

David Pilpel
2151 27th Ave
San Francisco CA 94116-1730

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO
2017 JUN -1 PM 3:55
BY BJ

Angela Calvillo, Clerk of the Board
Board of Supervisors
1 Carlton B Goodlett Pl Ste 244
San Francisco CA 94102-4689

June 1, 2017

Re: California Environmental Quality Act (CEQA) Appeal

Dear Ms. Calvillo,

I write to appeal a CEQA exemption determination made by the Planning Department regarding the Municipal Transportation Agency (MTA) Upper Market Street Safety Project (Project), elements of which were approved by the MTA Board on May 2, 2017. I have attached the agenda, staff report on the subject item (13), presentation, Planning Department exemption, adopted resolution, and minutes from the MTA Board meeting. The Planning Department, in File No. 2017-000817ENV, determined that the Project was categorically exempt from CEQA on February 3, 2017. I expressed my concern about this matter during public comment on the item at the MTA Board meeting, as did representatives of the Fire Department. Other members of the public expressed support for the Project.

My concerns about this exemption determination include the project description, whether the entire project needed to be re-submitted for environmental review based on changes to the project description and scope, piecemealing, and whether either (or both) of the exceptions (cumulative impacts or unusual circumstances) to an exemption apply here (particularly transportation and emergency access). I intend to more fully brief these issues on or before June 30, 2017, based on an anticipated hearing date of July 11, 2017.

As always, I am open to creative approaches to my underlying concerns and willing to withdraw this appeal if an acceptable solution can be reached. I have already contacted Sarah Jones of the MTA to initiate such discussions. Please notify Christopher Espiritu of the Planning Department, Sarah Jones and Charles Ream of the MTA, and Joanne Hayes-White of the Fire Department of this appeal. I also reserve the right to amend this appeal should any new information become available. Please contact me at (415) 977-5578 if you need any further information.

Sincerely,



David Pilpel

Attachments:

MTA Board May 2, 2017 Agenda

MTA Board May 2, 2017 Item 13 Staff Report

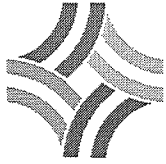
MTA Board May 2, 2017 Item 13 Presentation

DCP File No. 2017-000817ENV MTA Upper Market St Safety Project Exemption

MTA Board May 2, 2017 Item 13 Adopted Resolution 170502-059

MTA Board May 2, 2017 Minutes

cc: Lisa Gibson, Environmental Review Officer, Planning Department



SFMTA
Municipal
Transportation
Agency

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS AND
PARKING AUTHORITY COMMISSION**

NOTICE OF MEETING AND CALENDAR

Tuesday, May 2, 2017
Room 400, City Hall
1 Dr. Carlton B. Goodlett Place

**REGULAR MEETING
1 P.M.**

SFMTA BOARD OF DIRECTORS

Cheryl Brinkman, Chairman,
Malcolm Heinicke, Vice Chairman
Gwyneth Borden
Lee Hsu
Joél Ramos
Cristina Rubke

Edward D. Reiskin
DIRECTOR OF TRANSPORTATION

Roberta Boomer
SECRETARY

ACCESSIBLE MEETING POLICY

The San Francisco Municipal Transportation Agency Board of Directors/Parking Authority Commission meeting will be held in Room 400, at 1 Dr. Carlton B. Goodlett Place (400 Van Ness Ave.), San Francisco, CA. The closest accessible BART station is the Civic Center Station at United Nations Plaza and Market Street. Accessible Muni transit serving this location are: Muni Metro lines J-Church, K-Ingleside, L Taraval, M Ocean View, N Judah and T Third at Van Ness and Civic Center Stations; F Market-Wharves; 19 Polk, 47 Van Ness; 49 Mission-Van Ness; 5 Fulton; 5R Fulton; 6 Haight-Parnassus, 7 Haight-Noriega 7R Haight-Noriega; 21-Hayes; 9 San Bruno; 9R San Bruno Rapid and 71 Haight-Noriega. For information about Muni accessible services, call 415.701.4485.

The meeting room is wheelchair accessible. Accessible curbside parking spaces have been designated on the Van Ness Avenue and McAllister Street perimeters of City Hall for people with mobility impairments. There is accessible parking available within the underground Civic Center Garage at the corner of McAllister and Polk streets and within the Performing Arts Garage at Grove and Franklin streets.

To obtain a disability-related accommodation, including auxiliary aids or services, or to obtain meeting materials in alternative format, please contact Roberta Boomer at 415.701.4505. Providing at least 72 hours' notice will help to ensure availability. Written reports or background materials for calendar items are available for public inspection and copying at 1 South Van Ness Ave. 7th floor during regular business hours and are available online at www.sfmta.com/board. Public comment will be taken on each item before or during consideration of the item.

To assist the City's efforts to accommodate persons with severe allergies, environmental illnesses, multiple chemical sensitivity or related disabilities, attendees at public meetings are reminded that other attendees may be sensitive to various chemical based products. Please help the City to accommodate these individuals.

The ringing of and use of cell phones, pagers and similar sound-producing electronic devices are prohibited at this meeting. Please be advised that the Chairman may order the removal from the meeting room of any person(s) responsible for the ringing or use of a cell phone, pager, or other similar sound-producing electronic devices.

KNOW YOUR RIGHTS UNDER THE SUNSHINE ORDINANCE

Government's duty is to serve the public, reaching its decision in full view of the public. Commissions, boards, councils and other agencies of the City and County exist to conduct the people's business. This ordinance assures that deliberations are conducted before the people and that City operations are open to the people's review. For more information on your rights under the Sunshine Ordinance or to report a violation of the ordinance, contact Administrator, by mail to Sunshine Ordinance Task Force, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco CA 94102-4689; by phone at 415.554.7724; by fax at 415.554.7854; or by email at sof@sfgov.org.

Copies of the Sunshine Ordinance can be obtained from the Clerk of the Sunshine Task Force, the San Francisco Public Library and on the City's website at sfgov.org.

LANGUAGE ASSISTANCE

311 Free language assistance / 免費語言協助 / Ayuda gratis con el idioma / Бесплатная помощь переводчиков / Trợ giúp Thông dịch Miễn phí / Assistance linguistique gratuite / 無料の言語支援 / 무료 언어 지원 / Librang tulong para sa wikang Tagalog / การช่วยเหลือทางด้านภาษาโดยไม่เสียค่าใช้จ่าย / خط المساعدة المجاني على الرقم

ORDER OF BUSINESS

1. Call to Order
2. Roll Call
3. Announcement of prohibition of sound producing devices during the meeting.
4. Approval of Minutes
 - April 18, 2017 Regular Meeting
5. Communications
6. Introduction of New or Unfinished Business by Board Members
7. Director's Report (For discussion only)
 - Special Recognition Award
 - Update on Vision Zero
 - Ongoing Activities
8. Citizens' Advisory Council Report

9. Public Comment

Members of the public may address the SFMTA Board of Directors on matters that are within the Board's jurisdiction and are not on today's calendar.

THE FOLLOWING MATTERS BEFORE THE SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY BOARD OF DIRECTORS ARE RECOMMENDED FOR ACTION AS STATED BY THE SFMTA DIRECTOR OF TRANSPORTATION OR CITY ATTORNEY WHERE APPLICABLE. EXPLANATORY DOCUMENTS FOR ALL CALENDAR ITEMS ARE AVAILABLE FOR REVIEW AT 1 SOUTH VAN NESS AVE. 7th FLOOR.

CONSENT CALENDAR

10. All matters listed hereunder constitute a Consent Calendar, are considered to be routine by the San Francisco Municipal Transportation Agency Board of Directors and will be acted upon by a single vote. There will be no separate discussion of these items unless a member of the Board of Directors or the public so requests, in which event the matter shall be removed from the Consent Calendar and considered as a separate item.

(10.1) Requesting the Controller to allot funds and to draw warrants against such funds available or will be available in payment of the following claims against the SFMTA:

A. Factory Mutual Ins. Co. vs. CCSF, Superior Ct. #CGC15545441 filed on 4/21/15 for \$0

(10.2) Approving the following traffic modifications:

- A. ESTABLISH – STOP SIGNS – Irving Street, eastbound and westbound, at 45th Avenue.
- B. ESTABLISH – RECTANGULAR RAPID FLASHING BEACONS – Monterey Boulevard, eastbound and westbound, at Valdez Street; and McAllister Street, eastbound and westbound, at Buchanan Street.
- C. ESTABLISH – PERPENDICULAR PARKING – Alabama Street, east side, from 75 feet to 96 feet south of Mullen Avenue.
- D. ESTABLISH – 2 HOUR TIME LIMIT, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – 44th Avenue, east side, from 8 feet to 62 feet north of Taraval Street; and 44th Avenue, west side, from Taraval Street to 79 feet southerly.
- E. ESTABLISH – NO PARKING ANYTIME – 900 block of Rockdale Drive, south side, from 20 feet to 56 feet easterly of the terminus.
- F. ESTABLISH – PART TIME BUS ZONE, 7 AM TO 7 PM, MONDAY THROUGH FRIDAY – 24th Street, north side, from 100 feet to 150 feet east of Potrero Avenue.
- G. RESCIND – TOW-AWAY NO STOPPING, 4 PM TO 6 PM, MONDAY THROUGH FRIDAY – Bryant Street, north side, between 2nd Street and I-80 on ramp.
- H. ESTABLISH – RED ZONE – Bryant Street, north side, 196 feet east of 2nd Street to 235 feet east of 2nd Street.
- I. ESTABLISH – TOW-AWAY, NO STOPPING, 7 AM TO 9 AM AND 3 PM TO 7 PM, MONDAY THROUGH FRIDAY – Fell St., north side, from Gough St. to 270 feet easterly.
- J. ESTABLISH – NO PARKING ANYTIME – Hayes Street, south side, from Gough Street to 51 feet westerly.
- K. ESTABLISH – RIGHT LANE MUST TURN RIGHT – Hayes St., eastbound, at Gough St.
- L. ESTABLISH – NO PARKING ANYTIME – Gough Street, west side, from Hayes Street to 20 feet northerly.
- M. ESTABLISH – MIDBLOCK RAISED CROSSWALK – Sherman Street, 121 feet south of Cleveland Street.
- N. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Sherman Street, west side, from 97 feet south of Cleveland Street to 137 feet south of Cleveland Street.
- O. ESTABLISH – TOW AWAY NO PARKING ANYTIME – Rausch Street, east side, from Folsom Street to 106 feet northerly; and Rausch Street, west side, from Folsom Street to 25 feet northerly.
- P. RESCIND – RIGHT LANE MUST TURN RIGHT – Gough Street, southbound, at Fell Street.
- Q. ESTABLISH – 2-HOUR TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – Gough Street, west side, between Fell Street and Hayes Street.
- R. ESTABLISH – RED ZONE – Gough Street, west side, from Fell Street to 28 feet northerly.
- S. RESCIND – TOW-AWAY NO PARKING, PERMITTED COMMUTER SHUTTLE BUS ZONE, 6 AM TO 10 AM, MONDAY THROUGH FRIDAY – Gough Street, west side, from 75 feet to 205 feet south of Turk Street. (Explanatory documents include a staff report and resolution. For every parking and traffic modification that received a categorical exemption, the proposed action is the Approval Action as defined by Chapter 31 of the San Francisco Administrative Code.)

(10.3) Authorizing the Director to execute Contract #SFMTA-2016-38/1 (LOCAL) with Katz & Associates/Barbary Coast Consulting, JV, for an amount not to exceed \$2,500,000; execute Contract #SFMTA-2016-38/2 (LOCAL) with Davis & Associates Communications for an amount not to exceed \$2,500,000; execute Contract #SFMTA-2016-39/1 (FTA) with Katz & Associates/Barbary Coast Consulting, for an amount not to exceed \$1,750,000; execute Contract #SFMTA-2016-39/2 (FTA) with Circlepoint for an amount not to exceed \$1,750,000; execute Contract #SFMTA-2016-40/1 (FHWA) with Katz & Associates/Barbary Coast Consulting, for an amount not to exceed \$500,000, and execute Contract #SFMTA-2016-40/2 (FHWA) with Circlepoint for an amount not to exceed \$500,000, all for As-Needed Public Outreach and Engagement services and for terms not to exceed April 18, 2019, with the option to extend for additional terms. (Explanatory documents include a staff report, contracts and resolution.)

(10.4) Authorizing the Director to execute the Third Amendment to Contract No. 201-30, with NextBus, for software and equipment maintenance services for the SFMTA's Automatic Vehicle Location System, to extend the term of the Agreement for one year to July 31, 2018, with an option to further extend the Agreement up to one additional year and increasing the contract amount by \$3,780,474. (Explanatory documents include a staff report, resolution and amendment.)

REGULAR CALENDAR

11. Approving the Preliminary Official Statement for the issuance of the revenue bonds and authorizing the Director to make any necessary changes to the Preliminary Official Statement for the issuance of the revenue bonds, to execute and deliver a certificate deeming the Preliminary Official Statement "final" for purposes of Securities and Exchange Commission Rule 15c2-12 and to execute and deliver a final Official Statement; and authorizing and approving the distribution by the underwriters of the revenue bonds of copies of the Official Statement to all purchasers of the revenue bonds and the distribution by the underwriters of the revenue bonds of the Preliminary Official Statement to potential purchasers of the revenue bonds. (Explanatory documents include a staff report, resolution statement, and certificate. The presentation of this item will include mandated training regarding the financial responsibilities of the Board and the Agency.)

12. Presentation and discussion regarding Regional Measure 3. (Explanatory documents include a slide presentation.)

13. Approving various bicycle and parking and traffic modifications associated with the Upper Market Street Safety Project as follows:

- A. ESTABLISH – CLASS II BIKEWAY - Sanchez Street, southbound, from Henry Street to Market Street; Sanchez Street, northbound, from Market Street to 40 feet southerly; Octavia Boulevard, southbound, from Waller Street to Market Street
- B. ESTABLISH – CLASS IV BIKEWAY - Market Street, westbound, from Octavia Boulevard to Buchanan Street; Market Street, eastbound, from Guerrero Street to Octavia Boulevard; Octavia Boulevard, northbound, from Market Street to 80 feet northerly
- C. ESTABLISH – MID-BLOCK CROSSWALK - Market Street, between Laguna Street and Octavia Boulevard; Market Street, between Buchanan Street and Laguna Street
- D. ESTABLISH – MEDIAN ISLANDS - Market Street, at Noe Street, east crossing; Market Street, at Noe Street, west crossing; Guerrero Street, from 50 feet to 150 feet south of

- Market Street; Laguna Street, at Hermann Street, north crossing; Market Street, from 90 feet to 250 feet west of Octavia Boulevard; Market Street, at Laguna Street, east crossing
- E. ESTABLISH – SIDEWALK NARROWING - Market Street, north side, from Laguna Street to 90 feet easterly; Market Street, south side, from McCoppin Street to 40 feet westerly; Market Street, south side, from McCoppin Street to Highway 101 Off-Ramp
- F. ESTABLISH – TOW AWAY NO STOPPING ANY TIME, ESTABLISH – SIDEWALK WIDENING - 16th Street, north side, from Market Street to 20 feet easterly; 16th Street, south side, from Market Street to 24 feet westerly; Noe Street, west side, from 16th Street to 24 feet northerly; 15th Street, south side, from Market Street to 29 feet westerly; 15th Street, south side, from Market Street to 18 feet easterly; 15th Street, north side, from Sanchez Street to 18 feet westerly; Sanchez Street, west side, from 15th Street to 27 feet northerly; Sanchez Street, east side, from Market Street to 50 feet southerly; 14th Street, south side, from Market Street to 33 feet easterly; Guerrero Street, east side, from Market Street to 54 feet southerly; Pearl Street, east side, from Market Street to 41 feet southerly; Market Street, south side, from Highway 101 Off-Ramp to 31 feet easterly
- G. ESTABLISH – TOW AWAY NO STOPPING ANYTIME - Market Street, south side, from 150 feet to 170 feet west of Noe Street; Market Street, north side, from 108 feet to 149 feet east of Noe Street; Market Street, south side, from 90 feet to 154 feet west of Sanchez Street; Market Street, south side, from 260 feet to 275 feet east of Church Street; Market Street, south side, from 95 feet to 144 feet west of Dolores Street; Market Street, north side, from 189 feet to 211 feet west of Duboce Avenue; Market Street, north side, from 231 feet to 278 feet west of Laguna Street; Market Street, north side, from 111 feet to 131 feet west of Laguna Street; Market Street, north side, from Laguna Street to 71 feet westerly; Market Street, north side, from Hermann Street to 139 feet easterly; Market Street, north side, from 159 feet to 179 feet east of Hermann Street; Market Street, north side, from Octavia Boulevard to 92 feet westerly; Market Street, south side, from Guerrero Street to 77 feet easterly; Market Street, south side, from 117 feet to 137 feet east of Guerrero Street; Market Street, south side, from 177 feet to 197 feet east of Guerrero Street; Market Street, south side, from McCoppin Street to 43 feet westerly; Hermann Street, south side, from Laguna Street to 30 feet westerly; Laguna Street, east side, from Hermann Street to 35 feet northerly; Octavia Boulevard, west side, from Market Street to Waller Street
- H. ESTABLISH YELLOW METERED LOADING ZONE, 9 AM TO 6 PM, MONDAY THROUGH FRIDAY - Market St., north side, from 171 feet to 193 feet east of Noe St.
- I. ESTABLISH YELLOW METERED LOADING ZONE, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - Market Street, south side, from 154 feet to 174 feet west of Sanchez Street
- J. ESTABLISH YELLOW METERED LOADING ZONE, 7 AM TO 11 AM, MONDAY THROUGH FRIDAY - Market Street, south side, from 43 feet to 66 feet west of McCoppin Street; Market Street, south side, from 66 feet to 88 feet west of McCoppin Street
- K. ESTABLISH – PASSENGER LOADING ZONE, AT ALL TIMES - Market Street, north side, from 92 feet to 132 feet west of Octavia Boulevard
- L. RESCIND – BLUE ZONE - 14th Street, south side, from 11 feet to 33 feet east of Market Street; Octavia Boulevard, west side, from 2 feet to 22 feet north of Market Street
- M. ESTABLISH - BLUE ZONE - 14th Street, south side, from 33 feet to 55 feet east of Market Street; Market Street, north side, from 132 feet to 154 feet west of Octavia Boulevard
- N. RESCIND – GREEN METERED PARKING, 30 MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - 14th Street, south side, from 33 feet to 55 feet east

- of Market Street; Market Street, north side, from 77 feet to 99 feet east of Hermann Street; Market Street, south side, from 57 feet to 77 feet east of Guerrero Street
- O. ESTABLISH - GREEN METERED PARKING, 30 MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - 14th Street, south side, from 78 feet to 100 feet east of Market Street; Market Street, north side, from 139 feet to 157 feet east of Hermann Street; Market Street, south side, from 97 feet to 117 feet east of Guerrero Street
 - P. RESCIND – TOW AWAY, NO STOPPING ANYTIME EXCEPT PERMITTED CAR SHARE VEHICLES - Pearl Street, east side, from Market Street to 18 feet southerly
 - Q. ESTABLISH – TOW AWAY, NO STOPPING ANYTIME EXCEPT PERMITTED CAR SHARE VEHICLES - Pearl Street, east side, from 18 feet to 38 feet south of Market Street
 - R. ESTABLISH – ONE-WAY STREET - Hermann Street, eastbound, between Buchanan Street and Laguna Street
 - S. ESTABLISH – NO RIGHT TURN ON RED - Market Street, westbound, at Buchanan Street; Market Street, westbound, at Laguna Street; Market Street, eastbound, at Guerrero Street; Guerrero Street, northbound, at Market Street; Laguna Street, southbound, at Market Street; Octavia Boulevard, southbound, at Market Street. (Explanatory documents include a staff report, slide presentation and resolution. The proposed actions are the Approval Actions as defined by Chapter 31 of the San Francisco Administrative Code.)

ADJOURN

California Environmental Quality Act (CEQA) Appeal Rights under S.F. Admin. Code Chapter 31: For identified Approval Actions, the Planning Department or the SFMTA has issued a CEQA exemption determination or negative declaration, which may be viewed online at the Planning Department's website. Following approval of the item by the SFMTA Board, the CEQA determination is subject to appeal within the time frame specified in S.F. Administrative Code Section 31.16 which is typically within 30 calendar days. For information on filing a CEQA appeal, contact the Clerk of the Board of Supervisors at City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA 94102, or call (415) 554-5184. Under CEQA, in a later court challenge, a litigant may be limited to raising only those issues previously raised at a hearing on the project or submitted in writing to the City prior to or at such hearing, or as part of the appeal hearing process on the CEQA decision.

The Ethics Commission of the City and County of San Francisco has asked us to remind individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance [S.F. Campaign and Governmental Conduct Code section 2.100 et seq.] to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the Ethics Commission at 415.581.2300; fax: 415.581.2317; 25 Van Ness Avenue, Suite 220, SF, CA 94102-6027 or the web site: sfgov.org/ethics.

THIS PRINT COVERS CALENDAR ITEM NO. : 13

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving various parking and traffic modifications on Market Street between Octavia Boulevard and Castro Street. These modifications will improve safety for bicyclists, pedestrians, and motorists by installing curb bulb-outs, improving pedestrian crossings, making intersection safety improvements, and upgrading bike lanes on the corridor.

SUMMARY:

- This project directly contributes to the City's Vision Zero Goals.
- This project will establish a parking-protected bicycle lane on Market Street in the westbound direction from Octavia Boulevard to Duboce Avenue and in the eastbound direction from Guerrero Street to Octavia Boulevard.
- This project will construct concrete curb bulb-outs at the intersections of Market/16th/Noe, Market/15th/Sanchez, Market/Guerrero/Laguna, and Market/Octavia, and will reconfigure the pedestrian crossing at Dolores/Market.
- The proposal removes 29 metered vehicle parking spaces and 11 metered motorcycle parking spaces along the .9 mile project corridor. The number of passenger and commercial loading zones are not affected.
- The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

ENCLOSURES:

1. SFMTAB Resolution
2. SFMTAB Upper Market Street Project Proposal Presentation

APPROVALS:

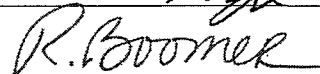
DATE

DIRECTOR



4/24/17

SECRETARY



4/24/17

ASSIGNED SFMTAB CALENDAR DATE: May 2, 2017

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PURPOSE

Approving various parking and traffic modifications on Market Street between Octavia Boulevard and Castro Street. These modifications will improve safety for bicyclists, pedestrians, and motorists by installing curb bulb-outs, improving pedestrian crossings, making intersection safety improvements, and upgrading bike lanes on the corridor.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the following goals and objectives in the SFMTA's Strategic Plan and Transit First Policy Principles:

Strategic Plan Goals/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 2.3: Increase use of all non-private auto modes.

Transit First 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.
5. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
6. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.

DESCRIPTION

The proposed Upper Market Street Safety Project delivers Walkfirst safety treatments and implements Class IV bike lanes on sections of the corridor that carry high numbers of cyclists every day and that exhibit a record of bicycle collisions.

In the five years from July 2011 through June 2016 (the most recent data available), there were a total of 174 collisions along Market Street between Octavia Boulevard and Castro Street. Out of this total,

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22 collisions involved a pedestrian, 51 involved a bicyclist, and 71% resulted in an injury. The SFMTA proposes parking and traffic modifications – including concrete curb bulb-outs and a parking-protected bicycle lane – along the project corridor in order to improve safety and comfort for all road users, and particularly for people walking and biking. These improvements are designed to shorten crossing distances for pedestrians, improve pedestrian and bicycle crossings at intersections, reduce motor vehicle traffic speeds, and protect bicyclists from moving vehicle traffic at key locations.

Project Location

This project corridor is located on Market Street in District 8 and touches several neighborhoods including the Castro, Duboce Triangle, Lower Haight, and Hayes Valley. Market Street is a four-lane arterial street with tracks for the F-Line Historic Streetcar, which runs in the center lanes of the roadway. Market Street from Octavia Boulevard to Duboce Avenue is one of the most heavily traveled bike corridors in the city, connecting the popular Wiggle bike route with the Market Street corridor, Civic Center, Financial District, and SOMA. In the PM peak hour, Market Street at Octavia Boulevard carries over 700 bicycles per hour. There are currently Class II bike lanes on Market Street from Castro Street to Octavia Boulevard. The intersection of Market Street at Octavia Boulevard has one of the highest bicycle collision totals in the City over the last five years and is also the on- and off-ramp for the 101 Central Freeway.

Project Elements

SFDPH has designated Market Street as a High Injury Corridor for pedestrians and bicyclists. Proposed improvements along Market Street can be separated into two categories based on the proposed measures:

1. **Pedestrian** – Parking and traffic modifications along Market Street will allow for the construction of curb bulb-outs, the reconfiguration of crosswalks, installation of intersection safety improvements, and retiming of signals.
2. **Bicycle** – Parking and traffic modifications along Market Street between Castro Street and Duboce Avenue will allow for paint improvements to bike lanes including green paint, wider bike lanes, bike boxes, and improved transition/mixing zones. Parking and traffic modifications on Market Street between Duboce Avenue and Octavia Boulevard will make similar painted improvements to the bike lanes and establish a parking protected bikeway.

Pedestrian Safety Improvements

Because of Market Street's alignment in relation to the surrounding street grid, all major intersections on this corridor are complex multi-legged intersections that present multiple conflicts for vehicles, pedestrians, and bicyclists. Collision patterns along the corridor share common threads including the non-intuitive nature of these intersections, long crossing distances, inconsistent wayfinding, double parking/loading, and high vehicle speeds. To address these patterns, the SFMTA proposes to install the following pedestrian safety improvements on Market Street:

- **Concrete corner bulb-outs** to shorten crossing distances, increase pedestrian visibility, slow vehicle turning movements, and provide space for landscaping/greening. The SFMTA will construct the majority of these curb bulb-outs over existing painted safety zones that were painted in August 2015. Bulbouts will be constructed at the intersections of Market Street at Noe/16th Streets, Sanchez/15th Streets, Guerrero/Laguna/Hermann Streets, Pearl Street, and Octavia Boulevard.
- **Crosswalk reconfiguration** at the intersection of Market and Dolores Street to fix the long-standing issue of a “jog” in the path of the crosswalk across Market Street.
- **Muni boarding island improvements** including widening the outbound Muni boarding island at Market/Laguna and installing thumbnail islands where possible to meet accessibility guidelines.
- **Pedestrian refuge islands** to improve pedestrian safety and shorten crossing distances at the intersection of Market Street at Octavia Boulevard and Market Street at Laguna/Hermann Streets.
- **Lane narrowing and advance stop bars** to slow vehicle speeds on the corridor and ensure that cars stop in advance of crosswalks.

Bicycle Safety Improvements

Market Street between Octavia Boulevard and Duboce Avenue also experiences some of the highest daily bike volumes in the city as the direct access point to the Duboce bikeway and popular Wiggle bike route. Double parking and loading conflicts are common on Market Street. Additionally, crossing Market Street at Sanchez Street is a point of concern for the community and the intersection of Market Street and Octavia Street has long been one of the highest bicycle collision locations in the City. Collision patterns along the corridor share common threads including: double parking/loading, turning conflicts, the presence of the 101 freeway ramp, and speeding. To address these patterns, the SFMTA proposes to install the following bicycle safety improvements on Market Street:

- **Green painted bike lanes** from Octavia Boulevard to Castro Street to discourage double parking or loading in the bike lane and to clearly demarcate the bicycle path of travel across complex intersections. *Note: some stretches of bike lane on the corridor are already painted green, in these locations SFMTA will refresh the paint.*
- **Class IV bikeway (parking-protected bike lane)** in the westbound direction from Octavia Boulevard to Duboce Avenue and in the eastbound direction from Guerrero Street to Octavia Boulevard. This section of the Market Street corridor experiences the greatest daily bicycle ridership. This new protected bike facility will provide a dedicated space for people biking that is removed from motor vehicle travel and will close a critical gap in the City’s low-stress bikeway network.
- **Reconfiguration of the bike channel/bike crossing** for southbound cyclists on Octavia Boulevard crossing Market Street. Currently the bike lane forces people biking to ride next to southbound vehicles on Octavia Boulevard. This change will give bikes a comfortable place to cross Market Street.

- **Concrete improvements at Market/Octavia** including concrete islands and bike channel for eastbound cyclists approaching Octavia Boulevard and added protection for northbound cyclists on the Octavia frontage road. These changes will further reinforce existing right-turn prohibitions for vehicles and make vital safety improvements at this high-collision location.
- **Improved transition/mixing zones** for cyclists on Market Street approaching the intersections of Noe/16th Streets, Sanchez/15th Streets, and Dolores Street. Removing a small number of parking spaces in advance of intersections allows for a full-width green-painted bike lane and transition zone approaching key intersections.
- **Green bike boxes** at the intersections of Market/16th/Noe and Market/15th/Sanchez give cyclists a safe place to wait at a red light before crossing the street.
- **New bike lane** for southbound Sanchez Street approaching Market Street will close a gap in the bike network and allow cyclists to safely enter the new green bike box.
- **Intersection wayfinding** through complex intersections will tell cars where to expect bicycle travel and will guide cyclists on a safe path through intersections.

A Class IV Bikeway (separated bikeway) is a bikeway for exclusive use of bicycles and includes a separation required between the separated bikeway and through vehicle traffic. A parking protected bikeway is a type of separated bikeway that uses a parking lane and painted buffer strip/loading zone to physically separate vehicle travel from the bicycle lane.

Class IV Separated Bikeway Criteria

California State Law (Assembly Bill No. 1193 effective January 1, 2015) authorizes separated bikeways. Section 891 of the Streets and Highways Code provides that agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted may utilize minimum safety design criteria other than those established by Section 890.6 if all of the following conditions are met:

1. The alternative criteria are reviewed and approved by a qualified engineer with consideration for the unique characteristics and features of the proposed bikeway and surrounding environs;
2. The alternative criteria, or the description of the project with reference to the alternative criteria, are adopted by resolution at a public meeting, after having provided proper notice of the public meeting and opportunity for public comment; and
3. The alternative criteria adhere to guidelines established by a national association of public agency transportation officials.

The proposed parking protected bikeway meets these three conditions. A qualified engineer reviewed and approved the alternative criteria for the parking protected bikeway prior to installation. The alternative criteria for the project are to discourage motor vehicles from encroaching or double parking in the bicycle lane, provide a more inviting environment and greater sense of comfort for bicyclists, and to improve safety for bicyclists. These alternative criteria will be adopted by SFMTA Board as part of this calendar item.

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The parking protected bikeway will also conform to best practices and design standards, including design guidelines developed jointly by the SFMTA, Mayor's Office on Disability, and San Francisco Public Works to ensure accessibility for all street users. The painted buffer separating the vehicle travel lane from the bikeway using parked vehicles will be clearly marked with cross-hatching that is four feet in width, which is greater than the minimum buffer width of three feet. The SFMTA has engaged with the Fire Department over the course of the last year to make improvements to the design of the protected bike lane and ensure Fire Department safe access (see discussion in Stakeholder Engagement section below). The project's alternative criteria adhere to guidelines set by the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide. The NACTO guidelines state that parking protected bikeways require the following features:

- A separated bikeway, like a bicycle lane, is a type of preferential lane as defined by the Manual of Uniform Traffic Control Devices (MUTCD).
- Bicycle lane word, symbol, and/or arrow markings shall be placed at the beginning of a cycle track and at periodic intervals along the facility based on engineering judgment.
- If the City uses pavement markings to separate motor vehicle parking lanes from the preferential bicycle lane, solid white lane line markings shall be used. The City may place diagonal crosshatch markings in the neutral area for special emphasis. Raised medians or other barriers can also provide physical separation to the cycle track.

The separated bikeway for Market Street will conform to these NACTO design guidelines.

Additionally, the Federal Highway Administration Separated Bike Lane Planning and Design Guide, and California Department of Transportation Design Information Bulletin (DIB) Number 89 Class IV Bikeway Guidance provided design criteria and general guidance related to these facilities. The parking protected bicycle lane proposed for Market Street conforms to DIB 89 design criteria.

STAKEHOLDER ENGAGEMENT

The Upper Market Street Safety Project encompasses a wide variety of neighborhoods, land uses, transportation choices, and stakeholder groups. The final project is a combination of proposals from two initially separate planning projects – the original Upper Market Street Safety Project and the Market/Octavia Safety Project. The project area of the original Upper Market Street Safety Project is Market Street from Duboce Avenue to Castro Street, while the original Market/Octavia project area is from Duboce to Octavia Boulevard.

Past Planning Efforts

The Upper Market Safety Project proposals are strongly rooted in recommendations from years of prior planning as documented in the following reports: Castro and Upper Market Retail Strategy (2015), Duboce Triangle Neighborhood Association (DTNA) Online Upper Market Survey (2013), Upper Market Vision and Recommendations (2008), Castro/Upper Market Community Benefits District (Castro CBD) Neighborhood Beautification and Safety Plan (2008), and the Market and Octavia Area Plan (2008). Overall these plans call for a safer, more beautiful, and more intuitive

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environment for pedestrians and bicyclists, specifically safer pedestrian crossings at the complex five- and six-legged intersections along Market Street.

Targeted Stakeholder Outreach

Building on these past planning efforts the SFMTA initiated a planning process in October 2014. The project team met engaged with the District 5 and District 8 Supervisor's offices, the Castro Merchants Association, the Duboce Triangle Neighborhood Association, the Castro Community Benefits District, the Market/Octavia Community Advisory Committee, and the Hayes Valley Neighborhood Association. From October 2014 to April 2017, the Upper Market Street Safety Project team held 22 in-person meetings with these organizations. These meetings consisted of giving presentations at regular monthly meetings or land-use committee meetings, and holding briefing meetings at regular intervals to get input, answer questions, and gather feedback from the various groups. Additionally, the project team was in regular phone and email contact with these groups, business owners, residents, and other stakeholders throughout this roughly two and a half year period.

The community is very supportive of concrete bulb-outs, crosswalk improvements, lane marking upgrades, and other safety improvements aimed at simplifying the complex six-legged intersections on Market Street. These improvements will have a direct impact on safety for people walking through these intersections, and will offer an opportunity for the City to install landscaping, street furniture, and other elements to improve the pedestrian environment. The community requested that the SFMTA investigate several more-impactful circulation changes at these intersections, namely left- and right-turn restrictions, or adding in new left-turn phases or lights. These circulation changes proved to be more controversial than the streets and sidewalks changes, so the circulation proposal has been placed on hold pending further outreach and design review.

The bicycling community is very vocal about the advantages of parking-protected bike lanes and their efficacy in reducing double-parking and loading violations in the bike lane. The project team ultimately made the decision to propose parking-protected bike lanes on the two blocks of Market Street that exhibit the highest numbers of daily bike riders and the highest incidents of conflict between bicycles and motor vehicles. These two blocks – connecting Octavia Boulevard to the Duboce Bikeway and the Wiggle bike route – represent a long-standing gap in the City's low-stress cycling network. The SFMTA made the decision to implement parking-protected lanes in this location where the tradeoffs to parking and loading are small compared with the safety benefits for people biking. On the section of Market Street between Duboce Avenue and Castro Street – which carries significantly fewer daily bike riders – the SFMTA chose to add a painted buffer strip to the existing bike lane, install green paint on the bike lane and remove strategic parking spaces to increase visibility and separation for cyclists.

Public Open House Meetings

The Upper Market Street Safety Project held the following seven Public Open House meetings to present various elements of the project to the general public:

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- April 16, 2015 – Market/Octavia Open House #1 – Visioning/planning for Market/Octavia Area improvements;
- May 5, 2015 – Upper Market Street Open House #1 – Gather community feedback on safety issues, present toolkit of WalkFirst safety improvements, present plan for near-term improvements that were implemented in August 2015. Near-term improvements include painted safety zones which are being upgraded to bulb-outs with this project;
- October 2015 – Upper Market Street Parking Management workshop – Gather community feedback on issues and solutions for the Upper Market corridor regarding double-parking and loading concerns;
- May 5, 2016 – Upper Market Street Open House #2 – present proposal of safety improvements to public for feedback;
- May 13, 2016 – Market/Octavia Open House #2 – present proposal of safety improvements to public for feedback;
- April 1 and April 5, 2017 – Market/Octavia Open House #3 & #4 – present final proposal of safety improvements to public.

Public Hearings

The SFMTA put forth a package of near-term improvements (including painted safety zones that will be upgraded following approval of this calendar item) at an SFTMA Engineering Public Hearing on May 22, 2015. These paint-only improvements were approved by the SFMTA Board on June 16, 2015 and implemented in August 2015. SFMTA staff evaluated and observed the painted improvements and used the information to make the final recommendations in this proposal. The SFMTA Engineering Public Hearing on March 3, 2017, put forward the full infrastructure package of improvements for Upper Market Street from Duboce Avenue to Castro Street for public comment. There was no opposition to the improvements presented at this public hearing.

San Francisco Fire Department

The San Francisco Fire Department (SFFD) raised objections to the proposed parking-protected bikeway along the eastern portion of Market Street (Duboce to Octavia) based on the following design issues:

1. Lack of 26 feet clear width for ladder truck operations
2. Ladder truck distance from overhead wires less than 10 feet.
3. Increased distance (greater than standard 30 feet) from buildings due to parking protected bike lane and parking/loading buffer zone

SFMTA staff has worked with the Fire Department since May 2016 to modify and refine the roadway design to address operational concerns. This included conducting three walkthroughs of Upper Market Street with fire truck demonstrations on August 19, 2016, February 3, 2017, and March 20, 2017. The Project team also met several times with Fire Department representatives and corresponded via email and phone regarding altering the proposal to respond to Fire Department

regulations and recommendations. The current proposal allows for ladder access to all buildings with frontages on Market Street, and responds to three areas of concern raised by the Fire Department. Specifically, the SFMTA made the following modifications:

1. Lack of 26 feet clear width for ladder truck operations

- a. *Note: many areas of the Market Streets blocks in question, including those zones with Muni Boarding islands, do not currently meet the 26 feet clear width recommendation.*
- b. The SFMTA's original proposal included angled parking on Hermann Street and Buchanan Street, adjacent to Market Street, in order to offset the parking loss associated with other elements of the project. Following Field Visit #1 in August 2016, the SFMTA removed several parking spaces on Hermann Street to respond to clear width concerns. After Field Visit #3 in March 2017, the SFMTA removed the angled parking proposals for Hermann Street and Buchanan Street from the project to respond to Fire Department concerns over clear width.
- c. Following Field Visit #1 in August 2016, the SFMTA significantly reduced in size the proposed pedestrian safety island at the intersection of Market/Laguna/Hermann.
- d. Following Field Visit #1 in August 2016, the SFMTA removed a proposed thumbnail island at the Muni boarding island at Market/Laguna in response to concerns over clear width.

2. Ladder truck distance from overhead wires less than 10 feet.

- a. Following Field Visit #2 in February 2017, the SFMTA removed additional parking on the two affected blocks of Market Street where the parking protected bike lane would have caused Fire Department ladder trucks to deploy adjacent to the overhead wires on Market Street. These parking space removals allow ladder trucks to access the block faces from either end of the parking-protected bikeway.
- b. Following Field Visit #2 in February 2017, the SFMTA also placed yellow or white loading zones at key locations to provide flexible short-term parking spaces where drivers would be nearby and able to move their vehicle during an emergency situation.
- c. Following Field Visit #2, SFMTA provided an in-depth analysis of the tree canopy and overhead wire setup on Market Street to show that the new design would not impede ladder access to any currently ladder-accessible buildings.
- d. Following Field Visit #3 in March 2017, at the request of Fire Department staff, the SFMTA removed an additional three parking spaces to create midblock zones clear zones. These clear zones provide additional space for ladder trucks to deploy outriggers between parked vehicles in order to maintain at least 10 feet clear from the overhead wires in all staging scenarios.

3. Increased distance (greater than standard 30 feet) from buildings due to parking protected bike lane and parking/loading buffer zone

- a. Following Field Visit #2 in February 2017, the SFMTA removed additional parking on the two affected blocks of Market Street where the parking protected bike lane would have forced Fire Department ladder trucks to deploy more than 30 feet away from the building face on Market Street. These parking space removals allowed ladder trucks to deploy within 30 feet of the building face from either end of the parking-protected bikeway.

- b. Following Field Visit #2 in February 2017, the SFMTA also placed yellow or white loading zones at key locations to provide flexible short-term parking spaces where drivers would be nearby and able to move their vehicle during an emergency situation.
- c. Following Field Visit #3 in March 2017, at the request of Fire Department staff, the SFMTA removed an additional three parking spaces to create midblock zones clear zones. These clear zones provide additional space for ladder trucks to deploy outriggers between parked vehicles in order to deploy within 38 feet of the build face at midblock, in addition to being able to deploy within 30 feet of the building face at the intersection.

The SFMTA has worked with the Fire Department to understand their operational needs and adapt the design accordingly. In the final proposal, Fire Department ladder truck access is preserved at present-day standards. This plan for Fire Department access represents the culmination of an iterative design process that took place over the course of ten months, three walkthroughs of the project corridor, and many in-person briefings and communications. Much of the bikeway will be marked with only paint, allowing the design to be modified, if needed, after it is implemented. SFMTA staff will continue working with the Fire Department after the project is implemented to monitor operations. Any concrete or raised elements will be further refined during the detailed design phase to ensure that they do not impede Fire Department access. Additionally, the Fire Department has expressed the desire to reconfigure a median island at the corner of Dolores Street and Market Street to improve fire department operations at this location. The SFMTA will include this location in the scope of detailed design for this project but no parking or traffic modifications will be necessary.

ITEM FOR APPROVAL TO SUPPORT THE PROJECT

- A. ESTABLISH – CLASS II BIKEWAY - Sanchez Street, southbound, from Henry Street to Market Street (bike lane); Sanchez Street, northbound, from Market Street to 40 feet southerly (bike lane); Octavia Boulevard, southbound, from Waller Street to Market Street (bike lane on Octavia frontage road)
- B. ESTABLISH – CLASS IV BIKEWAY - Market Street, westbound, from Octavia Boulevard to Buchanan Street (parking-protected bikeway); Market Street, eastbound, from Guerrero Street to Octavia Boulevard (parking-protected bikeway); Octavia Boulevard, northbound, from Market Street to 80 feet northerly (protected bikeway with concrete island)
- C. ESTABLISH – MID-BLOCK CROSSWALK - Market Street, between Laguna Street and Octavia Boulevard (crossing westbound Class IV bikeway); Market Street, between Buchanan Street and Laguna Street (crossing westbound Class IV bikeway)
- D. ESTABLISH – MEDIAN ISLANDS - Market Street, at Noe Street, east crossing (thumbnail for boarding island); Market Street, at Noe Street, west crossing (thumbnail for boarding island); Guerrero Street, from 50 feet to 150 feet south of Market Street (3-foot wide median extension); Laguna Street, at Hermann Street, north crossing (6-foot wide island); Market Street, from 90 feet to 250 feet west of Octavia Boulevard (10-foot wide center median);

Market Street, at Laguna Street, east crossing (10-foot wide boarding island extension with pedestrian refuge, through eastern crosswalk, from current terminus to 40 feet westerly)

- E. ESTABLISH – SIDEWALK NARROWING - Market Street, north side, from Laguna Street to 90 feet easterly (8-foot narrowing, removes corner bulb); Market Street, south side, from McCoppin Street to 40 feet westerly (8-foot narrowing, removes corner bulb); Market Street, south side, from McCoppin Street to Highway 101 Off-Ramp (8-foot narrowing)
- F. ESTABLISH – TOW AWAY NO STOPPING ANY TIME, ESTABLISH – SIDEWALK WIDENING - 16th Street, north side, from Market Street to 20 feet easterly (6-foot wide bulb); 16th Street, south side, from Market Street to 24 feet westerly (12-foot wide bulb); Noe Street, west side, from 16th Street to 24 feet northerly (6 foot-wide bulb); 15th Street, south side, from Market Street to 29 feet westerly (6-foot wide bulb); 15th Street, south side, from Market Street to 18 feet easterly (6-foot wide bulb); 15th Street, north side, from Sanchez Street to 18 feet westerly (6-foot wide bulb); Sanchez Street, west side, from 15th Street to 27 feet northerly (6-foot wide bulb); Sanchez Street, east side, from Market Street to 50 feet southerly (12-foot wide bulb); 14th Street, south side, from Market Street to 33 feet easterly (6-foot wide bulb, relocates one blue zone); Guerrero Street, east side, from Market Street to 54 feet southerly (29-foot wide bulb, removes 3 motorcycle stalls); Pearl Street, east side, from Market Street to 41 feet southerly (15-foot wide bulb, relocates pilot on-street car share stall); Market Street, south side, from Highway 101 Off-Ramp to 31 feet easterly (6-foot wide bulb)
- G. ESTABLISH – TOW AWAY NO STOPPING ANYTIME - Market Street, south side, from 150 feet to 170 feet west of Noe Street (removes meter #2309); Market Street, north side, from 108 feet to 149 feet east of Noe Street (removes meter #2254, REINO 569-2260 [3 motorcycle spaces]); Market Street, south side, from 90 feet to 154 feet west of Sanchez Street (removes meters #2217, #2219, REINO 569-22110 [5 motorcycle spaces]); Market Street, south side, from 260 feet to 275 feet east of Church Street (removes meter #2135); Market Street, south side, from 95 feet to 144 feet west of Dolores Street (removes meters #2045, #2047); Market Street, north side, from 189 feet to 211 feet west of Duboce Avenue (removes meter #2028); Market Street, north side, from 231 feet to 278 feet west of Laguna Street (removes meters #1932, 1930 for parking-protected bikeway); Market Street, north side, from 111 feet to 131 feet west of Laguna Street (removes meter #1918 for SFFD clear zone); Market Street, north side, from Laguna Street to 71 feet westerly (removes meter #1912 for parking-protected bikeway); Market Street, north side, from Hermann Street to 139 feet easterly (removes meters #1828-G, 1826, 1824 for parking-protected bikeway); Market Street, north side, from 159 feet to 179 feet east of Hermann Street (removes meter #1820 for SFFD clear zone); Market Street, north side, from Octavia Boulevard to 92 feet westerly (relocates passenger loading zone for parking-protected bikeway); Market Street, south side, from Guerrero Street to 77 feet easterly (removes meter #1823-G for parking protected bikeway); Market Street, south side, from 117 feet to 137 feet east of Guerrero Street (removes meter #1817 for SFFD clear zone); Market Street, south side, from 177 feet to 197 feet east of Guerrero Street (removes meter #1811 for SFFD clear zone); Market Street, south

- side, from McCoppin Street to 43 feet westerly (relocates 2 existing yellow zones westerly for SFFD clear zone); Hermann Street, south side, from Laguna Street to 30 feet westerly (removes 1 unregulated parking space for SFFD clear zone); Laguna Street, east side, from Hermann Street to 35 feet northerly (removes meter #2 for SFFD clear zone); Octavia Boulevard, west side, from Market Street to Waller Street (relocates existing blue zone)
- H. ESTABLISH YELLOW METERED LOADING ZONE, 9 AM TO 6 PM, MONDAY THROUGH FRIDAY - Market Street, north side, from 171 feet to 193 feet east of Noe Street (replaces GMP meter #2250)
- I. ESTABLISH YELLOW METERED LOADING ZONE, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - Market Street, south side, from 154 feet to 174 feet west of Sanchez Street (replaces GMP meter #2221)
- J. ESTABLISH YELLOW METERED LOADING ZONE, 7 AM TO 11 AM, MONDAY THROUGH FRIDAY - Market Street, south side, from 43 feet to 66 feet west of McCoppin Street (relocates meter #1803); Market Street, south side, from 66 feet to 88 feet west of McCoppin Street (relocates meter #1805)
- K. ESTABLISH – PASSENGER LOADING ZONE, AT ALL TIMES - Market Street, north side, from 92 feet to 132 feet west of Octavia Boulevard (relocated westerly for parking-protected bikeway, removes meters #1810, #1812)
- L. RESCIND – BLUE ZONE - 14th Street, south side, from 11 feet to 33 feet east of Market Street; Octavia Boulevard, west side, from 2 feet to 22 feet north of Market Street
- M. ESTABLISH - BLUE ZONE - 14th Street, south side, from 33 feet to 55 feet east of Market Street; Market Street, north side, from 132 feet to 154 feet west of Octavia Boulevard (removes meter #1814)
- N. RESCIND – GREEN METERED PARKING, 30 MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - 14th Street, south side, from 33 feet to 55 feet east of Market Street (removes meter #633-G); Market Street, north side, from 77 feet to 99 feet east of Hermann Street (removes meter #1828-G); Market Street, south side, from 57 feet to 77 feet east of Guerrero Street (removes meter #1823-G)
- O. ESTABLISH - GREEN METERED PARKING, 30 MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - 14th Street, south side, from 78 feet to 100 feet east of Market Street (replaces meter #633); Market Street, north side, from 139 feet to 157 feet east of Hermann Street (replaces meter #1822); Market Street, south side, from 97 feet to 117 feet east of Guerrero Street (replaces meter #1819)
- P. RESCIND – TOW AWAY, NO STOPPING ANYTIME EXCEPT PERMITTED CAR SHARE VEHICLES - Pearl Street, east side, from Market Street to 18 feet southerly
- Q. ESTABLISH – TOW AWAY, NO STOPPING ANYTIME EXCEPT PERMITTED CAR SHARE VEHICLES - Pearl Street, east side, from 18 feet to 38 feet south of Market Street
- R. ESTABLISH – ONE-WAY STREET - Hermann Street, eastbound, between Buchannan Street and Laguna Street
- S. ESTABLISH – NO RIGHT TURN ON RED - Market Street, westbound, at Buchanan Street (for bike box); Market Street, westbound, at Laguna Street (for bike box); Market Street,

eastbound, at Guerrero Street; Guerrero Street, northbound, at Market Street; Laguna Street, southbound, at Market Street; Octavia Boulevard, southbound, at Market Street

ALTERNATIVES CONSIDERED

Three options were considered for Market Street:

- Option 1: No project
- Option 2: Pedestrian safety improvements as proposed and the addition of a parking-protected bike lane from Duboce Avenue to Castro Street (full parking-protected bike lane from Octavia Boulevard to Castro Street)
- Option 3: Pedestrian safety improvements as proposed and parking-protected bike lane from Octavia Boulevard to Duboce Avenue only

Option 3 was chosen as the preferred alternative since it provides the highest level of safety on the critical gap in the City's low-stress bikeway network from Octavia Boulevard to Duboce Avenue. This portion of the Upper Market project corridor experiences some of the highest bike ridership numbers in the City and is on the Bicycle High Injury Network. For this reason, these two blocks were prioritized for intensive parking-protected bikeway improvements.

FUNDING IMPACT

This project is funded by Priority Development Area (PDA) funds and by Interagency Plan Implementation Committee (IPIC) funds as follows:

- Planning: \$875K
- Detailed Design: \$1.75M
- Construction: \$7.05M
- Total SFMTA Funding: \$9.68M

ENVIRONMENTAL REVIEW

The proposed Market Street Safety Project is subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities, as well as for minor public alterations in the condition of land including the creation of bicycle lanes on existing rights-of-way as defined in Title 14 of the California Code of Regulations Sections 15301 and 15304 respectively.

The Planning Department determined (Case Number 2017-000817ENV) that the proposed Market Street Safety Project is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301 and 15304. The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

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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 1650 Mission Street 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.

RECOMMENDATION

SFMTA staff recommends approval of various parking and traffic modifications on Market Street between Octavia Boulevard and Castro Street. These modifications will improve safety for bicyclists, pedestrians, and motorists by installing curb bulb-outs, improving pedestrian crossings, making intersection safety improvements, and upgrading bike lanes on the corridor.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency, building on past neighborhood planning efforts, and in support of the City's Vision Zero goals, identified a need for safety improvements on the Upper Market Street corridor from Octavia Boulevard to Castro Street; and,

WHEREAS, The segment of the Upper Market Street corridor from Octavia Boulevard to Duboce Avenue carries some of the highest numbers of daily bicyclists in the City, is a critical gap in the City's low-stress bikeway network, and has been prioritized for a protected Class IV bike lane; and,

WHEREAS, The SFMTA Project team has engaged the community since October 2014 via Public Open House meetings, workshops, briefings to community groups, walkthroughs, public events, and other forums to gather feedback on areas of safety concern and to solicit feedback on project proposals; and,

WHEREAS, Section 891 of the Streets and Highways Code provides that agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted may utilize minimum safety design criteria other than those established by Section 890.6 if the following conditions are met: the alternative criteria are reviewed and approved by a qualified engineer, the alternative criteria is adopted by resolution at a public meeting after public comment and proper notice, and the alternative criteria adheres to the guidelines established by a national association of public agency transportation officials; and,

WHEREAS, The parking protected cycletrack proposed as part of the project meets these three requirements; and,

WHEREAS, The parking protected cycletrack has been reviewed and approved by a qualified engineer prior to installation; and,

WHEREAS, The alternative criteria for the project are to discourage motor vehicles from encroaching or double parking in the bicycle facility, provide a more inviting and greater sense of comfort for bicyclists, and to provide a greater perception of safety for bicyclists; and,

WHEREAS, The project's alternative criteria adhere to guidelines set by the National Association of City Transportation Officials; and,

WHEREAS, The Upper Market Street Safety Project identified the following traffic and parking modifications necessary to implement the proposed project:

- A. ESTABLISH – CLASS II BIKEWAY - Sanchez Street, southbound, from Henry Street to Market Street (bike lane); Sanchez Street, northbound, from Market Street to 40 feet southerly (bike lane); Octavia Boulevard, southbound, from Waller Street to Market Street (bike lane on Octavia frontage road)
- B. ESTABLISH – CLASS IV BIKEWAY - Market Street, westbound, from Octavia Boulevard to Buchanan Street (parking-protected bikeway); Market Street, eastbound, from Guerrero Street to Octavia Boulevard (parking-protected bikeway); Octavia Boulevard, northbound, from Market Street to 80 feet northerly (protected bikeway with concrete island)
- C. ESTABLISH – MID-BLOCK CROSSWALK - Market Street, between Laguna Street and Octavia Boulevard (crossing westbound Class IV bikeway); Market Street, between Buchanan Street and Laguna Street (crossing westbound Class IV bikeway)
- D. ESTABLISH – MEDIAN ISLANDS - Market Street, at Noe Street, east crossing (thumbnail for boarding island); Market Street, at Noe Street, west crossing (thumbnail for boarding island); Guerrero Street, from 50 feet to 150 feet south of Market Street (3-foot wide median extension); Laguna Street, at Hermann Street, north crossing (6-foot wide island); Market Street, from 90 feet to 250 feet west of Octavia Boulevard (10-foot wide center median); Market Street, at Laguna Street, east crossing (10-foot wide boarding island extension with pedestrian refuge, through eastern crosswalk, from current terminus to 40 feet westerly)
- E. ESTABLISH – SIDEWALK NARROWING - Market Street, north side, from Laguna Street to 90 feet easterly (8-foot narrowing, removes corner bulb); Market Street, south side, from McCoppin Street to 40 feet westerly (8-foot narrowing, removes corner bulb); Market Street, south side, from McCoppin Street to Highway 101 Off-Ramp (8-foot narrowing)
- F. ESTABLISH – TOW AWAY NO STOPPING ANY TIME, ESTABLISH – SIDEWALK WIDENING - 16th Street, north side, from Market Street to 20 feet easterly (6-foot wide bulb); 16th Street, south side, from Market Street to 24 feet westerly (12-foot wide bulb); Noe Street, west side, from 16th Street to 24 feet northerly (6 foot-wide bulb); 15th Street, south side, from Market Street to 29 feet westerly (6-foot wide bulb); 15th Street, south side, from Market Street to 18 feet easterly (6-foot wide bulb); 15th Street, north side, from Sanchez Street to 18 feet westerly (6-foot wide bulb); Sanchez Street, west side, from 15th Street to 27 feet northerly (6-foot wide bulb); Sanchez Street, east side, from Market Street to 50 feet southerly (12-foot wide bulb); 14th Street, south side, from Market Street to 33 feet easterly (6-foot wide bulb, relocates one blue zone); Guerrero Street, east side, from Market Street to 54 feet southerly (29-foot wide bulb, removes 3 motorcycle stalls); Pearl Street, east side, from Market Street to 41 feet southerly (15-foot wide bulb, relocates pilot on-street car share stall); Market Street, south side, from Highway 101 Off-Ramp to 31 feet easterly (6-foot wide bulb)
- G. ESTABLISH – TOW AWAY NO STOPPING ANYTIME - Market Street, south side, from 150 feet to 170 feet west of Noe Street (removes meter #2309); Market Street, north side, from 108 feet to 149 feet east of Noe Street (removes meter #2254, REINO 569-2260 [3 motorcycle spaces]); Market Street, south side, from 90 feet to 154 feet west of Sanchez

Street (removes meters #2217, #2219, REINO 569-22110 [5 motorcycle spaces]); Market Street, south side, from 260 feet to 275 feet east of Church Street (removes meter #2135); Market Street, south side, from 95 feet to 144 feet west of Dolores Street (removes meters #2045, #2047); Market Street, north side, from 189 feet to 211 feet west of Duboce Avenue (removes meter #2028); Market Street, north side, from 231 feet to 278 feet west of Laguna Street (removes meters #1932, 1930 for parking-protected bikeway); Market Street, north side, from 111 feet to 131 feet west of Laguna Street (removes meter #1918 for SFFD clear zone); Market Street, north side, from Laguna Street to 71 feet westerly (removes meter #1912 for parking-protected bikeway); Market Street, north side, from Hermann Street to 139 feet easterly (removes meters #1828-G, 1826, 1824 for parking-protected bikeway); Market Street, north side, from 159 feet to 179 feet east of Hermann Street (removes meter #1820 for SFFD clear zone); Market Street, north side, from Octavia Boulevard to 92 feet westerly (relocates passenger loading zone for parking-protected bikeway); Market Street, south side, from Guerrero Street to 77 feet easterly (removes meter #1823-G for parking protected bikeway); Market Street, south side, from 117 feet to 137 feet east of Guerrero Street (removes meter #1817 for SFFD clear zone); Market Street, south side, from 177 feet to 197 feet east of Guerrero Street (removes meter #1811 for SFFD clear zone); Market Street, south side, from McCoppin Street to 43 feet westerly (relocates 2 existing yellow zones westerly for SFFD clear zone); Hermann Street, south side, from Laguna Street to 30 feet westerly (removes 1 unregulated parking space for SFFD clear zone); Laguna Street, east side, from Hermann Street to 35 feet northerly (removes meter #2 for SFFD clear zone); Octavia Boulevard, west side, from Market Street to Waller Street (relocates existing blue zone)

- H. ESTABLISH YELLOW METERED LOADING ZONE, 9 AM TO 6 PM, MONDAY THROUGH FRIDAY - Market Street, north side, from 171 feet to 193 feet east of Noe Street (replaces GMP meter #2250)
- I. ESTABLISH YELLOW METERED LOADING ZONE, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - Market Street, south side, from 154 feet to 174 feet west of Sanchez Street (replaces GMP meter #2221)
- J. ESTABLISH YELLOW METERED LOADING ZONE, 7 AM TO 11 AM, MONDAY THROUGH FRIDAY - Market Street, south side, from 43 feet to 66 feet west of McCoppin Street (relocates meter #1803); Market Street, south side, from 66 feet to 88 feet west of McCoppin Street (relocates meter #1805)
- K. ESTABLISH – PASSENGER LOADING ZONE, AT ALL TIMES - Market Street, north side, from 92 feet to 132 feet west of Octavia Boulevard (relocated westerly for parking-protected bikeway, removes meters #1810, #1812)
- L. RESCIND – BLUE ZONE - 14th Street, south side, from 11 feet to 33 feet east of Market Street; Octavia Boulevard, west side, from 2 feet to 22 feet north of Market Street
- M. ESTABLISH - BLUE ZONE - 14th Street, south side, from 33 feet to 55 feet east of Market Street; Market Street, north side, from 132 feet to 154 feet west of Octavia Boulevard (removes meter #1814)

- N. RESCIND – GREEN METERED PARKING, 30 MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - 14th Street, south side, from 33 feet to 55 feet east of Market Street (removes meter #633-G); Market Street, north side, from 77 feet to 99 feet east of Hermann Street (removes meter #1828-G); Market Street, south side, from 57 feet to 77 feet east of Guerrero Street (removes meter #1823-G)
- O. ESTABLISH - GREEN METERED PARKING, 30 MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - 14th Street, south side, from 78 feet to 100 feet east of Market Street (replaces meter #633); Market Street, north side, from 139 feet to 157 feet east of Hermann Street (replaces meter #1822); Market Street, south side, from 97 feet to 117 feet east of Guerrero Street (replaces meter #1819)
- P. RESCIND – TOW AWAY, NO STOPPING ANYTIME EXCEPT PERMITTED CAR SHARE VEHICLES - Pearl Street, east side, from Market Street to 18 feet southerly
- Q. ESTABLISH – TOW AWAY, NO STOPPING ANYTIME EXCEPT PERMITTED CAR SHARE VEHICLES - Pearl Street, east side, from 18 feet to 38 feet south of Market Street
- R. ESTABLISH – ONE-WAY STREET - Hermann Street, eastbound, between Buchanan Street and Laguna Street
- S. ESTABLISH – NO RIGHT TURN ON RED - Market Street, westbound, at Buchanan Street (for bike box); Market Street, westbound, at Laguna Street (for bike box); Market Street, eastbound, at Guerrero Street; Guerrero Street, northbound, at Market Street; Laguna Street, southbound, at Market Street; Octavia Boulevard, southbound, at Market Street

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; and,

WHEREAS, The proposed Upper Market Street Safety Project is subject to the California Environmental Quality Act (CEQA); CEQA provides an exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities, as well as for minor public alterations in the condition of land including the creation of bicycle lanes on existing rights-of-way as defined in Title 14 of the California Code of Regulations Sections 15301 and 15304 respectively; and,

WHEREAS, The Planning Department determined that the proposed Upper Market Street Safety Project is categorically exempt from CEQA, pursuant to Title 14 of the California Code of Regulations Section 15301 and 15304; and

WHEREAS, The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31; and

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and is incorporated herein by reference; now, therefore be it

PAGE 19.

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the proposed bicycle and parking and traffic modifications, listed in items A-S above, associated with the Upper Market Street Safety Project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of May 2, 2017.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

OUTREACH HISTORY

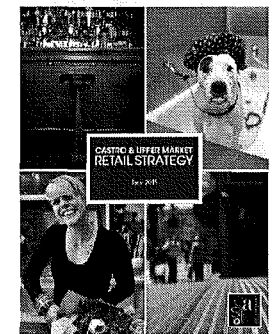
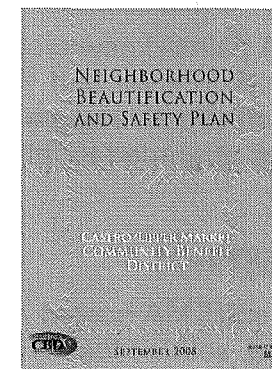
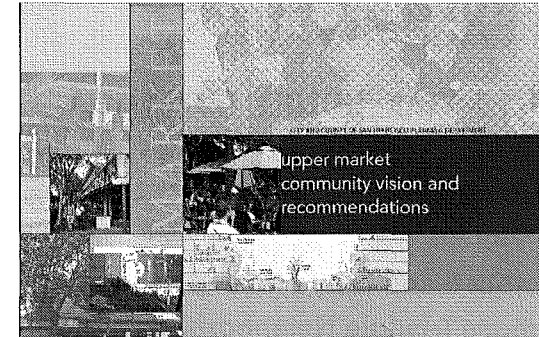
PAST PLANNING EFFORTS

The Upper Market Street Safety Project builds on years of community-based planned efforts

- Castro & Upper Market Retail Strategy (2015)
- Duboce Triangle Neighborhood Association (DTNA) Online Upper Market Survey (2013)
- Upper Market Vision & Recommendations (2008)
- Castro/Upper Market Community Benefits District (Castro CBD) Neighborhood Beautification and Safety Plan (2008)
- Market & Octavia Area Plan (2008)

These plans overall call for a safer, more beautiful, and more intuitive environment for pedestrians and bicyclists, including the following recommendations:

- Shortening crossing distances and improving crosswalks at complex intersections
- Increasing pedestrian visibility and slowing vehicle speeds
- Install landscaping and added greening along the corridor
- Improving public open spaces and creating an inviting and safe public environment
- Upgrading bike lanes and bicycle infrastructure to encourage cycling as a mode of travel and improve safety
- Study vehicle circulation and make recommendations for improvements



Upper Market Street past plans and reports



Upper Market Street Safety Project

SFMTA Board Meeting - May 2, 2017

OUTREACH HISTORY

TARGETED STAKEHOLDER OUTREACH

Since October 2014, the SFTMA has hosted or attended 22 in-person briefing meetings with the following community stakeholder groups to gather local knowledge on safety issues and get feedback on design concepts and proposals

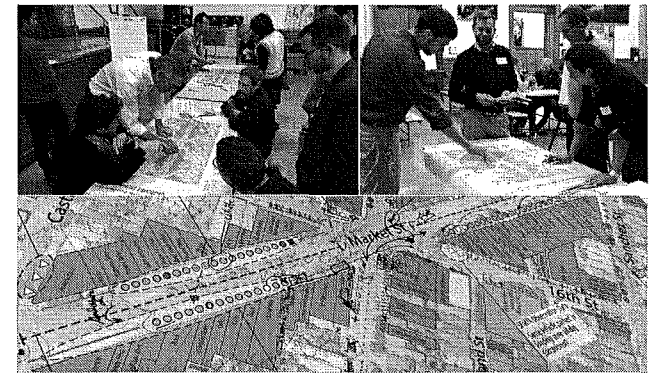
- District 5 and District 8 Supervisor's offices
- Duboce Triangle Neighborhood Association (DTNA)
- Castro Community Benefits District
- Market/Octavia Community Advisory Committee
- Hayes Valley Neighborhood Association
- Castro Merchants Association

VISION ZERO NEAR-TERM IMPLEMENTATION

In August 2015, the SFTMA painted new crosswalks and painted safety zones at the intersections of 15th/Sanchez/Market and 16th/Noe/Market to improve pedestrian visibility and make quick and effective upgrades to pedestrian safety. Many of these painted safety zones will be upgraded to full concrete bulbouts with this project

PUBLIC OPEN HOUSE MEETINGS

Beginning in April 2015, the SFTMA hosted 7 Public Open House Meetings to notify the public about the project, solicit feedback on designs or project proposals, and gather input on safety issues on the street.



Curb Management Workshop - October 2015



Painted Safety Zone event - August 2015





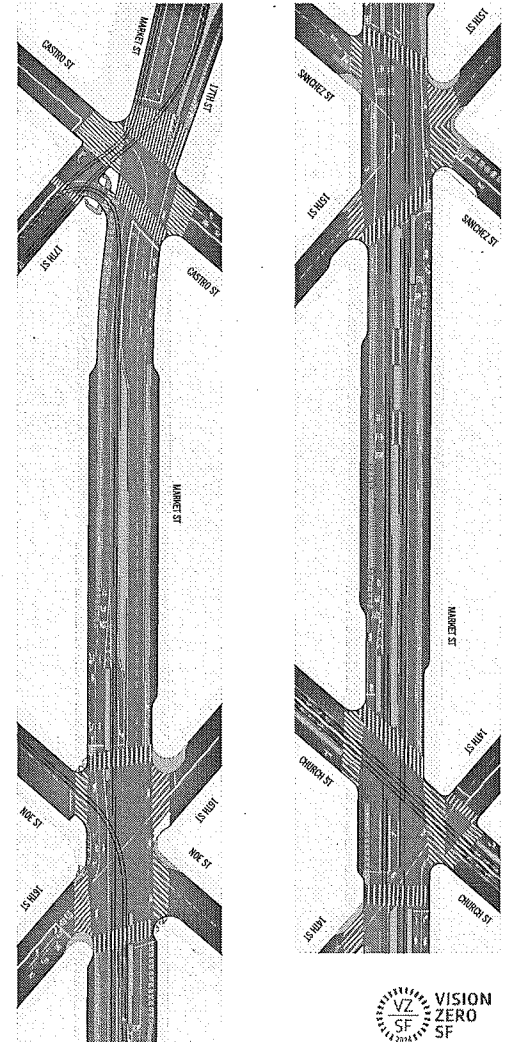
PROJECT OVERVIEW

PROJECT STATISTICS

- .9 mile-long project corridor
- 6 major, complex, multi-legged intersections
- 700 cyclists per peak hour at Market/Octavia
- 174 collisions on the corridor in 5 years from 2011-2016
- 22 pedestrian collisions, 51 bicycle collisions, 122 injury-collisions (71%)
- Market between Octavia and Duboce is a direct connection to the popular Wiggle bike route, and is a long-standing gap in City's low-stress bike network

PROJECT SUMMARY

- 14 concrete bulbouts (2 large, at Guerrero and 16th)
- 1/3 lane-mile of parking-protected bike lane (*near-term improvement*)
- 1.8 lane-miles of green paint and other paint upgrades to the bike lanes on Market
- 1 Muni Board island reconfigured to meet accessibility guidelines
- 4 Pedestrian refuge or thumbnail islands
- 8 Green bike boxes
- 3 expanded medians
- 16 locations with upgraded curb ramps
- SF Public Works ~1.3M funding for landscaping and green elements
- \$9.6M total SFTMA funding



Market Street corridor maps





**SAN FRANCISCO
PLANNING DEPARTMENT**

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO

2017 JUN -1 PM 3: 56

CEQA Categorical Exemption Determination *BT*

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address		Block/Lot(s)	
SFMTA - Upper Market Street Safety Project		varies	
Case No.	Permit No.	Plans Dated	
2017-000817ENV		n/a	
<input checked="" type="checkbox"/> Addition/ Alteration	<input type="checkbox"/> Demolition (requires HRER if over 45 years old)	<input type="checkbox"/> New Construction	<input type="checkbox"/> Project Modification (GO TO STEP 7)
Project description for Planning Department approval.			
<small>SFMTA proposes the Upper Market Street Safety Project to increase safety and comfort for people using all modes of transportation along and across Market Street from Castro Street to Octavia Boulevard. The project includes new curb extensions at several locations designed to shorten crossing distances and increase the visibility of people entering crosswalks, and related transit island and pedestrian refuge improvements. The project also includes parking-protected (Class IV) bike lanes, and changes to traffic circulation to increase safety for people using all modes of transportation. Project construction will include ADA-compliant curb ramps; catch basins or manholes may be relocated, and pull boxes may need to be replaced. All project work will occur within the existing public right-of-way with some work occurring in the Caltrans right-of-way at Market Street/Octavia Street, and the depth of excavation will not exceed 12 feet. The project does not anticipate relocation of any historic light fixtures on Market Street. Attachment A provides further details on the proposed project.</small>			

**STEP 1: EXEMPTION CLASS
TO BE COMPLETED BY PROJECT PLANNER**

Note: If neither class applies, an <i>Environmental Evaluation Application</i> is required.	
<input checked="" type="checkbox"/>	Class 1 – Existing Facilities. Interior and exterior alterations; additions under 10,000 sq. ft.
<input type="checkbox"/>	Class 3 – New Construction/ Conversion of Small Structures. Up to three (3) new single-family residences or six (6) dwelling units in one building; commercial/office structures; utility extensions.; .; change of use under 10,000 sq. ft. if principally permitted or with a CU. Change of use under 10,000 sq. ft. if principally permitted or with a CU.
<input type="checkbox"/>	Class ____

**STEP 2: CEQA IMPACTS
TO BE COMPLETED BY PROJECT PLANNER**

If any box is checked below, an <i>Environmental Evaluation Application</i> is required.	
<input type="checkbox"/>	Air Quality: Would the project add new sensitive receptors (specifically, schools, day care facilities, hospitals, residential dwellings, and senior-care facilities) within an Air Pollution Exposure Zone? Does the project have the potential to emit substantial pollutant concentrations (e.g., backup diesel generators, heavy industry, diesel trucks)? <i>Exceptions: do not check box if the applicant presents documentation of enrollment in the San Francisco Department of Public Health (DPH) Article 38 program and the project would not have the potential to emit substantial pollutant concentrations. (refer to EP_ArcMap > CEQA Catex Determination Layers > Air Pollutant Exposure Zone)</i>
<input type="checkbox"/>	Hazardous Materials: If the project site is located on the Maher map or is suspected of containing hazardous materials (based on a previous use such as gas station, auto repair, dry cleaners, or heavy manufacturing, or a site with underground storage tanks): Would the project involve 50 cubic yards or more of soil disturbance - or a change of use from industrial to residential? If yes, this box must be checked and the project applicant must submit an Environmental Application with a Phase I Environmental Site Assessment. <i>Exceptions: do not check box if the applicant presents documentation of enrollment in the San Francisco Department of Public Health (DPH) Maher program, a DPH waiver from the</i>

	<i>Maher program, or other documentation from Environmental Planning staff that hazardous material effects would be less than significant (refer to EP_ArcMap > Maher layer).</i>
<input checked="" type="checkbox"/>	Transportation: Does the project create six (6) or more net new parking spaces or residential units? Does the project have the potential to adversely affect transit, pedestrian and/or bicycle safety (hazards) or the adequacy of nearby transit, pedestrian and/or bicycle facilities?
<input type="checkbox"/>	Archeological Resources: Would the project result in soil disturbance/modification greater than two (2) feet below grade in an archeological sensitive area or eight (8) feet in a non-archeological sensitive area? (refer to EP_ArcMap > CEQA Catex Determination Layers > Archeological Sensitive Area)
<input type="checkbox"/>	Subdivision/Lot Line Adjustment: Does the project site involve a subdivision or lot line adjustment on a lot with a slope average of 20% or more? (refer to EP_ArcMap > CEQA Catex Determination Layers > Topography)
<input type="checkbox"/>	Slope = or > 20%: Does the project involve any of the following: (1) square footage expansion greater than 1,000 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? (refer to EP_ArcMap > CEQA Catex Determination Layers > Topography) If box is checked, a geotechnical report is required.
<input type="checkbox"/>	Seismic: Landslide Zone: Does the project involve any of the following: (1) square footage expansion greater than 1,000 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? (refer to EP_ArcMap > CEQA Catex Determination Layers > Seismic Hazard Zones) If box is checked, a geotechnical report is required.
<input type="checkbox"/>	Seismic: Liquefaction Zone: Does the project involve any of the following: (1) square footage expansion greater than 1,000 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? (refer to EP_ArcMap > CEQA Catex Determination Layers > Seismic Hazard Zones) If box is checked, a geotechnical report will likely be required.
If no boxes are checked above, GO TO STEP 3. If one or more boxes are checked above, an <i>Environmental Evaluation Application</i> is required, unless reviewed by an Environmental Planner.	
<input checked="" type="checkbox"/>	Project can proceed with categorical exemption review. The project does not trigger any of the CEQA impacts listed above.
Comments and Planner Signature (optional): The proposed project would not include the removal of any existing travel lanes and would include transportation right-sizing elements designed to improve safety for all modes.	

**STEP 3: PROPERTY STATUS – HISTORIC RESOURCE
TO BE COMPLETED BY PROJECT PLANNER**

PROPERTY IS ONE OF THE FOLLOWING: (refer to Parcel Information Map)	
<input type="checkbox"/>	Category A: Known Historical Resource. GO TO STEP 5.
<input type="checkbox"/>	Category B: Potential Historical Resource (over 45 years of age). GO TO STEP 4.
<input checked="" type="checkbox"/>	Category C: Not a Historical Resource or Not Age Eligible (under 45 years of age). GO TO STEP 6.

STEP 4: PROPOSED WORK CHECKLIST
TO BE COMPLETED BY PROJECT PLANNER

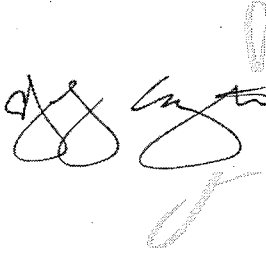
Check all that apply to the project.	
<input type="checkbox"/>	1. Change of use and new construction. Tenant improvements not included.
<input type="checkbox"/>	2. Regular maintenance or repair to correct or repair deterioration, decay, or damage to building.
<input type="checkbox"/>	3. Window replacement that meets the Department's <i>Window Replacement Standards</i> . Does not include storefront window alterations.
<input type="checkbox"/>	4. Garage work. A new opening that meets the <i>Guidelines for Adding Garages and Curb Cuts</i> , and/or replacement of a garage door in an existing opening that meets the Residential Design Guidelines.
<input type="checkbox"/>	5. Deck, terrace construction, or fences not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	6. Mechanical equipment installation that is not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	7. Dormer installation that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .
<input type="checkbox"/>	8. Addition(s) that are not visible from any immediately adjacent public right-of-way for 150 feet in each direction; does not extend vertically beyond the floor level of the top story of the structure or is only a single story in height; does not have a footprint that is more than 50% larger than that of the original building; and does not cause the removal of architectural significant roofing features.
Note: Project Planner must check box below before proceeding.	
<input type="checkbox"/>	Project is not listed. GO TO STEP 5.
<input type="checkbox"/>	Project does not conform to the scopes of work. GO TO STEP 5.
<input type="checkbox"/>	Project involves four or more work descriptions. GO TO STEP 5.
<input type="checkbox"/>	Project involves less than four work descriptions. GO TO STEP 6.

STEP 5: CEQA IMPACTS – ADVANCED HISTORICAL REVIEW
TO BE COMPLETED BY PRESERVATION PLANNER

Check all that apply to the project.	
<input type="checkbox"/>	1. Project involves a known historical resource (CEQA Category A) as determined by Step 3 and conforms entirely to proposed work checklist in Step 4.
<input type="checkbox"/>	2. Interior alterations to publicly accessible spaces.
<input type="checkbox"/>	3. Window replacement of original/historic windows that are not "in-kind" but are consistent with existing historic character.
<input type="checkbox"/>	4. Façade/storefront alterations that do not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	5. Raising the building in a manner that does not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	6. Restoration based upon documented evidence of a building's historic condition, such as historic photographs, plans, physical evidence, or similar buildings.
<input type="checkbox"/>	7. Addition(s) , including mechanical equipment that are minimally visible from a public right-of-way and meet the <i>Secretary of the Interior's Standards for Rehabilitation</i> .
<input type="checkbox"/>	8. Other work consistent with the <i>Secretary of the Interior Standards for the Treatment of Historic Properties</i> (specify or add comments):

<input type="checkbox"/>	<p>9. Other work that would not materially impair a historic district (specify or add comments):</p> <p>(Requires approval by Senior Preservation Planner/Preservation Coordinator) _____</p>
<input type="checkbox"/>	<p>10. Reclassification of property status. (Requires approval by Senior Preservation Planner/Preservation Coordinator)</p> <p><input type="checkbox"/> Reclassify to Category A <input type="checkbox"/> Reclassify to Category C</p> <p>a. Per HRER dated: _____ (attach HRER)</p> <p>b. Other (specify): _____</p>
<p>Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST check one box below.</p>	
<input type="checkbox"/>	<p>Further environmental review required. Based on the information provided, the project requires an <i>Environmental Evaluation Application</i> to be submitted. GO TO STEP 6.</p>
<input type="checkbox"/>	<p>Project can proceed with categorical exemption review. The project has been reviewed by the Preservation Planner and can proceed with categorical exemption review. GO TO STEP 6.</p>
<p>Comments (optional):</p>	
<p>Preservation Planner Signature:</p>	

**STEP 6: CATEGORICAL EXEMPTION DETERMINATION
TO BE COMPLETED BY PROJECT PLANNER**

<input type="checkbox"/>	<p>Further environmental review required. Proposed project does not meet scopes of work in either (check all that apply):</p> <p><input type="checkbox"/> Step 2 – CEQA Impacts</p> <p><input type="checkbox"/> Step 5 – Advanced Historical Review</p> <p>STOP! Must file an <i>Environmental Evaluation Application</i>.</p>	
<input checked="" type="checkbox"/>	<p>No further environmental review is required. The project is categorically exempt under CEQA.</p>	
	<p>Planner Name: Christopher Espiritu</p> <hr/> <p>Project Approval Action:</p> <p>Other (SFMTA Board)</p> <p>If Discretionary Review before the Planning Commission is requested, the Discretionary Review hearing is the Approval Action for the project.</p>	<p>Signature:</p>  <p>Digitally signed by Christopher Espiritu Date: 2017.02.03 14:49:50 -08'00'</p>
<p>Once signed or stamped and dated, this document constitutes a categorical exemption pursuant to CEQA Guidelines and Chapter 31 of the Administrative Code.</p> <p>In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination can only be filed within 30 days of the project receiving the first approval action.</p>		

**STEP 7: MODIFICATION OF A CEQA EXEMPT PROJECT
TO BE COMPLETED BY PROJECT PLANNER**

In accordance with Chapter 31 of the San Francisco Administrative Code, when a California Environmental Quality Act (CEQA) exempt project changes after the Approval Action and requires a subsequent approval, the Environmental Review Officer (or his or her designee) must determine whether the proposed change constitutes a substantial modification of that project. This checklist shall be used to determine whether the proposed changes to the approved project would constitute a "substantial modification" and, therefore, be subject to additional environmental review pursuant to CEQA.

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address (If different than front page)		Block/Lot(s) (If different than front page)
Case No.	Previous Building Permit No.	New Building Permit No.
Plans Dated	Previous Approval Action	New Approval Action
Modified Project Description:		

DETERMINATION IF PROJECT CONSTITUTES SUBSTANTIAL MODIFICATION

Compared to the approved project, would the modified project:	
<input type="checkbox"/>	Result in expansion of the building envelope, as defined in the Planning Code;
<input type="checkbox"/>	Result in the change of use that would require public notice under Planning Code Sections 311 or 312;
<input type="checkbox"/>	Result in demolition as defined under Planning Code Section 317 or 19005(f)?
<input type="checkbox"/>	Is any information being presented that was not known and could not have been known at the time of the original determination, that shows the originally approved project may no longer qualify for the exemption?
If at least one of the above boxes is checked, further environmental review is required. ATEX FORM	

DETERMINATION OF NO SUBSTANTIAL MODIFICATION

<input type="checkbox"/>	The proposed modification would not result in any of the above changes.
If this box is checked, the proposed modifications are categorically exempt under CEQA, in accordance with prior project approval and no additional environmental review is required. This determination shall be posted on the Planning Department website and office and mailed to the applicant, City approving entities, and anyone requesting written notice.	
Planner Name:	Signature or Stamp:



SAN FRANCISCO PLANNING DEPARTMENT

ENVIRONMENTAL EVALUATION APPLICATION COVER MEMO - PUBLIC PROJECTS ONLY

In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination can only be filed within 30 days of the project receiving the first approval action.

Please attach this memo along with all necessary materials to the Environmental Evaluation Application.

Project Address and/or Title:	Upper Market Street Safety Project
Project Approval Action:	SFMTA Board of Directors
Will the approval action be taken at a noticed public hearing?	<input checked="" type="checkbox"/> YES* <input type="checkbox"/> NO
* If YES is checked, please see below.	

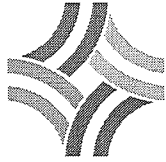
IF APPROVAL ACTION IS TAKEN AT A NOTICED PUBLIC HEARING, INCLUDE THE FOLLOWING CALENDAR LANGUAGE:

End of Calendar: CEQA Appeal Rights under Chapter 31 of the San Francisco Administrative Code If the Commission approves an action identified by an exemption or negative declaration as the Approval Action (as defined in S.F. Administrative Code Chapter 31, as amended, Board of Supervisors Ordinance Number 161-13), then the CEQA decision prepared in support of that Approval Action is thereafter subject to appeal within the time frame specified in S.F. Administrative Code Section 31.16. Typically, an appeal must be filed within 30 calendar days of the Approval Action. For information on filing an appeal under Chapter 31, contact the Clerk of the Board of Supervisors at City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA 94102, or call (415) 554-5184. If the Department's Environmental Review Officer has deemed a project to be exempt from further environmental review, an exemption determination has been prepared and can be obtained on-line at <http://sf-planning.org/index.aspx?page=3447>. Under CEQA, in a later court challenge, a litigant may be limited to raising only those issues previously raised at a hearing on the project or in written correspondence delivered to the Board of Supervisors, Planning Commission, Planning Department or other City board, commission or department at, or prior to, such hearing, or as part of the appeal hearing process on the CEQA decision.

Individual calendar items: This proposed action is the Approval Action as defined by S.F. Administrative Code Chapter 31.

THE FOLLOWING MATERIALS ARE INCLUDED:

- 2 sets of plans (11x17)
- Project description
- Photos of proposed work areas/project site
- Necessary background reports (specified in EEA)
-



SFMTA
Municipal
Transportation
Agency

Edwin M. Lee, *Mayor*

Tom Nolan, *Chairman*

Malcolm Heinicke, *Director*

Joél Ramos, *Director*

Edward D. Reiskin, *Director of Transportation*

Cheryl Brinkman, *Vice-Chairman*

Jerry Lee, *Director*

Cristina Rubke, *Director*

Date: 10/6/2016
To: Jeanie Poling, San Francisco Planning Department
From: Charles Ream, San Francisco Municipal Transportation Agency
Through: Erik Jaszewski, San Francisco Municipal Transportation Agency
Re: Upper Market Street Safety Project

BACKGROUND/PROJECT GOALS

The goal of the Upper Market Street Safety Project¹ (the project) is to increase safety and comfort for people using all modes of transportation along and across Market Street from Castro Street to Octavia Boulevard. This corridor is on the high-injury networks for walking, bicycling, and driving.

Consistent with the guidance of the Better Streets Plan, the project includes new curb extensions at several locations designed to shorten crossing distances and increase the visibility of people entering crosswalks, and related transit island and pedestrian refuge improvements. The project also includes parking-protected (Class IV) bike lanes, and changes to traffic circulation to increase safety for people using all modes of transportation.

Project construction will include ADA-compliant curb ramps; catch basins or manholes may be relocated, and pull boxes may need to be replaced. All project work will occur within the existing public right-of way, with some work occurring in the Caltrans right-of-way at Market Street/Octavia Street, and the depth of excavation will not exceed 12 feet. The project does not anticipate relocation of any historic light fixtures on Market Street.

EXISTING CONDITIONS

Market Street between Castro Street and Octavia Boulevard is a two-way, predominantly four-lane divided roadway. There are streetcar tracks in the lanes adjacent to a center median island and a Class II bike lane adjacent to the parking lane except where roadway width is constrained by Muni boarding islands and bulbouts.

Bicycle Connections

The Upper Market Street corridor provides a key bicycle route and connects Lower Market Street to the Wiggle via the Duboce Avenue bike path, as well as connections to Octavia Boulevard, McCoppin Street, 14th Street, Sanchez Street and 17th Street bike routes.

¹ For the purposes of this memorandum, the Upper Market Safety Project ('the project') is assumed to include all features and elements previously identified from the SFMTA's Market-Octavia Safety Project.

Transit Connections

In addition to the F-line streetcar, the corridor is served by 37-Corbett bus. Light rail transit stations are located underground at Castro Street and Church Street, and the J-Church light rail has stops at Church and Market Streets and Church and 14th Streets.

Vehicle Connections

Market Street is a principal arterial as defined by Caltrans in the California Road System, and includes a connection to the Central Freeway toward Highway 101, although this connection is restricted to where Octavia Street intersects with Market Street, and turns from Market Street onto the freeway are prohibited.

PROPOSED PROJECT

The following sections of this memorandum describe the improvements proposed as part of this project.

Curb Extensions/Modifications

Curb extensions decrease crossing distance, increase visibility of pedestrians, and can reduce the speed of turning vehicles to increase reaction time and reduce the severity of collisions, if they occur. In some instances, changes to existing curb extensions are required to facilitate other improvements, just and improving the conditions of bicycle lanes or allowing improved transit access. Curb

extensions/modifications are planned for the following locations (with details described in parenthesis):

1. The southeast corner of Market Street and the US-101 off-ramp (into both streets)
2. The southwest corner of Market Street and the US-101 on-ramp (into the on-ramp)
3. The southeast corner of the intersection of Pearl Street and Market Street (into Pearl Street)
4. Hermann Street, north side, from Laguna Street westerly
5. Laguna Street, west side, from Hermann Street northerly
6. Market Street, north side, from Laguna Street easterly (elimination of existing bulbout into Market Street to accommodate improved transit island access and bike lane)
7. Guerrero Street, east side, from Market Street southerly (into Guerrero Street; shortening the pedestrian crossing distance across Guerrero and Market Streets)
8. Duboce Street, north side, from Market Street easterly (extension of existing bulb into Market, and new extension into Duboce; removal of pork chop island)
9. 14th Street, south side, from Market Street easterly (into 14th Street)
10. Northwest corner of 15th Street and Sanchez Street (into both streets)
11. Sanchez Street, east side, from Market Street southerly (into Sanchez Street)
12. Sanchez Street, west side, from Market Street northerly (into Sanchez Street)
13. 15th Street, south side, from Market Street westerly (into 15th Street)
14. 15th Street, south side, from Market Street easterly (into 15th Street)
15. Northwest corner of 16th Street and Noe Street (into both streets)
16. 16th Street, south side, from Market Street westerly (into 16th Street)
17. 16th Street, north side, from Market Street easterly (into 16th Street)
18. 16th Street, south side, from Market Street easterly (redesign of existing bulbout into 16th Street)

Transit Island Improvements

The project proposes improvements to the transit boarding islands on Market Street at Laguna Street and Guerrero Street. These enhancements will improve conditions crossing Market Street as well as improve boarding and alighting for passengers with mobility impairments. The planned improvements include:

1. The eastbound boarding island on Market Street at Guerrero Street will be enhanced with a thumbnail that buffers pedestrians from motor vehicles and provides guidance for people with sight impairment.
2. The westbound boarding island on Market Street at Laguna Street will be extended and widened to meet standards for wheelchair lift deployment and enhanced with a thumbnail that buffers pedestrians from motor vehicles and provides guidance for people with sight impairment
3. Thumbnail islands for the Market Street boarding islands in the inbound and outbound direction at Noe/16th Streets, Sanchez/15th Streets, Church/14th Streets, the outbound boarding island at Buchanan Street, and the inbound island at Dolores Street.

Median Refuge

The project will also improve pedestrian safety and comfort with a concrete median refuge at the following locations:

1. Crossing Laguna Street north of Market Street
2. Crossing Market Street at Dolores Street (shorten the pedestrian crossing distance across Market by modifying the median refuge and straightening the pedestrian path across Market)
3. Crossing Market Street at Octavia Boulevard, east and west crosswalks

Protected Bike Lanes

The project will provide a parking-protected bike lane on westbound Market Street between Octavia Boulevard and Duboce Street, and on eastbound Market Street between Guerrero Street and Octavia Boulevard. In a parking-protected bike lane, the parking lane is adjacent to the travel lane, and the bike lane is located between the parking and the curb. A buffer area separates the bike lane from the parking lane to protect people on bicycles from car doors and provide space for passengers accessing their vehicles. The buffer area will be designated by either painted stripes or by a raised concrete island.

Circulation Changes

The following changes to circulation will help improve pedestrian, bicycle and vehicle safety, and improve transit efficiency. These changes are not anticipated to have a significant influence on transit performance, and will improve safety for passengers walking to and from transit stops:

1. Prohibit left turns from eastbound Market Street to northbound Octavia Boulevard
2. Convert existing left-turn lane on eastbound Market Street to a raised center median
3. Add protected left turn phase for eastbound and westbound Market Street at Laguna and Guerrero Streets
4. Prohibit right turns from the center lanes of southbound Octavia Boulevard onto westbound Market Street (southbound Octavia Boulevard traffic making this right turn will use the local lane)
5. Remove approximately 50-foot left turn pocket from southbound Laguna Street approaching Market Street (create consolidated through/left turn lane)

7. Remove approximately 120-foot left turn pocket from northbound Guerrero Street approaching Market Street (create consolidated through/left turn lane)
8. No right turn on red:
 - a. Northbound Guerrero Street at Market Street
 - b. Westbound Market Street at Octavia Boulevard
 - c. Westbound Market Street at Laguna Street
 - d. Westbound Market Street at Buchanan Street
 - e. Eastbound Market Street at Guerrero Street
9. Convert Hermann Street to one-way eastbound from Buchanan Street to Laguna Street, and convert parallel parking on the north side to 45-degree angle parking
10. Remove approximately 160-foot left turn lane on northbound Buchanan Street approaching Hermann Street, and convert parallel parking on the west side of Buchanan Street to 45-degree angle parking
11. Remove approximately 220-foot right turn lane on westbound Duboce Street approaching Market Street, remove pork-chop island (create consolidated left/through/right turn lane)
12. Add bicycle signals and bicycle signal phase for EB cyclists exiting the Duboce Street path and continuing onto EB Market Street, and for cyclists at all legs at Market Street and Octavia Boulevard
13. Prohibit left turns from Sanchez Street (northbound and southbound) onto Market and 15th Streets, except for emergency vehicles
14. Prohibit left turns from Noe Street (northbound and southbound) onto Market and 16th Streets, except for emergency vehicles
15. Prohibit left turns from eastbound 16th Street onto Market and Noe Streets, except for emergency vehicles
16. Provide a protected left turn for vehicles traveling westbound on 16th Street, turning westbound on Market Street
17. Install an approximately 150 foot long left-turn pocket and provide a protected left turn for vehicles traveling eastbound on Market Street, turning northbound on Castro Street
18. Provide a protected left-turn signal phase for westbound Market Street, turning southbound on Castro Street.

Parking Modifications

The overall impact to parking supply in the project area is a net reduction of up to twenty-eight (28) automobile parking spaces and eight (8) motorcycle parking spaces.

The following parking spaces will be removed to accommodate curb extensions and parking protected bike lanes, and achieve minimum standard dimensions where existing bike lanes currently provide inadequate separation between cyclists and parked vehicles (exposing cyclists to the “door zone”):

1. Five (5) automobile spaces, north side of Market Street between Octavia Boulevard and Laguna Street
2. Two (2) automobile spaces, south side of Market Street between Octavia Boulevard and Laguna Street
3. Two (2) automobile spaces, north side of Market Street between Laguna Street and Buchanan Street
4. One (1) automobile space on Octavia Boulevard, west side, between Market Street and Waller Street (existing blue zone to be relocated to Market or Waller streets)

5. One (1) automobile space on Laguna Street, east side, north of Hermann Street
6. Three (3) automobile spaces on Hermann Street, south side, between Buchanan Street and Laguna Street
7. One (1) shared automobile spaces on Pearl Street, west side, south of Market Street
8. Two (2) automobile spaces, south side of Market Street between Dolores Street and Church Street
9. One (1) automobile space, on the south side of Market Street between Castro Street and Noe Street
10. One (1) automobile space and three (3) motorcycle spaces on the north side of Market Street between Noe Street and 15th Street
11. One (1) automobile space on the south side of 16th Street at Market Street
12. One (1) automobile space on the west side of Noe Street north of Market Street
13. Two (2) automobile spaces and five (5) motorcycle parking spaces on the south side of Market Street between 16th Street and Sanchez Street
14. One (1) automobile space on the south side of 15th Street at Market Street
15. One (1) automobile space on the west side of Sanchez Street at 15th Street
16. One (1) automobile space on the east side of Sanchez Street at Market Street
17. One (1) automobile space on the north side of Market Street between Sanchez Street and 14th Street
18. Two (2) automobile spaces on the south side of Market Street between 14th Street and Dolores Street

The project will seek to increase parking supply by up to 13 automobile spaces on adjacent streets by reconfiguring parallel parking to angle parking at two locations. Additionally, relocation of impacted motorcycle spaces on Market Street and/or adjacent side streets will also be explored; however, the final parking configuration may be limited to existing conditions pending final designs on these streets:

1. Reconfigured parking on Buchanan Street between Market Street and Hermann Street could yield up to six (6) parking spaces
2. Reconfigured parking on the north side of Hermann Street between Laguna Street and Buchanan Street could yield up to seven (7) parking spaces

DISCUSSION

Vehicle Miles Traveled

The proposed Bicycling and Walking Safety Improvement Project and Reconfiguration of Traffic Lanes are considered Active Transportation and Other Minor Transportation Projects in accordance with the Planning Department's *Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis*, and is therefore presumed to not significantly impact VMT and no further VMT analysis is required.

Pedestrians

The bulbouts proposed by this project will increase the visibility of pedestrians waiting to cross the street, reduce the crossing distance for pedestrians crossing the street, and provide more sidewalk space for pedestrians. This project will also increase the allowed pedestrian crossing time for pedestrians crossing

Market Street at Octavia Boulevard. The addition of protected left turn lanes and signal phases will reduce conflicts between pedestrians and left-turning vehicles at Castro/17th and 16th/Noe Streets. The prohibition of selected left turns at Noe/16th and Sanchez/15th Streets, this project will reduce conflicts between pedestrians and left-turning vehicles.

Bicycles

This project will install a parking-protected bike lane in the westbound direction from Octavia Boulevard to Buchanan Street, and in the eastbound direction from Guerrero Street and Octavia Boulevard. This protected facility will physically separate bicycle traffic from moving vehicle traffic.

Transit

This project will improve ADA accessibility on transit boarding islands by installing thumbnail islands at all crosswalks adjacent to boarding islands. The project will improve the outbound boarding island on Market Street at Laguna Street by widening the island to meet standards for wheelchair lift deployment.

Loading

This project will not reduce the supply of unmetered or metered parking spaces devoted to loading activities. One blue zone on Octavia Boulevard will be relocated to a nearby location. All other parking spaces slated for removal are general or motorcycle parking spaces.

Emergency Access

This project will not prohibit emergency access to any streets in the project area.

Parking

The overall changes to parking supply in the project area is a net reduction of up to twenty-eight (28) automobile parking spaces and eight (8) motorcycle parking spaces.

The following parking spaces will be removed to accommodate curb extensions and parking protected bike lanes, and achieve minimum standard dimensions where existing bike lanes currently provide inadequate separation between cyclists and parked vehicles (exposing cyclists to the "door zone"):

1. Five (5) automobile spaces, north side of Market Street between Octavia Boulevard and Laguna Street
2. Two (2) automobile spaces, south side of Market Street between Octavia Boulevard and Laguna Street
3. Two (2) automobile spaces, north side of Market Street between Laguna Street and Buchanan Street
4. One (1) automobile space on Octavia Boulevard, west side, between Market Street and Waller Street (existing blue zone to be relocated to Market or Waller streets)
5. One (1) automobile space on Laguna Street, east side, north of Hermann Street

6. Three (3) automobile spaces on Hermann Street, south side, between Buchanan Street and Laguna Street
7. One (1) shared automobile spaces on Pearl Street, west side, south of Market Street
8. Two (2) automobile spaces, south side of Market Street between Dolores Street and Church Street
9. One (1) automobile space, on the south side of Market Street between Castro Street and Noe Street
10. One (1) automobile space and three (3) motorcycle spaces on the north side of Market Street between Noe Street and 15th Street
11. One (1) automobile space on the south side of 16th Street at Market Street
12. One (1) automobile space on the west side of Noe Street north of Market Street
13. Two (2) automobile spaces and five (5) motorcycle parking spaces on the south side of Market Street between 16th Street and Sanchez Street
14. One (1) automobile space on the south side of 15th Street at Market Street
15. One (1) automobile space on the west side of Sanchez Street at 15th Street
16. One (1) automobile space on the east side of Sanchez Street at Market Street
17. One (1) automobile space on the north side of Market Street between Sanchez Street and 14th Street
18. Two (2) automobile spaces on the south side of Market Street between 14th Street and Dolores Street

The project will seek to increase parking supply by up to 13 automobile spaces on adjacent streets by reconfiguring parallel parking to angle parking at two locations. Additionally, relocation of impacted motorcycle spaces on Market Street and/or adjacent side streets will also be explored; however, the final parking configuration may be limited to existing conditions pending final designs on these streets:

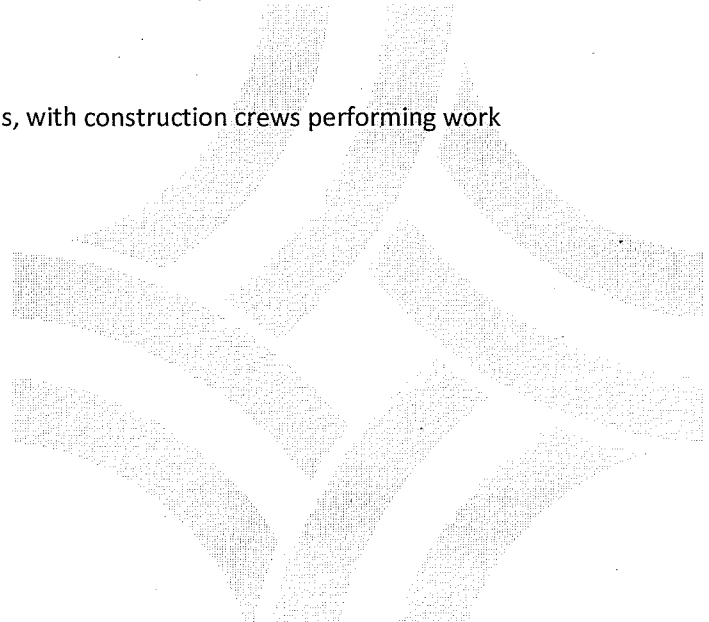
1. Reconfigured parking on Buchanan Street between Market Street and Hermann Street could yield up to six (6) parking spaces
2. Reconfigured parking on the north side of Hermann Street between Laguna Street and Buchanan Street could yield up to seven (7) parking spaces

Excavation

Depth of excavation for curb bulbouts, ADA-compliant curb ramps, catch basins, signal infrastructure, and boarding islands will not exceed 12 feet. All project work will occur within the existing right-of-way.

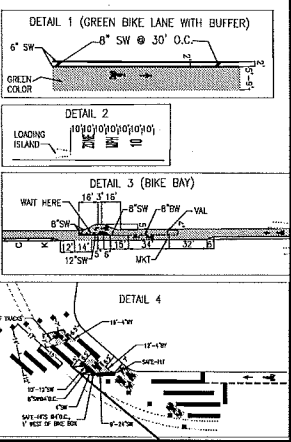
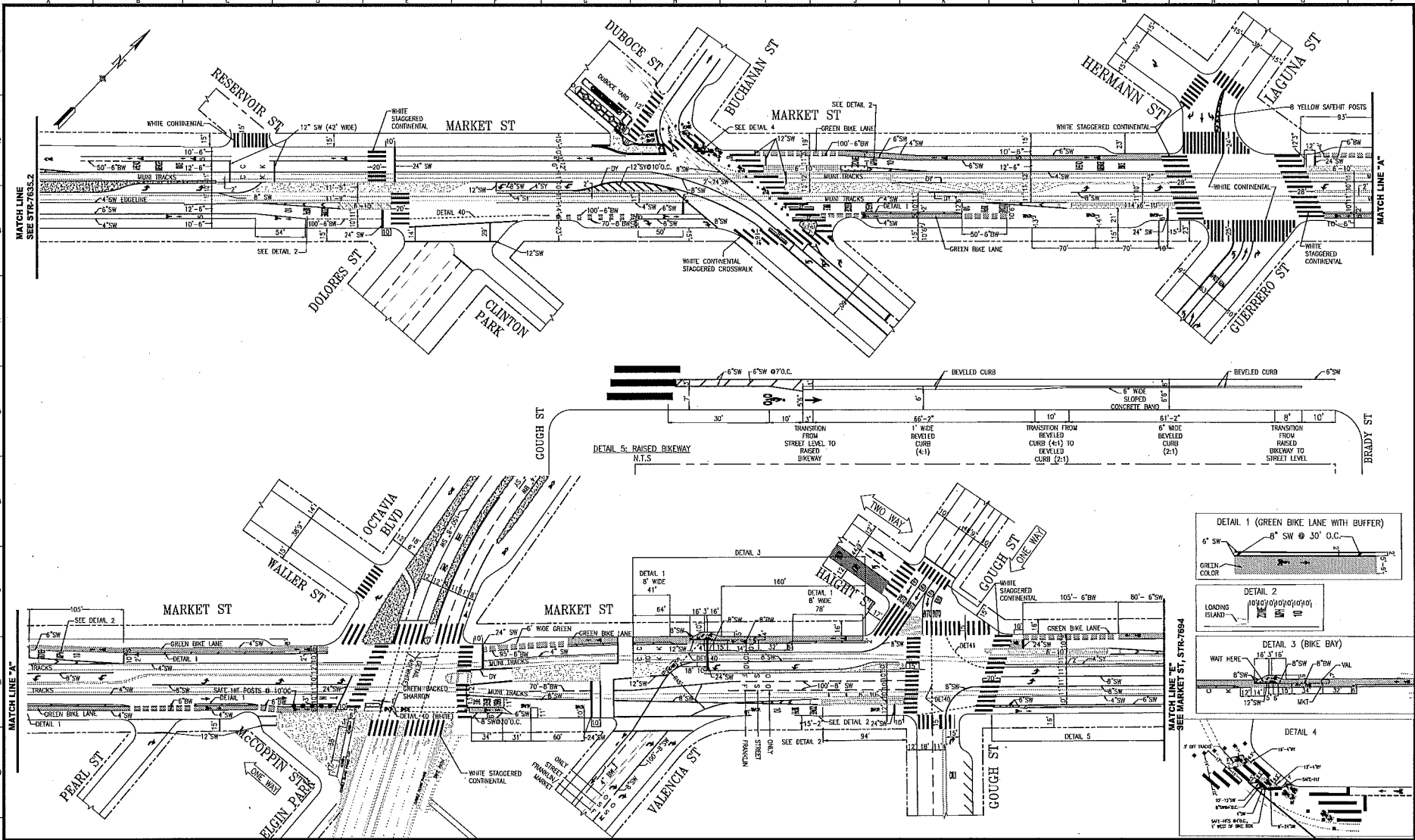
Construction

Construction of this project will take approximately 16 months, with construction crews performing work on a block-by-block basis.



ATTACHMENT A
Existing Plans/Drawings





NO.	DATE	DESCRIPTION	BY	APP.
1	11/08/18	ADD TRIPLEX FOR TRIP CROSS & ADD RAMP BIKWAY (BY ST)	GH	MS
2	05/08/15	REPLACE TRIPLEX WITH TRIP CROSS & ADD RAMP BIKWAY (BY ST)	GH	MS
3	05/08/15	REPLACE TRIPLEX WITH TRIP CROSS & ADD RAMP BIKWAY (BY ST)	GH	MS
4	10/21/14	ADD CROSS & RAMPED BIKWAY TO BURNING SIGNAL TO DANCE	GH	MS
5	05/06/14	INSTALL CROSSWALK AND CONTINENTAL CROSSWALKS AT BURKE	PS	MS
6	07/17/13	REMOVE PART OF ADA LANE LINE & 8" SW EB CROSSWALK	DY	MS



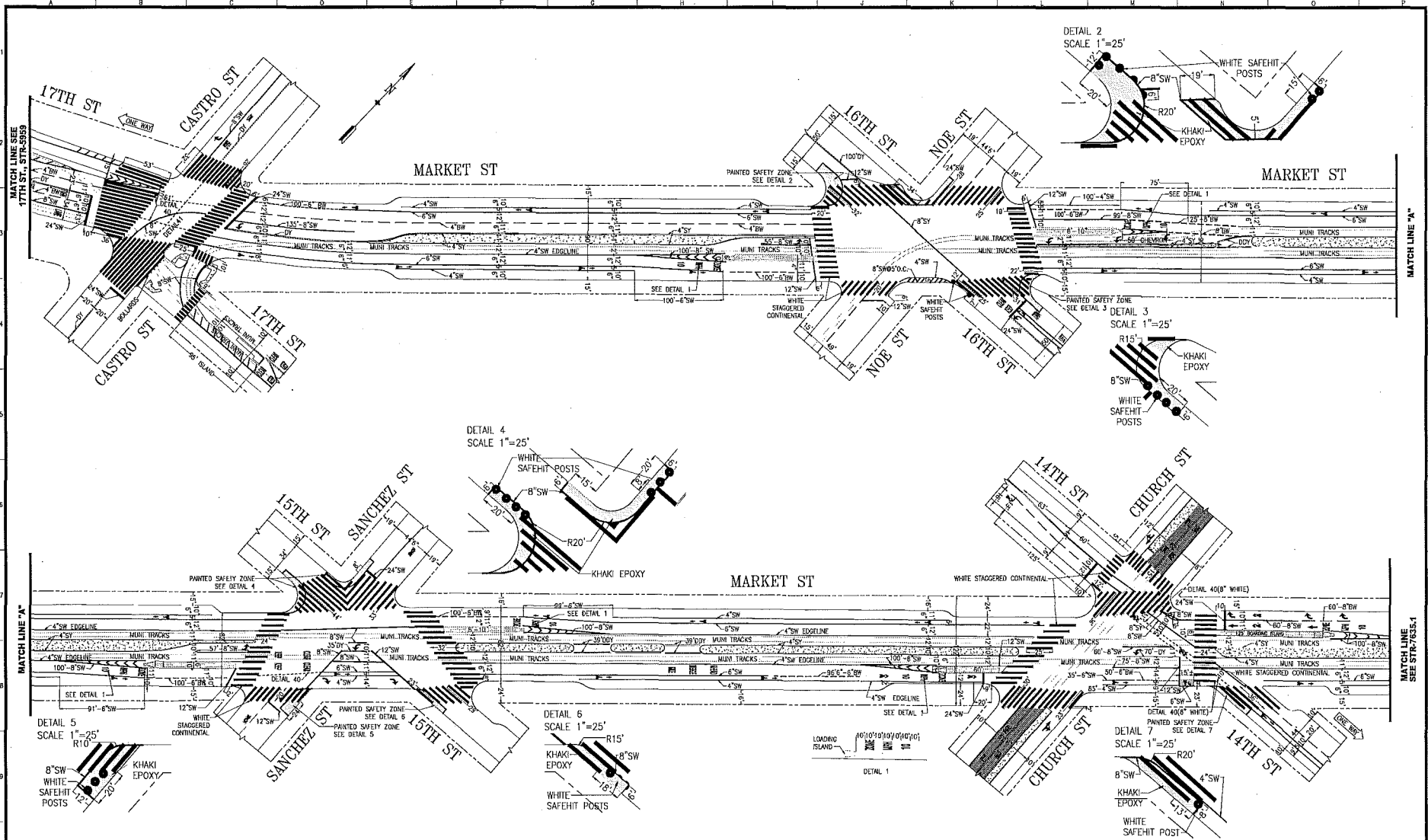
SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
CITY AND COUNTY OF SAN FRANCISCO

FOR ORIGINAL SIGNATURES
SEE STR-7132 REV. 7

DESIGNED: DATE:	APPROVED:	SCALE:
JACK L. FLECK 6/19/02	JACK L. FLECK 6/19/02	1"=50'
DRAWN: DATE:	SECTION ENGINEER: DATE:	SHEET OF SHEETS
TA 5/02		
CHECKED: DATE:	HONG M. YEE 8/13/02	
R.O 5/02	CITY TRAFFIC ENGINEER: DATE:	

CONTRACT NO.	DRAWING NO.
	STR-7635.1
FILE NO.	REV. NO.
	30

EXTERNAL REFERENCES:
POINTS USED:
SCALE FACTOR: 1/4"
PLOT SCALE: 1/4"



NO.	DATE	DESCRIPTION	BY	APP.
10/16/15	REWORK DETAIL 4, INSTALL 8" SW EDGELINE @ 16TH/NOB	CB	MS	
09/08/15	REWORK DETAIL 5, INSTALL 8" SW EDGELINE @ 16TH/NOB	CB	MS	
		TRIMMED TO CORRECT VALUES @ ALL TRACKS FOR FIELD C&M		
03/03/15	INSTALL 1" CHALKLINE, MARKING ONE LINE @ 16TH CROSS	MAS	CL	
09/12/14	ADJUST LANE LINE AND ADD KEEP CLEAR FOR NO. 16TH, ADD 4" SW @ 16TH	DY	EW	
07/10/14	REWORK PER FIELD AT 16TH - ADD BURBUET & UPDATE. SEE ST	DY	SW	
		DESCRIPTION		BY APP.



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
CITY AND COUNTY OF SAN FRANCISCO

SUPPLEMENTED STR-6134

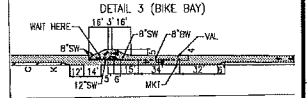
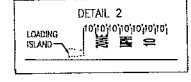
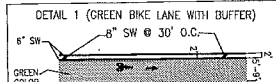
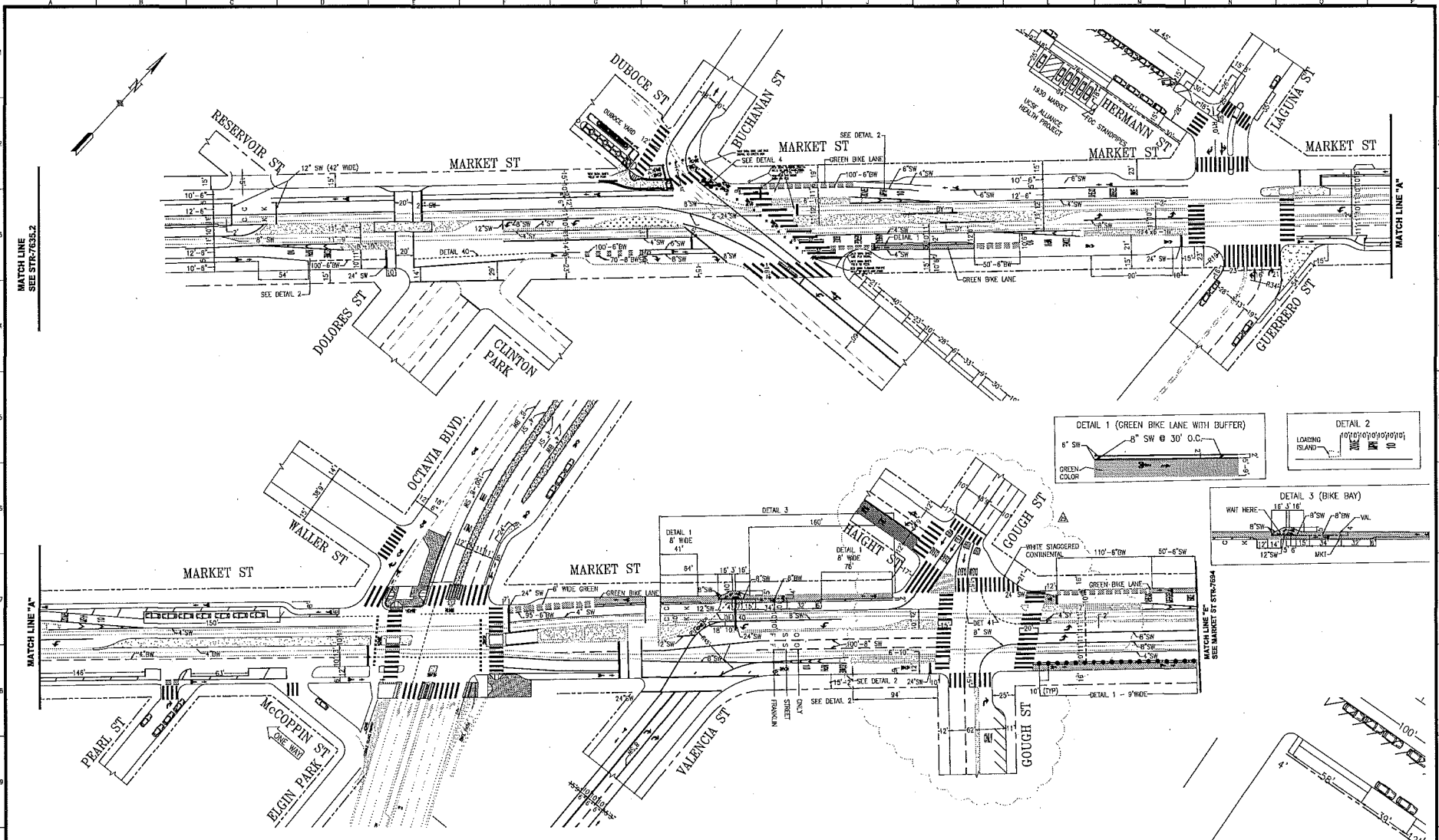
DESIGNED: DATE:	APPROVED:	SCALE:
JACK L. FLECK 6/13/02	JACK L. FLECK 6/13/02	1"=50'
DRAWN: DATE:	SECTION ENGINEER: DATE:	SHEET OF SHEETS
T.A 5/02		
CHECKED: DATE:	BOND H. YEE 6/13/02	
R.D 5/02	CITY TRAFFIC ENGINEER: DATE:	

CONTRACT NO.	DRAWING NO.
	STR-7635.2
FILE NO.	REV. NO.
	15

TRAFFIC STRIPING
MARKET STREET
17TH STREET TO RESERVOIR STREET

ATTACHMENT B
Proposed Plans/Drawings/Diagrams





NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
CITY AND COUNTY OF SAN FRANCISCO

FOR ORIGINAL SIGNATURES
SEE STR-7132 REV. 7

DESIGNED: DATE:	APPROVED: DATE:
DRAWN: DATE:	SECTION ENGINEER: DATE:
CHECKED: DATE:	HOND M. YEE 6/13/02
R.D. 5/02	CITY TRAFFIC ENGINEER: DATE:

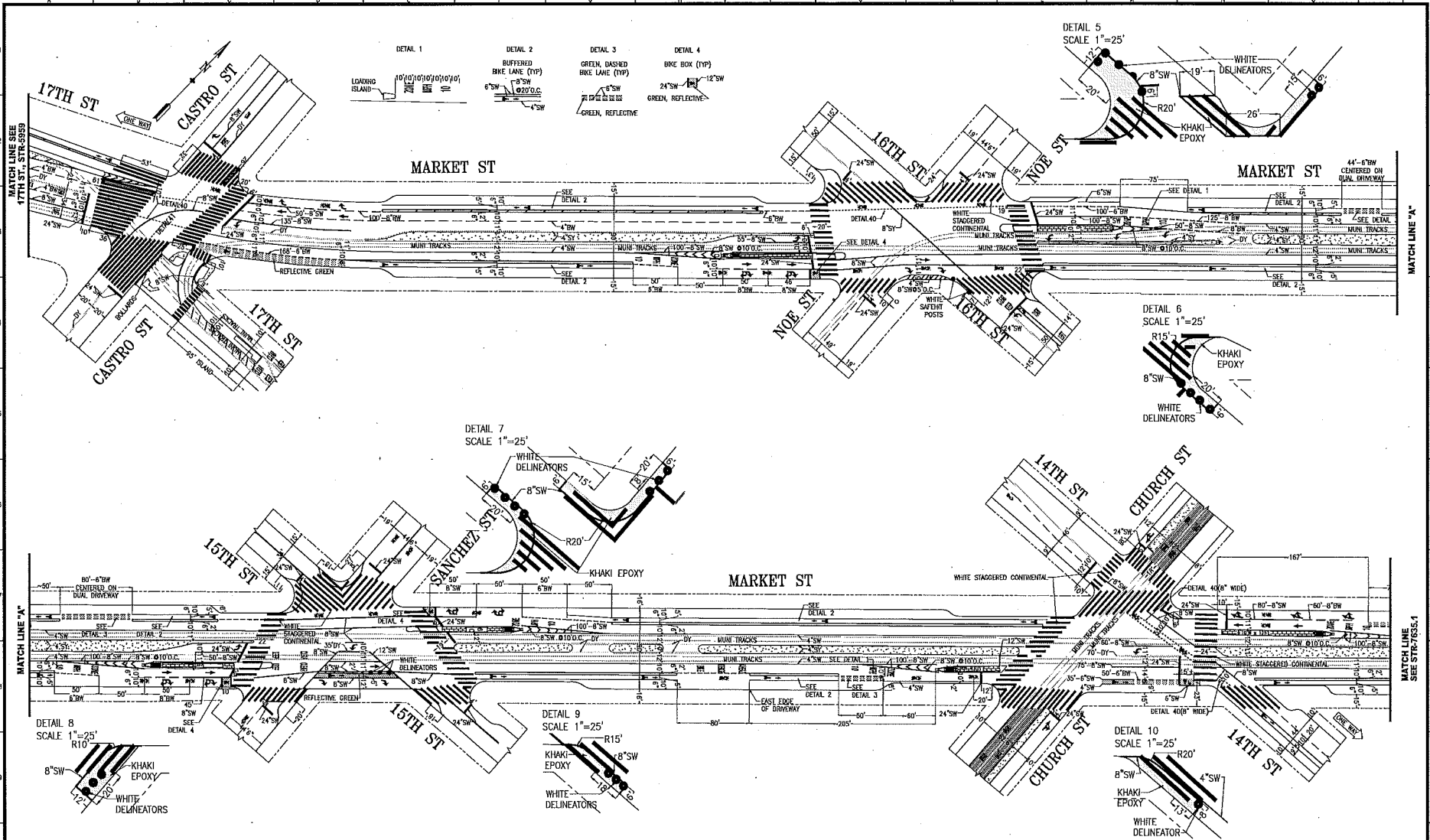
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SHEET OF SHEETS

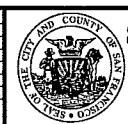
TRAFFIC STRIPING
MARKET STREET
RESERVOIR STREET TO GOUGH STREET

CONTRACT NO.	BRANNING NO.
	STR-7635.1
FILE NO.	REV. NO.
	29

EXTERNAL REFERENCES:
POINT: USGS
SCALE FACTOR:
PLOT SCALE: 1"=1'



NO.	DATE	DESCRIPTION	BY	APP.
1	9/8/15	INSTALL PAINTED SAFETY ZONES @ 14TH, 15TH/CHURCH, & 16TH/NOE STS. PREPARED TO CORRECTIVE TABLES @ ALL STREETS PER FIELD CONDITIONS	ca	ms
2	3/23/16	INSTALL LI GROUND, WARRIOR LINE LANE @ W/3 CASTRO	KAS	CL
3	9/12/14	PAINT LANE MARK AND KEEP CLEAR FOR W/3 16TH AND 15TH/NOE ST	DT	DM
4	7/10/14	PAINTED PERI FEND @ 16TH - ADD BULEGIC A EPOXY - STR ST	DT	DM
5	11/11/13	SPRINK ORIGINAL LANE MARKS & LANE CORRECTION @ CASTRO STREET	LV	BLA



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
CITY AND COUNTY OF SAN FRANCISCO

DESIGNED: DATE:	APPROVED: DATE:	SCALE:
T.A. 5/02	JACK L. FLECK 6/13/02	1"=50'
CHECKED: DATE:	BOND M. YEE 8/13/02	SHEET OF SHEETS
R.O. 5/02	CITY TRAFFIC ENGINEER DATE:	

CONTRACT NO.	DRAWING NO.	FILE NO.	REV. NO.
	STR-7635.2		14

TRAFFIC STRIPING
MARKET STREET
17TH STREET TO RESERVOIR STREET

EXTERNAL REFERENCES:
 POINTS USED:
 SCALE: AS SHOWN
 PLOT SCALE: 1"=100'
 FILE NAME: \\p01\proj\15\150417\150417.dwg
 DATE: 8/28/02

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 170502-059

WHEREAS, The San Francisco Municipal Transportation Agency, building on past neighborhood planning efforts, and in support of the City's Vision Zero goals, identified a need for safety improvements on the Upper Market Street corridor from Octavia Boulevard to Castro Street; and,

WHEREAS, The segment of the Upper Market Street corridor from Octavia Boulevard to Duboce Avenue carries some of the highest numbers of daily bicyclists in the City, is a critical gap in the City's low-stress bikeway network, and has been prioritized for a protected Class IV bike lane; and,

WHEREAS, The SFMTA Project team has engaged the community since October 2014 via Public Open House meetings, workshops, briefings to community groups, walkthroughs, public events, and other forums to gather feedback on areas of safety concern and to solicit feedback on project proposals; and,

WHEREAS, Section 891 of the Streets and Highways Code provides that agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted may utilize minimum safety design criteria other than those established by Section 890.6 if the following conditions are met: the alternative criteria are reviewed and approved by a qualified engineer, the alternative criteria is adopted by resolution at a public meeting after public comment and proper notice, and the alternative criteria adheres to the guidelines established by a national association of public agency transportation officials; and,

WHEREAS, The parking protected cycletrack proposed as part of the project meets these three requirements; and,

WHEREAS, The parking protected cycletrack has been reviewed and approved by a qualified engineer prior to installation; and,

WHEREAS, The alternative criteria for the project are to discourage motor vehicles from encroaching or double parking in the bicycle facility, provide a more inviting and greater sense of comfort for bicyclists, and to provide a greater perception of safety for bicyclists; and,

WHEREAS, The project's alternative criteria adhere to guidelines set by the National Association of City Transportation Officials; and,

WHEREAS, The Upper Market Street Safety Project identified the following traffic and parking modifications necessary to implement the proposed project:

PAGE 2.

- A. ESTABLISH – CLASS IV BIKEWAY - Market Street, westbound, from Octavia Boulevard to Buchanan Street (parking-protected bikeway); Market Street, eastbound, from Guerrero Street to Octavia Boulevard (parking-protected bikeway); Octavia Boulevard, northbound, from Market Street to 80 feet northerly (protected bikeway with concrete island)
- B. ESTABLISH – MID-BLOCK CROSSWALK - Market Street, between Laguna Street and Octavia Boulevard (crossing westbound Class IV bikeway); Market Street, between Buchanan Street and Laguna Street (crossing westbound Class IV bikeway)
- C. ESTABLISH – MEDIAN ISLANDS - Market Street, at Noe Street, east crossing (thumbnail for boarding island); Market Street, at Noe Street, west crossing (thumbnail for boarding island); Guerrero Street, from 50 feet to 150 feet south of Market Street (3-foot wide median extension); Laguna Street, at Hermann Street, north crossing (6-foot wide island); Market Street, from 90 feet to 250 feet west of Octavia Boulevard (10-foot wide center median); Market Street, at Laguna Street, east crossing (10-foot wide boarding island extension with pedestrian refuge, through eastern crosswalk, from current terminus to 40 feet westerly)
- D. ESTABLISH – SIDEWALK NARROWING - Market Street, north side, from Laguna Street to 90 feet easterly (8-foot narrowing, removes corner bulb); Market Street, south side, from McCoppin Street to 40 feet westerly (8-foot narrowing, removes corner bulb); Market Street, south side, from McCoppin Street to Highway 101 Off-Ramp (8-foot narrowing)
- E. ESTABLISH – TOW AWAY NO STOPPING ANY TIME, ESTABLISH – SIDEWALK WIDENING - 16th Street, north side, from Market Street to 20 feet easterly (6-foot wide bulb); 16th Street, south side, from Market Street to 24 feet westerly (12-foot wide bulb); Noe Street, west side, from 16th Street to 24 feet northerly (6 foot-wide bulb); 15th Street, south side, from Market Street to 29 feet westerly (6-foot wide bulb); 15th Street, south side, from Market Street to 18 feet easterly (6-foot wide bulb); 15th Street, north side, from Sanchez Street to 18 feet westerly (6-foot wide bulb); Sanchez Street, west side, from 15th Street to 27 feet northerly (6-foot wide bulb); Sanchez Street, east side, from Market Street to 50 feet southerly (12-foot wide bulb); 14th Street, south side, from Market Street to 33 feet easterly (6-foot wide bulb, relocates one blue zone); Guerrero Street, east side, from Market Street to 54 feet southerly (29-foot wide bulb, removes 3 motorcycle stalls); Pearl Street, east side, from Market Street to 41 feet southerly (15-foot wide bulb, relocates pilot on-street car share stall); Market Street, south side, from Highway 101 Off-Ramp to 31 feet easterly (6-foot wide bulb)
- F. ESTABLISH – TOW AWAY NO STOPPING ANYTIME - Market Street, south side, from 150 feet to 170 feet west of Noe Street (removes meter #2309); Market Street, north side, from 108 feet to 149 feet east of Noe Street (removes meter #2254, REINO 569-2260 [3 motorcycle spaces]); Market Street, south side, from 90 feet to 154 feet west of Sanchez Street (removes meters #2217, #2219, REINO 569-22110 [5 motorcycle spaces]); Market Street, south side, from 260 feet to 275 feet east of Church Street (removes meter #2135); Market Street, south side, from 95 feet to 144 feet west of Dolores Street (removes meters #2045, #2047); Market Street, north side, from 189 feet to 211 feet west of Duboce Avenue (removes meter #2028); Market Street, north side, from 231 feet to 278 feet west of Laguna Street (removes meters #1932, 1930 for parking-protected bikeway); Market Street, north side, from 111 feet to 131 feet west of Laguna

- Street (removes meter #1918 for SFFD clear zone); Market Street, north side, from Laguna Street to 71 feet westerly (removes meter #1912 for parking-protected bikeway); Market Street, north side, from Hermann Street to 139 feet easterly (removes meters #1828-G, 1826, 1824 for parking-protected bikeway); Market Street, north side, from 159 feet to 179 feet east of Hermann Street (removes meter #1820 for SFFD clear zone); Market Street, north side, from Octavia Boulevard to 92 feet westerly (relocates passenger loading zone for parking-protected bikeway); Market Street, south side, from Guerrero Street to 77 feet easterly (removes meter #1823-G for parking protected bikeway); Market Street, south side, from 117 feet to 137 feet east of Guerrero Street (removes meter #1817 for SFFD clear zone); Market Street, south side, from 177 feet to 197 feet east of Guerrero Street (removes meter #1811 for SFFD clear zone); Market Street, south side, from McCoppin Street to 43 feet westerly (relocates 2 existing yellow zones westerly for SFFD clear zone); Hermann Street, south side, from Laguna Street to 30 feet westerly (removes 1 unregulated parking space for SFFD clear zone); Laguna Street, east side, from Hermann Street to 35 feet northerly (removes meter #2 for SFFD clear zone); Octavia Boulevard, west side, from Market Street to Waller Street (relocates existing blue zone)
- G. ESTABLISH YELLOW METERED LOADING ZONE, 9 AM TO 6 PM, MONDAY THROUGH FRIDAY - Market Street, north side, from 171 feet to 193 feet east of Noe Street (replaces GMP meter #2250)
- H. ESTABLISH YELLOW METERED LOADING ZONE, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - Market Street, south side, from 154 feet to 174 feet west of Sanchez Street (replaces GMP meter #2221)
- I. ESTABLISH YELLOW METERED LOADING ZONE, 7 AM TO 11 AM, MONDAY THROUGH FRIDAY - Market Street, south side, from 43 feet to 66 feet west of McCoppin Street (relocates meter #1803); Market Street, south side, from 66 feet to 88 feet west of McCoppin Street (relocates meter #1805)
- J. ESTABLISH – PASSENGER LOADING ZONE, AT ALL TIMES - Market Street, north side, from 92 feet to 132 feet west of Octavia Boulevard (relocated westerly for parking-protected bikeway, removes meters #1810, #1812)
- K. RESCIND – BLUE ZONE - 14th Street, south side, from 11 feet to 33 feet east of Market Street; Octavia Boulevard, west side, from 2 feet to 22 feet north of Market Street
- L. ESTABLISH - BLUE ZONE - 14th Street, south side, from 33 feet to 55 feet east of Market Street; Market Street, north side, from 132 feet to 154 feet west of Octavia Boulevard (removes meter #1814)
- M. RESCIND – GREEN METERED PARKING, 30 MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - 14th Street, south side, from 33 feet to 55 feet east of Market Street (removes meter #633-G); Market Street, north side, from 77 feet to 99 feet east of Hermann Street (removes meter #1828-G); Market Street, south side, from 57 feet to 77 feet east of Guerrero Street (removes meter #1823-G)
- N. ESTABLISH - GREEN METERED PARKING, 30 MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - 14th Street, south side, from 78 feet to 100 feet east of Market Street (replaces meter #633); Market Street, north side, from 139 feet to 157 feet east of

PAGE 4.

Hermann Street (replaces meter #1822); Market Street, south side, from 97 feet to 117 feet east of Guerrero Street (replaces meter #1819)

- O. RESCIND – TOW AWAY, NO STOPPING ANYTIME EXCEPT PERMITTED CAR SHARE VEHICLES - Pearl Street, east side, from Market Street to 18 feet southerly
- P. ESTABLISH – TOW AWAY, NO STOPPING ANYTIME EXCEPT PERMITTED CAR SHARE VEHICLES - Pearl Street, east side, from 18 feet to 38 feet south of Market Street
- Q. ESTABLISH – ONE-WAY STREET - Hermann Street, eastbound, between Buchanan Street and Laguna Street
- R. ESTABLISH – NO RIGHT TURN ON RED - Market Street, westbound, at Buchanan Street (for bike box); Market Street, westbound, at Laguna Street (for bike box); Market Street, eastbound, at Guerrero Street; Guerrero Street, northbound, at Market Street; Laguna Street, southbound, at Market Street; Octavia Boulevard, southbound, at Market Street

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; and,

WHEREAS, The proposed Upper Market Street Safety Project is subject to the California Environmental Quality Act (CEQA); CEQA provides an exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities, as well as for minor public alterations in the condition of land including the creation of bicycle lanes on existing rights-of-way as defined in Title 14 of the California Code of Regulations Sections 15301 and 15304 respectively; and,

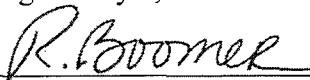
WHEREAS, The Planning Department determined that the proposed Upper Market Street Safety Project is categorically exempt from CEQA, pursuant to Title 14 of the California Code of Regulations Section 15301 and 15304 (Case Number 2017-000817ENV); and

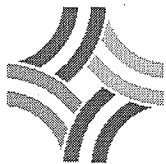
WHEREAS, The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31; and

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and is incorporated herein by reference; now, therefore be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the proposed bicycle and parking and traffic modifications, listed in items A-S above, associated with the Upper Market Street Safety Project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of May 2, 2017.


Secretary to the Board of Directors
San Francisco Municipal Transportation Agency



SFMTA
Municipal
Transportation
Agency

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS AND
PARKING AUTHORITY COMMISSION**

MINUTES

Tuesday, May 2, 2017
Room 400, City Hall
1 Dr. Carlton B. Goodlett Place

REGULAR MEETING
1 P.M.

SFMTA BOARD OF DIRECTORS

Cheryl Brinkman, Chairman,
Malcolm Heinicke, Vice Chairman
Gwyneth Borden
Lee Hsu
Joél Ramos
Cristina Rubke

Edward D. Reiskin
DIRECTOR OF TRANSPORTATION

Roberta Boomer
SECRETARY

ORDER OF BUSINESS

1. Call to Order

Chairman Brinkman called the meeting to order at 1:00 p.m.

2. Roll Call

Present: Cheryl Brinkman
Gwyneth Borden
Malcolm Heinicke – absent at Roll Call
Lee Hsu
Joél Ramos
Cristina Rubke

3. Announcement of prohibition of sound producing devices during the meeting.

Chairman Brinkman announced that the ringing of and use of cell phones, pagers and similar sound-producing electronic devices are prohibited at the meeting. She advised that any person responsible for the ringing or use of a cell phone, pager, or other similar sound-producing electronic devices might be removed from the meeting. She also advised that cell phones that are set on “vibrate” cause microphone interference and requested that they be placed in the “off” position.

4. Approval of Minutes

On motion to approve the minutes of the April 18, 2017 Regular Meeting: unanimously approved (Heinicke-absent).

5. Communications

Board Secretary Boomer stated that for Item 10.3 regarding the As-Needed Public Outreach and Engagement services, Barbary Coast consulting had changed its name to Civic Edge Consulting and therefore the documents would be changed to reflect the name change.

Board Secretary Boomer announced Item 13, the Upper Market Street Safety Project, Item A regarding establishing a bikeway on Sanchez and Octavia had been removed from the agenda at the request of staff.

6. Introduction of New or Unfinished Business by Board Members

None.

7. Director’s Report (For discussion only)

- Special Recognition Award
- Update on Vision Zero
- Ongoing Activities

Vice Chairman Heinicke arrived.

Sonali Bose, Director, Finance and Information Technology recognized Angela Carmen Howes, Senior Operations Manager, Materials Management and Inventory Control. Naomi Kelly, City Administrator, and John Haley, Director, Transit Services also recognized Angela Carmen Howes for her service. John Haley, Director, Transit Services, recognized Neil Popp, Manager, Bus Maintenance and Trinh Nguyen, Principal Engineer, Light Rail Vehicle team. Viktoriya Wise, Chief of Staff, Sustainable Streets, recognized Eddie Valadez and Deven Pillan, Proof of Payment Officers.

Ed Reiskin, Director of Transportation discussed Vision Zero updates, automated speed enforcement legislation, May Day March, the recent PG&E power outage; Bike to Work day; federal funding; and baseball service.

PUBLIC COMMENT:

Herbert Weiner asked cyclists not to run a red light or bike on the sidewalk on Bike to Work Day.

David Pilpel acknowledged Neil Popp and discussed motor coach availability in 1988. He acknowledged the transit fare inspectors, saying that they do a great job of customer service, safety, and enforcement. He also discussed federal funding, the impact of Senate Bill 1 of San Francisco and the SFMTA. The Board should be briefed on Senate Bill 1.

8. Citizens' Advisory Council Report

No report.

9. Public Comment

Brian Hoffer discussed Vision Zero and his two accidents. He is proud of San Francisco for its commitment. Little things like bike boxes would prevent injuries. Cyclists need to feel safe when riding.

David Elliott Lewis discussed making city streets safer, especially for cyclists. A buffered bike lane is the equivalent of asking motorists to behave well because of paint on the street. A protected bike lane will save lives. A row of parked cars protects cyclist's lives. Paint doesn't do that.

Shawn Grunberger commented on upgrades to Turk St. She is in favor of protected bike lanes because they are the safest and best option for people who choose cycling over driving. Other bike lanes encourage double parking and dangerous interactions. The SFFD and the SFMTA were able to come to an agreement about Upper Market and should on Turk Street.

Kyle Grochman expressed support for protected bike lanes. The SFMTA installed a lane in Golden Gate Park last year and has done nothing since to protect cyclists. Staff is sitting on Turk St. and isn't taking action. San Francisco cyclists are frustrated with the lack of progress. The City is failing at protecting citizens and increasing the bike mode share. The City needs to show its' commitment.

Tariq Mehmood stated that the taxis have had a funeral. The Taxi Department is ruined. He questioned the Taxi division's budget which shouldn't be more than \$200,000 per year with two clerks and a director. There are 400 cabs without taxi lights on the top. Staff was told this months ago but nothing has happened. This hurts the taxi driver and is the department's fault. The taxi director isn't certified for the job.

Mary Kay Chin discussed the Turk St. bike lane. She expressed disappointment that the SFMTA has backed off the plan for a separated bike lane. Every street in the Tenderloin is on the high injury corridor. The agency hasn't done enough to protect residents who deserve better. She urged the SFMTA to stick with the original plan and deliver a physically protected bike lane.

Tone Lee stated that Uber has to be controlled. Taxis are weak and need strong leadership. The SFMTA needs to improve taxi business. Uber and Lyft don't know that when they open a door, they will hit a cyclist. Yellow cab is gone and the owners are in trouble. Cab drivers should be able to join any cab company they want.

David Lewis expressed support for the Turk Street protected bike lane. It's easy to get around San Francisco without a car. Kids need a bike and a lane. Older generations also ride a bike. When people get older, it's harder to get around so older people also need a separate, safe lane.

Stephen Tennis expressed support for protected bike lanes. They ensure safe passage. Traffic is fast and can be crazy. There are many children on Turk St. every day. Turk St. needs a protected bike lane. If other cities can come up with bike lanes that satisfies their fire departments, San Francisco can as well.

Howard Levitt stated that San Francisco has become a much safer place. In every instance where there's a decision to separate cars from bikes, there has been a good decision for safety and live-ability. It clarifies the road for drivers and creates the safest lane possible. The City needs to double down on efforts to make streets safe. If the City backs away from putting an affirmative, positive separation, it is falling down on the job. Install a protected lane on Turk St.

Jessica Jenkins expressed support for a protected bike lane on Turk Street. She cycles with her children and follows the rules but feels like she's taking her life in her hands, especially when the sun is in a driver's eyes. Cyclists deserve protected bike lanes.

Rio Scharf stated that he rides on Turk Street every day and it is a terrifying death trap. He was enthusiastic to see a plan that would protect cyclists and slow traffic. To see that plan revoked confirmed suspicions that the city doesn't have the best interests of residents in mind. A protected lane will slow traffic substantially. Youth and seniors don't feel safe in the Tenderloin.

The SFFD should be more willing to compromise. There needs to be a balance of safety of residents in buildings and when they're on the streets.

Darnell Boyd begged for protected bike lanes. He saw a young man who got hit by a truck. There are enough brains in San Francisco to come up with a plan to satisfy all parties. He sees cars almost hit pedestrians every day.

Scott Bravmann stated that he had previously written about the dangerous conditions of Polk Street and then most of Polk Street was taken care of. The corner at Polk and McAllister is still dangerous. He knows that the SFFD is concerned about vehicles but they should consider police cars parked on the street. A fully protected bike lane narrows the street. In the Tenderloin, there's an elementary school with many children riding a bike to school. Cars will go anywhere there's an opening. If you cut off the opening, people won't drive there.

Gail Seagraves expressed support for parking protected bike lanes. She doesn't feel safe enough to ride her bike. There are no reason to install buffers if the City does it right the first time. This is about people's lives. The SFMTA can work it out with the SFFD.

Steven Grafton stated that a buffered bike lane doesn't do anything. Cars are parked there every day. He urged the SFMTA to install a parking protected bike lane.

Charles Deffarges stated that the SFMTA has made promises about protected bikeways that need to keep. The Mayor issued an Executive Directive about safety and Class IV protected bike lanes. This weekend, with three deaths, was a sobering reminder of the need for additional work. Turk Street is a high injury corridor but due to bureaucratic infighting, the plan for protected bike lane was cancelled. City leadership must implement the protected bike lane. Safety is non-negotiable.

Herbert Weiner stated that San Francisco is a city of choice. People can be hit by a car or a cyclist but nobody has mentioned cycling on city sidewalks. State codes forbid moving vehicles on a sidewalk. He asked the San Francisco Bicycle Coalition to cooperate to keep cyclists off the sidewalk and to tell others to do the same. This should be a concerted effort. People have been hit by cyclists which can be fatal. Everyone should be equally protected, including those on the sidewalk.

David Pilpel stated that while he has filed a CEQA appeal and will file a Sunshine Ordinance Task Force complaint, he would rather have a discussion. He didn't get any follow up when he expressed concern yesterday about Items 10.2 O and 13. When he offered a courtesy, he thought that would be returned in kind. He would like to make things better but he is struggling with the issue of respect. It isn't returned. That's a problem. There should be an event for the Twin Peaks Tunnel which will be 100 years old.

Howard Strassner discussed achievements with maintenance, vehicles and fares. The SFMTA can't control Uber and Lyft. The City will have a serious problem in the future with driverless vehicles. Any taxi should stop when a bus is going by. If Uber is so successful now, how many more will want to impede the bus when there are no drivers. There should be a congestion charge. The SFMTA needs to start planning early so when driverless cars hit the streets, the City is ready.

Erika Kimball asked the City to install parking protected bike lanes on Turk Street. There are a few areas of the city where the bicycle injury related accidents happen. This is a healthy investment. Infrastructure should promote pedestrians and cyclists. The SFFD are logistical experts and can figure out a solution.

Gina Schumacher discussed the reasons why she bicycles. All biking infrastructure should be for young, new and older bike riders. A parking protected bike lane will ensure the streets are safe.

Susan Gallentine stated that a protected bike lane is the best way to keep people safe on city streets. Unprotected bike lanes encourage rampant double parking. The lanes on 7th and 8th streets were a huge improvement.

Kevin Stull stated that the Tenderloin streets aren't safe. They need protected bike lanes which should have been installed a long time ago. Safety should never be compromised. The SFMTA needs to stop dragging their feet and get it done as soon as possible.

Lucas Ribeiro discussed how unsafe he feels bicycling on city streets. A cyclist never knows when a driver isn't going to be paying attention. Protected bike lanes are important. People who are concerned about safety won't ride a bike. Protected bike lanes will encourage more people to ride a bicycle to work and un-crowd city streets.

Maureen Persico stated she makes deliveries by bicycle. She wants her kids to be able to bike. She doesn't want to take her life in her hands every time she rides a bike.

Tom Gilberti stated that riding a bike is scary. Now cycles and scooters on city sidewalks scare him. He expressed appreciation for hearing him last week about noise on the buses. New technologies came along that replaced trolleys. The City is going to lose the taxi industry which isn't a resource we want to lose. If Uber and Lyft have more drivers, so should taxis.

Janice Li is a daily cyclist and attended the bike lane opening on the Bay Bridge. The City can build awesome stuff for bicycles. She couldn't think of a single place to ride a bike with her mother in San Francisco and had to go to Oakland.

Miles Stepto stated that protected bike lanes improve safety for cyclists in an urban environment. They protect kids and families. Installing a buffered bike lane doesn't inspire confidence nor a sense of safety. The City should provide the highest quality infrastructure. He encouraged the SFMTA to install protected bike lanes on Turk St.

Libby Nachman voiced support for a protected bike lane on Turk St. The SFMTA needs to fulfill the Mayor's Directive. She wants commuters and residents in the Tenderloin to be safe. A buffered bike lane on Golden Gate Ave. is filled with cars. The SFMTA should learn from their mistakes so cyclists feel safe.

Tamas Nagy discussed the car and bicycle accident last Friday where the cyclist died. The new section of 7th Street is great. Many more people would ride if more roads were like 7th or 8th St. The number of cyclists on Oak and Fell is very impressive. There is an opportunity for real

improvements to open up cycling to more people. Sixty percent of people in San Francisco are open to cycling but aren't willing to because it's too scary.

Chris Cassidy stated that Turk St. is the only bike lane that the SF Bike Coalition has ever opposed. Unfortunately, the design doesn't work. The City needs to learn from their mistakes. The SFMTA should be a leader in delivering safe streets. He is disappointed in the SFMTA's performance so far.

Anne Brask expressed support for protected bike lanes on Turk Street. Cycling is her main means of transportation and she has had two incidents where there weren't protected bike lanes. The incidents could have been avoided. The City can coordinate across agencies to address SFFD needs.

Benjamin Brydon stated that Turk Street will help his bike shop business tremendously. An unprotected bike lane is insufficient. There needs to be a protected bike lane.

Adam Long supports protected bike lanes on Turk St. and Golden Gate Ave. Simple stripes of paint aren't enough any longer because it's no longer safe. People bike on the sidewalk because they don't feel safe, which puts other citizens at risk.

Katherine Roberts stated that she was denied a ride to the hospital after an incident. She slipped on a wet electrical cover. The cover plate is still broken. There has to be some way to texturize the cover so there's no risk of slipping. She wasn't allowed to get on a bus because she had a folding bike, which is compliant with Muni policy. A Muni inspector let her on the following train. This policy has got to stop. Every unprotected bike lane had cars doubled parked in it.

Justin Ryan stated that it is extremely dangerous for anybody riding a bike in the Tenderloin, particularly going in the east-west direction. Market St. isn't a good option. A protected bike way is an important safety feature and should be made a part of a continually growing network of bike lanes.

Susan Detwiler expressed support for a protected bike lane on Turk St. It's important to remember that putting in a bike lane isn't just a matter of convenience for cyclists.

Chairman Brinkman requested an update on the Turk Street Project.

Vice Chairman Heinicke asked for an update on the Twin Peaks Tunnel project.

THE FOLLOWING MATTERS BEFORE THE SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY BOARD OF DIRECTORS ARE RECOMMENDED FOR ACTION AS STATED BY THE SFMTA DIRECTOR OF TRANSPORTATION OR CITY ATTORNEY WHERE APPLICABLE. EXPLANATORY DOCUMENTS FOR ALL CALENDAR ITEMS ARE AVAILABLE FOR REVIEW AT 1 SOUTH VAN NESS AVE. 7th FLOOR.

CONSENT CALENDAR

10. All matters listed hereunder constitute a Consent Calendar, are considered to be routine by the San Francisco Municipal Transportation Agency Board of Directors and will be acted upon by a single vote. There will be no separate discussion of these items unless a member of the Board of Directors or the public so requests, in which event the matter shall be removed from the Consent Calendar and considered as a separate item.

(10.1) Requesting the Controller to allot funds and to draw warrants against such funds available or will be available in payment of the following claims against the SFMTA:

- A. Factory Mutual Ins. Co. vs. CCSF, Superior Ct. #CGC15545441 filed on 4/21/15 for \$0

RESOLUTION 170502-054

(10.2) Approving the following traffic modifications:

- A. ESTABLISH – STOP SIGNS – Irving Street, eastbound and westbound, at 45th Avenue.
- B. ESTABLISH – RECTANGULAR RAPID FLASHING BEACONS – Monterey Boulevard, eastbound and westbound, at Valdez Street; and McAllister Street, eastbound and westbound, at Buchanan Street.
- C. ESTABLISH – PERPENDICULAR PARKING – Alabama Street, east side, from 75 feet to 96 feet south of Mullen Avenue.
- D. ESTABLISH – 2 HOUR TIME LIMIT, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – 44th Avenue, east side, from 8 feet to 62 feet north of Taraval Street; and 44th Avenue, west side, from Taraval Street to 79 feet southerly.
- E. ESTABLISH – NO PARKING ANYTIME – 900 block of Rockdale Drive, south side, from 20 feet to 56 feet easterly of the terminus.
- F. ESTABLISH – PART TIME BUS ZONE, 7 AM TO 7 PM, MONDAY THROUGH FRIDAY – 24th Street, north side, from 100 feet to 150 feet east of Potrero Avenue.
- G. RESCIND – TOW-AWAY NO STOPPING, 4 PM TO 6 PM, MONDAY THROUGH FRIDAY – Bryant Street, north side, between 2nd Street and I-80 on ramp.
- H. ESTABLISH – RED ZONE – Bryant Street, north side, 196 feet east of 2nd Street to 235 feet east of 2nd Street.
- I. ESTABLISH – TOW-AWAY, NO STOPPING, 7 AM TO 9 AM AND 3 PM TO 7 PM, MONDAY THROUGH FRIDAY – Fell St., north side, from Gough St. to 270 feet easterly.
- J. ESTABLISH – NO PARKING ANYTIME – Hayes Street, south side, from Gough Street to 51 feet westerly.
- K. ESTABLISH – RIGHT LANE MUST TURN RIGHT – Hayes St., eastbound, at Gough St.
- L. ESTABLISH – NO PARKING ANYTIME – Gough Street, west side, from Hayes Street to 20 feet northerly.
- M. ESTABLISH – MIDBLOCK RAISED CROSSWALK – Sherman Street, 121 feet south of Cleveland Street.
- N. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Sherman Street, west side, from 97 feet south of Cleveland Street to 137 feet south of Cleveland Street.
- O. ESTABLISH – TOW AWAY NO PARKING ANYTIME – Rausch Street, east side, from

Folsom Street to 106 feet northerly; and Rausch Street, west side, from Folsom Street to 25 feet northerly.

P. RESCIND – RIGHT LANE MUST TURN RIGHT – Gough St., southbound, at Fell St.

Q. ESTABLISH – 2-HOUR TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – Gough Street, west side, between Fell Street and Hayes Street.

R. ESTABLISH – RED ZONE – Gough Street, west side, from Fell Street to 28 feet northerly.

S. RESCIND – TOW-AWAY NO PARKING, PERMITTED COMMUTER SHUTTLE BUS ZONE, 6 AM TO 10 AM, MONDAY THROUGH FRIDAY – Gough Street, west side, from 75 feet to 205 feet south of Turk Street. (Explanatory documents include a staff report and resolution. For every parking and traffic modification that received a categorical exemption, the proposed action is the Approval Action as defined by Chapter 31 of the San Francisco Administrative Code.)

Item 10.2 O was severed from the Consent Calendar at the request of a member of the public.

PUBLIC COMMENT:

Members of the public expressing opposition: David Pilpel

RESOLUTION 170502-055

On motion to approve:

ADOPTED: AYES – Borden, Brinkman, Heinicke, Hsu, Ramos and Rubke

(10.3) Authorizing the Director to execute Contract #SFMTA-2016-38/1 (LOCAL) with Katz & Associates/Barbary Coast Consulting, JV, for an amount not to exceed \$2,500,000; execute Contract #SFMTA-2016-38/2 (LOCAL) with Davis & Associates Communications for an amount not to exceed \$2,500,000; execute Contract #SFMTA-2016-39/1 (FTA) with Katz & Associates/Barbary Coast Consulting, for an amount not to exceed \$1,750,000; execute Contract #SFMTA-2016-39/2 (FTA) with Circlepoint for an amount not to exceed \$1,750,000; execute Contract #SFMTA-2016-40/1 (FHWA) with Katz & Associates/Barbary Coast Consulting, for an amount not to exceed \$500,000, and execute Contract #SFMTA-2016-40/2 (FHWA) with Circlepoint for an amount not to exceed \$500,000, all for As-Needed Public Outreach and Engagement services and for terms not to exceed April 18, 2019, with the option to extend for additional terms. (Explanatory documents include a staff report, contracts and resolution.)

Item 10.3 was severed from the Consent Calendar at the request of a member of the public

PUBLIC COMMENT:

Members of the public expressing opposition: David Pilpel

RESOLUTION 170502-056

On motion to approve:

ADOPTED: AYES – Borden, Brinkman, Heinicke, Hsu, Ramos and Rubke

(10.4) Authorizing the Director to execute the Third Amendment to Contract No. 201-30, with NextBus, for software and equipment maintenance services for the SFMTA's Automatic Vehicle Location System, to extend the term of the Agreement for one year to July 31, 2018, with an option to further extend the Agreement up to one additional year and increasing the contract amount by \$3,780,474. (Explanatory documents include a staff report, resolution and amendment.)

RESOLUTION 170502-057

On motion to approve the Consent Calendar (Item 10.2 O and 10.3 severed):

ADOPTED: AYES – Borden, Brinkman, Heinicke, Hsu, Ramos and Rubke

REGULAR CALENDAR

11. Approving the Preliminary Official Statement for the issuance of the revenue bonds and authorizing the Director to make any necessary changes to the Preliminary Official Statement for the issuance of the revenue bonds, to execute and deliver a certificate deeming the Preliminary Official Statement "final" for purposes of Securities and Exchange Commission Rule 15c2-12 and to execute and deliver a final Official Statement; and authorizing and approving the distribution by the underwriters of the revenue bonds of copies of the Official Statement to all purchasers of the revenue bonds and the distribution by the underwriters of the revenue bonds of the Preliminary Official Statement to potential purchasers of the revenue bonds. (Explanatory documents include a staff report, resolution statement, and certificate. The presentation of this item will include mandated training regarding the financial responsibilities of the Board and the Agency.)

Sonali Bose, Director, Finance and Information Technology and Mark Blake, Deputy City Attorney, presented the item and training.

PUBLIC COMMENT:

Members of the public expressing opposition: David Pilpel

RESOLUTION 170502-058

On motion to approve:

ADOPTED: AYES – Borden, Brinkman, Heinicke, Hsu, Ramos and Rubke

12. Presentation and discussion regarding Regional Measure 3. (Explanatory documents include a slide presentation.)

Monique Webster, Manager, Capital Finance, presented the item.

PUBLIC COMMENT:

David Pilpel suggested that the relationship to other funding mechanisms be taken into account. This item should have broad stakeholder outreach including both supporters and opponents. In addition to the two categories, he suggested adding the proportionality of investments. As part of the next presentation, he suggested an update on the Core Capacity study as that has great bearing on the Bay Bridge corridor.

Howard Strassner discussed projects that the city doesn't have yet, such as ferries. San Francisco shouldn't put any real money into ferries. Ferries often get more subsidies than a bus on a similar route, which isn't right. The real policy should be to take a lane for high occupancy vehicles and get paid for it by drivers. People coming from the South Bay don't pay tolls.

13. Approving various bicycle and parking and traffic modifications associated with the Upper Market Street Safety Project as follows:

- A. ESTABLISH – CLASS II BIKEWAY - Sanchez Street, southbound, from Henry Street to Market Street; Sanchez Street, northbound, from Market Street to 40 feet southerly; Octavia Boulevard, southbound, from Waller Street to Market Street
- B. ESTABLISH – CLASS IV BIKEWAY - Market Street, westbound, from Octavia Boulevard to Buchanan Street; Market Street, eastbound, from Guerrero Street to Octavia Boulevard; Octavia Boulevard, northbound, from Market Street to 80 feet northerly
- C. ESTABLISH – MID-BLOCK CROSSWALK - Market Street, between Laguna Street and Octavia Boulevard; Market Street, between Buchanan Street and Laguna Street
- D. ESTABLISH – MEDIAN ISLANDS - Market Street, at Noe Street, east crossing; Market Street, at Noe Street, west crossing; Guerrero Street, from 50 feet to 150 feet south of Market Street; Laguna Street, at Hermann Street, north crossing; Market Street, from 90 feet to 250 feet west of Octavia Boulevard; Market Street, at Laguna Street, east crossing
- E. ESTABLISH – SIDEWALK NARROWING - Market Street, north side, from Laguna Street to 90 feet easterly; Market Street, south side, from McCoppin Street to 40 feet westerly; Market Street, south side, from McCoppin Street to Highway 101 Off-Ramp
- F. ESTABLISH – TOW AWAY NO STOPPING ANY TIME, ESTABLISH – SIDEWALK WIDENING - 16th Street, north side, from Market Street to 20 feet easterly; 16th Street, south side, from Market Street to 24 feet westerly; Noe Street, west side, from 16th Street to 24 feet northerly; 15th Street, south side, from Market Street to 29 feet westerly; 15th Street, south side, from Market Street to 18 feet easterly; 15th Street, north side, from Sanchez Street to 18 feet westerly; Sanchez Street, west side, from 15th Street to 27 feet northerly; Sanchez Street, east side, from Market Street to 50 feet southerly; 14th Street, south side, from Market Street to 33 feet easterly; Guerrero Street, east side, from Market Street to 54 feet southerly; Pearl Street, east side, from Market Street to 41 feet southerly; Market Street, south side, from Highway 101 Off-Ramp to 31 feet easterly
- G. ESTABLISH – TOW AWAY NO STOPPING ANYTIME - Market Street, south side, from 150 feet to 170 feet west of Noe Street; Market Street, north side, from 108 feet to 149 feet east of Noe Street; Market Street, south side, from 90 feet to 154 feet west of

Sanchez Street; Market Street, south side, from 260 feet to 275 feet east of Church Street; Market Street, south side, from 95 feet to 144 feet west of Dolores Street; Market Street, north side, from 189 feet to 211 feet west of Duboce Avenue; Market Street, north side, from 231 feet to 278 feet west of Laguna Street; Market Street, north side, from 111 feet to 131 feet west of Laguna Street; Market Street, north side, from Laguna Street to 71 feet westerly; Market Street, north side, from Hermann Street to 139 feet easterly; Market Street, north side, from 159 feet to 179 feet east of Hermann Street; Market Street, north side, from Octavia Boulevard to 92 feet westerly; Market Street, south side, from Guerrero Street to 77 feet easterly; Market Street, south side, from 117 feet to 137 feet east of Guerrero Street; Market Street, south side, from 177 feet to 197 feet east of Guerrero Street; Market Street, south side, from McCoppin Street to 43 feet westerly; Hermann Street, south side, from Laguna Street to 30 feet westerly; Laguna Street, east side, from Hermann Street to 35 feet northerly; Octavia Boulevard, west side, from Market Street to Waller Street

- H. ESTABLISH YELLOW METERED LOADING ZONE, 9 AM TO 6 PM, MONDAY THROUGH FRIDAY - Market St., north side, from 171 feet to 193 feet east of Noe St.
- I. ESTABLISH YELLOW METERED LOADING ZONE, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - Market Street, south side, from 154 feet to 174 feet west of Sanchez Street
- J. ESTABLISH YELLOW METERED LOADING ZONE, 7 AM TO 11 AM, MONDAY THROUGH FRIDAY - Market Street, south side, from 43 feet to 66 feet west of McCoppin Street; Market Street, south side, from 66 feet to 88 feet west of McCoppin Street
- K. ESTABLISH – PASSENGER LOADING ZONE, AT ALL TIMES - Market Street, north side, from 92 feet to 132 feet west of Octavia Boulevard
- L. RESCIND – BLUE ZONE - 14th Street, south side, from 11 feet to 33 feet east of Market Street; Octavia Boulevard, west side, from 2 feet to 22 feet north of Market Street
- M. ESTABLISH - BLUE ZONE - 14th Street, south side, from 33 feet to 55 feet east of Market Street; Market Street, north side, from 132 feet to 154 feet west of Octavia Boulevard
- N. RESCIND – GREEN METERED PARKING, 30 MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - 14th Street, south side, from 33 feet to 55 feet east of Market Street; Market Street, north side, from 77 feet to 99 feet east of Hermann Street; Market Street, south side, from 57 feet to 77 feet east of Guerrero Street
- O. ESTABLISH - GREEN METERED PARKING, 30 MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - 14th Street, south side, from 78 feet to 100 feet east of Market Street; Market Street, north side, from 139 feet to 157 feet east of Hermann Street; Market Street, south side, from 97 feet to 117 feet east of Guerrero Street
- P. RESCIND – TOW AWAY, NO STOPPING ANYTIME EXCEPT PERMITTED CAR SHARE VEHICLES - Pearl Street, east side, from Market Street to 18 feet southerly
- Q. ESTABLISH – TOW AWAY, NO STOPPING ANYTIME EXCEPT PERMITTED CAR SHARE VEHICLES - Pearl Street, east side, from 18 feet to 38 feet south of Market Street
- R. ESTABLISH – ONE-WAY STREET - Hermann Street, eastbound, between Buchanan Street and Laguna Street

- S. ESTABLISH – NO RIGHT TURN ON RED - Market Street, westbound, at Buchanan Street; Market Street, westbound, at Laguna Street; Market Street, eastbound, at Guerrero Street; Guerrero Street, northbound, at Market Street; Laguna Street, southbound, at Market Street; Octavia Boulevard, southbound, at Market Street. (Explanatory documents include a staff report, slide presentation and resolution. The proposed actions are the Approval Actions as defined by Chapter 31 of the San Francisco Administrative Code.)

Board Secretary Boomer stated that Item A had been removed from the agenda.

Charlie Ream, Senior Transportation Planner, presented the item.

Deputy Chief Mark Gonzalez stated that the Fire Department (SFFD) is not against parking protected bike lanes. Muni's overhead wires make it difficult for fire trucks to get through and hampers their firefighting efforts. The Fire Department has a broader mandate to protect citizens. Each neighborhood has unique characteristics. The design for this project materially compromises the safety of SFFD officials and residents. The Octavia on-ramp is dangerous and maybe there should be a divergence around that area. The president of the Fire Union is in agreement with the department on this.

PUBLIC COMMENT:

Members of the public expressing support: Josie Ahrens, Brian Hoffer, Shawn Grunberger, Mary Kay Chin, David Lewis, Howard Levitt, Steven Grafton, Julia Ruskin, Chris Cassidy, Justin Ryan, Kevin Diep, Sara Jones, Susan Detwiler, and Amanda Rivas,

Members of the public expressing opposition: David Pilpel and Dan Decossio

RESOLUTION 170502-059

On motion to approve (Item A removed):

ADOPTED: AYES – Borden, Brinkman, Heinicke, Hsu, Ramos and Rubke

ADJOURN - The meeting was adjourned at 4:44 p.m.

A recording of the meeting is on file in the office of the Secretary to the San Francisco Municipal Transportation Agency Board of Directors.



Roberta Boomer
Board Secretary

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO

2017 JUN -1 PM 3:55

BY BJ

David Pilpel
2151 27th Ave
San Francisco CA 94116-1730

RECEIVED

JUN 01 2017

CITY & COUNTY OF S.F.
DEPT. OF CITY PLANNING
RECEPTION

Tom DiSanto, Director of Administration
Planning Department
1650 Mission St Ste 400
San Francisco CA 94103-2479

June 1, 2017

Re: Fee Waiver Request for CEQA Appeal Regarding Page Street Bike Lane Project

Dear Mr. DiSanto,

I write to seek an exemption or fee waiver for filing a CEQA appeal with the Board of Supervisors regarding the Municipal Transportation Agency Upper Market Street Project. In this case, my income is not enough to pay for the fee without affecting my ability to pay for the necessities of life. [REDACTED]

[REDACTED] I travel through the area near the proposed project (and elsewhere in San Francisco) on a regular basis and I am substantially affected by it. If I do not receive the fee waiver I will likely be unable to proceed with the appeal as planned.

Please contact me at (415) 977-5578 if you need any further information and to inform me of your decision. Thank you in advance for your consideration of this request.

Sincerely,



David Pilpel

From: [DiSanto, Thomas \(CPC\)](#)
To: [BOS Legislation, \(BOS\)](#)
Cc: [Ko, Yvonne \(CPC\)](#)
Subject: CEQA Appeal Fee Waiver
Date: Friday, June 02, 2017 9:34:39 AM

The Planning Department has reviewed and approved a fee waiver under Admin Code Section 31.22 for the CEQA Appeal being filed by David Pilpel with the BOS Clerk's Office regarding the Municipal Transportation Agency Upper Market Street Project.

Please let me know if you have any questions or need additional information.

Thank you.

Thomas DiSanto
Director, Administration

Planning Department, City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9113 **Fax:** 415-575-9005
Email: thomas.disanto@sfgov.org
Web: www.sfplanning.org