total hours of availability of yellow zones by a substantial amount, nearly 40%. (While similar measures were used to limit the impact on passenger loading zones; their hours of availability decreased by about 20%.)
- **The general public survey found support for making the temporary changes permanent.** 65% of respondents said they would “definitely” or “probably” support making the TETL changes permanent, compared to just 24% who said they would “definitely” or “probably” oppose that. The remainder neither supported nor opposed extension or weren’t sure.

Other notable findings included:

- Citations issued for **double-parking**, parking in the transit lane or in a bus zone on Mission between 3rd and 11th streets increased substantially to 40 in October, the first full month after implementation. This was up from 14 in September and 18 in August. Given the reduction in curbside parking in the corridor, double-parking is expected to be an ongoing challenge. The operator survey found a great deal of frustration among operators about double-parking in the transit lane. A pilot program is now in development to post additional signage.
- As with travel times, **travel time variability** (as measured by differences between 90th and 50th-percentile travel times) was much lower in January through March of this year than it was in January and February of last year, prior to COVID: 9% on the 14 and 20% on the 14R. Variability in January through March was modestly higher than in June through August of last year; however, traffic increased substantially over that same period. Overall headway adherence on both routes has remained relatively constant since last summer (generally in the 80 to 85% range).
- Numbers of **collisions** involving transit vehicles in the corridor declined with the onset of the pandemic and have remained relatively low, ranging from 0 to 3 per month (as compared to 7 in the last full month before the pandemic, February 2020). It is anticipated that the project design will continue to support reduced collisions from pre-pandemic levels. The Inner Mission Muni Forward project in the Mission District, which similarly widened narrow lanes, reduced the number of sideswipes by 50%.
- The total number of **vehicular collisions** between 5th and 11th streets decreased from 53 in 2019 to 22 in 2020, a 58% decline. The number of collisions involving pedestrians decreased from 15 to 9, or by 40%.
- In the **general public survey**, when asked, “Thinking about the overall quality of your Muni trip since early October,” 42% of respondents answered the 14 Mission or 14 Mission Rapid was “better,” 21% answered “about the same,” and 23% answered “worse.” When asked about driving, parking and pick-up/drop-off conditions, a plurality of respondents to each

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question said conditions had gotten worse (for example, 46% said parking had gotten “more difficult”).

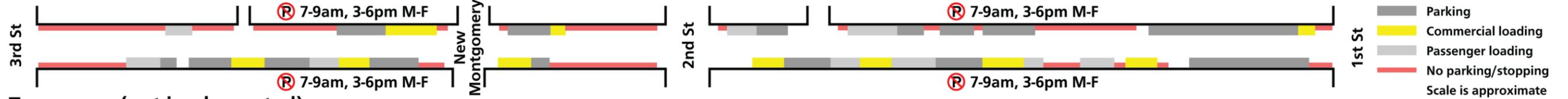
- A total of 28 business owners and nonprofit directors responded to the **loading survey**. When asked, “Has your business or property been impacted by the recent curb use and loading zone changes on Mission Street,” 19 answered yes, or 68%.

Current Proposal

Based on the TETL project evaluation described in the previous section, a number of changes were made to the current proposal, most notably to curb use designations. The previous, temporary (legislated, but not implemented east of 3rd Street) and proposed configurations of parking and loading on Mission between 1st and 11th streets are shown in Figures 3-7 on the following pages.

Mission SoMa Transit Improvements – Diagram of Curb Uses

Previous



Temporary (not implemented)



Proposed



NOTE: Peak towaway restrictions are proposed to be lifted between Beale and Fremont

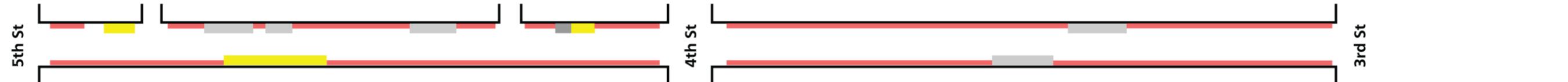


Mission SoMa Transit Improvements – Diagram of Curb Uses

Previous



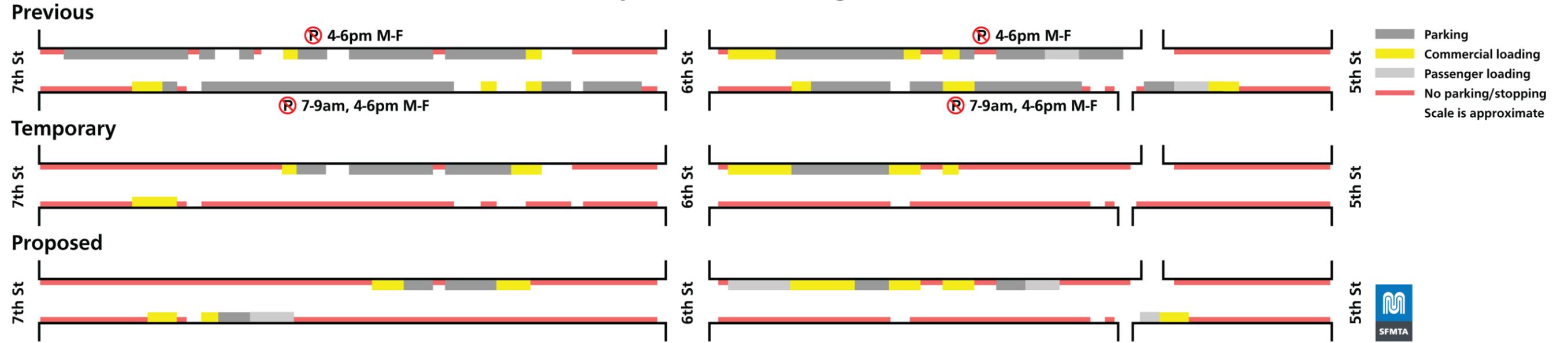
Temporary



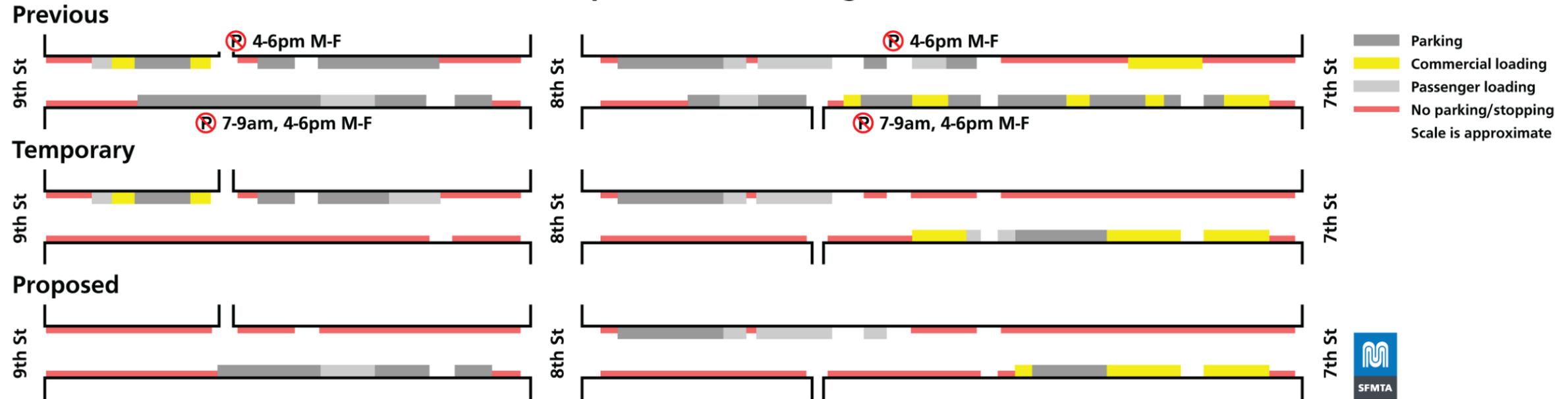
Proposed



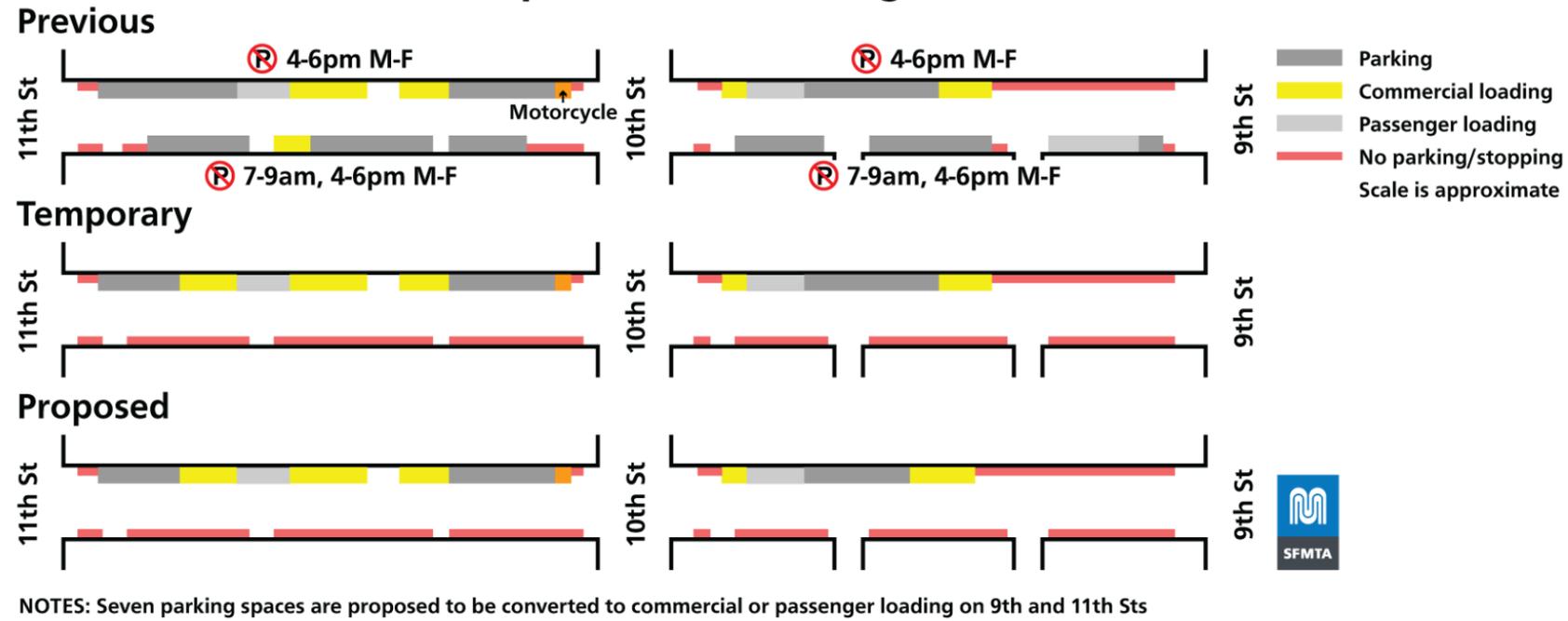
Mission SoMa Transit Improvements – Diagram of Curb Uses



Mission SoMa Transit Improvements – Diagram of Curb Uses



Mission SoMa Transit Improvements – Diagram of Curb Uses



Figures 3-7: Previous, Temporary and Proposed Curb Uses

Previous, temporary, and proposed numbers of parking, commercial loading, and passenger loading spaces on each block face are shown in Figure 8 (note that the temporary changes between 1st and 3rd streets were not implemented). In reading the table, please note the following:

- Four parking spaces on cross streets were converted to commercial or passenger loading zones as part of the TETL project: three parking spaces on the west side of 9th Street just south of Mission were converted to passenger loading, and one parking space on the east side of 11th Street just south of Mission was converted to commercial loading. As part of this proposal, three more parking spaces on cross streets would be converted to commercial loading zones: one parking space on the east side of 9th Street just north of Mission and two more parking spaces on the east side of 11th Street just south of Mission.
- Loading spaces generally become available for general parking outside of designated loading hours.
- Almost all spaces previously available were unavailable much of the day on weekdays due to the towaway restrictions previously described.

From	To	Side	Previous			Temporary			Proposed		
			Park	Comm Load	Psgr Load	Park	Comm Load	Psgr Load	Park	Comm Load	Psgr Load
1 st	2 nd	N	19	1	5	9	2	0	1	1	0
		S	15	8	7	3	6	6	3	8	7
2 nd	3 rd	N	6	4	2	0	0	0	0	0	0
		S	11	6	4	3	10	4	5	9	2
3 rd	4 th	N	0	0	4	0	0	4	0	0	4
		S	0	0	3	0	0	3	0	0	3
4 th	5 th	N	1	3	8	1	3	8	0	2	8
		S	0	5	0	0	5	0	0	5	0
5 th	6 th	N	15	5	2	6	7	0	4	8	6
		S	16	5	2	0	0	0	0	2	1
6 th	7 th	N	22	2	0	11	3	0	5	4	0
		S	23	4	0	0	3	0	2	3	3
7 th	8 th	N	9	4	8	6	0	6	4	2	7
		S	19	7	2	5	10	2	4	8	0
8 th	9 th	N	12	2	1	9	2	4	0	0	0
		S	15	0	3	0	0	0	11	0	3
9 th	10 th	N	5	3	2	5	3	2	4	3	2
		S	9	0	4	0	0	0	0	0	0
10 th	11 th	N1	9	5	2	7	7	2	7	7	2
		S	12	1	0	0	0	0	0	0	0
TOTAL			218	65	59	65	61	41	50	62	48
NET CHANGE			--	--	--	-153	-4	-18	-168	-3	-11

Figure 8: Previous, Temporary and Proposed Numbers of Parking and Loading Spaces

As Figure 8 indicates, a total of 168 parking, 3 commercial loading and 11 passenger loading spaces, or 182 total spaces, are proposed to be removed on Mission between 1st and 11th streets, a distance of approximately 1.5 miles. This amounts to 77% of parking spaces, 5% of commercial loading spaces, and 19% of passenger loading spaces.

In addition to the parking and loading changes shown in Figures 3 and 4, other major refinements or additions to the TETL project in the current proposal include:

- Lengthening of existing bus zones to accommodate a minimum of two 60-foot buses, or three 60-foot buses at stops likely to be used by Rapid service.
- Colorization of transit lanes to improve compliance.

¹ There are also three motorcycle parking spaces on this block face.

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- Relocation of the inbound transit lane from the outer lane to the inner lane between Beale and 2nd streets, allowing buses to remain to the left of vehicles turning right at 1st Street (pre-pandemic, PM peak queues at this location were very long due to its location on a primary route to the Bay Bridge), and removing autos from the lane serving the boarding island in front of the Salesforce Transit Center.
- In tandem with the above, removal of towaway requirements for parking and loading spaces between Beale and Fremont (note that the transit lanes east of 1st Street are already in effect full-time).
- Standardization of parking meter hours to 7 a.m. to 6 p.m., Monday through Saturday.
- Construction of a transit bulb outbound on the far side of the intersection at 4th Street, a heavily-used stop in an area with high pedestrian volumes, and a major transfer point providing connections to Muni routes 8 Bayshore, 30 Stockton and 45 Union/Stockton, as well as future Central Subway service.
- Relocation of the inbound stop at 11th Street from the near side to the far side of the intersection, allowing the inbound 9 San Bruno and 9R San Bruno Rapid to stop at 11th Street after turning right onto Mission Street.
- Restriction of left turns westbound at Washburn Street, just west of 9th Street, to reduce conflicts in the inbound transit lane and improve safety.
- Conversion of the outer lane eastbound at 11th Street, where the eastbound transit lane begins and the street narrows from two traffic lanes to one, to a right turn-only lane for traffic.
- Pedestrian safety improvements to crosswalk visibility (note that the primary pedestrian safety benefit from this project comes from reducing the number of traffic lanes from four to two during off-peak periods).

Implementation

The project was partially implemented as part of the TETL project. The complete project will be implemented over a three- to five-year period; however, we are working to achieve partial implementation of the permanent project (in addition to changes already made) within 12 months. The amount of major construction required would be relatively limited, largely consisting of the 4th Street bulb, repaving, new bus pads, and colorization of transit lanes.

Proposed Parking and Traffic Modifications

The proposed modifications to existing transit-only lanes are included in the Transportation Code attached to this calendar item. Certain items listed below with a “#” are final SFMTA decisions, as defined by Ordinance 127-18, that can be reviewed by the Board of Supervisors. Information about

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the review process can be found at

https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf.

- A. ESTABLISH – BUS AND TAXI ONLY LANE – Mission Street, both directions, from 11th Street to 1st Street
- B. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – Mission Street, south side, from 11th Street to 9th Street; Mission Street, north side, from 9th Street to 8th Street; Mission Street, south side, from 8th Street to 220 feet east of Julia Street; Mission Street, north side, from 7th Street to 445 feet westerly; Mission Street, north side, from 7th Street to 446 feet easterly; Mission Street, south side, from 6th Street to 473 feet westerly; Mission Street, south side, from 6th Street to Mary Street; Mission Street, north side, from Mint Street to 90 feet westerly; Mission Street, north side, from 3rd Street to 1st Street; Mission Street, south side, from 70 feet west of Shaw Alley to 1st Street
- C. ESTABLISH – TOW-AWAY NO PARKING ANYTIME EXCEPT ACTIVE LOADING – Mission Street, south side, from 175 feet east of 8th Street to Julia Street #
- D. ESTABLISH – TOW-AWAY NO PARKING EXCEPT ACTIVE LOADING, 8:50 AM TO 9:20 AM AND 3:40 PM TO 4:10 PM, MONDAY THROUGH FRIDAY
Mission Street, south side, from 165 feet to 230 feet east of 6th Street #
- E. RESCIND – TOW-AWAY NO STOPPING, 4 PM TO 6 PM, MONDAY THROUGH FRIDAY – Mission Street, north side, from 11th Street to 9th Street; Mission Street, north side, from 8th Street to 347 feet easterly; Mission Street, north side, from 6th Street to 380 feet westerly; Mission Street, north side, from 6th Street to 462 feet easterly
- F. RESCIND – TOW-AWAY NO STOPPING, 7 AM TO 9 AM AND 4 PM TO 6 PM, MONDAY THROUGH FRIDAY – Mission Street, south side, from 9th Street to 8th Street; Mission Street, south side, from 7th Street to 331 feet westerly; Mission Street, south side, from 7th Street to 343 feet easterly; Mission Street, south side, from 10 feet to 81 feet east of Mary Street
- G. RESCIND – TOW-AWAY NO STOPPING, 7 AM TO 9 AM AND 3 PM TO 6 PM, MONDAY THROUGH FRIDAY – Mission Street, south side, from 3rd Street to Shaw Alley; Mission Street, south side, from Fremont Street to Beale Street
- H. RESCIND – TOW-AWAY NO STOPPING, 3 PM TO 6 PM, MONDAY THROUGH FRIDAY – Mission Street, north side, from 77 feet to 115 feet east of 5th Street (meters 886, 884)
- I. RESCIND – TOW-AWAY NO STOPPING ANYTIME – Mission Street, south side, from 138 feet to 190 feet west of 11th Street; Mission Street, south side, from 193 feet east of 9th Street to 36 feet west of 8th Street (restores meters 1237 to 1205)
- J. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME, ESTABLISH – SIDEWALK WIDENING – Mission Street, north side, from 4th Street to Jessie Street East (for 6-foot wide transit bulb)

- K. ESTABLISH – BUS ZONE – Mission Street, south side, from 11th Street to 230 feet easterly; Mission Street, north side, from 160 feet to 179 feet west of 9th Street (extends existing bus zone by 19 feet; removes yellow meter 1320); Mission Street, south side, from 105 feet to 165 feet east of 9th Street (extends existing bus zone by 60 feet; removes meters 1249, 1247, 1245); Mission Street, north side, from 98 feet to 230 feet west of 8th Street (extends existing bus zone by 132 feet; removes meters 1212, 1214, 1216, 1218, 1220, 1224, 1226); Mission Street, south side, from 111 feet to 174 feet east of 8th Street (extends existing bus zone by 63 feet; removes meters 1183, 1181); Mission Street, north side, from 111 feet to 170 feet west of 7th Street (extends existing bus zone by 59 feet); Mission Street, south side, from 120 feet to 145 feet east of 7th Street (extends existing bus zone by 25 feet; removes yellow meter 1077); Mission Street, north side, from 100 feet to 168 feet west of 6th Street (extends existing bus zone by 68 feet; removes yellow meter 1018); Mission Street, south side, from 100 feet to 165 feet east of 6th Street (extends existing bus zone by 65 feet); Mission Street, south side, from 120 feet to 185 feet west of 5th Street (extends existing bus zone by 65 feet); Mission Street, south side, from 120 feet to 220 feet east of 3rd Street (extends existing bus zone by 100 feet; removes meters 673, 669); Mission Street, north side, from 120 feet to 165 feet west of 2nd Street (extends existing bus zone by 45 feet; removes yellow meter 614 and general meter 618); Mission Street, south side, from 140 feet to 165 feet east of 2nd Street (extends existing bus zone by 25 feet; removes meter 617)
- L. RESCIND – BUS ZONE – Mission Street, south side, from 11th Street to 160 feet westerly
- M. ESTABLISH – NO LEFT TURN – Mission Street, westbound, at Washburn Street
- N. ESTABLISH – RIGHT LANE MUST TURN RIGHT EXCEPT MUNI – Mission Street, eastbound, at 11th Street
- O. ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – Mission Street, north side, from 84 feet to 128 feet east of 11th Street (meters 1430, 1428); Mission Street, north side, from 30 feet to 52 feet east of 10th Street (meter 1344); Mission Street, north side, from 179 feet to 226 feet west of 9th Street (meters 1322, 1326); Mission Street, south side, from 216 feet to 238 feet east of Julia Street (meter 1137); Mission Street, south side, from 137 feet to 223 feet west of 7th Street (meters 1123, 1121, 1119, 1117); Mission Street, south side, from 37 feet to 111 feet west of 7th Street (meters 1111, 1109, 1105); Mission Street, south side, from 145 feet to 189 feet east of 7th Street (meters 1075, 1073); Mission Street, south side, from 219 feet 239 feet east of 7th Street (meter 1067); Mission Street, north side, from 299 to 339 feet west of 6th Street (meters 1034, 1032); Mission Street, north side, from 168 feet to 215 feet west of 6th Street (meters 1020, 1022); Mission Street, north side, from 98 feet to 186 feet east of 6th Street (meters 984, 982, 980, 976); Mission Street, north side, from 230 feet to 273 feet east of 6th Street (meters 968, 966); Mission Street, north side, from 303 feet to 347 feet east of 6th Street (meters 960, 958); Mission Street, south side, from 37 feet to 81 feet east of Mary Street (2 metered spaces); Mission Street, north side, from 77 feet to 115 feet east of 5th Street (meters 886, 884); Mission Street, south side, from 262 feet to 306 feet east of 3rd Street (meters 663, 661); Mission Street, south side, from 38 feet to 141 feet west of New Montgomery Street (meters 649, 647, 645, 643, 641); Mission Street,

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south side, from 3 feet to 48 feet east of New Montgomery Street (meters 621, 619); Mission Street, south side, from 42 feet to 84 feet east of 2nd Street (meters 585, 583); Mission Street, south side, from 189 feet to 231 feet east of 2nd Street (meters 571, 569); Mission Street, north side, from 47 feet to 67 feet west of 1st Street (meter 508); 11th Street, east side, from Minna Street to 66 feet northerly (meters 111, 113, 115); 9th Street, west side, from 113 feet to 159 feet south of Mission Street (meters 112, 118) #

- P. ESTABLISH – METERED YELLOW ZONE, 6-WHEEL COMMERCIAL LOADING, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – Mission Street, north side, from 172 feet to 234 feet east of 11th Street (meters 1422, 1420, 1418); Mission Street, north side, from 262 feet to 302 feet east of 11th Street (meters 1416, 1414) #
- Q. ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 9 AM TO 4 PM, MONDAY THROUGH FRIDAY – Mission Street, south side, from 190 feet to 238 feet west of 11th Street (meters 1523, 1521) #
- R. ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 7AM TO 4PM, MONDAY THROUGH FRIDAY; 7 AM TO 6 PM, SATURDAY
9th Street, east side, from 63 feet to 85 feet north of Mission Street (meter 53) #
- S. ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 4-HOUR TIME LIMIT, 7AM TO 6PM, MONDAY THROUGH SATURDAY – Mission Street, south side, from 291 feet to 378 feet east of 2nd Street (meters 561, 557, 555, 553) #
- T. ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 4-HOUR TIME LIMIT, 7AM TO 6PM, MONDAY THROUGH FRIDAY – New Montgomery Street, west side, from 10 feet to 50 feet south of Mission Street (meters 102, 104) #
- U. RESCIND – METERED YELLOW ZONE, COMMERCIAL LOADING, 9 AM TO 4 PM, MONDAY THROUGH FRIDAY – Mission Street, south side, from 244 feet to 268 feet west of 7th Street (meter 1131)
- V. ESTABLISH – PASSENGER LOADING ZONE, AT ALL TIMES – 1160 Mission Street, north side, from 323 to 345 feet east of 8th Street (22-foot zone); 1045 Mission Street, south side, from 281 feet to 343 feet east of 7th Street (62-foot zone); 942 Mission Street, north side, from 90 feet to 134 feet west of Mint Street (44-foot zone); “933” Mission Street, south side, from 10 feet to 37 feet east of Mary Street (27-foot zone); 685 Mission Street, south side, from 220 feet to 262 feet east of 3rd Street (42-foot zone); 555 Mission Street, south side, from 231 feet to 291 feet east of 2nd Street (60-foot zone)
- W. ESTABLISH – PASSENGER LOADING ZONE, 8 AM TO 5 PM, MONDAY THROUGH FRIDAY – 1235 Mission Street, south side, from 173 feet to 234 feet west of 8th Street (meters 1221, 1223, 1225) (61-foot zone) #
- X. ESTABLISH – PASSENGER LOADING ZONE, 11 AM TO MIDNIGHT, DAILY – 575 Mission Street, south side, from 147 feet to 189 feet east of 2nd Street (meters 575, 573) (42-

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foot zone) #

- Y. ESTABLISH – PASSENGER LOADING ZONE, 7AM TO 10 PM, DAILY – “106” 9th Street, west side, from 46 feet to 113 feet south of Mission Street (67-foot zone) #
- Z. ESTABLISH – PASSENGER LOADING ZONE, 8:30 AM TO 9:30 AM AND 3:30 PM TO 4:30 PM, MONDAY THROUGH FRIDAY
Mission Street, north side, from 15 feet to 98 feet east of 6th Street #
- AA. RESCIND – PASSENGER LOADING ZONE, AT ALL TIMES – Mission Street, south side, from 161 feet to 216 east of Julia Street (meters 1143, 1139)
- AB. RESCIND – PASSENGER LOADING ZONE, 9 AM TO 3 PM, MONDAY THROUGH FRIDAY – Mission Street, south side, from 141 feet to 181 feet west of New Montgomery Street (meters 653, 651)

STAKEHOLDER ENGAGEMENT

The community outreach process for this project occurred in two phases: prior to the TETL implementation and after.

Both phases of outreach took place during the COVID-19 pandemic, when restrictions on in-person interactions limited the ability of SFMTA staff to conduct some forms of traditional outreach, such as “door-to-door” surveys and public open houses. As an alternative, new strategies were developed including online open houses featuring narrated presentations and online “office hours” during which project team staff made themselves available to answer questions in real time.

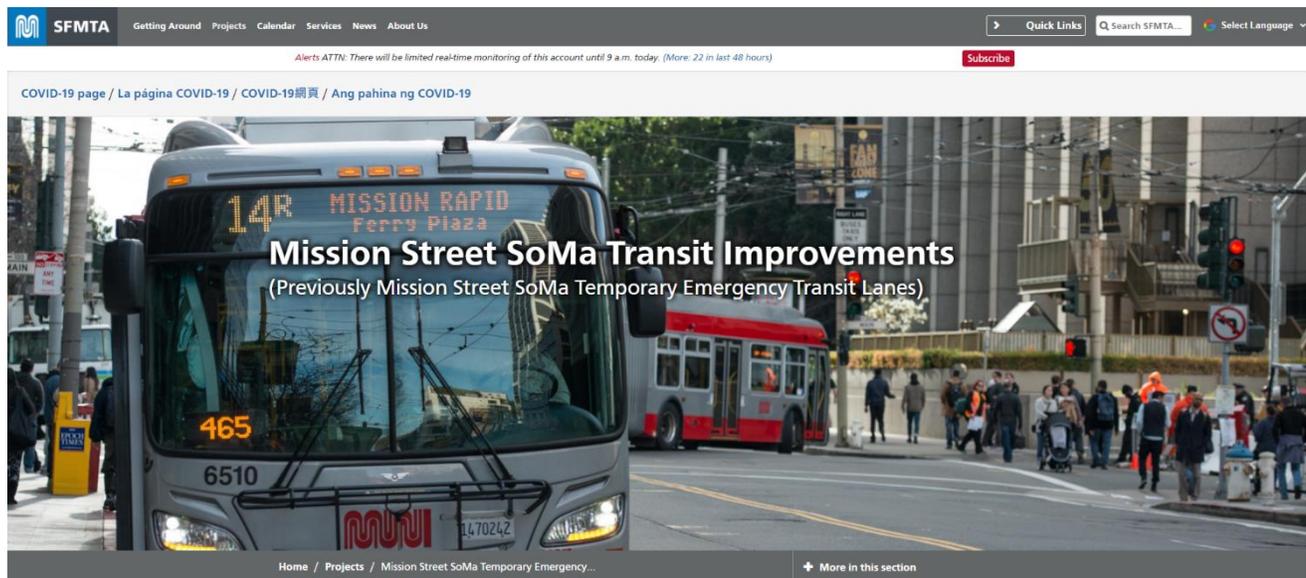


Figure 9: Project Website

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Major components of the project's outreach strategy included:

- The aforementioned **merchant, general public and operator surveys**. For the merchant survey, in lieu of in-person visits to businesses and other properties, each business was contacted by phone on at least three different occasions. All business properties were also sent multi-lingual letters providing links to complete surveys in English, Chinese, Filipino, and Spanish either online or via mail-in paper copy. For the general public survey, both text- and online-based versions were offered and publicized using multi-lingual posters in English, Chinese, Filipino, and Spanish posted throughout the corridor and along the entire 14 Mission route.
- Two **online open houses**: a two-hour virtual meeting conducted via Skype prior to TETL, and a two-week online open house with narrated presentation and two-hour "office hours" via Microsoft Teams conducted in late April 2021. Both events were heavily publicized via a variety of means, ranging from multi-lingual posters and mailed postcards in Chinese, Filipino, and Spanish, to emails, blog posts, and social media ads. Interpreters were available upon advance request.
- **Digital platforms** including a project website with information including a narrated presentation and diagrams illustrating proposed parking and loading changes, and blog posts on the SFMTA website.
- **Project update emails** sent to more than 5,000 SFMTA email subscribers and more than 30 community institutions in the corridor, the latter as part of both rounds of outreach, and offering as-needed briefings. Project staff also interacted by email and phone with various businesses and community-based organizations in the corridor (see following section on project changes).
- Multiple **briefings and ongoing communication with the District 6 Supervisor's office**.

As was previously noted, a number of changes were made to curb-use designations following implementation of the TETL project, based on both observation and community feedback. Some of these changes have already been implemented, while others have not, but are included in the current proposal.

- Most notably, the side of the street from which parking and loading is removed on the 1200 block (between 8th and 9th streets) was reversed in the current proposal to restore a white zone adjacent to the Human Services Agency of San Francisco (HSA), 1235 Mission Service Center, that had previously been removed.
- While a white zone adjacent to the Medical Respite and Sobering Center facility at 1171 Mission was removed, the red curb adjacent to the facility was designated Towaway No Parking Anytime (TANPAT) rather than Towaway No Stopping Anytime (TANSAT). This is a meaningful distinction because loading is allowed in a TANPAT zone, but not in a TANSAT zone, so long as the vehicle remains attended. The City Traffic Engineer also sent a

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letter to SFMTA Parking Enforcement reiterating that vehicles that are stopped but attended at this location should not be cited for illegal parking. (It should be noted that the Sobering Center is immediately across the street from the Trinity apartment and retail complex, which will soon include approximately 1,900 apartments and a Whole Foods grocery store, and relies heavily on the curbside passenger loading zones by its main entrances on Mission.)

- Similarly, a one-year pilot of a TANPAT zone is proposed to facilitate student pick-up and drop-off at the Proof School at 1173 Mission (along with a regular white zone across the street).
- The project team worked with the owner of the SOMA Residences, a large apartment complex at 1045 Mission Street, to increase the number of passenger and commercial loading spaces both along Mission in front of the complex as well as on Minna Street, in the rear of the complex. The team also worked with other stakeholders, including SOMA Storage at 1475 Mission Street and the Panoramic apartments at 1321 Mission Street, to provide replacement loading zones nearby or otherwise address parking and loading concerns.
- Finally, the project team worked with Public Works to find nearby replacement locations for permitted food trucks that would otherwise be displaced by the project.

These changes were in addition design changes implemented as part of the original TETL project, including conversion of remaining parking spaces to loading spaces to better serve nearby businesses and nonprofit organizations.

Finally, the public outreach effort was complemented by an interagency and intra-agency “inreach” process that included presentations to staff in other city departments as well as the SFMTA Multimodal Accessibility Advisory Committee (MMAC) and a subcommittee of the agency’s Citizens’ Advisory Committee (CAC).

ALTERNATIVES CONSIDERED

The TEP included both “Moderate” and “Expanded” alternatives. Major differences between these concepts and the current proposal include:

- The Moderate Alternative would have maintained most curbside parking and loading but extended towaway hours between Beale and 11th streets to 7 a.m. to 7 p.m. Monday through Friday, effectively eliminating all curbside parking and loading in the corridor on weekdays. The Expanded Alternative would have permanently removed all parking and loading between Fremont and 3rd streets.
- The Expanded Alternative would have relocated the transit-only lanes from the outer to the inner lanes between 1st and 5th streets outbound and 1st and 6th streets inbound, requiring construction of a number of boarding islands.

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- Under the Expanded Alternative, all eastbound traffic would have been required to turn right at 1st Street. This was considered as part of the current proposal; however, it would present challenges for vehicular circulation in the area to the east.

FUNDING IMPACT

Much of the benefit of this project derives from the changes already made as part of the TETL project last year (i.e., restriping and expansion of transit lane hours). This project would make those changes permanent, with modifications such as additional restriping that would cost relatively little.

The total estimated cost for the project is approximately \$20 million. Much of this consists of elements such as repaving, construction of bus pads, colorization of transit lanes and construction of a transit bulb at 4th Street.

The project would be funded using sources including an existing Federal grant for colorization, General Obligation (GO) Bond funding, Interagency Plan Implementation Committee (IPIC) developer fees in the segment east of Annie Street and, potentially, a \$4.5 million State Affordable Housing and Sustainable Communities Program (AHSC) grant.

ENVIRONMENTAL REVIEW

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 all of the TEP proposals including Service-Related Capital Improvements and Travel Time Reduction Proposals (TTRP) to improve transit performance along various Municipal Railway routes. As part of Resolution No. 14-041, the SFMTA Board of Directors adopted findings under the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings) and a Mitigation Monitoring and Reporting Program (MMRP).

On May 28, 2021, the San Francisco Planning Department reviewed the modifications to the TTRP.14 (Travel Time Reduction Proposal for Route 14) and determined that the project was within the scope of the TEP FEIR. No new significant effects were identified, there was no substantial increase in significant effects already identified, and no new mitigation were required for the project.

A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at <https://sfplanning.org/> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

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

Parking and traffic modifications listed with a “#” are final SFMTA decisions, as defined by Ordinance 127-18, that can be reviewed by the Board of Supervisors. Information about the review

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process can be found at https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf

RECOMMENDATION

Staff recommends approving various parking and traffic modifications along Mission Street between Beale Street and South Van Ness Avenue; and amending Transportation Code, Division II, Sections 601 and 602, respectively, to designate full-time transit-only areas on Mission Street between 1st and 11th Streets.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, Mission Street in SoMa is a primary corridor for both Muni as well as regional bus service; and

WHEREAS, The SFMTA Board of Directors approved temporary changes to Mission Street as part of its approval of the Temporary Emergency Transit Lanes program in June 2020; and

WHEREAS, Prior to the temporary changes implemented last fall, the existing transit-only lanes on Mission Street in SoMa were only part-time, and the travel lanes were too narrow for buses; and

WHEREAS, The temporary changes made the transit-only lanes full-time, reduced the number of traffic lanes during off-peak periods, and widened the transit and traffic lanes; and

WHEREAS, Evaluation of the temporary changes has found that they were successful in achieving their goals, including protecting transit from traffic, improving pedestrian safety and minimizing transit collisions; and

WHEREAS, Community engagement found support for making the changes permanent, with some modifications; and

WHEREAS, Adoption of this legislation would make the changes permanent; and

WHEREAS, Other changes are proposed to further improve transit service, such as increasing the capacity of bus stops; and

WHEREAS, The San Francisco Municipal Transportation Agency has received a request, or identified a need for parking and traffic modifications as follows:

- A. ESTABLISH – BUS AND TAXI ONLY LANE – Mission Street, both directions, from 11th Street to 1st Street
- B. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – Mission Street, south side, from 11th Street to 9th Street; Mission Street, north side, from 9th Street to 8th Street; Mission Street, south side, from 8th Street to 220 feet east of Julia Street; Mission Street, north side, from 7th Street to 445 feet westerly; Mission Street, north side, from 7th Street to 446 feet easterly; Mission Street, south side, from 6th Street to 473 feet westerly; Mission Street, south side, from 6th Street to Mary Street; Mission Street, north side, from Mint Street to 90 feet westerly; Mission Street, north side, from 3rd Street to 1st Street; Mission Street, south side, from 70 feet west of Shaw Alley to 1st Street
- C. ESTABLISH – TOW-AWAY NO PARKING ANYTIME EXCEPT ACTIVE LOADING –

Mission Street, south side, from 175 feet east of 8th Street to Julia Street #

- D. ESTABLISH – TOW-AWAY NO PARKING EXCEPT ACTIVE LOADING, 8:50 AM TO 9:20 AM AND 3:40 PM TO 4:10 PM, MONDAY THROUGH FRIDAY
Mission Street, south side, from 165 feet to 230 feet east of 6th Street #
- E. RESCIND – TOW-AWAY NO STOPPING, 4 PM TO 6 PM, MONDAY THROUGH FRIDAY – Mission Street, north side, from 11th Street to 9th Street; Mission Street, north side, from 8th Street to 347 feet easterly; Mission Street, north side, from 6th Street to 380 feet westerly; Mission Street, north side, from 6th Street to 462 feet easterly
- F. RESCIND – TOW-AWAY NO STOPPING, 7 AM TO 9 AM AND 4 PM TO 6 PM, MONDAY THROUGH FRIDAY – Mission Street, south side, from 9th Street to 8th Street; Mission Street, south side, from 7th Street to 331 feet westerly; Mission Street, south side, from 7th Street to 343 feet easterly; Mission Street, south side, from 10 feet to 81 feet east of Mary Street
- G. RESCIND – TOW-AWAY NO STOPPING, 7 AM TO 9 AM AND 3 PM TO 6 PM, MONDAY THROUGH FRIDAY – Mission Street, south side, from 3rd Street to Shaw Alley; Mission Street, south side, from Fremont Street to Beale Street
- H. RESCIND – TOW-AWAY NO STOPPING, 3 PM TO 6 PM, MONDAY THROUGH FRIDAY – Mission Street, north side, from 77 feet to 115 feet east of 5th Street (meters 886, 884)
- I. RESCIND – TOW-AWAY NO STOPPING ANYTIME – Mission Street, south side, from 138 feet to 190 feet west of 11th Street; Mission Street, south side, from 193 feet east of 9th Street to 36 feet west of 8th Street (restores meters 1237 to 1205)
- J. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME, ESTABLISH – SIDEWALK WIDENING – Mission Street, north side, from 4th Street to Jessie Street East (for 6-foot wide transit bulb)
- K. ESTABLISH – BUS ZONE – Mission Street, south side, from 11th Street to 230 feet easterly; Mission Street, north side, from 160 feet to 179 feet west of 9th Street (extends existing bus zone by 19 feet; removes yellow meter 1320); Mission Street, south side, from 105 feet to 165 feet east of 9th Street (extends existing bus zone by 60 feet; removes meters 1249, 1247, 1245); Mission Street, north side, from 98 feet to 230 feet west of 8th Street (extends existing bus zone by 132 feet; removes meters 1212, 1214, 1216, 1218, 1220, 1224, 1226); Mission Street, south side, from 111 feet to 174 feet east of 8th Street (extends existing bus zone by 63 feet; removes meters 1183, 1181); Mission Street, north side, from 111 feet to 170 feet west of 7th Street (extends existing bus zone by 59 feet); Mission Street, south side, from 120 feet to 145 feet east of 7th Street (extends existing bus zone by 25 feet; removes yellow meter 1077); Mission Street, north side, from 100 feet to 168 feet west of 6th Street (extends existing bus zone by 68 feet; removes yellow meter 1018); Mission Street, south side, from 100 feet to 165 feet east of 6th Street (extends existing bus zone by 65 feet); Mission Street, south side, from 120 feet to 185 feet west of 5th Street (extends existing bus zone by 65 feet); Mission Street, south side, from 120 feet to 220 feet east of 3rd Street (extends existing bus zone by 100 feet; removes meters 673, 669); Mission Street, north side, from 120 feet to 165 feet west of 2nd Street (extends existing bus zone by 45 feet; removes yellow meter 614 and general meter 618); Mission Street, south side, from 140 feet to 165 feet east of 2nd Street (extends existing bus zone by 25 feet; removes meter 617)

- L. RESCIND – BUS ZONE – Mission Street, south side, from 11th Street to 160 feet westerly
- M. ESTABLISH – NO LEFT TURN – Mission Street, westbound, at Washburn Street
- N. ESTABLISH – RIGHT LANE MUST TURN RIGHT EXCEPT MUNI – Mission Street, eastbound, at 11th Street
- O. ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – Mission Street, north side, from 84 feet to 128 feet east of 11th Street (meters 1430, 1428); Mission Street, north side, from 30 feet to 52 feet east of 10th Street (meter 1344); Mission Street, north side, from 179 feet to 226 feet west of 9th Street (meters 1322, 1326); Mission Street, south side, from 216 feet to 238 feet east of Julia Street (meter 1137); Mission Street, south side, from 137 feet to 223 feet west of 7th Street (meters 1123, 1121, 1119, 1117); Mission Street, south side, from 37 feet to 111 feet west of 7th Street (meters 1111, 1109, 1105); Mission Street, south side, from 145 feet to 189 feet east of 7th Street (meters 1075, 1073); Mission Street, south side, from 219 feet 239 feet east of 7th Street (meter 1067); Mission Street, north side, from 299 to 339 feet west of 6th Street (meters 1034, 1032); Mission Street, north side, from 168 feet to 215 feet west of 6th Street (meters 1020, 1022); Mission Street, north side, from 98 feet to 186 feet east of 6th Street (meters 984, 982, 980, 976); Mission Street, north side, from 230 feet to 273 feet east of 6th Street (meters 968, 966); Mission Street, north side, from 303 feet to 347 feet east of 6th Street (meters 960, 958); Mission Street, south side, from 37 feet to 81 feet east of Mary Street (2 metered spaces); Mission Street, north side, from 77 feet to 115 feet east of 5th Street (meters 886, 884); Mission Street, south side, from 262 feet to 306 feet east of 3rd Street (meters 663, 661); Mission Street, south side, from 38 feet to 141 feet west of New Montgomery Street (meters 649, 647, 645, 643, 641); Mission Street, south side, from 3 feet to 48 feet east of New Montgomery Street (meters 621, 619); Mission Street, south side, from 42 feet to 84 feet east of 2nd Street (meters 585, 583); Mission Street, south side, from 189 feet to 231 feet east of 2nd Street (meters 571, 569); Mission Street, north side, from 47 feet to 67 feet west of 1st Street (meter 508); 11th Street, east side, from Minna Street to 66 feet northerly (meters 111, 113, 115); 9th Street, west side, from 113 feet to 159 feet south of Mission Street (meters 112, 118) #
- P. ESTABLISH – METERED YELLOW ZONE, 6-WHEEL COMMERCIAL LOADING, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – Mission Street, north side, from 172 feet to 234 feet east of 11th Street (meters 1422, 1420, 1418); Mission Street, north side, from 262 feet to 302 feet east of 11th Street (meters 1416, 1414) #
- Q. ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 9 AM TO 4 PM, MONDAY THROUGH FRIDAY – Mission Street, south side, from 190 feet to 238 feet west of 11th Street (meters 1523, 1521) #
- R. ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 7AM TO 4PM, MONDAY THROUGH FRIDAY; 7 AM TO 6 PM, SATURDAY
9th Street, east side, from 63 feet to 85 feet north of Mission Street (meter 53) #
- S. ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 4-HOUR TIME LIMIT, 7AM TO 6PM, MONDAY THROUGH SATURDAY – Mission Street, south side, from 291 feet to 378 feet east of 2nd Street (meters 561, 557, 555, 553) #
- T. ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 4-HOUR TIME LIMIT, 7AM TO 6PM, MONDAY THROUGH FRIDAY – New Montgomery

- Street, west side, from 10 feet to 50 feet south of Mission Street (meters 102, 104) #
- U. RESCIND – METERED YELLOW ZONE, COMMERCIAL LOADING, 9 AM TO 4 PM, MONDAY THROUGH FRIDAY – Mission Street, south side, from 244 feet to 268 feet west of 7th Street (meter 1131)
 - V. ESTABLISH – PASSENGER LOADING ZONE, AT ALL TIMES – 1160 Mission Street, north side, from 323 to 345 feet east of 8th Street (22-foot zone); 1045 Mission Street, south side, from 281 feet to 343 feet east of 7th Street (62-foot zone); 942 Mission Street, north side, from 90 feet to 134 feet west of Mint Street (44-foot zone); “933” Mission Street, south side, from 10 feet to 37 feet east of Mary Street (27-foot zone); 685 Mission Street, south side, from 220 feet to 262 feet east of 3rd Street (42-foot zone); 555 Mission Street, south side, from 231 feet to 291 feet east of 2nd Street (60-foot zone)
 - W. ESTABLISH – PASSENGER LOADING ZONE, 8 AM TO 5 PM, MONDAY THROUGH FRIDAY – 1235 Mission Street, south side, from 173 feet to 234 feet west of 8th Street (meters 1221, 1223, 1225) (61-foot zone) #
 - X. ESTABLISH – PASSENGER LOADING ZONE, 11 AM TO MIDNIGHT, DAILY – 575 Mission Street, south side, from 147 feet to 189 feet east of 2nd Street (meters 575, 573) (42-foot zone) #
 - Y. ESTABLISH – PASSENGER LOADING ZONE, 7AM TO 10 PM, DAILY – “106” 9th Street, west side, from 46 feet to 113 feet south of Mission Street (67-foot zone) #
 - Z. ESTABLISH – PASSENGER LOADING ZONE, 8:30 AM TO 9:30 AM AND 3:30 PM TO 4:30 PM, MONDAY THROUGH FRIDAY
Mission Street, north side, from 15 feet to 98 feet east of 6th Street #
 - AA. RESCIND – PASSENGER LOADING ZONE, AT ALL TIMES – Mission Street, south side, from 161 feet to 216 east of Julia Street (meters 1143, 1139)
 - AB. RESCIND – PASSENGER LOADING ZONE, 9 AM TO 3 PM, MONDAY THROUGH FRIDAY – Mission Street, south side, from 141 feet to 181 feet west of New Montgomery Street (meters 653, 651)

WHEREAS, 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 all of the TEP proposals including Service-Related Capital Improvements and Travel Time Reduction Proposals (TTRP) to improve transit performance along various Municipal Railway routes; as part of Resolution No. 14-041, the SFMTA Board of Directors adopted findings under the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings) and a Mitigation Monitoring and Reporting Program (MMRP); the projects listed above were cleared at a program or project level; any modifications to the programs or projects as described in the FEIR would require further CEQA review; and

WHEREAS, On May 28, 2021, the San Francisco Planning Department Environmental Planning Division reviewed the modifications to the TTRP.14 and determined that the project was within the scope of the TEP FEIR; no new significant effects were identified, there was no substantial increase in significant effects already identified, and no new mitigations were required for the project; 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 adopts the Transit Effectiveness Project Final Environmental Impact Report CEQA findings as its own, and to the extent the above actions are associated with any mitigation measures, the SFMTA Board of Directors adopts those measures as conditions of this approval; a copy of the Planning Commission Resolution, the CEQA findings, and the CEQA determination are on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at <https://sfplanning.org/> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference; and, be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the parking and traffic modifications as set forth in Items A through AB above; and be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors amends Transportation Code Division II, Section 601, to designate full-time transit-only areas on Mission Street between 1st and 11th Streets and removes references to designations of the same corridors as temporary transit-only areas in Section 602(a)(1)(C).

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of June 15, 2021.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

RESOLUTION

[Transportation Code – Transit Only Lanes – Mission Street]

Resolution amending Division II of the Transportation Code to designate full-time transit-only areas on Mission Street between 1st Street and 11th Street, and removing references to designations of the same corridors as temporary transit-only areas.

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 and 602, 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).

* * * *

(34) Other Transit-Only Areas. Except for buses, taxicabs, vehicles preparing to make a turn, vehicles entering into or exiting from a stopped position at the curb, and vehicles entering into or exiting from a driveway, no vehicle may operate in the following Transit-only Areas during the times indicated:

Hours of Operation	Street	From	To
All Times	1st St.	Market St.	Howard St.
	3rd St.	Townsend St.	Market St.
	4th St.	Market St.	Folsom St.
	16th St. (Westbound)	Third St.	Church St.
	16th St. (Eastbound)	Bryant St.	Potrero Ave.
	16th St. (Eastbound)	Vermont St.	Third St.
	Bush St. (Eastbound)	151 feet East of Sansome St.	Battery St.

Hours of Operation	Street	From	To
	Church St.	16th St.	Duboce Ave.
	Clay St.	Sansome St.	Davis St.
	Fremont St.	Mission St.	Market St.
	Fremont St. (Northbound)	Harrison St.	Folsom St.
	Geary St.	Market St.	Gough St.
	Geary Blvd. (Westbound)	Gough St.	Baker St.
	Geary Blvd. (Eastbound)	Fillmore St.	Gough St.
	Geary Blvd. (Eastbound)	Baker St.	Steiner St.
	Geary Blvd. (Eastbound)	Masonic Ave.	Presidio Ave.
	Geary Blvd.	Stanyan St.	Collins St.
	Geneva Ave. (Outbound)	Delano Ave.	280 Freeway Overpass
	Judah St.	20th Ave.	La Playa St.
	Mission St. (Northbound)	Randall St.	Cesar Chavez St.
	Mission St. (Eastbound)	1st St.	Beale St.
	Mission St. (Westbound)	Main St.	1st St.
	<u>Mission St.</u>	<u>1st St.</u>	<u>11th St.</u>
	Mission St. (Westbound)	11th St.	South Van Ness Ave.
	Mission St. (Southbound)	Duboce Ave.	Randall St.
	O'Farrell St.	Stockton St.	Grant St.
	O'Farrell St.	Franklin St.	Powell St.
	Otis St. (Outbound)	South Van Ness Ave.	Duboce Ave.
	Post St.	Gough St.	Grant St.
	Potrero Ave. (Southbound)	25th St.	18th St.
	Sacramento St. (Westbound)	Drumm St.	Front St.
	Starr King Way	Gough St.	Franklin St.
	Stockton St.	Bush St.	Market St.
	Sutter St.	Gough St.	Kearny St.
	Taraval St. (Eastbound)	46th Ave.	17th Ave.
	Taraval St. (Westbound)	15th Ave.	46th Ave.
	Townsend St. (Eastbound)	Lusk St.	3rd St.

Hours of Operation	Street	From	To
6:00 AM – 10:00 AM, Monday – Friday	Bush St. (Eastbound)	Montgomery St.	Sansome St.
	Bush St. (Eastbound)	Sansome St.	151 Feet Easterly
7:00 AM – 9:00 AM, Monday – Friday	Mission St. (Eastbound)	11th St.	5th St.
	Clay St. (Eastbound)	Powell St.	Sansome St.
	Sacramento St. (Westbound)	Kearny St.	Grant Ave.
7:00 AM – 7:00 PM, Monday – Friday	Sacramento St.	Front St.	Kearny St.
7:00 AM – 6:00 PM, Monday – Friday	Mission St. (Eastbound)	5th St.	1st St.
	Mission St. (Westbound)	1st St.	4th St.
3:00 PM – 8:00 PM, Monday – Friday	Bush St. (Eastbound)	Montgomery St.	Sansome St.
3:30 PM – 7:00 PM, Monday – Friday	Sacramento St. (Westbound)	Kearny St.	Larkin St.
4:00 PM – 6:00 PM, Monday – Friday	Mission St. (Eastbound)	11th St.	5th St.
	Mission St. (Westbound)	4th St.	11th St.
3:00 PM–6:00 PM, Monday-Friday	Sutter St.	Sansome St.	Kearny St.
	Clay St. (Eastbound)	Grant Ave.	Sansome St.
3:00 PM–7:00 PM, Monday-Friday	Bush St. (Eastbound)	Sansome St.	151 feet Easterly

SEC. 602. DESIGNATED TEMPORARY TRANSIT-ONLY AREAS AND TOW AWAY ZONES.

(a) The locations listed in this subsection (a) are designated as Temporary Transit-only Areas. For purposes of this Section 602, “Temporary Transit-only Areas” are defined as the locations that are reserved for the use of buses, streetcars, taxis, bicycles, authorized emergency vehicles, vehicles preparing to make a turn, vehicles entering into or exiting from a stopped position at the curb, and/or vehicles entering into or exiting from a

driveway vehicles as specified in this subsection (a) and in any determinations made by the City Traffic Engineer to designate such locations as authorized by subsection (b) to reduce the impact of traffic congestion resulting from the COVID-19 emergency referenced in the Proclamation of the Mayor Declaring the Existence of a Local Emergency, dated February 25, 2020 (“COVID-19 Emergency”).

(1) Except for buses, taxis, authorized emergency vehicles, vehicles preparing to make a turn, vehicles entering into or exiting from a stopped position at the curb, and vehicles entering into or exiting from a driveway, no vehicle may operate in the following Temporary Transit-only Areas:

* * * *

~~(C)~~ Mission Street, both directions, from 11th to 1st Streets;

~~(D)~~(C) 7th Street, northbound, from Townsend to Market Streets;

~~(E)~~(D) 8th Street, southbound, from Market to Townsend Streets; and

~~(F)~~(E) Masonic Avenue, both directions, from Haight Street to Geary

Boulevard.

~~(G)~~(F) Clay Street

(i) 7AM to 10AM and 3PM to 7PM, Monday to Friday, eastbound, from Larkin Street to Leavenworth Street, from Jones Street to Taylor Street, and from Mason Street to Powell Street;

(ii) 7AM to 9AM and 3PM to 6PM, Monday to Friday, eastbound, from Powell Street to Grant Avenue; and

~~(H)~~(G) Sacramento Street

(i) 7AM to 9AM and 3PM to 7PM, Monday to Friday, westbound, from Kearny Street to Stockton Street;

(ii) 3PM to 7PM, Monday to Friday, westbound, from Stockton Street to Powell Street, and from Mason Street to Larkin Street.

* * * *

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: _____
JULIE VEIT
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 15, 2021.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency